

09484
9 December 2009

Sam Haddad
Director General
Department of Planning
22 - 33 Bridge Street
SYDNEY NSW 2000

Attention: Michael Woodland

Dear Sam

**PART 3A REQUEST FOR MINISTER'S DECLARATION
CORNER OF WATERLOO ROAD AND LANE COVE ROAD, MACQUARIE PARK**

We write on behalf of the Winten Property Group and Australand Holdings Limited joint venture (the proponent) regarding a Concept Plan for a commercial development at the south-western corner of Waterloo Road and Lane Cove Road, Macquarie Park (the proposal).

The purpose of this letter is to seek a declaration by Order of the Minister in accordance with s75B(1) of the *Environmental Planning & Assessment Act, 1979* (the EP&A Act) that the Proposal is a project to which Part 3A of that Act applies. We also seek the Minister's authorisation of Concept Plan for the proposal under s75M(1) of the EP&A Act.

Should the Minister form the above opinion and authorise the submission of a Concept Plan, we request that the Director General issue the requirements as to the level and scope of the necessary documentation and assessment for the preparation of an Environmental Assessment to accompany a Concept Plan for the Proposal.

To support the request for the Director General's requirements relating to the environmental assessment, this letter also forms a Preliminary Environmental Assessment relating to the project. The Preliminary Environmental Assessment provides detail on the site location and an outline of the project, its background, and identifies the key likely environmental and planning issues associated with the proposal.

1.0 SITE DESCRIPTION

1.1 The Site

The proposal is positioned on the site known as 396 Lane Cove Road (also referred to as 32-46 Waterloo Road) and 1 Giffnock Avenue, Macquarie Park and is legally described as Lots 1 and 5 in DP 1130105 and Lot 21 in 602327. The land is owned by the Australand Industrial No. 122 Pty Limited, with the exception of Lot 1 in DP 1130105 which is owned by the Transport Infrastructure Development Corporation (TIDC). The site is located within the heart of the Macquarie Park Corridor (within the Ryde LGA) between the M2 Motorway and Epping Road, as shown in the Location Plan and the Aerial Photographs in the Bates Smart package appended to this letter.

The site has an area of approximately 16,280m² and is currently occupied by two 2 storey light industrial buildings and the western entrance portal to the Macquarie Park railway station (see Existing Site Photos in the Bates Smart document). It is bounded by Waterloo Road to the north, Coolinga Road to the west, and Giffnock Avenue to the south. The eastern boundary of the site partially fronts Lane Cove Road with the remainder abutting a new development occupied by Hyundai. The area around the site is largely typified by a mixture of new business parks and older light industrial buildings.

1.2 The Site's Context

In general, the existing 2-3 storey development which typifies development within the Macquarie Park Corridor does not reflect Council's long term intention and aspirations for the future capacity of the area. Nor is it consistent with the broad strategic aims of the Department of Planning's Metropolitan Strategy as it relates to Macquarie Park, particularly in its desired future position to be a specialised centre that will perform a vital economic and employment role into the future.

The need for further intensification of land in the corridor, particularly around the new station is reflected in Ryde Council's current draft LEP 2008 (Amendment 1) and in the Department of Planning's Draft Inner North Subregional Strategy. Substantially increasing densities around the station is an important step in achieving the employment targets set out for the Centre and to ensure the future and ongoing viability of the new Epping to Chatswood railway line.

The transformation in height and densities in the immediate area has already begun to occur, and is reflected in the approval of the new Mirvac development, which is yet to be developed, on the opposite corner of Lane Cove Road and Waterloo Road, and the 7 storey Hyundai building on the adjoining land to the south.

2.0 THE PROJECT

The proponent is seeking approval for development envelopes on the site for principally commercial floor-space as shown in the appended Bates Smart Document. It is anticipated that there would be some potential retailing floor-space at ground level to support activation around the railway portal. Access to the site is anticipated off Coolinga Street and/or Giffnock Avenue with the main address and frontage of the development to Waterloo Road. For the purposes of the Concept Plan, the site will be broken up into two sites as shown in appended Bates Smart Document. The anticipated scope of development that would result from the Concept Plan approval is as follows:

	Site 1	Site 2	Total / Max.
Proposed primary land use	Commercial	Commercial	Commercial
Maximum Height	17 Storeys	8 Storeys	17 Storeys
GFA	45,368 m ²	30,714 m ²	76,082 m²
FSR	6.3:1	3.4:1	4.7:1
Potential jobs (@1/25m ²)	1,815	1,229	3,044

1276 car spaces are proposed, of which 958 permanent spaces to be provided below the building envelopes and an additional 318 temporary / transitional spaces to be provided in a separate above ground car park on Site 2. It should be noted that the adopted and in force Ryde DCP encourages and permits a temporary increased rate of car parking within the Macquarie Park Corridor to foster occupancy of new commercial development. The phasing-out of this temporary / transitional car parking is anticipated by 2015, by which time cultural shift from car use or dependency will have occurred.

The building will be designed to provide A-Grade commercial floor space and will seek to achieve a minimum 4.5 star Green Star rating. An indicative sketch of the proposed commercial building's massing is shown in the appended Bates Smart document.

The proposed development provides the opportunity to create a landmark development at one of the most significant sites in the Macquarie Park Corridor. Due to current leasing-related issues with the Mirvac site, which is on hold indefinitely, the proposal is the first strategic site in the centre that is in a position to be developed and will act as a suitable catalyst for further development in the area around Macquarie Park station to assist the Government to meet its strategic planning objectives for the Corridor, the Sub-region and the Global Arc, including the long term viability of the Macquarie Park station. It will also substantially facilitate improvement to the quality of the urban design and public domain in the area, particularly around the station portal and along Waterloo Road. To this end the proposal will ensure Metropolitan Strategy employment targets are able to be better met. This is discussed further below.

The Bates Smart document also shows the envelope in section and its typical conceptual ground floor and upper floor level plans as currently prepared for the site.

3.0 MAJOR DEVELOPMENT SEPP 2005

Clause 6 of the Major Development SEPP provides that development that in the opinion of the Minister is development of a kind referred to in Schedule 1 (Classes of development) and Schedule 2 (specified sites) is declared to be a project to which Part 3A of the EP&A Act applies.

Clause 13 of Schedule 1 of the Major Development SEPP identifies the following developments as being Part 3A Major Projects:

Group 5 Residential, commercial or retail projects

13 Residential, commercial or retail projects

(1) Development for the purpose of residential, commercial or retail projects with a capital investment of more than \$100 million.

The proposal has a Capital Investment Value in excess of \$272 million (based on an estimate prepared by WT Partnership), and is well in excess of the \$100 million threshold. We have appended a Quantity Surveyor's Summary Report to this letter.

Whilst the project would automatically qualify as a Major Development, we have also prepared a strategic justification for the proposal, articulating its relative merits in achievement of various local, sub-regional and State planning objectives.

We have applied the Department's previous guidelines applicable at the time when Clause 13 projects were subject to discretionary decision-making. We trust that this assists in determining that the project is likely to contribute to meeting State or regional planning objectives. Those criteria relevant to this proposal are discussed below:

Criteria A – Local Impediments to Urban Renewal

- *Is the development within a centre or urban renewal area nominated for growth in the Metro Strategy or a regional or sub-regional strategy?*

The strategic planning basis for growth within Macquarie Park Corridor is set out in the Metropolitan Strategy and the draft Inner North Subregional Strategy. The recent draft Centres Policy also provides a set of planning principles which seek the creation and enhancement of opportunities to maximise commercial development in strategic centres and more importantly reinforce key hubs, ensure development matches Government investment in infrastructure, and deliver strong growth.

Each strategy, amongst other things, focuses on employment growth objectives and targets. Generally, each strategy provides for a consistent approach to targets.

Macquarie Park itself is nominated as a Specialised Centre under the State Government's **Metropolitan Strategy** and the northern anchor of the Global Economic Corridor, which stretches from Sydney Airport and Port Botany to Macquarie Park. The Global Economic Corridor accommodated about 700,000 jobs in 2001. This is expected to grow to 850,000 jobs by 2031.

Over 25-30 years an increase of over 23,100 jobs is expected within Macquarie Park. Under current State Government targets the Macquarie Park centre is expected to provide 5% of all job growth in Metropolitan Sydney and 15.4% of job growth in the Global Economic Corridor. Under the **draft Subregional Strategy** the Inner North subregion is expected to grow by 60,000 additional jobs to 2031, to achieve a new total of 288,000 jobs. Of this Ryde is expected to deliver 21,000 of the 60,000 jobs. We note that the total number of jobs to be provided in Ryde LGA is less than the total intended for the Macquarie Park Corridor.

There is significant State Government investment either planned, approved or under construction within (or in the vicinity of) the Macquarie Park Corridor. This investment is centred on the recently opened Epping to Chatswood Rail line which includes a new station to support the future development of Macquarie Park.

In the urban hierarchy within the Inner North Subregion, Macquarie Park sits below North Sydney (Global City) and Chatswood (Major Centre) and alongside as St Leonards as a Specialised Centre. Specialised Centres are expected to perform a vital economic and employment role which will generate metropolitan-wide benefits.

The Macquarie Park centre has grown due to the regionally significant business and research parks, Macquarie University and the new Chatswood – Epping rail link. Macquarie Park is well placed spatially, and to public transport links, to further grow commercial business functions and provide floor-space for uses affiliated to the business and research sectors. The Centre is also expected to significantly foster use and growth in public transport use, given its good connections by both rail and bus.

The **draft Centres Policy** released by the Department of Planning in April 2009, seeks to provide for strong growth of new and existing centres, particularly for retail and commercial activity. The policy is based on six key planning principles.

Principle 1 – Retail and commercial activity should be located in centres to ensure the most efficient use of transport and other infrastructure, proximity to labour markets, and to improve the amenity and liveability of those centres.

Principle 2 – The planning system should be flexible enough to enable centres to grow, and new centres to form.

Principle 3 – The market is best placed to determine the need for retail and commercial development. The role of the planning system is to regulate the location and scale of development to accommodate market demand.

Principle 4 – The planning system should ensure that the supply of available floor space always accommodates the market demand, to help facilitate new entrants into the market and promote competition.

Principle 5 – The planning system should support a wide range of retail and commercial premises in all centres and should contribute to ensuring a competitive retail and commercial market.

Principle 6 – Retail and commercial development should be well designed to ensure it contributes to the amenity, accessibility, urban context and sustainability of centres.

The proposal is consistent with all six of the key planning principles. It is our view that the proposal will suitably cater for the growth expected and required by the draft Centres Policy. This is amplified given the importance of the Macquarie Park centre as the northern anchor of Sydney's Global Economic Corridor.

The proposed development will clearly assist in meeting all relevant strategic planning objectives for the Macquarie Park centre.

- *Are there provisions in the LEP which are likely to prevent or frustrate the implementation of the Metro or regional strategy?*

The site is currently zoned 3(g) Business Special (Employment) under Ryde LEP No. 137 (see **Figure 1**). This zoning permits, amongst other things, *commercial premises*. The proposal is permitted with consent under the zone. The proposal would also generally satisfy the zoning objectives. Under LEP 137 the current development controls vary across the site as shown in **Figures 2 and 3**. In the immediate area around the station (Site 1) a maximum FSR of 3:1 and up to 10 storeys in height is permissible. A maximum FSR of 2:1 and with a maximum height control ranging from 8 storeys along Waterloo Road and 6 storeys behind, applies to the Site 2.

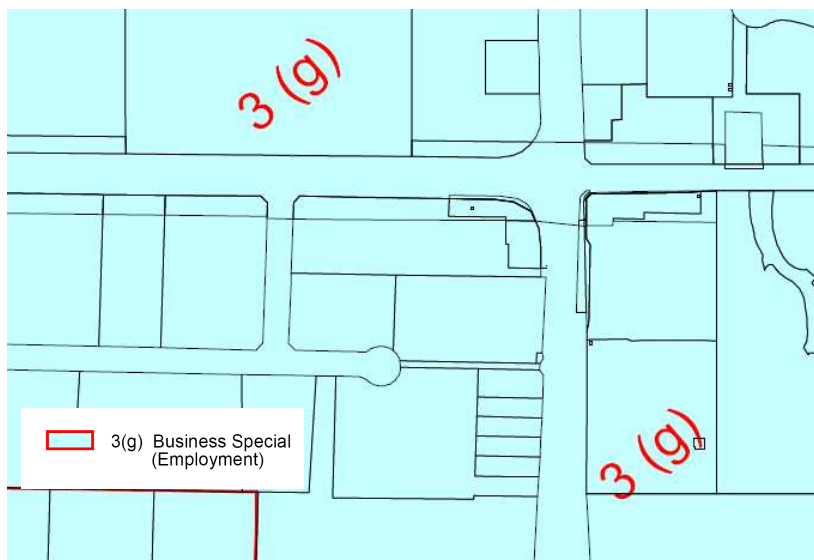


Figure 1 – Existing zoning of the site (Ryde LEP 137)

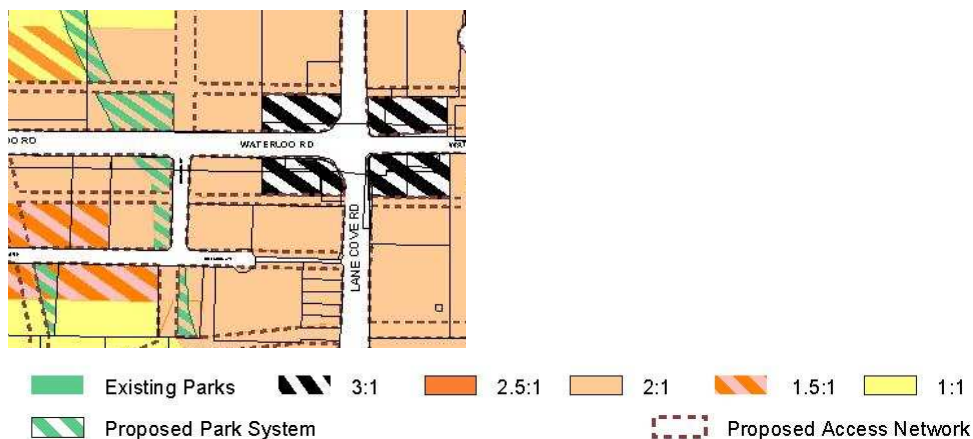


Figure 2 – Existing FSR restrictions (Ryde LEP 137)

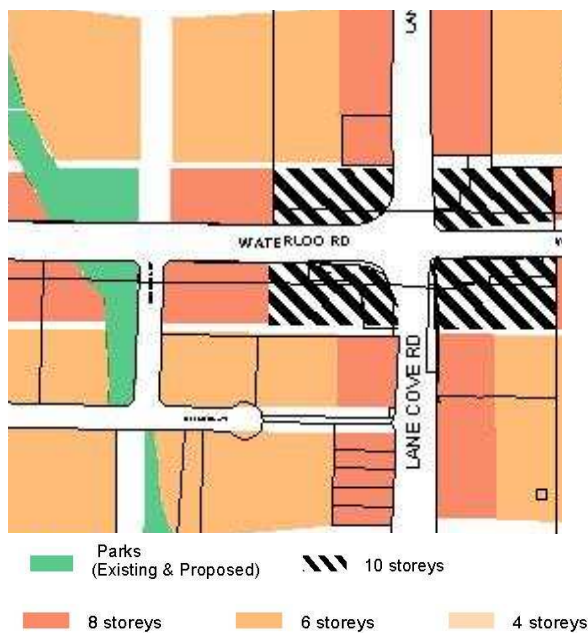


Figure 3 – Existing height restrictions (Ryde LEP 137)

Whilst the proposal is permitted, development of a scale and standard commensurate with meeting strategic planning objectives (including the Metropolitan and Sub-regional Strategies) can not be achieved under the current development controls applicable to the site. The relative land value compared to the current controls acts to prevent any viable redevelopment option. Under the current planning regime applicable to the site, a Part 3A approval path would be the only current reasonable option to facilitate the change anticipated by strategic planning objectives.

The site is included in the current draft Ryde LEP 2008 (Amendment 1) which deals with the Macquarie Park Corridor. Ryde Council and the Department of Planning are still in the process of resolving significant issues with the LEP Amendment which is yet to be formally publicly exhibited. The draft Amendment 1 was however informally exhibited at the time of the exhibition of the then draft City of Ryde Macquarie Park Corridor DCP in early 2008. Whilst the DCP was adopted in June 2008 and came into effect on 1 July 2008, LEP Amendment 1 remains unresolved. The DCP's adoption brings into play new FSR, height, setback and public domain controls for the Corridor without the parent LEP. It should be noted that no significant issues were raised with respect to this site and matters such as densities, heights, and parking during exhibition and subsequent public meetings. The development of the site in context of the new DCP controls would be classed as non-contentious.

The main issue for the delay of Amendment 1 appears to be centred on the application of floor space bonuses via incentives in addition to the payment of section 94 contributions. It would appear that the resolution of this matter and other technical issues means the draft LEP would be some time from gazettal. A project of this scale and strategic importance can clearly not wait for these issues to be resolved when a valid assessment and approval pathway is available.

Further, the proponent would also suffer commercial exposure and be subject to increased risk where the ability to develop the site be solely reliant on the gazettal of LEP Amendment 1. The purpose of the Part 3A legislation was to enable development to be considered on its merits with regard to the broader development and employment interests of the State at the fore. In this instance, Part 3A would be the suitable vehicle to ensure development may continue on this prominent site without undue risk and exposure to the proponent.

Under the draft LEP the site is zoned B3 – Commercial Core. The proposal is permitted under the proposed zone. Council is acutely aware of the need to revise its current controls to allow for development to match strategy planning objectives. To this end Council sought to provide for appropriate height and FSR controls in Ryde LEP 2008 Amendment No. 1. The relevant draft controls are shown in table below and in **Figures 4 and 5**.

Site	Height		FSR	
	Site 1	Site 2	Site 1	Site 2
LEP 137	10 Storeys	6-8 Storeys	3:1	2:1
Draft LEP 2008 Amendment 1 (Sept 2009)	71m	37m	3:1	4.5:1

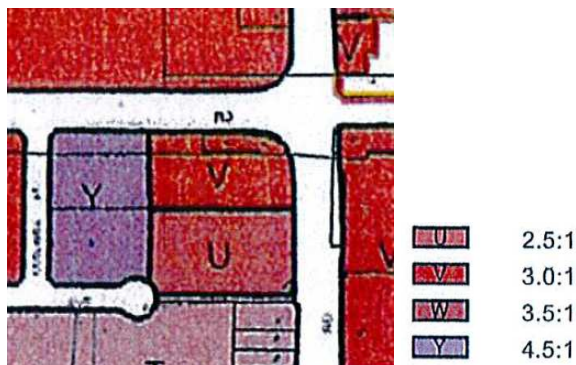


Figure 4 – Proposed FSR control (draft Ryde LEP 2008 (Amendment 1) September version)

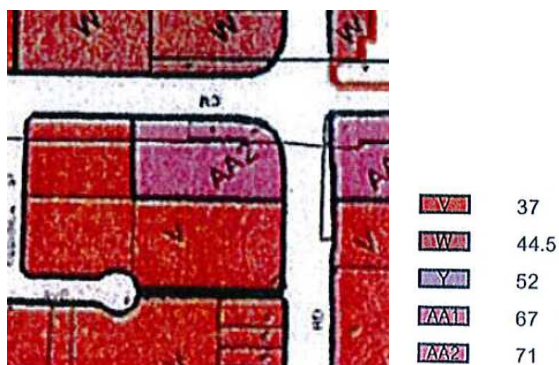


Figure 5 – Proposed height control (draft Ryde LEP 2008 (Amendment 1) September version)

Whilst it is clear that it is Council's intention to intensify development on the site, the above controls rely heavily on a system of FSR incentives which is one of the reasons preventing the LEP from being exhibited. The base controls, prior to the use of FSR incentives, would not achieve a desired building envelope on the site. For example, on Site 1 the maximum FSR is 3:1 and the height is 71m, a development built to its full potential within this envelope would create an 18 storey building with a floor plate of 1,206 m² on a 7,239 m² site, resulting in only 16.7% coverage of the site. As a result of the incentive scheme there is a lack of clarity in the actual built form outcome Council wish to achieve on the site and would be at odds with a form to encourage appropriate tenancies within the Corridor. It should however be noted that the proponent has worked-up the current scheme with a high level of consultation with and feedback from Council officers. The proposal is generally the result of a shared set of built-form, public domain, and active edge objectives having been achieved.

Furthermore, it is not in the best interest of Ryde Council or the State for the issues associated with the whole Macquarie Park Corridor to prevent the development of a key strategic site which will stimulate future development in the area and support the new Macquarie Park station.

Development on the site under its current controls would not fulfil the development potential of the site and would be inconsistent with the broader strategic aims. Application of the current controls would result in only a 30% coverage of the site. This is a gross under-development of the site which would, relative to land values, render it economically unviable. The proposed planning controls would also fail to provide a development that would achieve Council's own desired built form controls. The proposal therefore has the potential to be stalled and frustrated by local planning controls unless the proposal is allowed to proceed under Part 3A of Act.

■ *Does the Council have the resources to assess and determine major projects?*

We understand that Council does have the resources to deal with the application, however by virtue of the development's CIV of \$272 million it is a project to which Part 3A of the EP&A Act applies. However, the current issues associated with Draft LEP 2008 (Amendment 1) would prevent Council from separating itself from the LEP process and approving the proposed development on its planning merits and in timely and efficient manner.

■ *Do Council practices demonstrate that projects important to implementing Metro or regional strategies can be determined on their merits?*

As discussed above, we believe that Council is committed to and is actively seeking to encourage growth in Macquarie Park and particularly on the site due to its strategic location next to Macquarie Park Station at the key intersection of Lane Cove Road and Waterloo Road. Its judgement of the merits of the scheme may however be clouded by issues revolving around the ability to gain acceptance of the draft LEP amendment and its incentive provisions.

Criteria B – Facilitate Housing or Job Growth

■ *Will the development directly result in permanent jobs in the area?*

The proposal will increase the floor space in the Macquarie Park by approximately 76,082m² and is expected to create about 3,044 new operational jobs on the site. This equates to about 7% of all new floorspace and 12% of all new jobs in Macquarie Park, under the various planning strategies that apply to the Centre over the next 20 to 25 years. The proposal is a significant contribution and catalyst to achieve this form of growth.

■ *Is the development in a centre identified in the Metro Strategy or Regional Strategy?*

Yes, the development is within the draft Inner North Subregional Strategy and within the "Global Economic Corridor". See detail discussion of the relevant of the strategies and the proposal to achievement of longer-term planning objectives.

Criteria C – Transport accessibility

■ *Is the development readily accessible to the railway, bus stop with frequent service, transit way station or ferry wharf? As an example within 800 metres from a station or transport node?*

Yes, the portal to the Macquarie Park train station is located within the site. The proposal will therefore contribute to encouraging a high public transport modal share by rail, particularly over time as transitional car parking arrangements are removed from the site. The proposal will also have the potential to result in a significant monetary contribution to the upgrade of public domain and linkages to public transport facilities.

4.0 KEY ISSUES FOR CONSIDERATION

The key environmental issues for consideration are as follows:

- Zoning and Development Controls
- Urban Design
- Employment Generating Uses and Economic Development
- Public Domain Treatment
- External Impacts
- Construction Management
- Traffic and Access
- Infrastructure & Services - Provision and Funding
- Contamination
- Noise & Vibration
- Wind Impact
- Environmental Sustainability
- Site Suitability

These are discussed in more detail below.

4.1 Zoning and Development Controls

Whilst the proposal is permissible under the current LEP 137 controls, it does not generally comply with, or satisfy, the relevant height or FSR controls. The proponent has however, in consultation with Council, prepared a scheme that generally meets and satisfies the draft Ryde LEP 2008 (Amendment 1) controls and broader strategic planning objectives for the Corridor.

The proposal is permissible under draft Ryde LEP 2008 (Amendment 1) and meets the height limits as set for Sites 1 and 2. The proposal also meets the FSR control set for Site 2. The only discrepancy that occurs is in relation to the FSR control for Site 1, where the proposal at 6.3:1 is above the control of 3:1. It should be noted that the non-compliance is the direct result of the proposed floorspace bonus incentive system within Amendment 1. With the application of Council's floorspace bonus incentives (a working example of how the bonuses are to be calculated has been supplied to Winten by Ryde Council and is included as an attachment to this letter), the proposal is wholly compliant.

It should be noted that the proposal also complies with the current DCP for the Macquarie Park Corridor which incorporates the proposed controls of draft Ryde LEP 2008 (Amendment 1), but pre-dates its parent instrument. Furthermore, the proposal is consistent with Council's long term intention and aspirations for the built form of the site and the broader strategic planning objectives for the area.

The Concept Plan's Environmental Assessment will provide a detailed assessment of the proposal's compliance with the draft planning controls, City of Ryde DCP 2008 (Macquarie Park Corridor), the Metropolitan Strategy and the Inner North subregional strategy and other strategies.

It should be noted that in a letter dated 14 August 2009 (see attached) TIDC as owner of Lot 1 in DP 1130105 has as part of the commercial agreement for the resumption of land for the railway station assigned to the proponent the FSR and GFA rights applicable under the parent LEP. Lot 1 will therefore be included within the calculation of FSR on the site.

4.2 Urban Design

The Environmental Assessment Report will analyse the proposed built form and outline how the proposed building envelope is consistent with the future character of Macquarie Park set out in DCP 2008, the Ryde Council Urban Design Study, and the various strategic planning documents and applicable to the site. The Environmental Assessment report will provide an urban design / visual impact assessment which will:

- analyse the scale, height and massing of the proposed building envelope;
- identify overshadowing of the proposed building envelopes; and
- outline the ability of the proposed building envelope to provide a landmark building with a high level of architectural merit.

4.3 Employment Generating Uses and Economic Development

An economic assessment will be submitted with the application which will outline the economic benefits of the proposal and the total number of new jobs which are expected to be generated by the additional floor space on the site.

4.4 Public Domain Treatment

In order to demonstrate how the proposed development will improve upon the existing level of activity at ground level and pedestrian permeability to and through the site and the Centre and the station, the application will provide an indicative streetscape and public domain plan commensurate with detail applicable to a Concept Plan. The plan will include details of:

- indicative street frontage design and setbacks;
- through site links;
- ground floor uses; and
- vehicular access.

4.5 External Amenity

Given the important strategic location of the development near the Macquarie Park station's western entry portal, we expect that amenity impacts will be an issue in the assessment of the application. As such the environmental assessment will cover the issues of solar access, wind and construction impacts.

With regard to the surrounding commercial buildings, the impacts that will need to be managed relate to the staging of construction and adjustment of levels where relevant. The proposal will be designed to ensure that the surrounding businesses will maintain the same level of access for servicing and deliveries. The level of detail proposed will be commensurate with detail applicable to a Concept Plan, acknowledging that the draft Statement of Commitments would be the most appropriate place to address matters of detail for subsequent applications for development.

4.6 Traffic and Access

As the proposal involves the future reconfiguration of existing access to the site and an increase in GFA, it is expected that there will additional traffic generation associated with the new commercial floor space. Accordingly, the application will be accompanied by a Traffic Assessment prepared by a specialist traffic consultant. Specifically the assessment will look at:

- onsite parking requirements including provision of temporary / transitional car spaces;
- site access;
- impact of generated traffic upon the surrounding local and arterial road network and intersections; and

- opportunities to encourage public transport usage and modal shift.

It should also be noted that whilst the development proposes a complying 1276 car parking spaces (958 permanent spaces), based on the estimated employment generated the development will only provide 1 car space for every 2.4 employees, which will increase to one space for every 3.2 following removal of the temporary car park.

4.7 Construction Management

Due to the number of driveways which surround the site and the proposed reconfiguration of the surrounding road network, the construction staging of the proposal will be paramount to ensure that the proposed works have a minimal impact on the operation of surrounding businesses.

A construction management plan (and as relevant supplemented by Statements of Commitment) will be submitted with the application which will deal with the following issues:

- Demolition and construction staging
- Noise
- Air and water quality
- Demolition and construction waste
- Construction traffic management
- Pedestrian safety
- Site management

4.8 Infrastructure & Services - Provision and Funding

It is expected that the existing services on the site will need to be augmented to accommodate the new development. The Concept Plan will outline what services currently exist on the site and how these will need to be upgraded.

4.9 Contamination

Although the site is not expected to be contaminated, an environmental investigation will be submitted with the application which will satisfy the requirements of SEPP 55.

4.10 Noise & Vibration

As the proposal involves the proposed construction of a commercial building, operational noise is not expected to be a significant issue. However, the development may be affected by noise and vibration generated by the railway line located below the site, therefore an acoustic report will be prepared to assess the impact of the railway line on the development. Again, the level of detail will be commensurate with that of a Concept Plan at this stage.

4.11 Wind Impact

The application will be accompanied by a Wind Impact Assessment which will demonstrate how wind impacts associated with the introduction of the new commercial tower building will be mitigated and managed through detailed design and articulation of the building.

4.12 Structural

Despite existing exclusions and agreements on the land to ensure the protection of TIDC's infrastructure, a structural assessment will accompany the application to demonstrate that the proposal will not have any impact on the adjacent railway tunnel. We note that there is a requirement to consult with TIDC (or its equivalent) under Division 15 of the Infrastructure SEPP.

4.13 Environmental Sustainability

The proponent is targeting a 4.5 star Green Star rating and a 5+ NABERS rating for the site. As such, the proposed development will demonstrate a high level of environmental sustainability. A suitably qualified ESD consultant will be engaged to advise and report on the ESD features of the project. Again, the level of detail will be commensurate with that of a Concept Plan at this stage.

4.14 Site Suitability

The site is considered suitable for the proposed development due to the following site opportunities:

- ownership and size of the site;
- close proximity to a major public transport node;
- location of the site in the Macquarie Park Corridor; and
- current and proposed zoning of the site permits commercial uses.

5.0 CONCLUSION

We trust that this Preliminary Environmental Assessment is sufficient to enable the Minister to form an opinion that the proposed development is a Major Development to be dealt with under Part 3A, authorise a Concept Plan submission, and to allow the Director General to issue requirements for the preparation of the necessary Environmental Assessment.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or oklein@jbaplanning.com.au

Yours faithfully



Oliver Klein
Principal Planner

*Encl. Project drawings and supporting material prepared by Bates Smart Architects
Quantity Surveyors report by WT Partnership
Letter from TIDC to Ryde Council regarding FSR transfer
Ryde City Council's worked example of the Macquarie Park Bonus and Incentive Scheme*