

ATTACHMENTS FOR COUNCIL MEETING AGENDA NO. 10/14

Meeting Date: Tuesday 24 June 2014
Location: Council Chambers, Level 6, Civic Centre, 1 Devlin Street, Ryde
Time: 7.30pm

ATTACHMENTS FOR COUNCIL MEETING

Item		Page
5	PLANNING PROPOSAL - 144 Wicks Road and 16-18 Waterloo Road, Macquarie Park	
	Attachment 1 Planning Proposal - 144 Wicks Road - Main Report.....	1
	Attachment 2 Planning Proposal - Appendix A - Indicative Scheme.....	62
	Attachment 3 Planning Proposal - Appendix B - Traffic Report	68
	Attachment 4 Planning Proposal - Appendix C - Economic Impact Assessment	149
	Attachment 5 Planning Proposal - Appendix D - Flora and Fauna Assessment	197
	Attachment 6 Planning Proposal - Appendix E - DoPI Letter	208
	Attachment 7 Planning Proposal - Appendix F - Epping to Chatswood Rail Link Zone of Influence	209



Request to Prepare a Planning Proposal PROPOSED AMENDMENT TO RYDE LEP 2010

144 Wicks Road North Ryde
April 2014



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Report Number	SA5170 Masters North Ryde – April 2014

TABLE OF CONTENTS

Introduction.....	1
1 The Site and Context.....	4
1.1 The Site	4
1.2 Surrounding Strategic Context	5
1.3 Surrounding Land Use Context	6
1.4 Planning Context	11
1.4.1 Existing Planning Controls.....	11
1.4.2 Draft Ryde LEP 2013 (Formerly Draft LEP 2011)	12
1.4.3 Draft LEP Amendment No.1	13
2 Masters Overview	15
2.1 Masters Concept.....	15
2.2 Masters Land Uses.....	16
2.3 Masters Site and Locational Requirements.....	16
3 Planning Proposal Overview	17
3.1 Overview	17
3.2 Rezoning Rationale	17
4 Part 1 – Objectives or Intended Outcomes	20
5 Part 2 – Explanation of the LEP Provisions	21
6 Part 3 – Justification for the Planning Proposal	22
6.1 Need for the Planning Proposal.....	22
6.1.1 Is this Planning Proposal a Result of Any Strategic Study or Report?	22
6.1.2 Is the Planning Proposal the best means of Achieving the Objective, or is there a better way?	30
6.2 Relationship with Strategic Planning Framework	37
6.2.1 Is the Planning Proposal Consistent with the Metropolitan Plan and Subregional Strategy?	37
6.2.2 Is the Planning Proposal Consistent with Council’s Local Strategy or other Local Strategic Plan?	42
6.2.3 Is the Planning Proposal Consistent with Applicable State Environmental Planning Policies?	43
6.2.4 Is the Planning Proposal Consistent with Applicable Ministerial Directions (S.117 Directions)?	44
6.3 Environmental, Social and Economic Impacts	46
6.3.1 Is there any Likelihood that Critical Habitat or Threatened Species will be Adversely Affected as a Result of the Proposal?	46
6.3.2 Are there any other likely Environmental Effects as a Result of the Planning Proposal and How are they Proposed to be Managed?	47
6.3.3 Has the Planning Proposal Adequately Addressed Any Social and Economic Effects?	50
6.4 State and Commonwealth Interests	51
6.4.1 Adequacy of Public Infrastructure and Transport Infrastructure.....	51
6.4.2 What are the views of State and Commonwealth Public Authorities Consulted in Accordance with the Gateway Determination?	51
6.5 Community Consultation	51
7 Part 4 – Community Consultation	52
7.1.1 Preliminary Consultation with Council	52
8 Conclusion	53
Disclaimer	56

Appendix A	Indicative Site Scheme
Appendix B	Traffic Report and Supplementary Traffic Report
Appendix C	Economic Impact Statement
Appendix D	Flora and Fauna Assessment
Appendix E	DPI Letter to Ku-ring-gai Council
Appendix F	Plans Showing the Epping to Chatswood Rail Link Zone of Influence

FIGURES:

Figure 1 – Subject Site	5
Figure 2 – North Ryde Urban Activation Precinct	8
Figure 3 – Proposed Zoning of North Ryde Urban Activation Precinct	9
Figure 4 – Surrounding Land Use Changes Currently Proposed	10
Figure 5 – RLEP 2010 Zoning Map Extract	11
Figure 6 – Draft Amendment 1 Height Map (extract)	13
Figure 7 – Draft Amendment 1 Floor Space Ratio Map (extract)	14
Figure 8 – Site Master Plan – Block Areas and New Roads	18
Figure 9 – Site Masters Plan – Buildings	19
Figure 10 – Identified Trade Area	24
Figure 11 – Current Land in Ryde LGA Zoned to Permit Hardware and Building Supplies	25
Figure 12 – Land Meeting Masters Locational Criteria That Currently Permit Hardware and Building Supplies	26
Figure 13 – Epping Road Indicative Elevation	27
Figure 14 – Epping Road Indicative Perspective	29
Figure 15 – Alternative Site 1: Top Ryde Shopping Centre	31
Figure 16 – Alternative Site 2: Pinnacle Office Park	32
Figure 17 – Alternative Site 3: 277 Lane Cove Road	33
Figure 18 – Alternative Site 4: 11 Talavera Road	34
Figure 19 – Alternative Site 5: Stamford Grand North Ryde	35
Figure 20 – Alternative Site 6: BCS Willandra Village	36
Figure 21 – Metropolitan Plan for Sydney 2036 (extract)	38
Figure 22 – Draft Metropolitan Strategy for Sydney to 2031 – “Global Economic Corridor”	40

PICTURES:

Picture 1 – Existing Canon Office at the corner of Waterloo Road and Thomas Holt Drive	6
Picture 2 – Existing Light Industrial / Office Development on Wicks Road	6
Picture 3 – Office Development along Epping Road North of the Site	7
Picture 4 – Large Format Retail Development along Epping Road South of the Site	7

TABLES:

Table 1 – Contribution of the Requested Rezoning to the Strategic Objectives of the Metro Plan ..	38
Table 2 – Applicable State Environmental Planning Policies	43
Table 3 – Section 117 Directions	44

Introduction

This report has been prepared to seek Council support to progress a rezoning on behalf of the proponent, Masters, for the site at 144 Wicks Road North Ryde. The report seeks to initiate the preparation of an amendment to the *Draft Ryde Local Environmental Plan 2013* (the *Draft RLEP 2013*). The Draft RLEP 2013 is currently with NSW Planning and Infrastructure awaiting gazettal. The proposed amendment would result in the listing of the subject site in Schedule 1 to permit *hardware and building supplies* and *garden centre* as an additional permitted use on the part of the site zoned B7 Business Park to support the future development of the land fronting Epping Road for a Masters home improvement store.

The subject site is strategically located within the Macquarie Park Corridor with a mid-block land use zoning split, permitting *commercial premises* (the group definition which includes *hardware and building supplies*) on the eastern part fronting Waterloo Road, while having the land use prohibited on the western part of the site fronting Epping Road.

The site has been undeveloped and un-utilised since the closure of the Peter Board High School in 1998. Efforts were made by DEXUS Property Group to secure a Staged-DA approval for the site, including a commercial office building approval on the northern boundary of the site adjacent to the hockey field. However, due to changes in market conditions DEXUS did not proceed with this development.

The locational characteristics of the subject site provide significant opportunity for a large-format retail operator, such as a Masters home improvement store, to occupy the western part of the site fronting Epping Road. This portion of the site meets key locational criteria for a viable Masters home improvement store, including sufficient size for the store, direct frontage to regional road network, and multi-directional vehicle access to the site via the intersection of Epping Road and Wicks Road.

The eastern portion of the site fronting Waterloo Road is zoned B3 Commercial Core, which permits *hardware and building supplies* which is the principle purpose of a Masters home improvement store. We note *garden centre* is also a permissible use in the B3 Commercial Core part of the site. However the locational characteristics of this part of the site, particularly its proximity to the Macquarie Park Railway Station lend it to more intensive employment related land uses such as offices, as well as hotels and the like. The eastern part of the site also supports larger scale development, with a greater height and floor space ratio control.

Accordingly, the proponent is requesting Council prepare a Planning Proposal to include an additional land use to the B7 Business Park zone on the site, which are already permissible elsewhere on the site. The Planning Proposal would therefore increase the flexibility of land uses across the site to better reflect market demand and support future development that maximise the key locational characteristics of the site.

As part of this request, the proponent is committed to delivering key infrastructure to support future development of the site in accordance with strategic planning policy, including:

- Road 3 through the site (from Wicks Road to the northern boundary adjoining 65 Epping Road).
- Two pedestrian links between Road 3 and Epping Road.

The delivery of these infrastructure upgrades will increase permeability and accessibility through the site for both pedestrians and vehicles. The proposed internal road structure is consistent with the road network adopted by Council in the current *RLEP 2010* and *Ryde DCP 2010* and the *Draft RLEP 2013* and will provide new street addresses within the large irregular shaped site. The improved street address and accessibility of the balance of the site will attract new commercial office development onto the part of the site with the highest accessibility to public transport, as well as support built forms which are reflect current market interest.

The key strategic reasons for Council to prepare a Planning Proposal consistent with this request are that it:

- Will provide a significant contribution to the delivery of the new road network through the site (*RLEP 2010* and *Ryde DCP 2010*).
- Focus clustering of new large-format retailing near the intersection of Epping Road and Wicks Road which has organically occurred due to the existence of key locational characteristic that support this type of development (*Ryde Local Planning Study 2010*).
- Focus office and other high density employment development along the Waterloo Road development spine, which has prime access to public transport infrastructure particularly the Macquarie Park Railway Station, promoting increased journeys to work by public transport (*Metro Plan 2010*, *Draft Metro Strategy*, and *Draft Inner North Subregional Strategy*).
- Will increase the range of employment opportunities supported on the site, in the right locations (*RLEP 2010*).

The Indicative Site Master Plan prepared by Fitzpatrick Architects that accompanies this request (see **Figure 8** below) demonstrates that the development of a Masters on the Epping Road frontage can be designed consistent with the existing built form along Epping Road, and would provide a completed streetscape presentation for the western edge of the Macquarie Park Corridor. Further, the Masters development would be of a scale and form that would suitably address the transition between the low-scale residential development on the southern side of Epping Road, and the larger-scale built form within Macquarie Park which tapers up to the greatest height and density adjacent to Waterloo Road where future commercial development will be supported on the site.

As required by Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), this report includes consideration of the following with regards to the requested rezoning:

- Description of the subject site and context.
- Indicative site plan showing sufficient detail to demonstrate the suitability of the site for future business park and business development retailing precinct.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal.
- Description of the stakeholder consultation undertaken to date to inform the preparation of this planning proposal request.

This report has been prepared having regard to the NSW Planning and Infrastructure's (formerly Department of Planning and Infrastructure) *'A Guide to Preparing Planning Proposals'* and *'A Guide to Preparing Local Environmental Plans'*. The report demonstrates that the requested rezoning has strategic merit and is consistent with each of the key considerations of Planning and Infrastructure for spot rezoning requests.

In support of this Planning Proposal request, the following information is provided:

- Indicative Site Scheme prepared by Fitzpatrick + Partner Architects (**Appendix A**).
- Traffic Report and Supplementary Traffic Report prepared by Colston Budd Hunt and Kafes (**Appendix B**).
- Economic Assessment prepared by Hill PDA (**Appendix C**).
- Flora and Fauna Assessment prepared by EcoLogical (**Appendix D**).

- Letter from Department of Planning and Infrastructure (DPI) to Ku-Ring-Gai Council on consistency of „*hardware and building supplies*“ with the B7 Business Park zone objectives and uses (**Appendix E**).
- Plans showing the Epping to Chatswood Rail Link Zone of Influence prepared by Mott MacDonald (**Appendix F**).

1 The Site and Context

1.1 THE SITE

The requested rezoning relates to land at 144 Wicks Road North Ryde. The site was formerly occupied by the Peter Board High School, which was decommissioned several years ago. All buildings associated with the school have been removed; however slabs, footings and other ground and sub-ground level building elements remain on the site.

The site comprises two allotments, legally described as Lot 21 in Deposited Plan 1101233 (144 Wicks Road) and Lot 4 in Deposited Plan 1046090 (16-18 Waterloo Road) and has a total site area of approximately 5.92 hectares. The site is illustrated in **Figure 1** below.

The site is located within the Macquarie Park Corridor and occupies approximately a third of the street block bounded by Lane Cove Road, Epping Road, Waterloo Road and Wicks Road.

Key characteristics of the site include:

- Western frontage to Epping Road of approximately 183 metres.
- Eastern frontage to Waterloo Road of approximately 7 metres.
- Southern frontage to Wicks Road of approximately 112 metres.
- Stands of trees are spread across the site, particularly along the site boundaries, and surrounding the former school building footprint.
- A child care centre on Lot 4 in DP 1046090 fronting Waterloo Road, which is currently in operation with vehicle access from the Waterloo Road slip-road.
- Part of the land on the south-western quadrant of the site is affected by an easement for the Epping-Chatswood Railway Tunnel below, which restricts development depth to RL 37.00 AHD.
- An easement for draining water and an electricity substation also affect to the site.
- The site slopes from the highest point at the northern-western corner near the Epping Road frontage, with a maximum level of RL70.26 and the lowest point being at the south-eastern corner on Wicks Road with a minimum level of RL42.25.

With the exception of the childcare centre fronting Waterloo Road, the site has been undeveloped and un-utilised since the closure of the Peter Board High School in 1998. Efforts were made by DEXUS property group to secure a Staged-DA approval for the site (LDA2008/0531), including approval of a 27,340sq.m, 309 parking spaces, and construction of Road 3 and part of Road 11. However, since the obtaining approval for the Staged-DA, a tenant for the commercial office building was not able to be secured, and due to changes to global economic markets, a speculative development of this scale was not progressed by DEXUS. The site was subsequently sold to Masters.

FIGURE 1 – SUBJECT SITE



1.2 SURROUNDING STRATEGIC CONTEXT

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

- **Global Economic Corridor (GEC):** Macquarie Park is an integral part of the GEC stretching from Port Botany and Sydney Airport, through the Sydney Central Business District (CBD), North Sydney and St Leonards to Parramatta. The GEC accounts for the majority of Sydney's globally oriented commercial businesses and National Gross State Product. Under current strategic planning policy, Macquarie Park will make a significant contribution to this, providing 61,000 jobs by 2031.
- **Public Transport Infrastructure:** The recent completion of the Chatswood to Epping Railway Line provides improved public transport services to Macquarie Park. As part of the Railway Line, three new train stations were introduced into Macquarie Park, including the Macquarie Park Train Station which is situated at the corner of Waterloo Road and Epping Road, approximately 500 metres north of the site. Additionally, there are several bus routes which run along Epping Road and Waterloo Road providing direct services to Chatswood, Epping, Parramatta, North Sydney and Sydney CBD. Bus stops providing these services are situated on both sides of Epping Road at the Wicks Road intersection, and on Waterloo Road north of Eden Park Drive.
- **Road Transport Infrastructure:** The site is situated close to the intersection of Epping Road and the M2 motorway. Epping Road connects to Epping in the west and the M2 motorway to the east which continues on to the Sydney CBD and also provides a direct connection to the North West Growth Centre. The site is also situated close to the intersection of Epping Road and Lane Cove Road providing a main road connection to the east and west.

1.3 SURROUNDING LAND USE CONTEXT

The site is located at the south-eastern end of the Macquarie Park Corridor, approximately 500 metres from the Macquarie Park Train Station. The key features of the surrounding land uses are summarised as follows:

- **Adjacent Development:** Surrounding sites to the north and south are characterised by commercial office and light industrial developments. The scale of more recent surrounding development is greater than older style developments and larger allotments have been developed with campus-style developments. The adjoining site fronting Waterloo Road has been developed for a hockey field, and includes a small area for on-site car parking. Epping Road is the western boundary of the Macquarie Park Corridor, and development on the western side of Epping Road is generally characterised by low-density detached residential dwellings.

PICTURE 1 – EXISTING CANON OFFICE AT THE CORNER OF WATERLOO ROAD AND THOMAS HOLT DRIVE



Source: Google Maps

PICTURE 2 – EXISTING LIGHT INDUSTRIAL / OFFICE DEVELOPMENT ON WICKS ROAD



- **Development along Epping Road:** Development fronting Epping Road is characterised by a mix of commercial and retail development. North of the site development is generally for commercial office buildings in campus-style settings. South of Wicks Road development comprises a number of retail operations including a Caltex service station, Officeworks, Domayne furniture store and Harvey Norman electrical store.

PICTURE 3 – OFFICE DEVELOPMENT ALONG EPPING ROAD NORTH OF THE SITE



Source: Google Maps

PICTURE 4 – LARGE FORMAT RETAIL DEVELOPMENT ALONG EPPING ROAD SOUTH OF THE SITE



Source: Google Maps

- **Urban Activation Precincts:** The NSW State Government has recently announced 8 Urban Activation Precincts (UAP), being areas where land is available and has the potential for more intensive development by virtue of access to infrastructure, transport, services and job. The UAPs will support a significant level of new housing. Two of these UAPs (**Herring Road** and **North Ryde Station**) are located at the northern and southern ends of Macquarie Park. As the development of these precincts progresses they will reinforce the northern and southern ends of the Centre as mixed use zones which support high density residential uses as well as a mix of retail uses.
- **North Ryde Station Urban Activation Precinct:** Situated between the subject site and the M2 Motorway, the North Ryde Station UAP comprises approximately 14ha of primarily government owned land and includes land surrounding North Ryde Train Station. The primary aim of the proposal is to develop a mixed use Transit Orientated Development (TOD) which will better activate the North Ryde Train Station, improve station access and provide for a mixed use development that supports patronage of the train station. The concept will support over 2,500 new dwellings and approximately 2,400 new jobs. The proposal includes rezoning of the site to include a mix of residential zones (R3 and R4), mixed use zone, commercial core and public recreation space as illustrated in **Figure 3** below.

The proposal was placed on public exhibition from 16 March 2013 to 19 May 2013 during which time a number of submissions were received from agencies and the public. It is our understanding that the project is now being managed by NSW UrbanGrowth, and a revised proposal being prepared.

FIGURE 2 – NORTH RYDE URBAN ACTIVATION PRECINCT



Source: State Significant Study Planning Report, Figure 2, page 7.

The scale of the North Ryde Station UAP proposal has been designed based on the accessibility of the site to the North Ryde Station, located on Delhi Road. It is envisaged that this land will support increased density of development, with traffic implications being managed through good accessibility to public transport.

The North Ryde Station UAP proposes a mix of zones across the site as illustrated in **Figure 3** below. It is noteworthy that a B3 Commercial Core zone is proposed along the Epping Road frontage of the site. The inclusion of the B3 Commercial Core zone along Epping Road on the UAP site will also respond to the existing mix of business uses which have organically clustered around the Wicks Road / Epping Road intersection. This proposed zoning re-enforces the requested *Draft RLEP 2013* amendment being sought for the Masters site, and indicates there is strong market demand and planning merit with providing retail uses along a major road corridor such as Epping Road.

FIGURE 3 – PROPOSED ZONING OF NORTH RYDE URBAN ACTIVATION PRECINCT



Source: State Significant Study Planning Report, Figure 5, Page 21.

- Harvey Norman Rezoning Proposal:** Situated between the subject site and the North Ryde Station UAP is the Harvey Norman site, comprising three allotments having frontages to Wicks Road and Epping Road with a total area of approximately 1.97ha. The site is the subject of a request for Council to prepare a Planning Proposal to rezone the whole site B4 Mixed Use, and also seeks to increase the maximum height and FSR controls. The request is currently before Council for consideration.

FIGURE 4 – SURROUNDING LAND USE CHANGES CURRENTLY PROPOSED



- **Retail Development:** As noted above, development fronting Epping Road south of Wicks Road is generally characterised by retail.

The specific retailing activities are those which benefit from high-visibility locations and frontage to major road networks. Two other major retailing zones exist within Macquarie Park:

- Macquarie Shopping Centre – situated at the northern end of the Macquarie Park Corridor. This centre forms part of the Herring Road UAP and has the potential to introduce a greater mix of land uses on the site.
- Eden Park Centre – situated on Lane Cove Road on the eastern side of the Macquarie Park Corridor, providing a range of convenience retailing (fast-food, chemist, newsagent etc.).
- **Macquarie University:** The University campus is located at the northern end of Macquarie Park, north of Herring Road. A masterplan for future redevelopment of the University lands has been approved by the State Government. It is also noted that the University land is situated in the Herring Road UAP.

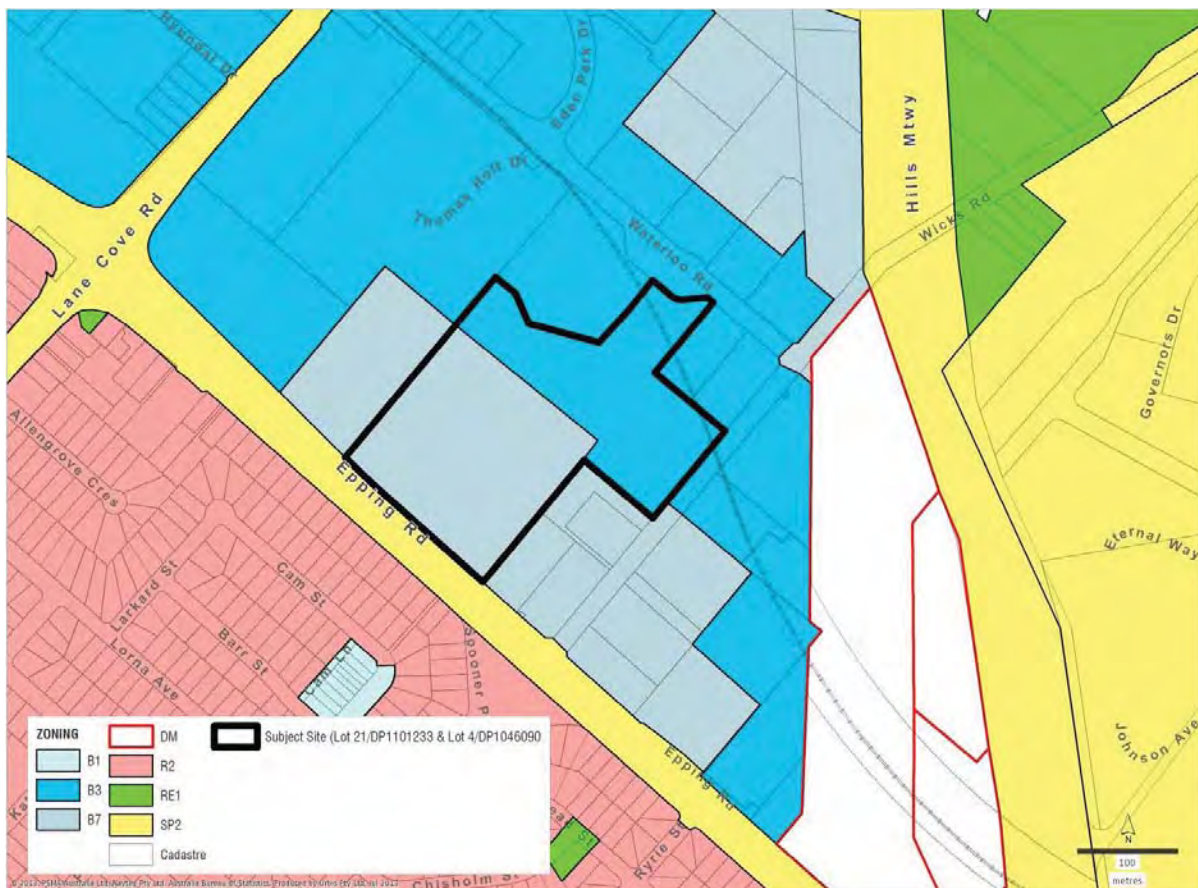
1.4 PLANNING CONTEXT

1.4.1 EXISTING PLANNING CONTROLS

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

Under RLEP 2010, the site is zoned part B3 Commercial Core (eastern portion adjoining Waterloo Road) and part B7 Business Park (western portion adjoining Epping Road). A plan showing the existing zones is provided at **Figure 5** below.

FIGURE 5 – RLEP 2010 ZONING MAP EXTRACT



Source: NSW Legislation Website

The *RLEP 2010* has been prepared in accordance with the *Standard Instrument (Local Environmental Plan) Order 2007*, and therefore adopts the standard land use definitions.

In the B3 Commercial Core zone the following land uses are permitted with development consent (all other uses being prohibited):

*Building identification signs; Business identification signs; Child care centres; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Industrial retail outlets; Information and education facilities; Light industries; Medical centres; Passenger transport facilities; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Self-storage units; Serviced apartments; Warehouse or distribution centres*

As „*retail premises*“ forms part of the wider group definition of „*commercial premises*“, retail developments are permissible with consent on the part of the site zoned B3 Commercial Core.

In the B7 Business Park zone the following land uses are permitted with development consent (all other uses being prohibited):

Building identification signs; Business identification signs; Business premises; Child care centres; Educational establishments; Function centres; Industrial retail outlets; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Recreation areas; Registered clubs; Research stations; Respite day care centres; Restaurants or cafes; Roads; Warehouse or distribution centres

As „retail premises“ and „commercial premises“ are not expressly permitted within the land use table, they are prohibited on the part of the site zoned B7 Business Park.

The other relevant development standards under RLEP 2010 that are applicable to the site include:

- **Floor Space Ratio** – This control is split across the site as follows:
 - Maximum FSR of 1:1 for Lot 21 in DP 1101233.
 - Maximum FSR of 1.5:1 for Lot 4 in DP 1046090.
- **Building Height** – This control is split across the site as follows:
 - Maximum height of 30 metres for the part of the site zoned B3 Commercial Core.
 - Maximum height of 22 metres for the part of the site zoned B7 Business Park.
- **Macquarie Park Access** – Proposes new access roads through the site. These include:
 - North-south road running parallel to Epping Road.
 - East-west road running parallel to Wicks Road.
- **Restriction on Retail in Zone B3 Commercial Core** – This control only applies to the Macquarie Park Corridor and restricts the size and location of retail tenancies within the B3 Commercial Core zone to be:
 - Situated on ground level.
 - Not exceed 2,000 square metres.

However, it is noted that under the *Draft Ryde LEP 2013* this restriction on the scale of retail development in Macquarie Park is proposed to be removed. This is discussed in more detail below in **Section 1.4.2**.

1.4.2 DRAFT RYDE LEP 2013 (FORMERLY DRAFT LEP 2011)

The *Draft RLEP 2013* was on public exhibition on 30 May - 13 July 2012. *Draft RLEP 2013* is a comprehensive template adoption LEP with no changes to the controls under RLEP 2010 affecting the site or Macquarie Park Corridor.

It is noted that *Draft RLEP 2013* proposes to remove the existing access map and the requirement for provision of access roads from the LEP and includes new access roads within the accompanying Draft DCP 2013.

The *Draft RLEP 2013* is currently with NSW Planning and Infrastructure awaiting gazettal. As this LEP is anticipated to be in place prior to this proposal being gazetted, the Planning Proposal seeks to amend the controls of *Draft RLEP 2013*.

1.4.3 DRAFT LEP AMENDMENT NO.1

The Macquarie Park Corridor Planning Proposal (formerly known as the 'Draft Ryde Local Environmental Plan 2010 (Draft Amendment 1)') was placed on public exhibition from 12 June to 19 July 2013. Draft Amendment 1 seeks to introduce increased height and floor space ratio controls for land within the Macquarie Park Corridor. All land will be deferred from the application of Amendment 1 until such time as a Voluntary Planning Agreement has been prepared by landowners to support key infrastructure required to assist in achieving the long-term strategic objectives of the Macquarie Park Corridor. It is noted that any works or financial contributions contained within the VPA are in addition to any requirements for Section 94 Developer Contributions which are required for the development of the site.

Under Draft Amendment 1, the subject site would benefit from uplift in both height and floor space, as illustrated in **Figure 6** and **Figure 7** below. The additional height and floor space permitted under Draft Amendment 1 is focused along the Waterloo Road corridor, which indicates Council's intention to intensify development along this roadway, which is serviced by both Macquarie Park Station (at the intersection of Waterloo Road and Lane Cove Road) and Macquarie University Station (at the intersection of Waterloo Road and Herring Road).

FIGURE 6 – DRAFT AMENDMENT 1 HEIGHT MAP (EXTRACT)

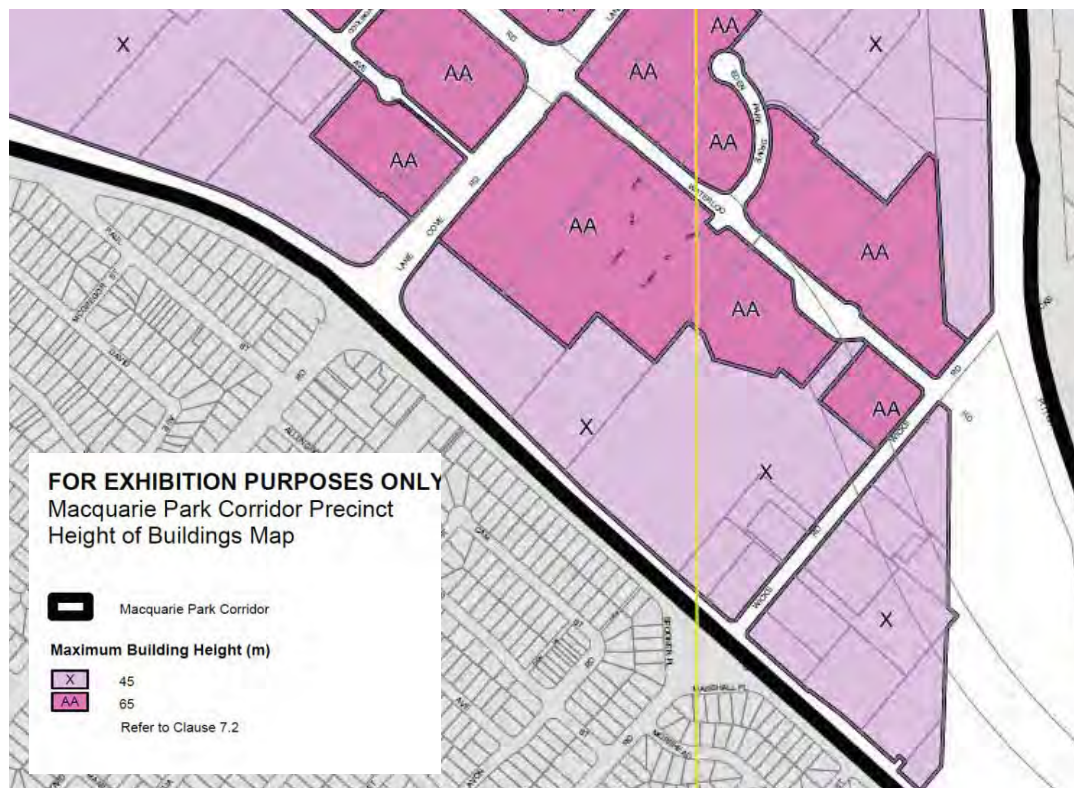
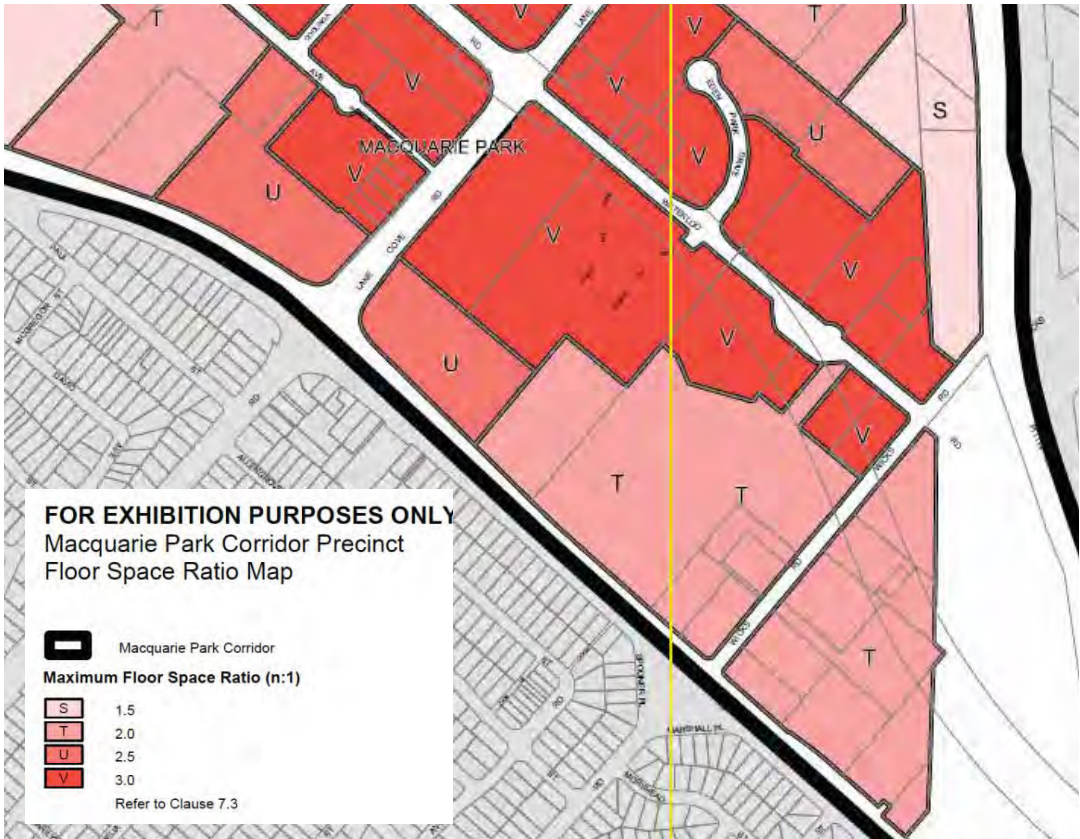


FIGURE 7 – DRAFT AMENDMENT 1 FLOOR SPACE RATIO MAP (EXTRACT)



2 Masters Overview

The requested Planning Proposal would support the subsequent lodgement of a Development Application (DA) for a Masters home improvement store development on the western portion of the site fronting Epping Road. An area of approximately 2.2 hectares has been identified to support the Masters building.

2.1 MASTERS CONCEPT

The Masters concept is a large format home improvement and hardware store. The typical layout will generally consist of a total floor area of up to approximately 13,500sqm comprising of hardware, timber and building supplies, landscape gardening supplies, other home improvement products, with associated car parking.

The vision of Masters is to enhance choice for Australian (retail and trade) consumers with increased competition in the home improvement sector, improved product range and services, representing value, choice and a fresh new offer. The aim is to secure approximately 150 sites across Australia over the next 5 years, including 50 stores in NSW.

There are a number of significant social and economic benefits to the state of NSW arising from the effective implementation of this overall roll out project including:

- A **\$1billion** capital investment into the NSW economy, with each store having a CIV in the range of approximately \$20million.
- Up to **7,500 jobs** with each store to employ approximately 150 staff (full time equivalent).
- Each store will generate approximately 185 direct jobs per store during construction.

The proposed use will include a main floor area for a range of home improvement products, a nursery for landscape and garden products, a trade area for drive-thru sales of all goods, restaurant/café and associated parking.

The indicative scheme for the Home Improvement Centre divides the building into the following components:

- General sales area of approximately 7,128sq.m for a range of products including hardware, timber and building materials, décor and home decoration, and kitchen / bathroom fittings.
- Nursery area of approximately 1,790sq.m for a range of landscaping and gardening products including plants, pots, landscape trimming, and gardening equipment.
- Trade sales area of approximately 1,995sq.m for trade sales which will include a drive-in loading area for all stock for sale in other areas of the building.
- 719sq.m “back-of-house” area along the western elevation of the general sales area for loading goods and materials.
- Mezzanine area of 342sq.m for office space, staff lunchroom, amenities, and generally administrative operations.

The Home Improvement Centre will include a range of ancillary services and infrastructure for the proposed use, including:

- A restaurant/café.
- Basement car park.
- Landscaping along Epping Road, the new internal street, and side boundaries.

- Servicing area along the eastern side of the Masters building at-grade with the proposed building floor level.
- Loading will be at-grade with the Masters building, on the eastern side of the building.
- Parking to support the development will be located in a basement level which will be accessed from the south-eastern corner of the site from the new street.

An indicative site plan of the Masters home improvement store is included at **Appendix A**.

2.2 MASTERS LAND USES

The majority of the floor area of the use (approximately 70%) is proposed to be devoted to products that fall within the definition of *„hardware and building supplies“*. The proposed Masters Home Improvement format has elements that fall into *„garden centre“* and *„landscaping material supplies“* which is estimated to comprise up to 25% of the floor area with the remaining 5% being items that would normally fall within the definition of *„bulky goods premises“*.

While a Masters contains a range of uses, based on the Planning Circular issued by the Department of Planning and Infrastructure *„How to Characterise Development“* (February 2013), the principle purpose of a Masters home improvement store is *„hardware and building supplies“*. However, we also seek inclusion of *„garden centre“* to avoid doubt and provide clarity that these uses will be permissible in their own right.

2.3 MASTERS SITE AND LOCATIONAL REQUIREMENTS

The feasibility of a Masters home improvement store development is defined by key site and locational requirements which are detailed below.

Locational Requirements

It is envisaged that the proposed retail format would service a wide catchment within and outside the Ryde LGA. As such, site accessibility and visibility are critical site features.

In respect to vehicle access, multi-directional access is desirable in order to allow convenient access for customers from all directions.

Site Size

The Masters home improvement store is required to accommodate the home improvement building, car parking and access, loading and landscaping. The proposed format will also require on-site parking at a rate of approximately 1 car space per 36sq.m of floor area which will be located in a basement car park.

The net result is that a site area of approximately 2 hectares to 3 hectares is generally required to support the proposed format.

Catchment Demand

A Masters home improvement store is ideally located where there is an existing undersupply of *„hardware and building supplies“* in the LGA and main trade area. Masters have undertaken studies which indicated there is a limited offer of *„hardware and building supplies“* in the trade catchment of the site, and therefore a new store in this location would meet currently underserved demand.

Further details of the catchment demand study are provided in **Section 6.3.3** of this report below and the *Economic Impact Assessment* attached in **Appendix C**.

3 Planning Proposal Overview

3.1 OVERVIEW

This report requests Council prepare a Planning Proposal to amend the *Draft RLEP 2013* (once gazetted) to include „hardware and building supplies“ and „garden centres“ as additional permitted uses on the part of the site zoned B7 Business Park. It seeks this additional use to be permitted by way of an amendment to Schedule 1 of the *Draft RLEP 2013* to would support the future development of the western part of the site for a Masters home improvement store.

To facilitate the rezoning, the following amendment to the *Draft RLEP 2013* 'Schedule 1 Additional Permitted Uses' is requested:

Use of certain land at 144 Wicks Road North Ryde

- (1) *This clause applies to land at 144 Wicks Road North Ryde (fronting Wicks Road and Epping Road), being Lot 21 in DP 1101233.*
- (2) *Development for the purposes of „hardware and building supplies“ and „garden centres“ is permitted with consent.*

3.2 REZONING RATIONALE

The requested amendment will support a Masters home improvement store on the western part of the site fronting Epping Road, while allowing the remainder of the site to accommodate a range of office and business uses. Through the inclusion of „hardware and building supplies“ and „garden centres“ within the B7 zone, the Masters home improvement store will benefit from the sites visibility to the high volume of traffic moving along Epping Road similar to other retailing activities on Epping Road south of Wicks Road.

The balance of the site will accommodate a range of office, hotel and business uses which will strengthen the Waterloo Road 'civic spine' and benefit from the proximity and accessibility of these employment lands to the Macquarie Park station.

It is envisaged that the development of the subject site will be initiated through the development of a Masters fronting Epping Road and the delivery of:

- Road 3 through the site (from Wicks Road to the northern boundary adjoining 65 Epping Road).
- Priority controlled intersections at Wicks Road/ Road 3 and Waterloo Road/Road 11.
- Two pedestrian links between Road 3 and Epping Road.

These infrastructure works will improve permeability through the site and attract investors to deliver commercial developments on the balance of the site.

In preparing this rezoning request, consideration has been given to the long-term strategic and development opportunities for the site. Fitzpatrick Architects have prepared an Indicative Site Master Plan which is extracted below in **Figure 8** and **Figure 9**, which demonstrates the ability of the site to deliver commercial employment lands to meet strategic employment targets for land within the Macquarie Park Corridor. It should also be noted that through the delivery of a Masters home improvement store on the site, 150 full-time equivalent jobs will be created, and up to 180 jobs during construction on an otherwise undeveloped and un-activated site.

The limitation on the additional use requested on the site indicate that a Planning Proposal consistent with this request would not result in a significant departure from the existing land use composition supported on the site, and will deliver key infrastructure which will support the realisation of the overall finer grain vision for Macquarie Park.

FIGURE 8 – SITE MASTER PLAN – BLOCK AREAS AND NEW ROADS

fitzpatrick+partners

AREA CALCULATION

RYDE LEP 2010

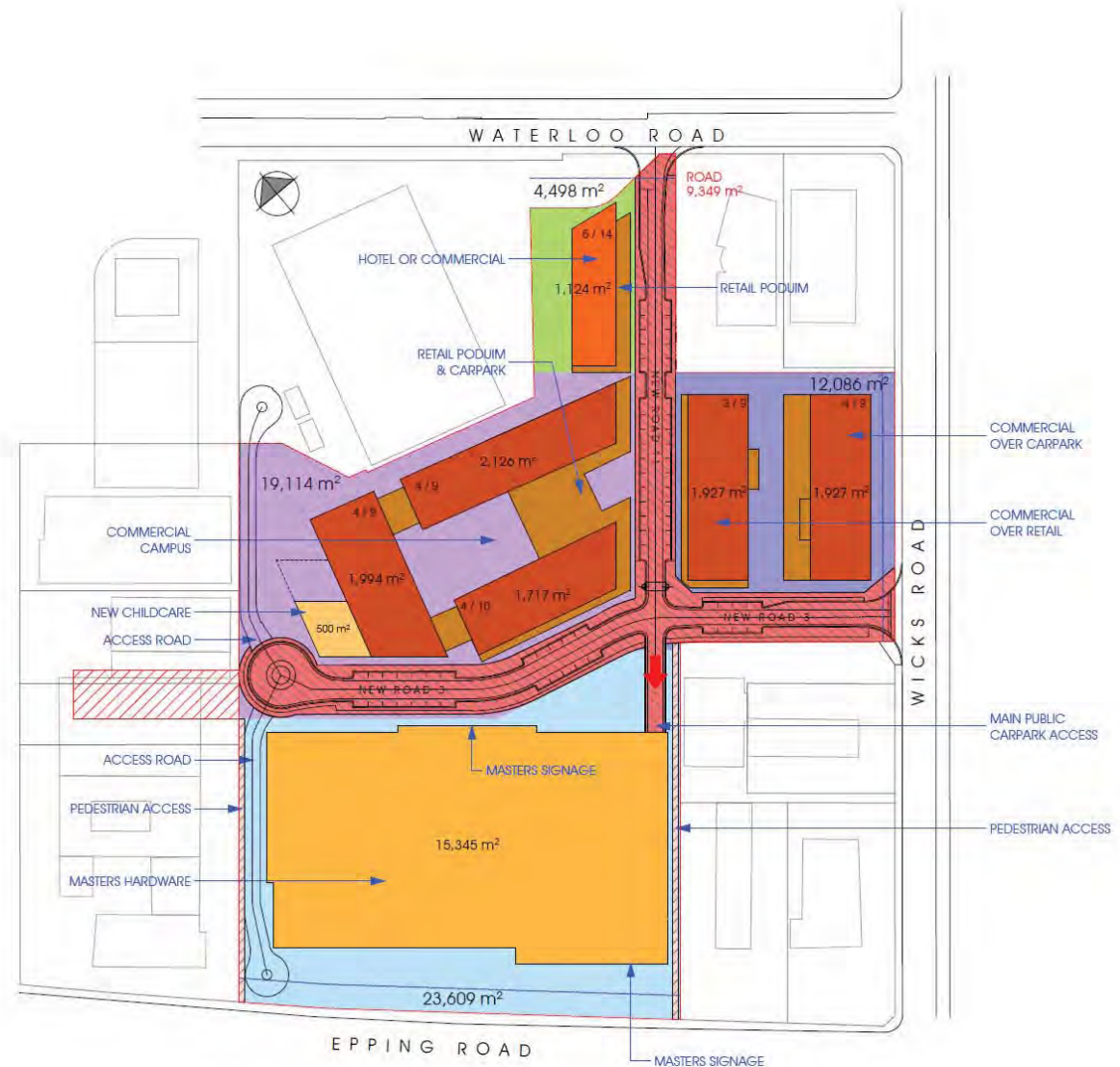
FSR 1:1.5 - HT 30m	FSR 1:1 - HT 30m
Lot Size - 4498m ²	Lot Size - 19114m ²
Allowable FSR - 6747m ²	Allowable FSR - 19114m ²
Hotel - 6744m ² (6 Levels)	Bld 1 - 8504m ² (4 Levels)
Total GFA - 6744m ² (incl Retail)	Bld 2 - 7976m ² (4 Levels)
	Bld 3 - 6868m ² (4 Levels)
	Child Care - 500m ²
	Retail - 1603m ²
	Total GFA - 25451m ²

FSR 1:1 - HT 30m	FSR 1:1 - HT 22m
Lot Size - 12086m ²	Lot Size - 23609m ²
Allowable FSR - 12086m ²	Allowable FSR - 23609m ²
Bld 1 - 5781m ² (3 Levels)	Retail - 15345m ²
Bld 2 - 7708m ² (4 Levels)	Total GFA - 15345m ²
Retail - 524m ²	
Total GFA - 14013m ²	

PROPOSED ARCHITECTUS LEP AMENDMENT 1

FSR 1:3 - HT 65m	FSR 1:2 - HT 45m
Lot Size - 4498m ²	Lot Size - 19114m ²
Allowable FSR - 13494m ²	Allowable FSR - 38228m ²
Hotel - 15736m ² (14 Levels)	Bld 1 - 19134m ² (9 Levels)
Total GFA - 15736m ² (incl Retail)	Bld 2 - 17946m ² (9 Levels)
	Bld 3 - 17170m ² (10 Levels)
	Child Care - 500m ²
	Retail - 1541m ²
	Total GFA - 56291m ²

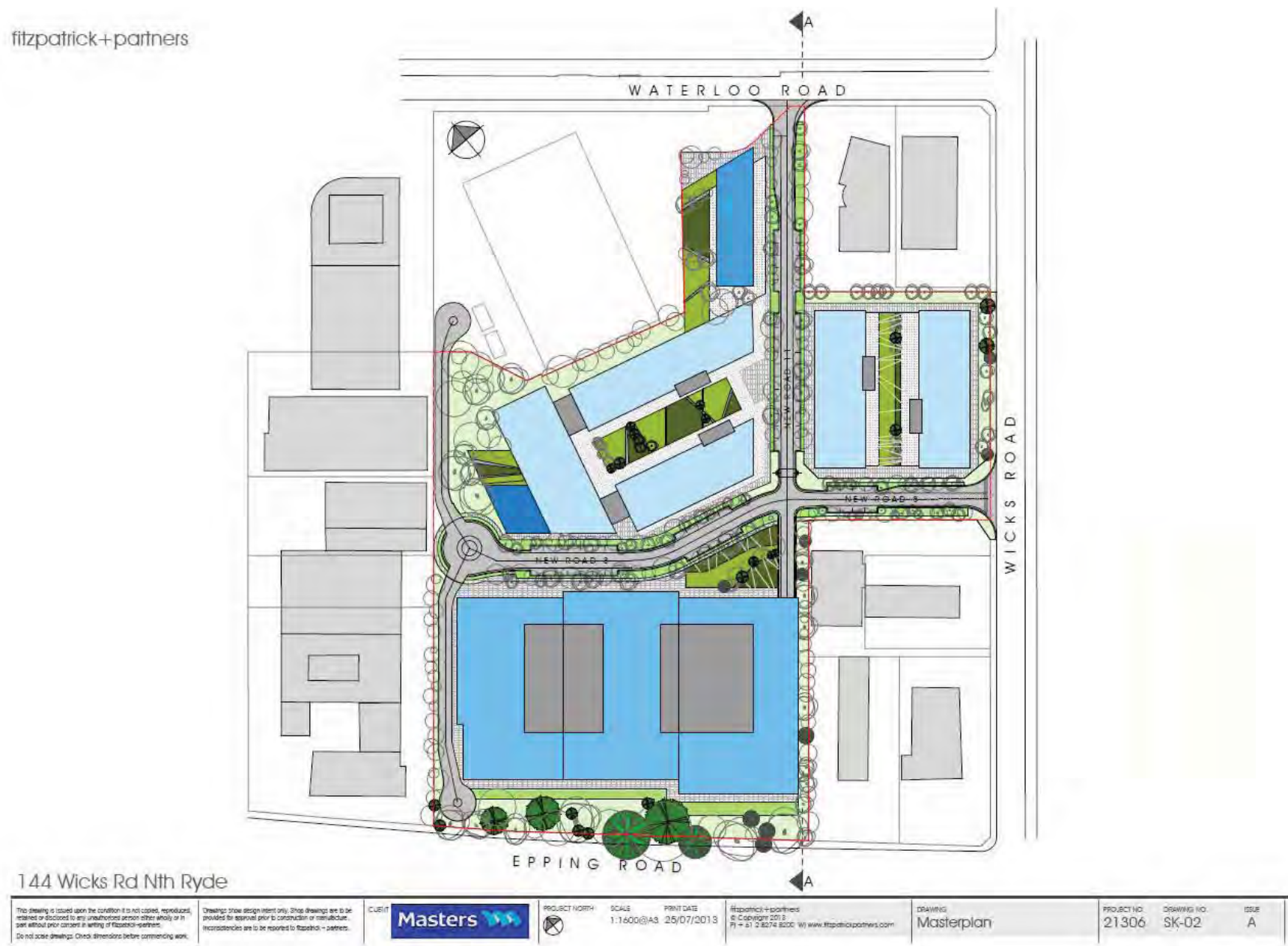
FSR 1:2 - HT 45m	FSR 1:2 - HT 45m
Lot Size - 12086m ²	Lot Size - 23609m ²
Allowable FSR - 24172m ²	Allowable FSR - 47218m ²
Bld 1 - 17343m ² (9 Levels)	Retail - 15345m ²
Bld 2 - 17343m ² (9 Levels)	Total GFA - 15345m ²
Retail - 1048m ²	
Total GFA - 35734m ²	



144 Wicks Rd Nth Ryde

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FIGURE 9 – SITE MASTERS PLAN – BUILDINGS



4 Part 1 – Objectives or Intended Outcomes

The following section has been prepared in accordance with the „A Guide to Preparing Planning Proposals“(DPI 2012).

The intended outcome of the requested rezoning is to provide a more flexible application of the permissible land uses across the site, and expand the part of the site which „hardware and building supplies“and ‘garden centres“are permissible uses.

The key aim of the requested Planning Proposal is to obtain the necessary rezoning of the subject site by amending the provisions of *Draft RLEP 2013* to facilitate development of a Masters home improvement store on the part of the site fronting Epping Road. The Masters home improvement store will include retailing of home improvement products, hardware and building supplies, garden supplies, plants and landscaping materials with a total floor area of approximately 13,500sq.m.

The objectives of the requested rezoning include:

- Improving the efficient use of land within the Macquarie Park Corridor through supporting land uses where they will most benefit from the site location and surrounding context.
- Improve infrastructure servicing within the large-scale allotments within Macquarie Park Corridor by supporting land uses aligned to market demand to fund the delivery of key infrastructure required to improve accessibility and serviceability of all land within the site and surrounding properties.
- Providing land to support the delivery of a home improvement store in a key location which is commercially viable for Masters, and will provide sufficient land to meet the existing shortfall of sites within the Ryde LGA to support a Masters home improvement store.
- Locate intensive employment generating uses on the eastern part of the site adjacent to Waterloo Road with high accessibility and walkability to existing transport infrastructure including the Macquarie Park Railway Station and key local and regional bus routes.
- Redistribute the permissible uses across the site to respond to market interest and commercial viability of land uses on site.

5 Part 2 – Explanation of the LEP Provisions

This Planning Proposal request seeks Council and NSW Planning and Infrastructure support for an amendment to *Draft RLEP 2013*. To achieve the key aims of this Planning Proposal the following Amendment to Schedule 1 Additional Uses of the *Draft RLEP 2013* is requested:

19 Use of certain land at 144 Wicks Road North Ryde

(1) *This clause applies to land at 144 Wicks Road, North Ryde, being Lot 21 in DP 1101233.*

(2) *Development for the purpose of hardware and building supplies and garden centres is permissible with development consent.*

The mechanism proposed to achieve the aim of this request will result in the existing underlying zoning being retained for the site, which will guide other development across the site and not result in a significant departure from the overall composition of uses on the site.

Further justification of the requested Planning Proposal and associated *Draft RLEP 2013* amendment is provided in **Section 6** below.

6 Part 3 – Justification for the Planning Proposal

6.1 NEED FOR THE PLANNING PROPOSAL

The Department of Planning document “*A Guide to Preparing Planning Proposals*” dated October 2012 includes the following questions in describing the need for the Planning Proposal.

6.1.1 IS THIS PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

The requested rezoning and associated Planning Proposal is not the result of any strategic studies or reports. However, the proposal responds to the following strategic planning issues and government policy directions.

Permissibility of Hardware and Building Supplies on Part of the Site

Based on the current land use zoning on the site, the eastern half of the site adjoining Waterloo Road and Wicks road is zoned B3 Commercial Core and permits „*Commercial Premises*” being the group definition for „*retail premises*” and „*hardware and building supplies*”. The objectives of this zone encourage retail activities and employment opportunities. The portion of the site which is zoned B7 Business Park that adjoins Epping Road prohibits „*retail premises*” and „*hardware and building supplies*”.

The zone boundary on the site is a centre-block location that does not follow an allotment boundary. Accordingly, the determination of the zone boundary is somewhat arbitrary in nature, however its intent appears to provide a ‘business park’ built form and use along Epping Road, while a wider number of uses are supported on balance of the site. However it is noted that the land adjoining Epping Road just two properties north of the subject site, at the intersection of Epping Road and Lane Cove Road, is zoned B3 Commercial Core which would permit a Masters home improvement store.

This rezoning request contests the suitability of the current land use structure to attract market interest to generate redevelopment of the site which has remained vacant for 15 years since the closure of the Peter Board High School, and accordingly proposes greater flexibility of permissible land uses across the site to respond to market interest.

The permissibility of retail on part of the site indicates there is market demand for more retail services within the Macquarie Park Corridor, and that these uses would vary from smaller retail services for the working community to more ‘retail centre’ development. Further, the *Planning Study 2010* identifies that a retailing centre has organically emerged at the intersection of Wicks Road and Epping Road (i.e. Domayne, Harvey Norman and Officeworks), and this should be investigated for further growth in the future.

The frontage to Epping Road is a key locational feature for large-format retail, such as Masters. It provides strong streetscape exposure and attracts customers from passing traffic. This is a site feature not as highly valued by commercial office developments. Conversely Waterloo Road provides high walkability to the Macquarie Park Railway Station and bus stops. These features are more highly valued by commercial office developments and retail operators who service the local working community.

Through providing greater flexibility of permissible land uses across the site, the initial critical stage of investment into the redevelopment of the site can be instigated by Masters by occupying the well-exposed location fronting Epping Road, while creating new allotments to support future commercial redevelopment within the B3 Commercial Core zone which will maximise the benefit of its proximity to key public transport infrastructure.

NSW Planning and Infrastructure Position on Consistency of Hardware and Building Supplies with B7 Business Park Zone

In July 2012, Urbis undertook an audit of all gazetted Standard Instrument LEPs. At this time it was identified that 17 Councils had adopted a B7 Business Park zone, of which 59% had included „*hardware and building supplies*” as a permissible use. This audit gives a clear indication of the suitability of the

B7 Business Park zone and objectives to support the „hardware and building supplies“ use and NSW Planning and Infrastructure’s position endorsing this land use within the B7 zone.

A letter issued to Ku-Ring-Gai Council from the DPI on 16 August 2012 is provided in **Appendix E**. The letter relates to the Council’s resolution to exclude „hardware and building supplies“ from the permissible land uses within the B7 Business Park zone in Pymble.

The letter states that the DPI formed the following view in relation to this matter:

“Inclusion of this land use as permissible has considerable merit – in particular, the approach will promote appropriate development in the zone which is compatible with surrounding land uses and will complement (rather than detract from) the surrounding centres.”

The letter directed Ku-Ring-Gai Council to include „hardware and building supplies“ as permissible within the B7 Business Park zone under the draft *Ku-Ring-Gai Local Environmental Plan 2012*, which has since been placed on public exhibition and is consistent with this direction. This demonstrates that „hardware and building supplies“, which is the principle purpose of a Masters home improvement store, is considered by Planning and Infrastructure to be consistent with the B7 Business Park objectives and an appropriate use within the B7 Business Park zone.

Undersupply of Hardware and Building Supplies in LGA

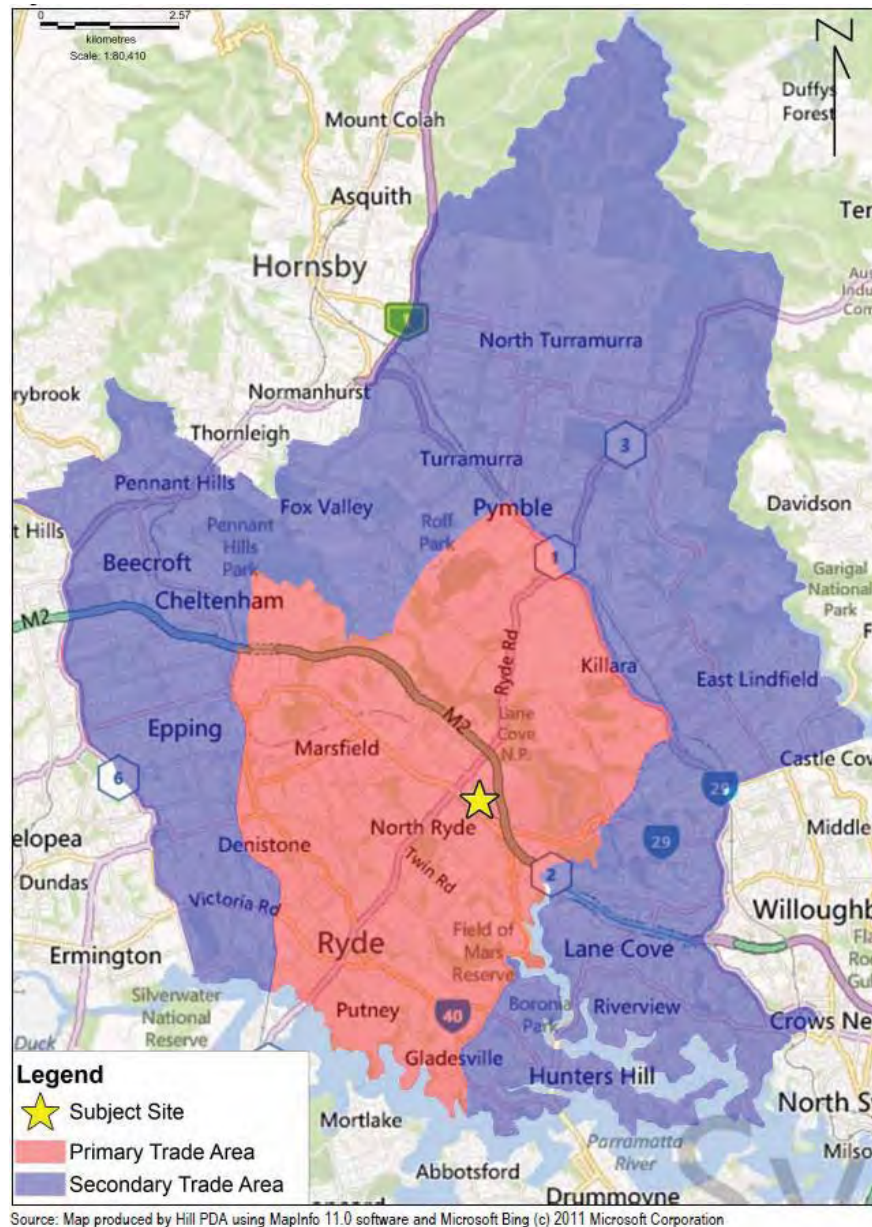
The *Economic Impact Assessment* (the EIA) prepared by HillPDA attached in **Appendix C** identifies the primary and secondary trade area for a home improvement store on the subject site.

The EIA includes an assessment of demand for „hardware and building supplies“ in the trade area and identifies:

- Approximately 28,500sq.m of GLA for home improvement retail currently exists or is proposed in the trade area.
- There is currently no large-format home improvement retailer within the primary trade catchment.
- While a Bunnings is proposed at Gladesville, this will still result in a shortfall of retail floorspace to service the trade area, and will also promote competition within the trade area.
- Even with the development of a Masters providing 13,700sq.m of floorspace (assuming 8,000sq.m relates to household retail goods), there would still be a shortfall of approximately 18,000sq.m of GLA in 2016 to service the trade area.

Accordingly, the EIA indicates that there is a significant undersupply of „hardware and building supplies“ floorspace currently available or proposed within the trade area, and market demand which Masters is able to service, without threatening smaller scale operators or the viability of any existing centres. The limited supply of land available to support „hardware and building supplies“ in the Ryde LGA is considered in detail below.

FIGURE 10 – IDENTIFIED TRADE AREA



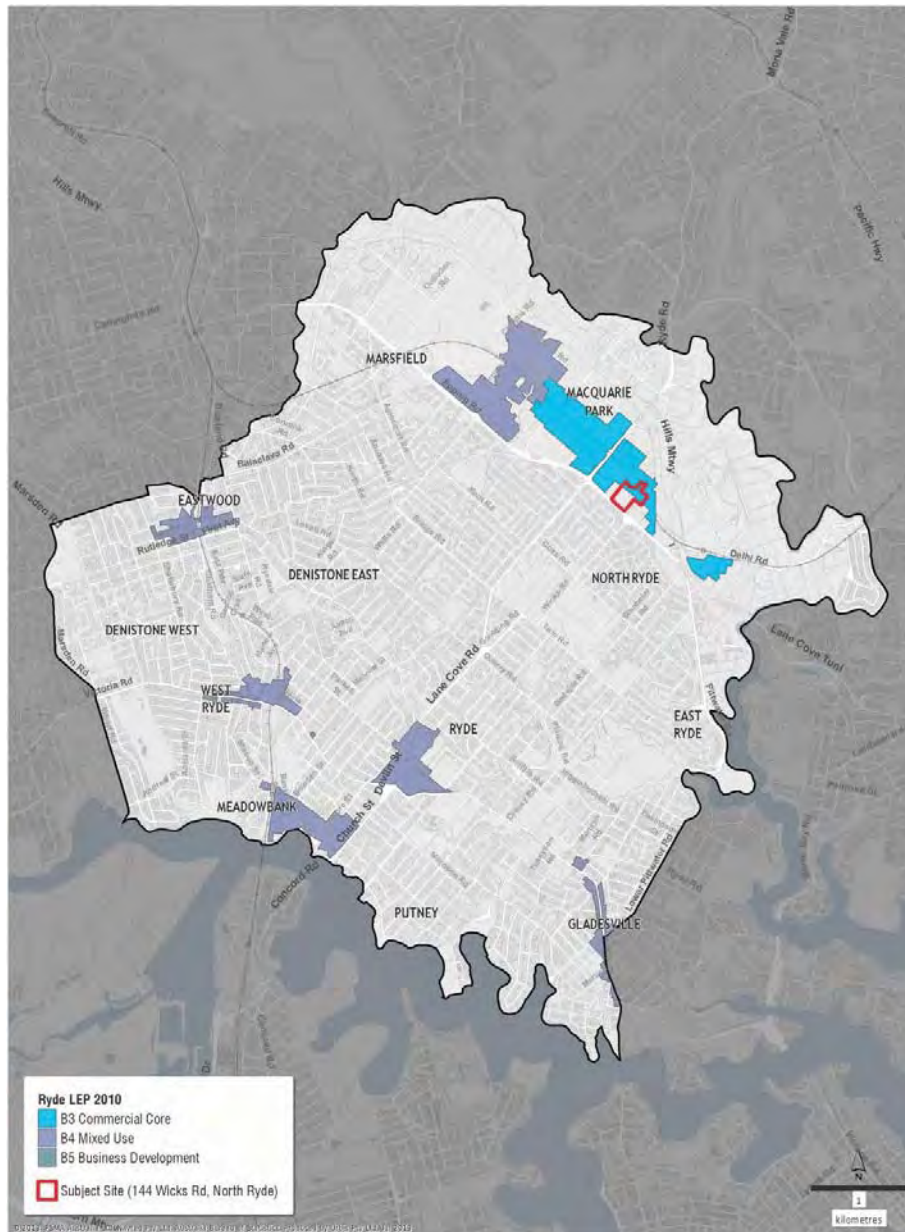
Undersupply of land to Support Hardware and Building Supplies in the Ryde LGA

Under the *RLEP 2010*, the zones which support „hardware and building supplies“ as a permissible use are:

- B3 Commercial Core.
- B4 Mixed Use.
- B5 Business Development.

All land within these zones have been mapped in **Figure 11** below, and accordingly indicates all land which a Masters home improvement store is permissible on in the Ryde LGA.

FIGURE 11 – CURRENT LAND IN RYDE LGA ZONED TO PERMIT HARDWARE AND BUILDING SUPPLIES



It is noteworthy that the majority of land within the Macquarie Park Corridor is zoned B3 Commercial Core and therefore permits *hardware and building supplies*. While under the *RLEP 2010* there is a restriction on ground level retail floor space of 2,000sq.m, under the *Draft Ryde LEP 2012* the floor space cap is proposed to be removed, and accordingly would permit a Masters development within this zone.

However, it is noted that the key criteria of a Masters development include:

- Land area of approximately 2 hectares to 3.5 hectares.
- Main road frontage and strong visual exposure from regional road with high traffic volume.
- Large trade area that is not in affluent area or experiencing household growth.

Based on the above a refined volume of land which meets the locational criteria of a Masters and currently permits „hardware and building supplies“ is provided below in **Figure 12**. Based on the findings of this analysis, there are only six sites within the Ryde LGA which permit a Masters, that are also able to meet Masters locational criteria. It is noted that none of these sites are situated in the B5 Business Development zone.

An analysis of their potential to support a Masters is discussed in **Section 6.1.2** below.

FIGURE 12 – LAND MEETING MASTERS LOCATIONAL CRITERIA THAT CURRENTLY PERMIT HARDWARE AND BUILDING SUPPLIES



Current Supply of Land to Meet Employment Targets

The requested rezoning will support a new Masters home improvement store which will provide 150 fulltime equivalent jobs during operation, and 180 jobs during construction. The balance of the site will accommodate a mix of commercial land uses which are currently permissible within the zones.

As noted in **Section 6.2.1**, the *Draft Metro Strategy* sets a minimum job target for Macquarie Park of 16,000 new jobs by 2031. In the *Economic Impact Assessment* prepared by Urbis to accompany the North Ryde Station Urban Activation Precinct, the following employment generation figures were identified:

- The North Ryde Station UAP will generate an estimated:
 - 7,429 direct jobs and 11,694 indirect jobs during construction (total 19,123 jobs).
 - 2,462 direct jobs and 4,981 indirect jobs during operation (total 7,443 net jobs).
- Approximately 194,000sq.m of Nett Lettable Floorspace (NLF) is currently approved but not completed. By applying a rate of 1 job being generated per 15sq.m of Nett Lettable Floorspace, an additional 12,933 jobs can be delivered within the Macquarie Park Corridor under existing approvals.

Accordingly, a total of 15,395 additional jobs would be delivered in the Macquarie Park Corridor based on current approvals and the North Ryde UAP proceeding, which will approximately meet the *Draft Metro Strategy* employment target to 2036.

Support Development that is Complementary and Compatible with Surrounding Development

Complimentary and Compatible Built Form

Due to the office-campus character of Macquarie Park and the surrounding development within it, a Masters home improvement store with a floorplate of approximately 13,500sq.m can be designed to a suitable built form scale which is complementary and compatible with existing development.

It is noteworthy, that the new commercial office buildings north of the site fronting Epping Road have been designed with limited streetscape activation. While the requested rezoning seeks for a modification to the land use controls under the *Draft RLEP 2013*, design development of a future Masters' building has commenced, which considers the specific built form and activation of surrounding sites.

FIGURE 13 – EPPING ROAD INDICATIVE ELEVATION



144 Wicks Rd Nth Ryde

Source: Fitzpatrick + Partner Architects

As illustrated in the indicative elevations extracted in **Figure 13** below, by permitting a Masters development on the site fronting Epping Road, a development form that is consistent with the built form scale and activation of adjoining properties along Epping Road can be achieved. The built form can incorporate architectural elements and building materials that respond to the site setting and delivery a streetscape which reflects a specialised centre focused on employment generation and office development, which is also of a scale and form sympathetic to the residential uses of land on the western side of Epping Road.

Complimentary and Compatible Land Use

As noted in the *Planning Study 2010*, a combination of land uses has 'organically' clustered around the intersection of Wicks Road and Epping Road driven by market demand.

This mix of uses includes:

- Domayne / Harvey Norman at 31 – 35 Epping Road, North Ryde.
- OfficeWorks at 37 Epping Road, North Ryde.
- Caltex – at 41 Epping Road, North Ryde.

The OfficeWorks and Caltex developments are situated within the B7 Business Park zone, while the Domayne and Harvey Norman are located within the B3 Commercial Core zone under the *RLEP 2010*. The location of the Masters north of this intersection is consistent with the established mix of land uses which have organically developed along Epping Road to maximise the site characteristics and the exposure these sites have to passing traffic along Epping Road.

Accordingly, the requested rezoning of the site would not result in a change to the Epping Road streetscape in this precinct, but rather support a use which is compatible and complementary with the established mix of land uses around the Epping Road / Wicks Road intersection, while also providing a land use which is complementary and compatible with development permissible on the balance of the site, which is evidenced by the permissibility of the use on the eastern part of the site.

FIGURE 14 – EPPING ROAD INDICATIVE PERSPECTIVE



144 Wicks Rd Nth Ryde

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6.1.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVE, OR IS THERE A BETTER WAY?

The subject portion of the site is currently zoned B7 Business Park and the principle purpose of a Masters home improvement store, being *„hardware and building supplies“* is prohibited in the zone. 'Garden centre' is also a prohibited use under the B7 zone. Accordingly, an amendment to the Draft RLEP 2013 is required to accommodate a Masters home improvement store on the subject site.

Proposed Mechanism

The use of Schedule 1 is considered the most appropriate way to accommodate compatible and complementary retail uses while protecting the underlying B7 Business Park zoning and objectives. The use of Schedule 1 will support the growth of the large-format retail precinct which has organically emerged at the Wicks Road / Epping Road intersection, due to the key locational attributes of the area which lends itself to these uses.

Further, by retaining the existing B7 Business Park zoning, the site will be able to adapt to changes in market conditions should a higher and better use exist in the future.

For these reasons, it is considered that the requested rezoning method is the best means of achieving the objectives and outcomes stipulated in **Section 4** of this report.

Consideration of Alternative Sites

The six sites identified in **Section 6.1.1** which are currently zoned to support a Masters development and also meet the Masters locational criteria of being greater than 2 hectares in area and having main road frontage are considered below with regards to their opportunity to support a Masters home improvement store development in the short to medium term.

Alternative Site 1: Top Ryde (Blaxland Road and Devlin Street Ryde)**FIGURE 15 – ALTERNATIVE SITE 1: TOP RYDE SHOPPING CENTRE**

Top Ryde Shopping Centre has been recently redeveloped for a mixed use development, with a Regional shopping centre and residential uses.

Due to the scale of the development on the site, no redevelopment of the site is considered likely to occur in the short, medium or long-term. Therefore the Top Ryde site does not present a viable alternative site for a Masters home improvement store.

Alternative Site 2: Pinnacle Office Park (Corner of Epping Road and Lane Cove Road)

FIGURE 16 – ALTERNATIVE SITE 2: PINNACLE OFFICE PARK



The site has recently been developed by Goodman for a commercial office development over a number of stages.

The scale of development on the site indicates that redevelopment of the site in the short to medium term is very unlikely. Therefore the site does not present a viable alternative site for a Masters home improvement store.

Alternative Site 3: 277 Lane Cove Road (corner of Lane Cove Road and Waterloo Road)**FIGURE 17 – ALTERNATIVE SITE 3: 277 LANE COVE ROAD**

This site has potential for redevelopment as it currently contains older style commercial and light industrial buildings. However the site is directly adjoining the Macquarie Park Railway Station and would benefit from development as for a commercial development with high employment levels to increase journeys to work by public transport.

The strategic importance of this site within the Macquarie Park Corridor makes the site unsuitable for redevelopment for a Masters home improvement store.

Alternative Site 4: 11 Talavera Road**FIGURE 18 – ALTERNATIVE SITE 4: 11 TALAVERA ROAD**

This site is owned by DEXUS, and comprises three commercial office buildings and a community facilities building including a restaurant, child care centre and health club. The development was built in 2000 and has recently been refurbished.

As development on this site is modern and tenanted, it is not considered a viable alternative site for a Masters home improvement store.

Alternative Site 5: Stamford Grand North Ryde

FIGURE 19 – ALTERNATIVE SITE 5: STAMFORD GRAND NORTH RYDE



The site is owned by Stamford Hotels had has recently received Concept Plan approval under *Part 3A of the Environmental Planning and Assessment Act 1979* for a residential redevelopment including some retail tenancies at ground level.

Stamford is committed to proceeding with this redevelopment, and as the site has a viable alternative land uses, the site does not present a suitable alternative for Masters to locate.

Alternative Site 6: BCS Willandra Village**FIGURE 20 – ALTERNATIVE SITE 6: BCS WILLANDRA VILLAGE**

The Willandra Village is an independent senior-living village run by Baptist Community Services. It comprises approximately 140 dwellings and a number of community services.

While the site has low-scale development across it, it provides key community housing and is not anticipated to be redeveloped for an alternate use in the short to medium term.

6.2 RELATIONSHIP WITH STRATEGIC PLANNING FRAMEWORK

6.2.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE METROPOLITAN PLAN AND SUBREGIONAL STRATEGY?

Yes, for the reasons outlined below.

Metropolitan Plan for Sydney 2036

The *Metropolitan Plan for Sydney 2036* (the 'Metro Plan') seeks to respond to the key challenges facing Sydney such as a growing and changing population, the need to locate more jobs closer to home, more efficient transport, tackling climate change and enabling a more sustainable city.

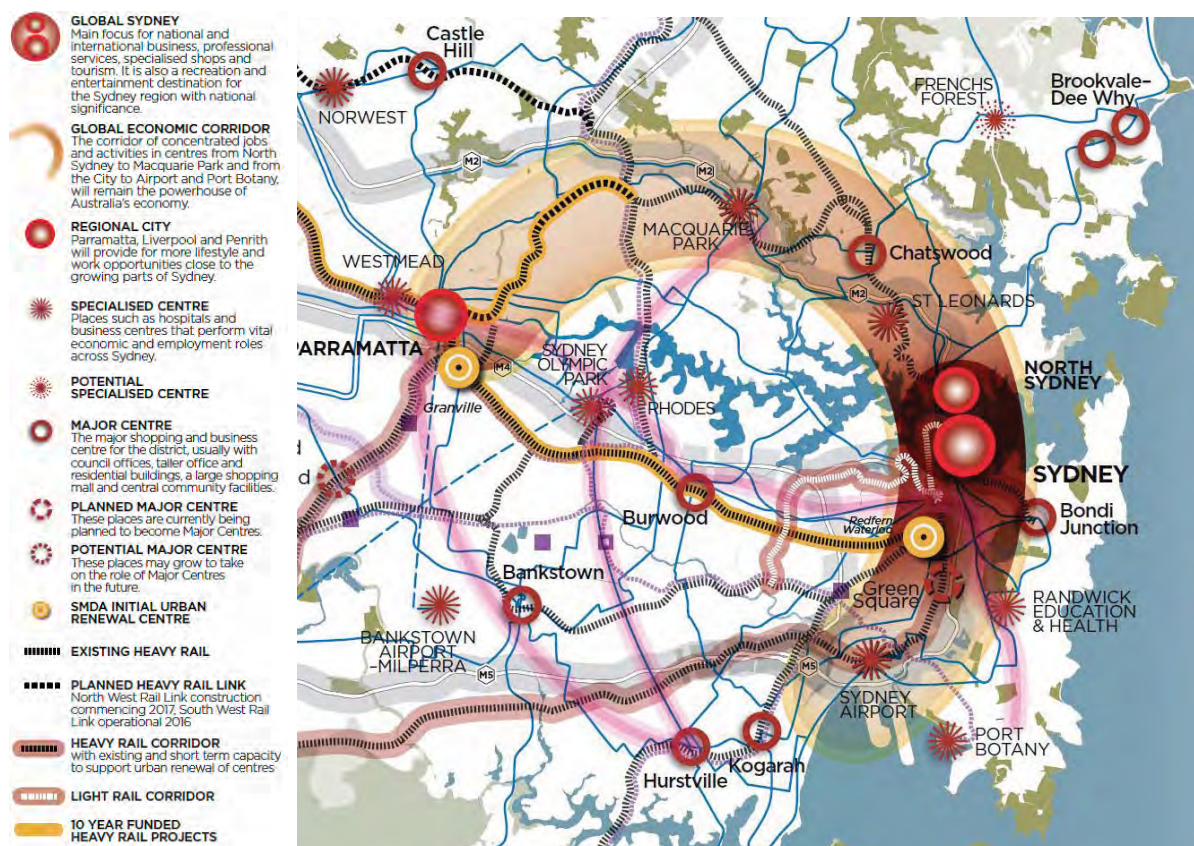
Central to achieving these challenges is a focus on developing a 'City of Cities' structure which is defined by a compact, multi-centred and connected city structure enabling people to spend less time travelling to access work, services, markets or regional facilities. The Plan defines a centre as follows:

A centre is a place where varying concentrations and combinations of retail, commercial, civic, cultural and residential uses are focused around transport facilities. (Page 59)

The Metro Plan identifies Macquarie Park as a 'Specialised Centre' within the 'Global Economic Corridor' extending from the airport / Port Botany through Macquarie Park towards Parramatta, which contains approximately 40% of Sydney's jobs. The Metro Plan includes an employment capacity target of 58,000 jobs by 2036, with the majority being accommodated within campus-style office complexes. The requested rezoning will assist in providing this presentation of Macquarie Park to Epping Road, by developing a currently unoccupied site fronting the main western boundary of Macquarie Park with a Masters development which is currently strategically demanded within the region.

The design development will continue to evolve prior to lodgement of the DA, however the indicative plans prepared by Fitzpatrick Architects (**Appendix A**) demonstrate a Masters can be developed on the site providing a streetscape presentation and scale consistent with the character of Macquarie Park outlined in the Metro Plan.

FIGURE 21 – METROPOLITAN PLAN FOR SYDNEY 2036 (EXTRACT)



The Metro Plan sets out a number of strategic objectives to guide future development across Sydney. The proposal directly contributes to the achievement of the objectives of the Metro Plan as demonstrated in Table 1 below.

TABLE 1 – CONTRIBUTION OF THE REQUESTED REZONING TO THE STRATEGIC OBJECTIVES OF THE METRO PLAN

OBJECTIVE	PROPOSED REZONING CONTRIBUTION
A2 To achieve a compact, connected, multi-centred and increasingly networked city structure	<ul style="list-style-type: none"> Provides opportunity for the Centre to provide a diverse range of activities, improving opportunities to integrate trips.
A4 To continue strengthening Sydney's capacity to attract and retain global business and investment	<ul style="list-style-type: none"> Support a new entrant into the home improvement market looking to contribute a capital investment of over \$1 billion into the NSW economy. Revitalisation of the site which has remained unused for over 15 years since the closure of the Peter Board High School in 1998. Support the delivery of the new fine-grain road network through the site to create new allotments to support investment across the site. Develop the site along the Epping Road frontage to create a strong edge along the western boundary, providing a clear signal of investor confidence in the area which has the potential to stimulate further development activity.
B2 To strengthen major and specialised	<ul style="list-style-type: none"> Maximise the efficient use of land within the Macquarie Park

OBJECTIVE	PROPOSED REZONING CONTRIBUTION
centres to support sustainable growth of the city	<p>Specialised Centre by supporting the redistribution of land uses across the site, to provide greater opportunity for commercial uses which would benefit from closer proximity to the Macquarie Park Railway Station to be located on the eastern side of the site.</p> <ul style="list-style-type: none"> ▪ Diversify the uses within the Macquarie Park Specialised Centre to cater for a wider range of land uses which will contribute to its sustainability by reducing the need for separate trips.
C2 To build on Sydney's strengths by further integrating transport and land use planning and decision-making to support increased public transport mode share	<ul style="list-style-type: none"> ▪ The Chatswood to Epping Railway Corridor has increased public transport services to Macquarie Park. The requested rezoning will support the same uses across the site however in locations which will maximise the opportunity for journey's to work to be supported by public transport through locating these uses on the portion of the site closer to the Macquarie Park Railway Station.
C6 To ensure transport corridors are preserved for future growth	<ul style="list-style-type: none"> ▪ A railway tunnel corridor associated with the ECRL runs beneath the south eastern corner of the site and is protected by an easement in favour of Transport for NSW. Built development on land above the easement will have regard to the location of the rail corridor and easement restrictions.
E1 To ensure adequate land supply for economic activity, investment and jobs in the right locations.	<ul style="list-style-type: none"> ▪ The requested rezoning will support and assist the growth of Macquarie Park as a Specialised Centre by diversifying the types of employment activities which can be accommodated and supported within the centre. ▪ The diversification of land uses to include a specialised retail use such as Masters along the Epping Road corridor will not diminish the potential employment capacity of the centre.

Draft Metropolitan Strategy for Sydney to 2031

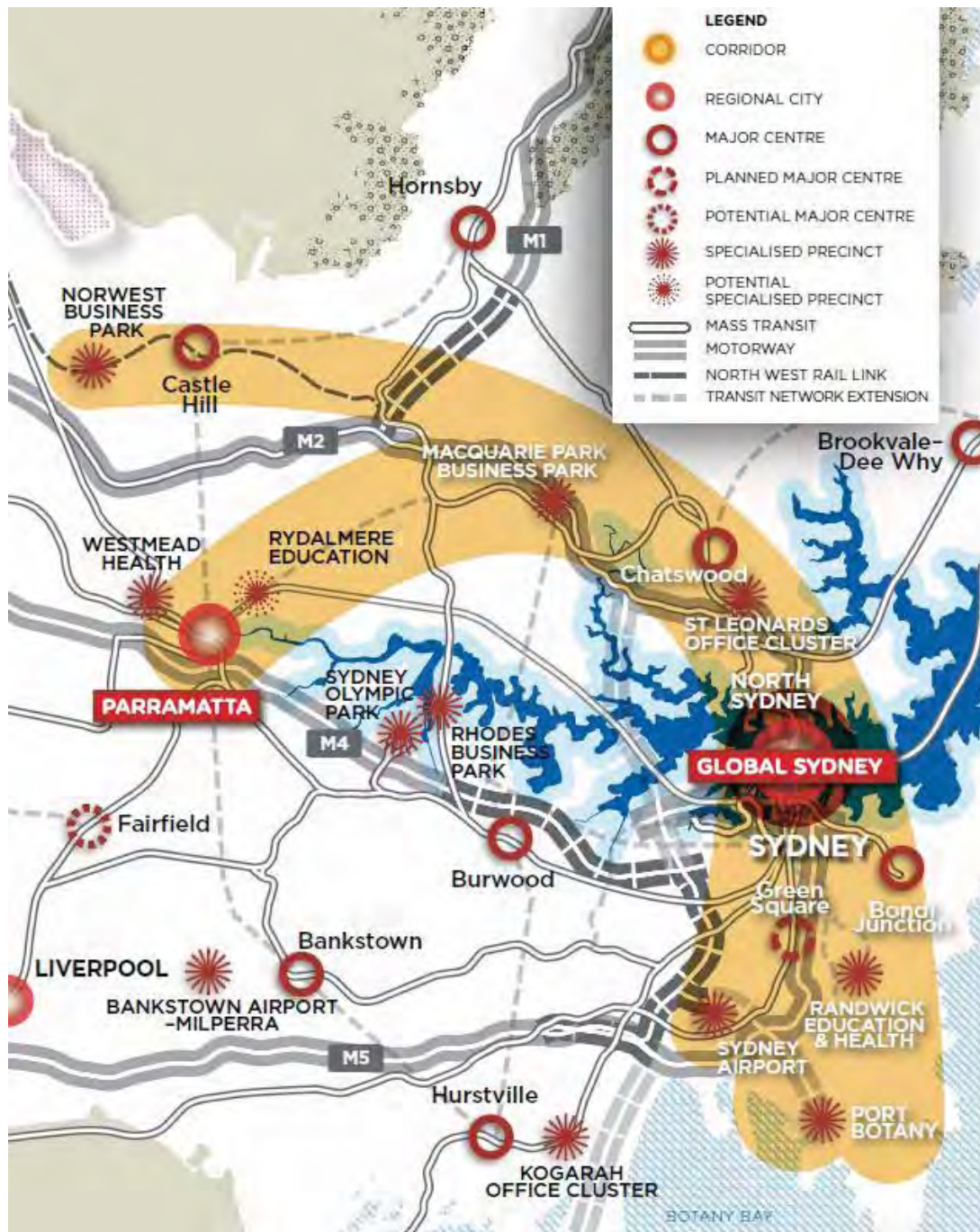
The *Draft Metropolitan Strategy for Sydney to 2031* (the *Draft Metro Strategy*) was placed on public exhibition from 19 March 2013 to 31 May 2013 seeking public comment.

Macquarie Park falls within the expanded Global Economic Corridor extending from Port Botany in the south to Parramatta and Norwest in the north.

The *Draft Metro Strategy* identifies an intensified focus of housing and job growth in and around centres within the Metropolitan Urban Area with good public transport. It identifies minimum job target within Macquarie Park of 9,000 to 2021, and 16,000 to 2031. The requested rezoning is consistent with achieving this target, as will provide 150 direct jobs as part of the Masters development, while also providing opportunity to support additional commercial developments across the balance of the site for future office/commercial development.

The rezoning will result in development which will generate the highest yield of jobs on the part of the site most accessible to public transport, and improve opportunities for employees in future development on the site to commute by public transport.

FIGURE 22 – DRAFT METROPOLITAN STRATEGY FOR SYDNEY TO 2031 – “GLOBAL ECONOMIC CORRIDOR”



The *Draft Metro Strategy* identifies that Strategic Centres will be the focus of medium and high density housing, and business and commercial growth, with supporting infrastructure encouraging growth (including in Macquarie Park).

The requested flexible application of land uses across the site sought by the proponent is considered consistent with the objectives of the *Draft Metro Strategy* for the following reasons:

- Will reinforce economic clustering of larger-format retailing activities along Epping Road which has occurred organically in this location due to the suitable site characteristics for large-format retail uses, which are otherwise not accommodated within the Ryde LGA.
- Will provide 150 full-time on-going jobs in the Masters home improvement store and 185 direct jobs on the site during construction of the store.

- Support the delivery of key infrastructure services within the site by delivering Road 3 and other intersection treatments to support the release of the balance of the site for future 'Commercial Core' development.
- Create manageable allotments across the site which can support a range of commercial office developments and support employment growth to meet the revised minimum employment target for Macquarie Park of 61,000 jobs by 2031.

Draft Inner North Subregional Strategy

The site is situated in the Inner North Subregion. The *Draft Inner North Subregional Strategy* (the 'Subregional Strategy') identifies the site as being within the Macquarie Park Specialised Centre, at the northern end of the Global Economic Corridor. The *Subregional Strategy* describes the future of Macquarie Park as follows:

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

The requested rezoning will achieve this composition of uses across the site by providing more flexibility in locating permissible land uses across the site. By widening the area *„hardware and building supplies“* and *„garden centre“* are permissible across the site, a Masters home improvement store can be supported in a commercially viable location, increasing the diversity of employment supported on the site. This will not detract from the overall employment generating ability of the site, which will result in approximately 37,500sq.m of commercial floorspace being accommodated across the balance of the site under the current *RLEP 2010* (or approximately 91,750sq.m of commercial floor space under the *draft Amendment 1* provisions discussed in more detail in **Section 6.2.2** below).

Under the *Subregional Strategy*, retailing activities are targeted to be clustered in existing centres. The requested rezoning is considered consistent with this objective, as will accommodate specialist retailing within the existing Macquarie Park Specialised Centre that is compatible and complementary with other business park uses.

Draft NSW Centres Policy May 2010

The *NSW Draft Activities Centres Policy* (the "*Draft Centres Policy*") sets out the fundamental aims and principles to guide the formulation of regional and local planning strategies and the consideration of new development proposals.

The *Draft Policy Centres* is based on six key planning principles to guide future development in and around activity centres, and to provide for the emergence of new entrants.

The *Draft Centres Policy* states that "centres" are generally located in B1-B7 zones and includes business parks. Accordingly, Macquarie Park falls within the definition of a 'centre' under the *Draft Centres Policy*.

It is considered that the requested rezoning will generally supports the key planning principles for locating future retail activity for the following reasons:

- The principle purpose of the Masters home improvement store is for "*hardware and building supplies*". While some goods sold in a Masters may themselves be deemed bulky goods, as discussed in **Section 2.2** the principle purpose of a Masters home improvement store is *hardware and building supplies*. To avoid any doubt and to provide clarity around the permissibility of the garden trade area, 'garden centre' use is also sought.
- The rezoning would assist in allowing compatible and complementary retail uses in Macquarie Park which will sit alongside the existing mix of commercial and light industrial premises.
- The rezoning would ensure efficient use of public transport by locating more employment intensive land uses on the part of the site more accessible to the new Macquarie Park Train Station.

- A future Masters development on the site will be subject to a detailed design process, however the indicative site layout prepared by Fitzpatrick Architects attached in **Appendix A** will support a commercial and retail development which will positively contribute to the amenity, accessibility, urban context and sustainability of the Macquarie Park Corridor.
- The designed design of the Masters home improvement store would provide a built form visually consistent with the surrounding commercial buildings, integrating similar building materials and built form elements along its Epping Road presentation. The design onto Road 3 will incorporate a mix of land uses including a café adjacent to the new Road 3 which will activate this internal road and sleeve the Masters along this roadway.

Accordingly, the requested rezoning meets the principal aim of locating retail within an existing centre. While Masters is a *„retail premises“* its operations are compatible and complementary to other uses within the B7 Business Park zone including office and light industrial uses, as does not create any adverse amenity impacts.

Further, the consistency of *‘hardware and building supplies’* with the B7 objectives has been outlined in the letter issued by the former DPI to Ku-Ring-Gai Council attached in **Appendix E**. Accordingly, while the requested rezoning seeks to introduce an additional use onto the B7 Business Park zoned portion of the site, the proposed use is considered compatible and complementary with the underlying zoning, and will contribute to delivering a diverse employment offer within Macquarie Park without undermining the long-term vision for the precinct.

6.2.2 IS THE PLANNING PROPOSAL CONSISTENT WITH COUNCIL'S LOCAL STRATEGY OR OTHER LOCAL STRATEGIC PLAN?

There are no applicable local strategies. However the proposal is consistent with the *Local Planning Study 2010* undertaken by the City of Ryde Council, which recognises the market driven organic development of large-format retailing clustered around the intersection of Wicks Road and Epping Road. This is discussed below

Ryde Local Planning Study 2010

The *City of Ryde Local Planning Study 2010* (the *“Planning Study 2010”*) was prepared by Ryde Council in response to the direction and actions in the *Metro Plan* and *Subregional Strategy* to guide the future growth of Ryde to 2021 and inform the preparation of the comprehensive Ryde LEP. Part 2 of the *Planning Study 2010* focuses on the Village, Town Centre, Specialised Centres and regional road corridors within the Ryde LGA.

The subject site is situated both within the Macquarie Park Corridor ‘Specialised Centre’ and the ‘Epping Road’ regional road corridor.

Epping Road defines the edge of Macquarie Park, and the interface between the taller Macquarie Park development and the low-scale residential development to the west. The *Planning Study 2010* identifies the importance of the Epping Road to integrate development within Macquarie Park into its surrounding context, by improving the permeable edge and supporting an appropriate transitional built form and scale.

The *Planning Study 2010* identifies the combination of uses near the intersection of Epping Road and Wicks Road to have grown ‘organically’ and that the area should be:

„...investigated for expansion within a five year time frame for mixed uses and businesses and more intensive residential development as a transition between Macquarie Park and the low density residential areas“

The requested rezoning is considered consistent with the *Planning Study 2010* objectives for the following reasons:

- It will provide a lower-scale transitional built form along the Epping Road corridor, which will present to the streetscape consistently with the surrounding office buildings, however adopting a transitional height to taper the concentration of development towards Waterloo Road;

- Support the growth of the organic development of a large-format retail area at the Wicks Road / Epping Road intersection, to support retail activities which will benefit from high visibility to the major road corridor;
- Will support the infill development of the former Peter Board High School site, completing the Epping Road streetscape between Lane Cove Road and Wicks Road, with a comprehensive landscape treatment;
- Concentrate intensive commercial development on the eastern portion of the site providing definition to the Waterloo Road streetscape; and
- Improving permeability and walkability through the site by funding the delivery of Road 3 through the site, management of intersection and the pedestrian links between Road 3 and Epping Road.

Draft LEP Amendment No.1

As outlined in **Section 1.4.2** the City of Ryde Council have prepared and publicly exhibited An amendment to RLEP 2010 which seeks to provide substantial uplift in floor space and height across Macquarie Park to respond to the objectives of the *Sydney Metropolitan Strategy*, the *draft Inner North Subregional Strategy* and the *Local Planning Study 2010*.

The requested rezoning is consistent with achieving the built form and urban design objectives of Amendment 1, as will support the location of the Masters home improvement store fronting Epping Road and enabling larger and more intensified commercial development to be located adjacent to the Waterloo Road spine.

Further, the requested rezoning seeks to include the delivery of the following infrastructure consistent with the public domain works contained in the *RLEP 2010* and which Amendment 1 has been prepared to promote public section interest in delivering:

- Road 3 through the site (from the Wicks Road boundary to the northern boundary adjoining 65 Epping Road).
- Two pedestrian links between Road 3 and Epping Road.

These infrastructure works will be a significant contribution to the achievement of the finer grain public domain works which are one of the key objectives of Amendment 1.

6.2.3 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

An assessment of consistency of the proposed rezoning with the relevant State Environmental Planning Policies is summarised in the following table:

TABLE 2 – APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES

SEPP TITLE	CONSISTENCY OF REQUESTED REZONING
SEPP 1 – Development Standards	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 6 – Number of Storeys in a Building	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 22 – Shops and Commercial Premises	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 55 – Remediation of Land	<i>State Environmental Planning Policy No. 55 (Remediation of Land)</i> (SEPP 55) provides that land must be remediated to an appropriate level

SEPP TITLE	CONSISTENCY OF REQUESTED REZONING
	<p>to cater for its proposed use.</p> <p>In accordance with the provisions of SEPP 55, a due diligence contamination investigation was undertaken by Geo-Logix for the whole site. The report concludes that previous uses on the site have not resulted in any contaminants being identified on the site which would preclude the future redevelopment of the site in accordance with currently permissible uses, or the expanded permissible uses sought by the requested rezoning.</p> <p>More detailed investigations in accordance with SEPP 55 will be undertaken as part of any future Development Application for the site and appropriate remediation works will be undertaken if required.</p>
SEPP 64 – Advertising and Signage	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP (Infrastructure) 2007	<p><i>State Environmental Planning Policy (Infrastructure) 2008</i>, sets out requirements for various public authority and infrastructure works throughout the state. In addition, it requires the referral of certain traffic generating development to the RMS during the DA assessment process. Any required referral will be triggered at DA stage and does not impact a land rezoning.</p> <p>A Traffic Report has been prepared by CBHK to assess the traffic implications of a Masters home improvement store on the site. Consultation with the RMS has also been undertaken during this assessment and guided the proposed road upgrades. This is discussed further in Section 6.3.2.</p>
Draft SEPP (Competition) (2010)	This rezoning request has considered the draft SEPP, namely the objectives to remove artificial barriers on competition between retail businesses and is considered consistent with the draft SEPP.

6.2.4 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S.117 DIRECTIONS)?

Yes.

The Planning Proposal has been assessed against the applicable s.117 Ministerial Directions (under Section 117(2) of the *Environmental Planning and Assessment Act 1979*) and is consistent with each of the relevant directions as summarised in **Table 3** below.

TABLE 3 – SECTION 117 DIRECTIONS

DIRECTION	ASSESSMENT
<p>1.1 Business and Industrial Zones Objectives</p> <p>(1) <i>The objectives of this direction are to:</i></p> <p>(a) <i>encourage employment growth in suitable locations,</i></p> <p>(b) <i>protect employment land in business and industrial zones, and</i></p> <p>(c) <i>support the viability of identified</i></p>	<p>The requested rezoning is consistent with Direction 1.1 for the following reasons:</p> <ul style="list-style-type: none"> It will have a positive employment impact on the site which has remained vacant since the closure of the Peter Board High School in 1998. It will support the same composition of uses currently permitted on the site, however will allow the composition of land uses to be redistributed

DIRECTION	ASSESSMENT
<i>strategic centres.</i>	<p>to enable commercial redevelopment to be situated in closer proximity to the Waterloo Road commercial spine.</p> <ul style="list-style-type: none"> ▪ The future development of the site for a Masters home improvement store will create between 130 – 150 operational jobs and up to 180 direct jobs during construction.
<p>3.4 Integrated Land Use and transport</p> <p>Objectives</p> <p>(1) <i>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p>(a) <i>improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p>(b) <i>increasing the choice of available transport and reducing dependence on cars, and</i></p> <p>(c) <i>reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p>(d) <i>supporting the efficient and viable operation of public transport services, and</i></p> <p>(e) <i>providing for the efficient movement of freight.</i></p>	<p>The requested rezoning is consistent with Direction 3.4 for the following reasons:</p> <ul style="list-style-type: none"> ▪ It will support intensified employment generating uses on the part of the site closer to Waterloo Road, and within closer walking distance to the new Macquarie Park Railway Station. ▪ Reduce travel demand by locating the Masters within close proximity to other large-format retailing (Domayne / Harvey Norman and Officeworks).
<p>6.1 Approval and Referral Requirements</p> <p>(1) <i>The objective of this direction is to ensure the LEP provisions encourage the efficient and appropriate assessment of development.</i></p>	<p>The requested rezoning is consistent with Direction 6.1 as it is not designated development and does not require the concurrence of the Department of Planning and Infrastructure.</p>
<p>6.2 Reserving Land for Public Purposes</p> <p>Objectives</p> <p>(a) <i>To facilitate the provision of public services and facilities by reserving land for public purposes, and</i></p> <p>(b) <i>To facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</i></p>	<p>The requested rezoning is consistent with Direction 6.2 for the following reasons:</p> <ul style="list-style-type: none"> ▪ Will support the delivery of the finer-grain road network through the site. ▪ Will support the continued operation of the child care centre on the site.
<p>6.3 Site Specific Provisions</p> <p>Objective</p>	<p>The proposed use of 'Schedule 1 Additional Permitted Uses' allows a minor amendment to the B7 zone for the site to allow a Masters to by</p>

DIRECTION	ASSESSMENT
(1) <i>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</i>	located on the portion of the site which is economically viable, while maintaining the balance of the site in its current zoning to support commercial uses. The use of a site specific provision by way of 'Schedule 1' will allow for „hardware and building supplies“ and „garden centre“ as permitted uses across the whole site, whilst retaining the underlying zoning and avoid compromising the character of the area.
7.1 Implementation of the Metropolitan Plan Objective (1) <i>The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036.</i>	As discussed in Section 6.2.1 below, the requested rezoning is generally consistent with the <i>Metropolitan Plan for Sydney 2036</i> .

6.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

6.3.1 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

An assessment of the ecological value of existing vegetation on the site was undertaken by DEXUS when preparing the Staged-DA for the site, which indicated existing vegetation, was not of conservation value, and accordingly the removal of vegetation to accommodate the Stage 1 development was approved by Council.

A Flora and Fauna Assessment has been prepared by EcoLogical Australia (refer **Appendix D**) to provide an assessment of any impacts associated with the planning proposal. The Flora and Fauna Assessment finds the following:

- The majority of the species on site had been planted as part of the landscaping of the school.
- Although some tree species consistent with the Threatened Species Act 1995 (TSA) listed threatened ecological community Sydney Turpentine Ironbark Forest are present on site these are not naturally occurring.
- The following had been identified on the site during earlier surveys:
 - *Eucalyptus scoparia* (Wallangara White Gum) endangered under the TSC Act and as vulnerable under the EPBC Act
 - *Eucalyptus nicholii* (Narrow-leaf Black Peppermint) occurs naturally in the New England Tablelands in NSW, and not within the Sydney basin

However, these trees are not within their natural range and have been planted during landscape works and are not considered as threatened species for the purpose of the impact assessment.

Accordingly, the Flora And Fauna Assessment concludes the following:

Although there are some species consistent with the TSC Act listed Sydney Turpentine Ironbark Forest on site, it is likely that there have been planted and are not remnant native vegetation, and do not meet the criteria for the EEC.

Two threatened plant species were present on site. However, both of these species have been planted and occur well beyond their natural range, therefore, are considered managed vegetation and not remnant native vegetation.

The site may provide some foraging value to a number of threatened fauna species, however, due to the proximity to Lane Cove National Park significant foraging habitat exists nearby.

A qualified fauna ecologist should be required on site during any clearing activity to ensure any resident fauna are removed and relocated appropriately. Techniques such as soft fall tree removal will minimise fauna mortality.

As summarised above, there are no ecological constraints which would prevent the progression of this planning proposal. More detailed ecological investigations will be undertaken as part of the Development Application documentation for future development of the site and will include appropriate vegetation management techniques.

6.3.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

Traffic and Access

A Traffic Report and further supplementary Traffic Report has been prepared by Colston Budd Hunt & Kafes (CBHK) (**Appendix B**) which considers the traffic, access and parking arrangements of a Masters home improvement store on the subject site. Each of the key issues covered in this report are discussed below:

Parking

The Traffic Report indicates that sufficient car parking to support the Masters home improvement store can be contained within the basement level of the Masters home improvement store with access from the proposed Road 3. This will enable the Masters home improvement store to have car parking separate to other uses on the site, however will contain a higher volume of car parking on the Masters allotment than on other parts of the site which will generate greater commuter employment lending itself to a higher use of public transport.

The proposed parking rates shown in the indicative concept plan have been determined with regard to RMS surveys of the parking demands of other home improvement centres including two centres at Bankstown and Minchinbury which are similar in size to the proposed Macquarie Park Masters. The RMS parking demand surveys found peak parking demands of 318 at Bankstown and 264 spaces at Minchinbury which includes customer and staff parking areas. This represents a rate of 2.2 to 2.3 spaces per 100sqm at peak times.

Based on these rates, the proposed Masters home improvement store of 13,706sqm would have parking demands of some 315 spaces (including staff and customer parking). The proposed provision of some 390 spaces satisfies this requirement.

Access

The Indicative Site Master Plan prepared by Fitzpatrick Architects indicates vehicle access will be via Wicks Road and Waterloo Road. The site plan will support the development of the two new fine grain roads through the site (Road 3 and Road 11), with Road 3 running north-south through the site being delivered as part of the infrastructure updates proposed as part of the Masters development.

In addition, pedestrian access will be improved through the site by providing new pedestrian routes from Waterloo Road to Road 3, and also from Road 3 to Epping Road. This will enhance the walkability of the

site, and further improve access for employees to public transport services running along Waterloo Road and Epping Road.

As discussed in the supplementary Traffic Report, a number of options have been investigated to provide appropriate access to the site. These included:

- *Provision of traffic signals at both or either of the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as either they didn't meet RMS warrants for traffic signals (in the short term) or had an adverse impact on traffic flows on Wicks Road.*
- *Priority control with all movements permitted at both or either the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as uncontrolled right turns out of Road 3 or 11 had insufficient capacity during the afternoon peak periods; and*
- *Priority control with left in/left out access at the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as they did not provide appropriate access to the site.*

With consideration to the above, the proposed access is as follows:

- *The intersection of Waterloo Road and Road 11 would be priority controlled with the right turn from Road 11 onto Waterloo Road not permitted (due to the traffic flows on Waterloo Road in the weekday peak periods). Traffic exiting the site and wishing to travel back to Wicks Road could undertake a U turn at the Thomas Holt Drive/Waterloo Road roundabout located to the west of the site; and*
- *The intersection of Wicks Road and Road 3 would be priority controlled with left in/left out access (as per the approved development).*

Right turn ingress from Waterloo Road is required in order to provide access from traffic originating from the north (along Lane Cove Road) or west (from the M2).

Traffic

In regards to weekday and weekend peak periods, the Supplementary Traffic Report notes the following with regard to the existing traffic conditions:

- *The traffic signal intersections of Lane Cove Road/Waterloo Road, Lane Cove Road/Epping Road and Epping Road/Wicks Road are currently operating at or near capacity in the weekday morning and afternoon peak periods. In the Saturday midday peak period these intersections are operating at satisfactory levels of service with average delays of less than 45 seconds per vehicle; and*
- *The priority controlled intersection of Wicks Road/Waterloo Road is operating at a satisfactory or better level of service in the peak periods with average delays of less than 20 seconds per vehicle.*

The traffic effects of the approved commercial development and proposed Masters development on these traffic conditions have been assessed.

The Traffic Report identifies that the 27,340sqm commercial development approved under LDA2008/0531 would generate some 270 vehicle movements per hour two-way during weekday morning and afternoon peak hours. The assessment of traffic implications for the Masters home improvement store indicates the following traffic movement generation (based on RMS guidelines that 20% of retail traffic is from passing trade):

- Weekday morning peak hour: some 130 to 140 vehicles.
- Weekday afternoon peak hour: some 260 to 270 vehicles.
- Weekend peak hour: some 670 to 680 vehicles.

Therefore, during weekday peak periods, the proposed Masters would have a lesser traffic generation during the morning and a similar traffic generation during the afternoon compared to the approved

commercial development on the site. The traffic generation associated with the Masters home improvement centre would be more evenly distributed than a commercial development which generates mostly inbound movements in the morning and outbound movements in the afternoon. The traffic generation on a weekend from the Masters development would be off-set by lower background traffic flows in the Macquarie Park employment area.

The supplementary Traffic Report concludes the following in relation to traffic generation:

Replacing the approved commercial development with Masters has little or no impact on the operation of the surrounding road network in 2031 during the weekday morning and afternoon peak periods. Intersections along Epping Road and Lane Cove Road would continue to operate at or near capacity in the weekday morning and afternoon peak periods in 2031. During the Saturday midday peak period, the proposed Masters development would result in only minor increases in average delays per vehicle, except for the intersection of Lane Cove Road/Waterloo Road. However, this intersection would still operate at a satisfactory LOS C with Masters.

The traffic generation associated with the development is not considered to result in any unacceptable impacts on the surrounding road network.

Infrastructure Upgrades

As part of the delivery of the Masters development, the proponent is committed to delivering the following infrastructure upgrades:

- Road 3 through the site (from the Wicks Road boundary to the northern boundary adjoining 65 Epping Road).
- The intersection of Wicks Road and Road 3 to be priority controlled with left in/left out access.
- The intersection of Waterloo Road and Road 11 to be priority controlled with the right turn from Road 11 onto Waterloo Road not permitted.
- Two pedestrian links between Road 3 and Epping Road.

This infrastructure will support the Masters development and also support further development of the site for commercial uses. The new street pattern illustrated on the Indicative Site Master Plan demonstrated new infrastructure proposed as part of the Masters development will create accessible new parcels of land which can accommodate marketable building envelopes with floorplates reflective of current office requirements.

Epping to Chatswood Rail Link

The site is located above the Epping to Chatswood Rail Link as shown in the plans prepared by Mott Macdonald and provided in **Appendix F**.

The plans show the location of the rail tunnel across the northern portion of the site and below the future proposed commercial buildings. The Masters home improvement store is not located above the rail corridor.

Indicative sections through the affected area of the site show that while the commercial buildings will require some excavation within the rail corridor zone of influence to accommodate building footings, this can be accommodated at a distance of at least 5m from the rail tunnels.

Detailed design of these buildings will be undertaken at Development Application stage to ensure that no safety impacts to the rail tunnel will occur. Referral to Railcorp for concurrence with regard to excavation of 2m within the rail corridor will occur at Development Application stage in accordance with *State Environmental Planning Policy (Infrastructure) 2007*.

6.3.3 HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

Social Benefits

There are a number of significant community benefits arising from the effective implementation of this proposal. It will:

- Instigating redevelopment of the site, which has remained vacant for more than 15 years, to stimulate employment generation within lands which are highly accessible by public transport.
- Provide increased retail offer to the working community within Macquarie Park, and the growing residential community in the North Ryde and Herring Road Urban Activation Precincts.
- Improve competition with the hardware and home improvement sector in the LGA.
- Provide a suitable transitional built form along the Epping Road streetscape, complementing the low-scale residential development on the western side of Epping Road, while providing appropriate transitional form and land uses to complement future development along Waterloo Road and on the future allotments on the eastern portion of the subject site.
- Maintain existing opportunities for the site to contribute to achieving employment targets for the Macquarie Park Corridor, with the balance of the site able to accommodate commercial development under the floorspace and height controls currently applying to the site under *RLEP 2010*, and proposed to apply under *Draft Amendment 1*.

Economic Benefits

This rezoning request will have a number of positive economic impact on Macquarie Park, and the surrounding land uses. The *Economic Impact Assessment* prepared by HillPDA evaluated the economic impacts of permitting a Masters home improvement store on the site, which found:

- There is a lack of large format hardware operations in area surrounding the site.
- The trade area of the Masters home improvement store contained approximately 340,000 people in 2011, and forecast to increase to 406,000 by 2031 which will generate significant demand for new retail and hardware floorspace.
- Hardware related expenditure in the trade area was \$153 million in 2011, and is expected to increase to \$227 million in 2031.
- Due to the closure of several hardware stores in the Ryde LGA over the past few years, residents have experienced diminished access to hardware retailing, and are now required to travel greater distances to access hardware facilities.
- In 2011, the trade area had an undersupply of hardware and home improvement floorspace of 22,400sq.m, and this is increase to 39,300sq.m by 2031 without new stores being provided.
- The Masters home improvement store is justified on demand growth alone, and in the context of the significant floorspace undersupply. Any trading impacts on existing business would be short-term only and mitigated by demand growth.
- The Ryde LGA has more than sufficient land zoned to accommodate commercial office land demand forecast to 2036, and therefore the use of the site for a Masters home improvement store will not jeopardise the potential of the LGA to meet future commercial office demand.
- The Masters development would stimulate economic activity on a site which has remained undeveloped for almost 15 years.
- The store will provide 150 full-time equivalent on-going jobs during operation and up to 180 jobs during construction.

- By supporting a Masters development on the site, there will be increased choice and price competition in the home improvement retail sector for the trade area.

6.4 STATE AND COMMONWEALTH INTERESTS

6.4.1 ADEQUACY OF PUBLIC INFRASTRUCTURE AND TRANSPORT INFRASTRUCTURE

The site has a high level of public transport service by both rail and buses. The new Macquarie Park Railway Station is situated approximately 500 metres north of the site which provides direct rail linkages to Chatswood, St Leonards, North Sydney, Sydney CBD and Epping. Key bus routes which run along Epping Road and Waterloo Road provide connections within the Ryde LGA and the Inner North Subregion.

This rezoning request seeks to redistribute permissible uses across the site to intensify development of high-employment generating uses which will have staff travelling to work by public transport to be located within the parts of the site with the greatest level of access to public transport.

Accordingly, the proposal seeks to support the increased use of public transport for journeys to work to Macquarie Park.

6.4.2 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

No consultation with State or Commonwealth authorities has been carried out to date with regards to this rezoning request.

6.5 COMMUNITY CONSULTATION

No formal public community consultation has been undertaken to date in regard to this rezoning request. It is expected that formal exhibition and community consultation will occur once a Planning Proposal has been prepared by Council and a Gateway Determination obtained.

7 Part 4 – Community Consultation

No formal public community consultation has been undertaken to date in regard to this rezoning request. It is expected that formal exhibition and community consultation will occur once a Planning Proposal has been prepared by Council and a Gateway Determination obtained.

7.1.1 PRELIMINARY CONSULTATION WITH COUNCIL

A meeting with Council was held with at the office of NSW Planning and Infrastructure on 8 February 2013 to discuss the intentions of Masters to seek to redevelop the subject site including a Masters home improvement store fronting Epping Road.

Subsequent discussions were held with Council on 9 July 2013, outlining intentions of Masters' to progress this rezoning request for an amendment to Schedule 1 of the *Ryde LEP 2011* to support a Masters home improvement store fronting Epping Road, and including design schemes to illustrate the consistency the future built form can achieve with the surrounding development along Epping Road.

8 Conclusion

This report has considered the strategic context of the site and its suitability for Council to progress the preparation of a Planning Proposal to rezone the western portion of the site to support „hardware and building supplies“ and „garden centre“ by way of an amendment to Schedule 1 of the *Draft RLEP 2013*. The requested rezoning will retain the current B7 Business Park zone on this portion of the site, while expanding the permissible uses to support a Masters home improvement store, which is permissible on the eastern part of the site.

The surrounding context of the site is undergoing significant change with two significant proposes currently being progressed on the southern side of Wicks Road:

- The 14 hectare North Ryde Station UAP proposing to redevelop the residual M2 Motorway lands for a mixed use Transport Orientated Development.
- The 1.97 hectare Harvey Norman rezoning request currently before Council seeking to rezone the site for mixed use development.

The requested rezoning is considered an appropriate development outcome for the subject site for the following reasons:

- **From a Strategic Planning Perspective** - as part of the rezoning request, the proponent includes a commitment to delivery key infrastructure to support the realisation of Council's vision to increase permeability through the Macquarie Park corridor by providing:
 - Road 3 running from Wicks Road to the northern site boundary adjoining 65 Epping Road.
 - Two pedestrian links between Road 3 and Epping Road.
- **From a Local Built Form Perspective** - The Indicative Site Masterplan prepared by Fitzpatrick Architects in **Figure 8** and **Figure 9** illustrate that the proposed rezoning will not preclude the site from achieving the overall commercial development which could currently be achieved on the site. The use of the part of the site fronting Epping Road for a Masters home improvement store will provide a suitable transitional height and FSR to address the residential interface, while also supporting a land use which will benefit from the visibility of this part of the site to the high volume of traffic which moves along Epping Road.
- **From a Net Community Benefit Perspective** – the proposed rezoning will support a new large-format home improvement retailer into the main trade area, which is currently undersupplied. This will increase competition in the trade area and in-turn will provide more competitive prices to the local community.
- **From an Economic Perspective** –The proposal will contribute to meeting the *Draft Metro Strategy* employment target of delivering 16,000 new jobs within the Macquarie Park Corridor by 2031. The proposed rezoning will generate approximately 150 jobs during operation in the Masters home improvement store, and up to 180 jobs during construction, and enabling the balance of the site to be masterplanned to accommodate commercial developments permissible under the current zoning. Further, it will provide key infrastructure to support the future development of the site for commercial uses.
- **From an Environmental Perspective** – the rezoning will result in commercial development which has a higher intensity of employment on the site to be situated on the part which has greatest accessibility to public transport, and therefore improving opportunities for future employees on the site to journey to work via bus or train.

Overall, the proposed rezoning will support the uses which are currently permissible on the site within parts of the site which will maximise the key site characteristics. The rezoning will not diminish the potential of the site to support the full amount of floorspace permissible under the current *RLEP 2010* or the *Draft Amendment 1*, and accordingly will not adversely impact on the ability of the site to contribute to the employment targets set by the NSW State Government for the Macquarie Park Corridor.

Accordingly, the requested rezoning will enable the site to achieve the right type of development within the site, while maintaining a strong focus on delivering employment. The delivery of the new road network through the site in accordance with the adopted *RLEP 2010* and *Ryde DCP 2010* will assist in creating new street frontages within the site, improving the potential of the site to attract employment generating commercial developments.

For these reasons, we request Council support the rezoning request and progress a Planning Proposal reflecting the requested *Draft RLEP 2013* amendment.

Disclaimer

This report is dated November 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 Hydrox Nominees Pty Limited (Instructing Party) for the purpose of requested 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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All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

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144 Wicks Rd Nth Ryde

AREA CALCULATION

RYDE LEP 2010

FSR 1:1.5 - HT 30m
 Lot Size - 4498m²
 Allowable FSR - 6747m²
 Hotel - 6744m² (6 Levels)
 Total GFA - 6744m² (incl Retail)

FSR 1:1 - HT 30m
 Lot Size - 19114m²
 Allowable FSR - 19114m²
 Bld 1 - 8504m² (4 Levels)
 Bld 2 - 7976m² (4 Levels)
 Bld 3 - 6868m² (4 Levels)
 Child Care - 500m²
 Retail - 1603m²
 Total GFA - 25451m²

FSR 1:1 - HT 30m
 Lot Size - 12086m²
 Allowable FSR - 12086m²
 Bld 1 - 5781m² (3 Levels)
 Bld 2 - 7708m² (4 Levels)
 Retail - 524m²
 Total GFA - 14013m²

FSR 1:1 - HT 22m
 Lot Size - 23609m²
 Allowable FSR - 23609m²
 Retail - 15345m²
 Total GFA - 15345m²

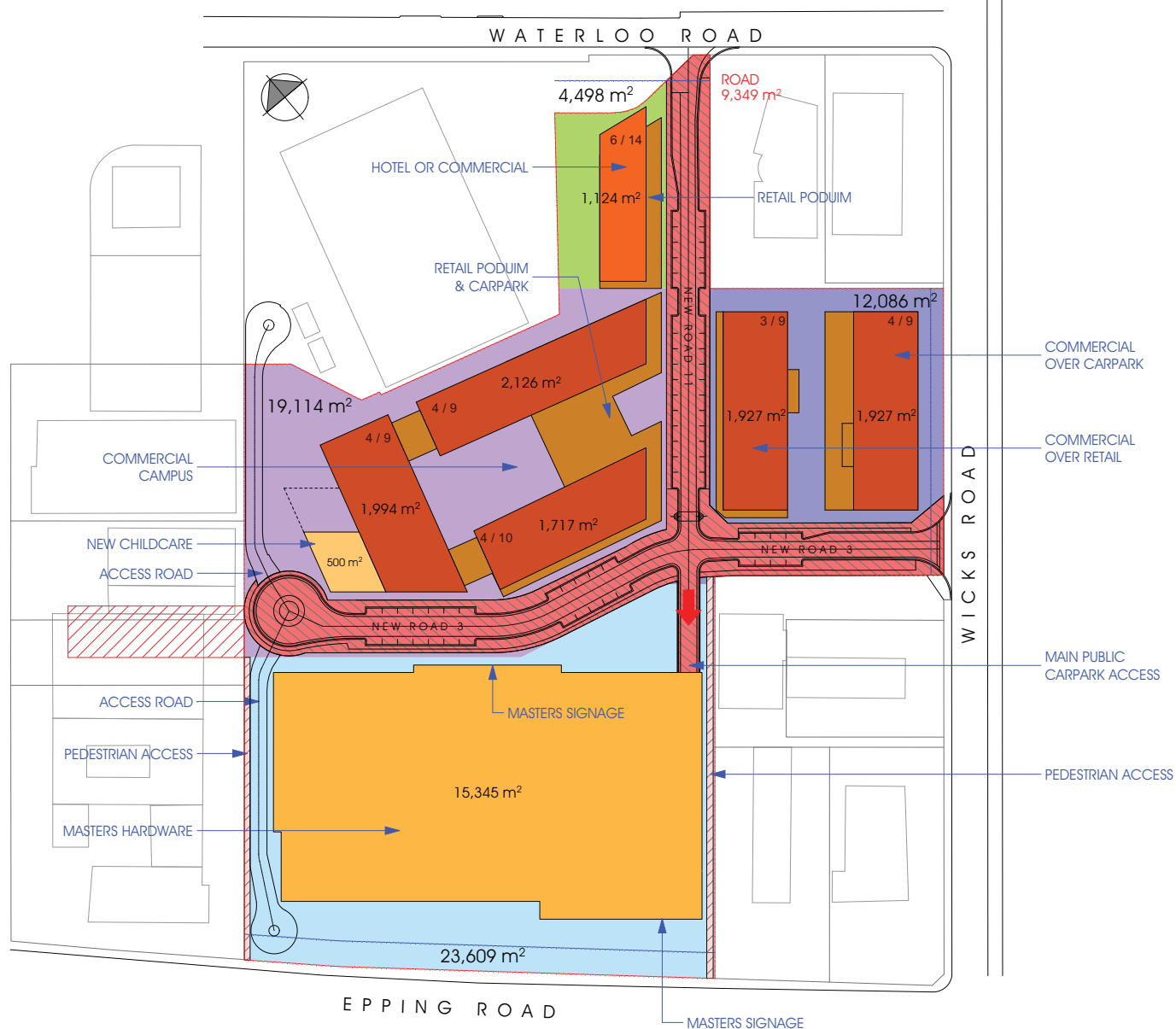
PROPOSED ARCHITECTUS LEP AMENDMENT 1

FSR 1:3 - HT 65m
 Lot Size - 4498m²
 Allowable FSR - 13494m²
 Hotel - 15736m² (14 Levels)
 Total GFA - 15736m² (incl Retail)

FSR 1:2 - HT 45m
 Lot Size - 19114m²
 Allowable FSR - 38228m²
 Bld 1 - 19134m² (9 Levels)
 Bld 2 - 17946m² (9 Levels)
 Bld 3 - 17170m² (10 Levels)
 Child Care - 500m²
 Retail - 1541m²
 Total GFA - 56291m²

FSR 1:2 - HT 45m
 Lot Size - 12086m²
 Allowable FSR - 24172m²
 Bld 1 - 17343m² (9 Levels)
 Bld 2 - 17343m² (9 Levels)
 Retail - 1048m²
 Total GFA - 35734m²

FSR 1:2 - HT 45m
 Lot Size - 23609m²
 Allowable FSR - 47218m²
 Retail - 15345m²
 Total GFA - 15345m²



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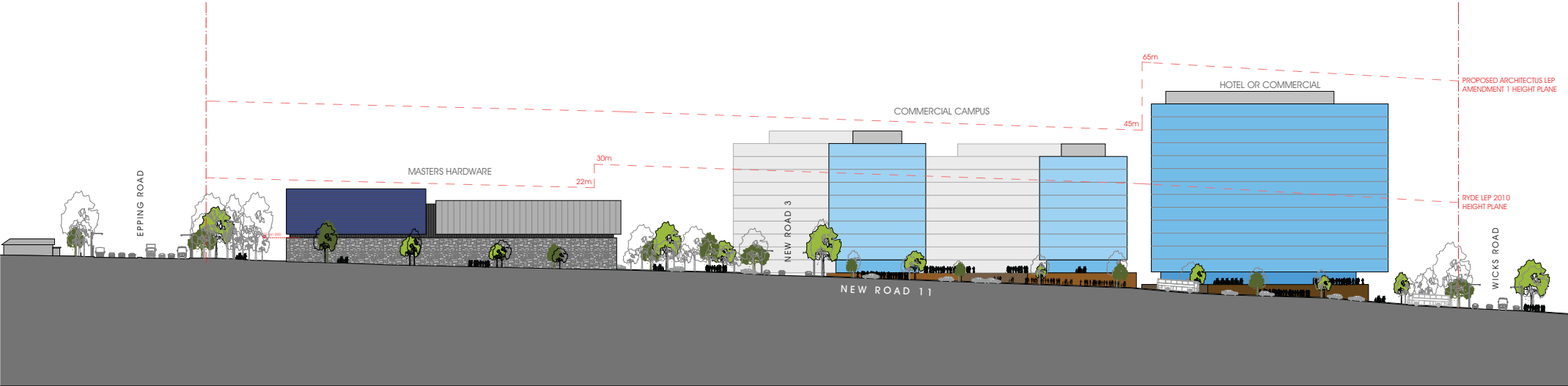
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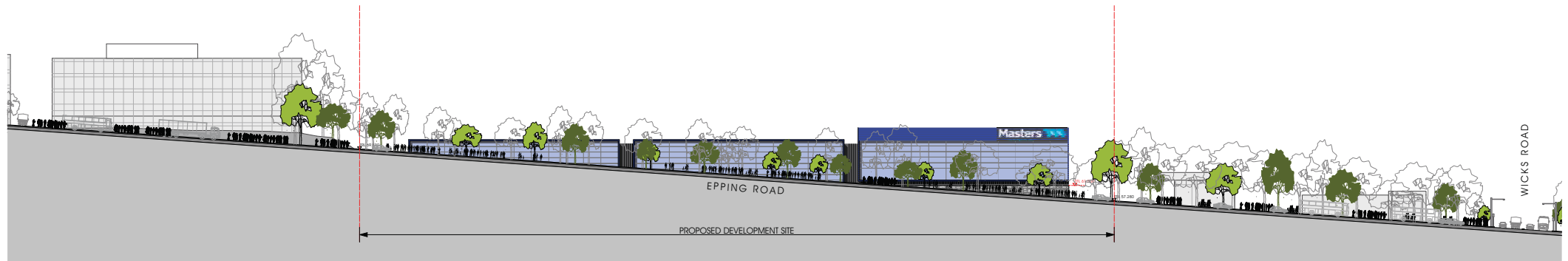
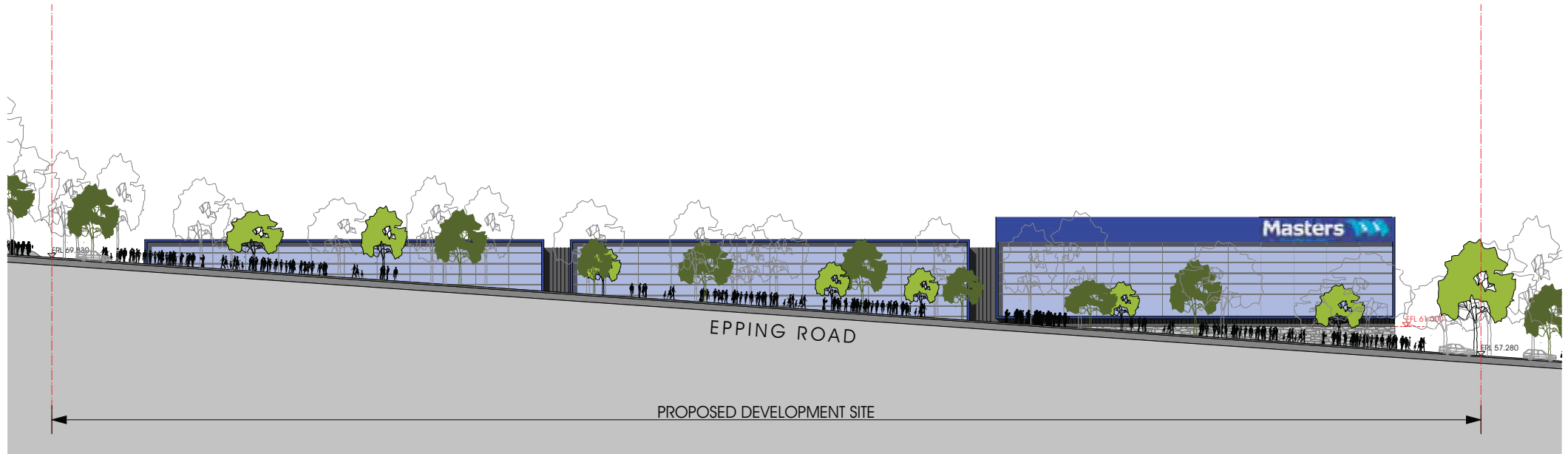
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DRAWING
Epping Rd Elevation

PROJECT NO.
21306

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DRAWING
New Road 3 Elevation


PROJECT NO.
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HYDROX NOMINEES PTY LTD

SUPPLEMENTARY TRANSPORT
REPORT - PLANNING PROPOSAL
FOR PROPOSED MASTERS STORE,
MACQUARIE PARK

MARCH 2014

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REF: 8308/3

Colston Budd Hunt & Kafes Pty Ltd

TABLE OF CONTENTS

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TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	RESPONSES TO TRAFFIC MATTERS RAISED BY COUNCIL	2

- Appendix A - Service vehicle swept paths
- Appendix B - Planning Proposal Transport Report

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Colston Budd Hunt & Kafes Pty Ltd

CHAPTER I

I. INTRODUCTION

I.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by Hydrox Nominees Pty Ltd to prepare a supplementary transport report to address traffic matters raised in Ryde Council's letter (RFI) dated 2 October 2013. The traffic matters raised by Council can be summarised as follows:

- additional traffic modeling is required to assess the traffic effects of the proposed Masters development (particularly during the Thursday night and weekend periods) as Masters has different traffic generation characteristics compared to the approved development on the site.
- further information is required on the proposed access arrangements and internal road layout;
- clarification on the proposed parking provision; and
- concern that large service vehicles cannot manoeuvre around the shown building lines.

I.2 We prepared the transport report that accompanied the planning proposal (Transport Aspects of Planning Proposal for Proposed Masters Store, Macquarie Park – July 2013) to permit a new Masters store on the former Peter Board High School site in Macquarie Park. The site location is shown in Figure I.

I.3 The site has consent for a commercial development of 27,340m², with vehicular access from Wicks Road to on-site parking (access limited to left in/left out on Wicks Road). The planning proposal would provide for a Masters store of some 13,706m² on the southern part of the site. Vehicular access would be provided from Wicks Road and Waterloo Road. Development on the balance of the site is expected to be similar to the masterplan for the site.

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CHAPTER I

I.4 The responses to the traffic matters raised by Council are set down in the following chapter.

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CHAPTER 2

2. RESPONSES TO TRAFFIC MATTERS RAISED BY COUNCIL

2.1 Our responses to the traffic matters set out Ryde Council's letter dated 2 October 2013 are set out through the following sections:

- parking;
- access and internal arrangements;
- servicing;
- traffic effects; and
- summary.

Parking Provision

2.2 Section 6.3.8 of Part 4.5 of the Ryde Development Control Plan 2010 indicates that parking for activities other than commercial and industrial development should be provided in accordance with Section 9.3 of the DCP. That section does not include a specific parking rate for home improvement centres such as Masters. The DCP notes that:

To establish the parking rate for any development type not specified above; comparisons should be drawn with similar development and outlined in a Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of two case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas and be prepared in accordance with the RTA Guide to Traffic Generating Development.

2.3 There are no other Masters home improvement centres in the Ryde LGA or adjoining LGAs. However, the RMS (previously RTA) has undertaken surveys of the parking demands of home improvement centres. The results of these surveys are provided in Appendix A. Two of the centres (Bankstown and Minchinbury)

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CHAPTER 2

have areas (14,111m² and 11,915m² respectively) similar in size to the proposed Macquarie Park Masters.

- 2.4 The RMS parking demand surveys found peak parking demands of 318 and 264 spaces at Bankstown and Minchinbury respectively. These surveys include staff and customer parking. These demands represent rates of some 2.2 to 2.3 spaces per 100m² at peak times. We note that the 2.6 spaces per 100m² referred to in the Council letter is taken from the RMS surveys. This rate is incorrect as when the peak parking demand for Bankstown (318 spaces) is divided by the floor area (14,111m²) the parking rate is 2.3 spaces per 100m² not 2.6 spaces per 100m² as set out in the RMS report.
- 2.5 Based on these rates, the proposed Masters (some 13,706m²) would have parking demands of some 315 spaces (staff and customer parking). The proposed provision of some 390 spaces therefore satisfies this requirement.

Access and Internal Arrangements

- 2.6 The plans for the proposed development provide access from Road No. 3 at the eastern end of the Masters Lot (two-way driveway for customers) and western end of the lot (two driveways for service vehicles). As in the approved development, Road 3 will connect to Wicks Road (left in/left out). In addition Road 11 will connect between Road 3 and Waterloo Road to the north. This compares to the approved development where Road 11 did not connect to Waterloo Road.
- 2.7 A number of options have been investigated to provide appropriate access to the site. These have included:
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CHAPTER 2

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- provision of traffic signals at both or either of the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as either they didn't meet RMS warrants for traffic signals (in the short term) or had an adverse impact on traffic flows on Wicks Road;
 - priority control with all movements permitted at both or either the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as uncontrolled right turns out of Road 3 or 11 had insufficient capacity during the afternoon peak periods; and
 - priority control with left in/left out access at the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as they did not provide appropriate access to the site.

2.8 The recommended access option provides:

- the intersection of Waterloo Road and Road 11 would be priority controlled with the right turn from Road 11 onto Waterloo Road not permitted (due to the traffic flows on Waterloo Road in the weekday peak periods). Traffic exiting the site and wishing to travel back to Wicks Road could undertake a U-turn at the Thomas Holt Drive/Waterloo Road roundabout located to the west of the site; and
- the intersection of Wicks Road and Road 3 would be priority controlled with left in/left out access (as per the approved development).

2.9 Right turn ingress from Waterloo Road is required in order to provide access from traffic originating from the north (along Lane Cove Road) or west (from the M2). If only left in/left out access is provided at both access points then traffic from these areas would have to travel round the block (via Epping Road and Wicks Road) and hence unnecessarily affect the operation of these roads (and intersections along them).

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CHAPTER 2

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- 2.10 Within parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances would be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004 at the time that a development application is made.

Servicing

- 2.11 The truck turning paths provided for the planning proposal found that some modifications were required to the south eastern corner of building to allow large trucks to use the perimeter service road to depart the site. Revised plans have been prepared and the truck turning paths (19 metre semi-trailers) updated. These show that trucks could satisfactorily service the site with some minor modifications to the internal roads.

Traffic Effects

- 2.12 To address the matters raised by Council in its letter dated 2 October 2013, the following methodology for assessing the traffic effects of the proposed Masters development has been adopted. We advised Council of this approach in an email dated 2 December 2013.

Set out below is a suggested methodology to address the issues raised and also to be consistent with Council's guidelines for TIA's in Macquarie Park. Before starting this we want to engage with Council to ensure that the approach we are proposing is satisfactory to Council. As the site has only 2 access points to the RMS road network and the proposed Masters would generate the same or less traffic than the approved commercial development in the weekday AM/PM peak periods, we don't believe that a

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CHAPTER 2

full micro-simulation model (such as PARAMICS) is necessary to determine the traffic impacts of the proposed development.

The site is located on the former Peter Board High School site with frontage to Wicks Road, Waterloo Road and Epping Road. A 27,340m² commercial development has been approved on the site with access provided from Waterloo Road and Wicks Road. The planning proposal would allow a Masters Home Improvement Centre on the southern part of the site (Stage 1) with the northern part of the site to be developed for commercial development at some time in the future (Stage 2).

In order to address the matters raised Section 2, points 1 to 3 we suggest the following methodology:

- 1. Build a SIDRA 6 network model along Waterloo Road/Wicks Road from Lane Cove Road to Epping Road and calibrate for existing AM/PM traffic conditions – These are the critical peaks and while Masters would have a higher traffic generation on a Saturday, the traffic flows on the surrounding road network are much less and hence could accommodate the additional Masters traffic.*
 - 2. Stage 1 - Assess the traffic effects of the approved commercial and proposed Masters on Waterloo Road/Wicks Road (estimate traffic generation and assign traffic to the road network) - given that all traffic would pass through the Waterloo Road/Lane Cove Road and Epping Road/Wicks Road intersections, the traffic assignment will be straightforward and it addresses the Council's TIA requirement to assess access to the RMS road network. Compare the results – does the proposed Masters have any more or less impacts than the approved commercial development?*
 - 3. Stage 1 - Using the SIDRA 6 network model to determine appropriate access connections to Wicks Road and Waterloo Road (noting that both Roads 3 and 11 will be built as part of Stage 1).*
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CHAPTER 2

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4. *Stage 2 – building upon the work done for the North Ryde Station Precinct Project, use the SIDRA 6 network model to assess full development of the site (Masters + Commercial development) with other future development and identified road upgrades. Are the Stage 1 access arrangements appropriate and are any changes required. We note that the PB study for the North Ryde Station Precinct Project identified road upgrades along Waterloo Road, Wicks Road and to the Epping Road/Wicks Road intersection (do you know the status of these works?).*

We think there would be merit in meeting with you to discuss the above approach. Points 4 and 5 of Section 2 in Council's RFI relate to parking and truck paths – these matters can be readily addressed and would be included in our further work.

- 2.13 In subsequent discussions with Masters, we understand that Council officers requested that this report should be prepared prior to further discussions.
- 2.14 In addition to assessing the weekday morning and afternoon peak periods we have also assessed weekend (Saturday midday) traffic conditions. Weekend traffic flows have been estimated based on comparing weekday afternoon and Saturday midday peak hour flows from other surveys in the area. Saturday flows are generally 50% to 75% of weekday flows. For the purposes of assessing Saturday midday traffic conditions we have adopted the following:
- Lane Cove Road, Epping Road, Wicks Road (south of Epping Road) and Waterloo Road (west of Lane Cove Road) – 75% of weekday afternoon traffic flows; and
 - Wicks Road (north of Epping Road) and Waterloo Road (east of Lane Cove Road) – 50% of weekday afternoon traffic flows.
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CHAPTER 2

- 2.15 Existing weekday morning and afternoon peak hour traffic flows for the surrounding road network have been taken from the PB traffic report. These are summarised in Table 2.1 and set out in Figures 2 to 4.

Table 2.1: Summary of Existing Peak Hour Traffic Flows (vehicles per hour, two-way)			
Road/location	Weekday Morning	Weekday Afternoon	Saturday Midday
Epping Road			
East of Wicks Road	6,630	6,715	4,960
West of Wicks Road	4,630	5,460	4,050
West of Lane Cove Rd (ramps)	450	760	570
Lane Cove Road			
North of Waterloo Rd	4,925	4,955	3,655
South of Waterloo Rd	4,740	5,035	3,735
South of Epping Road	4,440	4,325	3,240
Waterloo Road			
West of Wicks Road	1,025	950	545
East of Lane Cove Rd	1,330	955	570
West of Lane Cove Rd	1,915	1,685	1,240
Wicks Road			
North of Waterloo Rd	125	110	80
North of Epping Road	1,140	975	590
South of Epping Road	1,860	1,730	1,280

- 2.16 Examination of Table 2.1 shows that:
- Lane Cove Road carried some 3,250 to 5,050 vehicles per hour two-way;
 - Waterloo Road carried some 550 to 1,950 vehicles per hour two-way. Traffic flows were highest west of Lane Cove Road;
 - Wicks Road carried some 100 to 1,900 vehicles per hour two-way. Traffic flows were highest south of Epping Road; and
 - Epping Road carried some 4,000 to 6,700 vehicles per hour two-way.
- 2.17 A SIDRA 6 network model has been developed for the four intersections of Lane Cove Road/Waterloo Road, Lane Cove Road/Epping Road, Waterloo Road/Wicks Road and Epping Road/Wicks Road in order to assess the traffic effects of the

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CHAPTER 2

proposed Masters development. The SIDRA 6 model takes into account the interaction of intersections (such as queuing between intersections) and the coordination of traffic signals.

2.18 SIDRA produces a number of measures of intersection operations. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:-

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:-

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

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CHAPTER 2

2.19 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved

2.20 The results of the SIDRA 6 analysis for the existing situation are summarised in Table 2.2.

Table 2.2: Summary of Existing SIDRA Analysis						
Intersection	AM		PM		SAT	
	Average Delay (Seconds)	LOS	Average Delay (Seconds)	LOS	Average Delay (Seconds)	LOS
Lane Cove Road/Waterloo Road	155	F	56	E	19	B
Epping Road/Wicks Road	69	E	103	F	43	D
Lane Cove Road/Epping Road	193	F	40	C	38	C
Wicks Road/Waterloo Road	16	B	11	A	9	A

2.21 Examination of Table 2.2 reveals that:

- The traffic signal intersections of Lane Cove Road/Waterloo Road, Lane Cove Road/Epping Road and Epping Road/Wicks Road are currently operating at or near capacity in the weekday morning and afternoon peak periods. In the Saturday midday peak period these intersections are operating at satisfactory levels of service (LOS D or better) with average delays of less than 45 seconds per vehicle; and

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CHAPTER 2

- The priority controlled intersection of Wicks Road/Waterloo Road is operating at a satisfactory or better level of service (LOS A/B) in the peak periods with average delays of less than 20 seconds per vehicle.

2.22 The traffic effects of the approved commercial development and proposed Masters development on existing traffic conditions have then been assessed.

2.23 Taking into account RMS Guidelines and the constrained parking provision allowed within Macquarie Park, the approved development, with 27,340m² commercial spaces, would be likely to generate some 270 vehicles per hour two-way during weekday morning and afternoon peak hours (based on a generation rate of one trip per 100m² GFA). During the Saturday midday peak hour the approved commercial development would generate minimal traffic.

2.24 As set out in our traffic report in support of the planning proposal, the proposed Masters development would have the following two-way peak hour traffic generations:

- weekday morning peak hour: some 170 vehicles;
- weekday afternoon peak hour: some 330 vehicles; and
- weekend peak hour: some 840 vehicles.

2.25 The RMS guidelines indicate that some 20 per cent of retail traffic is passing trade, i.e. traffic which would have driven past the site regardless of its visit to the site. On this basis, the proposed Masters would have the following additional two-way traffic generations on the surrounding road network:

- weekday morning peak hour: some 130 to 140 vehicles;
- weekday afternoon peak hour: some 260 to 270 vehicles; and
- weekend peak hour: some 670 to 680 vehicles.

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- 2.26 Therefore, during weekday peak periods, the proposed Masters would have a lesser traffic generation during the morning and a similar traffic generation during the afternoon compared to the approved commercial development on the site. In addition traffic during weekday peak periods would also tend to be split more evenly (some 50 per cent in and out), compared to commercial development, which would be mostly inbound in the morning and outbound in the afternoon.
- 2.27 Additional traffic from the approved commercial and proposed Masters has been assigned to the road network. Additional traffic flows are summarised in Table 2.3 and set out in Figures 2 to 4.

Table 2.3: Summary of Existing Peak Hour Plus Development Traffic Flows (vehicles per hour, two-way)									
Road/location	Weekday Morning			Weekday Afternoon			Saturday Midday		
	Ex	Com	Masters	Ex	Com	Masters	Ex	Com	Masters
Epping Road									
East of Wicks Road	6,630	+85	+40	6,715	+20	+80	4,960	+5	+200
West of Wicks Road	4,630	+85	+40	5,460	+20	+80	4,050	+10	+150
West of Lane Cove Rd (ramps)	450	+55	+40	760	+40	+80	570	+10	+250
Lane Cove Road									
North of Waterloo Rd	4,925	+25	+30	4,955	+95	+50	3,655	+10	+140
South of Waterloo Rd	4,740	+15	+70	5,035	+60	+140	3,735	+5	+150
South of Epping Road	4,440	+45	+30	4,325	+40	+60	3,240	+5	+100
Waterloo Road									
West of Wicks Road	1,025	+55	+10	950	+215	+20	545	+20	+250
East of Lane Cove Rd	1,330	+55	+120	955	+215	+230	570	+20	+390
West of Lane Cove Rd	1,915	+15	+20	1,685	+60	+40	1,240	+5	+100
Wicks Road									
North of Waterloo Rd	125	-	-	110	-	-	80	-	-
North of Epping Road	1,140	+215	+50	975	+55	+100	590	+20	+450
South of Epping Road	1,860	+45	+10	1,730	+15	+20	1,280	+5	+100

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2.28 Examination of Table 2.3 shows that:

- in the weekday morning and afternoon peak hours the approved commercial development would result in the following increases in traffic flows:
 - some 10 to 215 vehicles per hour (two way) on Wicks Road and Waterloo Road; and
 - some 15 to 95 vehicles per hour (two way) on Epping Road and Lane Cove Road.
- in the weekday morning and afternoon peak hours the proposed Masters would result in the following increases in traffic flows:
 - some 10 to 120 vehicles per hour (two way) on Wicks Road and Waterloo Road; and
 - some 30 to 140 vehicles per hour (two way) on Epping Road and Lane Cove Road.
- In the Saturday midday peak hour the approved commercial development would result in minor increases in traffic on the surrounding road network (5 to 20 vehicles per hour, two way). The proposed Masters would result in the following increases in traffic flows during the Saturday midday peak period:
 - some 100 to 450 vehicles per hour (two way) on Wicks Road and Waterloo Road; and
 - some 100 to 250 vehicles per hour (two way) on Epping Road and Lane Cove Road.

2.29 The SIDRA 6 model was rerun with the additional traffic from approved commercial and proposed Masters with the new access points (Road 3) on Wicks Road (left in left out for both the approved development and proposed Masters

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CHAPTER 2

and priority control for the new access point (Road 11) on Waterloo Road (all movements, except the right turn out onto Waterloo Road).

- 2.30 Tables 2.4 and 2.5 set out the SIDRA results for the approved commercial and Masters.

Table 2.4: Summary of Existing + Approved Commercial SIDRA Analysis						
Intersection	AM		PM		SAT	
	Del	LOS	Del	LOS	Del	LOS
Lane Cove Road/Waterloo Road	174	F	116	E	20	B
Epping Road/Wicks Road	81	E	103	F	43	D
Lane Cove Road/Epping Road	89	F	40	C	38	C
Wicks Road/Waterloo Road	18	B	12	A	9	A

Table 2.5: Summary of Existing + Masters SIDRA Analysis						
Intersection	AM		PM		SAT	
	Del	LOS	Del	LOS	Del	LOS
Lane Cove Road/Waterloo Road	166	F	89	E	35	C
Epping Road/Wicks Road	95	E	103	F	44	D
Lane Cove Road/Epping Road	87	F	45	C	39	C
Wicks Road/Waterloo Road	17	B	11	A	9	A

- 2.31 Comparing the above two tables, the proposed Masters would generally have less or similar impacts on the operation of the surrounding road network than the approved commercial development in the weekday morning and afternoon peak periods. Compared to the existing situation, the proposed Masters development would have small impacts on the surrounding road network. In the Saturday midday peak period, while the proposed Masters would have more impact than the approved commercial, the surrounding intersections would continue to operate at satisfactory or better levels of service.
- 2.32 We have also assessed 2031 traffic conditions building upon the work undertaken for the North Ryde Station Precinct Project (North Ryde Station Precinct Project

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CHAPTER 2

– Transport Management and Accessibility Plan, Parsons Brinkerhoff (PB) – 22 November 2012) to assess full development of the site (Masters + development on the balance of the site) with other future development and identified road upgrades. We understand that the PB report took into account the redevelopment of the subject site. Our 2031 traffic assessment considers the changes in traffic flows on the surrounding road network as a result of Masters replacing the approved commercial development.

2.33 The PB report identified the following upgrades to Wicks Road and Waterloo Road:

- additional lanes on Wicks Road at its intersection with Epping Road (two additional southbound lane and one additional northbound lane);
- additional lane on Waterloo Road (eastbound) at its intersection with Lane Cove Road; and
- installation of traffic signals at the intersection of Wicks Road and Waterloo Road.

2.34 The SIDRA 6 Model was rerun with the base 2031 traffic flows (as set out in the PB report including traffic from the North Ryde Station Precinct Project) and the identified upgrades in the PB report. The results are presented in Table 2.6. Table 2.7 shows the results of the SIDRA 6 model run for 2031 with Masters replacing the approved commercial development.

Table 2.6:		Summary of 2031 + Approved Development SIDRA Analysis				
Intersection	AM		PM		Sat	
	Del	LOS	Del	LOS	Del	LOS
Lane Cove Road/Waterloo Road	246	F	294	F	20	B
Epping Road/Wicks Road	222	F	199	F	48	D
Lane Cove Road/Epping Road	216	F	127	F	68	E
Wicks Road/Waterloo Road	21	B	56	D	23	B

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Table 2.7:	Summary of 2031 + Masters SIDRA Analysis					
Intersection	AM		PM		Sat	
	Del	LOS	Del	LOS	Del	LOS
Lane Cove Road/Waterloo Road	242	F	245	F	40	C
Epping Road/Wicks Road	216	F	201	F	56	D
Lane Cove Road/Epping Road	216	F	127	F	73	F
Wicks Road/Waterloo Road	21	B	56	D	28	B

- 2.35 Examination of Tables 2.6 and 2.7 reveals that replacing the approved commercial development with Masters has little or no impact on the operation of the surrounding road network in 2031 during the weekday morning and afternoon peak periods. Intersections along Epping Road and Lane Cove Road would continue to operate at or near capacity in the weekday morning and afternoon peak periods in 2031. During the Saturday midday peak period, the proposed Masters development would result in only minor increases in average delays per vehicle, except for the intersection of Lane Cove Road/Waterloo Road. However, this intersection would still operate at a satisfactory LOS C with Masters.

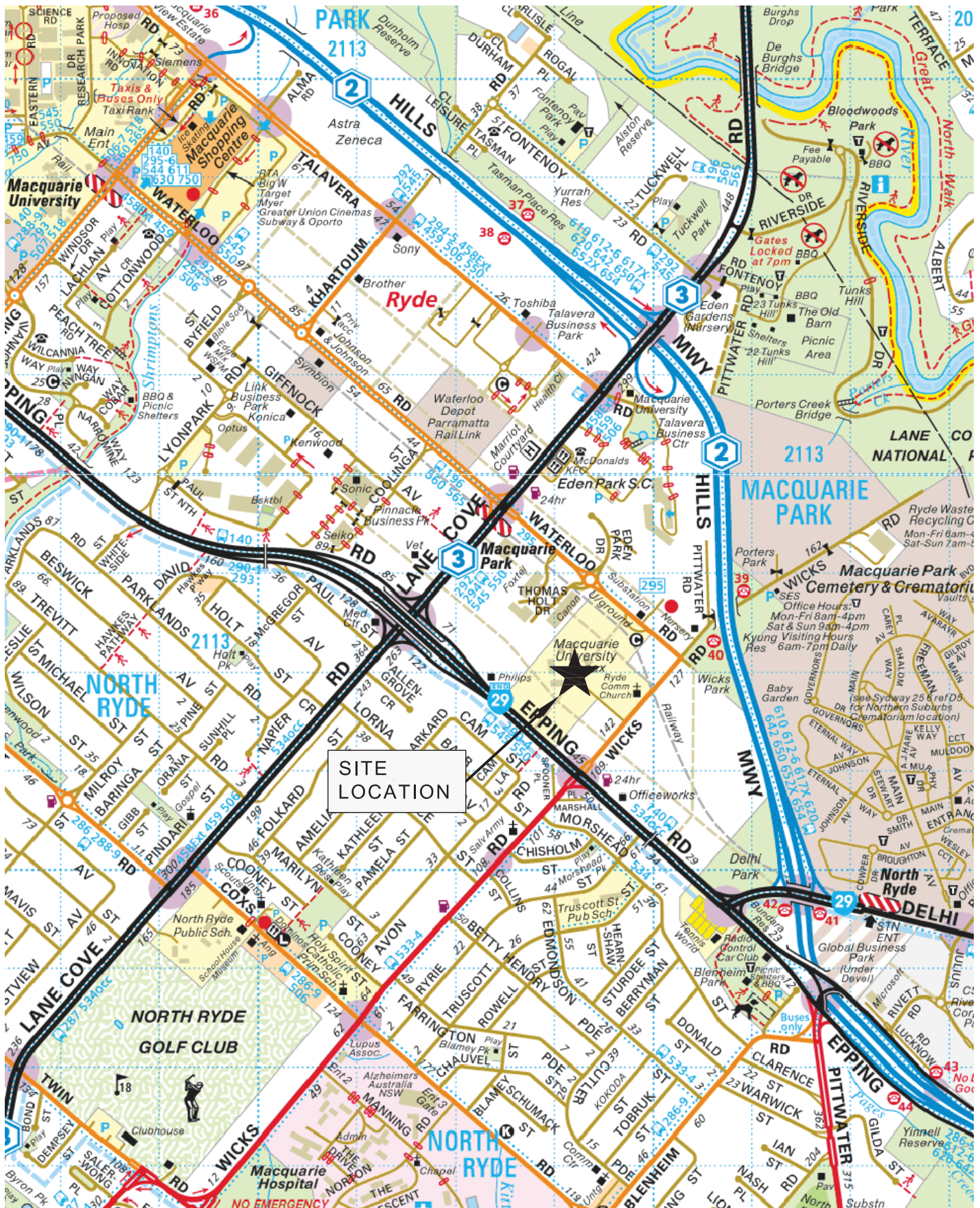
Summary

- 2.36 In summary, this supplementary traffic report has been prepared to address the traffic matters raised in Council's RFI dated 2 October 2013. The key findings are:
- i) the proposed parking provision is appropriate and the matters raised by Council with respect to parking have been addressed;
 - ii) access to the subject site will be from Waterloo Road (via Road 11) and Wicks Road (via Road 3). These access points will be priority controlled with (no right turn out of Road 11 and Road 3 left in/left out);

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CHAPTER 2

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- iii) subject to minor modifications to accommodate vehicle swept paths, the proposed arrangements for service vehicles are considered appropriate with revised truck paths being prepared;
 - iv) a SIDRA 6 network model has been prepared to assess the traffic impacts of the proposed Masters and address Council's request for a more detailed traffic assessment;
 - v) the SIDRA 6 network model found the following:
 - ❖ the proposed Masters would have less or similar impacts on the operation of the surrounding road network compared to the approved commercial development in the weekday morning and afternoon peak periods;
 - ❖ compared to the existing situation, the proposed Masters would have small impacts on the surrounding road network;
 - ❖ in the Saturday midday peak period, while the proposed Masters development would have more impact than the approved commercial development, the surrounding intersections would continue to operate at satisfactory or better levels of service; and
 - ❖ the assessment of 2031 traffic conditions found that replacing the approved commercial with Masters has small impacts on the operation of the surrounding road network in 2031.
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Location Plan

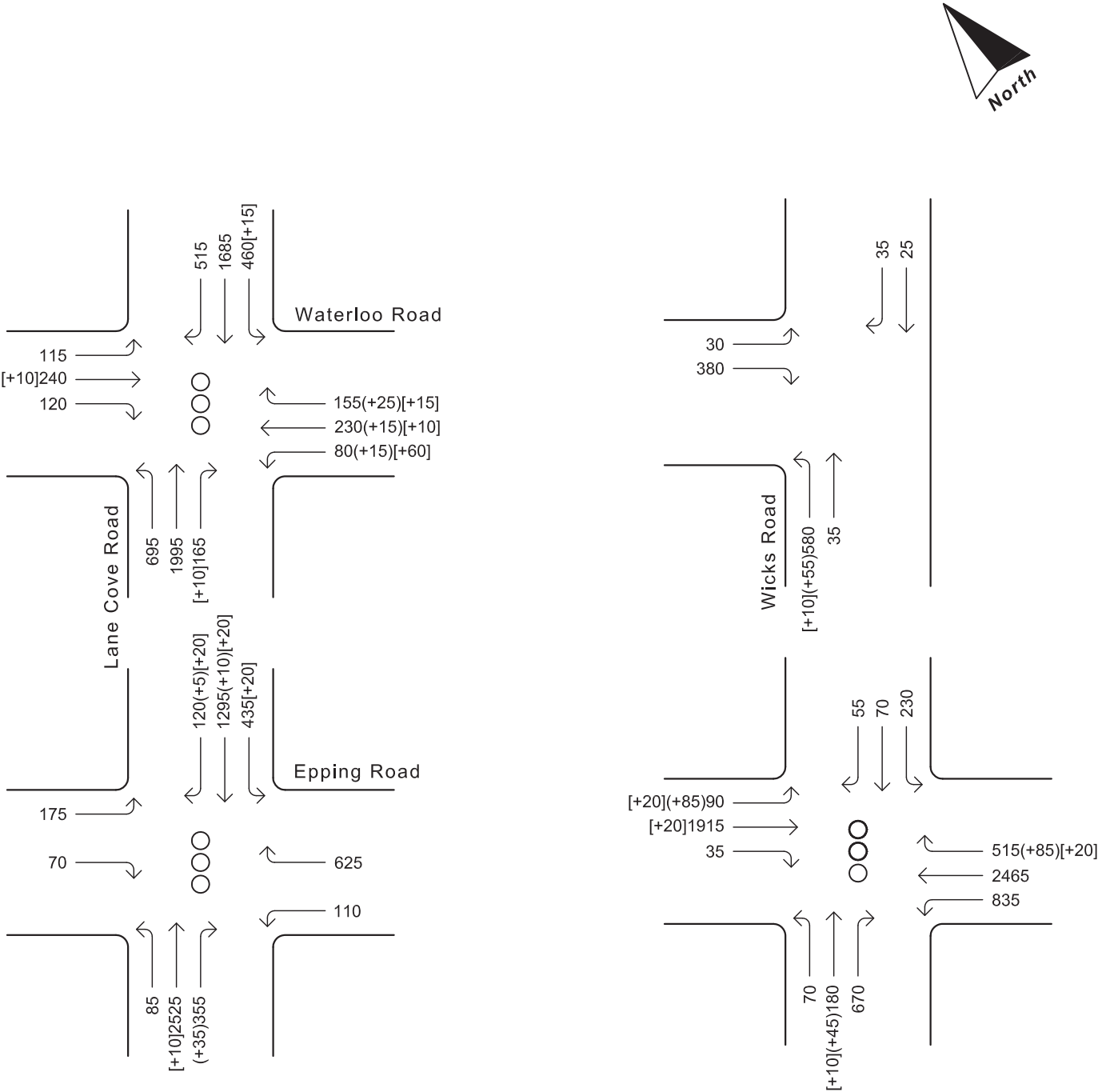
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Ref: 8308/2

26 March 2014

Figure 1

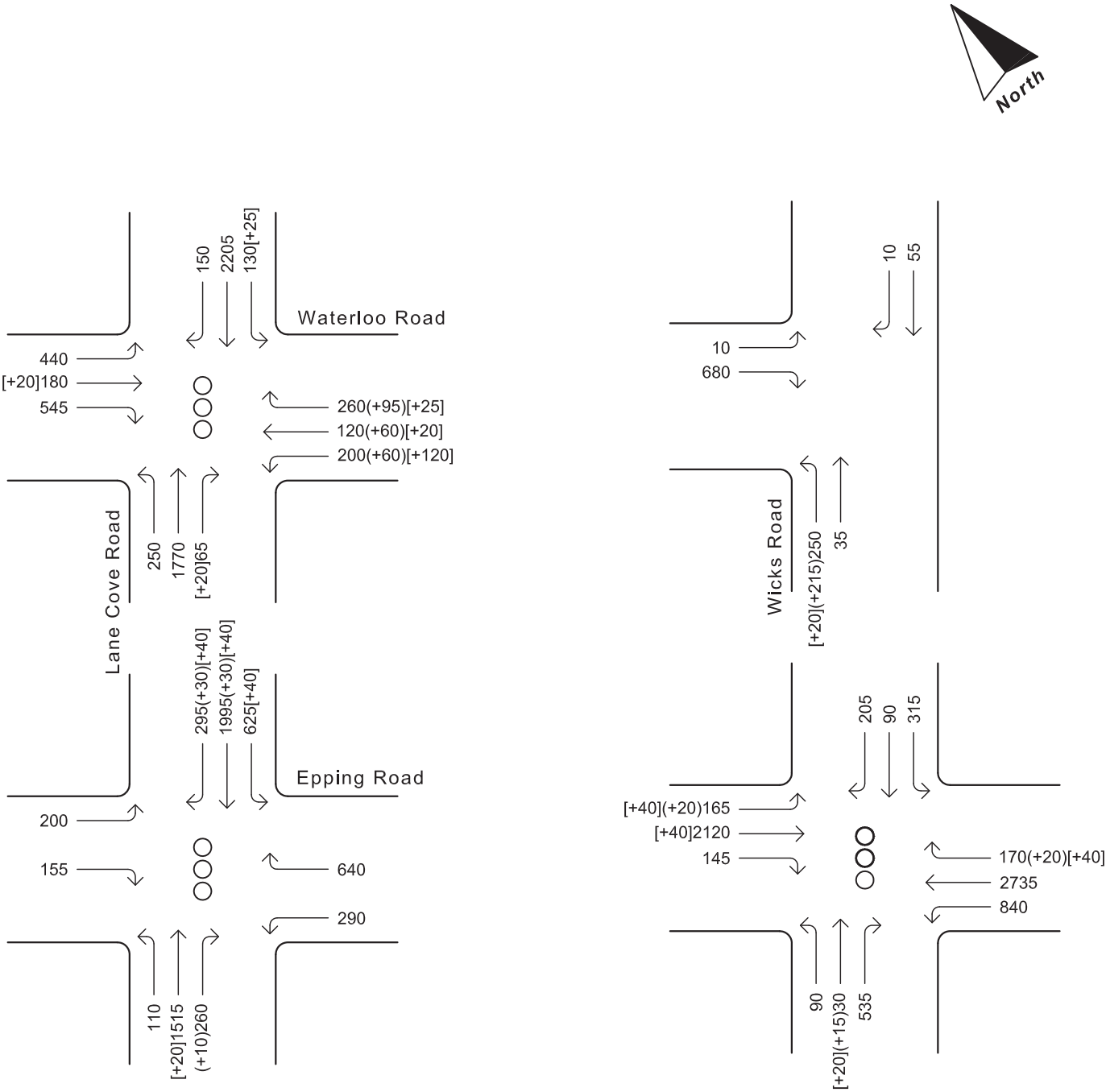


LEGEND

- 100 - Base Peak Hour Traffic Flows
- (+10) - Approved Commercial Development Traffic
- [+10] - Proposed Masters Traffic
- ⊗ - Traffic Signals

Weekday morning peak hour traffic flows plus development traffic

Figure 2

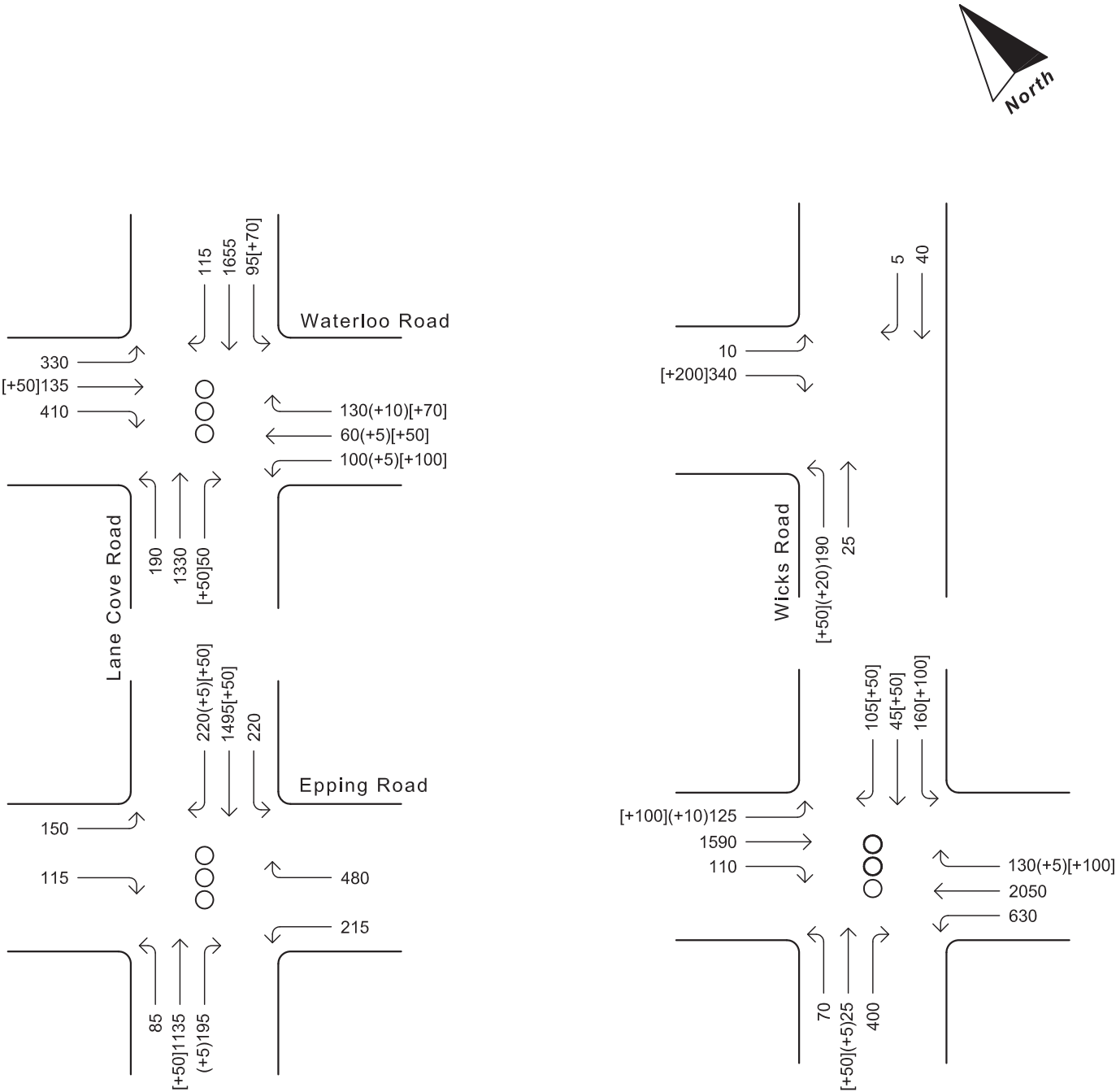


LEGEND

- 100 - Base Peak Hour Traffic Flows
- (+10) - Approved Commercial Development Traffic
- [+10] - Proposed Masters Traffic
- ⊞ - Traffic Signals

Weekday afternoon peak hour traffic flows plus development traffic

Figure 3



- LEGEND**
- 100 - Base Peak Hour Traffic Flows
 - (+10) - Approved Commercial Development Traffic
 - [+10] - Proposed Masters Traffic
 - ⊗ - Traffic Signals

Saturday midday peak hour traffic flows plus development traffic

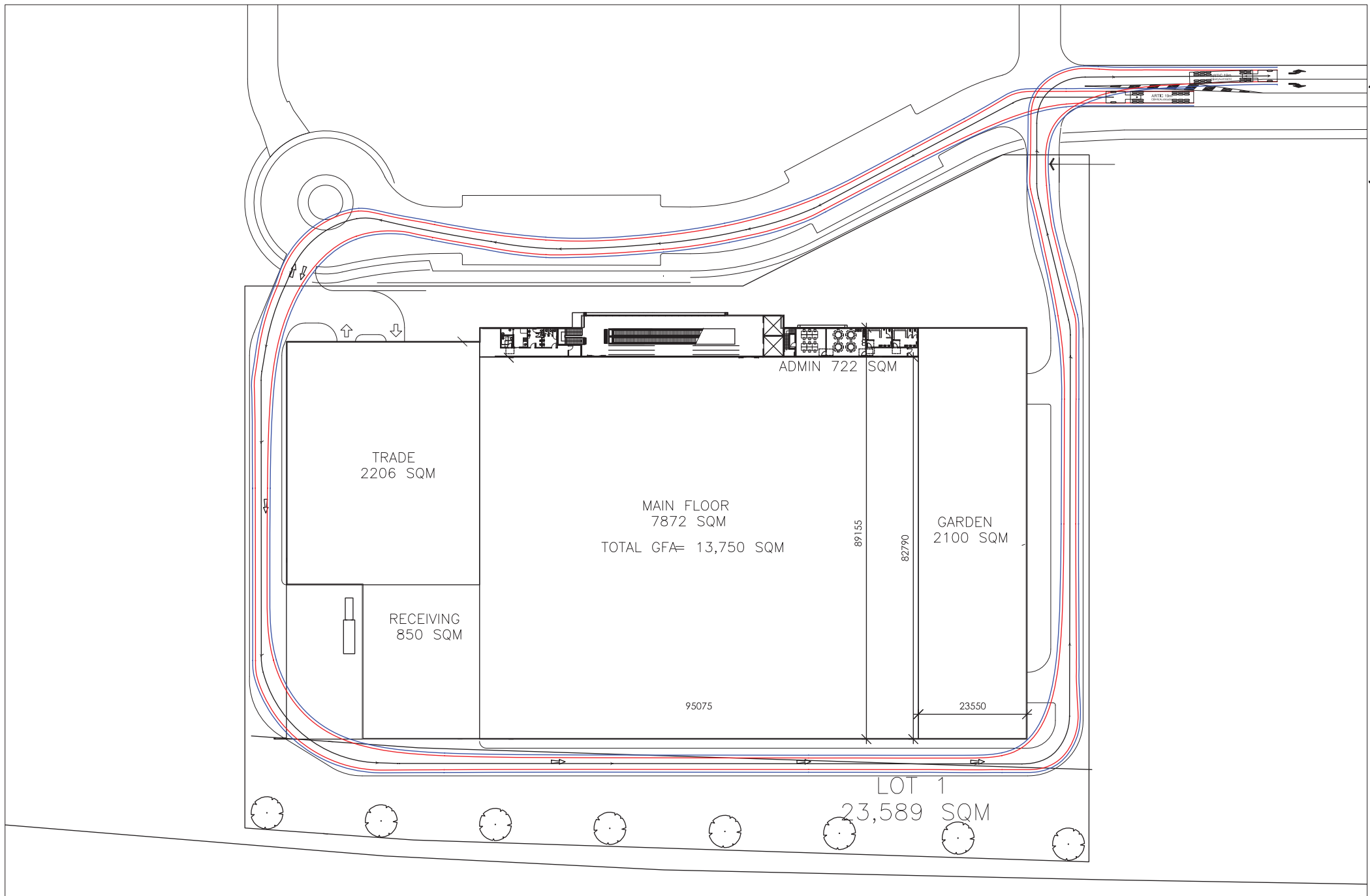
Figure 4

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APPENDIX A

APPENDIX A

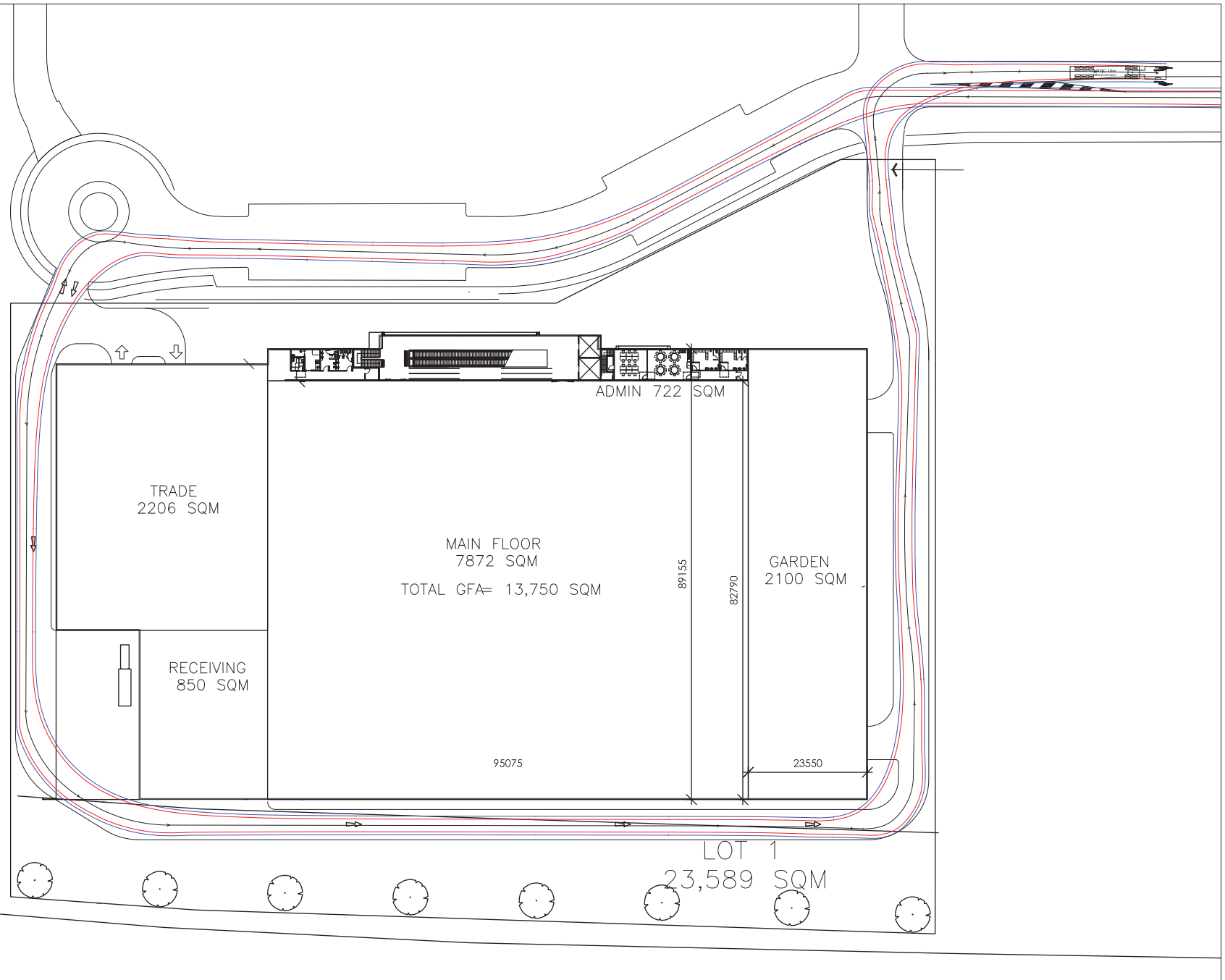
SERVICE VEHICLE SWEPT PATHS



NOTE:
 SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
 UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
 SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

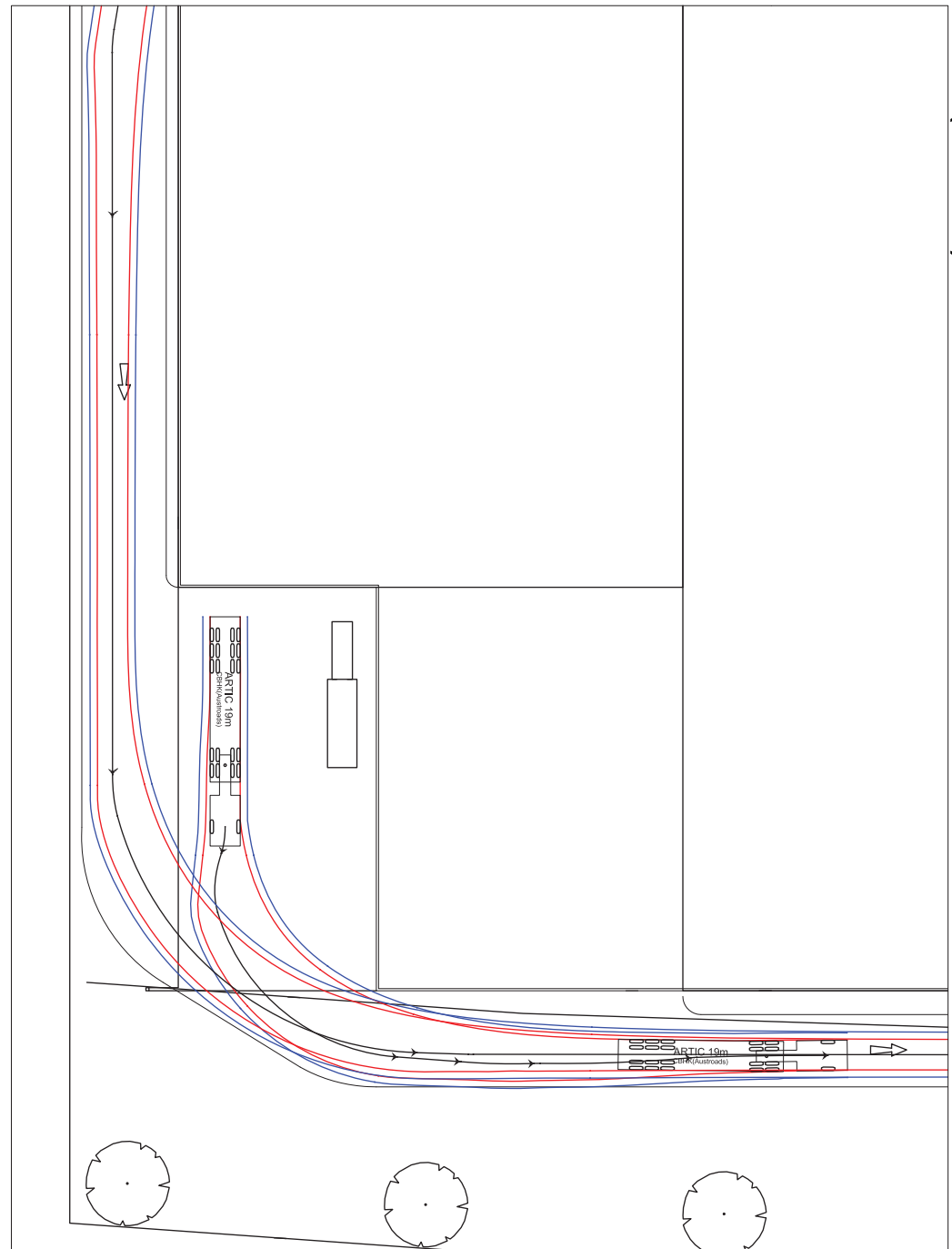
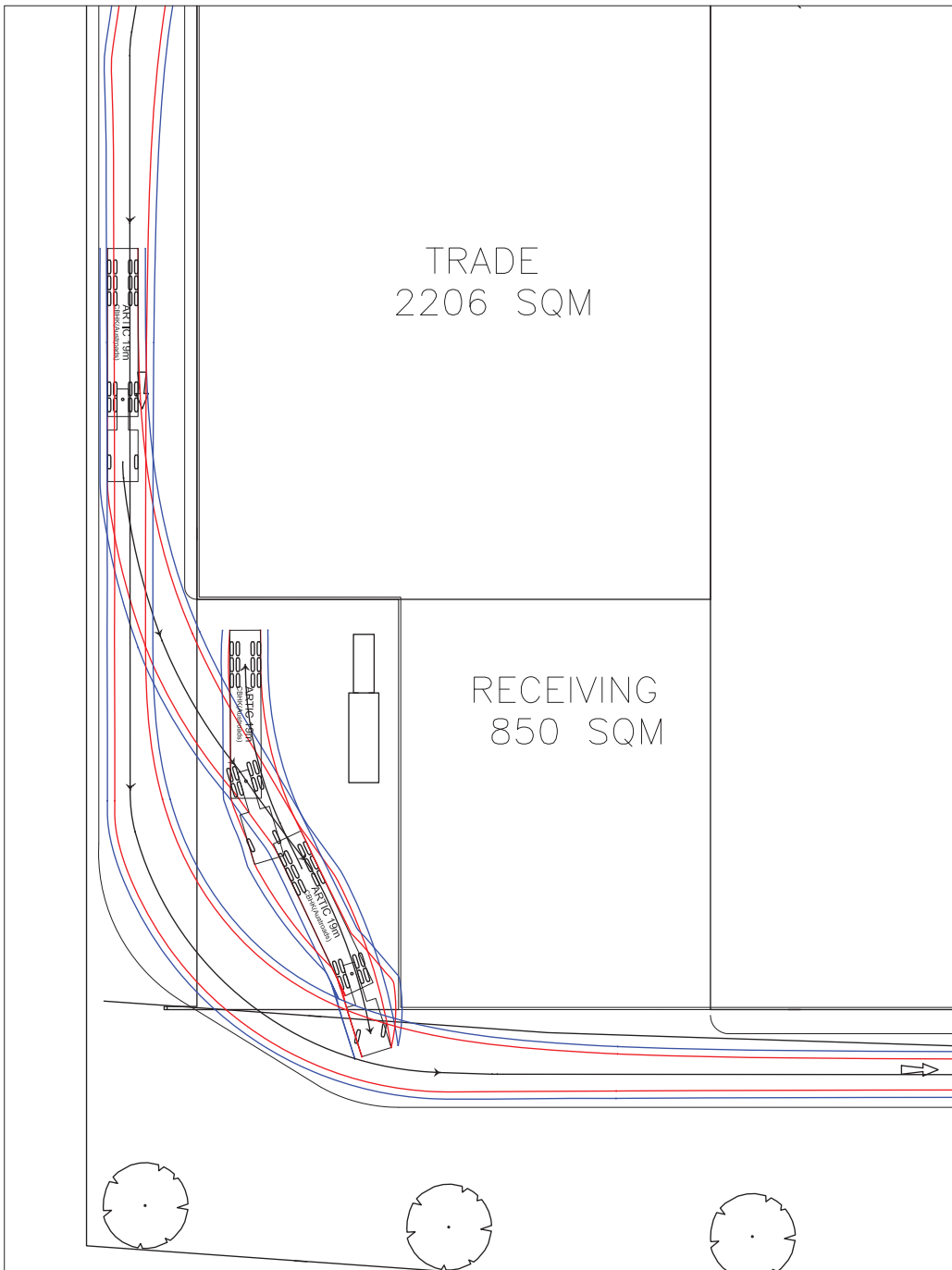
19.0m ARTICULATED
 VEHICLE SWEEP PATHS



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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

19.0m ARTICULATED
VEHICLE SWEEP PATHS

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APPENDIX B

APPENDIX B

PLANNING PROPOSAL TRANSPORT REPORT

HYDROX NOMINEES PTY LTD

TRANSPORT ASPECTS OF
PLANNING PROPOSAL FOR
PROPOSED MASTERS STORE,
MACQUARIE PARK

JULY 2013

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Colston Budd Hunt & Kafes Pty Ltd

TABLE OF CONTENTS

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	TRANSPORT ASPECTS OF PLANNING PROPOSAL	2

- Appendix A - RMS surveys
- Appendix B - Service vehicle swept paths

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CHAPTER I

I. INTRODUCTION

- I.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by Hydrox Nominees Pty Ltd to undertake the transport aspects of a planning proposal to permit a new Masters store on the former Peter Board High School site in Macquarie Park. The site location is shown in Figure I.
- I.2 The site has consent for a commercial development of 27,340m², with vehicular access from Wicks Road to on-site parking. The planning proposal would provide for a Masters store of some 13,706m² on the southern part of the site. Vehicular access would be provided from Wicks Road and Waterloo Road.
- I.3 The transport aspects the planning proposal are set down in the following chapter.
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CHAPTER 2

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are set down through the following sections:

- site location and road network;
- approved development;
- other development in the area;
- road network changes;
- proposed development;
- policy context;
- public transport, walking and cycling;
- parking provision;
- access arrangements and servicing;
- traffic generation; and
- summary.

Site Location and Road Network

2.2 The subject site is the former Peter Board High School and is located within the Macquarie Park employment zone, as shown in Figure I. The site has frontage to Epping Road to the south, Wicks Road to the east and Waterloo Road to the north. Surrounding land use is predominantly commercial (in Macquarie Park), with residential development on the southern side of Epping Road.

2.3 Epping Road is a major arterial road located on the southern boundary of the site. Through Macquarie Park it provides a six lane divided carriageway with three traffic lanes in each direction, clear of intersections. West of the site, Epping Road has a major intersection with Lane Cove Road. The through movement on Epping

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Road is grade separated. Movements to and from Lane Cove Road are controlled by traffic signals. The eastbound on ramp from Lane Cove Road merges with Epping Road along the frontage of the site.

- 2.4 East of the site, Epping Road intersects with Wicks Road at a traffic signal controlled intersection. Along the frontage of the site Wicks Road provides one traffic lane in each direction. Additional traffic lanes are provided in both directions on Wicks Road closer to the intersection with Epping Road.
- 2.5 Waterloo Road is north of the site and connects Wicks Road with Lane Cove Road. It also provides a major access into the centre of Macquarie Park. The intersection of Waterloo Road and Wicks Road is a priority controlled t-intersection with Wicks Road the major road. Wicks Road is a dead-end north of Waterloo Road.
- 2.6 There is a large indentation and service road on the southern side of Waterloo Road, adjacent to the site, which was previously used by buses servicing the high school. The service road also provides access to and from the child care centre on the northern part of the site.

Approved Development

- 2.7 The site has consent for a commercial development of 27,340m², with vehicular access from Wicks Road to on-site parking.
- 2.8 Two internal roads, Road No. 3 (connecting from Wicks Road and running west into the site) and Road No. 11 (running north from Road No. 3 towards Waterloo Road) are approved as part of the development. These roads would become public roads, dedicated to Council.
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Other Development in the Area

- 2.9 Plans for the North Ryde Urban Activation Precinct have previously been exhibited. It is proposed that some 14 hectares of land around North Ryde Station, east of the site and fronting the M2 Motorway, Epping Road and Wicks Road, be rezoned to provide for future development of some 2,500 residential dwellings and some 91,000m² commercial and retail uses. Access would be provided from Wicks Road, Epping Road and Delhi Road.

Road Network Changes

- 2.10 As the site is located within the Macquarie Park Corridor, new development is subject to the guidelines included in the Macquarie Park Corridor Structure Plan.
- 2.11 Figure 4.05.05 of the structure plan identifies the future fine grain street network for the area. This includes new roads through the subject site, in a north-south direction through the site (connecting Waterloo Road with Epping Road) and in an east-west direction through the middle of the site (forming part of a connection between Wicks Road and Lane Cove Road). As large parcels of land are redeveloped within the Macquarie Park Corridor, a number of these roads are being constructed. As noted above, the consent for the approved development on the site includes construction of parts of these roads through the site.
- 2.12 As part of a long term strategy (2031) to improve traffic flow within the Macquarie Park Corridor, Council has identified a number of major works including grade separating the intersection of Wicks Road and Epping Road and upgrading the intersection of Lane Cove Road and Waterloo Road.
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2.13 In association with the North Ryde Urban Activation Precinct, a series of road and intersection works is proposed to accommodate traffic from the redevelopment of the precinct. The transport report¹ prepared for the project includes the following measures in the vicinity of the Masters site:

- signalling the intersection of Wicks Road/Waterloo Road, including a fourth eastern approach for access to the M2 site within the precinct; and
- widening Wicks Road to provide additional lanes on the northern and southern approaches to the Epping Road intersection.

Proposed Development

2.14 The planning proposal would provide for a Masters store of some 13,706m² on the southern part of the site. Vehicular access would be provided from Wicks Road (Road 3) and Waterloo Road (Road 11). Road 11 is proposed, in association with the planning proposal, to connect to Waterloo Road. On-site parking and service vehicle areas are proposed.

Policy Context

2.15 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include NSW 2021, the draft Metropolitan Strategy for Sydney to 2031 and The NSW Long Term Transport Master Plan. These policies are discussed below.

¹ "North Ryde Station Precinct Project Transport Management and Accessibility Plan." Prepared for Transport for NSW by Parsons Brinckerhoff, 22 November 2012.

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CHAPTER 2

- ❑ NSW 2021

2.16 NSW 2021: A Plan to Make NSW Number One sets targets to increase the proportion of commuter trips made by public transport for various areas within Sydney by 2016, including:

- 80 per cent in the Sydney CBD;
- 50 per cent in the Parramatta CBD;
- 20 per cent in the Liverpool CBD; and
- 25 per cent in the Penrith CBD.

2.17 It also has targets to:

- improve road safety, reduce fatalities to 4.3 per 100,000 population by 2016;
- double the mode share of bicycle trips made in the metropolitan area by 2016; and
- increase the proportion of the population living within 30 minutes by public transport of a city or major centre in the metropolitan area.

- ❑ Draft Metropolitan Strategy for Sydney to 2031

2.18 The draft Metropolitan Strategy for Sydney to 2031 provides a strategic plan to accommodate an additional 1.3 million people, 545,000 houses and 625,000 jobs.

2.19 It identifies a Global Economic Corridor for provision of much of the new employment, encompassing Port Botany, Sydney Airport, the CBD, North Sydney, St Leonards, Chatswood and Macquarie Park, with extension towards Norwest and Parramatta. A number of Urban Activation Precincts will be provided in this area, including the North Ryde precinct previously discussed.

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CHAPTER 2

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- 2.20 Other key areas in the strategy include Sydney Harbour, Parramatta, the Parramatta Road Corridor, Anzac Parade Corridor, North West Rail Link Corridor, Western Sydney Employment Area and the Metropolitan Rural Area.
- 2.21 The draft strategy identifies the following objectives for housing, employment and transport:
- provide 27,500 new houses per year, across all of Sydney's six sub-regions;
 - provide higher densities closer to major centres;
 - provide appropriate land to support jobs growth, including new business parks and industry clusters and hubs;
 - provide cross-city transport connections;
 - provide appropriate infrastructure to facilitate business growth, including an efficient port, airport and freight network, telecommunications and educational facilities;
 - use of the Urban Activation Precincts to demonstrate greater use of public transport, walking and cycling, and integrating land use and transport;
 - improve travel times and reduce congestion through improvements to six high priority transport corridors (Parramatta – CBD via Strathfield, Parramatta – CBD via Ryde, Liverpool – Sydney Airport, Sydney Airport – CBD, Mona Vale – Sydney CBD and Rouse Hill – Macquarie Park);
 - key transport measures, as outlined in the NSW Long Term Transport Master Plan) to support the strategy;
 - provision of other infrastructure, including schools and hospitals, to support the identified growth; and
 - improved environmental management by use of resources and energy more efficiently, better planning for natural disasters and increased green space.
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❑ NSW Long Term Transport Master Plan

2.22 The NSW Long Term Transport Master Plan has been developed, in association with the Sydney Metropolitan and Regional Strategies and State Infrastructure Strategy, to support NSW 2021. The key measures identified are as follows:

- providing a fully integrated transport system;
- providing a modern railway system and increase capacity by 60 per cent;
- providing a modern light rail system in the CBD;
- providing a modern bus system to complement the rail networks;
- connect the motorway network, including WestConnex, F3/M2 link and F6;
- reduce congestion in the CBD, including removing the monorail, increasing light rail, improving pedestrian links, increasing ferry use, providing increased capacity on the rail system and improved walking and cycling infrastructure;
- support the growth of new economic centres including the north west and south west rail links, new roads in growth areas and new bus infrastructure;
- connect regional communities through major highway upgrades, and improved rail, bus and air services;
- improve freight efficiency and productivity;
- improve access to Sydney Airport and Port Botany;
- boost walking, cycling and its integration with public transport; and
- preserve future transport corridors.

Public Transport, Walking and Cycling

2.23 Local bus services are provided by Sydney Buses, Hillsbus, Busways and Forest Coach Lines. The site is adjacent to bus services which operate along Epping Road. Services also operate along Waterloo Road, Wicks Road and Lane Cove Road (north, south and west of the site respectively). Services include:

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- route 140: Manly, Fairlight, Balgowlah, The Spit, Spit Junction, Cremorne, Neutral Bay, Crows Nest, St Leonards, Gore Hill, Artarmon, Lane Cove, North Ryde, Macquarie Centre, Macquarie University, Epping;
 - route 197: (Lane Cove Road) Gordon Station/Macquarie University to St Ives Chase/Mona Vale;
 - route 290: Epping, Macquarie University, Macquarie Centre, North Ryde, Lane Cove, St Leonards, Crows Nest and the city;
 - route 292: Marsfield, Macquarie University, Macquarie Centre, Fontenoy Road, Epping Road, Lane, Cove and the city;
 - route 293: Marsfield to city via Epping Road and Lane Cove Tunnel;
 - route 294: Macquarie University, Macquarie Park, Epping Road, Lane Cove, Gore Hill Freeway and the city;
 - route M41 (Lane Cove Road): Hurstville, Bexley North, Campsie, Burwood, Concord, Rhodes, Ryde, North Ryde, Macquarie Park and Macquarie Centre;
 - route 459 (Lane Cove Road): Macquarie University, Macquarie Centre, Ryde, Rhodes, Concord West, Strathfield;
 - route M54 (Waterloo Road): Parramatta, Carlingford, Epping, Macquarie University, Macquarie Park;
 - route 506 (Lane Cove Road): Macquarie University, Macquarie Centre, East Ryde, Hunters Hill, Drummoyne, Rozelle and the city;
 - route 533 (Wicks Road): Chatswood, Mowbray Road, North Ryde, Ryde, Rhodes, Sydney Olympic Park;
 - route 534 (Wicks Road): West Ryde, Ryde, North Ryde, Chatswood;
 - route 545: Parramatta, Dundas, Telopea, Dundas Valley, Eastwood, Macquarie University, Macquarie Centre, Macquarie Park, North Ryde station, Chatswood West;
 - route 621 : Castle Hill, Cherrybrook, Macquarie Park;
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- route 550: Chatswood, Chatswood West, North Ryde station, Macquarie Park, Macquarie Centre, Macquarie University, Eastwood, Kissing Point, Parramatta;
 - route 651: Castle Hill, West Pennant Hills, Macquarie Park;
 - route 740 (Waterloo Road): Plumpton to Macquarie Park.

2.24 The site is close to Macquarie Park railway station. Macquarie Park is on the Northern Line (Hornsby or Epping – City).

2.25 Services through Macquarie Park on the Northern Line are every 15 minutes in each direction. During peak periods, services are more frequent.

2.26 All of the signalised intersections in Macquarie Park include pedestrian crossings. Appropriate bicycle parking will also be provided within the development.

2.27 Existing public transport services will provide for people to access the development by public transport, walking and cycling, particularly for employees.

2.28 The development will therefore satisfy the objectives of the NSW 2021, the draft Metropolitan Strategy for Sydney to 2031 and the NSW Long Term Transport Master Plan as follows:

- enabling commuters to readily access trains and buses close to the site;
 - providing an appropriate level of on-site parking, with reference to appropriate Council and RMS requirements, to encourage public transport use and increase the proportion of trips by public transport; and
 - providing employment and retail uses close to residential areas nearby to reduce the need for travel.
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CHAPTER 2

Parking Provision

- 2.29 Section 6.3.8 of Part 4.5 of the Ryde Development Control Plan 2010 indicates that parking for activities other than commercial and industrial development should be provided in accordance with Section 9.3 of the DCP. That section does not include a specific parking rate for home improvement centres such as Masters. The DCP notes that:

To establish the parking rate for any development type not specified above; comparisons should be drawn with similar development and outlined in a Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of two case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas and be prepared in accordance with the RTA Guide to Traffic Generating Development.

- 2.30 There are no other Masters home improvement centres in the Ryde LGA or adjoining LGAs. However, the RMS (previously RTA) has undertaken surveys of the parking demands of home improvement centres. The results of these surveys are provided in Appendix A. Two of the centres (Bankstown and Minchinbury) have areas (14,111m² and 11,915m² respectively) similar in size to the proposed Macquarie Park Masters.
- 2.31 The RMS parking demand surveys found peak parking demands of 318 and 264 spaces at Bankstown and Minchinbury respectively. These demands represent rates of some 2.2 to 2.3 spaces per 100m² at peak times.
- 2.32 Based on these rates, the proposed Masters would have parking demands of some 250 spaces. The proposed provision of 317 spaces would therefore satisfy this requirement.
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CHAPTER 2

Access Arrangements and Servicing

- 2.33 The plans for the development show access from Road No. 3 at the eastern end of the Masters lot (two-way driveway for customers) and western end of the lot (two driveways for service vehicles).
- 2.34 As in the approved development, Road 3 will connect to Wicks Road. Traffic signals are proposed at the intersection of Road 3 with Wicks Road. The traffic signals will be an appropriate access arrangement to cater for the traffic flows from the proposed development, as well as through traffic and pedestrians on Wicks Road.
- 2.35 Road 11 will connect between Road 3 and Waterloo Road to the north. This compares to the approved development where Road 11 did not connect to Waterloo Road.
- 2.36 Swept paths of service vehicles are provided in Appendix B showing 19 metre semi trailers and 12.5 metre large rigid trucks entering the development, manoeuvring into the loading docks and exiting in a forward direction. Some minor modifications would be required to accommodate service vehicles manoeuvring on the site, as shown in these figures.
- 2.37 Within parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances should be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004 at the time that a development application is made.
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CHAPTER 2

Traffic Generation

- 2.38 Traffic generated by the proposed development will have its greatest effects during weekday afternoon and Saturday peak periods when it combines with commuter and other traffic.
- 2.39 The RMS surveys of home improvement centres (Appendix A) found the following two-way (sum of both directions) peak hour traffic generations for the home improvement centres at Bankstown and Minchinbury:
- 84 and 243 vehicles per hour two-way during the morning peak hour (representing rates of some 0.6 and 2.04 vehicles per hour per 100m² respectively);
 - 289 and 338 vehicles per hour two-way during the afternoon peak hour (representing rates of some 2.05 and 2.84 vehicles per hour per 100m² respectively); and
 - 844 and 754 vehicles per hour two-way during the weekend peak hour (representing rates of some 5.98 and 6.33 vehicles per hour per 100m² respectively).
- 2.40 The approved development, with 27,340m² commercial spaces, would be likely to generate some 270 vehicles per hour two-way during weekday morning and afternoon peak hours.
- 2.41 Using an average of the above rates, the proposed Masters home improvement centre would have the following two-way peak hour traffic generations:
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CHAPTER 2

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- weekday morning peak hour: some 170 vehicles;
 - weekday afternoon peak hour: some 330 vehicles; and
 - weekend peak hour: some 840 vehicles.

2.42 The RMS guidelines indicate that some 20 per cent of retail traffic is passing trade, i.e. traffic which would have driven past the site regardless of its visit to the site. On this basis, the proposed home improvement centre would have the following additional two-way traffic generations on the surrounding road network:

- weekday morning peak hour: some 130 to 140 vehicles;
- weekday afternoon peak hour: some 260 to 270 vehicles; and
- weekend peak hour: some 670 to 680 vehicles.

2.43 Therefore, during weekday peak periods, the proposed Masters home improvement centre would have a lesser traffic generation during the morning and a similar traffic generation during the afternoon compared to the approved commercial development on the site.

2.44 Traffic during weekday peak periods would also tend to be split more evenly (some 50 per cent in and out), compared to commercial development which would be mostly inbound in the morning and outbound in the afternoon.

2.45 On weekends, the traffic generated by the proposed home improvement centre would be offset by lower background traffic flows in the Macquarie Park employment area. The RMS permanent count station of Epping Road, east of Wicks Road (between Wicks Road and the M2) indicates that weekend flows are some 70 to 75 per cent of weekday flows.

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- 2.46 As previously noted, road 11 is now proposed to extend to connect to Waterloo Road. This provides an additional point of connection to the external road network, compared to the previously approved development.
- 2.47 In summary, the proposed Masters home improvement centre will have the following traffic effects compared to the approved commercial development:
- lesser effects during the weekday morning peak period, due to lower traffic generation and a more balanced distribution;
 - lesser effects during the afternoon peak period, having a similar traffic generation with a more balanced distribution; and
 - on weekends when traffic generation of Masters is higher, traffic flows on the surrounding road network are significantly lower (25 to 30 per cent).

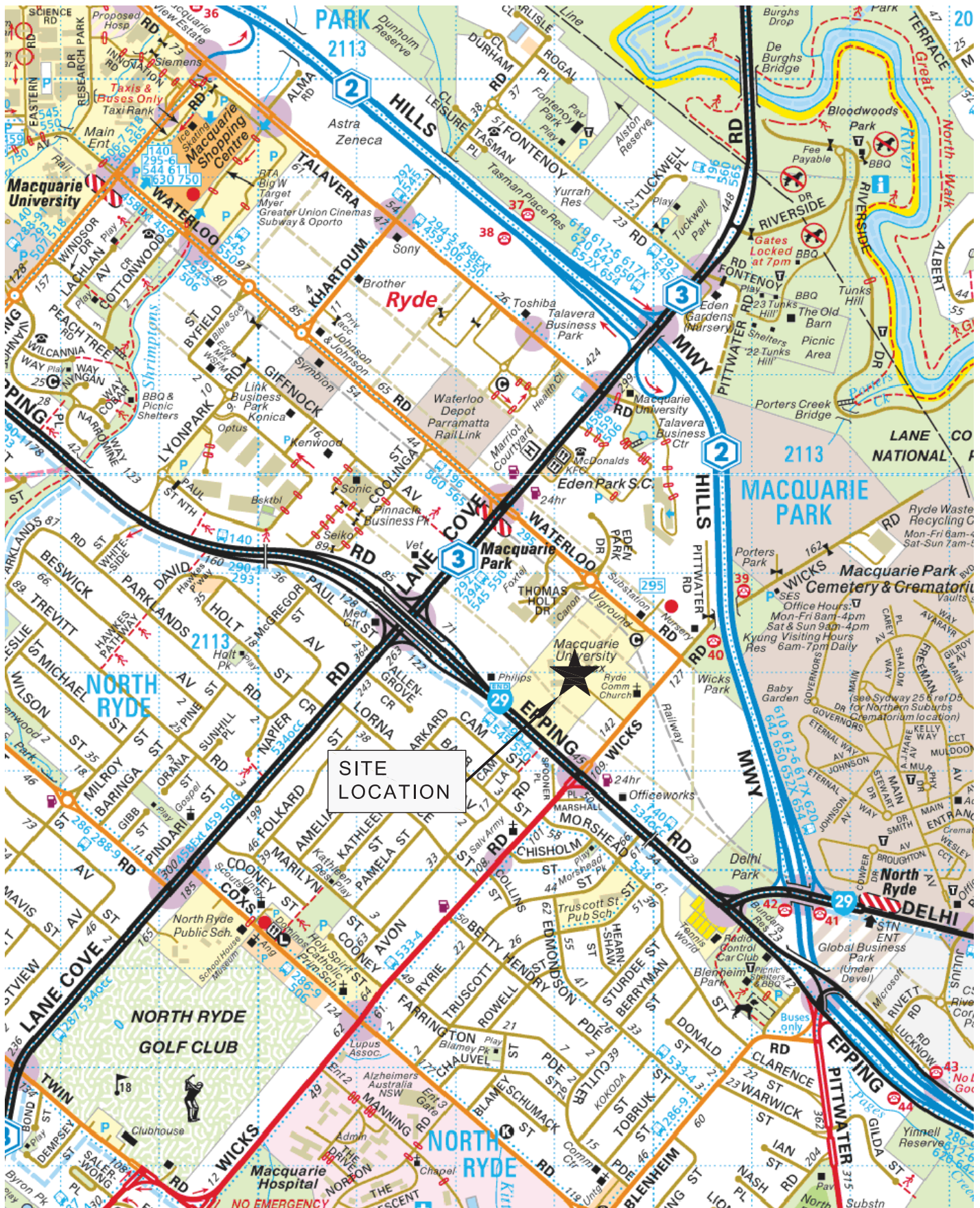
Summary

- 2.48 In summary, the main points relating to the transport aspects of the planning proposal are as follows:
- i) the site has frontage to Epping Road, Wicks Road and Waterloo Road;
 - ii) the site has consent for a commercial development of some 27,340m², which vehicular access via a new road connection to Wicks Road;
 - iii) the planning proposal would provide for a Masters store of some 13,706m²;
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- iv) the proposed development would increase employment and retail densities close to good public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
 - v) the proposed parking provision will satisfy expected demands;
 - vi) access is proposed to be provided from Wicks Road, via Road 3, and Waterloo Road, via Road 11;
 - vii) subject to minor modifications to accommodate vehicle swept paths, the proposed arrangements for service vehicles are considered appropriate;
 - viii) the proposed Masters home improvement centre would have lesser traffic effects on the surrounding road network than the approved commercial development on the site, due to lower or similar traffic generations and a more balanced traffic distribution;
 - ix) on weekends, the higher traffic generation of the proposed home improvement centre would be offset by lower background traffic flows in the Macquarie Park area; and
 - x) road 11 is now proposed to extend to connect to Waterloo Road. This provides an additional point of connection to the external road network, compared to the previously approved development.
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Location Plan

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APPENDIX A

APPENDIX A

RMS SURVEYS

Table 2-2 Site Details of the Selected Sites – Hardware/DIY

Site ID	HW1	HW2	HW3	HW4	HW5	HW6	HW7	HW8	HW9
Name	Bunnings	Bunnings	Mitre10	Bunnings	Mitre10	Mitre10	Mitre10	Bunnings	Mitre10
Suburb	North Parramatta	Bankstown Airport	Windsor	Minchinbury	Narellan	Morisset	Pictou	South Nowra	Orange
	2152	2200	2758	2770	2567	2264	2571	2541	2800
Region	Sydney	Sydney	Sydney	Sydney	Sydney	Northern	Northern	Northern	Southern
Network Peak Hours									
Year of Network Survey	2007	2005	2007	2007	2005	2004	2009	2009	2005
Dates							6/4-12/4	18/3-24/3	
AM Peak - Weekdays	0800-0900	0700-0800	0800-0900	0800-0900	0800-0900	0800-0900	0900-1000	0800-0900	0800-0900
PM Peak - Weekdays	1700-1800	1600-1700	1500-1600	1700-1800	1600-1700	1600-1700	1600-1700	1500-1600	1600-1700
Peak - Weekends	1200-1300	1200-1300	1100-1200	1100-1200	1100-1200	1100-1200	1200-1300	1100-1200	1100-1200
Site Details - Bulky Goods/Hardware									
Area Dimension (m ²)			6,700		3,500		3,600		Unknown
Gross floor area (m ²)	9,800	14,111	1,800	11,915	2,400	2,000	1,600	9,948	1,800
No. of Employee (Total)			42		20		12		23
No. of employee (at one time)			34		15	15	12		8
Year Constructed			1990		1991-1992		Unknown		1980
Accessibility Score	<79	<79	<79	<79	<79	0.5	1	0	2
Opening Hours									
Mon-Fri	0700-2100	0700-2100	0630-1700	0700-2100	0700-1730	0630-1730	0730-1700	0700-2100	0700-1730
Sat	0800-1800	0800-1800	0800-1600	0800-1800	0730-1800	0700-1600	0700-1600	0800-1800	0800-1600
Sun	0800-1800	0800-1800	0900-1500	0800-1800	0900-1600	0700-1600	0900-1400	0800-1800	0900-1600
Parking Spaces									
Customers	263	464	44	397	35	29	75	209	28
Disabled	2	8	0	6	2	1	0	4	2
Staff			0		0	0	0		10
Loading Bay			2		1	0	5		2
Total	265	472	46	403	38	30	80	213	42
Survey Results									
Date of Survey - Weekdays	12/03/09	26/03/09	19/03/09	19/03/09	19/03/09	12/03/09	26/03/09	26/03/09	19/03/09
	(Thurs)	(Thurs)	(Thurs)	(Thurs)	(Thurs)	(Thurs)	(Thurs)	(Thurs)	(Thurs)
Weather	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny/Rain	Sunny
								Evening	
Date of Survey - Weekend	14/03/09	28/03/09	21/03/09	21/03/09	21/03/09	14/03/09	28/03/09	28/03/09	21/03/09
	(Sat)	(Sat)	(Sat)	(Sat)	(Sat)	(Sat)	(Sat)	(Sat)	(Sat)
Weather	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny/Rain	Sunny	Sunny	Sunny
						Evening			

Trip Generation and Parking Generation Surveys—Bulky Goods / Hardware Stores

Hyder Consulting Pty Ltd-ASN 76 104 485 289

g:\scs\http\projects\transport analysis unit\ugd guide update_final reports\bulky goods hardware reports\0001-aa002363-ea-03 bulky goods analysis report.doc

3.3.1 Hardware / DIY

Table 3-1 Traffic Results Summary – Hardware/DIY

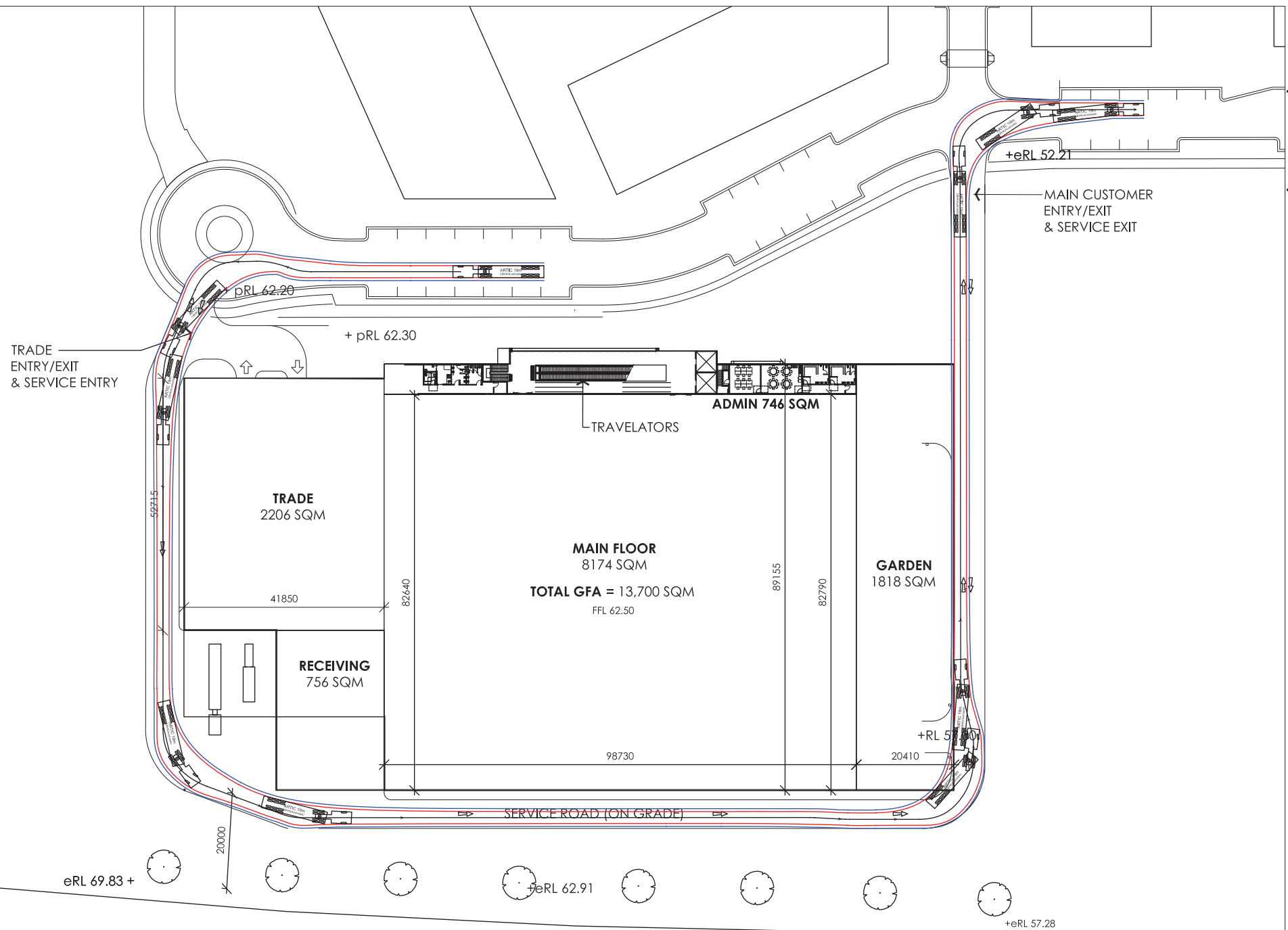
	Sydney Metropolitan Area					Non-Metropolitan Area			
Site ID	HW1	HW2	HW3	HW4	HW5	HW6	HW7	HW8	HW9
Gross floor area (m ²)	9,800	14,111	1,800	11,915	2,400	2,000	1,600	9,948	1,800
Weekdays									
Person-based Trips									
- Site Peak Hour	484	565	101	688	119	128	97	393	100
Trips/ 100m ² GFA	4.94	4.00	5.61	5.77	4.96	6.40	6.06	3.95	5.56
- Vehicle Network AM Peak	162	92	49	273	65	49	76	127	61
Trips/ 100m ² GFA	1.65	0.65	2.72	2.29	2.71	2.45	4.75	1.28	3.39
- Vehicle Network PM Peak	281	350	88	474	79	93	66	278	64
Trips/ 100m ² GFA	2.87	2.48	4.89	3.98	3.29	4.65	4.13	2.79	3.56
Daily Total Person Trips	4,397	4,639	816	6,346	858	868	667	2,907	703
Trips/ 100m ² GFA	44.87	32.88	45.33	53.26	35.75	43.40	41.69	29.22	39.06
Vehicle-based Trips									
- Site Peak Hour	403	444	84	491	98	112	75	273	83
Trips/ 100m ² GFA	4.11	3.15	4.67	4.72	4.08	5.60	4.69	2.74	4.61
- Network AM Peak	140	84	40	243	51	42	62	108	53
Trips/ 100m ² GFA	1.43	0.60	2.22	2.04	2.13	2.10	3.88	1.09	2.94
- Network PM Peak	225	289	64	338	66	76	50	198	58
Trips/ 100m ² GFA	2.30	2.05	3.56	2.84	2.75	3.80	3.13	1.99	3.22
Daily Total LV Trips	3,441	3,643	514	4,558	605	718	523	2,055	575
Trips/ 100m ² GFA	35.11	25.82	28.56	38.25	25.21	35.90	32.69	20.66	31.94
Daily Total HV Trips	122	139	111	178	51	45	19	69	33
Trips/ 100m ² GFA	1.24	0.99	6.17	1.49	2.13	2.25	1.19	0.69	1.83
Daily Total Vehicle Trips	3,563	3,782	625	4,736	656	763	542	2,124	608
Trips/ 100m ² GFA	36.36	26.80	34.72	39.75	27.33	38.15	33.88	21.35	33.78
% HV	3.4%	3.7%	17.8%	3.8%	7.8%	5.9%	3.5%	3.2%	5.4%
Peak Parking Accumulation	119	155	14	199	25	38	30	104	20
Peak Parking/ 100m ² GFA	1.21	1.10	0.78	1.67	1.04	1.90	1.88	1.05	1.11
Weekend									
Person-based Trips									
- Site Peak Hour	1,000	1,331	123	1,256	205	184	122	739	147
Trips/ 100m ² GFA	10.20	9.43	6.83	10.54	8.54	9.20	7.63	7.43	8.17
- Vehicle Network Peak	925	1,282	108	1,244	192	174	122	709	120
Trips/ 100m ² GFA	9.44	9.09	6.00	10.44	8.00	8.70	7.63	7.13	6.67
Daily Total Person Trips	7,100	8,590	665	8,664	1,238	998	655	4,738	723
Trips/ 100m ² GFA	72.45	60.87	36.94	74.39	51.58	49.90	40.94	47.63	40.17
Vehicle-based Trips									
- Site Peak Hour	656	844	77	754	151	112	78	447	111
Trips/ 100m ² GFA	6.69	5.98	4.28	6.33	6.29	5.60	4.88	4.49	6.17
- Network Peak	593	805	65	754	119	104	78	426	96
Trips/ 100m ² GFA	6.05	5.70	3.61	6.33	4.96	5.20	4.88	4.28	5.33
Daily Total LV Trips	4,780	5,493	396	5,440	882	644	489	2,809	571
Trips/ 100m ² GFA	48.78	38.93	22.00	45.66	36.75	32.20	30.56	28.24	31.72
Daily Total HV Trips	27	115	16	60	3	5	0	15	2
Trips/ 100m ² GFA	0.28	0.81	0.89	0.50	0.13	0.25	0.00	0.15	0.11
Daily Total Vehicle Trips	4,807	5,608	412	5,500	885	649	489	2,824	573
Trips/ 100m ² GFA	49.05	39.74	22.89	46.16	36.88	32.45	30.56	28.39	31.83
% HV	0.6%	2.1%	3.9%	1.1%	0.3%	0.8%	0.0%	0.5%	0.3%
Peak Parking Accumulation	196	318	30	264	36	29	45	152	27
Peak Parking/ 100m ² GFA	2.00	2.59	1.67	2.22	1.50	1.45	2.81	1.53	1.50

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APPENDIX B

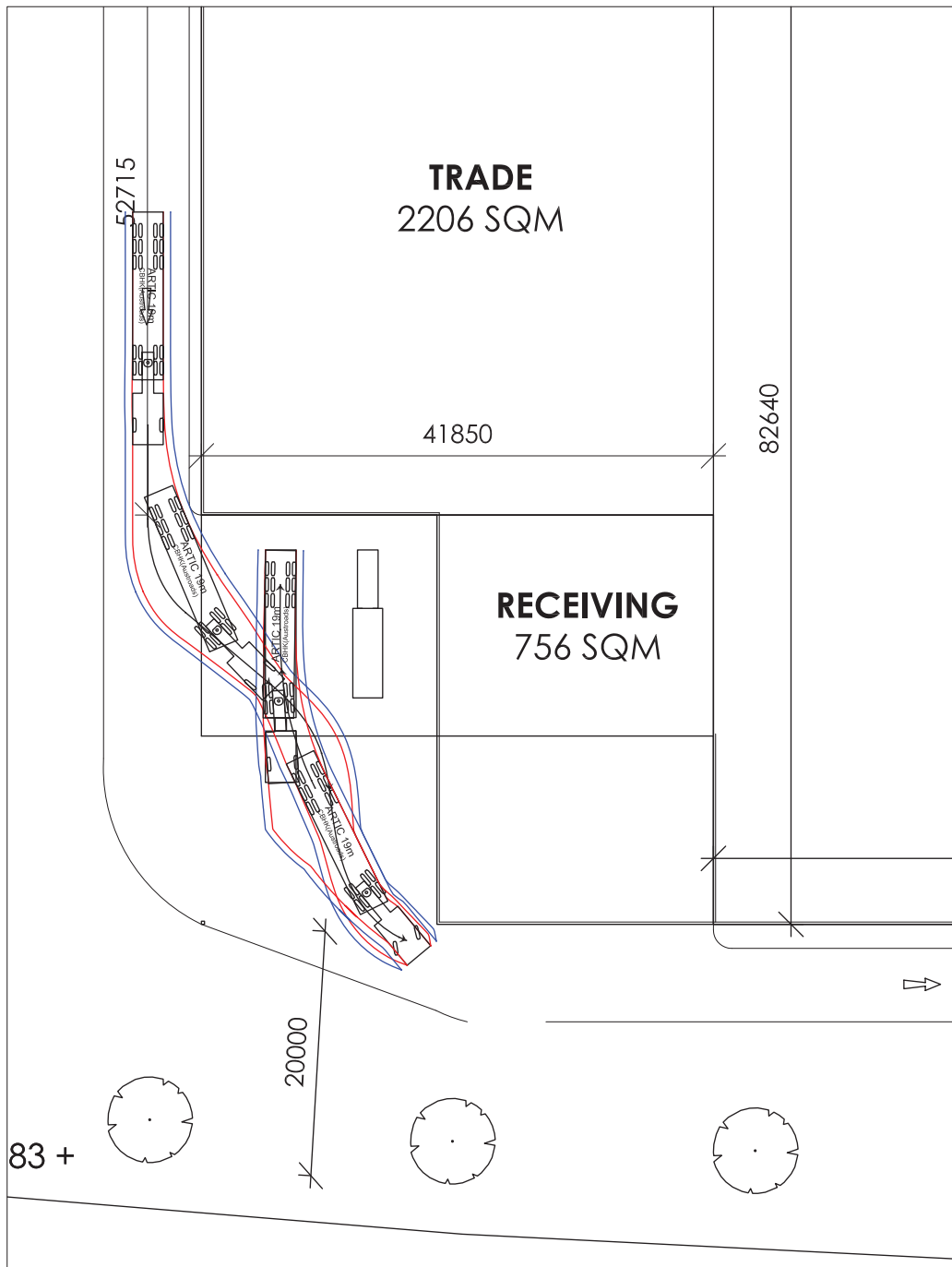
APPENDIX B

SERVICE VEHICLE SWEPT PATHS



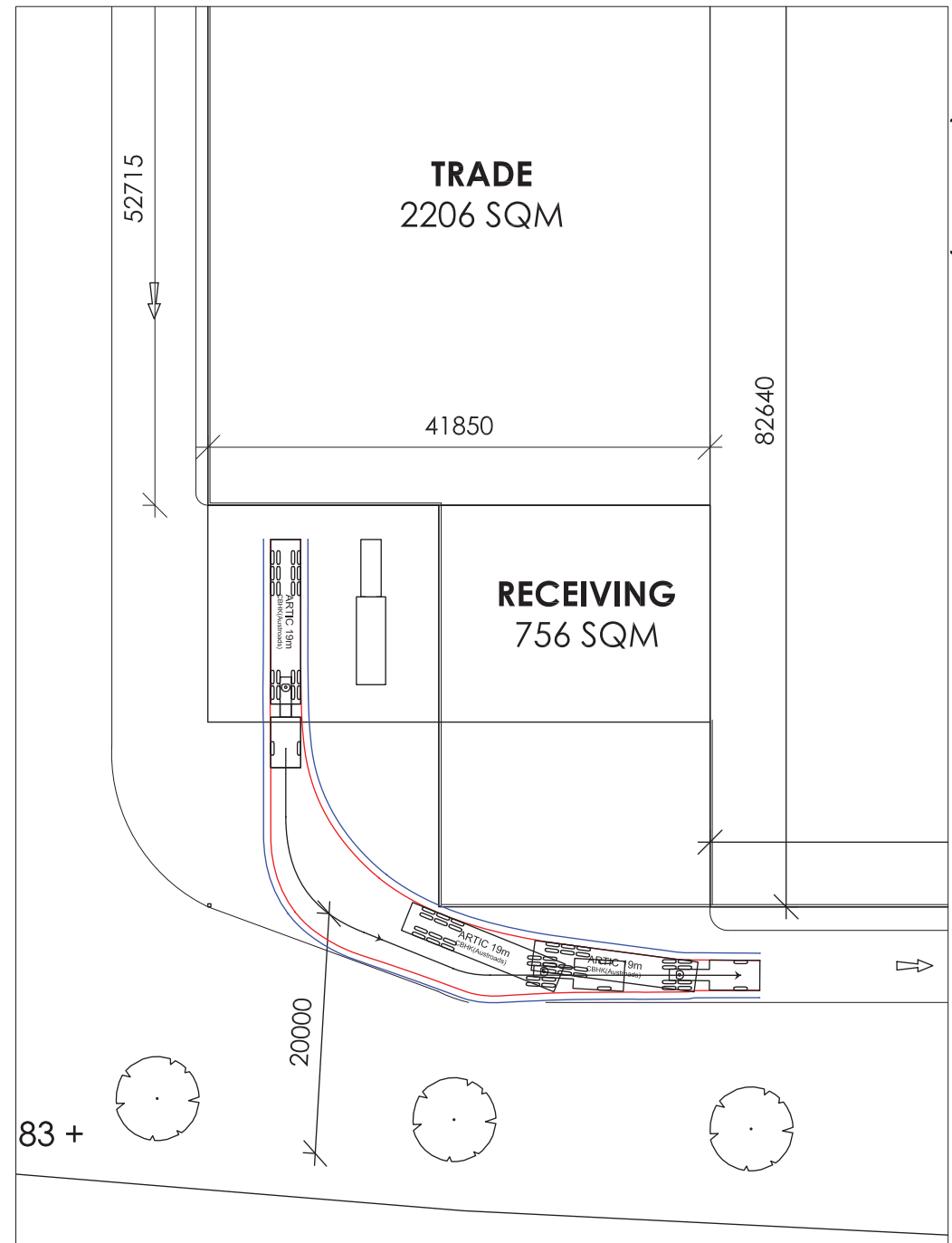
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 UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
 SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

19.0m ARTICULATED
 VEHICLE SWEEP PATHS

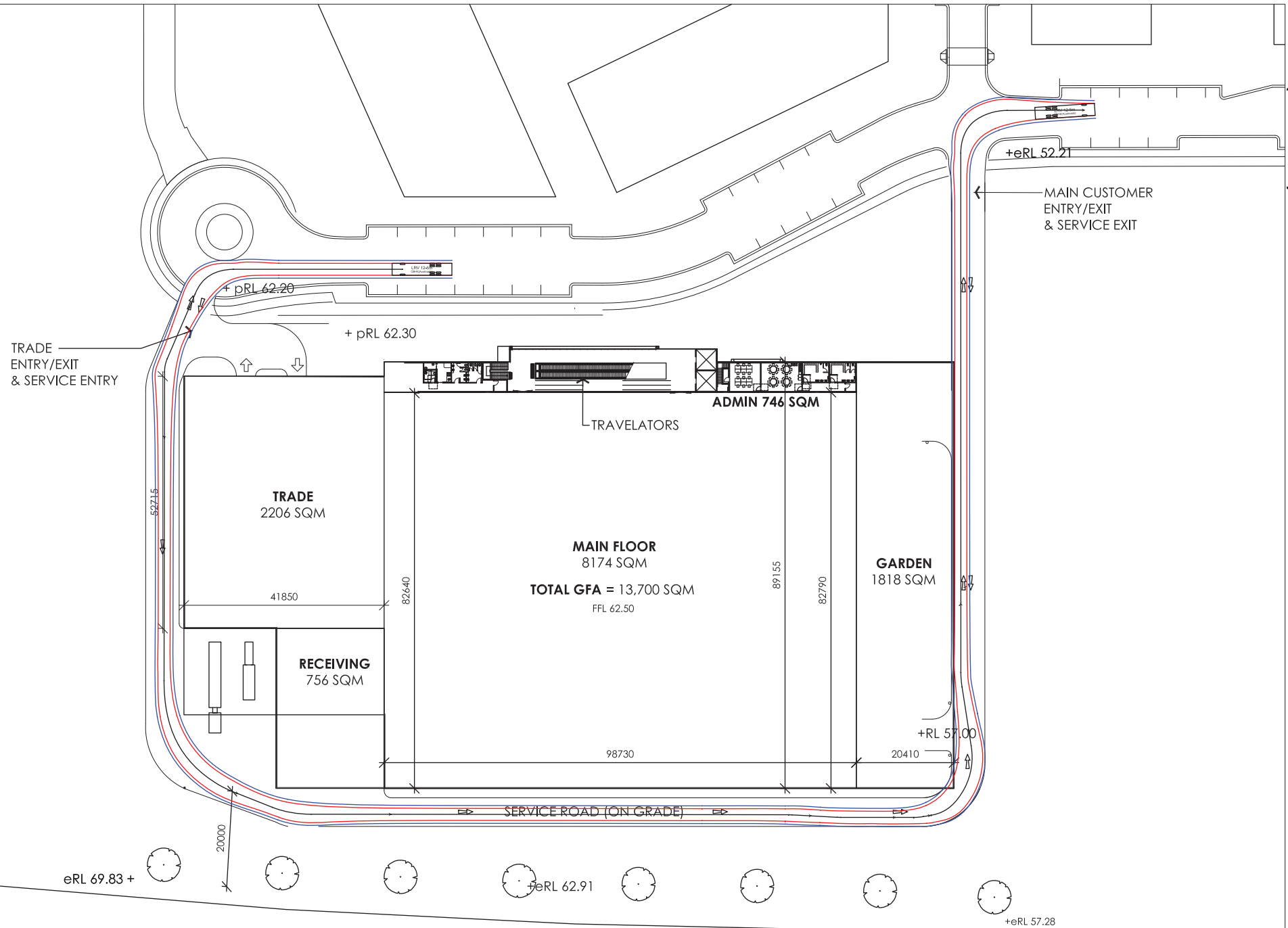


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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body



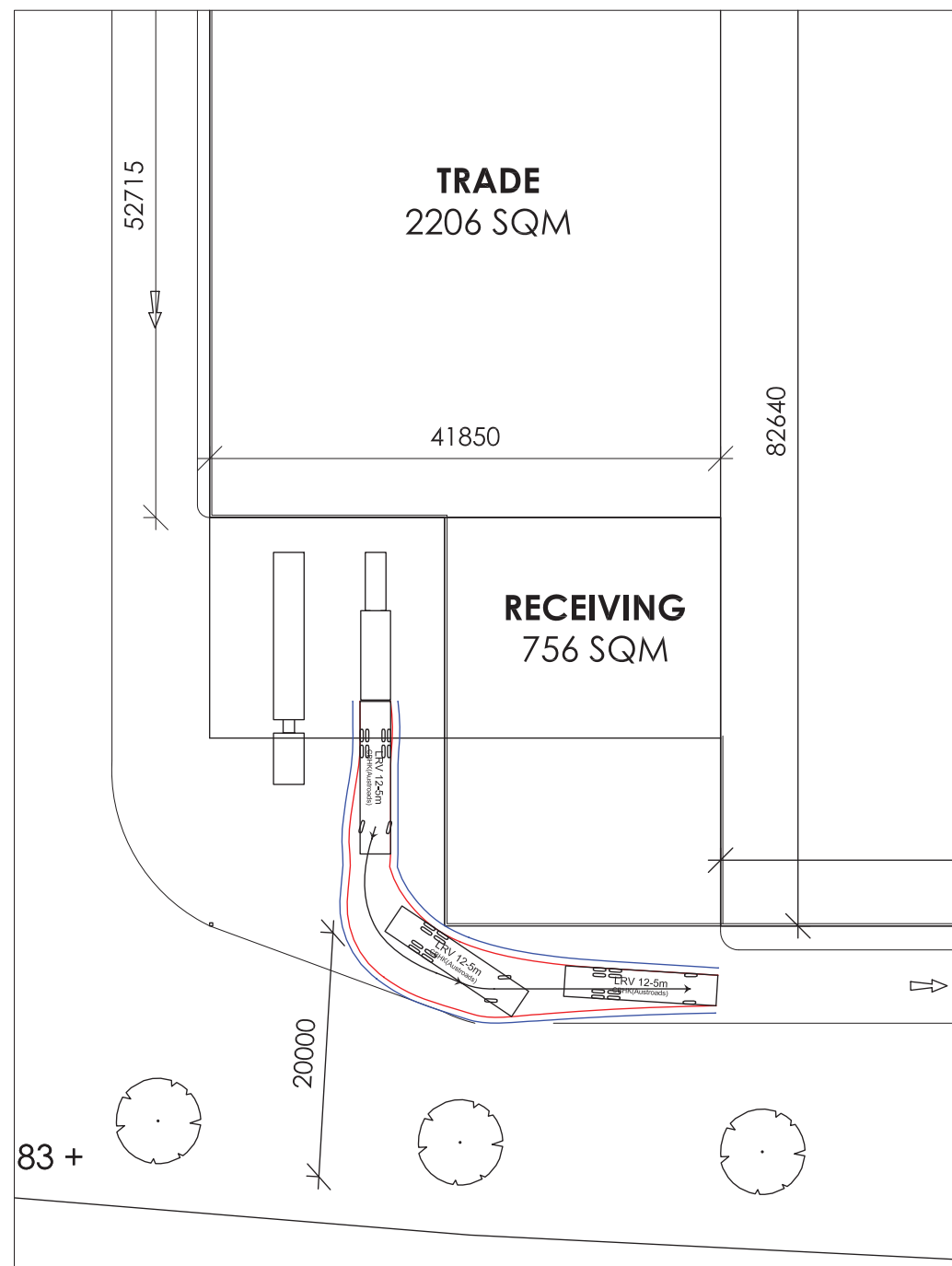
19.0m ARTICULATED
VEHICLE SWEEP PATHS



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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE
 SWEEP PATHS



NOTE:
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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE SWEPT PATHS

HYDROX NOMINEES PTY LTD

TRANSPORT ASPECTS OF
PLANNING PROPOSAL FOR
PROPOSED MASTERS STORE,
MACQUARIE PARK

JULY 2013

COLSTON BUDD HUNT & KAFES PTY LTD
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REF: 8308

Colston Budd Hunt & Kafes Pty Ltd

TABLE OF CONTENTS

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	TRANSPORT ASPECTS OF PLANNING PROPOSAL	2

- Appendix A - RMS surveys
- Appendix B - Service vehicle swept paths

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CHAPTER I

I. INTRODUCTION

- I.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by Hydrox Nominees Pty Ltd to undertake the transport aspects of a planning proposal to permit a new Masters store on the former Peter Board High School site in Macquarie Park. The site location is shown in Figure I.
- I.2 The site has consent for a commercial development of 27,340m², with vehicular access from Wicks Road to on-site parking. The planning proposal would provide for a Masters store of some 13,706m² on the southern part of the site. Vehicular access would be provided from Wicks Road and Waterloo Road.
- I.3 The transport aspects the planning proposal are set down in the following chapter.
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CHAPTER 2

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are set down through the following sections:

- site location and road network;
- approved development;
- road network changes;
- proposed development;
- policy context;
- public transport, walking and cycling;
- parking provision;
- access arrangements and servicing;
- traffic generation; and
- summary.

Site Location and Road Network

2.2 The subject site is the former Peter Board High School and is located within the Macquarie Park employment zone, as shown in Figure 1. The site has frontage to Epping Road to the south, Wicks Road to the east and Waterloo Road to the north. Surrounding land use is predominantly commercial (in Macquarie Park), with residential development on the southern side of Epping Road.

2.3 Epping Road is a major arterial road located on the southern boundary of the site. Through Macquarie Park it provides a six lane divided carriageway with three traffic lanes in each direction, clear of intersections. West of the site, Epping Road has a major intersection with Lane Cove Road. The through movement on Epping

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CHAPTER 2

Road is grade separated. Movements to and from Lane Cove Road are controlled by traffic signals. The eastbound on ramp from Lane Cove Road merges with Epping Road along the frontage of the site.

- 2.4 East of the site, Epping Road intersects with Wicks Road at a traffic signal controlled intersection. Along the frontage of the site Wicks Road provides one traffic lane in each direction. Additional traffic lanes are provided in both directions on Wicks Road closer to the intersection with Epping Road.
- 2.5 Waterloo Road is north of the site and connects Wicks Road with Lane Cove Road. It also provides a major access into the centre of Macquarie Park. The intersection of Waterloo Road and Wicks Road is a priority controlled t-intersection with Wicks Road the major road. Wicks Road is a dead-end north of Waterloo Road.
- 2.6 There is a large indentation and service road on the southern side of Waterloo Road, adjacent to the site, which was previously used by buses servicing the high school. The service road also provides access to and from the child care centre on the northern part of the site.

Approved Development

- 2.7 The site has consent for a commercial development of 27,340m², with vehicular access from Wicks Road to on-site parking.
- 2.8 Two internal roads, Road No. 3 (connecting from Wicks Road and running west into the site) and Road No. 11 (running north from Road No. 3 towards Waterloo Road) are approved as part of the development. These roads would become public roads, dedicated to Council.
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Road Network Changes

- 2.9 As the site is located within the Macquarie Park Corridor, new development is subject to the guidelines included in the Macquarie Park Corridor Structure Plan.
- 2.10 Figure 4.05.05 of the structure plan identifies the future fine grain street network for the area. This includes new roads through the subject site, in a north-south direction through the site (connecting Waterloo Road with Epping Road) and in an east-west direction through the middle of the site (forming part of a connection between Wicks Road and Lane Cove Road). As large parcels of land are redeveloped within the Macquarie Park Corridor, a number of these roads are being constructed. As noted above, the consent for the approved development on the site includes construction of parts of these roads through the site.
- 2.11 As part of a long term strategy (2031) to improve traffic flow within the Macquarie Park Corridor, Council has identified a number of major works including grade separating the intersection of Wicks Road and Epping Road and upgrading the intersection of Lane Cove Road and Waterloo Road.

Proposed Development

- 2.12 The planning proposal would provide for a Masters store of some 13,706m² on the southern part of the site. Vehicular access would be provided from Wicks Road (Road 3) and Waterloo Road (Road 11). Road 11 is proposed, in association with the planning proposal, to connect to Waterloo Road. On-site parking and service vehicle areas are proposed.
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CHAPTER 2

Policy Context

2.13 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include NSW 2021, the draft Metropolitan Strategy for Sydney to 2031 and The NSW Long Term Transport Master Plan. These policies are discussed below.

□ NSW 2021

2.14 NSW 2021: A Plan to Make NSW Number One sets targets to increase the proportion of commuter trips made by public transport for various areas within Sydney by 2016, including:

- 80 per cent in the Sydney CBD;
- 50 per cent in the Parramatta CBD;
- 20 per cent in the Liverpool CBD; and
- 25 per cent in the Penrith CBD.

2.15 It also has targets to:

- improve road safety, reduce fatalities to 4.3 per 100,000 population by 2016;
 - double the mode share of bicycle trips made in the metropolitan area by 2016; and
 - increase the proportion of the population living within 30 minutes by public transport of a city or major centre in the metropolitan area.
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CHAPTER 2

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- Draft Metropolitan Strategy for Sydney to 2031

- 2.16 The draft Metropolitan Strategy for Sydney to 2031 provides a strategic plan to accommodate an additional 1.3 million people, 545,000 houses and 625,000 jobs.
- 2.17 It identifies a Global Economic Corridor for provision of much of the new employment, encompassing Port Botany, Sydney Airport, the CBD, North Sydney, St Leonards, Chatswood and Macquarie Park, with extension towards Norwest and Parramatta. A number of Urban Activation Precincts will be provided in this area.
- 2.18 Other key areas in the strategy include Sydney Harbour, Parramatta, the Parramatta Road Corridor, Anzac Parade Corridor, North West Rail Link Corridor, Western Sydney Employment Area and the Metropolitan Rural Area.
- 2.19 The draft strategy identifies the following objectives for housing, employment and transport:
- provide 27,500 new houses per year, across all of Sydney's six sub-regions;
 - provide higher densities closer to major centres;
 - provide appropriate land to support jobs growth, including new business parks and industry clusters and hubs;
 - provide cross-city transport connections;
 - provide appropriate infrastructure to facilitate business growth, including an efficient port, airport and freight network, telecommunications and educational facilities;
 - use of the Urban Activation Precincts to demonstrate greater use of public transport, walking and cycling, and integrating land use and transport;
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- improve travel times and reduce congestion through improvements to six high priority transport corridors (Parramatta – CBD via Strathfield, Parramatta – CBD via Ryde, Liverpool – Sydney Airport, Sydney Airport – CBD, Mona Vale – Sydney CBD and Rouse Hill – Macquarie Park);
 - key transport measures, as outlined in the NSW Long Term Transport Master Plan) to support the strategy;
 - provision of other infrastructure, including schools and hospitals, to support the identified growth; and
 - improved environmental management by use of resources and energy more efficiently, better planning for natural disasters and increased green space.
- NSW Long Term Transport Master Plan

2.20 The NSW Long Term Transport Master Plan has been developed, in association with the Sydney Metropolitan and Regional Strategies and State Infrastructure Strategy, to support NSW 2021. The key measures identified are as follows:

- providing a fully integrated transport system;
 - providing a modern railway system and increase capacity by 60 per cent;
 - providing a modern light rail system in the CBD;
 - providing a modern bus system to complement the rail networks;
 - connect the motorway network, including WestConnex, F3/M2 link and F6;
 - reduce congestion in the CBD, including removing the monorail, increasing light rail, improving pedestrian links, increasing ferry use, providing increased capacity on the rail system and improved walking and cycling infrastructure;
 - support the growth of new economic centres including the north west and south west rail links, new roads in growth areas and new bus infrastructure;
 - connect regional communities through major highway upgrades, and improved rail, bus and air services;
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- improve freight efficiency and productivity;
 - improve access to Sydney Airport and Port Botany;
 - boost walking, cycling and its integration with public transport; and
 - preserve future transport corridors.

Public Transport, Walking and Cycling

2.21 Local bus services are provided by Sydney Buses, Hillsbus, Busways and Forest Coach Lines. The site is adjacent to bus services which operate along Epping Road. Services also operate along Waterloo Road, Wicks Road and Lane Cove Road (north, south and west of the site respectively). Services include:

- route 140: Manly, Fairlight, Balgowlah, The Spit, Spit Junction, Cremorne, Neutral Bay, Crows Nest, St Leonards, Gore Hill, Artarmon, Lane Cove, North Ryde, Macquarie Centre, Macquarie University, Epping;
 - route 197: (Lane Cove Road) Gordon Station/Macquarie University to St Ives Chase/Mona Vale;
 - route 290: Epping, Macquarie University, Macquarie Centre, North Ryde, Lane Cove, St Leonards, Crows Nest and the city;
 - route 292: Marsfield, Macquarie University, Macquarie Centre, Fontenoy Road, Epping Road, Lane, Cove and the city;
 - route 293: Marsfield to city via Epping Road and Lane Cove Tunnel;
 - route 294: Macquarie University, Macquarie Park, Epping Road, Lane Cove, Gore Hill Freeway and the city;
 - route M41 (Lane Cove Road): Hurstville, Bexley North, Campsie, Burwood, Concord, Rhodes, Ryde, North Ryde, Macquarie Park and Macquarie Centre;
 - route 459 (Lane Cove Road): Macquarie University, Macquarie Centre, Ryde, Rhodes, Concord West, Strathfield;
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- route M54 (Waterloo Road): Parramatta, Carlingford, Epping, Macquarie University, Macquarie Park;
 - route 506 (Lane Cove Road): Macquarie University, Macquarie Centre, East Ryde, Hunters Hill, Drummoyne, Rozelle and the city;
 - route 533 (Wicks Road): Chatswood, Mowbray Road, North Ryde, Ryde, Rhodes, Sydney Olympic Park;
 - route 534 (Wicks Road): West Ryde, Ryde, North Ryde, Chatswood;
 - route 545: Parramatta, Dundas, Telopea, Dundas Valley, Eastwood, Macquarie University, Macquarie Centre, Macquarie Park, North Ryde station, Chatswood West;
 - route 550: Chatswood, Chatswood West, North Ryde station, Macquarie Park, Macquarie Centre, Macquarie University, Eastwood, Kissing Point, Parramatta;
 - route 621 : Castle Hill, Cherrybrook, Macquarie Park;
 - route 651: Castle Hill, West Pennant Hills, Macquarie Park;
 - route 740 (Waterloo Road): Plumpton to Macquarie Park.

2.22 The site is close to Macquarie Park railway station. Macquarie Park is on the Northern Line (Hornsby or Epping – City).

2.23 Services through Macquarie Park on the Northern Line are every 15 minutes in each direction. During peak periods, services are more frequent.

2.24 All of the signalised intersections in Macquarie Park include pedestrian crossings. Appropriate bicycle parking will also be provided within the development.

2.25 Existing public transport services will provide for people to access the development by public transport, walking and cycling, particularly for employees.

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CHAPTER 2

2.26 The development will therefore satisfy the objectives of the NSW 2021, the draft Metropolitan Strategy for Sydney to 2031 and the NSW Long Term Transport Master Plan as follows:

- enabling commuters to readily access trains and buses close to the site;
- providing an appropriate level of on-site parking, with reference to appropriate Council and RMS requirements, to encourage public transport use and increase the proportion of trips by public transport; and
- providing employment and retail uses close to residential areas nearby to reduce the need for travel.

Parking Provision

2.27 Section 6.3.8 of Part 4.5 of the Ryde Development Control Plan 2010 indicates that parking for activities other than commercial and industrial development should be provided in accordance with Section 9.3 of the DCP. That section does not include a specific parking rate for home improvement centres such as Masters. The DCP notes that:

To establish the parking rate for any development type not specified above; comparisons should be drawn with similar development and outlined in a Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of two case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas and be prepared in accordance with the RTA Guide to Traffic Generating Development.

2.28 There are no other Masters home improvement centres in the Ryde LGA or adjoining LGAs. However, the RMS (previously RTA) has undertaken surveys of

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CHAPTER 2

the parking demands of home improvement centres. The results of these surveys are provided in Appendix A. Two of the centres (Bankstown and Minchinbury) have areas (14,111m² and 11,915m² respectively) similar in size to the proposed Macquarie Park Masters.

- 2.29 The RMS parking demand surveys found peak parking demands of 318 and 264 spaces at Bankstown and Minchinbury respectively. These demands represent rates of some 2.2 to 2.3 spaces per 100m² at peak times.
- 2.30 Based on these rates, the proposed Masters would have parking demands of some 250 spaces. The proposed provision of 317 spaces would therefore satisfy this requirement.

Access Arrangements and Servicing

- 2.31 The plans for the development show access from Road No. 3 at the eastern end of the Masters lot (two-way driveway for customers) and western end of the lot (two driveways for service vehicles).
- 2.32 As in the approved development, Road 3 will connect to Wicks Road. Road 11 will connect between Road 3 and Waterloo Road to the north. This compares to the approved development where Road 11 did not connect to Waterloo Road.
- 2.33 Swept paths of service vehicles are provided in Appendix B showing 19 metre semi trailers and 12.5 metre large rigid trucks entering the development, manoeuvring into the loading docks and exiting in a forward direction. Some minor modifications would be required to accommodate service vehicles manoeuvring on the site, as shown in these figures.
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- 2.34 Within parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances should be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004 at the time that a development application is made.

Traffic Generation

- 2.35 Traffic generated by the proposed development will have its greatest effects during weekday afternoon and Saturday peak periods when it combines with commuter and other traffic.
- 2.36 The RMS surveys of home improvement centres (Appendix A) found the following two-way (sum of both directions) peak hour traffic generations for the home improvement centres at Bankstown and Minchinbury:
- 289 and 338 vehicles per hour two-way during the afternoon peak hour (representing rates of some 2.05 and 2.84 vehicles per hour per 100m² respectively); and
 - 844 and 754 vehicles per hour two-way during the weekend peak hour (representing rates of some 5.98 and 6.33 vehicles per hour per 100m² respectively).
- 2.37 Using an average of the above rates, the proposed Masters home improvement centre would have the following two-way peak hour traffic generations:
- weekday afternoon peak hour: some 330 vehicles; and
 - weekend peak hour: some 840 vehicles.
-
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- 2.38 The effects of this traffic on the road network will be determined at the development application stage following traffic counts and analysis.
- 2.39 As previously noted, road 11 is now proposed to extend to connect to Waterloo Road. This provides an additional point of connection to the external road network, compared to the previously approved development.

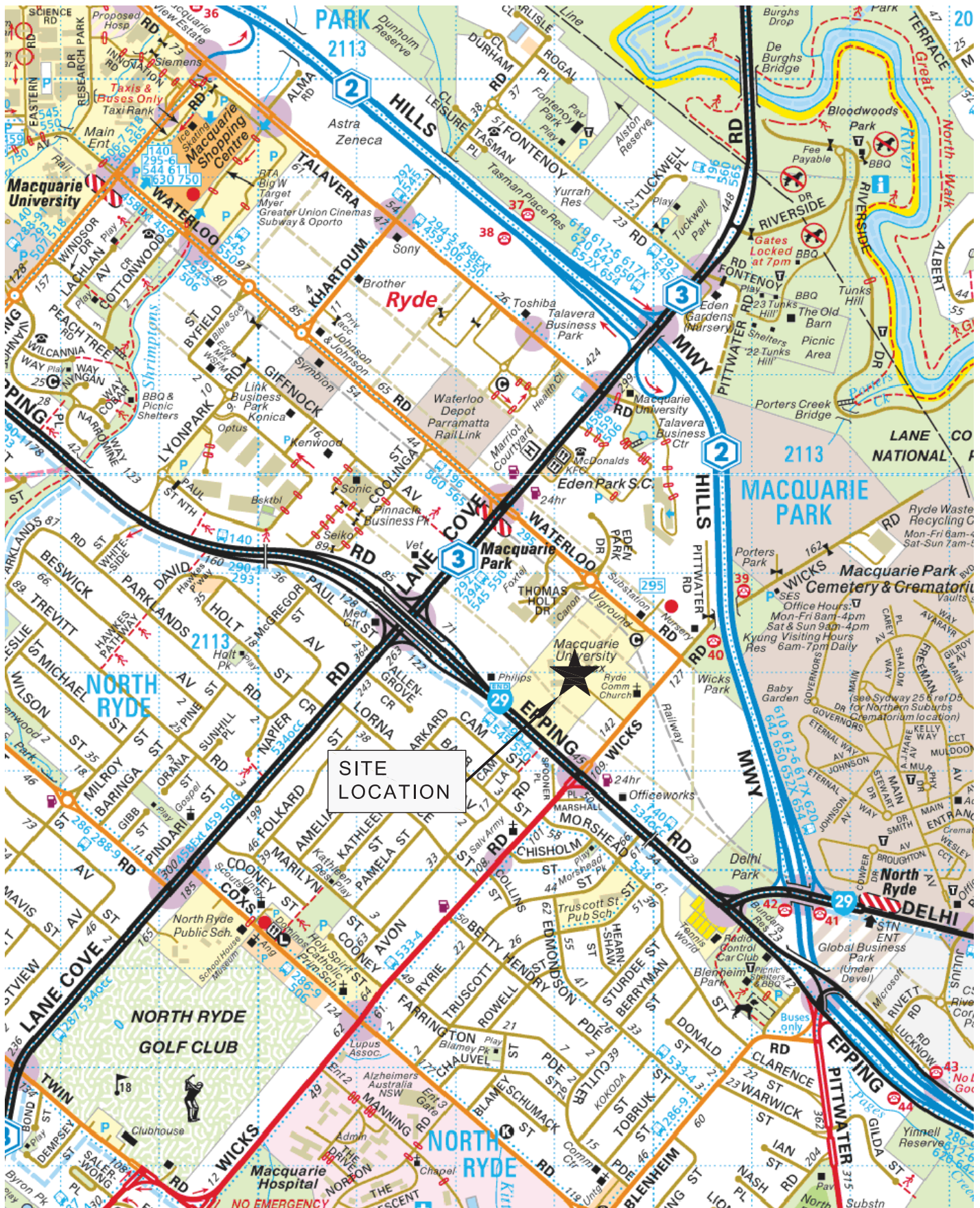
Summary

- 2.40 In summary, the main points relating to the transport aspects of the planning proposal are as follows:
- i) the site has frontage to Epping Road, Wicks Road and Waterloo Road;
 - ii) the site has consent for a commercial development of some 27,340m², which vehicular access via a new road connection to Wicks Road;
 - iii) the planning proposal would provide for a Masters store of some 13,706m²;
 - iv) the proposed development would increase employment and retail densities close to good public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
 - v) the proposed parking provision will satisfy expected demands;
 - vi) access is proposed to be provided from Wicks Road, via Road 3, and Waterloo Road, via Road 11;
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CHAPTER 2

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- vii) subject to minor modifications to accommodate vehicle swept paths, the proposed arrangements for service vehicles are considered appropriate;
 - viii) traffic effects will be determined at the development application stage following traffic counts and analysis; and
 - ix) road 11 is now proposed to extend to connect to Waterloo Road. This provides an additional point of connection to the external road network, compared to the previously approved development.
-
-



Location Plan

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APPENDIX A

APPENDIX A

RMS SURVEYS

Table 2-2 Site Details of the Selected Sites – Hardware/DIY

Site ID	HW1	HW2	HW3	HW4	HW5	HW6	HW7	HW8	HW9
Name	Bunnings	Bunnings	Mitre10	Bunnings	Mitre10	Mitre10	Mitre10	Bunnings	Mitre10
Suburb	North Parramatta	Bankstown Airport	Windsor	Minchinbury	Narellan	Monasset	Pickton	South Nowra	Orange
Region	Sydney	Sydney	Sydney	Sydney	Sydney	Northern	Northern	Northern	Southern
Year of Network Survey	2007	2005	2007	2007	2005	2004	2009	2009	2005
Dates									
AM Peak - Weekdays	0800-0900	0700-0800	0800-0900	0800-0900	0800-0900	0800-0900	0900-1000	0800-0900	0800-0900
PM Peak - Weekdays	1700-1800	1600-1700	1500-1600	1700-1800	1600-1700	1600-1700	1600-1700	1500-1600	1600-1700
Peak - Weekends	1200-1300	1200-1300	1100-1200	1100-1200	1100-1200	1100-1200	1200-1300	1100-1200	1100-1200
Site Details - Bulky Goods/Hardware									
Area Dimension (m ²)			6,700		3,500		3,500		Unknown
Gross floor area (m ²)	9,800	14,111	1,800	11,915	2,400	2,000	1,600	9,948	1,800
No. of Employee (Total)			42		20		12		23
No. of Employee (at one time)			34		15	15	12		8
Year Constructed			1990		1991-1992		Unknown		1980
Accessibility Score	<79	<79	<79	<79	<79	0.5	1	0	2
Opening Hours									
Mon-Fri	0700-2100	0700-2100	0630-1700	0700-2100	0700-1730	0630-1730	0730-1700	0700-2100	0700-1730
Sat	0800-1800	0800-1800	0800-1600	0800-1800	0730-1800	0700-1600	0700-1600	0800-1800	0800-1600
Sun	0800-1800	0800-1800	0900-1500	0800-1800	0900-1600	0700-1600	0900-1400	0800-1800	0900-1600
Parking Spaces									
Customers	263	464	44	397	35	29	75	209	28
Disabled									
Staff	2	8	0	6	2	1	0	4	2
Loading Bay			2		1	0	0		10
Total	265	472	46	403	38	30	80	213	42
Survey Results									
Date of Survey - Weekdays	12/03/09	26/03/09	19/03/09	19/03/09	19/03/09	12/03/09	26/03/09	26/03/09	19/03/09
Weather	(Thurs) Sunny	(Thurs) Sunny	(Thurs) Sunny	(Thurs) Sunny	(Thurs) Sunny	(Thurs) Sunny	(Thurs) Sunny	(Thurs) Sunny	(Thurs) Sunny
Date of Survey - Weekend	14/03/09	28/03/09	21/03/09	21/03/09	21/03/09	14/03/09	28/03/09	28/03/09	21/03/09
Weather	(Sat) Sunny	(Sat) Sunny	(Sat) Sunny	(Sat) Sunny	(Sat) Sunny	(Sat) Sunny	(Sat) Sunny	(Sat) Sunny	(Sat) Sunny

Trip Generation and Parking Generation Surveys—Bulky Goods / Hardware Stores
Hyder Consulting Pty Ltd-ASIN 76 104 485 289

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3.3.1 Hardware / DIY

Table 3-1 Traffic Results Summary – Hardware/DIY

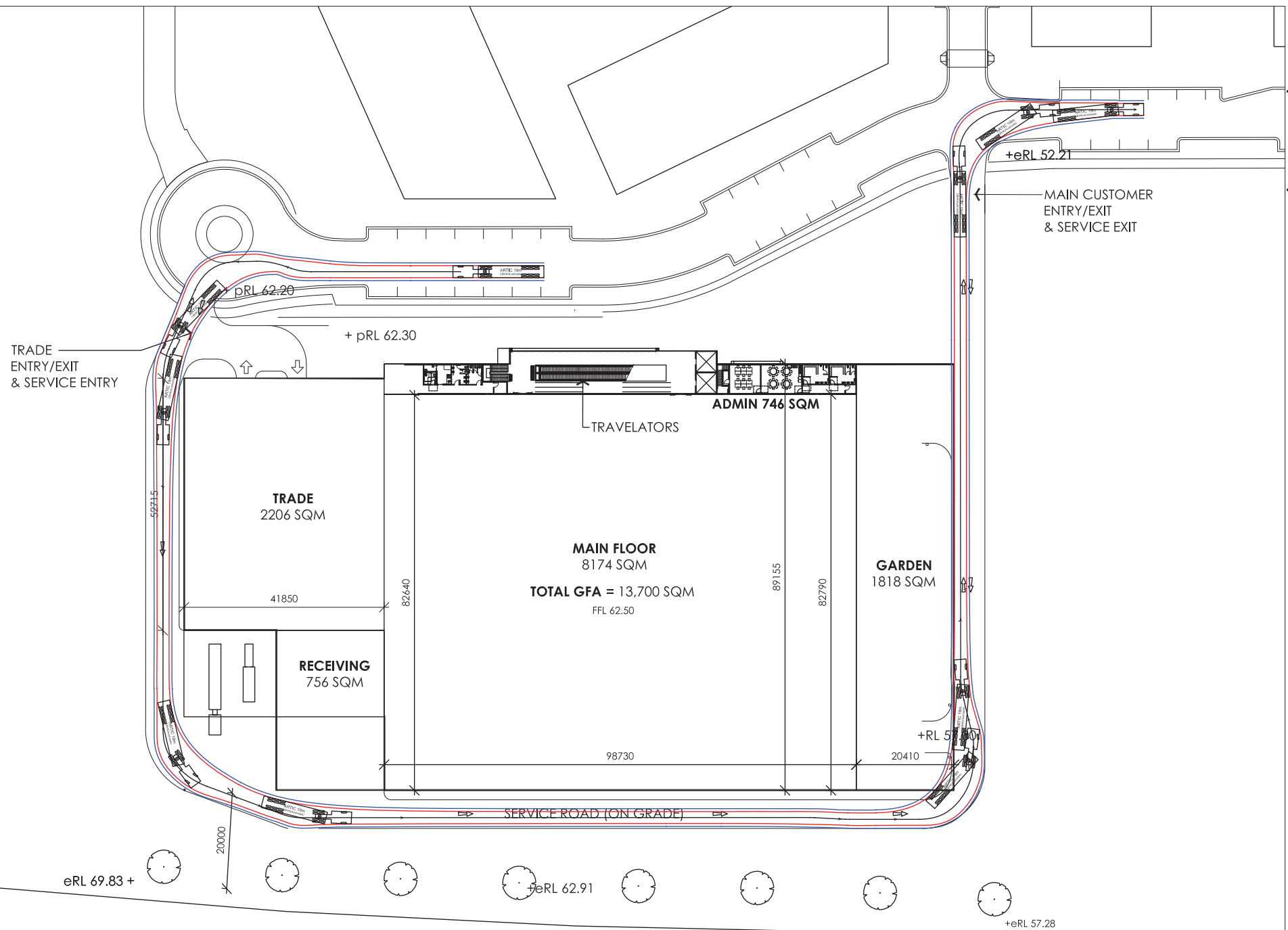
	Sydney Metropolitan Area					Non-Metropolitan Area			
Site ID	HW1	HW2	HW3	HW4	HW5	HW6	HW7	HW8	HW9
Gross floor area (m ²)	9,800	14,111	1,800	11,915	2,400	2,000	1,600	9,948	1,800
Weekdays									
Person-based Trips									
- Site Peak Hour	484	565	101	688	119	128	97	393	100
Trips/ 100m ² GFA	4.94	4.00	5.61	5.77	4.96	6.40	6.06	3.95	5.56
- Vehicle Network AM Peak	162	92	49	273	65	49	76	127	61
Trips/ 100m ² GFA	1.65	0.65	2.72	2.29	2.71	2.45	4.75	1.28	3.39
- Vehicle Network PM Peak	281	350	88	474	79	93	66	278	64
Trips/ 100m ² GFA	2.87	2.48	4.89	3.98	3.29	4.65	4.13	2.79	3.56
Daily Total Person Trips	4,397	4,639	816	6,346	858	868	667	2,907	703
Trips/ 100m ² GFA	44.87	32.88	45.33	53.26	35.75	43.40	41.69	29.22	39.06
Vehicle-based Trips									
- Site Peak Hour	403	444	84	491	98	112	75	273	83
Trips/ 100m ² GFA	4.11	3.15	4.67	4.12	4.08	5.60	4.69	2.74	4.61
- Network AM Peak	140	84	40	243	51	42	62	108	53
Trips/ 100m ² GFA	1.43	0.60	2.22	2.04	2.13	2.10	3.88	1.09	2.94
- Network PM Peak	225	289	64	338	66	76	50	198	58
Trips/ 100m ² GFA	2.30	2.05	3.56	2.84	2.75	3.80	3.13	1.99	3.22
Daily Total LV Trips	3,441	3,643	514	4,558	605	718	523	2,055	575
Trips/ 100m ² GFA	35.11	25.82	28.56	38.25	25.21	35.90	32.69	20.66	31.94
Daily Total HV Trips	122	139	111	178	51	45	19	69	33
Trips/ 100m ² GFA	1.24	0.99	6.17	1.49	2.13	2.25	1.19	0.69	1.83
Daily Total Vehicle Trips	3,563	3,782	625	4,736	656	763	542	2,124	608
Trips/ 100m ² GFA	36.36	26.80	34.72	39.75	27.33	38.15	33.88	21.35	33.78
% HV	3.4%	3.7%	17.8%	3.8%	7.8%	5.9%	3.5%	3.2%	5.4%
Peak Parking Accumulation	119	155	14	199	25	38	30	104	20
Peak Parking/ 100m ² GFA	1.21	1.10	0.78	1.67	1.04	1.90	1.88	1.05	1.11
Weekend									
Person-based Trips									
- Site Peak Hour	1,000	1,331	123	1,256	205	184	122	739	147
Trips/ 100m ² GFA	10.20	9.43	6.83	10.54	8.54	9.20	7.63	7.43	8.17
- Vehicle Network Peak	925	1,282	108	1,244	192	174	122	709	120
Trips/ 100m ² GFA	9.44	9.09	6.00	10.44	8.00	8.70	7.63	7.13	6.67
Daily Total Person Trips	7,100	8,590	665	8,664	1,238	998	655	4,738	723
Trips/ 100m ² GFA	72.45	60.87	36.94	74.39	51.58	49.90	40.94	47.63	40.17
Vehicle-based Trips									
- Site Peak Hour	656	844	77	754	151	112	78	447	111
Trips/ 100m ² GFA	6.69	5.98	4.28	6.33	6.29	5.60	4.88	4.49	6.17
- Network Peak	593	805	65	754	119	104	78	426	96
Trips/ 100m ² GFA	6.05	5.70	3.61	6.33	4.96	5.20	4.88	4.28	5.33
Daily Total LV Trips	4,780	5,493	396	5,440	882	644	489	2,809	571
Trips/ 100m ² GFA	48.78	38.93	22.00	45.66	36.75	32.20	30.56	28.24	31.72
Daily Total HV Trips	27	115	16	60	3	5	0	15	2
Trips/ 100m ² GFA	0.28	0.81	0.89	0.50	0.13	0.25	0.00	0.15	0.11
Daily Total Vehicle Trips	4,807	5,608	412	5,500	885	649	489	2,824	573
Trips/ 100m ² GFA	49.05	39.74	22.89	46.16	36.88	32.45	30.56	28.39	31.83
% HV	0.6%	2.1%	3.9%	1.1%	0.3%	0.8%	0.0%	0.5%	0.3%
Peak Parking Accumulation	196	318	30	264	36	29	45	152	27
Peak Parking/ 100m ² GFA	2.00	2.59	1.67	2.22	1.50	1.45	2.81	1.53	1.50

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APPENDIX B

APPENDIX B

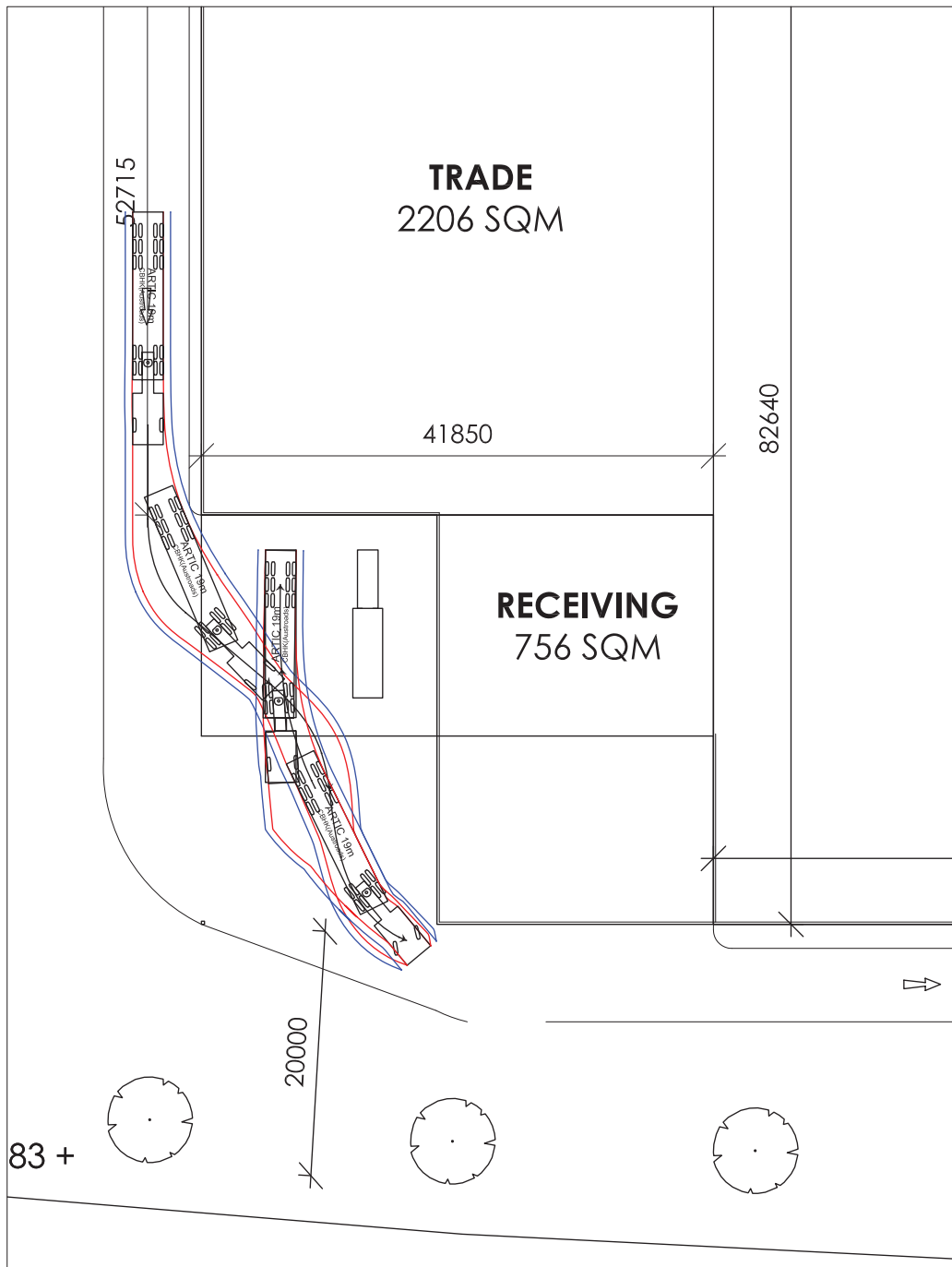
SERVICE VEHICLE SWEPT PATHS



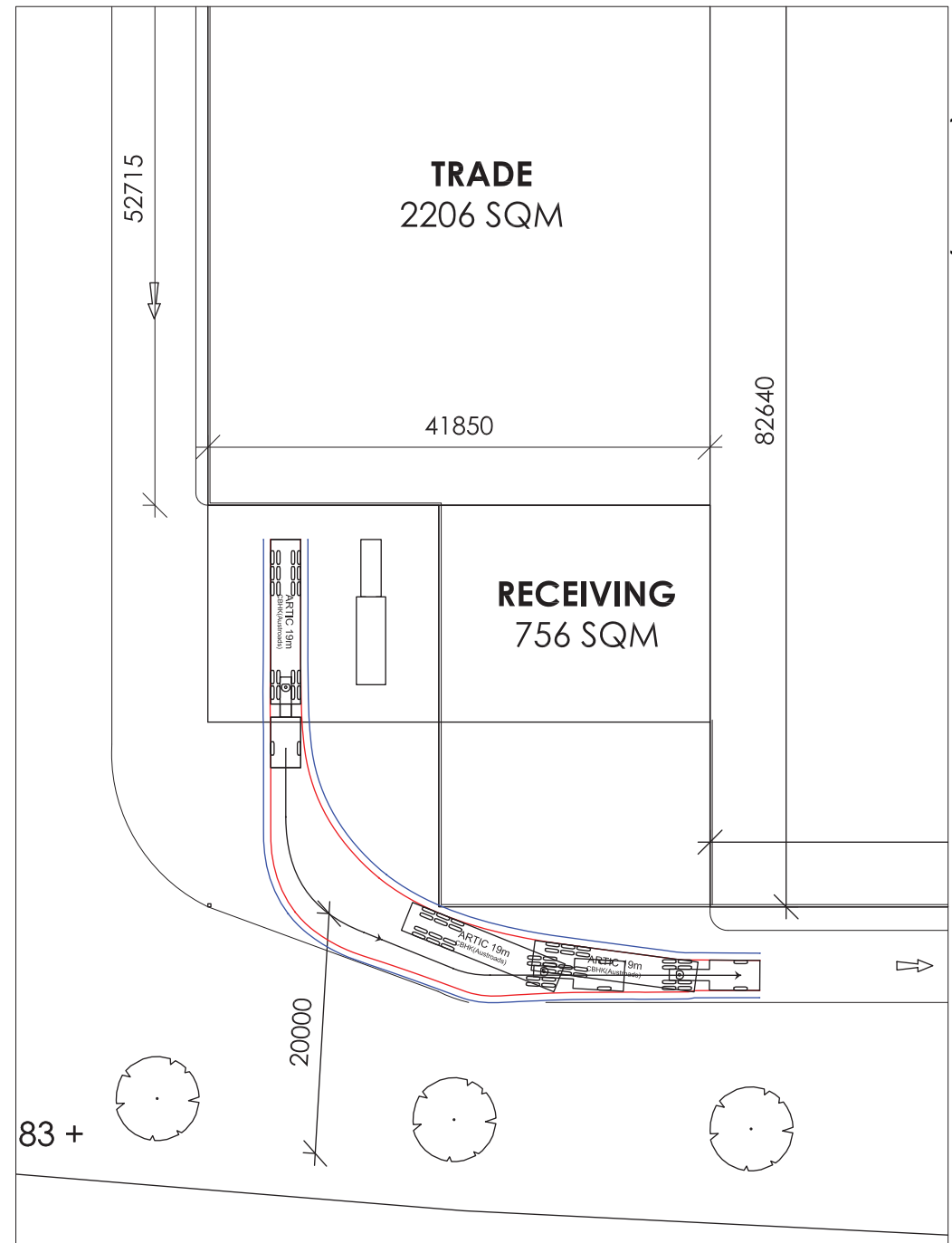
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 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

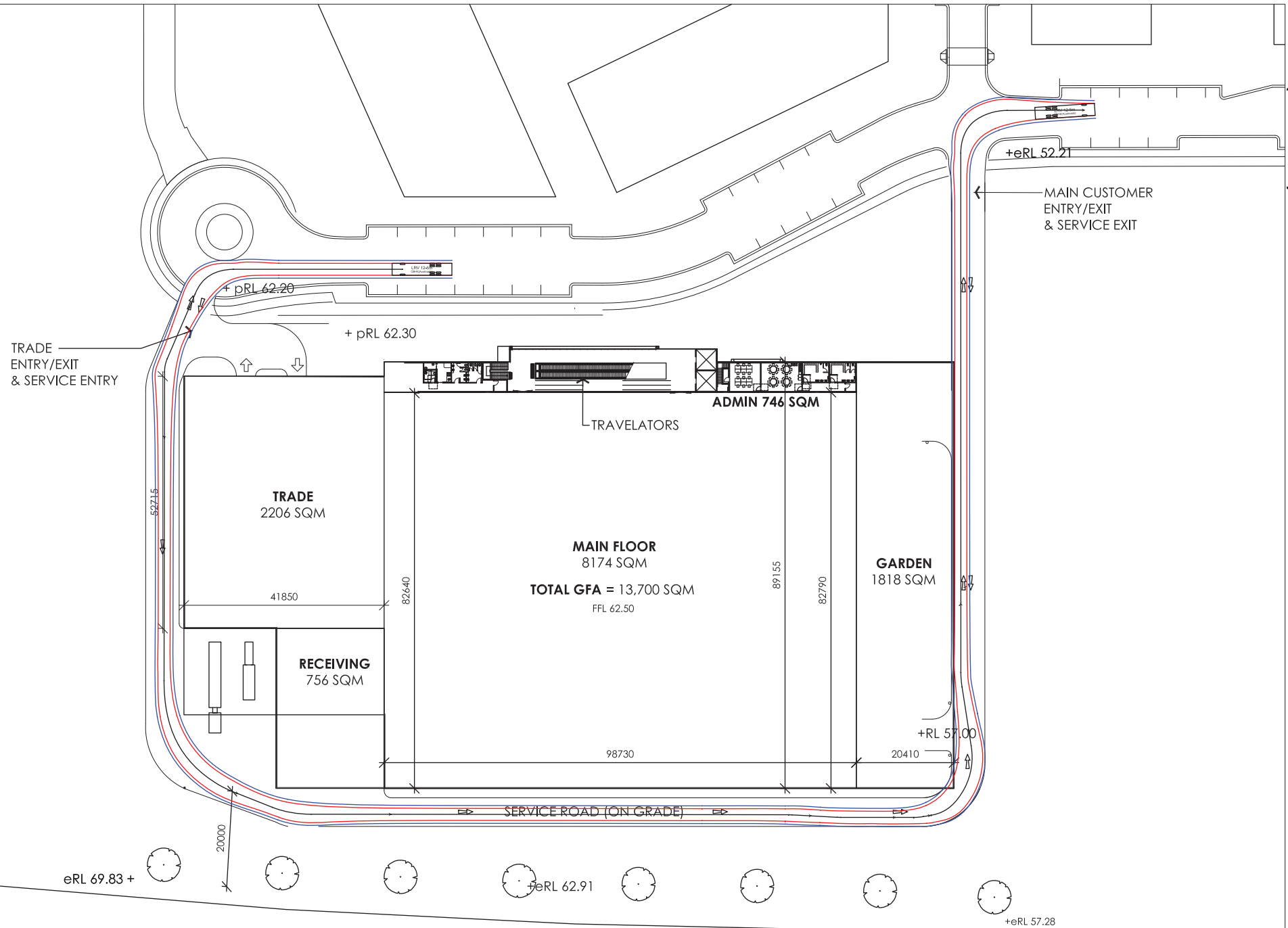
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 VEHICLE SWEEP PATHS



— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body



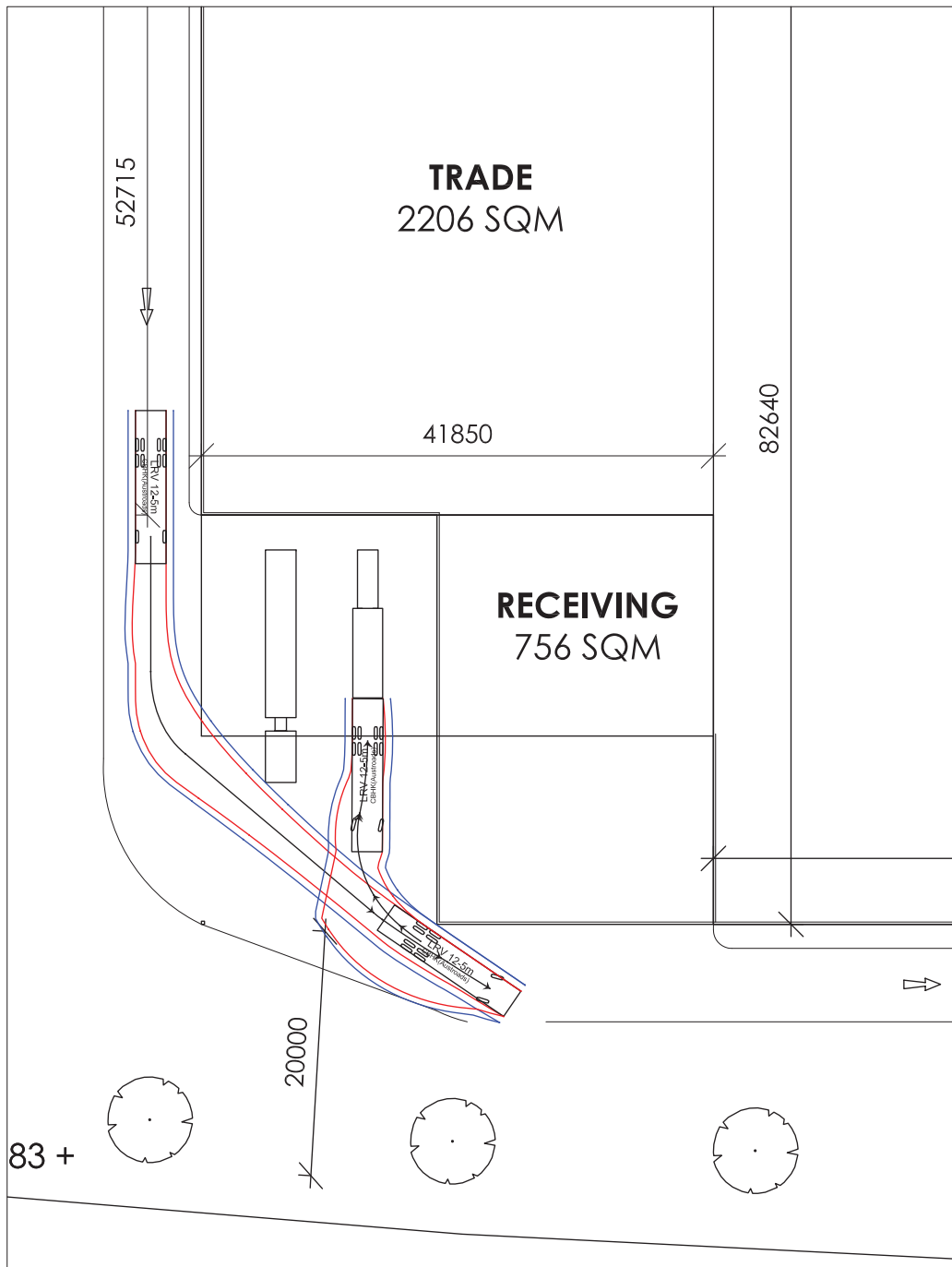
19.0m ARTICULATED
VEHICLE SWEEP PATHS



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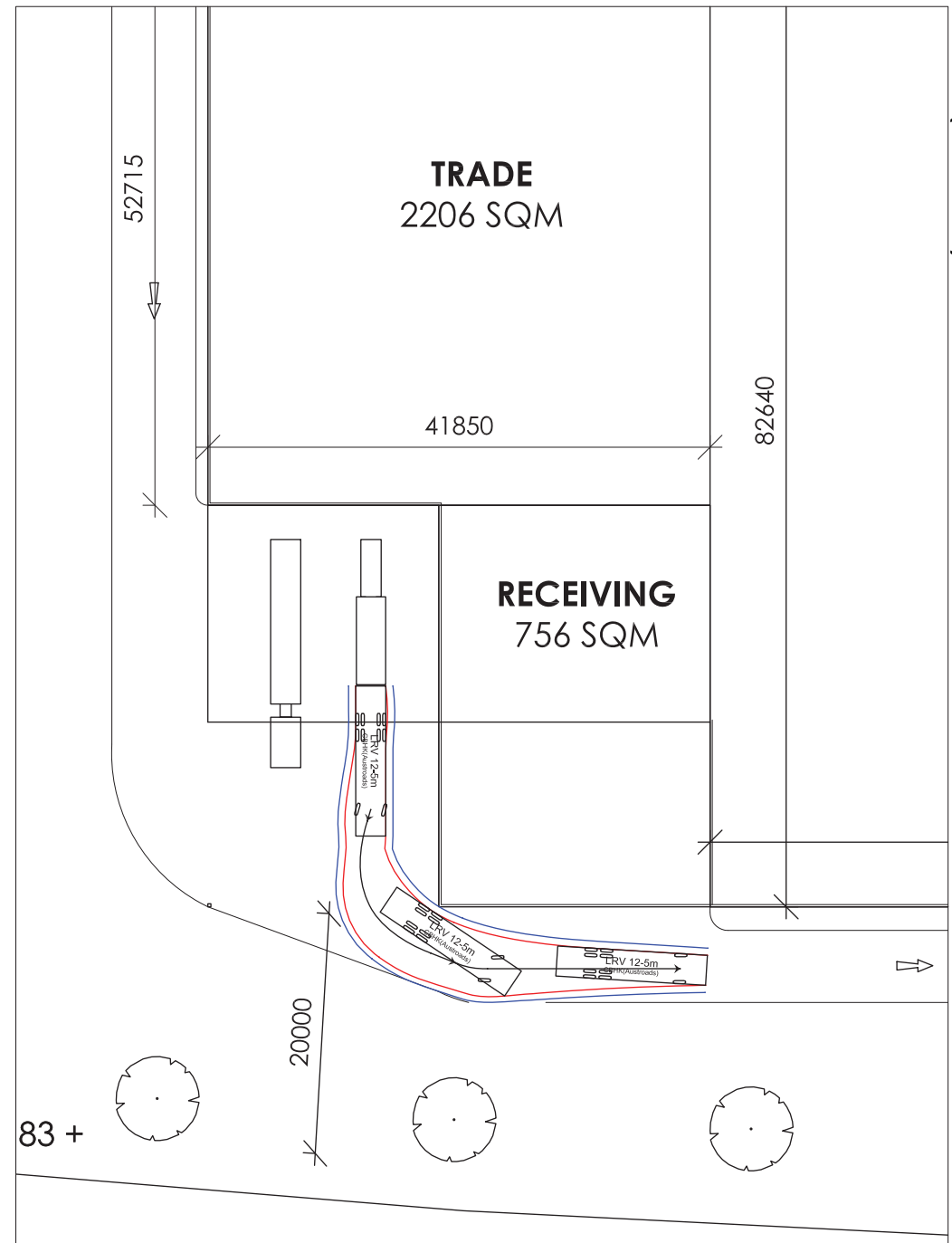
— Swept Path of Vehicle Body
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12.5m LARGE RIGID VEHICLE
 SWEEP PATHS



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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body



12.5m LARGE RIGID VEHICLE
 SWEEP PATHS



Proposed Masters Home Improvement Centre North Ryde

Economic Impact Assessment

PREPARED FOR

Masters

July 2013

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QUALITY CONTROL

This document is for discussion purposes only unless signed and dated by a Principal of Hill PDA.

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CONTENTS

EXECUTIVE SUMMARY.....	6
1. INTRODUCTION.....	8
1.1 The Subject Site	8
1.2 The Planning Proposal	9
1.3 The Masters Home Improvement Centre Concept	10
1.4 Study Structure	10
2. PLANNING POLICY & LEGISLATIVE REVIEW	11
2.1 State and Subregional Guidance	11
2.2 Local Guidance	11
3. COMPETITIVE RETAIL REVIEW	12
3.1 Retail Hierarchy	12
3.2 Major Centre	13
3.3 Specialised Centres.....	14
3.4 Town Centres	15
3.5 Smaller Centres and Retail Locations.....	16
3.6 Summary and Gap Analysis	17
4. DEMAND FOR HARDWARE AND BUILDING SUPPLY FLOORSPEACE	19
4.1 Trade Area Identification.....	19
4.2 Demographic Characteristics.....	21
4.3 Population Forecasts for the Main Trade Area	22
4.4 Bulky Goods Floorspace Demand Assessment.....	22
5. TRADING IMPACT ASSESSMENT.....	26
5.1 Estimated Turnover of Proposed Development	26
5.2 Trading Impacts on Centres.....	26
5.3 Growth in Hardware Expenditure	27
5.4 Conclusions on Economic Impact.....	27
6. APPROPRIATENESS OF THE SUBJECT SITE.....	28
6.1 Site Requirements	28
6.2 Suitability of the Subject Site	28
7. IMPACT ON MACQUARIE PARK SPECIALISED CENTRE.....	30
7.1 Opportunity Cost.....	30
7.2 Commercial Office Supply	30
7.3 Demand for Business Park Land	30
7.4 Impact of FSR and Height Amendments	31
8. OTHER ECONOMIC IMPACTS.....	32
8.1 Construction Multiplier Effects	32
8.2 Construction Employment.....	33
8.3 Employment in Operations.....	33
8.4 Price Competition and Shopper Convenience	34

Appendix 1 – Planning Policy and Legislative Review

Appendix 2 – Demographic Analysis

Appendix 3 – Household Expenditure Tables

LIST OF FIGURES

Figure 1 - The Subject Site 8

Figure 2 - Draft Concept Plan 9

Figure 3 - Competitive Retail Hierarchy around the Subject Site 13

Figure 4 - Main Trade Area..... 20

LIST OF TABLES

Table 1 - Centres Hierarchy..... 12

Table 2 - Population Projections for the Main Trade Area 22

Table 3 - Main Trade Area Expenditure Forecast by Broad Commodity Type 2011 to 2031 (\$m2013) 23

Table 4 - Main Trade Area Forecast Expenditure by Retail Store Type 2011 to 2031 (\$m2013) 23

Table 5 - Hardware Goods Demand in the Main Trade Area (2011 to 2031)..... 24

Table 6 - Hardware Floorspace Supply in the Main Trade Area 2013 24

Table 7 - Hardware Goods Supply less Demand in the Main Trade Area (2011 to 2031) 25

Table 8 - Economic Multipliers..... 32

Table 9 - Employment Generation 33

EXECUTIVE SUMMARY

Hill PDA was engaged to assess the economic impacts of a proposed amendment to the Ryde Local Environmental Plan (LEP) 2010 and Draft Ryde Local Environmental Plan (DLEP) 2011. The proposal seeks to include 'hardware and building supplies' as a permissible use in the B7 Business Park zone. The proposal would facilitate the development of a Masters home improvement centre of 13,700sqm gross floor area on the Subject Site at Epping Road/ Wicks Road, North Ryde.

The Economic Impact Assessment finds that:

- A gap analysis of the area around the Subject Site demonstrates a lack of large format hardware operations. Provision in this sector is currently limited comprising predominantly small units with no on-site or dedicated car parking;
- The Masters home improvement centre would serve a Primary Trade Area comprising most of the Ryde LGA and a small part of Ku-ring-gai, Epping and Eastwood. It would serve a larger Secondary Trade Area. In total the Main Trade Area (the Primary and Secondary Trade Areas combined) contained approximately 340,000 people in 2011. This population is projected to increase to 406,000 by 2031. Population growth will generate significant demand for new retail and hardware floorspace over the 2011 to 2031 period;
- Residents in the Main Trade Area generated \$153m of hardware-related expenditure in 2011. This is forecast to increase to \$227m by 2031;
- Residents in Ryde LGA have experienced diminished access to hardware related floorspace in the LGA over the past few years as the former BBC, Hudson and Complete hardware stores in Eastwood have all closed. Residents now have to travel greater distances to access hardware facilities which were previously provided locally and the area lacks a large format hardware offering;
- In 2011 the Main Trade Area had an undersupply of hardware and home improvement floorspace of 22,400sqm GLA. By 2031 that level is expected to increase to 39,300sqm;
- There is significant unmet demand for additional hardware floorspace in the Main Trade Area which the proposal would assist in addressing. Around 8,000sqm GLA of the Masters home improvement centre would relate to household retail floorspace. The proposal would therefore account for just 20% of total hardware floorspace undersupply in the Main Trade Area to 2031;
- Masters would derive the majority of its trade (an estimated 75%) from residents living in the Primary Trade Area who must currently travel outside of it to other destinations in order to access large format hardware floorspace due to a lack of proximate facilities. The proposal would assist to reduce the distance travelled by car by residents in the Primary Trade Area;
- Masters would compete predominately with large hardware suppliers and trade-related operators located in industrial precincts. There are only a few hardware stores located in the centres within the trade area. These stores are considerably smaller and provide more of a convenience role for their respective local areas. They are not anchor tenants or key attractors. Conversely the Masters home improvement centre will be a destination with a much larger regional trade areas would perform a different role. Because of these differences, the proposal would not threaten the vitality or viability of any existing centres;

- The proposal is justified on demand growth alone and in the context of significant floorspace undersupply. Any trading impacts on existing businesses would be short-term only and mitigated by demand growth. Existing hardware businesses in centres are small, are not anchors and make a limited contribution towards the performance of centres. Adverse trading impacts on individual retailers are a matter of competition only and not a relevant consideration to economic impact;
- The City of Ryde Local Government Area (LGA) has more than sufficient land zoned to accommodate commercial office land demand forecasts over the period to 2036. The proposed increase in FSR and height in Macquarie Park will further increase capacity. As such, the use of this site for hardware and building supply sales would not jeopardise the potential of the LGA to meet future commercial office demand;
- As the zoning of the site would not change and given the relatively low construction costs of a Masters home improvement centre comparative to commercial office floorspace, the Subject Site could revert to commercial office uses in the future should there be sufficient demand. The proposal does not preclude use of the Subject Site for commercial office uses in long-term;
- Masters is a new entrant to the retail sector. Council should be supportive of this opportunity to facilitate its location in the LGA in the context of need and the appropriateness of the Subject Site;
- Other economic benefits associated with the proposal would include:
 - Job creation during the construction process and in operations;
 - Direct capital investment and indirect investment through the multiplier effect; and
 - Increasing choice and price competition in the retail sector.

1. INTRODUCTION

Hill PDA was commissioned to undertake an economic impact assessment (hereafter referred to as 'the Study') related to a proposal which would facilitate the development of a Masters home improvement centre on a site fronting Epping Road, North Ryde. This Study considers matters related to economic issues only.

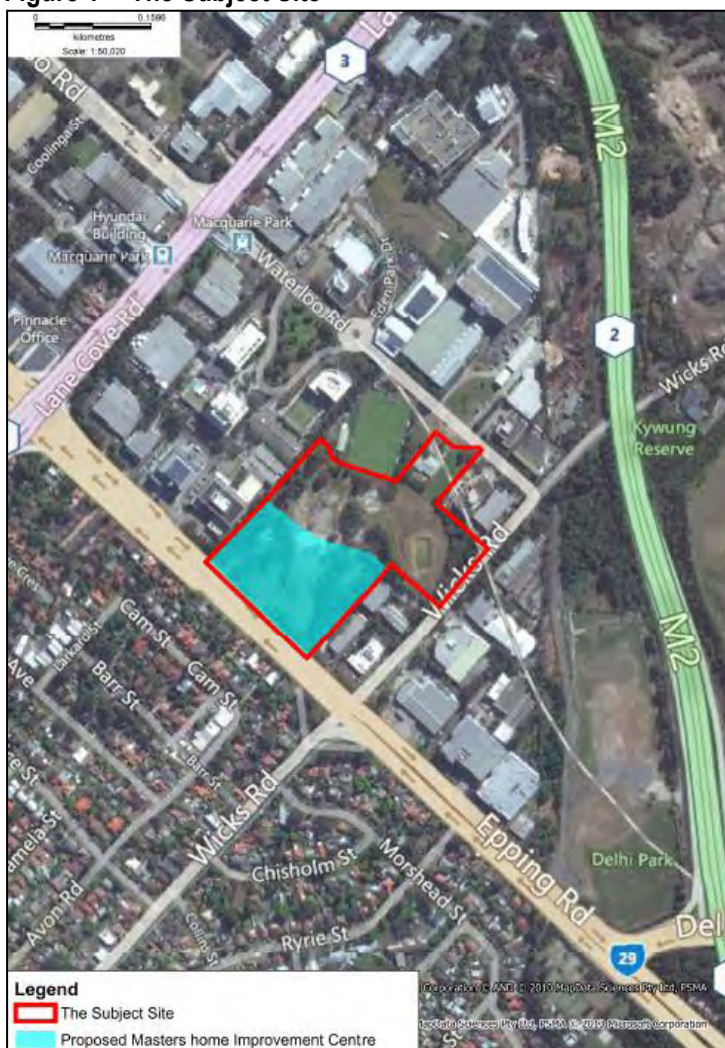
1.1 The Subject Site

The Subject Site comprises 6ha of land of which approximately 2ha will be used for the purposes of a Masters home improvement centre. It is bounded by Waterloo Road to the north east, Wicks Road to the south east, Epping Road to the south west and existing commercial uses to the north west. It is largely vacant although it incorporates a childcare facility located adjacent to Waterloo Road. It is located in the Macquarie Park corridor and within the City of Ryde Local Government Area (Ryde LGA).

The Subject Site is located around 500m south of Macquarie Park Rail Station and 250m north west of Officeworks and Domayne on Epping Road.

The location of the Subject Site is depicted in the following figure.

Figure 1 - The Subject Site



Source: Map produced by Hill PDA using MapInfo 11.0 software and Microsoft Bing (c) 2011 Microsoft Corporation

The Subject Site is zoned B7 Business Park in the Ryde Local Environmental Plan (LEP) 2010 and Draft Ryde Local Environmental Plan (DLEP) 2011. An increase in permissible FSR and height on the Subject Site and in the wider Macquarie Park Corridor is proceeding.

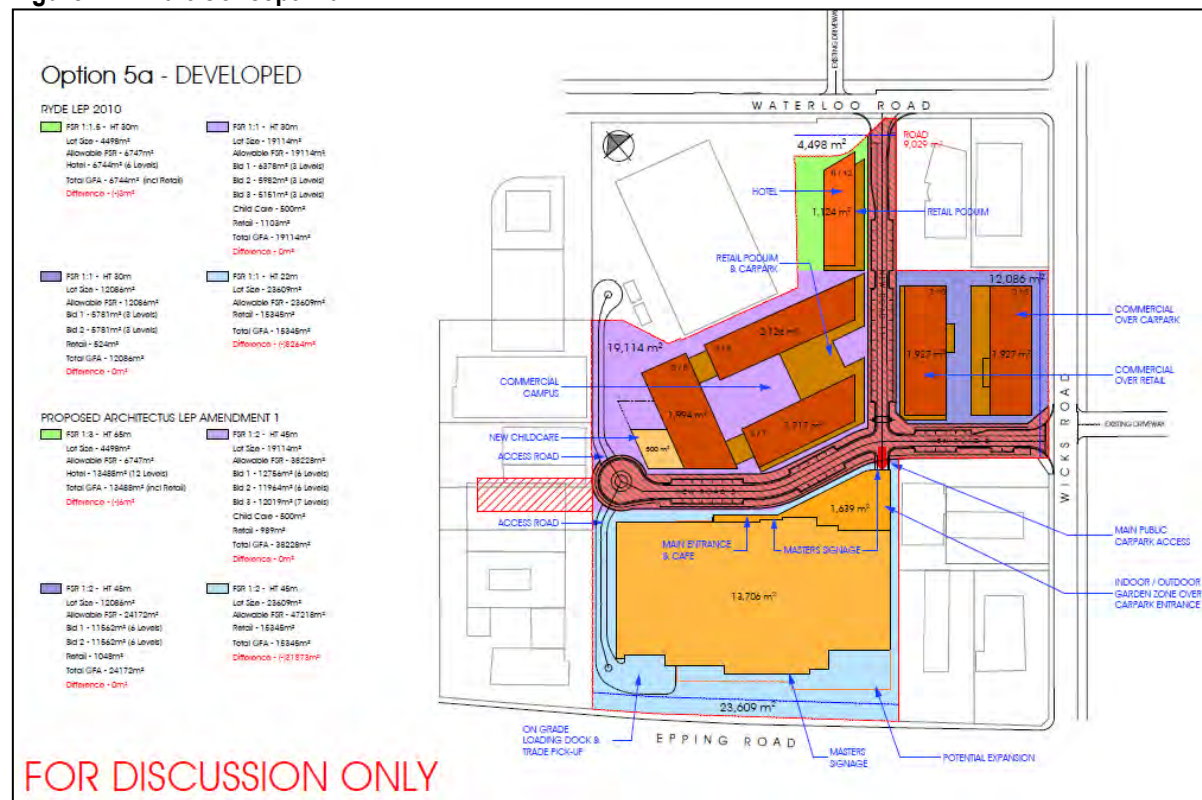
1.2 The Planning Proposal

An amendment to the Ryde LEP 2010 and DLEP 2011 is sought to include 'hardware and building supplies' as a permissible use in the B7 Business Park zone. This would facilitate the development of a Masters home improvement centre of approximately 13,700sqm gross floor area (GFA)¹. Car parking facilities would be provided below-grade, underneath the Masters home improvement centre. Vehicular access to the car park would be via Waterloo Road and Wicks Road.

It is envisaged that retail and commercial uses would be developed on the northern part of the Subject Site, in addition to internal roads, landscaping and a childcare centre.

The figure below shows the concept plan for the Subject Site. The concept plan is premised on achievable development under the amended FSR and height development controls which are proceeding. These will be examined subsequently in the Study.

Figure 2 - Draft Concept Plan



Source: fitzpatrick+partners 2013

¹ Gross Lettable Area (GLA) is the common measure used for lease and for other descriptive purposes in retail centres and shops. It is usually defined as the total area of the lease and includes back of house, storage, offices and mezzanine levels but usually excludes loading docks and common mall spaces. Gross Lettable Area (GLA) is more commonly used in the industry because it defines the area of the lease. Shopping centre owners report rents and turnover figures on the leased area and benchmarking is usually made on the GLA. For the purpose of Hill PDA's demand modelling all floor areas expressed are in GLA

1.3 The Masters Home Improvement Centre Concept

Masters home improvement centres are a new entrant to the Australian retail market. The typical layout generally consists of a total floor area of approximately 13,000sqm to 14,000sqm providing trade and building supplies, landscape and garden supplies, hardware and bulky goods, with associated car parking.

Masters home improvement centres are a joint venture between Woolworths Limited and Lowe's Companies Incorporated. Woolworths are Australia's largest retailer and private sector employer, employing over 191,000 people.

Lowe's is the second largest home improvement retailer in the world and has over 1,700 stores across the USA, Canada and Mexico. Lowe's investment will represent a 33.3% stake in Woolworths' home improvement multi format offer. Lowe's will provide Woolworths with access to people, intellectual property, systems and global sourcing opportunities.

The Woolworths/Lowe's vision is to enhance choice for Australian (retail and trade) consumers with increased competition in the destination home improvement sector, improved product range representing value and choice and a fresh new offer. The joint venture is aiming to secure approximately 150 stores across Australia over the next 5 years.

1.4 Study Structure

To meet the requirements of the project brief the Study is set out in the following manner:

- Chapter 2 provides a summary of the planning and legislative context of relevance to the planning proposal;
- Chapter 3 examines the existing and future retail hierarchy around the Subject Site with a focus on hardware and building supply businesses;
- Chapter 4 defines a trade area for the proposed Masters home improvement centre, undertakes a demographic analysis and forecasts retail floorspace demand within this area. Demand is compared to supply to determine the extent of under/ oversupply;
- Chapter 5 considers the appropriateness of the Subject Site to accommodate a Masters home improvement centre;
- Chapter 6 assesses the potential impact of the planning proposal on existing and future business park uses;
- Chapter 7 assesses the trading impacts of the proposal on centres; and
- Chapter 8 recognises a range of economic benefits which would eventuate from the proposal such as employment, economic multipliers and so on.

2. PLANNING POLICY & LEGISLATIVE REVIEW

A detailed summary of the planning policy and legislative review in relation to the planning proposal is provided in Appendix 1 of this Study. This Chapter summarises the main findings of relevance

2.1 State and Subregional Guidance

An enormous quantum of population, dwelling and employment growth is targeted in Sydney over the next 25 years. This will lead to a significant increase in demand for additional retail and commercial floorspace over the period which the planning system should seek to accommodate.

The NSW Department of Planning and Infrastructure (DoPI) confirms the primacy of centres as the preferred location to accommodate new retail development. However the DoPI recognises that this is not always achievable, particularly for large format retailers who require large floorplates at low rents due to issues of commercial viability. A flexible approach is advocated to facilitate new retail supply. Land supply should always be sufficient to accommodate market demand. A proactive approach towards new formats such as Masters is mandated by the DoPI.

In the consideration of matters of trading impacts resulting from new retail development, court judgments and State guidance is clear that impacts on individual retailers are a matter of competition only and are not a relevant planning consideration. Rather, it is the overall impact of a proposed development on the role, function, vitality and viability of centres which is the pertinent consideration when determining the acceptability of trading impacts. Where proposals do not threaten existing or planned centres to the extent to which their role, function, vitality or viability of centres would be threaten, the increase in retail floorspace supply which proposals support should be viewed positively.

2.2 Local Guidance

Local planning guidance recognises the need to support economic opportunities in the Ryde LGA to meet the needs of a growing resident and worker population. Of particular note to this planning proposal, previous research by City of Ryde Council (Council) has indicated that there is sufficient land zoned within the LGA to accommodate forecast employment growth over the period to 2034². Proposals for uplift in FSR and height development controls in the Macquarie Park corridor, including on the Subject Site, are proceeding. These will further increase the capacity of the LGA to meet future employment demand.

² Source: Local Planning Study, City of Ryde Council (2010)

3. COMPETITIVE RETAIL REVIEW

This Chapter undertakes a review of the competitive retail hierarchy relevant to the planning proposal. This process assists in determining a trade area for the proposal, assessing retail need and potential trading impacts and in identifying the role which it would play in the provision of retail goods and services locally.

3.1 Retail Hierarchy

Defined centres in the locality of the Subject Site of Town Centre classification or above are shown in Table 1 below.

Table 1 - Centres Hierarchy

Typology	Characteristics	Centres
Major Centre	Major shopping and business centre serving immediate subregional residential population usually with a full scale shopping mall, council offices, taller office and residential buildings, central community facilities and a minimum of 8,000 jobs.	Chatswood, Hornsby
Specialised Centre	Areas containing major airports, ports, hospitals, universities, research and business activities. These perform a vital economic and employment role which generate metropolitan-wide benefits.	Macquarie Park
Town Centre	Town Centres have one or two supermarkets, community facilities, medical centre, schools, etc. Contain between 4,500 and 9,500 dwellings. Usually a residential origin than employment destination.	Eastwood, Ryde, Epping, Gordon, Carlingford

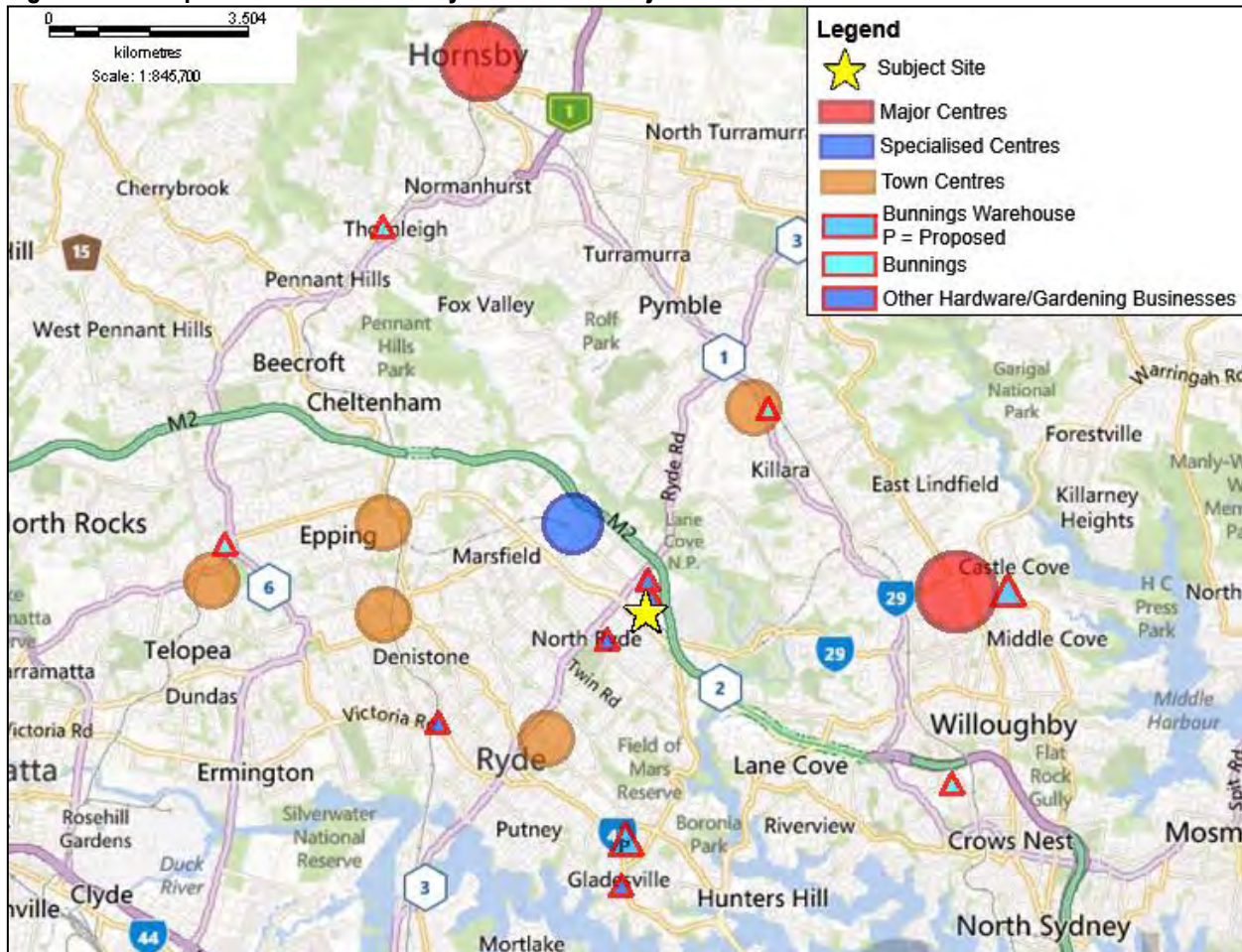
Source: Draft Inner North and North Subregional Strategies, NSW Department of Planning and Infrastructure (2007)

Smaller centres in the hierarchy and other businesses in the locality which may include competing provision include:

- Macquarie Park Corridors – includes Eden Gardens, Sherringtons, Officeworks, Domayne and a number of other bulky goods occupiers;
- Cocks Road Small Village Centre, North Ryde – includes a Thrifty Link store;
- Gladesville Village Centre and Industrial Precinct – an existing Thrifty Link and a proposed Bunnings Warehouse and other existing trade related businesses;
- West Ryde Village Centre – includes Taffas Mitre 10;
- Artarmon Industrial Precinct – includes a range of trade related businesses and a Bunnings;
- East Chatswood Industrial Precinct – includes a range of trade related retailers and a Bunnings Warehouse; and
- Thornleigh Industrial Precinct – includes a Bunnings.

The location of these centres and facilities is depicted in the following figure. Each of the centres and facilities is considered in greater detail for the remainder of this Chapter.

Figure 3 - Competitive Retail Hierarchy around the Subject Site



Source: Map produced by Hill PDA using MapInfo 11.5 software and Microsoft Bing (c) 2011 Microsoft Corporation

3.2 Major Centre

Chatswood

Chatswood is located approximately 6km or a 9 minute drive east of the Subject Site³. Chatswood contains approximately 190,000sqm of retail floorspace⁴. Retail provision is dominated by Westfield Chatswood (71,100sqm⁵ gross lettable area or GLA⁶ of retail floorspace) and Chatswood Chase (58,600sqm GLA retail floorspace⁷). Westfield Chatswood contains a Myer, Target, Toys R Us, Coles, Rebel, JB Hi-Fi and ALDI in addition to 272 specialty stores⁸. Chatswood Chase is anchored by David Jones, Kmart, a full-line Coles supermarket and Harvey Norman and provides a further 207 specialty stores⁹. Chatswood includes three further shopping centres; the Chatswood Centre, the Lemon Grove Centre and the Mandarin Centre, as well as strip retail facilities.

³ Source: Googlemaps

⁴ Source: Inner North draft Subregional Strategy, NSW Department of Planning and Infrastructure (2007)

⁵ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia

⁶ Note: Gross Lettable Area (GLA) is the common measure used for lease and for other descriptive purposes in retail centres and shops. It is usually defined as the total area of the lease and includes back of house, storage, offices and mezzanine levels but usually excludes loading docks and common mall spaces. GLA is more commonly used in the industry because it defines the area of the lease. Shopping centre owners report rents and turnover figures on the leased area and benchmarking is usually made on the GLA. For the purpose of Hill PDA's demand modelling all floor areas expressed are in GLA.

⁷ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia

⁸ ibid

⁹ ibid

Chatswood performs a wide ranging role to a large catchment area which includes higher order retail including department stores and full line supermarkets, administration, civic, employment and entertainment functions. Hardware and building supply related floorspace in Chatswood is restricted to limited to items sold by a minority of retailers, such as Target, which are ancillary to their main product lines. The proposed Masters home improvement centre would serve a different role to existing provision in Chatswood and would not compete with it.

Hornsby

Hornsby is located 14km or a 20 minute drive north of the Subject Site¹⁰. The majority of retail floorspace in the centre is provided by Westfield Hornsby which accounts for 91,000sqm GLA of retail floorspace¹¹ and includes David Jones, Myer, Kmart, Target, full-line Coles and Woolworths supermarkets, Rebel, ALDI as well as 310 specialty stores¹². Westfield Hornsby is situated on the eastern side of Hornsby. The western side of Hornsby consists of more traditional high street shopping facilities and aligns the Old Pacific Highway. This area performs a number of civic functions and includes a police station, court buildings and Council chambers.

Similar to Chatswood, Hornsby serves an extensive catchment area and provides a wide range of functions over and above retail. It performs a role and function which differs from the proposed Masters home improvement centre and provides limited floorspace which would compete with it.

3.3 Specialised Centres

Macquarie Park

Macquarie Park Regional Shopping Centre, or the Macquarie Centre, is located 3km or a 3 minute drive north of the Subject Site¹³. It currently provides 83,400sqm GLA of retail floorspace including Myer, Big W, Target, a full-line Woolworths and Franklins and 231 specialty stores in addition to a further 13,500sqm GLA of entertainment related floorspace¹⁴. The centre is being expanded to deliver a further 35,000sqm of retail floorspace inclusive of a David Jones¹⁵.

The Macquarie Centre provides a differentiated retail offering to that of the proposed Masters home improvement centre. It services the convenience and higher order comparison shopping needs of residents, workers and students in the surrounding area. It does not contain any significant bulky goods uses and is not a destination for hardware shopping.

¹⁰ Source: Googlemaps

¹¹ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia

¹² ibid

¹³ Source: Googlemaps

¹⁴ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia

¹⁵ Source: Macquarie Shopping Centre Expansion Stage 1, August 2012

3.4 Town Centres

Ryde

Ryde Town Centre, also known as 'Top Ryde', is located approximately 4km or a 5 minute drive south west of the Subject Site¹⁶. Retailing in the centre is focused on the recently developed Top Ryde Shopping Centre which provides 78,000sqm of retail and leisure floorspace¹⁷ including Myer, JB Hi-Fi, Best and Less, Freedom Furniture, Event Cinemas, Woolworths, ALDI, Fitness First and 270 specialty stores¹⁸. Residential development in the town centre is continuing.

Top Ryde caters for convenience and comparison goods shopping for its catchment population, which includes residents on site and employees in the surrounding area. It contains limited hardware floorspace and does not cater for this market. On this basis it would not suffer any notable adverse impact from the proposed Masters home improvement centre.

Eastwood

Eastwood contains around 51,000sqm¹⁹ of retail floorspace which includes the Eastwood Shopping Centre (8,300sqm GLA of retail floorspace²⁰) anchored by Woolworths and Eastwood Village Square (5,000sqm GLA of retail floorspace²¹) anchored by Franklins. Redevelopment of the existing Eastwood Shopping Centre was approved in February 2009 but has yet to be implemented²².

Eastwood previously provided three hardware stores: BBC, Hudson and Complete Hardware, which have all now closed. Previously these facilities served the whole of Ryde LGA but their closure has led to a diminishing of to hardware related floorspace for residents in the LGA. Residents must now travel greater distances to purchase hardware related items. Eastwood does not contain any other retail floorspace which would compete with the proposed Masters home improvement centre.

Epping

Epping is located approximately 7km or a 7 minute drive north west of the Subject Site²³ and provides 13,000sqm of retail floorspace including a Coles supermarket²⁴. It performs a localised convenience and comparison retail offer which would not be impacted by the proposed Masters home improvement centre.

Gordon

Gordon is situated around 7km or a 10 minute drive north of the Subject Site²⁵. Retail is focused on the Gordon Centre (8,700sqm GLA of retail floorspace²⁶) to the west of the Pacific Highway and strip retail directly opposite to

¹⁶ Source: Googlemaps

¹⁷ Source: Australian National Construction Review (2012)

¹⁸ Source: Top Ryde City: Centre Info (2013)

¹⁹ Source: City of Ryde Local Planning Study 2010 plus additional 4,450sqm of retail floorspace recently developed on the former Complete Hardware site on Rowe Street

²⁰ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia

²¹ ibid

²² Source: City of Ryde Employment Centres Study 2009 (Mecone, 2009)

²³ Source: Googlemaps

²⁴ Source: Hill PDA (2010)

²⁵ Source: Googlemaps

the east. A small Bunnings of around 550sqm²⁷ which was formerly BBC Hardware is located at 751 Pacific Highway. This store serves a localised role in providing hardware goods and has a limited range comparative to a Masters home improvement centre. This Bunnings store would not compete with the proposed Masters to any great extent and in any case is not an anchor for Gordon. Gordon contains no other floorspace which would compete with the proposed Masters.

Carlingford

This centre contains a small Bunnings of approximately 1,300sqm²⁸ which is a former BBC Hardware in addition to strip retail provision fronting the Cumberland Highway. It is located 9km or a 13 minute drive of the Subject Site²⁹. The Bunnings performs a localised offer in providing hardware goods which is not comparable with the proposed Masters.

The wider area includes the 33,000sqm GLA Carlingford Court (defined as a Stand-Alone Shopping Centre in the draft North Subregional Strategy) which is anchored by Target, Woolworths and Coles³⁰; and Carlingford Village which provides 11,250sqm GLA retail floorspace³¹. The main role of Carlingford is providing convenience and comparison goods shopping to its trade area and this would not be affected by the proposed Masters.

3.5 Smaller Centres and Retail Locations

Macquarie Park

Outside of the Macquarie Park centre, the Macquarie Park Corridor provides a range of bulky goods and trade related facilities in the B3 Commercial Core and B7 Business Park zoning which applies in the Ryde LEP 2010 and DLEP 2011. Such occupiers include Eden Gardens on Lane Cove Road and Sherringhams on Wicks Road.

Coxs Road Small Village Centre, North Ryde

This small retail centre includes a Thrifty Link of approximately 80sqm³² in addition to a further 2,400sqm of retail floorspace³³. It is situated 1.5km or a 3 minute drive south west of the Subject Site³⁴.

Gladesville Village Centre and Industrial Precinct

Gladesville Village Centre and the industrial precinct fronting Victoria Road contain a range of building, hardware and trade related retailers including Thrifty Link (450sqm³⁵) at 180 Victoria Road and Seymours Building Supplies (1,100sqm³⁶) at 327 Victoria Road. Other trade-related retailers included Paint Place, EPK Kitchens, The Kitchen Catalyst, Tradelink and Gary Ronouf Plumbing. Rezoning to facilitate the development of a Bunnings Warehouse

²⁶ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia

²⁷ Source: Estimated using aerial photography

²⁸ ibid

²⁹ Source: Googlemaps

³⁰ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia

³¹ ibid

³² Source: Economic Assessment – Proposed Bunnings Warehouse and Associated Bulky Goods Centre, Leyshon Consulting (2012)

³³ Source: City of Ryde Local Planning Study (2010)

³⁴ Source: Googlemaps

³⁵ Source: Economic Assessment – Proposed Bunnings Warehouse and Associated Bulky Goods Centre, Leyshon Consulting (2012)

³⁶ ibid

of 15,255sqm and further bulky goods retail of 21,885sqm is proceeding at 461 Victoria Road, Gladesville³⁷. This area is situated around 6km or a 9 minute drive south of the Subject Site³⁸.

West Ryde Village Centre

This centre contains 22,000sqm of retail floorspace³⁹ including a Taffas Mitre 10 of approximately 330sqm⁴⁰. It is located 6km or an 8 minute drive south west of the Subject Site⁴¹.

Artarmon Industrial Precinct

The Artarmon Industrial Precinct is located approximately 7km or a 7 minute drive south east of the Subject Site⁴². This precinct includes an estimated 50,000sqm of bulky goods floorspace⁴³ including a Bunnings of 5,500sqm⁴⁴ and a homemaker centre in addition to other trade-related businesses such as Reece Plumbing Centre and Academy Tiles.

East Chatswood Industrial Precinct

This precinct includes a range of trade related retailers including a Bunnings Warehouse of 11,800sqm⁴⁵ as well as trade related business such as Reece Plumbing Centre, Killara Plumbing, Unique Daylighting, Tradelink and Floor Place. It is situated 9km and 13 minute drive east of the Subject Site⁴⁶.

Thornleigh Industrial Precinct

This industrial precinct is located 11km or a 16 minute drive north of the Subject Site in Thornleigh. It includes a Bunnings providing floorspace of 6,000sqm⁴⁷.

3.6 Summary and Gap Analysis

There is a range of competitive retail facilities located in a wide area around the Subject Site, although existing hardware facilities are largely small and lack dedicated customer car parking. These units do not reflect modern hardware retail formats which are demanded by shoppers. Potential competitive provision to a Masters home improvement centre is predominately located outside of defined centres in industrial precincts, reflective of the land requirements of such retailers and their quasi retail/ trade-related functions. Hardware stores located in centres are small and serve a localised catchment only in a role which differs from that of the proposed development. Bunnings dominates provision in the hardware and building supply sector in the surrounding area and is expanding. The provision of a Masters home improvement centre would diversify choice in this sector, provide access to modern format hardware and building supply floorspace and promote competition with Bunnings

³⁷ ibid

³⁸ Source: Googlemaps

³⁹ Source: 2012/2013 Shopping Centre Directory NSW/ ACT Property Council of Australia and previous Hill PDA floorspace surveys

⁴⁰ ⁴⁰ Source: City of Ryde Local Planning Study (2010)

⁴¹ Source: Googlemaps

⁴² ibid

⁴³ Source: Economic Assessment – Proposed Bunnings Warehouse and Associated Bulky Goods Centre, Leyshon Consulting (2012)

⁴⁴ Source: Estimated using aerial photography

⁴⁵ Source: Cordells

⁴⁶ Source: Googlemaps

⁴⁷ Source: CBRE

which would be beneficial outcomes for shoppers. Masters would represent a new retail format to the area and the principle of it should be supported.

4. DEMAND FOR HARDWARE AND BUILDING SUPPLY FLOORSPACE

This Chapter examines demand for hardware and building supplies in the area around the Subject Site in the context of household expenditure growth. It examines demand by:

- Defining a trade area for a Masters home improvement centre on the Subject Site;
- Examining demographic characteristics for the residents within the trade area;
- Deriving population forecasts for the trade area;
- Using household retail expenditure data to calculate the increase in total expenditure generated in the trade area as a result of population and expenditure growth;
- Applying target turnover rates to hardware expenditure to determine floorspace demand;
- Comparing floorspace demand to existing and proposed floorspace supply in order to determine residual or unmet demand for hardware floorspace.

4.1 Trade Area Identification

The trade area served by any retail centre/facility is determined by the consideration of:

- The strength and attraction of the centre and/or store as determined by factors such as the composition, layout, ambience/atmosphere and car parking in the centre/facility;
- Competitive retail centres, particularly their proximity to the subject centre/facility and respective sizes, retail offer and attraction;
- The location and accessibility of the centre/facility, including the available road and public transport network and travel times; and
- The presence or absence of physical barriers, such as rivers, railways, national parks and freeways.

For the purposes of this Study the trade area for a Masters home improvement centre on the Subject Site has been defined consisting of a Primary Trade Area (PTA) and a Secondary Trade Area (STA) which combined comprise the Main Trade Area (MTA). These areas are defined as follows:

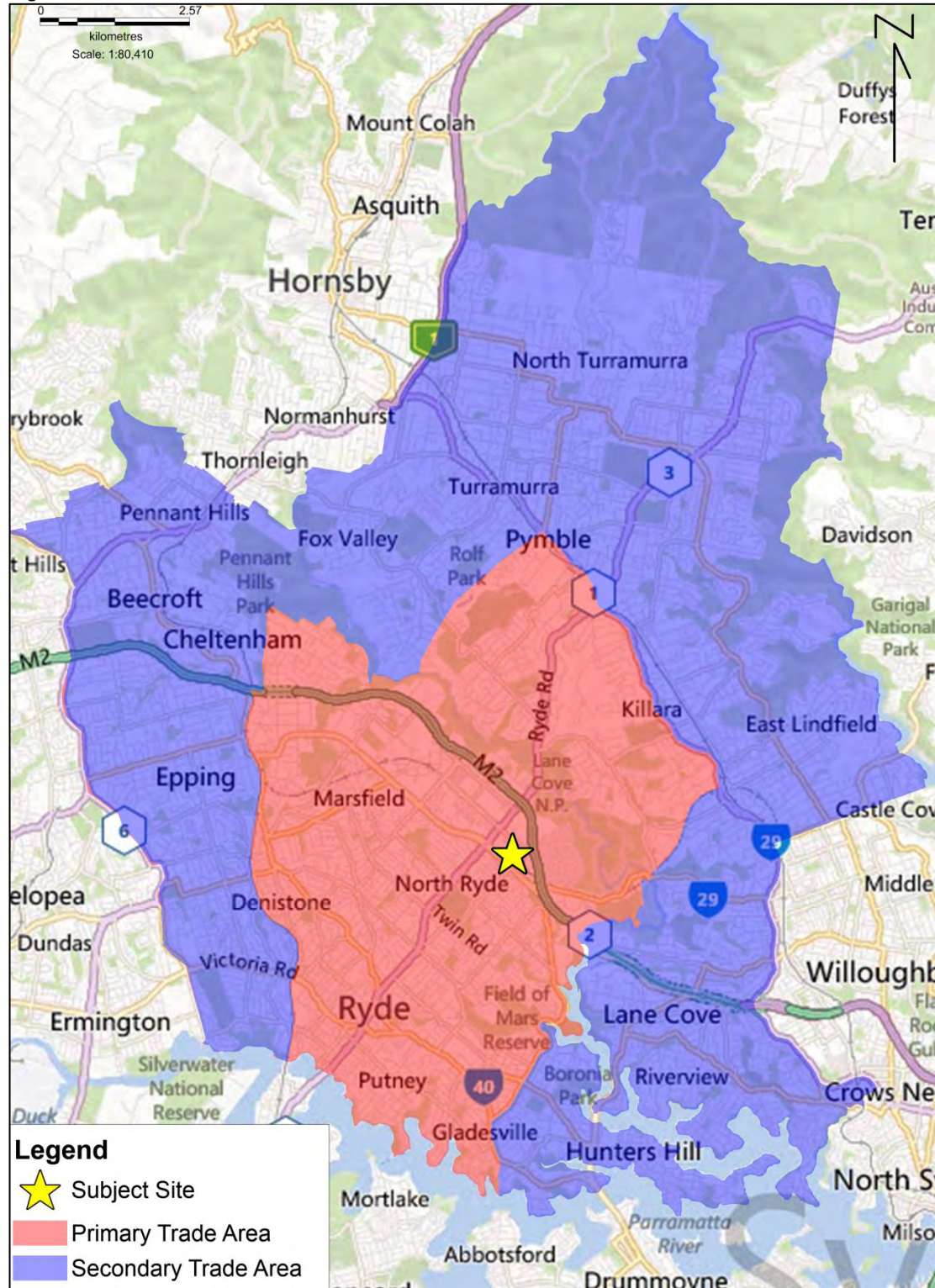
- **Primary Trade Area** – The PTA is the area from within which the proposed Masters home improvement centre would derive the majority of trade. This has been defined as approximately comprising the area east of the Northern railway line, north of the Parramatta River, west of Pittwater Road and Lane Cove River and encompassing a small part of Ku-ring-gai LGA south of the Pacific Highway. The Masters would derive an estimated 75% of its turnover from residents living within this area.
- **Secondary Trade Area** – The STA is the area from which the proposed Masters home improvement centre can expect to capture a small proportion of trade on an infrequent basis. This area comprises the residual parts of Ryde LGA and Ku-ring-gai LGA outside of the PTA, Lane Cove LGA, Hunters Hill LGA and all or parts of the suburbs of Epping, North Epping, Carlingford, Cheltenham, Beecroft, Pennant Hills, West Pennant Hills, Lane Cove North, Chatswood and Chatswood West. We expect the Masters home

improvement store to capture around 20% of its trade from the STA, with the residual 5% derived from beyond the MTA.

- Main Trade Area – The PTA and STA combined.

The extent of the PTA, STA and MTA is shown in Figure 4 below.

Figure 4 - Main Trade Area



Source: Map produced by Hill PDA using MapInfo 11.0 software and Microsoft Bing (c) 2011 Microsoft Corporation

The MTA does not contain any existing or proposed Masters home improvement centres. Given that Masters would be a new entrant to the retail market and highly sought after, residents would be prepared to travel some distance to access it. This also reflects the nature of many of the goods sold by Masters which are purchased infrequently and often at high cost (e.g. kitchens, bathrooms). Shoppers are thus more willing to travel greater distances to access different prices and choices in this sector compared to other types of goods such as food or clothing items. On this basis the Masters home improvement centre would serve a large MTA but capture expenditure in a thin category of retail goods.

A number of Bunnings hardware stores are located within the MTA. These are predominately former BBC Hardware units and as such are comparatively small compared to the proposed Masters home improvement centre. A large format Bunnings Warehouse is proposed at Gladesville. Given that Masters is a new entrant to the market the presence of Bunnings stores would not restrict the extent of the MTA as residents would be likely to visit both Masters and Bunnings to compare prices, product quality and range.

Within the PTA, residents would have proximate access to the proposed Masters home improvement centre and the area currently lacks any large hardware and home improvement facilities (although a Bunnings Warehouse is proposed in Gladesville). The Subject Site is highly and expediently accessible by residents within the PTA given its location fronting Epping Road and close to the M2 Motorway and Lane Cove Road.

Residents in the STA have greater and quicker access to large format hardware and home improvement floorspace comparative to the PTA in locations, namely the Bunnings Warehouses in North Parramatta, Belrose, Thornleigh and Artarmon. As such whilst residents in the STA may visit the Masters home improvement centre on an infrequent basis as there are no other Masters currently proposed in the MTA, existing large format hardware floorspace would still capture the majority of their expenditure.

4.2 Demographic Characteristics

Demand for retail floorspace is dependant not only upon the number of households in the MTA but also the demographic characteristics of those households. Appendix 2 of this Study examines the key demographic characteristics from the 2011 ABS Census data for Ryde LGA, Ku-ring-gai LGA, Lane Cove LGA and Hunters Hill LGA which constitute the majority of the MTA. The demographic characteristics of the MTA are benchmarked against those of Greater Sydney⁴⁸.

The four LGAs had high dwelling occupancy rates compared to Greater Sydney with a greater proportion of households owning or in the process of purchasing their home. The four LGAs also recorded an older populous, relatively low unemployment rates and a proliferation of higher skilled, white collar workers. This resulted in the median household incomes in the four LGAs being greater than that for Greater Sydney. Affluent households have proportionally greater amounts of retail expenditure which may equate to a greater demand for retail floorspace. Home-owners are also more likely to invest a greater amount of capital in their properties relatively to renters. These characteristics are indicative of strong underlying demand for hardware related floorspace.

⁴⁸ Based on the ABS Greater Capital City Statistical Areas (GCCSAs) for Sydney– The GCCSAs represent the socio-economic extent of each of the eight State and Territory capital cities. The GCCSAs combined with the 'Rest of State' regions cover the whole of Australia without gaps or overlaps and aggregate directly to State/Territory

4.3 Population Forecasts for the Main Trade Area

Population forecasts for the PTA and STA have been estimated using the NSW Bureau of Transport Statistics (BTS) Population Forecasts (August 2012 Release). These are shown in the table below.

Table 2 - Population Projections for the Main Trade Area

LGA	2011	2016	2021	2026	2031	Change 2011-31	Growth/ann (%)
Main Trade Area							
Hunter's Hill	14,775	15,463	16,231	16,965	17,809	+3,034	0.9%
Ku-ring-gai	113,135	121,093	125,718	129,678	134,156	+21,021	0.9%
Lane Cove	33,067	34,192	35,572	36,774	38,130	+5,063	0.7%
Ryde	110,122	114,758	121,212	127,082	133,509	+23,387	1.0%
Residual trade area	68,712	73,016	75,647	78,682	82,336	+13,624	0.9%
Total Main Trade Area	339,811	358,522	374,380	389,181	405,940	+66,129	0.9%
Approximate Split							
Primary Trade Area	125,433	131,767	138,457	144,460	151,078	+25,645	0.9%
Secondary Trade Area	214,378	226,755	235,923	244,721	254,862	+40,484	0.9%

Source: NSW Bureau of Transport Statistics Population and Dwelling Forecasts (August 2012 Release)

Based on BTS data the MTA contained 340,000 residents in 2011 of which around 125,400 (37%) resided in the PTA and 214,400 (63%) in the STA. The population of the MTA is projected to increase to 406,000 by 2031. This equates to a population increase of over +66,000 residents over the 2011 to 2031 period or a per annum increase of 0.9%. The proportional population growth rate over the period is comparable in both the PTA and STA. Given the population of the MTA it is considered sufficiently large to support at least two Masters home improvement centres, if suitable sites could be found.

4.4 Bulky Goods Floorspace Demand Assessment

Household Retail Expenditure Forecast

This Section examines growth in household retail expenditure in the MTA between 2011 and 2031. Household expenditure was sourced from:

- ABS Household Expenditure Survey 2003-04 (updated to 2009) which provides household expenditure by broad commodity type by household income quintile;
- Marketinfo 2009 database which is generated by combining and updating data from the Population Census and the ABS Household Expenditure Survey (HES) using "microsimulation modelling techniques".

MarketInfo combines the data from the Census, HES and other sources to derive total HES by commodity type. This data, which was validated using taxation and national accounts figures, quantifies around 12% more expenditure than the HES. Total expenditure by commodity type generated by residents in the MTA is shown in the following table. Note that the breakdown of expenditure between the PTA and STA is shown in Appendix 3 of this Study.

Table 3 - Main Trade Area Expenditure Forecast by Broad Commodity Type 2011 to 2031 (\$m2013)

Commodity Type	2011	2016	2021	2026	2031
Food, Groceries & Liquor take-away	1,654.5	1,844.5	2,033.6	2,232.2	2,458.5
Food Catered	806.7	899.5	991.5	1,088.2	1,198.3
Apparel	451.2	503.3	554.6	608.6	670.1
Hardware and Bulky Goods Stores	688.3	767.3	846.0	928.5	1,022.6
Other Personal & Household Goods	1,176.2	1,311.2	1,445.7	1,586.9	1,747.9
Personal Services	184.6	205.9	226.9	249.0	274.2
Total Trade Area	4,961.4	5,531.7	6,098.4	6,693.4	7,371.5

Note: Excludes Liquor on Premises and Cinema Expenditure

The ABS Retail Survey 1998-99 (Cat No. 8624.0) provides a cross tabulation of store type (defined by ANZIC), by commodity type. Multiplying the percentages in the cross tabulation by total dollars spent generates household expenditure by retail store type. Turnover by retail store type generated by household expenditure is provided in Table 4. Total expenditure generated by residents by retail store type is greater than that by commodity as retail stores derive a small proportion of expenditure from non-household sources.

Table 4 - Main Trade Area Forecast Expenditure by Retail Store Type 2011 to 2031 (\$m2013)

Retail Store Type	2011	2016	2021	2026	2031
Supermarkets & Grocery Stores	1,466.6	1,634.9	1,803.2	1,978.7	2,179.3
Specialty Food Stores	494.3	551.1	607.9	666.9	734.5
Fast-Food Stores	410.2	457.2	504.3	553.5	609.6
Restaurants, Hotels and Clubs*	531.5	592.8	653.4	717.0	789.5
Department Stores	458.4	511.1	563.7	618.3	680.9
Clothing Stores	312.2	348.2	384.0	421.1	463.6
Domestic Hardware and Houseware Retailing	152.7	170.3	187.8	206.0	226.8
Other Bulky Goods Stores	531.3	592.2	653.2	716.7	789.5
Other Personal & Household Goods Retailing	747.6	833.4	919.2	1,008.6	1,110.9
Selected Personal Services**	184.6	205.9	227.1	249.0	274.2
Total Trade Area	5,289.3	5,897.1	6,503.8	7,135.8	7,858.9

* Turnover relating only to consumption of food and liquor (excludes all other types of revenue such as accommodation, gaming and gambling)

** Selected Personal Services includes hair and beauty, laundry, clothing hire and alterations, shoe repair, optical dispensing, photo processing and hire of videos

Note: Forecast assumes 1.1% real growth in retail spend per capita per annum in line with historic trend since 1986.

Residents in the MTA generated approximately \$5.3bn of retail expenditure in 2011 of which \$152.7m related to domestic hardware and houseware retailing. By 2031 this will grow to nearly \$8bn retail expenditure overall of which \$227m will be related to domestic hardware and houseware retailing.

As shown in Appendix 3 of the total expenditure generated in the MTA by retail store type some \$1.9bn related to residents in the PTA and \$3.4bn to residents in the STA in 2011. Domestic hardware and household retailing related expenditure generated by residents in the PTA equated to \$53.8m in 2011 and \$98.9m in the STA. By 2031 the domestic hardware and household retailing related expenditure of residents in the PTA and the STA is projected to reach \$80.6m and \$146.2m respectively.

Hardware Floorspace Forecast Demand

Demand for hardware-related floorspace is estimated by applying target turnover rates (or industry benchmarks⁴⁹) to the total hardware expenditure in the MTA as shown in the following table.

⁴⁹ Derived from various sources including Urbis Retail Averages, ABS Retail Survey 1998-99 escalated at CPI to \$2009, Shopping Centre News, Hill PDA and various consultancy studies.

Table 5 - Hardware Goods Demand in the Main Trade Area (2011 to 2031)

Year	Expenditure (\$m)	Target Turnover Rate (\$/sqm)*	Floorspace Demand (sqm GLA)
2011	152.7	\$3,000	50,900
2016	170.3	\$3,083	55,238
2021	187.8	\$3,169	59,262
2026	206.0	\$3,257	63,248
2031	226.8	\$3,348	67,742

* Source: Various including ABS Retail Survey 1998-99 indexed to 2011 dollars, Shopping Centre News, Urbis Retail Averages, various consultancy studies and Hill PDA research. Target turnover levels increased by 0.55% per annum above the CPI rate in line with the historic trend.

Based on a target turnover rate of \$3,000/sqm in 2011, the MTA demanded 50,900sqm of hardware floorspace in 2011 which is projected to increase to over 67,700sqm by 2031.

The estimated existing provision of hardware floorspace in the MTA is shown in the table below. Note that floorspace related to garden centres (e.g. Sherringham, Eden Gardens) and trade related retail have been excluded from the table.

Garden centres serve a regional market and cater for a sizeable proportion of trade related demand. Garden-related sales also constitute only a minor proportion of the turnover of a Masters home improvement centre. Garden centre floorspace has thus not been included in our supply assessment. Trade related floorspace does not capture household retail expenditure and therefore should not be considered against household related demand. A small proportion of floorspace in centres, such as that provided in department stores and discount department stores, may sell a small component of hardware goods however floorspace provision in this category of goods would be very minor and immeasurable.

Table 6 - Hardware Floorspace Supply in the Main Trade Area 2013

Facility	Floorspace (sqm GLA)	In Centre	Distance from Subject Site
Bunnings, Gordon	550	Y	7km
Thrifty Link, Coxs Road	80	Y	1.5km
Thrifty Link, Gladesville	450	Y	7km
Taffas mitre 10, West Ryde	330	Y	6km
Bunnings East Chatswood	11,800	N	9km
Bunnings Gladesville (proposed)	15,255	N	6km
Total	28,465		

The MTA currently contains around 28,500sqm GLA of permitted and planned hardware floorspace. Only two facilities, one existing and one proposed, are large format with dedicated car parking and both of these are situated in out of centre locations.

Table 7 compares hardware floorspace supply in the MTA against forecast demand based on household expenditure modelling. It depicts an existing and growing undersupply of hardware-related floorspace over the period to 2031 even allowing for pipeline supply.

Table 7 - Hardware Goods Supply less Demand in the Main Trade Area (2011 to 2031)

Year	Floorspace (sqm GLA)
Supply 2013*	28,465
Demand by Year:	
2011	-22,435
2016	-26,773
2021	-30,797
2026	-34,783
2031	-39,277

* Including proposed Bunnings Warehouse Gladesville

Note: Red shading denotes undersupply

The proposed Masters home improvement centre would provide 13,700sqm floorspace of which approximately 8,000sqm GLA is assumed to relate to household retail goods⁵⁰. On this basis even with the development of the Masters home improvement centre there would remain significant hardware floorspace undersupply of over 18,700sqm GLA in 2016, increasing to over 31,000sqm GLA by 2031. The proposal would account for just 20% of total hardware floorspace undersupply in the MTA to 2031.

It is recognised that there are hardware facilities located just outside of the MTA that will largely serve the needs of residents in the STA (e.g. Bunnings Artarmon, Bunnings Carlingford and Bunnings Thornleigh). However given the extent of unmet demand and demand growth there is a clear demonstrable need for the proposed Masters home improvement centre.

⁵⁰ Note: With the residual floorspace relating to trade-related sales, receiving area and café.

5. TRADING IMPACT ASSESSMENT

In terms of assessing economic impacts, as discussed in Appendix 1 of this Study previous court judgements such as *Fabcot Pty Ltd v Hawkesbury City Council (97) LGERA* and *Cartier Holdings Pty Ltd v Newcastle City Council and Anor [2001] NSWLEC 170* have provided guidance on relevant issues. The NSW Land & Environment Court has stated that Councils should not be concerned about competition between individual stores as this is a matter of fair trading. Rather Council should however concern itself with impacts in the locality. This Chapter assesses the trading impact of centres in the locality.

5.1 Estimated Turnover of Proposed Development

There is no published data on the trading performance of Masters home improvement centres. For the purposes of this Study a hardware floorspace target turnover rate of \$3,000/sqm has been applied to the 8,000sqm of the proposed Masters which is assumed to relate to retail goods (rather than trade-related goods), equivalent to a turnover of \$25m in 2016 (once target turnover growth is included). We expect the Masters home improvement centre to capture around 75% of this turnover from residents in the PTA, around 20% from residents in the STA and the residual 5% from beyond the MTA.

The external garden area floorspace has not been quantified as it would have a very low turnover and would not compete with in-centre retail floorspace. Trade related sales are also excluded as they do not relate to household expenditure.

5.2 Trading Impacts on Centres

Given the nature of Masters home improvement centres they would compete largely with large hardware operators of a similar size and offering, particularly Bunnings Warehouses. The two planned and existing Bunnings Warehouses in the trade area and those outside of it are all situated in out-of-centre industrial precincts and thus any trade redirection from them would not adversely impact upon centres. Existing hardware suppliers within centres are small and serve localised trade areas only. They perform a different role to that of the proposed Masters home improvement centre and would not be notably affected by it. In any case trading impacts on individual retailers are a matter of competition only.

The small hardware stores make only a limited contribution towards the overall performance of centres and other retailers are not reliant on them. They are not retail anchors. Any impacts on such retailers would therefore not jeopardise the vitality or viability of centres.

Other competitors to Masters in the trade-related sector include operators selling goods such as kitchen, carpets and tiles, plumbing supplies, BBQs, outdoor furniture and timber. Existing businesses in this sector are concentrated in industrial precincts and any adverse impacts would not threaten the role of function of centres. Any impacts would be spread thinly between a wide variety of businesses and would be immeasurable.

5.3 Growth in Hardware Expenditure

Notwithstanding the limited potential for adverse impacts on the vitality and viability of any centre, the proposal should be considered in the context of growth in hardware related expenditure in the trade area. The previous Chapter calculated that growth in hardware expenditure from residents in the MTA between 2011 and 2016 was equivalent to \$18m. This was projected to increase to \$35m between 2011 and 2021 and \$53m between 2011 and 2026. Based on the estimated turnover of the household retail-related floorspace in the proposed Masters, it can be justified based on 7 years of growth in expenditure only (i.e. growth between 2011 and 2018) and would not be dependent upon diverting any notable expenditure away from existing centres or facilities.

Furthermore the proposal would be in response to proven hardware floorspace undersupply in the MTA. It is a direct response to need. It would therefore contribute towards retaining a greater amount of expenditure generated by local residents primarily in the PTA within it. Even with the proposed home improvement centre significant levels of additional hardware floorspace will be required to meet demand.

5.4 Conclusions on Economic Impact

The proposed Masters home improvement centre would not lead to any adverse impact upon the vitality and viability of centres because:

- Centres contain only a small amount of hardware floorspace which serve a different role to that of the proposed Masters;
- Most hardware and trade related floorspace is situated in industrial precincts located outside of centres. Consequently, the potential for adverse impacts on the vitality and viability of existing centres is immeasurable and likely to be extremely limited;
- The turnover of the proposed Masters will be mitigated by expenditure growth in the MTA to 2018 alone. Any adverse trading impacts on retailers will be short-term in duration only;
- There is a significant level of hardware floorspace undersupply in the MTA. The proposal would be responding to unmet demand and not be reliant upon redirecting significant trade away from existing facilities; and
- Adverse impacts on individual retailers are a matter of competition only and not a relevant consideration to economic impact.

Masters differs from more traditional retail centre offerings such as supermarkets, food and non-food specialities, retail services and so on in serving both trade and household markets and requiring significantly greater floorplates. It represents an integration of retail and trade-related industrial type users, which also sell to members of the public and proliferate in industrial areas such as Gladesville and Artarmon.

The Masters concept largely represents an amalgamation of products under one roof which are currently distributed across out-of-centre locations throughout the trade area. In economic impact terms, whether they are provided in separate businesses in an industrial area or in a single retailer makes little difference on centres. In practical terms however the addition of a new store of this nature would offer residents greater choice in the market sectors catered for by Masters as to where they shop for such products.

6. APPROPRIATENESS OF THE SUBJECT SITE

This Chapter considers the extent to which the Subject Site is an appropriate location at which to accommodate the proposed Masters home improvement centre. It considers the site requirements of the Masters business model and applies this to the Subject Site in the context of surrounding land uses.

6.1 Site Requirements

The proposed Masters home improvement centre comprises 13,700sqm of floorspace with below grade car parking facilities. The component of the Subject Site on which the Masters is proposed comprises 2ha.

Masters home improvement centres sell hardware and building supplies which are frequently heavy and difficult to transport (e.g. flooring, timber, washing machines, kitchens, plants etc.). This necessitates ample on-site car parking facilities being provided and it would not be feasible to disaggregate car parking facilities onto another site.

The necessity for shoppers to access the centre by car also means that suitable sites for a Masters home improvement centre must have good accessibility to regional road networks and have high visibility to passing traffic. These attributes are required to support their financial viability. As such they favour out-of-centre locations.

Because of the nature of large hardware suppliers such as Masters serving both trade and household related markets and in view of their site and accessibility requirements, the location of large stores is commonly distributed in industrial or employment precincts. This is evident through examination of the location of large format Bunnings Warehouses in the locality which are all situated in industrial precincts.

6.2 Suitability of the Subject Site

The Subject Site is a commercially viable location at which to accommodate the proposed development given that its available, of sufficient size, highly accessible by car and visible passing traffic on Epping Road. Bulky goods uses are already established in this locality given the presence of Officeworks and Domayne 250m to the south east.

The Subject Site is located close to existing bulky goods retail facilities on Epping Road and close to Eden Gardens and Sherringtons garden centres. It is also under single ownership and capable of serving the large trade area which the Masters home improvement centre requires in order to be financially viable.

Given the difficulties in accommodating certain types of large format operations in centres, such as the proposed Masters home improvement centre, the NSW Draft Centres Policy states that in some instances such retailers should be accommodated in edge or out-of-centre locations which offer requisite site requirements. This is to ensure that the community benefits from the retail offer and increase supply which they would deliver are captured. City of Ryde Council has already recognised the difficulties in securing suitable land plots for large hardware operators in centres in proceeding with the rezoning request for the Bunnings Warehouse in Gladesville industrial precinct.

We are also aware that there is a lack of suitable sites within the trade area capable of viably supporting the proposed use even in out-of-centre locations throughout the trade area.

We therefore conclude that the Subject Site is an appropriate location at which to accommodate the proposed development. In the context of the limited potential for adverse impacts on existing centres, Council should be supportive of this opportunity to deliver a new retail format in Ryde LGA given the appearance lack of alternative options.

7. IMPACT ON MACQUARIE PARK SPECIALISED CENTRE

This Chapter estimates the potential impact of the proposal in the context of the B7 Business Park zoning which applies to the Subject Site, the surrounding area and the role and function of Macquarie Park Specialised Centre. It considers the nature of existing employment provision within the Business Park zoning before considering forecast demand and supply for business park uses.

7.1 Opportunity Cost

The Subject Site is not currently used for any employment generating uses. As such all the jobs sustained by the proposed development would be net additional. However, the proposal would prevent the Subject Site being used for alternative Business Park uses in the short to medium future which would likely sustain a greater amount of employment even though there is no current demand. On this basis the only potential adverse impact of the proposal on employment is the opportunity cost associated with using this land for a Masters home improvement centre versus using it for an alternative commercial office uses under the existing zoning at some point in the future.

7.2 Commercial Office Supply

Commercial office uses dominate existing provision with the Macquarie Park Corridor and most have been constructed recently, within the last 10 years. Existing commercial occupiers range from high-tech and pharmaceutical businesses through to media and research companies.

The Property Council of Australia (PCA) Office Market Report (July 2012) records some 820,400sqm of commercial floorspace being provided in the Macquarie Park Corridor of which 626,100sqm (76%) is located within Macquarie Park and 194,300sqm (24%) is in North Ryde. The total amount of commercial office floorspace in this area has increased from 545,000sqm in July 2005 indicative of growing demand.

Overall, the PCA records a vacancy level of 7% in the Macquarie Park Corridor as at July 2012. This represents a decline in vacant floorspace since the previous year but remains greater than 6% recorded in July 2008.

Based on the Local Planning Study (2010) the wider Ryde LGA contained an estimated 938,000sqm of existing commercial office floorspace in 2010 of which most (800,000sqm or 85%) was provided in Macquarie Park/ North Ryde.

7.3 Demand for Business Park Land

The Local Planning Study found that intensification and development of the Macquarie Park Corridor within the existing zonings would be sufficient to accommodate forecast demand for commercial office uses over the period to 2034. Demand for commercial office floorspace within the Macquarie Park Corridor was projected to increase from 800,000sqm GFA in 2004 (based on the City of Ryde S94 Contributions Plan 2007) to 1.25m sqm GFA in

2034 i.e. an increase of 425,000sqm GFA over the period. The Local Planning Study found that this demand could be accommodated within existing zonings large due to '*significant latent capability in the Macquarie Park/ North Ryde area*'⁵¹.

More recently Hill PDA has complied commercial office demand projections to inform the proposed FSR and height amendments in the Macquarie Park Corridor. This analysis found that an additional 1.2m sqm of commercial office floorspace is developable under existing FSRs which compares to estimated take-up of 700,000sqm over the 2011 to 2031 period. As such there is more than sufficient capacity to absorb commercial office demand under the existing zonings. The use of the Subject Site for the purposes of uses other than commercial office would therefore have no impact on the ability of Ryde LGA to cater for forecast demand.

Masters home improvement centres are relatively inexpensive to construct within an estimated cost of \$1,000/sqm to \$1,500/sqm for the unit. By comparison commercial office buildings including fitout costs, car parking and site works will cost in the order of \$4,000/sqm. As a result home improvement centres can be financially viable even with a life span of say 20 years. There will always remain the long term opportunity to redevelop the site for higher density commercial uses if required.

7.4 Impact of FSR and Height Amendments

As reviewed in Appendix 1 of this Study, the Macquarie Park Plan Review Recommendations Paper (May 2013) proposes increasing permissible FSR and heights in the Macquarie Park Corridor. These uplifts are proposed in recognition of the Epping to Chatswood rail upgrade which will increase public transport accessibility to the area and sustain greater employment and to provide support for essential infrastructure provision.

Given that existing demand forecasts can be accommodated under the existing zonings, the proposed FSR and height uplifts will only increase the potential of the Macquarie Park Corridor to accommodate future commercial office floorspace demand. Our estimates indicate that the FSR and height uplifts will provide the development potential for a further 1.6m sqm of commercial office floorspace in this locality on top of the 1.2m sqm which can be accommodate through the intensification of land under existing controls. There is therefore no need for the land on which the Masters home improvement centre to remain in use for commercial office purposes to meet future demand.

In any case, an FSR uplift of 2:1 is proposed for most of the Subject Site inclusive of the area on which the Masters home improvement centre is sought, with an uplift of 3:1 on land fronting Waterloo Road. A concept plan has been prepared for the Subject Site which proposes a Masters home improvement centre together with commercial office floorspace and supporting uses which under the proposed FSR and height increases. Enacting the concept plan in the manner proposed would lead to the same number of jobs being sustained on the Subject Site as currently achievable through commercial development under the existing development controls. The proposal would thus not lead to a decline in achievable employment sustained on the Subject Site compared to those permitted under existing controls.

⁵¹ Source: City of Ryde Local Planning Study , City of Ryde Council (2010)

8. OTHER ECONOMIC IMPACTS

This Chapter examines other economic impacts which would eventuate from the proposal in addition to meeting identified retail need and facilitating a new entrant into the retail sector. Note this Chapter considers only the impacts of the Masters home improvement centre component only, not the wider commercial office component of the concept plan. These impacts including direct investment and value-add to the economy, employment, construction multiplier impacts, shopper choice, convenience and competition.

8.1 Construction Multiplier Effects

The construction industry is a significant component of the economy accounting for 7.3% of Gross Domestic Product (GDP) and employing almost one million workers across Australia⁵². The industry has strong linkages with other sectors, so its impacts on the economy go further than the direct contribution of construction. Multipliers refer to the level of additional economic activity generated by a source industry.

There are two types of multipliers:

- **production induced:** which is made up of:
 - first round effect: which is all outputs and employment required to produce the inputs for construction; and
 - an industrial support effect: which is the induced extra output and employment from all industries to support the production of the first round effect; and
- **consumption induced:** which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

The source of the multipliers adopted in this report is ABS Australian National Accounts: Input-Output Tables 2008-09 (ABS Pub: 5209.0). These tables identify first round effects, industrial support effects and consumption induced multiplier effects at rates of \$0.6463, \$0.6734 and \$0.9891 respectively to every dollar of construction.

For the purposes of this Study we have estimated the Capital Investment Value (CIV) of the proposed Masters home improvement centre at \$23m. This is based on the size of the unit proposed and the provision of below grade car parking facilities. Based on this CIV, economic multipliers associated with the development are calculated in the following table.

Table 8 - Economic Multipliers

	Direct Effects	Production Induced Effects		Consumption Induced Effects	Total
		First Round Effects	Industrial Support Effects		
Output multipliers	1	0.6463	0.6734	0.9891	3.3088
Output (\$million)	\$23	\$14.9	\$15.5	\$22.7	\$76.1

Source: ABS Australian National Accounts: Input-Output Tables 2008-09 (ABS Pub: 5209.0).

⁵² Source: IBIS World Construction Industry Report 2011

The \$23m of CIV would generate a further \$30m of activity in production induced effects and \$23m in consumption induced effects. Total economic activity generated by the construction of the proposed development would be approximately \$76m.

8.2 Construction Employment

It is estimated that the equivalent of 2.85 construction positions over 12 months is created for every one million dollars of construction work undertaken⁵³. Based on the estimated CIV of \$23m, approximately 66 job years⁵⁴ will be directly generated.

Table 9 - Employment Generation

	Direct Effects	Production Induced Effects		Consumption Induced Effects	Total
		First Round Effects	Industrial Support Effects		
Multipliers	1	0.64	0.70	1.34	3.68
Employment No. per \$million	2.85	1.83	1.98	3.81	10.48
Total job years created	66	42	46	88	241

Source: ABS Australian National Accounts: Input-Output Tables 2008-09 (ABS Pub: 5209.0).

The ABS Australian National Accounts: Input-Output Tables 2008-09 identified employment multipliers for first round, industrial support and consumption induced effects of 0.64, 0.70 and 1.34 respectively for every job year in direct construction. Including the multiplier impacts the proposed development will therefore have potential to generate 241 job years.

Note that the multiplier effects are national, and not necessarily local. The ABS notes that *“Care is needed in interpreting multiplier effects; their theoretical basis produces estimates which somewhat overstate the actual impacts in terms of output and employment. Nevertheless, the estimates illustrate the high flow-on effects of construction activity to the rest of the economy. Clearly, through its multipliers, construction activity has a high impact on the economy.”*⁵⁵

8.3 Employment in Operations

We understand from discussions that the proposed Masters home improvement centre would employ 150 employees. These comprise full-time, part-time and casual employees. Given that the component of the Subject Site which would incorporate the Masters is not currently in active use and generates no economic value, all of these jobs would be net additional to the area.

As previously discussed a concept plan has been prepared for the entire Subject Site which includes provision for commercial office uses on the site under the proposed FSR and height increases. Under this scenario, there would be no net loss of employment on the Subject Site comparative to that achievable under the existing development controls.

⁵³ Source: ABS Australian National Accounts: Input-Output Tables 2008-09 (ABS Pub: 5209.0)

⁵⁴ Note: One job year equals one full-time job for one full year

⁵⁵ Source: ABS Year Book 2002 - The Construction Industry's Linkages with the Economy

8.4 Price Competition and Shopper Convenience

Masters is a new retail format not currently represented in the trade area and the provision of it should be supported to widen retail choice for local residents. It would support price competition in the hardware and building supply sector and provide greater convenience for shoppers, lowering the travel distances needed to access retail provision. This is particularly important in light of the loss of hardware stores in Eastwood which has occurred over the last few years.

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This valuation is prepared on the assumption that the lender or addressee as referred to in this valuation report (and no other) may rely on the valuation for mortgage finance purposes and the lender has complied with its own lending guidelines as well as prudent finance industry lending practices, and has considered all prudent aspects of credit risk for any potential borrower, including the borrower's ability to service and repay any mortgage loan. Further, the valuation is prepared on the assumption that the lender is providing mortgage financing at a conservative and prudent loan to value ratio.

Appendix 1 - PLANNING POLICY AND LEGISLATIVE REVIEW

Section 79C (1)(b) of the EPA Act

Section 79C (1)(b) of the Environment Protection Act (EPA) Act, requires Councils to consider “*the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality*”. Previous court judgements have provided some guidance on relevant issues in relation to the economic impact of retail developments.

In *Fabcot Pty Ltd v Hawkesbury City Council* (97) LGERA, Justice Lloyd noted “*economic competition between individual trade competitors is not an environmental or planning consideration to which the economic effect described in s 90(1)(d) is directed. The Trade Practices Act 1974 (Cth) and the Fair Trading Act 1987 (NSW) are the appropriate vehicles for regulating competition. Neither the Council nor this Court is concerned with the mere threat of economic competition between competing business.... It seems to me that the only relevance of the economic impact of a development is its effect ‘in the locality’...*”.

In *Kentucky Fried Chicken Pty Ltd v Gantidis* (1979) 140 CLR 675 at 687 Justice Stephen noted that “*if the shopping facilities presently enjoyed by a community or planned for it in the future are put in jeopardy by some proposed development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment will not be made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning... However, the mere threat of competition to existing businesses if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local community if the development be proceeded with, will not be a relevant town planning consideration.*”

The NSW Land & Environment Court has stated that Councils should not be concerned about competition between individual stores as this is a matter of fair trading. But it should concern itself with impact on established retail centres. The impact on competing stores and businesses is only relevant if the viability of those businesses are threatened and the viability of a retail centre as a whole is threatened due to a demonstrated nexus between the competitive stores and the other retailers within the retail centre.

The principles were reiterated by Justice Pearlman in *Cartier Holdings Pty Ltd v Newcastle City Council and Anor* [2001] NSWLEC 170. “*It follows that Section 79C(1)(b) does not require the consent authority to take an approach in consideration of the relevant matter different from the approach formerly taken in the application of 90(1)(d)*”.

State Policies

NSW Draft Centres Policy (2009)

Over the past few years there has been a growing awareness and investigation of barriers to competition in Australia, particularly in the retail industry. As a result of these investigations the Australian Government directed State government and planning authorities to review the flexibility of planning regulations and policies regarding retail development. In response the NSW Department of Planning and Infrastructure (DoPI) released the NSW Draft Centres Policy in April 2009. The NSW Draft Centres Policy has been publicly exhibited and the DoPI is currently reviewing submissions.

The NSW Draft Centres Policy focuses around six key principles as described in the following table.

Table A1.1 - NSW Draft Centres Policy Key Principles

Principle	Direction	Description
Principle 1	Retail and commercial activity should be located within centres.	Reinforces the longstanding strategy to concentrate the predominant share of retail and business floor space within town centres. The clustering of uses within centres is justified for environmental and economic reasons. By way of example, focusing uses within centres makes efficient use of existing infrastructure, can improve business efficiency and productivity and allow for a range of uses to be provided to meet consumer needs.
Principle 2	Centres should be able to grow and new centres form.	The Draft Centres Policy identifies that areas experiencing significant increases in population and real income must be dynamic and respond to “prevailing market demands” through the extension of existing centres or the growth of new ones. Principle 2 of the Draft Centres Policy notes that increases in population and real incomes and a constantly changing and evolving economy means that the planning system needs to respond dynamically to prevailing market demand.
Principle 3	Market determines need for development, planning regulates location and scale.	Identifies that the market is best placed to determine demand for retail and commercial development. Accordingly, the role of the planning system is not to assess the appropriateness of development on the basis of demand, but rather to make an assessment as to the external costs and benefits. It also notes that the planning system should be flexible and enable new centres to form which may mean that new centres may form and compete with more established centres.
Principle 4	Ensuring the supply of floor space accommodates market demand.	Emphasises the importance of competition between retailers. The key intention of this principle is to create better quality, cheaper and more accessible goods for all consumers through enhanced competition. To support opportunities for greater competition, the Draft policy requires councils to ensure that there is sufficient zoned land to enable additional (and new) large format retailers to enter the NSW retail market.
Principle 5	Support a wide range of retail and commercial premises and contribute to a competitive retail market.	Subject to meeting the appropriate location and design criteria, the zoning and development assessment process should not consider impacts between existing and proposed retailers as a planning consideration.
Principle 6	Contributing to the amenity, accessibility, urban context and sustainability of centres.	Centres should be well designed for functionality, providing ambience, convenience and accessibility and well integrated with surrounding land uses.

Source: NSW Draft Centres Policy, NSW Department of Planning and Infrastructure (2009)

The NSW Draft Centres Policy established the primacy of centres in accommodating new retail development. Notwithstanding this it recognises that due to issues of commercial viability it is not always possible to accommodate bulky goods retailers within centres. It states that:

“Bulky goods premises often need a large area for the handling, display or storage of goods, or direct vehicular access by members of the public to the site to load or unload goods. They are also attracted to locations that offer lower site costs offsetting lower retail turnovers relative to floor area....

Bulky goods premises should be accommodated in zones B2–B4 in centres, or where this is not realistic, they should be clustered together in an appropriate B5 zone in an edge-of-centre location. This provides customers with the benefit of access to bulky goods premises in one location, but also in a location that supports the nearby centre”⁵⁶.

The NSW Draft Centres Policy recognises that smaller centres are not suited towards large bulky goods development as follows:

“In local centres the land uses are also similar, although differences in the scale of development are more important for these centres. For example, large floor plate offices, high traffic generating developments or

⁵⁶ Source: Page 20, NSW Draft Centres Policy, NSW Department of Planning and Infrastructure (2009)

*bulky developments would typically be more suitable to major centres or town centres than neighbourhood centres*⁵⁷ (Note: Hill PDA emphasis).

Draft State Significant Planning Policy (Competition) (2010)

Following a review undertaken by the DoPI and the Better Regulation Office into how economic growth and competition were impacted by the planning system, a Draft State Environmental Planning Policy (SEPP) was prepared and placed on public exhibition in July 2010.

The proposed state-wide planning policy removes artificial barriers on competition between retail businesses. The Draft SEPP proposes:

- The commercial viability of a proposed development may not be taken into consideration by a consent authority, usually the local council, when determining development applications;
- The likely impact of a proposed development on the commercial viability of other individual businesses may also not be considered unless the proposed development is likely to have an overall adverse impact on the extent and adequacy of local community services and facilities, taking into account those to be provided by the proposed development itself; and
- Any restrictions in local planning instruments on the number of a particular type of retail store in an area, or the distance between stores of the same type, will have no effect.

Plan to make NSW Number 1 (2012)

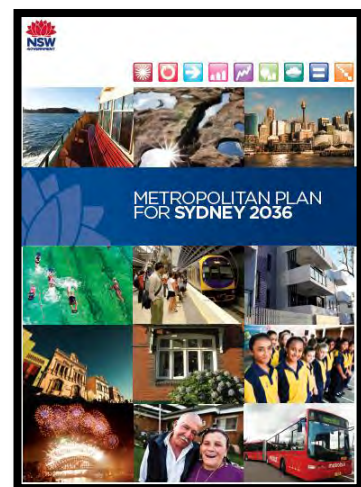
The NSW 2021 Plan aims to rebuild the NSW economy, provide quality services, renovate infrastructure, restore government accountability and strengthen NSW's local environment and communities. The Plan comprises five key strategies. The main strategy of relevance to this Study is "*Rebuild the Economy*" which seeks to secure new jobs and ensure that more land is made available for housing in order to support economic growth. A key goal of the NSW 2021 Plan is to drive economic growth by Plan targeting an additional +100,000 new jobs by 2021 in addition to population growth.

State and Subregional Policies

Metropolitan Plan for Sydney 2036

The DoPI's Metropolitan Plan for Sydney 2036 was released in December 2010. The Plan aims to shape the future growth of Sydney to 2036 ensuring a more resilient, compact, connected, multi-centred and sustainable city. The Metropolitan Plan integrates land use and transport planning by integrating the Metropolitan Transport Plan, which was published for consultation earlier in 2010.

The Plan aims to address key challenges facing Sydney which includes managing a growing and changing population, providing more jobs closer to home, more efficient transport delivery, climate change and maintaining our



⁵⁷ Source: Page 15, NSW Draft Centres Policy, NSW Department of Planning and Infrastructure (2009)

global competitiveness. These challenges are addressed through strategic directions.

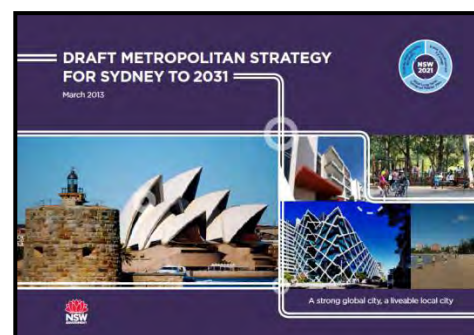
The Plan anticipates Sydney's population will reach close to 6 million by 2036. To accommodate this population growth, land use service provision and infrastructure capacity must be planned to provide for +769,000 additional homes and +760,000 additional jobs by 2036. The Plan nominates an additional +44,000 dwellings and +62,000 additional jobs for the Inner North Subregion (of which Ryde LGA is part) between 2006 and 2036.

The Plan forecasts that an additional 10 million sqm of additional commercial floorspace and 5 million sqm of additional retail floorspace will be required across Sydney by 2036 in order to cater for employment growth and increasing demand. The focus for accommodating employment growth will be in centres, particularly those on the public transport network.

Draft Metropolitan Strategy for Sydney to 2031 (2013)

The DoPI published the draft Metropolitan Strategy for Sydney to 2031 (the Draft Strategy) for consultation in March 2013. It seeks to achieve the following outcomes:

- Balanced growth;
- A liveable City;
- Productivity and prosperity;
- Healthy and resilient environment; and
- Accessibility and connectivity.



The Draft Strategy seeks to promote and facilitate growth which acknowledges market considerations and which integrates transport, infrastructure and land use. Job growth will thus be concentrated on Metropolitan areas. An additional +625,000 new jobs across Sydney by 2031 is targeted and minimum job targets are set across the Subregions in Sydney to achieve this.

The Draft Strategy defines the Central Subregion as comprising the LGAs of Ashfield, Botany Bay, Burwood, Canada Bay, Hunters Hill, Lane Cove, Leichhardt, Marrickville, Mosman, North Sydney, Randwick, Ryde, Strathfield, Sydney, Waverly, Willoughby and Woollahra. Within this area a minimum of +242,000 residents, +138,000 houses and +230,000 jobs are targeted by 2031.

Draft Inner North Subregional Strategy (2007)

The Draft Inner North Subregional Strategy (July 2007) plans to accommodate +60,100 new jobs and +30,000 new dwellings in the Inner North Subregion between 2004 and 2031. Of these, +21,000 jobs (35%) and +12,000 dwellings⁵⁸ (40%) are to be accommodated within Ryde LGA.

⁵⁸ Outside of the North West Growth Centre

Local Policies

Ryde Local Environmental Plan (2010) and draft Local Environmental Plan (2011)

The Subject Site is zoned B7 Business Park in the Ryde Local Environmental Plan (LEP) 2010 and the draft LEP 2011. An amendment to the permissible uses in this zone is sought to include *'hardware and building supplies'*.

City of Ryde Local Planning Study (December 2010)

City of Ryde Council ('Council') prepared the City of Ryde Local Planning Study to inform the preparation of the draft Local Environmental Plan. The Local Planning Study requires that proposals for retail expansion should be supported by studies to ensure that impacts on existing centres are manageable. This Study responds to this requirement.

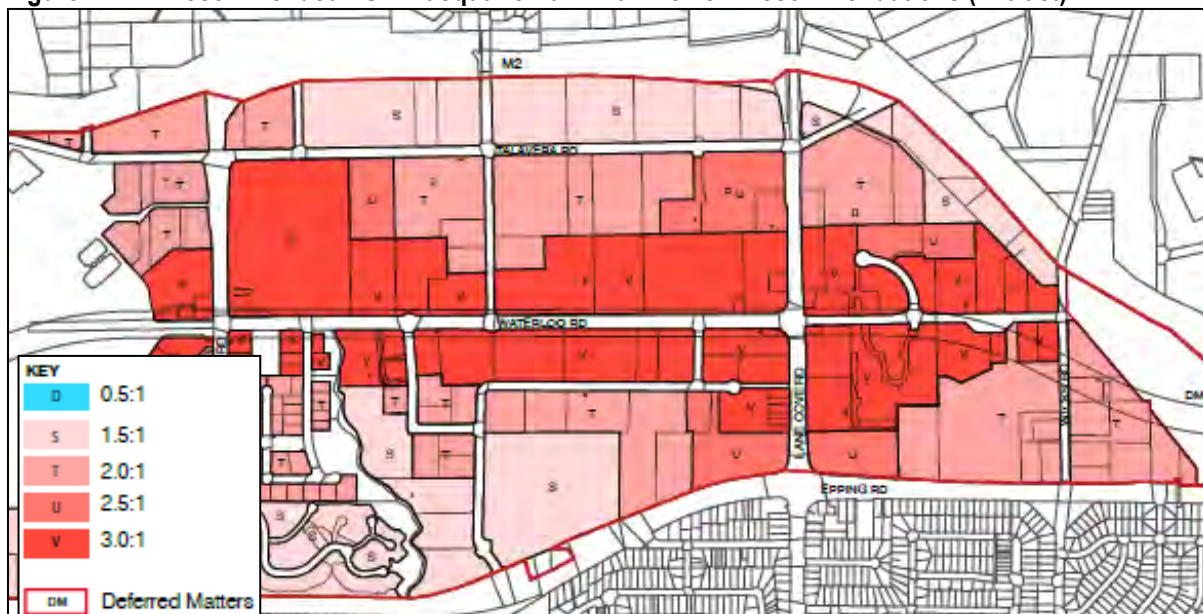
Chapter 7 of the Local Planning Study is entitled *'Employment'*. It recognises that employment targets and current growth projections are capable of being accommodated within existing zoned land in the LGA over the period to 2034. This was predominantly attributable to *"...significant latent capacity in the Macquarie Park/North Ryde area, where the majority of growth is projected to occur."*⁵⁹

Macquarie Park Plan Review Recommendations Paper (May 2013)

Architectus was engaged by Council to undertake a review of planning controls, public domain design and develop a funding model to deliver infrastructure and open space in Macquarie Park. As a result of this work the *"Ryde Local Environmental Plan 2013 Draft (Amendment 1) Macquarie Park Corridor"* is currently on public consultation and proposes uplift in permissible heights and FSRs in the Macquarie Park Corridor.

The figure below depicts the proposed FSR uplift relevant to the Subject Site. The affect of this will be to increase the quantum of developable employment floorspace on the Subject Site and the Macquarie Park Corridor.

Figure A1.1 – Recommended FSR Macquarie Park Plan Review Recommendations (Extract)



Source: Architectus (2013)

⁵⁹ Source: Page 7-32, Chapter 3 City of Ryde Local Planning Study (2010)

Appendix 2 - DEMOGRAPHIC ANALYSIS

Demand for retail floorspace is dependant not only on the number of households in the Main Trade Area (MTA) but also the demographic characteristics of those households. Appendix 2 examines data from the 2011 ABS Census for Ryde LGA, Ku-ring-gai LGA, Lane Cove LGA and Hunters Hill LGA which comprise the majority of the MTA and compares the results to data for Greater Sydney⁶⁰. This provides a snapshot of the demographic characteristics of the MTA residents.

The table below provides a summary of the population and dwelling characteristics of the four LGAs and for Greater Sydney.

Table A2.1 – Population and Dwelling Characteristics (2011)

Characteristic	Ryde LGA	Ku-ring-gai LGA	Lane Cove LGA	Hunters Hill LGA	Greater Sydney
Population and Dwellings					
Total Population	103,040	109,299	31,510	13,216	4,391,674
Total Private Dwellings	41,676	38,495	12,823	4,928	1,720,333
Occupied Private Dwellings	37,677	35,777	11,882	4,489	1,521,398
Occupied Private Dwellings (%)	90%	93%	93%	91%	88%
<i>Average Household Size</i>	2.6	2.9	2.5	2.6	2.7
Age Distribution					
0-14	17%	21%	19%	19%	19%
15-29	22%	17%	19%	17%	21%
30-44	23%	17%	24%	18%	23%
45-59	19%	22%	19%	20%	19%
60-74	12%	14%	12%	15%	12%
75+	8%	9%	7%	11%	6%
<i>Median Age</i>	36	41	37	42	36

Source: ABS Census (2011)

From the above table it can be determined that:

- The proportion of occupied dwellings in the four LGAs was greater than that for Greater Sydney showing strong demand for dwellings in this locality;
- With the exception of Ku-ring-gai LGA the average household size in the four LGAs was lower than that for Greater Sydney; and
- The median age of residents in the four LGAs was comparable to or older than that in Greater Sydney. Reflective of this the four LGAs (with the exception of Ryde LGA) had a lesser proportion of younger residents aged below 30 and a greater proportion of older residents aged 60 years or above compared to Greater Sydney.

The following table details household characteristics of residents in the four LGAs compared to Greater Sydney.

⁶⁰ Source: Based on the ABS Greater Capital City Statistical Areas (GCCSAs) for Sydney– The GCCSAs represent the socio-economic extent of each of the eight State and Territory capital cities. The GCCSAs combined with the 'Rest of State' regions cover the whole of Australia without gaps or overlaps and aggregate directly to State/Territory

Table A2.2 – Household Characteristics (2011)

Characteristic	Ryde LGA	Ku-ring-gai LGA	Lane Cove LGA	Hunters Hill LGA	Greater Sydney
Home Ownership					
Owned or Being Purchased	63%	82%	67%	71%	65%
Rented	34%	15%	31%	26%	32%
Other/Not Stated	3%	3%	2%	3%	3%
Household Structure					
Family Households	69%	82%	70%	72%	73%
Lone Person Households	25%	16%	25%	26%	23%
Group Households	5%	2%	5%	2%	4%
Family Type					
Couple family w. children	49%	57%	50%	52%	49%
Couple family w/o children	35%	32%	37%	36%	34%
One parent family	13%	10%	11%	11%	16%
Other family	2%	1%	2%	1%	2%

Source: ABS Census (2011)

The data presented above indicates that:

- With the exception of Ryde LGA, the other LGAs recorded a greater proportion of households who owned or were purchasing their properties compared to Greater Sydney.
- With the exception of Ku-ring-gai LGA, the other LGAs recorded a lower proportion of family households and a greater proportion of lone person households comparative to Greater Sydney; and
- Couple families with children dominated family types in the four LGAs and occurred in comparatively greater proliferations than in Greater Sydney.

The following table identifies the employment and income characteristics for the four LGAs and for Greater Sydney.

Table A2.3 – Employment and Income Characteristics (2011)

Characteristic	Ryde LGA	Ku-ring-gai LGA	Lane Cove LGA	Hunters Hill LGA	Greater Sydney
Labour Force by Occupation					
Managers	13%	20%	18%	22%	13%
Professionals	30%	37%	39%	35%	24%
Technicians & Trade Workers	10%	5%	6%	6%	11%
Community & Personal Services Workers	7%	7%	6%	6%	8%
Clerical and Administrative Workers	16%	14%	14%	14%	15%
Sales Workers	8%	8%	7%	7%	8%
Machinery Operators & Drivers	3%	1%	1%	1%	5%
Labourers	5%	3%	3%	3%	7%
Inadequately described or N.S.	2%	2%	2%	2%	2%
Unemployment	6%	4%	4%	4%	6%
Weekly Household Income					
\$0-\$599	19%	10%	12%	15%	18%
\$600-\$1,249	21%	14%	15%	14%	21%
\$1,250-\$2,499	26%	20%	23%	19%	27%
\$2,500-\$3,999	20%	31%	28%	27%	18%
\$4,000+	6%	14%	12%	14%	5%
Partial income stated	7%	10%	8%	9%	8%
All incomes not stated	2%	2%	2%	3%	2%
<i>Median Weekly Household Income</i>	\$1,466	\$2,508	\$2,181	\$2,178	\$1,447

ABS Census (2011)

From the above table, the following can be determined:

- Working residents exhibited a greater propensity to be employed in white-collar professions such as 'managers' and 'professionals' than in Greater Sydney indicating a skilled local workforce;
- The proportion of working residents employed in low skilled professions such as 'machinery operators & drivers' or 'labourers' was below that for Greater Sydney;
- Unemployment rates in the four LGAs were comparable to or below that for Greater Sydney; and
- Median weekly household incomes in the four LGAs were significantly greater than those in Greater Sydney. The four LGAs also had a comparatively greater proportion of households earning \$2,500 or more per week.

Appendix 3 - HOUSEHOLD EXPENDITURE TABLES

Table A3.1: Total Expenditure Forecast by Broad Commodity Type in Main Trade Area (\$m2013)

Commodity Type	2011	2016	2021	2026	2031
Primary Trade Area					
Food, Groceries & Liquor take-away*	593.8	659.4	731.5	805.7	889.7
Food Catered	282.5	313.7	348.0	383.3	423.2
Apparel	155.6	172.9	191.7	211.0	232.9
Hardware and Bulky Goods Stores	243.9	270.9	300.5	331.0	365.5
Other Personal & Household Goods	421.9	468.4	519.7	572.5	632.3
Personal Services	64.5	71.7	79.5	87.5	96.6
Total Primary Trade Area	1,762.3	1,956.9	2,170.8	2,391.2	2,640.2
Secondary Trade Area					
Food, Groceries & Liquor take-away*	1,060.6	1,185.1	1,302.2	1,426.4	1,568.8
Food Catered	524.1	585.8	643.5	704.9	775.1
Apparel	295.7	330.4	363.0	397.6	437.2
Hardware and Bulky Goods Stores	444.3	496.5	545.5	597.5	657.1
Other Personal & Household Goods	754.3	842.8	926.0	1,014.4	1,115.6
Personal Services	120.1	134.2	147.4	161.5	177.6
Total Secondary Trade Area	3,199.1	3,574.8	3,927.6	4,302.2	4,731.4
Main Trade Area					
Food, Groceries & Liquor take-away*	1,654.5	1,844.5	2,033.6	2,232.2	2,458.5
Food Catered	806.7	899.5	991.5	1,088.2	1,198.3
Apparel	451.2	503.3	554.6	608.6	670.1
Hardware and Bulky Goods Stores	688.3	767.3	846.0	928.5	1,022.6
Other Personal & Household Goods	1,176.2	1,311.2	1,445.7	1,586.9	1,747.9
Personal Services	184.6	205.9	226.9	249.0	274.2
Total Main Trade Area	4,961.4	5,531.7	6,098.4	6,693.4	7,371.5

Note: * Excludes Liquor on Premises and Cinema Expenditure. Note: Forecast assumes 1.1% real growth in retail spend per capita per annum in line with historic trend since 1986

Table A3.2: Forecast Expenditure by Retail Store Type in Main Trade Area (\$m2013)

Retail Store Type	2011	2016	2021	2026	2031
Primary Trade Area					
Supermarkets & Grocery Stores	527.2	585.3	649.6	715.3	789.9
Specialty Food Stores	176.3	195.8	217.3	239.3	264.2
Fast-Food Stores	147.9	164.2	182.2	200.7	221.7
Restaurants, Hotels and Clubs*	184.1	204.4	226.8	249.8	275.7
Department Stores	161.3	179.1	198.8	218.8	241.6
Clothing Stores	107.9	119.9	133.1	146.4	161.5
Domestic Hardware and Houseware Retailing	53.8	59.8	66.4	73.0	80.6
Other Bulky Goods Stores	189.7	210.5	233.7	257.4	284.3
Other Personal & Household Goods Retailing	267.6	297.1	329.7	363.1	401.0
Selected Personal Services**	64.5	71.7	79.5	87.5	96.6
Total Primary Trade Area	1,880.4	2,087.9	2,317.1	2,551.3	2,817.1
Secondary Trade Area					
Supermarkets & Grocery Stores	939.4	1,049.6	1,153.4	1,263.3	1,389.4
Specialty Food Stores	318.0	355.3	390.5	427.7	470.3
Fast-Food Stores	262.3	293.1	322.1	352.7	388.0
Restaurants, Hotels and Clubs*	347.4	388.3	426.6	467.2	513.8
Department Stores	297.1	332.0	364.8	399.5	439.3
Clothing Stores	204.3	228.3	250.9	274.7	302.1
Domestic Hardware and Houseware Retailing	98.9	110.5	121.4	133.0	146.2
Other Bulky Goods Stores	341.6	381.7	419.4	459.4	505.2
Other Personal & Household Goods Retailing	480.0	536.3	589.4	645.5	709.9
Selected Personal Services**	120.1	134.2	147.5	161.5	177.6
Total Secondary Trade Area	3,409.0	3,809.3	4,185.9	4,584.5	5,041.8
Main Trade Area					
Supermarkets & Grocery Stores	1,466.6	1,634.9	1,803.2	1,978.7	2,179.3
Specialty Food Stores	494.3	551.1	607.9	666.9	734.5
Fast-Food Stores	410.2	457.2	504.3	553.5	609.6
Restaurants, Hotels and Clubs*	531.5	592.8	653.4	717.0	789.5
Department Stores	458.4	511.1	563.7	618.3	680.9
Clothing Stores	312.2	348.2	384.0	421.1	463.6
Domestic Hardware and Houseware Retailing	152.7	170.3	187.8	206.0	226.8
Other Bulky Goods Stores	531.3	592.2	653.2	716.7	789.5
Other Personal & Household Goods Retailing	747.6	833.4	919.2	1,008.6	1,110.9
Selected Personal Services**	184.6	205.9	227.1	249.0	274.2
Total Main Trade Area	5,289.3	5,897.1	6,503.8	7,135.8	7,858.9

Note: * Turnover relating only to consumption of food and liquor (excludes all other types of revenue such as accommodation, gaming and gambling) ** Selected Personal Services includes hair and beauty, laundry, clothing hire and alterations, shoe repair, optical dispensing, photo processing and hire of videos. Note: Forecast assumes 1.1% real growth in retail spend per capita per annum in line with historic trend since 1986.



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13SYDECO-0094

8 November 2013

Dear Tony,

Flora and Fauna Assessment, 144 Wicks Rd, North Ryde

Masters contracted Ecological Australia Pty Ltd (ELA) to undertake a Flora and Fauna Assessment at 144 Wicks Road North Ryde to address comments provided by the Ryde City Council (RCC) in relation to a proposed development at this site. Council is requesting a review of flora and fauna on the site.

The site is located in Macquarie Park and is bounded by Epping Road to the south west, extends to Wicks Road to the south east and Waterloo Road in the north. Macquarie Park Cemetery and Lane Cove National Park are located further to the east of the site. The location of the site and its boundaries are shown in Figure 1.

The site was previously occupied by a school, the buildings of which have been demolished leaving some foundations and retaining walls. Much of the natural soil profile has been modified with earthworks for levelling and landscaping (GHD 2008).

Flora and fauna investigations have been undertaken at this site previously in 1999 and 2008.

Methodology

Literature and data review involved consideration of the earlier 2008 flora and fauna investigation for 144 Wicks Road (GHD 2008) and updated database searches of the Atlas of NSW Wildlife and the EPBC Online Protected Matters Search Tool.

Aerial photography including historical aerial photography was reviewed to determine both the current and historical extent of vegetation across the site. Vegetation community mapping from both RCC and Sydney Metropolitan Catchment Management Authority (SMCMA) were also considered.

The development site was inspected on Friday, 18th October 2013 by Toni Frecker of ELA to identify significant ecological features, such as threatened species, threatened species habitat and feed resources, and significant vegetation communities. A random meander was undertaken across the development site to identify such features. This field survey was undertaken using a hand-held GPS unit, which was used to take GPS point locations of any significant features observed in the field. It is noted that these units can have errors in the accuracy of the locations taken of approximately 20 m (subject to availability of satellites on the day).

Incidental fauna observations were recorded during the field survey. Scat identification was also conducted to identify fauna present on the site.

This survey of the site was not designed to identify all fauna utilising the site or identify all flora species within the site but to update details reported in earlier flora and fauna assessments of the development site.

Results

Flora

Flora species identified across the site during the field survey are given in Table 1.

Review of historical aerial photography of the site indicated that the majority of the site had been cleared of all trees prior to building North Ryde High School in 1962. Vegetation mapping (**Figure 1**) indicates that vegetation on the site was not mapped as remnant vegetation.

The database searches within a five kilometre radius from the site revealed a total of 26 threatened flora species which may occur within the study area (**Figure 2**). Habitat for these species was assessed in GHD (2008) and although possible habitat for some species occurs on site only two non-endemic threatened species was identified, as discussed below. No endemic threatened species were identified during the site inspection.

The inspection of the site confirmed that the majority of the species on site had been planted as part of the landscaping of the school. A large number of different eucalypt species are present on the site, however, only a few of these are endemic species. It is difficult to determine if any of these trees are remnant trees. When considering earlier clearing of the site and current age of those trees present, it is likely that all trees, whether endemic or not, were planted at a similar time on site. Although some tree species consistent with the TSC Act listed threatened ecological community Sydney Turpentine Ironbark Forest are present on site, it is apparent that these are most likely planted and not naturally occurring. Species from other strata of this community were limited to one *Acacia* species.

Two species listed under the NSW *Threatened Species Conservation Act 1995* (TSC) or Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) were reported during the previous survey conducted by GHD (2008). *Eucalyptus scoparia* (Wallangara White Gum) is listed as endangered under the TSC Act and as vulnerable under the EPBC Act. The natural range of this species is in the Tenterfield area in northern NSW, and it is commonly planted as a landscape tree. *Eucalyptus nicholii* (Narrow-leaf Black Peppermint) occurs naturally in the New England Tablelands in NSW, and not within the Sydney basin. This species is planted frequently as a landscape tree.

Although both the above species have been identified on the development site during earlier surveys, these trees are not within their natural range and have been planted during landscape works. Therefore, we do not consider them as threatened species for the purpose of this impact assessment.

Noxious weeds are identified in Table 1. All the noxious weeds identified on site are classified as Class 4, which requires the property owner to 'manage the growth of the plant in a manner that reduces its numbers spread and incidence and continuously inhibits its reproduction'.

Fauna

Database searches within a five kilometre radius from the site revealed a total of 31 threatened fauna species which may occur within the study area. The mapping for these records is given in Figure 3. The habitat for these species was assessed in GHD (2008) and considered against conditions on site.

GHD (2008) conducted fauna surveys across the site and located one threatened species, *Pteropus policephalus* (Grey-headed Flying-fox), which was identified foraging within an exotic tree. This species was not observed roosting within the site. Lane Cove National Park is to the east of the study site, and provides significant foraging and roosting resources for Grey-headed Flying-fox. Therefore, the resources available on the study site are not considered to be significant for this species.

Fauna species identified across the site during the field survey undertaken by ELA are given in Table 2. No threatened species were observed during this survey.

Hollow-bearing trees, habitat and feed resources were searched for and recorded. As reported in GHD (2008), the site is likely to be used by a number of threatened microchiroptean bats for foraging during the warmer months with potential roosting sites in demolished building areas and the loose bark on many trees. A number of other threatened fauna species, namely migratory birds including *Anthochaera phrygia* (Regent Honeyeater) and *Lathamus discolor* (Swift Parrot), may use the site for foraging during the winter months. The site also provides potential foraging resources for predatory birds such as the *Ninox strenua* (Powerful Owl).

Hollow-bearing trees, those trees which may provide habitat for microchiroptean bats and trees with termite nests which may provide other habitat opportunities are mapped in Figure 4.

Conclusion

Although there are some species consistent with the TSC Act listed Sydney Turpentine Ironbark Forest on site, it is likely that there have been planted and are not remnant native vegetation, and do not meet the criteria for the EEC.

Two threatened plant species were present on site. However, both of these species have been planted and occur well beyond their natural range, therefore, are considered managed vegetation and not remnant native vegetation.

The site may provide some foraging value to a number of threatened fauna species, however, due to the proximity to Lane Cove National Park significant foraging habitat exists nearby.

A qualified fauna ecologist should be required on site during any clearing activity to ensure any resident fauna are removed and relocated appropriately. Techniques such as soft fall tree removal will minimise fauna mortality.

If you have any questions regarding this report or that you require further information, please do not hesitate to contact me on 02 8536 8659.

Yours sincerely,



Per Toni Frecker - Ecologist

Table 1. Flora species

Family	Botanical Name	Common Name
Anacardiaceae	<i>Schinus areira</i> *	Peppercorn Tree
Apocynaceae	<i>Araujia hortorum</i> *	Moth Vine
	<i>Nerium oleander</i> *	Oleander
Araucariaceae	<i>Araucaria cunninghamiana</i>	Hoop Pine
Asparagaceae	<i>Asparagus aethiopicus</i> *#	Asparagus Fern
Asteliaceae	<i>Cordyline stricta</i>	
Asteraceae	<i>Bidens pilosa</i> *	Cobblers Peg
	<i>Cirsium vulgare</i> *	Spear Thistle
	<i>Conyza sp</i> *	Fleabane
	<i>Hypochaeris radicata</i>	Cats Ear
	<i>Senecio madagascariensis</i> *	Fireweed
Bignoniaceae	<i>Jacaranda mimosolia</i> *	Jacaranda
Brassicaceae	<i>Brassica rapa</i> *	Wild Mustard
Campanulaceae	<i>Wahlenbergia gracilis</i>	Native Bluebell
Caprifoliaceae	<i>Lonicera japonica</i> *	Japanese Honeysuckle
Casuarinaceae	<i>Allocasuarina littoralis</i>	Black She-oak
	<i>Casuarina glauca</i>	Swamp Oak
Commelinaceae	<i>Tradescantia fluminensis</i>	Tradescantia
Convolvulaceae	<i>Dichondra repens</i>	Kidney Weed
Cupressaceae	<i>Cupressus macrocarpa</i> *	Monterey Cypress
Cyatheaaceae	<i>Cyathea australis</i>	Tree Fern
Euphorbiaceae	<i>Sapium sebiferum</i> *	Chinese Tallow Tree
Fabaceae	<i>Erythrina x sykesii</i> *	Coral Tree
	<i>Genista monspessulana</i> *	Montpelier Broom
	<i>Hardenbergia violacea</i>	False Sarsaparilla
	<i>Senna pendula</i> *	
	<i>Trifolium arvense</i> *	Hare's Foot Clover
	<i>Trifolium repens</i> *	White-flowering Clover
	<i>Vicia sativa</i> *	Vetch
	<i>Wisteria floribunda</i> *	Wisteria
Fagaceae	<i>Quercus robur</i> *	English Oak
Hammamelidaceae	<i>Liquidambar styraciflua</i> *	Liquidambar
Iridaceae	<i>Dietes grandiflora</i> *	Wild Iris
Lauraceae	<i>Cinnamomum camphora</i> *#	Camphor Laurel
Lomandraceae	<i>Lomandra longifolia</i>	Spiny-headed Matt-rush
Malvaceae	<i>Modiola caroliniana</i> *	Red-flowering Mallow
	<i>Sida rhombifolia</i> *	Paddy's Lucerne

Family	Botanical Name	Common Name
Mimosoideae	<i>Acacia binervia</i>	Coast Myall
	<i>Acacia fimbriata</i>	
	<i>Acacia parramattensis</i>	Parramatta Green Wattle
Moraceae	<i>Ficus rubiginosa</i>	Port Jackson Fig
Myrsinaceae	<i>Anagallis arvensis</i> *	Scarlet Pimpernel
Myrtaceae	<i>Angophora floribunda</i>	Rough-barked Apple
	<i>Callistemon citrinus</i>	
	<i>Callistemon salignus</i>	
	<i>Corymbia citriodora</i> *	Lemon-scented Gum
	<i>Corymbia maculata</i>	Spotted Gum
	<i>Eucalyptus acmenoides</i>	Red Stringybark
	<i>Eucalyptus camaldulensis</i> *	River Red Gum
	<i>Eucalyptus fibrosa</i>	Red Ironbark
	<i>Eucalyptus paniculata</i> subsp <i>paniculata</i>	Grey Ironbark
	<i>Eucalyptus pilularis</i>	Blackbutt
	<i>Eucalyptus saligna</i>	Sydney Blue Gum
	<i>Eucalyptus scoparia</i> *	Wallagarra White Gum
	<i>Eucalyptus</i> sp.	
	<i>Eucalyptus tereticornis</i>	Forest Red Gum
	<i>Eucalyptus punctata</i>	Grey Gum
	<i>Eucalyptus sideroxylon</i>	
	<i>Lophostemon confertus</i> *	Brushbox
	<i>Melaleuca armillaris</i>	
	<i>Melaleuca quinquenervia</i>	
	<i>Melaleuca styphelioides</i>	
	<i>Syncarpia glomulifera</i>	Turpentine
	<i>Syzygium</i> sp.	Lily Pily
Oleaceae	<i>Jasminum polyanthum</i> *	Jasmine
	<i>Ligustrum lucidum</i> *#	Large-leaf Privet
	<i>Ligustrum sinense</i> *#	Small-leaf Privet
	<i>Olea europaea</i> subsp <i>africanus</i> *#	African Olive
Pinaceae	<i>Pinus patula</i> *	Mexican Pine
	<i>Pinus radiata</i> *	Radiata Pine
Pittosporaceae	<i>Pittosporum undulatum</i>	Sweet Pittosporum
Plantaginaceae	<i>Plantago lanceolata</i> *	Plantain
Poaceae	<i>Avena fatua</i> *	Wild Oats
	<i>Cynodon dactylon</i> *	Couch Grass

Family	Botanical Name	Common Name
	<i>Microlaena stipoides</i>	Weeping Meadow Grass
	<i>Paspalum dilatatum</i> *	Paspalum
	<i>Pennisetum clandestinum</i> *	Kikuyu
Polygonaceae	<i>Acetosa sagittata</i> *	Turkey Rhubarb
	<i>Rumex crispus</i> *	Curled Dock
Proteaceae	<i>Banksia integrifolia</i> subsp <i>integrifolia</i>	Coast Banksia
	<i>Grevillea robusta</i> *	Silky Oak
Rosaceae	<i>Rubus fruticosus</i> *#	Blackberry
Salicaceae	<i>Populus deltoides</i> *	Cottonwood
	<i>Populus nigra</i> *	Lombardy Poplar
Solanaceae	<i>Solanum nigra</i> *	Blackberry Nightshade
Ulmaceae	<i>Ulmus parvifolia</i>	Chinese Weeping Elm
Verbenaceae	<i>Lantana camara</i> *#	Lantana
	<i>Verbena bonariensis</i> *	Purple-top

* indicates an introduced species, # indicates a noxious weed

Table 2. Fauna species

Family	Scientific Name	Common Name
Birds		
ARDEIDAE	<i>Egretta novaehollandiae</i>	White-faced Heron
ARTAMIDAE	<i>Cracticus torquatus</i>	Grey Butcherbird
	<i>Gymnorhina tibicen</i>	Australian Magpie
CACATUIDAE	<i>Cacatua galerita</i>	Sulphur-crested Cockatoo
CHARADRIIDAE	<i>Vanellus miles</i>	Masked Lapwing
HALCYONIDAE	<i>Dacelo novaeguineae</i>	Laughing Kookaburra
MELIPHAGIDAE	<i>Manorina melanocephala</i>	Noisy Miner
PARDALOTIDAE	<i>Pardalotus punctatus</i>	Spotted Pardalote
PSITTACIDAE	<i>Trichoglossus haematodus</i>	Rainbow Lorikeet
THRESKIORNITHIDAE	<i>Threskiornis molucca</i>	Australian White Ibis
Mammals		
LEPORIDAE	<i>Oryctolagus cuniculus</i>	Rabbit

References

GHD (2008). *Flora and Fauna Investigation*. Report for Stage 1 Development Application for 144 Wicks Road for Dexus Property Group.

NSW Department of Primary Industries. *Noxious Weed Declarations for Ryde Council*.

<http://www.dpi.nsw.gov.au/agriculture/pests-weeds/weeds/noxweed> accessed October 2013



Figure 1. Location and Vegetation - 144 Wicks Road North Ryde

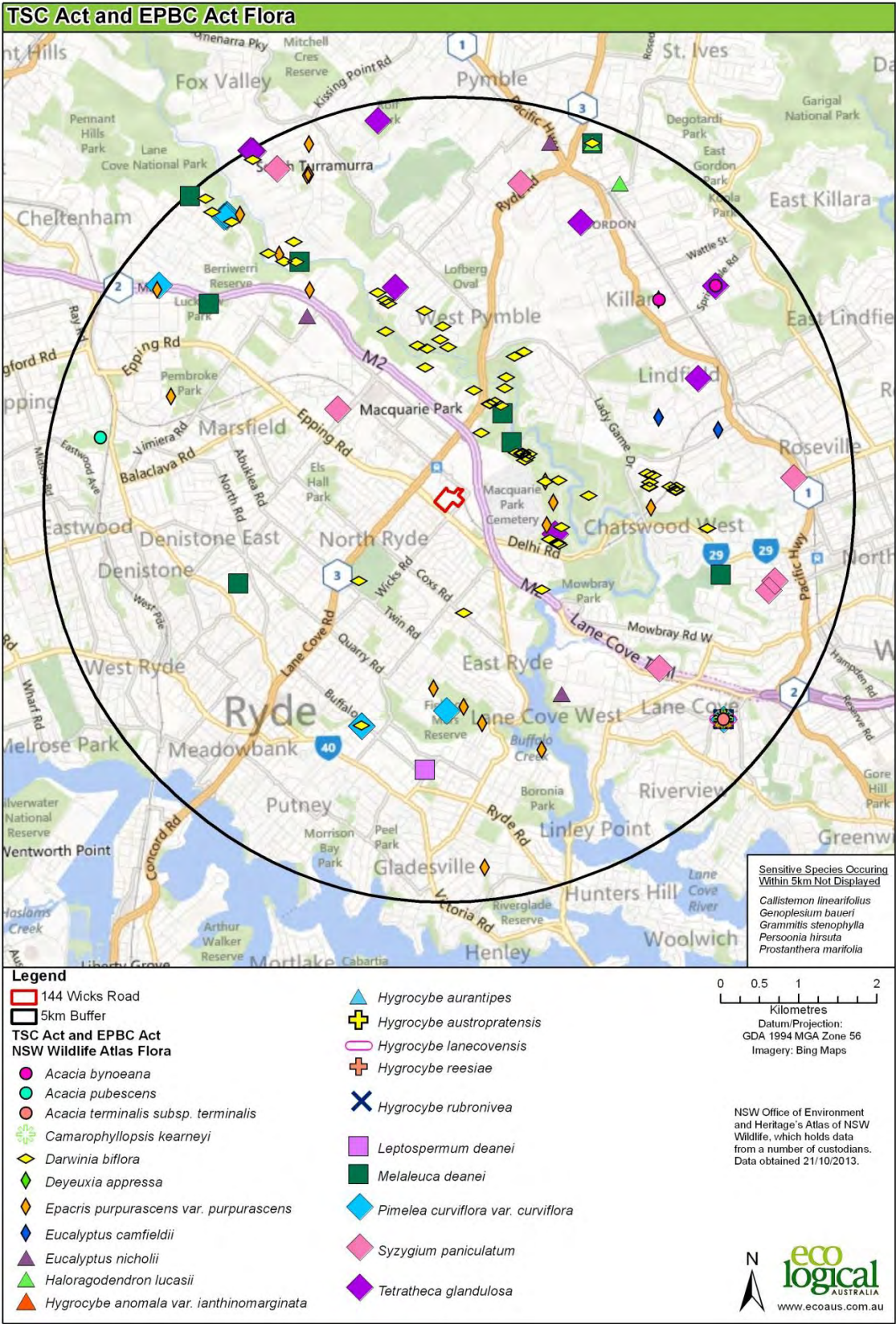


Figure 2. Threatened Flora Species

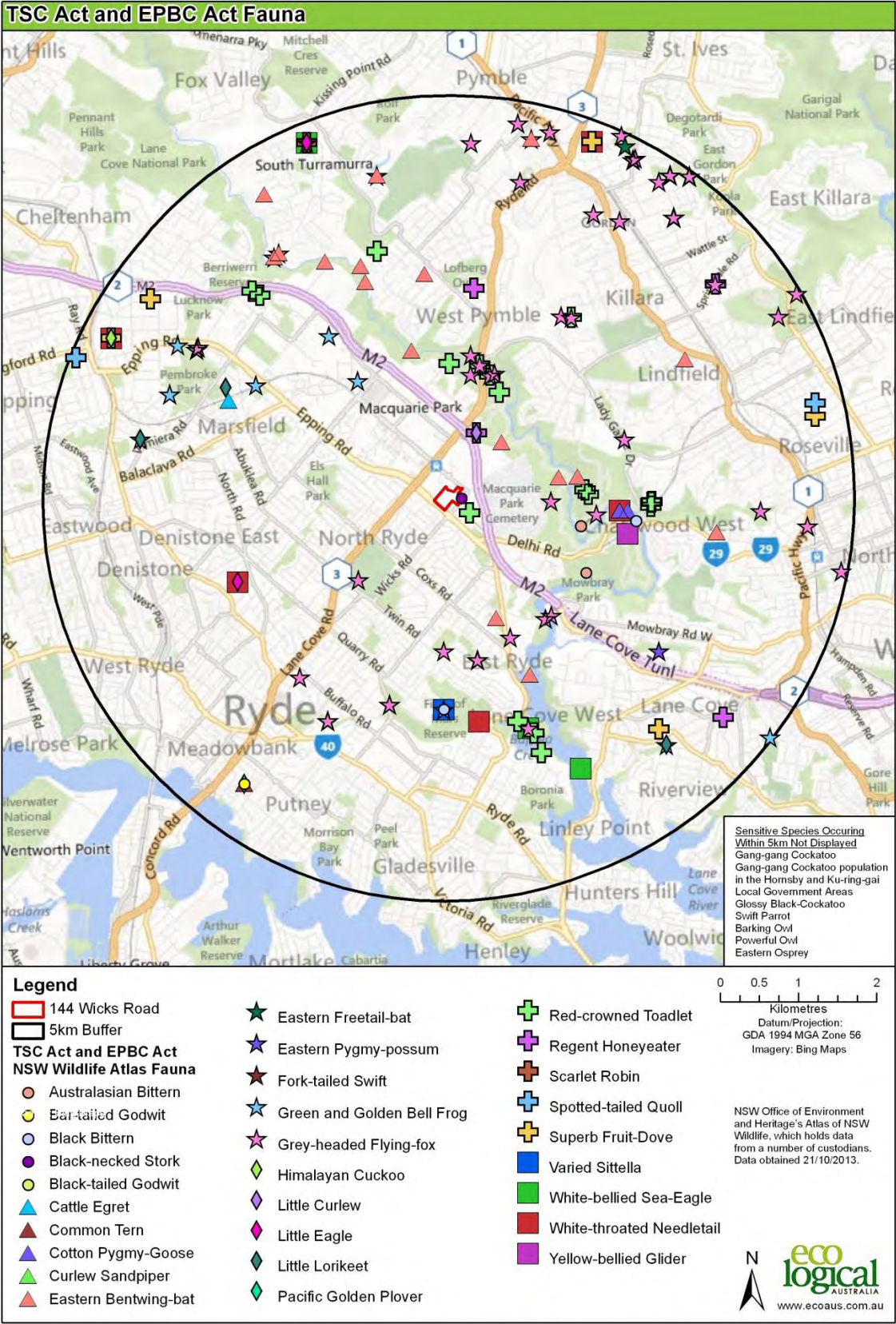


Figure 3. Threatened Fauna Species

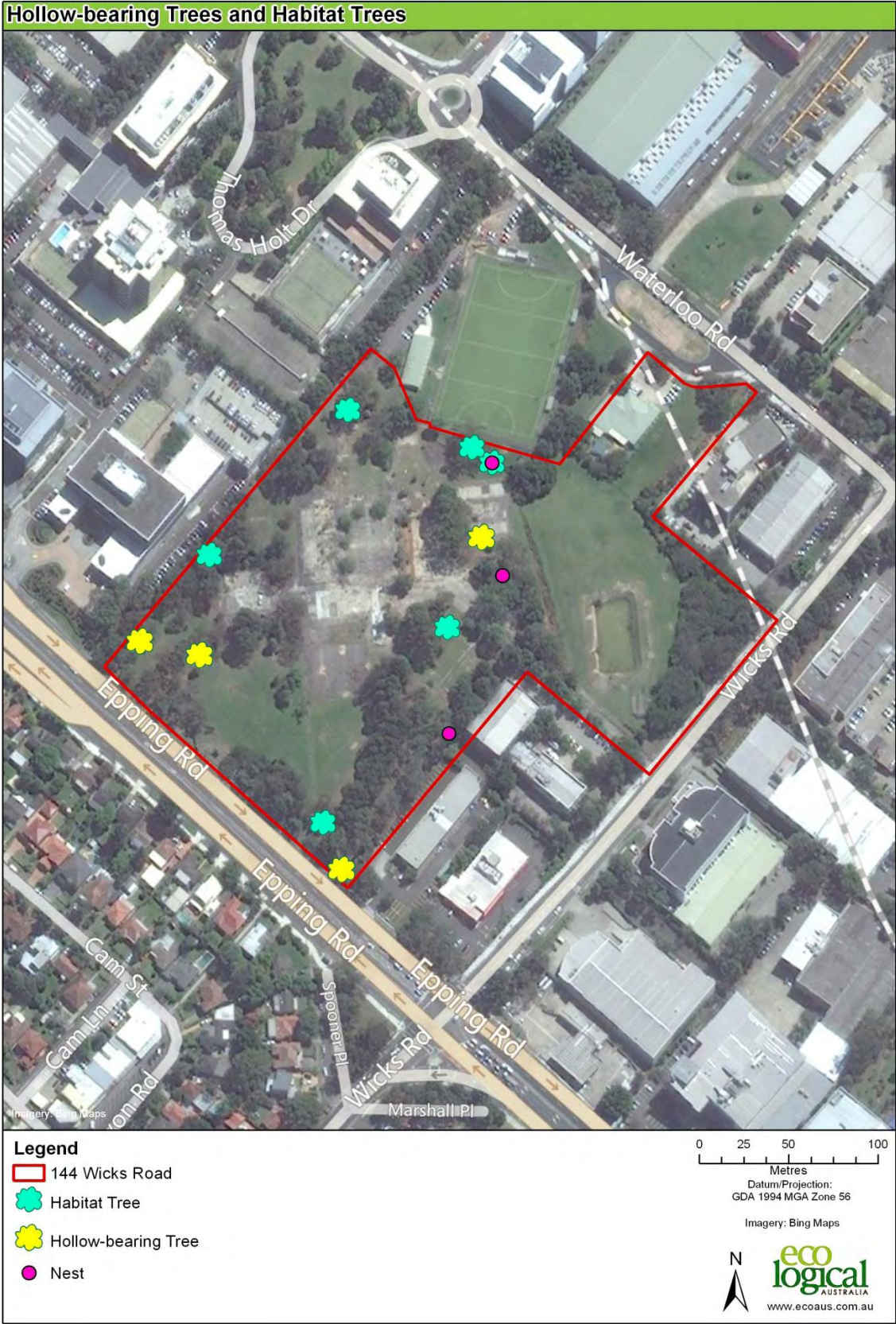


Figure 4. Hollow-bearing Trees and Habitat Trees



Planning & Infrastructure

Office of the Director General

Mr John McKee
General Manager
Ku-ring-gai Council
Locked Bag 1056
Pymble NSW 2073



12/13020

Attention: Mr Andrew Watson

Dear Mr McKee

I refer to Council's resolution of 17 July 2012 regarding the Pymble Business Park Planning Proposal and its decision not to include the land use term '*hardware and building supplies*' as permitted with consent within the land use table for the B7 Business Park zone.

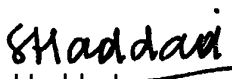
It has come to my attention that the above land use term has not been included within the Pymble Business Park planning proposal despite a recommendation from Council officers as a result of a public submission. In reviewing the plan submitted by the Council, my department has formed the view that inclusion of this land use as permissible has considerable merit – in particular, the approach will promote appropriate development in the zone which is compatible with surrounding land uses and will complement (rather than detract from) the surrounding centres.

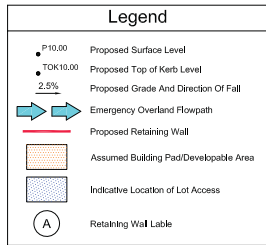
Notwithstanding this, I do not wish to delay the finalisation of the Pymble Business Park planning proposal and do not wish to amend the current process to achieve finalisation.

In order to rectify this situation, I am requesting that Council amends the draft *Ku-ring-gai Local Environmental Plan 2012* (draft Principal LEP) prior to its public exhibition to include '*hardware and building supplies*' as permitted with consent within the land use table for the B7 Business Park zone.

If you have any queries in relation to this matter, I have arranged for the Department's Regional Director, Sydney West, Mr Peter Goth to be available. Mr Goth may be contacted on 9860 1174 or Peter.Goth@planning.nsw.gov.au.

Yours sincerely


Sam Haddad
Director General
16/8/2012.

**Earthworks:**

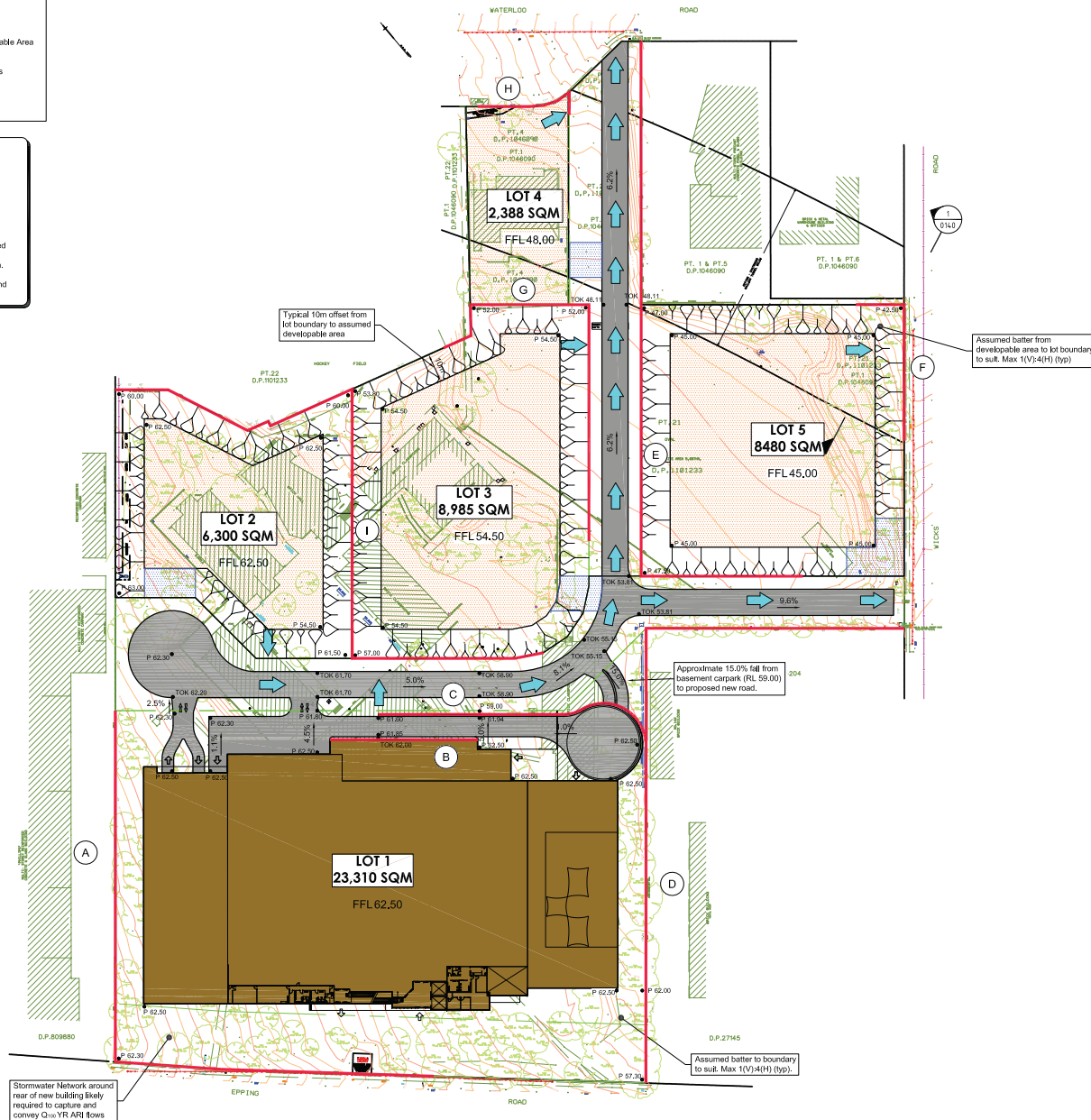
Total Cut = -49,800m³

Total Fill = +79,200m³

Balance = +29,400m³

Notes:

1. Earthworks Volumes are preliminary only based on desktop study and concept designs and need to be confirmed following detailed design.
2. Earthworks calculations are Volumetric only and do not allow for bulking factors or trenching



Notes
The details provided in this drawing are provisional only and subject to change pending detailed design.

Notes

20 15 10 5 0 20 40
PLAN SCALE 1:800 @ A1

Key to symbols

Reference drawings

P1	13.02.13	ADS	Issued for information	DR	CJA
Rev	Date	Drawn	Description	Chk'd	App'd



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Client Masters

Title Masters North Ryde
Concept Grading Plan

Retaining wall	Approximate Surface Area (m²)
(A)	1150
(B)	15
(C)	200
(D)	1100
(E)	675
(F)	90
(H)	290
(I)	80
(J)	970
Total	4570m²

Note:
1. Retaining Wall surface areas are preliminary only based on desktop study and concept designs and need to be confirmed following detailed design.

Designed	ADS	Eng check	DR	
Drawn	DW	Coordination	JG	
Dwg check	DR	Approved	CJA	
Scale at A1	1:800	Status	PRE	Rev
Drawing Number	MMD-318385-C-SK-00-XX-0115			

- Notes
- Excavations of 3m or more within the First Reserve but outside of the Support Zone Should be assessed for their impact on the underground infrastructure, including the impact of their construction methods.
 - Excavations of 3m depth or more within the Second Reserve should be assessed for their impact on the underground infrastructure, including the impact of their construction methods.
 - Refer to Douglas Partners Geotechnical report (73329.00 February 2013) Appendix D: ECRL Underground Infrastructure protection guidelines report No. 20007330(P-C-4532, Rev 3 (16 May 2008)) section 3.6 Requirements for engineering assessments.
 - Easement width shown on survey = 60m
Easement requirement per 'Mausell/Aecom' drawing PRL GD 02600 Rev B - Rail protection reserves cross section running tunnels and PRL GD 02477 Rail protection reserves plan sheet 11 of 20.
 - Tunnel depth, support Zones and Reserve dimensions are generally in accordance with those depicted on 'Mausell/Aecom' drawing PRL GD 02600 Rev B - Rail protection reserves cross section running tunnels and PRL GD 02477 Rail protection reserves plan sheet 11 of 20.
 - Typical tunnel cross section generally in accordance with 'Mausell/Aecom' drawing PRL GD 02600 Rev B - Rail protection reserves cross section running tunnels and PRL GD 02477 Rail protection reserves plan sheet 11 of 20

Key to symbols

---	Support Zone
---	Top of Tunnel
---	1st Reserve Boundary
---	2nd Reserve Boundary

Reference drawings

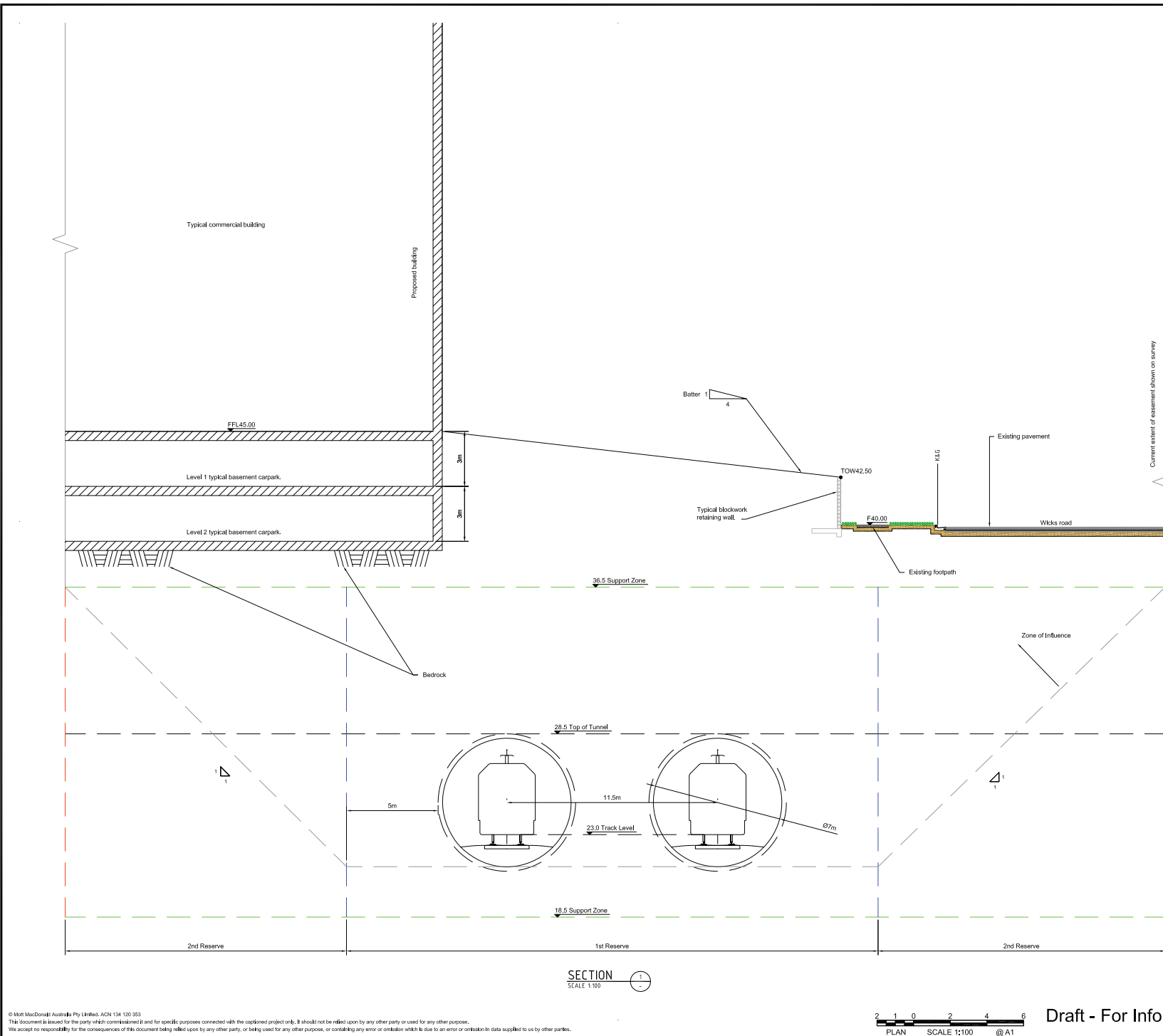
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P1	15.10.13	DW	Issued for information	JG	DB
Rev	Date	Drawn	Description	Chk'd	App'd



Client **Masters**

Title **Masters North Ryde
Typical Building Section
Supported on Bedrock**

Designed	DW	Eng check	JG
Drawn	DW	Coordination	JG
Dwg check	DR	Approved	DB
Scale at A1	1:100	Status	PRE
Drawing Number	MMD-318385-C-SK-00-XX-0140	Rev	P2



- Notes
- Excavations of 3m or more within the First Reserve but outside of the Support Zone Should be assessed for their impact on the underground infrastructure, including the impact of their construction methods.
 - Excavations of 3m depth or more within the Second Reserve should be assessed for their impact on the underground infrastructure, including the impact of their construction methods.
 - Refer to Douglas Partners Geotechnical report (73329.00 February 2013) Appendix D: ECRL Underground Infrastructure protection guidelines report No. 2007/300/PC-4532, Rev 3 (16 May 2008) section 3.6 Requirements for engineering assessments.
 - Easement width shown on survey = 60m
Easement requirement per 'Maunsell/Aecom' drawing PRL GD 02600 Rev B - Rail protection reserves cross section running tunnels and PRL GD 02477 Rail protection reserves plan sheet 11 of 20.
 - Tunnel depth, support Zones and Reserve dimensions are generally in accordance with those depicted on 'Maunsell/Aecom' drawing PRL GD 02600 Rev B - Rail protection reserves cross section running tunnels and PRL GD 02477 Rail protection reserves plan sheet 11 of 20.
 - Typical tunnel cross section generally in accordance with 'Maunsell/Aecom' drawing PRL GD 02600 Rev B - Rail protection reserves cross section running tunnels and PRL GD 02477 Rail protection reserves plan sheet 11 of 20.

Key to symbols

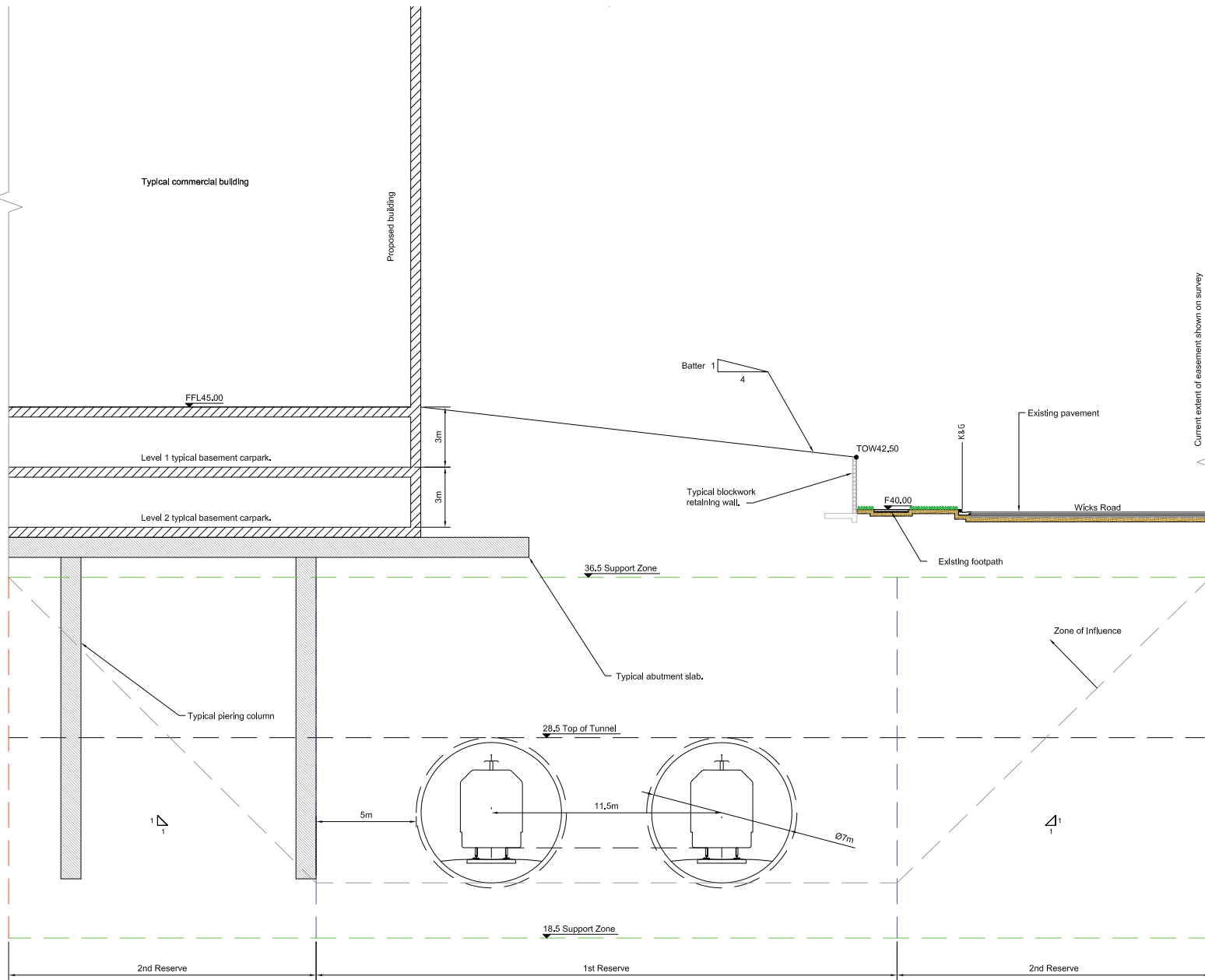
---	Support Zone
---	Top of Tunnel
---	1st Reserve Boundary
---	2nd Reserve Boundary

Reference drawings

P2	17.10.13	DW	Issued for information	JG	DB
P1	15.10.13	DW	Issued for information	JG	DB
Rev	Date	Drawn	Description	Chk'd	App'd

Client **Masters**Title **Masters North Ryde
Typical Building Section
Not Supported on Bedrock**

Designed	DW	Eng check	JG
Drawn	DW	Coordination	JG
Dwg check	DR	Approved	DB
Scale at A1	1:100	Status	Rev

Drawing Number **MMD-318385-C-SK-00-XX-0150**SECTION
SCALE 1:1002 1 0 2 4 6
PLAN SCALE 1:100 @ A1

Draft - For Information