



Macquarie Park Planning Proposal Supplementary Report

Harvey Norman Group

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Executive Summary

OVERVIEW

This supplementary report has been prepared by Urbis on behalf of the Harvey Norman Group, with respect to the land at 111 Wicks Road (Lot 10 in DP 1046090), 29 Epping Road (Lot 2 in DP 52488) and 31-35 Epping Road (Lot 1 in DP 1151499), Macquarie Park.

This report provides supplementary information to support the Planning Proposal following the resolution of Council on 27th August 2013 to defer consideration of the proposal and enable detailed assessment of the Preferred Concept Plan to be undertaken.

The purpose of this report is as follows:

- To present the Preferred Concept Plan for consideration by Council as the Planning Proposal; and
- To demonstrate a co-ordinated structure planning approach for approximately 14.5 hectares of land at the eastern end of the Macquarie Park Corridor, which includes:
 - A single access point from Epping Road to provide vehicle access to the site.
 - A mid-block access point to Wicks Road providing access for pedestrians and vehicles to the site and the adjoining North Ryde Station Urban Activation Precinct site (“NRSUAP”).
 - Expanded open space increasing permeability and amenity for future residents and workers within Macquarie Park.
- To provide a response to the issues raised in the SJB assessment report, including the preparation of an Employment Potential Assessment.

As this Planning Proposal is substantially the same as the original proposal, the strategic justification contained in Section 6 of the original report still remains relevant, however this report outlines the additional strategic justification and benefits which the current Concept Plan is able to achieve.

PROPOSED LEP AMENDMENTS

This Planning Proposal seeks to make the following key changes to the *Ryde LEP 2010* as it applies to the site:

- Rezone 111 Wicks Road from B3 Commercial Core to B4 Mixed Use;
- Amend the maximum building heights across the site to:
 - 89m for 111 Wicks Road;
 - 55m for 31-35 Epping Road; and
 - Maintain the existing height control on 29 Epping Road.
- In lieu of a maximum FSR applying to the site, the proponent seeks the inclusion of a Schedule 1 Amendment identifying the maximum GFA for development on the whole site. The Schedule 1 Amendment should provide a maximum GFA of 47,000sq.m across the whole site, with a maximum of 25,000sqm for hotel and residential uses.

KEY BENEFITS OF PROPOSAL

The key benefits of this Planning Proposal are:

- A twelve-fold increase in jobs on the site from some 75 at present to approximately 920 jobs.
- In addition, the proposal has the potential to deliver a further 650 construction jobs and 1,020 supplier jobs linked to construction activity.
- The number of permanent jobs that would be created would be close to the maximum theoretical employment capacity under the applicable planning controls. Therefore assessing the proposal against a theoretical target, the proposal would achieve a neutral outcome in terms of on-site employment.
- The net additional employment that would be generated on the site would equate to 6% of the Draft Metropolitan Plan for Sydney's total employment target for the Macquarie Park Corridor. This would deliver in excess of 1 year's supply of targeted new jobs in a single development.
- The development of a 200 room hotel replacing the hotel rooms lost by the redevelopment of the Stamford Hotel site. Providing good quality hotel accommodation is an essential component of a successful large scale business park. The establishment of a new hotel would not be viable in Macquarie Park without innovative schemes such as this proposal.
- The provision of up to 170 residential apartments would positively contribute toward City of Ryde's housing target of 12,000 additional dwellings between 2004 and 2031 (based on the draft Inner North Subregional Strategy) within walking distance of major employment, retail and further education facilities and excellent public transport connectivity;
- Delivery of funding by way of 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.
- Finally, and importantly, the proposal presents a co-ordinated approach to future development in south-eastern end of the corridor devised through a comprehensive masterplanning process incorporating both the NRSUAP and the site. The total combined area of some 14.5 hectares of land has been jointly masterplanned to deliver regional site access and servicing outcomes as well as establishing a new network of local streets and open spaces that will create a sense of place at the south-eastern end of the corridor.

CONCLUSIONS

This Planning Proposal will achieve the right balance of contributing employment growth within the Centre, while also supporting a wider range of land uses which will support the on-going success of Macquarie Park as a Specialised Centre. The proposed changes to the built form controls are responsive to the commencement of the *State Environmental Planning Policy Amendment (North Ryde Station Precinct) 2013* which rezoned the NRSUAP site and the ongoing progress of draft LEP Amendment No.1, which seek to increase development density throughout the Centre. For these reasons, and the reasons detailed in this report, the Planning Proposal is worthy of Council support.

1 Introduction and Background

1.1 OVERVIEW

This supplementary report has been prepared by Urbis on behalf of the Harvey Norman Group (“the proponent”), with respect to the land at 111 Wicks Road (Lot 10 in DP 1046090), 29 Epping Road (Lot 2 in DP 52488) and 31-35 Epping Road (Lot 1 in DP 1151499), Macquarie Park (“the site”).

At the proponents’ request, at the meeting held on 27th August 2013 **Council resolved to defer consideration of the Planning Proposal for the site** to allow for further discussions to be undertaken with Council staff and the proponent. In addition, the resolution required a further report to be provided to Council following the outcomes of the discussions.

Further discussions have been had with Council staff and accordingly, we present this supplementary information to the original report for Council’s consideration. This report should also be read in conjunction with the following:

- Original report and accompanying documentation;
- Urban Design Study -Supplementary Report by Allen Jack + Cottier Architects (**Appendix A**);
- Employment Potential Assessment by Urbis (**Appendix B**); and
- Traffic Advice – Supplementary Report by Traffix (**Appendix C**).

1.2 BACKGROUND

This Planning Proposal report provides supplementary detail relating to the minor changes to the original report that have arisen as a consequence of the in principle agreement between the proponent and UrbanGrowth NSW to execute a land swap negotiation between the adjoining properties.

The minor changes contained in this Planning Proposal report strengthen the strategic planning justification and positively addresses some of the previous concerns outlined in the SJB Assessment report commissioned by Council, and Council’s planners report. Due to the minor nature of the changes, the Part 3 justification for the proposal remains unchanged and therefore a new Planning Proposal is not required. Accordingly, this report should be read in conjunction with the original report and associated documentation.

The original report was submitted to Ryde City Council in May 2013 (the “original report”). The proposal sought to amend the floor space ratio (FSR) and height controls which apply to the site, as well as rezoning 111 Wicks Road under the *Ryde Local Environmental Plan 2010* (“the RLEP 2010”).

The original report was assessed externally by SJB Planning. The ‘*Review of Planning Proposal – 111 Wicks Road, 29 Epping Road and 31-35 Epping Road Macquarie Park*’ report prepared by SJB dated 15 August 2013 (“the SJB report”) was referred to the Ryde Council meeting on 27 August 2013 with a recommendation that the proposal not proceed to the Gateway. As the SJB report clearly states at Section 6.3.2 that their assessment “*has not considered in any detail the Preferred Concept Plan*”, this report seeks to present the Preferred Concept Plan for consideration by Council as the Planning Proposal.

Since August 2013, the new planning controls for the adjoining UrbanGrowth NSW site have been made and now form part of Ryde LEP 2010. This has provided certainty of the future land use and development outcomes in this urban activation precinct which didn’t exist at the time of the assessment of our original report.

The supplementary documentation contains the following:

- A response to the key issues raised in the SJB assessment report of 15 August 2013;
- Now with certainty of the planning controls on the adjoining UrbanGrowth NSW site, further demonstration of the integration between the site and the UrbanGrowth NSW site, particularly in terms of vehicle and pedestrian access between them, and the provision of open space;
- Details of the proposed zoning and building heights policy changes which complement those recently gazetted on the UrbanGrowth NSW site, and further justification for the scale of development proposed having regard to the new urban context that will develop in this part of Macquarie Park through the UrbanGrowth NSW site; and
- An employment assessment report that details the substantial economic benefits of the proposal for the Macquarie Park Corridor and wider City of Ryde region which were not previously available for consideration.

2 Land to which the Planning Proposal Applies

2.1 SITE DESCRIPTION

This Planning Proposal relates to the land which the original report related, being the three landholdings shown in **Figure 1** below. The site has a total area of approximately 19,763sq.m as summarised in **Table 1**.

Notwithstanding the in principle land swap agreement with UrbanGrowth NSW (detailed further in **Section 2.3** below) the land subject to the planning proposal has not changed.

FIGURE 1 – LAND TO WHICH THE PLANNING PROPOSAL APPLIES



TABLE 1 – SITE LEGAL DESCRIPTION AND AREA

	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 CHANGES IN SURROUNDING CONTEXT

The surrounding context is detailed in Section 2.3 of the original report. However, since the preparation of the original report, the planning controls relating to the southern adjoining land, the North Ryde Station Urban Activation Precinct (NRSUAP), have been changed. The gazettal of *State Environmental Planning Policy Amendment (North Ryde Station Precinct)* ("the SEPP Amendment") on the 23rd September 2013 amended the provisions of RLEP 2010 to apply to the NRSUAP land. This introduced zoning, floor space ratio (FSR) and height controls across the NRSUAP.

Due to the gazettal of the SEPP Amendment, the following key changes have occurred to the NRSUAP:

- Rezoned to a mix of land use zones as illustrated in **Figure 2**:
 - B4 Mixed Use fronting Epping Road
 - RE1 Public Recreation generally aligned to the underground railway tunnel traversing the site, and at the eastern corner adjoining Wicks Road.
 - R4 High Density Residential for the balance of the site;
- Introducing a mix of height controls across the site ranging from 33 metres to 99 metres as illustrated in **Figure 3**; and
- Introducing a mix of FSR controls across the site ranging from 1.39:1 at the corner closest to Wicks Road to 4.3:1 at the centralised point east of the underground railway tunnel. This illustrated in **Figure 4**.

This land is in the control of the state government agency, UrbanGrowth NSW, which has been consulted extensively in the preparation of this report.

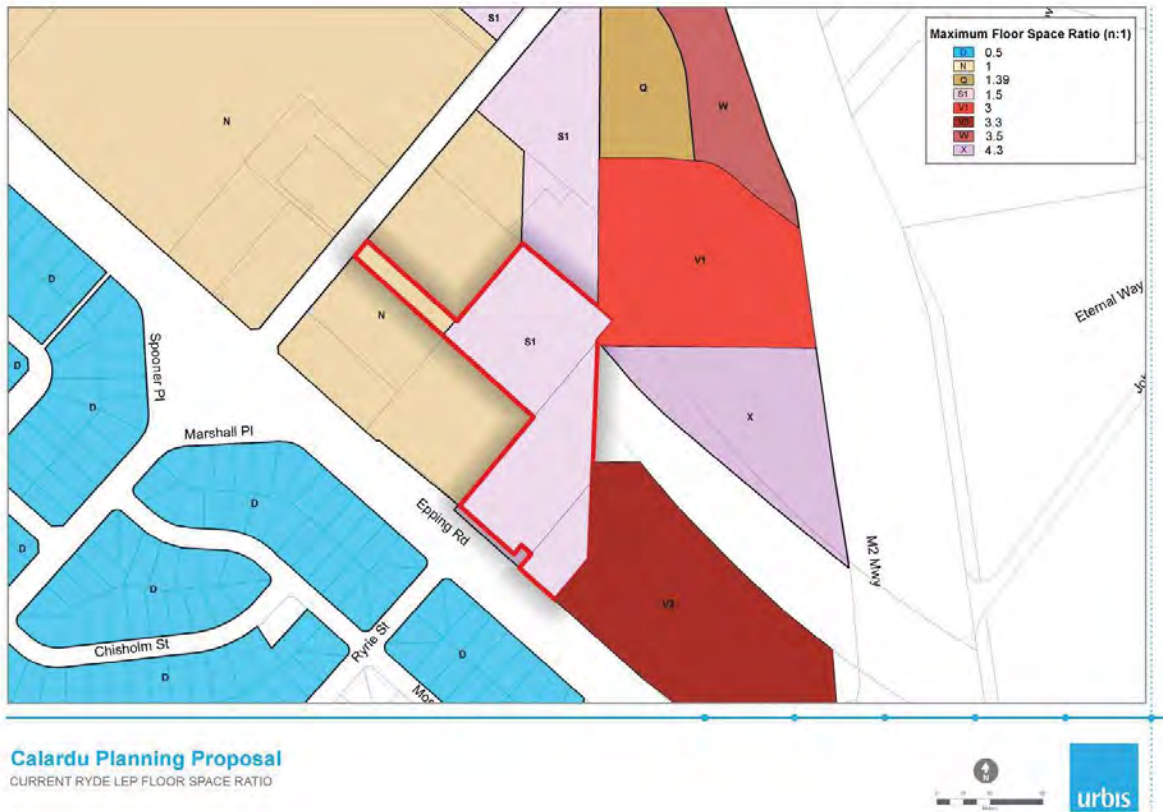
FIGURE 2 –RYDE LEP 2010 LAND USE ZONING MAP (EXTRACT)



FIGURE 3 – RYDE LEP 2010 HEIGHT CONTROL MAP (EXTRACT)



FIGURE 4 – RYDE LEP 2010 FLOOR SPACE RATIO MAP (EXTRACT)



2.3 IN PRINCIPLE LAND SWAP AGREEMENT

This supplementary material reflects the in principle land swap agreement with UrbanGrowth NSW, who own the southern adjoining land in the NRSUAP. As outlined above, the gazettal of the SEPP Amendment resulted in an amendment to RLEP 2010 to include development standards for the land, which was previously deferred from the application of RLEP 2010.

The in principle land swap agreement between the proponent and UrbanGrowth NSW when executed will most critically ensure the UrbanGrowth NSW site will be able to establish a safe vehicle entry point off Epping Road which had not been achievable to date within its current land holding. It will also facilitate the development of both the NRSUAP site and the subject site with co-ordinated land uses, building placement and road layout arrangements. The in principle land swap agreement is illustrated in **Figure 5**.

The in principle land swap agreement would provide approximately 624sq.m of land from 29 Epping Road to the NRSUAP site to accommodate:

- A left-term deceleration lane along Epping Road into the NRSUAP site;
- A new consolidated vehicle access point off Epping Road to the NRSUAP, which provides scope to connect into the proponent's site; and
- More open spaces by creating a new private open space area adjacent to the child care centre.

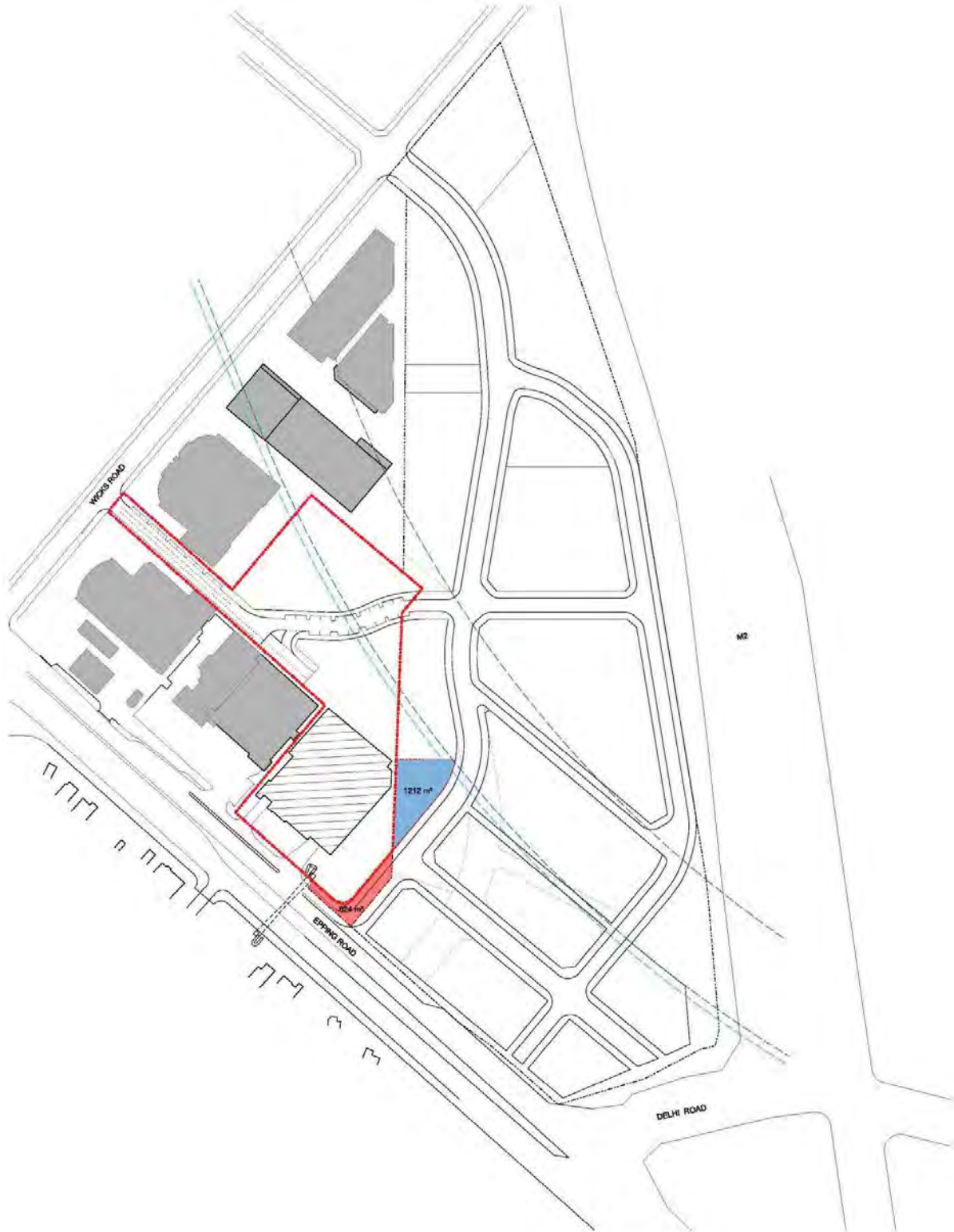
In exchange for the 624sq.m of land that would be transferred to UrbanGrowth NSW, the proponent would in turn purchase approximately 1,212sq.m of land. As the land to be acquired is situated within the NRSUAP, the following development controls already apply to this land:

- Zoned B4 Mixed Use;
- Floor Space Ratio of 3.3:1; and
- Building Height control of 57 metres.

The land that would be transferred to UrbanGrowth NSW is currently contained within the proponent's site, and still forms part of the Planning Proposal site. However as the land that would be acquired by the proponent as part of the in principle land swap agreement was recently rezoned as part of the commencement of the planning controls applying to the North Ryde UAP, that land does not form part of the subject site, and is not part of this Planning Proposal.

In order to provide a wider context and demonstrate the holistic masterplanning approach the proposal will achieve, some of the images contained in this report and support documentation include the land that would be owned by the proponent but not subject to any planning control changes as part of this application.

FIGURE 5 – LAND SWAP



3 Planning Proposal Overview

The 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).

This report presents the additional strategic benefits of this Planning Proposal and provides a response to the key issues raised in the SJB report.

Accordingly, this Planning 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; and
- **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.

4 Part 1 – Objective or Intended Outcomes

4.1 OBJECTIVES

The primary objective of this Planning Proposal remains unchanged from the original report. That 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. “*

The future development of the site will be guided by the detailed design principles outlined within the updated Urban Design Report prepared by Allen Jack + Cottier attached as **Appendix A** to this report. The detailed design principles are summarised below:

- Pedestrian and bicycle connectivity: encourage future pedestrian connection through the site and the NRSUAP via a more integrated road network, and improve pedestrian movements and usage of the North Ryde Station and open space areas on both sites.
- Vehicle connectivity: consolidated site access from Epping Road to the site by way of the in principle land swap agreement to relocate the entry to the NRSUAP Spine Road onto part of 29 Epping Road (which forms part of the subject site). The co-ordinated access would also provide greater certainty on the delivery of the mid-block access to Wicks Road which will service the site as well as the NRSUAP.
- Building Height – provides a transitional height zone between the Waterloo Road civic spine and the NRSUAP. The height scale at the Epping Road interface is proposed to remain unchanged to provide a suitable height interface to the residential area on the western side of Epping Road.
- Use: Incorporate uses that are compatible with and will contribute to the objectives for the NRSUAP site.

4.2 INTENDED OUTCOMES

The intent of this 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.”

Since lodging the original report in May 2013, further negotiations have been undertaken with UrbanGrowth NSW regarding the in principle land swap arrangement to improve access to the NRSUAP site. While two options were originally proposed for consideration to achieve the Planning Proposal objectives and intended outcomes, a definitive position on the mechanism to achieve the intended outcome is the subject of an in principle agreement between the proponent and UrbanGrowth. Accordingly, this Planning Proposal seeks to amend the land use zoning and the height of buildings and floor space ratio controls applicable to the site.

It is believed that this approach will achieve the intended outcome of this Planning Proposal and 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.

4.3 KEY ELEMENTS TO ACHIEVE THE OBJECTIVES AND INTENDED OUTCOMES

In Principle Land Swap Agreement

The Preferred Concept Plan was presented as part of the original report. This Planning Proposal report seeks to confirm the in principle agreement with UrbanGrowth.

The in principle land swap agreement has been outlined in **Section 2.3** of this report, and fundamentally will involve:

- Transfer land within the north eastern and south eastern corners of the subject site (approximately 624sq.m) to the NRSUAP site; and
- Incorporate a triangular shaped parcel of land (approximately 1,212sq.m) currently within the boundaries of the NRSUAP site into the subject site. This land is currently zoned B4 Mixed Use under RLEP 2010.

Land Use

This Planning Proposal is broadly consistent with the original report in terms of land use mix and built form with the exception of development proposed on 29 Epping Road. The key elements of the proposed scheme are summarised in **Table 2** below.

Additional Benefits of the Planning Proposal

This Planning Proposal has the potential to deliver additional benefits over and above those that would be gained from the proposed as outlined in the original report. These additional benefits include:

- Improved vehicle access: A new access road into the NRSUAP site is proposed in place of the access road located closer to the Epping Road / M2 junction currently proposed as part of the UAP proposal. This approach results 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 is to be shared);
- Broader range of services: The potential to incorporate a child care centre within the ground floor level of the commercial building on 29 Epping Road has been explored; and
- Opportunities for more open space: Changes to the eastern site boundary enable the building on 29 Epping Road to be sited adjacent to Epping Road, and allow opportunities for the creation of a private open space area adjacent to the child care centre.
- Voluntary Planning Agreement (VPA): 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.

TABLE 2 – KEY ELEMENTS OF THE PLANNING PROPOSAL

ELEMENT	PLANNING PROPOSAL LAND USE ELEMENTS
Commercial	8 Storey addition above the rear of the existing Domayne / Harvey Norman store (three storey building). 6-Storey commercial building on 29 Epping Road.
Bulky goods retail	Domayne / Harvey Norman store as existing
Retail	Neighbourhood facilities including shops, cafes
Residential accommodation	17 levels of apartments within 27 storey building. Total Dwelling Yield: 160 - 170 apartments
Hotel	Lower 10 levels of 27 storey building. 200 rooms
Child care centre	Potential for child care centre at ground floor level of building on 29 Epping Road.
Gross Floor Area	46,889m²
- Commercial	13,580m²
- Hotel	9,144m²
- Bulky goods retail (existing)	8,663m²
- Residential	14,840m²
- Cafe	150m²
- Childcare Centre	512m²

FIGURE 6 – PREFERRED CONCEPT PLANNING PROPOSAL MASTERPLAN



5 Part 2 – Explanation of the LEP Provisions

5.1 OVERVIEW

This Planning Proposal seeks to amend the RLEP 2010 to allow a high quality mixed use redevelopment on the site that is integrated with the future development of the NRSUAP 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; and
- 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 PROPOSED LEP AMENDMENTS

This Planning Proposal and the requested RLEP 2010 amendments represent an invaluable opportunity to manage future development of this significant site in a logical and comprehensive manner. The proposed LEP amendments respond to the emerging pattern of development that surrounds the site, in particular future development planned for the immediately adjacent NRSUAP site. This Planning Proposal presented will facilitate the subsequent lodgement of a development application for the staged redevelopment of the subject site, and other sites within the eastern edge of the Macquarie Park Corridor in a planned and co-ordinated manner.

The following amendments to RLEP 2010 are proposed under this Planning Proposal:

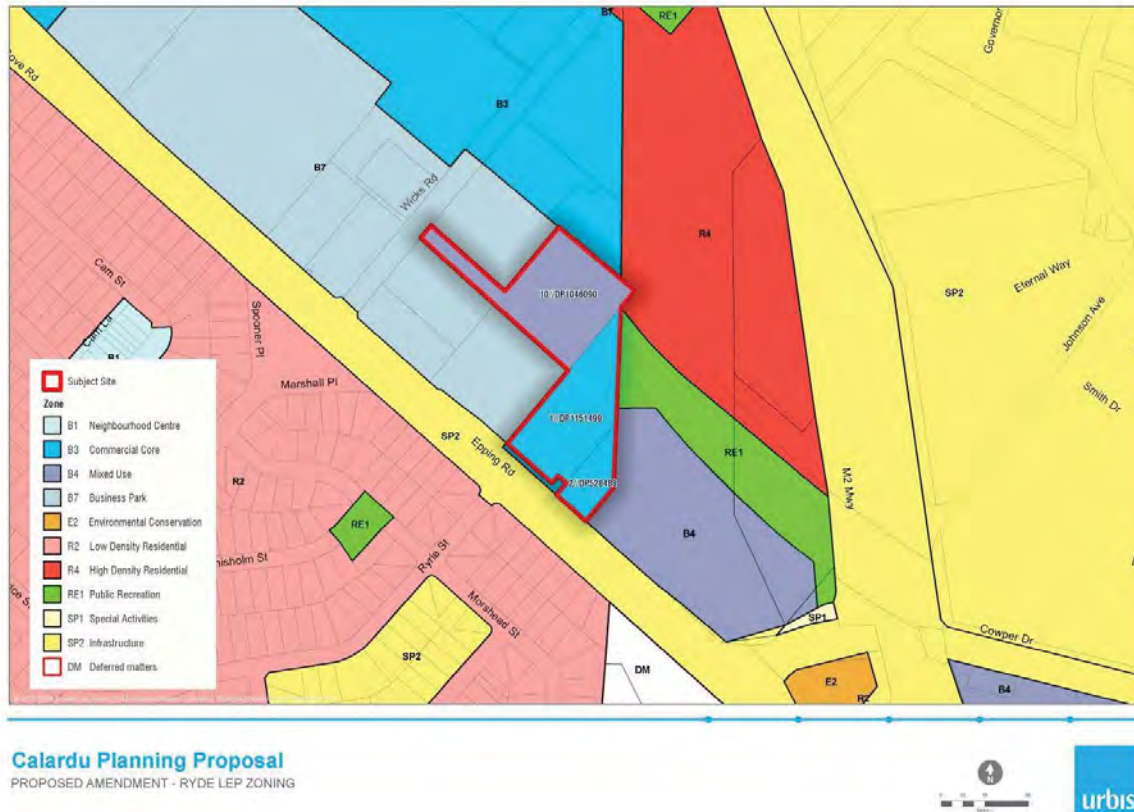
- Amending the RLEP 2010 Land Zoning Map applicable to 111 Wicks Road, Macquarie Park to rezone the land from B3 Commercial Core to B4 Mixed Use;
- Amending the RLEP 2010 Height of Building Map applicable to the site in accordance with the proposed height map shown at **Figure 8** which indicates:
 - A maximum permissible height of 89m applicable to 111 Wicks Road;
 - A maximum permissible height of 45m 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)]; and
- Amending the RLEP 2010 Floor Space Ratio Map to remove the application of a floor space ratio control. In lieu of a maximum FSR applying to the site, the proponent seeks the inclusion of a Schedule 1 Amendment identifying the maximum GFA of 47,000sqm on the whole site, with a maximum GFA of 25,000sqm for hotel and residential uses.

5.3 PROPOSED LAND USE ZONING

A draft 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*. It should be noted that no changes are proposed to the zoning of 29 Epping Road or 31-35 Epping Road.

A draft Land Use Zone Map is submitted with this Planning Proposal report. A reduced sized copy is provided at **Figure 7**.

FIGURE 7 – PROPOSED ZONING



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

The B4 Mixed Use 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.

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) recently commenced for the adjacent NRSUAP site, which includes height controls ranging from 33 metres to 99 metres, and FSR controls of up to 4.3:1.
- The ability of the zone to support a suitable mix of land uses and densities in a fringe location within the Macquarie Park Specialised Centre, and utilise part of the existing excess capacity of North Ryde Station.
- The proposed changes to the built form controls within Council's Draft LEP Amendment No.1 which has been prepared in accordance with the Standard Instrument.

5.4 HEIGHT & FSR CONTROLS

This Planning Proposal seeks the following amendments to the height and FSR controls on the site:

- Maximum building height of 89m for 111 Wicks Road;
- Maximum building height of 55m for 31-35 Epping Road; and

In lieu of a maximum FSR applying to the site, the proponent seeks the inclusion of a Schedule 1 Amendment identifying the maximum GFA for development on the whole site. The Schedule 1 Amendment should provide a maximum GFA of 47,000sq.m across the whole site, with a maximum of 25,000sqm for hotel and residential uses. The application of this Schedule 1 Amendment would have a similar effect to imposing a maximum FSR of 2.45: 1 for the whole site area, however will provide greater certainty of FSR for certain future land uses.

It is noted that the no amendment is proposed to the height control on 29 Epping Road. However the LEP amendment to the FSR control is proposed for the whole site, including the part of 29 Epping Road which would be transferred into the ownership of UrbanGrowth NSW as part of the proposed land swap arrangement.

The proposed height controls are proposed having regard to the surrounding height context, including the low-density residential area on the western side of Epping Road, as well as the new height controls recently introduced on the adjoining NRSUAP site. The top roof level height of the proposed 23 to 27 storey stepped tower is RL 129.9m which is almost 20m lower than the proposed 30 storey tower on the NRSUAP site which has a height of RL 149.5m. The 6m topography difference between the site and the NRSUAP site allows for a potential increase in building height. The Planning Proposal will provide a transitional height between the Waterloo Road civic spine and the NRSUAP which has a maximum height control of 99 metres.

It is noteworthy that the SJB Report considered the proposed height to be greater than that proposed on the NRSUAP site. However this assessment was incorrect, and with the commencement of *State Environmental Planning Policy Amendment (North Ryde Station Precinct) 2013*, the NRSUAP now includes a maximum building height of 99 metres, which is 10 metres greater than the maximum building height proposed as part of this Planning Proposal.

FIGURE 8 – PROPOSED BUILDING HEIGHT MAP AMENDMENTS



Calardu Planning Proposal

PROPOSED AMENDMENT - RYDE LEP MAXIMUM BUILDING HEIGHT



6 Part 3 – Justification for the Planning Proposal

6.1 OVERVIEW

As this Planning Proposal is substantially the same as the original report, with some minor changes strengthening the strategic justification of the proposal, the strategic justification contained in Section 6 of the original report still remains relevant.

However, this Planning Proposal now presents a stronger strategic position through presenting an invaluable opportunity to adopt a holistic approach to planning for the eastern end of the Macquarie Park Specialised Centre and deliver integrated future development now that the new planning controls have commenced on the UrbanGrowth NSW site.

The key strategic justification contained in the original report, as well as the key strategic benefits of this Planning Proposal are summarised in the following subsections.

6.2 SECTION A – NEED FOR THE PLANNING PROPOSAL

Q1. Is the Planning Proposal a result of any strategic study or report?

While the Planning Proposal is not the result of a strategic study or report, the proposal responds to the trends in Government Policy and development initiatives within Macquarie Park.

- The commencement of *State Environmental Planning Policy Amendment (North Ryde Station Precinct) 2013*, which rezoned the NRSUAP site and introduced residential mixed use development in the eastern end of the Macquarie Park Specialised Centre.
- The need for a new access point to the NRSUAP site off Epping Road due to the constraints of the previously proposed access point to the NRSUAP site.
- Emergence and creation of mixed use precincts at the eastern and western edges of the Macquarie Park Specialised Centre, to maximise the benefit from recent government transport infrastructure investment.
- The closure of the Stamford Grand North Ryde Hotel and redevelopment of that site, and the need for international standard hotel accommodation within a major business park such as the Macquarie Park Specialised Centre.

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

The Planning Proposal is presented as the best means of achieving the objectives and intended outcomes of this proposal as it:

- Presents amendments to part of the zoning, height and floor space ratio controls which will support a wider mix of land uses to part of the site and increase development density compatible and complementary to the adjoining NRSUAP site.
- Facilitates increased integration between the NRSUAP and the proposal, including:
 - A single co-ordinated access point from Epping Road through an in principle land swap agreement that will support the NRSUAP Spine Road traversing 29 Epping Road (part of the subject site).
 - A mid-block connection to Wicks Road connecting to the NRSUAP Spine Road that would provide a co-ordinated access point to both the site and the NRSUAP for vehicles and pedestrians.

- Integrated network of open space which would be connected by the internal road network to improve vehicle and pedestrian permeability through the site and the NRSUAP, and improve accessibility to key infrastructure.

6.3 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. The original report outlines in detail the key strategic policy directions which the proposal is consistent with. These are summarised as:

1. Support the creation of 920 new jobs on the site, which is a twelve-fold increase to what currently exists (only 75 jobs) and therefore positively contributes to the employment growth targets. In addition, the proposal has the potential to deliver a further 650 construction jobs and 1,020 supplier jobs linked to construction activity
2. Not diminish the potential employment capacity of the Macquarie Park Specialised Centre (“the Centre”) or adversely impact on the strategic status of the Centre noting the physical land area of the Centre far exceeds the area of Sydney and North Sydney CBDs, and more intensive development of this land is proposed under Draft LEP Amendment No.1.
3. Significantly contribute to new residential development within the subregion, particularly given recent government investment in the Epping to Chatswood Railway Line.
4. Support future residential development within close proximity to high frequency public transport services, consistent with the Metro Plan objectives.

The **Planning Proposal presents several additional strategic benefits** which are consistent with the objectives and actions of the Metropolitan Plan for Sydney 2036 (“Metro Plan”), the Draft Metropolitan Strategy 2031 (“Draft 2031 Plan”) and the Draft Inner North Subregional Strategy (“Subregional Strategy”).

5. Maintains a suitable supply of Employment Generating Lands

The Metro Plan targets 61,000 jobs to be provided within the Centre by 2031. Based on an employment figure of 47,500 jobs within the Centre in 2011, this means a total of 13,500 new jobs are required to be created within the centre by 2031, which equates to 675 jobs per annum.

Approximately 70% of development area to be supported under the Planning Proposal is non-residential employment generating floorspace. The proposed development will deliver some 22,724sqm of commercial and hotel floorspace with a corresponding generation of 845 net additional jobs on the site, which equates to more than a single year’s supply of jobs for the centre, and accounts for 6% of the total employment target to 2031 for Centre. With the site comprising just 2.5% of land within Macquarie Park zoned to support commercial development, this indicates the proposal is more than capable of providing a suitable supply of jobs to meet the Metro Plan employment targets.

The employment potential of the site and Centre is discussed in detail in the “Employment Potential of Proposed Development” report contained in **Appendix B**.

6. Supports land uses to support the continued growth of Macquarie Park as a Specialised Centre

The SJB Report states that Macquarie Park is still in its early phases of development. As outlined in the *Employment Potential Report* in **Appendix B**, Macquarie Park already contains over 800,000sq.m of commercial floorspace, however has significant scope for future development to achieve over 2 million sq.m of floorspace. Accordingly, while there is scope for commercial floorspace in Macquarie Park to more than double in the future, the scale of development currently within the Centre indicates

a level of a well-established Centre, and development of the Centre cannot accurately be described as being 'in its early phases'.

Due to the commencement of *State Environmental Planning Policy Amendment (North Ryde Station Precinct) 2013* which rezoned the NRSUAP site, there is greater certainty of land use and scale in the eastern part of the Centre. The direction presented by the State government for the NRSUAP indicates a strong commitment to addressing key challenges facing Sydney including locating more jobs closer to home, more efficient transport, tackling climate change and enabling a more sustainable city.

This Planning Proposal also works to address these challenges in the following ways:

- Delivers a mix of land uses which will provide both jobs and homes within the site.
- Will provide permanent housing and temporary accommodation (by way of the hotel) to increase the ability of the Centre to deliver jobs close to homes.
- Develop a currently under-utilised site to take advantage and increase utilisation of key transport infrastructure including North Ryde Station, and the proposed new pedestrian bridge linking the NRSUAP to the eastern side of Delhi Road.
- Contribute to the mix of land uses within the Centre and deliver essential social infrastructure including new open space and a child care facility. This infrastructure, as well as the hotel, have been identified as essential components of a successful large business park, and fundamental to attracting new office investors and tenants.

7. Focuses residential development on the Fringe

The SJB Report asserts that residential development should only be located in fringe locations within the Centre, and that the proposal should not be supported as is not situated in a fringe location.

The NRSUAP has been identified at all levels of government as being a fringe location within the Centre, and providing key housing to support the future growth of the centre. There is no compelling reason in our opinion why the subject land should be considered anything other than a fringe area to Macquarie Park Corridor. Key considerations are as follows:

- The draft Ryde LEP Amendment 1 for Macquarie Park Corridor including the subject site, adopted by Council and soon to be made, up-scales the planning controls. Of relevance, is the clear designation of Waterloo Road as the principle "central spine" (contained in the Architectus Report "*Macquarie Park Plan Review – Recommendations Paper*" dated May 2013) of the centre which will accommodate the highest scale buildings and building densities as well as support a new central park to strengthen Waterloo Road as the commercial core and focal point in corridor. The central spine stops at the intersection with Wicks Road. Areas outside the "core" including the subject site have been allocated lower building height and FSR controls, reflecting their location outside the central commercial core.
- This Planning Proposal has been designed to complement the NRSUAP development, and deliver a co-ordinated structure plan approach to the eastern edge of the Centre. The connectivity of the site with the NRSUAP is evident through the incorporation of an integrated road network, and the proposal can deliver improved accessibility and permeability for the NRSUAP and other land to the east of Wicks Road.
- The M2 Motorway provides a physical barrier between Macquarie Park Corridor and the Riverside Corporate Park resulting in Riverside Corporate Park to operating separately from the remainder of the commercial areas in the Corridor. Accordingly, the triangular wedge bounded by the M2 Motorway, Epping Road and Wicks Road has limited accessibility for pedestrians and vehicles and is positioned in a fringe location within the Centre.

For these reasons, the land east of Wicks Road in the triangular wedge between the M2 motorway and Epping Road is a fringe location, and therefore a suitable location to support a wider mix of land uses while still maintaining a strong employment focus.

8. Co-ordinated approach to future development in eastern end of the Centre

This Planning Proposal represents an integrated structure planning approach to the eastern edge of the Centre. The proposal has been prepared through a comprehensive masterplanning process which incorporates both the NRSUAP and the site, creating a total of approximately 14.5 hectares of land, to be masterplanned to overcome existing site constraints.

The integrated structure planning of the site with the NRSUAP delivers the following key benefits:

- Single co-ordinated access point from Epping Road through the NRSUAP which can also provide vehicle and pedestrian access to the site from Epping Road.
- Mid-block access to Wicks Road connecting to the NRSUAP Spine Road that will support vehicle and pedestrian movements north-south through the site and the NRSUAP.
- Open Space network which will improve vehicle and pedestrian permeability through the site and the NRSUAP.

The masterplan of the site in conjunction with the NRSUAP has also considered access and servicing for other sites east of Wicks Road. The proposal would not diminish future opportunities for these sites to be redeveloped in the future.

Q4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

As outlined in the original report and support documentation, the proposal is not consistent with the City of Ryde Council's adopted and draft strategic plans. However, the proposal does represent a strategic opportunity to:

- Contribute to the achievement of employment and housing targets.
- Enliven an underutilised retail and industrial part of Macquarie Park through the introduction of more diverse land uses that generate greater employment.
- The proposal incorporates a new fine grain road network that is consistent with Council's vision for the Corridor to break down the size of street blocks and encourage more people to walk and cycle.
- Increase the supply of transport oriented housing to shift transport movements from cars to public transport, walking or cycling, thereby reducing congestion and CO² emissions and provide opportunities to live near jobs and key public transport servicing Macquarie Park (including the North Ryde Station and bus stops along Epping Road) which will address some of the projected traffic congestion estimates.
- Utilise existing spare capacity within the recently completed Epping to Chatswood rail link, which will reduce projected traffic congestion estimates for future development within the Macquarie Park Corridor.

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

As outlined in the original report, the proposal is consistent with all relevant State Environmental Planning Policies (SEPPs).

Q6. Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

As outlined in the original report, the proposal is consistent with all relevant Section 117 Ministerial Directions.

The SJB Report asserts that the proposal has potential to result in the loss of employment lands to accommodate residential uses, and therefore is inconsistent with 'Direction 1.1 – Business and Industrial Zones'.

To address this statement, an Employment Potential study was commissioned. While the proposal does introduce residential uses onto the site, the proposal also includes a substantial component of employment generating uses.

The employment study prepared by Urbis' Property Economics division titled '*Employment Potential of Proposed Development*' (see **Appendix B**) concludes that the proposed development will result in approximately **920 jobs** on the site, **being more than a twelve-fold increase of jobs on the site compared to current 75 jobs on the site.**

Furthermore, the net additional employment that would be generated on the subject site would equate to 6% of the draft Sydney Metro Plan total employment target for Macquarie Park Corridor.

These jobs are anticipated to be a split as summarised in **Table 3** below. The Employment Potential study concludes that figure is close to the maximum theoretical employment capacity of the site under the current planning controls, and would exceed the one year supply of targeted new jobs for the Macquarie Park Specialised Centre under the Metro Strategy in a single development.

TABLE 3 – EMPLOYMENT POTENTIAL – PROPOSED DEVELOPMENT

USE	SIZE	EMPLOYMENT DENSITY (FTE JOBS)	JOBS
Domayne	8,663sqm	1 job per 145sq.m	60
Office (Harvey Norman HQ)	10,860sqm	1 job per 18sq.m	600
Office	2,720sqm	1 job per 20sq.m	135
	200 rooms	1 job per 2 guest rooms	100
Cafe	150sqm	1 job per 25sq.m	6
Child Care	510sqm	1 job per 25sq.m	20
Total			920

Source: Urbis 2013, "Employment Potential of Proposed Development".

For these reasons it is considered that the proposal is consistent with Direction 1.1, as the proposal would not undermine the viability of the Macquarie Park Specialised Centre, but rather stimulate redevelopment of a currently underutilised site to provide a diverse mix of land uses which respond to the land use change on the NRSUAP site, while also supporting the delivery of jobs and contributing to the employment targets set for the strategic centre.

6.4 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?

As outlined in the original report, the site is currently fully developed and comprises little vegetation. There are no known critical habitats or 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?

As outlined in the original report, the site does not present any significant environmental effects that would preclude the site from being rezoned.

The SJB Report includes comments relating to the flood affectation and traffic management for new development on the site. While the original report and associated documentation indicated that these issues will not preclude rezoning of the site, and design resolution is a matter for consideration at the development application stage, the following additional comments are provided.

- **Stormwater and Flooding** – The following responses to the comments contained in the SJB Report as provided by Brown Consulting:

“The whole site is affected by the flooding”

Response: The proposed development’s civil infrastructure will eliminate flooding within the site and manage overland flows through the site in a controlled manner.

“Risk of flooding to the downstream properties is likely to be increased.”

Response: The Macquarie Park Floodplain Risk Management Study & Plan (Macquarie Park FRMS&P) recommends that Council should coordinate any future drainage upgrades on individual properties downstream of the ‘Officeworks Culvert’.

If the proposed improvements at the upstream end of the culvert are deemed to result in an increase in risk of flooding downstream, then these modifications should be deferred until such time that all the downstream properties have carried out their portion of the culvert extension and drainage upgrades.

“The report did not address the impact on the flooding in the downstream properties. Therefore, the report is considered as incomplete”

Response: Based on the Macquarie Park FRMS&P, all the downstream properties are flood affected and are subject to low to high risk flooding similar to 111 Wicks Road. The proposed development aims to avoid any increase in peak flows draining through the site as mentioned in Section 7.8.4 of our report [Brown Consulting Report dated 26 April 2013 which was Annexure C to the original report]. It is also expected that flows from the site would peak much earlier (typically 10 minutes) compared to the total upstream catchment (2 hours) which means that runoff from the site would have already completely drained through before the peak upstream flows drain through the site. Therefore it is expected that the proposed development will have no detrimental effects to downstream properties.

Considering the scale of the project, Probable Maximum Flood (PMF) should be considered for all underground car parks and sensitive usage areas.

Response: This requirement exceeds Council’s requirements in DCP 2010 but will be considered as part of future DA submissions.

Page 17 of the report stated that flood levels were obtained from the earlier Eastwood and Terry’s Creek Flood Study Report. Eastwood and Terry’s Creek are located outside the sites.

Response: The source of information is based on Council’s statement in their response letters to our flood information requests.

- **Traffic and Access** – The following responses to the comments contained in the SJB Report as provided by Traffix:

Access and egress arrangements at Wicks Road, the over provision of parking proposed and the very high levels of non-car access assumed. Also, to a considerable extent, the efficiency of the access arrangements is dependent on the timing of the local roads associated with the adjacent NRSUAP development.

Specific conclusions and recommendations are:

- *If the subject development proceeds without / before NRSUAP then there will be no convenient way to access the development from the east via Epping Road, Delhi Road or Pittwater Road or to egress to Lane Cove Road north. A signalised intersection would be required at the Wicks Road access to overcome this issue and be subject to the approval of RMS; which may not grant approval due to the proximity to the Wicks Road / Epping Road intersection.*
- *The mode share targets are aspirational and unlikely to be achieved and additional traffic will be introduced into an already congested area. Further assessment is required as to whether this additional traffic can be accommodated in an already over-saturated network and what mitigative works could be introduced to return the network to the pre-development levels of service.*

Response: The following responses have been provided by Traffix to these issues:

- *Access and egress for the Planning Proposal have been advanced through the Preferred Concept Plan being developed through a co-ordinated approach by the proponent and Urban Growth*
- *The comment that “The mode share targets are aspirational and unlikely to be achieved...” does not have regard to the approach taken in the rezoning request documentation. It is noted that the Traffic Study prepared for the Planning Proposal adopts the modal share adopted in the Amendment 1 Options Paper. The adopted trip rates are also the same as those adopted by Urban Growth on the NRSPP site, so that a consistent approach has been taken as documented. It is considered that the long term planning outcome for this site (and the precinct generally) carries with it a responsibility to achieve a non-car mode split of 60% and the inclusion of residential uses of itself, which is not contemplated under Amendment 1, will contribute significantly to this objective.*
- *The difficulties associated with accessing the site from the east will simply require traffic to circulate using Lane Cove Road and Waterloo Road to approach the site from the north. While this may be sub-optimal, it is not of itself a reason to refuse the Planning Proposal on traffic planning grounds, subject to the demonstration that the traffic can be accommodated at development application stage. Nevertheless, the coordinated approach now being taken with UrbanGrowth has the potential to provide an improved access arrangement and this indicates the need for deferral of the Planning Proposal, so that an optimal outcome is achieved.*
- *The over-provision of parking is an outcome that is specific to the needs of Harvey Norman having regard for their unique operational needs and does not contribute to on-street congestion at peak times. This would be assessed in further detail at any future development application stage, noting that a management regime would be required and could be conditioned, to ensure that this outcome is delivered.*

In addition to these matters, a supplementary Traffic Report has been prepared by Traffix which is attached as **Attachment C**, which concludes that this Planning Proposal does not result in an adverse implications on the assessment of traffic generation and parking, while delivers the following road network improvements:

- *The consolidated public road entry (at Location 2 in Figure 2) serves both sites and is an extension of the existing service road. This overcomes the need for two separate entry driveways as would have occurred under the Primary Scheme that was previously submitted. It is however in full accordance with the Preferred Alternate Scheme which was always the optimal outcome, the delivery of which was only dependent on a suitable mechanism being identified, being the in principle land swap agreement with Urban Growth NSW.*

- *The spine road that is accessed via this new entry road remains the principal access for the NRSUAP site, so that the traffic distributions associated with the NRSUAP site remain unchanged and therefore valid;*
- *The proposed new public road access onto Wicks Road North remains an important access to the subject site. This would be retained as a left-in/left-out access, which is also underpinned by the improved internal connectivity. The left-in/left-out access provides sufficient capacity to accommodate the needs of the subject site. This road is proposed as a Type 3 Road which is consistent with its intended function and delivers the requisite permeability as envisaged under Council's DCP;*
- *Internal connectivity would be available between the subject site and the NRSUAP via this road connection between the Wicks Road North access and the spine road. This would improve the ability of traffic to redistribute should the need arise. This would include any unforeseen events such as, for example, delays caused by an accident. In this context, the new internal connection may be regarded as a 'safety valve' providing more flexibility; and*
- *The opportunity will be available in the longer term to establish an additional road access onto Wicks Road North, generally mid-block between Epping Road and Herring Road, which is the optimal location. This intersection would be capable of accommodating all turning movements and would potentially be under traffic signal control. This future link would similarly support the road hierarchy envisaged in Council's DCP.*

Q9. Has the Planning Proposal adequately addressed any social and economic effects?

The original report outlined the social and economic benefits of the proposal at a high level, however this Planning Proposal incorporates a detailed economic and employment assessment which presented the following additional economic benefits:

- Development of an under-utilised site in an orderly and efficient manner;
- Will support 920 on-going jobs on the site;
- Potential to deliver 650 construction jobs and 1,020 supplier jobs linked to construction activity;
- Attracting Harvey Norman, a leading Australian business to locate at Macquarie Park will further strengthen and enhance the reputation of the area as a location of choice for potential 'blue chip' employers;
- The provision of a 200 room hotel which will effectively replace the hotel rooms that would be lost by the redevelopment of the Stamford Hotel site. Providing good quality hotel accommodation is an essential component of a successful large scale business park. We understand that the receipts from the development of the residential apartments will provide the necessary funds to enable the development of the hotel;
- The provision of up to 170 residential apartments to contribute toward City of Ryde's housing target, within walking distance of major employment, retail and further education facilities and excellent public transport connectivity; and
- The addition of ancillary café and child care uses to meet the daily needs of workers on site.

In addition, the Proponent has included an offer to enter into a Voluntary Planning Agreement (VPA) with Council, which would comprise monetary contributions (in addition to any Section 94 Contributions payable for future development). This would provide funding for Council to commit to a range of capital works including the acquisition of parklands within Macquarie Park which would positively contribute to the community.

6.5 SECTION D – STATE AND COMMONWEALTH INTERESTS

Q10. Is there adequate public infrastructure for the Planning Proposal?

Yes.

The site is currently connected to all existing utility services.

One of the major attractions to the Macquarie Park Corridor is the accessibility to major public infrastructure including:

- The recently completed Chatswood to Epping Railway Line;
- Public bus routes which run along Epping Road;
- Major road infrastructure including the M2 Motorway, Epping Road and Lane Cove Road which provide either direct or connecting access to the Sydney CBD, north to the central coast and west / south to other regional centres; and
- Macquarie University.

The proposal seeks to deliver both jobs and housing within close proximity to these existing services, and increase patronage of North Ryde Station, as well as increase housing close to existing and forecast jobs within the Macquarie Park Specialised Centre.

This Planning Proposal further seeks to improve access to infrastructure within the NRSUAP site, and the 'fringe' land to the east of Wicks Road, which currently has constrained vehicle access. The proposed land swap arrangement would provide a co-ordinated access strategy for the site and the NRSUAP, with a single access point from Epping Road to service the NRSUAP and provide a mid-block access point to Wicks Road which will service both the site and the NRSUAP site. These key infrastructure improvements have been designed through a holistic structure plan which will improve access to the whole precinct east of Wicks Road.

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

As stated in the original report, it is acknowledged that City of Ryde Council will consult with relevant public authorities following the Gateway determination.

7 Part 4 – Community Consultation

Since the preparation of the original report, the proponent has engaged in the following consultation:

- Established and maintained a public website providing details of the proposal to interested members of the community.
- Proponent instigated letterbox drop to surrounding land owners to provide details of the proposal and direction to the website.
- On-going consultation with UrbanGrowth NSW regarding the co-ordinated structure plan approach for the site and the NRSUAP, and the in principle land swap agreement to facilitate the delivery of a co-ordinated access point from Epping Road to provide vehicle access to the eastern edge of the Macquarie Park Strategic Centre.
- Meetings with City of Ryde Council and Department of Planning and Infrastructure to discuss the proposal, and the proposed approach to the preparation of this report.

8 Conclusion

The recent commencement of *State Environmental Planning Policy Amendment (North Ryde Station Precinct) 2013* which rezoned the NRSUAP site has changed the planning context for the site, and will see a significant uplift of development within the eastern edge of the Macquarie Park Specialised Centre (the "Centre") and the introduction of residential and a wider mix of land uses within this part of the Centre. This Planning Proposal has been prepared to present a holistic approach to the structure planning of the eastern edge of the Centre.

The **key strategic benefits** of the Planning Proposal are:

Maintain a suitable supply of employment generating lands

- Potential to deliver around 920 jobs on the site, being a twelve-fold increase of 845 additional jobs compared to current employment;
- The additional jobs generated on the site meets the annual supply of jobs required in the whole Centre to meet the employment targets contained in the Metro Plan; and
- Deliver approximately 22,724sq.m of commercial office and hotel floor space, and a total of approximately 845 jobs across the site.

Support the continued growth of Macquarie Park as a Specialised Centre

- Approximately 70% of future development on the site is proposed to be non-residential;
- The proposed land uses, including the hotel will strengthen the Centre, by providing key services which are essential to the success of major business parks;
- Improved vehicle access to both the NRSUAP and the site from Epping Road and Wicks Road through co-ordinated access points to service both sites, improving their ability to contribute to the growth of Macquarie Park as a Specialised Centre; and
- New fine grain road network through the NRSUAP and the site, consistent with Council's vision to improve pedestrian and vehicle permeability within the Centre.

Focuses residential development on the Fringe

- The NRSUAP has been identified at all levels of government as being a fringe location within the Centre, and this has been supported through draft Ryde LEP Amendment No.1 which seeks to create a Central Spine along Waterloo Road which terminates at Wicks Road;
- While the Riverside Corporate Park is further east of the site, this precinct is detached from the wider Macquarie Park Specialised Centre, and as a separate centre which shares infrastructure with the wider Centre;
- There is an agreed position at both the State and Local government level that residential development should be situated at the fringe of the Centre; and
- The site presents a fringe location and should be considered appropriate to support a broader range of services, including incorporating a child care centre, café, and hotel, which will all provide support infrastructure services to employment uses within the Centre.

Co-ordinated approach to future development in eastern end of the Centre

- This Planning Proposal has been prepared through a comprehensive masterplanning process which incorporates both the NRSUAP and the site, creating a total of approximately 14.5 hectares of land, to be masterplanned to overcome existing site constraints including site access and servicing, without diminishing the opportunities of surrounding sites for future redevelopment.

- The proposal presents opportunities for more open space including new plazas within the site, and the opportunity for the creation of a new private open space adjacent to the child care centre; and
- Presents built form uplift which is consistent with Council's vision to support the up-scaling of development in the corridor as evident through Draft LEP Amendment No.1.

In addition, the Planning Proposal presents an opportunity to deliver the following **economic benefits** to the Centre:

- Development of an under-utilised site in an orderly and efficient manner.
- Will support 920 on-going jobs on the site.
- Potential to deliver 650 construction jobs and 1,020 supplier jobs linked to construction activity.
- Attracting Harvey Norman's head office - a leading Australian business to locate at Macquarie Park will further strengthen and enhance the reputation of the area as a location of choice for potential 'blue chip' employers.
- The provision of a 200 room hotel which will effectively replace the hotel rooms that would be lost by the redevelopment of the Stamford Hotel site. Providing good quality hotel accommodation is an essential component of a successful large scale business park. We understand that the receipts from the development of the residential apartments will provide the necessary funds to enable the development of the hotel that would otherwise be of marginal viability.
- The provision of up to 170 residential apartments to contribute toward City of Ryde's housing target of 12,000 additional dwellings between 2004 and 2031 (based on the draft Inner North Subregional Strategy) within walking distance of major employment, retail and further education facilities and excellent public transport connectivity.
- The addition of ancillary café and child care uses to meet the daily needs of workers on site.
- Improved integration with adjoining planned residential uses through the creation of a mixed use area.

Accordingly, this Planning Proposal will achieve the right balance of contributing employment growth within the Centre, while also supporting a wider range of land uses which will support the on-going success of Macquarie Park as a Specialised Centre. The proposed changes to the built form controls are responsive to the commencement of the *State Environmental Planning Policy Amendment (North Ryde Station Precinct) 2013* that rezoned the NRSUAP site and the ongoing progress of draft LEP Amendment No.1, which seek to increase development density throughout the Centre. For these reasons, and the reasons detailed in this report, the Planning Proposal is worthy of Council support.

Disclaimer

This report is dated December 2013 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of **Urbis Pty Ltd's** (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Harvey Norman (Instructing Party) for the purpose of rezoning (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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Appendix A

Urban Design Study

Appendix B

Employment Potential of Proposed Development Study

Appendix C

Traffic Study – Supplementary Report

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Macquarie Park Planning Proposal

Harvey Norman Group

Urban Design Study _ Supplementary Report



Prepared for
Harvey Norman Group
January 2014

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Executive Summary

Allen Jack Cottier (AJ+C) has been engaged by Harvey Norman Group to undertake an urban design study to assist a planning proposal prepared for the purpose of rezoning of 29 Epping Road, 31-35 Epping Road and 111 Wicks Road, North Ryde.

The site is located on the eastern fringe of the 'Macquarie Park Corridor' and is bounded by Epping Road, Wicks Road and the North Ryde Station Urban Activation Precinct (NRSUAP).

The NRSUAP, which shares its west boundary with the site, has now been gazetted with new controls to allow mixed use/high density residential development.

The NRSUAP together with the Herring Road Urban Activation Precinct which is adjacent to Macquarie University Station at the western end bookend a civic spine planned for Waterloo Road to support the strategic growth of the Macquarie Park Corridor.

This planning proposal arises as a result of an opportunity to provide an orderly transition of uses and public domain from the NRSUAP to the Waterloo Road civic spine. AJ+C has worked closely with COX Architecture since May 2012, in their capacity as the the urban design consultants for the Department of Transport and UrbanGrowth on the North Ryde Station Precinct, to establish a co-ordinated and integrated masterplan that is mutually beneficial for each site.

Particular emphasis has been placed on

- delivering strategic pedestrian and vehicular linkages identified by the Macquarie Park Corridor DCP to the NRSUAP site;
 - providing diversity in public open spaces and connecting public spaces in a way that enhances the quality of the public domain;.
 - increasing the permeability of the western edge to NRSUAP with appropriate uses and spaces that ensure an orderly and well designed transition from high density residential uses to mixed uses that replace existing low rise industrial warehouse uses;
 - organising the location and scale of built form to ensure view sharing and solar access is not compromised to or from either site;
 - locating the building heights in a way to mitigate the visual impacts from the major roads.
- Demonstrations are included in this report showing that the top roof level at RL 129.90 of the proposed 23 to 27 storey stepped tower on the site is almost 20m lower than the proposed 30 storey tower on NRSUAP with its roof level of RL 149.50.

The original planning proposal was lodged with Ryde Council, who resolved to defer the consideration of the planning proposal for the site at the meeting on 27th August 2013 to allow for further discussions between the Council staff and the

proponent. The original planning proposal included a 'Preferred Alternate Concept Masterplan', which demonstrated a much improved vehicular access from Epping Road, would be realised by the in principle land swap agreement between the Harvey Norman Group and UrbanGrowth NSW.

This document has been prepared to form a part of the supplementary information to the original planning proposal and specifically addresses the urban design issues relating to the revised Concept Masterplan, which is based on the submitted 'Preferred Alternate Concept Masterplan'.

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 that ensures strategic objectives are met without loss of amenity

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

Introduction 1

1.1 Purpose

The purpose of this report is to analyse planning and urban design issues with regard 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 Urban Activation Precinct (NRSUAP). The site lies in close proximity to the M2 motorway, North Ryde Station and Lane Cove National Park.



Figure 1.02 - Macquarie Park Corridor context

1.2 Regional Context

The site is located within 'Macquarie Park Corridor', in Sydney's northwest, approximately 12 km from the Sydney CBD.

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.

Analysis 2

2.1 Local Context + Street Network

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

The NRSUAP, located to the east of the site, is one of the Macquarie Park Corridor's Urban Activation Precincts and has recently gazetted their new zoning controls to accommodate mixed use and high density residential development. The current proposed street network of the NRSUAP 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.

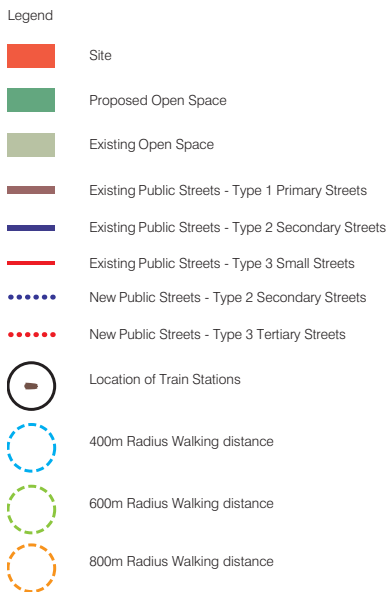
The site is within the 600m walking catchment area of North Ryde Station and is well served by public transport.

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



Analysis 2

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 NRSUAP and turning into Delhi 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 Delhi Road & M2
-  no right turn
-  existing access to Smith Repair

Analysis 2

2.2 Site Constraints

2.2.2 Topography + Drainage

- There is approximately 6m difference between the street levels of the site and the NRSUAP.
- 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

Analysis 2

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



Analysis 2

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)

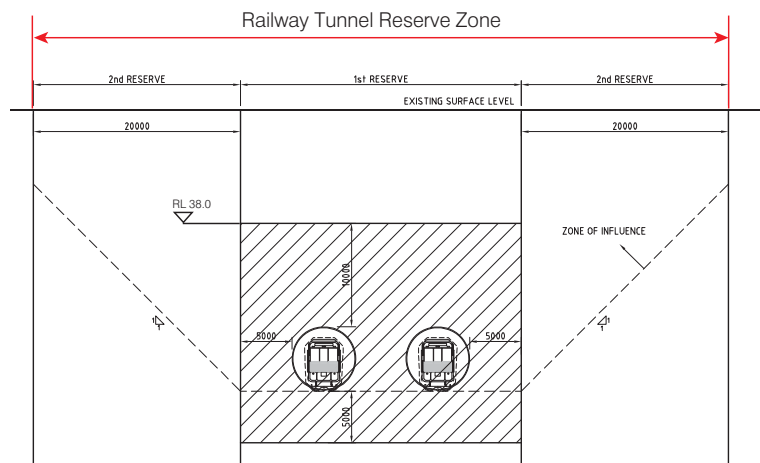


Figure 2.07 - Railway Tunnel Section

Analysis 2

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.

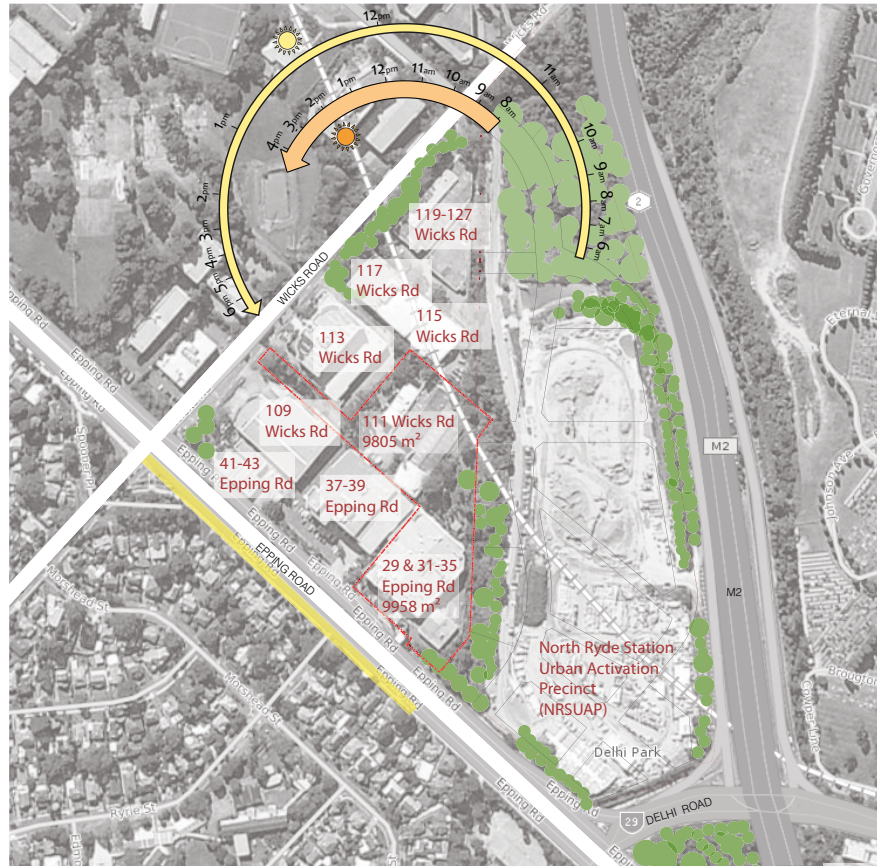





Figure 2.08 - Site Analysis_Solar

Legend

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

Analysis 2

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*). The NSW Government has announced eight Urban Activation Precincts in March 2013, which aim to deliver more homes in places with access to infrastructure, transport, services and jobs.

Rezoning of the site provides an opportunity to enhance the Macquarie Park Corridor land use strategy and the Urban Activation Precincts program by creating an integrated mixed use/ high density residential zone adjacent to the North Ryde Station Urban Activation Precinct (NRSUAP) and North Ryde Station at the eastern end of the civic spine along Waterloo Road. Refer to figure 2.09.

This proposed mixed use zone of the site and NRSUAP, together with the Herring Road Urban Activation Precinct which is 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 NRSUAP, the adjacent Transit Oriented Development site to the east of the site, has recently gazetted new zoning controls to allow mixed use/ high density residential development.

There is an opportunity to respond to the NRSUAP rationally to create a logical

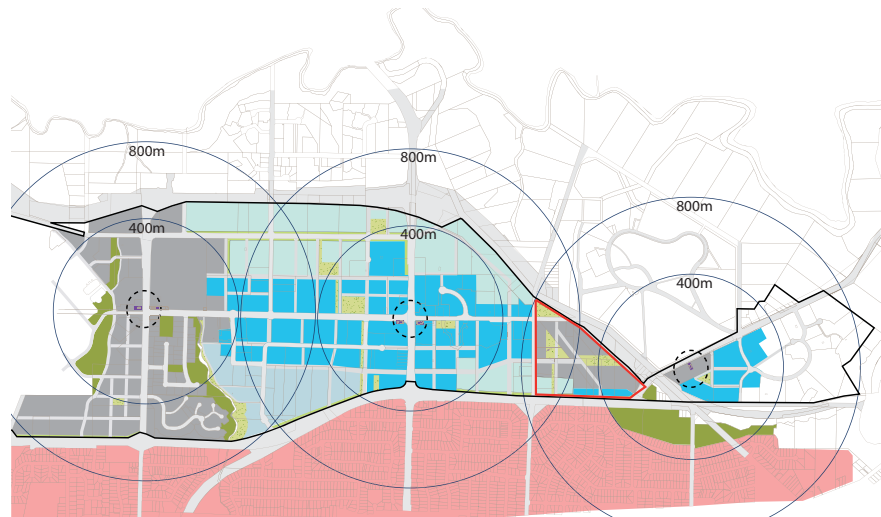


Figure 2.09 - Macquarie Park Corridor Land Use Strategy Diagram

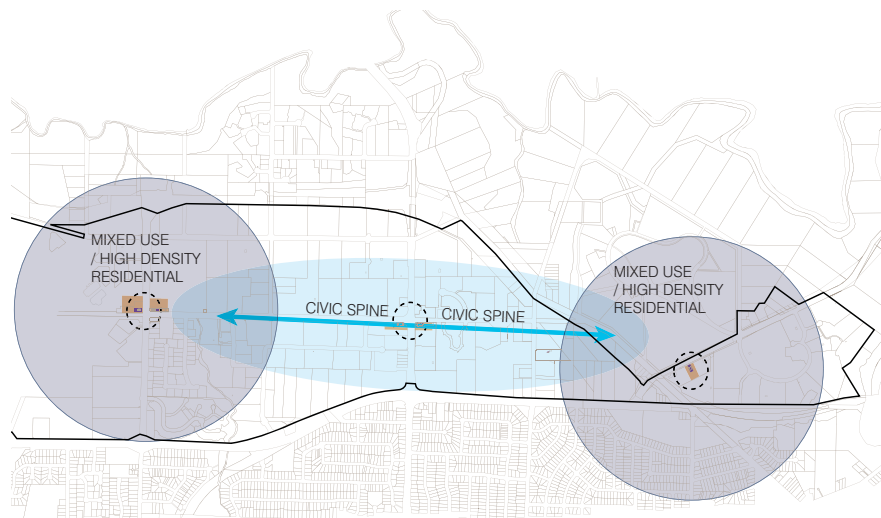
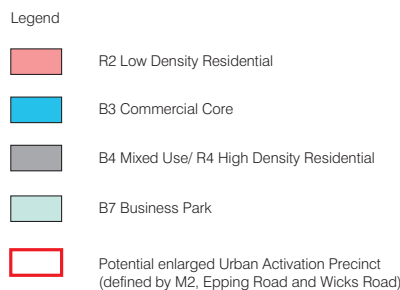


Figure 2.10 - Macquarie Park Corridor Land Use Strategy - "Dumb-bell" Model

extension of use from the NRSUAP to the site.

Further it is possible to enlarge the Urban Activation Precinct to include the site and surrounding adjacent sites in addition to the NRSUAP. Refer figure 2.09.

Analysis 2

2.3 Site Opportunities

2.3.2 Proximity to train station

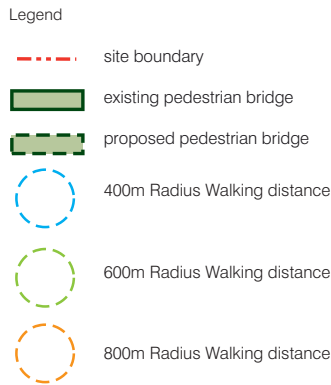
The site is located within a 400-600m radius walking catchment of North Ryde Railway Station. This proximity would maximise public transport patronage and encourage walking and cycling. Refer to figure 2.11.

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



Analysis 2

2.3 Site Opportunities

2.3.4 Commercial activation along Epping Road

There is an opportunity to keep the existing commercial use on the site which will integrate with proposed commercial uses along Epping Road on the NRSUAP. This commercial zone would act as a frontage activation along the main road as well as a noise buffer for the mixed use/residential development toward the rear of the site. Refer to figure 2.12.



Figure 2.12 - Site Analysis_Commercial Buffer

2.3.5 Visual connections

There is an opportunity to provide views to Sydney CBD, NRSUAP proposed open space and the local bush parkland to the north of M2. Refer to figure 2.13.

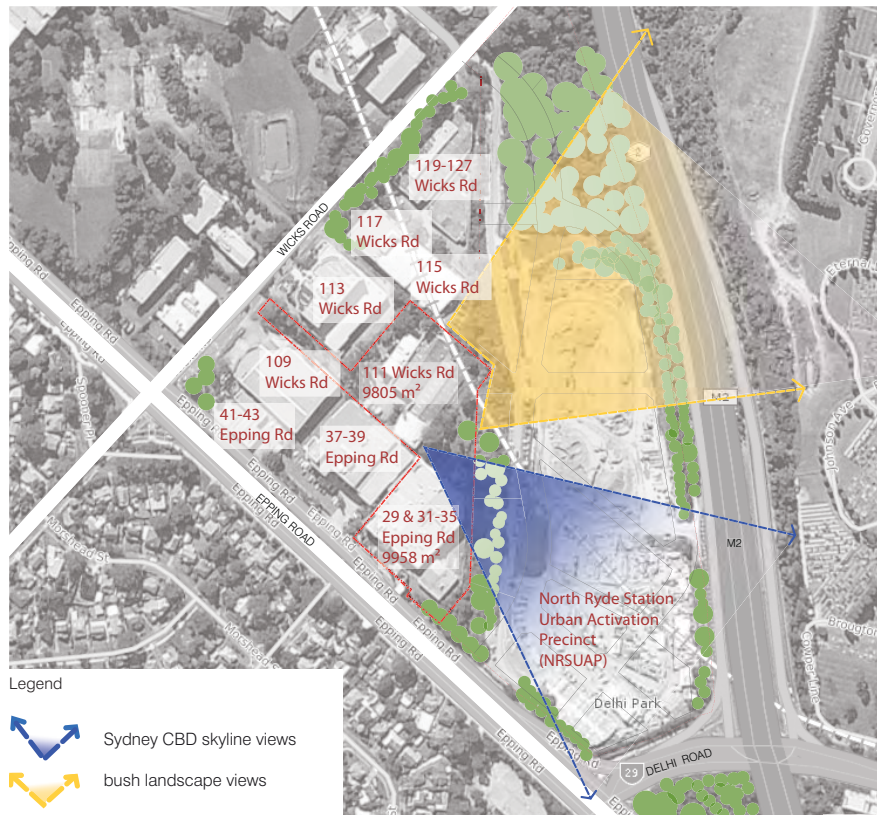


Figure 2.13 - Site Analysis_Views

Analysis 2

2.3 Site Opportunities

2.3.6 Site area exchange

There is an in principle agreement to exchange site area between the NRSUAP and the site to make it feasible to relocate the spine road entry point so that the access to both NRSUAP and the site could be consolidated. Refer to figure 2.14.

Refer to 4. *Concept Master Plan* for the scheme on the basis of the in principle agreement for a site area exchange between the NRSUAP and the site.

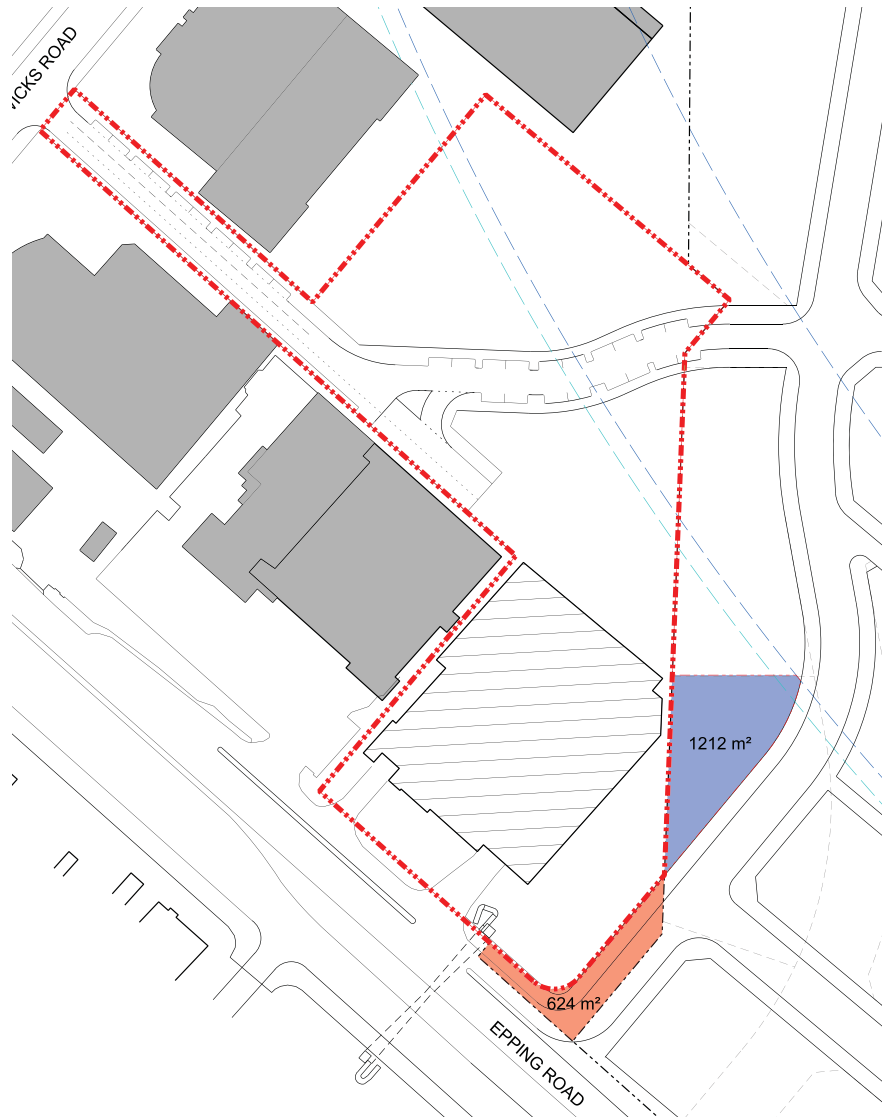


Figure 2.14 - Site Opportunities_in principle agreement for site area exchange

Legend

- - - - - planning proposal site boundary
- proposed site boundary
- - - - - railcorp stratum boundary
- - - - - railway tunnel second reserve line
- - - - - NRSUAP site original road network proposal
- existing commercial building to be expanded
- existing building
- area addition (approx. 1212 sqm)
- area deduction (approx. 624 sqm)

Analysis 2

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 to deliver new open space of diverse types.
- 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 plaza near the commercial development, which delivers diversity in open space and serves the needs of both commercial and residential uses in conjunction with the proposed community centre and public park on the NRSUAP.

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 NRSUAP entry point away from the crest in Epping Road and the entry to the M2 and to enable the possibility of lengthening the slip road. This opportunity applies to the concept master plan.

Refer to figure 2.15.

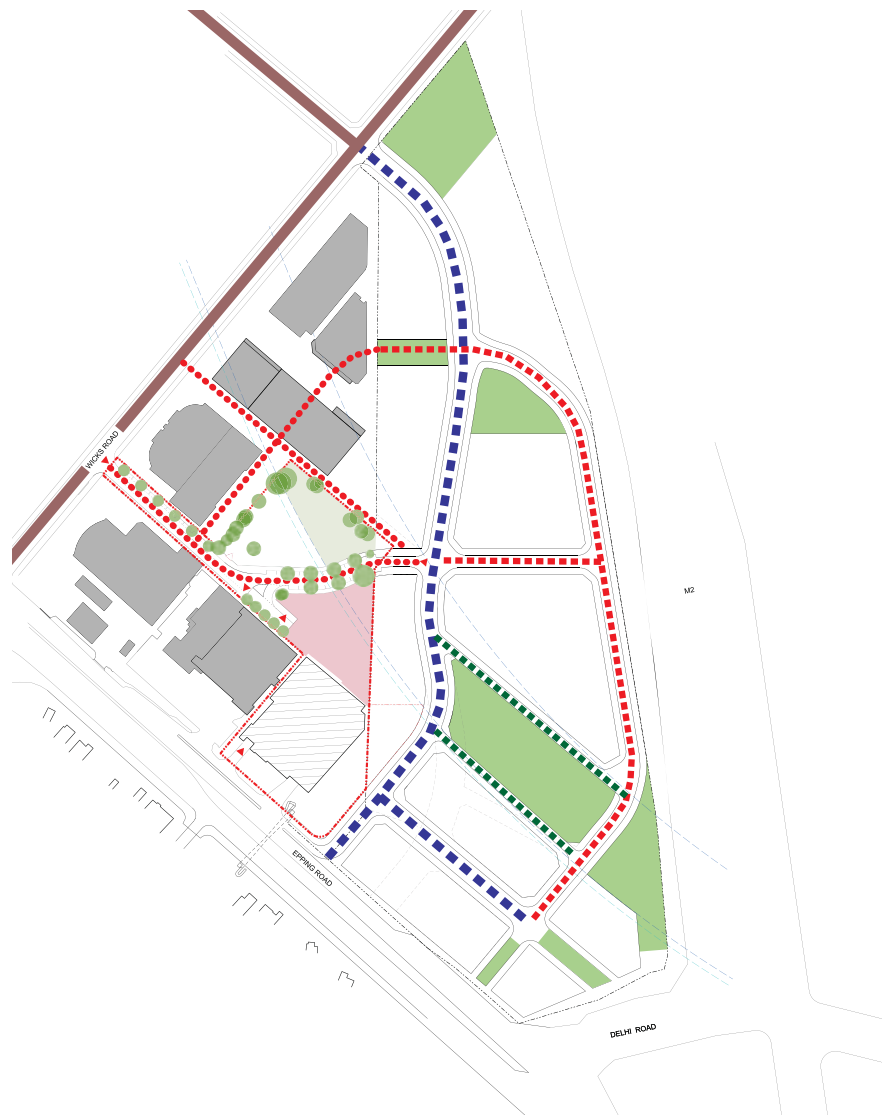


Figure 2.15 - Site Opportunities_open space & road network

Legend

	planning proposal site boundary		existing type 1 street
	proposed site boundary		NRSUAP spine road (similar/equivalent to type 2 street)
	railcorp stratum boundary		NRSUAP local road (similar/equivalent to type 3 street)
	railway tunnel second reserve line		NRSUAP park edge street/share way (similar/equivalent to type 4 street)
	NRSUAP site original road network proposal		proposed type 3 street
	existing commercial building to be expanded		
	existing building		
	proposed vehicle access		
	NRSP site proposed public open space		
	proposed private openspace		
	proposed focal public urban plaza		

Note: Refer to both Clause 5.1, City of Ryde DCP 2010 Part 4.5 Macquarie Park Corridor (i.e. type 1-4 street) and Clause 4.1, North Ryde Station Precinct DCP 2013 (i.e. NRSUAP road/street/share way) for the definitions of street types.

Analysis 2

2.3 Site Opportunities

2.3.9 Wicks Road Precinct

There is an opportunity to extend the proposed Urban Activation Precinct land use strategy from NRSUAP site to the Wicks Road street frontage at some point in the future.

This natural extension of the Urban Activation Precinct will enable the provision of a sequence of public open spaces including green parks primarily located over the railway tunnel reserve zone, linking Wicks and Waterloo Roads, from the North Ryde Station to Macquarie Park Station.

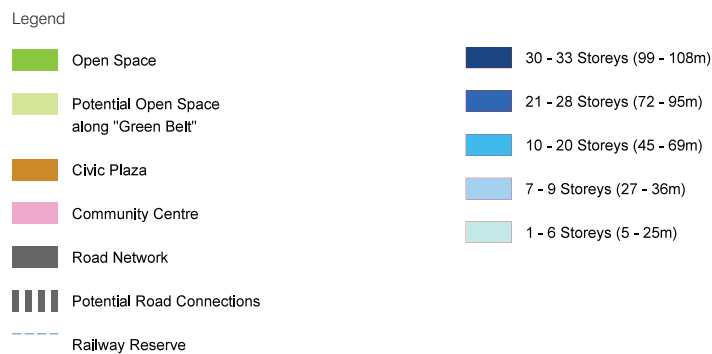
The permeability of the road network for the Wicks Road Precinct is able to be further improved with a new street connection through 115 Wicks Road which would link the new spine road of NRSUAP to a signalised intersection midpoint along Wicks Road (Refer ① of figure 2.16). The new road proposed in this planning proposal from Wicks Road to the new spine road of NRSUAP (Refer ② of figure 2.16) does not preclude this option.

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 planning proposal seeks to ensure there is a future orderly development opportunity to transform Wicks Road into a mixed use precinct with activated street frontage.



Figure 2.16 - Site Opportunities_Wicks Road Precinct



Design Principles 3

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
- land dedication

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 NRSUAP by enhancing access to the existing pedestrian bridge across Epping Road and the proposed pedestrian bridge across Delhi Road. Refer ① and ② of figure 3.01.
- Enhance the pedestrian through-site link by modifying the gradients of the proposed street connecting Wicks Road to the site to be reasonably level. Refer ③ of figure 3.01.
- Facilitate the desire line for a pedestrian link from the proposed public open space in the NRSUAP to Wicks Road via a proposed civic urban square. Refer ④ of figure 3.01.
- Encourage future pedestrian connections through the whole Wicks Road Precinct via more integrated road network. Refer ⑤ of figure 3.01.

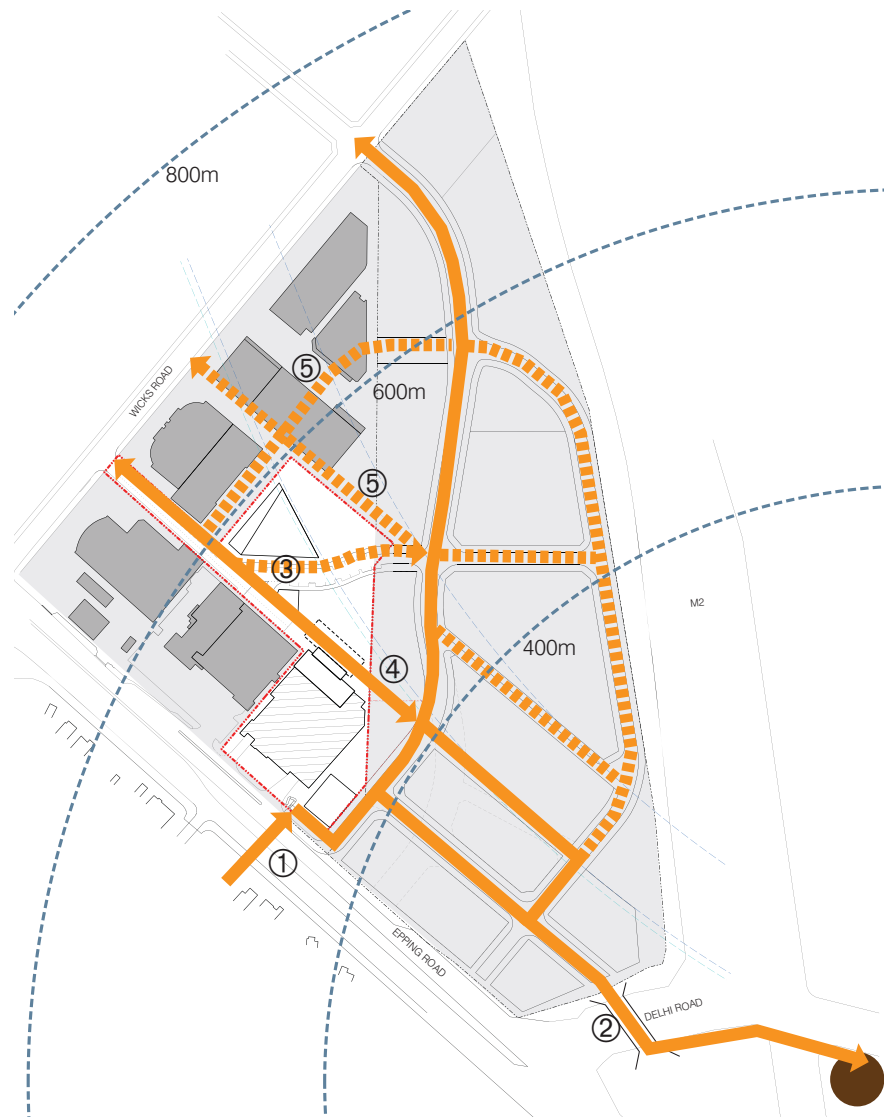
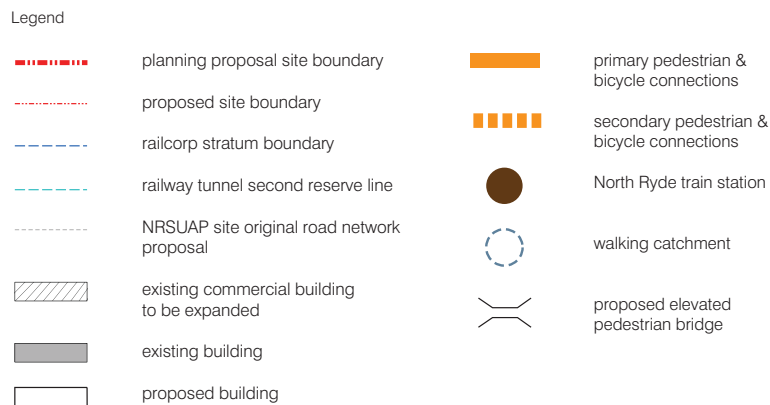


Figure 3.01 - Design Principle_pedestrian and bicycle connectivity



Design Principles 3

3.2 Vehicle connectivity

To maximise site permeability and vehicular connections to the site.

- Create a new public street through the site connecting between Wicks Road and NRSUAP spine road in accordance with the principles of the *City of Ryde DCP 2010_Part 4.5 Macquarie Park Corridor*. Refer ① of figure 3.02.
- Consolidate site access from Epping Road to the site and NRSUAP by relocating the entry point of the spine road under the in principle land swap agreement. Refer ② of figure 3.02.
- Arrange the new proposed street alignments to enable natural extensions to the NRSUAP proposed public road network.
- Encourage new road connections 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*. Refer ③ of figure 3.02.

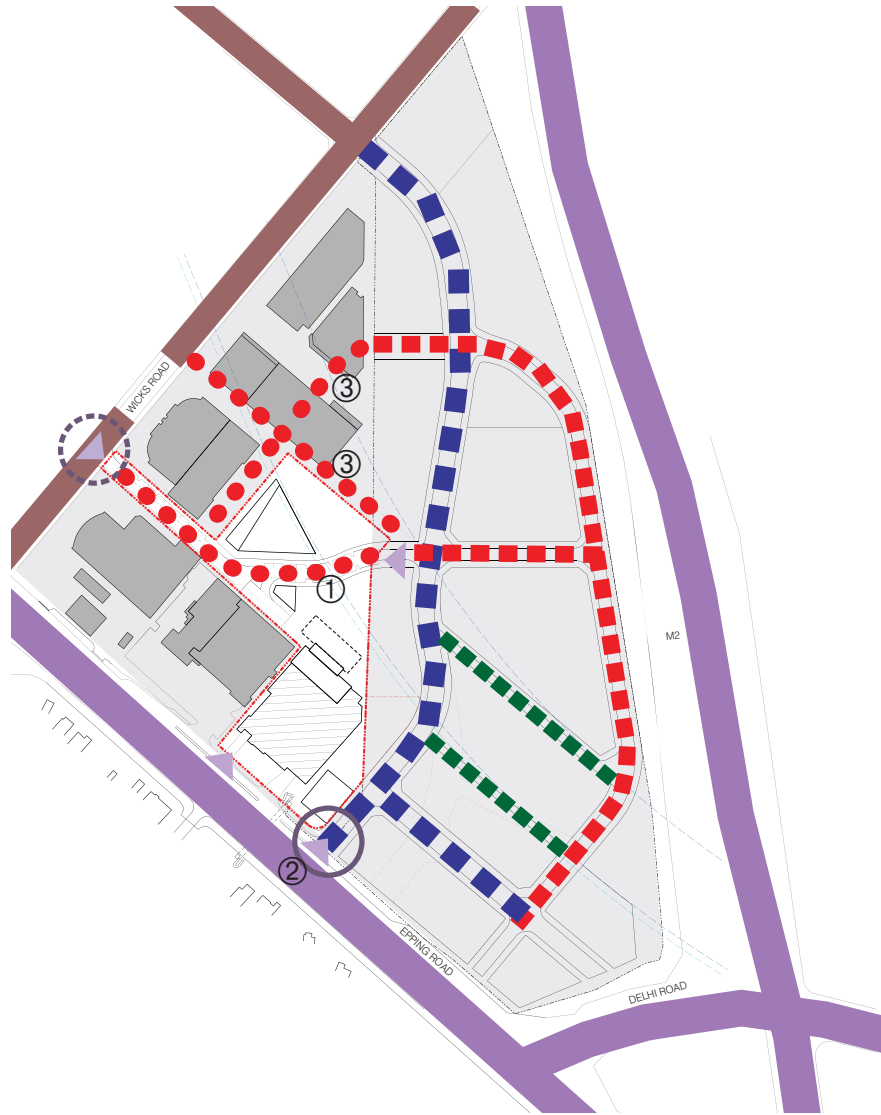


Figure 3.02 - Design Principle_vehicle connectivity

Legend

	planning proposal site boundary		existing major road
	proposed site boundary		existing type 1 street
	railcorp stratum boundary		NRSUAP spine road (similar/equivalent to type 2 street)
	railway tunnel second reserve line		NRSUAP local road (similar/equivalent to type 3 street)
	NRSUAP site original road network proposal		NRSUAP park edge street/share way (similar/equivalent to type 4 street)
	existing commercial building to be expanded		proposed type 3 street
	existing building		proposed site entry point
	proposed building		left in/out traffic only
			left in traffic only

Note: Refer to both *Clause 5.1, City of Ryde DCP 2010_Part 4.5 Macquarie Park Corridor* (i.e. type 1-4 street) and *Clause 4.1, North Ryde Station Precinct DCP 2013* (i.e. NRSUAP road/street/share way) for the definitions of street types.

Design Principles 3

3.3 Open Space















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

- Create a new public urban plaza to cater for the needs of both workers and local residents. Refer ① of figure 3.03.
- Locate the public urban plaza to coordinate with the proposed community centre on the NRSUAP so as to define and activate the eastern edge of the site. Refer ① of figure 3.03.
- Provide publicly accessible private open space over the railway tunnel for hotel and apartment residents and to allow for views to possible future open space for the Wicks Road precinct. Refer ② of figure 3.03.
- Provide publicly accessible private open space along the spine road for the proposed commercial use on Epping Road. Refer ③ of figure 3.03.
- Connect the private open space to remnant bushland/deep soil zone. Refer ④ of figure 3.03.



Figure 3.03 - Design Principle _ open space

Legend

	planning proposal site boundary		NRSUAP site proposed public open space
	proposed site boundary		NRSUAP site proposed community centre
	railcorp stratum boundary		proposed publicly accessible private open space
	railway tunnel second reserve line		proposed focal public urban plaza
	NRSUAP 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		

Design Principles 3

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 NRSUAP.

Views

Arrange the proposed built form to facilitate view sharing with the NRSUAP 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

- - - - - planning proposal site boundary
- - - - - proposed site boundary
- - - - - railcorp stratum boundary
- - - - - railway tunnel second reserve line
- - - - - NRSUAP 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

Design Principles 3

3.5 Building Heights

The design principle is to create the new building heights on the site which are compatible with the NRSUAP height zones and the Ryde LEP 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 plaza 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.

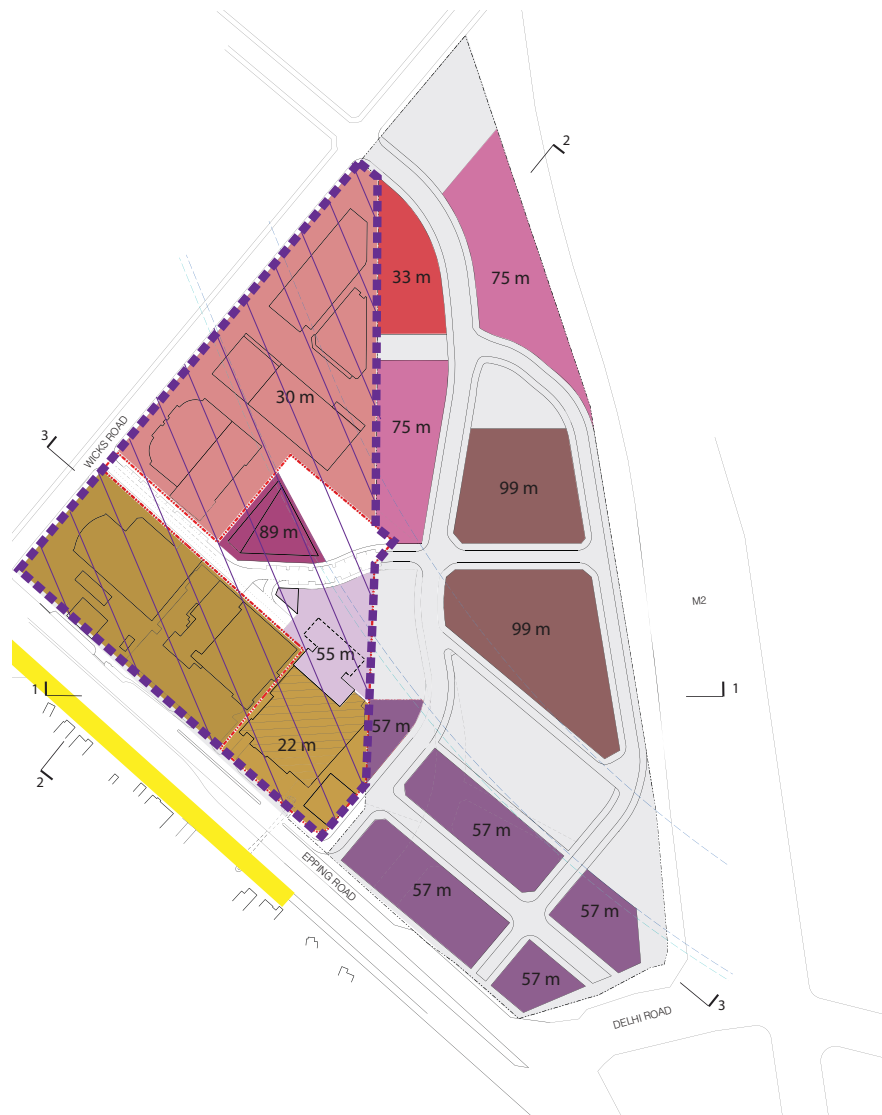


Figure 3.05 - Design Principle _ building heights

Legend

	planning proposal site boundary		99 m
	proposed site boundary		89 m
	railcorp stratum boundary		75 m
	railway tunnel second reserve line		57 m
	NRSUAP site original road network proposal		55 m
	existing commercial building to be expanded		33 m
	maintain solar access to low density residential between 9.30am and 3pm in mid winter		30 m
			22 m
			45 m (DLEP Amendment No.1)

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.

Design Principles 3

3.5 Building Heights

Building Heights Distribution

The site is located in the transition zone between the Waterloo Road civic spine and NRSUAP, both of which allow higher heights. It therefore gives the site potential to increase its building heights in the transition between these zones.

Locate the building heights to increase from 22m/45m at Epping Road and Wicks Road frontages to maximum 99m heights

along the M2 in a manner that ensures no impacts are imposed on the surrounding amenities and neighbourhoods.

The section diagrams below (figure 3.05.1a, 1b & 1c) show the stepping of the proposed building heights within both the site and NRSUAP.

The natural topography also allows the potential of building height increase on the

site, which would not necessary impose any visual impacts from the major roads. Due to the natural ground level difference, which is minimum 6m between NRSUAP and the site, the roof level at RL 129.90 of the proposed 27 storey tower on the site is almost 20m lower than the proposed 30 storey tower on NRSUAP with its roof level of RL 149.50. Refer figure 3.05.1a, 1b & 1c.

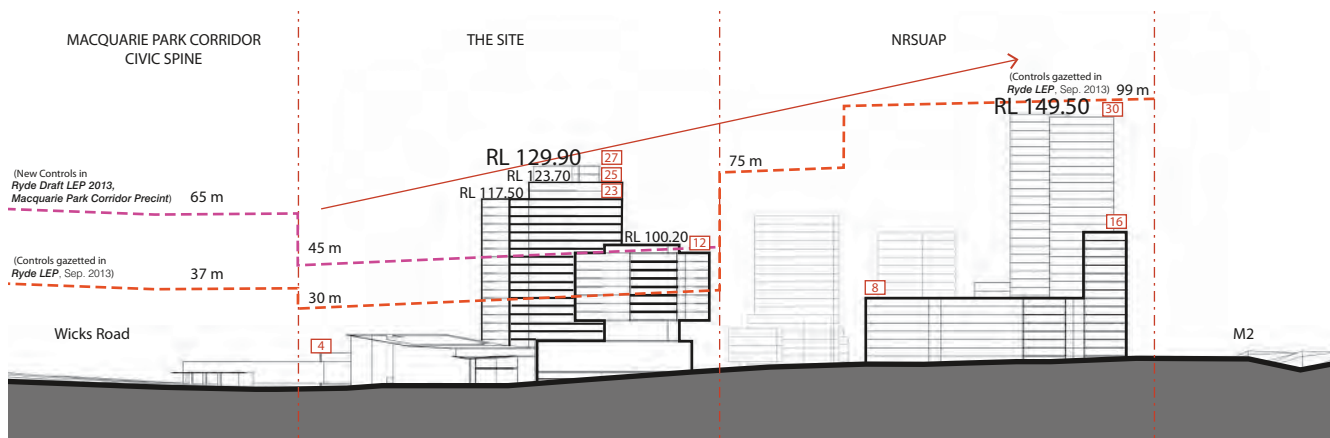


Figure 3.05.1a - Section 1

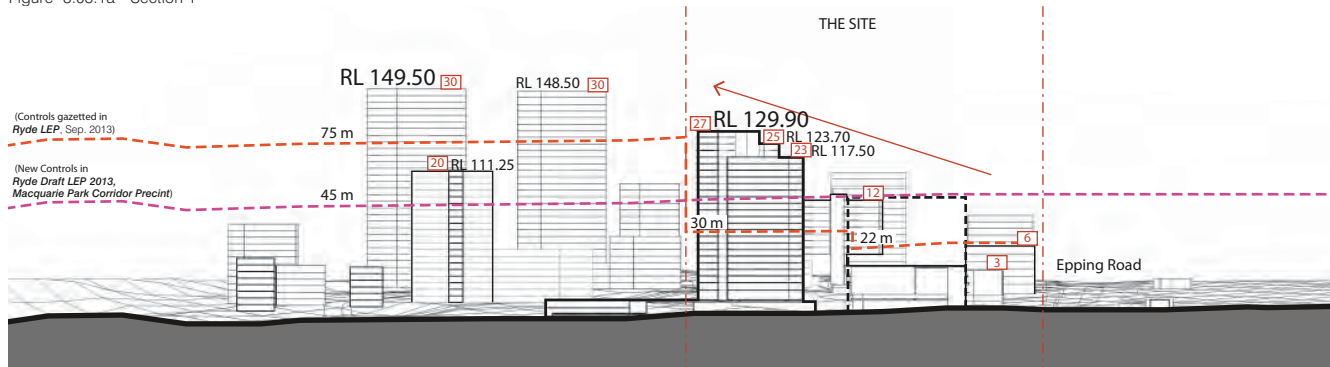


Figure 3.05.1b - Section 2

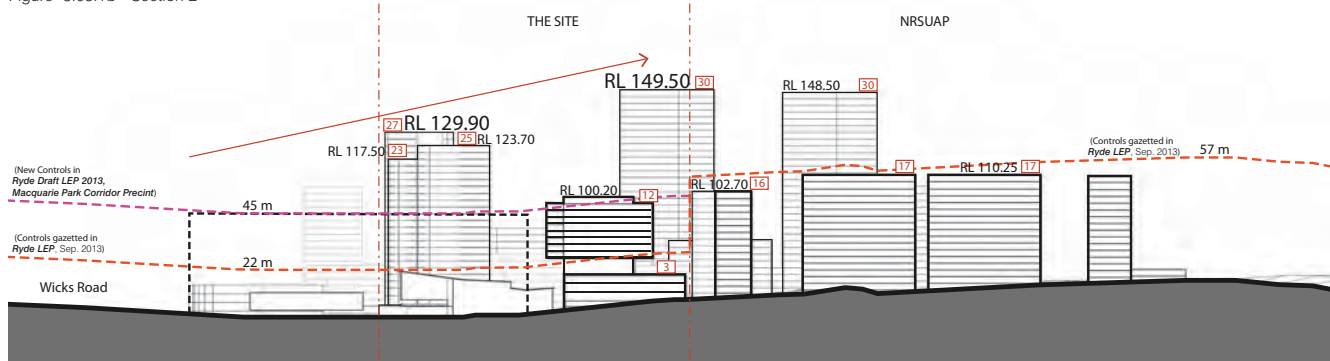


Figure 3.05.1c - Section 3



Design Principles 3

3.5 Building Heights

Visual Impact

The new development on the site are to be visually compatible with the existing sites and the surroundings and their desired future character.

NRSUAP, as the immediate adjacent site with its recently gazetted planning controls, has set the tone for the future character for the site. The 99m height control on the NRSUAP will enable any tall buildings proposed on the subject site to relate to the future visual context.

The proposed building profile should not cause significant loss of views from scenic features or items of cultural importance or cause significant changes to the composition of views from either the public or the private domain.

With reference to *Visual Impact Assessment, Nov. 2012*, by Dr Richard Lamb, the site could be regarded as of moderate sensitivity to the interface with Epping Road given the high numbers of viewers, short view durations and generally moderated to low expectations for scenic quality from the major road. Further the presence of the proposed public accessible urban plaza,



Figure 3.05.2a - Existing view from intersection of Epping Road with Wicks Road (NRSUAP Visual Analysis Report)



Figure 3.05.2b - NRSUAP development scenario _ Photomontage view from intersection of Epping Road with Wicks Road (NRSUAP Visual Analysis Report)



Figure 3.05.2d - Key Plan



Figure 3.05.2c - NRSUAP development scenario + Harvey Norman Development scenario _ Photomontage view from intersection of Epping Road with Wicks Road

Design Principles 3

3.5 Building Heights

urban park, ground floor retail and the pedestrian/vehicle through site link would be a factor that decreases the site's visual sensitivity.

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 NRSUAP "Visual Analysis and Visual Impact Assessment" prepared by Richard Lamb and Associates have been prepared.

The photomontages in Figures 3.05.2a-2d and 3.05.3a-3d show:

- the existing condition.
- the existing condition with NRSUAP 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 NSRP montages.
- key plan.



Figure 3.05.3a - Existing view from intersection of Barr Street with Wicks Road (NRSUAP Visual Analysis Report)

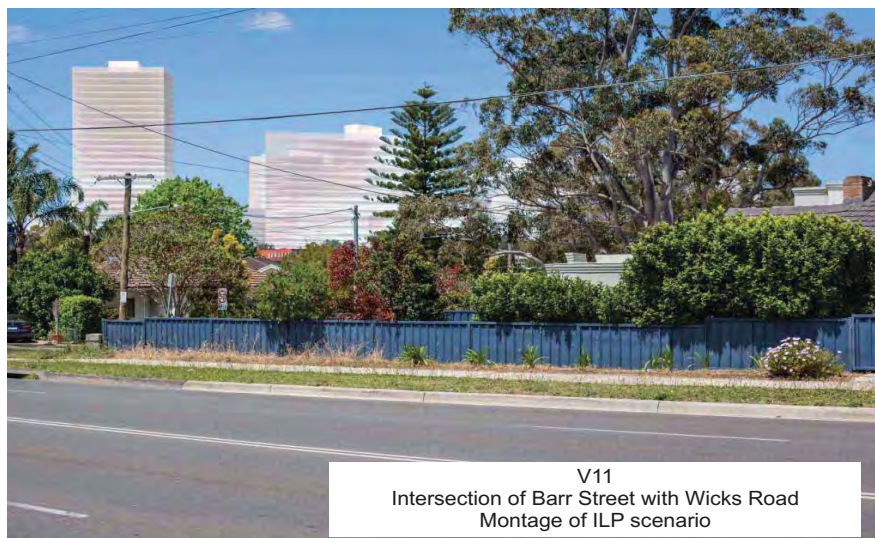


Figure 3.05.3b - NRSUAP development scenario. _Photomontage view from intersection of Barr Street with Wicks Road (NRSUAP Visual Analysis Report)



Figure 3.05.3c - NRSUAP development scenario + Harvey Norman Development scenario _ Photomontage view from intersection of Barr Street with Wicks Road



Figure 3.05.3d - Key Plan

Design Principles 3

3.6 Use

The site is adjacent to the proposed North Ryde Station Urban Activation Precinct (NRSUAP). The NRSUAP proposal is a concept promoting the concentration of moderate and high density residential, 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 NRSUAP 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 400m - 600m 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

