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9th December 2021

## 63-71 Waterloo Road, Macquarie Park Summary of Changes since 5<sup>th</sup> May 2021 Plans

- 1. Vehicular Access & Parking** – Extension of existing driveway and verge condition to create Private Road along western boundary to connect with Road 1. Relocation of basement access off private road.
- 2. Waterloo Road Interface / Response** – Buildings setback from Sydney Metro 1st Reserve and Entry Plaza to enhance visual response from Waterloo Road. This is further enhanced by retail areas at the double height lobby; Basement adjusted to be clear of Sydney Metro 2nd Reserve.
- 3. Staging** – Staging revised to be 2 phases only. Stage 1: Road One, Stage Two: Remaining Works.
- 4. DDA Accessibility** – DDA compliant ramp added alongside the stairs in the 'central spine'; Accessible pathway added to reach entrances; Accessible car spaces relocated adjacent to lift cores.
- 5. Road 1 Design Levels and Overland Flow Crossing** – Culvert under Road 1 for lower flows. Safety screens over culvert entry points.
- 6. Landscape / Trees / Amenity Shading** – Building replanned at upper levels to provide covered walkway over the 'central spine' for weather protection; Depth of deep soil areas shown on sections to demonstrate compliance; Communal Open Space areas within north-western portions of the site providing min. of 3 hours of winter sun. Enhancement of existing driveway and verge condition to create Private Road design. Retention of Trees 39-44.
- 7. Retail Uses** – Sections and plans revised to clarify retail location. Upper ground floor retail orientated to promote activation to the Waterloo Road frontage; Provision of direct street access into both Building A and B retail tenancies via sliding doors.
- 8. ESD** – Solar façade louvres added; Development commits to achieving 4 Star Green Star rating to comply with DCP.
- 9. Deep Soil** – 'Central Spine' sections updated to demonstrate deep soil compliance with additional deep soil landscape provided at the North/West edge. Total deep soil landscape is over min. 20% DCP requirement.
- 10. End of Trip Facilities** – Bicycle spaces and EOT facilities located on Basement 1 with direct access to lift and stairs.
- 11. Sydney Metro Reserve** – 1st and 2nd Reserve boundaries shown on sections and plans. Basement footprint setback from the 2nd Reserve.

- 12. Architectural Detail** – Additional 3D façade sections added to documentation set to illustrate building façade articulation, materiality, and ESD strategy; Additional dimensions and information added, shadow diagrams updated.
- 13. Development Summary** - GFA maintained at 59,289sqm and height below the height plane.
- 14. Building A** - 2 storey colonnade added to the north and east of Building A.
- 15. Building B** - Relocation of Building B to the east so that it matches setback of the existing building from the western boundary, resulting in a reduction in the separation between Building A and B from 20m to 17m for the 4 storey podium.
- 16. Building B Void and Lower Ground Level Connection** - Relocation of void in Building B. Lowering of building height of 2 storeys above the void; New public access between Building B lobby atrium and new private road. Deletion of screens previously shown covering the lower ground level atrium facade to maximise visual connection.
- 17. Column positions at transfer floor from podium to towers** – Setback of the line of columns located on the building edge to the west on Building A Level 3 and 4 and Building B Level 4, from the external facade to create a cantilever form at the building edges to reinforce the podium scale of both buildings; Re-distribution of floor space to Building A to maintain overall GFA of 59,289sqm.
- 18. Substation** - Relocation of originally proposed substation kiosk to be within Building B.
- 19. Tanked Basement** – New tanked basement shoring detail provided.