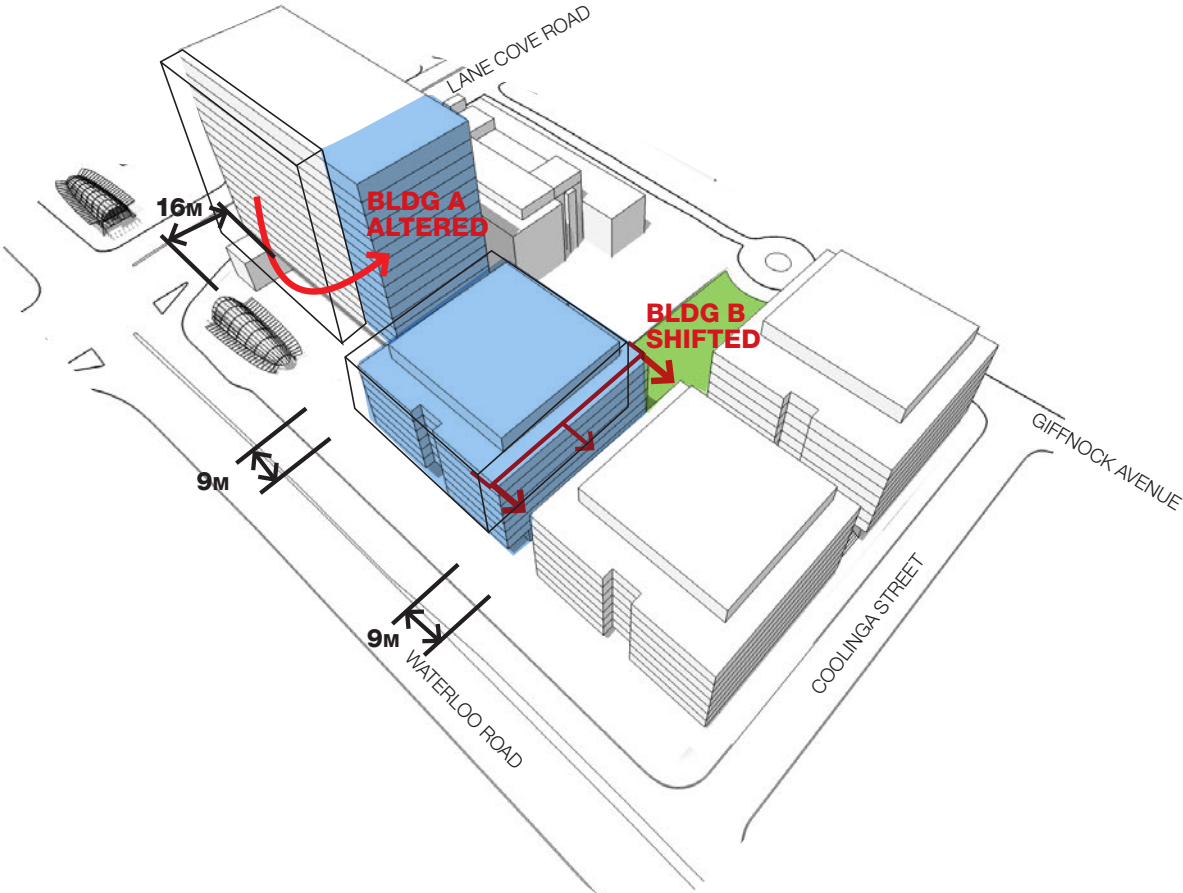


4.2 S75W ADJUSTMENTS SCHEME ADJUSTMENT MASSING

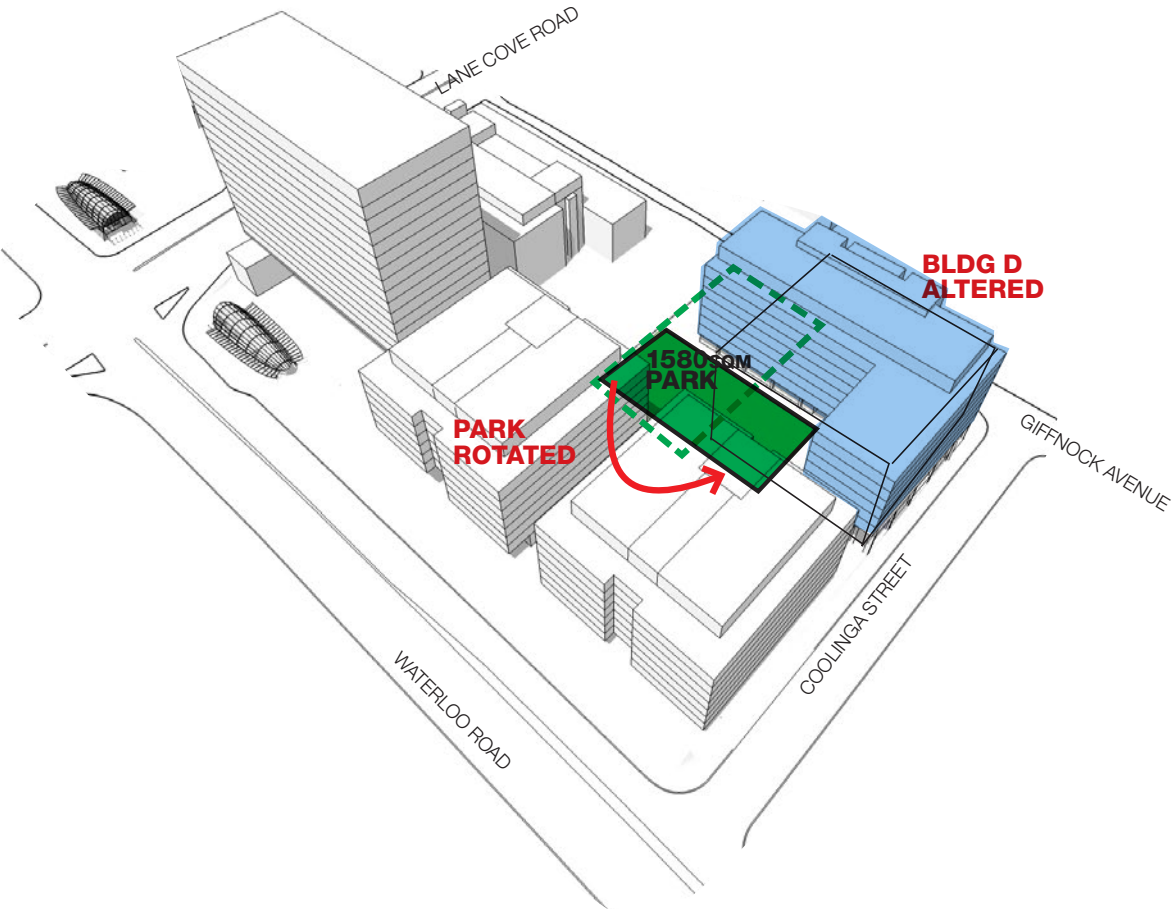
The following sequence describes the adjustments to the approved Concept Plan.

1. Station Plaza is increased by 6m in width to create a larger public interface between the precinct and the station.

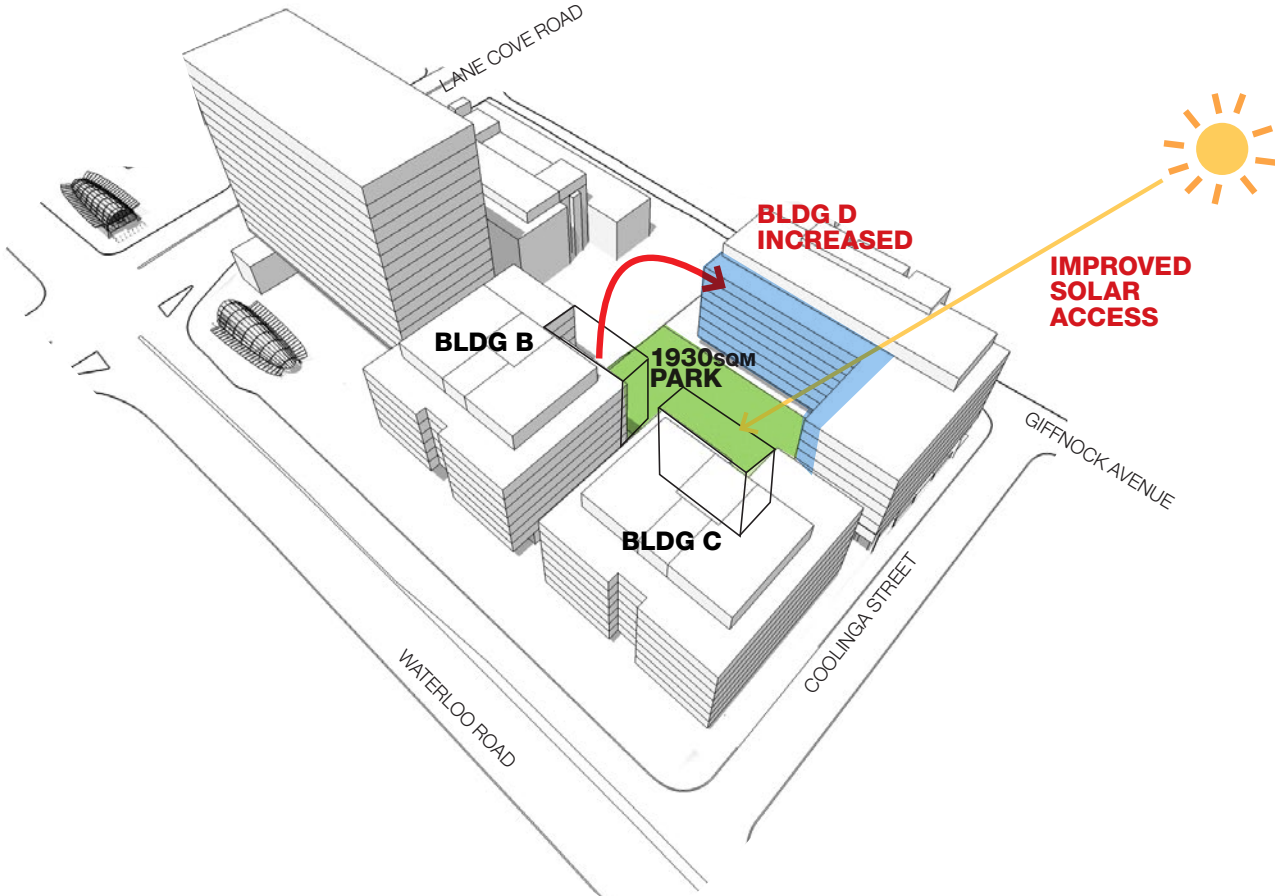
Building A proportions therefore adjust to lengthen the footprint. Building separation is reduced to 9m between buildings A and B as well as B and C to accommodate plaza and create a more intimate & active laneway scale.



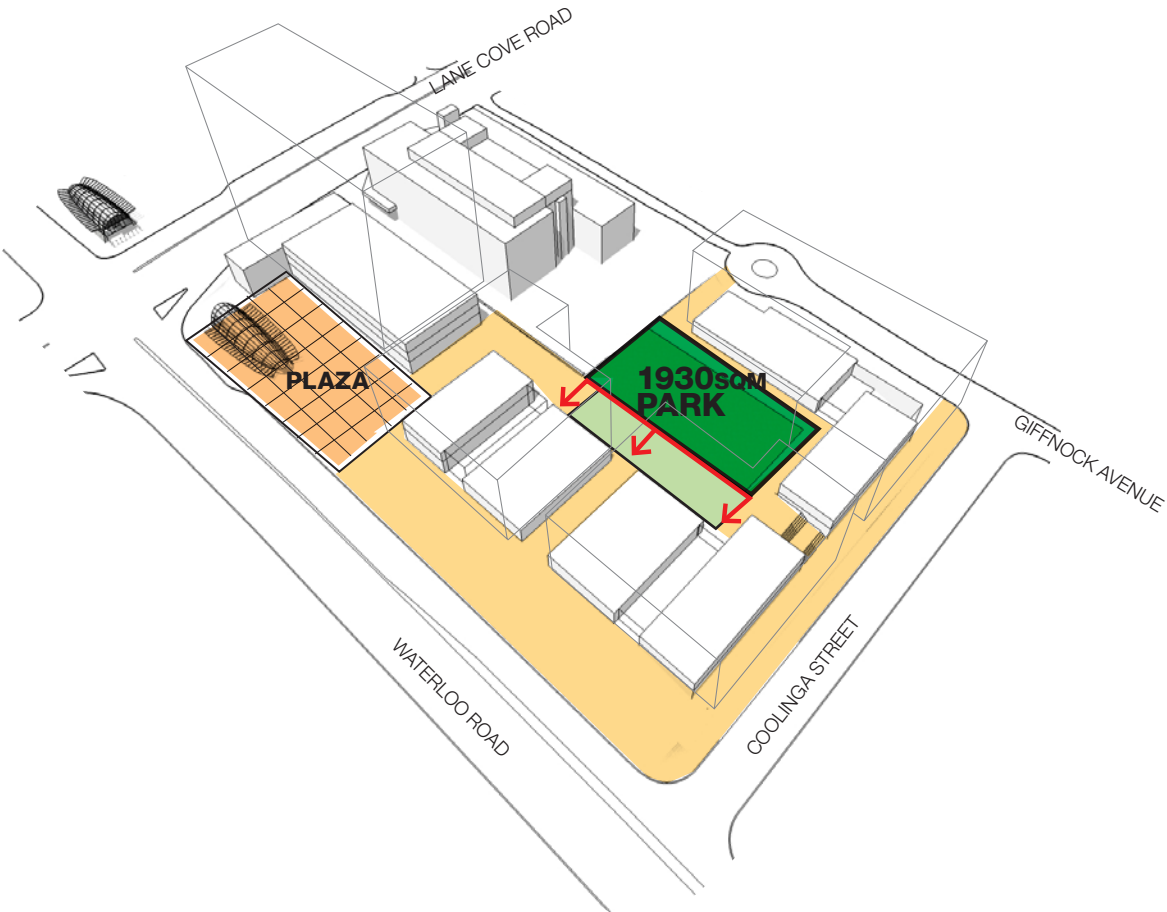
2. Through an altered Building D footprint the central open space of the park can be increased in size and be enclosed on three-sides to provide outlook from the office levels, provide increase retail edge condition at ground level that fronts the park.



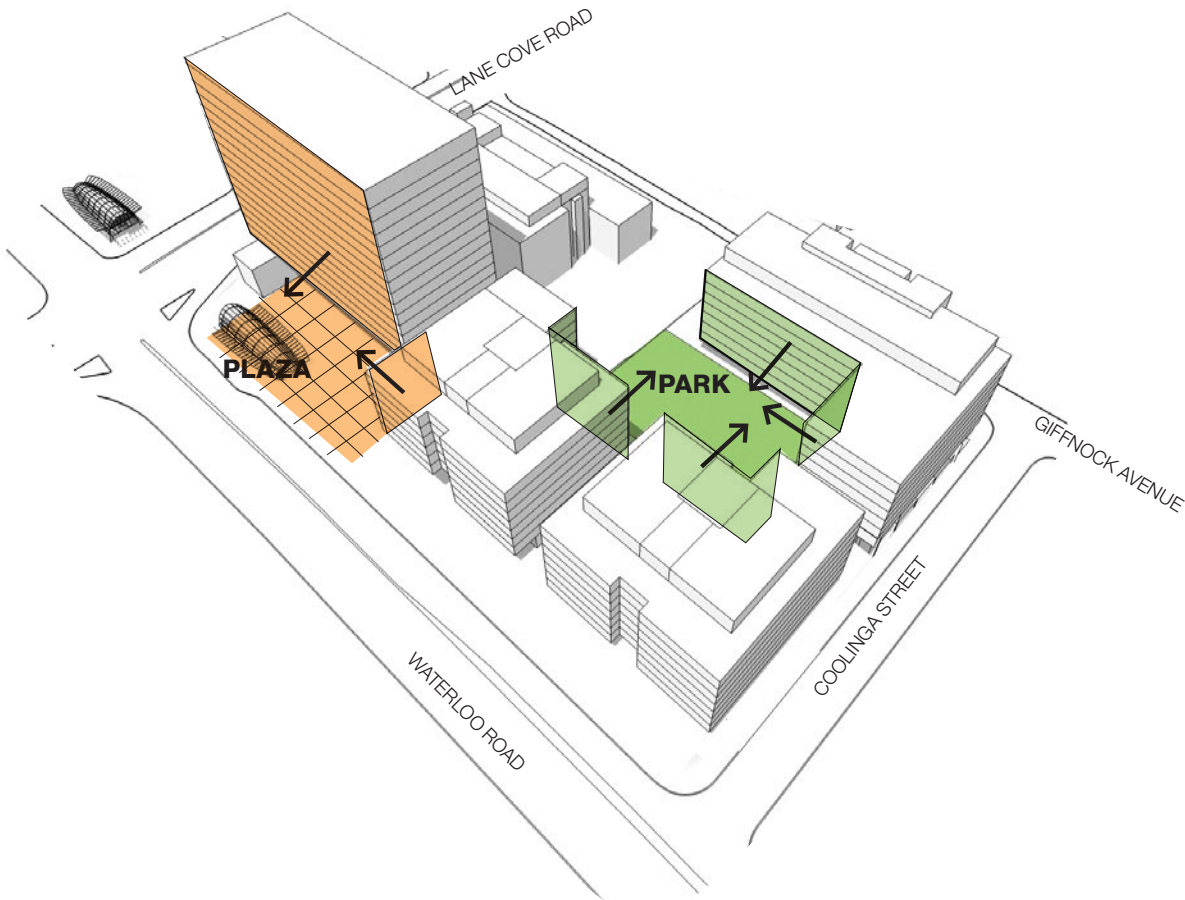
3. An area transfer from Building's B & C, the overshadowing impact on the park is significantly reduced as daylight access is increased throughout the year. The park is now inset into the Building B and C envelopes to further activate and integrate the open space.



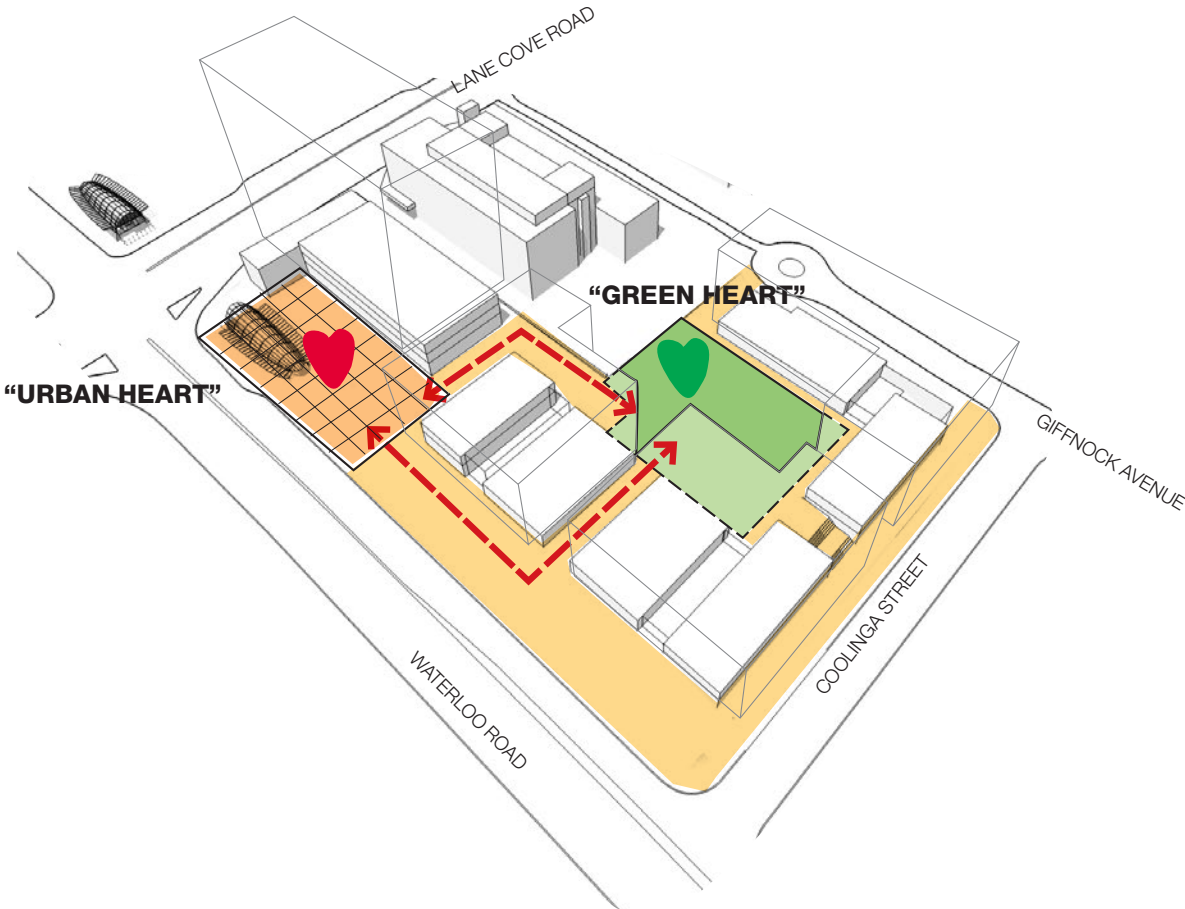
4. The changes have resulted in an increased park size. The park is now 1,930sqm an increase of 30% from the approval



5. The alternate orientation for Bldg D and the area transfer creates a park with buildings to three-sides. Each building has opportunities for outlook over the park below. Increased facade to park also provides greater passive surveillance improving safety and security to the pedestrian through site links.
The increase of the size and proportion of the station plaza is the catalyst for these changes. This scheme presents a more usable public open space immediately adjacent a major train station.

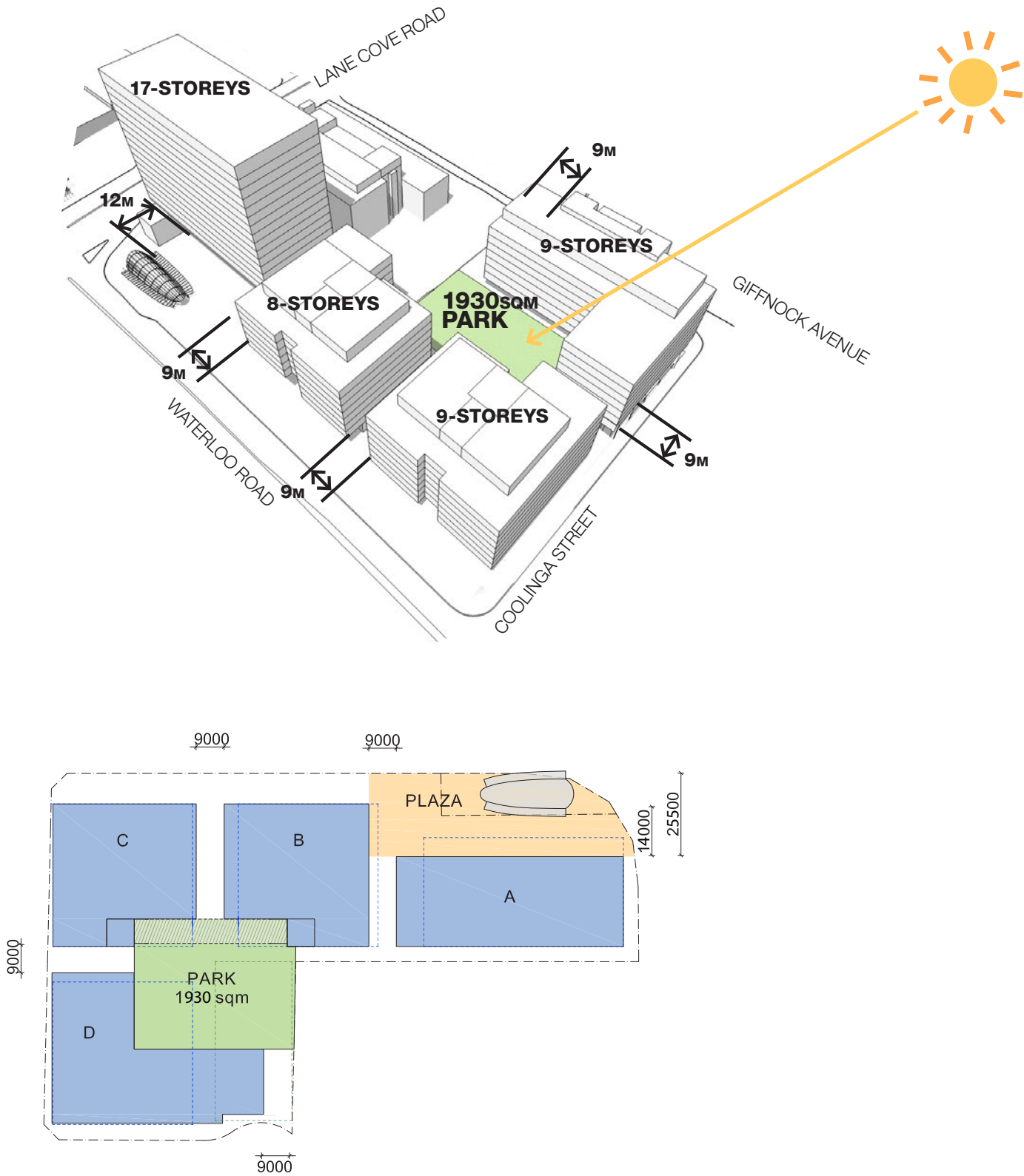


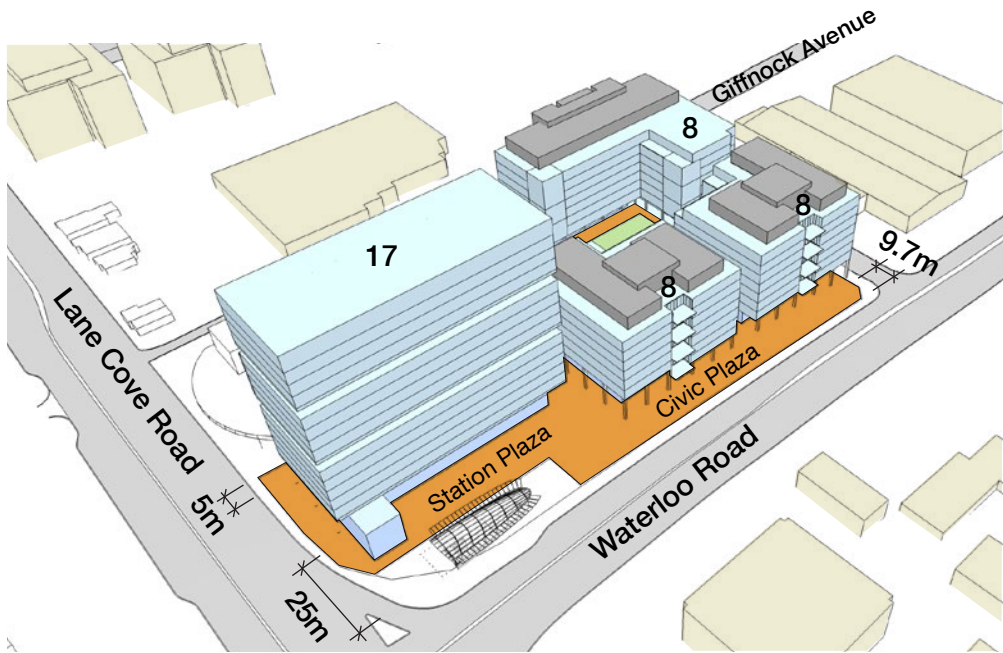
6. Resulting in two large publicly accessible spaces that create both an 'Urban Heart' and a "Green Heart" linked via laneways that encourage pedestrian movement through the site.



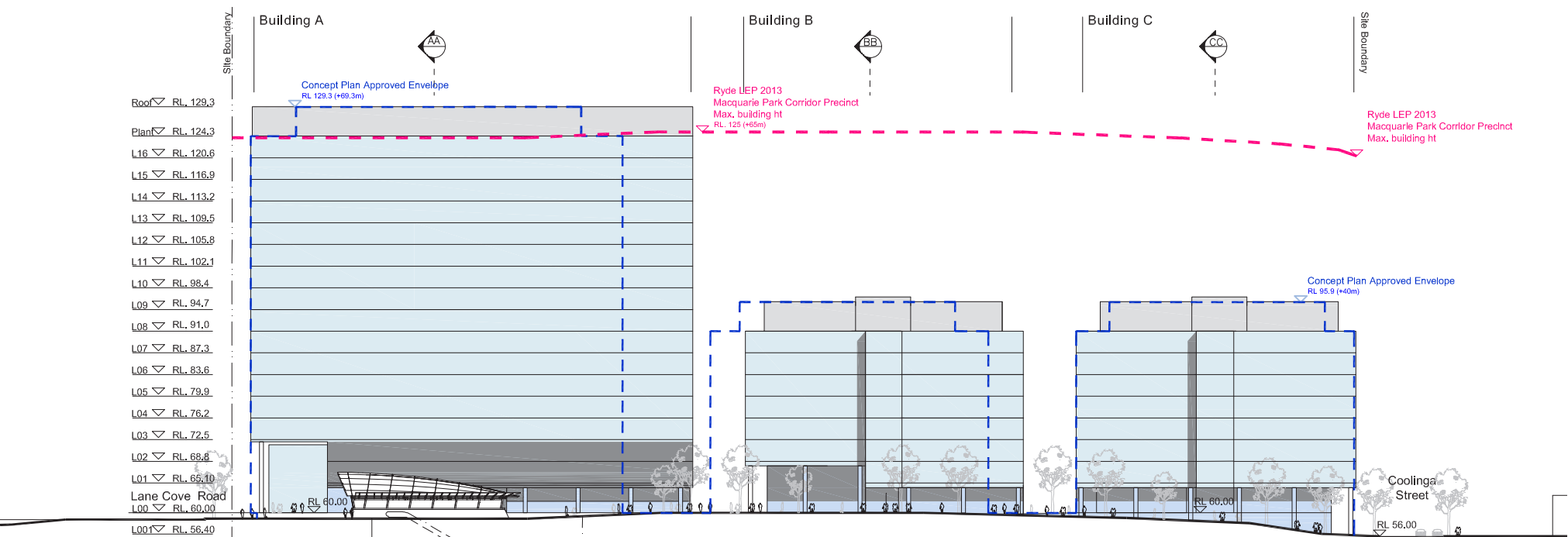
4.3 S75W ADJUSTMENTS PROPOSED CONCEPT PLAN SCHEME

The proposed Section 75W scheme retains the maximum building height of 17-storeys or 69.3m with a total GFA 83,368sqm equal to that of the approval. Building separation is a minimum of 9m. This access increases to 13m at Coolinga when factoring in the 4m colonade at ground level. The park increases to 1930sqm (30% uplift) and the station plaza increases to 3,221sqm (40% uplift). This altered building configuration, in particular Building D, allows for additional daylight access throughout the year. (refer to shadow study)

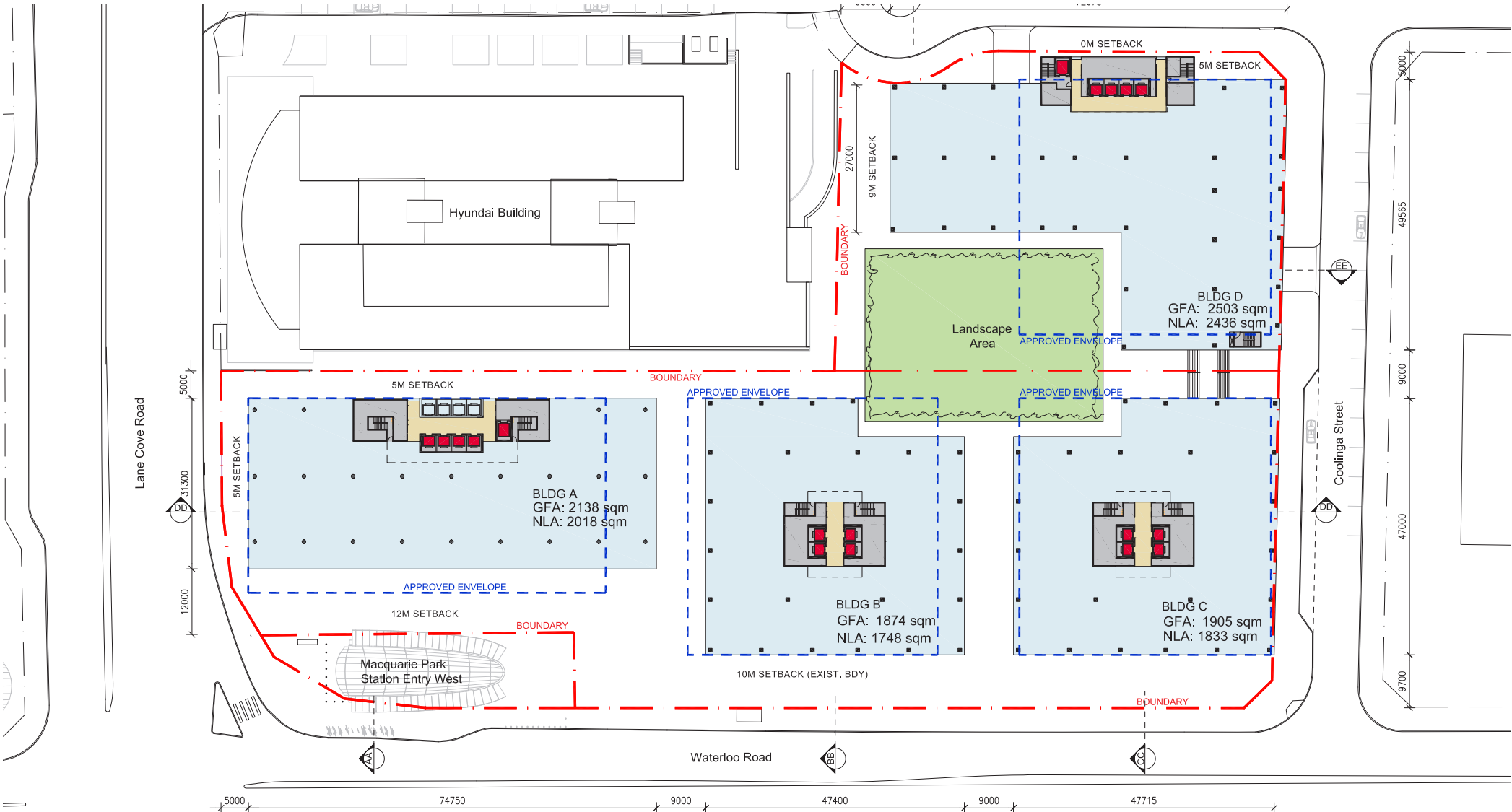




SCHEME SUMMARY



WATERLOO RD ELEVATION



TYPICAL PLAN

4.4 S75W ADJUSTMENTS GROUND PLANE CONCEPT

The ground plane concept evolves from our investigation and research into active, vibrant and amenable public spaces highly suited to a commercial precinct.

We have been developing the scheme, alongside Aspect Studios, to create beautifully landscaped, highly functional public domain with a focus on ease of pedestrian movement, desirable seating & gathering areas, passive recreation.

The scheme amendments from the approval create larger public open spaces, such as the Station Plaza and central park, and provides more intimate yet active laneway experience between buildings with quality food and beverage offerings.

Covered walkways, via colonades, provide sheltered access through the site during adverse weather conditions.

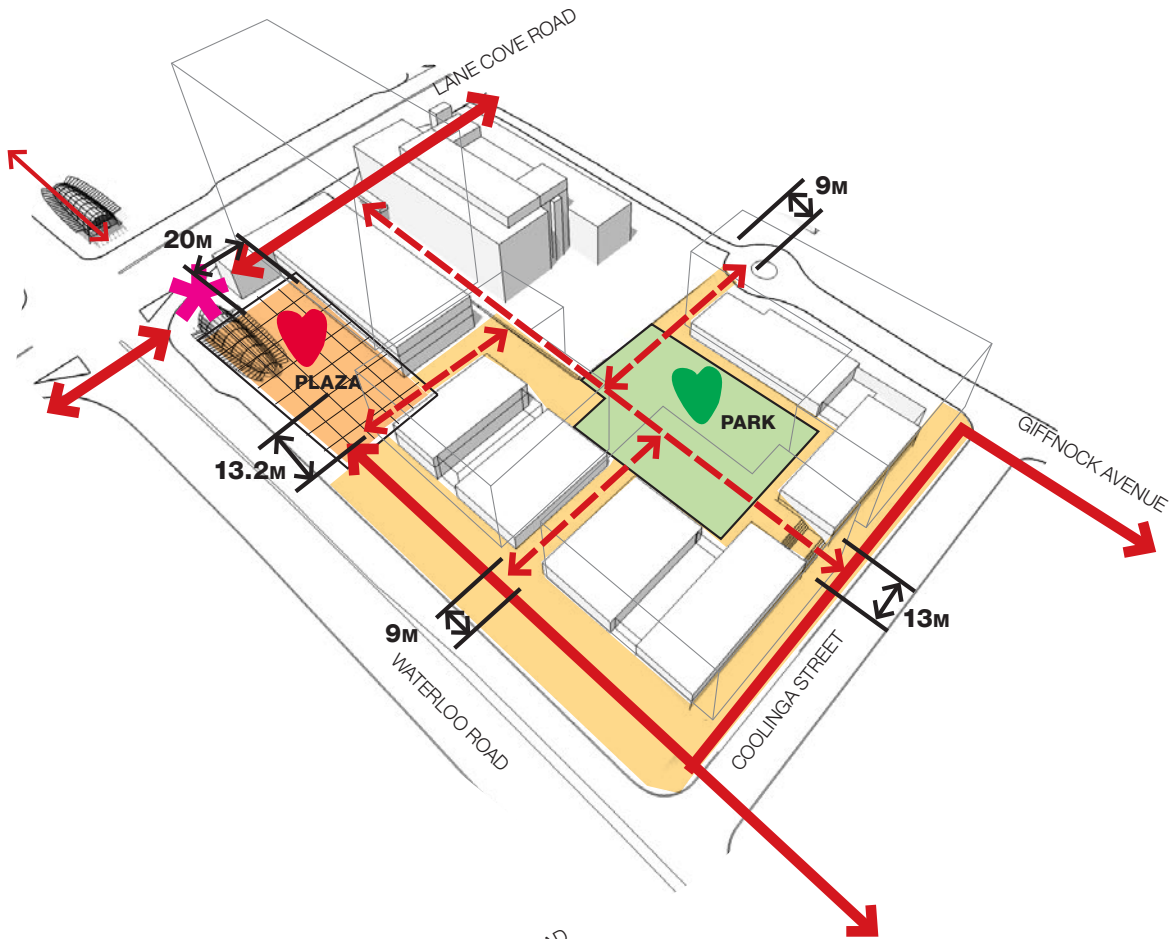


PEDESTRIAN LINKS

Similar to the approved scheme, the design provides for multiple through-site links that feed from the primary access from the station plaza and Waterloo Rd boulevard. Each link is to be activated via retail and these links pass through the central park.

Site entry widths between facades at ground level are to be a minimum of 9m in dimension and are proposed to be 13m at station and Coolinga Street.

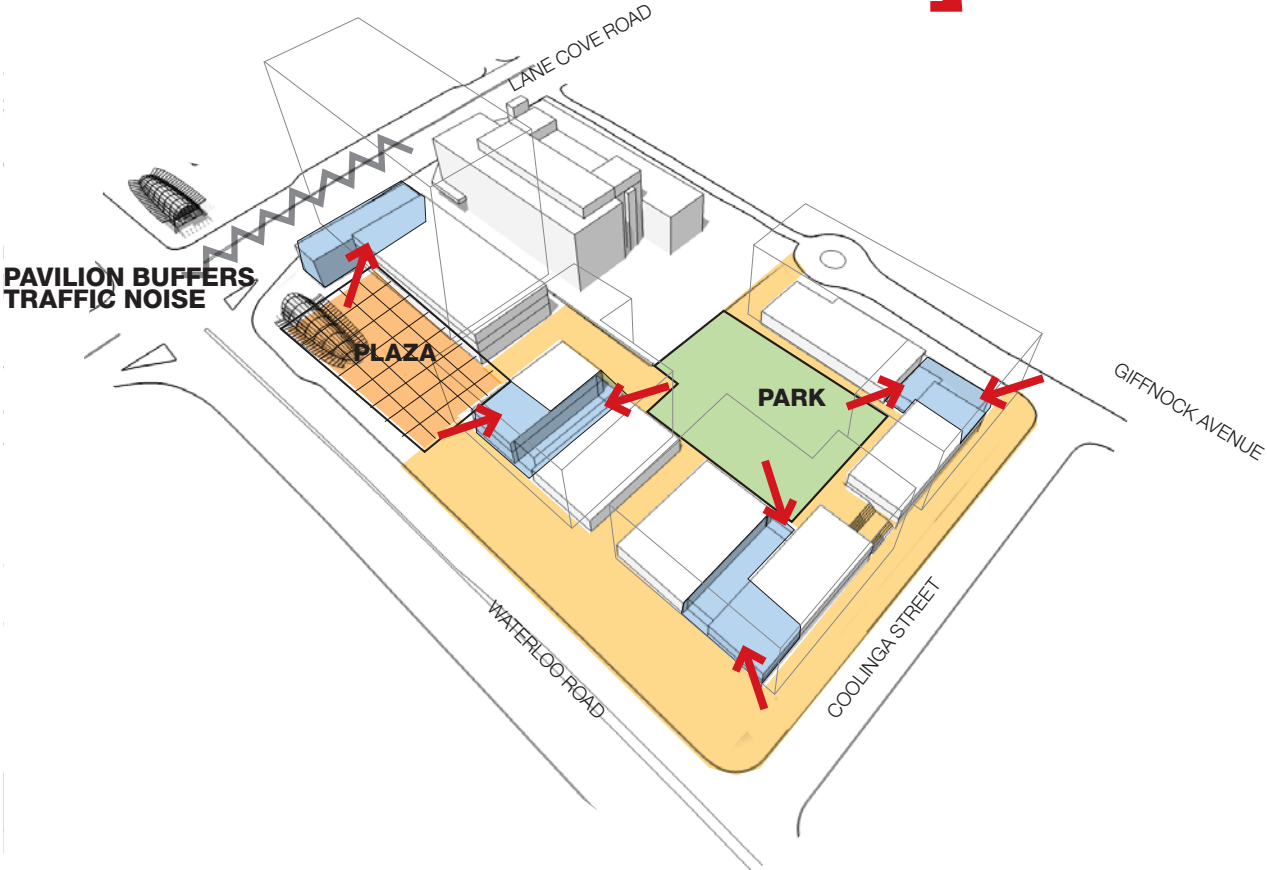
Trees and landscaping to these site links has been removed from the approved scheme to improve pedestrian circulation and visibility.



BUILDING ENTRIES

Each building entry has been strategically positioned to encourage activation at development corners and improve access through the site.

Through-lobbies are proposed to promote permeability at ground level of each building that create secondary entries with direct access to the park.



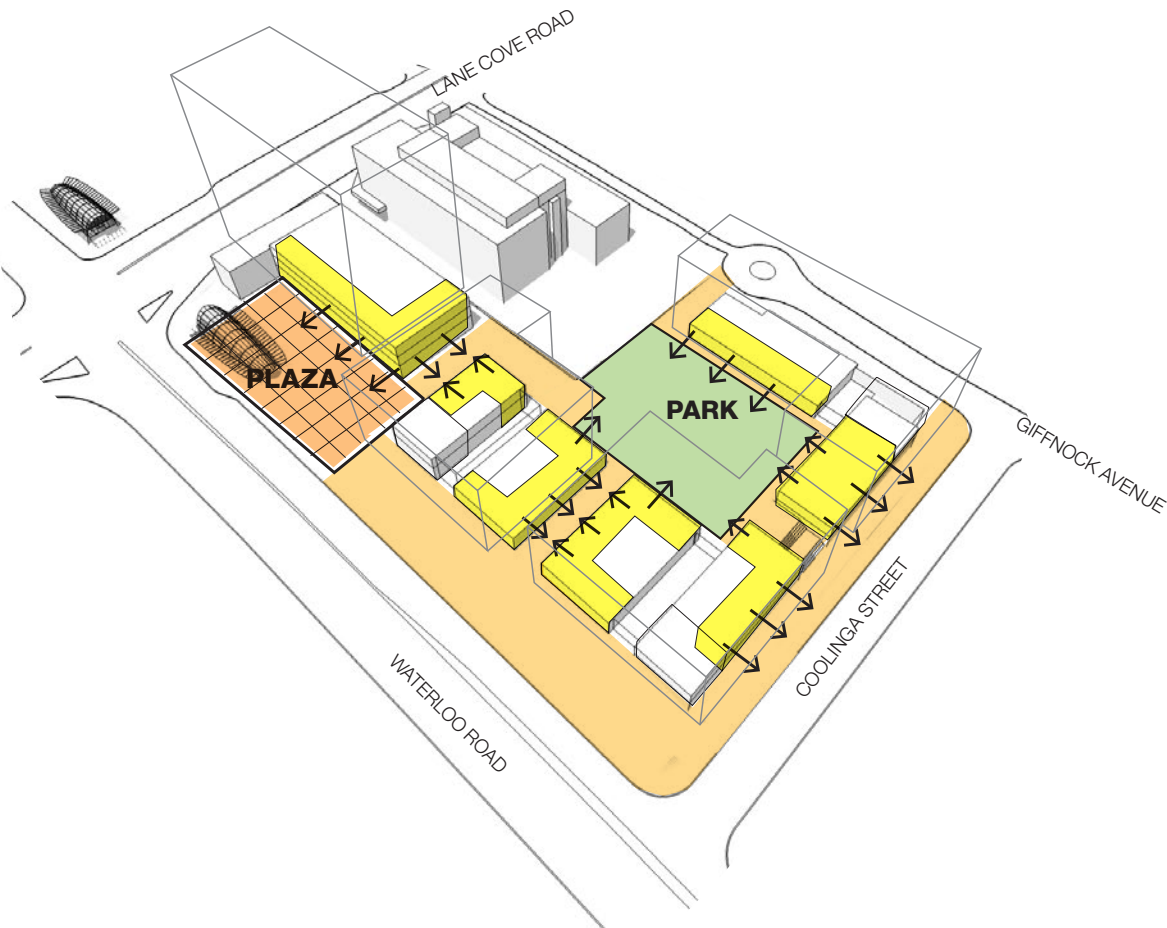
RETAIL FRONTAGE

Facades at ground level will be activated through a diverse mix of retail, with a focus on quality food and beverage retailers.

The larger station plaza will contain retail fronting this space to create a vibrant

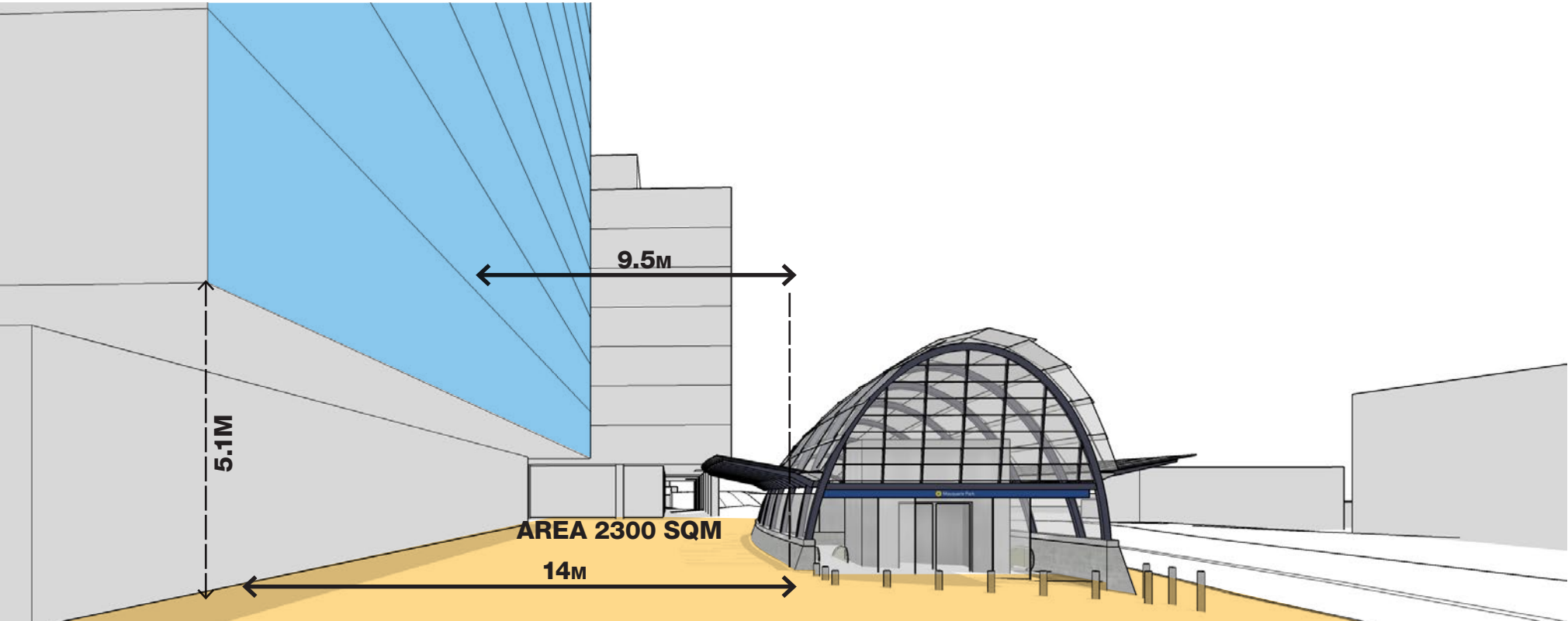
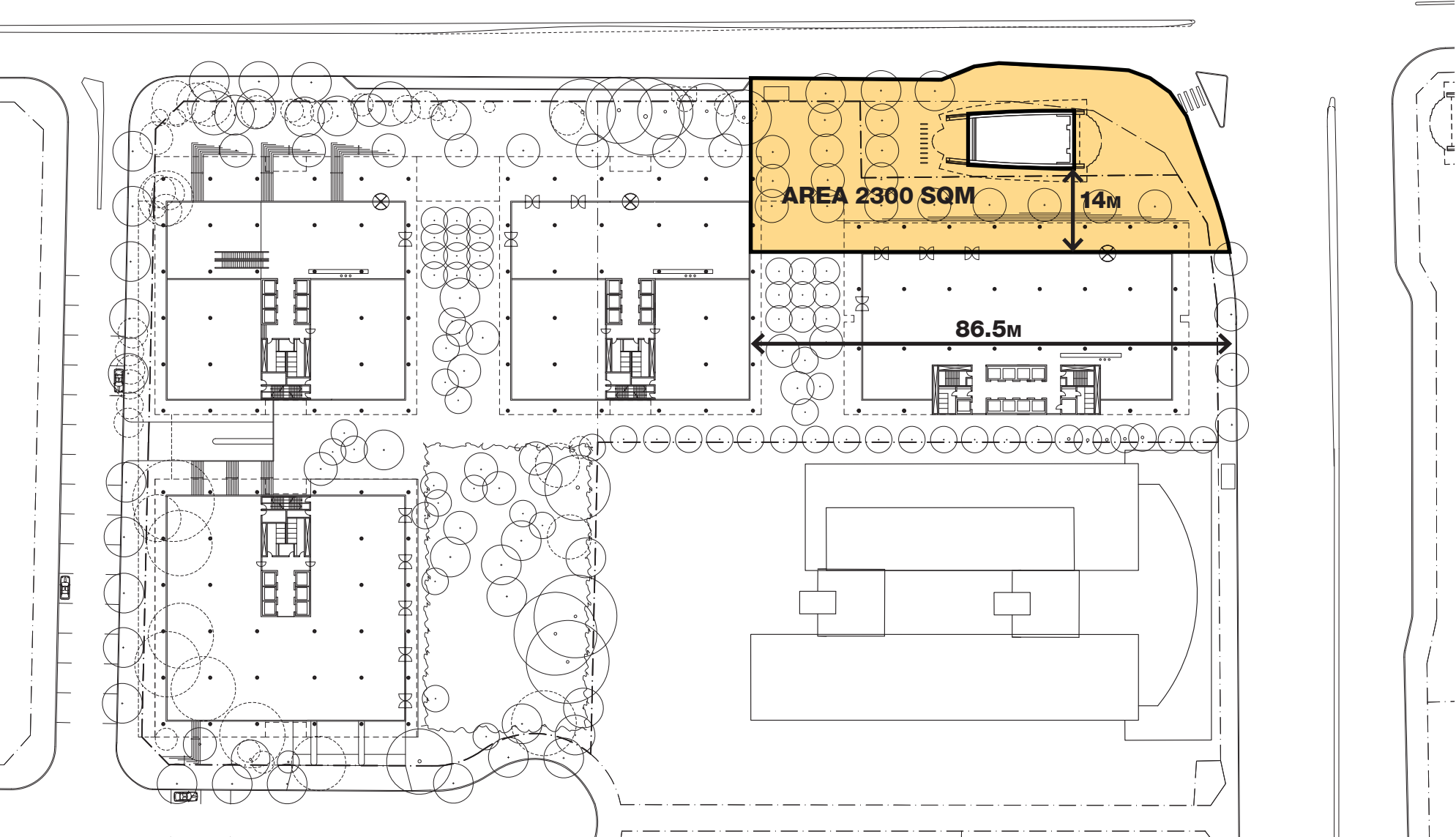
Each laneway is double-loaded with retail to encourage social interaction with outdoor seating.

The park will be lined with retail to provide increased activation and amenity for both development occupants and wider Macquarie Park community.

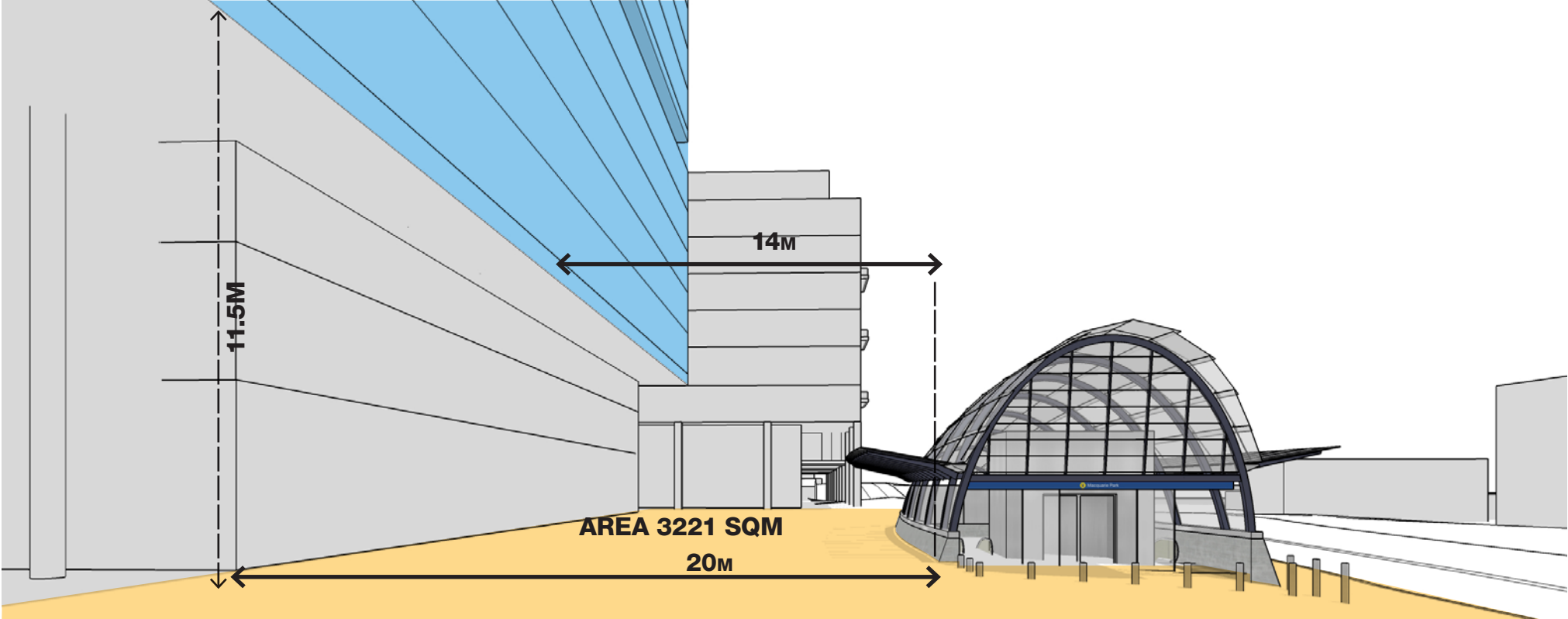
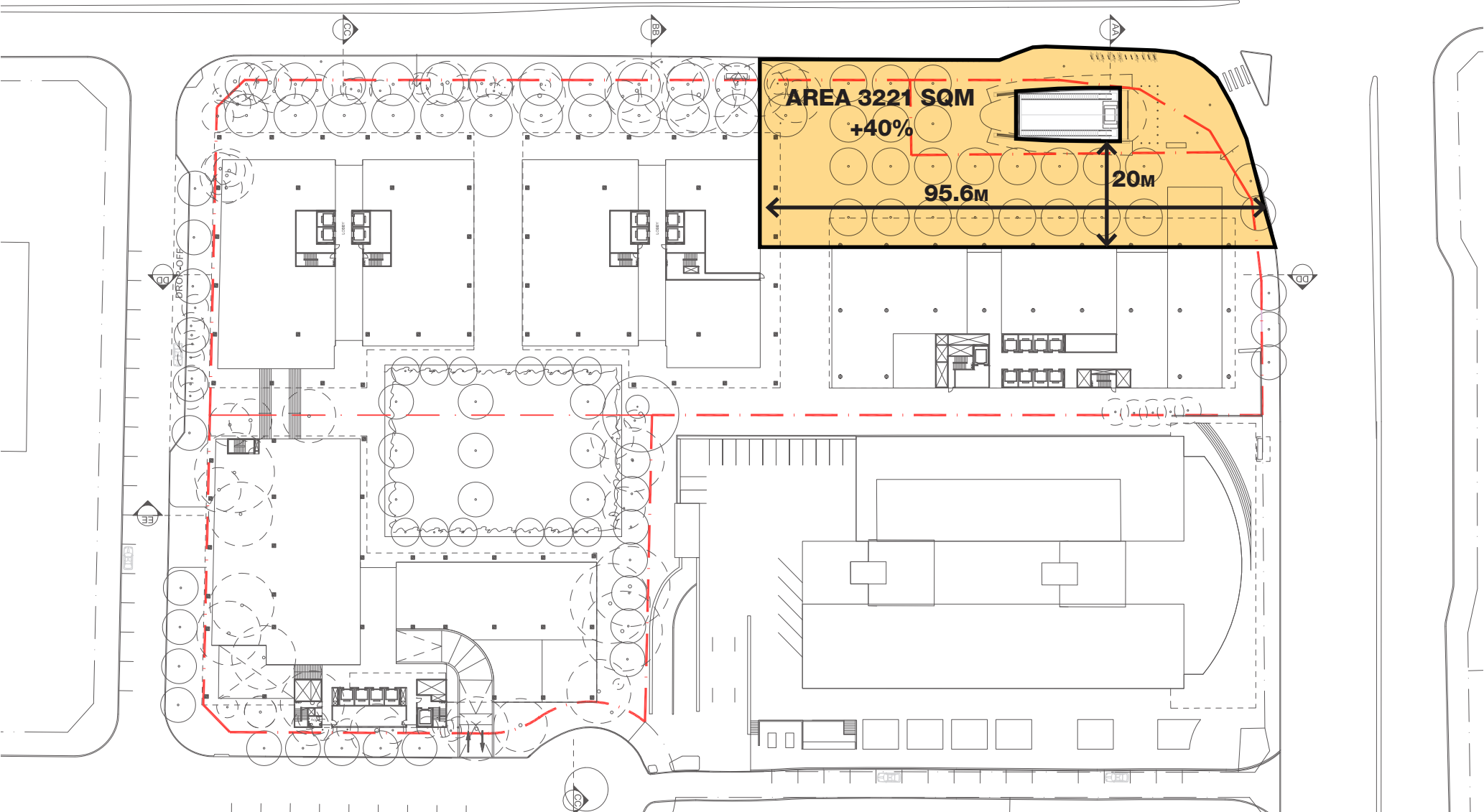


4.5 S75W ADJUSTMENTS SCHEME COMPARISON PLAZA

The following diagrams describe the amendments and improvements to the Station Plaza in the Section 75W submission.
The plaza has increased by 40% to be 3,221sqm (an increase of 920sqm)



APPROVED_PLAZA

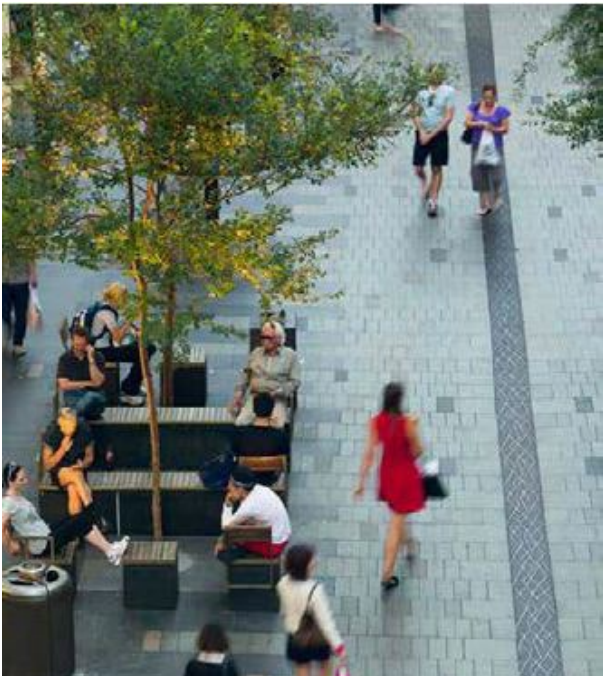


PROPOSED_PLAZA

4.5 S75W ADJUSTMENTS PROPOSED PLAZA

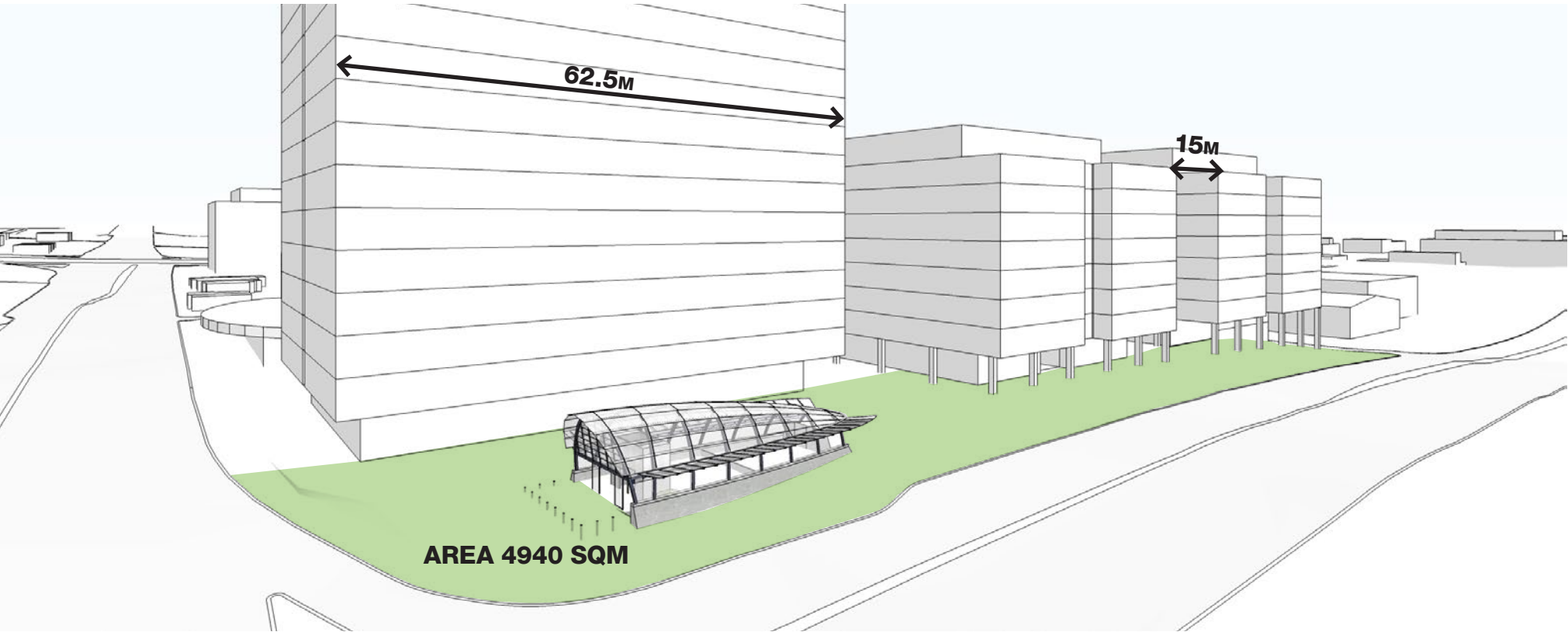
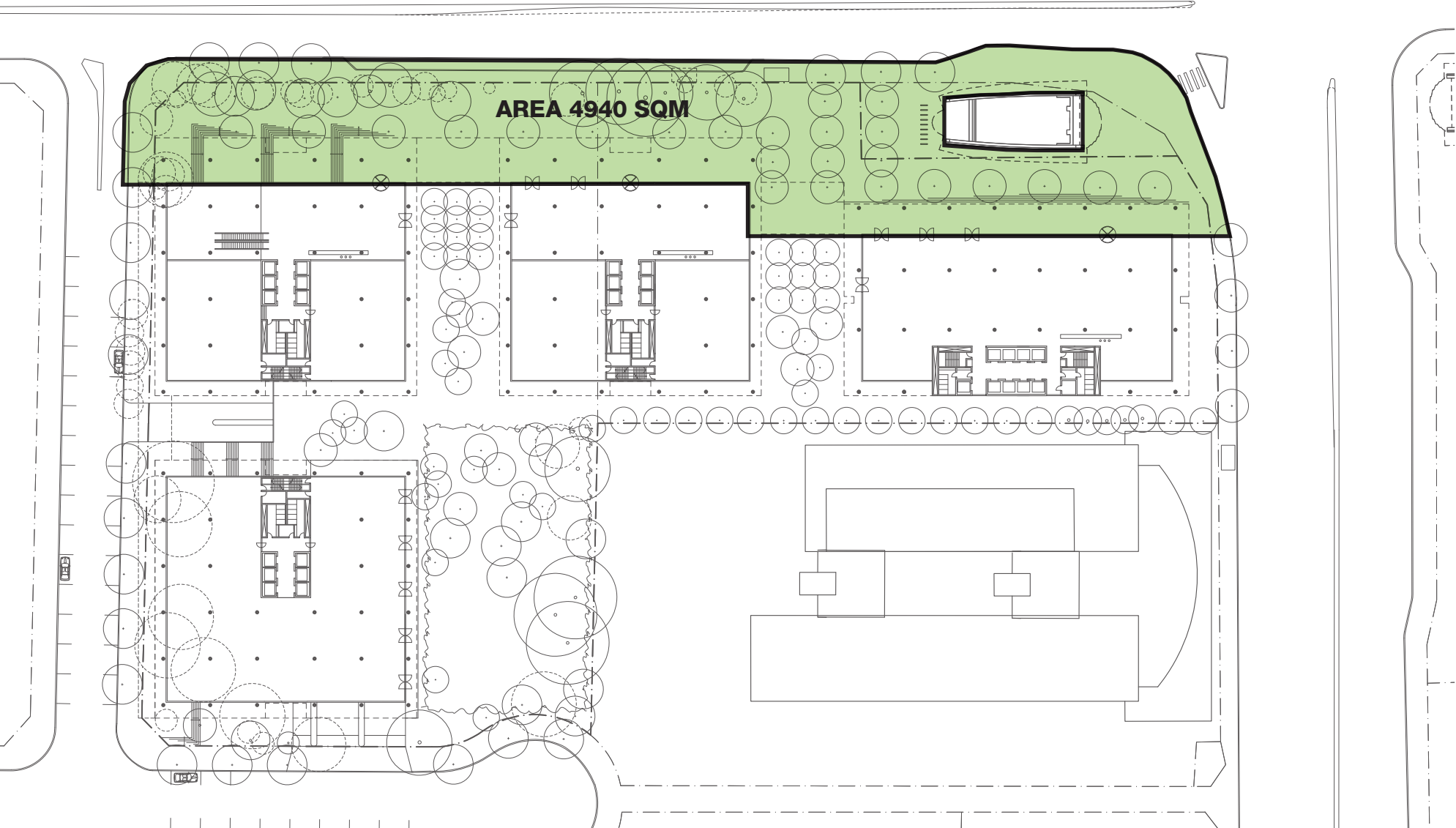
The following images describe the design intent for the public domain.



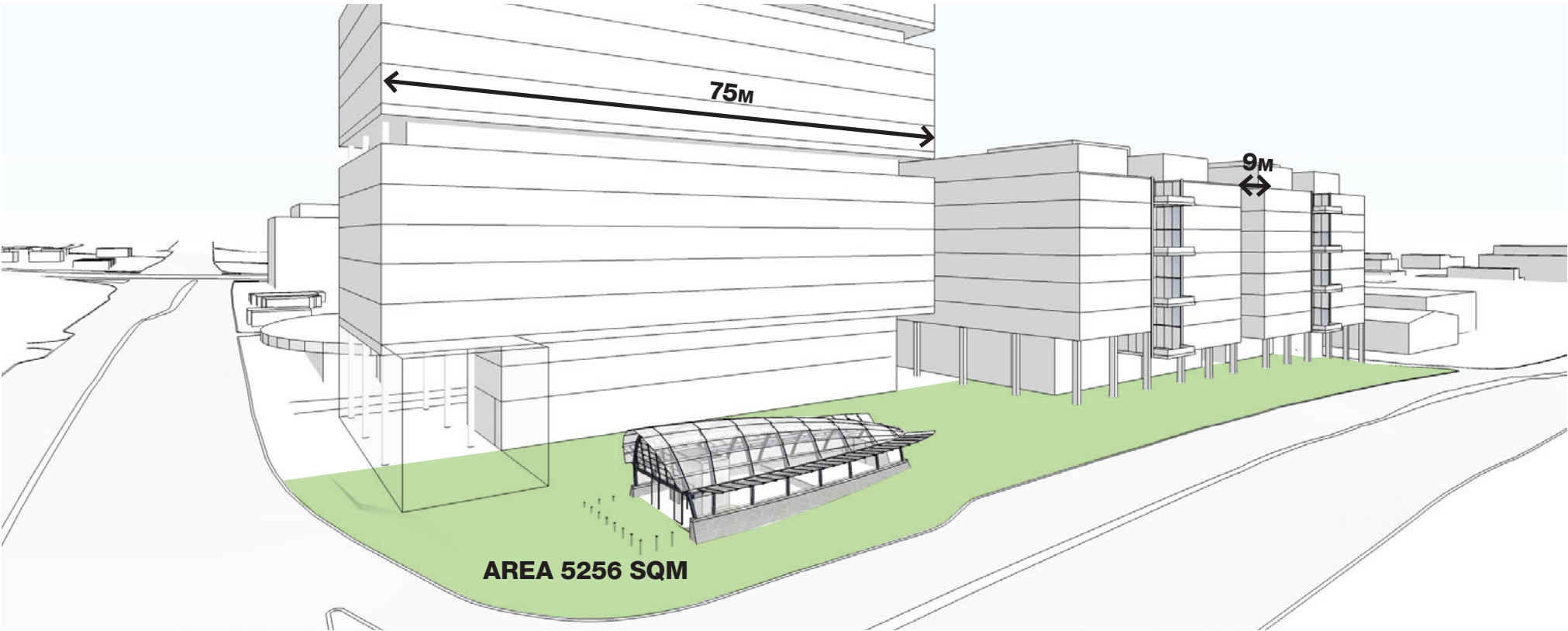
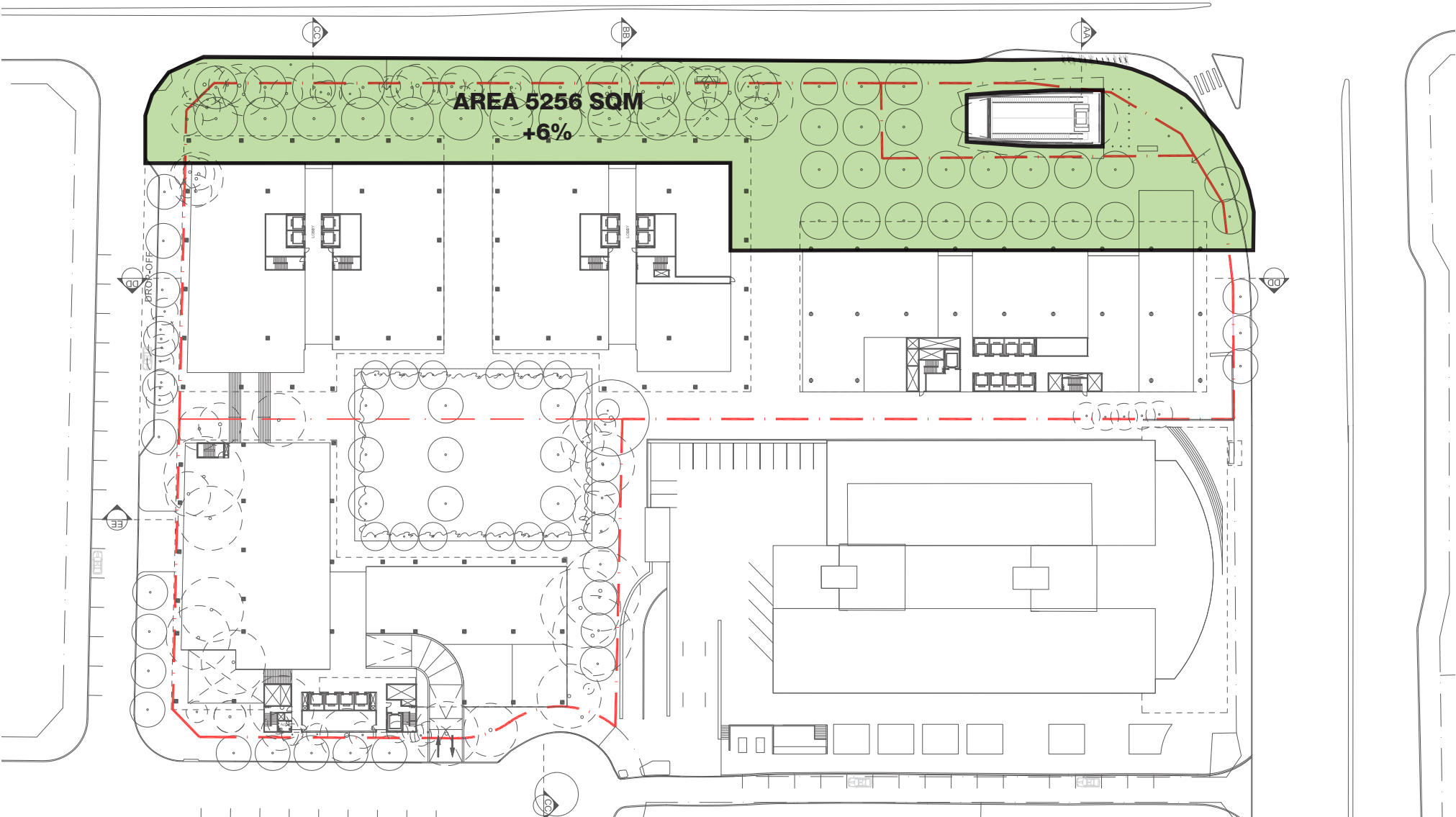


4.6 S75W ADJUSTMENTS SCHEME COMPARISON WATERLOO RD

The following diagrams describe the amendments and improvements to the Waterloo Rd boulevard in the Section 75W submission.
The boulevard has increased by 6% to be 5,256sqm (an increase of 316sqm)



APPROVED SCHEME_WATERLOO RD



PROPOSED SCHEME_WATERLOO RD

4.6 S75W ADJUSTMENTS PROPOSED WATERLOO RD BOULEVARD

The following images describe the design intent for the public domain.

Landscape Design Statement

The linear urban Plaza along Waterloo Road is defined by an Avenue of native shade trees with understorey planting, edge seating, bicycle parking and decorative porous paving. Approaching the Station Plaza, the avenue of trees meets a lush shade tree grove and bench seats, complete with some attractive public art. Between the Station and Building A is an open and dynamic in-ground water feature plaza, lined with trees and seating for viewing.

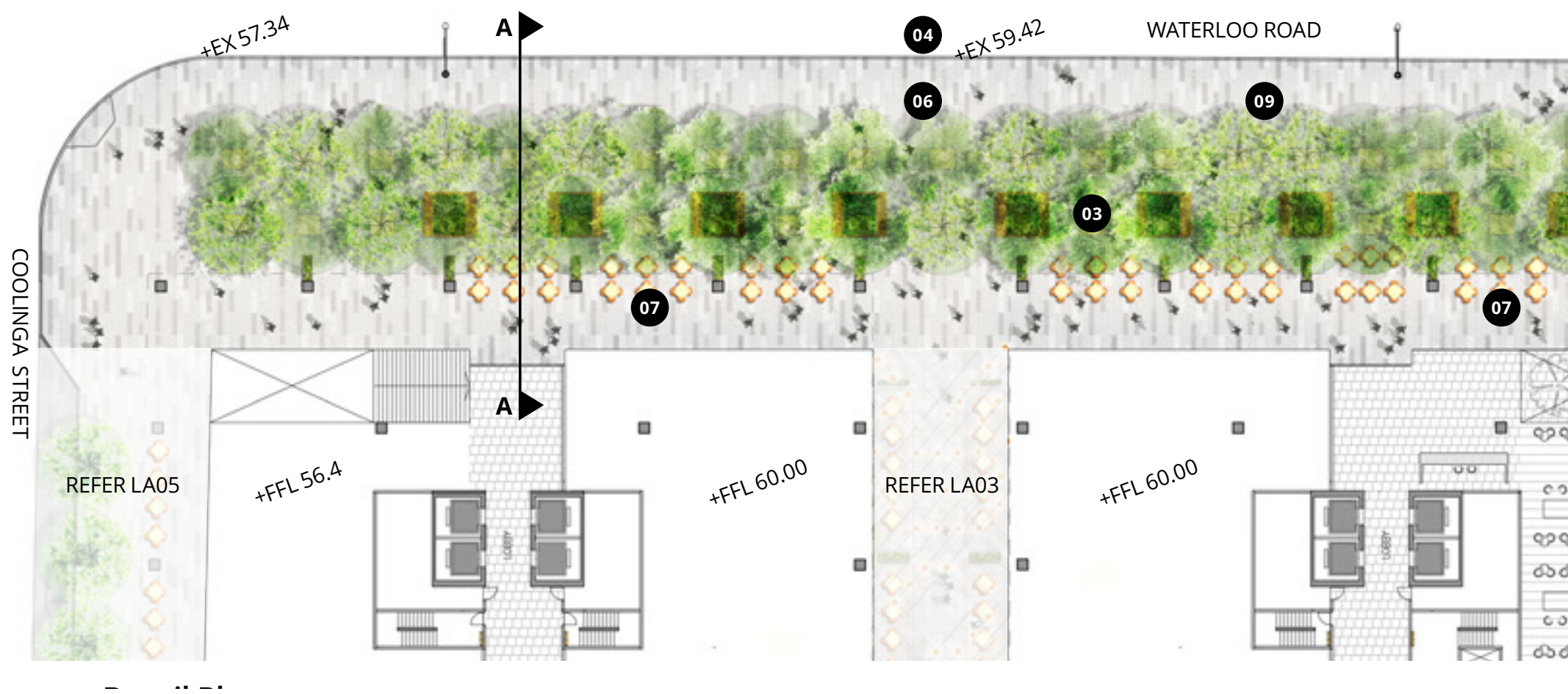
The Water Feature Plaza acts as an entry forecourt to the colonnade of signature Building A, at the corner of Lane Cove and Waterloo Roads. The linear landscaped civic plaza along Waterloo Road becomes the entry forecourts to the colonnade of Buildings B & C.

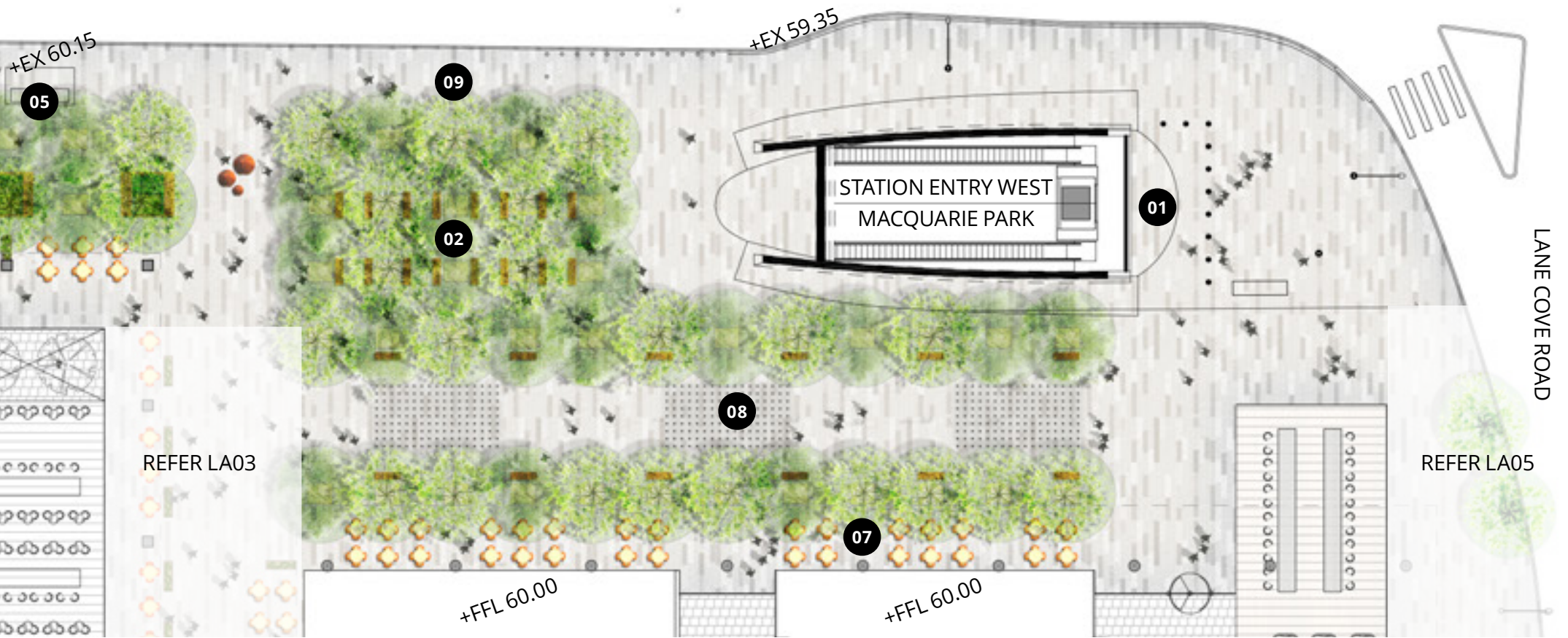
The combination of building lobbies and smaller retail tenancies provide active ground floor uses which are setback within a colonnade along the Waterloo Road frontage. A taxi drop-off lane will be introduced along Waterloo Road to provide a formal site entry and safe visitor arrival area to serve the buildings.

Coolinga street with a reduced setback to meet Macquarie Park Corridor DCP 2010 requirements provides an active streetscape arrangement for smaller retail and building lobbies. Coolinga Street frontage is located one-storey lower and can be accessed via a generous stairway with feature terraced planting integrated into the edges.

Landscape links between buildings provide through-site connections for public and private thoroughfare. The links will become activated laneway spaces for retail and food shops, with an enhanced sense of character through the use of feature lighting and planting. These links arrive at a significant central urban park for recreation and amenity for occupants of the buildings.

The central park offers generous areas flat turf with opportunities for varied recreational uses such as picnicing, shaded formal seating nodes, pop-up stalls and yoga or personal training groups. Large shade trees, and a signature understorey palette provide a sense of 'green' refuge whilst proving shade during all times of the day.





4.6 S75W ADJUSTMENTS PROPOSED WATERLOO RD BOULEVARD

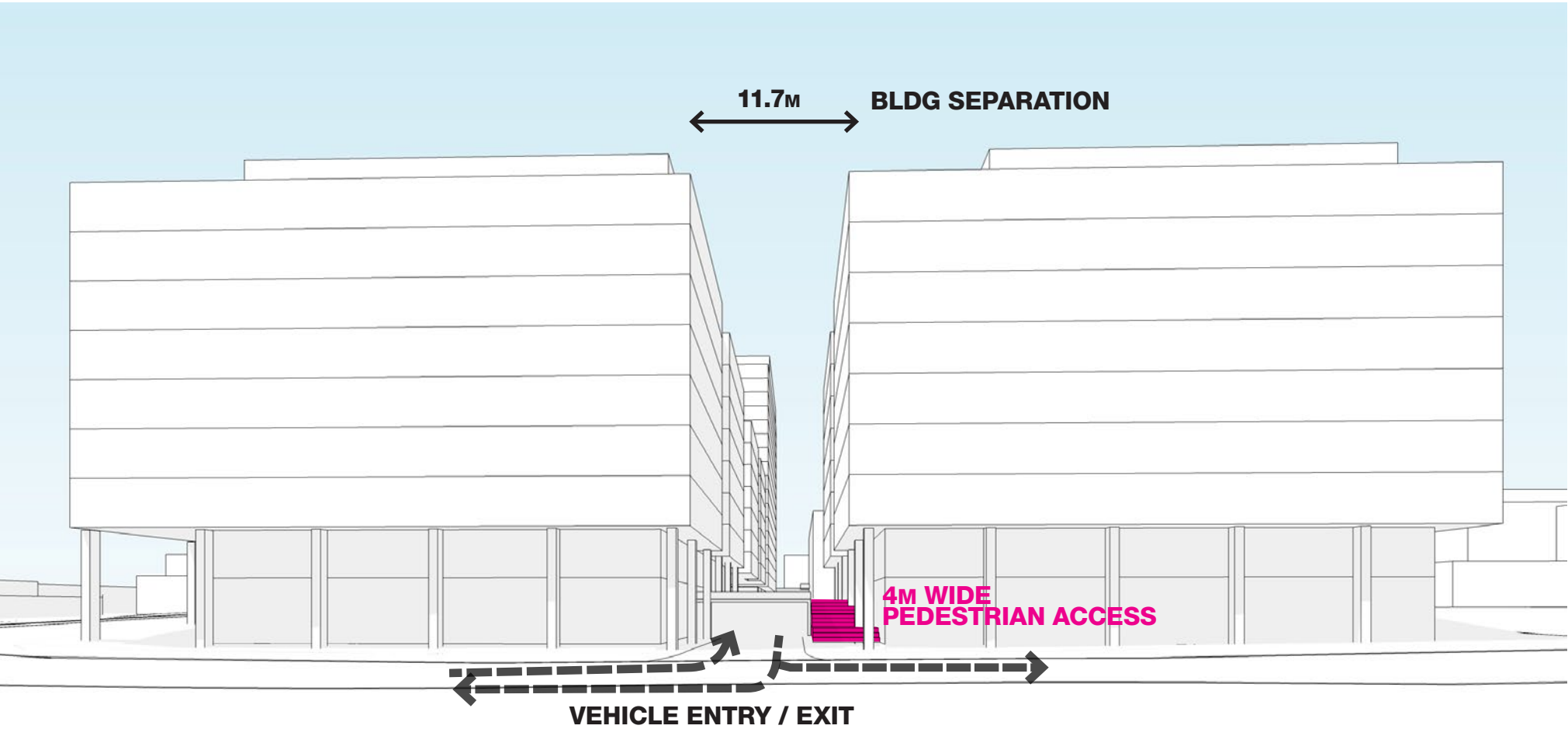
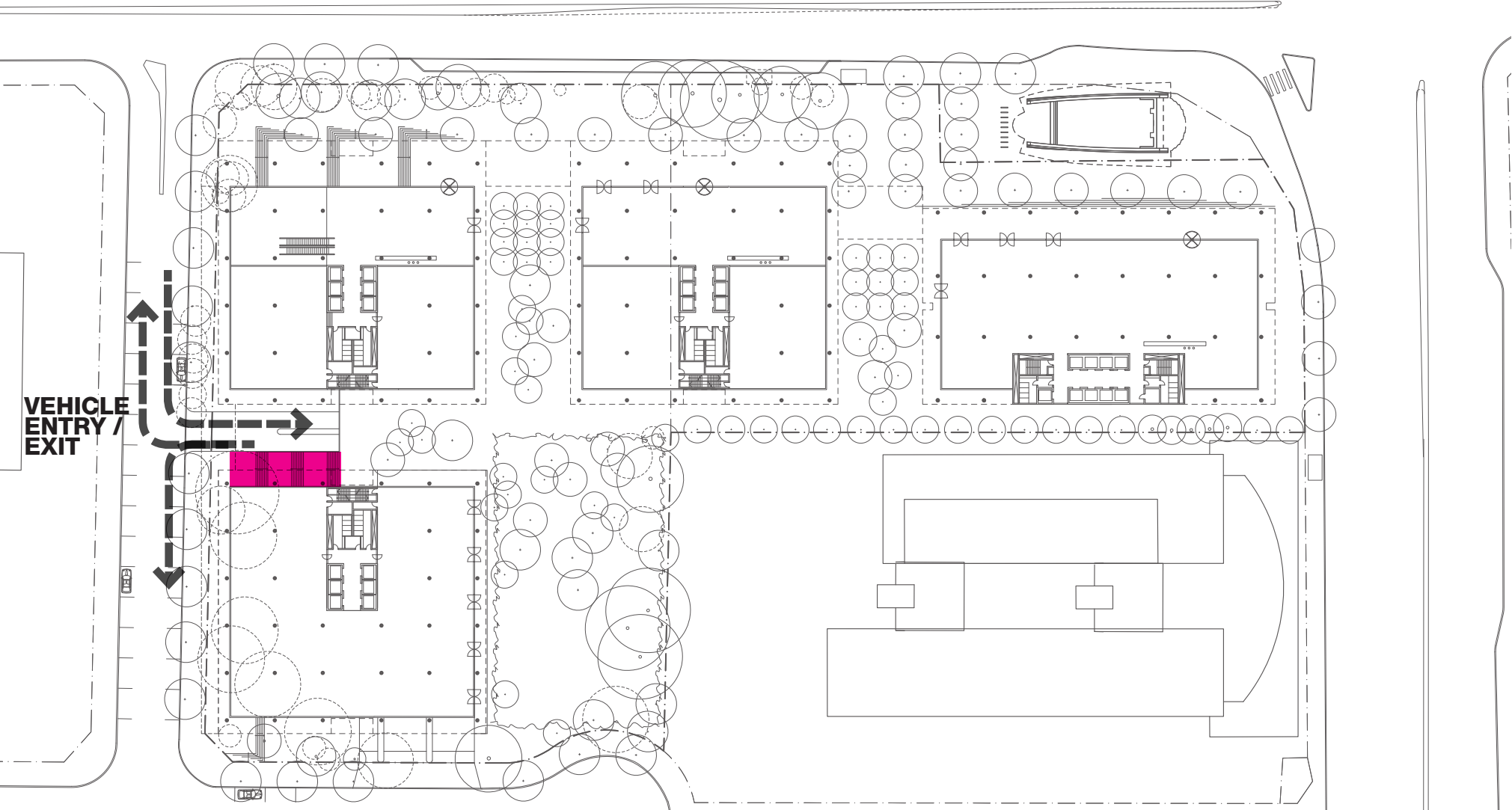
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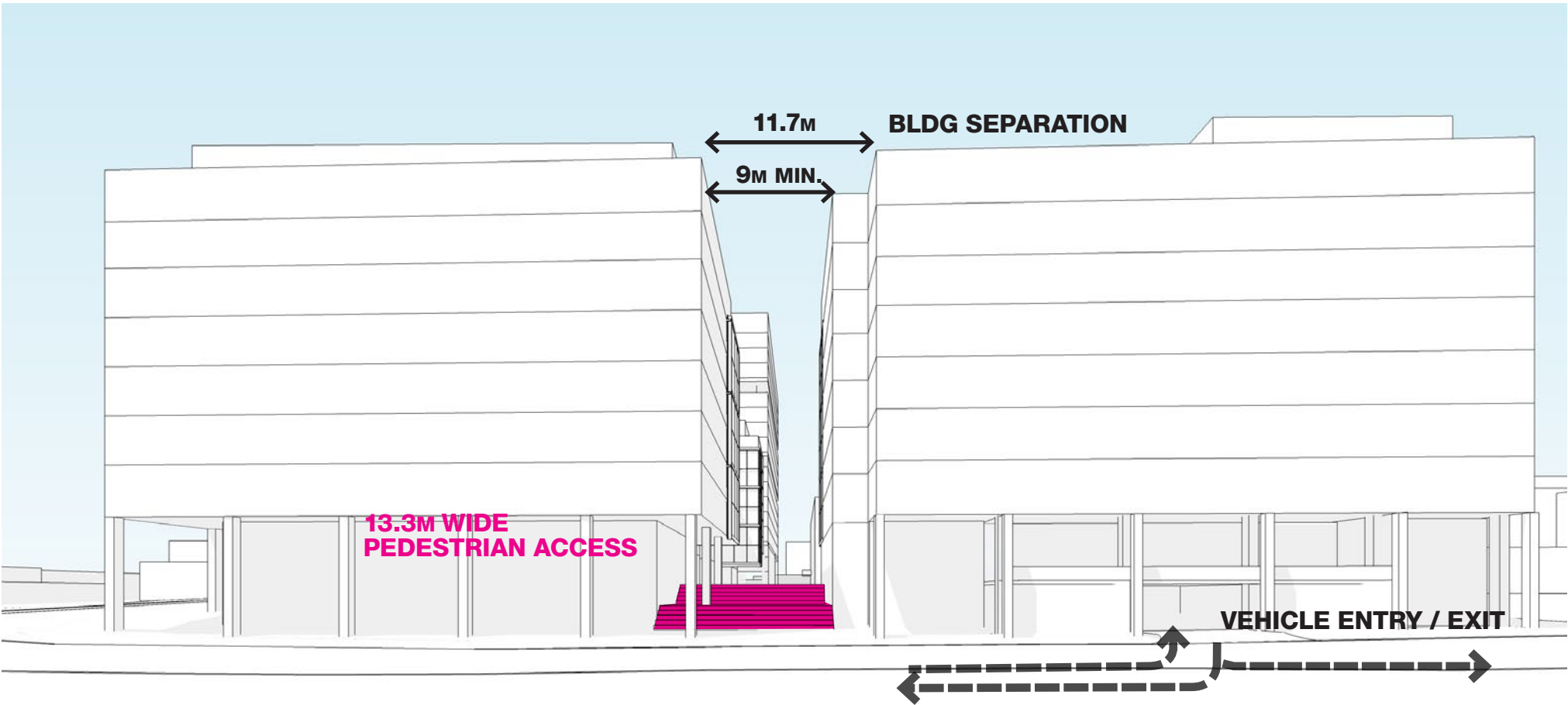
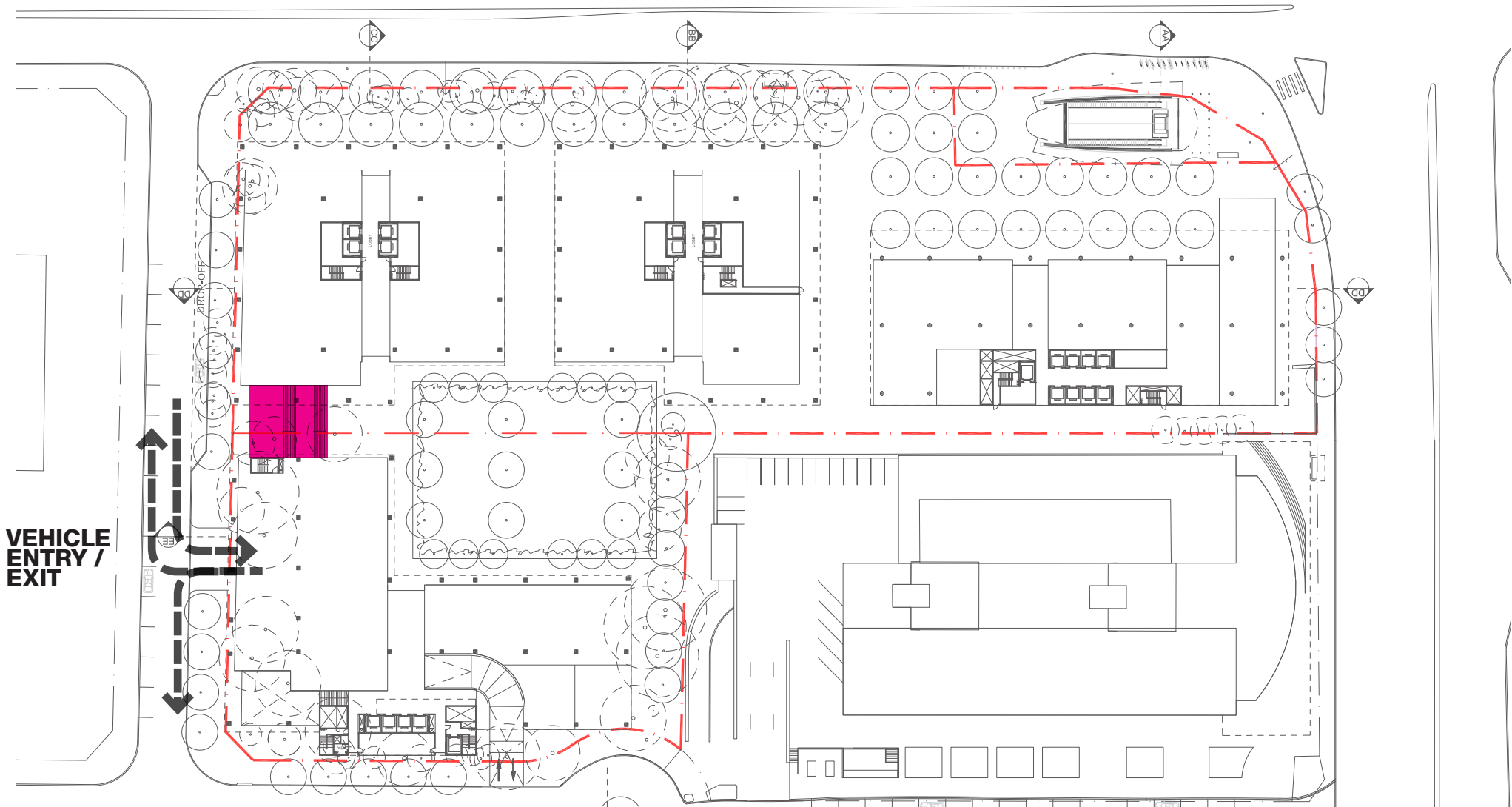


4.7 S75W ADJUSTMENTS SCHEME COMPARISON COOLINGA ST ENTRY

The following diagrams describe the amendments and improvements to the Coolinga Street entry in the Section 75W submission.
The pedestrian thoroughfare width has increased by 9m as a result of the vehicle carpark entry re-location to within the building facade.



APPROVED SCHEME_COOLINGA ST



PROPOSED SCHEME_COOLINGA ST

4.7 S75W ADJUSTMENTS PROPOSED COOLINGA ST ENTRY

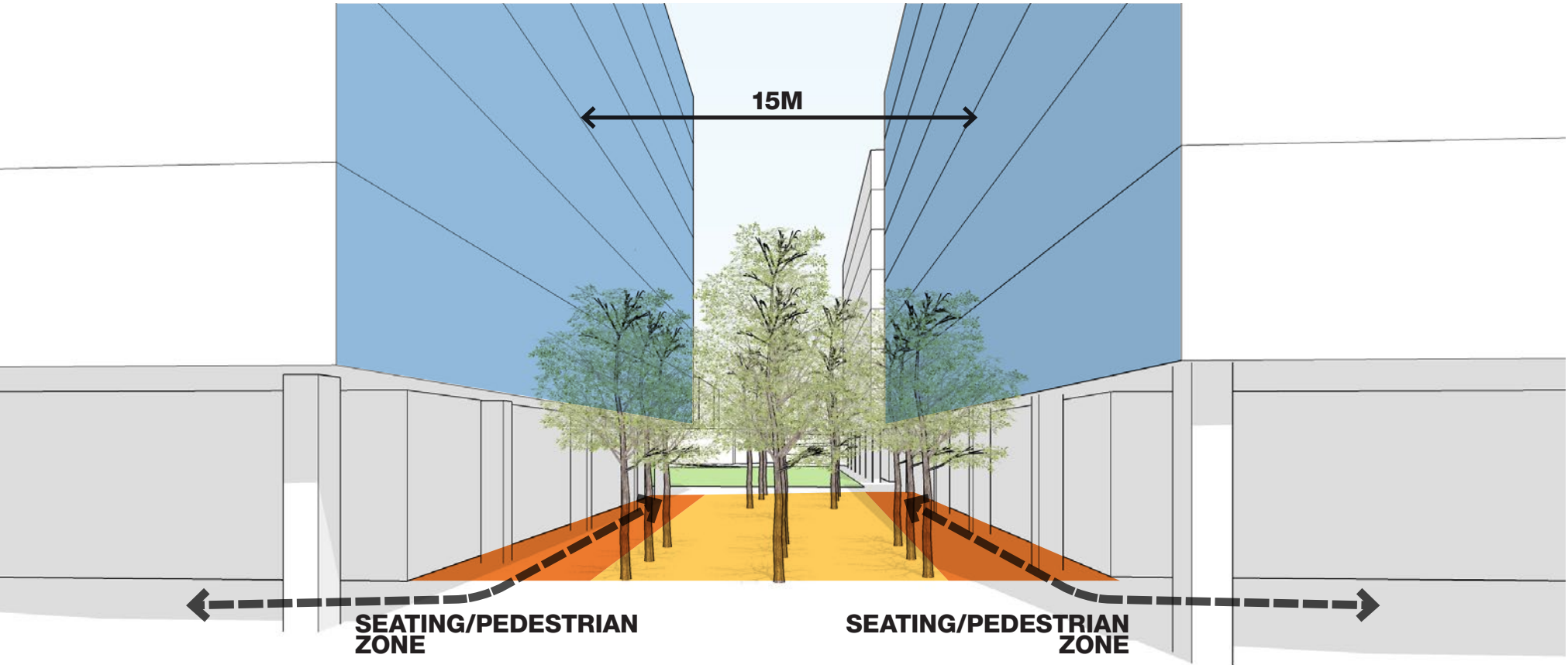
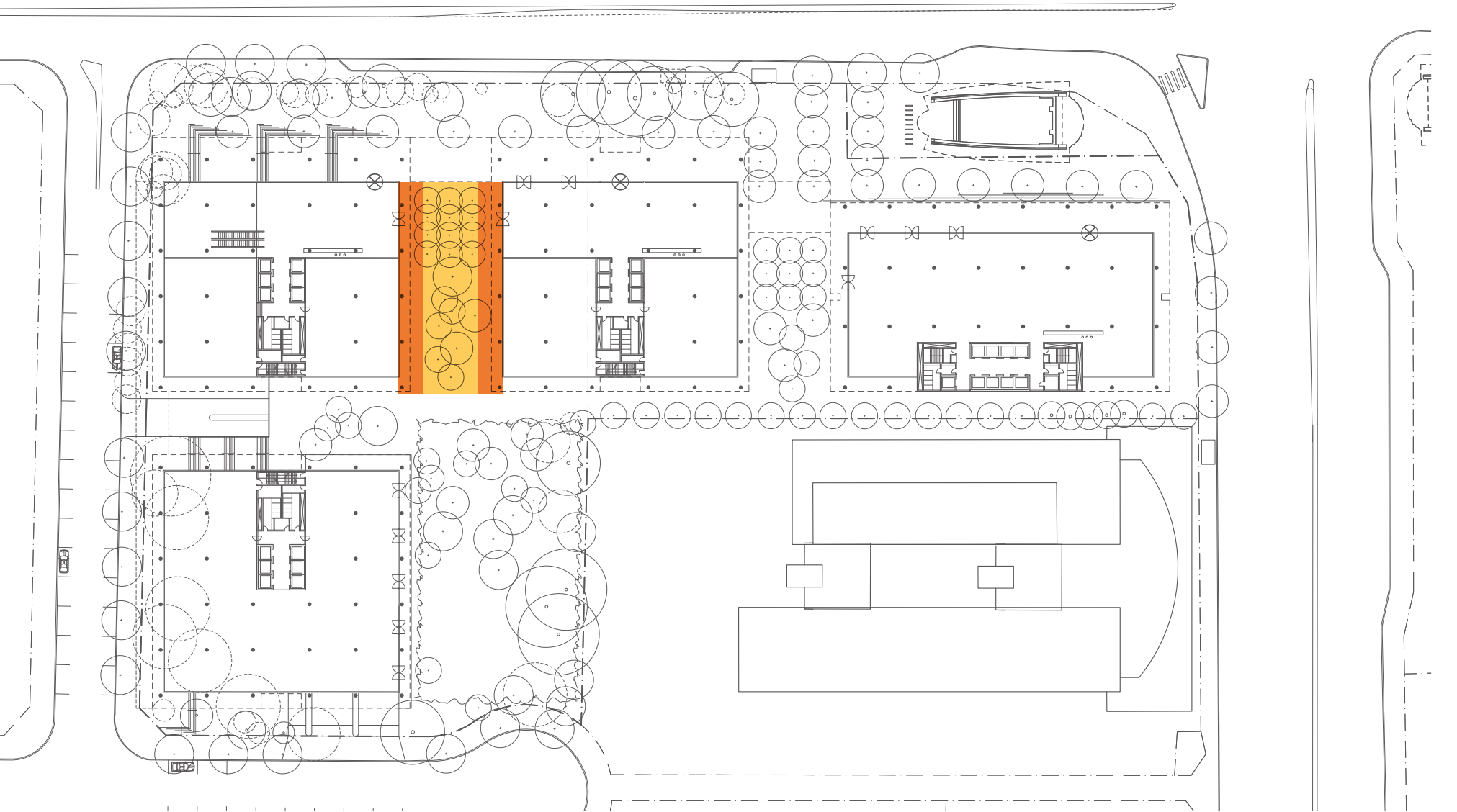
The following images describe the design intent for the public domain.



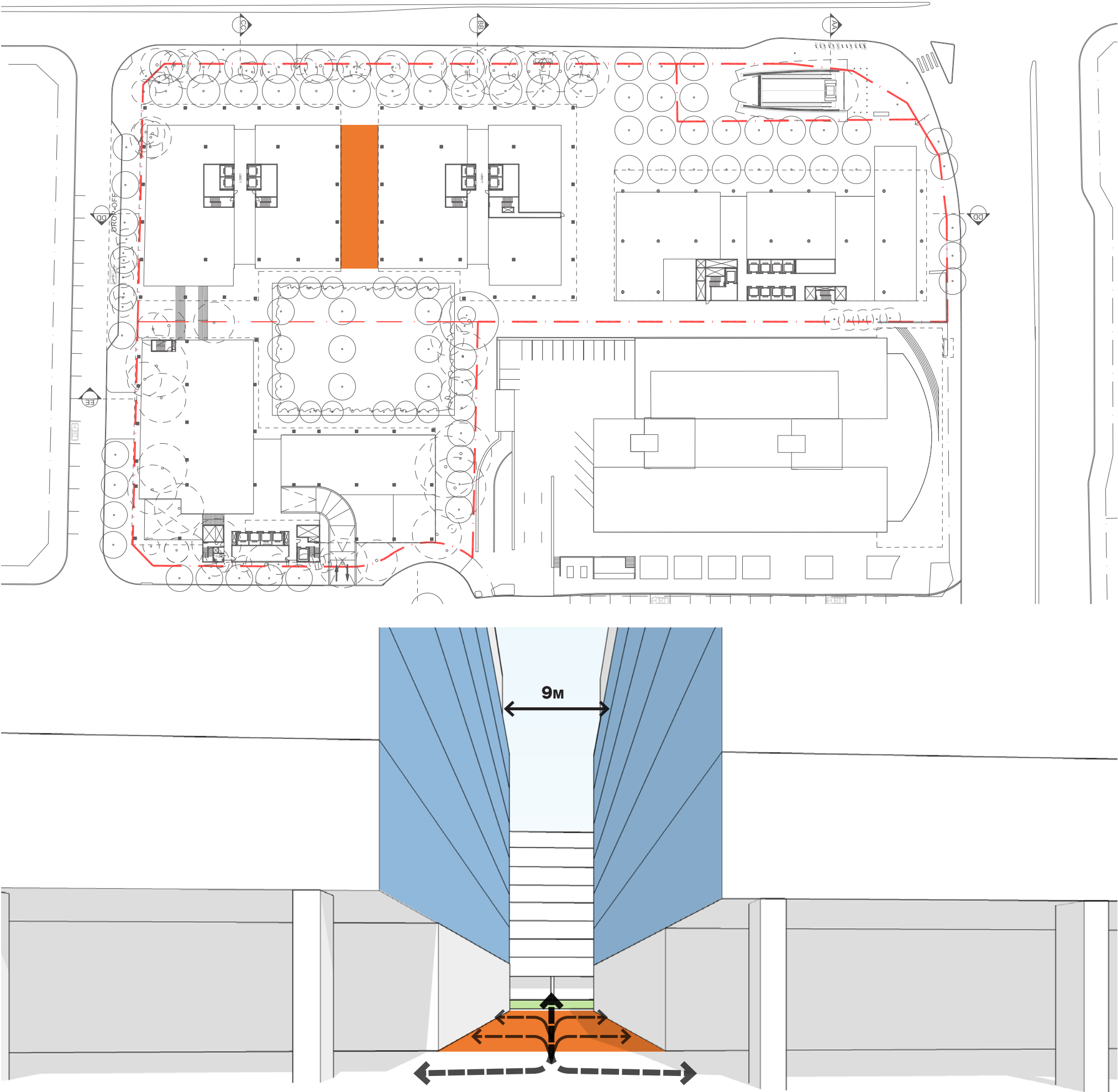


4.8 S75W ADJUSTMENTS SCHEME COMPARISON LANEWAYS

The following diagrams describe the amendments and improvements to the laneway connections in the Section 75W submission.
The laneway widths have reduced from 15m to 9m and the large trees and landscaping removed to create a single path of thoroughfare effectively increasing opportunities for retail to be more intimate, usable and vibrant.



APPROVED SCHEME_LANEWAY



PROPOSED SCHEME_LANEWAY

4.8 S75W ADJUSTMENTS PROPOSED LANEWAYS

The following images describe the design intent for the laneways public domain.

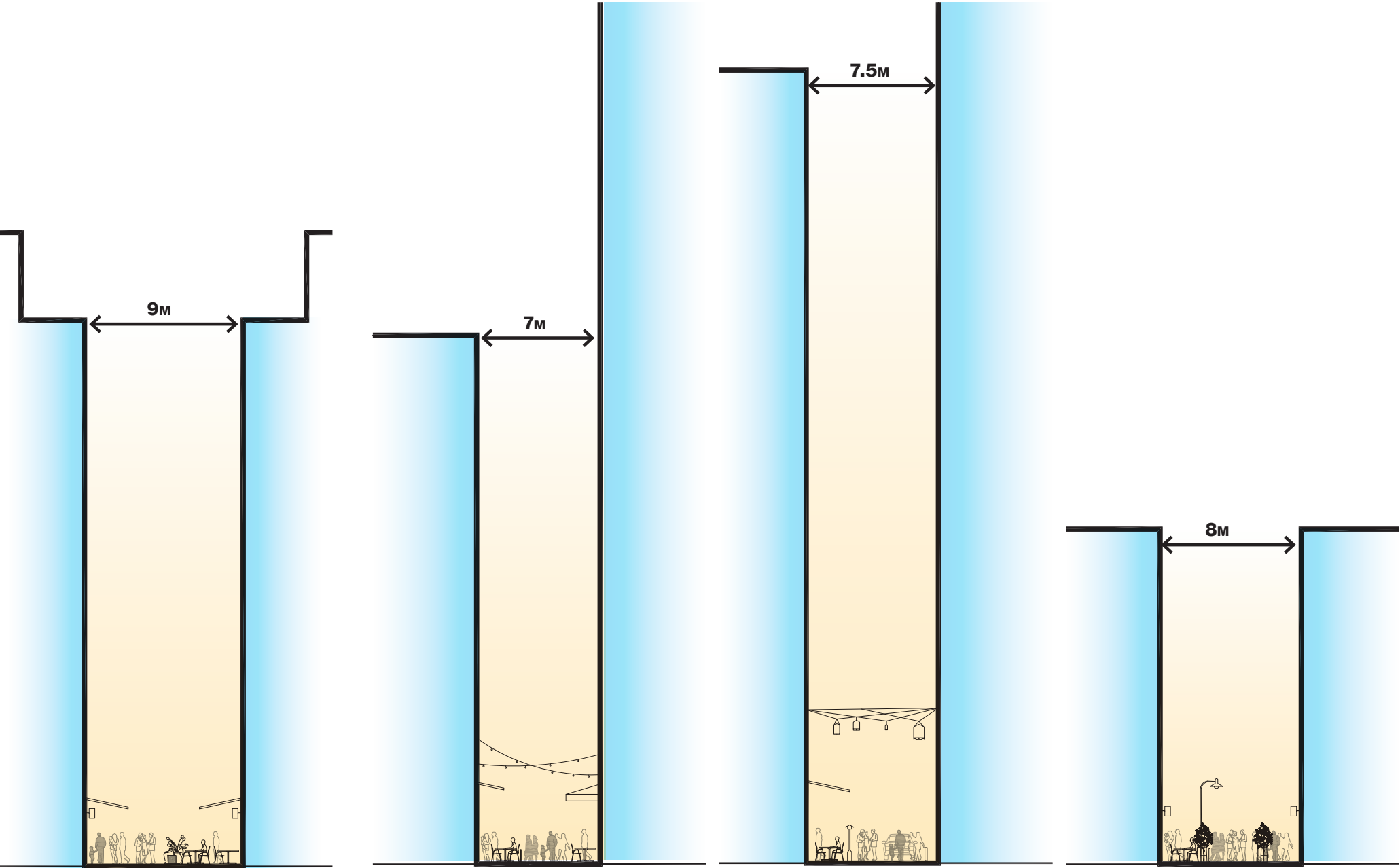




4.8 S75W ADJUSTMENTS LANEWAY STUDY

The following study compares the proposed laneways of the Section 75W against similarly scaled renowned laneways in Sydney, Melbourne. & Auckland.

This study demonstrates that the proposal is of similar and familiar scale to many successful laneways found in cities of similar cultural backgrounds and climatic conditions. Our proposal suggests a reduced building separation of 9m to achieve this laneway scale and resulting benefits is worthy of approval.



MAC PARK SITE



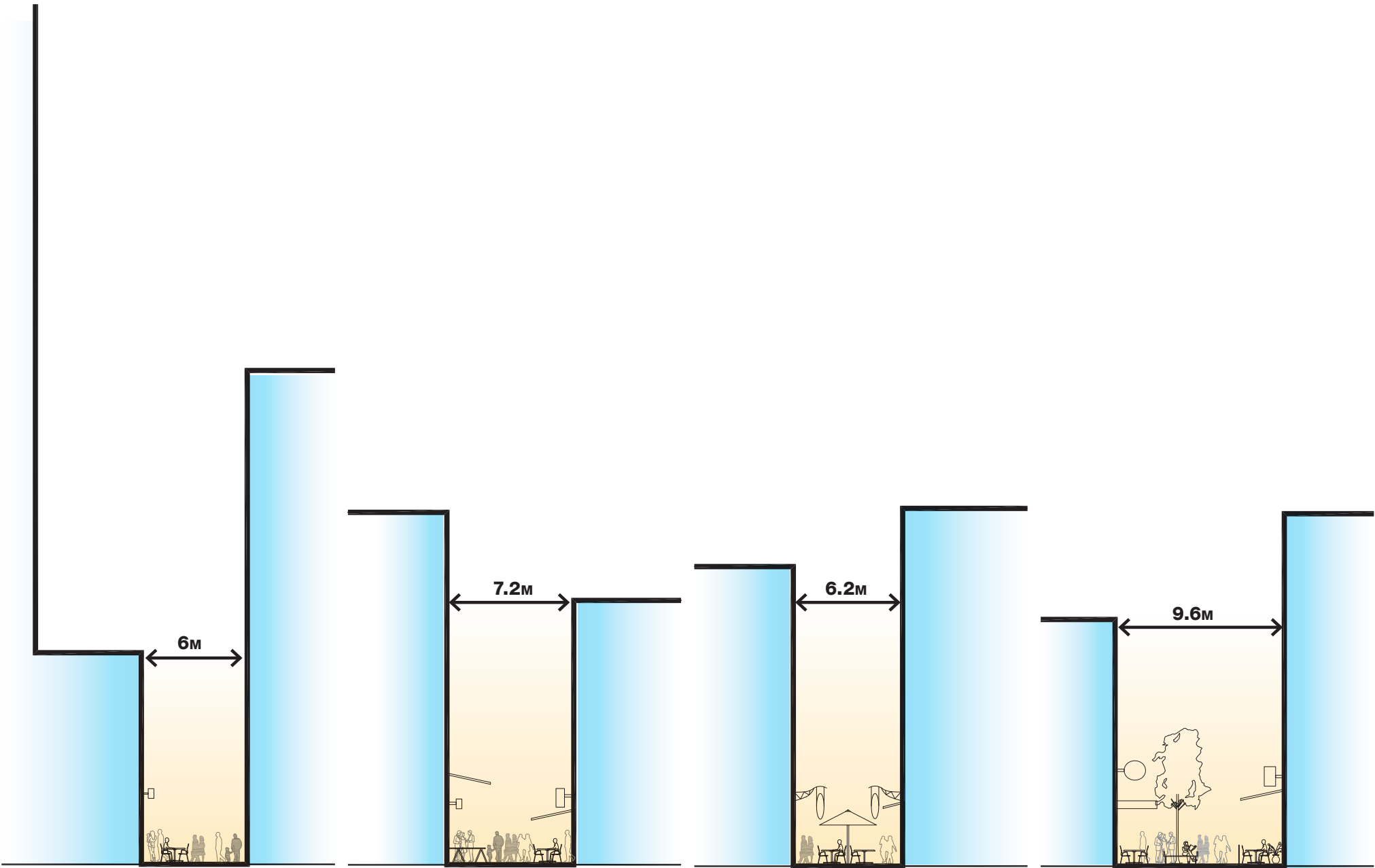
ASH STREET



ANGEL PLACE



KENSINGTON STREET



BARANGAROO_SCOTCH ROW



HARDWARE LANE_MELBOURNE



DEGRAVES STREET_MELBOURNE



VULCAN LANE_AUCKLAND