

Meeting Date: Tuesday 10 March 2015
Location: Council Chambers, Level 6, Civic Centre, 1 Devlin Street, Ryde
Time: 7.30pm

ATTACHMENTS FOR COUNCIL MEETING

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Planning Proposal



388 - 392 Lane Cove Road, Macquarie Park

Amendments to the Maximum Height and FSR Development Standards

Submitted to the City of Ryde Council
On Behalf of STARIN



2 December 2014 ■ 13637

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JBA operates under a Quality Management System that has been certified as complying with ISO 9001:2008. This report has been prepared and reviewed in accordance with that system. If the report is not signed below, it is a preliminary draft.

This report has been prepared by:



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2/12/2014

This report has been reviewed by:



Jennie Buchanan

2/12/2014



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1.0 Introduction

This Planning Proposal is submitted to the City of Ryde Council (Council) on behalf of STARIN. The Planning Proposal is written in support of an amendment to the height and Floor Space Ratio (FSR) development standards as they apply to 388 – 392 Lane Cove Road, Macquarie Park (the site).

The site is the subject of a Council led Planning Proposal known as the 'Macquarie Park Corridor Planning Proposal' (MPCPP). The effect of the MPCPP is to increase the floor space ratio and height controls applying to the Macquarie Park Corridor to encourage development that implements new roads and parks. However, because of delays associated with resolving the appropriate process / mechanisms to deliver the benefits associated with the MPCPP, Council recommended that the Proponent lodge a site specific Planning Proposal that reflects the increased height and FSR proposed under the MPCPP, so that the future redevelopment of site is not delayed by the resolution of broader process issues with the MPCPP.



Consequently the Planning Proposal seeks to amend the following development standards applying to the site:

- increase the maximum height of buildings from 37m up to 65m; and
- increase the maximum FSR from 2:1 up to 3:1.

The above amendments will allow for a serviced apartments development to be delivered on the site that is consistent with Council's envisaged built form and strategic planning objectives for the Macquarie Park Corridor.

This Planning Proposal describes the site, the proposed amendments to the LEP and provides an environmental assessment. The report should be read in conjunction with the urban design study/indicative concept plans (Appendix A) and specialist consultant reports appended to this proposal (refer Table of Contents). The report is written in accordance with the Department of Planning and Infrastructure's published *Guide to Preparing a Planning Proposal*.



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2.0 Site Description

2.1 Site Location and Context

The site is located at 388 – 392 Lane Cove Road, Macquarie Park within the City of Ryde Local Government Area.

The Macquarie Park Corridor is a 75km² employment centre located equidistant from Sydney City and Parramatta City Centre. Employment within the Corridor exceeds 39,000 and more than 30,000 students attend Macquarie University. The Corridor is bounded by arterial roads – the M2, Epping Road, and Delhi Road. On the southern side of Epping Road the Corridor is adjoined by low density residential development.

The Macquarie Park Corridor is part of Sydney's Global Economic Corridor and a specialised commercial precinct, with more than 800,000m² of commercially zoned land, being a mix of B3 Commercial Core, B4 Mixed Use and B7 Business Park.

The subject site is located on Lane Cove Road between its major intersections with Waterloo and Epping Roads. It has a secondary frontage to Hyundai Drive, a narrow one-way road that connects to Giffnock Avenue.

The immediate context is a mix of low to medium rise commercial, light industrial and warehouse development. Relatively recent commercial developments such as the Aristocrat building to the south and the Hyundai building to the north are generally 7 to 8 storeys in height. Older development, such as the one to the north of the site are typically lower in height.

The site's locational context is shown at Figure 1.



Figure 1 – Location Plan

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Source: Group GSA

2.2 Site Description

The site is legally described as Lots 44-46 in DP 1111722 as shown in Figure 2. A Survey Drawing is included at Appendix B. The land is owned by Shri Ganesh Capital Pty Ltd ATF Macquarie Business Centre Unit Trust. The total area of the site is 2,477m². The site is roughly square in shape, with a 52m frontage to Lane Cove Road and a 47m frontage to Hyundai Drive.

It is noted that there are also Lots 51-53 in DP 1111722 along the frontage of Lane Cove Road (see Figure 2). These lots have been acquired by the RMS for the purposes of future road widening and do not form part of the planning proposal site.



Figure 2 - Planning Proposal Site
Source: Six Maps

The site is essentially level, falling slightly from the Lane Cove Road frontage to the rear of the site. Approaching the site from the north, Lane Cove Road rises up to the site, making it a prominent location when viewed from the north.

Existing structures on the site include two single storey brick cottages, separated by a hardstand area (see Figures 3 - 5). A number of trees are planted, mostly along the edges of the site.

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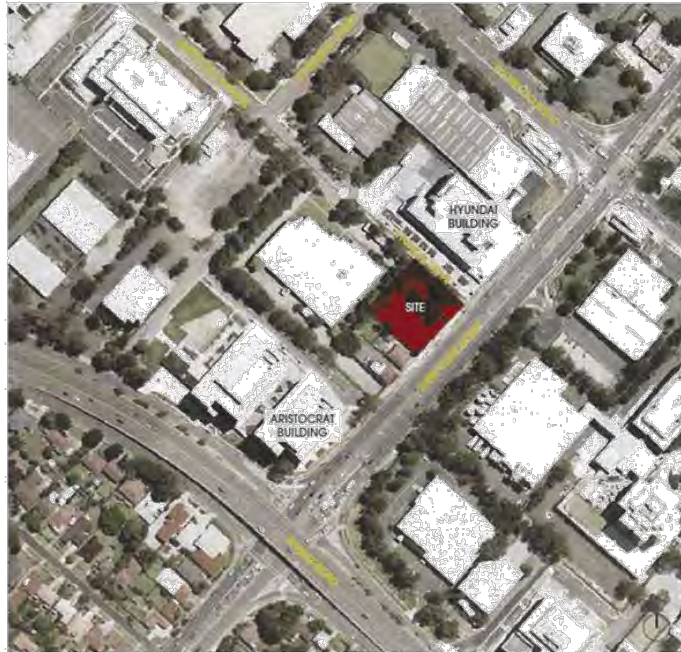


Figure 3 – Site Plan
Source: Group GSA



Figure 4 – The site, as viewed from the western side of Lane Cove Road

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Figure 5 – The site, as viewed from the eastern side of Lane Cove Road

2.3 Surrounding Development

The site interfaces with a variety of building typologies. Buildings immediately to the south are one storey and domestic in scale before rising up (see Figure 6). To the rear is a commercial two storey, large footprint development. North of the site is the 8 storey Hyundai building, a commercial development with a car showroom at the ground level (see Figure 7). The building features a plaza along Hyundai Drive opposite the site.



Figure 6 – Development to the south of the site

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Figure 7 ~ Adjacent development to the north of the site

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3.0 Background

3.1 Macquarie Park Corridor Planning Proposal

To support growth and development in Macquarie Park, Council identified that the area requires substantial new infrastructure (including new roads and open space) to meet the needs of existing and future residents and workers.

Council has had a planning incentives scheme in place in Macquarie Park Corridor since 2006. In 2008 refinements to strengthen the incentive planning controls were included in a Draft Local Environmental Plan amendment, known as DLEP Amendment 1. However due to the legal complexities of the proposed incentive controls, it took nearly two years of negotiation with the Department of Planning and Environment (the Department). The delay in approving DLEP Amendment 1 for exhibition meant that the financial incentive model prepared by Council in 2007/8 was out-dated and required review.

To address this, Council allocated funds in the 2011/12 budget to review the Macquarie Park Development Control Plan (MPDCP) and DLEP Amendment 1. A multidisciplinary consultant team - comprising traffic planners, urban designers, land economists and planners - was engaged to prepare a feasibility assessment in relation to the planning incentives (additional height and floor space) and to make recommendations to ensure that council could leverage proposed new open space and roads through the development process.

The recommendations of the review were then incorporated into the MPCPP. The purpose of the MPCPP is to add height and FSR development standards for the Macquarie Park Corridor to enable the implementation of new roads and parks that will support employment growth and the evolution of the Macquarie Park Corridor from business park to specialised employment centre with a continued focus on research and technology.

The amendments in the MPCPP were prepared to create a planning "incentive" as a mechanism to implement new local roads and parks. Specifically additional floor space and height are deferred until such time as an agreement to deliver and/or contribute to new roads and parks is executed. Upon an agreement being reached between the developer and Council the additional floor space and height will be un-deferred and made available for development through a streamlined Gateway process.

The Macquarie Park Plan Review – Recommendations Paper prepared by Architectus, which was ultimately adopted in the MPCPP, recommended that the development standards that applied to the subject site be amended as follows:

- increase the maximum height limit from 37m up to 65m; and
- increase the maximum FSR from 2:1 up to 3:1.

The Recommendations Paper, which was informed by the traffic study prepared by Bitzios Traffic Consultants in consultation with the RMS, also recommended that a new 16m access road be provided within part of the site along the northern boundary. The road would effectively expand the width of Hyundai Drive to provide a two way road between Giffnock Avenue and Lane Cove Road.

On 9 April 2013 Council resolved to place the MPCPP on public exhibition in accordance with a Gateway Determination issued by the Department under section 57 of the EP&A Act. Following a review of the submissions made during

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public exhibition, on 15 November 2013 Council sent the MPCPP to the Department for its final assessment.

It is understood that, whilst the Department is supportive of the MPCPP in principle, and has no issue with the height and FSR increase proposed, it does have some issues with the un-deferral process that relies separate planning proposals to be lodged for each site that wishes to utilise the incentives. Accordingly, the making of the MPCPP has been delayed significantly.

3.2 STARIN Macquarie Park

In the last quarter of 2013 the proponent began the process of purchasing 388 - 392 Lane Cove Road, Macquarie Park with the view of developing the site for serviced apartments under its new brand STARIN. The proponent met with Council in December 2013 for preliminary discussions about the site. At the time Council encouraged the proponent to wait until the middle of 2014 when it anticipated the MPCPP would have been made.

In the intervening period STARIN elected to run an architectural design competition in order to ensure that their proposal delivered the highest level of design excellence. The brief for the competition was predicated on the increased development potential under the MPCPP. Three architectural firms Group GSA, Sissons and Robert Nichol and Sons, participated in the competition, with Group GSA being declared the winners.

The architectural competition was aimed at achieving design excellence and supporting Council's vision of:

"guiding] evolution of the area from Business Park to urban centre, making it more attractive to workers and Ryde residents through the provision of an effective access network and parks, plazas and other recreation opportunities whilst also encouraging employment diversity".

Following completion of the competition STARIN commenced the process of preparing the design for lodgement of a Development Application. It met with the Council to discuss the status of the MPCPP in August 2014. At that meeting Council advised that because of the delays with the MPCPP, and the need for a separate planning proposal under the MPCPP to be lodged regardless, STARIN should consider lodging a site specific Planning Proposal that reflects the increased height and FSR proposed under MPCPP.

The proponent also met with the Department of Planning and Environment (the Department) in order to discuss the development and the process being followed. Council and the Department have agreed that the widening of Hyundai Drive in order to provide a two way connection from Lane Cove Road to Giffnock Avenue was a critical issue. A meeting was subsequently also held with RMS and Council, who in principal agreed to the proposed changes to Hyundai Drive.

Accordingly, this Planning Proposal seeks to increase the height and FSR for the site as proposed under MPCPP. The Planning Proposal therefore reflects Council's desired built form outcome and will enable the consent authority to approve the future Development Application ensuring that the redevelopment of the site is not delayed by the resolution of broader process issues with MPCPP.

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4.0 The Proposal

This section of the report describes the proposed future development on the site which is to be facilitated by this Planning Proposal.

An Architectural Report containing a site analysis, the proposed LEP envelope amendments and an indicative scheme has been prepared by Group GSA to inform the Planning Proposal and provided at **Appendix A**.

4.1 Proposed Amendments to Ryde LEP 2014

Consistent with the amendments envisaged under the MPCPP and to facilitate the development detailed below, the following amendments to Ryde LEP 2014 are proposed:

- Increase the "maximum height of buildings" development standard from 37m to 65m; and
- Increase the maximum FSR development standard from 2:1 up to 3:1.

Elevations of the extruded LEP envelope and perspective views are shown at **Figures 8 and 9** respectively.

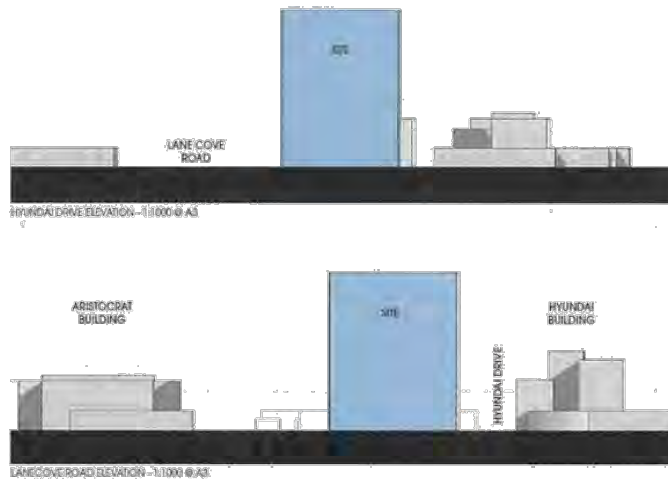


Figure 8 – Elevations showing the amended LEP Envelope
Source: Group GSA

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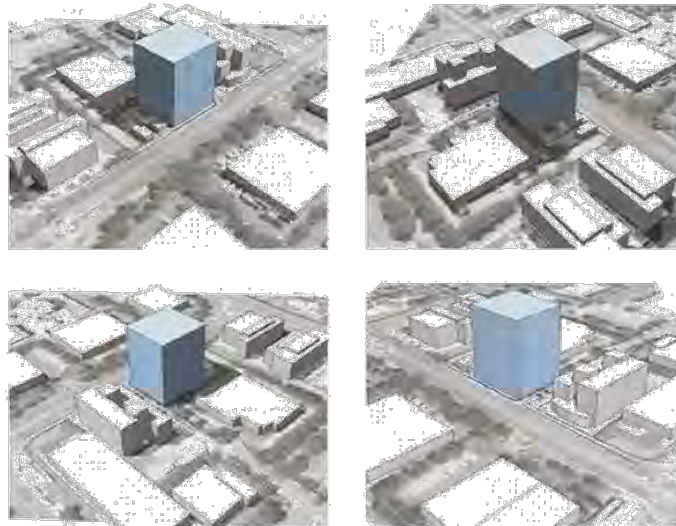


Figure 9 – Perspectives of the amended LEP envelope
Source: Group GSA

4.2 Indicative Development Proposal

As detailed in Section 3.2, the site has been the subject of an architectural design competition. The brief for the design competition was prepared using the amended height and FSR controls proposed in the MPCPP and detailed controls in the Macquarie Park section of Ryde Development Control Plan 2008 (DCP). The indicative development proposal therefore reflects a scheme that is compliant with the MPCPP and generally in accordance with the DCP controls.

The detailed design for the purposes of DA lodgement is still in the process of being developed. However, an indicative scheme which shows the general intent of the future development has been included at **Appendix A** for information. It is noted that since preparing the indicative scheme the proponent met with Council for a pre-DA meeting and Design Review Panel. The proponent is currently in the process of amending its design to reflect the Council's comments, which are not reflected in the indicative scheme presented with this planning proposal.

Elevations illustrating how the building relates to the LEP envelope are provided at **Figure 10**. A photomontage of the winning design competition scheme (Note: this design has since been refined) is provided at **Figure 11**. An indicative ground floor plan and typical floor plan are also provided at **Figures 12 and 13**.

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Figure 10 – Indicative elevations
Source: Group GSA



Figure 11 – Photomontage view from Lane Cove Road
Source: Group GSA

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GROUND LEVEL PLAN

1. Entry
2. Lobby
3. Reception/Waiting Area
4. Reception
5. Office
6. Office
7. Office
8. Office
9. Office
10. Office
11. Office
12. Office
13. Office
14. Office
15. Office
16. Office
17. Office
18. Office
19. Office
20. Office
21. Office
22. Office
23. Office
24. Office
25. Office
26. Office
27. Office



Figure 12 – Indicative ground floor plan
Source: Group GSA



LEVEL 2-17 FLOOR PLAN (SCALE 1:200@A3)

- 48 SQM 1 BED SUITE
- 40 SQM STUDIO

Figure 13 – Indicative typical floor plan
Source: Group GSA

4.3 Voluntary Planning Agreement

In conjunction with the Planning Proposal, Starin is currently in the process of entering into a Voluntary Planning Agreement (VPA) for the delivery of the public benefit associated with the uplift in development potential from the increase in FSR and height.

The terms of the VPA are informed by the 'Draft Guideline for 'Un-deferrals' and delivery of Public Infrastructure' that was exhibited with the MPCPP.

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The general terms of the Draft VPA are as follows:

The contribution will be the sum of the value of the:

- FSR Uplift (1:1): $2,477\text{m}^2 \times \$250^* = \$619,250$; and
- Section 94 contribution.

Less the value of:

- the area of land to be dedicated (\$250 per square metre); and
- any works in kind to construct the road.

* The rate nominated in the Draft Guideline



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5.0 Need for the Planning Proposal

The controls in Ryde LEP 2014 do not reflect Council's envisaged built form on the site and do not provide an appropriate incentive to widen Hyundai. As detailed in Section 3.1, the site has been subject of significant strategic planning work and is currently subject to a Planning Proposal that applies to the entire Macquarie Park Corridor that for other reasons has become stalled.

Additionally, Section 6.0 demonstrates that the Macquarie Park corridor has been allocated significant strategic growth in regards to the jobs capacity. As the existing planning controls within Macquarie Park do not reflect a capacity which would provide enough incentive to grow the corridor by an estimated 21,000 additional jobs by 2031, it is considered that the planning controls will need to be altered in order to meet this strategic goal.

The site presents an excellent opportunity to develop a complimentary business use to support the key commercial functions of Macquarie Park as well as providing significant public domain improvements, including land dedication, which will enable the provision of part of the fine grain road network and improved pedestrian connectivity that will support use of the public transport infrastructure within the Corridor.

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

The planning of the Macquarie Park Corridor is informed by several studies including:

- Allen Jack and Cottier, (2008) Macquarie Park DCP (now known as Ryde DCP 2010 Part 4.5 Macquarie Park Corridor)
- Aspect Studios, (2008) Macquarie Park Public Domain Technical Manual
- Bitzios Consulting, (2008) Macquarie Park Growth Model: Transport Management Plan
- Space Syntax, (2010) Macquarie Park Baseline Movement Economy Report
- Drew Bewscher and Associates, (2010) Macquarie Park Flood Management Plan
- Coulston, (2012) Ryde Integrated Open Space Plan

As detailed in Section 3.1, in 2012 a multi-disciplinary team was engaged by Council to review the abovementioned (excepting the Flood Study) and to recommend:

- Height and Floor Space Ratios for inclusion in Amendment 1 to Ryde LEP 2013;
- Practicable refinements to the Street, Pedestrian and Open Space Network Structure Plans in Ryde DCP 2010 based on financial feasibility.

The team included:

- Architectus – planning and urban design
- HillPDA – financial feasibility and growth predications
- Bitzios – traffic impacts

The MPCPP was then supported by the recommendations outlined in the resultant studies including:

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- Architectus, (May 2013), Macquarie Park Plan Review Recommendations Paper
- Architectus, (May 2013), Macquarie Park Plan Review Options Paper
- Architectus, (November 2012) Macquarie Park Plan Review Issues Paper

All of the above studies are available on Council's website.

A further site specific study has been undertaken by Group GSA for the site and is included at Appendix A.

This Planning Proposal therefore provides the planning mechanism to support the implementation of the extensive strategic work referenced above for the subject site.

5.2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is the best way and currently the only way of achieving the intended outcome of increasing commercial space and associated services in the Macquarie Park corridor for the following reasons:

- The Planning Proposal provides incentive for the amalgamation and cohesive redevelopment of the site for a use which is better suited to the employment prospects of Macquarie Park than the existing buildings on the site.
- The Planning Proposal includes an improvement in the public domain, and a widening of Hyundai Drive so as to support two way traffic. Both of these public benefits reflect the objectives of the Macquarie Park corridor in the DCP, which include the provision of a new street network, and an improvement of the connectivity to the Macquarie Park station locations.
- The existing controls on the site, as well as the physical constraints of the existing site do not provide an appropriate incentive to redevelop the site, leaving it in its current state which is inconsistent with the vision of the Macquarie Park corridor.
- The Planning Proposal facilitates the evolution of Macquarie Park envisaged by Council from a Business Centre to an Urban Centre.
- The utilisation of Clause 4.6 to achieve the increased height and FSR envisaged for the site is considered inappropriate due to the scale of variation required.

Accordingly, a Planning Proposal is seen as the only means of achieving the objectives and intended outcomes for the site.

5.3 Is there a net community benefit?

The Planning Proposal will result in a net community benefit and serve the public interest by facilitating redevelopment of a site currently occupied by low scale uses that are no longer appropriate for the Macquarie Park Corridor with Serviced Apartments and Food and Beverage uses that complement the commercial functions of the Macquarie Park Corridor.

The proposal enables the redevelopment of the site which in turn creates an opportunity to dedicate land on the site for the widening of Hyundai Drive, converting it from a one way lane (5m wide) to a two way road with parking (16m wide). This will facilitate the provision of a fine grain street network and the broader realisation of Council's proposed access network, which has been identified as the solution to Macquarie Park's traffic congestion. Therefore the



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uplift in development potential which will allow for the provision of the widened road will have a significant community benefit.

The redevelopment of the site also provides the opportunity for the provision of a vastly improved public domain quality around the site, with any proposed building on the site to facilitate setback areas of high quality open space, including the provision of landscaping. This is a vastly improved outcome to the current situation of the existing buildings on the site providing fencing to the respective boundaries, and allowing for only a narrow footpath area along Lane Cove Road, and no footpath area at all along Hyundai Drive (Figure 14).

Additionally, the proposal will enable some out of hours activation of the area, with the proposal constituting commercial and accommodation uses which are not limited in use to business hours. Accordingly, it is likely that the area surrounding the site will be livened, and the level of passive surveillance arising from the site will increase.



Figure 14 – Existing treatment of the site (left) to Hyundai Drive

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6.0 Relationship to Strategic and Statutory Framework

This chapter outlines the strategic and statutory planning framework within which the development and conservation outcomes for the land have been considered.

6.1 State and Regional Strategic Framework

6.1.1 NSW 2021

NSW 2021 is a 10-year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities.

The Planning Proposal will implement some of the core goals of the NSW 2021 Plan, including but not limited to improving the performance of the NSW economy, increasing the competitiveness of doing business in NSW.

6.1.2 Metropolitan Plan

The Metropolitan Plan for Sydney 2036 is the foundation for achieving region-wide outcomes in relation to:

- the economy and employment;
- centres and corridors;
- housing;
- transport;
- environment and resources;
- parks and public places; and
- implementation and governance.

The Metropolitan Plan is an update of the Sydney Metropolitan Strategy which was released by the State Government in 2005. It seeks to provide a framework for meeting the targets in the NSW State Plan relating to integrated transport and land use planning. Specifically the Plan seeks to:

- target development around existing and planned transport capacity;
- improve local opportunities for walking, cycling and using public transport;
- plan for 770,000 additional homes with a range of housing types, sizes and affordability levels for a growing and ageing population;
- locate at least 70% of new homes in existing suburbs and up to 30% in Greenfield areas;
- locate at least 80% of all new homes within the walking catchment of all existing and planned centres of all sizes with good public transport;
- plan for centres to grow and change over time;
- plan for urban renewal in identified centres;
- support clustering of businesses and knowledge-based activities in Major Centres and Specialised centres; and
- increase the proportion of homes within 30 minutes by public transport of jobs in a Major Centre, ensuring more jobs are located closer to home.

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The Planning Proposal is consistent with the above objectives and targets in that it will deliver new jobs and temporary accommodation within the existing Macquarie Park Specialised Centre which is highly accessible to public transport and existing jobs.

6.1.3 Draft Metropolitan Plan for Sydney to 2031

The Draft Metropolitan Plan for Sydney to 2031 is the latest draft strategic plan for NSW, which identifies Macquarie Park as a Specialised Precinct of the Central Subregion. The objectives identified for the Macquarie Park Specialised Precinct are as follows:

- *Continue to develop as a metropolitan-scale office park with a technology focus in the Global Economic Corridor, supporting and supported by the growth of Macquarie University Research Park, Macquarie Hospital, Macquarie Centre, Macquarie Park and Riverside Corporate Park (and Hospital).*
- *Expand office space to increase productivity advantages and prioritise office space over housing.*
- *Provide capacity for at least 16,000 additional jobs to 2031.*

The proposal meets these objectives through the proposed supporting of jobs growth in Macquarie Park, delivering infrastructure required for the identified growth, and the complementary nature of serviced apartment uses to office uses in the Corridor.

6.1.4 NSW Long Term Transport Masterplan

The NSW Long Term Transport Masterplan has the aim of better integrating land use and transport within metropolitan Sydney. The Transport Masterplan has been prepared to integrate with the draft *Metropolitan Plan for Sydney to 2031*.

The proposed development will serve the objectives of the Transport Masterplan by locating short term accommodation, as well as retail space close to Macquarie Park Railway Station. This will promote the use of public transport and reduce reliance on private motor vehicles.

6.1.5 Draft Inner North Subregional Strategy

The *Draft Inner North Subregional Strategy* (Subregional Strategy) provides a further level of detail as to how the targets and objectives contained within the NSW State Plan and the Metropolitan Plan for Sydney will be achieved.

The subregional strategy relates to Ryde, Hunters Hill, Lane Cove, Mosman, North Sydney and Willoughby LGAs.

The subregional strategy gives detailed guidance as to the Sydney Metro Strategy and in particular targets for jobs creation and new dwellings for each Local Government Area. The 2031 targets proposed for the sub-region involve an increase in the employment capacity of the Inner North of 21,000.

The jobs creation target for the City of Ryde is 21,000 new jobs by 2031. Local planning controls must allow the floor space capacity within commercial and industrial land use zones to deliver these targets. The *Inner North Subregional Strategy* identifies Macquarie Park as a specialised centre stating that:

The Department of Planning and Inner North local councils will continue to develop local planning instruments to ensure sufficient land zoned for business and enterprise in locations with high quality transport access, in order to strengthen the importance of the North Sydney to Macquarie Park section of the Global Economic Corridor. Action B1 (within the plan) discusses a range of strategic planning work undertaken by Inner North

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local councils that has resulted in new or emerging planning instruments to provide for significant additional commercial floor space that will support the achievement of employment capacity targets.

As a consequence of its role and significance most of the new jobs in the City of Ryde will be delivered in Macquarie Park.

This Planning Proposal is consistent with the Subregional Strategy in that it will implement the employment growth targets through the provision of floor space capacity within land zoned for commercial purposes in *Ryde LEP 2014*.

6.2 State Legislation

6.2.1 Environmental Planning and Assessment Act 1979

Ministerial directions under Section 117 of the EP&A Act set out a range of matters to be considered when preparing an amendment to a LEP. The relevant Section 117 directions for this Planning Proposal have been outlined in Table 1 below.

Table 1 – Consistency with Section 117 Directions

Ministerial Directions	Consistent		
	Yes	No	N/A
Employment and Resources			
1.1 Business and Industrial Zones	Y		
1.2 Rural Zones			N/A
1.3 Mining, Petroleum Production and Extractive			N/A
1.4 Oyster Agriculture			N/A
1.5 Rural Lands			N/A
Environment and Heritage			
2.1 Environment Protection Zones	Y		N/A
2.2 Coastal Protection			N/A
2.3 Heritage Conservation	Y		
2.4 Recreation Vehicle Areas	Y		
Housing, Infrastructure and Urban Development			
3.1 Residential Zones			N/A
3.2 Caravan Parks and Manufactured Home Estates			N/A
3.3 Home Occupations			N/A
3.4 Integrating Land Use and Transport	Y		
3.5 Development Near Licenced Aerodromes			N/A
3.6 Shooting Ranges			N/A
Hazard and Risk			
4.1 Acid Sulphate Soils	Y		
4.2 Mine Subsidence and Unstable Land			N/A
4.3 Flood Prone Land	Y		
4.4 Planning for Bushfire Protection			N/A
Regional Planning			

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5.1 Implementation of Regional Strategies			N/A
5.2 Sydney Drinking Water Catchments			N/A
5.3 Farmland of State and Regional Significance on the NSW Far North Coast			N/A
5.4 Commercial and Retail Development along the Pacific Highway, North Coast			N/A
5.6 Second Sydney Airport: Badgerys Creek			N/A
Local Plan Making			
6.1 Approval and Referral Requirements	Y		
6.2 Reserving Land for Public Purposes			N/A
6.3 Site Specific Provisions	Y		
Metropolitan Planning			
7.1 Implementation of the Metropolitan Plan for Sydney 2036	Y		

6.3 Local Strategic Framework

The following section provides a summary of the local strategic framework.

6.3.1 The City of Ryde 2025 Community Strategic Plan

The Community Strategic Plan sets the vision for the City of Ryde as *“the place to be for lifestyle and opportunity at your doorstep”* (Page 9). The plan has seven outcome areas – defined through community consultation – that guide city improvements, Council policy and city planning. The seven outcome areas are City of Prosperity, City of Liveable Neighbourhoods, City of Wellbeing, City of Environmental Sensitivity, City of Connections, City of Harmony and Culture, City of Progressive Leadership.

The proposal is considered to be desirable in regards to the strategic objectives of the City of Ryde through the location of development within the Macquarie Park corridor which will support nearby office uses, as well as be located close to high quality public transport. The proposal also provides the additional public benefits which are detailed in Section 7.4, and include the widening of Hyundai Drive, the upgrade of the public domain around the property, and an increase in the out of hours activity within Macquarie Park.

6.3.2 Draft City of Ryde Economic Development Plan

On 17 October 2014, Council exhibited the *Draft City of Ryde Economic Development Plan* (the Draft Development Plan). This plan has been prepared to *“stimulate the local economy and support jobs and business growth in the community”*, and includes a number of key strategic goals for economic development within the Ryde Local Government Area. The goals which are considered relevant to the proposal are listed as follows.

Goal 1: Macquarie Park continues to attract new businesses and a talented workforce.

Goal 4: Job seekers find work locally via employment services, vocational training and work experience opportunities.

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Goal 5: People can freely move into, out of, and around the City of Ryde using modes of transport that are sustainable.

Goal 6: Market investment opportunities and permit a variety of activities in the city's employment and industrial lands.

The proposal is considered to be highly compatible with the goals of the Draft Development Plan as it will lead to the creation of jobs within Macquarie Park, the provision of commercial space and short term accommodation which will complement the office uses of Macquarie Park, and is located in an area close to a high quality public transport network.

6.4 State and Regional Statutory Framework

This section summarises relevant State legislation that applies to the planning of the land.



Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the 2000 Regulation set out amongst other things the:

- requirements for rezoning land;
- requirements regarding the preparation of a local environmental study as part of the rezoning process;
- matters for consideration when determining a development application; and
- approval permits and/or licences required from other authorities under other legislation.

This planning proposal has been prepared in accordance with the requirements set out in section 55 of the EP&A Act in that it explains the intended outcomes of the proposed instrument. It also provides justification and an environmental analysis of the proposal.



SEPP 55 – Remediation of Land

SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. It specifically requires consideration when rezoning land and in determining development applications, and requires that remediation work meets certain standards and notification requirements.

Given the historical uses of the site it is considered that the site has a potential for contamination. A phase 1 environmental assessment will be submitted with any future development application demonstrating that the site is or can be made suitable for the proposed use. The submission of the Phase 1 assessment with a DA is considered suitable given that this Planning Proposal does not seek a change in zoning or permissible land uses.

State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 aims to facilitate the effective delivery of infrastructure across the State and identifies matters to be considered in the assessment of development adjacent to particular types of infrastructure development.



The proposal has a frontage to Lane Cove Road, which is a classified road. Additionally, the Hyundai Drive works proposed will affect Lane Cove Road. Accordingly, the future DA will require the concurrence of Roads and Maritime Services.

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6.5 Local Statutory Framework

Ryde Local Environmental Plan 2014

Ryde Local Environmental Plan 2014 is the key environmental planning instrument that applies to the site.

Ryde LEP 2014 transferred the Macquarie Park Corridor land use zoning Height and Floor Space Ratio from Ryde LEP 2010 (with minor amendments). Ryde LEP zones the site B3 Commercial Core with a maximum height of 37m and FSR of 2:1.

The LEP includes specific objectives and development standards that apply to sites within Macquarie Park Corridor, including car parking rates for commercial development, and the size of retail tenancies.

Ryde Development Control Plan 2014

Ryde Development Control Plan 2014 (Ryde DCP) provides detailed design guidelines to give support to the LEP. The objective of the DCP is to promote design excellence through redevelopment; to expand and improve the public domain and to improve vehicular, pedestrian and cycle permeability within the Macquarie Park Corridor. To achieve this Ryde DCP Part 4.5 Macquarie Park Corridor includes a Structure Plan comprised of four elements:

- Built Form Structure Plan
- Street Network Structure Plan
- Open Space Network Structure Plan
- Pedestrian Network Structure Plan and consistent controls

Ryde DCP Part 4.5 Macquarie Park Corridor Built Form Structure Plan locates density and tallest buildings at the rail stations.

Ryde DCP Part 4.5 Macquarie Park Corridor Access Structure Plan proposed new roads to address congestion and improve the amenity of the area by:

- Creating greater permeability (more ingress and egress points).
- More roads that provide route options for traffic with the effect of reducing evening peak queues at intersections.
- Reducing block size so that it is easier to walk around the Macquarie Park Corridor which will facilitate public transport usage.
- Creating new streets that provide opportunities for subdivision and new street addresses for buildings.

The proposal will incorporate the dedication of part of the site so as to enable the two way operation of Hyundai Drive, in line with the provisions of the structure plan.

Ryde DCP Part 4.5 Macquarie Park Corridor - Built Form Structure Plan

The Built Form structure plan focuses on the character and height distribution of built form within the Macquarie Park Corridor. Waterloo Road is established as the premier street in the hierarchy of streets in the Macquarie Park Corridor. Emphasis is placed on the rail station precincts and the areas adjoining both existing and proposed parks.

The site is located within the "Macquarie Park Station Precinct", for which the desired character is stated as follows:

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The area is expected to accommodate mainly office space as well as ancillary uses that support and enhance the liveability of the place. Active uses will be located facing streets and public areas, enhancing the vibrancy of the public domain and creating a local activity centre within the wider Macquarie Park Corridor area.

The proposal is considered to achieve this desired character through the provision of uses which complement the Macquarie Park Corridor, in a location close to Macquarie Park Railway Station which includes the provision of ground floor active uses.

Ryde DCP Part 4.5 Macquarie Park Corridor - Street Network Structure Plan
The Street Network Structure Plan proposes a street hierarchy and additional streets. Type 1, 2 and 3 streets have different public treatments which are outlined in the Macquarie Park Public Domain Technical Manual.



Ryde DCP Part 4.5 Macquarie Park Corridor - Open Space Network Structure Plan
The Open Space Structure Plan proposes open space networks that are integrated with flood management. The open space incorporates Water Sensitive Urban Design (WSUD) approaches in addition to more traditional engineered solutions that include piping stormwater. The open space network provides passive recreation space for the 55,000 workers who will be located in Macquarie Park. It is noted no open space is identified on the site.



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7.0 Environmental Analysis

This chapter of the Planning Proposal draws on the work undertaken by Council and its specialist consultants, as well as the Proponent's consultants. An assessment of the key environmental issues associated with the Planning Proposal are discussed below.

7.1 Built Form

The proposed increase in height and FSR are consistent with the amended built form controls in the MPCPP, and will be consistent with Council's desired built form character for the area.

As illustrated in the indicative concept provided (see Section 4 and Appendix A), the FSR is proportionate to the height control and will produce a slender tower that is capable of complying with Council's detailed DCP controls on the site.

As the amended height and FSR reflect the desired built form and future development standards in the Corridor, it is considered appropriate for the subject site and will not have any adverse built form impacts. The impact of the additional overshadowing created by the development is considered in Section 7.2 below.

7.2 Overshadowing

Shadow studies are included as part of the Architectural Report prepared by Group GSA at Appendix A. In order to consider the 'worst case' scenario, the studies model the shadow impact of the full LEP envelope, however it is noted that because of the FSR development standard it would never be possible to develop a building of this bulk and scale.

The shadow studies demonstrate that whilst the proposed increase in height will cast additional shadows that largely fall on roads or the roofs of other commercial buildings and will have no adverse environmental impacts. Specifically the shadow does not fall on any existing or proposed public open space areas.

7.3 Traffic Generation

City of Ryde commissioned Bitzios Consulting Pty Ltd to prepare a Traffic Study for the entire Macquarie Park Corridor as part of the background work undertaken to support the MPCPP. The purpose of the Traffic Study was to ascertain the projected growth of the Macquarie Park Corridor up to 2031 by modelling the impacts of an increase in FSRs across the corridor, including 3:1 for the subject site.

The Study was underpinned by the assumption that the growth would be supported by the widening of Hyundai Drive to 6m to permit 2-way traffic movements, as within this Planning Proposal.

In the context of Council's study, a detailed assessment of the impact arising from this planning proposal has been undertaken by Parking and Traffic Consultants Pty Ltd, and has been provided at Appendix C. The report analyses the traffic generation of the existing development, and compares it to the traffic which would be generated by a commercial development on the site under the current FSR control of 2:1, as well as a commercial development on the site including an increase in the FSR to 3:1, and the traffic generation of the future intended serviced apartment use. A summary of the AM peak (worst case) trip generation is provided in Table 1.

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Table 2 – Summary of the AM peak trip generation

Scenario	Trip Rate	AM Peak Trips
Existing	RMS	16
2:1 Commercial	RMS	95
3:1 Commercial	RMS	154
3:1 Serviced Apartments	Survey	31

Noting that the impacts of an increase in 3:1 were modelled and found to be acceptable as part Council's MPCPP, the results presented in Table 1 demonstrate that the intended future development of the site for serviced apartments, with an FSR of 3:1 would generate significantly less trips in the AM peak than that generated by a commercial development with an FSR of 3:1.

7.4 Public Benefits of Proposal

Road Network Improvements

A significant benefit of the proposal will be in regards to the dedication of a road reserve in order to widen Hyundai Drive. This will increase the width of Hyundai Drive from the existing single lane traffic flow to a two lane road. This will also enable a lane of parking within the road reserve.

Public Domain Improvements

The existing development on the site does not present well to either Lane Cove Road or Hyundai Drive, with fences around the perimeter of the site. The proposed increase in height and FSR will provide opportunities for public domain improvements which will otherwise not be realised. As part of the dedication of the road, a pedestrian footpath will be provided along the northern side of Hyundai Drive, which currently does not exist. The changes in controls also enable a tower form on the site, which accordingly provides the potential for a more generous public domain area along Lane Cove Road frontage. This area provides a through site link which entails an alternative route for pedestrians to move between the Station and the development to the north, separated from the heavy traffic on Lane Cove Road.

Increased Economic Activity

As demonstrated in Section 5.0 of this report, the proposal will see an increase and improvement in the quality and quantity of commercial floor space on the site, in a location where such floor space is well suited. This will in turn increase the likelihood of employment generation on the site as opposed to the scenario under the draft LEP.

The proposal will also increase the supply of short term accommodation within the Macquarie Park Corridor, which will supports other commercial uses within the precinct, making it more desirable for business to locate within the centre.

Increased Vibrancy of the Macquarie Park Corridor

The proposal will contribute to the vibrancy of Macquarie Park by increasing the opportunities for out of hour's activation through the short-term accommodation being provided on the site, and range of complimentary uses such as the café and restaurant.

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8.0 State and Commonwealth Interests

There are no significant Commonwealth or State interests in the Planning Proposal other than the general objective to achieve an appropriate planning and development outcome on the site consistent with the State's regional and subregional strategies strategic planning framework described above.

8.1.1 Public Infrastructure

It is understood that the existing infrastructure in the Macquarie Park Corridor has the capacity to accommodate development on the site, subject to any necessary expansion and augmentation at the detailed application stage.

This proposal seeks to implement the widening of Hyundai Drive to allow for it to be converted into a two street along the length of the site. The road widening is consistent with Council's proposed access network in the MPCPP, which is seen as the key element in dispersing the traffic and reducing congestion within the Macquarie Park Corridor. The Planning Proposal seeks to capture the value of the road dedication in the uplift in development potential across the site.

The development is in close proximity to Macquarie Park Station. It is accordingly in the interest of the State Government to intensify development in close proximity to this strategic transport hub and thereby increase viable patronage of this significant infrastructure investment. It is noted that the indicative development provides a through site link which will enhance pedestrian connectivity through Macquarie Park Station, thereby encouraging further patronage of the public infrastructure.

8.1.2 Consultation with State and Commonwealth Authorities

Department of Planning and Environment

StarIn met with the Department on 9 October 2014 to discuss the future site specific Planning Proposal. The Department indicated its in-principle support for the amendments being considered.

RMS

StarIn met with the RMS on 7 November 2014 to discuss the future Planning Proposal, specifically the impact of the widening of Hyundai Drive and potential left in / left out operation of the road. The RMS also indicated its in-principle support for the amendments being considered.

Commonwealth Authorities

No formal consultation has at the time of writing this Planning Proposal been undertaken with Commonwealth authorities. Where necessary, consultation with relevant authorities will be undertaken as required in accordance with initial Gateway determination.

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9.0 Community Consultation

It is proposed that in accordance with 'A guide to preparing local environmental plans' that the Planning Proposal undergo a 28 day public exhibition period. It is noted that confirmation of the public exhibition period and requirements for the Planning Proposal will be given by the Minister as part of the LEP Gateway determination.



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10.0 Conclusion

This Planning Proposal seeks amendments to Ryde LEP 2014 maximum height and FSR development standards consistent with those proposed under Council's MPCPP.

The Planning Proposal has come about as a result of delays with Council's Planning Proposal, and will enable the Proponent to lodge a DA in the near future to redevelop its site in a manner consistent with Council strategic vision and envisaged built form.

The report has demonstrated that the proposal would be in the public interest for the following reasons:

- The future development would be consistent with State, Subregional and local planning strategies for the Macquarie Park Corridor in that it will provide a complementary business use to support the commercial functions of the centre.
- The resultant building envelope will not generate any unacceptable environmental impacts in relation to built form or overshadowing.
- The proposal will enable the widening of a local access street for two way operation, thereby facilitating traffic and pedestrian improvements in the Macquarie Park Corridor.
- The development will provide public domain improvements, enhancing pedestrian connectivity around the Station Precinct and encouraging use of the public transport infrastructure. The proposed public domain improvements will also provide for a friendly social and business experience on the site.
- The proposal would not generate any adverse impacts on the operation of the surrounding road network.
- The proposal will contribute towards the vibrancy of the Macquarie Park Corridor, and the evolution of Macquarie Park into an Urban Centre.

With the above in mind we believe the proposed amendments to the LEP, which are consistent with Council's own MPCPP, are appropriate and that the Planning Proposal should be supported by Council.

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WROUFGSA

FOR STAIRN

ISSUE	REVISION	DATE	DESCRIPTION
Final	01	16 September 2014	Porting Proposal Issue

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388 – 392 LANE COVE ROAD
MACQUARIE PARK

FOR STARIN PTY LTD
16 SEPTEMBER 2014

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- 02 PLANNING CONTROLS
- 03 PLANNING EVELOPE
- 04 SOLAR SHADOW STUDY
- 05 PROPOSED BUILT FORM

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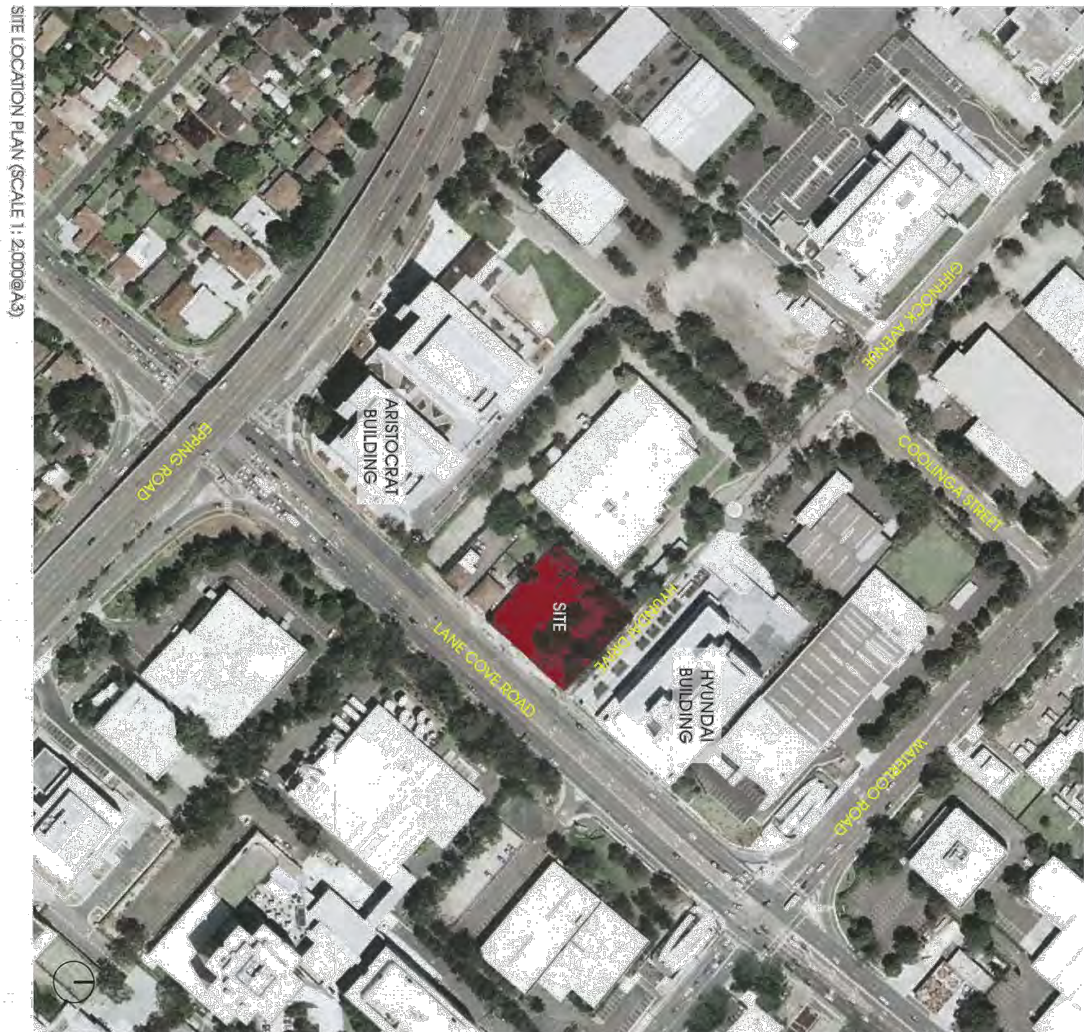
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GROUP 5A
FOR STAIRS

SITE LOCATION

The site is located prominently on 388-392 Lane Cove Road, one of the main roads into Macquarie Park. It has a secondary frontage to Hyundai Drive, a narrow one-way road that connects to Gilmore Avenue.

The immediate context is a mix of low to medium rise commercial, light industrial and warehouse development. Relatively recent commercial development such as the Aristocrat building to the south and the Hyundai building to the north are generally 7 to 8 stories in height. Older development such as the one to the west of the site are typically lower in height.



SITE LOCATION PLAN (SCALE 1:2000@A3)

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SITE ANALYSIS

The total area of the site is 2,477m². The site is roughly square in shape, with a 62m frontage to Lane Cove Road and a 47m frontage to Hyundai Drive.

The site is essentially level, falling slightly from the Lane Cove Road frontage to the rear of the site. Approaching the site from the north, Lane Cove Road rises up to the site, making the site a prominent location when viewed from the north.

Existing structures on the site include two single storey brick cottages, separated by a handstand area. A number of trees are planted mostly along the edges of the site.

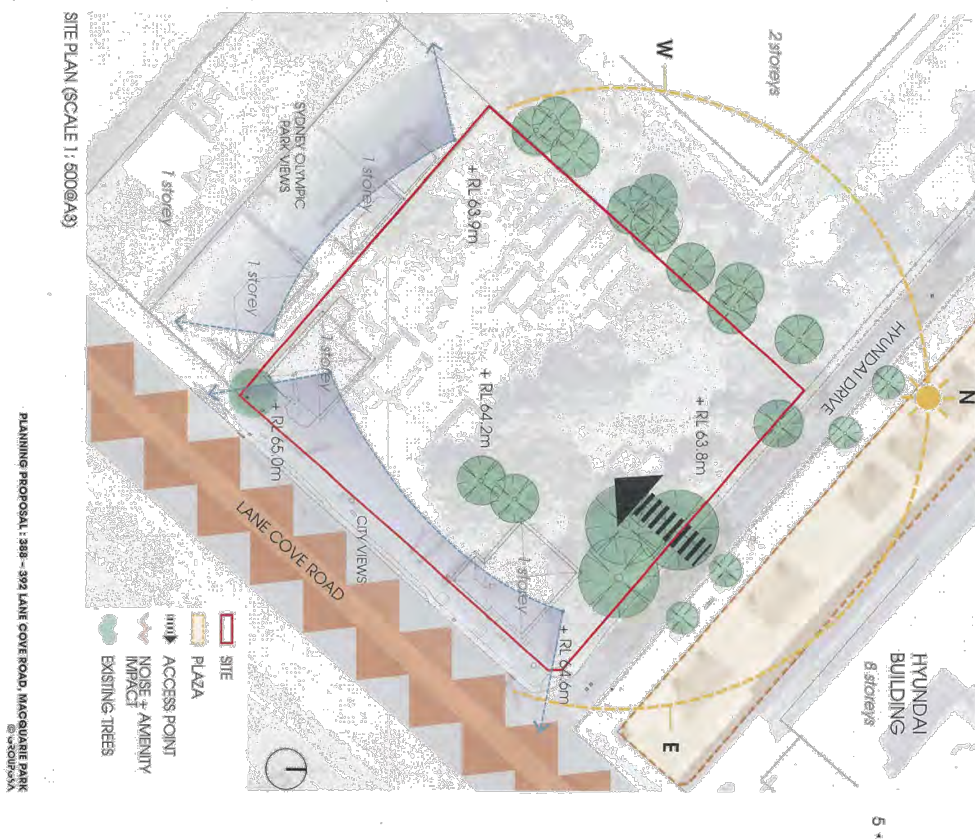
The site interfaces with a variety of building typologies. Buildings immediately to the south are one storey and domestic in scale. To the east is a commercial two storey, large footprint development. North of the site is the 8 storey Hyundai building, a commercial development with a car showroom at the ground level. The building features a plaza along Hyundai Drive opposite the site.

The footpath in front of the site along Lane Cove Road is inactivated, exposed to heavy traffic, and lacks shelter resulting in a poor pedestrian experience.

The Ryde Development Control Plan 2010 discourages vehicular access from Lane Cove Road. Access should therefore be from Hyundai Drive.

Cottages find benefit from quality views are south-facing.

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THE CONTEXT

The site is located strategically in the heart of the Macquarie Park Corridor, a nationally significant business and research precinct located 10km north west of the Sydney CBD.

Macquarie Park is one of the largest commercial precincts in Australia. Numerous national and international companies in a variety of industries are based in the area, as is Macquarie University.

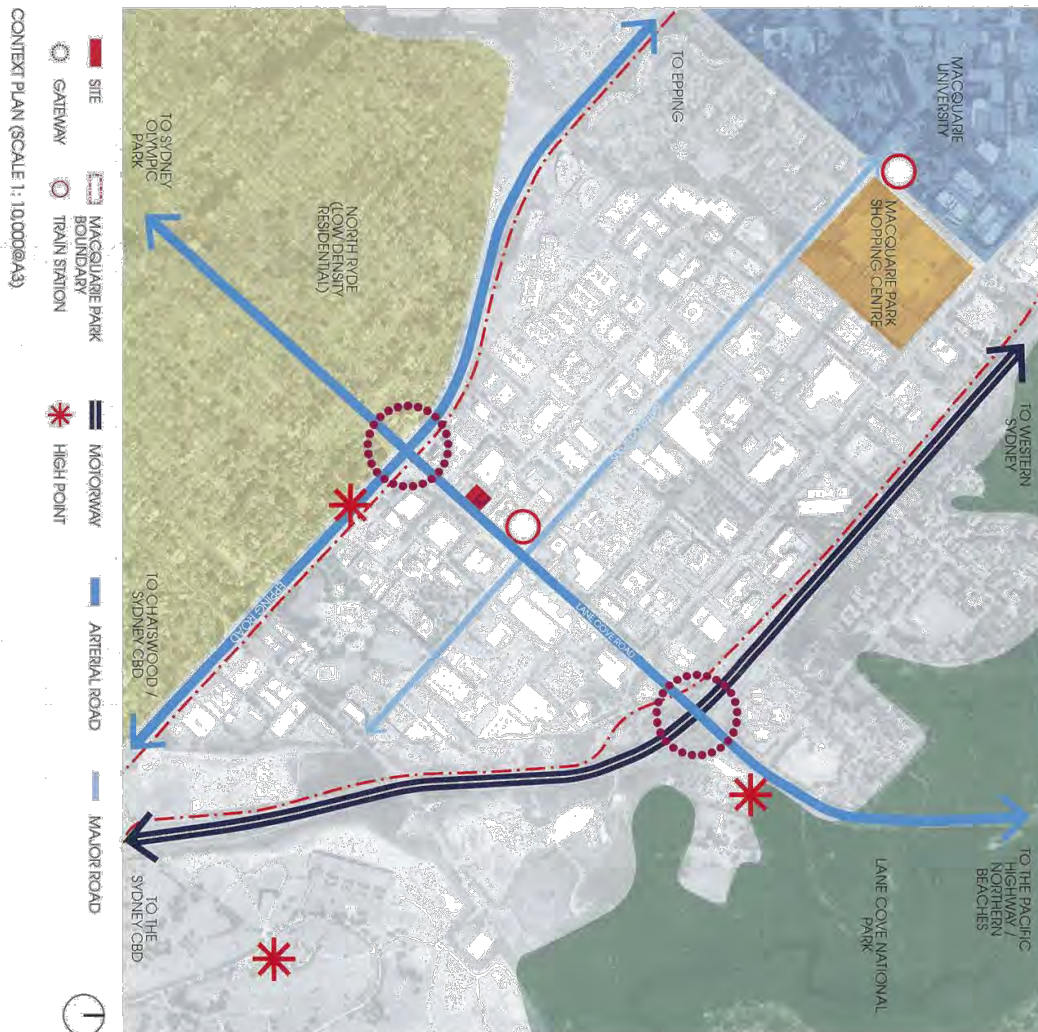
The edges of Macquarie Park are clearly delineated by Berrig Road and the M2 Motorway, defining an area that is comparable in size to the Sydney CBD. The urban character is however very different. Macquarie Park features a much larger street grid compared to the inner urban portion of the CBD, while large footprint, low to medium rise commercial development predominates.

The site is highly visible along Lane Cove Road, which forms a key gateway into Macquarie Park. Its proximity to Waterson Road and the Macquarie Park train station provides convenient access to the Macquarie Park Shopping Centre and Macquarie University.

The site is located near a local high point on one of the more elevated crests in Macquarie Park.

Beyond Macquarie Park is the bushland of Lane Cove National Park to the north and the low density residential suburbs of North Ryde to the south.

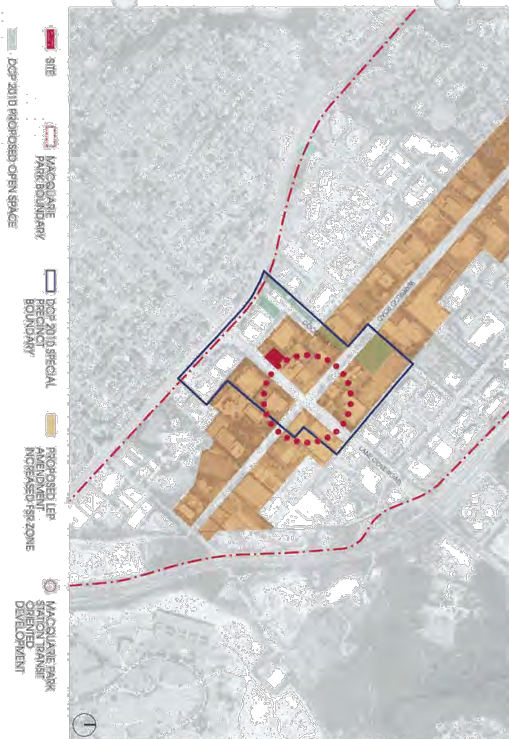
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PLANNING CONTEXT



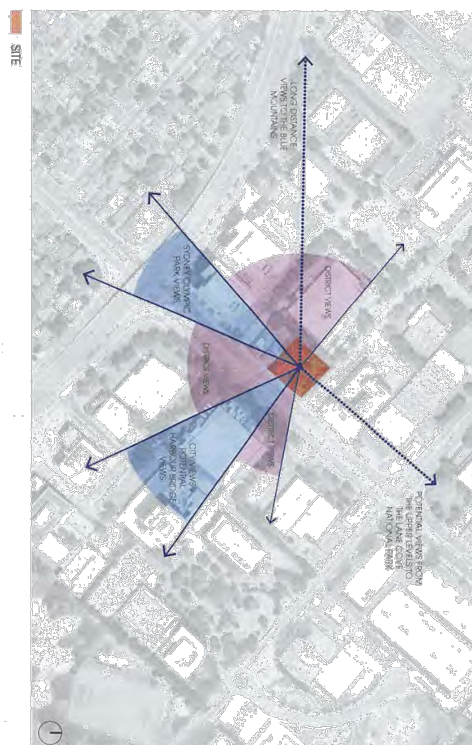
The *Agua Local Environmental Plan 2011* is the current LEP. The *Agua Local Environmental Plan 2013 Draft (Amendment No. 1)* Macquarie Park Council proposes increased FSR and building heights along the Waterloo Road spine and around the Macquarie Park station. The site is located within this proposed zone.

The *Bayle Development Control Plan 2010* identifies a Special Precinct around the Macquarie Park station with its own precinct-specific controls. These promote the transformation of the area into a high density compact precinct with a street grid. Combined with the identification of pedestrian friendly street links, the controls envision a more permeable and pedestrian friendly urban fabric.

The DCP also identifies the creation of a new Central Park and an open space corridor along Coalinga Street to improve the public open space provision.

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VIEWS



Given his local history and long high point and relatively low development in the vicinity, the fellow Brierley has good quality (and distance) views to the Sydney CBD (with glimpses of the Sydney Harbour Bridge itself), Sydney Olympic Park, and the Blue Mountains from the higher floors of this proposed development. These will also be distant views to Macquarie Park, surrounding areas and bushland. If this high point is lost to an *Apple Local Environment Plan 2013 Draft (Amendment No. 7) Macquarie Park Corridor* area adopted, potential views to Lane Cove National Park to the north is likely to be blocked by any future development that takes advantage of these proposed carriaks.

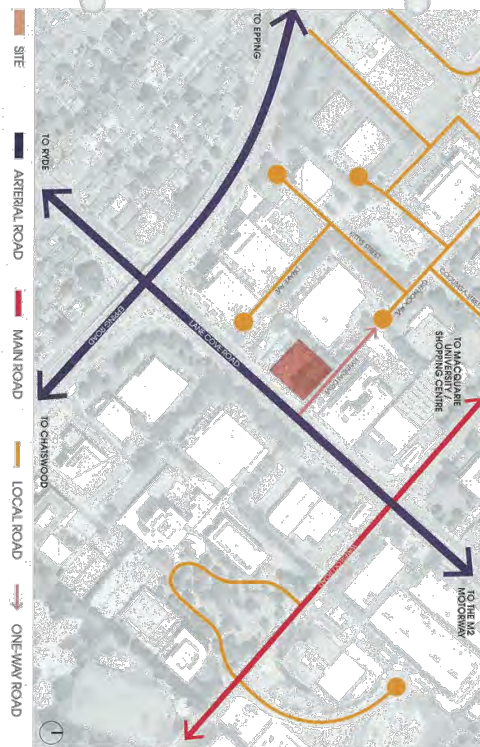
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VEHICULAR CIRCULATION



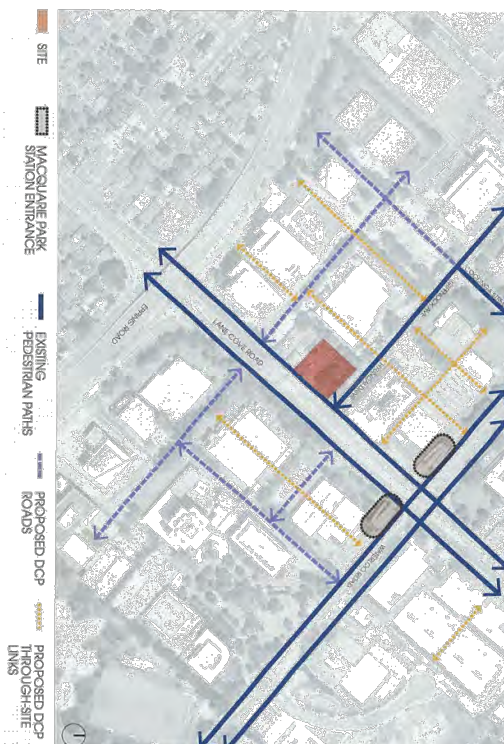
The site is conveniently located near the intersection of Lane Cove Road and Waterloo Road. Lane Cove Road is an arterial road with connections to Epping Road and the M2 Motorway. The site therefore has excellent access to the regional road network, such as Waterloo Road, Parramatta Road and the Pacific Highway.

Waterloo Road is a major circulation spine within Macquarie Park, connecting the site to the university and Macquarie Park Shopping Centre. Key roads within Macquarie Park are congested during peak hours.

Site access is from Hyndal Drive, a minor one-way road that connects Lane Cove Road to Gifford Avenue. The local road network features many dead-ends and lacks permeability.

GROUP 5A
FOR STAIRS

PEDESTRIAN CIRCULATION



Although footpaths are generally provided on existing roads, pedestrian movement is restricted by the impermeable street network. The Ryde Development Control Plan 2010 proposes new streets and through-site links that will improve pedestrian permeability.

CYCLE ROUTES

The Ryde Development Control Plan 2010 proposes Lane Cove Road and Waterloo Road as regional cycling routes. Proposed DCP roads are also intended to accommodate cycle paths to create a permeable network of cycling routes.

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EXISTING PLANNING CONTROLS

Below is a summary of key planning controls that currently apply to the site that have shaped the design:

- > The site is zoned 'B3 Commercial' under the *Ryde Local Environmental Plan 2010*.
- > The *Ryde Local Environmental Plan 2010* currently permits development with an FSR of 2:1 and maximum building height of 37m.
- > Setbacks: Front + side = 5m, Rear = 10m. The *Ryde Development Control Plan 2010* identifies the Lane Cove Road frontage as a critical building alignment where 85% of the frontage should be built to this setback.
- > The *Ryde Development Control Plan 2010* identifies Hyundai Drive for widening.
- > Min. 15% of open space to be deep soil, with a min. depth of 2m and min. dimensions of 10m by 20m.
- > Min. 30% of the site to be landscaped area.

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FOR STAIRS

- > Proposed height 65m.
- > Proposed FSR 3:1
- > Proposed max. GFA 7431m²

Below is a summary of key planning controls that currently apply to the site that have shaped the design:

PROPOSED PLANNING CONTROLS

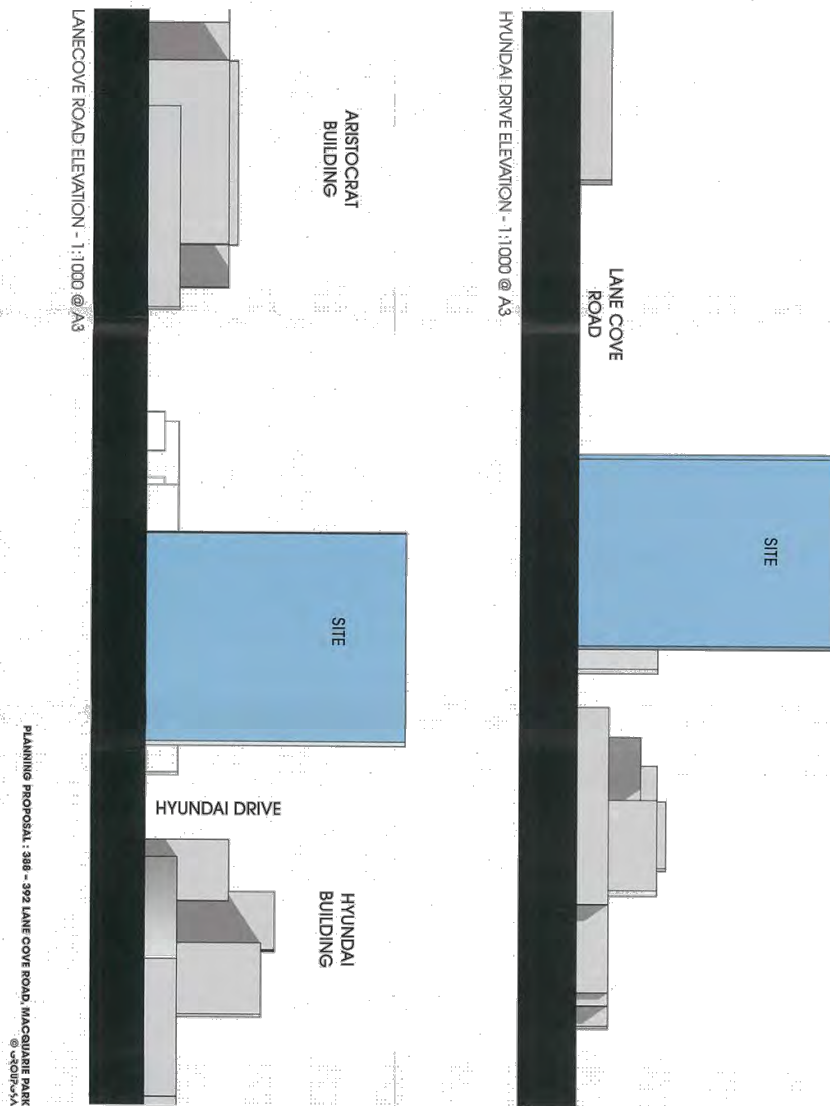


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**PROPOSED PLANNING
ENVELOPE**



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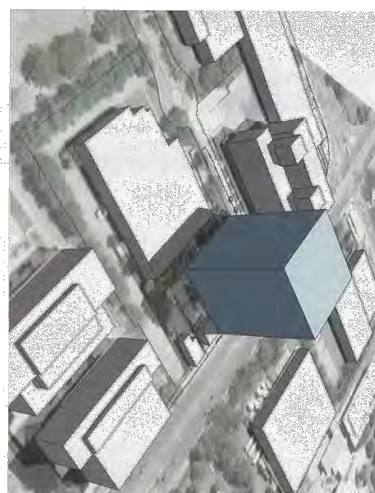
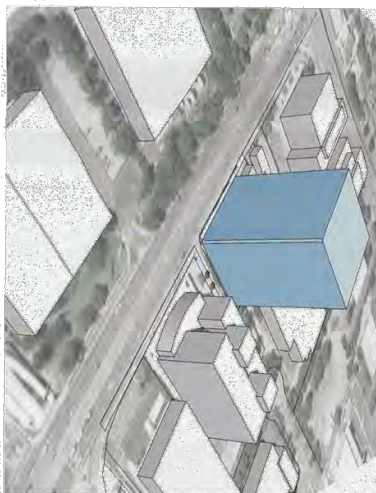
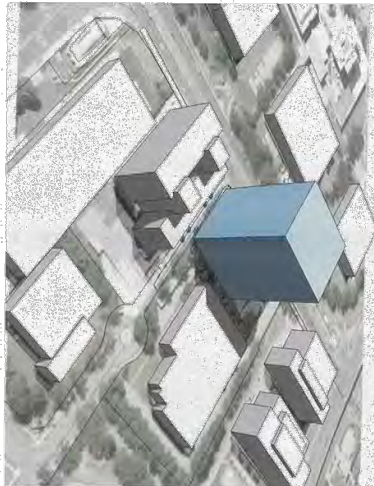
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FOR STAIR

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PROPOSED PLANNING
ENVELOPE

3D DIAGRAMS SHOWING EXTRUDED TO +65M PLANNING ENVELOPE



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SOLAR SHADOW
STUDY



ITEM 4 (continued)

ATTACHMENT 1



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ATTACHMENT 1

**SKETCH CONCEPT
PLAN**

EXTERNAL SPACES / PUBLIC DOMAIN INTERFACE

1. Deep soil landscape buffer
2. Entrance lobby forecourt
 - + Relates to the existing plaza of the Hyundai building
 - + Can be easily adopted for future road widening.
3. Activated through-site link
4. North-facing roof garden on Level 1
 - + Flexible communal amenity space for guests



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ITEM 4 (continued)

ATTACHMENT 1



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ATTACHMENT 1

LEVEL 1 PLAN

Level 1 has seven Studios and two Bedroom Suites. To take advantage of the elevated space above the services rooms a Roof Garden provides a sun-drenched space for relaxing or planned functions.

1. Fire stair
2. Rubbish chute
3. Housekeeping
4. Service lift
5. Guest lift

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LEVEL 1 PLAN (SCALE 1: 200@A3)
48 SQM 1 BED SUITE
40 SQM STUDIO



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GROUP 5A
FOR STAIRS

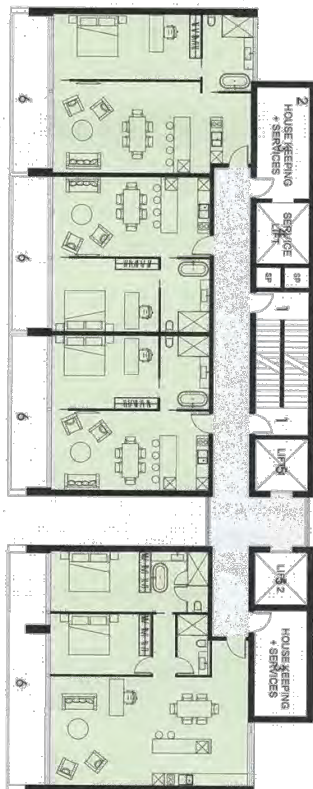
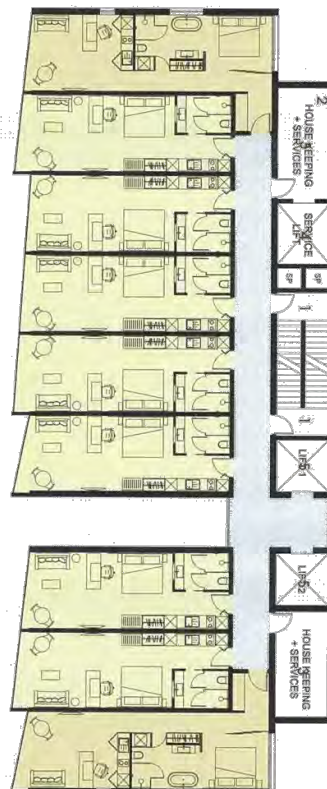
1. Fire stair
2. Rubbish chute
3. Housekeeping
4. Service lift
5. Guest lift
6. Executive terrace

18

FLOOR PLANS

Levels 2-16 comprise the typical floor plan with seven Studio residences and two One Bedroom Suites at the ends. All rooms have views south towards the city and the One Bedroom Suites have added north views of the surrounding district.

Level 17 comprises five Executive Suites ranging in size from 55sqm to 70sqm. All the suites open out onto a generous entertaining terrace.



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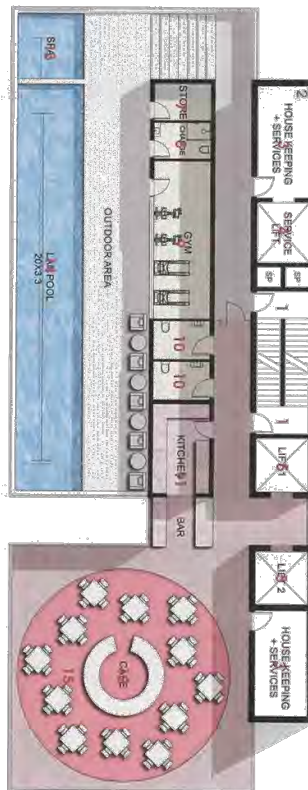
ROOF LEVEL

Level 18 is the recreational zone. It benefits from panoramic views and features a 20m outdoor swimming pool, outdoor spa, gym, and bar with a revolving floor for 360 degree views.

1. Fire stair
2. Rubbish chute
3. Housekeeping
4. Service lift
5. Guest lift
6. Executive terrace
7. Pool store
8. W.C. + Shower + Changing Room
9. Gym
10. Bar toilet
11. Kitchen / Food Prep Area
12. Bar
13. 6 person spa
14. 20m x 3.3m lap pool
15. Revolving Floor

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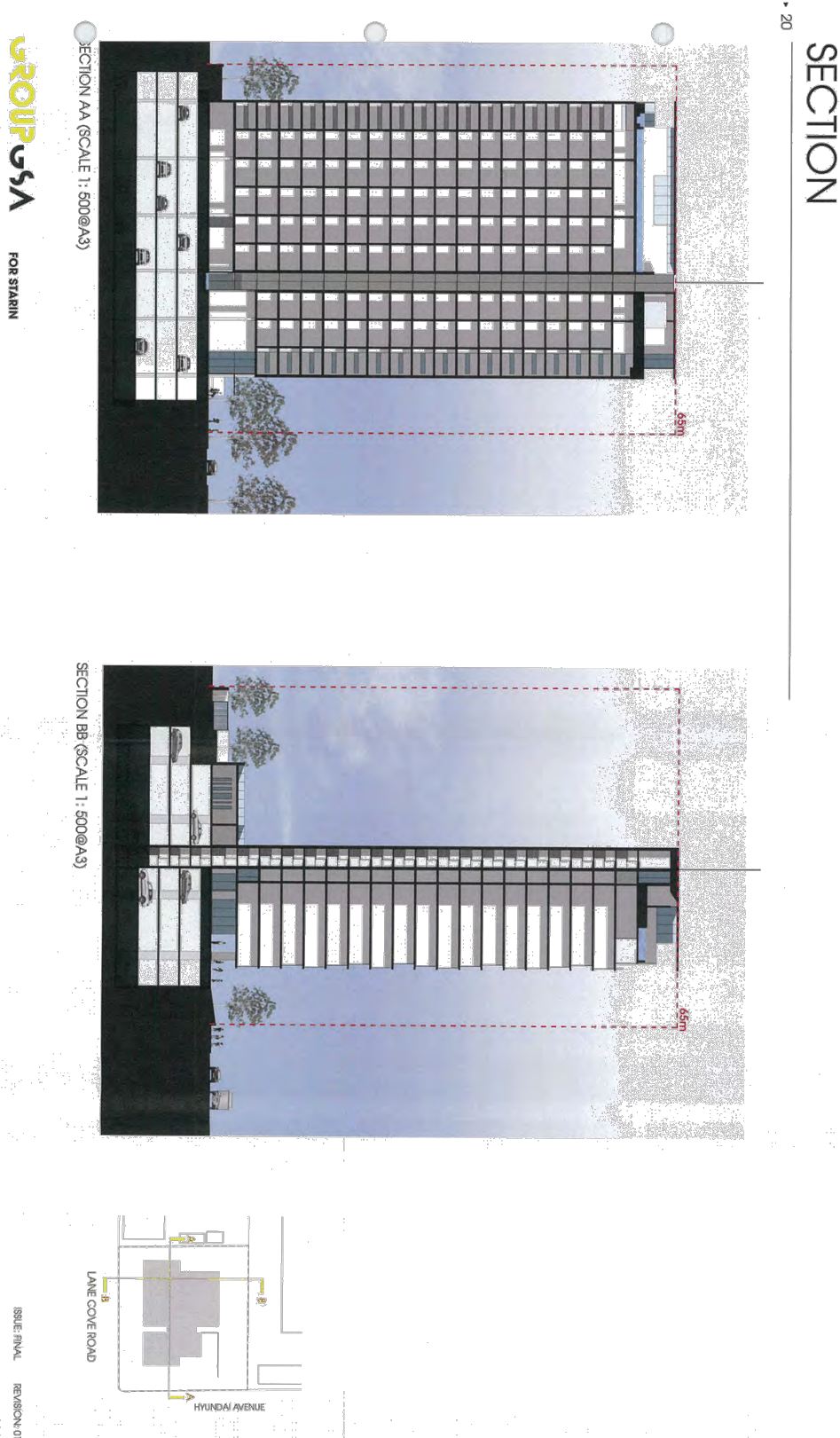
LEVEL 18 FLOOR PLAN - POOL + BAR (SCALE 1: 200@A3)



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ITEM 4 (continued)

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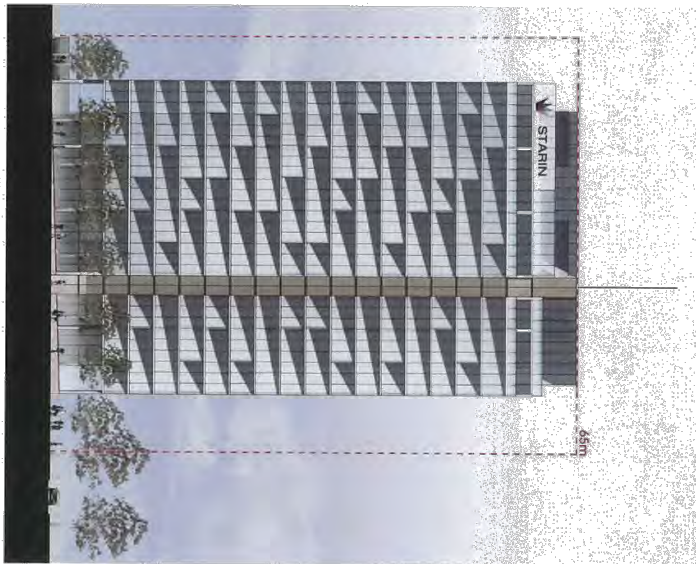
ITEM 4 (continued)

ATTACHMENT 1

ELEVATIONS

ISSUE: FINAL REVISION: 01

LANE COVE ROAD ELEVATION (SCALE 1:500@A3)



HYUNDAI DRIVE ELEVATION (SCALE 1:500@A3)



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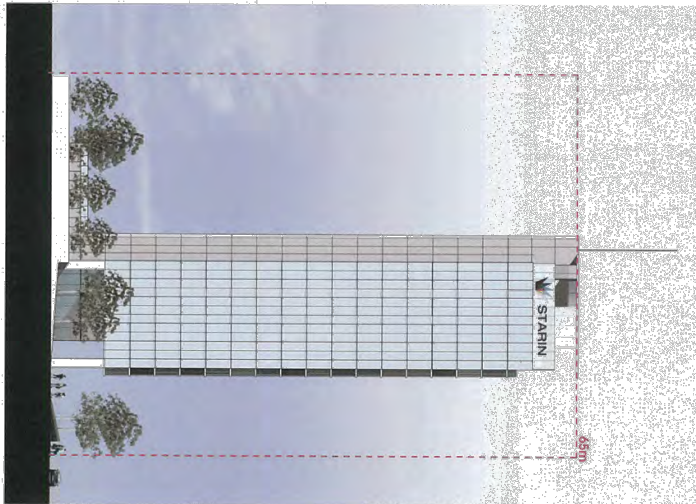
22

ELEVATIONS

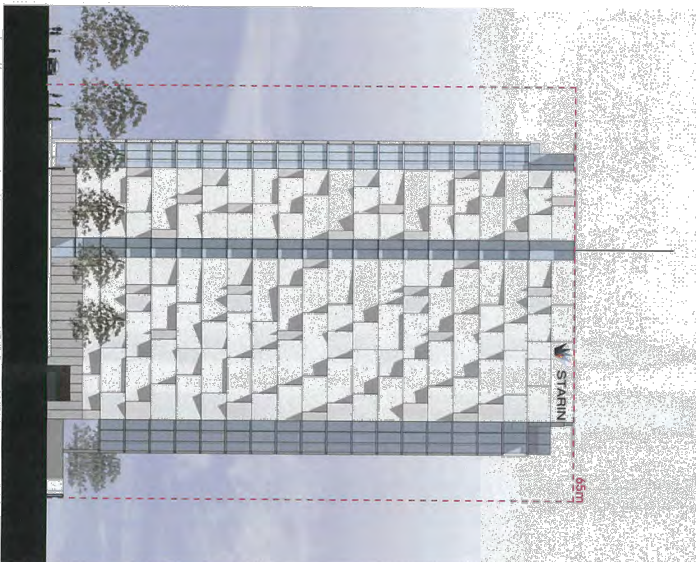
GROUP SA

FOR STARIN

SOUTH-WEST ELEVATION (SCALE 1:500@A3)



NORTH-WEST ELEVATION (SCALE 1:500@A3)



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VIEW FROM THE NORTH ALONG LANE COVE ROAD - render relates to earlier version of the design



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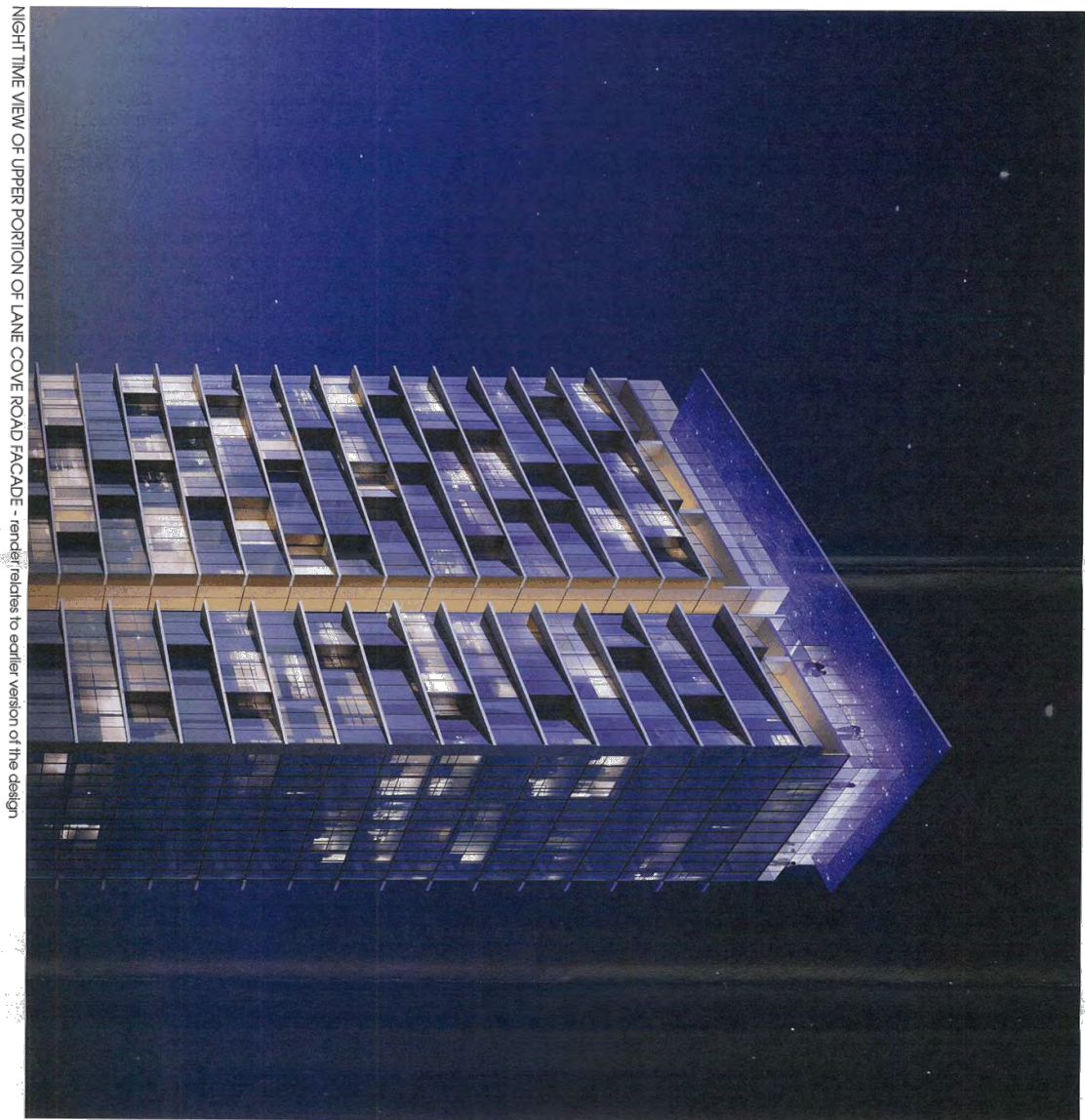
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NIGHT TIME VIEW OF UPPER PORTION OF LANE COVE ROAD FACADE - (render relates to earlier version of the design)

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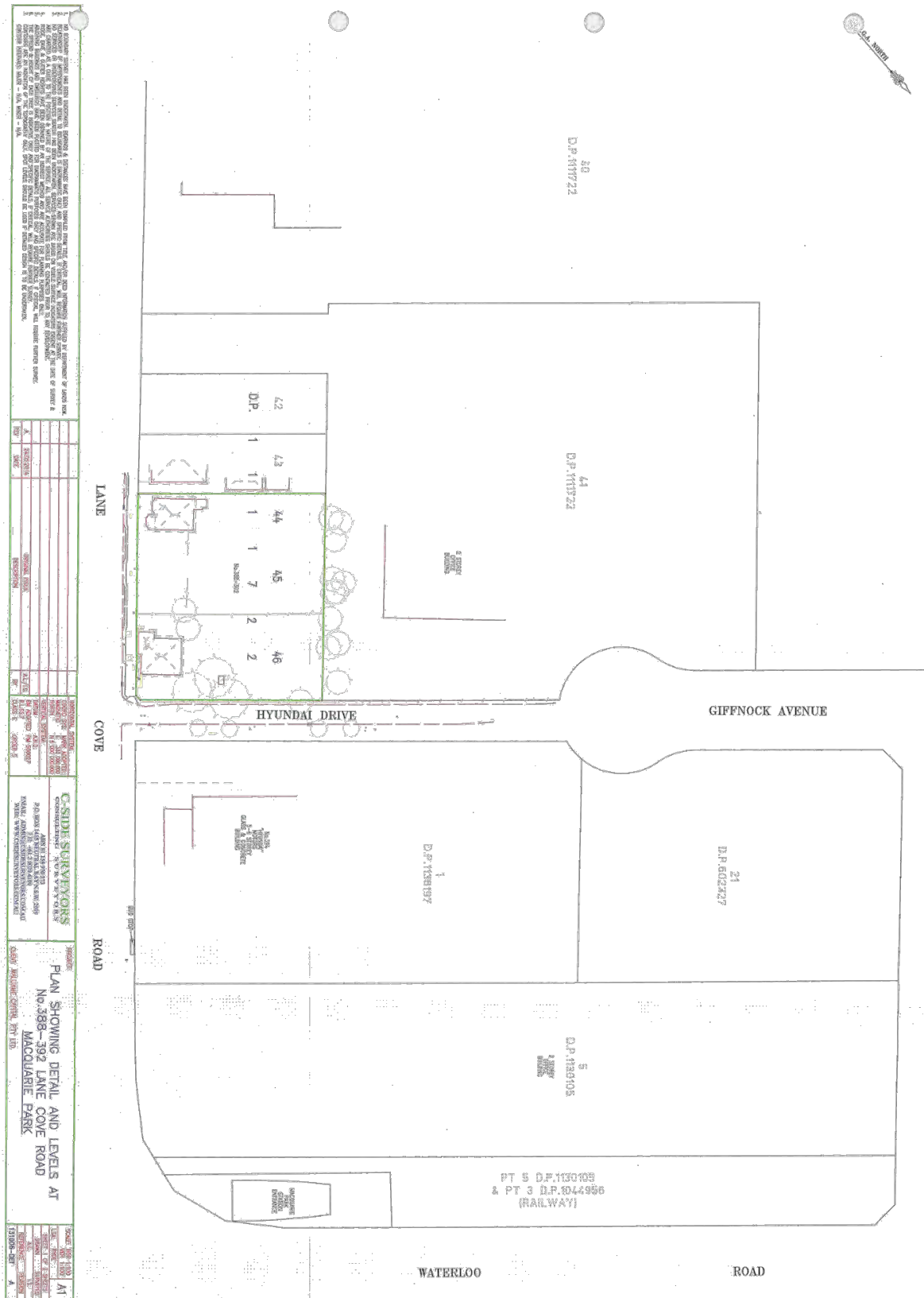
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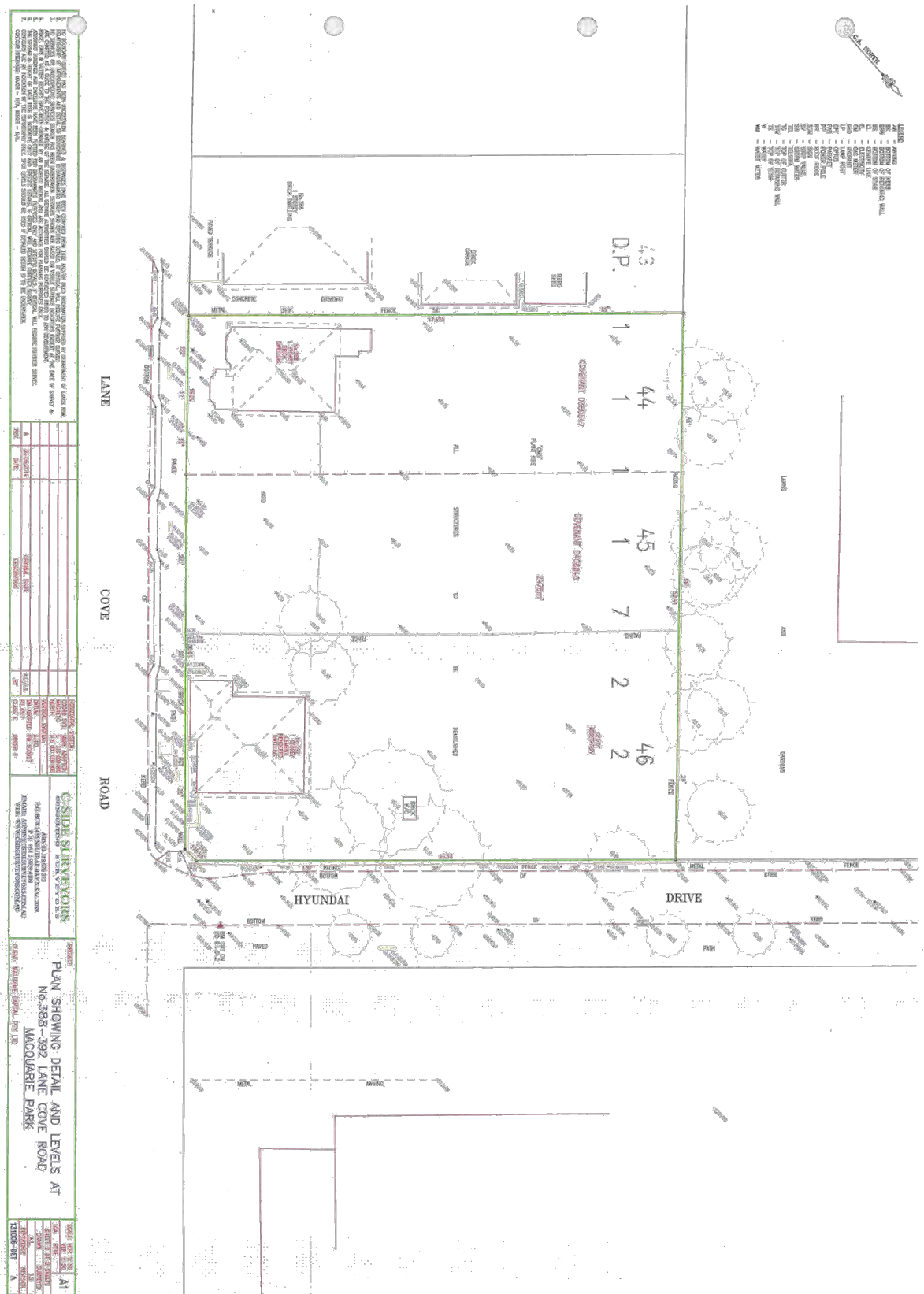
ITEM 4 (continued)

ATTACHMENT 1




ITEM 4 (continued)

ATTACHMENT 1



ITEM 4 (continued)

ATTACHMENT 1

 PARKING & TRAFFIC CONSULTANTS <i>putting movement through sensible ideas</i>	
Client	
STARIN C/o GroupGSA Architects	
Project	
STARIN at Macquarie Park 388 – 392 Lane Cove Road, Macquarie Park	
(Ref. No. T2-1176)	
Date 25 th November 2014 Issue 2	Contact Monica Yee 02-8920 0800 0411 490 813 monica.yee@parkingconsultants.com

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Proposed Serviced Apartments
388–392 Lane Cove Road, Macquarie Park

November 2014
Issue 2

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Proposed Serviced Apartments
388 – 392 Lane Cove Road, Macquarie Park

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1 Introduction

1.1 Project Summary

Parking and Traffic Consultants (PTC) have been engaged by Group GSA Australia on behalf STARIN, to prepare a Traffic and Parking Assessment to accompany a Planning Proposal application to City of Ryde (Council). The Planning Proposal seeks to increase the floor space ratio (FSR) from a ratio 2:1 to 3:1. Following approval of the Planning Proposal a Development Application (DA) will be prepared for a high rise residential serviced apartment development at 388-392 Lane Cove Road, Macquarie Park, NSW as shown in Figure 1 below.



Figure 1 – Site Location (Source: Group GSA Starin Apartments Pre-DA Report, 2014)

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Proposed Serviced Apartments
388 – 392 Lane Cove Road, Macquarie Park

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1.2 Purpose of this Report:

This report presents the following considerations in relation to this planning proposal:

-  **Section 2** ~ A description of the project,
-  **Section 3** ~ A description of the road network serving the development property,
-  **Section 4** ~ Determination of the traffic activity associated with the development proposal,
-  **Section 5** ~ Assessment of the proposed access arrangements, and
-  **Section 6** ~ Conclusion

ITEM 4 (continued)

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Proposed Serviced Apartments
388 – 392 Lane Cove Road, Macquarie Park

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2 Proposal

2.1 Development Site

The development site is located to the west of Lane Cove Road in Macquarie Park within an area that houses nationally significant businesses and a research precinct. The subject site occupies a site area of approximately 2,477sqm and accommodates 2 existing single storey brick cottages, separated by a hardstand area. The site is considered square in shape with a 52m frontage along Lane Cove Road and a 47m frontage along Hyundai Drive as shown in Figure 2.

The land is zoned B3 Commercial Core under the Ryde Local Environmental Plan 2014 (the LEP) which permits serviced apartments with consent. The LEP permits a Floor Space Ratio of 2:1. This Planning Proposes to increase the FSR from 2:1 to 3:1. An increase to the FSR and an increase to the height may have the potential to involve a higher traffic activity subject to the proposed land use. This aspect of the proposal is described in section 4 of this report.



Figure 2 - The Site (Source: Group GSA Starin Apartments Pre-DA Report, 15 September 2014)



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Proposed Serviced Apartments
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2.2 Planning Proposal

The proposal is to permit the development yield of the site to increase from 2:1 to 3:1, with the intent of developing a serviced apartment building at 388-392 Lane Cove Road. Following approval of the Planning Proposal, the development proposal involves the demolition of the existing standalone structures to construct a 18 Storey serviced apartment building on the site. This will result in a 65m high building with an approximate Gross Floor Area (GFA) of 8,174sqm.

This development will include:

-  148 Units (with a typical floor area of 418sqm),
-  185 sqm of commercial floor area consisting of a Lobby Reception, Business Centre, and Administration Office,
-  175 sqm of retail floor area on ground level allocated for a café & providore, and 3 basements catering for up to 107 parking spaces.

Details of the proposal are presented on the architectural drawings prepared by GroupGSA which are included as Attachment A.

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388 – 392 Lane Cove Road, Macquarie Park

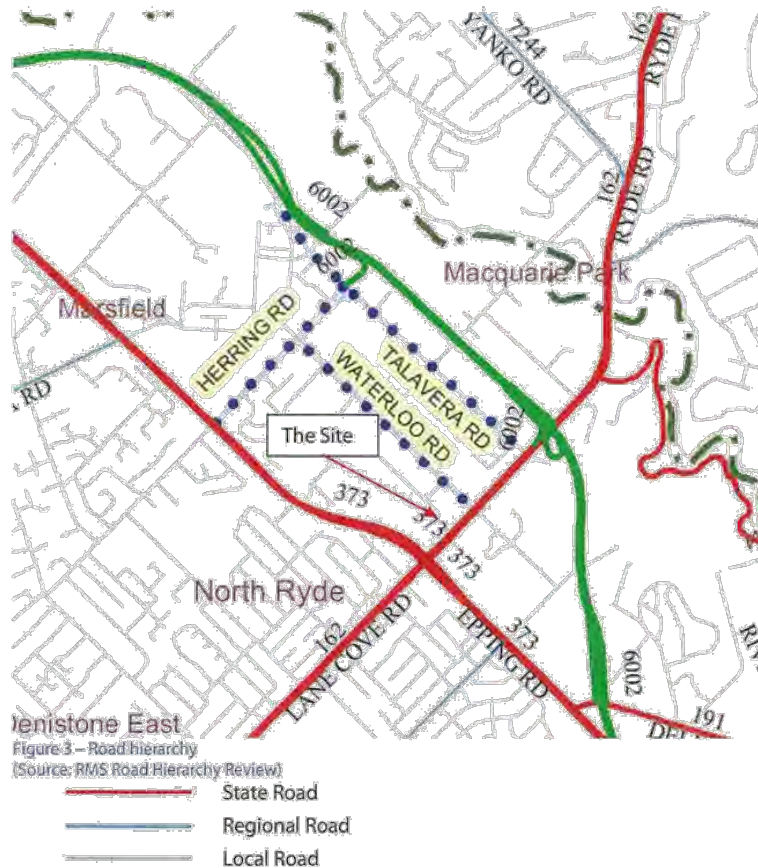
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3 Existing Transport Facilities

3.1 Road Hierarchy

The subject development site is located in the suburb of Macquarie Park situated in the Local Government Area (LGA) of the City of Ryde.

The road network servicing the area comprises of a number of local roads, making the site easily accessible from different regions of the metropolitan area. The road network in this area also comprises of local streets providing direct access to the surrounding retail, commercial and residential land-use.



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The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

-  State Roads - Freeways and Primary Arterials (RMS Managed)
-  Regional Roads - Secondary or sub-arterials (Council Managed, Part funded by the State)
-  Local Roads - Collector and local access roads (Council Managed)

The road network serving the site includes:

Lane Cove Road is classified as a State Road and forms part of the north-south arterial route within the Macquarie Park Corridor. It provides direct access into properties at 388-392 Lane Cove Road from the northbound carriageway. Within the vicinity of the Macquarie Park, the carriageway generally carries three traffic lanes in each direction. It has a posted speed limit of 70km/hr and no on-street parking is permitted in both directions.

Epping Road is classified as a State Road and forms part of the east-west alignment along the southern side of the Macquarie Park Corridor. Within the vicinity of the site, it provides 3 lanes of traffic in each direction. The road has a posted speed limit of 70km/hr and no on-street parking is permitted in both directions.

Waterloo Road is classified as a Regional Road and provides east-west alignment through the centre of the Macquarie Park Corridor. Within the vicinity of the site, the carriageway generally carries two traffic lanes in each direction. Time restricted on-street parking is permitted and has a posted speed limit 60k/hr.

Hyundai Drive is classified as a local road and provides secondary one way access from Lane Cove Road to Giffnock Avenue. The link road has a 7T vehicle load restriction with no on-street parking permitted.

Giffnock Avenue is classified as a local road and links with Hyundai Drive at a round-a-bout intersection. The road travels in a west direction where it meets Lyonpark Road, where it re-connects back onto Epping Road creating a localised circulation route. Within the vicinity of Macquarie Park, the road carries 1 lane of traffic in each direction. It has a posted speed limit of 50km/hr with time restricted on-street parking permitted.

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3.2 Public Transport

The site is within a highly accessible location within a short walking distance to public transport by bus and trains and is further discussed below.

Trains

The closest station, Macquarie Park is situated approximately 130m north of the site as shown in Figure 4. The railway station can be directly accessed from Lane Cove Road.

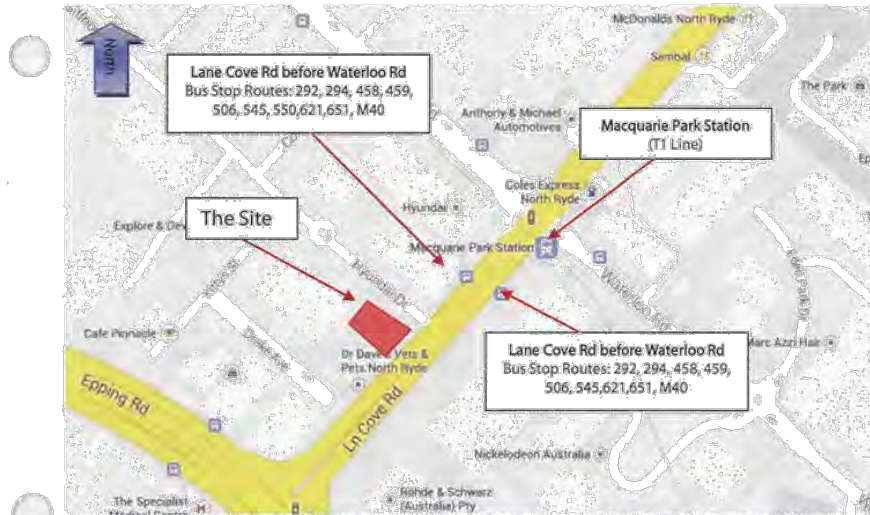


Figure 4 – Location of Macquarie Park Railway Station and Bus Stops relative to the Development Site (Source: Googlemaps, 2014)

Buses

As shown in Figure 4, a bus stop is located on the west side of lane cove road is approximately 50m north of the site servicing as an inbound bus route to Macquarie Centre. On the east side of Lane Cove Road a bus stop is located servicing outbound bus routes from Macquarie Centre. These bus stops service approximately 9 different bus routes operated by various bus operators. These routes provide access the greater reaches of the Sydney Metropolitan areas such as Hurstville, Castle Hill, Chatswood, and Strathfield.

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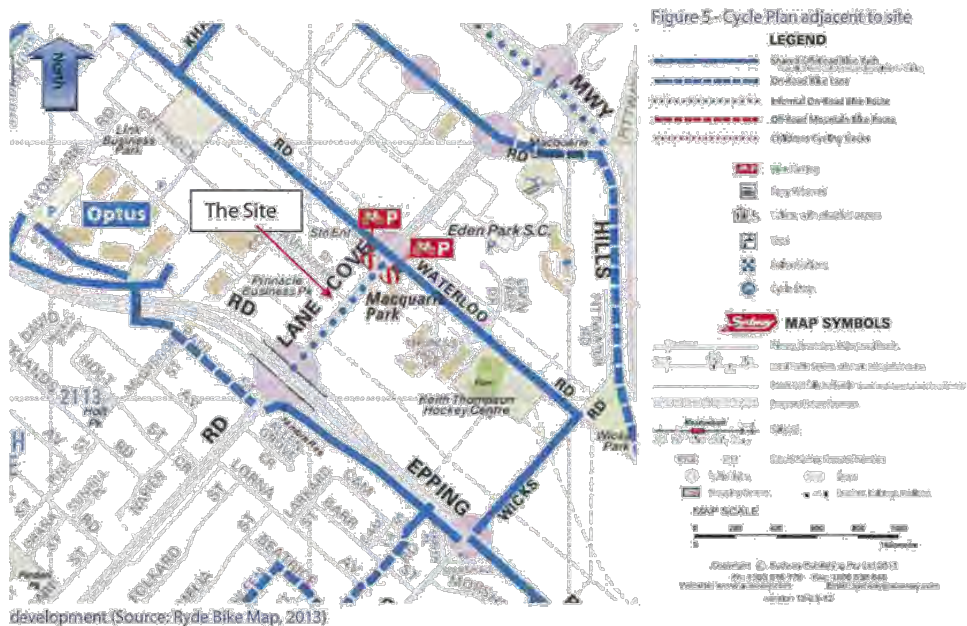


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3.3 Bike Plan

The City of Ryde encourages residents and visitors to the cycle within the LGA. The Council has formed Bicycle Council advisory committees to assist with the adoption of the Community Strategic Plan and Delivery Plan. These plans identify a number of goals and strategies to provide improved connections and accessibility through the LGAs suburbs, centres, open spaces and places through improving public transport and car accessibility. In reviewing this strategic goal, a bicycle plan has been developed to illustrate existing on and off street cycling routes. For this development site, an informal on-road bike route is available on Lane Cove Road which provides access to the greater Sydney road network. Figure 5 shows available cycle facilities adjacent to the development within 500m.



3.4 Pedestrian Access

A footpath is provided in front of the site along Lane Cove Road northbound carriageway. It is exposed to heavy traffic and lacking shelter, resulting in a lack of desirability for pedestrians to use this.

3.5 Existing Traffic Generation

The traffic generation of the existing development was established based on the standard practice of referencing published data.

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The RMS (formerly the RTA) Guide to Traffic Generating Developments (2002) (the guide) published by the NSW Roads and Maritime Services (RMS) provides a common approach for decision making and traffic planning and is commonly used where there is limited base data available. The Guide provides specific rates for specific land uses.

An update to the Guide with revised traffic generation rates is provided in Technical Direction 13/04. This presents the traffic generation rates for a number of land uses based on the surveys undertaken more recently.

The existing development at 388-390 Lane Cove Road is the CMS Plant Hire Office that is approximately 80% occupied by heavy earthworks equipment. As the site's primary use is to store equipment onsite, it can be considered that the site operates as a light industrial facility rather than a commercial office establishment. The existing development at 392 Lane Cove Road is an existing standalone dwelling. In both instances, the RMS Guide indicates that the PM Peak access period would cater for the highest traffic generation from these developments.

The AM and PM Peaks relate to the periods on the road network which are likely to generate the highest traffic activity during the day. This is associated with commuters travelling to and from work. Based on a traffic movement survey for a development in Macquarie Park performed in 2009, it indicates that AM Peak occurs between 7:45am to 8:45am and the PM Peak occurs between 15:30 to 16:30.

The traffic generation rates for the existing land-uses and the resulting vehicular trips generated from these sites are shown in Table 1 below:

Table 1 – Calculated Existing Traffic Generation based on existing land use

Site	Use	Area sqm (approx.)	Traffic Generation Rate	Total Trips
388-390 Lane Cove Road (CMS Plant Hire)	Industrial (including storage)	1,530 (306 GFA) ¹	1 per 100sqm GFA	3.06 (3)
392 Lane Cove Road	Standalone Dwelling	850	0.85	1 (1)
	Total Area:	2,380	Total In/Out Movements	4

The calculations associated with the CMS operation and residential dwelling indicate that up to 4 vehicles associated with the site during the PM Peak.

Under the current LEP, the site can be developed for a commercial development with a FSR of 2:1 and a building height of up to 37m. Based on the existing site area of 2,360 sqm, this would result in a building with an estimated total GFA of 4,598 sqm². Under the existing LEP provisions, Table 2 illustrates the estimated total peak trips that could be generated from site assuming a FSR 2:1 commercial development.

¹ As noted, 80% of the site area is occupied by heavy earthworks equipment. As such the remaining 20% of the site area is associated with a hardstand area that is likely to generate traffic. As such the Gross Floor Area used to calculate the total traffic generated from this development is 80% of the total site area of 1,360 sqm.

² GFA assumes an 11 storey building (3.5m high level), with a floor level 418 sqm GFA (assumed the same as the floor level GFA as the proposed development)

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Table 2 - Calculated Existing Traffic Generation based on maximum FSR 2:1 commercial development (2014 LEP)

Usage	Weekday Peak	Measurement	Weekday Peak hour rates ⁱⁱⁱ	Assessment	Total Peak Trips
Commercial Development (FSR 2:1 2014 LEP)	AM Peak	vehicles per 100sqm GFA	2.07 (Range 0.17-2.86)	4,598 sqm GFA	95.1 (95)
Commercial Development (FSR 2:1 2014 LEP)	PM Peak	vehicles per 100sqm GFA	1.84 (Range 0.14-1.84)	4,598 sqm GFA	84.6 (85)

The table illustrates that based on the existing land use provisions in the LEP, up to 95 vehicles may be generated by the site.

ⁱⁱⁱ Weekday peak hour rates for commercial developments are based on rates calculated for a surveyed commercial office located in Macquarie Park provided in within the RMS Technical Direction 13/04. The rates adopted are higher than the average trip generation rates for commercial offices which range between 0.17-2.86 in the AM Peak and 0.14 – 1.84 in the PM Peak.

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388 – 392 Lane Cove Road, Macquarie Park

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4 Development Traffic Assessment

4.1 Maximum Development Traffic Generation Provision

City of Ryde commissioned Britzios Consulting Pty Ltd and Traffix Pty Ltd to prepare the '2031 Macquarie Park Corridor Traffic Study' (Britzios Traffic Study). The purpose of the traffic study was to ascertain the projected growth of the Macquarie Park Corridor up to 2031 by modelling the impacts of a change in land use and an increase in FSR to 3:1. In the context of this planning proposal, the development at 388-392 Lane Cove Road was modelled with an increase in FSR to 3:1. The Britzios Traffic Study recommended that the growth within the context of the study area would require the widening of Hyundai Drive to 6m to permit 2-way traffic movements.

No specific traffic estimates for the subject development site were made available in the Britzios Traffic Study. As such table 3 below represents an estimate of AM Peak and PM Peak trips that was likely modelled in the network-wide traffic model assuming a FSR of 3:1 and a use consent with the current zoning (i.e. commercial).

Table 3 Calculated Existing Traffic Generation based on maximum FSR 3:1 commercial development

Usage	Weekday Peak	Measurement	Weekday Peak hour rates	Assessment	Total Peak Trips
Commercial Development (FSR 3:1)	AM Peak	vehicles per 100sqm GFA	2.07 (Range: 0.17-2.86)	7,431 sqm GFA	153.8 (154)
Commercial Development (FSR 3:1)	PM Peak	vehicles per 100sqm GFA	1.84 (Range: 0.14-1.84)	7,431 sqm GFA	136.7 (137)

The results presented in table 3 indicate that under the Draft LEP, the site may generate up to 154 and 110 trips in the AM Peak and PM Peak retrospectively. Comparing this to the existing LEP provisions for a development utilising a FSR of 2:1 (See Table 2), this equates to an increase of 59 trips in the AM Peak and 25 trips in the PM Peak.

4.2 Planned Development Traffic Generation Provision

This planning proposal intends to develop 388-392 Lane Cove Road into a serviced apartment establishment rather than a commercial development for offices. A serviced apartment is a form of hotel, but provides additional in room facilities for guests to stay for longer periods similar to a high density residential development. High density residential developments are typically located close to accessible public transport. It may be noted that the general operation of the development is similar to a hotel.

The guide outlines that traffic generation rates associated with hotels tend to be wide ranging depending on accessibility to public transport and access by cars. As such the guide recommends surveys are undertaken for similar developments within the area to determine a suitable traffic generation rate. The development is aimed at visitors such as business persons, conference attendees and visiting families of Macquarie University accessing and staying within the Macquarie Park corridor.



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Residents and guests of the development visiting the area may utilise public transport (given its proximity to the train and buses), taxis or shuttle bus services that may be provided by the development rather than commute by car.

A survey of the in/out movements during the AM Peak and PM Peak access periods was undertaken at Meriton Serviced Apartments located at 88 Talavera Road, Macquarie Park on the 13 November 2014. The development accommodates 199 apartments distributed across 2 buildings and provides approximately 60 on site car park spaces. This site was surveyed as it provides a similar level of accessibility to public transport (approximately 400m north of Macquarie University Station) to what is proposed for the STARIN at Macquarie Park (approximately 130m south of Macquarie Park Station).

The survey findings indicate that:

- 39 vehicles accessed the site during the AM Peak (8 entering; 31 exiting).
- 36 vehicles accessed the site during the PM Peak (16 entering; 20 exiting).

This indicates a similar volume of trips is generated during the AM and PM peak from this development; however the entry and exit movement split differ. This results in the following trip generation rate for each apartment:

- 0.2 trips per apartment in the AM Peak.
- 0.18 Trips per apartment in the PM Peak.

The rates indicate that the traffic generated from a serviced apartment is similar to a high density residential development. Table 4, presents the future traffic generation volumes based the proposed Serviced Apartments with provision for some commercial and retail areas in the AM and PM Peak hour.

Table 4 Future Development Traffic Generation adopting Surveyed Trip Rates:

Usage	Weekday Peak	Measurement	Weekday Peak hour rates	Assessment	Total Peak Trips
Serviced Apartment	AM Peak	Trips per apartment	0.2	148 Apartments	31 (31)
AM Peak Total					31 Trips
Serviced Apartment	PM Peak	Trips per apartment	0.18	148 Apartments	27.9 (28)
PM Peak Total					28 Trips

Table 4 illustrates that the proposed planned use for the site would result in up to 31 and 28 trips in the AM Peak and PM Peak hour retrospectively. Comparing this to the existing LEP provisions for a commercial development utilising a FSR of 2:1 (See Table 2), this equates to an decrease of 64 trips in the AM Peak and 57 trips in the PM Peak.

The above rates calculated take into consideration trips generated by taxis as well as shuttle buses which are provided by the development.

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Proposed Serviced Apartments
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In reviewing the impact on the local road network, the above survey also indicates that during the AM Peak, the split between In and Out movement is 21% and 79% retrospectively. Whereas the PM Peak the split between in and out movement is 43% and 57% retrospectively. The split between In and Out movements was determined by counting the number of vehicles entering and exiting the development during the key peak access periods.

This indicates that the split in movements associated with serviced apartments is different to that of a commercial development.

The estimated traffic generation proposed under this planning proposal is well below the estimated traffic activity should the site be developed as a full commercial development with a FSR of 2:1 under the current LEP requirements and a FSR of 3:1 proposed under this scheme. The calculated total peak trips for each of the tested scenarios are summarised in Table 5.

Table 5 – Summary of traffic generation scenarios permissible at the development site

Usage	Assessment	AM Peak Trips	PM Peak Trips
Commercial Development (FSR 2:1 2014 LEP)	4,598 sqm GFA	95	85
Commercial Development (FSR 3:1)	7,431 sqm GFA	154	137
Serviced Apartment using survey information for a similar development	7,431 sqm GFA	31	28

4.3 Planning Considerations

Following the approval of the Planning Proposal, PTC acknowledges that in conjunction with a Development Application, the traffic and parking impacts of the development would be analyzed against the '2013 Interim Traffic Impact Assessment Process for Macquarie Park Corridor Development Applications' (TIA Guideline). The TIA Guideline sets out a 9 Step process to assist developers and consultants to identify the level of traffic and transport impacts of the development within Macquarie Park.

To identify the level of assessment the locality to the state road and trip generating scale of the development is determined.

Based on the TIA Guideline, the site development is in a locality zone "Location type 1" as it is located off Lane Cove Road (a state road). This proposal may generate up to 31 trips and 28 trips in the AM and PM Peaks respectively which results in this development being assessed as a "Development Level 2". A development in a Location Type 1 and a Development Level 2 would require an "Assessment Level 1" that requires a full network assessment. This will include consideration of all current and future proposed road connections within 800m of the site and all of the expected access points onto the RMS road network. Figure 3 below outlines the traffic generation zone on influence this project would need to assess as part of the development application.

It is acknowledged that the Britzios Traffic Study, which covers the whole Macquarie Park Corridor, recommends Hyundai Drive is converted into a two-way street to support the fine grain street network. This will ease the traffic pressure on existing streets and intersections as well as provide greater opportunities for mixed commercial developments and access across Macquarie Park.

ITEM 4 (continued)

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Whilst this development will impact the adjacent road network, it is unlikely the traffic generation and trip distribution on the local network would have an 800m radius impact. The traffic and parking assessment that would be performed as part of the development application stage would therefore assess the impacts of widening of Hyundai Drive and the consequences of implementing a two-way access resulting in a left in / left out operation at the T intersection with Lane Cove Road and the roundabout intersection of Hyundai Drive and Giffnock Avenue.

In summary the following key points for limiting the extent of traffic modelling to only Hyundai Drive are as follows:

- The proposed development of a serviced apartment will produce 30 vehicle movements for the AM Peak and 22 movements for the PM Peak. This is less than the permitted development (using an FSR of 2:1) and marginally more than the existing.
- Access to the proposed site is to be from Hyundai Drive at a maximum distance from the intersection of Lane Cove Road and Hyundai Drive.
- Hyundai Drive under the 2014 DCP is also proposed to change from one way to both directions, with a left-in left-out onto Lane Cove Road.

Therefore the impact of the proposed serviced apartment development is significantly less than anticipated in the Britzios Traffic Study. The proposed development intends to utilise Hyundai Drive as the entry/exit point (hence no interference with Lane Cove Road), as such the full level traffic study within 800m of the site is not required.

ITEM 4 (continued)

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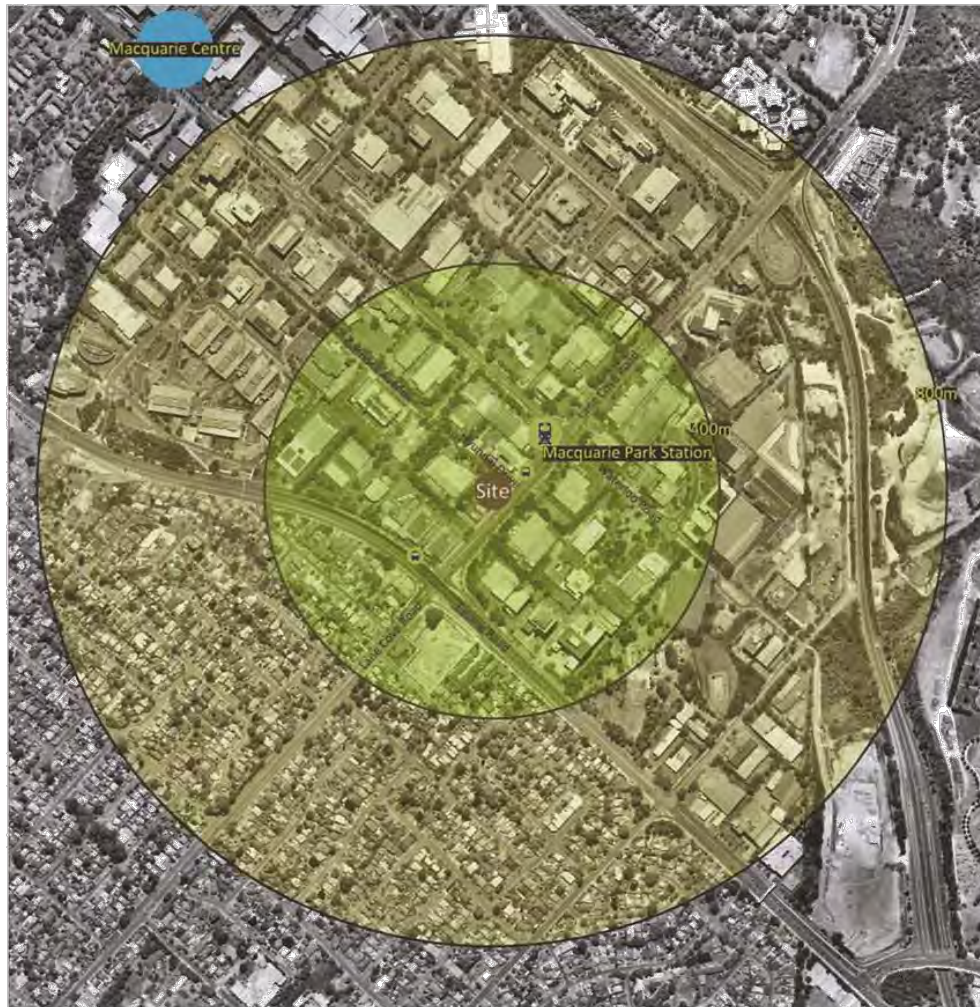


Figure 3 Site Development Traffic and Parking zone of influence



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5 Access and Road Widening

5.1 Vehicular Access

Under the 2014 DCP, it recommends all vehicular access is to be from secondary streets or rear lanes away from pedestrian entry into the development. Under the proposal, the driveway will be directly access from Hyundai Drive. This will result in the removal of existing accesses from Lane Cove Road.

Under the Macquarie Park Planning Proposal the existing 4.5m one way access on Hyundai Drive will be converted into a two-way access Type 3 Street as proposed under the 2014 DCP. A Type 3 Street allows for a typical 16m wide roadway which includes a 6m wide two-way road, footpaths and one side of on street parking. In addition to this, the proposal will activate the pedestrian linkage from the development to station by providing sheltered awning coverage moving pedestrians away from the kerb along Lane Cove Road.

This planning proposal seeks to bring forth the conversion of Hyundai Drive into a two-way access as part of this development.

Consultation with City of Ryde and RMS was held on the 11 November 2014 to discuss the proposal to convert Hyundai Drive as part of the development. The outcome of this discussion resulted in all parties agreeing in principle that Hyundai Drive can be converted as a two-way access road.

5.2 Sight Distance

Upon further development of the design, the sight distance requirements are described in Section 3.2 of AS2890.1 and are prescribed on the basis of the sign posted speed limit or 85th percentile vehicle speeds along the frontage road.

5.3 Car park Arrangement

The car park access arrangement will be designed in accordance with Section 2 of AS2890.1 and AS2890.6.

5.4 Servicing and Loading Provisions

The DCP requires garbage collection, loading service areas to be located off the existing main access way. The proposal will be assessed against the requirements within the DCP.

ITEM 4 (continued)

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6 Summary

In Summary, the development of a Serviced Apartment using a FSR of 3:1 will result in less traffic being generated when compared with a the developing the site a commercial development using a FSR of 2:1. As such the proposed development would have limited impact on the adjacent road network. As such this report supports the Planning Proposal to increase the floor space ratio (FSR) from a ratio 2:1 to 3:1.

As part of this Planning Proposal, it considers widening Hyundai Drive to permit two way accesses. The traffic and parking assessment that would be performed as part of the development application stage would therefore assess the impacts of widening of Hyundai Drive and the consequences of implementing a two-way access resulting in a left in / left out operation at the T intersection with Lane Cove Road and the roundabout intersection of Hyundai Drive and Giffnock Avenue.

