

Section 75W Modification Application to MP 09_0209

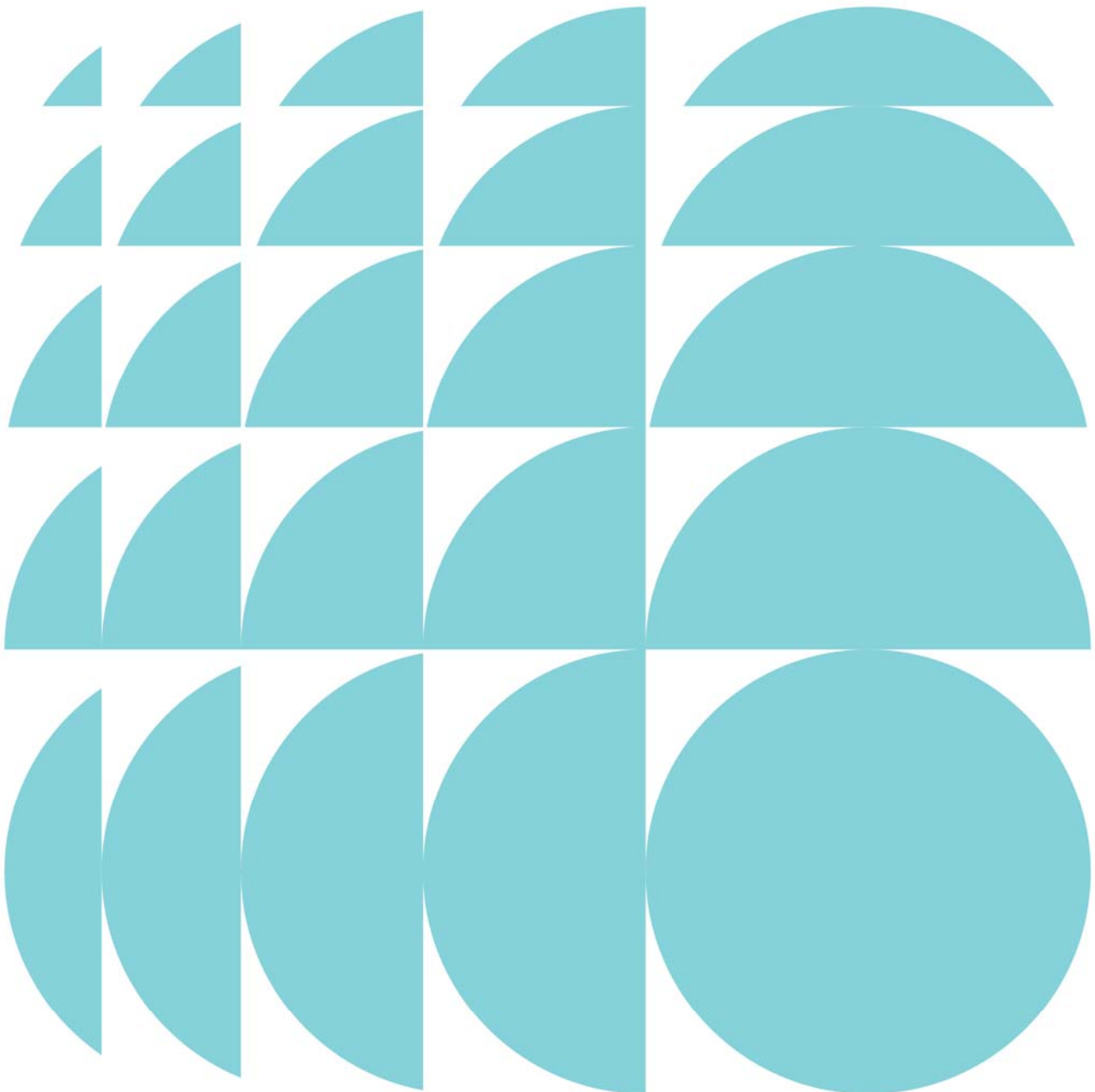
Environmental Assessment Report

396 Lane Cove Road & 2 Coolinga Street,
Macquarie Park

Submitted to Department of Planning and
Environment

On behalf of Frasers Property Australia & Winten
Property Group

12 February 2018 | 17164



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1.0 Introduction

This Modification Application is submitted to the Department of Planning and Environment (the Department) in relation to the Part 3A Concept Plan (MP 09_0209) Approval (CPA) for 396 Lane Cove Road and 2 Coolinga Street, Macquarie Park (the site). This application has been prepared in accordance with Section 75W and Clause 3C of Schedule 6 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This report describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment. It should be read in conjunction with the information referenced within and appended to this report.

1.1 Background

On 29 May 2012, the (then) Deputy Director General of the Department of Planning and Infrastructure, as a delegate of the Minister for Planning, granted Concept Approval to MP09_0209 for Winten Property Group and Australand Holdings Limited (now Frasers Property Australia). This CPA set the vision for the redevelopment of the site, which comprised the construction of a commercial and retail development that features:

- 4 separate buildings with heights ranging from 8 to 17 storeys plus plant level;
- maximum GFA of 83,368m²;
- basement car parking; and
- public domain works.

Following obtaining approval over 5 years ago, the proponent was not able to attract sufficient interest in leasing the development in order to proceed with the next stage of preparing a DA to Council. A Section 75W Modification No. 1 (Mod 1) was lodged last year to extend the lapse date of the Concept Approval from 5 to 7 years, providing an additional two years for the proponent to submit an application to carry out development. The modification was approved on 4 November 2016, and extended the lapse date of the Concept Approval to 29 May 2019.

A Request for the Secretary's Environmental Assessment Requirements (SEARs) for a second modification to the CPA (Mod 2) was also lodged on 24 April 2017, and SEARs were issued 13 June 2017. This modification sought to make several changes to approved concept design, in order to accommodate a specific tenant on the site. However, as negotiations with the tenant did not progress the proponent resolved not to proceed with Mod 2.

The proponent commenced planning for the redevelopment of the site in early 2017, seeking to deliver the commercial and retail development under MP09_0209 (as modified), with minor revisions. The revisions seek to better align the development with contemporary aspirations for a commercial precinct and improve the relationship between the site and its surrounds.

During consultation with City of Ryde Council and the Department, it was confirmed that the proposed minor modifications to the CPA would need to be resolved through a Section 75W Modification Application, herein to be referred to as Mod 2. This modification application will enable the proponent to lodge a detailed application for the delivery of an improved commercial/retail Precinct in 2018, and commence construction works in 2019.

1.2 Purpose of the Modification

This modification application has been prepared to better align the approved development with contemporary aspirations for a commercial precinct and to improve the relationship between the site and its surrounds. Approval was granted to the Concept Plan some 5 years ago, and since this time the expectations and demands of the commercial market have changed and there are apparent improvements that can be made to the CPA that will ensure it better interfaces with the Macquarie Park Railway Station, which is set to be upgraded as part of the Sydney Metro Northwest project.

Through minor changes to the building envelopes, a number of improvements can be realised to benefit both the future tenants on the site and the greater public, including:

- providing a larger public plaza around the Macquarie Park Railway Station portal (soon to be a Metro Station), which will be dedicated to Council;
- creating a larger, more usable, and activated publicly accessible park within the site;
- reallocated building mass to wrap around the central park and better address street corners, and improve solar access within the park;
- creating activated laneways between the buildings, which can operate as 'eat streets' and contribute to the night time economy of the Centre;
- segregating and rationalising vehicle and pedestrian entrances/exits to improve access and prevent conflicts between modes; and
- providing complementary land uses such as a gym and child care centre that contribute to the functionality and viability of the centre, and activate the site beyond typical office hours.

This modification application represents the culmination of some five years of market testing, design development, and aspiration to provide the best possible outcome for the site and deliver a landmark development at an important gateway within the Macquarie Park Corridor.

Further, the modification application does not propose to alter the approved Gross Floor Area (GFA), maximum building heights, car parking provision, contributions framework, or ESD commitments established under the CPA.

1.3 Legislative Context

As outlined above, Concept Plan MP 09_0209 related to the development of 396 Lane Cove Road and 2 Coolinga Street, Macquarie Park and was approved by the (then) Minister for Planning under Part 3A of the EP&A Act.

Part 3A of the EP&A Act was subsequently repealed in 2011, however transitional arrangements were established for approved concept plans (amongst other things).

In accordance with clause 2 of Schedule 6A of the EP&A Act, the development as provided in the CPA, is a 'transitional Part 3A project'. Clause 3 of Schedule 6A provides that Part 3A of the EP&A Act continues to apply to a transitional Part 3A project. Part 3A of the EP&A Act therefore continues to apply to the CPA.

With consideration of the above, whilst Section 75W of the EP&A Act was repealed as part of the broader repeal of Part 3A of the EP&A Act, it continues to apply to and in respect of transitional Part 3A projects.

Section 75W therefore still applies in relation to modifying the CPA.

1.4 Consultation

The proponent and their consultant team met with the Department on 27 November 2017 and with Council on 31 October 2017 and 15 January 2018. Preliminary feedback on the proposal was issued, and the modification application has incorporated and addressed feedback where relevant. Such matters primarily related to the pedestrian experience and circulation through the site, and the quality and quantity of publicly accessible areas.

2.0 The Site

2.1 Site Location and Context

The site is located at 396 Lane Cove Road (also known as 32-46 Waterloo Road) and 2 Coolinga Street (also known as 1 Giffnock Avenue), Macquarie Park within the City of Ryde Council Local Government Area (LGA). The site is located within the heart of the Macquarie Park Corridor between the M2 Motorway and Epping Road. The site's locational context is shown at **Figure 1**.

The site is bounded by Waterloo Road and the Macquarie Park Railway Station Portal to the north, Coolinga Street to the west, and Giffnock Avenue to the south. The eastern boundary of the site partially fronts Lane Cove Road with the remainder abuts a commercial building occupied by Hyundai. An aerial photo of the site is included at **Figure 2**.

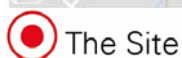
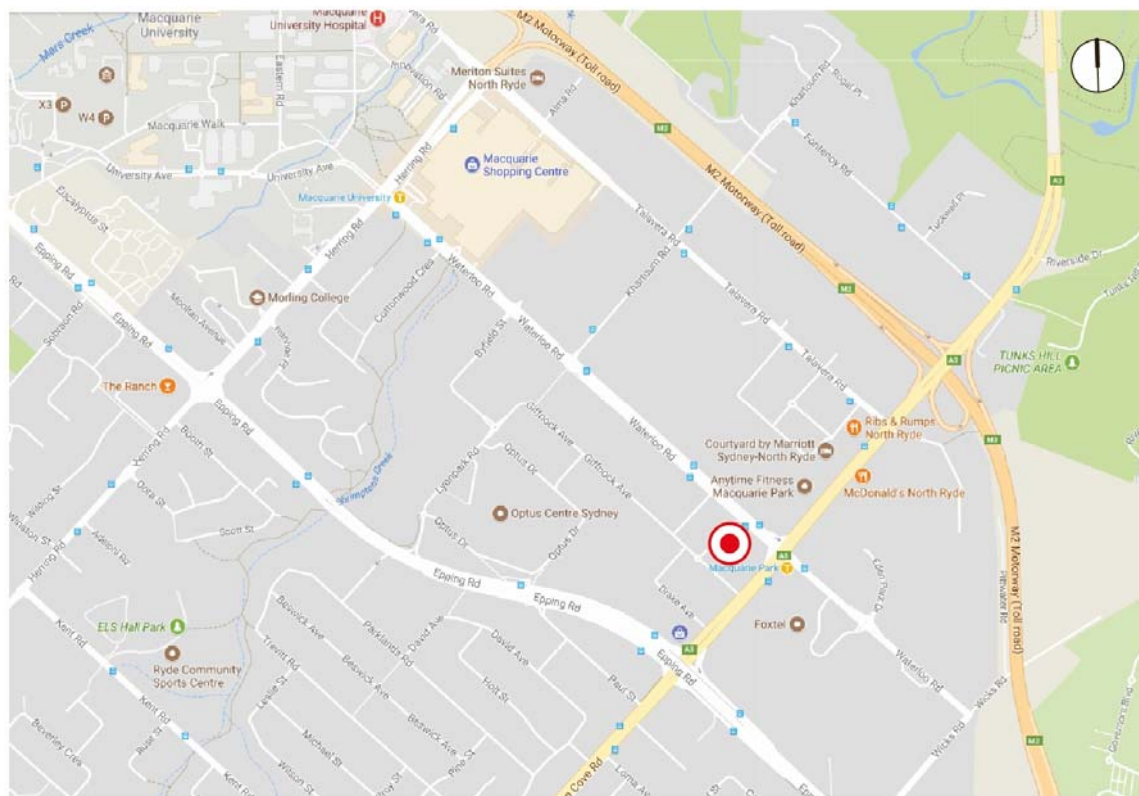


Figure 1 – Locational context of the site

Source: Google maps + Ethos Urban




 The Site

Figure 2 – Aerial image of the site

Source: Nearmap + Ethos Urban

2.2 Site Description

The site is legally described as Lot 5 in DP 1130105 and Lot 21 in DP 602327, and is owned by the Australand Industrial No. 122 Pty Ltd in a Joint Venture with Winten (No 35) Pty Ltd and Frasers Property Australia. The site is approximately 16,289sqm¹ in area and is generally 'L-shaped'.

Existing Development

Existing development on the site comprises two buildings:

- Building 1: a 6,069m², generally two storey rectangular-shaped commercial building that fronts Lane Cove Road and Waterloo Road; and
- Building 2: a 1,949m², generally two storey square-shaped commercial/warehouse building that fronts Giffnock Avenue and Coolinga Street.

An at-grade car park associated with Building 1 is located within the Waterloo Road and Coolinga Road setbacks. Vehicular access to the car park is located via left-in / left-out driveways onto/off Waterloo Road and Coolinga Street.

A second at-grade car park associated with Building 2 is located in the Giffnock Avenue and part of the Coolinga Road setbacks. Vehicular access to the car park is located via a single driveway on Coolinga Street and via two separate driveways on Giffnock Avenue.

¹ On 31 May 2017, Roads and Maritime Services wrote to the landowner confirming that they would be acquiring a portion of the Lane Cove Road and Waterloo Road frontages of Lot 5 in DP 1130105, to allow for road widening works. The area for road widening is approximately 253m² and may marginally reduce the extent of the site, when acquired, which is subject to finalisation.

A survey plan showing existing structures and trees on site is located at **Appendix A**. This plan also illustrates the topography of the site, which generally slopes from east to west, including areas of substantial level change where retaining walls or landscaped batters have been used along the site boundaries (see **Figure 5** and **Figure 8** below).



Figure 3 – Building 1, as viewed from the at-grade car park fronting Waterloo Road



Figure 4 – Building 1, as viewed from the at-grade car park fronting Lane Cove Road, with the Macquarie Park Station portal behind



Figure 5 – Change in level between the site and Coolinga Street



Figure 6 – Building 2, as viewed Coolinga Street



Figure 7 – Building 2, as viewed from the corner of Coolinga Street and Giffnock Avenue



Figure 8 – Change in level between Building 2 and the eastern boundary of the site

2.3 Surrounding Development

The area surrounding the site can be characterised as lower density, older, warehouse and office spaces interspersed with higher density contemporary office buildings. The diverse scale, form and style of buildings are reflective of a period of change whereby ageing building stock is being replaced by higher-order offices, data centres, and associated service-based industries commensurate with the evolution of Macquarie Park from a suburban business park to a more traditional commercial centre. The urban renewal of this area will be enhanced through the Sydney Metro Northwest project, which will link Macquarie Park to the North West Growth Centre, Sydney CBD, and finally to Bankstown via a train every four minutes in peak periods.

The following informs the immediate context of the site:

- The site shares its northern frontage with Waterloo Road and the western entrance to the Macquarie Park Railway Station (soon to be a Metro Station). The station concourse and railway line are located underground and run parallel to Waterloo Road. The station entry portal is narrowly separated from the site by a raised, planted edge, that effectively prevents any through-traffic.
- On the northern side of Waterloo Road is the 'Waterloo Business Park', accommodating office buildings, and a commercial and light industrial precinct at 35-41 Waterloo Road. Adjoining this site to the west is 45-61 Waterloo Road which comprises of a large construction site, being the subject of a recent Planning Proposal and preliminary works Development Application that seek to redevelop the site into six new commercial buildings around a central park.
- The eastern boundary of the site partially fronts Lane Cove Road, with the remainder of the eastern and part of the southern boundary abutting a contemporary 8-storey commercial occupied by Hyundai.
- On the southern side of Giffnock Avenue is a construction site for the development of a new 8-storey 'Giffnock Data Centre', which will comprise nominal offices and multiples levels of data rooms and associated plant. Also on the southern side of Giffnock Avenue is an existing 2-storey office and warehouse building operated by Holdmark Property.
- To the west of the site, on the western side of Coolinga Street, is 44 Waterloo Road, which is an existing 2-storey office and warehouse building that is to be leased by Macquarie University's School of Engineering.

Refer to the site photos at **Figure 9** to **Figure 18** below.



Figure 9 – Macquarie Park Railway Station entrance adjoining the site



Figure 10 – Existing interface between the site and station entry



Figure 11 – Commercial office building at 35-41 Waterloo Road, as viewed from Waterloo Road



Figure 12 – Construction site associated with 45-61 Waterloo Road, as viewed from Waterloo Road



Figure 13 – Hyundai building as viewed from the western boundary shared with the site



Figure 14 – Hyundai building as viewed from Lane Cove Road



Figure 15 – Construction site associated with the Giffnock Data Centre, and a commercial office building in the background at 14 Giffnock Avenue



Figure 16 – Photomontage of the Giffnock Data Centre
Source: Greenbox Architecture



Figure 17 – Holdmark Property office building, as viewed from Giffnock Avenue



Figure 18 – Warehouse and offices at 44 Waterloo Road, as viewed from Coolinga Street

3.0 Description of the Proposed Modification

This report supports an application to modify the CPA pursuant to s75W of the EP&A Act. The proposed modifications to the CPA comprise of:

- reallocating building mass within Building A, to provide for a wider station plaza by making the building envelope longer and narrower;
- moving Building B further west to accommodate for a longer Building A;
- reshaping Building D as an 'L-shaped' building envelope to improve solar access and address the street corner;
- increasing the areas of the public plaza fronting the Macquarie Park Railway Station entrance;
- increasing the area of the publicly accessible open space and creating a 'central park';
- segregating vehicle and pedestrian entrances;
- creating activated frontages to the central park from Buildings B, C and D;
- creating activated laneways between Buildings A and B and Buildings B and C;
- Improving pedestrian safety through the aforementioned activation; and
- providing for potential complementary uses to the commercial/retail precinct such as a child care centre and gym.

Importantly, this modification application does not propose to alter the approved Gross Floor Area (GFA), maximum permissible building heights, contributions framework, or ESD commitments established under the CPA. An extract of the approved and proposed building envelope plans have been included at **Figure 19** and **Figure 20** on Page 13 below, and the proposed modifications are discussed further in the following sections.

Table 1 also provides a comparison of the proposed and approved Concept Plan.

Table 1- Summary comparison of approved and proposed Concept Plan

Component	Approved	Proposed	Change
Land Uses	Commercial Retail	Commercial Retail Child Care Centre Gym	+ additional complementary, non-residential uses.
Gross Floor Area	83,368m ²	83,368m ²	No change.
Building Heights	<ul style="list-style-type: none"> • Building A – RL 129.3 • Building B – RL 96 • Building C – RL 96 • Building D – RL 96 	<ul style="list-style-type: none"> • Building A – RL 129.3 • Building B – RL 96 • Building C – RL 96 • Building D – RL 96 	No change to the approved maximum, however, the footprints of the proposed building envelopes have been modified. See Section 3.2 below.
Width of Courtyard Through-Site Links 3	15m	9m	- 6m
Parking Spaces	834 spaces	834 spaces	No change.
Central Park	1,480m ²	1,930m ²	+450m ²
Public Plaza	2,300m ²	2,975m ²	+675m ²
Total Public Domain	11,921m ²	10,920m ²	-1,001m ² ²

² Defined as the area between the curb and building line. The primary difference is due to the increase in the ground floor of Building D accommodating retail and the child care centre.

³ Pedestrian pathway increased due to the relocation of landscaped areas



Figure 19- Approved building envelope plan

Source: Bates Smart

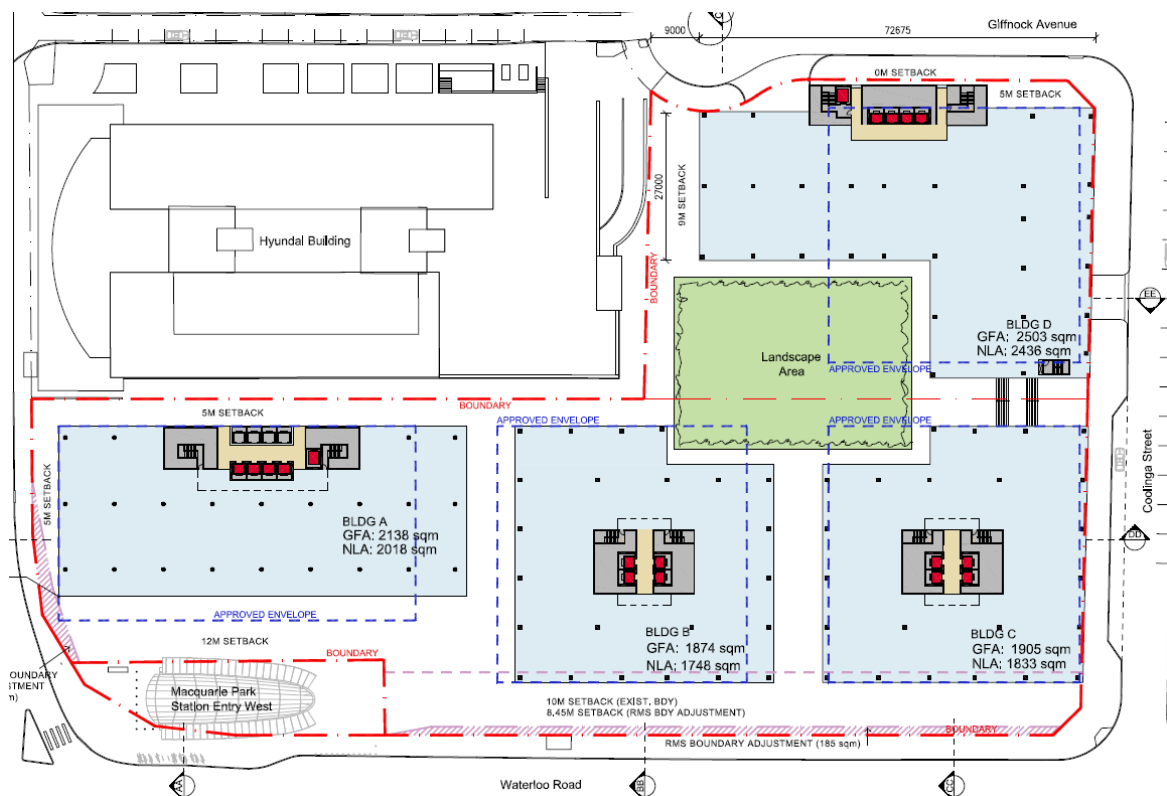


Figure 20- Proposed building envelope plan

Source: Bates Smart

3.1 Land Uses

The proposed modification does not seek to alter the commercial/retail nature of the approved precinct, which will provide extensive employment floor space in the heart of the Macquarie Park Corridor. Rather, the modification application incorporates minor complementary land uses that will contribute to the functionality and viability of the centre, and activate the site beyond typical office hours. These include a potential gym and child care centre on the ground floor, fronting the central park for increased passive surveillance and activation. These uses will benefit the future occupants of the site and the greater Macquarie Park Corridor.

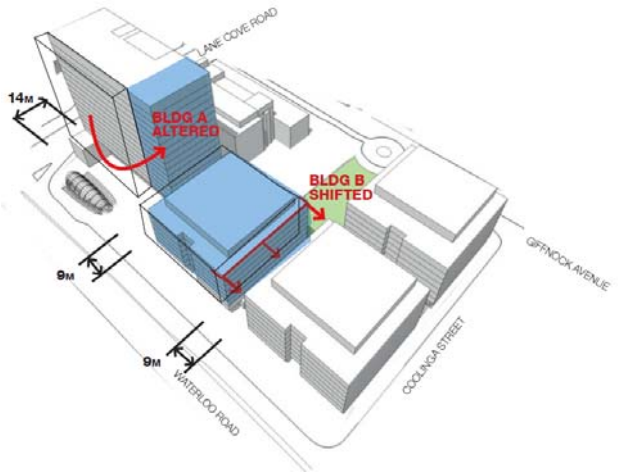
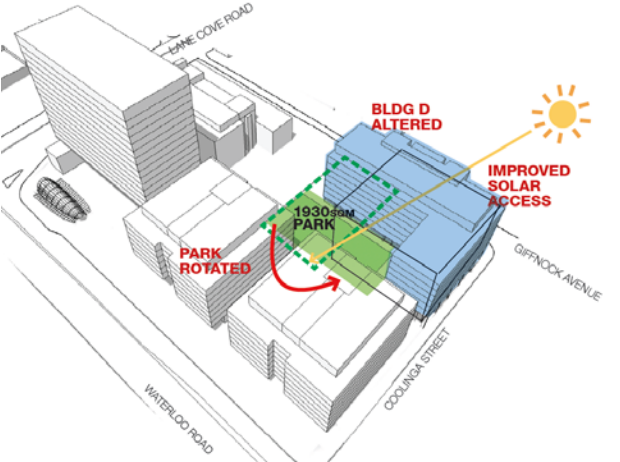
The approved commercial/retail uses will continue to define the precinct and contribute to Macquarie Park as a premium location for globally competitive businesses. Retail tenancies will still be provided along the main road frontages and within the laneways, to maximise and promote future opportunities for street activation. Flexible, large floor-plate office spaces have been provided on the upper floors of the building envelopes, and can be designed to accommodate one or multiple tenants.

3.2 Building Envelopes

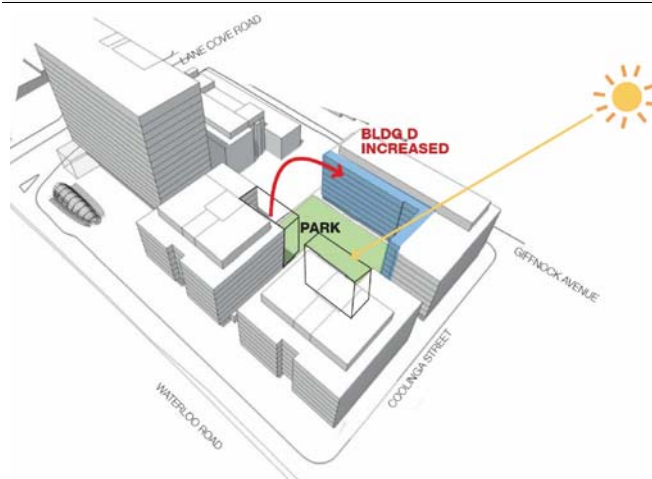
The modification application seeks to reshape the approved building envelopes, without increasing the overall yield or maximum permissible height of development on the site. These minor modifications play with reallocating existing building mass to provide improved public/publicly accessible areas, capture greater amenity, and ensure that future development can better integrate with the site surrounds. The 'key moves' and outcomes of the proposed modifications to building envelopes are discussed below.

Key Moves

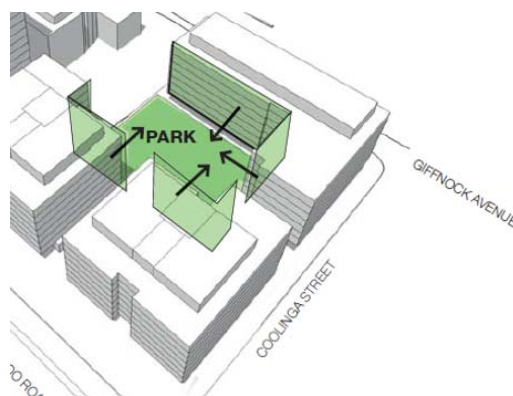
Table 2 – Key moves of the design development of building envelopes

Design Progression	
	<p>The massing for Building A is redistributed to increase the setback between the building and the Macquarie Park Station portal. This will create an enlarged public plaza around the station entry and result in a longer, narrower building envelope.</p> <p>As a result, the massing for Building B is also proposed to be redistributed further west to create new 9m wide laneways between the buildings. These laneways will continue to function as activated through-site links, connecting the station with open space and other commercial areas to the south. They will continue to be lined with retail and food and drink tenancies, as discussed further in Section 3.2 below.</p>
	<p>The massing for Building D is proposed to be redistributed to create an 'L-shaped' building that wraps around the central park. This building form allows the development to overlook and activate the central park and adequately address both street frontages. It is envisaged that the child care centre and main lobby of Building D will front the park.</p>

Design Progression



It is proposed to redistribute floor space from Buildings B and C, into Building D. This will create a more functional and marketable floorplate for Building D, and allow the central park to be expanded further north towards the primary road frontage and station portal. This also enables Buildings B and C to wrap around the central park, allowing for a built form that better addresses and activates the park.



Source: Bates Smart & Ethos Urban

Gross Floor Area

This application does not seek to alter the approved quantum of GFA for development on the site of 83,368m². However, as outlined in **Table 2** above, floor area is to be reallocated between buildings on the site to accommodate for changes to the building layouts and park. The proposed changes are minor and consistent with the overall approved capacity of the site.

Setbacks

Changes to the building envelopes on site have modified the approved boundary setbacks. The building envelope setbacks to the boundary are as follows:

- Lane Cove Road – Building A is consistent with the approved building envelope.
- Waterloo Road – Building A has an increased setback from the station portal by 3.5m to account for the new public plaza. Building B and C are consistent with the approved building envelopes.
- Coolinga Street – Building C and D have been marginally realigned to correspond to the angle of this frontage.
- Giffnock Avenue – The core of Building D partially breaches the 5m setback to Giffnock Avenue for 28m of the frontage, whilst the eastern wing of Building D reinforces the approved 5m setback building line.

Basement

Condition B1 of the CPA required further changes be made to the basement car park to reduce the number of parking levels, which has been addressed as part of this modified application. Namely, the basement car park has been reduced from 6 levels to 4 levels, and the resultant basement envelope has been generally repositioned away from existing railway infrastructure and Waterloo Road, and towards the south of the site. Whilst a minor portion of Building A and Building C project beyond the approved building envelope in relation to railway infrastructure, the basement is largely positioned further from the railway and reduced in depth.

The revised envelope for the basement can be summarised as follows:

- the setback to Waterloo Road has been generally increased by up to 14m in width, with the exception of minor projections between 1m-4m in width in the east and west of the site;

- the setback to Lane Cove Road remains generally consistent with the approved building envelope, with the exception of a minor 2.5m reduction in the setback in the south eastern corner;
- the setback to to Coolinga Street remains unaffected; and
- the extent of the building envelope to Giffnock Avenue has increased, consistent with the intent to reduce the number of parking levels and relocate excavation further from railway infrastructure.

3.3 Public Open Space and Landscaping

A key outcome of this modification application is to increase the extent and functionality of public and publicly accessible spaces, in order to create a destination within Macquarie Park that is commensurate with the new high-capacity Metro line adjoining the site. This comprises:

- A public plaza surrounding the Macquarie Park station portal. This plaza has been increased by 675m² in area and 5m in width, and is to be finished in granite pavers, with bands of decorative porous pavement and trees. It will be lined with a colonnade for weather protection, and incorporate areas of outdoor seating and bicycle parking. The ground floor of Building A also proposes a small 'L-shaped' projection along Lane Cove Road, that will protect the plaza from wind and noise generated by the classified road (see **Figure 21**).
- Publicly accessible laneways between Buildings A and B, and Buildings B and C. These laneways will be sleeved by retail and food and drink premises with outdoor seating, and will act as direct pedestrian thoroughfares between the station and new park in the centre of the site. The laneways will be lined with awnings and feature planting and planter boxes. It is noted that the lack of solar access in the approved scheme effectively limited the success of the landscaped sections, and the 15m width did not allow for either sufficient park space or sufficient activation from retail. See **Figure 22** below.
- A park within the centre of the site. The park has been increased by 450m² and will incorporate large turfed areas, both fixed and movable outdoor seating, and planting along the park edges and lining the pedestrian pathways. It will be framed by the child care centre within Building D, retail/food and drink tenancies, and commercial lobbies. See **Figure 23** below. Access to the park space has been improved by widening the pedestrian access as shown in Figure 24.

Improvements to access and circulation to these publicly accessible areas is discussed in **Section 3.4** below.



Figure 21 - Station Plaza concept, looking west towards Coolinga Street

Source: Bates Smart



Figure 22 – Laneways between buildings, opening up and connecting to the new central park

Source: Bates Smart

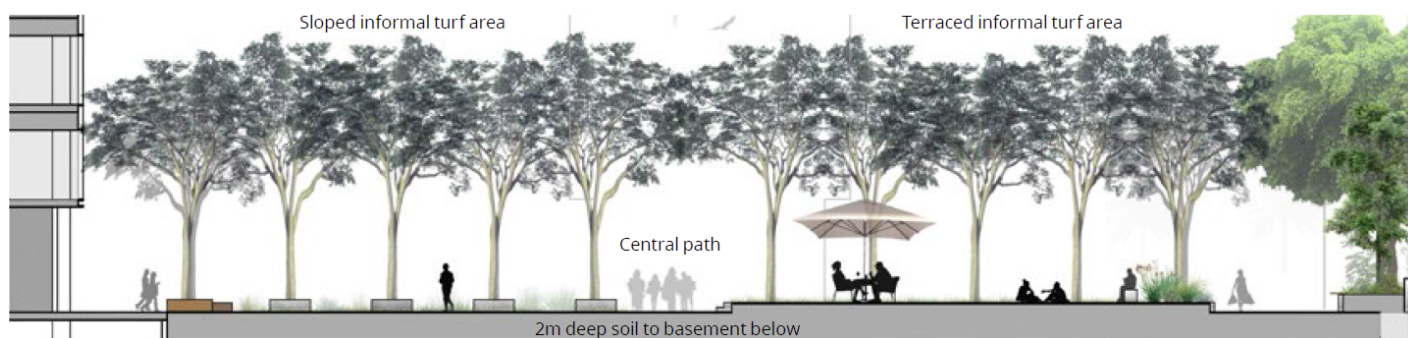


Figure 23 – Section of the new park in the centre of the site

Source: Aspect Studios

3.4 Access, Circulation and Parking

This modification application seeks to adjust elements of the approved site access and circulation arrangements to improve safety and legibility. It proposes to reposition the service vehicle access driveway off Coolinga Street further north, which will allow for a widened pedestrian stairway and segregated vehicle and pedestrian entrances/exits off this frontage (see **Figure 24**). The through-site pedestrian links will also be simplified and create improved lines of sight (see **Figure 25**). The sight lines from Lane Cove Road and Waterloo Road will be maintained. It is emphasised that this modification application does not seek to change the approved quantum of parking, general vehicle access locations, or the number or general location of through-site links.

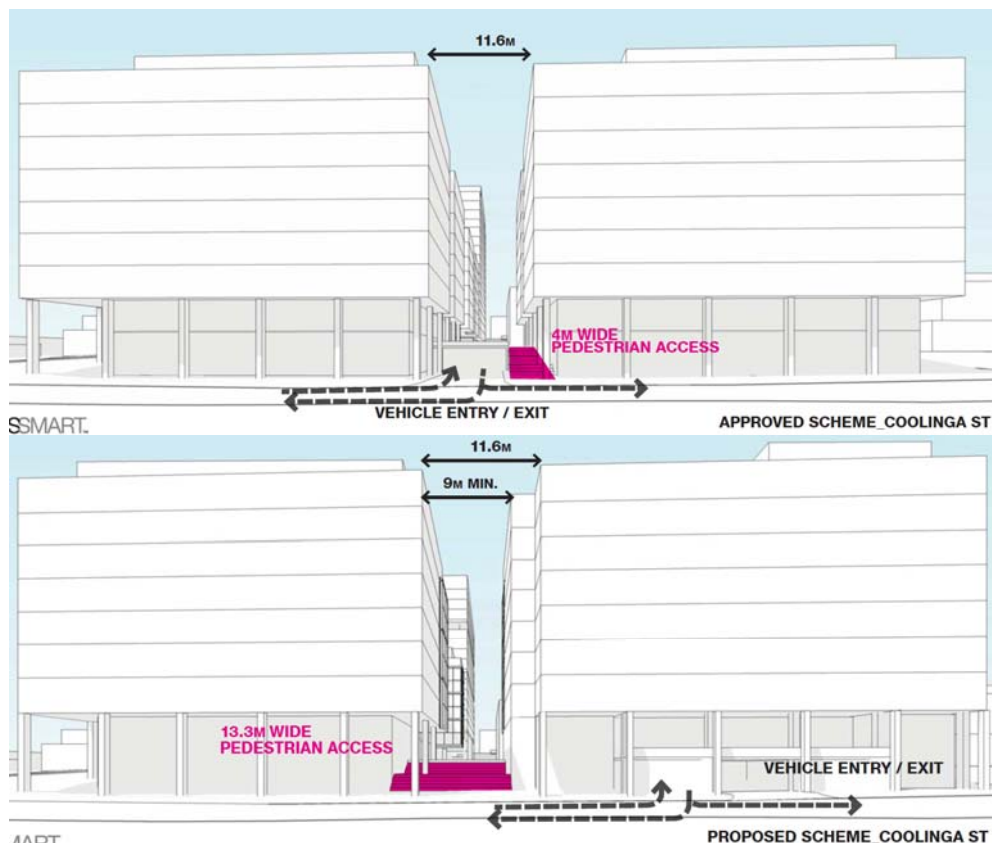


Figure 24 - Approved (top) and proposed (bottom) pedestrian & service vehicle arrangement off Coolinga Street

Source: Bates Smart

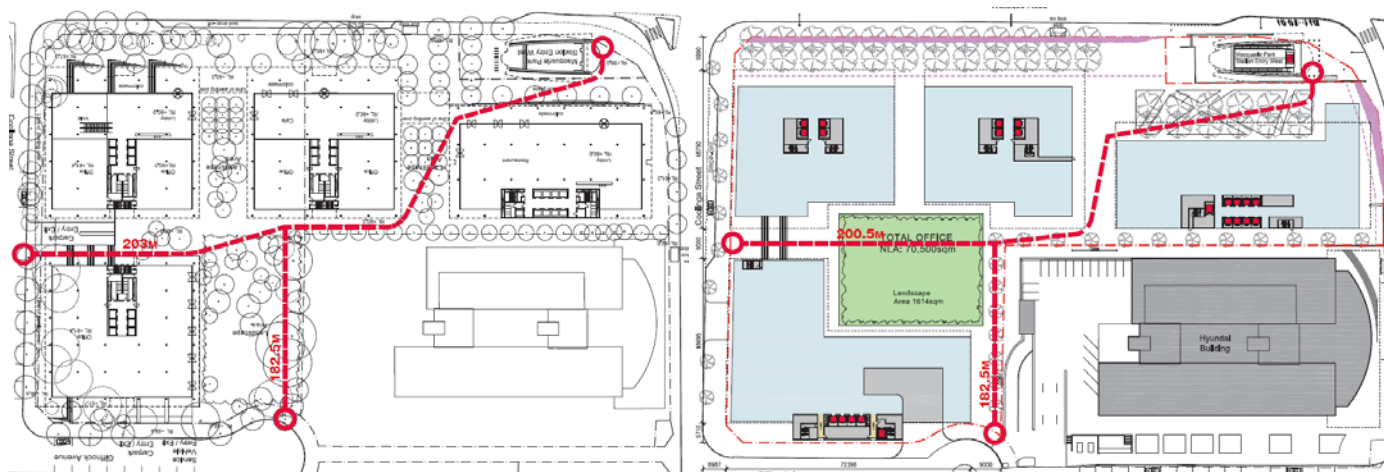


Figure 25 – Approved (left) and proposed (right) through-site circulation shown in the red dotted line

Source: Bates Smart

3.5 Public Benefits and Contributions

The CPA requires that the proponent enter into a Voluntary Planning Agreement (VPA) with Council for the dedication of land, works-in-kind and/or works and services for public benefit in addition to monetary contributions. The CPA envisaged that the public plaza surrounding Macquarie Park Station portal would be dedicated to Council, as indicated in the Architectural Plans (**Appendix B**), and illustrated in **Figure 26** below. Whilst the plaza is proposed to be modified in this application, the intent to enter into a VPA including the dedication of land along this frontage remains the same.

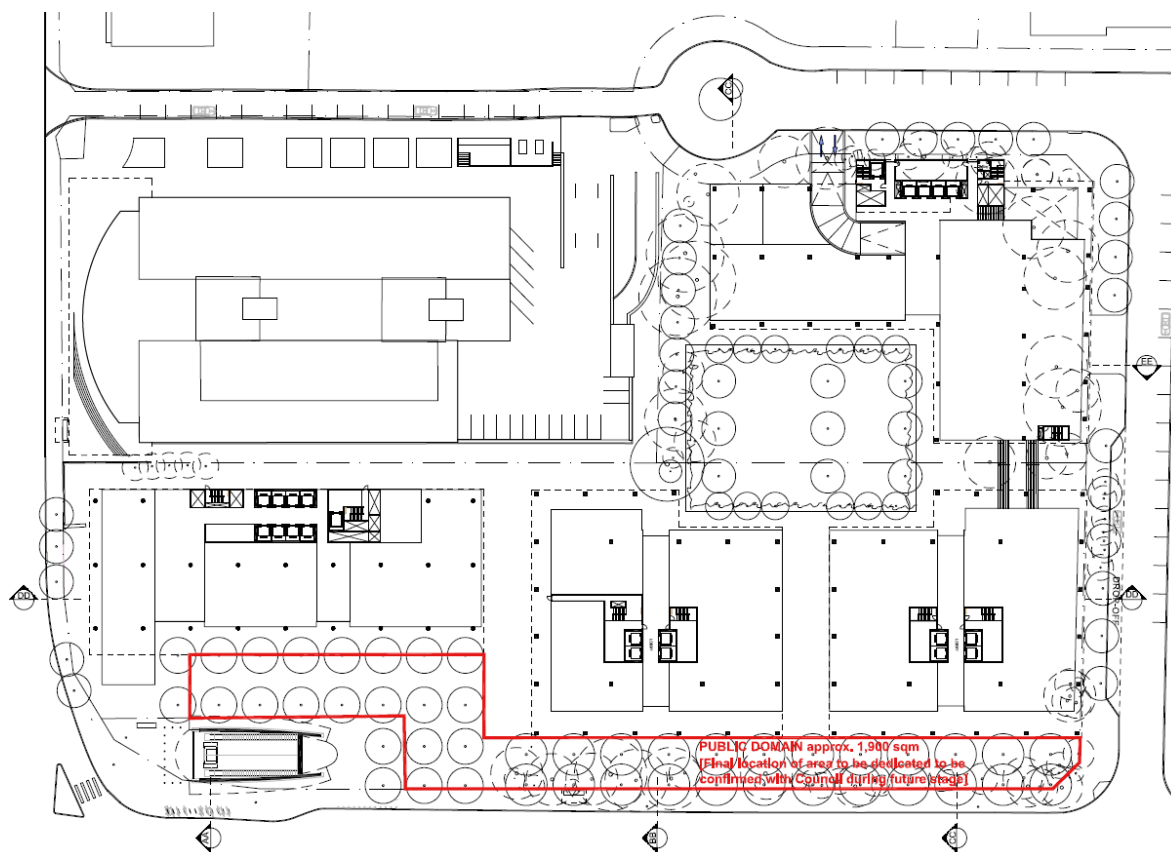


Figure 26 – Dedication of land along the Waterloo Road frontage of the site

Source: Bates Smart

4.0 Proposed Modification to Conditions

The proposed modifications described above necessitate amendments to the CPA conditions and Statement of Commitments that are identified below. Words proposed to be deleted are shown in **~~bold strike through~~** and words to be inserted are shown in ***bold italics***.

4.1 Conditions of Consent

A1. Development Description

Concept approval is granted to the development as described below:

- (a) Use of the site for commercial and retail purposes including an ancillary helipad, ***gym and child care centre***;
- (b) indicative building envelopes for 4 separate buildings with heights ranging from 8 to 17 storeys plus plant level;
- (c) maximum Gross Floor Area of 83,368m²;
- (d) basement car parking;
- (e) public domain works including:
 - o establishment of publicly accessible pedestrian through site/courtyard 'links' between proposed building envelopes including covered pedestrian connections;
 - o establishment and dedication of a civic streetscape along Waterloo Road and new civic square surrounding the western entrance to the Macquarie Park railway station;
 - o streetscape upgrades to all street frontages; and
 - o ***4 new publicly accessible laneways*** between building envelopes;
 - o ***a new publicly accessible park***.

Reason: these changes reflect the amended scheme by Bates Smart that accompanies this application.

A2. Development in Accordance with the Plans and Documentation

The approval shall be generally in accordance with:

- the Environmental Assessment dated November 2010 prepared by JBA Planning, except where amended by the Preferred Project Report dated November 2011 including all associated documents and reports, and additional plan "Ground Level Plan (Area dedicated to future Public Domain)" submitted 9 May 2012;
- the Statement of Commitments prepared by JBA Planning / ***Ethos Urban***; and
- the following drawings:

Drawing No.	Revision	Name of Plan	Date
Concept Plan Drawings prepared by Bates Smart			
PA02-00	A	Ground Level Plan (Area dedicated to future public domain)	07.2011 February 2018
PA02-001	A	Basement Level 001 Plan	07.2011 February 2018
PA02-002	A	Basement Level 002 Plan	07.2011 February 2018
PA02-003	A	Basement Level 003— 005 Plan	07.2011 February 2018
PA02-004	A	Basement Level 004 Plan	February 2018
PA02-006	-	Basement Level 006 Plan	07.2011
PA02-00	A	Ground Level Plan	07.2011 February 2018
PA02-01	A	Typical Level Plan	07.2011 February 2018
PA02-10	A	Upper Level Plan	07.2011 February 2018
PA02-20	A	Roof Plan	07.2011 February 2018

Drawing No.	Revision	Name of Plan	Date
PA05-01	A	Elevations Waterloo Road & Coolinga Street	07.2011 February 2018
PA05-02	A	Elevations Lane Cove Road and Giffnock Avenue	07.2011 February 2018
PA06-01	A	Section AA	07.2011 February 2018
PA06-02	A	Section BB	07.2011 February 2018
PA06-03	A	Section CC	07.2011 February 2018
PA06-04	A	Section DD	07.2011 February 2018
PA06-05	A	Section EE	February 2018
Landscape Concept Master Plans prepared by Aspect Studios			
10030-LA01	G H	Landscape Concept Master Plan	23.08.2011 12.12.17
10030_LA02	G H	Civic Frontage: Waterloo Rd + Station Interface	23.08.2011 12.12.17
10030_LA03	G H	Courtyard Links	23.08.2011 12.12.17
10030_LA04	G H	Garden Courtyard	23.08.2011 12.12.17
10030_LA05	G H	Streetscapes: Lane Cove Rd, Giffnock Ave + Coolinga St	23.08.2011 12.12.17

A) and as amended by:

- **Mod 2 Application – Section 75W Modification MP 09_0209, submitted by Ethos Urban, dated 12 February 2018 including;**
- **Pedestrian Wind Environment Assessment prepared by Windtech dated 7 February 2018.**
- **Stormwater & Flooding – Section 75W Report prepared by Arcadis dated 20 December 2017.**
- **Preliminary Geotechnical and Structural Impact Assessment on ECRL Infrastructure prepared by WSP dated February 2018.**
- **Pedestrian Analysis prepared by WSP dated February 2018.**

Reason: these changes reflect the amended plans and consultants reports that accompany this modification application.

A4. Voluntary Planning Agreement

*Prior to the issue of the first construction certificate for any Development Application **for the construction of buildings on site** pursuant to this Concept Plan, the Proponent shall provide written evidence to the Director-General that it has executed a Voluntary Planning Agreement with Council, with terms outlined in the EA and PPR and as agreed with Council including:*

- *any offsets for works in kind; and/or*
- *works and services for public benefit in addition to Section 94 Contributions; and/or*
- *dedication of land.*

Should Council not agree to enter into a Voluntary Planning Agreement, written evidence shall be provided to the Director-General outlining this.

Reason: this enables the effective staging of development on the site without impacting the proponent's commitment to enter into a VPA with Council. The proposed wording would enable the planning process for site establishment works to commence whilst the process of negotiation, exhibition, and finalising the VPA are undertaken.

B1. Development in Accordance with the Plans and Documentation

Car parking provision on site shall be provided at a rate of 1 car parking space per 100m² of gross floor area to a maximum of 834 car parking spaces. Car parking provision in the basement car park shall be staged to reflect the amount of commercial floor space ~~available being developed at each stage of the development~~ to ensure that there is not an oversupply of car parking provision during the initial stages of the development. ~~Note: The reduction in car parking will result in a reduction in the number of basement car parking levels required.~~

Reason: The wording of this condition is presently an obstacle in the construction of a shared basement, which has been a feature of both the approved and proposed schemes. It assumes that the shared basement can be excavated and operated in stages, which is unviable given the interconnected design of the basement. The clarified wording in this condition enables the basement to be constructed as one stage, but ties the use of available parking spaces to the approved allocation for each building. It is expected that a condition of consent would be imposed on each subsequent detailed Development Application restricting the operator from occupying parking within the basement to those spaces allocated to the building that is being delivered.

Further, as outlined in **Section 3.2**, the extent of the basement has been reduced in-line with the requirements in Condition B1, and as such this section of the condition is proposed to be deleted.

4.2 Statement of Commitments**4.3 Transport and Accessibility**

A Workplace Travel Plan (WTP) will be prepared in accordance with the requirements of ~~DCP 2010~~ Council's Travel Plan Guidelines 2015.

An assessment of the construction traffic will be undertaken at the Development Application stage.

Reason: the relevant planning controls have changed since the CPA was issued in 2012. No change is proposed to the commitment to provide a WTP.

4.5 Contamination

The proponent commits to undertake the following actions during site preparation:

- *The UST to be decommissioned (by removal) which will allow for the exaction of impacted soils (if any), and appropriate sampling of the UST pit excavation to validate removal of contaminated soil.*
- *The asbestos and associated impacted soils located on the south west boundary of the 396 Lane Cove Road property be removed from the site by an appropriately licensed asbestos removal contractor.*

The proponent commits to undertaking further analysis when seeking consent for the use of the child care centre, to confirm that the outdoor area to be utilised by the centre in no way poses an unacceptable risk to the health of children.

Reason: as discussed in **Section 3.1**, Mod 2 proposes to introduce additional complementary land uses to the site such as a child care centre and gym. As a result, Commitment 4.5 is proposed to be modified in Schedule 4 of the consent, as follows:

5.0 Assessment of Environmental Impacts

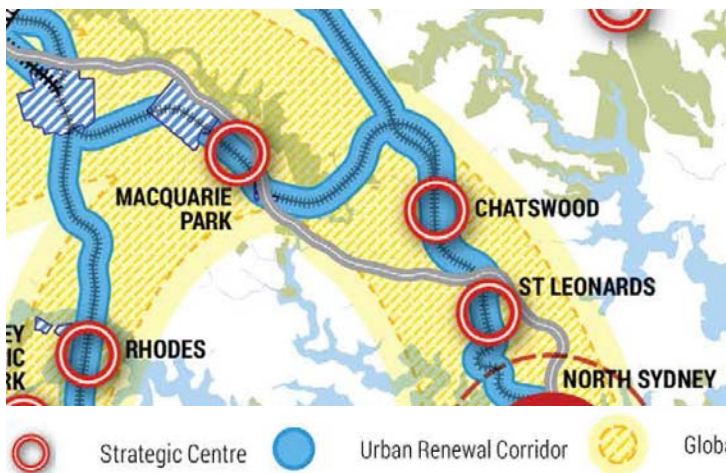
This section considers the planning issues relevant to the proposed modification. It contains our assessment of the environmental impacts of the proposal and identifies the steps to be taken to prevent or mitigate the potential impacts on the environment.






The Secretary has not issued environmental assessment requirements with respect to the proposed modification. However, the planning assessment of the proposed modified development remains generally unchanged with respect to the environmental and planning matters. An assessment of this, and the mitigation methods to address any potential impacts, has been discussed below.

5.1 Relevant Planning Policies and Instruments

The modifications consistency and compliance with the relevant statutory plans and policies is located in **Table 3** below. The key standards and guidelines highlighted in the table are discussed in the following sections of this environmental assessment, as relevant.

Table 3 – Compliance with Relevant Planning Policies and Instruments

Plan	Comments
Strategic Planning Instruments	
NSW Premier's and State Priorities	The NSW State Priorities identify significant overarching goals for the state, including the creation of new jobs, particularly the support of a skilled workforce, and the delivery of key metropolitan infrastructure such as the Sydney Metro Northwest. The proposal will continue to support these priorities by enabling the delivering of a significant commercial development in Macquarie Park that will support jobs growth. The proposal also continues to embody the principles of transport orientated development by delivering office space in coordination with the NSW Government's investment in infrastructure via the new Metro line accessed from the adjoining Macquarie Park Station portal.
A Plan for Growing Sydney	<p><i>A Plan for Growing Sydney</i> identifies Macquarie Park as being a Strategic Centre, within an Urban Renewal Corridor, and within the Global Economic Corridor that extends from Sydney Airport to Parramatta and Sydney Olympic Park. The modification will continue to support the strategic vision for the site and Macquarie Park, in renewing ageing building stock to deliver significant commercial floor space and support the growth and vitality of one of Sydney's largest office markets.</p>  <p>The map illustrates the Sydney Metro Northwest corridor. It shows a blue line representing the metro route connecting several Strategic Centres, which are marked with red circles. The Strategic Centres identified are Macquarie Park, Chatswood, St Leonards, Rhodes, and North Sydney. A yellow shaded area represents the Urban Renewal Corridor, and a blue shaded area represents the Global Economic Corridor. A legend at the bottom identifies these symbols: a red circle for Strategic Centre, a blue circle for Urban Renewal Corridor, and a yellow circle for Global Economic Corridor.</p>
Draft Greater Sydney Region Plan	On 22 October 2017, the <i>Draft Greater Sydney Region Plan</i> was placed on public exhibition. This Plan is a revision of the former <i>A Plan for Growing Sydney</i> and, if adopted, will become the overarching strategy for growing and shaping the Greater Sydney Area. The modification is consistent with the directions of the Plan by supporting jobs growth and delivering higher capacity development in coordination with the NSW Government's investment in high capacity public transport infrastructure. This will assist with the delivery of the '30-minute city' model.

Plan	Comments
	 <p>  Health and Education Precinct  Committed Train Link </p> <p>  Economic Corridor  On Street Rapid Transit </p>
Draft North District Plan	<p>The revised draft District Plans were released 26 October 2017 for public exhibition. These plans set a 20 year plan to manage growth, and achieve the 40 year vision set under the <i>Draft Greater Sydney Region Plan</i>. The District Plan identified Macquarie Park as being a Strategic Centre, within the Macquarie Park Urban Renewal Area and Eastern Economic Corridor. The centre is identified as being the largest non-CBD officer market in Australia and is set to become Australia's fourth largest commercial precinct. The delivery of commercial floor space on the site will assist in growing the significant office market within the Macquarie Park corridor, earmarked to accommodate up to 79,000 jobs by 2036.</p>
NSW Long Term Transport Master Plan 2012	<p>The NSW Long Term Transport Plan 2012 is a 20-year vision for public transport, roads and freight networks. The proposed modification continues to serve the objectives of the Master Plan by providing significant employment opportunities in direct proximity to an existing heavy rail station (Macquarie Park) and the future Macquarie Park Metro Station; assisting in unclogging the Sydney CBD transport system by connecting more people to the rail network; encouraging public transport use by providing employment opportunities at an access rich location where multiple public transport options intersect; and contributing towards an improved pedestrian network.</p>
Draft Future Transport Strategy	<p>The Strategy is the 2017 update of the NSW Long Term Transport Master Plan, and sets out six state-wide outcomes to guide investment, policy and reform and the provision of services. Whilst a number of these outcomes relate to integrating technological advancements with services and providing regional connections, the proposal is consistent with the desire to connect centres that drive economic growth and the development of a transport system that supports the country's first 'trillion-dollar state economy'. The proposed amendments will support the delivery of commercial floor space that benefits the wider NSW economy; as "economic productivity will grow as the network moves people more efficiently to jobs centres and provides firms with access to the right workers, skills and customers."</p>
Sydney's Bus Future 2013	<p>Sydney's Bus Future 2013 is the NSW Government's long term plan to redesign the city's bus network to meet customer needs now and into the future. Whilst the specific projects identified in the Plan do not directly relate to the proposal, the proposal is consistent with Plan's objective to encourage use of the Sydney bus network by commuters. The proposal:</p> <ul style="list-style-type: none"> • is in close proximity to bus services on Waterloo Road and Lane Cove Road; and • encourages alternative forms of travel to minimise reliance of private vehicles.
Sydney's Walking Future 2013	<p>Sydney's Walking Future 2013 is the NSW Government's strategy to promote walking for transport and connecting people and places through safe pedestrian networks. The proposed modification is consistent with this strategy as it delivers a high quality, permeable pedestrian network that facilitates walking throughout the site and connections to the wider local area. The proposed modification will create a more activated, diverse, and sheltered ground plane to encourage people to use the station and walk through the site.</p>
Sydney's Cycling Future 2013	<p>Sydney's Cycling Future 2013 seeks to increase the mode share of cycling in the Sydney metropolitan region for short trips between 20 to 30 minutes. The site benefits from an existing cycling network and will provide additional bicycle parking on the site for</p>

Plan	Comments
	staff/visitors and within the public domain to benefit the users of the upcoming Metro Station. This will allow people to make trips by bike to locations within the Macquarie Park area, and connect to other transport services, in support of the realisation of the objectives of Sydney's Cycling Future.
State Legislation	
SEPP (Infrastructure) 2007	The site is within 10-15m of the rail corridor associated with the Epping to Chatswood Railway Link, and borders the Macquarie Park Railway Station portal. Accordingly, the redevelopment of the site requires an assessment of possible geotechnical and structural impacts to this underground infrastructure, as any future excavation on the site would trigger Clause 86 of the SEPP and require the concurrence of the rail authority. Accordingly, WSP have prepared a Preliminary Geotechnical and Structural Impact Assessment on ECRL Infrastructure (Appendix E) and confirm that the proposed modification is not expected to result in any adverse impacts on transport infrastructure, with the implementation of mitigation measures. Refer to Section 5.7 for further discussion.
SEPP 55 – Remediation of Land	The Concept Plan was accompanied by a Stage I and II Environment Site Assessment prepared by HLA, which confirmed that the site is suitable for the proposed commercial development. It is expected that the Stage 2 design and delivery of the development will further address this in detail including the suitability of the final mix of complementary non-residential land uses.
Local Instruments and Plans	
Ryde LEP 2014	<p>Under Section 75R(3) of the EP&A Act, environmental planning instruments, such as the Ryde LEP 2014, do not apply to Concept Plans. Notwithstanding this, the proposed modification remains consistent with the aims of the plan and the objectives for development within Macquarie Park. Namely:</p> <ul style="list-style-type: none"> • It will deliver commercial development within the Macquarie Park Corridor, a major employment centre, that benefits from existing/planned transport infrastructure and a new on-site open space area. • It will be supported by potential retail tenancies, a child care centre, and gym to contribute to activity on the site and meet the needs of future workers and visitors. • It will renew ageing building stock to accommodate for planned growth within Macquarie Park. • It will be assisting in unclogging the Sydney CBD transport system and minimising vehicle kilometres travelled by connecting more people to the rail network. • It will accommodate a new landscaping scheme that contributes to the urban canopy. • It will continue to target a 5 Star Green Star rating, delivering ecologically sustainable development.
Ryde DCP 2014	<p>The proposed modification remains generally consistent with the Ryde DCP's vision for the Macquarie Park Corridor. Whilst the CPA represents a standalone structure plan for the site, the development remains consistent with the Aims and Purposes nominated for the corridor:</p> <ul style="list-style-type: none"> • The proposal will provide high quality commercial floor space within the commercial core of the Macquarie Park Corridor, targeted as the centre of intensive development. • The modification will provide more flexible floor plates, capable of accommodating single or multiple tenants, including those that support the education and health functions of the centre. • The proposed modification will enable the delivery of four contemporary commercial buildings on site, facilitating employment growth. • The modification remains committed to the ESD targets established under the CPA. • The modification will improve the functionality, amenity and activation of public and publicly accessible spaces on the site, promoting a high-quality and safe environment. • The modification introduces complementary land uses to the site, to support future occupants and visitors, and activate the site beyond office hours. • The proposal remains consistent with the development standards created under the CPA, and as such will continue to provide higher density development along Waterloo Road. • The modification will enlarge and improve the public plaza, to focus activity and place-making around the station and create a new destination within the corridor worthy of the NSW Government's investment in the Metro.

Plan	Comments
	<ul style="list-style-type: none"> The through-site links have been designed to read as publicly accessible spaces, and will benefit from a more activated ground plane that will improve the vitality and security of the site. The development will provide jobs in a highly accessible location, that benefit from extensive existing and planned public transport infrastructure, to encourage the use of more sustainable modes of transport.
City of Ryde Night Time Economy Study	<p>In 2016, Council undertook a study of the LGA's night time economy that found that there was high number of workers within Macquarie Park that required more places, spaces and activities after work hours to support social connections and activate the public realm. The lack of services (shops, restaurants etc) outside of the Macquarie Park Shopping Centre was found to be a shortcoming by participants of the Study. In view of this, the Study confirmed that activating the streetscape, especially around transport nodes, would help in creating a safe and vibrant centre during the day or night. A significant barrier to this occurring is the substantial amount of existing development within the centre that provides limited public space and services outside of the shopping centre.</p> <p>The proposed modification directly responds to the findings of this Study, in seeking to create a 24/7 activated precinct that benefits from:</p> <ul style="list-style-type: none"> a new, enlarged public plaza surrounding the Macquarie Park Railway Station portal that will substantially improve the existing and approved relationship between this significant transport node and the site; increased ground plane activation through more retail and food and drink tenancies that will line the connections between buildings, the new central park, and the public plaza, and incorporate areas of outdoor seating, awnings and colonnades, creating a comfortable and inviting environment; and the introduction of additional potential 'out-of-hours' uses such as a child care centre and gym that will service the site and surrounding workforce/visitors.

5.2 Built Form

This modification application proposes minor changes to the building envelopes without changing the approved maximum envelope heights, nominated for each building under Condition A7 of the consent, or the quantum of GFA accommodated on the site. These modifications have sought to redistribute building mass in order to provide better public and publicly accessible spaces and improve the ground plane of the development. The resultant building envelopes are substantially the same as approved, but will benefit the functionality and vitality of the centre.

Through-Site Links

The modified building envelopes will continue to provide the approved through-site links. As demonstrated in **Figure 27**, the design delivers multiple pedestrian pathways that are accessed from the primary road frontages and run through the site, generally terminating at the park in the centre. Building lobbies have been positioned and designed to offer secondary links and view corridors to the central park, and each of these links will be lined with retail or other ancillary uses to the offices above. Whilst the through-site links between Buildings A and B and B and C are reduced in width, the approved width did not allow for either sufficient park space or sufficient activation from retail and did not have sufficient solar access to enable a successful landscaped solution. The revised laneways will offer increased ground plane activation; incorporate areas of outdoor seating, awnings and planting to create a comfortable environment; and will achieve high standards of pedestrian permeability (as demonstrated in **Section 5.4** below).

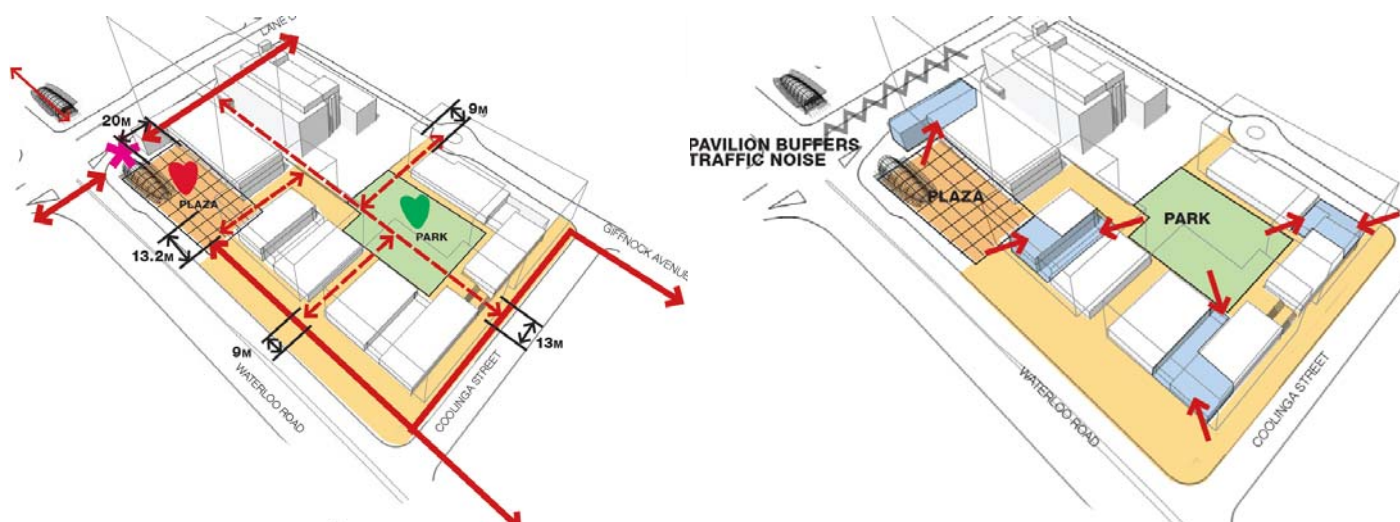


Figure 27 – Pedestrian permeability

Source: Bates Smart

Setbacks

The proposed changes to boundary setbacks described in **Section 3.2** will not adversely impact the permeability or activation of the site as:

- the proposal remains consistent with the siting of the approved building envelopes in relation to Waterloo Road and Lane Cove Road, with the exception of an increased setback from Building A to the north to enable an enlarged public plaza;
- the minor changes to Coolinga Street pertain to the realignment of the envelopes to better address the street frontage; and
- the projection into the Giffnock Avenue setback reflects the intent to provide a functional floorplate for Building D and to focus activity to the north to better relate to the planned Metro Station, publicly accessible facilities in the centre of the site, and primary road frontages. The Giffnock Avenue frontage will continue to be activated by through-site links and building entries, and will be landscaped to be consistent with the other street frontages and character of the area.

Visual Impact

Bates Smart have prepared updated photomontages demonstrating how the modified built form will fit within the streetscape and when compared with the approved building envelopes (**Appendix B**). These updated photomontages demonstrate that the proposed changes will have a negligible effect on view sharing and visual impacts (see **Figure 28** to **Figure 30**), as:

- a longer and narrower Building A will alter the available views from the surrounding road network to the approved building envelope, however, these views would otherwise terminate with surrounding commercial buildings and are not representative of significant or regional views; and
- the building envelopes remain consistent with the approved maximum permissible heights specified for each of the buildings under the Concept Approval.

Accordingly, the development remains consistent with the approved scale for development on the site and will not notably affect the visual impact of the building envelopes as approved.



Figure 28 – View from Epping Road



Figure 29 – View from Lane Cove Road



Figure 30 – View from Waterloo Road

5.3 Public Domain and Landscaping

Station Portal Interface

The modified development will substantially improve the existing and approved relationship between the buildings on site and the Macquarie Park station portal. Building A, adjacent to the station, has been setback further from Waterloo Road to widen the Plaza, increasing the overall area of the station plaza by 40%. This increased plaza will improve pedestrian circulation, enable more outdoor seating, retail activation, and landscaping. As demonstrated in the updated Landscape Concept Plans (**Appendix C**), rows of trees and garden beds will continue to be provided within the plaza and along this road frontage.

Careful consideration will be given to finished ground floor levels at the detailed design stage, to ensure at-grade transitions between building entrances and the existing station, to maintain equitable access.

Central Park

A key outcome of the proposed development is an increase in the size and functionality of the landscaped area in the centre of the site. The revised park has been improved as follows:

- the size of the park has increased by 30%;
- the amended proportions and location of the park has significantly increased the proportion of buildings that directly front onto and activate the park (91% increase in the total active frontage);
- the revised scheme provides areas and landscape finishes for both passive and active recreation and encourages this space to be used by visitors and on-site users from the offices, retail, child care and gym; and
- alterations to the park size and building footprints have increased the areas of the park that receive sun during the winter months, whilst still providing shade during the summer months, as demonstrated in **Section 5.6** below.

5.4 Pedestrian Accessibility

WSP have prepared a Pedestrian Analysis Report (**Appendix D**) assessing the pedestrian connections within the site to determine whether they can accommodate existing and projected pedestrian numbers, and assessing compliance with the relevant provisions of the Ryde DCP. It considers 35 locations across the site (see **Figure 31**) and determines the pedestrian volumes and associated Level of Service (LOS) that can be expected at each location. The modelling also applies a compounding growth rate of 3% to assess pedestrian capacity over the next 10 years.

This analysis confirms that during peak periods, all pedestrian thoroughfares will achieve LOS A, with the exception of an east/west link on the northern side of Building D (identified as 'I_2' in **Figure 31** below) that will achieve LOS B owing to the pathway width and the potential for outdoor seating in this location. These pedestrian pathways were targeted to achieve LOS B or D, and as such the proposed development has achieved or exceeded the criteria in every scenario and at every location.

In addition to this, WSP confirms the following in relation to pedestrian circulation and safety:

- the visibility of the park from Lane Cove Road, Waterloo Road and Coolinga Street has been improved;
- the length of the through-site links remains generally the same;
- the park remains accessible from each of the road frontages;
- active frontages to the park have increased, improving pedestrian integration and safety; and
- the proposed reduction in the width of the through-site links is supportable.

Consequently, WSP states that *“the new proposal showed better connections across the site and a safer pedestrian environment due to better sightlines through to the park and increased integration with active frontages within the development.”*



Figure 31 – Pedestrian analysis locations

Source: WSP

5.5 Wind

Windtech have prepared a Pedestrian Wind Environment Assessment (**Appendix F**) to determine the likely wind conditions affecting the trafficable outdoor areas within and surrounding the site. The assessment confirms that the proposed changes to the development will not adversely impact the wind conditions for the surrounding area, or the environment considered as part of the CPA. The following wind conditions are identified:

- The Waterloo Road aspect of the development will continue to face prevailing north-easterly winds, however, the development adopts consistent setbacks to this frontage with the CPA and will continue to provide landscaping along this frontage, which will enhance the wind conditions in this region.
- The lengthened Building A is expected to provide additional shielding from southerly winds to the Macquarie Park station entry.
- The widened pedestrian entry off Coolinga Street may be affected by down flow, which can be addressed through future landscaping or the inclusion of a canopy over the stairway.
- The central park, which is now framed by buildings, is well shielded from prevailing winds to create a comfortable pedestrian environment.

All detailed design measures such as awnings, air locks, and any potential upper level terraces, will be considered at the subsequent Development Application stage of the project. The existing Statement of Commitments require that further wind testing be completed for the detailed design of the development, and as such no further mitigation measures are required.

5.6 Overshadowing

Bates Smart have prepared overshadowing plans detailing the amenity of the new park in the centre of the site, and the shadow cast by the proposed buildings on surrounding land (**Appendix B**). These plans demonstrate the overshadowing created by the development during the:

- summer solstice, being the best possible outcome for the site when solar access is least limited;
- winter solstice, being the worst possible outcome for the site when solar access is most limited; and
- spring/autumn equinox, being when night and day are equal.

These plans also provide a comparison between the approved and proposed development, to demonstrate the relative constraints and benefits of the proposed modification. The following can be determined from the analysis:

- the reshaped park in the centre of the site will benefit from increased solar access during the winter months, and areas of shade during the summer months, ensuring that the space is functional and will continue to be used throughout the year;
- the proposed development will continue to cast only minor shadows during afternoons on the new plaza surrounding the Macquarie Park Station portal, consistent with the approved scheme; and
- shadows cast to the south, east and west of the site fall on roads, landscaped frontages, at-grade parking areas, and commercial and warehouse developments, and as such will not impact on the amenity of any residences of public open spaces.

The proposed modification will provide for enlarged open space areas within the site that will benefit from similar or improved levels of solar access, and will not impact on the amenity of the surrounding area that is defined by commercial uses in a high density, urban context.

5.7 Geotechnical and Structural Impact

In order to determine any likely impacts of the modified basement on the Epping to Chatswood Railway Line (ECRL) that runs parallel to Waterloo Road beneath the site, WSP have prepared a Preliminary Geotechnical and Structural Impact Assessment (**Appendix E**). The Architectural Plans at **Appendix B** demonstrate that the building basement levels have been generally modified to be further from existing railway infrastructure, and that future development on the site could require up to 12m of excavation, which puts the development within 12.5m of the underground concourse and 12.5m from the west entry access shaft.

The development will not encroach on the railway protection zone, but a portion of the basement beneath Building A will marginally encroach into the influence zone (second reserve) as shown in **Figure 32** below. Accordingly, WSP have completed a preliminary assessment of the proposal against the Transport Infrastructure Development Corporation's ECRL Underground Infrastructure Protection Guidelines (2008), confirming the following:

- The stress-relief displacement of excavation activities is expected to be less than 5mm at a depth of 15m, and as such the proposed excavation is not expected to have an adverse effect on the area surrounding the station cavern, entry shafts or running tunnels.
- As the Building A basement wall and foundations lie within influence zone (second reserve), load from the building will be transferred into the zone. However, based on the separation distance of the basement and ECRL infrastructure, it is anticipated that the horizontal load transfer to the proposed tunnels will be low. This will be further investigated in the detailed design stage.
- An excavation sequence plan, including numerical modelling to predict the ground movements of each stage, will be developed during the detailed design stage to mitigate and minimise ground movements.
- Groundwater monitoring indicates that the groundwater table was observed at RL 49 prior to the construction of the ECRL, which was designed as a drained station and as such would have resulted in the permanent lowering of the water table. It is therefore likely that groundwater has been permanently lowered to beneath the footprint of excavation through the construction of the ECRL. This can be addressed at the detailed design stage of the development, including whether there will be any impact on the groundwater regime.

WSP therefore conclude that the proposed development is not likely to have any adverse impact on the integrity of the ECRL structural support systems, subject to further assessment and monitoring during construction activities. The Statement of Commitments, which forms part of the CPA, confirms that the proponent is committed to completing further detailed analysis at the Development Application stage, and undertaking all necessary measures to safeguard rail infrastructure. Accordingly, no further mitigation measures are proposed.

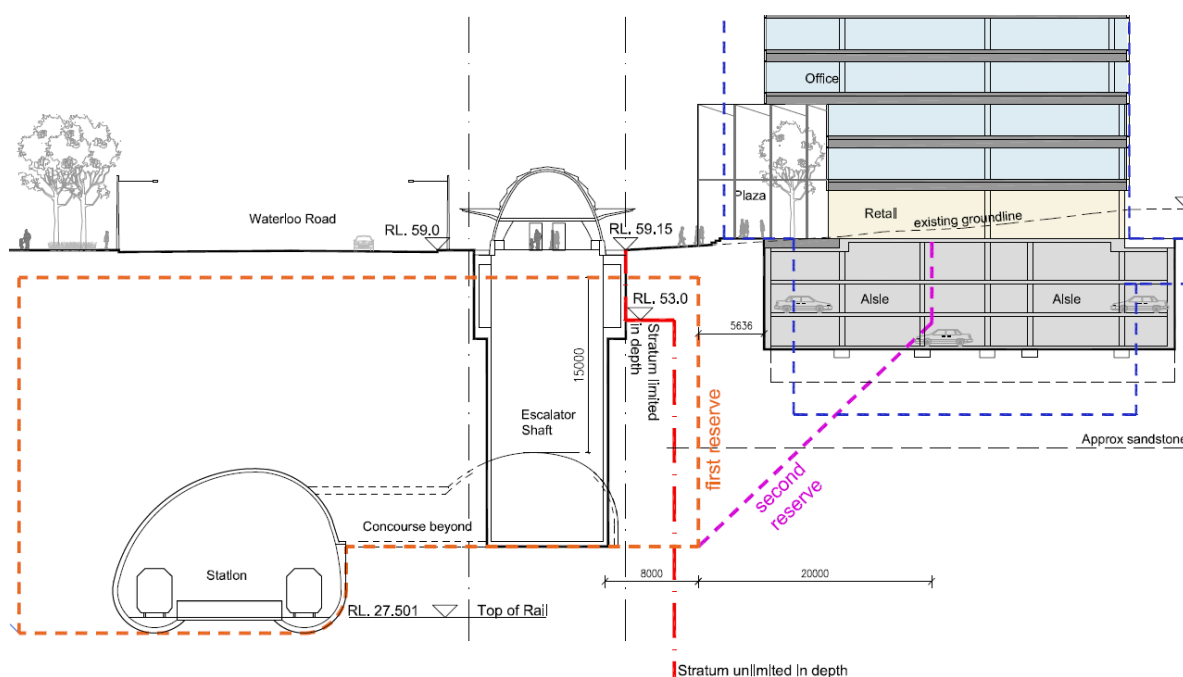


Figure 32 – Section of the basement beneath Building A and the Epping to Chatswood Railway Line infrastructure

Source: Bates Smart

5.8 Stormwater and Flooding

Arcadis have prepared a Stormwater and Flooding Assessment (**Appendix G**) to determine the stormwater and Water Sensitive Urban Design (WSUD) measures to be implemented on the site, and confirm the potential for flooding on the site.

Stormwater

The stormwater strategy for the modified development is generally consistent with the CPA strategy. Namely, it proposes to:

- Install a 700m³ rainwater tank to capture runoff for non-potable reuse, and propriety filtration devices to treat surface runoff as well as overflow from the rainwater tank. MUSIC modelling confirms that these measures can achieve or surpass the nominated targets for stormwater quality under the Ryde DCP.
- Construct a 650m² on-site detention tank. Arcadis confirms that the detention area is appropriate given the design standards and level of imperviousness has not substantially changed in the modification application, and that the post-development peak flows will remain less than or equal to the 'state of nature' peak flows in accordance with the Ryde DCP.

Accordingly, the proposed buildings can continue to be accommodate on the site and remain capable of achieving the relevant stormwater detention and water quality objectives.

Flooding

Council have identified the Coolinga Street frontage of the site as being at low to medium risk of flooding during a 100 year ARI event (see **Figure 33**), and as such flood levels have been nominated for each of the points along this frontage of the site. Council have also confirmed that there is no overland flow path through the site and as such the proposed modification will not impact flood behaviour.

Further assessment can be completed at the detailed design stage including an assessment of the flooding, if relevant, taking into account the nominated PMF levels.



Figure 33 – Flood risk areas (light blue = low risk, dark blue = medium risk)

Source: Arcadis / City of Ryde Council

5.9 Public Benefits and Contributions

The modified development will continue to provide public benefits that are intrinsically linked to the redevelopment of the site. This includes dedicating land along the Waterloo Road frontage of the site to Council, thereby ensuring the new plaza constructed outside of the Macquarie Park Station portal can be categorised as public land and enjoyed by members of the general public in perpetuity. It will improve the currently constrained area and poor relationship between the site and the station.

The proposal will also continue to undertake works-in-kind and provide monetary contributions to fund public facilities, amenities and services to meet the needs of the growing workforce population in Macquarie Park.

6.0 Conclusion

This Modification Application is submitted to the Department of Planning and Environment in relation to the Part 3A Concept Plan (MP 09_0209) Approval for 396 Lane Cove Road and 2 Coolinga Street, Macquarie Park. The proposed modifications to the Concept Plan Approval offer a number of significant benefits to the existing and proposed site including:

- providing a larger public plaza around the Macquarie Park Railway Station portal (soon to be a Metro Station), which will be dedicated to Council;
- creating a larger, more usable, and activated publicly accessible park within the site;
- reallocated building mass to wrap around the central park and better address street corners, and improve amenity within the park;
- creating activated laneways between the buildings, which can operate as 'eat streets' and contribute to the night time economy of the Centre;
- segregating and rationalising vehicle and pedestrian entrances/exits to improve access and prevent conflicts between modes; and
- providing complementary land uses such as a gym and child care centre that contribute to the functionality and viability of the centre, and activate the site beyond typical office hours.

This modification application represents the culmination of some five years of market testing, design development, and aspiration to provide the best possible outcome for the site and deliver a landmark development at an important gateway within the Macquarie Park Corridor. It will better align the approved development with contemporary aspirations for a commercial precinct and improve the relationship between the site and its surrounds.

The proposed modifications are essential to attracting a tenant and delivering a commercial development that is consistent with the established aspirations for Macquarie Park; as a key anchor in the global economic corridor and a location for globally competitive businesses.

In light of the above, we consider the proposed modifications to represent a substantial improvement to the current Concept Plan and we have no hesitation in recommending that this Section 75W Modification Application be approved.