

MACQUARIE PARK COMMERCE CENTRE WATERLOO RD

SECTION 75W ARCHITECTURAL DESIGN STATEMENT
S10758
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CLIENT

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Frasers Property



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1.0 INTRODUCTION

Introduction

This Architectural Design Statement has been prepared by Bates Smart to form part of the Section 75W modification to an approved Part 3A Concept Plan Submission to NSW Planning & Environment. This submission is on behalf of the joint venture development partnership between Winten Property Group and Frasers Property for the redevelopment of their holdings at 396 Lane Cove Road, 32–46 Waterloo Road & 1 Giffnock Avenue, Macquarie Park.

The design report demonstrates the amended scheme is highly consistent with the approved masterplan whilst offering a number of improved outcomes for the public. The intended use, building height, built form massing, Gross Floor Area (GFA) & parking numbers are all unchanged from the approved scheme. Key changes to the masterplan relate to building separation; alterations to building footprints.

These alterations, as demonstrated in this report improve outcomes to the public domain via:

- Increased activation and retail frontage;
- Increased size & daylight access to central landscaped zone
- Improved security & safety due to increased surveillance and overlooking of the central landscape zone
- Increase size of Station Plaza through increase building separation from station entry
- Improved pedestrian connection at entries through site from via increased pedestrian access width and relocation of vehicle access.

Vision

As a 1.6 hectare parcel containing a new railway station, the subject property's predominantly single-storey warehouses represent a gross under-utilisation of the significant capital invested in rail and road infrastructure to the Macquarie Park Corridor.

Our vision is to redevelop this gateway location into a world class commercial development, delivering 21st century office accommodation with appeal to a wide range of potential tenants. The development will comprise a series of buildings relating to each other through common landscaping, open space, through site links and an expansive Civic Plaza framing the new Macquarie Park Station. The precinct will be enlivened at ground level through a new retail laneway strategy and a large park in the centre of the development provides recreation for the wider Macquarie Park community.

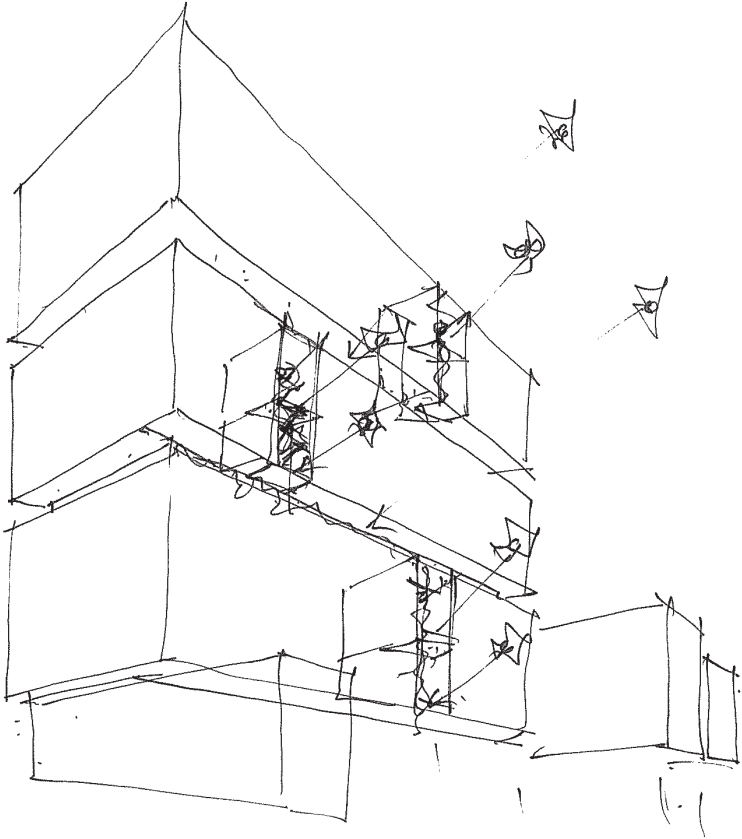
The development will release the inherent potential of this key site, making a significant contribution to realising the objectives of the state's strategic planning objectives to promote development at rail stations and interchanges.

DEVELOPMENT SUMMARY

Site Area:	15,620 sqm
Approved GFA:	83,368sqm
Approved FSR	5.33:1
Max. Building Height:	69.3m
Storeys:	17-Storeys (plus plant) (RL 129.30)
Typical floor to floor height:	3.7m
Car parking spaces	834

SECTION 75W SUMMARY

GFA	83,368sqm
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Car parking spaces	834



The approved concept plan provided a framework for a commercial building masterplan adjacent to a major rail station, set amongst a landscaped precinct.

Our investigations identify a genuine need for Macquarie Park to transition from a business park into a more urban, city-like environment best-suited to high-quality commercial development centred around a major transport infrastructure currently on offer.

The ground plane will reinvigorate the locality by prioritising social interaction through highly permeable and pedestrian friendly retail laneways, with a unique mix of public spaces flanked with quality food & beverage and added amenity through well-being offerings such as a park, gym and childcare.

The Section 75W submission adjusts the approved scheme to achieve a more intimate active retail laneway scale to encourage interaction. The amendments enlarge the public open spaces of the station plaza and park whilst the changes to building footprints allow for the increased daylight access to the green space or 'green heart'. Increased perimeter retail to the park, improved access and legibility at entries and enhanced security through passive surveillance all provide more amenity & usability.

Changes proposed in this submission demonstrate improved public benefit for the wider Macquarie Park community.







2.0 LOCATION & CONTEXT

2.1 LOCATION

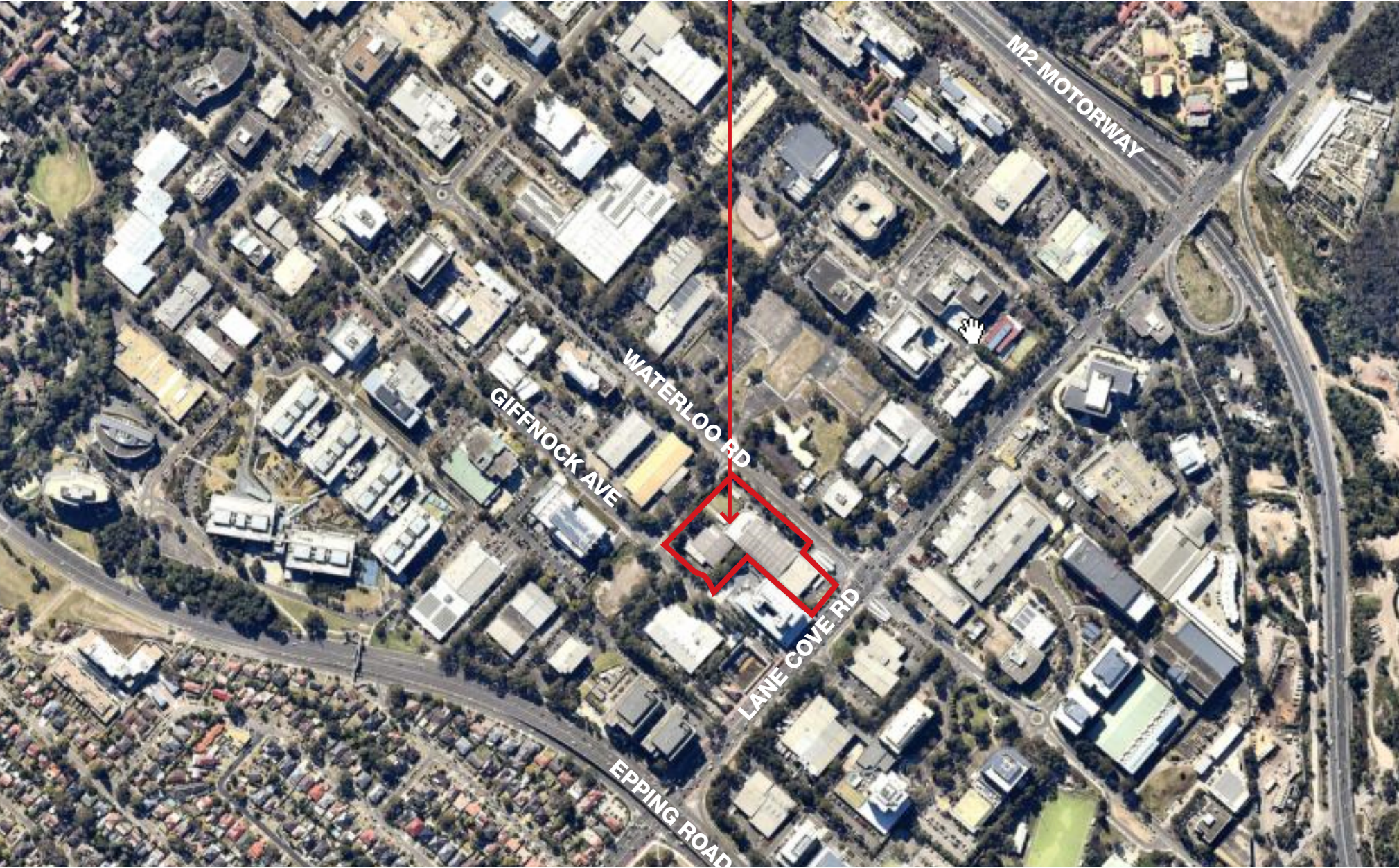
MACQUARIE PARK

CONTEXT

Location
The site, formerly known as the Dick Smith site, is located at a major rail and transport junction at the corner of Waterloo Road and Lane Cove Road Macquarie Park. The site is an amalgamation of 2 properties currently occupied by office and warehouse buildings. The site's main frontage is along Waterloo Road terminating at the Macquarie Park Station entrance. The site has a major road frontage along Lane Cove Road to the southeast and secondary access along Coolinga Street and Giffnock Avenue.

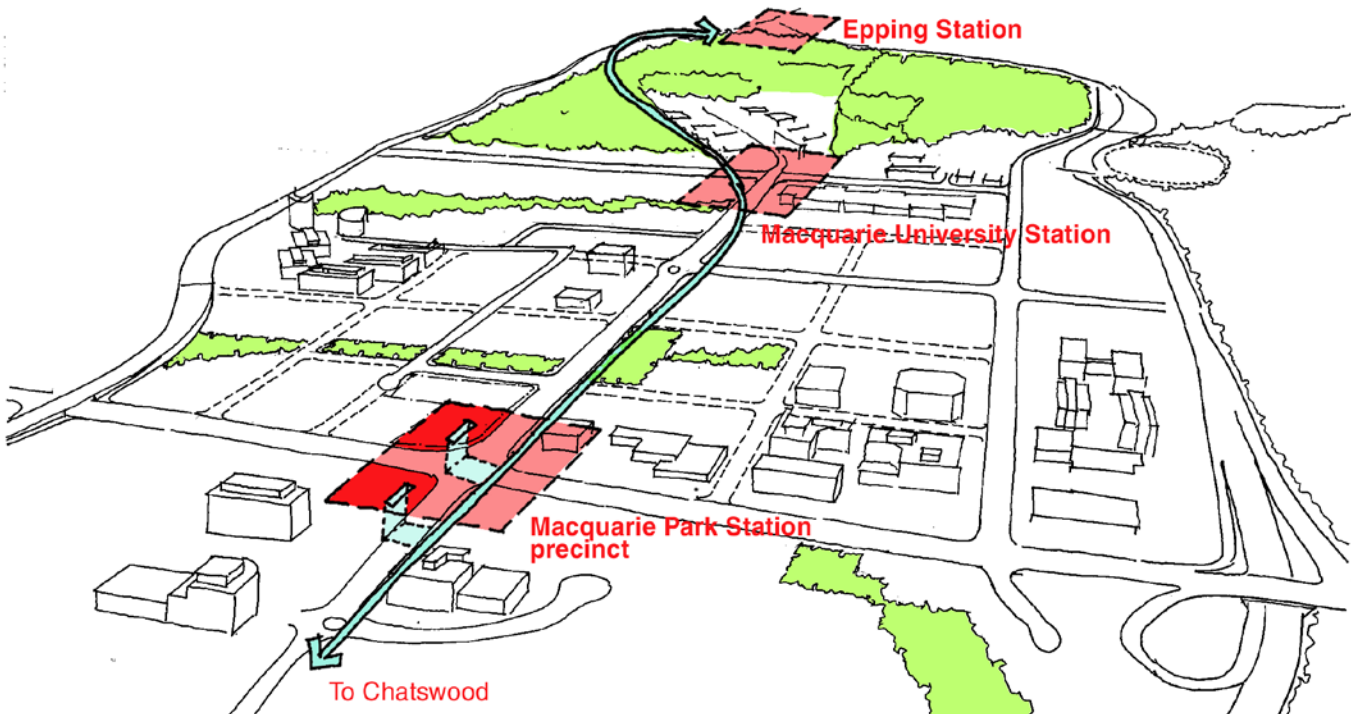


EXTENT OF SITE



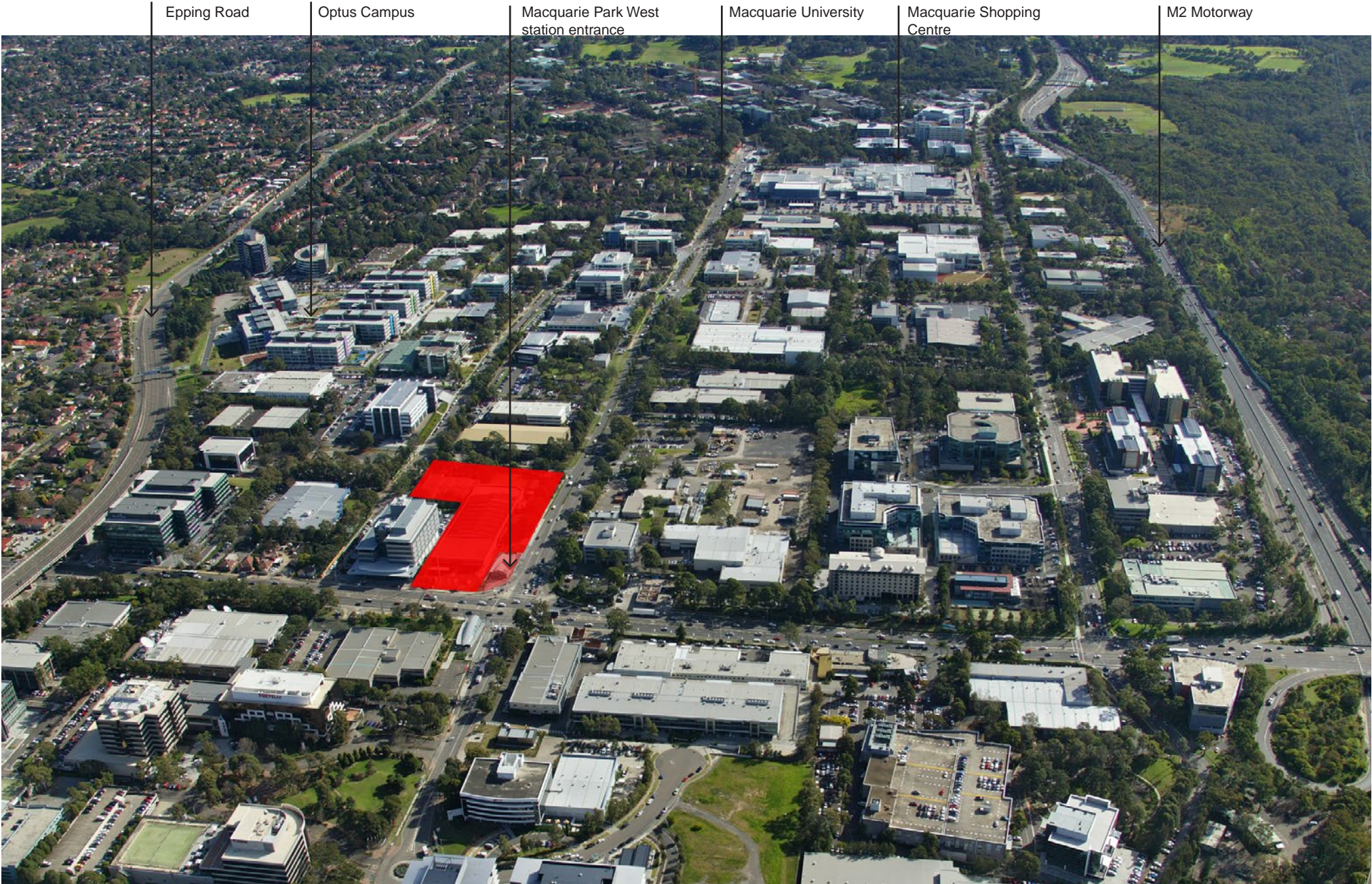
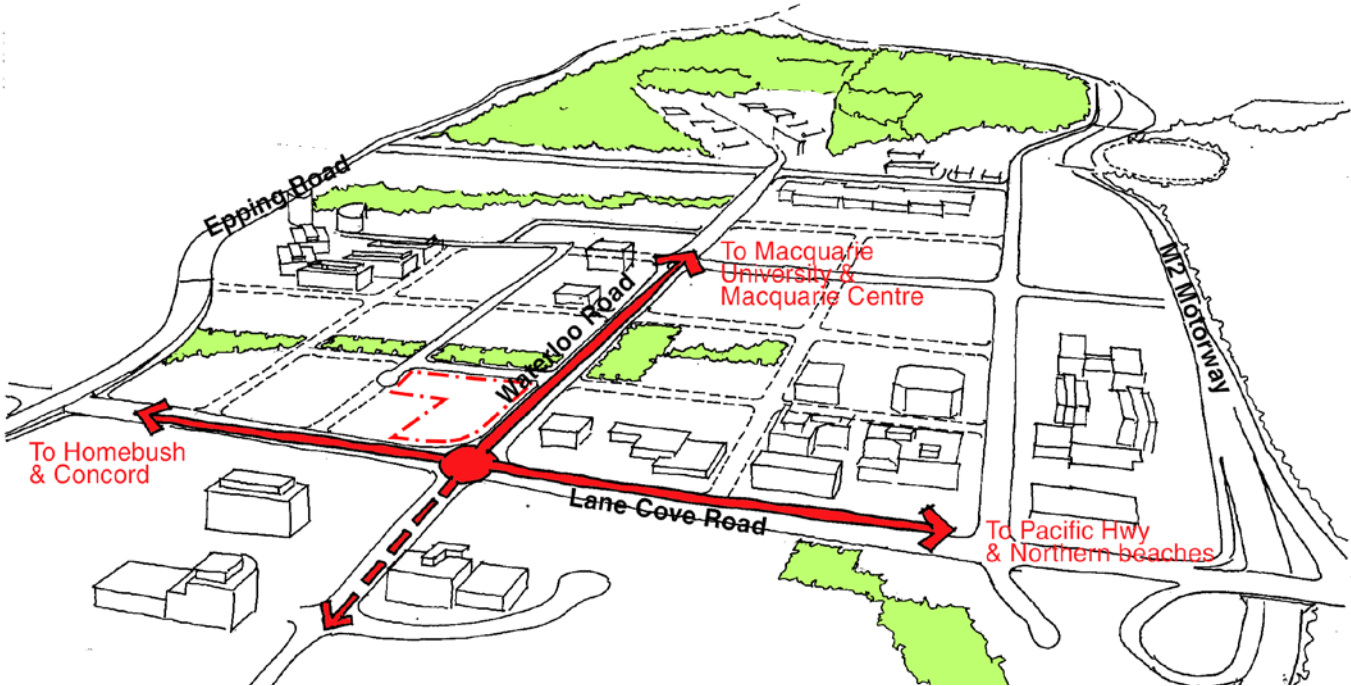
Rail Infrastructure

Macquarie Park Station, located at the north-eastern corner of the site, is part of the rail corridor known as the T1 line or North Shore, Northern & Western Line, providing a direct service to the Sydney CBD. A future metro service is planned to link the site to the CBD via North Sydney & Barangaroo. Ryde Council DCP & LEP's identify additional height and FSR within station precincts to distinguish sites with the stations and reinforce the pivotal role of these sites in the urban fabric.



Vehicle Transport

The site, located at the intersection of two primary arterial roads, Lane Cove Road and Waterloo Road, forms part of the primary gateway to the Macquarie Park office precinct. Lane Cove Road is a primary north-south arterial road connecting Epping, Victoria & Parramatta Roads in the south to the M2 Motorway and Pacific Highway in the north. Waterloo Road is the primary 'spine' through Macquarie Park connecting Lane Cove Road to the University.



2.2 SITE SITE ANALYSIS

Site Parameters

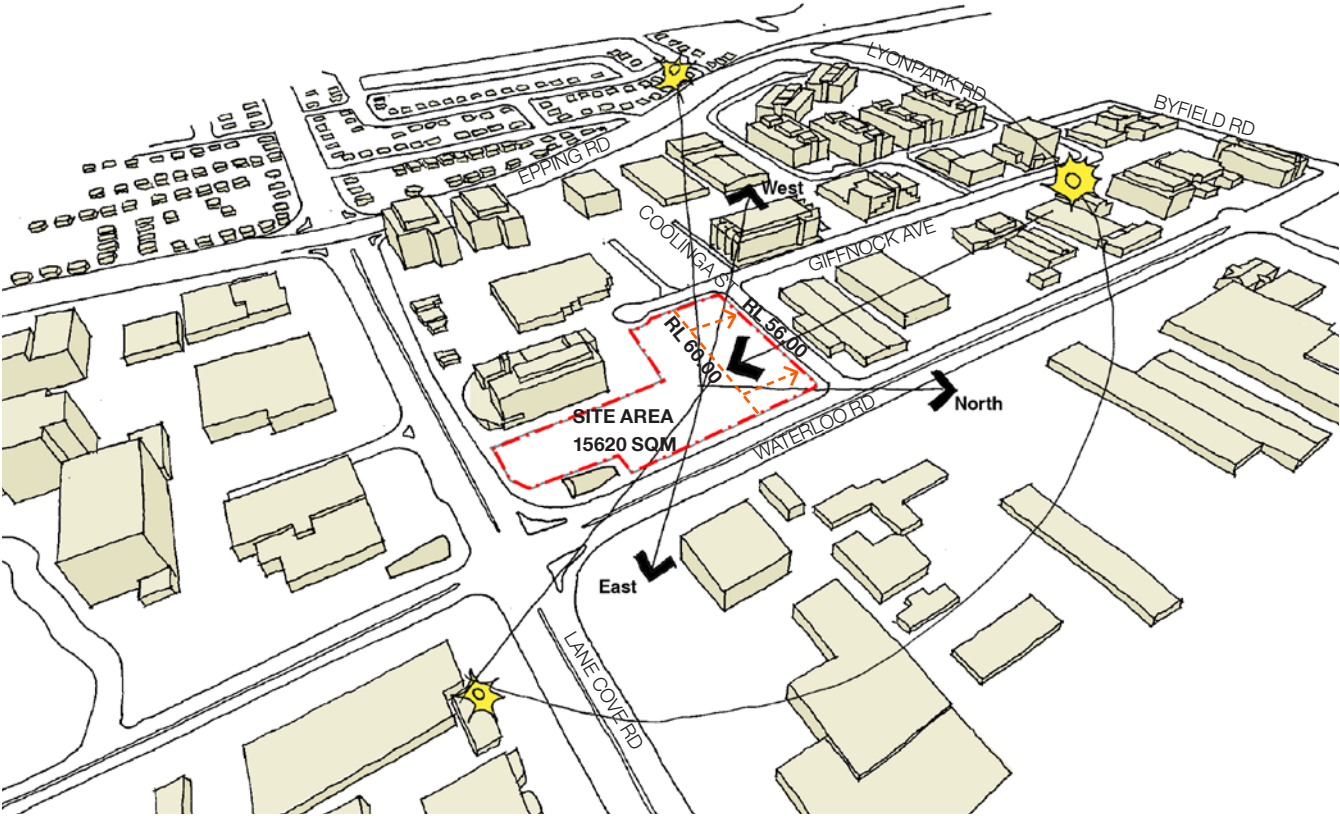
The site is 15,620sqm in size, with its main frontage running along Waterloo Road. North is at approximately 45 degrees to the site geometry providing good solar access to street frontages along both Waterloo Road and Coolinga Street.

Topography

The site's topography generally falls towards Coolinga Street. The site has a high point at the southern corner on Lane Cove Road and falls approximately 6m towards Coolinga Street. There are falls of 2m along Lane Cove Road and 3.5m along Waterloo Road. Giffnock Avenue falls 4m towards Coolinga Street and slight falls occur along Coolinga Street.

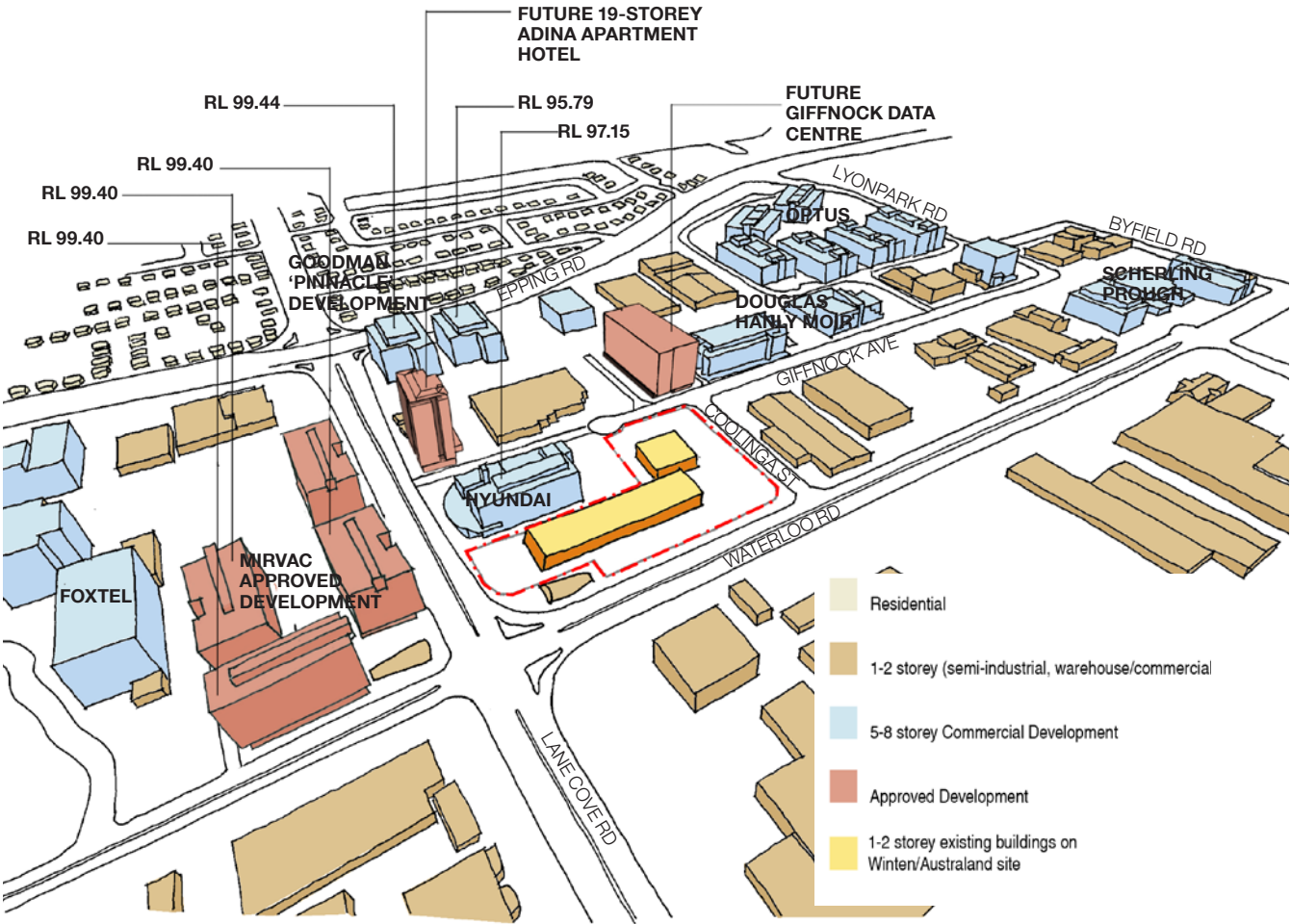
Site Location

Located on the corner of Waterloo and Lane Cove Road within the heart of the Macquarie Park commercial precinct, the site has significant visual prominence creating the potential to form an important focal point and urban centre for the precinct.



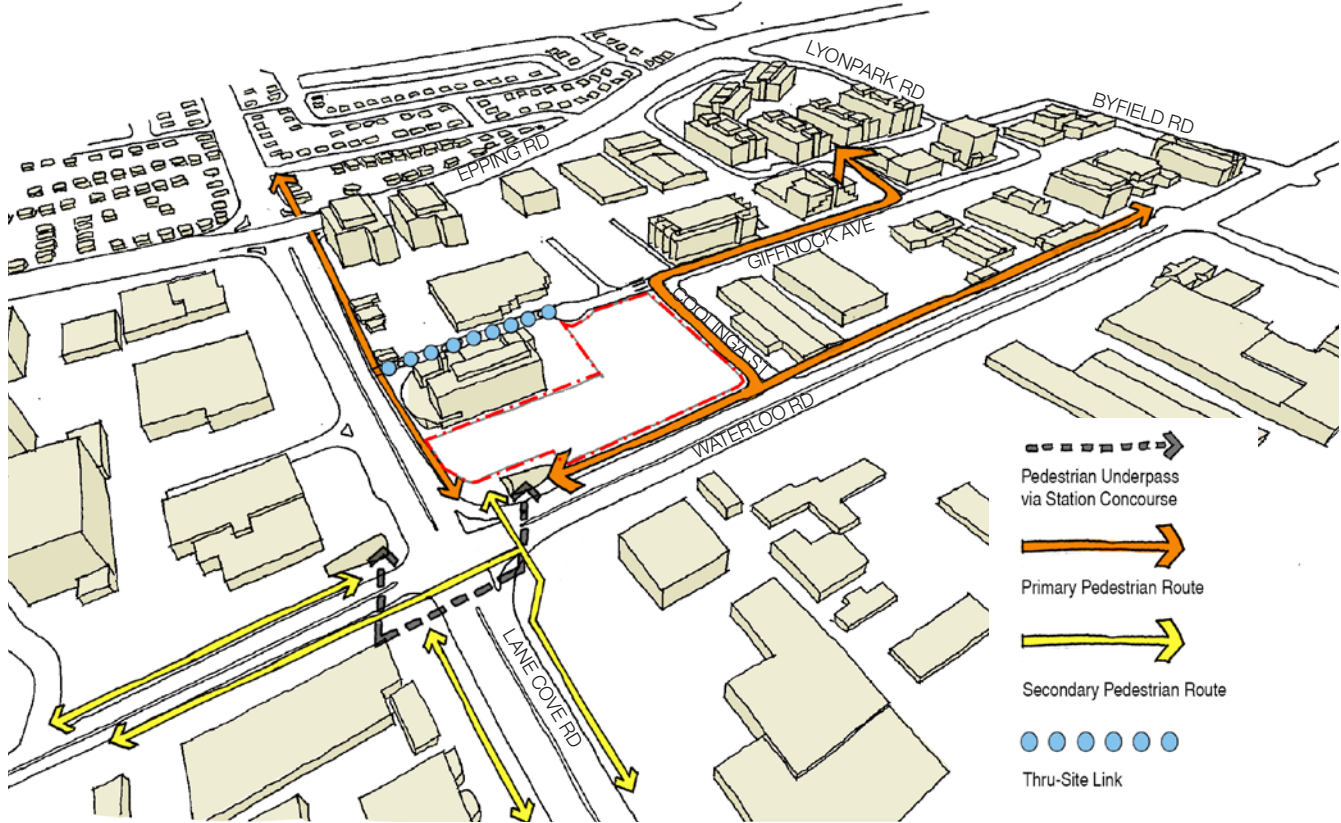
Context

The surrounding context can be grouped into low and medium scale development with future high density developments under construction. The low rise development is comprised of low-rise office buildings amongst parking or parkland surrounds as well as some semi-industrial use scattered throughout the precinct. The larger commercial buildings are generally located to the southeast through southwest of the site between Waterloo Road and Epping Road. Beyond Epping Road lies the residential area of North Ryde. There is a current approval for a significant development on the opposite side of Lane Cove Road known as the ‘Mirvac’ site.



Pedestrian Movement

The primary pedestrian approaches are along Lane Cove Road from surrounding residential areas and also via Coolinga Street and Giffnock Avenue to other major development in the Macquarie Park precinct. Secondary pedestrian routes are along Lane Cove Road to the north and Waterloo Road to the east. The site is accessible via the laneway adjacent to the Hyundai buildings and some pedestrian movement also occurs via the underground station concourse.

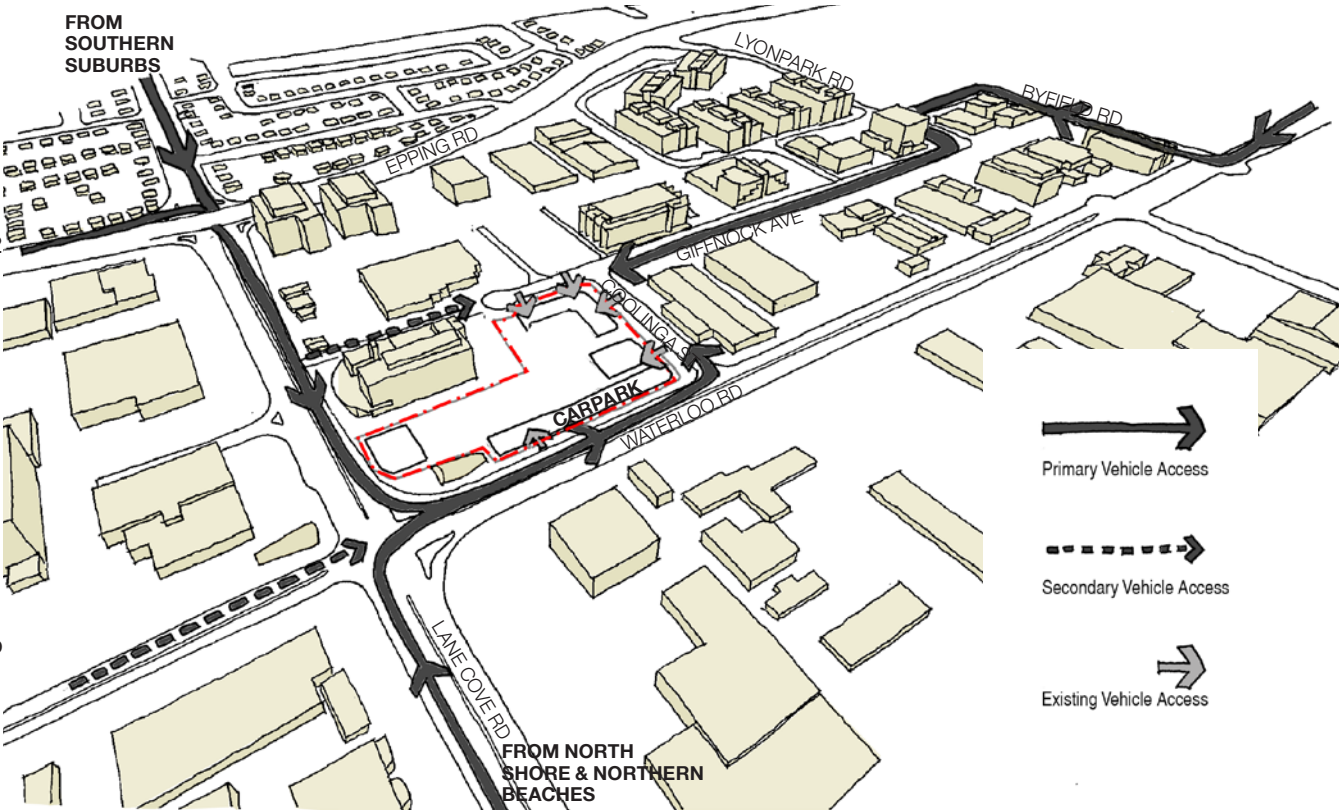


Vehicular Movement am

The primary vehicular approaches to the site in the morning are via Lane Cove Road and Giffnock Avenue. Lane Cove Road is used if approaching from the North Shore or Southern Suburbs. Giffnock Avenue is used if approaching from the west via the M2 Motorway or Epping Road. Vehicles can currently access on-site parking from driveways located on Waterloo Road and Coolinga Street and Giffnock Avenue. Secondary site access occurs from west bound traffic on Waterloo Road.

Vehicular Movement pm

The primary vehicular departures from the site in the afternoon are via Waterloo Road, Khartoum Road and Giffnock Avenue. Waterloo Road links west bound traffic to the M2 motorway and Epping Road for access to the Hills District, the city and Eastern suburbs. Waterloo Road also links north bound traffic to Khartoum Road which has an M2 underpass providing access to Lane Cove Road. Giffnock Avenue provides access to east and sound bound traffic on Epping Road.







3.0 BRIEF & VISION

3.1 BRIEF

DESIGN PRINCIPLES

Brief
After the re-commencement of the project in August 2017, the design team was asked to consider the current and future of workplace design and commercial leasing market for Macquarie Park. Since 2009, when the concept plan was approved, there have been significant changes to workplace design, in particular to the “business park” model of commercial development synonymous to Macquarie Park.

From this study the following design principles have been identified and the concept plan responds to target these outcomes.

- / 1. More Urban hub
The Precinct should have a bustling ‘urban heart’. Leveraging the Metro entrance on the corner of Waterloo and Lane Cove Road as a place that provides guaranteed human activity.
- / 2. Less Disconnected Streets
An intimate and activated laneway network that prioritises pedestrian permeability through the site whilst offering a unique mix of wellbeing amenities and retail.
- / 3. A retail offering that is experience based and vastly differentiated from the existing Macquarie Park offering. This should be the disrupter precinct in Macquarie Park. Think: Flinders Lane, the Grounds retail spaces and Central Park eat street.
- / 4. A precinct community atmosphere built on a diverse range of support amenities such as childcare and gyms. Rather than buried in the basement or hidden away, they are integrated into the ground plane.

- / 5. A spectrum of hard and soft landscape spaces designed to be used rather than preserved to be looked upon. These spaces are immersive and activated.
- / 6. A ground plane designed around human interaction, instead of a forecourt to the architecture. Intimate lobbies and laneways to ensure activation of the ground plane and reference a raw ‘street’ feel - an urban hub in an unlikely setting.
- / 7. Buildings and floorplates designed to flex, connect and support how businesses will work in an uncertain future.
- / 8. A diverse built form comprised of consistent elements: a built form ‘family’ that will evolve over time.
- / 9. The architectural materiality should embody the ‘the Anti-Macquarie Park’ concept. As a disrupter to Macquarie Park it should be unique, welcoming, natural, raw, urban, activated and authentic.
- / 10. The precinct should have health and wellbeing embedded within the design. A precinct designed for people instead of cars, with a detailed program of wellbeing features.



**1 LESS BUSINESS PARK
MORE URBAN HUB**



**2 LESS DISCONNECTED
STREETS
MORE ACTIVATED
LANEWAYS**



**3 LESS 7-ELEVEN
MORE FLINDERS LANE**



**4 LESS SEPARATED
MORE INCLUSIVE**



**5 LESS COURTYARD
MORE TOWN SQUARE**



**6 LESS STERILE
MORE INTIMATE**



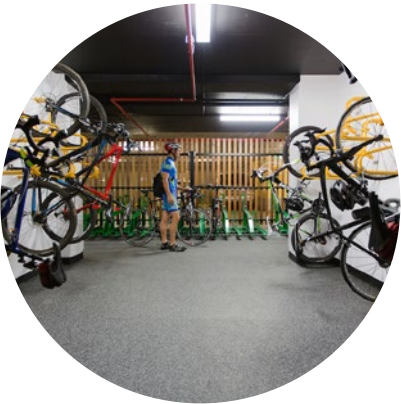
**7 LESS FIXED
MORE FLEXIBLE**



**8 LESS TOWERING BLOCKS
MORE CONNECTED FORM**



**9 LESS POLISHED
MORE RAW**



**10 LESS FRUSTRATION
MORE WELLBEING**

3.2 BRIEF ARCHITECTURAL PRINCIPLES

Justification for changes and need for section 75W
As identified below, to achieve these 10 x design principles for high amenity workplace environment, active & diverse ground plane, etc. the architectural principles and design need to respond accordingly. Hence the adjustments to the masterplan, as outlined in this Section 75W design report.

The building heights, use & area & parking is equal to the approved concept plan, the footprints, building separation and ground plane have been amended to create an improved development framework that can facilitate the following goals:

- >highly active laneway retail strategy to encourage social interaction
- >increased size and improved functionality of public open spaces of the station plaza and park
- >increased activated retail to park edges
- >increased width and legibility of site entries
- >increased total retail area
- >improved daylight access to public spaces



A bustling, vibrant ground plane; starting with a highly activated ‘Urban Heart’ that permeates through the site, offering diversity of population, experience + activity.

- An Urban Heart
- An Urban Retail Experience
- A Unique Identity
- A 24/7 Precinct
- A Connected Community



A 3-dimensional, thriving network of spaces that starts with a vibrant ground plane + continues vertically to create a rich, multi-layered experience.

- Engaging the Vertical
- Twin Hearts - Diversity of Experience
- Health + Wellbeing Embedded within the Design
- An Activated Green



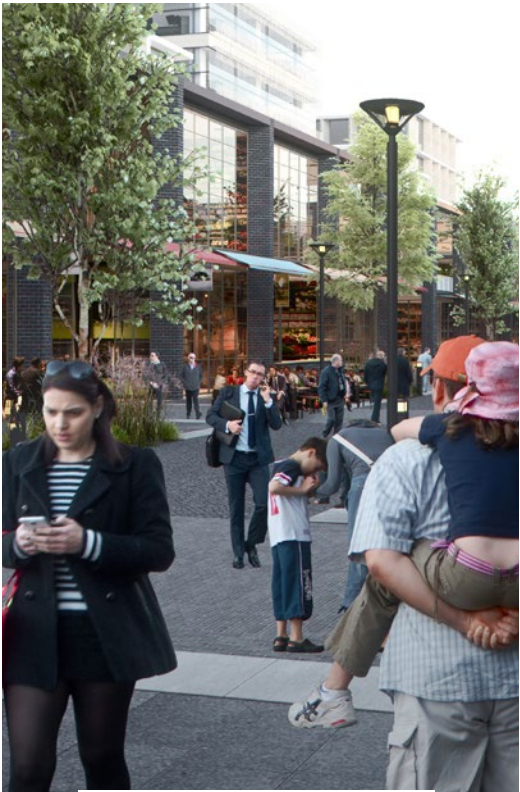
An iconic precinct that is highly differentiated from the Macquarie Park ‘norm’ – this is not BAU.

- An Identity Driven Design
- Blurring Boundaries
- A Diverse but Consistent Building Design
- Staging
- Opportunities for Mixed Use



Frictionless flexibility to deliver dynamic workplaces for the future.

- A Flexible Base Building
- Vertical Villages
- The Activated Void
- Core Design
- Designing for a Warm Shell







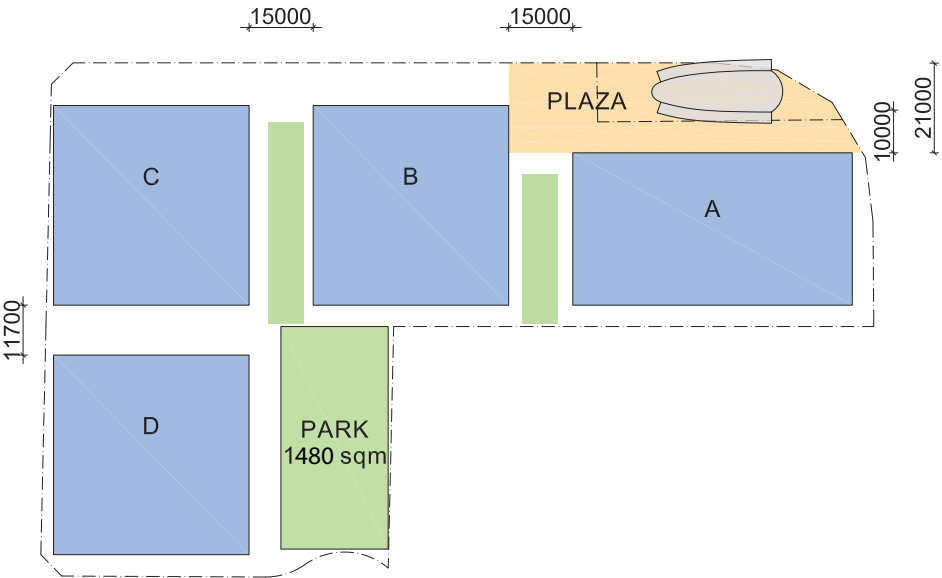
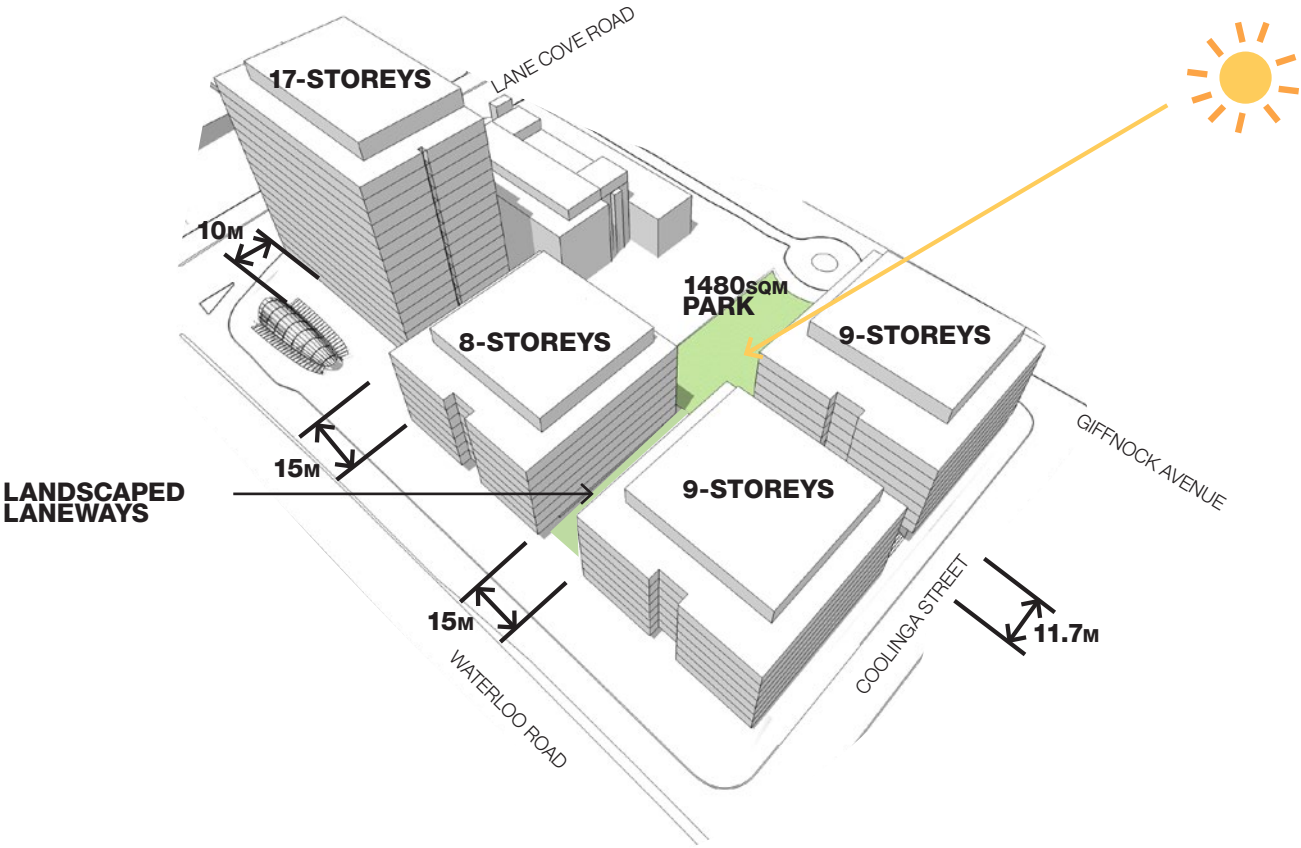
4.0
SECTION 75W
DESIGN
ADJUSTMENTS

4.1 S75W ADJUSTMENTS APPROVED CONCEPT PLAN SCHEME

The approved Concept Plan for the development achieves a GFA of 83,368sqm across 4-buildings with a maximum height of 17-storeys or 69.3m. The scheme created the desired through site links and Station Plaza (2,300sqm) with a park of 1480sqm fronting the adjoining Hyundai building and Giffnock Avenue

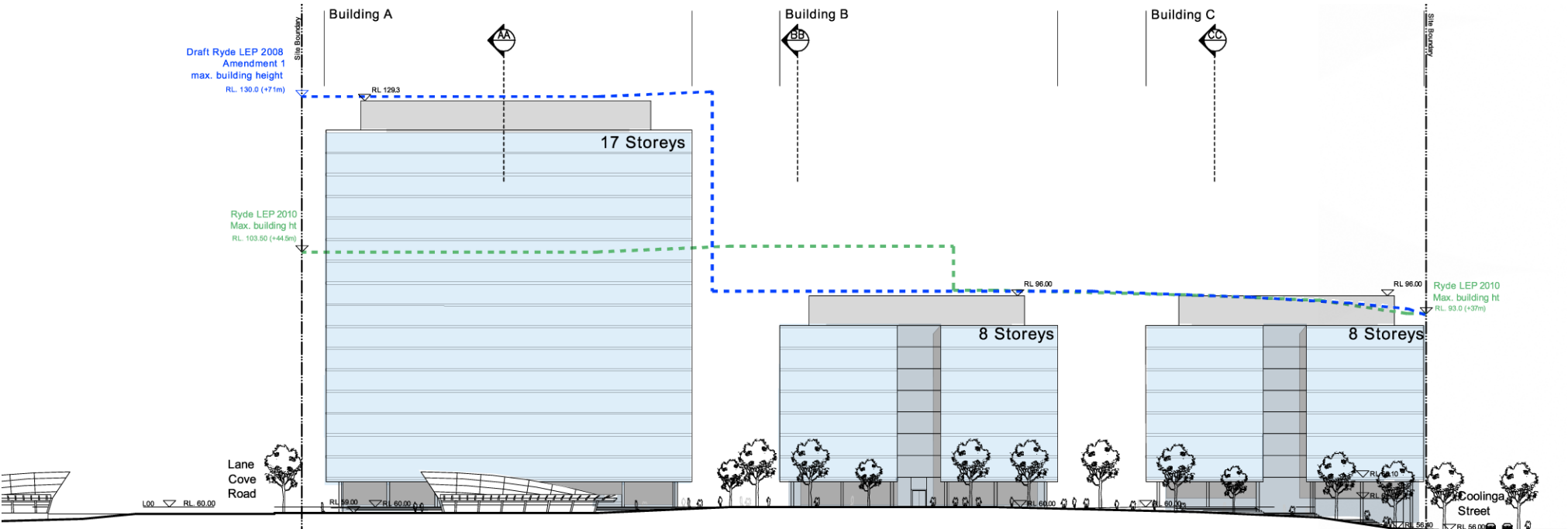
A setback of 10m to Waterloo Road creates a boulevard linking Coolinga Street to station entry. Building separation is 15 metres with landscaped laneways between buildings.

The envelope results in an FSR of 5.11:1 which achieves the objectives of the LEP by increasing height and density around the Macquarie Park Station, respects built form controls and creates permeable public space.

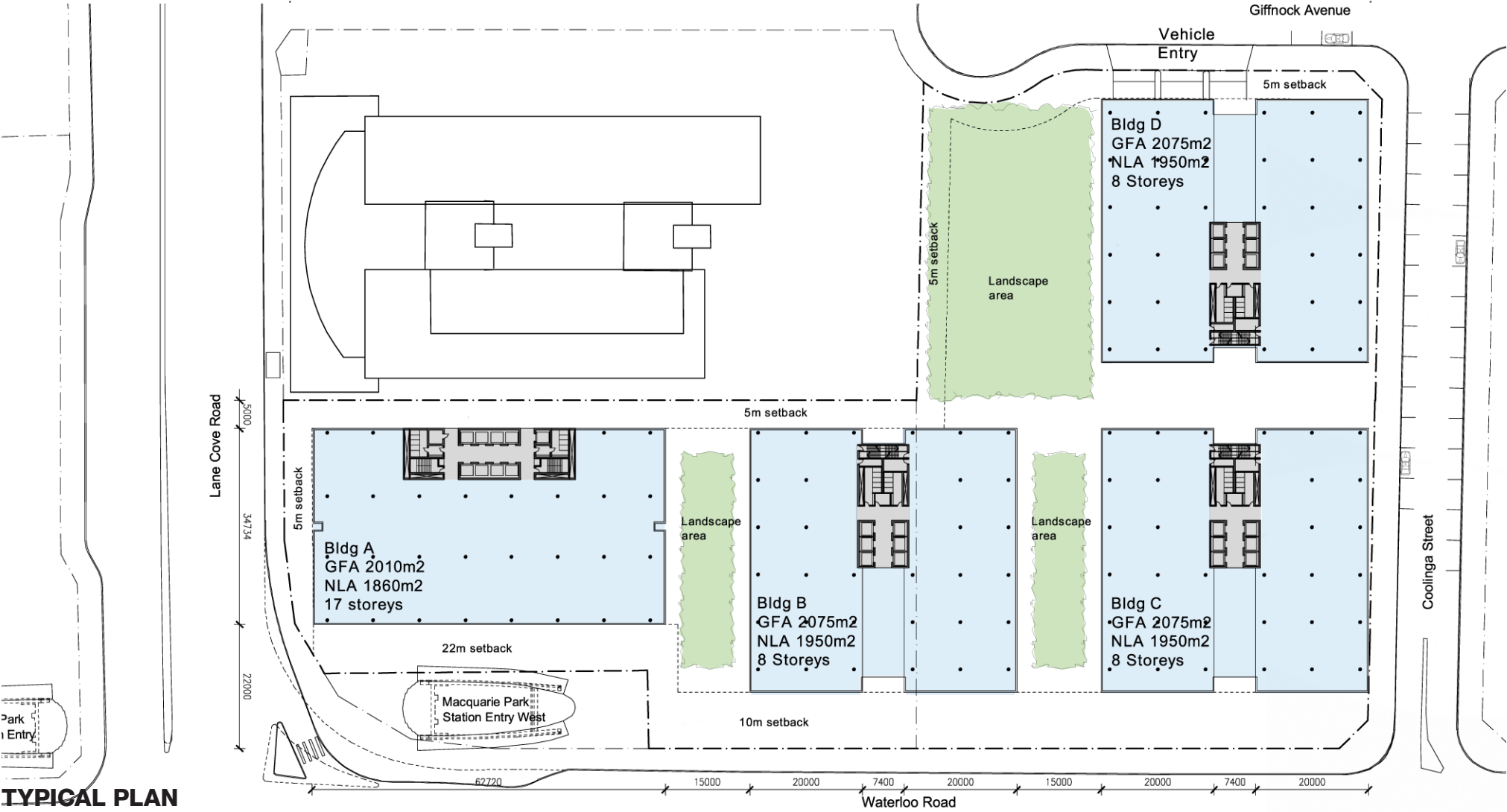




SCHEME SUMMARY



WATERLOO RD ELEVATION



TYPICAL PLAN