

# ETHOS URBAN

## **Additional Information and Preferred Project Report**

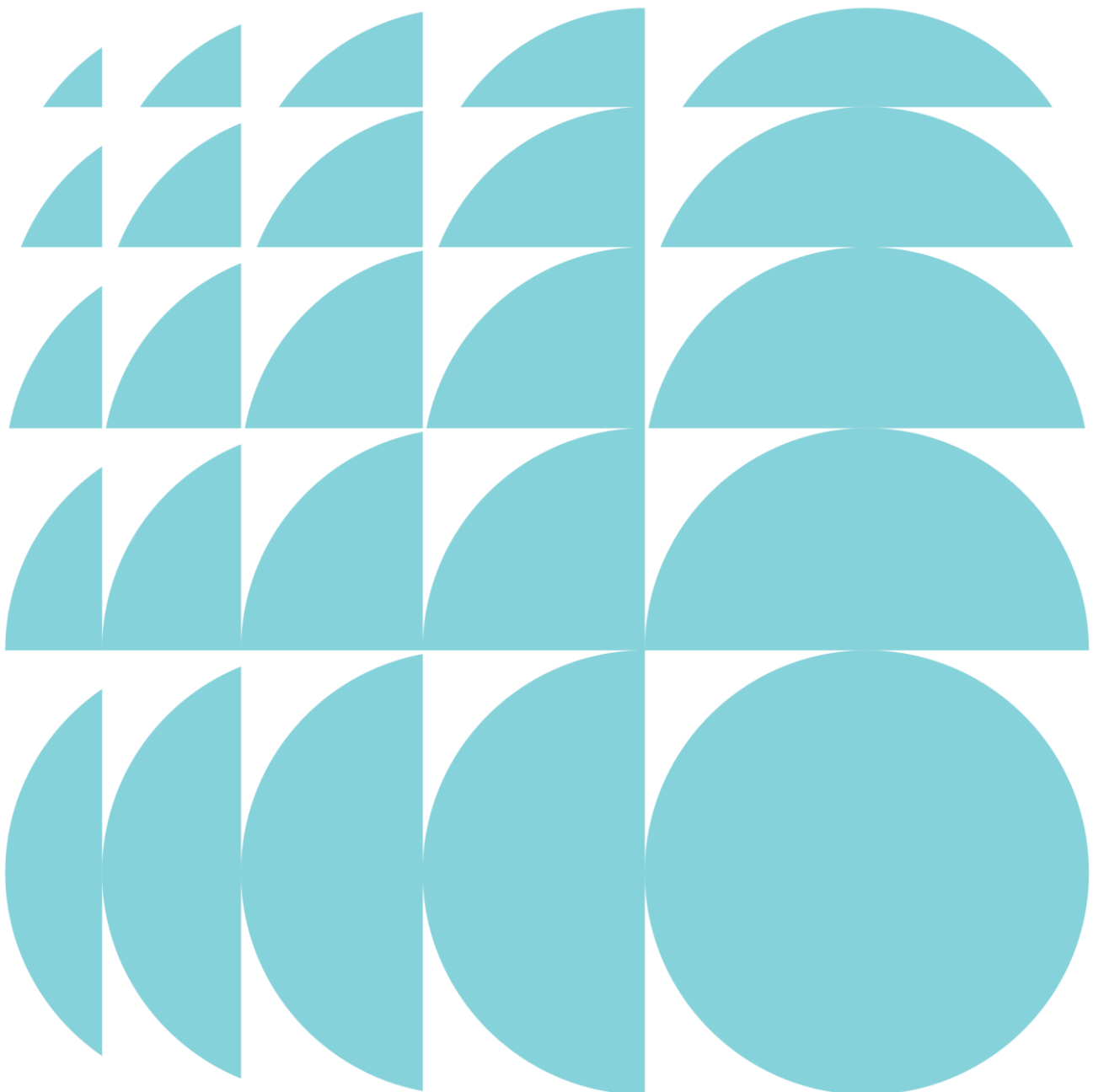
Mod 2 to MP 09\_0209

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

03 July 2018 | 17164



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*City of Ryde Council*
- B** Amended Concept Plans and Supplementary Design Report  
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- D** Pedestrian Capacity Analysis  
*WSP*

## 1.0 Introduction

This Preferred Project Report details the final project including a number of revisions to the Concept Plan and a response to issues raised in relation to the Section 75W Modification Application (S75W) for the Part 3A Concept Approval relating to the Macquarie Park Commerce Centre at 396 Lane Cove Road & 2 Coolinga Street, Macquarie Park (MP 09\_0209). The report forms part of the Concept Plan and should be read in conjunction with the exhibited S75W Report prepared by Ethos Urban dated 12 February 2018, and the Response to Submissions Report dated 9 April 2018.

The project represents the culmination of some six years of market testing, design development, and ongoing consultation with Council both before and during the assessment of this application. Since the close of the exhibition period, Frasers Property Australia and Winten Property group have worked closely with City of Ryde Council (Council) to resolve key issues relating to open space and the building envelopes, and on 4 June 2018 Council indicated their intent to withdraw their objection to the Modification Application based on the amended scheme discussed in this report (see **Appendix A**).

### Background

A S75W Modification Application for the Part 3A Concept Approval for the Macquarie Park Commerce Centre (MP 09\_0209), was notified for a period of 2 weeks between 28 February 2018 and 14 March 2018. In total six submissions were received, including a request for additional information issued by the Department of Planning and Environment (the Department) and an objection to the proposal from Council. A detailed response to those submissions was submitted to the Department on 9 April 2018.

On 12 April 2018, the proponent met with Council's Urban Design Review Panel as part of an ongoing consultation process and to gain independent advice on the proposed amendments. The Panel issued detailed comments on the Modification Application and a separate Stage 2 Development Application for the site, which informed the panel meeting minutes issued on 2 May 2018.

On 27 April 2018, the Department provided three further requests for additional information with regard to the Response to Submissions Report (RTS), including an objection from Council and a request for information from Transport for NSW and the Roads and Maritime Services.

The proponent met with Council on 24 May 2018, to present an amended scheme for the site and to discuss any outstanding issues. On 4 June 2018, Council wrote to Frasers Property Australia informing them that Council would withdraw their objection to the Modification Application should the amended scheme be submitted to the Department without further amendment (see **Appendix A**).

This PPR, therefore, details the amended scheme that has responded to Council's key concerns and those of their independent Urban Design Review Panel.

## 2.0 Preferred Project

The proposed Concept Plan has been amended in accordance with the proponent's commitment to address the concerns of Council and the Urban Design Review Panel (UDRP). The key refinements that have been made to the project are detailed in the following sections and the updated Architectural Plans (**Appendix B**), and comprise:

- increased widths between buildings;
- an enlarged publicly accessible park;
- improved connections between the publicly accessible park and the public domain; and
- a reduction in the length of Building A.

Consistent with the original Modification Application, no change is proposed to the approved Gross Floor Area (GFA), maximum building heights, car parking provision, contributions framework, or ESD commitments established under the Concept Plan Approval (CPA).

The plans at **Appendix B** dimension each of the sides of the building envelopes, as requested.

### Overview

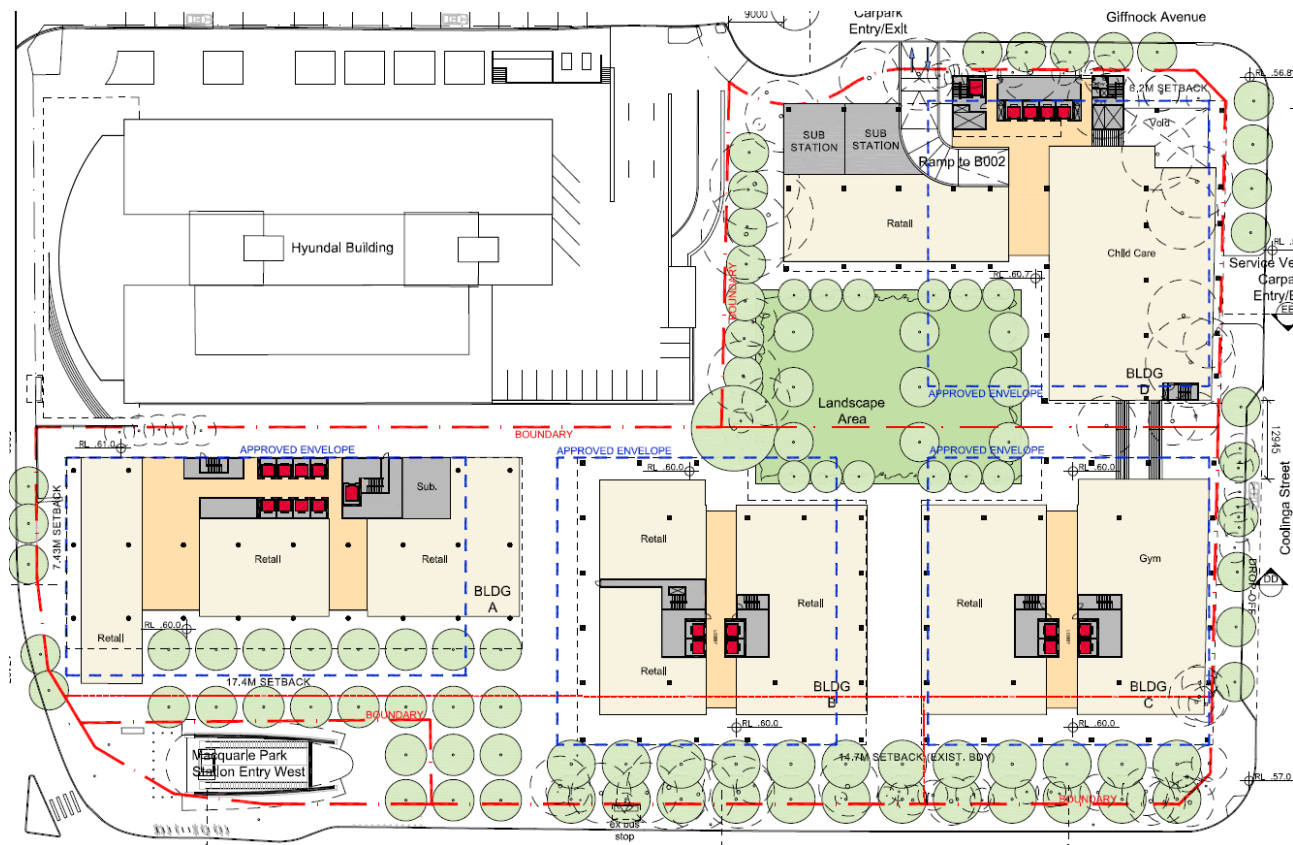
The below images compare the:

- approved Concept Plan (**Figure 1**);
- proposed Concept Plan that consent was originally sought for in February 2018 (**Figure 2**); and
- amended Concept Plan that is the preferred project for the site (**Figure 3**).



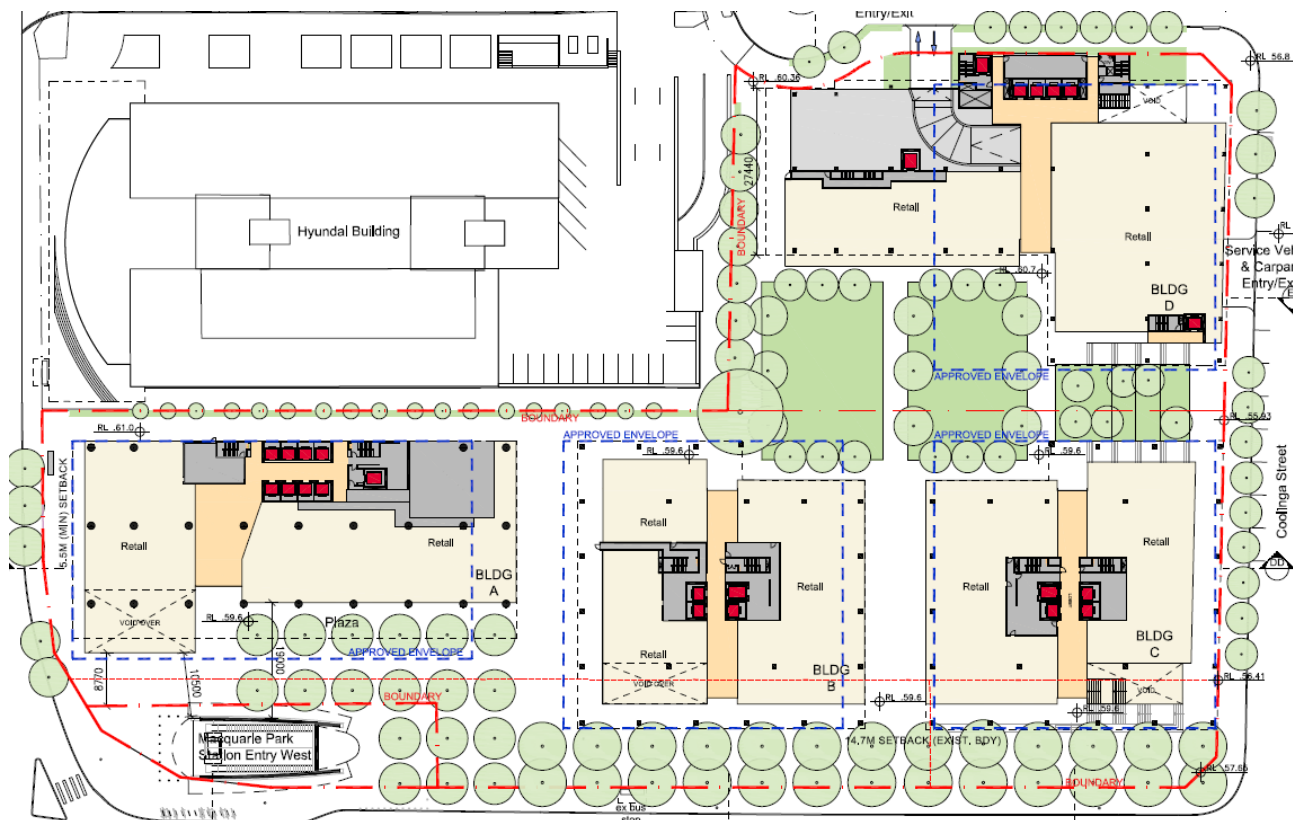
**Figure 1** Ground Floor of the approved Concept Plan

Source: Bates Smart



**Figure 2** Ground Floor of the previously proposed Concept Plan

Source: Bates Smart



**Figure 3** Ground Floor of the amended (preferred) Concept Plan

Source: Bates Smart



## Building Envelopes

The proposed building envelopes have been amended to increase the width between buildings A – B and B – C by 1m at both ground and upper levels, and increase the distance between buildings C – D by 6.66m at ground level and 3.5m at the upper levels. This improves the separation between buildings, whilst still retaining the activated and intimate laneway scale that is essential to the success of the site as a new destination within Macquarie Park.

The length of Building A has also been reduced by 2m, thereby lessening the bulk and mass of the building as viewed from Waterloo Road. The detailed design of Building A within this maximum building envelope will be the subject of a separate and future Stage 2 Development Application, which will test and develop the architectural treatment including the composition, articulation and materiality of the building to ensure it does not create any unacceptable visual or amenity impacts.

The amended Concept Plan increases the width between buildings to the following.

**Table 1** Revised building separation distances

Buildings	Ground Level	Upper Level
A – B	13.15m	10.00m
B – C	10.00m	10.00m
C – D	19.6m	12.50m

## The Park

The preferred project provides and enlarges a new publicly accessible open space area in the centre of the site, which is terraced down to the Coolinga Street frontage of the site via a 19.6m (ground level) to 12.5m (upper levels) break between Building C and D (see **Figure 3** above and **Figure 4** below). This increases the overall quantum of open space whilst also improving the visibility of and solar access to the open space. It represents a significant improvement as follows:

- The open space area can now act as a park by creating usable and trafficable space with outdoor dining, large areas of turf for informal seating/recreation and shade trees.
- It provides visible, legible, direct and safe pedestrian routes from Giffnock Avenue and Coolinga Street through the site and open space areas.
- It retains a street presence and ensures that the open space area is visible and non-exclusive.
- The overall area of open space on the site has increased by a significant 774m<sup>2</sup>.
- Solar access to open space is notably improved (see **Section 3.2** below).

The above is reflected in the amended Landscape Concept Plans at **Appendix C**.

## Other Miscellaneous Changes

- All references to a taxi rank on Coolinga Street have been removed. The existing street parking and footpath along this frontage have been reinstated in the plans at **Appendix B**. No drop-off zone will be provided on Waterloo Road.
- The proposed gym and child care centre have been removed from the Concept Plan. The potential to incorporate more diverse non-residential uses on the site will be investigated at an appropriate future occasion.



**Figure 4**      **Perspective of the park extension to Coolinga Street**

*Source: Bates Smart*



### 3.0 Key Issues and Proponents Response

The below discussion outlines how those issues raised in relation to the proposal have been addressed through the preferred project, which represent a balanced and suitable solution for the site within the terms of the approved Concept Plan.

It is emphasised that the preferred project discussed in this report is consistent with the amended scheme issued to Council in May 2018, to which they indicated had “responded to Council’s key concerns and those of our Urban Design Review Panel”. In view of this, the below discussion only reiterates the key urban design matters from Council’s submission dated 26 April 2018 and those matters raised in the follow up responses from Transport for NSW and RMS.

#### 3.1 Open Space

An issue was raised with the location of the proposed open space area for reasons of privatising the space, its contribution to the street network, and the activation of the Giffnock avenue frontage. Accordingly, the UDRP panel encouraged the proponent to explore an extension of the park to Coolinga Street with a wider throat between Buildings C and D of 10-15m, noting that this would provide a clearer link and address for the park and a more generous solar corridor to reduce the extent of overshadowing.

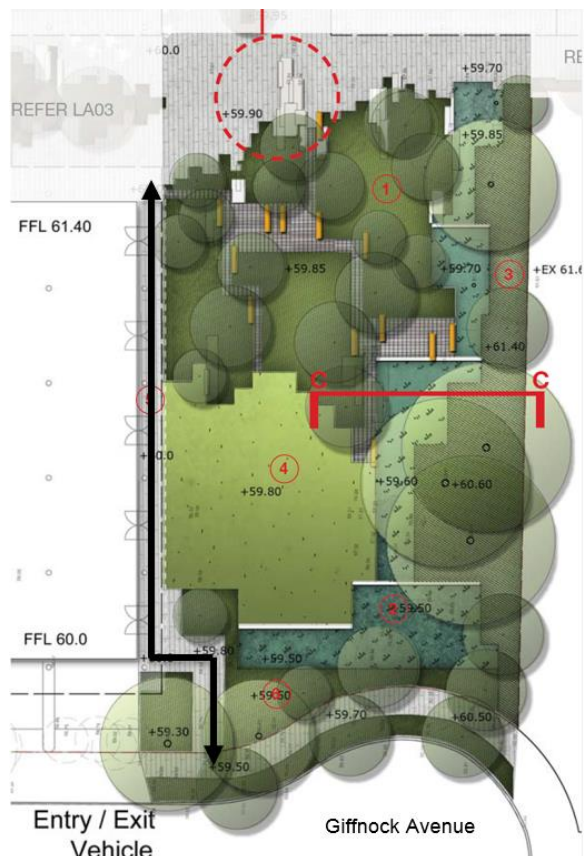
This has been achieved in the amended design, which seeks to provide an extended park to Coolinga Street via a wider opening between the building envelopes. This increases the overall quantum of open space being provided (by 50% from the Concept Approval and 15% from the original Modification Application) whilst also improving both the visibility of, and solar access to, this space (see also **Section 3.2** below).

It is noted that the approved Concept Plan does not provide for a public ‘park’, meaning the Modification Application effectively introduces a publicly accessible open space area that would not otherwise be provided under the current scheme. The approved Concept Plan provides for a heavily landscaped and non-trafficable area that was created to meet deep soil planting requirements. It features dense planting where it interfaces with the centre of the site and the side boundary, effectively relegating through-site movements to a narrow pathway adjoining the side of Building D (see **Figure 5** below). The existing location and treatment of this open space area would not significantly contribute to the vitality or activation of Giffnock Avenue, and would not readily accommodate the expected pedestrian traffic from this frontage to the Metro Station.

The preferred project is therefore aligned with the recommendations of the UDRP and represents a significant improvement on the approved Concept Plan by providing usable open space that both acts and reads as a public park, and delivers the following benefits:

- The preferred project provides open space with an enhanced street presence. The extension to Coolinga Street and the revised building separation distances either improve or retain view corridors to the open space area from each of the road frontages, including providing the park with a grand street address on Coolinga Street that enhances awareness of this space.
- The location, street presence, treatment and design of the proposed open space area makes it more legible as a public space than the approved deep soil planting area. It encourages people to enter and engage with the site, and creates a safer pedestrian environment with fewer opportunities for concealment.
- The space will provide publicly accessible, safe and inviting through-site links including from Giffnock Avenue and Coolinga Street. The physical connectivity of the amended Concept Plan, and the resultant ability of pedestrians to move through the site will generally be positively impacted as a result of the proposal.
- The open space area is significantly increased in size (by 774m<sup>2</sup> from the CPA, and 324m<sup>2</sup> from the original Modification Application) and will provide usable and trafficable space with outdoor dining, large areas of turf for informal seating/recreation and shade trees (see Error! Reference source not found. and **Figure 7** below).

This is a clear improvement on the open space configuration approved under the Concept Plan, which creates a scenario where open space is fragmented, poorly integrated, and primarily located at the rear of the site, away from the key Waterloo Road frontage and is therefore uninviting to the public.



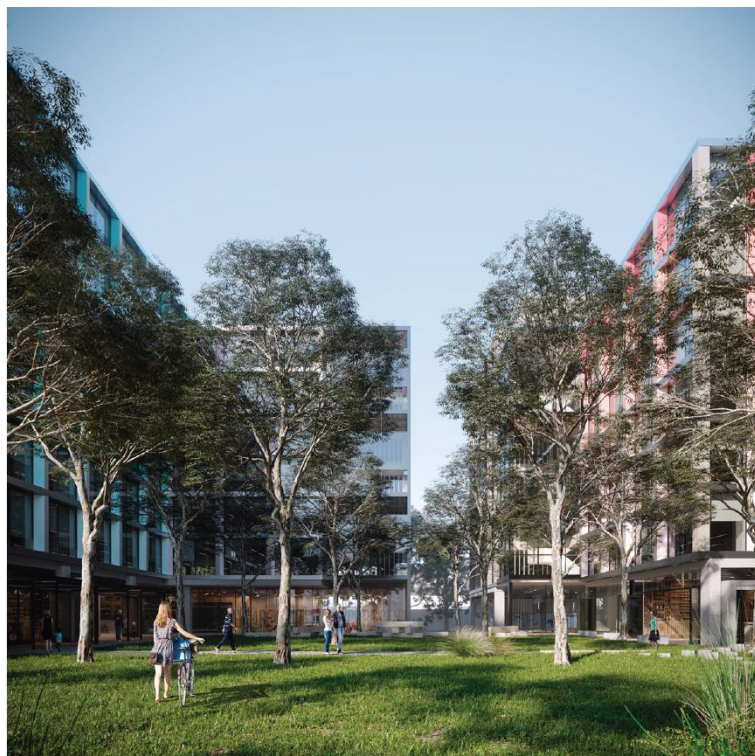
**Figure 5** Approved open space area and path of travel from Giffnock Avenue

Source: Aspect Studios



**Figure 6** Proposed open space area and path of travel from Giffnock Avenue

Source: Aspect Studios



**Figure 7** Artist's impression of the new park

Source: Bates Smart

### 3.2 Solar Access

Overshadowing plans and detailed analyses have been prepared by Bates Smart and submitted as part of the S75W and the RTS Reports, showing the shadows cast by the proposed and approved schemes during the winter solstice and equinox. These have been revised to consider the preferred project in the supplementary information provided at **Appendix B**.

The analysis confirms that the alterations to the size of the open space area and building footprints have increased the proportion and area of the publicly accessible space that will receive sun on the winter solstice, being the worst-case scenario when daylight is most limited. Solar access to the new publicly accessible open space area on the site will be improved and will not result in unacceptable overshadowing, given:

- The extent of direct sunlight within the open space area has been improved over a 5 hour period between 12pm and 4pm under the amended scheme, resulting in an overall net benefit both in terms of the available area and duration. The proposed extension of open space to the Coolinga Street frontage provides a more generous solar corridor to improve solar access in the afternoon.
- The orientation of the building envelopes under the amended scheme have marginally reduced direct sunlight within the open space area for 2 hours between 9am and 11am during the winter solstice when compared to the approved Concept Plan. It is noted that the increased building separations under the preferred project have reduced the extent of this change.
- Critically, the increased proportion of sunlight captures the high-priority lunchtime period between 12pm and 2pm when the central open space area is expected to be most in demand.

The preferred project will therefore improve solar access within the key open space area, and especially in peak lunchtime periods, during the winter solstice and with consideration of the maximum building envelopes that represent the worst-case scenario for overshadowing.

### 3.3 Building Separation

The UDRP recognise and support the motivation of the modification application to create a richer, more intimate urban condition at street level, which is achieved by narrowing the separation distances between buildings to accommodate the relocation of building mass and to achieve a more intimate laneway character. They support the provision of generous lobby areas and retail ground level activation within these laneways and frontages, which contribute to a high level of amenity and interest for the site occupants and visitors. With this in mind, issues were raised with regard to providing a positive pedestrian connection to Giffnock Avenue, impacts on solar access in the centre of the site, the amenity of upper floors, and the interface with the neighbouring Hyundai site.

The preferred project has increased the separation between building envelopes to a minimum of 10m, with generally greater setbacks at ground level to create colonnades as sheltered pedestrian connections. Creating these laneway spaces is key to providing greater public benefits on the site in terms of the increased public plaza, increased and more functional open space area, and improved site activation for a more inviting ground plane. The provision of upper level setbacks in the proposed building envelopes would jeopardise the ability to deliver these key public benefits and are not considered appropriate given the balanced and suitable outcome that can be achieved with the preferred building envelopes.

The following is noted:

- The revised building envelopes do not diminish the physical connectivity of the site or view lines to the centre of the site. The preferred project continues to provide pedestrian pathways in the same general locations as approved and has increased the separation between buildings when compared to the original Modification Application. Accordingly, the proposal does not impact on the ability of pedestrians to move through the site or alter existing view lines to the centre of the site when compared to the CPA (see **Figures 1 and 3** above). In some instances, the preferred project will improve the distances pedestrians travel from the Station Plaza through the site and will generally create a more vibrant, activated and positive pedestrian experience.
- Solar access to the new publicly accessible park is not compromised, rather the amendments to the building envelopes provide for an enlarged open space area that benefits from improved solar access, especially during key lunchtime areas, as discussed in **Section 3.2** above.
- The amenity of the future offices on the site will also not be compromised as a result of the proposed amendment. The preferred project improves the outlook from buildings that now overlook open space in the centre of the site and retains a similar level of solar access within the tenancies, whilst also having a negligible impact on visual privacy between commercial tenancies, which can be mitigated with façade treatments such as cladding, angled glazing, and orientated key congregation/socialising spaces to overlook the park or plaza. It is noted that over 95% of the available floorplates are within 12m of a window and are therefore ideal primary work points with access to daylight and views.
- There is no ability at this stage for the through-site connection between Building A and B to link to the Hyundai building's car park, in either the proposed or approved Concept Plan. It is noted that the laneway link between Building A and B has been shifted by approximately 7-8m to be closer to the rear boundary of the Hyundai site, which realistically improves the ability of any future development to connect through when compared to the approved Concept Plan. The proposed open space area and through site links adjoining the Hyundai site provide the opportunity for long-term development on the adjoining site to capitalise and build on these publicly accessible areas. It is further noted that the setback and treatment to the Hyundai site from Building A has not been modified, and is therefore consistent with the approved Concept Plan.
- We note that there is no established building separation pattern within the surrounding area, and that the development of a 15m building separation is inconsistent with Council's desire to grow Macquarie Park as a commercial centre and significant office market in NSW. The modified scheme represents an improved and high quality commercial development that remains generally consistent with the Ryde DCP, provides visual breaks and pedestrian connections between building envelopes, and provides public benefits that could not otherwise be delivered under the approved Concept Plan.





**Figure 8** Artist's impression of the laneways

Source: Bates Smart

### 3.4 Construction Traffic

The RTS Report suggested minor rewording to the recommended TfNSW condition of consent, noting that the condition should establish thresholds so that the degree of any required environmental assessment accurately responds to the scope of works. A further submission from TfNSW recommended that the applicant prepare and submit a Construction Pedestrian Traffic Management Plan to the Sydney Coordination Office prior to the issue of any Construction Certificate.

The proponent is committed to providing management plans prior to conducting works on the site, but notes that a situation may arise in which minor works are being completed that would not generate any or negligible construction traffic. Accordingly, it is proposed that the Concept Plan be conditioned to provide management plans to the satisfaction of TfNSW/Sydney Metro, unless otherwise notified in writing from TfNSW/Sydney Metro that no such plan is required.

The following is suggested as the relevant condition for the Concept Plan to which future applications will be pursuant:

12. Transport for NSW requirements:

**(a) Construction Pedestrian and Traffic Management Plan**

*Prior to the issue of any relevant Construction Certificate for works undertaken prior to 30 June 2019, the Applicant must prepare and submit to Sydney Coordination Office (SCO) within Transport for NSW (TfNSW) a construction and pedestrian traffic management plan (CPTMP) that takes into account the potential impacts of the proposed development on the establishment, operation and removal of the Epping Chatswood Railway Temporary Transport Plan (ECR TTP) including the movement of public transport customers and buses to and from temporary bus stops and bus layover locations, and the Stage 1 and Stage 2 Bus Priority Infrastructure Program work that will affect the road network in this area prior to and post the ECR TTP. The applicant must receive written advice that TfNSW is satisfied with the construction and pedestrian traffic management plan, or otherwise that at CPTMP is not required for the proposed works.*

### 3.5 Child Care Centre Vehicles

RMS have requested that the proponent provide further information on the future child care centre. As discussed in **Section 2** above, the child care centre and gym have been removed from the proposed amendments to the Concept Plan. The potential to incorporate more diverse non-residential uses on the site will be investigated at an appropriate future occasion.

### 3.6 Pedestrian Capacity Study

An issue was raised with the validity of the pedestrian capacity analysis prepared by WSP (Appendix D of the S75W Report). This capacity analysis was prepared to assess the pedestrian connections and pathways within the site and determine the level of service that would be provided, being an analysis of the number of pedestrians per metre of clear footway width and per minute based on an analysis of pedestrian activity and the street environment. The analysis confirmed that the pedestrian environment created by the original Modification Application, which incorporated narrower laneways and a smaller open space area, would widely exceed the target criteria.

WSP have provided further detail on the methodology adopted for the assessment of the pedestrian capacity of the site, which can be found at **Appendix D** of this report, which confirms the following:

- the baseline data was based in pedestrian surveys and a seasonal variation assessment, which utilises TfNSW's Opal Card data to assesses train patronage and variations to this patronage per month, which can be averaged and used to factor up the AM and PM Peak distribution (2029) to understand the consequences of the proposed changes to the Concept Plan;
- the assumed growth rate of 3% per year is in accordance with the scale of growth typically experienced across the Sydney Transport network; and
- the pedestrian movements analysis accounts for 'shortcutting' that would be possible through the centre of the site and the trip generation from retail uses on the site.

The assessment demonstrates that the Modification Application provides a good level of pedestrian space and is more than capable of accommodating pedestrian movements through the site.



## 4.0 Conclusion

The proponent has considered the issues raised by the Department, Council, and other State agencies during the public exhibition process and in subsequent submissions, and have revised the exhibited Concept Plan to address these concerns. The result of this process is the preferred project, which presents the most appropriate and best outcome in terms of environmental impacts, public benefit, and achieving strategic planning objectives for Macquarie Park. It has been developed in consultation with key stakeholders and aligns with the recommendations of Council and the UDRP where appropriate.

It represents the culmination of some six years of market testing, design development, and consultation and is critical to securing an anchor tenant to commence the development and deliver a scheme that meets the expectations of both Council and the market. The preferred project offers a number of significant benefits that would not otherwise be provided including a larger public plaza around the Macquarie Park Railway Station portal (soon to be a Metro Station) that will be dedicated to Council; a larger, more usable, and activated publicly accessible park within the site; and activated laneways between the buildings that can operate as 'eat streets' and contribute to the night time economy of the Centre.

This report, in addition to previous assessments, demonstrates that the proposed amendments will result in no adverse environmental impacts and represents an overall improvement for the future of this significant site. It represents a commitment to invest in a substantial and high-quality commercial development within Macquarie Park through the redevelopment of a dated light industrial complex next to the future Macquarie Park Metro Station.