



Macquarie Park Planning Proposal

Harvey Norman Group

May 2013

urbis

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Executive Summary

OVERVIEW

This Planning Proposal has been submitted on behalf of the Harvey Norman Group. The Planning Proposal is for an amendment to the local environmental planning controls for land at 111 Wicks Road (Lot 10 in DP1046090), 29 Epping Road (Lot 2 in DP52488) and 31-35 Epping Road (Lot 1 in DP1151499), Macquarie Park (“the site”). The site equates to approximately 1.97 hectares and is strategically located in the south-eastern edge of Macquarie Park, close to the North Ryde rail station.

The purpose of the Planning Proposal is:

- To revitalise this significant landholding enabling the development of a mixed use scheme that integrates commercial office, retail, hotel and residential uses on the site.
- To provide a detailed Concept Masterplan that delivers a new public road and urban square, capable of being translated into Development Control Plan (DCP) controls and complementary to the proposed development on the adjacent North Ryde Station Urban Activation Precinct (NRSUAP).
- Enable the development of commercial floor space of a scale that will support occupation by:
 - Proposed headquarters of international company Harvey Norman.
 - A new hotel operator.

PROPOSED CONCEPT MASTERPLAN

To assist in conceptualising the character of the envisaged development, a Concept Masterplan that would ultimately form the basis of a future staged development application has been prepared by architects Allen Jack + Cottier.

The key features of the Concept Masterplan include:

- New public road: Extending east-west through the site connecting to Wicks Road (North) and the NRSUAP to the east.
- New open space: A new urban square and associated landscaped spaces will be developed to help activate the ground level of the development. Pedestrian and cycle links seamlessly connecting to the NRSUAP will be provided.
- Commercial offices for proposed headquarters of international company Harvey Norman: An 8 storey addition at the rear of the existing Domayne / Harvey Norman store (existing 3 storey building) providing office space for the Harvey Norman group.
- Commercial offices: A new 6 storey commercial building with main road frontage to Epping Road.
- Neighbourhood Shops: Neighbourhood facilities including shops and cafes (and potentially a child care centre) at ground level to meet the local convenience needs of existing and future residents and activate the new urban square.
- Hotel: 200 hotel suites owned and managed by an operator accommodated within the lower 10 levels of a new building at 111 Wicks Road.
- Residential Apartments: Approximately 160-170 apartments accommodated within the upper 17 levels of a new building at 111 Wicks Road.
- Domayne / Harvey Norman Store: The existing Domayne / Harvey Norman store will remain in its current location.



In addition, the proposal is accompanied by an offer to enter into a Voluntary Planning Agreement (VPA) with Council to provide a monetary contribution (subject to any offsets for works in kind, including but not limited to roads and open space) to Council to use on capital works projects at its discretion.

PROPOSED LEP AMENDMENT

This Planning Proposal has been prepared to enable the provision of a mixed use scheme on the subject site through the preparation of a site specific amendment to RLEP 2010. The subject site is primarily zoned B3 Commercial Core with a small portion zoned B7 Business Park. With the exception of the proposed residential apartments the remainder of the proposed uses under the Concept Masterplan are permissible within the current zones and do not require rezoning.

The proposed outcome will therefore be achieved by amending RLEP 2010 as follows:

- Amending the RLEP 2010 Land Zoning Map applicable to 111 Wicks Road, Macquarie Park in accordance with the proposed zoning map shown at Appendix D which indicates a B4 Mixed Use zone.
- Amending the RLEP 2010 Height of Building Map applicable to the site in accordance with the proposed height map shown at Appendix D which indicates:
 - A maximum permissible height of 89m applicable to 111 Wicks Road.
 - A maximum permissible height of 50m applicable to 31-35 Epping Road.

[NOTE: The Concept Masterplan as it relates to 29 Epping Road is consistent with the existing LEP controls (21m proposed)].

- Amending the RLEP 2010 Floor Space Ratio Map in accordance with the proposed floor space ratio map, shown at Appendix D which indicates a maximum permissible floor space ratio of 2.4:1 for the combined site.

PLANNING OUTCOMES

In summary, the site will achieve the following key planning outcomes with resultant community benefits:

- The proposal is consistent with State government policy which supports growth within existing centres: The proposal maximises commercial and residential opportunities in major centres well serviced by public transport. It would generate new employment and housing opportunities creating more than **880 new jobs** (in addition to existing jobs within the site (within Domayne / Harvey Norman)) and approximately **160-170 new dwellings**.
- Reinforcing the viability of North Ryde train station: by increasing development activity in the vicinity of the station.
- Masterplanned and collaborative approach to planning the Macquarie Park Specialised Centre: A collaborative process with the NRSUAP project team has facilitated the development of a cohesive structure plan with land uses, building placement and road layout arrangements that are compatible with development proposed on the adjacent lands.
- Improved pedestrian access and connectivity: It provides an opportunity for improved pedestrian access and connectivity through the Macquarie Park Specialised Centre through the creation of a new local road that is consistent with Council's strategic plan to establish a finer grain network within Macquarie Park and interconnects with public spaces and circulation networks within the NRSUAP site.
- It provides opportunities for an integrated network of open spaces which are visually linked with community uses proposed to be developed within the NRSUAP site.
- Street activation: It involves the creation of a new urban square and local retail facilities that will activate the streets and complement the proposed land uses on the NRSUAP site to encourage pedestrian activity and vibrancy.
- Residential amenity to existing properties on southern side of Epping Road is maintained. The design and siting of new buildings has been informed by a comprehensive site analysis to ensure that development will not result in adverse impacts on existing residential properties.
- Flood management: The proposal will improve the current situation, supporting a flood-free development that will improve the existing flooding condition affecting properties on the southern side of Epping Road.

ASSESSMENT

The site has few environmental constraints that would restrict its future development in accordance with this Planning Proposal. The existing traffic congestion within the local area is considered to be the most significant issue which this Planning Proposal has considered and addressed. A traffic report has been prepared by Traffix (Appendix B) which confirms that the traffic impacts associated with the proposal can be suitably managed and that the road network will be able to cater for the additional traffic from the proposed development. Of note, a comparison of the traffic impacts of the proposal and a scheme compliant with the relevant FSR and height controls applicable to the site under draft LEP Amendment No.1 has been undertaken. This analysis confirms that the traffic generated by the proposal is broadly consistent with that generated by a scheme that complies with the relevant height and FSR controls under Draft LEP Amendment No.1.

An internal street network has been designed that will provide suitable access for future development and importantly will improve the permeability of the precinct in which the site is located providing a direct connection to the NRSUAP site to the east. The access arrangement proposed does not rely on land outside the site boundaries and can be delivered without compromising the development of surrounding lands.

Careful consideration has also been given to the potential overshadowing impacts of the proposal on existing residential properties to the south (on the opposite side of Epping Road). Analysis of the shadow impacts of the proposal has confirmed that compliance with applicable criteria can be achieved; access to sunlight is maintained to existing residential properties to the south between 9.30am and 3pm in mid-winter.

CONCLUSION

Following our extensive analysis of the site and its surrounding context, and the applicable State and local planning policies, we believe there is an overwhelming public benefit of proceeding with this Planning Proposal.

The Planning Proposal supports the State government's current direction of increasing density in major centres and broadening land uses in the south-eastern end of Macquarie Park. Accordingly, the proposal achieves the right balance of maintaining a strong employment focus while also recognising the benefits of providing limited residential development to take advantage of the locational and amenity benefits this part of the Centre can provide. This proposal therefore will not dilute the overarching goal of growth employment in Macquarie Park. According to Council's own analysis there is abundant potential for jobs growth within the current and planned new zoning controls to meet State government targets.

Therefore we recommend that this Planning Proposal be favourably considered by Council; that Council resolve to forward it to the Department of Planning and Infrastructure to allow the Department of Planning and Infrastructure to consider the Planning Proposal for Gateway Determination under Section 56 of the *Environmental Planning and Assessment Act, 1979*.

1 Introduction

This Planning Proposal has been prepared by Urbis (on behalf of the Harvey Norman Group (“the applicant”)) to initiate the preparation of a Local Environmental Plan (LEP) to rezone land at 111 Wicks Road, 29 Epping Road and 31-35 Epping Road, Macquarie Park (“the site”).

The proposal is to establish revised site specific floor space ratio (FSR) and height controls and rezone a small part of the site to allow for mixed use development (including residential use on part of the site). The site is currently zoned B3 Commercial Core and B7 Business Park under Ryde Local Environmental Plan 2010 (RLEP 2010). The applicable built form controls that currently apply to the site include:

- Height of buildings: 30 metres (maximum).
- Floor space ratio: 1.5:1.

LEP Amendment No. 1, which was reported to Council in April and will subsequently be exhibited, supports an increase in the floor space ratio (FSR) control applicable to the site to 2:1 and an increase in building height to 45m.

Two amendment options to RLEP 2010, to allow high density mixed use development on the site, are proposed for consideration by Council:

- Amend the land use zoning and the height of buildings and floor space ratio controls applicable to the site to allow for high density development including commercial, bulky goods retail, hotel, retail and residential development; or
- Alternatively, include the subject site in RLEP 2010 by inserting an additional clause within Schedule 1 to permit high density development including commercial, bulky goods retail, hotel, retail and residential development on the site.

The Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the subject site and its context.
- Indicative site plan showing sufficient detail to indicate the effect of the proposal (concept masterplan).
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal.
- Description of the community consultation process that would be undertaken by the proponent.

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

- Urban Design.
- Traffic.
- Civil and Structural Planning.

Each of the above plans and reports has informed the proposed rezoning of the site to allow for high density mixed use development under the provisions of a site specific LEP.

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2 Land to which the Planning Proposal applies

2.1 SITE DESCRIPTION

The Planning Proposal relates to an irregular shaped parcel of land which comprises three landholdings (all within the control of the applicant) as described in Table 1 and shown in the site aerial photograph in Figure 2.

The site comprises an area of approximately 1.97 hectares. It is highly accessible within Macquarie Park and the wider Sydney area given the presence of regional train, bus and road networks. Consequently it has convenient access to a wide range of employment, retail, entertainment, medical, education, cultural, sporting, recreation and other services and amenities. The site therefore has all the ingredients to be a highly attractive location for commercial office and hotel operations as well as residents.

FIGURE 1 – SITE DESCRIPTION



TABLE 1 – SITE DESCRIPTION

	EXISTING USE	PROPERTY ADDRESS	LEGAL DESCRIPTION	SITE AREA
1	Industrial warehouse Access road	111 Wicks Road	Lot 10 DP1046090	9,805m ²
2	Domayne store (bulky goods retail)	31-35 Epping Road	Lot 1 DP1151499	7,718m ²
3	North Ryde Smash Repairs	29 Epping Road	Lot 2 DP 528488	2,240m ²
			TOTAL:	19,763m²

2.2 EXISTING DEVELOPMENT

FIGURE 2 – SITE PLAN



The key existing features of the land to which the Planning Proposal applies are illustrated in Figure 2 and described below:

- **Topography:** The site has been heavily modified to facilitate its current use. The site slopes from south to north. Levels vary from a high point in the south of RL52.11m to a low point of RL43.75m in the north.
- **Site Layout and Built Form:** An Urban Design report has been prepared by Allen Jack + Cottier which describes the existing features of the site. A copy of the report is submitted with the Planning Proposal (Appendix A). The site is fully developed and comprises a range of buildings which accommodate a mix of industrial and bulky goods retail uses as follows:
 - 1) **111 Wicks Road:** Built development occupies the eastern side of this site and consists of a single storey industrial warehouse / showroom and associated car parking (40 spaces). The western portion of the site consists of an access handle connecting to Wicks Road.
 - 2) **31-35 Epping Road:** This portion of the site comprises two distinct sections: (1) Domayne / Harvey Norman store situated immediately adjacent to Epping Road; and (2) a triangular shaped parcel of land to the rear of the site consisting of landscaping.
 - 3) **29 Epping Road:** Built development comprises a small single storey warehouse building occupied by a panel beaters workshop (North Ryde Smash Repairs). The site has direct vehicle access from Epping Road.
- **Landscape:** The site is fully developed and sparsely vegetated. Existing vegetation is limited to landscaping along the site boundaries and road frontages.
- **Vehicle Access:** A transport report has been prepared by Traffix which describes the existing local traffic context, including existing access arrangements. A copy of the report is submitted with the Planning Proposal (Appendix B). The main vehicle entry and car park for 111 Wicks Road are accessed via a private lane / access handle off Wicks Road. The access handle also provides delivery access for the adjacent Officeworks site to the west. The access handle is included within the site boundary and would be improved to form a public road facilitating access through the site and connecting into the street network being created within the adjacent NRSUAP site.

The Domayne / Harvey Norman store and 29 Epping Road adjacent are accessed from Epping Road via a dedicated slip lane which also serves the adjacent Officeworks site. The access road lies outside the site boundary.

- Pedestrian Access: Pedestrian access is available via footpaths along the road verges but permeability through the site is extremely poor. An existing footbridge is located immediately adjacent to the site on Epping Road.
- Easements and Encumbrances: A railway tunnel corridor associated with the Epping to Chatswood Rail Line (ECRL) runs beneath the north eastern corner of the site and is protected by an easement in favour of Transport for NSW. The easement comprises two zones: (1) the first reserve and (2) the second reserve. Above and below ground works within these zones are subject to restrictions which seek to prevent any potential encroachment on the rail corridor.

Officeworks has right of access over the Wicks Road access handle. The access handle is used by servicing and delivery vehicles accessing the premises.

- Flood Risk: The site is partly flood affected. Redevelopment will provide for the effective management of stormwater flows across the site and has the potential to improve existing conditions both within the site and on adjacent lands.
- Acoustics: The key noise sources that may impact on the site include traffic noise most notably from Epping Road and existing industrial operations. There are no existing residential properties within the immediate vicinity of the site. The closest residences are to the south on the opposite side of Epping Road.
- Utility Services: The site is currently serviced by potable water, sewer, stormwater, electricity and telecommunications, with potential for services upgrades as part of the proposed redevelopment.

The immediate surrounds comprise a variety of land uses which are described below:

- North: The land immediately to the north comprises commercial office buildings and industrial buildings further north.
- East: The site is situated immediately adjacent to the NRSUAP site as described in Section 2.3.
- West: Officeworks is located immediately to the west and comprises a warehouse style development with main road frontage to Epping Road. Customer access to Officeworks is gained from the existing slip lane on Epping Road. Servicing and delivery vehicles access the site from the rear via the Wicks Road access handle.
- South: Epping Road is immediately to the south and consists of a multi-lane road. The road separates the site from low density housing opposite which generally comprises single storey detached dwellings.

2.3 SURROUNDING CONTEXT

The site is located at the south-eastern edge of Macquarie Park. The area is well advanced in its transition from older style light industrial / warehousing into a modern business park precinct incorporating some high technology businesses. This transition is being supported by current development activity, recent approvals, transport improvements and further planned development.

The key features of the surrounding area are generally summarised as follows:

- Global Economic Corridor: Macquarie Park is an integral part of the Global Economic Corridor which is an area of global economic activity stretching from Port Botany and Sydney Airport, through the Sydney Central Business District (CBD), North Sydney and St Leonards to Parramatta. This region accounts for the majority of Sydney's globally oriented commercial businesses and over 50% of the National Gross State Product. Macquarie Park will make a significant contribution to this, providing 61,000 jobs by 2031.

- **Transport infrastructure:** The site is closely situated to the intersection of Epping Road and the M2 motorway. Epping Road connects to Epping in the west and the M2 motorway to the east which continues on to the Sydney CBD and also provides a direct connection to the North West Growth Centre.

Public transport services to Macquarie Park are well established. High frequency bus connections operate along Epping Road (bus stops are located to the front of the site), Herring Road and Waterloo Road providing direct services to Chatswood, Epping, Parramatta, North Sydney and Sydney CBD. There are also three new railway stations (Macquarie Park, Macquarie University and North Ryde (adjacent to the subject site). Regular train services to Chatswood and the Sydney CBD are available from these stations.

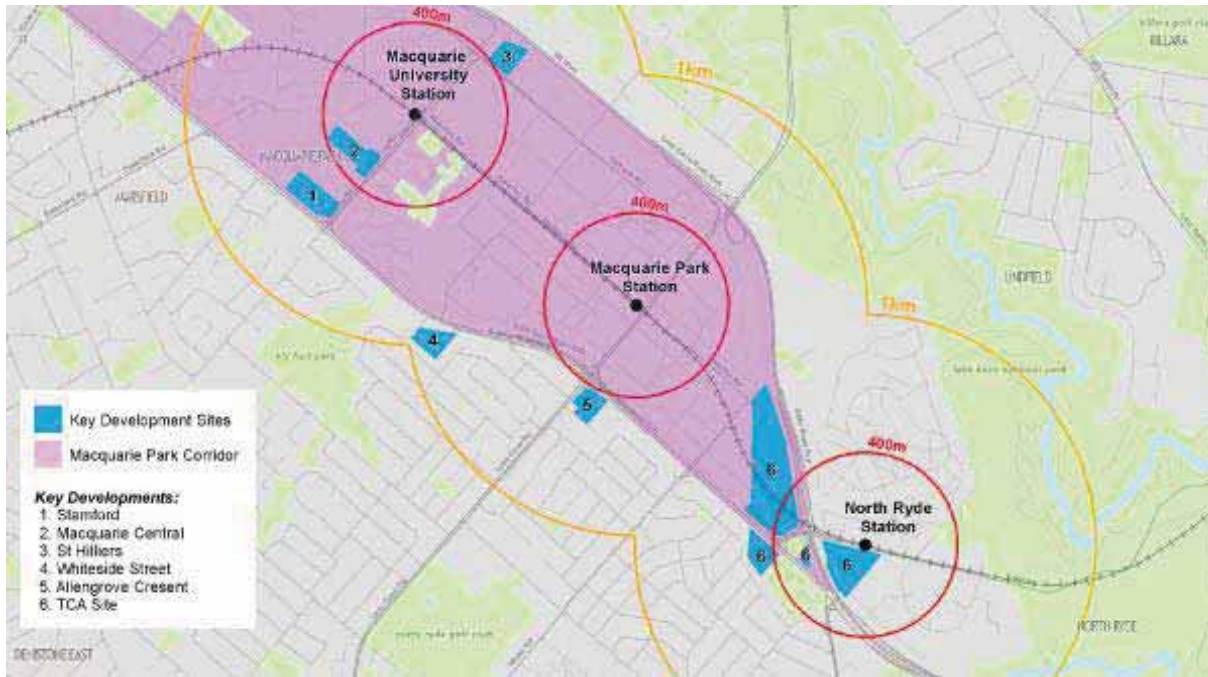
- **Development trends within Macquarie Park:**
 - **Increased density and scale:** Recent development has redefined the character of the area and this will continue to evolve over the coming years in line with State government policies for the area (as articulated in the Metro Plan and the Subregional Strategy). New higher density development has been approved as illustrated in Table 2 (locations shown in Figure 3).

TABLE 2 – LOCAL DEVELOPMENT

SITE	FLOOR SPACE RATIO	HEIGHT	DWELLINGS
1. Stamford			
110-114 Herring Road:			
▪ Concept Plan (as approved)	2.05:1	8 - 20 storeys	652 (approved)
▪ Section 75W modification (under assessment)	2.28:1	5 – 22 storeys	
2. Macquarie Central			
120-124 Herring Road	2.64:1	9 – 12 storeys	550
3. St Hilliers			
Talavera Road	2:1	7 – 9 storeys	232
6. TCA Site			
North Ryde UAP (public exhibition)	Maximum 4:1	4 – 32 storeys	2,500

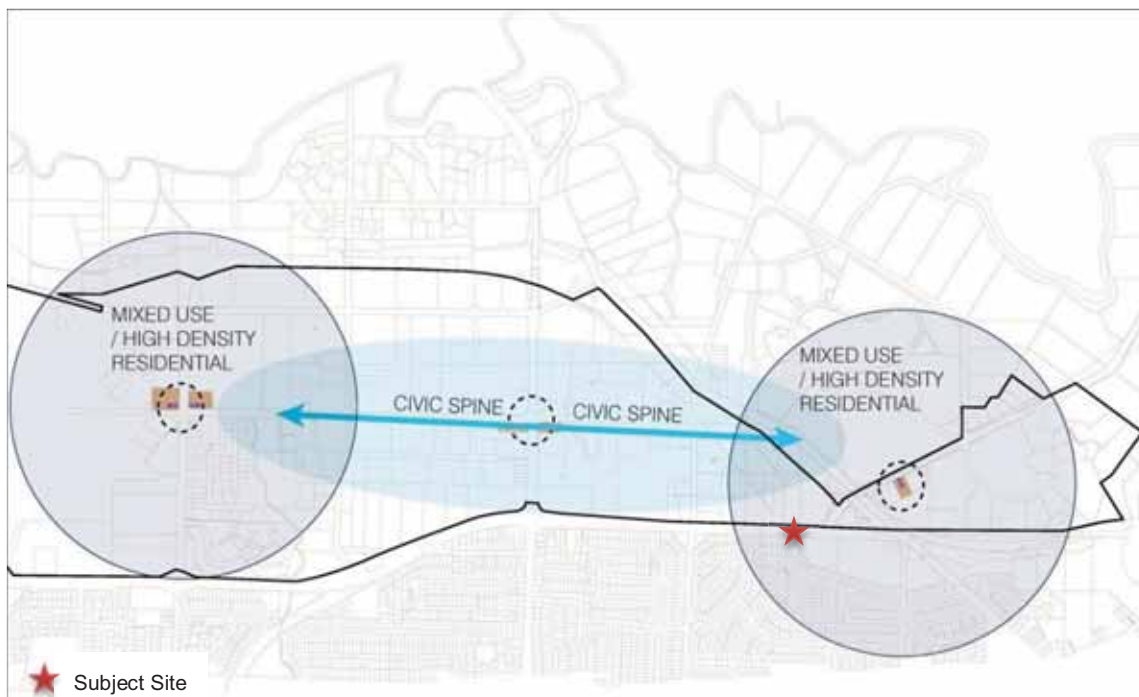
- **Residential use:** The character of Macquarie Park is evolving from a purely employment based hub to support a more diverse range of uses. New development includes high density residential uses which complement (rather than replace) its commercial focus and help to activate the Centre outside business hours. New residential uses are generally concentrated at the northern and southern ends of the Centre, focused around the Macquarie University and North Ryde train stations. Recent approvals and current applications for residential development within and around the Centre are shown in
- Figure 3 over the page.

FIGURE 3 – MEDIUM AND HIGH DENSITY RESIDENTIAL DEVELOPMENT WITHIN MACQUARIE PARK



- Urban Activation Precincts: State Government has recently announced 8 Urban Activation Precincts (UAP), areas where land is available and has the potential for more intensive development by virtue of access to infrastructure, transport, services and job. The UAPs will support a significant level of new housing. Two of these UAPs (**North Ryde Station** and **Herring Road**) are located at the northern and southern ends of Macquarie Park. As the development of these precincts progresses they will reinforce the northern and southern ends of the Centre as mixed use zones which support high density residential uses as well as commercial development. As illustrated in Figure 4 below, this creates a “dumbbell effect,” i.e. two mixed use / high density residential zones at either end of the Centre which frame the central commercial core and provide a transition to surrounding residential development beyond.

FIGURE 4 – EASTERN AND WESTERN EXTENT OF MACQUARIE PARK CORRIDOR DEFINED BY MIXED USE DEVELOPMENT



- North Ryde Station Urban Activation Precinct comprises approximately 14ha of primarily government owned land and includes land surrounding North Ryde train station. The precinct is immediately to the east of the subject site. Development planning to support the comprehensive redevelopment of the precinct is at an advanced stage. Application documentation to support the rezoning and establishment of a site specific planning regime for the Precinct is currently on public exhibition. The primary aim of the proposal is to better activate the North Ryde train station, improve station access and provide for a mixed use development that supports patronage of the train station and the ECRL generally. The concept will support 2,500 new dwellings and 2,400 new jobs.

Figure 5 below identifies the boundary of the NRSUAP site and its relationship to the subject site.

FIGURE 5 – NORTH RYDE STATION PRECINCT SITE (EXTRACT FROM STATE SIGNIFICANT STUDY)



SUMMARY

In summary, the emergence of the UAPs in the Centre reinforces the structural composition of the centre as having two mixed use “ends” and a commercial core in the heart as illustrated in Figure 4. This Planning Proposal supports the state government’s current direction of increasing density and broadening land uses in the south-eastern end of Macquarie Park. Accordingly, this Planning Proposal achieves the right balance of maintaining a strong employment focus while also recognising the benefits of providing limited residential development to take advantage of the locational and amenity benefits this part of the Centre can provide. This proposal therefore will not dilute the overarching goal of growth employment in Macquarie Park. By Council’s own analysis there is abundant potential for jobs growth within the current and planned new zoning controls to meet state government targets.

2.4 PLANNING CONTEXT

EXISTING PLANNING CONTROLS

Ryde Local Environmental Plan 2010 (RLEP 2010) is the relevant planning instrument for the site.

Under RLEP 2010, the site is zoned B3 Commercial Core. A small portion of the site (Wicks Road access handle) is zoned B7 Business Park. A plan showing the existing zones is provided at Figure 6.

FIGURE 6 – EXISTING LAND USE ZONE



The development standards under RLEP 2010 that are applicable to the majority of the site include:

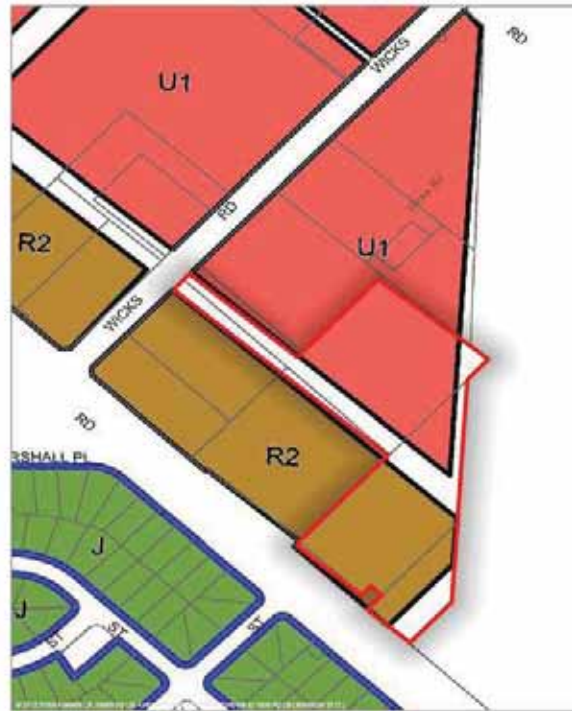
- Floor Space Ratio – Maximum 1.5:1 (S1)
- Building Height – Maximum building height 30 metres (U1)

The existing access handle in the eastern section of the site is subject to an FSR control of 1:1. No height control applies.

FIGURE 7 – RELEVANT DEVELOPMENT CONTROLS



PICTURE 1 – FLOOR SPACE RATIO



PICTURE 2 – HEIGHT

DRAFT LEP AMENDMENT NO.1

City of Ryde Council is in the process of making significant changes to increase the density of the controls which apply to Macquarie Park. An amendment to RLEP 2010 (draft LEP Amendment No. 1) has been given gateway approval from the DP&I and will be on public exhibition shortly for the final time before the policy change is implemented.

The purpose of draft Amendment No. 1 is to provide substantial uplift in floor space across Macquarie Park in recognition of the objectives identified in the Sydney Metropolitan Plan, the draft Inner North Subregional Strategy and the City of Ryde Local Planning Study 2010 and to support the substantial infrastructure requirements needed to support the increase in residents and workers.

Draft LEP Amendment No.1 proposes bonus height and FSR incentives for sites within the Macquarie Park Specialised Centre, including the subject site, in exchange for contributions towards roads and open space delivery. The amendment allows for incentive / bonus floor space of up to 2:1 and a height of 45m in exchange for the relevant monetary contributions (via a Voluntary Planning Agreement) to support local infrastructure provision. Once adopted the relevant standards for the Macquarie Park contained within draft LEP Amendment No. 1 would be included in the draft RLEP 2011. The draft amendment has been reported to Council and is expected to be publicly exhibited at the end of April 2013.

3 Planning Proposal Overview

This Planning Proposal has been prepared in accordance with Sections 55(1) and (2) of the *Environmental Planning and Assessment Act 1979* with consideration of the relevant guidelines, namely “*A guide to preparing planning proposals*” issued by the Department of Planning and Infrastructure (April 2013).

Accordingly, the proposal is discussed in the following four parts:

- **Part 1** – A statement of the objectives or intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Details of community consultation that is to be undertaken for the planning proposal.

Discussion for each of the above parts is outlined in the following chapters.

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4 Part 1 – Objectives or Intended Outcomes

4.1 OBJECTIVES

The primary objective of the proposed rezoning is the creation of a high quality mixed use development that, alongside the redevelopment of the NRSUAP lands, will make a meaningful contribution to the growth of Macquarie Park. This will be achieved by:

- Providing compatible land uses that will create a vibrant and active community, including residential and commercial.
- Integrating the site with the broader local community through improved pedestrian and vehicular connections with the adjoining established commercial and residential areas and planned mixed use areas.
- Avoiding unacceptable impacts on the character and amenity of surrounding residential development by generally locating increased density and building heights away from existing residential dwellings to the south.
- Utilising the established physical and social infrastructure which currently services the site and adjacent urban areas.

Future development of the land is to be guided by the detailed principles outlined within the Urban Design Report prepared by Allen Jack + Cottier and as summarised below:

- Pedestrian and bicycle connectivity: promote walking and cycling and therefore reduce car trips and facilitate public transport use:
 - Introduction of a high level of permeability and increased connectivity through the site by creating a new network of public roads and an urban square.
 - Introduction of pedestrian crossings at key locations to improve existing pedestrian connections through the site to and from North Ryde train station.
- Vehicle connectivity: maximise site permeability and vehicular connections to the site:
 - Creation of a new public road connecting to Wicks Road consistent with the requirements of City of Ryde DCP 2010.
 - Modification of existing slip road on Epping Road to facilitate access to the site.
 - Creation of a one-way driveway located between the existing Domayne / Harvey Norman store and the proposed commercial building fronting Epping Road. The driveway will extend from Epping Road and connect into the new public road.
 - Creation of a logical street network through the site forming an extension of the existing public road network.
 - Vehicle access to the Domayne / Harvey Norman store will remain unchanged.
- Open space: provide a diversity of open spaces within walking distance of proposed dwellings. A central urban square complemented by a park will provide a focal point for the neighbourhood and responds to the proposed development of community uses on the adjacent NRSUAP site.
- View corridor and views: create a view corridor through the site to proposed open space within the adjoining site and arrange built form to allow views to Lane Cove National Park, Chatswood and Sydney CBD.

- **Solar access:** ensure that built form does not unreasonably impact on solar access by:
 - Maintaining solar access to proposed urban square between 12pm and 2pm in midwinter.
 - Maintaining solar access to existing residential properties between 9.30am and 3pm in midwinter.
- **Use:** Incorporate uses that are compatible with and will contribute to the objectives for the NRSUAP site.
- **Ecologically Sustainable Development:** Achieve best practice in sustainable design.
- **Flood management:** The proposal will improve the current situation, supporting a flood-free development that will improve the existing flooding condition affecting properties on the southern side of Epping Road.

4.2 INTENDED OUTCOMES

The intent of the Planning Proposal is:

“To allow high density mixed use development comprising commercial, retail, hotel and residential development on Lot 10 in DP1046090, Lot 2 in DP528488 and Lot 1 in DP151499.”

Two options are proposed for consideration to allow high density mixed use development on the site as follows:

- Amend the land use zoning and the height of buildings and floor space ratio controls applicable to the site to allow for high density development including commercial, bulky goods retail, hotel, retail and residential development; or
- Alternatively, include the subject site in Schedule 1 to permit high density development including commercial, bulky goods retail, hotel, retail and residential development on the site.

The intended outcome of the Planning Proposal is to facilitate the timely delivery of the redevelopment of the site to accommodate a high quality mixed use scheme that successfully integrates with the adjoining NRSUAP development.

PROPOSED CONCEPT MASTERPLAN

To assist in conceptualising the character of the envisaged development, a Concept Masterplan has been prepared by Allen Jack + Cottier which identifies the potential opportunities associated with the redevelopment of the site. The approach would allow the site to be developed independently. It does not rely on access from adjoining lands.

The 1.97 hectare site has a potential developable area of 6,795m². The balance of the site would accommodate open, landscaped spaces and public roads.

Land Use

The key elements proposed are described below:

TABLE 3 – SUMMARY OF PROPOSED DEVELOPMENT

ELEMENT	111 WICKS ROAD	31-35 EPPING ROAD	29 EPPING ROAD
Land Use	Residential	Commercial	Commercial
	Hotel	Bulky goods retail	
	Café		

ELEMENT	111 WICKS ROAD	31-35 EPPING ROAD	29 EPPING ROAD
Indicative yield	Approx. 160-170 apartments: <ul style="list-style-type: none"> ▪ 1 bed units – 40% ▪ 2 bed units – 55% ▪ 3 bed units – 5% Approx. 200 hotel rooms		
Gross Floor Area	Residential – 14,840m ² Hotel – 9,144m ² Café – 150m ²	Commercial – 11,289m ² Bulky goods – 8,663m ²	Commercial – 3,188m ²
Total Floor space:	47,274m ²		
Floor Space Ratio	2.4:1		
Built Form	Distinctive triangular shaped building. Single storey retail premises complemented by an urban square.	Existing Domayne / Harvey Norman store retained with new 8 storey addition to the rear of the building.	6 storey office building aligned with existing building frontage.
Building Heights	23-27 storeys (89m) Single storey café (5m)	3 / 12 storeys (10 - 50m)	6 storeys (21m)

FIGURE 8 – INDICATIVE BUILDING ENVELOPES

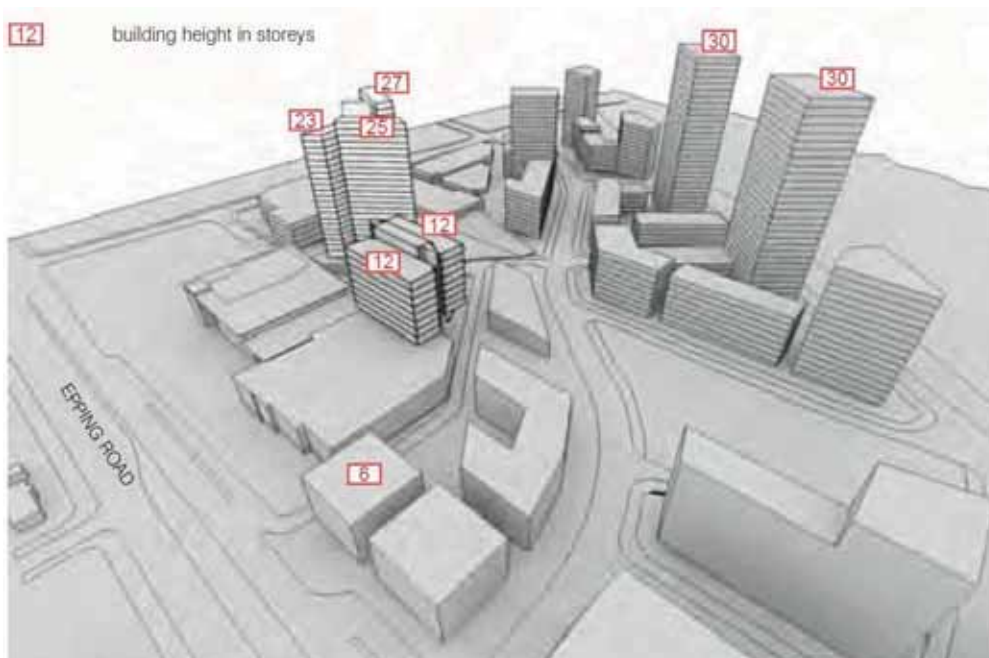


FIGURE 9 – CONCEPT MASTERPLAN



Public Spaces

Publicly accessible open space will be integrated into the development concept as a defining element of the visual character of the site and has been sited to form a logical extension to the network of open space proposed within the NRSUAP site. Open space provision will include:

- Urban Square and Park: Located at the northern end of the subject site this public square and an adjoining park will provide a focus for the site and has the potential for community activities and organised events.
- Private Open Space: Private open space will be located in the northern portion of 31-35 Epping Road directly opposite the proposed urban square and park. This space will provide an opportunity for informal recreation and has the potential to provide a visual and physical link to the network of open spaces proposed within the adjacent NRSUAP site.
- Pedestrian Links: The proposed pedestrian network seeks to maximise the permeability and legibility of the site. A central tree lined boulevard will form the main vehicular spine road through the site and will connect entry points at Wicks Road and the adjacent site.

No changes are proposed to the existing pedestrian footbridge which extends across Epping Road but improvements to the pedestrian environment on the northern side of Epping Road will improve the useability of this footbridge.

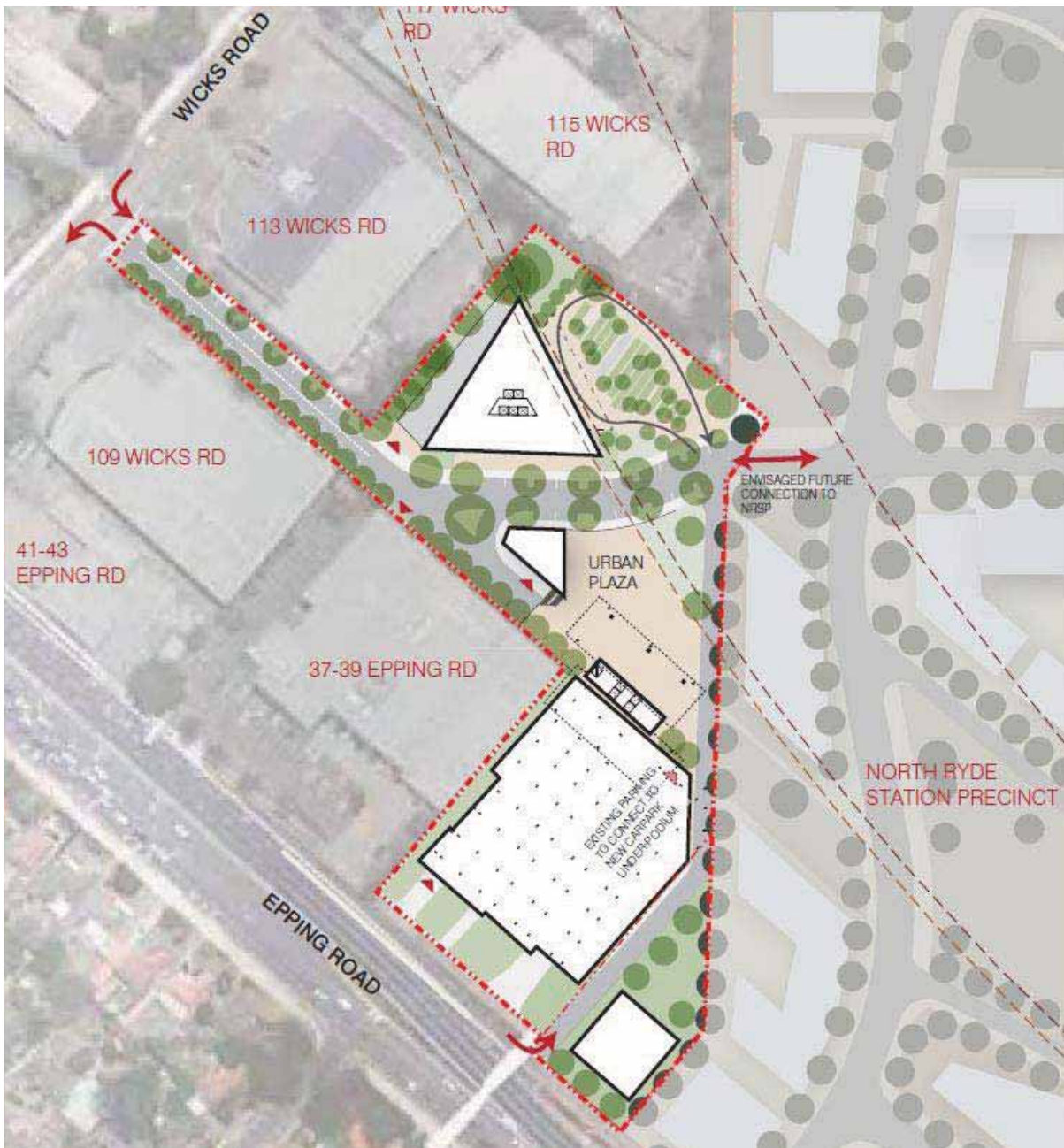
FIGURE 10 – PROPOSED OPEN SPACE



Traffic, Access and Parking

The key transport and traffic measures proposed to accommodate the proposed rezoning and future development of the site are described below:

FIGURE 11 – PROPOSED INTERNAL STREET NETWORK



- Vehicle access: The primary access to the site is proposed from Epping Road (left in access only), with secondary access from Wicks Road (north).
 - Epping Road: The existing service lane which facilitates access to properties within the block fronting Epping Road will be upgraded. A new access driveway from the service lane would be introduced between the existing Domayne / Harvey Norman store and the proposed commercial building on Epping Road. The access driveway would provide one way access through the site connecting to the new public road. The existing access to the Domayne / Harvey Norman site would be retained allowing access to the Domayne / Harvey Norman store and proposed commercial extension.

- Wicks Road (north): The existing access to 111 Wicks Road will be upgraded to form a public road which would extend through the site and connect with the new local road proposed as part of the NRSUAP site proposal. Access would be restricted to left in left out vehicle movements to prevent potential queues extending back to Epping Road.
- Road layout: The internal road layout seeks to maximise the permeability and legibility of the site through the creation of a central spine road extending from Wicks Road. The proposed road layout will support pedestrian access to North Ryde train station to the east.
- Bus stops: The existing bus stops on Epping Road immediately adjacent to the site will be retained.
- Car parking: It is anticipated that future car parking rates will be determined by way of a site specific development control plan that seeks to minimise car dependency and maximises the use of existing public transport infrastructure while avoiding any unacceptable impacts on the street network and surrounding areas. The car parking requirements of the proposal can be adequately met on-site (basement parking).

Reduced sized copies of the drawings that outline the proposal are provided on the following pages. A copy of the Concept Masterplan, including the Urban Design Report and accompanying drawings, is submitted with the Planning Proposal.

Voluntary Planning Agreement

The applicant offers to enter into a Voluntary Planning Agreement (VPA) with Council to provide monetary contributions (in addition to Section 94 contributions payable in respect of the proposed development) for Council to use for planned capital works spending. These contributions could be used by Council for a range of public purposes one of which may include the acquisition of land for a new public park on Waterloo Road as identified in recent studies supporting LEP Amendment No. 1.

A copy of the offer to enter into a VPA with Council is appended to this document at Appendix E.

PREFERRED ALTERNATIVE CONCEPT PLAN

An assessment and analysis of site opportunities and constraints undertaken by the applicant, together with analysis of the NRSUAP application documentation currently on public exhibition, concluded that there is further potential to optimise the masterplanning of the site by further integrating the development access with the adjoining NRSUAP lands.

Marginal adjustments to the site's eastern site boundary would create a more logical site boundary for both sites and enhance development potential. Therefore we have included for consideration, a longer term "preferred alternative concept".

This concept could be achieved through a land swap arrangement with TfNSW involving the transfer of land within the subject site into the adjacent NRSUAP "M2 site" and vice versa. This approach would further enhance the community benefits that could be achieved from the development of the lands by simplifying access arrangements. The land swap arrangement would not impact on the overall size of the site which would remain at approximately 1.97ha. It would involve the following (as illustrated in Figure 12):

- Transfer land within the north eastern and south eastern corners of the subject site (746m²) to the NRSUAP site.
- Incorporate a triangular shaped parcel of land (746m²) currently within the boundaries of the NRSUAP site into the subject site.

Based on this potential site boundary, an alternative concept for the subject site has been explored ("the Preferred Alternative Concept"). This option has been presented within this Planning Proposal for information.

FIGURE 12 – PREFERRED ALTERNATIVE CONCEPT - SITE BOUNDARY



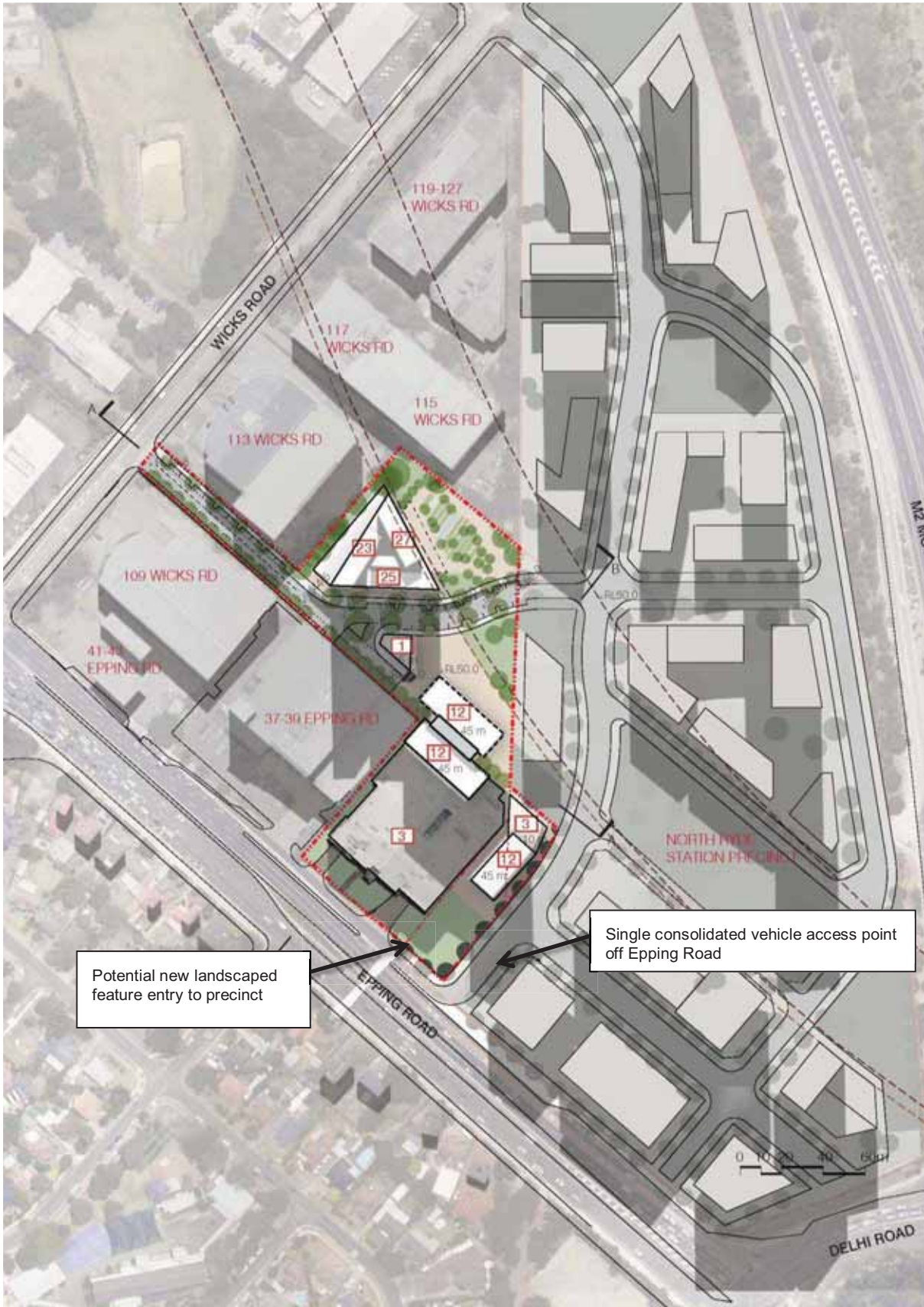
Land Use

The Preferred Alternative Concept is broadly consistent with the Concept Masterplan in terms of land use mix and built form with the exception of development proposed on 29 Epping Road. A comparison of the development mix and indicative floor space achievable under the two schemes is shown in Table 4.

TABLE 4 – COMPARISON OF PROPOSED DEVELOPMENT UNDER CONCEPT MASTERPLAN AND PREFERRED ALTERNATIVE CONCEPT

ELEMENT	CONCEPT MASTERPLAN	PREFERRED ALTERNATIVE CONCEPT
Commercial	8 Storey addition above the rear of the existing Domayne / Harvey Norman store (three storey building). 6 storey building on 29 Epping Road.	8 Storey addition above the rear of the existing Domayne / Harvey Norman store (three storey building).
Bulky goods retail	Domayne / Harvey Norman store as existing	Domayne / Harvey Norman store as existing
Retail	Neighbourhood facilities including shops, cafes	Neighbourhood facilities including shops, cafes
Residential accommodation	17 levels of apartments within 27 storey building. Total Dwelling Yield: 160 - 170 apartments	17 levels of apartments within 27 storey building. 12 storey residential apartment building on 29 Epping Road. Total Dwelling Yield: 250 - 260 apartments
Hotel	Lower 10 levels of 27 storey building. 200 rooms	Lower 10 levels of 27 storey building. 200 rooms
Child care centre	N/A	Potential for child care centre at ground floor level of residential apartment building on 29 Epping Road.
Gross Floor Area	47,274m²	49,417m²
- Commercial	14,477m²	10,860m²
- Hotel	9,144m ²	9,144m ²
- Bulky goods retail (existing)	8,663m ²	8,663m ²
- Residential	14,840m²	20,120m²
- Cafe	150m ²	150m ²
- Childcare Centre	N/A	480m²

FIGURE 13 – PREFERRED ALTERNATIVE CONCEPT



Potential new landscaped feature entry to precinct

Single consolidated vehicle access point off Epping Road

Additional Benefits of Preferred Alternative Concept

The Preferred Alternative Concept has the potential to deliver additional benefits over and above those that would be gained from the Concept Masterplan as detailed below:

- Improved vehicle access: The delivery of the Preferred Alternative Concept illustrated in Figure 13 relies on land outside the ownership of the applicant to facilitate access. The Preferred Alternative Concept envisages a new access road into the NRSUAP site in place of the access road located closer to the Epping Road / M2 junction currently proposed as part of the UAP proposal. This approach would result in an improved traffic management scenario than could otherwise be achieved by reducing the number of intersections on Epping Road (access to the subject site and the NRSUAP site would be shared).
- Broader range of services: The potential to incorporate a child care centre within the ground floor level of the residential building on 29 Epping Road has been explored.
- Opportunities for more open space: Changes to the eastern site boundary enable the building on 29 Epping Road to be sited further north and allow opportunities for the creation of an entry park which would provide an attractive visual landmark.

The timing of the two proposals (this Planning Proposal request and the NRSUAP proposal) presents an invaluable opportunity to integrate the development planning of the two sites and to maximise the benefits that could be achieved through their redevelopment.

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5 Part 2 – Explanation of the LEP Provisions

5.1 OVERVIEW

The purpose of the Planning Proposal is to amend RLEP 2010 to allow the proposed development to occur as part of the comprehensive redevelopment of the site. Accordingly the proposal seeks amendments to the following provisions as they relate to the subject site as specified in RLEP 2010:

- Land Use Zoning (to part of the site).
- Height of Buildings.
- Floor Space Ratio.

It is anticipated that a site-specific development control plan may be required to guide the future development of the site. This would need to be confirmed through further discussions with Council planning staff.

5.2 LEP AMENDMENTS

The proposed concept plan and the requisite LEP amendments represent an invaluable opportunity to manage future development of this significant site in a logical and comprehensive manner, allowing for the introduction of development infrastructure of a suitable scale and nature. The proposed LEP amendments respond to the emerging pattern of development that surrounds it, in particular future development planned for the immediately adjacent NRSUAP site. The proposed LEP amendments would facilitate the subsequent lodgement of a development application for the staged redevelopment of the subject site.

An area of approximately 10,000m² is proposed to be rezoned (specifically 111 Wicks Road and access handle). The remainder of the site would remain within the B3 Commercial Core zone.

The proposed outcome will be achieved by amending RLEP 2010 as follows:

- Amending the RLEP 2010 Land Zoning Map applicable to 111 Wicks Road, Macquarie Park in accordance with the proposed zoning map shown at Appendix D.
- Amending the RLEP 2010 Height of Building Map applicable to the site in accordance with the proposed height map shown at Appendix D which indicates:
 - A maximum permissible height of 89m applicable to 111 Wicks Road.
 - A maximum permissible height of 50m applicable to 31-35 Epping Road.

[NOTE: The Concept Masterplan as it relates to 29 Epping Road is consistent with the existing LEP controls (21m proposed)].

- Amending the RLEP 2010 Floor Space Ratio Map in accordance with the proposed floor space ratio map, shown at Appendix D which indicates a maximum permissible floor space ratio of 2.4:1 for the combined site.

Alternatively:

- Amending Schedule 1 of RLEP 2010 through the inclusion of the following provision:

19 Use of certain land at 111 Wicks Road, 29 Epping Road and 31-35 Epping Road Macquarie Park

- (1) This clause applies to land at 111 Wicks Road, 29 Epping Road and 31-35 Epping Road Macquarie Park being Lot 2 in DP528488 Lot 10 in DP1046090, and Lot 1 in DP1151499.
- (2) Development for the purposes of commercial, bulky goods retail, hotel apartments, retail and residential development is permitted with consent if the total gross floor area of the development is not greater than 47,500m².
- (3) A maximum height limit of 89m applies to the land.

5.3 PROPOSED LAND USE ZONING

A Land Use Zone Map has been prepared which seeks to rezone 111 Wicks Road to comprise the **B4 Mixed Use** zone under the provisions of the Standard Instrument (Local Environmental Plans) Order 2006. No changes to the zoning of 29 Epping Road and 31-35 Epping Road are proposed.

A draft Land Use Zone Map is submitted with the Planning Proposal (Appendix D). A reduced sized copy is provided at Figure 14.

FIGURE 14 – PROPOSED LAND USE ZONING



[NOTE: Only 111 Wicks Road is proposed to be rezoned to B4 Mixed Use]

The B4 zone allows sufficient flexibility to cater for the development of the diverse range of uses proposed. This would include neighbourhood scale retail, commercial offices, residential apartments and hotel use.

The mandatory objectives for the B4 zone are as follows:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*

Overall, it is considered that the proposed zone and its associated objectives are suitable for the land and its intended future uses.

Permitted Uses

The range of permitted and prohibited uses within the B4 zone is listed below:

Permitted without consent

Home-based child care; Home occupations

Permitted with consent

*Boarding houses; Building identification signs; Business identification signs; Child care centres; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; **Hotel or motel accommodation**; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads, Seniors housing; **Shop top housing**; Waste or resource transfer stations; **Any other development not specified in item 2 or 4.***

Prohibited

Advertising structures; Agriculture; Animal boarding or training establishments; Biosolids treatment facilities; Camping grounds; Caravan parks; Depots; Eco-tourist facilities; General industries; heavy industrial storage establishments; heavy industries; Home occupations (sex services); Industrial training facilities; Sex services premises; Stock and sale yards; Vehicles body repair workshops; Vehicle repair stations; Waste or resource management facilities; Water recycling facilities; Wharf or boating facilities.

The range of permitted uses within the zone is considered to be appropriate taking into account:

- The nature of development (building form and mix of uses) proposed for the NRSUAP site adjacent.
- The range of permitted uses within Council's Draft LEP which has been prepared in accordance with the Standard Instrument.

5.4 HEIGHT & FSR CONTROLS

The existing height and FSR control maps which accompany RLEP 2010 limit development within the site to a maximum height of 30m and FSR of 1.5:1. It is proposed to amend each of the height and FSR control maps to permit a maximum height of 89m (applicable to 111 Wicks Road), a maximum height of 50m (applicable to 31-35 Epping Road) and maximum FSR of 2.4:1 (based on the combined site area).

To further guide the design of new development within the site, and to provide greater certainty to Council and the local community regarding the future design outcome for the site, it is proposed that site specific DCP provisions be prepared to support the draft LEP amendment. A formal DCP document has not been prepared at this stage, however Allen Jack + Cottier has developed planning principles and a concept plan that may form the basis of a site specific DCP for the site.

These provisions are included in Appendix A and cover the following:

- Pedestrian and bicycle connectivity
- Vehicle connectivity
- Open space
- View corridor and views
- Solar access
- Use
- Ecologically sustainable development
- Flood management
- Land dedication

5.4.1 RELATIONSHIP TO EXISTING LOCAL PLANNING INSTRUMENT

It is proposed that RLEP 2010 will continue to apply to the site and will be amended by the site specific LEP.

6 Part 3 – Justification for the Planning Proposal

There is a clear alignment between local and state policy settings and the applicant's vision for the site. The redevelopment of the site will respond positively to forecast population growth for the area, and will enable significant employment opportunities in the centre. The proposal offers a number of benefits as follows:

- It will support and assist with the growth of Macquarie Park as a Specialised Centre.
- It complements and enhances development opportunities being pursued on adjacent lands.
- It will enable significant employment generation opportunities for Macquarie Park.
- It positively responds to State and local planning policies by accommodating greater housing and employment density in major centres.

6.1.1 SECTION A – NEED FOR THE PLANNING PROPOSAL

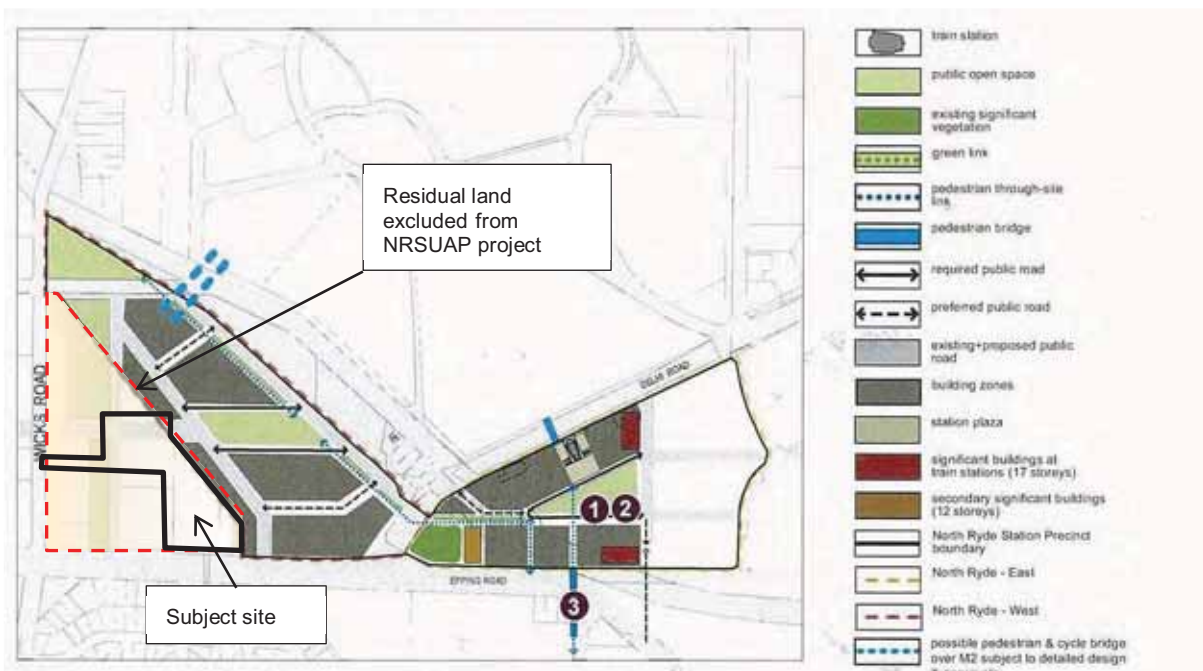
Q1. Is the planning proposal a result of any strategic study or report?

The Planning Proposal is not the result of a strategic study or report. It has however, been prepared in response to the following trends in Government policy and development initiatives within Macquarie Park:

- North Ryde Station Urban Activation Precinct: development planning for the NRSUAP site immediately adjacent has presented an invaluable opportunity to adopt an holistic approach to the development planning for the south eastern end of the Macquarie Park Specialised Centre by integrating the masterplanning of the subject site with that of the NRSUAP site immediately adjacent.

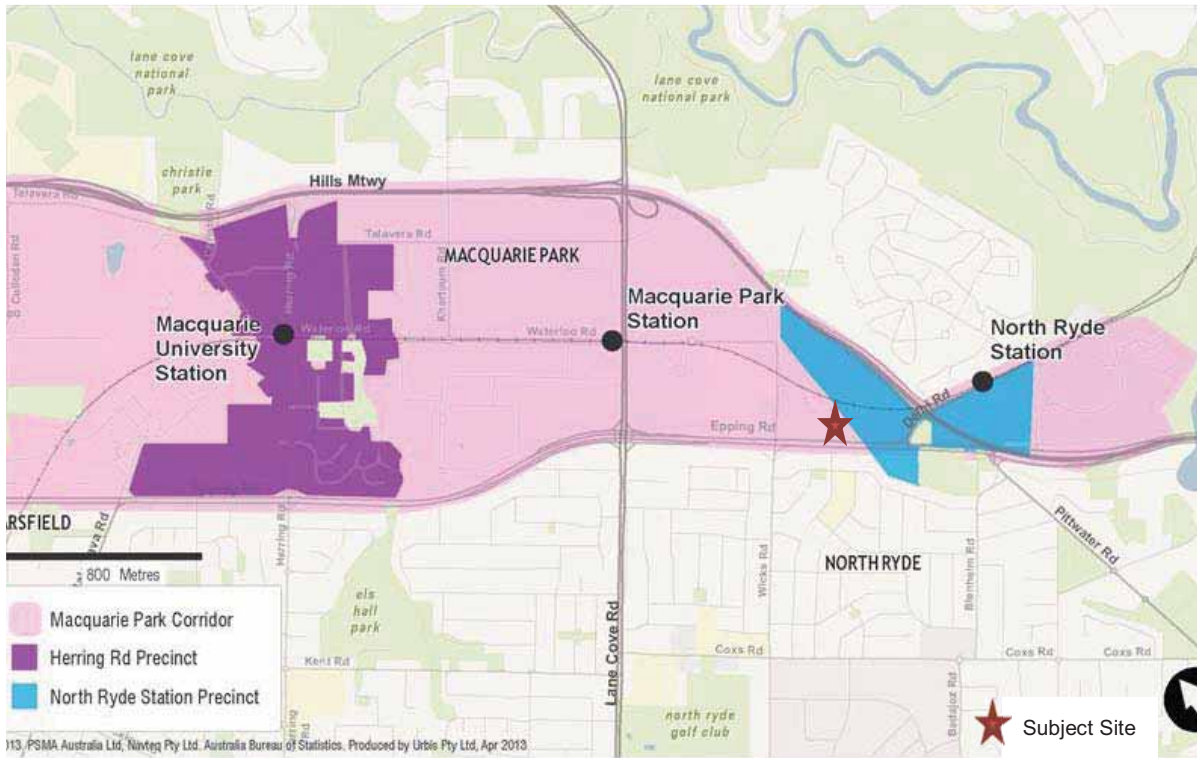
The site's relationship with the NRSUAP site cannot be ignored. The site comprises a residual parcel of land within the same city block as the western portion of the NRSUAP site and as such it forms a logical extension of the wider UAP. This approach provides significant opportunities to further integrate the UAP with contiguous land to the west. A collaborative process with the NRSUAP project team has facilitated the development of a cohesive structure plan with land uses, building placement and road layout arrangements that are compatible with development proposed on the adjacent lands.

FIGURE 15 – SUBJECT SITE COMPRISES A RESIDUAL PARCEL OF LAND ADJACENT TO THE NORTH RYDE STATION URBAN ACTIVATION PRECINCT



- **Response to development trends within Macquarie Park:** The proposal will assist in bookending the south-eastern end of the Macquarie Park Specialised Centre with uses that will reinforce its mixed use character. At the same time the proposal will provide a visual and functional transition between high density development proposed to the east (NRSUAP) and employment lands to the west (Macquarie Park central core).

FIGURE 16 – EMERGING MIXED USE PRECINCTS WITHIN MACQUARIE PARK



- **Emerging Government Policy:** Opportunities to further increase development densities within Macquarie Park have been explored by City of Ryde Council for some time, culminating in the exhibition of Draft LEP Amendment No. 1 which supports an uplift in the FSR and height controls across the Centre.

Additionally, the draft Metropolitan Strategy was released on 18 March 2013 and will be exhibited until 30 April 2013. The Strategy identifies an intensified focus of housing and job growth will be in and around centres within the Metropolitan Urban Area with good public transport. Given the quantum of new housing and employment required to meet demand, the release of land needs to occur in the short term and needs to be both meaningful and deliverable. Given its size, location, overall development potential and being under the control of a single entity the site satisfies these criteria and as such could, combined with its visual and functional relationship with new development occurring within the NRSUAP, play a major role in delivering the LGAs short term housing and employment targets.

The site is a logical and appropriate place to concentrate future growth within the Ryde LGA being within an area designated for future growth and development (specifically the Macquarie Park Corridor) and conveniently located near to existing transport infrastructure.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The purpose of the Planning Proposal is:

- To enable the development of a mixed use scheme including commercial, retail, hotel and residential apartments to occur on the site.

- To provide a detailed Concept Masterplan that delivers a new public road and urban square, capable of being translated into Development Control Plan (DCP) controls.
- To enable the development of commercial floor space of a scale that will support:
 - Proposed headquarters of international company Harvey Norman.
 - A new hotel operator.

To achieve this, amendments to part of the zoning and to the height and floor space ratio controls that currently apply to the site are needed.

Alternative mechanisms to deliver the objectives and intended outcomes of the proposal have been explored as discussed below:

- North Ryde Station Urban Activation Precinct: The proposal and opportunities to extend the boundary of the NRSUAP to incorporate the subject site have been discussed directly with State Government. The applicant was however, advised that this would not be possible. There is currently no statutory framework in place for an applicant to nominate land to be included within a UAP. Notwithstanding, a collaborative process with the NRSUAP project team has informed the development planning for the subject site to address potential conflicts between the proposals.
- LEP Amendment No.1: LEP Amendment No. 1 will facilitate increased density across Macquarie Park; it does not however propose the rezoning of land to support a more diverse range of land uses.
- Potential for development consistent with existing planning controls: There is a strong case for change for the proposed rezoning of the subject site to support high density mixed use development given its location within Macquarie Park, its proximity to existing (currently underutilised) public transport infrastructure at North Ryde station and the nature of development on immediately adjoining lands. Increasing development density and broadening the permissible land uses on the site provides a rare redevelopment opportunity to reinforce the economic viability and functionality of the NRSUAP project and to further enhance the public benefits that will flow from this important regional development.

Without an amendment to the planning controls the proposed Concept Masterplan for the site cannot be achieved and the associated public benefits would be lost.

6.1.2 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes, for the reasons outlined below.

THE METROPOLITAN PLAN FOR SYDNEY 2036 + DRAFT 2031 PLAN

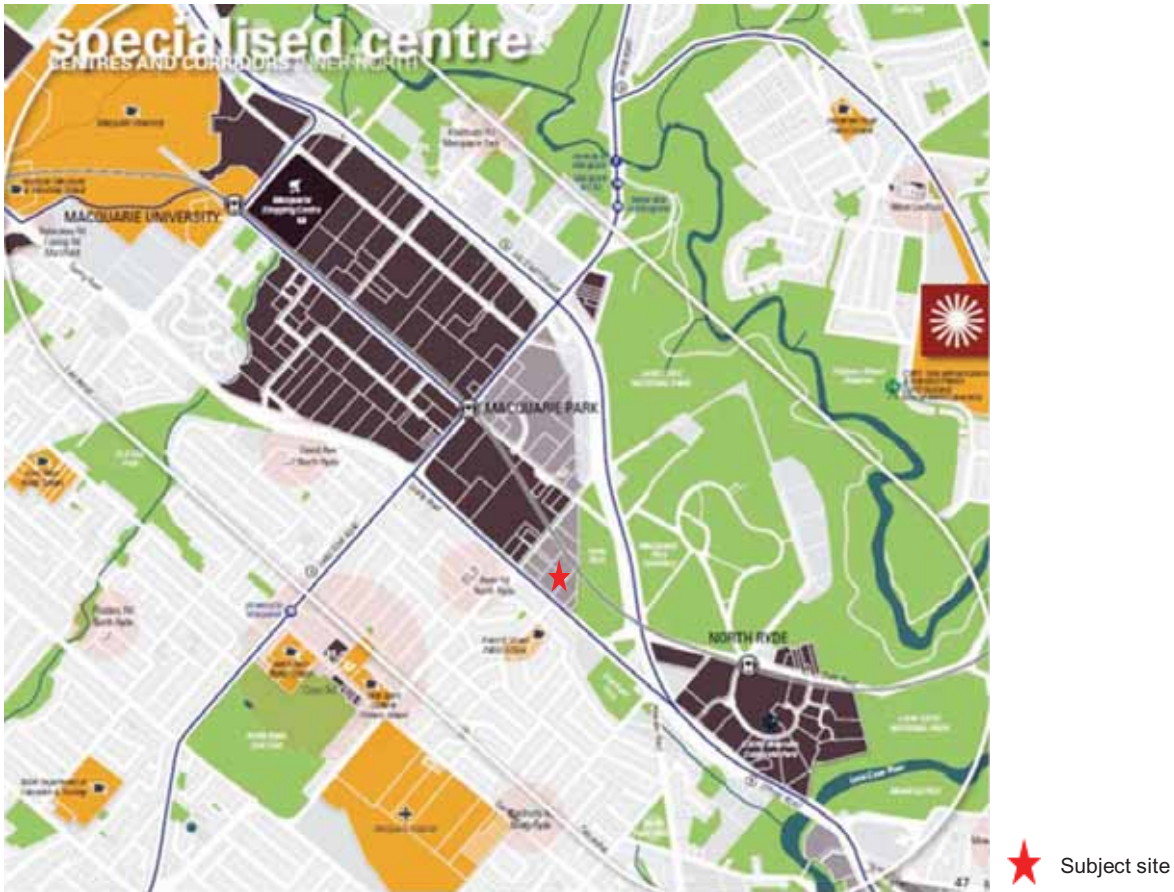
The Metropolitan Plan for Sydney 2036 (“Metro Plan”) seeks to respond to the key challenges facing Sydney such as a growing and changing population, the need to locate more jobs closer to home, more efficient transport, tackling climate change and enabling a more sustainable city. Central to achieving these challenges is a focus on developing a ‘City of Cities’ structure which is defined by a compact, multi-centred and connected city structure enabling people to spend less time travelling to access work, services, markets or regional facilities. The Plan positively encourages well designed, higher density development within walking distance of existing public transport infrastructure.

The site falls within the Inner North Subregion. The Draft Inner North Subregional Strategy (the Subregional Strategy) provides the intended outcomes and specific parameters for the development of the subregion. The Subregional Strategy identifies the site within both the Macquarie Park Specialised Centre and the North Sydney to Macquarie Park Economic Corridor (the northern portion of the Global Economic Corridor). The Macquarie Park is one of two specialised centres in the Inner North Subregion.

The future intent of Macquarie Park is:

“Macquarie Park to continue to evolve as Australia’s leading technology park, with jobs growth, further investment and improved public transport accessibility.”

FIGURE 17 – MACQUARIE PARK SPECIALISED CENTRE



Source: Draft Inner North Subregional Strategy

It is anticipated that the Macquarie Park Specialised Centre will provide a total of 55,300 jobs by 2031 and the newly opened Epping to Chatswood rail line and its associated stations is anticipated to:

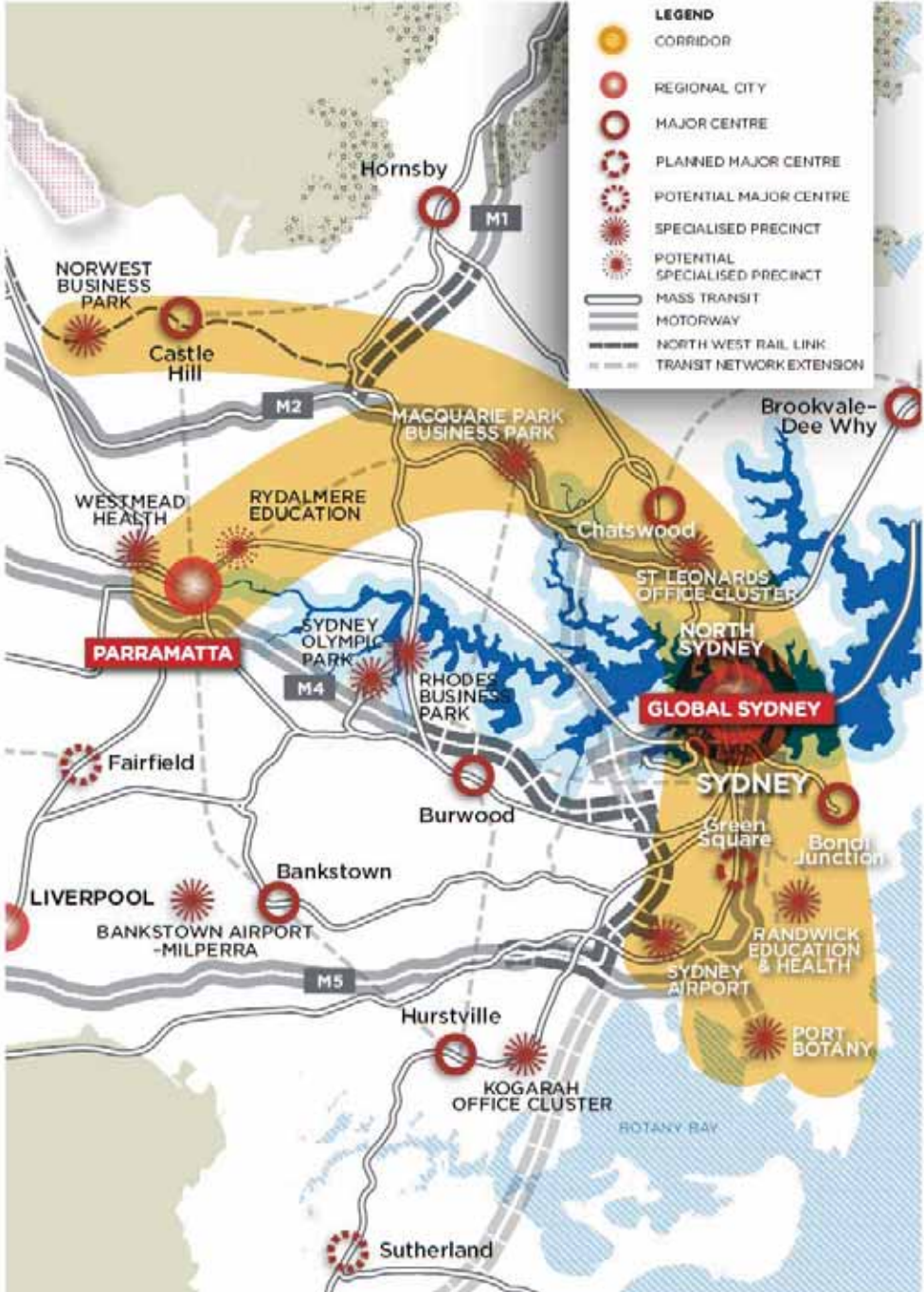
“... aid in furthering the economic role of Macquarie Park and improve accessibility to a broad labour market and suppliers.”

As a strategic component of the Global Economic Corridor, Macquarie Park is recognised as a vital employment precinct. Alongside this, the Metropolitan Plan identifies a number of key strategic objectives to ensure the viability of its subregions. These include:

- The attainment of specific regional and subregional housing targets.
- The efficient utilisation of existing/new infrastructure.
- The concentration of housing density in and around corridors and centres, particularly railway stations.
- The creation of vibrant mixed use centres that accommodate both working and living.

The recently released draft Metropolitan Strategy 2031 (April 2013) identifies an intensified focus of housing and job growth will be in and around centres within the Metropolitan Urban Area with good public transport. It identifies minimum job within Macquarie Park (of 9,000 to 2021 and 16,000 to 2031). The Strategy supports the expansion of office space within the Macquarie Park Specialised Precinct and seeks to prioritise office space over housing. This proposal is consistent with this direction. The proposal includes only a modest quantum of housing (160 - 170 apartments) compared with the net increase of 23,771sqm of employment floor space (office, hotel and retail) creating some 880 jobs that would not otherwise be achieved on the site.

FIGURE 18 – GLOBAL ECONOMIC CORRIDOR



Source: Draft Metropolitan Strategy for Sydney to 2031

The draft Strategy sets a minimum housing target of 82,000 new homes by 2021 to the central subregion. Macquarie Park will accommodate a share of this housing growth as the Council officer report supporting Draft LEP Amendment 1 identifies that Macquarie Park will accommodate 50% of the housing growth in the LGA.

The draft Strategy identifies that Strategic Centres will be the focus of medium and high density housing and business and commercial growth, with supporting infrastructure and encourages growth in the Specialised Precincts within the Global Economic Corridor (this includes Macquarie Park).

The development of the site for mixed use including residential purposes is considered appropriate for the following reasons:

- Fundamentally the proposal will create a significant amount of new jobs in addition to the other proposed land uses and for that the proposal upholds a key strategic key direction for the centre. The creation of some 880 new jobs on site represents a substantial increase to what exists and positively contributes to the employment growth targets.
- While strategic centres, and in particular Specialised Centres are primarily oriented towards employment growth, both the Metro and Subregional Strategies are clear that significant residential growth will also be accommodated. While certain Specialised Centres such as Port Botany and Sydney Airport are excluded from residential growth due to negative externalities, such as noise and heavy vehicles, these issues do not constrain development within Macquarie Park, which is identified as including significant residential areas. The residential areas within the Macquarie Park Specialised Centre can therefore reasonably be expected to significantly contribute to new residential development within the subregion, particularly given the recent significant government investment in the Epping to Chatswood Railway Line. The state government release of the two UAPs is evidence of the government's thinking that Macquarie Park can accommodate mixed uses, provided commercial use remains overall the dominant land use.
- It is recognised that land within the Centre needs to be reserved for future employment purposes, but this limits the opportunity for centre-supporting housing that allows people to live and work in the same locality. It also compromises the potential vitality of the Centre, which tends to shut down outside business hours. The project provides an excellent opportunity to accommodate growth in a manner that supports the existing character and urban structure of Macquarie Park.
- The importance of maintaining the employment growth potential of Macquarie Park is recognised. However, the introduction of residential use as proposed will not diminish the potential employment capacity of the centre or adversely impact on the strategic status of the Centre noting the physical land area of the centre which far exceeds the areas of Sydney and North Sydney CBDs and the potential for further intensification of development within the Corridor as supported by draft amendment No.1 to draft RLEP 2011.
- The north-west end of Macquarie Park contains a mix of uses including residential to take advantage of the proximity to the Macquarie University station and the regional shopping centre, and now is subject of a UAP. The NRSUAP site will establish a new land use condition (including residential) in the south-east end of the Centre around the North Ryde station. The proposal will facilitate the provision of complementary uses that will strengthen the mixed use character of the south-eastern end of the Centre to create a vibrant mixed use zone.
- The site represents a logical location to accommodate a range of uses in close proximity of high frequency public transport services. This is a clear direction of the draft Metro Plan as evidenced by the nomination of UAPs which are all accessible to major public transport infrastructure. Given the site is adjacent to the NRSUAP, the proposed land uses are consistent with the state government direction.
- Most land within Macquarie Park has been reserved for employment consistent with the principal objective for the area, namely to promote employment. This approach limits opportunities for housing development within the vicinity of existing rail infrastructure. Usage of the North Ryde Station falls below its patronage capacity. In particular the station experiences a lack of outbound patronage in the morning and inbound patronage in the evenings owing part to the general absence of residential development in the vicinity of the station. The issue is further compounded by poor pedestrian, cycle and vehicular connectivity between the station and the existing residential catchments to the south and west. Strict control over land use within Macquarie Park would perpetuate this situation and worsen existing traffic problems experienced in the area. The introduction of new residential uses would contribute to the full utilisation of the train line and capitalise on the significant government investment that has been channelled into public infrastructure in the locality.

The proposal directly contributes to the achievement of the objectives of the Metro Plan as demonstrated in Table 5 below.

TABLE 5 – CONTRIBUTION OF THE PLANNING PROPOSAL TO THE STRATEGIC OBJECTIVES OF THE METRO PLAN

OBJECTIVE	PLANNING PROPOSAL
A2 To achieve a compact, connected, multi-centred and increasingly networked city structure	<ul style="list-style-type: none"> ▪ Provides opportunities to live and work in the same location reducing the need to travel outside the Centre.
A3 To contain the urban footprint and achieve a balance between greenfield growth and renewal in existing urban areas	<ul style="list-style-type: none"> ▪ Relates to urban land and will involve the redevelopment of previously developed land.
A4 To continue strengthening Sydney's capacity to attract and retain global business and investment	<ul style="list-style-type: none"> ▪ Provision of new commercial office space with excellent access to public transport networks. ▪ Revitalisation of Epping Road through the introduction of well-designed buildings will improve the image of the Macquarie Park Specialised Centre. ▪ Clear signal of investor confidence in the area which has the potential to stimulate further development activity.
B1 To focus activity in accessible centres	<ul style="list-style-type: none"> ▪ Provides increased opportunities for employment and new housing opportunities within a highly accessible centre which benefits from excellent public transport infrastructure.
B2 To strengthen major and specialised centres to support sustainable growth of the city	<ul style="list-style-type: none"> ▪ Maximises the efficient use of land by increasing density on land within the Macquarie Park Specialised Centre. ▪ Additionally, diversifying the range of uses (i.e. introduction of residential use) available within the Centre will contribute to its sustainability by enlivening the Centre outside business hours.
C2 To build on Sydney's strengths by further integrating transport and land use planning and decision-making to support increased public transport mode share	<ul style="list-style-type: none"> ▪ Existing public transport capacity exists in this location. North Ryde Station is operating well below capacity and experiences low patronage on its outbound services. This is in part attributed to low residential densities surrounding the station. Increasing development density and broadening the permissible land uses provides an opportunity to reinforce the viability of North Ryde Station.
C4 To ensure that our key centres are accessible and connected	<ul style="list-style-type: none"> ▪ Facilitates considerable improvements to access to and through the site and introduces pedestrian crossings at key locations to improve existing pedestrian connections through the site to and from North Ryde Station. ▪ A new public road will extend through the site from Wicks Road (north) with the potential to connect with road infrastructure proposed within the adjacent NRSUAP site. This will greatly enhance connectivity through the site and improve accessibility to North Ryde Station.

OBJECTIVE	PLANNING PROPOSAL
	<ul style="list-style-type: none"> A collaborative process with the North Ryde Precinct project team has facilitated the development of a cohesive structure plan with a road layout arrangement that is compatible with development proposed on adjacent lands.
C6 To ensure transport corridors are preserved for future growth	<ul style="list-style-type: none"> A railway tunnel corridor associated with the ECRL runs beneath the north eastern corner of the site and is protected by an easement in favour of TfNSW. Built development will not encroach on the rail corridor. Land above the easement will be retained as open space.
D1 To ensure an adequate supply of land and sites for residential development	<ul style="list-style-type: none"> Introduction of residential uses as part of a mixed use development can provide a meaningful contribution to the provision of new housing and will assist in meeting the sub-regional housing targets.
D2 To produce housing that suits our expected future needs	<ul style="list-style-type: none"> New residential development as proposed will add to the range of housing typologies available to respond to the changing demographic characteristics of the area.
D3 To improve housing affordability	<ul style="list-style-type: none"> Provision of a variety of apartment types at varying price points.
D4 To improve the quality of new housing development and urban renewal	<ul style="list-style-type: none"> The Concept Masterplan envisages a high standard of design. To further facilitate a good quality design outcome for the site a site specific DCP would be prepared. A collaborative process with the NRSUAP project team has facilitated the development of a cohesive structure plan which supports complementary land uses and built form.
E1 To ensure adequate land supply for economic activity, investment and jobs in the right locations	<ul style="list-style-type: none"> Supports and assists with the growth of Macquarie Park as a Specialised Centre by increasing overall density of development. The scale of development proposed is within the capacity of existing infrastructure and will not adversely impact on the residential amenity of existing residents. Diversification of land uses to include residential development in the corridor will not diminish the potential employment capacity of the centre.
E2 To focus Sydney's economic growth and renewal, employment and education in centres	<ul style="list-style-type: none"> Enables significant employment generation opportunities for Macquarie Park. Consistent with the objectives for the Macquarie Park Specialised Centre the proposal supports development for employment purposes facilitating the development of up to 14,627m² of commercial and retail floorspace (in addition to existing bulky goods retail floorspace).
H2 To ensure appropriate social infrastructure and services are located near transport, jobs and housing	<ul style="list-style-type: none"> A network of publically accessible open spaces has been integrated into the scheme and will complement community facilities proposed on the adjacent NRSUAP site.

OBJECTIVE	PLANNING PROPOSAL
H3 To provide healthy, safe and inclusive places based on active transport	<ul style="list-style-type: none"> ▪ Provides compatible land uses that will create a vibrant and active community, including residential and commercial. A new urban square will be developed to facilitate active ground level uses and integrate with the concept plan for the adjoining site. Additionally it provides an opportunity for improved pedestrian and cycle access and connectivity through the Macquarie Park Specialised Centre through the creation of a new local road.

In summary, the site presents an ideal opportunity to introduce new commercial and residential land uses in a manner that is consistent with the centres based approach to managing growth supported by the Metropolitan Plan, the draft Inner North Subregional Strategy, and the recently published draft Metro Strategy. It allows opportunities for the growing number of people working in the Macquarie Park corridor to live and work in the same district, thereby further reducing travel demand and associated car based pollution and congestion. The proposal has the potential to contribute a valuable and sustainable component of the future commercial and residential development of Macquarie Park.

Q4. Is the planning proposal consistent with a council’s local strategy or other local strategic plan?

No. City of Ryde Council has prepared a Local Planning Study in response to the Metropolitan Plan and Inner North Draft Subregional Strategy. The Local Planning Study has been used to inform the preparation of the recently exhibited draft comprehensive Local Environmental Plan 2011.

The desired future character for Macquarie Park is defined by the Local Planning Study as follows:

“Macquarie Park will mature into a premium location for globally competitive businesses with strong links to the university and research institutions and an enhanced sense of identity.

The Corridor will be characterised by a high-quality, well-designed, safe and liveable environment that reflects the natural setting, with three accessible and vibrant railway station areas providing focal points.

Residential and business areas will be better integrated and an improved lifestyle will be forged for all those who live, work and study in the area.”

Increased density within Macquarie Park is supported by the local planning framework and will be translated through the introduction of LEP Amendment No.1 which supports bonus / incentive floor space in exchange for contributions towards essential infrastructure provision. Incentive / bonus floor space of up to 2:1 and a height of 45m are proposed for the subject site.

The principal objective of the Macquarie Park area is to promote employment. Most land in the Centre has been reserved for the achievement of this intent with employment lands taking up most of the land along the newly created stations on the Epping to Chatswood Railway Line. These stations are currently experiencing a lack of outbound patronage in the morning and inbound patronage in the evenings. While it is recognised that land within Macquarie Park needs to be reserved for future employment purposes, this limits the opportunity for centre-supporting housing that allows people to live and work in the same locality. It also compromises the potential vitality of the Centre, which tends to shut down outside business hours.

The Macquarie Park Structure Plan identifies the lack of housing within Macquarie Park as a potential impediment to its future viability:

“There is little housing stock in the Macquarie Park Corridor. While this is consistent with local planning objectives to date, the pending new rail link brings an opportunity to review the housing issue, especially in the vicinity of the new stations, where residential development would normally be expected.

Residential development generally increases street related activity and can bring a higher level of sustainability to local conveniences and cultural facilities. By increasing the patronage of public transport, it can reinforce the feasibility of the public transport networks while responding to the increased potential for vibrant new centres at each new station. Given the current isolation of the area from adjacent residential neighbourhoods, the presence of new residential housing within the Macquarie Park Corridor could also create more interaction and continuity across the general area. The presence of a residential component in the Corridor could also create more interaction and continuity across the general area. The presence of a residential component in the Corridor would also increase levels of security, activity and identity, with expanded diversified patterns of use extending well beyond office hours. However, given the predominately large scale sites and limited street networks that service the area, considerable planning is needed if residential development is to be seriously proposed.”

Some opportunities to provide housing within Macquarie Park do exist (primarily adjacent to Macquarie University Station) but Ryde LEP 2010 prohibits residential uses throughout much of the Centre.

Given the recommendations of the Local Planning Study which identifies that an additional 12,000 dwellings are required, the rezoning of the subject site to allow some residential development as part of a mixed use scheme represents a valuable opportunity to provide increased housing within close proximity to both an existing centre and a range of transport options that would complement development activity planned immediately adjacent. The part rezoning of the site would greatly assist with the attainment of dwelling targets for the subregion. This can be achieved without compromising the economic focus of the Corridor. The site has been consolidated into a viable site capable of accommodating higher density development and therefore represents a strategic opportunity to:

- Contribute to the achievement of employment and housing targets.
- Enliven Macquarie Park through the introduction of more diverse land uses.
- Provide opportunities to live near jobs within Macquarie Park.
- Increase the supply of transit oriented housing to shift transport movements from cars to public transport, walking or cycling, thereby reducing congestion and CO² emissions.
- Utilise existing spare capacity within the recently completed Epping to Chatswood rail link.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs). The relevant SEPPs are identified below.

POLICY	DETAILS
SEPP 55 Remediation of Land	The potential for site contamination arising from existing site uses will be assessed in detail. Potential contaminants will be appropriately managed and the site made suitable for the future uses proposed.
SEPP 65 Design Quality of Residential Flat Buildings	SEPP 65 provides a statutory framework to guide the design quality of residential flat developments.

POLICY	DETAILS
	<p>The development concept has been designed to facilitate future detailed building design in accordance with SEPP 65 and the accompanying Residential Flat Design Code. Residential apartments are generally located away from the residential interfaces and where apartments are proposed in closer proximity to existing dwellings, the separation distances and other amenity controls will guide the appropriate siting and design of the future buildings.</p>
<p>SEPP (Buildings Sustainability Index: BASIX) 2004</p>	<p>The BASIX SEPP requires residential development to achieve mandated levels of energy and water efficiency.</p> <p>The proposed development concept has been designed with building massing and orientation to facilitate future BASIX compliance, which will be documented at the development application stage.</p>
<p>SEPP (Infrastructure) 2007</p>	<p>The Infrastructure SEPP aims to facilitate the efficient delivery of infrastructure across the State. The following matters are relevant to the proposal:</p> <ul style="list-style-type: none"> ▪ The proposed development will require existing utility services to be upgraded and/or augmented to enable the future residential population to be accommodated. These works will need to be undertaken in accordance with the provisions of the SEPP. ▪ Any future works near or within the rail corridor will need to be undertaken in accordance with the provisions of Railcorp, including the submission of any required technical information with the future development applications for the site. ▪ Epping Road is a classified road and accordingly, the proposed entry requires agreement from the Roads and Maritime Services under the provisions of the SEPP. The transport report prepared by Traffix and submitted with the Planning Proposal assesses the operation of the proposed access arrangements in detail.
<p>Development Near Rail Corridors and Busy Roads – Interim Guideline</p>	<p>The provisions of the interim guideline will be considered in the assessment of the potential future acoustic impacts associated with Epping Road. Suitable mitigation and management measures will be provided so that a satisfactory level of residential amenity can be achieved through the future detailed design phase associated with a development application involving residential use in proximity to Epping Road.</p>

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes. The Planning Proposal has been assessed against the applicable s117 Ministerial Directions and is consistent with each of the relevant matters, as outlined below.

DIRECTION	COMMENT
1. Employment and Resources	
1.1 Business and Industrial Zones	<p>The proposal is consistent with the Direction as follows:</p> <ul style="list-style-type: none"> ▪ The proposed development will have a positive employment impact, resulting in opportunities for new jobs during the construction and operational phases of development. ▪ The proposal will not undermine the integrity and core purpose of the Macquarie Park Corridor. ▪ Ryde LGA will be protected from a precedent occurring for loss of employment land through the proliferation of residential development. The site benefits from a number of unique characteristics including its proximity to rail infrastructure and its position immediately adjacent to the NRSUAP.
1.2 -1.5	Not Applicable
2.1-2.4	Not Applicable
3.1 Residential Zones	<p>The proposal will broaden the range of housing choices and provide ample opportunity for good urban design. The site is located adjacent to established residential areas and local services such as shops and public transport is located in close proximity.</p>
3.2 -3.3	Not Applicable
3.4 Integrating Land Use and Transport	<p>The proposal is consistent with the direction for the following reasons:</p> <ul style="list-style-type: none"> ▪ The site supports the principle of integrating land use and transport. ▪ The site exhibits good access to public and private transportation use, being adjacent to Epping Road and within walking distance of the North Ryde train station. ▪ The site's proximity to public transport will provide opportunities for residents and employees to access the site. ▪ The proposal will provide additional employment within the Ryde LGA within close proximity to existing services and infrastructure. ▪ The subject site is located within the Macquarie Park Corridor and is within walking distance of the North Ryde train station. Pedestrian access to the station will be improved through new connections proposed as part of the NRSUAP project. The site is extremely well located to make use of existing services and employment opportunities in nearby centres and will complement and support these existing uses. Additional local service

DIRECTION	COMMENT
	provision within walking distance of new dwellings would be incorporated into the future design of the site.
3.5-3.6	Not Applicable
4.1 -4.2	Not Applicable
4.3 Flood Prone Land	The proposed site layout has been designed to mitigate the existing flooding issues that affect the site and avoid any unacceptable impacts on surrounding properties arising from the proposed development.
4.4	Not Applicable
5.1 -5.8.	Not Applicable
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Ryde LEP.
7.1 Implementation of the Metropolitan Plan	The planning proposal is consistent with the aims of the Metropolitan Plan as detailed previously within the Planning Proposal.

6.1.3 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?

The site is fully developed and comprises little vegetation. There are no known critical habitats; threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts are minimal.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Site investigations have confirmed that the site is free of major constraints and that there are no likely environmental effects associated with the future development of the land that cannot be suitably mitigated through further design development. The key findings of these preliminary investigations are provided below:

- **Stormwater and flooding:** The Civil and Structural Planning report confirms that the existing flooding issues and the potential additional impacts arising from the proposed development can be appropriately managed to avoid any detrimental impacts on the downstream properties.
- **Traffic:** The transport report prepared by Traffix concludes that the potential transport and traffic impacts are considered to be acceptable as follows:
 - The mixed use nature of the proposal which will “internalise” vehicle trips.
 - The availability of non-car travel modes including excellent bus and train links.
 - Parking provision will be generally consistent with the requirements of Ryde DCP.

- The introduction of a Workplace Travel Plan to promote alternatives to travel by private car.
- Incorporating bicycle and pedestrian linkages.

A comparison of the traffic impacts associated with the proposal and a “compliant scheme” i.e. a scheme that complies with the applicable development controls for the site as proposed under draft LEP Amendment No.1 (2:1 FSR control and 45m height limit) has been undertaken. This analysis confirms that the traffic impacts arising from the proposal are generally consistent with a compliant scheme.

- **Structural Impact:** Preliminary structural investigations have been undertaken by Brown Smart Consulting. Their report (refer to Appendix C) identifies that a railway tunnel corridor and associated easements extend below the north eastern corner of the site. Built development will not encroach on the rail corridor.

Overall, it is considered that the site will not result in any significant environmental effects that would preclude it from being rezoned and redeveloped for high density mixed use, including some residential development.

Q9. Has the planning proposal adequately addressed any social and economic effects?

Detailed social and economic impact assessment will be prepared should it be required as part of the gateway determination. This report has outlined the economic and social benefits of the concept in terms of the creation of jobs and provision of a range of public infrastructure, new urban spaces and new employment and housing opportunities.

Should detailed investigations be required the key issues to be balanced in weighing the social and economic impacts of the proposal are considered to be:

- **Residential amenity:** The proposal has been designed in response to a comprehensive analysis of the site and its surroundings including consideration of the potential overshadowing impacts of the proposal. This has influenced the built form parameters identified within the Concept Masterplan. As illustrated in Appendix A the proposal will not result in additional overshadowing of the residential properties to the south between 9.30am and 3pm during with winter solstice.
- **Economic impact:** Potential economic impacts associated with the rezoning of employment land to allow for residential uses.
- **Traffic:** Potential traffic impacts arising from up to 232 additional vehicle movements per hour, particularly with regard to potential impacts on Epping Road and Wicks Road.
- **Social Infrastructure:** Impacts on demand for social infrastructure services as a result of increased population. A comprehensive audit of existing facilities within the locality and the capacity of these facilities to accommodate increased demand associated with the development of the site will be undertaken to identify any gaps in the availability of social infrastructure. The following points should however, be noted:
 - The proposal presents opportunities for the integration of open spaces and pedestrian networks through a masterplanned development of the site which has been developed with regard to the concept design for the adjacent NRSUAP site.
 - The proposal includes the creation of new public spaces including an urban square and pedestrian connections.

6.1.4 SECTION D – STATE AND COMMONWEALTH INTERESTS

Q10. Is there adequate public infrastructure for the planning proposal?

Yes. The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area. It will reinforce existing investment in the rail system, through increased patronage of the existing station at North Ryde.

A range of established services are available within close proximity of the site, including health, education and emergency services networks. Further assessment of the capacity of the existing services to accommodate the increased residential and worker population will be undertaken.

Traffix has undertaken an assessment of the transport implications of the Concept Masterplan. This report is included at Appendix B. The report provides a preliminary assessment of site access, parking rates and traffic generation. It confirms that the traffic impacts associated with the proposal can be adequately managed.

An access strategy for the site has been developed that:

- Improves the pedestrian and visual connection between the NRSUAP site and the wider Macquarie Park Specialised Centre.
- Seeks to minimise potential impacts on the operation of Epping Road and surrounding road network.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

It is acknowledged that City of Ryde Council will consult with relevant public authorities following the Gateway determination.

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7 Part 4 - Community Consultation

Clause 57 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Infrastructure guidelines "*A Guide to Preparing Local Environmental Plans.*"

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on the City of Ryde Council website.
- Written correspondence to adjoining and surrounding landowners.

Although the application is not required to be publicly exhibited until a gateway determination, the applicant has sought to proactively inform the community immediately. This has included:

- Briefing meetings with Councillors prior to submission of the Planning Proposal.
- Preparation and distribution of an Information brochure to local residents notifying of the proposal.
- Creation of a dedicated website to provide information to the community in advance of the formal public exhibition period (www.macquarieparkplanningproposal.com).

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8 Conclusion

The Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including “*A Guide to Preparing Local Environmental Plans*” and “*A Guide to Preparing Planning Proposals*.” It sets out the justification for the proposed LEP amendments applicable to the subject site to allow for a higher density commercial, hotel and residential development.

The concept plan accompanying the Planning Proposal has been informed by a range of specialist investigations and detailed site analysis. As a result, the proposed LEP built form and zoning changes in our view will achieve an appropriate development outcome for the following reasons:

- **From a local context perspective** – the Planning Proposal achieves an appropriate built form and scale outcome compared having regard to the proposed scale of development on the adjacent NRSUAP. The smaller scale of development proposed will provide for a gradual transition of height and form toward Wicks Road. The built form and density proposed therefore represents a logical extension of the development concept proposed for the NRSUAP site.
- **From a strategic policy perspective** – The proposal will positively contribute to the State planning strategic goals of increasing employment and housing densities in centres with access to public transport. The small amount of residential development proposed will in no way undermine the predominant commercial character of the centre.
- **From a net community benefit perspective** – The proposal will deliver a range of benefits for the community, including:
 - The proposal will create a new urban square and public spaces that will contribute to the creation of a coherent network of public open spaces at the southern extent of Macquarie Park.
 - The proposal will construct and dedicate a new public road link to Wick Road that is consistent with Council’s direction to achieve a finer grain road network in the centre.
 - The proposal will generate the potential for more than 880 new jobs once operational. Additional jobs would be created during construction.
 - The proposal creates improved pedestrian access through the creation of a new local road and open spaces that link with the NRSUAP through to the rail station.
 - The proposal will enable approximately 160 - 170 new dwellings to be accommodated which will increase housing choice and diversity within a designated centre and in close proximity of public transport infrastructure.
 - The proposal includes an offer to enter into a VPA to provide monetary contribution to Council to assist capital works funding in the LGA.
- **From an environmental perspective** – The Planning Proposal will improve the current stormwater management situation, supporting a flood-free development that does not compromise the safety of surrounding areas. The provision of a mix of uses on the site with good accessibility to services and transports will achieve environmental benefits by encouraging more trips in the centre without cars.

Overall, it is considered that the proposal will result in significant public benefits facilitating the development of high quality mixed use development. This Planning Proposal supports the State government’s current direction of increasing density in major centres and broadening land uses in the south-eastern end of Macquarie Park.

Accordingly, this Planning Proposal achieves the right balance of maintaining a strong employment focus while also recognising the benefits of providing limited residential development to take advantage of the locational and amenity benefits this part of the Centre can provide. This proposal therefore will not dilute the overarching goal of growth employment in Macquarie Park as by Council’s own analysis there is abundant potential for jobs growth within the current and planned new zoning controls to meet state government targets. For these reasons, the proposal is worthy of Council support.

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Appendix A

Concept Masterplan and Urban Design Report

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Appendix B

Traffic Report

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Appendix C

Civil and Structural Report

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Appendix D

Proposed LEP Map

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Appendix E

Proposed Voluntary Planning Agreement Offer

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Macquarie Park Planning Proposal

Harvey Norman Group

Urban Design Study



Prepared for
Harvey Norman Group
May 2013

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1.1 Purpose

The purpose of this report is to analyse planning and urban design issues in regards to the rezoning of 29 Epping Road, 31-35 Epping Road and 111 Wicks Road, North Ryde. In this document, these sites will be referred to collectively as 'the site'.

This report assesses the site with a view to

- rezoning for mixed use development
- establishing appropriate height controls and built form
- establishing appropriate floor space ratio

Planning issues are to be addressed in the report prepared by Urbis.



Figure 1.01 - Regional context

1.2 Site Identification

The site is composed of three different lots, namely 111 Wicks Road (Lot 10 DP1046090), 29 Epping Road (Lot 2 DP528488) and 31-35 Epping Road (Lot 1 DP151499). Two of the lots (29 and 31-35 Epping Road) address Epping Road at their southern boundaries. This road is a primary distributor for the Macquarie Park Corridor. 111 Wicks Road maintains an access handle that connects the site to Wicks Road. The site shares its eastern boundary with the North Ryde Station Precinct.



Figure 1.02 - Macquarie Park Corridor context

The site lies in close proximity to the M2 motorway, North Ryde Station and Lane Cove National Park.

1.3 Regional Context

The site is located within 'Macquarie Park Corridor', in Sydney's northwest,

approximately 12 km from the Sydney Central Business District.

The corridor is dominated by commercial enterprises with a focus on bio-medical research development and manufacturing. Also located within this corridor is Macquarie University which comprises employment and tertiary education facilities as well as residential developments.

The corridor is bounded to the north and east by the Lane Cove National Park. It also adjoins low density residential areas including: Epping, Marsfield, Eastwood and North Ryde. The Northern Suburbs Memorial Gardens and Crematorium is located directly to the east of the Corridor on Delhi Road. The Macquarie Park Cemetery and Crematorium is located to the north-east of the corridor.

2.1 Local Context + Street Network

The site is surrounded by Epping Road, Wicks Road and the North Ryde Station Precinct (NRSP).

The NRSP, located to the east of the site, is one of the Macquarie Park Corridor's Urban Activation Precincts and is currently undergoing rezoning to accommodate mixed use and high density residential development. The current proposed street network of the NRSP connects into the existing public road network. This presents opportunities for connection to 'the site' with new through site links.

Epping Road, a primary distributor linking Macquarie Park Corridor to Sydney CBD, forms the southern boundary of the site. There is an entry point to the site from Epping Road via an existing slip road.

Wicks Road is connected to the site via an access handle. According to the *City of Ryde DCP 2010* this road has the potential to be widened and upgraded to a Type 1 Street.

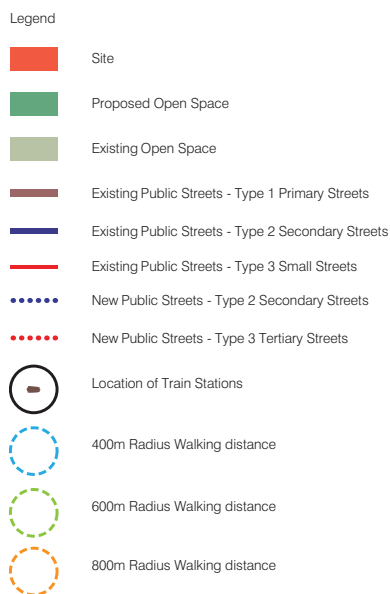
The site is within the 600m walking catchment area of North Ryde Station and is well served by public transport.

The site also lies in close proximity to the M2 motorway and Lane Cove National Park.

Refer to figure 2.01.



Figure 2.01 - Local context and street network



2.2 Site Constraints

2.2.1 Movement and Access

Vehicular

- No exit from the site to Epping Road
- No internal circulation network connecting through the site
- No right turn from Wicks Road into the site
- There is an existing slip road peeling off Epping Road at a location close to the proposed entry point of the NRSP and turning into Dehli Road and the M2 motorway

Pedestrian Access

- Limited pedestrian access through and around the site.
- Limited pedestrian access from surrounding neighbourhoods and public transport to the site.

Refer to figure 2.02.



Figure 2.02 - Site Analysis_Site Access

Legend

-  site access
-  site boundary
-  existing pedestrian bridge
-  existing slip road leading to Dehli Road & M2
-  no right turn

2.2 Site Constraints

2.2.2 Topography + Drainage

- There is approximately 6m difference between the street levels of the site and the NRSP.
- The site slopes from the southern corner (RL 52.11) to the northern corner (RL 43.75). This is a height difference of approximately 8.4 metres. Refer figure 2.03
- There is overland flow across the site. Refer figure 2.04



Figure 2.03 - Site Analysis_Topography

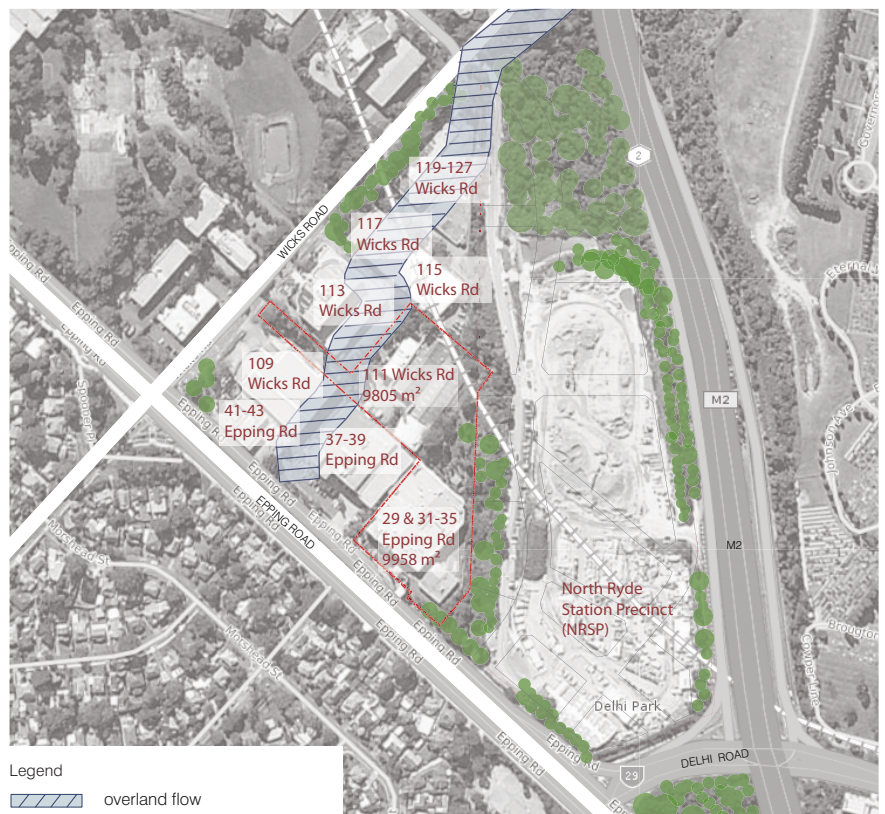


Figure 2.04 - Site Analysis_Overland Flow

2.2 Site Constraints

2.2.3 Noise

Noise comes primarily from the adjacent Epping Road and M2 motorway.
Refer to figure 2.05



Figure 2.05 - Site Analysis_Noise

Legend



2.2 Site Constraints

2.2.4 Railway Tunnel

In accordance with the Transport Infrastructure Development Corporation's (TIDC) *ECRL Underground Infrastructure Protection Guidelines*, a railway tunnel reserve, consisting of two reserve zones, is provided for the protection of the Epping to Chatswood Rail Line (ECRL) underground infrastructure.

No excavation or footings are allowed within the support zone in the first reserve, which extends to RL 38.0.

Only lightly loaded footings are allowed to be constructed over the first reserve, above and outside of the support zone. A detailed engineer's assessment will be required.


Shallow excavations (less than 3m in depth) and shallow footings with relatively light loadings are allowed within the second reserve without assessment, while other excavations of 3m depth or more, shallow footings and deep foundations within the second reserve should be assessed for their impact on the underground infrastructure.

Refer to figure 2.06 and figure 2.07.



Figure 2.06 - Site Analysis_Railway Tunnel

Legend

 railway tunnel (shown to 2nd reserve zone)

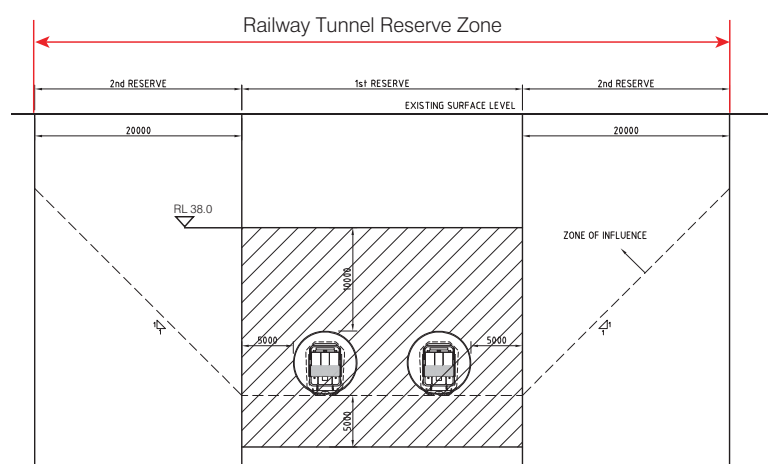


Figure 2.07 - Railway Tunnel Section

2.2 Site Constraints




2.2.5 Overshadowing

- Consideration needs to be given to satisfy the overshadowing control to the existing low-rise residential neighbourhoods across Epping Road.
- Consideration needs to be given to minimise overshadowing to the proposed open space in surrounding transition area.



Figure 2.08 - Site Analysis_Solar

Legend

-  summer sun
-  winter sun
-  no overshadowing of private open space between 9.30 am & 3pm mid winter

2.3 Site Opportunities

2.3.1 Macquarie Park Corridor land use strategy

Ryde Council aims to focus growth in town centres and to locate growth close to public transport and other facilities (*Ryde Local Planning Study 2010*). Rezoning of the site provides an opportunity to enhance the Macquarie Park Corridor land use strategy by creating another mixed use/ high density residential zone adjacent to North Ryde Station at the eastern end of the civic spine along Waterloo Road. Refer to figure 2.09.

This mixed use zone, together with the one adjacent to Macquarie University Station at the western end of the civic spine, forms a “dumb-bell” model and supports the strategic growth of the Macquarie Park Corridor. Refer to figure 2.10.

The North Ryde Station Precinct (NRSP), the adjacent Transit Oriented Development site to the east, one of the Urban Activation Precincts, is under application for rezoning to allow mixed use/ high density residential development.

There is an opportunity to respond to the NRSP rationally to create a logical extension of use from the NRSP to the site.

Further it is possible to enlarge the proposed Urban Activation Precinct to include the site and surrounding adjacent sites in addition to the NRSP.

Refer figure 2.09.

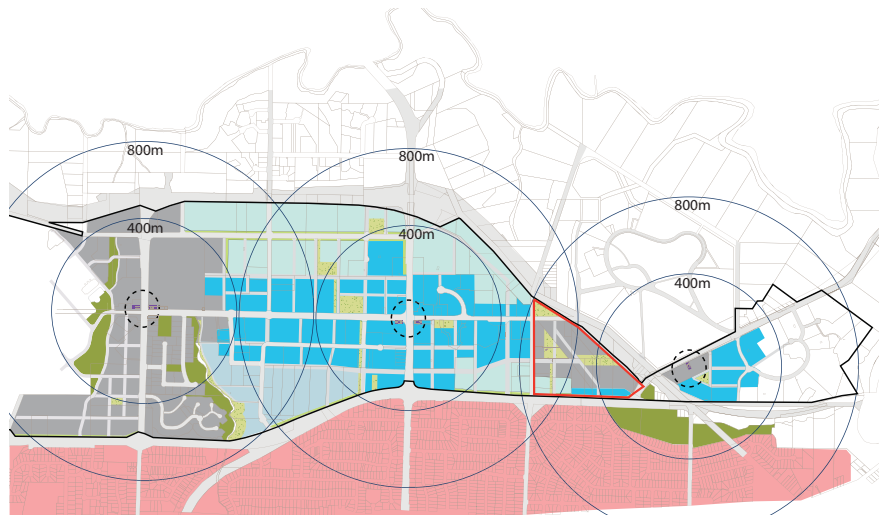


Figure 2.09 - Macquarie Park Corridor Land Use Strategy Plan

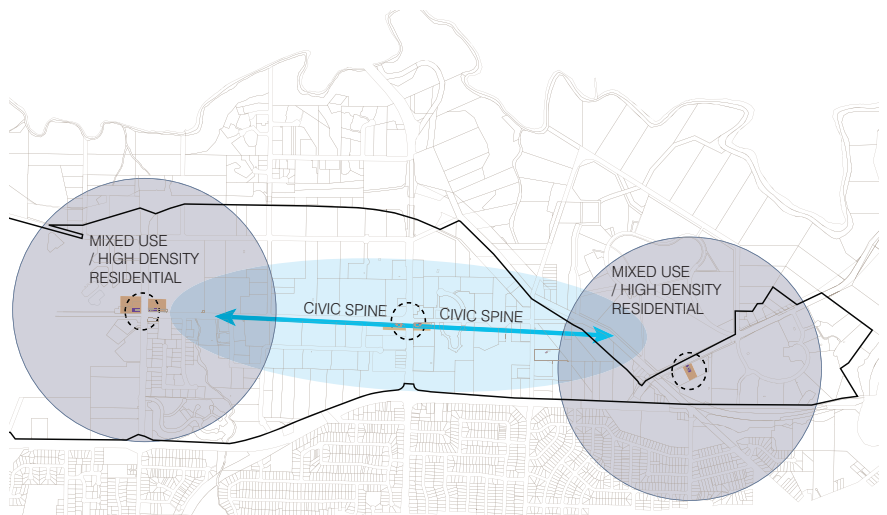
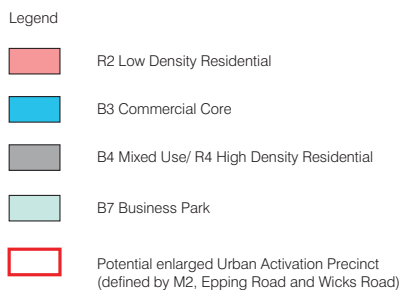


Figure 2.10 - Macquarie Park Corridor Land Use Strategy Diagram

2.3 Site Opportunities

2.3.2 Proximity to train station

The site is located within a 400-600m radius walking catchment of North Ryde Railway Station. This proximity would maximise public transport patronage and encourage walking and cycling. Refer to figure 2.11.

2.3.3 Pedestrian access

It is important to provide good pedestrian access within, through and around the site and a pedestrian connection to North Ryde Railway Station.



Figure 2.11 - Site Analysis_Movement & Access

Legend

- - - site boundary
- existing pedestrian bridge
- proposed pedestrian bridge
- 400m Radius Walking distance
- 600m Radius Walking distance
- 800m Radius Walking distance

2.3 Site Opportunities

2.3.4 Commercial buffer along Epping Road

There is an opportunity to keep the existing commercial use on the site and to extend the commercial zone along Epping Road. This extension of the commercial zone could act as a noise buffer for the mixed use/residential development toward the rear of the site. Refer to figure 2.12.

2.3.5 Visual connections

There is an opportunity to create visual connections to Sydney CBD, NRSP proposed open space and the local bush parkland to the north of M2. Refer to figure 2.13.



Figure 2.12 - Site Analysis_Commercial Buffer



Figure 2.13 - Site Analysis_Views

2.3 Site Opportunities

2.3.6 Site Area exchange

There is an opportunity to exchange site area between the NRSP and the site to make the shape more efficient for future development.

Refer to 5. *Alternate Preferred Concept Master Plan* for the scheme proposed on the basis of the site area exchange between the NRSP and the site.

Refer to figure 2.14.

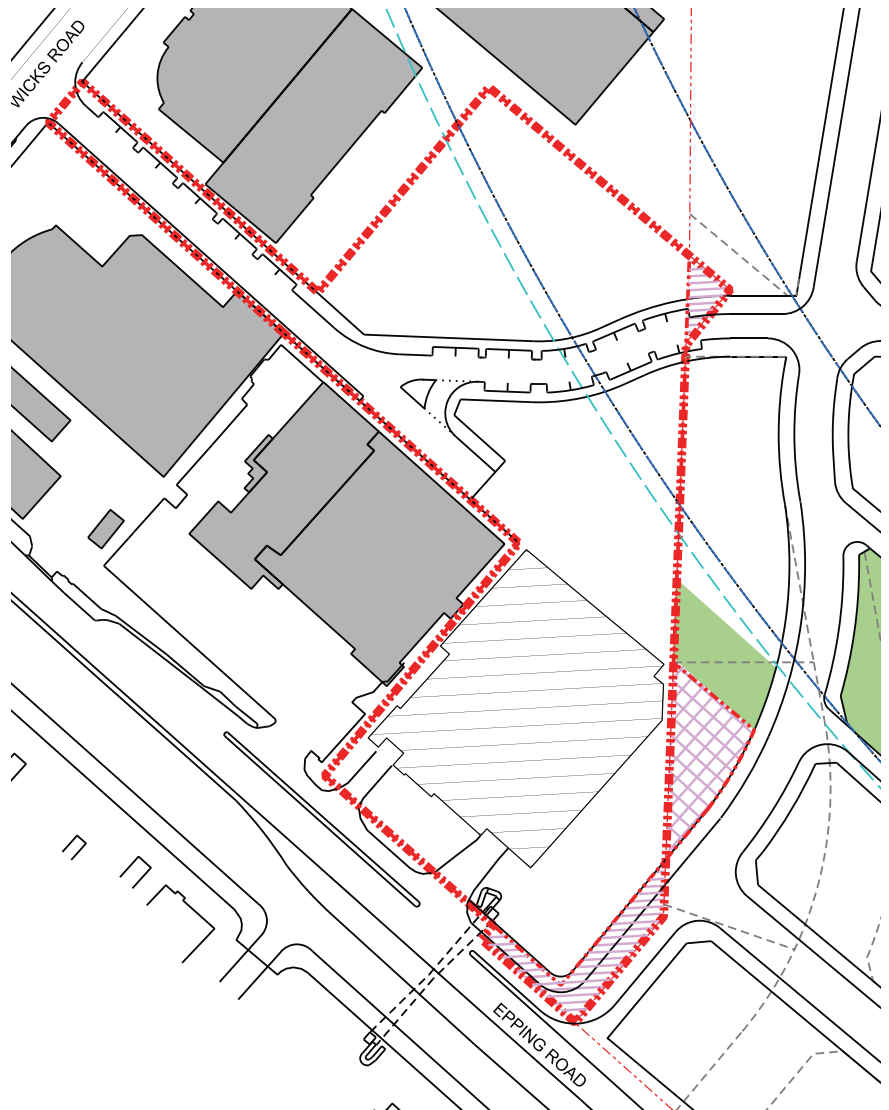
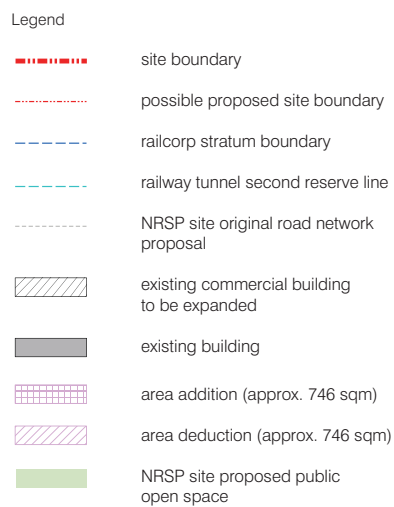


Figure 2.14 - Site Opportunities_open space & road network



2.3 Site Opportunities

2.3.7 Open space

- According to the *Ryde Integrated Open Space Study*, Macquarie Park Corridor has an open space deficiency. As such there is likely to be a need for significant development negotiations for new open space at all levels.
- The railway tunnel reserve zone can be used for public or private open space to support passive and informal active recreation.
- There is an opportunity to create a civic Urban Square near the commercial development, which delivers open space diversity and serves the needs of both commercial and residential uses in conjunction with the proposed community centre and public park on the NRSP.
- There is an opportunity to create a gateway park adjacent to the existing stairway at the north end of the pedestrian bridge crossing Epping Road. This opportunity applies to the alternate preferred concept master plan.

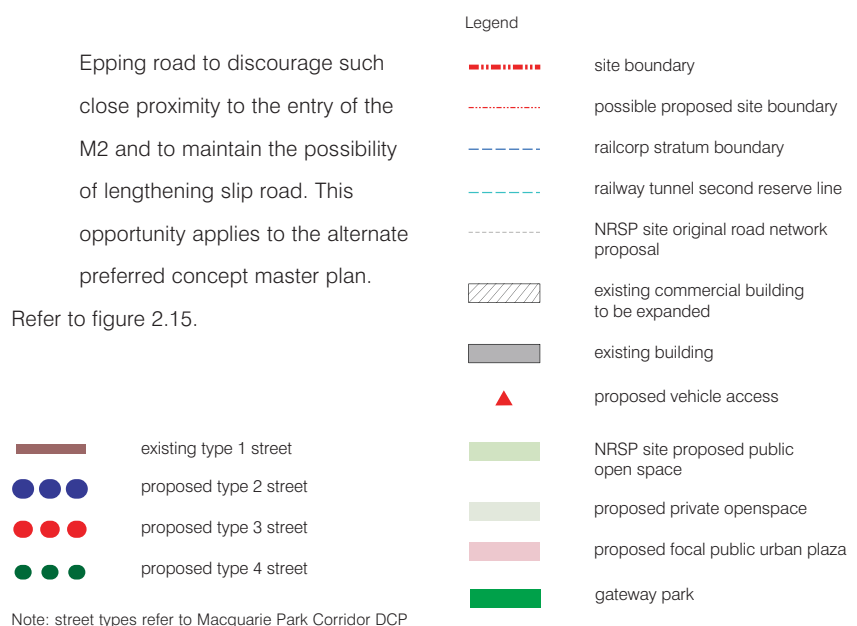
Refer to figure 2.15.

2.3.8 Public road network

- There is an opportunity to create a new road network throughout the site, which integrates into the surrounding public road network (both existing and proposed) to meet the needs of existing and future residents and workers.
- Opportunity to relocate NRSP entry point away from the crest in



Figure 2.15 - Site Opportunities_open space & road network



2.3 Site Opportunities

2.3.9 Wicks Road Precinct

There is an opportunity to extend the proposed Urban Activation Precinct from NRSP site to the Wicks Road street frontage.

This enlarged Urban Activation Precinct will enable the provision of a green belt, which is to include a series of green parks. This would create a civic spine along the railway tunnel reserve zone and Waterloo Road, linking North Ryde Station to Macquarie Park Station.

According to the *City of Ryde DCP 2010* Wicks Road has the potential to be widened and upgraded to a type 1 street. A central landscaped median strip and additional traffic lanes would be a potential traffic solution.

This development opportunity also presents the possibility of transforming Wicks Road into a shopping street with shop-top housing.

Refer to figure 2.16 and 2.17.



Figure 2.16 - Site Opportunities_Wicks Road Precinct

Legend

- - - - - site boundary
- possible proposed site boundary
- NRSP site proposed public open space
- potential enlarged UAP (bounded by M2, Epping Rd and Wicks Rd)
- green belt
- shop-top housing
- Wicks Road upgraded to type 1 street

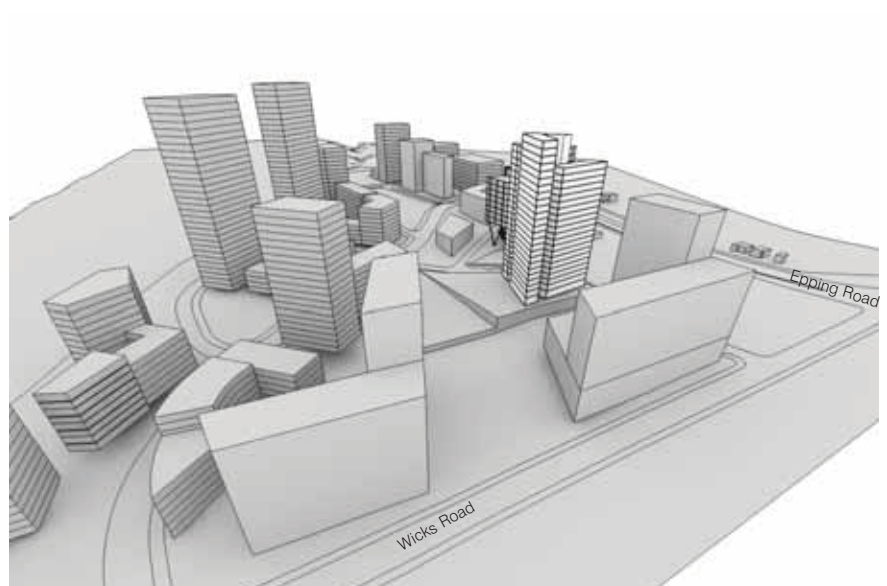


Figure 2.17 - Site Opportunities_Wicks Road Precinct 3D View

Note: street type refers to Macquarie Park Corridor DCP

The following design principles are formulated from the site analysis study.

These principles are used to inform the development of the site, which include:

- pedestrian and bicycle connectivity
- vehicle connectivity
- open space
- view corridor and views
- building height
- use
- ESD
- flood management

3.1 Pedestrian and bicycle connectivity

To promote walking and cycling and therefore reduce car trips and facilitate public transport use.

- Enhance the connection to North Ryde Station and the proposed NRSP by enhancing access to the existing pedestrian bridge across Epping Road and the proposed pedestrian bridge across Delhi Road.
- Enhance pedestrian through-site link by modifying the gradients of the proposed street connecting Wicks Road to the site to be reasonably level.
- Facilitate the desire line for a pedestrian link from the proposed public open space in the NRSP to Wicks Road via a proposed civic urban square.

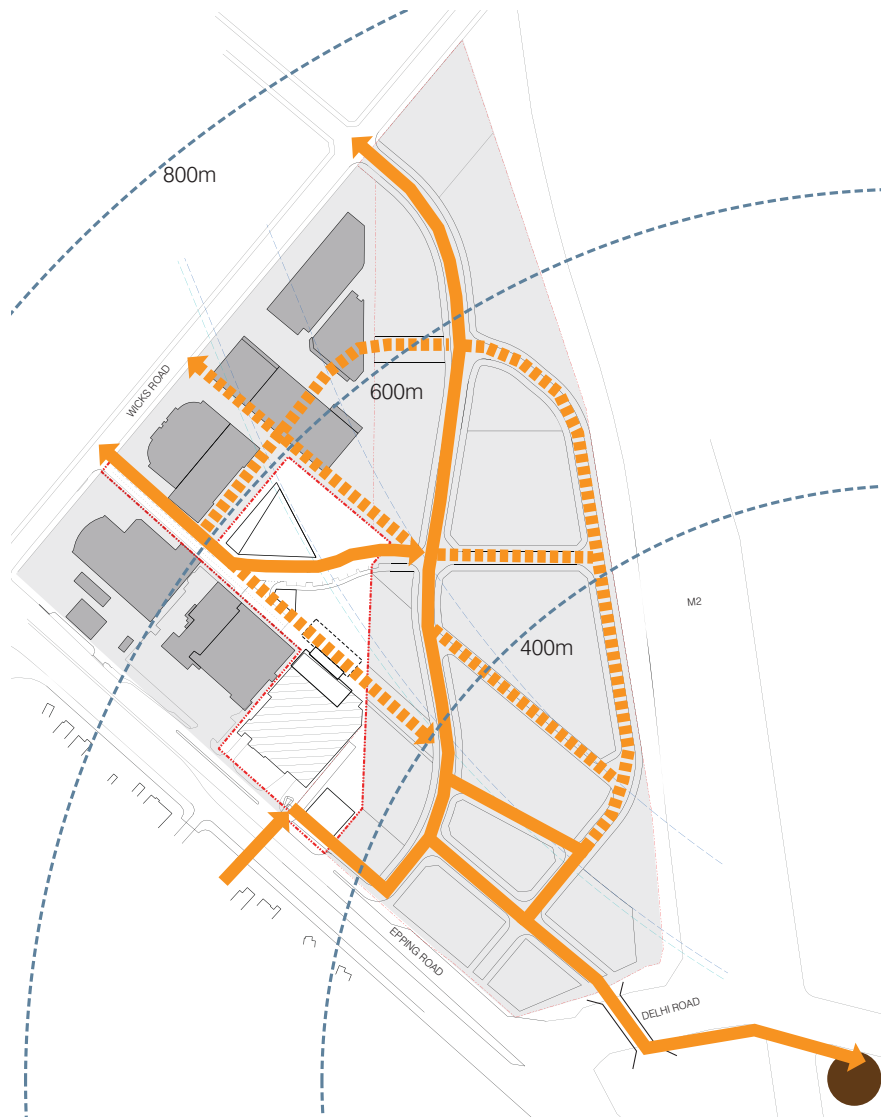
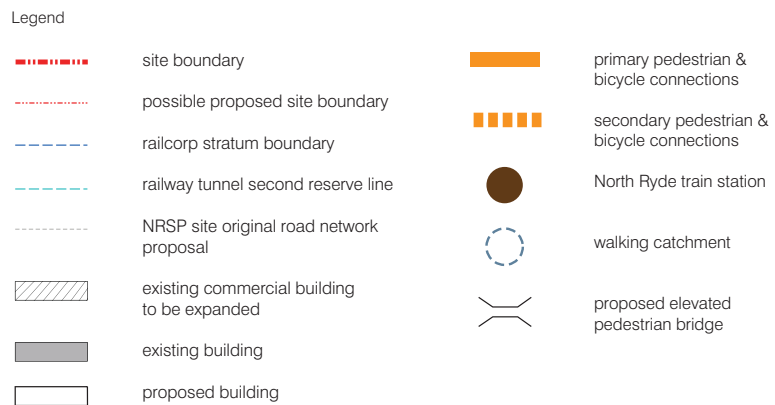


Figure 3.01 - Design Principle_pedestrian and bicycle connectivity



3.2 Vehicle connectivity

To maximise site permeability and vehicular connections to the site.

- Create a new public street connection from Wicks Road through the site in accordance with the principles of the *City of Ryde DCP 2010_Part 4.5 Macquarie Park Corridor*.
- Create a one-way driveway along the eastern site boundary of 31-35 Epping Road connecting to the proposed through-site street to improve site access from Epping Road.
- Arrange the proposed new street alignments to enable natural extensions to the NRSP proposed public road network.
- Arrange the new street alignment to facilitate the future development of the Wicks Road precinct in accordance with the *City of Ryde DCP 2010_Part 4.5 Macquarie Park Corridor*.

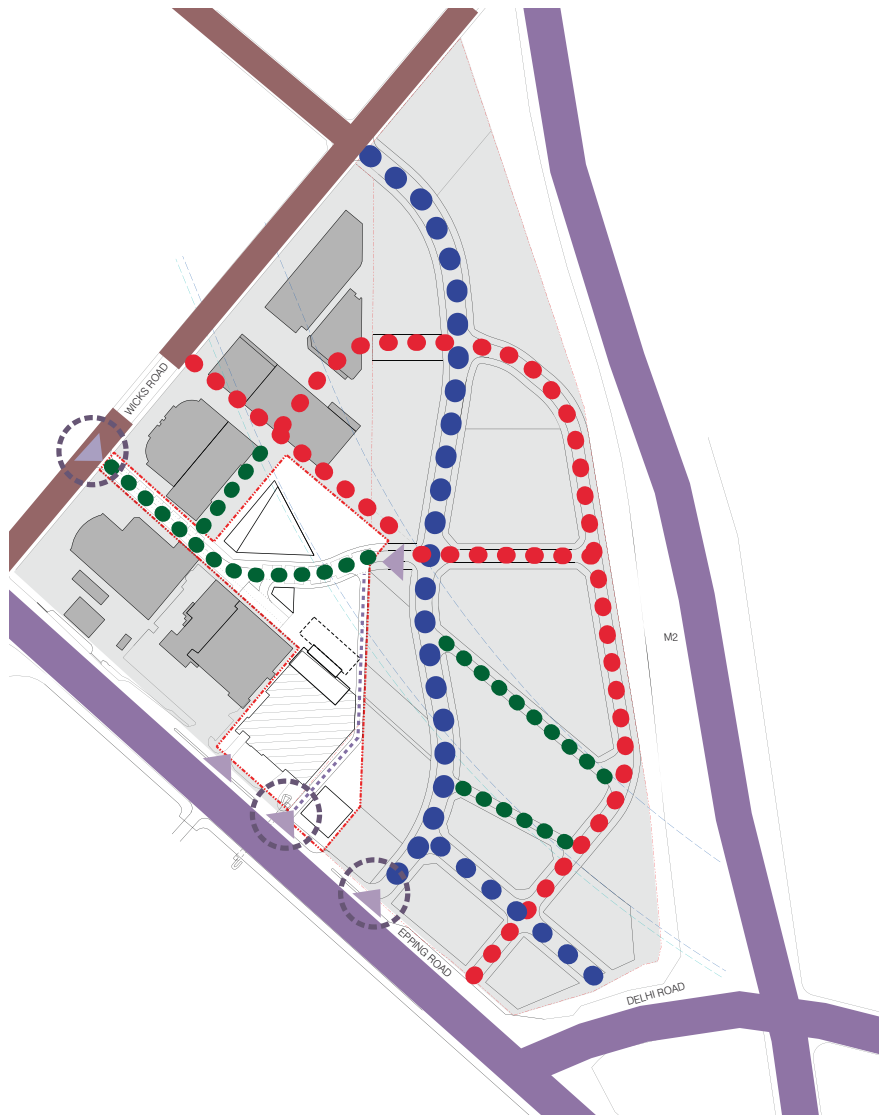


Figure 3.02 - Design Principle_vehicle connectivity

Legend

	site boundary		existing type 1 street
	possible proposed site boundary		proposed type 2 street
	railcorp stratum boundary		proposed type 3 street
	railway tunnel second reserve line		proposed type 4 street
	NRSP site original road network proposal		proposed one-way driveway
	existing commercial building to be expanded		proposed site entry point
	existing building		left in/out traffic only
	proposed building		

Note: street type refers to the *City of Ryde DCP 2010_Part 4.5 Macquarie Park Corridor*.

3.3 Open Space














Provide different types of open space to that proposed in the NRSP as recommended in the *Ryde Integrated Open Space Study*.

- Create a new urban square to cater for the needs of both workers and local residents.
- Locate the square so that the proposed community centre on the NRSP can define and activate the eastern edge of the site.
- Provide publicly accessible private open space over the railway tunnel for hotel and apartment residents.
- Provide publicly accessible private open space along the driveway for the proposed commercial use on Epping Road.
- Connect the private open space to remnant bushland/deep soil zone.
- Private communal open space over the railway tunnel to allow for visual connection to possible future open space for the Wicks Road precinct.



Figure 3.03 - Design Principle_open space

Legend

	site boundary		NRSP site proposed public open space
	possible proposed site boundary		NRSP site proposed community centre
	railcorp stratum boundary		proposed publicly accessible private open space
	railway tunnel second reserve line		proposed focal public urban plaza
	NRSP site original road network proposal		remnant bushland/deep soil zone
	existing commercial building to be expanded		future connection to future potential open space along railway tunnel reserve zone
	existing building		
	proposed building		

3.4 View Corridor and Views

View Corridor

Ensure built form creates a view corridor along the vehicular connection to Wicks Road through to the proposed open space within the NRSP.

Views

Arrange the proposed built form to facilitate view sharing with the NRSP built form, in particular the eastern views to Lane Cove National Park, Chatswood and the Sydney CBD.



Figure 3.04 - Design Principle_view corridor & views

Legend

- - - - - site boundary
- - - - - possible proposed site boundary
- - - - - railcorp stratum boundary
- - - - - railway tunnel second reserve line
- - - - - NRSP site original road network proposal
- existing commercial building to be expanded
- existing building
- proposed building
- proposed publicly accessible private open space
- proposed focal public urban plaza
- ↘ proposed view corridor
- ↔ proposed views

3.5 Building Heights

The design principle is to create the new building heights on the site which are compatible with the NRSP proposal whilst also maintaining sufficient solar access to the surrounding open space and residential neighbourhoods, keeping the appropriate building separations, enabling view sharing to the city and open spaces, and mitigating the visual impacts from the major roads.

Refer to figure 3.05.

Solar Access

Ensure that building heights are limited and built form is arranged so that solar access is maintained;

- to the proposed urban square between 12 pm and 2 pm in midwinter
- to existing residential properties on the south side of Epping Road between 9.30 am and 3 pm in mid winter.



Figure 3.05 - Design Principle_solar access

Legend

	site boundary		30 storeys
	possible proposed site boundary		27 storeys
	railcorp stratum boundary		20 storeys
	railway tunnel second reserve line		16 storeys
	NRSP site original road network proposal		12 storeys
	existing commercial building to be expanded		8 storeys
	existing building		6 storeys
	proposed building		4 storeys
	ensure solar access to proposed urban plaza between 12pm-2pm in mid winter		
	maintain solar access to low density residential between 9.30am and 3pm in mid winter		

Building Separation / Privacy

The building separation distances in relation to different building heights are to be in accordance with SEPP 65.

View Sharing

Taller buildings are to be located to enable view sharing to the city and open spaces.

3.5 Building Heights

Visual Impact

The building heights above 22m, as set out in *Ryde LEP 2010*, are to be setback from Wicks Road and Epping Road street frontages, to mitigate the visual impacts from the major roads.

To give an indication of the potential visual exposure of the proposed buildings on the site, a series of approximate photomontages based on selected representative viewing locations used in the NRSP "Visual Analysis and Visual Impact Assessment" prepared by Richard Lamb and Associates have been prepared.

The photomontages in Figures 3.05 show:

- the existing condition.
- the existing condition with NRSP development scenarios from the "Visual Analysis and Visual Impact Assessment" prepared by Richard Lamb and Associates.
- the potential built form in this proposal overlaid on the NRSP montages.



Figure 3.05.1d - Key Plan

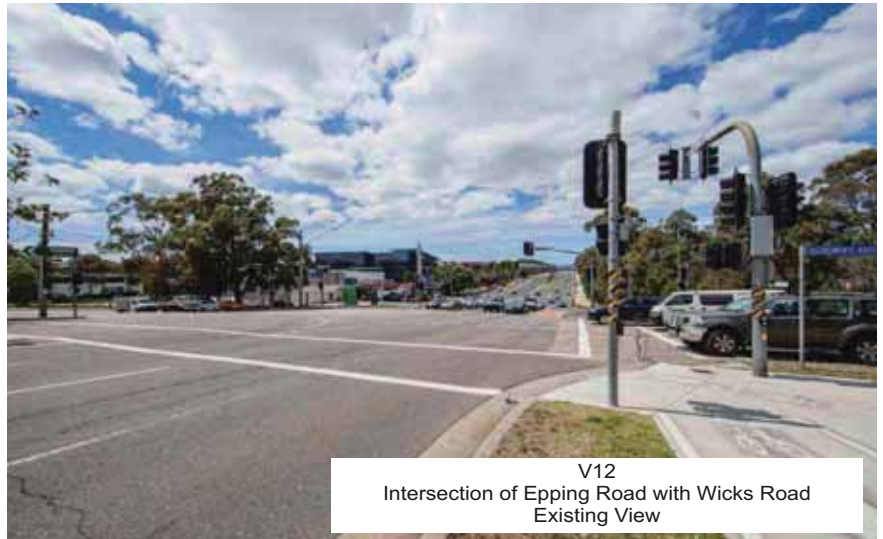


Figure 3.05.1a - Existing view from intersection of Epping Road with Wicks Road (NRSP Visual Analysis Report)



Figure 3.05.1b - NRSP development scenario - Photomontage view from intersection of Epping Road with Wicks Road (NRSP Visual Analysis Report)



Figure 3.05.1c - NRSP development scenario + Harvey Norman Development scenario - Photomontage view from intersection of Epping Road with Wicks Road

3.5 Building Heights



Figure 3.05.2a - Existing view from intersection of Barr Street with Wicks Road (NRSP Visual Analysis Report)



Figure 3.05.2b - NRSP development scenario. _ Photomontage view from intersection of Barr Street with Wicks Road (NRSP Visual Analysis Report)



Figure 3.05.2d - Key Plan



Figure 3.05.2c - NRSP development scenario + Harvey Norman Development scenario _ Photomontage view from intersection of Barr Street with Wicks Road

3.6 Use

The site is adjacent to the proposed North Ryde Station Precinct (NRSP). The NRSP proposal is a concept promoting the concentration of moderate and high density housing, with complementary employment, retail, community services and open space in mixed use precincts. These precincts are to be focussed around key points of the public transport network, such as railway stations.

Proposed Land Use

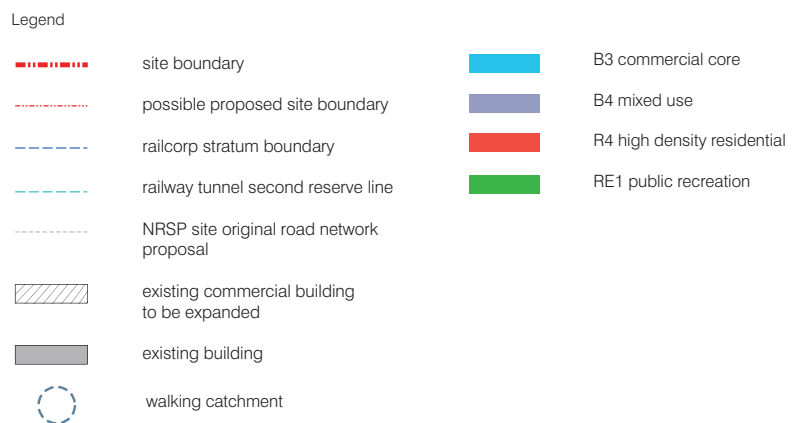
The design principles are to incorporate uses that are compatible with and enhance the NRSP proposal;

- Locate retail and commercial uses along Epping Road to act as a buffer for residential uses behind.
- Locate a new commercial office building adjacent to and above the existing Domayne bulky goods retail store associated with a publicly accessible urban square and cafe over a parking podium.
- In the 600m - 800m radius from North Ryde Station locate serviced apartments or transit hotel with residential uses over. Where residential uses adjoin existing commercial sites they are to be located above the first six storeys so that potential impacts on amenity in the short term are minimised.

Refer to figure 3.06.



Figure 3.06 - Design Principle_use



3.7 ESD

The environmental performance and any development must consider the following matters:

- Energy: demand reduction, use efficiency, and generation. Refer figure 3.07.
- Water: reduction in potable water use, water reuse and use of other water sources
- Management: sustainable development principles throughout the life of the project
- Indoor Air Quality: enhanced building performance and well-being of occupants
- Transport: reduction in demand for private car usage and encouraging alternative forms of transportation
- Building Materials: reduction in resource consumption through material selection, reuse and management practices
- Land use and Ecology: reduction in the impact on the ecosystem
- Innovation: innovative strategies and technologies. Refer figure 3.08.
- Emissions: mitigating point source pollution from buildings & building services to the atmosphere, watercourse, and local ecosystems. Use water sensitive landscape design to facilitate the management of the overland storm water flow. Refer figure 3.09.
- Any residential development should commit to achieving a 4-Star Multi-Unit Residential v1 Green Star rating for design, which is considered 'Best Practice' in sustainable design.



Figure 3.07 - Design Principle_ESD precedents



Figure 3.08 - Design Principle_ESD precedents



Figure 3.09 - Design Principle_ESD precedents

3.9 Land Dedication

The design principle is to dedicate the proposed through site street to council for community benefit.

Refer to figure 3.11.

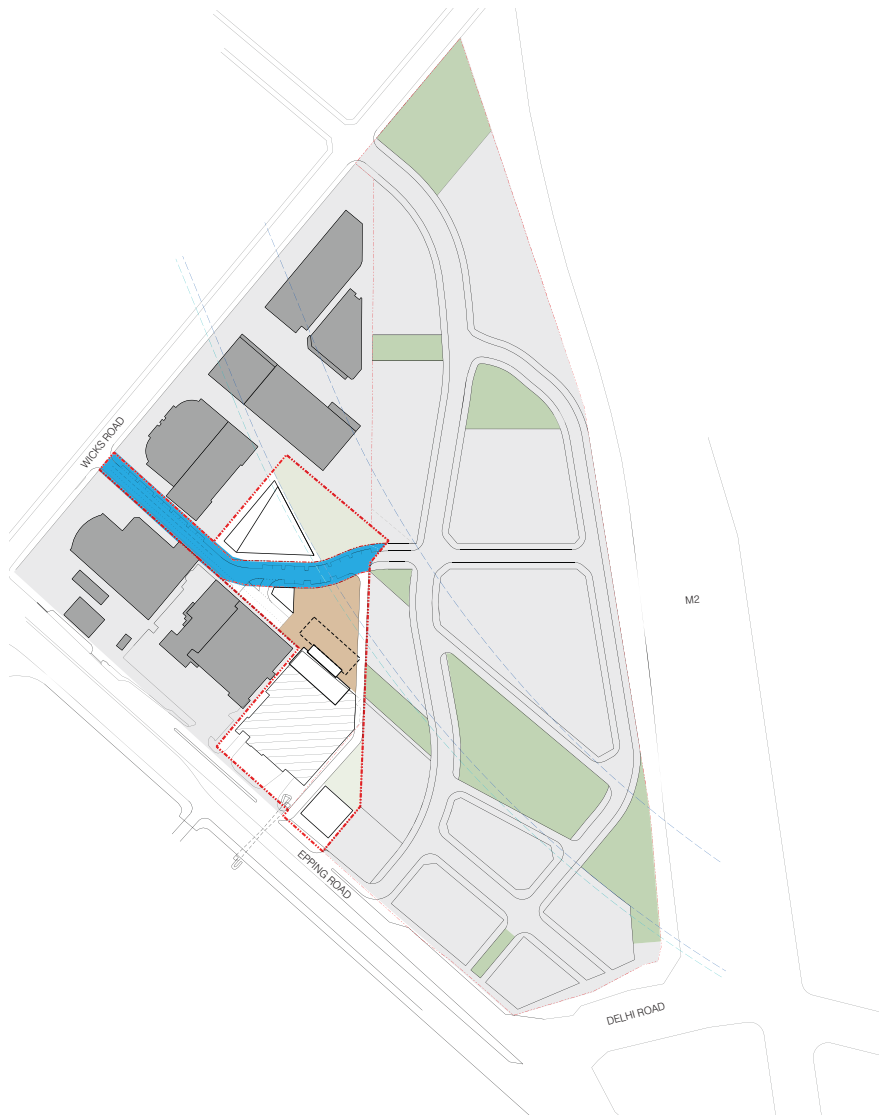


Figure 3.11 - Design Principle_flood management

Legend

- - - - - site boundary
- possible proposed site boundary
- - - - - railcorp stratum boundary
- - - - - railway tunnel second reserve line
- - - - - NRSP site original road network proposal
- existing commercial building to be expanded
- existing building
- proposed building
- land dedication