

RELEVANT CONTROL		COMMENT	CONSISTENCY
KEY ELEMENTS OF THE PLAN			
	<ul style="list-style-type: none"> <li>a land use pattern dominated by a diverse transit-oriented mix of economic and residential activity;</li> </ul>	<p>The Concept Plan design is heavily based on the maximizing of access for residents and workers to the three modes of public transport in and within easy walking distance of the site, bus, rail and ferry. As detailed on the Concept Plan at, clear vehicular, pedestrian and cyclist access systems are provided linking to transport stops/stations is proposed through a new network of open spaces and upgraded roads.</p> <p>As detailed in the Economic Assessment prepared by Hill PDA attached as <b>Annexure 10</b>, the recommended level of commercial uses has been limited to daily convenience shops, cafés and restaurants to ensure no significant impacts on nearby commercial areas and the existing shopping facilities within the Waterpoint development adjacent.</p>	Yes
	<ul style="list-style-type: none"> <li>an urban form which maximises accessibility to transport opportunities;</li> </ul>	See comment above.	Yes
	<ul style="list-style-type: none"> <li>a mix of employment, residential and recreation land uses with minor support retailing;</li> </ul>	See comment above.	Yes
	<ul style="list-style-type: none"> <li>a public domain comprising streets and open spaces with enhanced amenity and clear integrated hierarchies and linkages;</li> </ul>	A well connected hierarchy of open spaces and streets is proposed in line with those identified in the DCP with additional pocket parks and pedestrian linkages proposed.	Yes
	<ul style="list-style-type: none"> <li>a built form of high architectural quality which respects the environmental characteristics of the site and fosters a robust economic and social environment;</li> </ul>	Best practice sustainable architectural design is proposed in Stage 1 and required for all future stages of the development. Designed with a clear knowledge of the prevailing residential and commercial market environments.	Yes
	<ul style="list-style-type: none"> <li>a social infrastructure which provides for a mix of housing opportunities, supporting services and facilities.</li> </ul>	The Concept Plan envisages a range of sizes and a mix of apartments, convenience shopping facilities, leisure facilities and a range of parks and community facilities.	Yes

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<b>URBAN DESIGN PRINCIPLES</b>		
	<ul style="list-style-type: none"> <li>• <i>protect the existing treed ridgeline from being obscured by development;</i></li> <li>• <i>protect the existing scale of the built environment;</i></li> <li>• <i>respect the existing street pattern;</i></li> <li>• <i>respect the height, bulk, rhythm and scale of the existing neighbourhood and topography;</i></li> <li>• <i>maintain and create views to water vistas;</i></li> <li>• <i>create a significant park along the foreshore;</i></li> <li>• <i>ensure ecologically sustainable development principles are applied to the built environment, using materials that are robust and energy efficient;</i></li> <li>• <i>provide open space and pedestrian links to the foreshore;</i></li> <li>• <i>ensure safe, user friendly pedestrian and cycle ways are provided throughout the area;</i></li> <li>• <i>provide an attractive streetscape enhanced with street trees and without the intrusion of overhead power and telecommunications lines;</i></li> <li>• <i>provide attractive commercial, retail and light industrial buildings that are compatible with residential buildings;</i></li> <li>• <i>re use and adapt existing buildings wherever possible.</i></li> </ul>	<ul style="list-style-type: none"> <li>• The proposed building forms have been kept low enough to ensure the treed ridgeline is not obscured when viewed from the water.</li> <li>• The proposed built forms are in keeping with recent approved developments and the emerging character of the MEA.</li> <li>• The Concept Plan respects and provides the required new links in the road system identified in the DCP.</li> <li>• The built forms in the Concept Plan have been based on a detailed analysis of the topography of the site, recent developments in the MEA and protection of neighbouring residential dwellings to the north and ridgeline view.</li> <li>• Additional heights are proposed under the Concept Plan based on:             <ol style="list-style-type: none"> <li>a. the objectives of the MEA Master Plan and DCP,</li> <li>b. the recommendations of the Inner North Regional Strategy on population growth in Ryde,</li> <li>c. The significant public benefits offered, including substantial upgrading of the existing storm water system and a number of public domain improvements , new parks and cycleways within the site and adjacent foreshore land.</li> </ol> </li> <li>• The proposed built forms are in keeping with recent approved developments and the emerging character of Shepherds Bay. The resultant dwelling densities and footprints are similar but significantly lower in height to the nearby Rhodes Peninsula and newer developments at Homebush Bay West.</li> <li>• While some proposed building forms are higher than the existing industrial development, a number are very similar in height while less in bulk than the old</li> </ul>

Yes  
(see comment)

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	<p>factory buildings. In addition, the height and bulk of the proposed Stage 1 Development is similar to the existing buildings and current commenced approved development on the site.</p> <ul style="list-style-type: none"> <li>• Due to the highly developed nature and altered topography of the site it will be necessary to carry out selective regrading of the site in order to meet accessibility requirements, provide new road connections and ensure building ground levels align generally to street levels. Accordingly the heights quoted above relate to the street wall heights as detailed in the EA.</li> <li>• The Concept Plan built forms have been informed by a detailed View Analysis by Richard Lamb and Associates, attached as <b>Annexure 8</b>, to ensure existing and DCP identified views are protected, together with the opening up of additional views to the water from the surrounding locality.</li> <li>• A new system of high quality open spaces are included in the Concept Plan all terminating at the enhanced foreshore parkland.</li> <li>• The Stage 1 Project development has been designed on best practice sustainability principles to achieve a minimum 4 star rating. The same principles are to be applied across the site in the Concept Plan.</li> <li>• A fine grained clear and open pedestrian and cycle system is proposed linking all parts of the site to both the foreshore park and public transport nodes. These have incorporated the CPTED principles for safety and security with clear views through parks to roads and other public spaces and passive surveillance from the dwellings adjacent.</li> <li>• New street trees and landscaping of streets is proposed and all power, gas, water and telecommunications services are</li> </ul>	

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		<p>proposed to be underground in the streets.</p> <ul style="list-style-type: none"> <li>Commercial and retail uses are recommended in the Concept Plan to activate the central spine and encourage a sense of community where the development meets the foreshore park, designed to ensure the uses do not detract from the amenity of the residential areas within the site.</li> <li>While it is a stated objective of the Concept Plan to investigate the reuse of existing building fabric on the site, it must be acknowledged that many of the existing buildings are in poor state of repair, unable to be reused for residential purposes due to their industrial configuration or have to be removed to enable the provision of the Council planned area-wide storm water works. It is therefore proposed to interpret some of the industrial architectural character in form and architectural detailing of new buildings and the landscape sculptural elements. Refer Landscape Plans at <b>Annexure 13</b>.</li> </ul>	
<b>FUTURE CHARACTER</b>			
	<ul style="list-style-type: none"> <li><i>Commercial and light industrial uses will be encouraged and while medium density residential development will be a significant feature of the area, it will not dominate. This use will be concentrated near the foreshore and close to the Meadowbank railway station with emphasis placed on protecting residential amenity while promoting economic viability.</i></li> <li><i>Meadowbank will evolve as a transit-oriented community which optimises the public transport network, facilitates access between home and work and reduces reliance on private transport. Distinct, clear and safe connections for pedestrians and cyclists will be developed.</i></li> <li><i>Support retail, providing activity at ground level, will be accommodated in the various precincts throughout the area</i></li> </ul>	<p>As detailed in the Economic Assessment prepared by Hill PDA attached as <b>Annexure 10</b>, the recommended level of commercial uses has been limited to daily convenience shops, cafés and restaurants to ensure no significant impacts on nearby commercial areas and the existing shopping facilities within the Waterpoint development adjacent.</p> <p>Small scale commercial and retail uses are recommended in the Concept Plan, to activate the central spine and encourage a sense of community where the development meets the foreshore park and also on the podium levels of the signature building.</p>	<p>Yes (see comment)</p>

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<p><i>specifically to service the needs of residents, workers and visitors.</i></p> <ul style="list-style-type: none"> <li><i>Built-form will be sympathetic towards, and respond to, Meadowbank's location on the Parramatta River. With a six storey height limit, buildings will not dominate the northern treed ridgeline, and on the foreshore built height will be limited to four storeys.</i></li> <li><i>Where appropriate, adaptive reuse of existing built structures should be considered and amalgamations of small sites will be encouraged.</i></li> <li><i>Uses and development will be compatible with, and complement, public uses of the Parramatta River and its foreshores.</i></li> <li><i>The public domain – roads, footpaths, parks, public open space - will be clearly defined, link to existing networks and be extensively landscaped with indigenous flora where appropriate.</i></li> <li><i>Private development will be encouraged to provide public open space and add to the existing landscape setting.</i></li> </ul>	<p>Active commercial and community uses are proposed where developments meet the new central spine at the foreshore park and buildings.</p> <p>See comments above. In addition, landscaping will incorporate suitable indigenous plantings together with some species that reflect the site's historic agricultural use.</p> <p>It is intended that there be direct connections both physically and visually, between the private communal and public open spaces to maximize the feeling of buildings in a landscaped setting.</p>	
<b>MASTER PLAN OBJECTIVES</b>		
<ul style="list-style-type: none"> <li><i>Be an urban place that recognises and reinforces its topography, landscape setting, existing built form and unique location on the Parramatta River.</i></li> <li><i>Be a unique place characterised by a mix of residential, commercial, support retail and light industrial uses.</i></li> <li><i>Be a vibrant, viable and economically sound employment centre.</i></li> <li><i>Be a place that facilitates convenient access between work, home and leisure.</i></li> <li><i>Be a place specifically designed for the enjoyment and use of pedestrians and cyclists.</i></li> <li><i>Be a place with a high level of aesthetic amenity at street level.</i></li> <li><i>Be a place where uses and development are compatible with, and complement, public use of the Parramatta River and its foreshores.</i></li> </ul>	<p>No industrial uses proposed. See comments above regarding Economic analysis confirming limited market for commercial uses other than convenience and leisure retailing and live work.</p> <p>High quality public open spaces are proposed that interpret the former uses of the site, access directly to communal spaces and dwellings and complement the built forms. Landscaping of the foreshore areas has been informed by Council's Riverwalk Plan, existing Shepherds Bay Master Plan and an Environmental Assessment by Lesryk Ecologists (See <b>Annexure 18</b>). All landscape works are also designed to respect and enhance the foreshore mangrove areas and waterfront environment.</p>	<p>Yes (see comment)</p>

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	<ul style="list-style-type: none"> <li><i>Has safe, attractive and convenient public spaces that are well used and connected.</i></li> <li><i>Contains a mix and arrangement of uses that appropriately integrate with existing surrounding activities.</i></li> </ul>	All parks and accessways are to adopt the CPTED principles for safety and security of users. Particularly, no hidden spaces will be permitted and all parks will be capable of being surveilled by residents within the development and from road users. Refer Crime Risk Assessment at <b>Annexure 7</b> .	
<b>PLANNING FRAMEWORK LANDUSE</b>			
	<p><i>The proposed strategy will seek to consolidate and supplement the existing and emerging urban structure.</i></p> <ul style="list-style-type: none"> <li><i>Facilitate urban consolidation through the development of a transit-oriented community.</i></li> <li><i>Accommodate the development of a high quality mixed land-use pattern containing a range of local employment opportunities, choice of housing and transport mode. The area as a whole shall not become a predominantly residential environment.</i></li> <li><i>Facilitate development density, mix and location to capitalise on public transport infrastructure.</i></li> <li><i>Facilitate environmental enhancement and remediation through the accommodation of economically viable land use.</i></li> <li><i>Establish a pattern of land use that is compatible with the local and regional environment and enables enhanced accessibility to transport opportunities.</i></li> <li><i>Accommodate a mix of land uses in a manner that protects residential amenity while promoting economic viability.</i></li> <li><i>The transition is to occur gradually over time, therefore, existing users and occupiers will be allowed to continue current activities in accordance with the lawful development consent applying to the land.</i></li> <li><i>Accommodate a level of small-scale supporting retail activity designed specifically to service, within precincts, the needs of</i></li> </ul>	<p>See comments above regarding limitations on viability of commercial uses.</p> <p>The proposed development will enable the appropriate reuse of surplus industrial land in a much sought after middle ring suburb of Sydney and significantly assist the City of Ryde in meeting its quota for additional housing as required under the Inner North Regional Strategy.</p> <p>The Concept Plan will facilitate the progressive remediation of the site which in parts contains contaminates from former industrial uses, which in turn will ensure less contaminates enter the groundwater or river waters.</p> <p>The Plan will also enable the provision of enhanced natural environments through the site and along the foreshore that will be available for the enjoyment of the broader community of the City of Ryde.</p> <p>The Concept Plan has been designed to not disadvantage any lands within the site boundaries not owned or not party to the plan. As the plan will take a number of years to construct in Stages, it is planned that many of the existing businesses will continue to operate until such time as redevelopment of the specific lots takes place.</p>	Yes (see comment)

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<p><i>residents, workers and visitors to the area.</i></p> <p><b>Precinct 3 – Bay Commercial / Industrial:</b> While development is likely to be mostly in-fill, quality architecture is encouraged to create an environment compatible with high tech uses. Views to the south across the Parramatta River will be protected and optimised. Retail uses will not be permitted.</p> <p><b>Precinct 4 - Foreshore Activity:</b> located on the foreshore, an area of mixed higher density residential and commercial/retail development. It is envisaged that this precinct will have a lively urban character with some retail and other active uses at ground level. Community service uses could be appropriate. Adaptive reuse should be considered and recognition given to former industrial uses. Development incentives of a 10% variation in land use or an additional storey may be considered appropriate for the adaptive reuse of buildings. Development of the site bounded by Belmore, Well and Porter Streets should be in keeping with its location and island nature. The presence of large mature trees will continue to be a characteristic of the locality.</p> <p><b>Precinct 7 – Foreshore Community/Cultural:</b> public open space along the foreshore characterised by extensive mangroves, mature trees, grassed open space and pedestrian and cycle access. Public art and street furniture will contribute to amenity. Compatible cultural activities will be considered, including a small-scale restaurant/café/kiosk. Views down Belmore Street to the water and vistas beyond will be protected and development will not inhibit access to the foreshore.</p> <p>Mixed-use development will be fostered in locations adjacent to/within close proximity to public transport facilities and foreshore locations, and where an appropriate level of residential amenity can be achieved.</p> <p>Residential development will facilitate better use of existing transport infrastructure (rail, ferry and cycleways) and enable the environmental qualities (undulating topography, water views, etc) of the area to be better appreciated.</p> <p>A significant characteristic of the land use pattern will be the extent and variety of public open space. This will be dominated by a substantial elongated public open space extending along the southern edge, adjoining the Parramatta River.</p>	<p>See comments re industrial or major commercial uses being infeasible. Minor convenience retail may be included in the extreme south eastern tip of this precinct in the Concept Plan, in the area adjacent to the central spine and open plaza fronting the foreshore park.</p> <p>This area is planned to contain primarily residential uses, with some convenience retailing at street level to activate the main plaza at the foreshore park edge with community uses such as a multi-purpose community performance space also in that location.</p> <p>The building form envisaged for the site bounded by Belmore, Well and Porter Streets is seen as the 'signature' or 'landmark' building announcing the development at the entry point to Shepherds Bay. Accordingly the height and slender forms of the building have been chosen to enable it fulfill this role.</p> <p>The Concept Plan and Stage 1 development fully supports Council's objectives and desired future character of the foreshore parkland as detailed in the Landscape Report by PLACE Design Group at <b>Annexure 13</b>. It is planned that the landscaping of the foreshore seamlessly continue the already recently landscaped area in the eastern edge of the Shepherds Bay by Holdmark Property Group. The existing landscaping already attracts many locals to the area, to walk, cycle, play on the play equipment, have a picnic or just sit in the sun.</p> <p>See comments above. A range of open spaces of different characters and purposes are proposed as detailed on the Landscape Plans at <b>Annexure 13</b>. A common element is that they all terminate at the waterfront parkland.</p>	



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<b>ACCESS STRUCTURE</b>		
	<ul style="list-style-type: none"> <li>Establish an access structure that maximises accessibility to transport opportunities, is clearly defined and enhances connectivity between precincts. Increase connectivity where necessary, e.g. along the waterfront.</li> <li>Reinforce and strengthen the role of the Meadowbank railway station and Meadowbank ferry wharf as public transport interchanges.</li> <li>Reinforce a range of street types to accommodate multiple uses or shared zones (pedestrian, bicycle, light vehicle etc.), varying according to usage, location and topography.</li> <li>Reinforce the existing street pattern and, having regard to the topography, ensure legible east-west and north-south links (with views to the Parramatta River and vistas beyond).</li> <li>Higher development densities are to be concentrated around the Meadowbank railway station to encourage utilisation of public transport, as well as in areas offering high environmental amenity (e.g. water aspect and views to the Sydney CBD, Sydney Olympic Park, etc).</li> <li>Constitution Road will continue to function as the principal vehicular access corridor connecting the eastern and western areas of Meadowbank.</li> <li>Rothsay Avenue is to be extended west to Bowden Street, with the location of the new road to be set in a location at the front of the current vacant site.</li> <li>A dominant feature will be a strong pedestrian access corridor adjacent to the river edge.</li> </ul> <p>Shared pedestrian/cycle access ways:</p> <ul style="list-style-type: none"> <li>Between Nancarrow Avenue and Rothsay Street;</li> <li>Between Constitution Road and Nancarrow Avenue (subject to topography);</li> <li>Between Belmore Street and Nancarrow Avenue;</li> <li>Between Belmore Street and Porter Street.</li> </ul>	<p>See comments above.</p> <p>Additional pedestrian and cycle links from the site to the Wharf and railway station are provided in the Concept Plan to encourage a modal shift to public transport.</p> <p>A number of sections of roads are planned as shared pedestrian/cycle/vehicle ways to reduce the dominance of cars in Shepherds Bay.</p> <p>See comments above, the Concept Plan adopts the road pattern defined in the DCP.</p> <p>Densities have also been determined having reference to views and the dwelling targets identified in the Inner North Regional Strategy, together with detailed urban design analysis of the context of the Concept Plan site.</p> <p>Constitution Road remains the main vehicular access corridor.</p> <p>Rothsay Avenue is planned to be extended through to Belmore Street, utilizing private land owned by Holdmark Property Group for part of its length. Which will be dedicated to Council as part of the VPA.</p> <p>See comments above.</p> <p>Shared pedestrian/cycleways are proposed between:</p> <ul style="list-style-type: none"> <li>Nancarrow Avenue and Rothsay Avenue (down to open space)</li> <li>Constitution Road and Nancarrow Avenue (down to open space)</li> <li>Belmore Street and Nancarrow Avenue (next to new section of road)</li> <li>Belmore Street and Porter Street (already provided as part of current redevelopment)</li> </ul>



PUBLIC DOMAIN	RELEVANT CONTROL	COMMENT	CONSISTENCY
	<ul style="list-style-type: none"> <li>• <i>establish a public domain – consisting of parks, formal and informal public open space, roads, footpaths, cycleways etc – that maximizes accessibility and environmental amenity</i></li> <li>• <i>Improve the look of streets and public spaces and reinforce the existing pattern to establish clear hierarchies, pedestrian linkages and focal points.</i></li> <li>• <i>Underground existing and all future telecommunications and electricity lines.</i></li> <li>• <i>Provide a network of streets and public spaces that enhance the integration of the precincts, the surrounding area and local and regional infrastructures.</i></li> <li>• <i>Establish a network of public spaces that can accommodate a variety of uses and maximise environmental amenity.</i></li> <li>• <i>Ensure that development defines and contributes to the public domain and creates a high quality setting for buildings that is safe and accessible for all.</i></li> <li>• <i>Reinforce views through the area to the Parramatta River and vistas beyond, and enhance permeability through the area (east-west and north-south).</i></li> <li>• <i>Public space provision will be dominated by substantial foreshore parkland extending along the full length of the Meadowbank site adjacent to the Parramatta River</i></li> <li>• <i>Belmore and Bowden Streets will be enhanced with focal points of public open space adjacent to the waterfront</i></li> <li>• <i>The historical and existing location of the street network is recognized</i></li> <li>• <i>View corridors, view sheds and panoramas both into and out of the Meadowbank Employment Area are to be maintained and enhanced</i></li> <li>• <i>The public domain will be extensively landscaped, equipped with street furniture, public art and other features to enhance visual appearance and amenity and establish an appropriate identity</i></li> </ul>	<p>See comments above.</p> <p>Public art elements to be included at a number of focal points across the site. See Landscape Plans and Report at <b>Annexure 13.</b></p> <p>Refer Landscape Plans and Report at <b>Annexure 13.</b></p>	Yes

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<b>URBAN FORM</b>		
<ul style="list-style-type: none"> <li><i>establish a diverse, cohesive and high quality built form.</i></li> <li><i>Develop an urban form that is in keeping with Meadowbank's new role as a mixed residential/employment centre.</i></li> <li><i>Encourage a diversity of built form that reflects the physical characteristics and wider environmental context of the site.</i></li> <li><i>Ensure the built form reflects the existing scale, height and topographical characteristics of the site.</i></li> <li><i>Generate an urban form through the reinforcement of public open spaces and street network.</i></li> <li><i>Develop an urban form that is compatible with existing regional patterns of land use and development.</i></li> <li><i>Accommodate diversity of land use that fosters a vital and robust economic and social environment.</i></li> <li><i>Ensure that building form provides interest, is articulated both in height and mass, is not monolithic nor bulky and resolves urban design and environmental objectives.</i></li> <li><i>Encourage adaptive reuse of existing buildings and high quality new buildings that are adaptable to a variety of uses over time to ensure their long life.</i></li> <li><i>Protect and enhance the integrity of heritage items, industrial history and significant landscape elements.</i></li> <li><i>Protect and enhance the treed ridge-line above the Meadowbank Basin by ensuring development does not visually encroach on it.</i></li> <li><i>Acknowledge the presence of mature trees at the waterfront and incorporate them into future development.</i></li> <li><i>The urban form is to be generated primarily in response to the objective of creating a transit-oriented community centred on a clearly defined hierarchy of open spaces and access networks.</i></li> <li><i>The urban form will reflect, through appropriate density and height,</i></li> </ul>	<p>See comments above.</p> <p>The Concept Plan envisages a range of building forms, with stepped forms and varied setbacks to streets and parkland. Building footprints have been placed to maximize public open spaces, amenity, and sun access to future dwellings and open spaces and to maximize views to the water while protecting existing views to and from the water from the surrounding locality. See comments above regarding infeasibility of significant commercial and industrial land use on the site due to proximity of Top Ryde, Macquarie Park and Rhodes commercial areas.</p> <p>While some proposed building forms are higher than the existing industrial development and recent residential developments in shepherds Bay, a number are similar in height while less in bulk or footprint. In addition, the height and bulk of the proposed Stage 1 Development is similar to the current commenced approved development on the site.</p> <p>Proposed residential building envelopes have been designed to address and directly connect to communal and public open spaces reinforcing a development within a high quality, connected landscapes and streets.</p> <p>As discussed above, the Concept Plan has been informed by the recommendations of the Inner North Regional Strategy and other recent residential and mixed developments along the Harbour and Parramatta River front. In this regard, in the resultant dwelling densities and footprints are similar but significantly lower in height to the nearby Rhodes Peninsula and newer developments at Homebush Bay West.</p>	<p>Yes (see comment)</p>

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<p><i>a response to the undulating character of the topography, the aspect and views over the Parramatta River, and access to rail, road and ferry transport networks.</i></p> <ul style="list-style-type: none"> <li><i>Buildings are to be articulated vertically and horizontally: materials and building setbacks on the upper storeys are to be used to reduce the perceived bulk of buildings.</i></li> <li><i>Built form is to be articulated in height and consideration given to interesting roof forms including those that recognise the industrial history of the area (for example, sawtoothed and flat roofs).</i></li> <li><i>Particular attention must be given to the views from the top of ridges of the Meadowbank Employment Area. Opportunities for stepped building form, particularly at the foreshore, should be considered.</i></li> <li><i>Buildings must be articulated to avoid the appearance of a monolithic or massive structure. Articulation of height, façade setbacks will ensure attractive, interesting buildings.</i></li> <li><i>A principal characteristic of development will be areas of higher density mixed use development centred around the railway station and ferry and the termination of Belmore Street. Elsewhere, land use is to be developed at a lower density for residential, commercial and light industrial land uses.</i></li> <li><i>In accordance with SEPP 56 principles, the height profile of development will be set at four storeys on the foreshore.</i></li> <li><i>Elsewhere the scale of existing buildings, the variations in topography and visual impact of development on the treed ridge-line will be the guiding principles and determinants of building height</i></li> </ul>	<p>Both the Stage 1 Project and building envelopes contained in the Concept Plan are stepped in form, both vertically and horizontally and the detailed design of Stage 1 contains highly articulated facades to all streets and open spaces as an example of how the forms are to be interpreted.</p> <p>The Concept Plan requires that the building forms consider variations in architectural details, including roof forms which interpret in some way elements of the old industrial building architecture on the site.</p> <p>Based on the recommendations of Richard Lamb in his Visual Assessment at <b>Annexure 8</b>, the building envelopes in the Concept Plan have been designed to protect the existing views to and from the ridgeline. In fact, extra views have been opened up in the design in addition to those identified on the DCP views map.</p> <p>SEPP 56 has been repealed and incorporated into the SEPP Major Development which no longer applies to the Parramatta River foreshore. However, Heights along the foreshore in the Concept Plan have been kept lower and set back from the foreshore parkland, similar to recently approved developments in Shepherds Bay and other foreshore developments along the Parramatta River.</p>	
<b>SUSTAINABILITY</b>		
	<ul style="list-style-type: none"> <li><i>The Master Plan will seek economic, social and environmental sustainability in the nature and form of future development.</i></li> <li><i>Develop a transit-oriented community that maximises the potential for urban consolidation and the integration of economic opportunity, infrastructure and physical resources.</i></li> </ul>	<p>See comments above.</p> <p>See comment</p>

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	<ul style="list-style-type: none"> <li>• <i>Establish a diverse and robust urban environment that maximises accessibility to transport, employment, housing choice, recreational facilities and supporting services.</i></li> <li>• <i>Create a safe and comfortable environment for residents and workers in both private and public spaces, through best practice design where buildings and spaces achieve maximum environmental performance and minimum resource use.</i></li> <li>• <i>Development is to be designed having regard to:</i> <ul style="list-style-type: none"> <li>○ <i>wind effect;</i></li> <li>○ <i>reflectivity;</i></li> <li>○ <i>noise attenuation;</i></li> <li>○ <i>solar access and energy conservation;</i></li> <li>○ <i>water conservation and re-use;</i></li> <li>○ <i>stormwater management;</i></li> <li>○ <i>adaptive re-use of buildings;</i></li> <li>○ <i>landscape setbacks;</i></li> <li>○ <i>use of recycled materials; and</i></li> <li>○ <i>waste reduction.</i></li> </ul> </li> <li>• <i>Facilitate development of public spaces that contribute to greater bio-diversity, habitat protection and enhancement, and air and water quality.</i></li> <li>• <i>Ensure future development occurs with an appropriate level of sensitivity towards elements of cultural and environmental heritage significance.</i></li> <li>• <i>An emphasis is to maximise accessibility through higher density development near the railway station and ferry terminal, and the reinforcement of access routes and open spaces.</i></li> <li>• <i>Land use has been determined within the context of prevailing urban planning policy and the need to maintain and develop employment opportunities and economic viability.</i></li> <li>• <i>Urban form is to be diverse and robust, allowing diversity in housing choice, employment and recreational opportunities. It will also seek to achieve environmental sustainability and energy efficiency. Initiatives will include the re-use of existing infrastructure where appropriate, a limitation on building heights and depths, protection of solar access and an emphasis on mixed land uses.</i></li> <li>• <i>The public domain will be clearly defined to facilitate maximum accessibility and environmental amenity. Key features will include extensively landscaped areas of public space and street networks.</i></li> <li>• <i>Development will occur in a manner, which preserves the amenity of existing residential areas and ensures the preservation of elements considered being of cultural (e.g. Jtec Building) and environmental (eg. mangroves) significance.</i></li> </ul>	

RELEVANT CONTROL	COMMENT	CONSISTENCY	
VARIATION TO THE MASTER PLAN AND PLANNING AGREEMENTS			
	<p>Despite any other provisions of this Plan, the Council may grant development consent to a development application where the:</p> <ul style="list-style-type: none"><li>a) number of storeys proposed is one more than the maximum set out for that site on figures 11 and 16 . This is subject to the maximum height of any proposed building not exceeding the recommended maximum Relative Level (RL) specified within this Plan.</li><li>b) the developer enters into a planning agreement to provide a planning benefit; and</li><li>c) the proposed development meets all other requirements of this Plan, including the design principles of section 2.3.</li></ul> <ul style="list-style-type: none"><li>A diverse range of benefits may be sought through negotiated planning obligations in order to make a contribution to the achievement of one or more elements of the vision.</li></ul> <p>What matters will the Council consider in VPA:</p> <ul style="list-style-type: none"><li>Whether meets the demands created by the development for new or enhanced public infrastructure, amenities and services.</li><li>If meet specific planning objectives of Council</li><li>If compensation is required for the loss of, or damage to, a public amenity, service, resource or asset caused by the development through its replacement, substitution, repair or regeneration.</li><li>Rectification of an existing deficiency in the existing provision of public facilities in the MEA is made</li><li>Whether planning benefits for the wider community accrue from the planning agreement</li></ul>	<p>Additional heights are proposed under the Concept Plan based on:</p> <ul style="list-style-type: none"><li>the objectives of the Ryde LEP 2010 and DCP,</li><li>a detailed urban design assessment of the impact on the surrounding area, particularly views and sunlight access,</li><li>the recommendations of the Inner North Regional Strategy on population growth in Ryde,</li><li>recent comparable commercial and residential developments approved by Council constructed within Shepherds Bay and in the vicinity of the site,</li><li>The significant public benefits offered, including a number of public domain improvements , new parks and cycleways within the site and adjacent foreshore land.</li></ul>	See comment
4.1 THE PUBLIC DOMAIN INTERFACE			
Mixed-Use Development			
	<p>a) Mixed-use development will comprise either:</p> <ul style="list-style-type: none"><li>a combination of medium and high density residential development with compatible employment related activity; or</li><li>a combination of commercial and light industrial activity.</li></ul>	<p>The Draft Concept Plan proposes that the land uses within the site be medium to high density residential development with compatible employment activities which have been determined based on an economic analysis of the sub region by Hill PDA. Refer <b>Annexure 10</b>.</p>	Yes

RELEVANT CONTROL	COMMENT	CONSISTENCY
<p><i>Compatible employment related activities include:</i>  <i>restaurants and cafés</i></p> <ul style="list-style-type: none"> <li><i>small scale retail establishments such as convenience stores</i></li> <li><i>small commercial offices</i></li> <li><i>professional suites</i></li> <li><i>home offices</i></li> <li><i>if designed as commercial premises, including features such as shop fronts to ensure a clear presentation to the street / public area</i></li> </ul> <p><i>Generally these would occur at ground level with residential above, or upper levels, or in separate parts of the same building.</i></p>	<p>The Concept Plan identifies the preferred locations for commercial and /or community uses. In every instance, these uses will either be directly accessed off a street or a public open space area/plaza.</p>	<p>Yes</p>
<p><i>c) Retail developments, restaurants and cafés are to be generally located at or around street level.</i></p>	<p>See comment above.</p>	<p>Yes</p>
<p><i>d) Commercial uses are encouraged at the level immediately above street level, including but not confined to, professional and commercial offices, leisure uses such as a gym, places of worship or meeting rooms.</i></p>	<p>Commercial uses are recommended in the Concept Plan off the upper level open space fronting the foreshore reserve in the central spine area of the site.</p>	<p>Yes</p>
<p><i>e) Ground floor apartments are to be of flexible design to facilitate change of use and ensure privacy for occupants.</i></p>	<p>Included as a design requirement.</p>	<p>Yes</p>
<p><i>f) Where upper levels of development are used for either commercial or residential activity, the amenity of both uses must not conflict or be compromised.</i></p>	<p>Included as a design requirement.</p>	<p>Yes</p>
<p><i>g) Private living spaces and communal or public spaces should be clearly identified and defined.</i></p>	<p>Included as a design requirement.</p>	<p>Yes</p>
<p><i>h) Pedestrian entry to the residential component of mixed-use developments should be separated from entry to other land uses in the building/s.</i></p>	<p>Included as a design requirement.</p>	<p>Yes</p>
<p><i>i) Active streetscapes will be encouraged by the use of outdoor restaurant seating, whether on private or public land. Refer to Council's Footpath Activity Policy.</i></p>	<p>Included as a design requirement.</p>	<p>Yes</p>
<p><b><i>Pedestrian and Cyclist Amenity, Access and Linkages</i></b></p>		
<p><i>a) Design of new buildings and adaptive reuse must comply with all relevant statutory requirements including the Building Code of Australia, Australian Standards and the Disability Discrimination Act.</i></p>	<p>Stage 1 Project has been designed to comply and is included as a design requirement in the Concept Plan. Refer BCA report at <b>Annexure 25.</b></p>	<p>Yes</p>

RELEVANT CONTROL	COMMENT	CONSISTENCY
<p><i>b) New developments must be provided with a continuous accessible path of travel to the main entry.</i></p> <p><i>c) New pedestrian and cycleway access points, gradients and linkages are to be designed to be fully accessible by all.</i></p>	Stage 1 Project has been designed to comply and is included as a design requirement in the Concept Plan. Refer Access report for Stage 1 at <b>Annexure 26</b> .	Yes
<p><i>e) Shared pedestrian /cycle access ways are to be located:</i></p> <ul style="list-style-type: none"> <li><i>• between Nancarrow Avenue and Rothesay Street</i></li> <li><i>• between Constitution Road and Nancarrow Avenue</i></li> <li><i>• between Belmore Street and Nancarrow Avenue</i></li> <li><i>• between Belmore Street and Porter Street</i></li> <li><i>• through the Faraday Park precinct between the ferry wharf, the foreshore and the station/TAFE.</i></li> </ul>	See comments above.	Yes
<p><i>g) Shared pedestrian links, cycleways, public roads and lanes are to be of a high standard and treated in a way which indicates their shared status. The selection of paving, street furniture, lighting, bollards, signage and paving should knit with the existing upgrade works to Shepherds Bay. Refer to Meadowbank Employment Area Public Domain Manual.</i></p>	Indicative treatments of shared ways, paving, street furniture, lighting etc contained in the Concept Plan and Stage 1 Project details have been informed by and are consistent with Council's River walk Master Plan which supersedes the Public Domain Manual.	Yes
<p><i>h) The design and location of vehicle access to developments should minimise conflicts between pedestrian and vehicles on footpaths, particularly along high volume pedestrian streets.</i></p>	The Concept Plan aims to minimise the impact of cars on the area wherever possible, giving priority to pedestrians and cyclists. Shared ways will be required to be designed to maximize safety of pedestrians and cyclists and building entries will be setback from any road frontages to minimise conflicts. Parking area entries are to be designed to be consistent with this clause.	Yes
<p><i>i) Service vehicle access is to be combined with parking access and limited to a maximum of one access point per building.</i></p>	This has been incorporated into the Stage 1 Project Design.	Yes
<p><i>j) Wherever practicable, vehicle access is to be a single crossing, perpendicular to the kerb alignment.</i></p>	This has been incorporated into the Stage 1 Project Design.	Yes
<p><i>k) Vehicle access ramps parallel to the street frontage will not be permitted.</i></p>	Vehicular access to the Stage 1 project are perpendicular to the street alignment.	Yes
<p><i>l) Vehicle entries - No service ducts or pipes are to be visible from the street.</i></p>	This has been incorporated into the Stage 1 Project Design.	Yes



RELEVANT CONTROL		COMMENT	CONSISTENCY
	<i>m) The ground floor of all development is to be flush with the street footpath for the predominant level of the street frontage and at the main entry to the building.</i>	The Concept Plan envisages all dwellings directly access from ground level to the street footpaths or open spaces. However, due to the significant topographic changes and at the future Nancarrow Avenue extension boundary, it is proposed to incorporate one pedestrian sky bridge to some of the first level of apartments close to its intersection with Belmore Street. The other apartment lobby on that boundary and all other lobbies access directly at ground level to the new public pedestrian areas adjacent.	See comment
<b>Views and Vistas</b>			
	<i>a) Provide a five (5) to ten (10) metre setback along Bowden Street and Belmore Street from the north at Constitution Road towards the south at the junction of the Parramatta River. Refer to Figure 9.</i>	These setbacks required by the DCP have been complied with in the Concept Plan and Stage 1 Project.	Yes
	<i>b) Ensure new buildings take into account in their design and orientation the existing views on the subject site and adjoining sites . New developments should be orientated to take advantage of water views and vistas.</i>	The proposed building footprints have been designed to maximize views to the water while respecting existing views identified in the DCP and in fact opening up more view corridors to the water from the surrounding locality.	Yes
	<i>c) Ensure that new development does not compromise views of the northern ridgeline of Meadowbank.</i>	See comments above.	Yes
	<i>d) Development applications will be required to include a views study in accordance with the above strategy.</i>	See attached Visual Impact Assessment at <b>Annexure 8.</b>	Yes
<b>Landscaping and Open Space</b>			
	<i>a) All development proposals are to be accompanied by a Landscape Plan prepared by a qualified and suitably experienced landscape architect. This is to include an arborist's report on existing trees, and demonstrate how proposed landscaping will contribute to ecological sustainability. The landscape Plan should also address aesthetics and public domain improvement requirements. Management of construction impacts must also be addressed.</i>	See Landscape Plans at <b>Annexure 13.</b> Refer to the Arborist report at <b>Annexure 23.</b>  Construction impacts for Stage 1 Project landscape construction will be addressed in the Construction Management Plan to be submitted.	Yes

RELEVANT CONTROL		COMMENT	CONSISTENCY
	<i>b) Any development located adjacent to, or immediately across the road from open space is required to address the open space by way of design and orientation.</i>	See comments above and Concept Plans.	Yes
	<i>c) All existing mature trees that enhance the quality of the area are to be retained where possible.</i>	All significant trees identified by the arborist for retention will be retained and conserved.	Yes
	<i>d) Provide adequate deep planting zones above car parking and other concrete and similar structures to allow sustainable planting.</i>	Planting areas have been provided in the Stage 1 Project to enable the planting of substantial trees.	Yes
	<i>e) Provide at ground floor level, where possible, open space for dwelling units and contiguous open garden areas to create common large landscaped space.</i>	Many of the proposed building envelopes have private and communal spaces which open directly onto public parklands to maximize the landscaped openness of the development.	Yes
	<i>f) Construction of roof areas of multi unit developments is to make provision for useable roof gardens.</i>	Noted. Stage 1 proposes a roof top pebble garden.	Future Stages could easily comply
	<i>g) Where appropriate, developments should incorporate landscaping like planter boxes integrated into the upper levels of building to soften building form.</i>	Noted. Not included in Stage 1. However, central courtyard and perimeter spaces around the building will be extensively landscaped to soften the building form.	See comment
	<i>h) Buildings are to be set back (unless specified elsewhere in this Part.) from the street/footpath boundary by 3 metres or 5 etc metres to allow for landscaping/planting. Refer to Figure 9.</i>	Stage 1 and Concept Plan have been designed to be generally consistent with the setbacks identified in the DCP at ground level.	See comment
	<i>i) The landscape set back on Constitution Street is 5 metres for buildings of 2 storeys or less.. A stepped setback of 10 metres applies for any component of the building more than two (2) storeys. Refer to Figure 9.</i>	The setback along Constitution Road is 5 metres. However, the building forms are higher than those identified in the DCP but are stepped back from the road frontage to reduce their impact on the surrounding area.  See comments above.	See comment
	<i>j) For corner buildings a 1/3 reduction of the landscape setback on one side will be considered on its merit. This reduction does not apply to foreshore setbacks</i>	Noted. Stage 1 Project complies with setbacks required.	Yes

RELEVANT CONTROL	COMMENT	CONSISTENCY
<i>k) Where a proposal involves redevelopment of a site, the developer shall arrange for electricity and telecommunications utilities to be undergrounded along the entire length of all street frontages. Such utility modifications will be carried out to the satisfaction of the responsible authority (e.g. Energy Australia). This is to improve the visual amenity of the area and allow street trees to grow unimpeded.</i>	All services are proposed to be underground.	Yes
<i>l) Where utility installations are undergrounded in conjunction with new development Council will waive 50% of the total contribution towards public space acquisition and embellishment normally payable under Council's relevant Section 94 Contributions Plan.</i>	Noted.	Yes
<i>m) Permeable landscape surface materials should be maximised, to allow penetration of stormwater and urban runoff. Recommended permeable landscape materials include gravel, loosely fitting pavers, stepping stones, vegetative groundcover such as grass, creepers, and shrubs.</i>	It is intended that wherever possible permeable landscape surfaces will be incorporated into the redevelopment of the site.	Yes
<b>Street Furniture and Public Art</b>		
<i>a) All development proposals are to be accompanied by a landscape plan, prepared by a qualified and suitably experienced landscape architect, indicating how street furniture will be incorporated into the development.</i>	Concept Plan Landscape Plan includes indicative examples of street furniture and locations.	Yes
<i>b) The style, colour and installation methods of street furniture shall be in accordance with Council's specifications.</i>	Noted. The landscape designs for the Concept Plan have been informed by Council's River walk Strategy.	Yes
<i>c) Developers must examine opportunities to incorporate public art in both internal and external public spaces and indicate how public art will be incorporated into major developments. Relevant themes include:</i> <ul style="list-style-type: none"><li><i>the Harbour location;</i></li><li><i>industrial history and heritage;</i></li><li><i>Aboriginal heritage;</i></li><li><i>urban revitalisation.</i></li></ul>	The Landscape Concept Plans have been informed by a detailed heritage assessment of the site, together with Council's Public Art Strategy for the area and includes identified locations for public art elements and recommended themes. Refer Landscape Plans at <b>Annexure 13</b> .	Yes
<i>d) Embellishment will be at developers' cost and the type and amount of embellishment may be negotiated with Council.</i>	Noted. Embellishment of public lands will be identified as part of the public benefits in the VPA negotiated with Council.	Yes
<b>Safety</b>		
<i>a) Entrances to buildings must be oriented to the street. Adapted existing buildings may be an exception, depending on the merit of the design solution.</i>	Stage 1 building entries are to be directly off the public street and pedestrian accessway as detailed on architectural plans at <b>Annexure 2</b> .	Yes

RELEVANT CONTROL	COMMENT	CONSISTENCY
<i>b) Buildings should be designed to overlook streets and other public / communal areas to provide casual surveillance. Living areas, windows, accessways and balconies should be arranged to overlook recreation areas and other public areas, particularly building entrances and car parks.</i>	All building envelopes are designed to facilitate buildings where dwelling living spaces overlook and provide casual surveillance of streets and parklands. The Stage 1 Project demonstrates this.	Yes
<i>c) The use of screening which would prevent casual surveillance of public spaces from windows and entrances, such as vegetation and frosted glass, is discouraged.</i>	Noted. Landscaping will be required to comply with the CPTED principles for safety and security as detailed in CPTED Assessment at <b>Annexure 7</b> .	Yes
<i>d) Sufficient lighting is to be provided to all pedestrian ways, building entries, corridors, laundries, lifts, stairwells, driveways and car parks to ensure a high level of safety and security for residents and visitors at night.</i>	Noted and will comply.	Yes
<i>e) Recesses for roller doors, used in shopfront security, are to be wide and shallow to provide for personal security. Narrow, deep recesses are to be avoided.</i>	Noted. Stages of the Concept Plan development where commercial uses are recommended can comply.	Yes
<i>f) Internal energy-efficient lighting of shopfronts during the night is required.</i>	Noted. Will comply.	Yes
<i>g) The use of landscaping which hides paths or building entrances will not be permitted. Shrubs in these areas should grow no higher than 1.0m, and trees should be taller with trunks that do not block sight lines.</i>	Noted. See comments above regarding consistency with CPTED principles.	Yes
<i>h) Addresses of all buildings and names of tenants should be clearly displayed, well lit and visible from the street. Building entrances should be clearly identified.</i>	Noted. Stage 1 entries will be clearly visible from the street and public walkway adjoining.	Yes
<i>i) After-hours activities, such as restaurants (with outdoor seating) and other recreational activities that make use of the public domain are encouraged as they increase casual surveillance and streetscape activity.</i>	No restaurants or recreational activities proposed in Stage 1. However, commercial and leisure facilities recommended in Stage 2 to adjoin and directly access off the Central Spine and foreshore open spaces.	Yes
<i>j) Automatic Teller Machines, parking areas and other transport facilities are to be located close to after-hours activities such as late night Clear glazing is required on all street frontage shop windows at ground level.</i>	Noted. Will comply.	Yes
<i>k) Security grilles are to be transparent and fitted only within the shopfront.</i>	Noted. Will comply.	Yes

RELEVANT CONTROL	COMMENT	CONSISTENCY
<b>4.2 ARCHITECTURAL CHARACTERISTICS</b>		
<b>Height</b>		
	<i>a) Building height is limited to that specified in LEP 2008.</i>	See comments above. See comment
	<i>b) Buildings must comply with the maximum number of storeys shown on Figure 11.</i>	See comments above. See comment
	<i>c) Storey is defined as no greater than 3.6 metres floor to floor height. Any storey over 3.6 metres will be counted as two storeys.</i>	Noted. Stage 1 Project complies. Yes
	<i>d) Floor to ceiling heights, except ground floor, for residential use (habitable rooms) are to be a minimum of 2.7 metres (floor to underside ceiling) to ensure quality living environments.</i>	Noted. Stage 1 Project complies. Yes
	<i>e) Floor to ceiling height of ground floors of commercial, retail spaces and of residential uses are to be a minimum of 3.0 metres (floor to underside of ceiling space).</i>	Noted. Stage 1 Project complies. Yes
	<i>g) Retail and commercial uses at ground floor are to have floor levels contiguous with finished footpath levels. On sloping sites the levels must be contiguous at entries.</i>	Noted. Will comply. Yes
<b>Roof Form</b>		
	<i>a) Buildings that will be overlooked by other buildings above must have articulated roofs. Articulated roofs refer to well-designed roof zones with landscaping, useable areas and/or richly detailed roofs made of high quality materials.</i>	Due to the sloping nature of the site the Stage 1 roof forms will be stepped down the site, plant and machinery screened by high quality mesh screens and horizontal surfaces 'pebble-scaped' as illustrated on the architectural roof plans at <b>Annexure 2</b> . Yes
	<i>c) The use of solar panels on roofs is permitted where possible.</i>	Noted. The use of alternate forms of energy within the development is encouraged and supported. Refer ESD report at <b>Annexure 14</b> . Yes
	<i>d) Roof forms should recognise and respond to the industrial history of the area – such as saw-tooth, flat and minimally pitched (15°) roofs, with parapets where appropriate.</i>	Noted. The Concept Plan supports recognition of industrial history of the site interpreted in architectural elements, including roof forms where feasible and do not impact on significant existing views. Yes
	<i>e) Attic roofs are to be avoided – as they are not in character with the locale.</i>	Noted. Will comply. Yes

RELEVANT CONTROL		COMMENT	CONSISTENCY
<b>Building Articulation</b>			
	<i>a) Building facades should be articulated within a 3-metre zone to provide entries, external balconies, porches, glazed balcony enclosures, terraces, verandahs, sun shading elements etc.</i>	Stage 1 complies, with highly articulated façade, punctuated by building entries, ground floor terraces and balconies above and perimeter landscaping.	Yes
	<i>b) Penthouses should be set a minimum of 4 metres from any building façade.</i>	Noted. Will comply. No penthouses proposed in Stage 1.	Yes
	<i>c) Articulate buildings to respond to orientation, views, breezes, privacy, views, acoustic requirements, street widths and the relationship of the building to external garden spaces.</i>	See comments above.	Yes
	<i>d) Articulate buildings vertically and horizontally: materials and building setbacks on the upper storeys are to be used to reduce the perceived bulk of buildings.</i>	See comments above.	Yes
	<i>e) Provide and denote entries along street frontages and public domain spaces where appropriate.</i>	See comments above.	Yes
	<i>f) Orient buildings to address streets, open spaces and the river foreshore. Street frontages are to be parallel with or aligned to the street alignment.</i>	See comments above.	Yes
	<i>g) Provide balconies and terraces, particularly where buildings overlook public spaces.</i>	See comments above.	Yes
<b>External Finishes</b>			
	<i>a) Building materials, surfaces and finishes are to be environmentally sustainable, add to the texture of Meadowbank and fit within its industrial history and aesthetic. Consider treatments such as homogenous face brick and rendered wall surfaces.</i>	Stage 1 Project proposed to incorporate rendered external finish as detailed on the Materials Board accompanying the Application.	Yes
	<i>b) Avoid extensive expanses of blank glass or solid wall.</i>	Stage 1 has been designed as a highly articulated structure, avoiding large 'glass box' or blank walls appearance.	Yes
	<i>c) Whilst large glazed areas will be appropriate to south-west facing orientations to take advantage of water views, large areas of glazing are to be protected from solar gain and suitably screened.</i>	Noted. The majority of glazed facades will be facing south or east to capture views. However, balcony overhangs will provide sun protection to any west facing windows to living spaces. If necessary, in later stages of development, additional sun screening could be included on west facing windows as required.	Yes
	<i>d) New buildings will require solar protection to openings in the form of screening, window hoods and overhangs is required for all new buildings.</i>	See above.	Yes

RELEVANT CONTROL		COMMENT	CONSISTENCY
	<i>e) Where existing buildings are being adaptively re-used, the building fabric is to be retained and incorporated into the new development. Appropriately qualified heritage architects should be engaged at the Development Application stage.</i>	Noted. Will comply.	Yes
	<i>f) Corporate colours shall be limited to advertising signs or structures, and should not be applied to the painted surfaces.</i>	Noted. Will comply.	Yes
<b>Adaptive Re-Use and Heritage</b>			
	<i>a) Structures, relics and remnants relating to the social and industrial history of specific buildings and Meadowbank as a whole are to be recorded, interpreted and retained.</i>	Noted. The Concept Plan supports where feasible the retention of structures, relics and remnants relating to the social and industrial past uses of the site. In addition, it is proposed to include interpretative sculptural elements in the landscaped public domain areas.	Yes
	<i>b) An historian and/or industrial archaeologist is to be retained to record the history of key sites, for example, Faraday Park.</i>	An historic study and assessment accompanies the Application and has informed the themes and character of public domain areas.	Yes
	<i>c) Existing structures are to be considered for adaptive re-use where appropriate. As an incentive to encourage adaptive re-use, Council will consider permitting an additional storey within individual developments. Developers will need to demonstrate the extent and benefits of re-use to qualify for the variation.</i>	Noted. See comments above.	Yes
<b>4.3 NOISE AND VIBRATION ATTENUATION</b>			
	<i>Residential</i> <i>a) New residential developments, including those within a mixed-use building, are required to consider noise attenuation and acoustic treatment in their design. Particularly, the building layout, walls, windows, doors and roofs are to be designed and detailed to reduce intrusive noise levels.</i>	An acoustic impact assessment report of the Stage 1 Project and Concept Plan will be submitted under separate cover.	Yes
	<i>c) New residential developments must be designed so that the repeatable maximum L Aeq (one hour) level does not exceed 45dBA inside living or bedroom areas, with windows closed.</i>	Stage 1 complies and has been designed on the advice of Acoustic consultants.	Yes
	<i>d) Balconies and other external building elements are to be located, designed and treated to minimise infiltration of noise into the building and reflection of noise from the façade.</i>	Stage 1 complies and has been designed on the advice of Acoustic consultants.	Yes



RELEVANT CONTROL	COMMENT	CONSISTENCY
<p>e) New units are to be constructed in accordance with:</p> <ul style="list-style-type: none"> <li>• Australian Standard 3671-1989: Acoustics – Road Traffic Noise Intrusion, Building Siting and Construction; and</li> <li>• Australian Standard 3671-1987: Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors.</li> </ul>	<p>Stage 1 complies and has been designed on the advice of Acoustic consultants.</p>	<p>Yes</p>
<p>Commercial and Industrial</p> <p>f) The use of a premises, and any plant, equipment and building services associated with a premises must not:</p> <ul style="list-style-type: none"> <li>• create an offensive noise as defined by the Protection of the Environment Operations Act 1997; and</li> <li>• add significantly to the background noise experienced in a locality.</li> </ul> <p>In this regard an acoustic report is to be submitted to Council.</p>	<p>Stage 1 will comply and has been designed on the advice of Acoustic consultants.</p>	<p>Yes</p>
<p>g) At Council's discretion, if there is any doubt over whether these requirements can be achieved, a statement of compliance from a qualified acoustical consultant may be required.</p>	<p>Noted</p>	<p>Noted</p>
<p>h) Machinery and activities, including construction work, that are likely to generate offensive noise must be adequately sound-proofed in accordance with the Protection of the Environment Operations Act 1997 prior to occupation of the premises.</p>	<p>Noted. Will be included as requirement in Construction Management Plan.</p>	<p>Yes</p>
<p>j) Where light industrial and commercial development adjoins residential development, the use of mechanical plant equipment and building services will be restricted and must have acoustic insulation.</p>	<p>Noted. Will comply. Not applicable to Stage 1 Project.</p>	<p>Yes</p>
<p>k) Loading and unloading facilities must not be located immediately adjacent to residential development.</p>	<p>Noted. Will comply. Not applicable to Stage 1 Project.</p>	<p>Yes</p>
<p>l) 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.</p>	<p>Noted. Will comply. Not applicable to Stage 1 Project.</p>	<p>Yes</p>
<p>m) Air conditioning ducts shall not be situated adjacent to residential development.</p>	<p>Noted. Will comply.</p>	<p>Yes</p>
<p>n) Where commercial and industrial development is situated adjacent to residential development, working hours shall generally be restricted to 7am to 6pm Monday to Friday and 8am to 1pm on Saturdays, and nil on Sundays or public holidays. Activities in operation outside these hours must demonstrate that there will be no detrimental impact to residential amenity.</p>	<p>Noted. Will comply. Not applicable to Stage 1 Project.</p>	<p>Yes</p>

RELEVANT CONTROL	COMMENT	CONSISTENCY
<b>4.4 CAR PARKING</b>		
	<p>a) As a rule all car parking associated with new development is to be provided underground, within the fall of the land or within the foot print of the building. Where parking is provided at grade for existing development, it is to be screened from roads and public areas by landscaping to Council's satisfaction. Large areas of car park are required to have landscaping dispersed throughout. A landscape plan, prepared by a qualified landscape architect, is to be submitted with Development Application.</p>	<p>The majority of Stage 1 Project car parking is contained within a below ground basement with a small portion partially above ground due to the fall of the land in the area below the proposed extension of Nancarrow Avenue which will be suitably screened.</p> <p>Yes</p>
	<p>b) All major retail and commercial development shall be required to provide parking facilities for disabled persons. Facilities should be in accordance with the standards laid down in Australian Standard 2890.1.</p>	<p>Noted. Will comply.</p> <p>Yes</p>
	<p>c) Council will take the following factors into account in determining car parking provision for a particular development:</p> <ul style="list-style-type: none"> <li>the size and type of the development and its traffic generation;</li> <li>traffic volumes on the street network, including expected future traffic volumes;</li> <li>hours of operation and any other specific characteristics of the development proposal;</li> <li>the location of the development and access to public transport.</li> </ul>	<p>Noted. Traffic modelling has been prepared and accompany this Application at <b>Annexure 11</b>. In summary the traffic consultant concluded that the proposed development envisaged by the Concept Plan would not significantly increase traffic volumes above current levels generated by the existing commercial and industrial uses in Shepherds Bay, even though the existing uses are currently running at a 40% vacancy rate.</p> <p>Yes</p>
	<p>d) Where the calculation of the parking required results in a fraction, the requirement will be rounded up to the nearest whole number.</p>	<p>Noted. Will comply.</p> <p>Yes</p>
<b>5. PRECINCT SPECIFIC DEVELOPMENT CONTROLS</b>		
<b>Precinct 3 – Bay Commercial / Industrial:</b>		
Height	<p>a) Height of built form is to comply with Ryde LEP 2008.</p>	<p>The Concept Plan and Stage 1 Project Applications seek to depart from the height standards contained in the DCP on the basis of public benefit and broader planning objectives for the Inner North region of Sydney.</p> <p>See comment</p>

RELEVANT CONTROL		COMMENT	CONSISTENCY
Views and Vistas	<i>b) Views from the highest point in this precinct to the south-west and Sydney Olympic Park should be maximised.</i>	The Concept Plan facilitates redevelopment of the site which will protect existing views to the water identified in the DCP and open up additional views to Shepherds Bay. See comments above. Views to Olympic Park from the highest point in Shepherds Bay will not be obstructed.	Yes
	<i>c) Maintain views to and from the J-Tec building. The impact of development on the heritage significance of the J-Tec building must be considered</i>	This is no longer a heritage listed building. However, views up and down Bowden Street are proposed to be retained in the Concept Plan and the Stage 1 Project.	Yes
Building Footprint	<i>d) New <b>commercial</b> buildings in this precinct are to have a maximum depth from window to core of 12 metres to ensure adequate natural light and ventilation.</i>	Noted. Will comply. Not relevant to Stage 1 as no commercial is proposed.	Yes
	<i>e) Larger footprints will be allowable for commercial / light industrial uses with proposals considered on merit.</i>	Noted.	Noted
Landscaping	<i>f) Minimum soft (or planted or permeable) landscaped area is to be 25% of site.</i>	Stage 1 Project complies.	Yes
<b>Precinct 4 - Foreshore Activity:</b>			
Height	<i>a) Height of built form is to comply with Ryde LEP 2008.</i>	See comments above.	See comment
Views and Vistas	<i>b) New development in this precinct – a highly visible location, one of the lowest in Meadowbank and near the waterfront – is to respond to and consider views from the Parramatta River.</i>	Views to and from the Parramatta River identified in the DCP are retained and additional view corridors opened up for the surrounding locality. See comments above.	Yes
Building Footprint	<i>c) New <b>commercial</b> buildings are to have a maximum depth from window to core of 12 metres to ensure adequate natural light and ventilation.</i>	Noted. Will comply. Not relevant to Stage 1 as no commercial is proposed.	Yes
	<i>d) For retail ground floor areas larger footprints are allowable and will be considered on merit.</i>	Noted. Not relevant to Stage 1 as no commercial is proposed.	Yes
	<i>e) Minimum permeable (or planted or soft) landscaped area for both commercial/light industrial land use and the 50% commercial, 50% residential land use is to be 25% of the site area.</i>	Overall approx 4,000 sqm of the Concept Plan site is given over to new public parklands area which is significantly more than the minimum DCP requirement.	Yes
Adaptive Re-Use and Heritage	<i>f) Existing buildings in this precinct should be considered for adaptive reuse.</i>	Where feasible to do so this is supported. See comments above.	Yes

RELEVANT CONTROL		COMMENT	CONSISTENCY
	<i>g) Interpret, record and display the archaeological, industrial and social history of the site.</i>	Supported in Concept Plan. See comments above.	Yes
<b>Precinct 7 – Foreshore Community/Cultural:</b>			
	<i>a) Buildings in this precinct are to be adaptively re-used where possible.</i>	Supported in Concept Plan. See comments above.	Yes
	<i>b) New structures are not to obstruct views from either Bowden or Belmore Streets to the foreshore and beyond.</i>	Supported by Concept Plan. See comments above.	Yes
	<i>c) Any new or development or adaptive re-use is to be limited to compatible cultural or restaurant activities where car parking requirements are able to be limited.</i>	Noted.	Noted