



14 April 2014

Mr Roy Newsome
Acting General Manager
Ryde City Council
Civic Centre, 1 Devlin Street,
RYDE NSW 2112

Attention: Meryl Bishop – Manager Urban Planning

Via email: mbishop@ryde.nsw.gov.au

Dear Mrs Bishop,

**Re: Harvey Norman Planning Proposal – Addendum
111 Wick Road, 29 -35 Epping Road, Macquarie Park**

1 Background

On behalf of our client the Harvey Norman Group, we request that this letter be considered as an Addendum to the Supplementary Planning Proposal Report submitted to Council on 9th January 2014.

At the conclusion of our briefing to Ryde Councillors on 25th March, 2014, our client made a verbal commitment to respond to some of the Councillors concerns and seek a meeting with Council staff to discuss aspects of the Planning Proposal.

Our request to meet with senior Council staff was rejected late last week. At that time we were also advised of the proposal being 'anticipated' to be reported at the upcoming Council meeting agenda on 22 April 2014. At the date of writing, no agenda has yet been published for the upcoming meeting of 22 April.

We request that this Addendum be considered as part of the Council officers reporting to the future Council meeting. Should Council require further time to review the consequences of these changes, our client would accept a short delay in the reporting of the proposal to a Council meeting.

2 Changes to Planning Proposal

We have now had the opportunity to further consider the built form outcomes that the proposed controls would create, and as well have reviewed the key design parameters contained in the North Ryde Station Precinct DCP (dated 4 December 2013) which had changed from an earlier draft publically exhibited version.

This Addendum must be read in conjunction with the following submitted material:

- AJ+C Architects – updated concept plan, areas schedule, building height plan, design principles - building height and solar access plan, and suneye diagrams.
- Traffix – Addendum letter dated 13th April 2014.

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LETTER CNCL ADDENDUM TO PP 14 APRIL



The Planning Proposal application is amended as follows:

TABLE 1 – PROPOSED CHANGES

CURRENT	PROPOSED ADDENDUM
Rezone 111 Wicks Road, Macquarie Park to a B4 Mixed Use	No change
FSR 2.5:1 (or via a Schedule 1 amendment with max site GFA of 47,000sqm, with max GFA of 25,000sqm for hotel and residential uses)	FSR 2.68:1 (or via a Schedule 1 amendment with max site GFA of 51,500sqm, with max GFA of 29,000sqm for hotel and residential uses)
<ul style="list-style-type: none"> ▪ Maximum height of 89m to 111 Wicks Road ▪ Maximum height of 55m to 31-35 Epping Road ▪ No change to RLEP height for 29 Epping Road 	<ul style="list-style-type: none"> ▪ Maximum height of 99m to 111 Wicks Road ▪ No change to proposed height for 31-35 Epping Road ▪ No change to RLEP height for 29 Epping Road

3 Consequences of Proposed Changes

3.1 URBAN DESIGN AND SHADOW IMPACT CONTEXT

The architect has examined the shadow impacts of the proposed building height change and has confirmed that the shadow impact arising from the additional proposed building height storey is negligible.

The proposed height would satisfy the DCP control in the latest version of the North Ryde Station Precinct DCP (dated 4 December 2013) which states:

No overshadowing of residential lots outside of the Precinct is to occur after 11am on June 21. (page 54).

Furthermore, the abovementioned DCP also contains controls with respect to sunlight access onto new public open space (within the Urban Growth site). Future development applications with resolved design detail could demonstrate compliance. Consideration of this DCP is relevant given the site adjoins this precinct and will be fully integrated in terms of pedestrian and vehicle access.

The additional 3 storeys of building height will have a negligible or at worst, a minor visual impact beyond the original proposed building height. In future when viewed in the context of taller relative tower heights at the adjoining Urban Growth UAP site, the proposed amended height would sit comfortably in the built skyline this precinct.

From an urban design perspective, the increase in building height will still maintain the primacy of the Urban Growth site containing the tallest tower (highest RL) in the precinct, reinforcing its role and function.



AJ+C architects have prepared updated "Suneye" Diagrams which illustrate at various times of the day in mid-winter the high levels of solar access the residential apartments would be afforded.

3.2 TRAFFIC IMPACT

Traffic have assessed the implications of the proposed increase in FSR and building height that would translate into an increased yield of approximately 51 residential apartments. According to Traffix, this would result in an additional 12 veh/hr, with trips being split into arrivals and departures and also using all available access routes.

The additional parking required to service the residential apartments is able to be provided on-site.

The advice concludes that no new issues arise from the built form control changes in this Addendum and that overall the traffic planning impacts associated with the amendment are moderate and raise no unacceptable impacts. Therefore the proposal remains supportable on traffic/transport planning grounds.

3.3 LAND USE – MIXED USE PROPORTIONS

The current proposal will facilitate the achievement of the following mix of non-residential (ie: commercial, retail etc.) and residential floorspace:

TABLE 2 – LAND USE MIX

	CURRENT (SQM)	% OF TOTAL FLOORSPACE	PROPOSED ADDENDUM (SQM)	% OF TOTAL FLOORSPACE
Commercial (non- residential)	32,049	68.4%	32,049	62.4%
Residential	14,480	31.6%	19,320	37.6%
Total	46,889	100%	51,369	100%

As shown in the table above, the proposed minor additions, will still achieve an overall project outcome that will comprise 62% commercial floorspace. With the project delivering a majority of commercial floorspace, the proposal in our opinion satisfies a key state strategic direction for Macquarie Park Specialised Centre.

4 Summary and Conclusion

This Addendum has been provided for Council consideration. From the information contained within this letter and attached, in our view the proposed changes are minor in the context of the current Supplementary Planning Proposal Report, and all of the key elements as originally proposed are retained.



We request Council support the planning proposal, as amended by this Addendum letter and accompanying documents. Should Council require further time to review the consequences of these changes, our client would accept a short delay in the reporting of the proposal to Council.

If you have any questions arising from this letter, please don't hesitate to contact me on 02 8233 9955.

Kind Regards,

A handwritten signature in black ink that reads "Stephen White".

Stephen White
Director – Planning

*Attachments: Addendum updated plans from AJ+ C Architects
Addendum Letter from Traffix (dated 13th April 2014)*