



# **112 Talavera Road, Macquarie Park**

Planning Proposal

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## **Notification Statement**

### **Planning Proposal – 112 Talavera Road, Macquarie Park**

Meriton is providing this statement to support our Planning Proposal at 112 Talavera Road, Macquarie Park. Unfortunately, as we head towards a state election, misinformation is being released that makes it difficult for the community to make informed views on this proposal and we hope this statement assists you in understanding the facts.

Please note that this site is already zoned for high density residential development. The current proposal only seeks to increase the density and height on this site which is located opposite a Metro Station and at the gateway to Australia's 4th largest economic centre with excellent access to jobs, education, hospitals and services, but importantly away from low-density residential suburbs.

This is consistent with Government policies to provide increased development close to transport infrastructure and that is why the proposal has received support to proceed to this stage from the State Government, Council and others such as traffic and aviation authorities. That is also why the Government is planning other similar centres like St Leonards, Crows Nest, Rhodes and Olympic Park with even higher densities as demonstrated in the attached plan.

Meriton has a long and established connection to the broader Ryde area. In fact, one of our first developments was at 20 Meriton Street, Gladesville. That is where the name Meriton was forged in 1963 and we have been continually involved in the area ever since, providing housing and jobs for thousands of families. We hope that will continue with this development which will generate over 5,000 jobs during construction and provide much needed housing in the right location.

In line with Government policy to ensure we share the value created by extra density being permitted, Meriton has also agreed with Council and the Government to provide the following public benefits:

- 27 residential apartments given to Council to house key-workers such as police, teachers, and nurses who may not be able to find appropriate housing in the area they work. The value of these apartments would be in excess of \$30M.
- \$8.2M payment to fund an upgrade Christie Park into a regional sporting complex
- Provision of a \$2M publicly accessible park within the site
- \$12M payment to the state government to upgrade state infrastructure like major roads
- \$26M in local developer contributions to fund local roads, parks and community facilities

As per the attached plan, the proposal will also result in much better outcomes for this site when compared to the current planning controls as it will:

- Reduce the development from 6 dense buildings to 4 taller separated buildings between 27-60 stories in height which is not the tallest in Sydney and complies with aviation requirements
- Replace the dominant 30-storey wall along Talavera Road with a low-rise edge and taller buildings set back in a staggered form away from the street
- Increase the area of open space by 40% and sunlight to that space from 36% to 91%
- Increase the separation between buildings that will provide better sunlight and ventilation with less overlooking well in excess of the planning requirements
- Improve the overall appearance and design of the building via a design competition to ensure a high-quality outcome of this gateway site.

Overall, there is a much broader benefit across the community if the proposal is approved. If we develop what is currently permitted, it will just be another high-density development where only the developer benefits and the public will lose the opportunity for better quality development, affordable housing and improvements to local and state infrastructure.

Finally, I would like to confirm that we have conducted this process in accordance with established planning policies and practices of Council and the State Government.

We look forward to this proposal proceeding and on behalf of myself and everyone at Meriton, we would like to thank you for your time and we hope to receive your support.

Kind Regards,

**MERITON GROUP**



**MR HARRY TRIGUBOFF AO**

Managing Director

112 Talavera Road - Comparative Centre Analysis

Sydney Centres with FSR 6.5:1+

This diagram identifies key centres throughout Sydney with significant maximum Floor Space Ratio controls that are comparable to that proposed on the subject site in Macquarie Park.

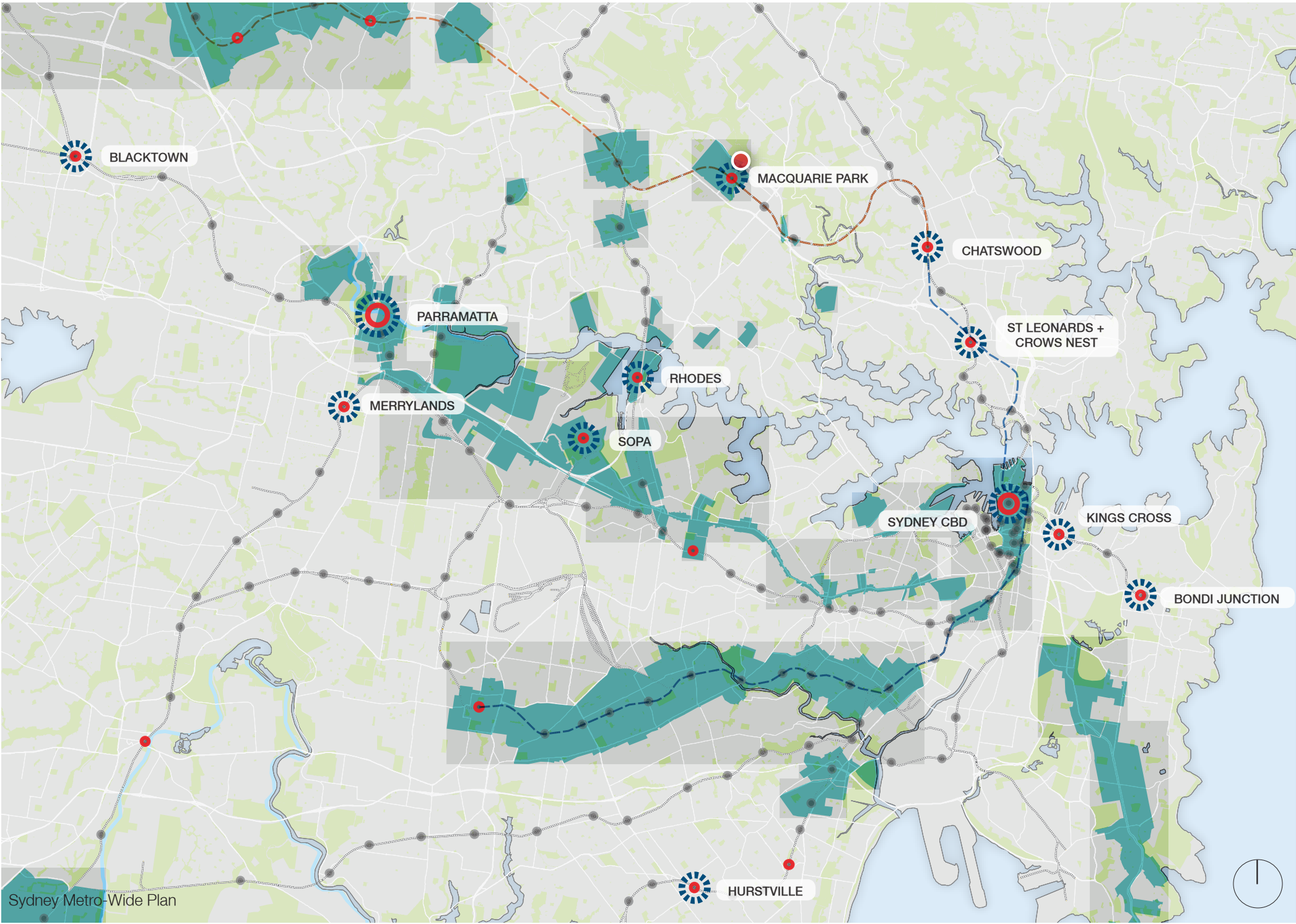
The range of existing and future Maximum FSR controls for key centres would indicate that the proposed uplift for Macquarie Park is appropriate within the greater Strategic context of a growing Sydney.

Maximum FSR Controls for Key Centres across Sydney:

Major Centre	Maximum FSR
112 Talavera Road Proposal	6.5:1
St Leonards	17:1
Parramatta	12:1
Crows Nest	12:1
SOPA	8:1 - 12:1
Sydney CBD	7:1 - 11:1
Rhodes	9.3:1
Hurstville	9:1
Merrylands	9:1
Blacktown	8.5:1
Bondi Junction	8:1
Chatswood	7:1 - 8:1
Kings Cross	5-7:1

Key

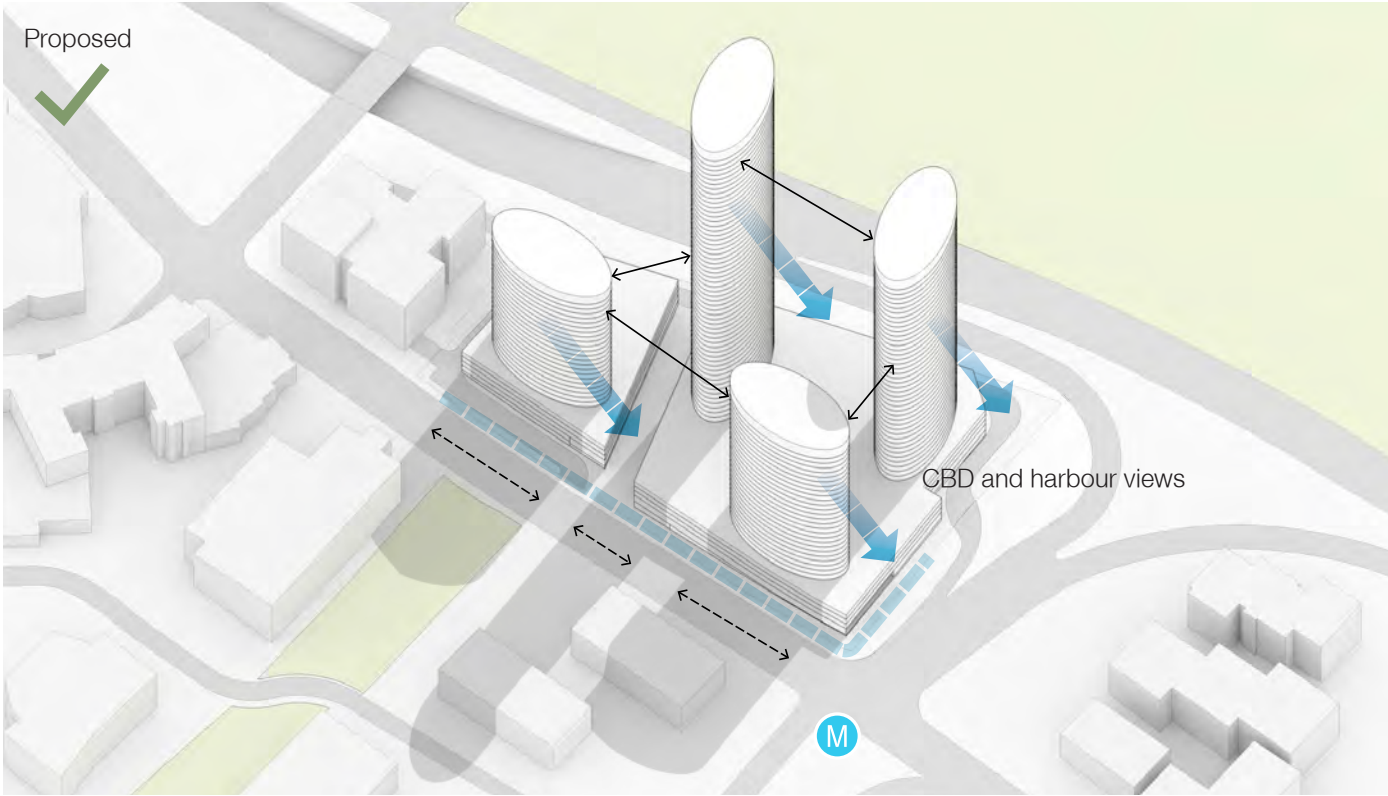
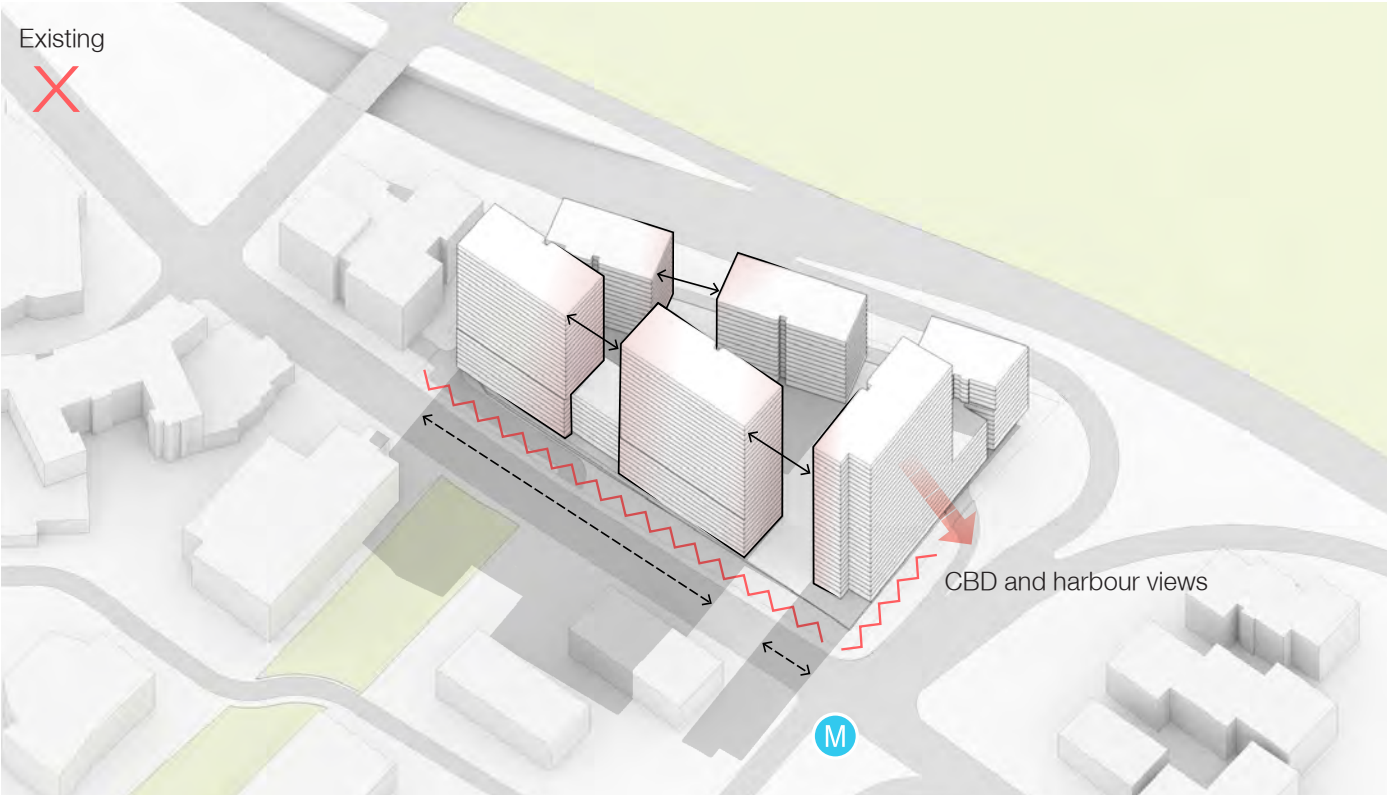
Site Location

Renewal Precincts

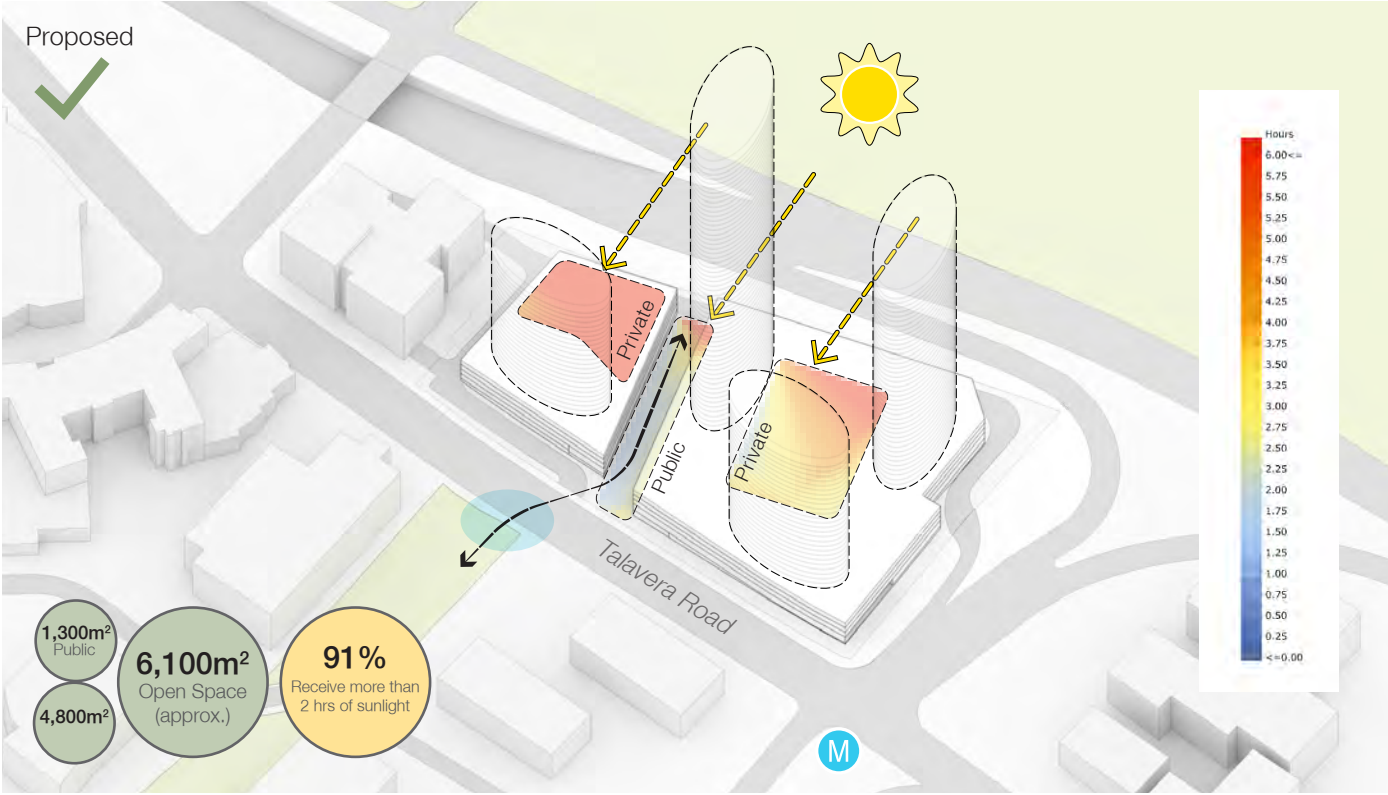
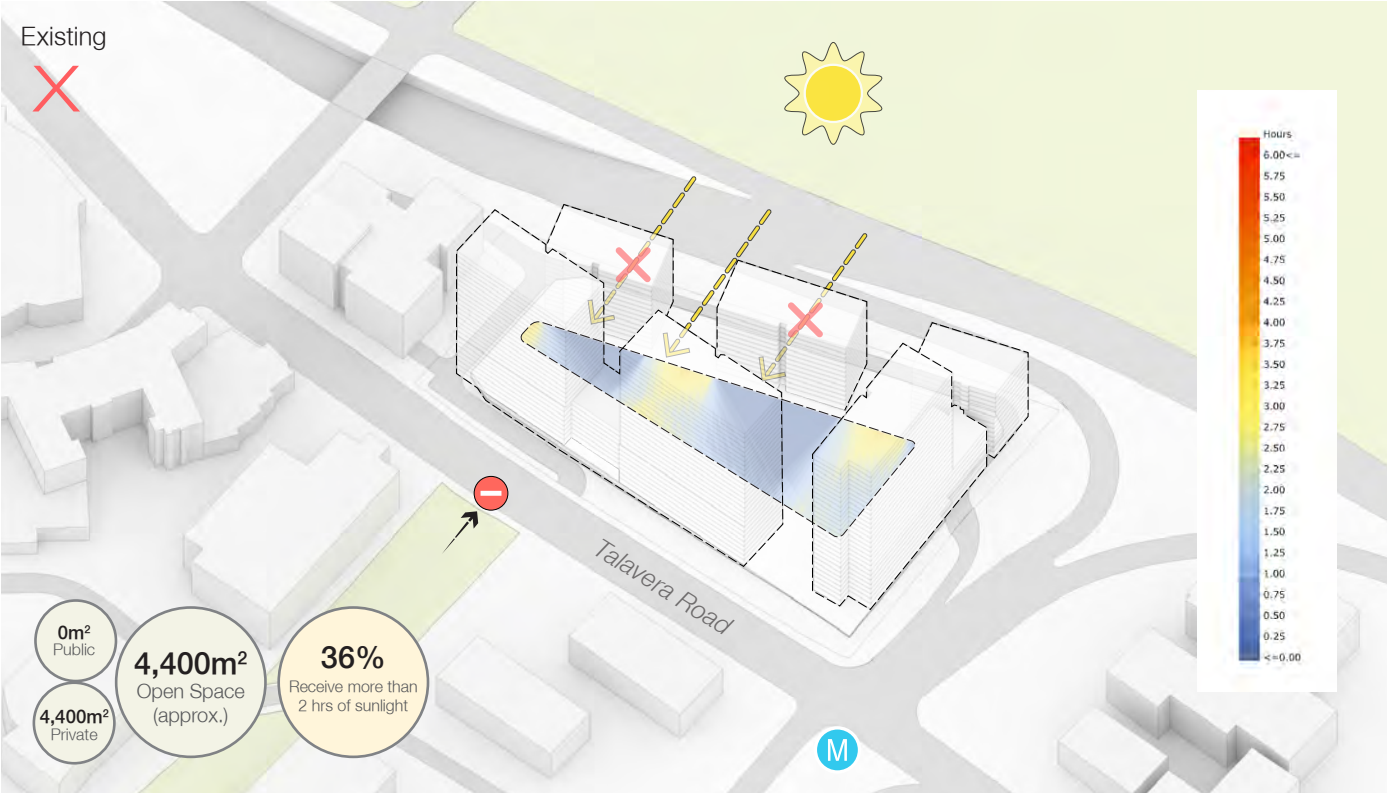


112 Talavera Road - Comparative Design Analysis

Built Form, Amenity and Overshadowing



Accessibility, Open Space and Solar



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- Attachment 4: Preliminary Flood Impact Assessment prepared by Calibre Consulting
- Attachment 5: Aeronautical Impact Assessment prepared by Landrum & Brown
- Attachment 6: Social Infrastructure Statement prepared by Elton Consulting
- Attachment 7: Bushfire Risk Assessment prepared by Bushfire Planning Services



## Executive Summary

This Planning Proposal (PP) has been prepared for the Meriton Group, the owners of the land known as 112 Talavera Road, Macquarie Park. The site has a legal description of Lot 422 in DP 1153360. The PP has addressed the publication *Planning Proposals – A Guide to Preparing Planning Proposals* (August 2016). Particularly, Section 4.4 of this report addressed the questions to consider when demonstrating the justification and the strategic merit test raised in Question 3(a). The submission and supporting reports show that the proposal demonstrates strategic merit when considered against the Strategic Merit Test.

The holding has an area of approximately 1.953ha. The site has frontages to M2 Motorway to the north east, Herring Road to the south east, and Talavera Road to the south west. A small water course runs under the site, which converges with Shrimptons Creek and the Lane Cove River on the opposite side of the M2.

This PP seeks to amend the maximum building heights and floor space ratio (FSR) provisions under the Ryde Local Environmental Plan (RLEP) 2014, that currently apply to the site, and add site specific provisions for design excellence for buildings over 150m in height. The existing B4 Mixed Use Development zone will be retained.

The site, within the City of Ryde Local Government Area (LGA) is currently zoned B4 Mixed Use under RLEP 2014. The RLEP 2014 imposes a maximum FSR of 4.5:1 and height of buildings of 45m and 90m.

The site is currently developed with a multistorey office/industrial complex and car parking.

This PP provides an analysis of the physical and strategic planning constraints and the opportunities of the site and considers the relevant environmental, social and economic impacts of the proposal and its strategic merit.

The PP request is supported by urban design analysis and architectural testing and an assessment of the potential impacts upon the transport network. As the analysis has critically reviewed the site planning and proposes an alternate site approach specialist advice has also been provided to address the ability for potential flood impacts to be managed or reduced. The Transport Assessment concludes that the surrounding road network can accommodate the proposed increase in density. Similarly, specialist advice has been sought to confirm that the proposed building heights do not conflict with relevant aviation navigation requirement

The PP is considered to demonstrate strong strategic merit for the following reasons:

- Macquarie Park is one of the most significant urban centres in Sydney and Australia, the proposed increase in residential capacity provides more homes with 30 minutes of these employment opportunities as well as the rest of the Eastern Economic Corridor identified in *A Metropolis of Three Cities* stretching from the Harbour CBD, through St Leonards to Macquarie Park and highly accessible to Greater Parramatta Metropolitan Centre;
- The PP is located in the existing mixed use precinct and does not rely on a land use change to allow residential development, and will not compromise the key employment function of Macquarie Park;
- The site is one of the largest sites in the Macquarie Park Mixed Use area that is designated for significant residential development and which is ready for development;
- The site is located within 350m of Macquarie Park Train Station, which is to be upgraded under the Sydney Metro by mid-2019, with a frequency of trains running every four (4) minutes in the peak;

- The site proposes to dedicate to Council 7% of the FSR uplift as Affordable Rental Housing, equating to 27 dwellings;
- The development makes provision for an average 15.0m wide lineal open space which could be dedicated to Council. This will also create an opportunity for a future pedestrian link over the M2 Motorway (by others) to the open space to the north. Both of these potential outcome elements are identified in the Macquarie Park Finalisation Report (MPFR);
- Splitting the ground plane planning of the site to provides for a continuation of the linear green space to the south west, following the former alignment of Shrimpton Creek;
- Increasing the height of buildings standard to 18.5m, 90m, and RL 243 to facilitate more slender tower form development, allowing lower podium forms of four (4) to five (5) levels reducing the massing to the public domain and shadowing to adjoining properties;
- Increasing the height reduces the number of buildings and overall floorplates across the site, creating more communal open space opportunities with better solar access;
- The Urban Design analysis identifies that the proposed range of building heights are appropriate for the proposed and emerging character of Macquarie Park and appropriately locates height at a focal point within the precinct close to the rail station, which is to be part of the new Sydney Metro Network;
- Consistency with *A Metropolis of Three Cities* and the North District Plan, providing additional accommodation in well located and serviced areas;
- Supports the diversification of activity in Macquarie Park in a location already targeted for residential accommodation in the Macquarie Park Corridor Structure Plan as Mixed Use/Residential;
- The PP can be accommodated utilising the existing road network which has been assessed as being capable of accommodating the increased residential development capacity; and
- The PP provides an opportunity to better mitigate flood impacts and reduce flood levels.

The proposal has the potential to provide an additional 360 dwellings, increasing the site capacity from 900 dwellings to 1,260 dwellings.

This additional 360 dwellings is a significant contribution to the five (5) year (to 2021) housing target of 23,950 dwellings for the North District and 7,600 five (5) year (to 2021) target for the Ryde LGA. The potential additional 360 dwellings represent 4.7% of Ryde's five (5) year housing targets.

## Recommendations

It is recommended that arising from the consideration of this PP, Ryde City Council resolve to support the changes to RLEP 2014 as detailed in this PP, and forward the PP for a Gateway Determination to undertake the following:

- Amend the Height of Buildings Map (map sheet HOB\_004) to show new maximum building heights of 18.5m, 90m and maximum RL 243m AHD;
- Amend the Floor Space Ratio Map (map sheet FSR\_004) to show a maximum FSR of 6.5:1 applying to the site; and
- Add site specific provisions for design excellence for applications proposing redevelopment of the site. (excluding development lodged under the existing planning controls)

In support of the amendments to RLEP 2012 a Public Benefit Offer to enter into a VPA is provided to facilitate the delivery of the significant public benefit of affordable rental housing and significant contributions to planned open space upgrades beyond the delivery of an onsite open space.

The applicant is also separately negotiating a Voluntary Planning Agreement (VPA) to provide reasonable contributions towards state infrastructure in the Macquarie Park corridor.

# 1.0 Introduction

## 1.1 Overview

This PP has been prepared for the Meriton Group, the owners of the site. The opportunity to increase potential housing supply has significant strategic merits on this well served and located site. The proposal will provide a contribution to the housing demand projections, which now estimate a further 725,000 dwellings for greater Sydney by 2036. In the interests of maximum utilisation of available land for housing provision, the proposal should be pursued. The proposal seeks an amendment to the Height of Buildings and FSR controls applying to the site. The amendments sought would facilitate the provision of residential towers ranging from 30 storeys up to 60 storeys in height. A review of the capacity and potential of the site has been pursued in recognition of a number of attributes that could accommodate taller buildings. Of primary importance is that the site is located in the area of Macquarie Park identified as being primary residential. The strategic location of the area as residential has prompted the exercise to critically review if the current planning controls and maximising the sites potential, contribution to housing supply, public amenities, affordable rental housing and support of existing public investment in transport infrastructure.

In that regard, considering the sites location on the periphery of the Eastern Economic Corridor, housing in this location has extremely good access and proximity to employment and retail services. The access to these services are then further supplemented by the access to tertiary education, research and medical services undertaken by Macquarie University. Having regard to external connectivity, the site is highly accessible to the existing Macquarie University rail station which will be converted to be part of the Sydney Metro network. All of these attributes support a conclusion that maximum strategic utilisation of the site for residential accommodation should be pursued.

With these underlying attributes, the development capacity of the site has been tested for an urban design perspective. This has been underpinned by testing what is the visual impact and the shadow impact of taller built forms. The analysis has identified that the positions of a variety of tower forms across the site can be pursued without adverse shadow impacts upon public open space land or residential areas. The consideration of the visual impact of towers up to 60 storeys has identified that in this marker location, such heights are appropriate.

The approach to provide taller towers with greater separation also relieves the visual impact of the current approach forcing large street walls to the Talavera Road frontage. In the concepts prepared the street walls can be reduced to a four (4) to five (5) storey level down from 28 storeys under a complying scheme with the height shifted to the less sensitive part of the site, opposite the M2 Motorway. This allows a development of only four (4) buildings which is two (2) less than a complying scheme under the current controls, creating larger communal open space with better amenity and solar access. This in turn creates the opportunity for ground level open space that can be dedicated to the public in line with the additional open space suggestions under the MPFR, as shown in the following extract from the Urban Design Report.

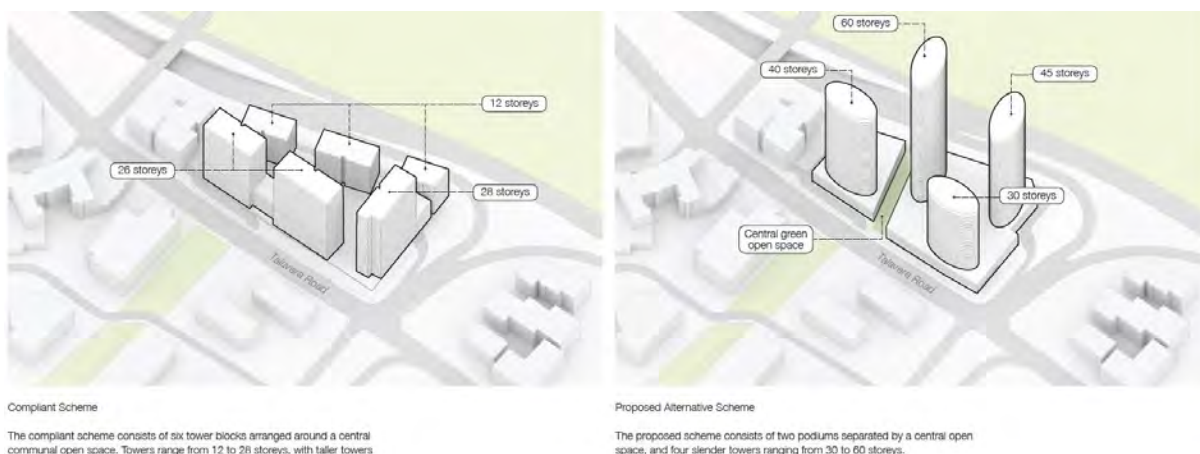


Figure 1: Compliant Scheme and Proposed Alternative Scheme contained in Urban Design Report

The volumes achieved could accommodate approximately 1,260 dwellings. This dwelling capacity has been tested having regard to the performance of the transport network. The analysis undertaken has identified that the network with the additional capacity could operate at or below network capacity.

The final testing for the height relates to aviation navigation impact. The assessment undertaken confirms that the proposed maximum RL of 243m AHD height limit will accommodate buildings that also do not breach navigational guidelines.

The concepts prepared by SJB Architects propose the replanning of the site into three (3) zones. The western and eastern zone will accommodate the four (4) proposed towers, while the central zone will provide an open space break in the site broadly over the drainage line that traverses below the site.

The schemes propose a single tower to 40 storeys in the western zone and 30 to 60 storeys in the eastern zone. The concepts prepared provide a visual extension of the linear open space to the south west of the site, and with the replanning of the site as a development typology providing separation between the residential towers.

The PP applies to the land described as Lot 422 in DP 1153360, shown at Figure 2 below.

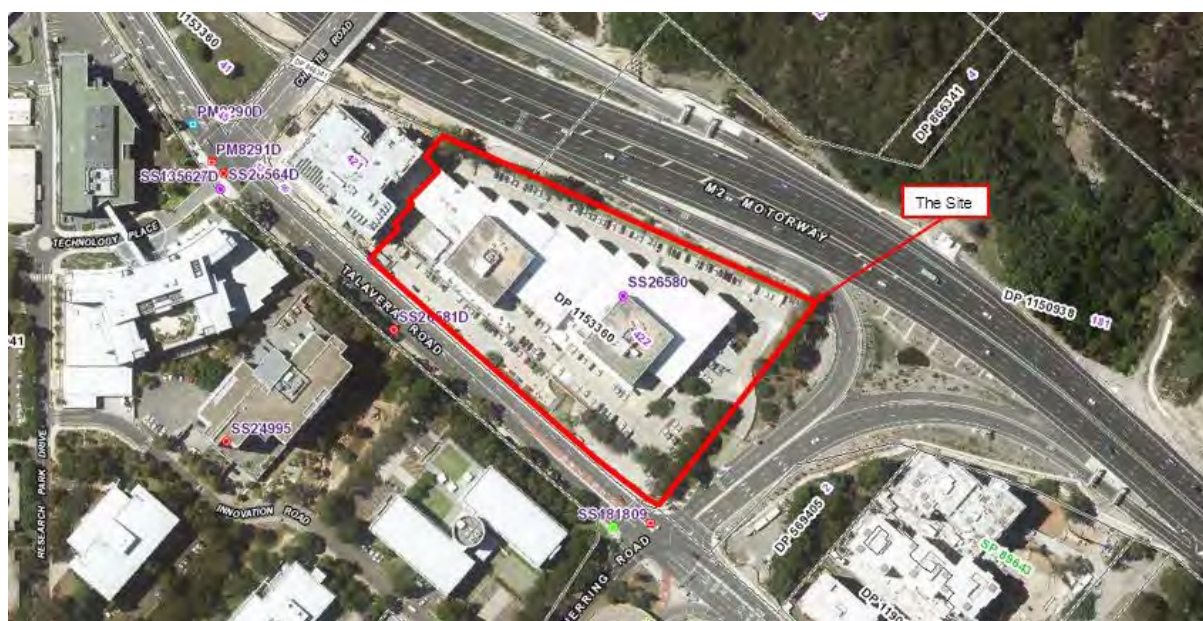


Figure 2: Site location (Source: Six Maps)

The holding has an area of approximately 1.953ha. The site comprises the majority of an “island” site bound by the M2 Motorway, Herring Road, Talavera Road and Christie Road. An upper tributary to Shrimptons Creek drains through the site via an established drainage network and easements which can be maintained. This drainage network connects to the creek and ultimately and the Lane Cove River on the opposite side of the M2 Motorway.

The PP demonstrates the strategic merit of the proposed amendments to RLEP 2014 and seeks commencement of the statutory process to:

- Amend the Height of Building Map (map sheet HOB\_004) to show new maximum building heights of 18.5m, 90m and RL243m AHD;
- Amend the Floor Space Ratio Map (map sheet (FSR.004) to show a maximum FSR of 6.5:1 applying to the site; and
- Add site specific provision for design excellence for redevelopment of the site (excluding any development applications (DAs) lodged under the existing controls).

The proposed amendments will facilitate the redevelopment to provide a residential development in close proximity to major transport, a regional shopping centre, and the master employment area of Macquarie Park. The proposed amendments are also within the precedent set by the Council endorsed scheme at 66-82 Talavera Road, where height increases of 45m to 120m (166%) and FSR from 1.5:1 to 3.5:1 (133%) or up to 4.75:1 (217%) when taking into account exclusions.

This proposal seeks only a variation to the height and FSR development standards in an appropriate location. The proposal does not seek a land use change to allow residential development. The current planning framework already permits residential development on the site.

The PP is supported by detailed urban design analysis and architectural mass modelling plans that show development configuration outcomes for the site, including shadow impact testing and traffic analysis.

Support for the PP is based on the following circumstances:

- Consistency with the surrounding development;
- Urban design integration and renewal of the locality;
- Consistency with the strategic planning framework;
- Consistency with Council and State Government policy approach to provide increased residential densities in well serviced existing urban locations;
- Inclusion of Affordable Rental Housing in future development;
- Provision of open space required under the Macquarie Park Finalisation Report;
- Creation of the opportunity for better pedestrian connection over the M2 as per the Macquarie Park Finalisation Report; and
- Contribution to the improvement of surrounding regional recreational facilities (i.e. Christie Park Upgrade).

The PP has been prepared in accordance with the Department of Planning and Environment (DP&E) publication *Planning Proposals - A Guide to Preparing Planning Proposals*, dated August 2016.

## 1.2 Scope and Format of the Planning Proposal

The PP details the merits of the proposed changes to RLEP 2014 and has been structured in the following manner:

- Section 1.0 provides an introduction to the PP;
- Section 2.0 provides a description of the site, its context and existing development, including identification of the land to which the changes are proposed;



- Section 3.0 identifies the planning framework applying to the site, and considers the Planning Proposal against relevant strategic plans and policies;
- Section 4.0 is the Planning Proposal, and is provided consistent with the matters to be considered in the DP&E publication *Planning Proposals – A Guide to Preparing Planning Proposals*; and
- Section 5.0 provides the conclusions and recommendations to proceed with the PP to Gateway Determination to amend RLEP 2014.

### 1.3 Supporting Plans and Documentation

This Proposal has been prepared with input from a number of technical and design documents which have been prepared to accompany the application. These documents are included as Attachments to this report and are identified in Table 1.

Document Name	Prepared by
Urban Design Report	SJB Urban
Indicative Layout	SJB Architecture
Transport Assessment	ARUP
Preliminary Flood Impact Assessment	Calibre Consulting
Aeronautical Impact Assessment	Landrum & Brown
Social Infrastructure Statement	Elton Consulting
Bushfire Risk Assessment	Bushfire Planning Services

Table 1: Plans and documents prepared to accompany this Planning Proposal

## 2.0 Site Description and Context

### 2.1 Overview

This section describes the location of the site, existing development on the land, the current planning framework and State Government and City of Ryde Council strategic plans applying to the location.

### 2.2 Site Context and Locality

The subject site is located in the suburb of Macquarie Park, located 15km north west of the Sydney CBD. Lane Cove National Park is to the north, Macquarie Shopping Centre to the south east, and Macquarie University to the south and south west.

The suburb is serviced by a series of key roads. Lane Cove Road provides linkages to Pymble in the north and Rhodes in the south, while the M2 Motorway and Epping Road provides direct connectivity to Sydney CBD.

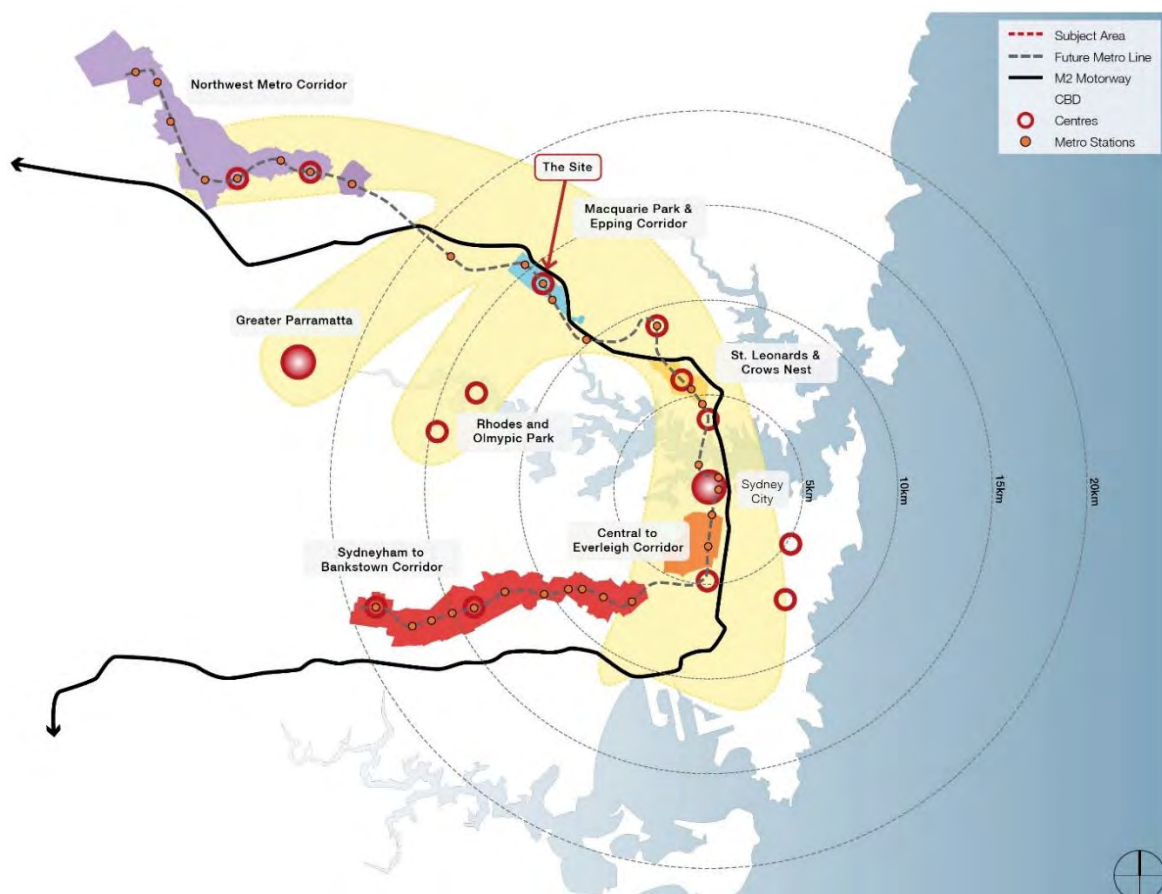


Figure 3: Strategic Context diagram

Land to the north of the M2 Motorway comprises Lane Cove National Park, while land south of the M2 Motorway provides a number of key education, health, and business related uses including Macquarie University, Macquarie Shopping Centre and Macquarie University Hospital.

Macquarie Park is defined by large scale business park and commercial developments south of Herring Road, that make it one of the largest employment centres in Australia, while land north of Herring Road provides university campus facilities and student accommodation. Outside of the core employment functions, substantial mid to high density mixed use areas have been identified to support the established commercial, educational, and medical precincts. The subject site sits within the identified mixed use area. As a consequence, the proposal to maximise the residential capacity of the site in the manner proposed does not compromise the key employment function of Macquarie Park or impact upon the identified employment cores.

The site is in close proximity to Macquarie University Railway Station. The site is within a 400m walking catchment of Macquarie University Railway Station.

The station is supported by a number of bus services connecting Macquarie Park to areas including Epping, Chatswood, North Sydney, Chatswood and Parramatta.

The suburbs broader urban context features a range of public parks and recreation facilities including North Ryde Golf Club, Gordon Golf Club, Lane Cove National Park, Blenheim Park, and Waterloo Park.

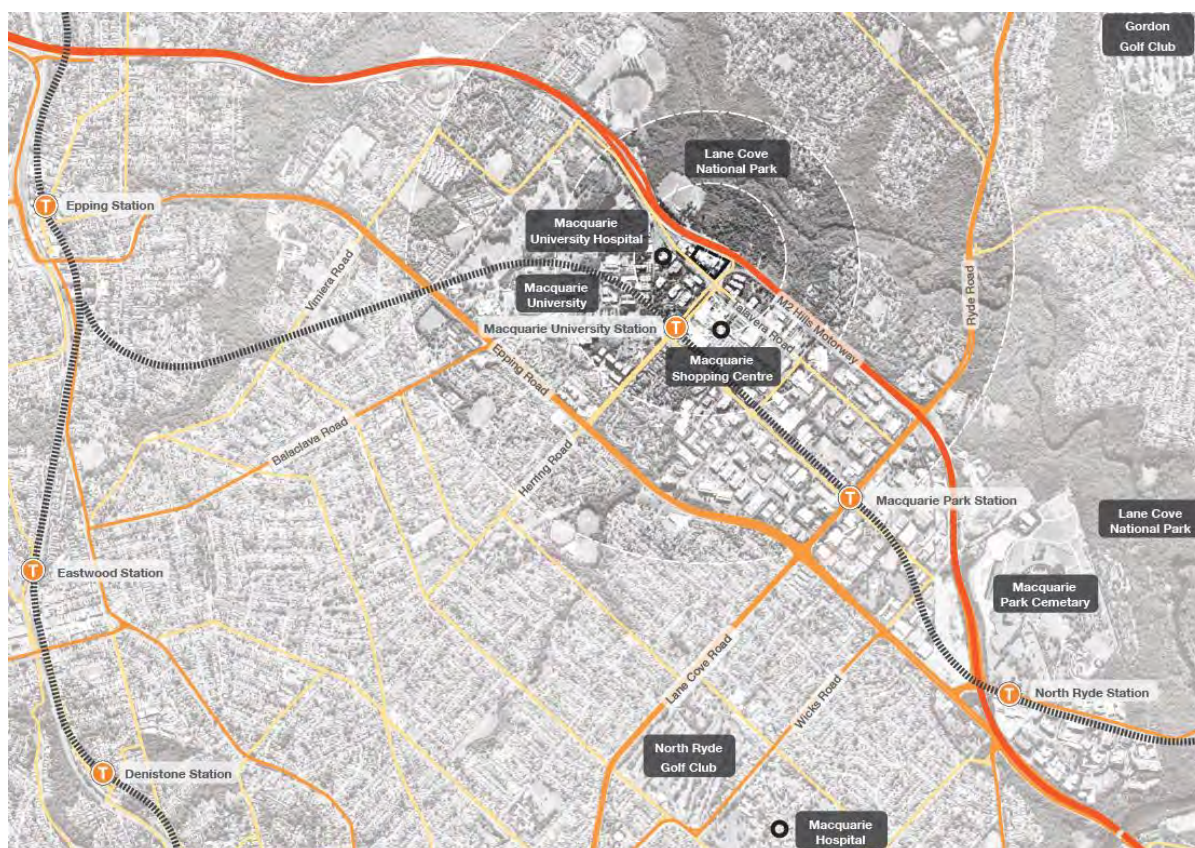


Figure 4: Site context (Source: Near Map)

## 2.3 Site Description

The subject site is an irregular shaped allotment, located at the corner of Talavera Road and the M2 Motorway. The site legally described as Lot 422 DP 1153360, and comprises a site area of approximately 1.9ha.

The site is the majority of an “island” site bound by the M2 Motorway, Herring Road, Talavera Road and Christie Road.



A small watercourse runs around the existing building within established drainage infrastructure, which converges with Shrimptons Creek and Lane Cove River on the opposite side of the M2.

The site is currently developed with a multistorey office/industrial complex and car parking. Perimeter trees and planting are located along the M2 boundary, acting as a natural noise barrier.

## 2.4 Surrounding Land Uses and Built Form

Land to the north on the opposite side of the M2 comprises Lane Cove National Park, while land to the south on the opposite side of Talavera Road is developed with Macquarie University Hospital and campus facilities.

Land to the east on the opposite side of Herring Road is developed with Meriton Serviced Apartments, while land to the west is developed as office accommodation.

The site is accessed via Herring Road and Talavera Road. The access is shared with tenants in the existing office complex to the west.

The site is located within excellent proximity to key transport, education, business and retail facilities. The site is within 400m walking distance from Macquarie Shopping Centre, Macquarie University Station and Macquarie University Hospital. Christie Road provides pedestrian and vehicular links to the opposite side of the M2 towards Lane Cove National Park.

As shown in Figure 5, the site is located within the Mixed Use Residential area of the Macquarie Park corridor. The mixed use area is outside of the core employment areas identified as the commercial core, retail core and business park.

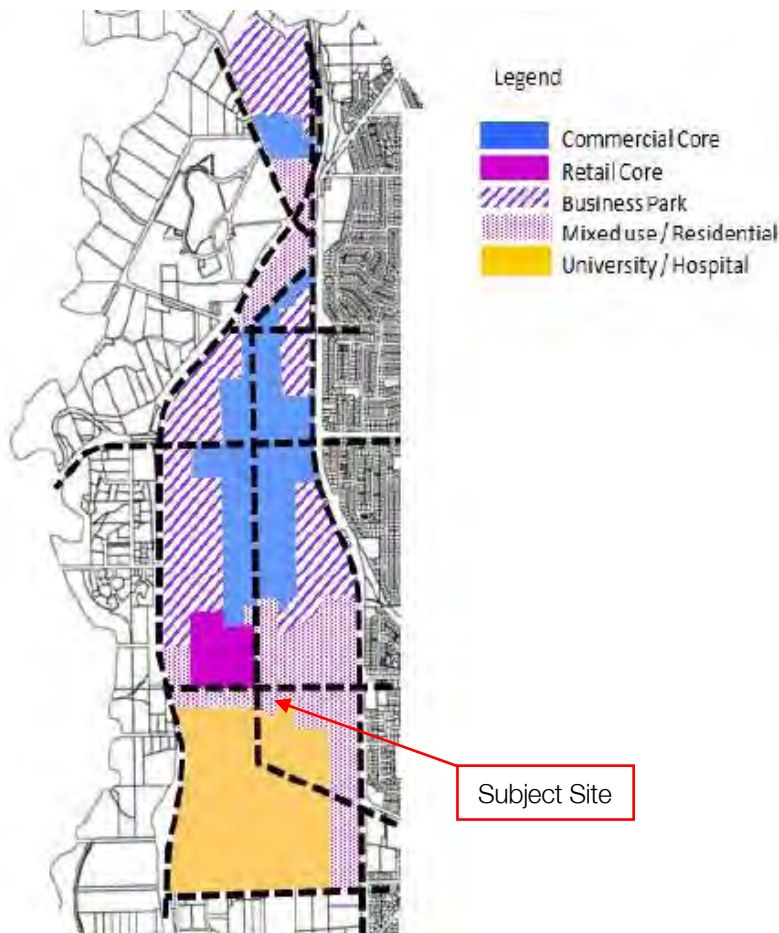


Figure 5: The Macquarie Park Corridor Urban Structure Plan – RDCP 2014

## 3.0 Planning Framework

### 3.1 A Metropolis of Three Cities

The subject site is located within the eastern economic Corridor, with Macquarie Park identified in A Metropolis of Three Cities as a Strategic centre and a Planned Precinct.

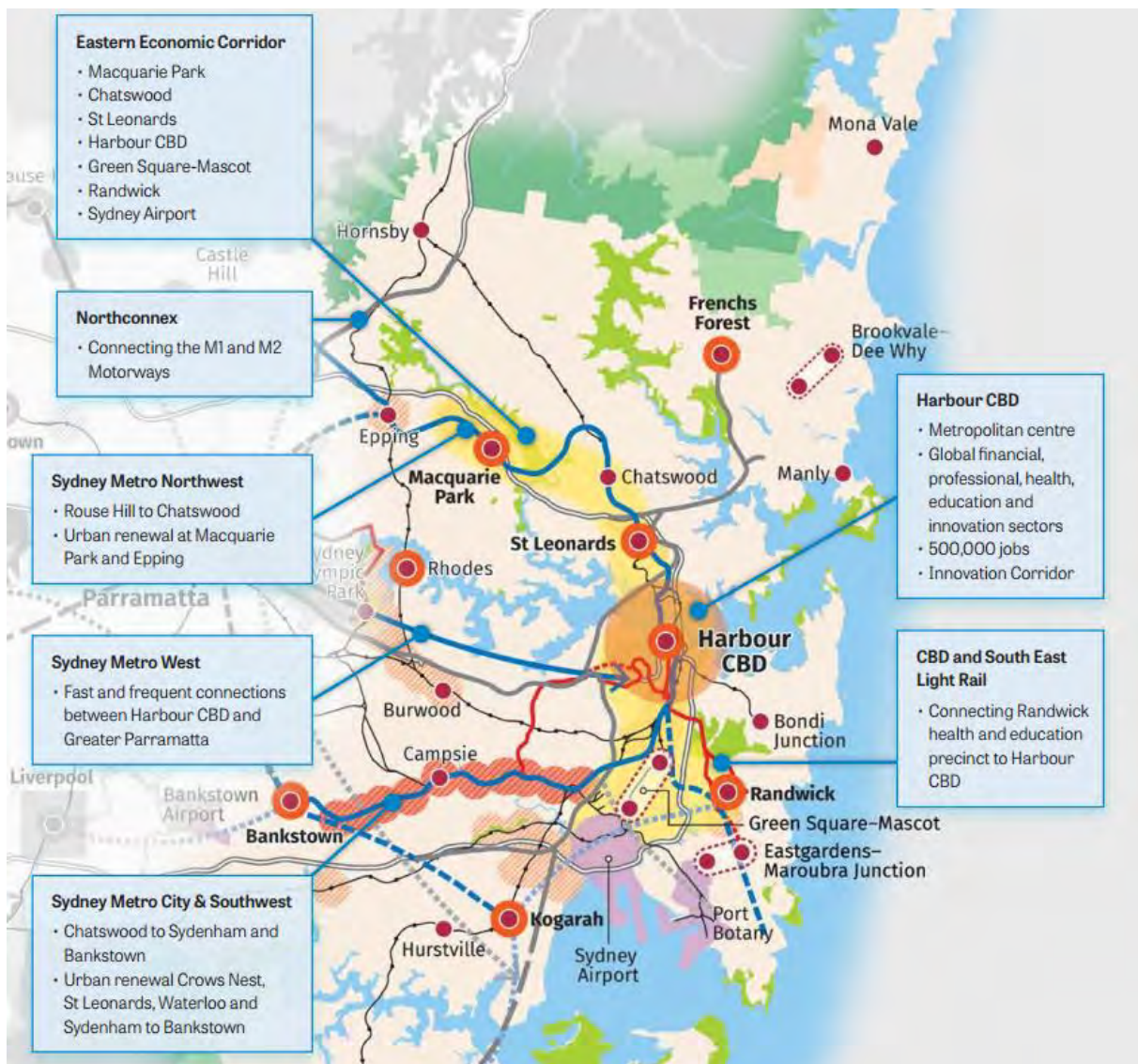


Figure 6: Extract from Eastern Harbour City Vision A Metropolis of Three Cities

The Macquarie Park area is a key element of the Eastern Economic Corridor between the Harbour CBD and Greater Parramatta CBD. The Macquarie Park area is identified as a key knowledge hub and strategic centre. The locality will also be serviced by the North-West Metro Rail Line. The subject site, while zoned B4 Mixed Use, is a part of the Planned Precinct identified for residential use.



The proposal is consistent with the broad directions of A Metropolis of Three Cities through:

- The provision of additional residential floor space within the Macquarie Park area outside of the identified core employment areas;
- Assisting the state government in achieving its target of an additional 725,000 new dwellings for the metropolitan region by 2036, in an area well connected to employment and transport;
- Facilitating development of a site which is highly accessible by public transport;
- Improving resident access to jobs, services and recreation opportunities;
- Accelerating housing supply, choice and affordability and building great places to live; and
- Retaining and reinforcing the role of the Macquarie Park area to continue to provide services and employment opportunities for the greater metropolitan area.

The pursuit of increased height and FSR at the site is consistent with the following Directions and Objectives of the plan:

***Direction 1 – A city supported by Infrastructure***

Infrastructure supporting new developments

*Objective 4: Infrastructure use is optimised*

Macquarie Park will be served by the Sydney Metro with the conversion of the existing Macquarie University Railway Station to the Metro Trains Network. The provision of residential accommodation outside the core employment areas of Macquarie Park provides further patron support for ancillary services provided by the Metro rail. The PP is consistent with this action and is entirely consistent with current and proposed FSR controls around other major centres and new Metro Stations which have FSRs ranging from 5:1 through to 17:1 including:

- St Leonards – 17:1;
- Parramatta – 12:1;
- SOPA – 8:1 – 12:1;
- Sydney CBD – 7:1 to 11:1;
- Rhodes – 9.3:1;
- Merrylands – 9:1;
- Hurstville – 9:1;
- Blacktown – 8.5:1;
- Bondi Junction – 8:1;
- Chatswood – 7:1 – 8:1;
- 112 Talavera Road Macquarie Park – 6.5:1; and
- Kings Cross – 5:1 – 7:1.

As can be seen from these comparisons, the proposed FSR is at the lower end of the comparison scale for locations with comparable transport access and proximity to employment.

## ***Direction 2 – A collaborative city***

Working together to grow a Greater Sydney

*Objective 5: Benefits of growth realised by collaboration with governments, community and business*

The PP is supported by an agreement to enter into a VPA with Ryde City Council. The VPA will deliver affordable housing and contribution to significant open space embellishment and upgrades. The proponent will also enter into separate arrangements to make reasonable contributions towards state infrastructure within the Macquarie Park Corridor.

## ***Direction 3 – A city for people***

*Objective 7 Communities are healthy, resilient and socially connected*

The site is located in a highly accessible area with easy walkable access to a wide range of employment, education, health, entertainment and service facilities. The location fosters ready access to these services and facilities by means other than the private vehicle as well as ready access to Greater Parramatta and the Harbour CBD.

The proposal does not conflict with the research and health potential of Macquarie Park. The provision of housing as proposed will potentially support these uses.

## ***Direction 4 – Housing the city***

Giving people housing choices

*Objective 10 - Greater housing supply*

The proposal has the potential to provide 1,250 – 1,300 dwellings, in a well serviced location, close to jobs and support facilities. Meriton is also well regarded for its commitment to project delivery and will commence the project in December 2018, when vacant possession is achieved. The proposal provides the additional housing opportunities outside of the retail core, commercial core and business park areas of Macquarie Park.

The residential opportunities are on the periphery of the Macquarie Park precinct and will assist in creating diverse activity hubs and support of the transport investment occurring in the area. It also provides additional open space and connectivity opportunities within the precinct and to the national park as well as contributions to regional recreational facilities and improved amenity for residents.

The additional housing capacity is within the established mixed use area of the Macquarie Park Planned Precinct, including the provision of affordable housing as part of the overall development. Meriton is uniquely positioned to deliver the housing despite market conditions and will commence the project as soon as possible. A DA is being prepared for demolition so works on the site can commence as soon as possible.

*Objective 11 – Housing is more diverse and affordable*

The proposal includes the provision of 7% of the total uplift as affordable housing, equating to 27 dwellings in a well serviced location. It will also provide a large number of apartments in close proximity to transport, employment, education, health and retail facilities promoting active travel and reducing cost of living on future residents.

## ***Direction 6 – A well-connected city***

Developing a more accessible and walkable city.

*Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities*

The site is highly accessible to a range of public transport options including the future Macquarie University Metro station. This transport accessibility in conjunction with ready walkable access to a diverse range of education, health and employment services supports ready accessibility to many facilities well under 30 minutes. The transport access provides ready connectivity to Greater Parramatta, the Eastern Economic Corridor and the Harbour CDB in an easy 30 minutes.

The site is located in an area suitable to encourage walking and cycling as alternate modes of transport. The site planning also proposes to accommodate a central open space link that is an extension of linear open space to the south of the site. The site is also within 450m of the entry to the Lane Cove Valley Walk in the Lane Cove National Park to the north.

### **3.2 North District Plan**

The City of Ryde Council is located within the North District identified under the District Plans prepared by the Greater Sydney Commission. The draft plans include a number of Planning Priorities that are to be considered by planning authorities in making strategic planning decisions.

Macquarie Park is identified in the District Plan as a Strategic Centre.

The relevant Planning Priorities to the proposal are addressed below.

#### ***Planning Priority N1 – Planning for a city supported by infrastructure***

The opportunity to increase the housing density is in a location well serviced public transport infrastructure which will be enhanced by the conversion to the Metro rail. In addition to the transport infrastructure, Macquarie Park is extremely well served with tertiary education and health services.

#### ***Planning Priority N3 - Fostering healthy, creative, culturally rich and socially connected communities***

Macquarie Park is underpinned by Macquarie University and the employment precinct that has evolved around it. The addition of residential housing supply will assist in diversifying the uses in the area as well as expanding upon the provision and utilisation of services and facilities that support a more diverse population in a well-connected, readily walkable area.

#### ***Planning Priority N5 - Providing housing supply, choice and affordability with access to jobs, services and public transport***

The proposal has the capacity to deliver high quality, high density living in conjunction with the provision of affordable housing as part of the mix. The dwelling mix will be weighted towards one (1) bedroom and two (2) bedroom apartments to provide more affordable stock in this well located site and in recognition of the attraction to this size of dwelling close to the education and research facilities of Macquarie Park and excellent public transport infrastructure.

The concepts include the provision of through-site open space links and support facilities on the site, such as child care. This will complement the sites proximity to transport, education, health and employment services.

The proposal is supported by an offer to provide 7% of the FSR uplift as affordable rental housing. The submission is supported by an offer to enter a VPA with Council that would deliver 27 dwellings as affordable rental housing. This provision is consistent with the underlying intent of the Priority to increase the level of affordable housing available within the Sydney Metropolitan area. The proposed provision of Affordable Rental Housing is consistent to the targets in the North District Plan, and is in addition to other commitments for the provision of onsite open space, and significant contribution towards funding of an upgrade to Christie Park.

The City of Ryde has a minimum five (5) year housing target of 7,600 dwellings. The concept proposed in support of the proposal identifies a potential dwelling yield of approximately 1,260 dwellings, or approximately 360 additional dwellings beyond the current projected capacity of the site. The 360 potential additional dwellings represent 4.7% of Ryde's five (5) year dwellings target (to 2021) in a well-served location, well capable of accommodating the building height and density. The proponent's timeframe would have the development completed within three (3) years (commencing December 2018) providing a genuine contribution to the targets. Given the transport, employment, education and urban support facilities that are readily accessible from the site it is prudent urban management to ensure that the best use of the available capacity is utilised. Otherwise, this land in this location, once developed, will not be capable of delivering additional housing for a significant period years.

***Planning Priority N6 - Creating and renewing great places and local centres, and respecting the District's heritage***

Macquarie Park is a strategic centre and part of the Eastern Economic Corridor. The proposal remains consistent with the Macquarie Park structure plan and does not impact upon the identified core employment lands of the centre. The proposal seeks to maximise the residential potential to support the services and facilities in the area as well as accommodating the delivery of adaptable housing as part of the ultimate development. The proposal is consistent with Action P3 to create a sense of place in Macquarie Park that diversifies activity without diminishing the potential of the identified core employment lands.

***Planning Priority N11 – Retaining and managing industrial and urban services land***

The proposal does not seek to alter the underlying zone or land use permissibility. The amendment to RLEP 2014 seeks to amend the applicable height of building and FSR controls. The site is located outside of the core employment lands of Macquarie Park, that is, the site is not in the Business Park, Retail Core, or Commercial Core areas. The site is in the mixed use/residential area of the applicable structure plan under the RDCP 2014. The PP request is not considered to undermine the role of the Macquarie Park Employment Lands. The provision of additional residential capacity compliments the employment and research functions of the area with managed residential accommodation within walking distance to the core commercial area and upgraded metro station. The mixed use /residential fringe area supports the core employment areas, providing accommodation options to support the area and support a vibrant mix of uses in the Macquarie Park area.

***Planning Priority N12 - Delivering integrated land use and transport planning and a 30-minute city***

The site is highly accessible to a range of public transport options including the future Macquarie University Metro station. This transport accessibility in conjunction with ready walkable access to a diverse range of education, health and employment services supports ready accessibility to many facilities well under 30 minutes. The transport access provides ready connectivity to Greater Parramatta, the Eastern Economic Corridor and the Harbour CDB in an easy 30 minutes.

***Planning Priority N16 - Protecting and enhancing bushland and biodiversity***

The site is existing urban developed land. The development of the site remains within the urban footprint and does not impact upon biodiversity or flora communities. The PP does create relief at the ground plane that will allow for the provision of at-grade open space, aligned to an existing riparian corridor.

### Planning Priority N19 - Increasing urban tree canopy cover and delivering Green Grid connections

The concepts propose the delivery of a 15m wide deep soil zone that divides the site into two (2) development zones. This landscaped area could readily accommodate canopy tree planting opportunities. The concept design also retains the external road system which results in large setbacks and maximises tree retention on the periphery of the site.

### 3.3 Ryde Local Environmental Plan (RLEP) 2014

The PP seeks to amend RLEP 2014 relating to the Height of Building Maps and FSR Maps. It is proposed that the Height of Building Map (Sheet 004) is amended to permit building heights of 18.5m, 90m and Maximum RL 243m AHD.

The FSR Map (Sheet 004) would be amended to permit, with consent, a maximum FSR of 6.5:1 on the site.

The 6.5:1 FSR includes an allowance for Affordable Housing. To ensure delivery of the Affordable Housing to be provided. The Affordable Rental Housing provision has been based upon providing 7% of the FSR uplift as Affordable Rental Housing. The uplift in FSR is 2:1 (4.5:1 increase to 6.5:1), 7% of the uplift equates to 0.14:1. On a site area of 19,530m<sup>2</sup>, and FSR of 0.1:1 equates to 2,734m<sup>2</sup>. If it is assumed that each of the apartments has a gross floor area (GFA) of 100m<sup>2</sup> (which includes a portion of common circulation space and the like), the FSR equates to 27 apartments. The Proponent has offered and the Council has agreed to enter into VPA with Council to provide 27 dwellings within the development as Affordable Rental Housing. The VPA also makes provision for financial contributions to regional open space and an allowance for public access to open space within the site.

The 6.5:1 FSR has been compared and analysed against other similar centres as well urban design testing. This comparative analysis identifies that FSRs in similar centres range between 5:1 through to 17:1, with the proposal being at the lower end of the range identified.

No changes or amendments are sought to Clause 4.5B Macquarie Park Corridor of Clause 6.9 Development in Macquarie Park Corridor.

The site is zoned B4 Mixed Use under RLEP 2014 as illustrated in the extract of the Land Zoning Map in Figure 7.



Figure 7: Extract from RLEP 2014 Land Zoning Map



The objectives of the B4 Mixed Use zone are:

- To provide a mixture of compatible land uses;
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling;
- To ensure employment and educational activities within the Macquarie University campus are integrated with other businesses and activities; and
- To promote strong links between Macquarie University and research institutions and businesses within the Macquarie Park corridor.

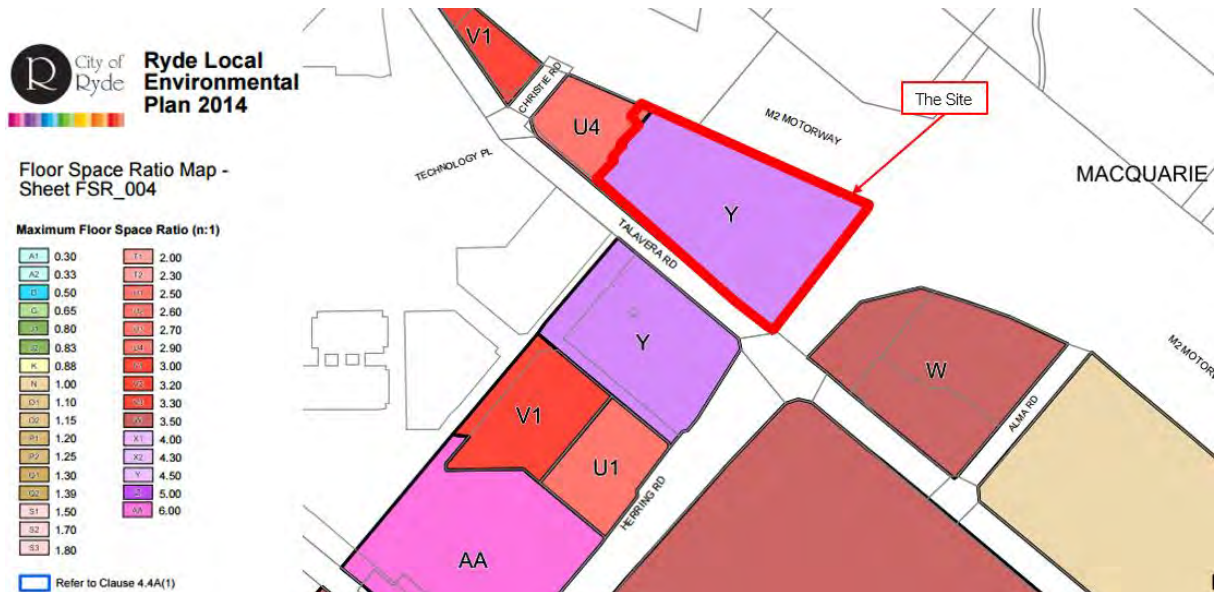


Figure 8: Extract from RLEP 2014 Floor Space Ratio Map



Figure 9: Extract from RLEP 2014 Height of Buildings Map

## 4.0 The Planning Proposal

### 4.1 Overview

This section addresses the DP&E publication *Planning Proposals – A Guide to Preparing Planning Proposals* (August 2016). This section provides:

- Objectives and intended outcomes;
- Explanation of provisions;
- Justification;
- Mapping;
- Community consultation; and
- Project timeline.

### 4.2 Objectives and Intended Outcomes

The objective of this PP is to amend the height and FSR development standards that apply to the site to facilitate a redevelopment of the site that:

- Provides residential accommodation in a well serviced centre with high levels of access to employment, transport, and urban services;
- Locates tall residential buildings in a location with minimal impact to sensitive uses;
- Facilitates an approach to the development of the site including ground level public space;
- Accommodates the provision to support the delivery of Affordable Rental Housing; and
- Optimise the utilisation of existing and current capital expenditure on transport infrastructure.

The amendment to the height and FSR development standards would facilitate the development of the site consistent with the principles and concepts contained in the analysis provided by SJB Urban and SJB Architects.

### 4.3 Explanations of Provisions

The PP does not seek to amend the underlying land use zone of the B4 Mixed Use.

To facilitate the redevelopment of the site with four (4) towers of 30, 40, 45, and 60 storeys, and over 1,260 dwellings, the amendments proposed comprise the following:

- Amend the Height of Buildings Map (Sheet HOB\_004) to impose a maximum height of 18.5m, 90m and maximum RL 243m AHD;



Figure 10: Proposed amended RLEP 2014 Height of Buildings Map

- Amend the FSR Map (Sheet FSR\_004) to impose a maximum FSR of 6.5:1 across the site; and

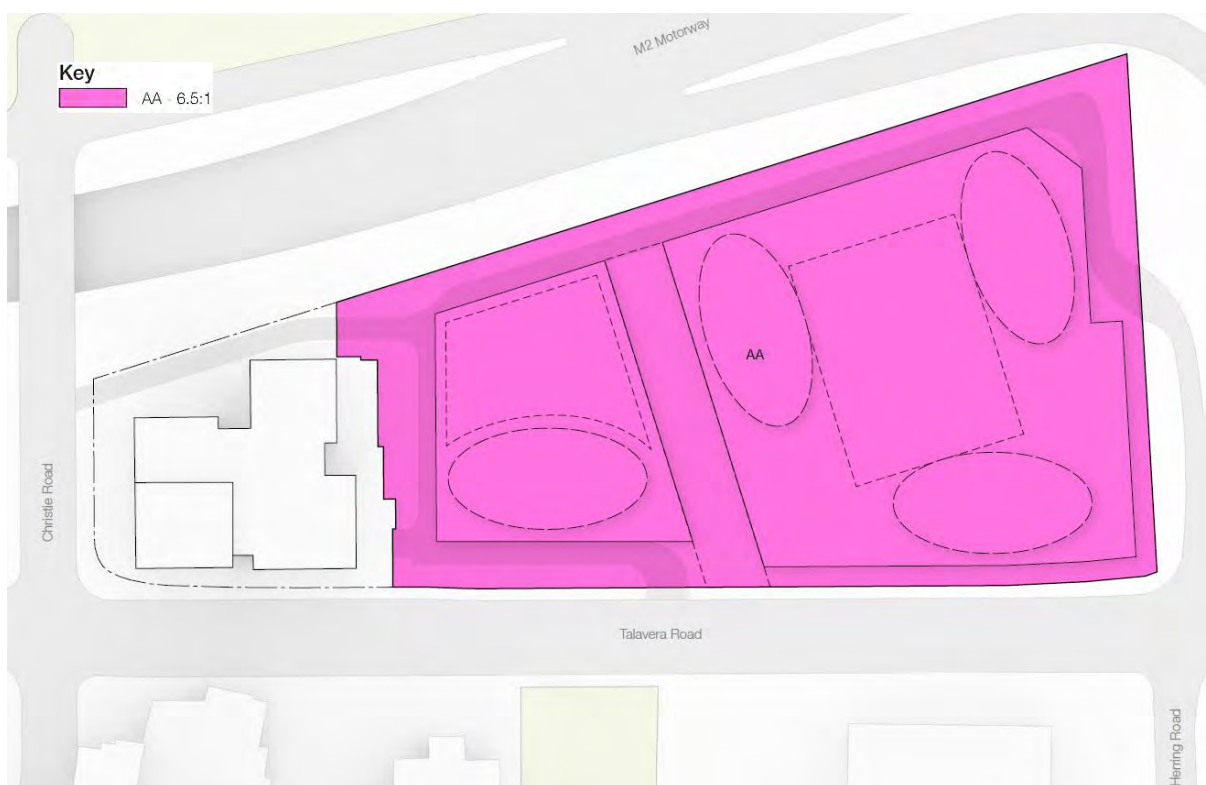


Figure 11: Proposed amended RLEP 2014 FSR Map

- Add site specific provisions for design excellence for redevelopment of the site, generally consistent with the following clause:

*“Design excellence*

- (1) *The objective of this clause is to deliver the highest standard of architectural, urban and landscape design.*
- (2) *This clause applies to the development on land known as 112 Talavera Road, Macquarie Park, with a legal description of Lot 422 in DP 1153360.*
- (3) *Development consent must not be granted to development to which this clause applies unless:*
  - (a) *an architectural design competition that is consistent with the Secretary’s Design Excellence Guidelines has been held in relation to the development, and*
  - (b) *the design of the development is the winner of the architectural design competition, and*
  - (c) *the consent authority considers that the development exhibits design excellence.*
- (4) *An architectural design competition is not required under subclause (3) if the consent authority is satisfied that:*
  - (a) *the development application relies on former planning controls that applied to the site; or*
  - (b) *such a process would be unreasonable or unnecessary in the circumstances, or*
  - (c) *the development exhibits design excellence.*
- (5) *In deciding whether to grant development consent to development to which this clause applies, the consent authority must take into consideration the results of the architectural design competition.*
- (6) *In this clause:*

*Architectural design competition means a competitive process conducted in accordance with the Design Excellence Guidelines.*

*Design Excellence Guidelines means, the Design Excellence Guidelines issued by the Secretary.”*

- Add site specific provision for satisfactory arrangements for contribution to designated state infrastructure.

Subject to ongoing negotiations between the Proponent and the DP&E, it is accepted that the site that map sheet SP1\_004 may be amended to include the subject site in “Area A” to allow the existing provision of clause 6.10 to apply to 112 Talavera Road.

To support the delivery of the Affordable Housing, and open space contributions, the PP is supported by a public benefit offer. The offer outlines the terms in which the developer would be willing to deliver substantial public benefits for the dedication of onsite affordable housing and open space, as well as substantial financial commitments to the upgrade of Christie Park. This Offer has been presented to and accepted by the Council and is in addition to any state infrastructure contributions. It must also be acknowledged that the PP would result in up to an additional \$10 million in Section 7.11 contributions that can provide Council with further funding for public infrastructure in the Macquarie Park area.

The intended outcome for development is provided in the following diagrams.





Figure 12: Indicative outcome diagram



Figure 13: Illustrative Master Plan – Indicative only, with built form subject to Design Excellence considerations



#### 4.4 Justification and Strategic Merit

This section addresses the need for the rezoning, identifies the background studies undertaken, why the PP is the best approach and what the community benefits will be.

##### 4.4.1 Section A – Need for the Planning Proposal

*Q1. Is the planning proposal a result of any strategic study or report?*

The site is located at the northern perimeter of the Herring Road Priority Precinct. In the Finalisation Report of May 2015, amendments to RLEP 2014 were recommended. These amendments delivered the planning controls that currently apply to the site. Since the finalisation of the Herring Road precinct there have been substantial shifts in strategic planning context and Government priorities that recognise the need to pursue greater housing supply and affordability, particularly in locations with access to jobs and public transport such as the subject site. These factors support the request to better utilise the available urban land already zoned for residential purposes.

While these controls delivered a precinct wide planning framework, the opportunity has been taken to critically review the potential for the subject site in the broader context of Macquarie Park and population projections since 2015.

The subject site is in close proximity to Macquarie University rail station. This location advantage has then been considered in the context of the development capacity of the site and, in particular, building height. An urban design and impact exercise has been pursued to test impacts to surrounding land that would arise from heights of over 60 storeys. This testing was undertaken in the context of ensuring ADG consistency could be achieved and to explore the opportunities that tall, slender towers afforded with regard to opportunities to extend open space through the site.

This exercise of testing heights, massing, and tower placement has identified that the provision of four (4) towers can deliver apartments readily capable of achieving ADG amenity requirements. The tower configuration has also been demonstrated to avoid adverse solar access impacts upon sensitive land uses. This is further aided by the sites location, being bound on three (3) side by roads, including the M2 Motorway.

The proposal is supported by detailed urban design and traffic and transport assessment prepared to analyse the sites capacity and ability for the additional development to be accommodated. These studies demonstrate that the proposed density can be supported and will respond to of the shift in strategic planning context and Government priorities for increasing housing supply and affordability. The standalone proposal is supported by appropriate studies that confirm the potential of the site and the ability for potential impacts to be managed and public benefits delivered.

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

The PP is considered the best option as it will allow the redevelopment of the site in a manner that is compatible with the concepts prepared. The variation to the height of building and FSR controls could not reasonably be pursued via a variation under Clause 4.6 of RLEP 2014.

Further, the PP approach provides a mechanism for the proponent to deliver substantial public benefits not otherwise required under the existing controls. This will provide contributions to Council's affordable housing portfolio in an appropriate location and fund improvements to district open space at Christie Park that would otherwise require amendments to Council's Section 94 Development Contribution Plan 2007 (S94 Plan), and a long term horizon within which to accumulate the required funds.

A site specific LEP rezoning is preferred as it allows a detailed response to the site as opposed to a more broad brush approach of a comprehensive LEP. A site specific rezoning will enable a more detailed analysis of the site considerations and the delivery of appropriate controls and mechanisms to deliver the future development of this central location. The proponent has agreed to the preparation of a site specific DCP.

#### **4.4.2 Section B – Relationship to Strategic Planning Framework – The Strategic Merit Test**

In considering if a PP should proceed to gateway determination, strategic merit is to be demonstrated. Section B – Relationship to Strategic Planning Framework from *Planning Proposals – A Guide to Preparing Planning Proposals* (August 2016) provides the matters to be considered when determining strategic merit. The particular matters to be considered are addressed below.

*Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional strategy, or district plan or strategy (including any exhibited draft plans or strategies)?*

The consideration of the strategic framework at Section 3.0 confirms the consistency of the proposal relating to:

- Growing jobs and housing across Sydney to create vibrant hubs of activity;
- Acceleration of housing supply;
- Acceleration of housing supply in designated infill areas;
- Provision of housing supply in a transport corridor being transformed by investment and in a strategic centre;
- Delivery of additional and affordable rental housing;
- Provision of housing in a locality that does not diminish employment or urban services land;
- Contributing increased on the periphery of the Macquarie Park Strategic Centre; and
- Delivery of an additional 500 dwellings representing 6.58% of the Ryde target of 7,600 dwellings in the Draft North District Plan.

*Does the proposal have strategic merit? Is it:*

- *Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or*
- *Consistent with a relevant local council strategy that has been endorsed by the Department; or*
- *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls?*

The consistency of the proposal with *A Plan for Growing Sydney* and the Draft North District Plan has been addressed in detail in Section 3.0 of this PP.

In considering the strategic merit of the site, the Herring Road Priority Precinct was finalised in May 2015. Since this time, the District Plans have been released, and the housing delivery targets from *A Plan for Growing Sydney* have been revised in *A Metropolis of Three Cities*.

The estimates have identified an unmet demand of a further 725,000 dwellings for Greater Sydney by 2036 in a *Metropolis of Three Cities* (compared to the target in *A Plan for Growing Sydney* of 664,000 by 2036).

These increased housing demand projections represent a 9.2% increase in dwellings to be provided. This recognition of the increasing housing demand reinforces the planning sense to maximise the available opportunities in well serviced locations to minimise future demand pressures for housing delivery.

The recognition that the demand for additional housing is greater than anticipated at the time of the finalisation of the Herring Road Priority Precinct justifies a review of the site, particularly given the identified ability for development of taller towers to be pursued without unacceptable amenity impacts to sensitive land uses.

The review of the planning provision is supported by the investment in infrastructure, particularly public transport in the form of the Sydney Metro. The conversion of Macquarie University Station to be part of the Sydney Metro will further add to the connectivity and accessibility of the locality. Sound urban management and maximising public investment returns support the approach to ensure the limited land resource is utilised to maximum efficiency. In addition, the approach to the site reflected in the concepts accommodates the provision of a central north south open space spine that reflect the Macquarie Park finalisation report and provides the ability for future pedestrian connectivity to the open space to the north, over the M2 Motorway to be explored.

The proposal does not conflict with the underlying intent of the Macquarie Park corridor with the additional housing opportunities proposed within an area of the corridor that is outside the identified core retail and employment areas. The site is within the mixed use area and the subject site is subject to a Development Consent for a substantial residential development. The increase in the potential FSR does not undermine the employment and economic generation forecasts for the core employment areas, rather seeks to more efficiently utilise the site for increased residential purposes consistent with the strategic decisions already made that this area is suitable for mixed use development. The proposed towers have been extensively tested to demonstrate that the proposed residential dwellings will achieve high levels of amenity without adversely impacting upon the amenity or development potential of surrounding lands.

From an underlying land use perspective the proposal does not conflict with the strategic intent for the Macquarie Station Precinct, rather achieves a greater utilisation of the available land resource for additional housing opportunities in a location that has been recognised as being highly suitable for mixed use development.

The proposal responds to the North District Plan by including an offer to enter into a VPA to provide 27 dwellings as Affordable Rental Housing. The provision of 27 dwellings is equivalent to 7% of the FSR uplift proposed via the PP.

These factors, in conjunction with the Affordable Rental Housing offer, supports the review of controls requested being pursued.

In considering the three (3) points raised in the strategic merit test, the request is considered to have strategic merit as:

- The request has been demonstrated to be consistent with the North District Plan;
- Does not conflict with the Ryde Local Planning Study 2010 which was prepared to inform RLEP 2014;
- Is responding in particular to the investment in infrastructure in the vicinity through the delivery of the Sydney Metro Network;
- Is responding to the housing demand forecast identifying an increase in unmet demand for housing to 2036 which has increased from 664,000 dwellings to 725,000 dwellings;
- The proposal is reflecting the expectation that further updates of the District Plan will reflect the increased demand forecast; and
- The proposal includes a provision for Affordable Rental Housing, responding to the District Plan.

Q3(b). Does the proposal have site specific merit, having regard to the following:

- The natural environment (including known significant environmental values, resources or hazards);
- The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and
- The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision?

The site is existing developed urban land and therefore does not have impacts to significant environmental values or natural resources. The site is not subject to natural hazards of land slip or geotechnical instability. The site is identified as being subject to minor impacts from a 100 year ARI flood event and the PMF event.

The ability to manage the flood impacts upon the site are addressed in the Preliminary Flood Impact Assessment (Attachment 4) which concludes that the flood issues affecting the site are manageable to support the development. The potential impacts are to the periphery of the site, and the potential impacts are readily able to be managed to avoid any adverse impacts to the site and surrounding lands. The assessment has identified that the duplication of the current piped drainage through the site, flood risk could be reduced and the design floor levels able to be reduced.

The site is also mapped as partly impacted by the buffer to the bushfire prone land which is the bushland that includes the Lane Cove River to the north. The M2 Motorway is an extensive vegetation free buffer between the site and the bushfire prone land. Bushfire is considered unlikely to be a constraint to development on the site.

The sites key merits relate to its proximity and access to significant employment and service lands in the Macquarie Park Corridor and existing passenger rail services at Macquarie Park University Station.

The location of the site supports the provision of increased housing capacity on the site in this well served location. The proximity to employment, research and educational facilities also supports the proposal to include the provision of Affordable Rental Housing in future development.

The PP will generate up to an additional \$10 million in S7.11 payment, affordable housing and open space commitments. It is considered that the PP provides sufficient financial contributions to meet the demands of the requested amendment and delivers benefits to the broader community.

Q4. Is the planning proposal consistent a local council's Local Strategy, or other local strategic plan?

Ryde Council prepared a Local Planning Study (December 2010) ("the study") to inform the comprehensive LEP. The comprehensive LEP became RLEP 2014.

The strategy predates *A Metropolis of Three Cities* North District Plan.

The study identifies Macquarie Park as a specialised centre to be a premium business location with traffic congestion identified as a major constraint. At that time, Macquarie Park was estimated to have capacity for a further 3,780 dwellings to 2021 and has been superseded by subsequent overarching policy decisions and population growth projections for the Sydney metropolitan region. *A Metropolis of Three Cities* projects a dwelling growth of 725,000 by 2036. This represents an increase of 61,000 or 9.2% from the previous A Plan for Growing Sydney.

Despite this, the proposal is consistent with many of the Strategic Directions of the Study as:

- The City's ecological footprint is constrained by reusing existing urban land and supporting public transport usage, walking, and cycling;
- Contributes to additional open space opportunities;
- Supports growth in the centre providing housing and supporting jobs and services in the locality;
- Improves the public domain through improved through-site access and open space provision;

- Maximises residential potential outside of the identified core employment lands; and
- Encourages walking, cycling, and public transport uses.

It is noted that Council has also recently resolved to proceed with a PP to introduce significant height increases for development of a similar sized site to the east known as 66-82 Talavera Road. This site is within the business park area of Macquarie Park, with the Draft PP including the proposal to accommodate up to 1,260 dwellings in addition to 20,000m<sup>2</sup> of office accommodation. The Council has endorsed a proposal to increase the height from 45m to 120m (166% increase) and increase the FSR from 1.5:1 to 3.5:1 (133% increase), or up to 4.75:1 (217%) when taking into account agreed GFA exclusions.

*Q5. Is the planning proposal consistent with applicable state environmental planning policies?*

The consideration of these State Environmental Planning Policies and deems SEPPs has identified that the PP does not conflict with any of these policies:

SEPP Title	Consistency	Comment
SEPP 19 Bushland in Urban Areas	Yes	The proposal is unlikely to have adverse impacts upon urban bushland.
SEPP 44 Koala Habitat Protection	Yes	The site does not include potential koala habitat.
SEPP 55 Remediation of Land	Yes	The PP does not alter land use permissibility or introduce permissibility for sensitive land uses.  Past land use would continue be considered at DA stage as required by Clause 7 of the SEPP.
SEPP 64 Advertising and Signage	N/A	Should the PP proceed future development would be subject to the provisions of this SEPP.
SEPP 65 Design Quality of Residential Flat Development	Yes	The Masterplan has had regards to the principles of SEPP 65.
SEPP 70 Affordable Housing (Revised Schemes)		The provisions of the SEPP apply to the City of Ryde and will be addressed by future DAs.
SEPP (Building Sustainability Index: BASIX) 2004	Yes	This SEPP is relevant to specific development that would be permitted on the land. Future development would need to comply with these provisions.
SEPP (Housing for Seniors or People with a Disability) 2004	Yes	This SEPP is relevant to specific development that would be permitted on the site and would need to comply with these provisions should this development be pursued.
SEPP (Infrastructure) 2007	Yes	This SEPP is relevant to particular development categories. This PP does not derogate or alter the application of the SEPP to future development.
SEPP (Exempt and Complying Development Codes) 2008	Yes	This SEPP is relevant to particular development categories. This PP does not derogate or alter the application of the SEPP to future development.

SEPP Title	Consistency	Comment
SEPP (Affordable Rental Housing) 2009	Yes	This SEPP is relevant to particular development categories. This PP does not derogate or alter the application of the SEPP to future development.
SREP (Sydney Harbour Catchment) 2005	Yes	Consideration of this deemed SEPP will continue to apply relating to management of water quality entering the Sydney Harbour Catchment.

Table 2: Consistency of the Planning Proposal with SEPP titles

*Q.6 Is the planning proposal consistent with applicable Ministerial Directions (S9.1 Directions)?*

The PP would be consistent with all relevant Directions as detailed below:

S117 Direction Title	Consistency	Comment
<b>1.0 Employment and Resources</b>		
1.1 Business and Industrial Zones	Yes	The PP does not seek to alter the applicable B4 Mixed Use zone applying to the land.
1.2 Rural Zones	N/A	
1.3 Mining, Petroleum Production and Extractive Industries	N/A	
1.4 Oyster Aquaculture	N/A	
1.5 Rural Lands	N/A	
<b>2.0 Environment and Heritage</b>		
2.1 Environment Protection Zones	Yes	The PP does not propose the introduction of an Environmental Protection zone.
2.2 Coastal Protection	N/A	
2.3 Heritage Conservation	Yes	There are no known matters of heritage significance required to be considered for the site and there are no heritage items located on the site.
2.4 Recreation Vehicle Areas	N/A	
<b>3.0 Housing, Infrastructure and Urban Development</b>		
3.1 Residential Zones	Yes	The proposal is considered to be consistent with the direction, including the potential to broaden housing choice and provision in a location able to make efficient use of existing infrastructure and services. The range of housing includes 7% of the uplift as Affordable Rental Housing that would be dedicated free of charge to the Council.
3.2 Caravan Parks and Manufactured Home Estates	NA	
3.3 Home Occupations	Yes	Home occupations will continue to be permitted, to be carried out in dwelling houses without the need for development consent.



S117 Direction Title	Consistency	Comment
3.4 Integrating Land Use and Transport this Ministerial Direction	Yes	<p>The PP is considered to be consistent with this Direction through:</p> <ul style="list-style-type: none"> <li>• The Proposal will provide housing in a location that will be well serviced by public transport and in a location able to support cycling and walking in close proximity to employment lands, adjacent to an existing retail centre in an area designated a Local Centre in the Draft District Plan;</li> <li>• The provision of a small proportion of housing in a location that is 300m from an existing centre that contains retail, commercial, education, and community facilities;</li> <li>• The site enjoys pedestrian and cycleway connections through the site;</li> <li>• The proposal will facilitate further pedestrian and cycleway connections through the site;</li> <li>• Providing an opportunity for residential development that improves opportunities for travel by means other than by car; and</li> <li>• Supports the efficient and viable operation of public transport services.</li> </ul>
3.5 Development Near Licensed Aerodromes	N/A	
<b>4.0 Hazard and Risk</b>		
4.1 Acid Sulphate Soils	Yes	The area is not subject to potential acid sulfate soils.
4.2 Mine Subsidence and Unstable Land	NA	
4.3 Flood Prone Land	Yes	The PP will be consistent with this Ministerial Direction. Small areas of the site are subject to flooding. The PP is supported by a flood report confirming these impacts can be readily managed on the site, and it is possible to reduce flood levels as a result of this development.
4.4 Planning for Bushfire Protection	Yes	The site is partly mapped as being within the buffer area to bushfire prone land. The mapped buffer includes the M2 Motorway, which forms a substantial vegetation free barrier to the site. Bushfire is considered unlikely to impact upon development on the subject site and can be dealt with at the DA stage.
<b>5.0 Regional Planning</b>		
5.2 Sydney Drinking Water Catchments	N/A	

S117 Direction Title	Consistency	Comment
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	
5.8 Second Sydney Airport: Badgerys Creek	N/A	
5.9 North West Rail Link Corridor Strategy	N/A	
5.10 Implementation of Regional Plans	Yes	The PP is consistent with the Regional Plan A <i>Metropolis of Three Cities</i> and has been specifically addressed in the PP request.
<b>6.0 Local Plan Making</b>		
6.1 Approval and Referral Requirements	Yes	The PP is consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The PP is consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	The PP includes a site specific provision to facilitate the delivery of high quality architectural development with the requirement for a design competition in certain circumstances.
<b>7.0 Metropolitan Plan Making</b>		
7.1 Implementation of the Metropolitan Strategy	Yes	The PP is consistent with the relevant actions from A Metropolis of Three Cities and the North District Plan as detailed within this submission.

Table 3: Consistency of the Planning Proposal with Ministerial Directions

#### 4.4.3 Section C – Environmental, Social and Economic Impact

*Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The request for a PP is for existing developed urban land and is not considered to have any adverse impacts upon threatened species, population or ecological communities.

*Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

The PP is supported by a Flood Impact Assessment confirming the ability for the minor impacts to be managed, and flood levels could actually be reduced as a result of the public link and associated drainage amplification.

The proposal is also supported by a Transport Assessment which concludes that the transport network can accommodate the projected increase in housing provision that would be facilitated. The assessment has addressed the testing of the additional traffic generation. The assessment identifies that the testing of the small additional trip generation is not suitable to be tested under the AIMSUN Model. That is the scope of the AIMSUN model is large that the sensitivities of the model would not deduce reliable results for the additional

52 additional peak hour trips that would be generated by the additional development capacity. The traffic assessment identifies that the SIDRA modelling that was undertaken remains the most appropriate tool and assessment modelling for the analysis of the traffic impacts. This assessment has concluded that the additional development capacity would not have a detrimental impact upon the performance of the local road network.

The proposed built form has been tested for its impacts on surrounding land in relation to solar access. The sites location is such that the proposal does not result in unacceptable solar access impacts to residential properties or public open space areas. The design review section of the urban design report has undertaken a comparison assessment between a compliant building envelope under the exiting controls and the proposed envelopes. The current controls establish a perimeter enclosure of the site with six (6) buildings. The alternate envelopes established under the proposed controls would accommodate four (4) towers.

The morning shadow is cast to office buildings within the mixed use, residential area to the immediate south of the site. The shadows cast are larger, but narrower than those cast by a complying envelope. The majority of shadow cast by 1:00pm in midwinter is being cast towards the Macquarie Shopping Centre rooftop car park and loading dock areas. Beyond 2:00pm, the shadows cast will be towards the serviced apartments to the east of the site. These serviced apartments are unaffected by shadows between 9:00am and 1:00pm in midwinter.

The proposal seeks to amend the height of building development standard to facilitate towers of 30 to 60 storeys in height. This will result in taller, more slender tower forms that will have fast moving shadows. The shadow comparison between the current complying envelopes and the proposed envelopes in the Urban Design Report identify gaps in the taller slender shadow cast rather than the more solid shadow of the current envelopes, particularly between 9:00am and 1:00pm.

The urban design and architectural analysis have identified that the tower placement on the site can achieve ADG spatial separation requirements. From a visual impact assessment, the proposal contemplates the tallest tower centrally on the site. The varied tower heights provide a visually interesting skyline and can act as a marker to the Christie Road and Herring Road entry points to Macquarie park off the M2 Motorway. Figure 14 demonstrates the potential towers in the context of existing height development standards in the vicinity.



Figure 14: Potential view of the corner of the Herring Road and M2 Motorway

The proposal is also supported by an Aeronautical impact assessment to ensure aviation navigation requirements would not be conflicted with by the proposal. The assessment identifies that the site has a PANS OPS height of RL 246.3m AHD. The proposed building envelope has an effective height to RL 243m AHD. To ensure the Height of Buildings provisions would not conflict with aviation limitations it is proposed that for the portion of the site proposing development up to 60 storeys, the height control is expressed as a

maximum RL. Accordingly, the height of building maps impose a maximum RL of 243m on the eastern portion of the site. The balance of the site with maximum height of 90m is well below the obstacle limitations.

The site will be subject to a site specific DCP which will draw upon the masterplan principles developed in the Urban Design Report. The site specific DCP would retain reliance upon the broad requirements of Part 4.5 Macquarie Park of RDCP 2014.

The site specific provisions are anticipated to guide:

- A four (4) tower solution;
- Tower placement and height graduation;
- Perimeter setbacks;
- Preferred active frontage locations;
- Public open space location alignment; and
- Site access locations.

*Q9. How has the planning proposal adequately addressed any social and economic effects?*

#### Social Effects

The site does not contain any items of known heritage significance and is highly disturbed from previous development.

The site proposes the provision housing on land outside the core employment lands of Macquarie Park, which is one of the most significant employment centres in Australia. The site has location attributes that make it highly desirable to pursue high density residential housing. It is a large site within 400m of a soon to be Metro Station, and walking distance to internationally renowned educational and medical facilities. The Metro will provide easy access to Sydney CBD, making it an appropriate location for maximising residential density without compromising employment capacity and access to Macquarie Park.

The proposal includes the provision of 27 dwellings as Affordable Rental Housing. The massing studies identify a potential dwelling yield of 1,260 dwellings. The provision of this potential quantum of Affordable Rental Housing dwellings in conjunction with the private dwellings in a location that is highly accessible to employment, services, education and transport is a highly desirable outcome, and consistent with all key strategic planning policies.

The site planning that is facilitated by the tower form approach to the site has afforded the opportunity to provide an open space break through the site on a north-south alignment. This deep soil landscape opportunity provides a potential publicly accessible landscaped open space through the site. The landscape treatment would be a visible extension of the lineal open space approach for sites to the south which have followed the alignment of the natural drainage line.

This approach provides further ground level landscaping to augment the landscaped amenity of the site for the public and future residents of the development. This significantly enhances the amenity compared to a complying scheme. The PP is not considered to present any adverse social impacts.

#### Economic Effects

The proposal has the potential to deliver a range of positive economic impacts with the potential provision of a significant level of Affordable Rental Housing that is well located to suit a range of potential key worker groups. The potential to provide affordable rental accommodation closer to employment opportunities and transport improves the prospect of reducing commute times with the consequent social benefits that can

provide. Locating housing within excellent access to jobs, transport, services etc. to reduce demand on cars and increase patronage and utilisation of the Government's investment in the Metro transport project.

Positive economic effects:

- Affordable Rental Housing dedicated without cost;
- Open space (over 1,300m<sup>2</sup>) dedicated without cost;
- Financial contribution to Stage 2 of Christie Park Upgrade; and
- Additional \$10 million in S7.11 contributions.

*Q10. Is there adequate public infrastructure for the planning proposal?*

The locality is a highly urbanised area that I accessed by the full range of urban services and utilities. The maximisation of the residential capacity, the planning amendment and potential future redevelopment supports sound principles for utilising existing community investment in infrastructure and services in the locality. Any augmentation of utility services will be undertaken as required.

*Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?*

This section will be completed following consultation with any State and Commonwealth Public Authorities identified in the Gateway Determination. However, the PP is consistent with the latest strategic planning policies and Government approach to increase housing supply in appropriate locations.

#### 4.5 Part 4 – Mapping

The current maps as they apply to the subject site are proposed to be amended in accordance with figures 15 and 16.

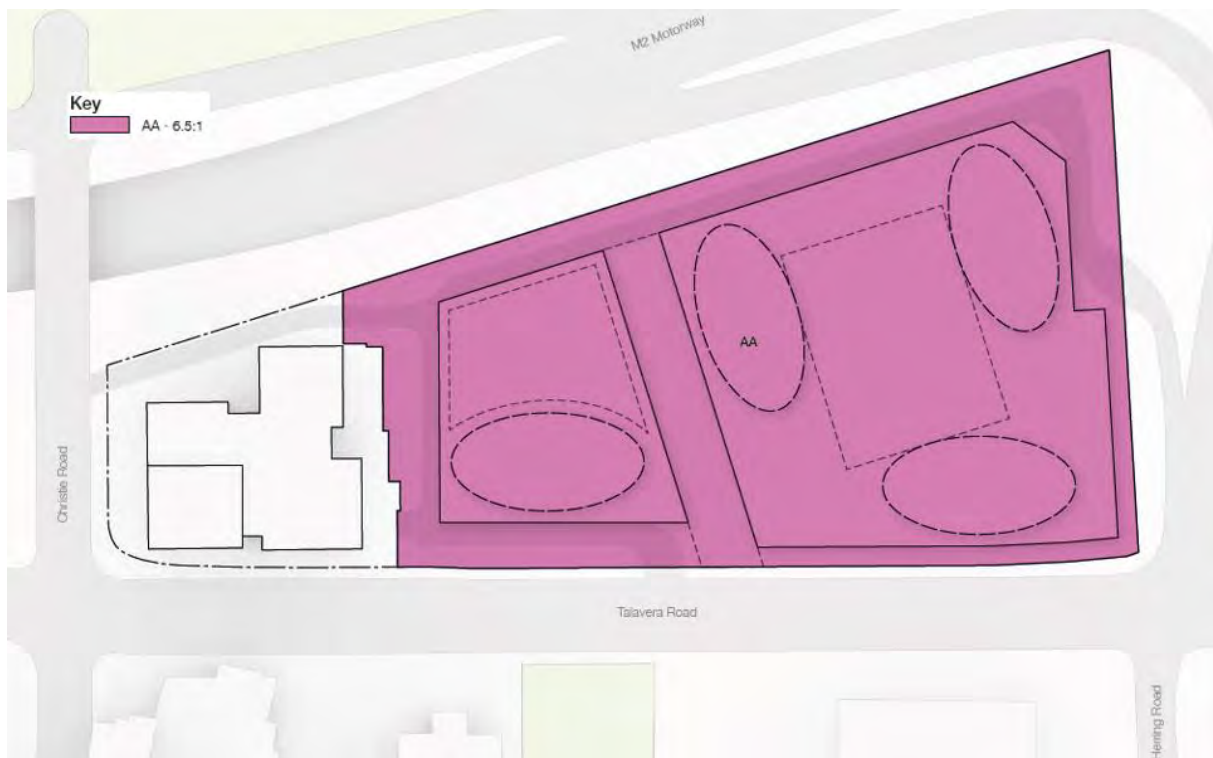


Figure 15: Proposed FSR Map



Figure 16: Proposed Height of Buildings Map

The amended mapping proposes a new FSR of 6.5:1 across the site and a varied height providing 190m to the south, a maximum of 18.5m through the central area of the site stepping up to a maximum of RL243m AHD for the eastern portion of the site.

#### 4.6 Part 5 – Community Consultation

It is expected that community consultation will be pursued consistent with standard practice of:

- Notification of surrounding land owners;
- Public notification in local newspapers; and
- Notification on Council's website.

Should further consultation be required, this can be managed through the Gateway Process.

#### 4.7 Part 6 – Project Timeline

- Planning Proposal exhibition – October/November 2018;
- Review of submissions – November/December 2018;
- Consideration by Council of exhibition outcomes – December 2018; and
- Planning Proposal finalisation February/March 2019.



## 5.0 Conclusion and Recommendations

This PP for 112 Talavera Road, Macquarie Park, seeks to retain the B4 Mixed Use zone, but amend the height of buildings and FSR development standards, and add site specific provisions for design excellence for development of the site as well as a provision of contribution towards designated state infrastructure in the Macquarie Park locality.

The amendments to the development standards requested would facilitate the redevelopment of the site to accommodate tall towers forms. The proposed tower forms, ranging between 30 and 60 storeys, have been demonstrated as being capable of being developed without adverse impact to sensitive lands. Critically, the location is outside of the core employment areas of Macquarie Park and is already identified as suitable for significant residential development.

The PP request ensures that the potential of the site is best realised to maximise the benefit of the sites proximity to public transport, employment, education, and urban services.

The provision of taller towers in addition to providing dwellings in a well serviced location provides marker to the entry to Macquarie Park with the varied tower heights achieving a visually interesting skyline.

The supporting studies identify that potential flood impacts on the site can be readily managed. The urban design analysis supports the approach for taller towers with a break in the podium to deliver a north south oriented landscaped open space providing a landscaped asset for future residents and surrounding residents and workers. The proposed tower forms have been demonstrated to have no adverse impacts on sensitive land uses and existing open space areas. The proposed height of buildings standard has been considered against navigation considerations and have been confirmed as being able to avoid potential navigation restrictions. The additional development capacity has been tested to ensure that the existing transport network can accommodate the additional demand. This analysis has confirmed that the proposed network can accommodate the level of additional development identified.

In addition to realising the residential development potential and capacity of the site the proposal is supported by an offer to provide 27 dwellings as affordable rental housing by way of a VPA with Council, as well as upgrades to existing open space in the area.

The outcome for a redevelopment of the site in accordance with the requested development standards will be a contribution of approximately 1,260 dwellings to the 725,000 dwellings now projected as required in Greater Sydney by 2036.

The approach to the site is to provide taller towers to reduce the street wall impacts of the current controls and break site to accommodate a north south oriented lineal open space. This open space provides additional landscape open space for the areas as well as providing a future option for pedestrian connectivity over the M2 Motorway to the open space to the north accommodating the Lane Cove River.

The proposal supports the public investment in infrastructure in the locality and ensures that a diverse and vibrant community is achieved in Macquarie Park. This can be achieved in this instance without adverse impact upon the employment land capacity of the area and this important contribution to the economy of Sydney and NSW.

It is therefore requested that arising from the consideration of this PP request that the RLEP 2014 be amended in the following manner:

- Amend the Height of Building Map (map sheet HOB\_004) to show new maximum building heights of 18.5m, 90m and RL 243m AHD and 200m;
- Amend the Floor Space Ratio Map (map sheet (FSR.004) to show a maximum FSR of 6.5:1 applying to the site; and
- Add site specific provisions for design excellence for development of the site.