Tables of Compliance

Table 1– Ryde Local Environmental Plan 2010

LEP	Requirement	Proposal	Compliance
1.2 Aims of the Plan	a. To create a broad framework of controls for the future development of all land in Ryde;	The proposed Concept Plan and Stage 1 Project Application is consistent with the broad planning framework for the City of Ryde LGA and gives due regard to the relevant established controls and policies.	Y
	b. To encourage the management and development of land to provide a range of land uses, employment activities and housing types that respond to the welfare of the citizens of Ryde;	The proposed Concept Plan will provide for increased housing opportunities within the Macquarie Park Corridor which respond to the needs and welfare of residents by concentrating housing stock in close proximity to services, transport and employment opportunities.	Y
	c. To conserve items and places in Ryde that are of natural, indigenous, cultural, social and historical significance;	Due to the high levels of disturbance across the site, including existing development, these matters are largely not relevant to this proposal as there are no items of European or Indigenous significance within the site.	Y
	d. To manage development of Ryde to create a better environment.	The proposed Concept Plan establishes a framework for the provision of residential and non-residential land uses in close proximity to high frequency public transport, extensive retail opportunities, primary, secondary and tertiary education, and the Macquarie Park employment corridor.	Y
2.3 Zone Objectives and Land Use Table	a. To provide a mixture of compatible land uses.	In doing so, it is important to consider the existing mix of uses across the zone. As outlined at Section 6.17.3 of the EAR, much of the land currently zoned for B4 Mixed Use contains education, retail and commercial uses. This site offers an opportunity to provide residential dwellings within the centre and on one of the largest consolidated sites in the Mixed Use zone.	Y
	b. To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport and encourage walking and cycling.	The proposal provides a unique opportunity to integrate residential uses with the existing range of uses within the locality.	Y

LEP	Requirement	Proposal	Compliance
	c. To create vibrant, active, and safe communities and economically sound employment centres.	The buildings have been designed to overlook communal open spaces, whilst providing non-residential uses to activate the street frontage to Herring Road.	Y
	d. To create safe and attractive environments for pedestrians.	The Concept Plan will enhance pedestrian permeability within the development site as outlined in Section 3.8 of the EAR.	Y
	e. To recognise topography, landscape setting and unique location in design and land-use.	The Concept Plan recognises the site's unique location as a key gateway site to the Macquarie Park Corridor. The proposal seeks to retain a significant amount of the existing vegetation within the site, as well as embellishing significant internal roads and communal open spaces.	Y
Permissibility	**B4 Mixed Use Zone**	Within the B4 Mixed Use zone under the Ryde LEP 2010, development which is not listed as prohibited is deemed permissible with consent by way of inclusion. As Residential Flat Buildings are not prohibited within this zone, they are deemed to be permissible with consent. The ground level commercial/retail component of the proposed development is also permissible with consent within the zone.	Y
	4.3 Height ▪ 15.5m	Refer to Section 2.3 and Section 6.8 of the EAR.	N
	4.4 FSR ▪ Maximum 1:1	The proposed FSR is 2.54:1. Refer to Section 2.3 and Section 6.8 of the EAR.	N
	4.5 Off-Street Parking ▪ Maximum of 1 per 46sqm GFA	This control applies only to "commercial and industrial" development within the Macquarie Park area, and as such does not apply to the proposed development. Refer to Section 6.9 of the EAR and the accompanying Transport and Accessibility Impact Study prepared by Traffix (**Appendix U**).	N/A

Table 2 – Ryde Development Control Plan 2010

Clause	Requirement	Proposal	Compliance
Part 4.5 – Macquarie Park Corridor			
Section 4.3 Macquarie University Station Precinct			
4.3.1 – Future Character			
	1. To retain and conserve existing vegetation and mature trees, particularly along the College Creek corridor.	Where possible, existing trees are to be retained on-site. A detailed Landscape Plan has been prepared by Oculus Landscape Architects and is included at **Appendix J** (Landscape Concept Plan) and **Appendix K** (Stage 1 Landscape Plans). The subject site does not extend into, or adjoin the College Creek Corridor.	Yes
	2. To ensure all new developments adjacent to College Creek address the creek corridor.	The subject site does not extend into, or adjoin the College Creek Corridor.	N/A
	3. To provide high quality public spaces around the new train stations accommodating a high level of pedestrian movement and activity.	The proposed development will contribute to high quality public spaces through the provision of: ▪ pedestrian connections through the site, including lift access to the Epping Road bus stops; ▪ providing new dwelling purchasers with bicycles to promote local cycling and non-car transport modes; ▪ activation of the Herring Road streetscape through non-residential uses; and ▪ new access road to the site from Herring Road.	Y
	4. To activate the ground level of buildings facing the station squares, with ground level active uses spilling out into the public domain.	The subject site does not face the station square.	Y
	5. To rationalise vehicular access within the Precinct to avoid pedestrian and vehicular conflict, particularly along Waterloo and Herring Roads.	Vehicular access will be rationalised through the provision of a single access point to the site from Herring Rd, whilst all basement parking which is proposed will be accessed from the new access road.	Y
	6. To provide a range of uses supporting the surrounding commercial and education areas and generating activity at ground level.	The proposed development will provide housing stock in close proximity to the nearby commercial and education hubs. The inclusion of non-residential uses at ground level along Herring Road will activate the streetscape and encourage pedestrian	Y

Clause	Requirement	Proposal	Compliance
		use.	
	7. To ensure that the scale and form of development contributes to the public domain and legibility of streets and places.	In response to the development site's role as a key gateway location to the Macquarie Park centre, the Concept Plan proposes a scale of development commensurate with this highly accessible location in terms of building form and height.	Y
	8. To ensure that development on private land contributes to the provision of public infrastructure.	The construction of a new access road as part of the proposed development will extend the local road and pedestrian networks.	Y
	9. To provide built form that allows the train stations to be visually prominent within Macquarie Park.	The built form and density of the proposed development provides and 'book-end' to the station precinct from an urban design perspective, through the provision of a taller landmark building.	Y
	10. To ensure that blocks and lots around the station are highly permeable.	The permeability of the development is addressed in Section 3.8 of the EAR. In summary, the proposed road network will enhance pedestrian permeability, providing a fine-grained road network. Internally, significant pedestrian connectivity is proposed to allow easy access along pedestrian desire lines to areas such as major bus stops along Herring and Epping Roads.	Y
	11. To ensure that rail service buildings are incorporated into the desired built form and landscape design solutions.	The proposal does not include any rail service buildings.	Y
	12. To ensure that corner site at the intersection of Herring and Epping Roads creates a quality identity for Macquarie Park.	The Concept Plan provides a quality built environment that will act as a gateway into the Macquarie Park Corridor. The provision of a quality identity for Macquarie Park is created through the modulation of urban form, the retention of the landscaped setting on Epping Road and through the provision of communal open spaces. The built form of the proposed development is addressed at Section 6.8 of the EAR.	Y
	13. To provide a highly accessible pedestrian movement network, increasing permeability and walkability.	The pedestrian permeability of the development is addressed in Section 3.8 of the EAR.	Y
	14. To encourage walking and cycling.	The Concept Plan promotes walking and cycling through measure discussed in Section 3.8 of the EAR.	Y
	15. To encourage safe public places.	CPTED is addressed in Section 6.11 of the EAR.	Y

Clause	Requirement	Proposal	Compliance
	16. To ensure all new developments adjacent to College Creek address the creek corridor.	The proposed development is not adjacent to, or in close proximity to, College Creek.	Y
	17. To facilitate the provision of community facilities.	In accordance with the Statement of Commitments the new access roads will be dedicated to Ryde City Council on completion, a community meeting room will also be provided as part of the proposed development.	Y
	18. 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).	The Concept Plan responds to the development up-lift on the University site anticipated under the Macquarie University Master Plan, through the proposed height and FSR of the development. Further to this, the Concept Plan includes the modulation of building heights across the site with the landmark gateway building defining the precinct.	Y
4.3.2 – Public Domain			
	a. New parks, plazas and public open spaces are to be provided where shown in Figures 4.5.32, 4.5.35 and 4.5.36. The minimum dimensions of public open spaces are to be provided as shown.	These diagrams do not apply to the subject site.	N/A
	b. Public open spaces are to be designed according to Section 5.2 of this Part, and according to the Macquarie Park Public Domain Technical Manual.	The new access roads have been designed as Type 3 roads.	Y
	c. Existing trees are to be retained and protected, particularly within the College Creek corridor.	Existing trees are being retained where possible as discussed at Section 6.14 of the EAR.	Y
	d. 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.	The proposed access roads will be dedicated to Ryde City Council.	Y
	e. Provide integrated stormwater management and enhanced pedestrian, landscape, accessibility and water sensitive urban design treatments to the overland flow path through Macquarie Shopping Centre.	The proposed development includes an integrated stormwater management system for the entire site. Further detail is provided in Section 6.25 of the EAR and in **Appendix L**.	Y
	f. 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.	Figure 4.5.32 does not apply to this site.	N/A
	g. Pedestrian through site links are to be provided where shown in Figure 4.5.32.	As above.	N/A
	h. Refer to Section 6.2 for controls relating to pedestrian through-site links.	The Concept Plan enhances the pedestrian permeability of the site, as discussed at Section 3.8. Pedestrian linkages are	

Clause	Requirement	Proposal	Compliance
		designed at suitable grades to allow for equitable access.	
4.3.3 – Site and Building Design			
Building Heights	a. Development should comply with Figure 4.5.35 which indicates the maximum number of permissible storeys and supplements the height of buildings indicated on the Adopted LEP 2008 Height Controls (as per Adopted Amendment 1).	Refer to Section 2.3 and Section 6.8 of the EAR.	
Setbacks + Building Zone	a. Ensure that the critical building alignments shown in Figure 4.5.36 are provided. Critical building alignments are to be determined by setting out the minimum setback from the closest point to the boundary along the street. This control is necessary to ensure a spatial consistency along streets in the context of irregular and unaligned property boundaries. At least 85% of the building frontage (on all levels) is to be built to this setback.	Figure 4.5.36 does not apply to this site.	N/A
	b. Provide street setbacks and build-to lines as shown in Figure 4.5.36.	As above.	N/A
	c. Underground carparking is not permitted to encroach into setback areas unless it can be demonstrated that the basement is designed to support significant mature trees and deep root planting. Refer to the Part Section Street Setbacks for setback controls on sites outside the area of this detail plan.	The underground parking does not extend below the Type 3 road. There is a minor encroachment within the Epping Road setback, however deep soil planting zones are predominately maintained.	Partial
Public Domain Interface	a. Driveways and vehicular crossings are not preferred along: i. Herring Road, north of Waterloo Road ii. Herring Road, for the block south of Waterloo Road iii. University Avenue, for the block west of Herring Road iv. Waterloo Road north, from Herring Road to the location of the existing driveway crossing (approx.190m east of Herring Road).	The subject site is not within this area.	N/A
	b. Driveways and vehicular crossings are to be provided from secondary streets wherever possible. Indicative locations are shown in Figure 4.5.36.	Existing vehicular access to Herring Road is proposed to be maintained.	N
	c. Vehicle access should not ramp along boundary alignments facing a street or public open space.	Basement car park vehicle entrances will be provided at the perpendicular to building entrances.	
	d. Refer to Section 6.3 for additional vehicular access and parking controls applicable to all development.	An assessment of access and parking is provided at Section 6.9 of the EAR.	
	f. 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 part of any development in the precinct.	The Concept Plan responds to the future scale of the University site anticipated under the Macquarie University Concept Plan through the proposed height and FSR of the	

Clause	Requirement	Proposal	Compliance
		development. Further to this the proposed Concept Plan includes the modulation of building heights across the site with the landmark gateway building defining the precinct.	
Section 6.1 General Built Form Control			
6.1.1 – Height Controls	a. Building heights are to comply with the Ryde LEP 2010.	Refer to Section 2.3 and Section 6.8 of the EAR.	N
	b. Council may consider a variation to the building height controls where the development is providing a public benefit such as detailed in the Adopted LEP 2010 (as per Amendment No.1), Access Network, or Environmental Excellence Provisions. Refer to Section 5.3.7 Implementation for details.	Refer to Section 2.3 and Section 6.8 of the EAR.	N
	c. Where it is proposed to vary the height of building controls and take advantage of the height incentives, applicants are to consult council early in the design process.	Refer to details of consultation at Section 6.27 of the EAR.	Y
	d. Where sites fall within a 'Special Precinct', refer to Section of this part for detailed building envelope and height controls.	Refer to Section 3.6 of the EAR.	N
	e. Council may assign 'Special Precinct' status to a site if a detailed site study is considered appropriate.	The site is already part of the Macquarie University Station Special Precinct	N/A
6.1.2 – Floor Space Ratio (FSR) Controls	a. Floor Space Ratios are to comply with the Ryde LEP 2010.	Refer to Section 2.3 and Section 6.8 of the EAR.	N
	b. Council may consider a variation to the floor space ratios controls where the development is providing a public benefit. Refer to Section 5.3.7 Implementation for details and Height of Buildings and Floor Space maps in Adopted Ryde LEP 2010 (as per Amendment No.1).	Refer to Section 2.3 and Section 6.8 of the EAR.	N
	c. Additional floor space maybe permitted within a development where the building can demonstrate excellence in environmental sustainability. Refer to Ryde LEP 2010 and Section 6.1.15	Refer to Section 2.3 and Section 6.8 of the EAR.	
	d. Where it is proposed to take advantage of Floor Space and / or Height Incentives, applicants are encouraged to present and discuss their scheme with Council prior to lodgement of a development application.	Refer to details of consultation at Section 6.27 of the EAR.	Y
6.1.3 – Site Planning and Staging	a. Sites are to be planned to allow for the future provision of new streets and open spaces in accordance with Ryde LEP 2010.	Refer to Section 3.8 and 6.9 of the EAR.	N
	b. Buildings are to be sited to address existing and new frontages in the following order of precedence: i. Primary frontages: these are located along existing streets, particularly Type 1 and 2 streets. ii. Secondary frontages: these are generally existing, or new Type 2	Buildings adjacent to Herring Road will be oriented towards the street frontage, with a range of non-residential uses incorporated at ground level in order to activate the streetscape.	

Clause	Requirement	Proposal	Compliance
	or 3 streets.	Other buildings will be oriented to address communal open space areas.	
	c. Front door and street address is to be located on the primary frontage. Loading docks, vehicular access is not to be located on the Primary frontage unless it can be demonstrated that there is no alternative.	Buildings fronting Herring Road will have direct pedestrian access from Herring Road.	
	d. Staged development frontages: these are new streets which may take a longer time to deliver due to the number of sites they traverse, and provide limited access and frontage opportunities in the short term.	Noted.	N/A
6.1.4 – Street Setbacks and Build-to Lines	a. Minimum setbacks and build-to lines must be provided as shown in Figure 4.5.83 Street Setback Plan. i. Where minimum setbacks are shown, buildings may setback further from the street according to specific site conditions. ii. Where build-to lines are shown, 85% of the building frontage must be built to the specified street setback.	Refer to Section 3.6.4 and 6.8.2 of the EAR.	N
	b. Underground parking is not permitted to encroach into the setback areas unless it can be demonstrated that the basement is designed to support significant mature trees and deep root planting. Refer to Section 6.1.8.	The underground parking does not extend below the Type 3 road. There is a minor encroachment within the Epping Road setback, however deep soil planting zones are predominately maintained.	Partial
	c. Awnings, canopies, balconies, sun shading and screening elements can project forward of the street setback line.	Noted. The design of non-residential uses will form part of a Stage 2 DA to Council.	Y
	d. Subject to negotiation with Council, single storey cafe structures may be located within the street setback. These structures must address the public domain and be of transparent construction.	The design of non-residential uses will form part of a Stage 2 DA to Council.	N/A
	e. Zero Setbacks Where zero setbacks are shown, buildings are to address the street or public domain with building entries and active frontages. Refer to Section 6.1 Active Frontages for controls.	The site does not contain any setbacks identified as zero setbacks.	N/A
	f. 10m Green Setbacks 80% of the street setback area is to be soft landscaping. Existing mature trees are to be retained where possible, and additional trees planted. At grade car parking must not be located within this setback.	Refer to Section 3.6.4 and 6.8.2 of the EAR. The 10m wide Epping Road setback complies with these controls. The setback to Herring Road seeks to vary these controls.	Partial
	g. 10m Civic Setbacks The street setback area is to be paved to create a seamless	The site does not contain any setbacks identified as 10m civic	Y

Clause	Requirement	Proposal	Compliance
	transition from the public footpath. Materials are to relate the adjacent streetscape. Refer to the Macquarie Park Public Domain Technical Manual. At grade car parking must not be located within this setback.	setbacks.	
	h. 5m Setbacks 60% of the street setback area is to be soft landscaping. Existing mature trees are to be retained where possible. Paved areas are to relate to the materials and finishes of the adjacent streetscape. At grade car parking must not be located within this setback.	Refer to Section 3.6.4 and 6.8.2 of the EAR. The setbacks to the internal streets seek to vary these controls.	N
	i. Station Plaza Setbacks Building setbacks provide adequate pedestrian circulation space around train stations. Refer to Section 4.0 Special Precincts for specific setback controls.	The proposed development is not adjacent to a train station.	N/A
6.1.6 – Building Separation	c. Provide building separation as recommended by the NSW Residential Flat Design Code.	Refer to Section 6.11 of the EAR and **Appendix J**.	Partial
6.1.7 – Building Bulk	h. Provide maximum building depth as recommended in the NSW Residential Flat Design Code.	Refer to **Appendix J**.	Y
6.1.8 – Site Coverage and Deep Soil Areas	d. Where sites fall within a 'Special Precinct', a minimum 15% of the developable area of a site must be provided as deep soil area. Refer to Section 4.0 of this Part.	Refer to Section 6.11 of the EAR and **Appendix J**. 26% of the site's landscaped area is provided as deep soil planting in accordance with the Residential Flat Design Code.	N
6.1.9 – Building Articulation	a. Facades are to be composed with an appropriate scale, rhythm and proportion, which respond to building use and the desired character by: i. Defining a base, middle and top related to the overall proportion of the building ii. Expressing key datum lines in the context using cornices, a change in materials or building setback iii. Expressing the internal layout of the building, for example, vertical bays or its structure, such as party wall divisions iv. Expressing the variation in floor to floor height, particularly at the lower levels v. Articulating building entries with awnings, porticos, recesses, blade walls and projecting bays vi. Incorporating architectural features which give human scale to the design of the building at street level. These can include entrance porches, awnings, pergolas and fences using recessed balconies and deep windows to create articulation and define shadows thereby adding visual depth to the façade.	Refer to Urban Design Report prepared by AJ+C (**Appendix J**).	Y

Clause	Requirement	Proposal	Compliance
6.1.10 – Ceiling Heights	Residential floor to ceiling heights are to be provided in accordance with SEPP 65	All buildings will comply.	Y
6.1.13 – Topography and Building Interface	a. Level changes across sites are to be resolved within the building footprint.	The buildings have been designed to respond to the site's topography.	Y
	b. Where buildings are built to the street boundary (ie. zero setbacks, refer to Part 6.1 Street Setbacks), a level transition must be provided between the building and the adjacent footpath. This level must be maintained for a minimum depth of 10m into the building.	A level transition is not always provided between the footpath and adjacent building entry, due to the topography of the site and civil engineering requirements. In particular, all SOHO apartments are accessed via stairs from the footpath. It is noted that all publicly accessible areas are able to comply with the relevant Australian Standards.	N
	c. Where buildings are set back from the street boundary, entries are to be provided at street level wherever possible.	Where buildings are setback from the street, building entries are provided at street level.	Y
	d. An accessible path of travel is to be provided from the street through the main entry door of all buildings.	Refer to Section 6.20 of EAR and **Appendix BB**.	Y
	e. Where necessary, stairs and ramps are to be integrated with the landscape design of front setbacks.	All necessary stair, ramp and lift access to the bus stop has been integrated into the landscape design.	Y
	f. Natural ground level is to be retained for a zone of 4m from the side and rear property boundaries. Retaining walls, cut and fill are not permitted within this zone.	Complying. All property boundaries adjacent to proposed dedicated public street maintains natural ground.	Y
	g. The maximum height of retaining walls within the front, side and rear setbacks is not to exceed 1.2m.	Complying.	Y
	h. Publicly accessible open spaces under private ownership (courtyards, forecourts) must be provided at footpath level. Where level changes cannot be avoided due to topography, the finished level of the open space must not exceed 1.2m above footpath level.	The finished levels on playground and through site link on southern side (between Buildings L and C) are higher than 1.2m from the footpath due to topography. However: ▪ They are clearly identifiable as part of open space and maintain activation of the street. Playground is integrated with communal open space. Through site link has pergola which provide visible entry point from the street. ▪ They are accessible and meet AS1428 Access requirement. Through site link is equipped with an elevator.	N
6.1.15 – Environmental Performance	a. Commercial development is required to achieve a 4 Star Green Star Certified Rating.	No commercial development is proposed as part of the Stage 1 Project Application.	N/A

Clause	Requirement	Proposal	Compliance
	b. Additional floor space maybe permitted within a development where the building can demonstrate design excellence and environmental sustainability. For consideration of the additional floor space a minimum 5 Green Star- Green Building Council of Australia (GBCA) should be provided. Refer to Ryde LEP 2010 Amendment 1 and Section 6.1.2.	As above.	N/A
	c. Residential development is to comply with BASIX (Building Sustainability Index) requirements.	BASIX compliance will be achieved.	Y
	d. Development is required to comply with Section 6.1.7 Building Bulk.	These controls relate to commercial development, which does not form part of the Stage 1 Project Application.	N/A
6.1.16 – Wind Impact	a. Buildings shall not create uncomfortable or unsafe wind conditions in the public domain which exceeds the Acceptable Criteria for Environmental Wind Conditions. Carefully locate or design outdoor areas to ensure places with high wind level are avoided.	A Wind Effects Statement has been prepared. Refer to Section 6.13 of the EAR and **Appendix W**.	Y
	b. All applications for buildings over 5 storeys in height shall be accompanied with a wind environment statement. For buildings over 9 storeys and for any other building which may be considered an exposed building shall be accompanied by a wind tunnel study report. Refer to Council for documentation and report requirements.	As above.	Y
6.1.17 – Noise and Vibration	a. An Acoustic Impact Assessment report prepared by a suitably qualified acoustic consultant is required to be submitted with all development applications for commercial, industrial, retail and community buildings, with the exception of applications minor building alterations.	A Noise Impact Assessment has been prepared. Refer to Section 6.15 of the EAR and **Appendix S**.	Y
	b. Development is to comply with all relevant statutory regulations.	Refer to Section 6.15 of the EAR and **Appendix S**.	Y
	c. Where light industrial and commercial development adjoins residential development, the use of mechanical plant equipment and building services will be restricted and must have appropriate acoustic insulation.	No commercial development is proposed as part of the Stage 1 Project Application.	N/A
	d. Loading and unloading facilities must not be located immediately adjacent to residential development.	Loading facilities are located out of public view, utilising level change between Epping Road and podium level to the rear and are not immediately adjacent to residential development entries.	Y
	e. 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.	No retail premises are proposed as part of the Stage 1 Project Application.	N/A

Clause	Requirement	Proposal	Compliance
	f. Air conditioning ducts shall not be situated immediately adjacent to residential development.	Air conditioning ducts will be separated from residential development	Y
Section 6.2 Private and Communal Open Space			
6.2.1 – Landscaping and Communal Courtyards	a. A minimum 30% of the developable area of the site is to be provided as Landscaped Area. Landscaped Area is defined as: Area on the site not occupied by any buildings, except for swimming pools or open air recreation facilities, which is landscaped by way of gardens, lawns, shrubs or trees and is available for use and enjoyment by the occupants of the building, excluding areas used for driveways, parking areas or drying yards.	The total area of open space is 5,426m^2 (31%).	Y
	b. 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 21st of June.	At all times of the day during mid-winter there is a space that has sun access. Refer to Section 6.12 of the EAR and **Appendix A** and **Appendix J**.	
	c. Appropriate shading is to be provided so that communal spaces are useable during summer.	Adequate shading is provided. Refer to Stage 1 Landscaping Plans at **Appendix K**.	Y
	d. Communal open spaces are to incorporate the primary deep soil area where possible (Refer to Section 6.1.8 Site Coverage and Deep Soil). The landscaping of courtyard spaces is to provide for the growth of mid to large size trees.	The primary deep soil area is located on the site's Epping Road boundary and does not incorporate communal open spaces.	N
	e. Landscaped areas are to incorporate trees, shrubs and ground covers endemic to the area where appropriate.	Refer to Stage 1 Landscaping Plans at **Appendix K**.	Y
	f. Landscaping is to contribute to water efficiency and effective stormwater management. Landowners are to consult with Council for requirements to address stormwater quality and quantity.	Refer to Stage 1 Landscaping Plans at **Appendix K**.	Y
6.2.2 – Pedestrian Through Site Links	a. Pedestrian through-site links must be provided: i. Where Pedestrian Access Corridors are shown in Ryde LEP 2010. ii. Within Special Precincts, as outlined in Section 4. iii. As determined by Council on a site-by-site basis. Requirements for pedestrian through-site links are to be discussed with Council prior to lodging a Development Application.	The site is not identified in Council's LEP or DCP as requiring a through site link.	N/A
	b. Pedestrian through site links are to be a minimum of 3m wide and are to be dedicated to Council where possible. Where they are to remain in private ownership, they are to be publicly accessible for at least 12 hours each week day between the hours of 6am and 10pm.	As above.	
	c. Pedestrian through-site links are to be straight, with clear views from end to end.	As above.	

Clause	Requirement	Proposal	Compliance
	d. Pedestrian through-site links can either be open or enclosed. Enclosed pedestrian links must have a minimum ceiling height of 3.6m.	As above.	
	e. Where pedestrian through-site links are adjacent a courtyard or public space, the design of the pedestrian link is to be integrated with the design of the open space and access is provided between the two spaces.	As above.	
	f. Where pedestrian through-site links are provided between buildings, a high level of transparency is to be provided between the internal ground floor space of the building and the pedestrian link.	As above.	
	g. Active ground level uses are encouraged along pedestrian through-site links. Refer to Section 6.1.11 Active Frontages for appropriate active uses.	As above.	
	h. Provide access in accordance with Part 9.2 of this DCP Access for People with Disabilities.	As above.	
Section 6.3 Services and Site Management			
6.3.1 – Floodplain Management	a. All stormwater leaving a site, at any time, up to a 1-in-20 year stormwater event is treated / filtered in accordance with ANZECC Guidelines for Urban Stormwater Management.	Through the use of WSUD elements the quality of stormwater leaving the site has been treated in accordance with the targets set out by the EPA and Australian Runoff quality (80% TSS, 45% TP, 45% TN retention). Refer to **Appendix L**.	N
	b. Development must not increase peak stormwater flows for rainfall events of up to 1- in-2 year storm.	As per discussions with Council, the OSD system has been designed to attenuate the rate of site discharge during the 1 in 100 year ARI to that of pre-development green fields conditions. During detailed design, with the assistance of a dual orifice the OSD tank could be configured to achieve the same for the 1 in 2 year ARI. Refer to **Appendix L**.	N
	c. At least 90% of the water requirement for landscape irrigation is to be sourced from on-site rainwater collection or recycled site water.	The rainwater tank is currently supplying water to toilet flushing, washing clothes and irrigation. The percentage of these non-potable water demands satisfied by the rainwater is 29%. Inhabit Group has advised that the estimated daily irrigation demand is approximate 8L per day based on the irrigated landscape area and irrigation requirement given by Oculus. As the estimated irrigation water is 8L per day, the rainwater tank shall meet the 90% of the water requirement for landscape irrigation.	Y
	d. Development must comply with Ryde DCP 2010.	The civil design generally complies with Council's DCP 2010. Refer to **Appendix L**.	Y
6.3.2 – Stormwater	a. Development shall comply with the requirements outlined in the	Refer to Section 6.25 of the EAR and **Appendix L**.	Y

Clause	Requirement	Proposal	Compliance
Drainage	Stormwater Drainage Section of the City of Ryde DCP 2010 and is to provide a stormwater drainage system in accordance with the "major / minor" system concept set out in Australian Rainfall and Runoff.		
	b. The "major" system shall provide safe, well-defined overland flow paths for rare and extreme flood events. The "minor" street and trunk drainage system shall be capable of carrying and controlling flows up to the 1 in 50 year design average recurrence interval.	Refer to Section 6.25 of the EAR and **Appendix L**.	Y
	c. Stormwater drainage design and construction shall comply with the requirements of the City of Ryde's DCP 2010, Water Sensitive Urban Design DCP (when complete), Infrastructure Manual and Design and Construction	Refer to Section 6.25 of the EAR and **Appendix L**.	Y
6.3.3 – Waste Management	a. All applications for demolition and development must be accompanied by a Waste Management Plan that specifies the type of waste to be produced and the proposed arrangements for ongoing waste management, collection and disposal.	A preliminary Waste Management Plan is provided at **Appendix GG**. A detailed Waste Management Plan will be provided prior to the issue of a Construction Certificate	Partial
	b. All Waste Management Plans shall be prepared in accordance with the relevant requirements of the Waste Avoidance and Resource Recovery Act 2001, the Protection of the Environment Operations Act 1997 and this DCP.	As above.	N/A
	c. Developments are encouraged to provide a compactor, crusher or composter to reduce the bulk of waste leaving the site.	As above.	N/A
6.3.4 – Soil Management	a. Development is to comply with the City of Ryde DCP 2010.	Refer to below.	Y
	b. Development is to be designed and constructed to integrate with the natural topography of the site to minimise the need for excessive sediment disturbance and prevent soil loss.	Whilst the proposal incorporates excavation for a basement car park, the overall design has responded to working with the natural topography and slope, with compliant disabled access graded throughout the site.	Y
	c. Effective site management and maintenance practices are to be followed to prevent soil loss.	Refer to Construction Management Plan at Section 6.26 and **Appendix FF**.	Y
	d. Ensure that suspended Solid concentrations in stormwater leaving the site do not exceed more than 50mg/litre.	Any runoff held within sediment basins specified by the ESCP will be tested to ensure Suspended Solids (SS) concentrations are below 50mg/litre prior to discharge. Should they exceed this concentration an appropriate flocculant will be used to bring the SS below this threshold.	Y
	e. An Erosion and Sediment Control Plan (ESCP), prepared by a suitably qualified environmental engineer, is required to be submitted	An Erosion and Sediment Control Plan will be prepared prior to the issue of a Construction Certificate.	Y

Clause	Requirement	Proposal	Compliance
	in support of all development proposals requiring development consent under the Ryde Local Environmental Plan, (other than for minor building modifications) including: Demolition; Excavation; Trenching and Building.		
	f. The ESCP must make reference to the entire construction and post construction period, and all devices must be installed prior to commencement of any demolition or construction works on-site.	As above.	Y
	g. The ESCP is to be prepared in conjunction with the Site Stormwater Management Plan and as a minimum contain the following information: i. Property details ii. Site analysis (contours, access points, location of existing vegetation/creeks or other features) iii. Extent and degree of clearing works and any excavations iv. Conservation/protection of sensitive areas and trees either on site or adjoining development v. Truck movements and access arrangements/routes (load limits) vi. Sediment and Erosion Control Measures (Location and type of all control measures) vii. Excavation pit protection viii. Material stockpile location and control method, waste management ix. Pump out method (if required) x. Dust control measures to reduce surface or airborne movement of sediment from exposed areas of the site xi. Hours of operation xii. Ongoing maintenance methods xiii. Risks, safeguards and safety precautions xiv. Contingencies	As Above.	Y
6.3.5 – Site Contamination	a. Prior to the submission of subdivision and development applications, a suitably qualified environmental engineer on behalf of the applicant is to assess whether the subject land is contaminated.	Refer to Section 6.19 of the EAR and **Appendix R**.	Y
	b. Refer to NSW Statutory Requirements, and this DCP for controls.	As above.	Y
6.3.6 – Site Facilities	e. Provide either communal or individual laundry facilities to each dwelling, and at least one external clothes drying area. The public visibility of this area should be minimised. Clothes drying is only permitted on balconies that are permanently screened from view	Communal clothes drying area not provided Each apartment will be provided with a clothes horse to move laundry onto balconies as required which meets GBCA Green	N

Clause	Requirement	Proposal	Compliance
	from the public domain.	Star requirement.	
	f. Provide storage to dwellings as required by the NSW Residential Flat Design Code.	Complying. Refer to **Appendix J**.	Y
	g. Lockable mail boxes are to be provided in a location visible from the public domain. Mailboxes are to be integrated with the design of building entries and to Australia Post standards.	Can be provided as a condition of consent.	Y
6.3.7 – Vehicular Access	a. Vehicular access is not permitted along streets identified as 'Active Frontages' (refer to Section 6.1.11 Active Frontages).	The site does not contain any streets identified as active frontages.	N/A
	b. Where practicable, vehicle access is to be from secondary streets.	Internal access roads are provided from the Herring Road ingress / egress.	Y
	c. Potential pedestrian/vehicle conflict is to be minimised by: i. limiting the width and number of vehicle access points ii. ensuring clear site lines at pedestrian and vehicle crossings iii. utilising traffic calming devices iv. separating and clearly distinguishing between pedestrian and vehicular accessways	The internal road design and pedestrian footpath network has been designed to minimise conflicts pedestrians / vehicles. Vehicle cross overs are clearly visible, with adequate site lines provided. For the most part, footpaths are provided for pedestrian use. The exception to this is the shared zone. The shared zone will be distinguished from other roads within the site by a different road pavement. The shared zone works on the principle that the presence of pedestrians will force motorists to take greater care.	Y
	d. The appearance of car parking and service vehicle entries is to be improved by: i. locating or screening garbage collection, loading and servicing areas visually away from the street ii. setting back or recessing car park entries from the main façade line iii. avoiding black holes in the façade by providing security doors to car park entries iv. where doors are not provided, it is to be ensured that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed, and v. returning the façade material into the car park entry recess for the extent visible from the street as a minimum.	The car parking and service vehicle entries have been integrated in the architectural design of the building facades. Refer to Architectural Plans at **Appendix A**.	Y
	e. The width of driveways is to be determined in accordance with the requirements of Ryde DCP 2010, and the relevant Australian Standards.	Refer to Section 6.9 of EAR and **Appendix U**.	Y
6.3.8 – On-site Parking	a. Safe and secure 24 hour access to car parking areas is to be	24 hour access to the basement car parks will be operated by	Y

Clause	Requirement	Proposal	Compliance
	provided for building users.	security passes	
At-grade parking	b. Parking areas must not be located within the front, side or rear setbacks.	Car parking is not provided within the site setbacks. On-street parking is provided adjacent to the internal roads.	Y
	c. Parking areas are to be screened from view from the street, public domain and communal open space areas, using site planning and appropriate screen planting or structures.	Car parking is separated from the public domain and communal open spaces. Where necessary, on-street parking is screened from view by landscaping.	Y
	d. Provide safe and direct access from parking areas to building entry points.	Direct and safe access is provided from on-street parking areas to the building entry points. Residents will access the buildings from within the basement parking areas.	Y
	e. Provide appropriate mature vegetation between parking bays to provide shade and enhance visual impact.	Refer to Stage 1 Landscape Plans at **Appendix K**.	Y
Basement parking	f. Basement parking areas should be located directly under building footprints to maximize opportunities for deep soil areas unless the structure can be designed to support mature plants and deep root plants.	The primary deep soil zone will be provided along Epping Road, with basement car parks generally situated below the building footprints.	Y
	g. Basement parking areas must not extend forward of the building line along a street.	Complying	Y
	h. Along active frontages, basement parking must be located fully below the level of the footpath. Refer to Section 6.1.11 Active Frontages.	The site does not contain any frontages that have been identified as active frontages	N/A
	i. Basement parking should be contained wholly beneath ground level along public streets. Where this cannot be achieved due to topography, the parking level must protrude no more than 1.2m above ground level for no more than 60% of the building frontage along a public street (Refer to Figure 4.5.114).	Due to the sloping nature of the site, basement protrudes more than 1.2m but less than 60% of the building frontage.	N
	j. Ventilation grills or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.	Ventilation grills and screening devices have been integrated in the architectural design of the building facades. Refer to Architectural Plans at **Appendix A**.	Y
	k. Basement car parking may be located under roads and hard paved areas to council satisfaction.	Basement car parking is proposed under internal roads and hard paved areas.	Y
Parking in structures	l. Along all street frontages, above ground parking levels are to be laminated with another use for a minimum depth of 10m, e.g. building entry lobbies, retail tenancies, and commercial floor space.	Only basement parking and limited on-grade parking is proposed.	N/A
	m. Temporary above ground parking structures are to be designed to allow future adaptation to other uses. Ramps should be located	No temporary above ground parking structures are proposed.	N/A

Clause	Requirement	Proposal	Compliance
	internally rather than on the facades of parking structures to allow ease of adaptation of use.		
Parking rates	n. Car parking for commercial and industrial activities is to be provided for in accordance with the rates contained in the Ryde LEP 2010.	Refer to **Appendix U**.	N/A
	o. All other development should comply with Ryde DCP 2010.	Refer to Section 6.9 of the EAR and **Appendix U**.	N
	p. Industrial and commercial developments may seek to apply the transitional parking rates detailed in the table below that provide for a progressive reduction in parking rates as a result of a planned decrease in dependence on motor vehicles. Applications seeking to apply these transitional rates must be accompanied by: i. an objection under Ryde LEP 2010 Clause 4.6 Exceptions to Development Standards to the parking rates in LEP 2010; ii. a traffic and parking impact assessment report; iii. a parking management strategy; and iv. a Work Place Travel Plan	Refer to **Appendix U**.	N/A
Bicycle Parking	q. Bicycle parking is to be secure and located with safe and easy access from the street.	Refer to Section 6.9 of the EAR and **Appendix U**.	Y
	t. Bicycle parking is to be provided at the following rates: Resident min. 1 space per 3 units Visitor min. 1 space per 12 units	Storage area for each apartment includes a bike rack for secure bicycle parking Visitor bicycle parking will be provided on ground floor and in the basement adjacent to the carparking	Y