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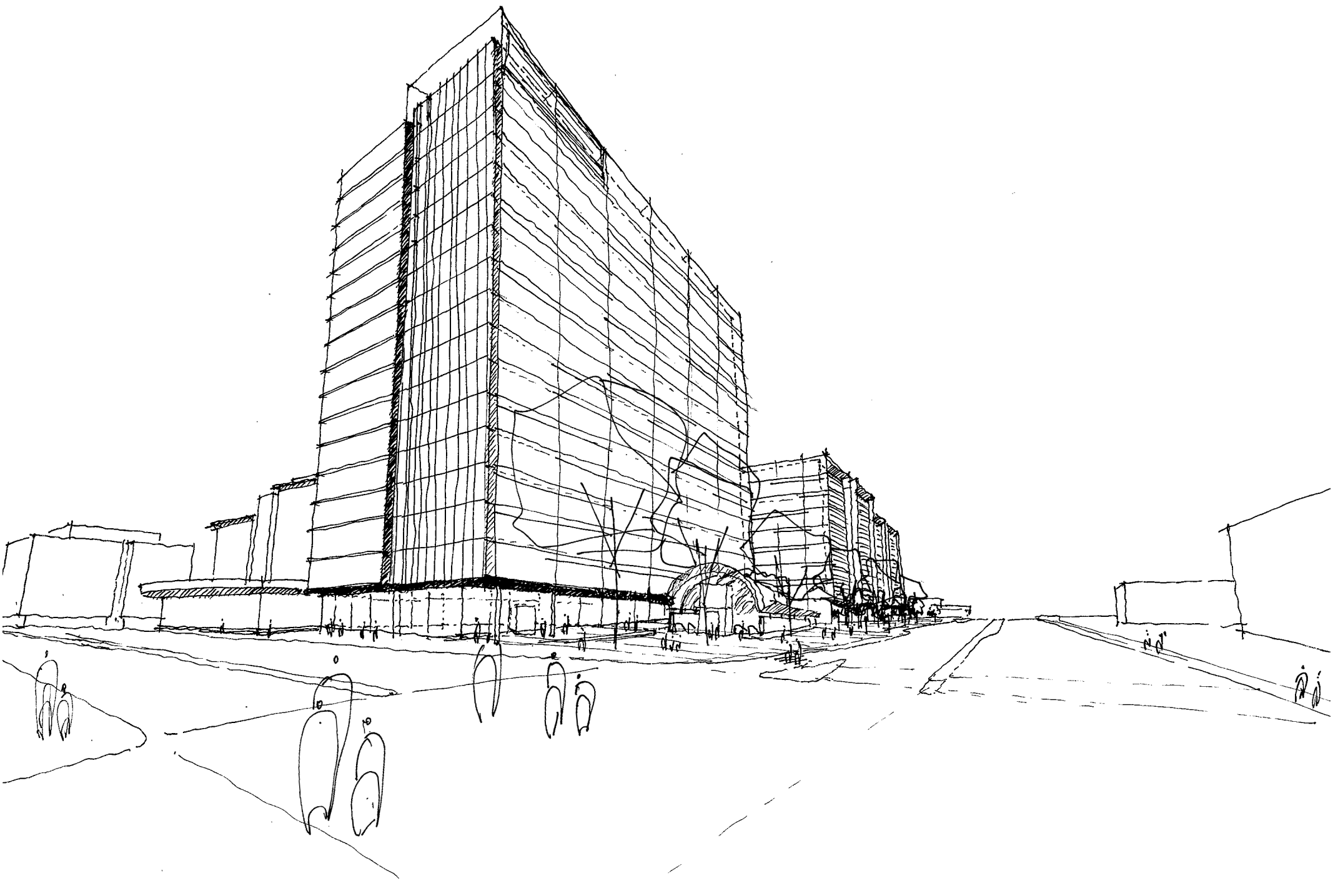
WINTEN PROPERTY GROUP

AUSTRALAND

Macquarie Park Commerce Centre
Waterloo Road Macquarie Park

Architectural Design Statement - September 2010



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AUSTRALAND

Contents

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Architecture
Interior Design
Urban Design
Strategy

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Introduction

This Architectural Design Statement has been prepared by Bates Smart to form part of the Part 3A Concept Plan Submission to NSW Planning on behalf of Winten Property Group and Australand for the redevelopment of their holdings at 396 Lane Cove Road, 32–46 Waterloo Road & 1 Giffnock Avenue, Macquarie Park.

Vision

As a 1.6 hectare parcel harbouring a new railway station, the subject property's predominantly single storey warehouses represent a gross underutilisation 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 with retail and active street frontages.

The development will release the inherent potential of this key site, making a significant contribution to realising the objectives of the states strategies to promote the economic credentials of Sydney's Global Arc.

Developers

WINTEN PROPERTY GROUP

AUSTRALAND

Client	Winten Property Group, Australand Ltd.
Owner	Australand Industrial No.122 Pty Ltd.
Development Management	Winten Property Group (Stuart Vaughan) Australand (Matt Kuhn)

Consultants

Architects & Urban Design	Batessmart (Philip Vivian, Brad Dorn)
Planning Consultant	JBA Planning (Oliver Klein, Michael Rowe)
Structure	Enstruct Group (Ross Clarke)
Rail / Geotechnical	Parsons Brinkerhoff (Paul Hewitt, Rueben Lamack)
Traffic	Arup (John Hanlon)
Landscape	Aspect Studio (Natalie Bernuetz)
Arborist	Anne Clements & Associates (Anne Clements)
Quantity Surveyor	WT Partnership (John Ferrarin)
Surveyor	Adam Clerke Surveyors (Adam Clerke)
Water and Stormwater	Hyder (Firas Naji)
Contamination	HLA (Alex Latham)
Wind	Windtech (Tony Rofail)

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AUSTRALAND

Macquarie Park Commerce Centre

Waterloo Road Macquarie Park

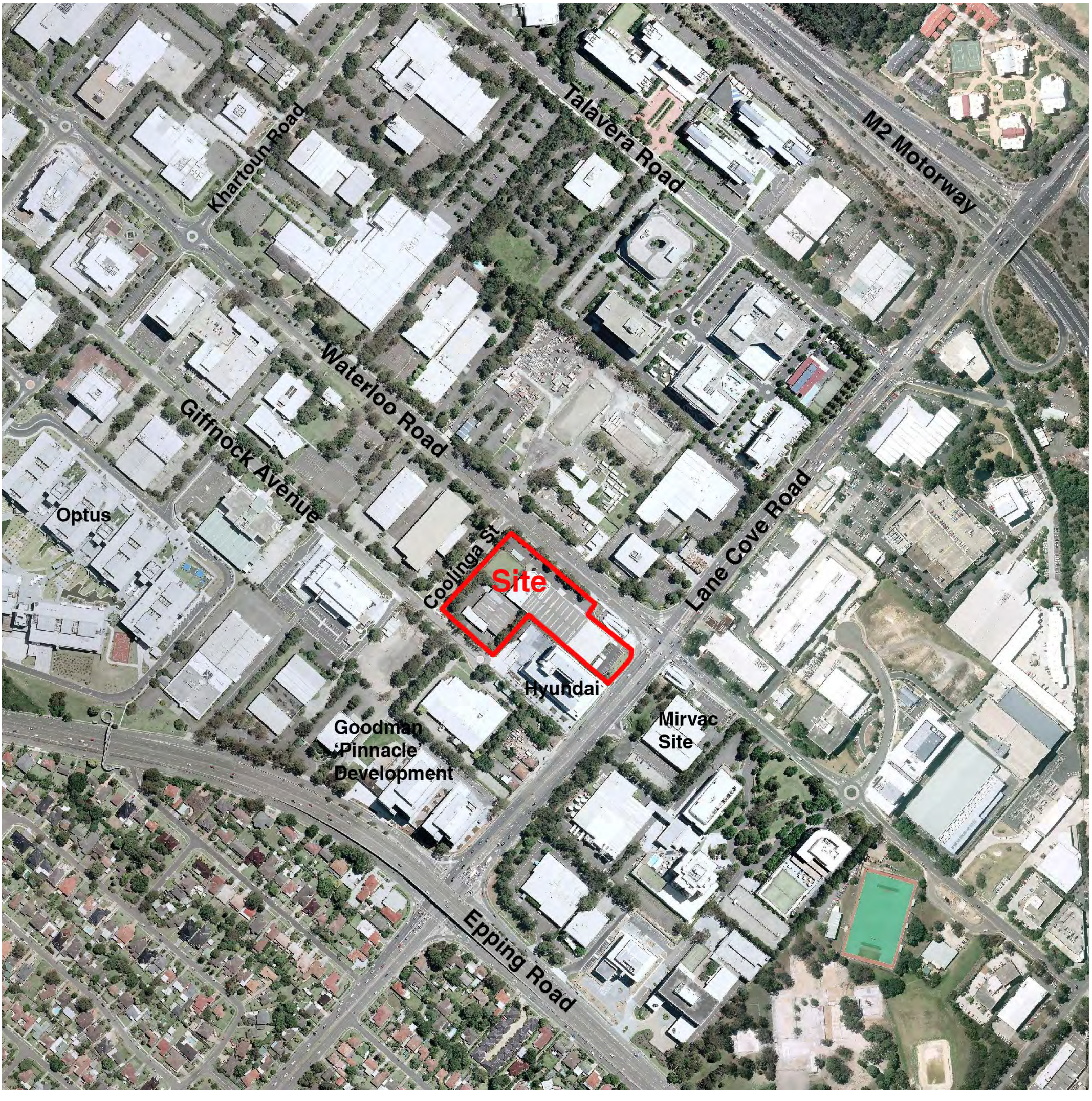
Architectural Design Statement
S10758 September 2010

Location Plan

N

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 smaller major road frontage along Lane Cove Road to the southeast and secondary access along Coolinga Street and Giffnock Avenue.



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Macquarie Park Commerce Centre

Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Aerial Photo
Macquarie Park

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AUSTRALAND

Macquarie Park Commerce Centre

Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Existing Site Photos

Waterloo Road

Macquarie Park Train Station East Entrance

Lane Cove Road and Waterloo Road

Macquarie Park Train Station West Entrance

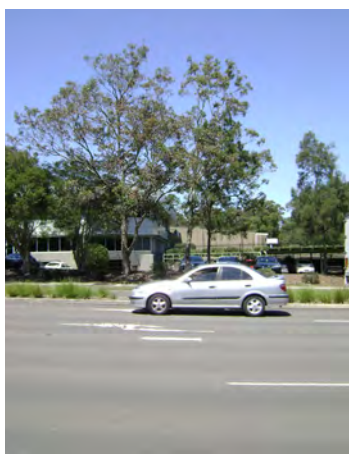
Hyundai Building

Waterloo Road Elevation 01

Area of Site: Waterloo Road

Macquarie Park Train Station West Entrance

Existing site vehicle entry



Boundary of Site continued : Waterloo Road

Waterloo Road Elevation 02

Waterloo Road

Coolinga Street

Metcash trading

Extent of Site continued: Waterloo Road to Coolinga street intersection

Waterloo Road Elevation 03

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AUSTRALAND

Macquarie Park Commerce Centre

Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Existing Site Photos

Lanecove Road

One-way lane adjacent to Hyundai Building

Hyundai Building

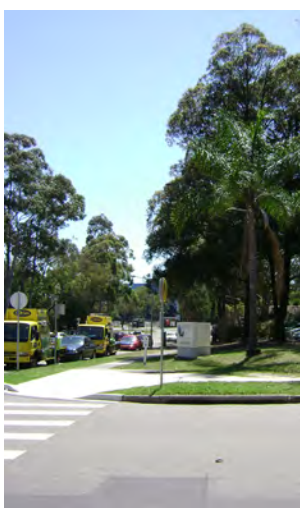
Macquarie Park Train Station West Entrance

Waterloo Road

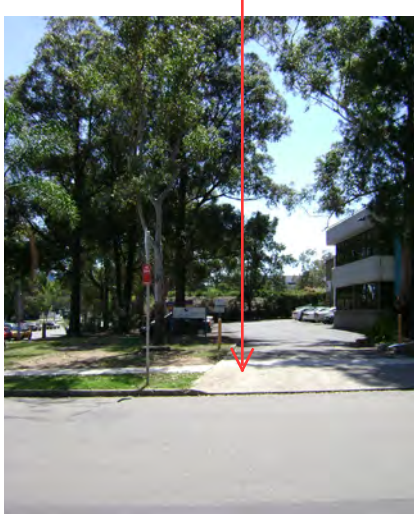
Extent of Site: Lanecove Road

Lanecove Road Elevation 01

Coolinga Street



Existing site vehicle entry

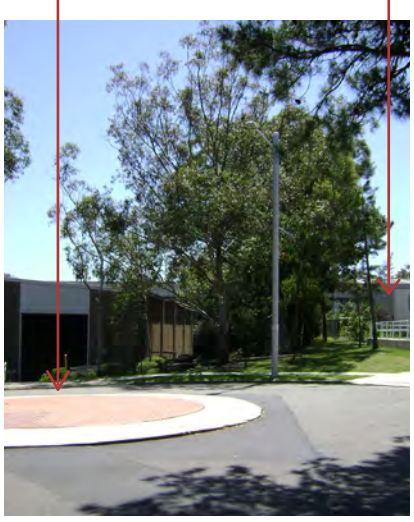


Boundary of Site: Giffnock Avenue

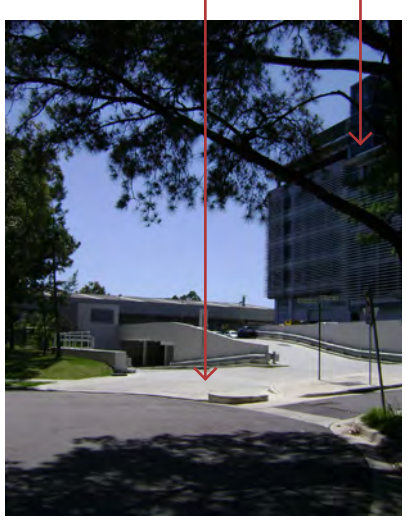
Giffnock Avenue Elevation 01

Existing site vehicle entry

Site Beyond



Hyundai Building site vehicle entry



Hyundai Building

Half formed closed lane

Boundary of Site continued: Giffnock Avenue

Giffnock Avenue Elevation 02

Macquarie Park Commerce Centre

Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Existing Site Photos

Waterloo Road

Existing site vehicle entry

Coolinga Street

Existing site vehicle entry

Extent of Site: Coolinga Street

Coolinga Street looking East

Coolinga Street

Giffnock Avenue

Extent of Site: Coolinga Street contiunued

Coolinga Street looking East contiuned

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AUSTRALAND

Macquarie Park Commerce Centre

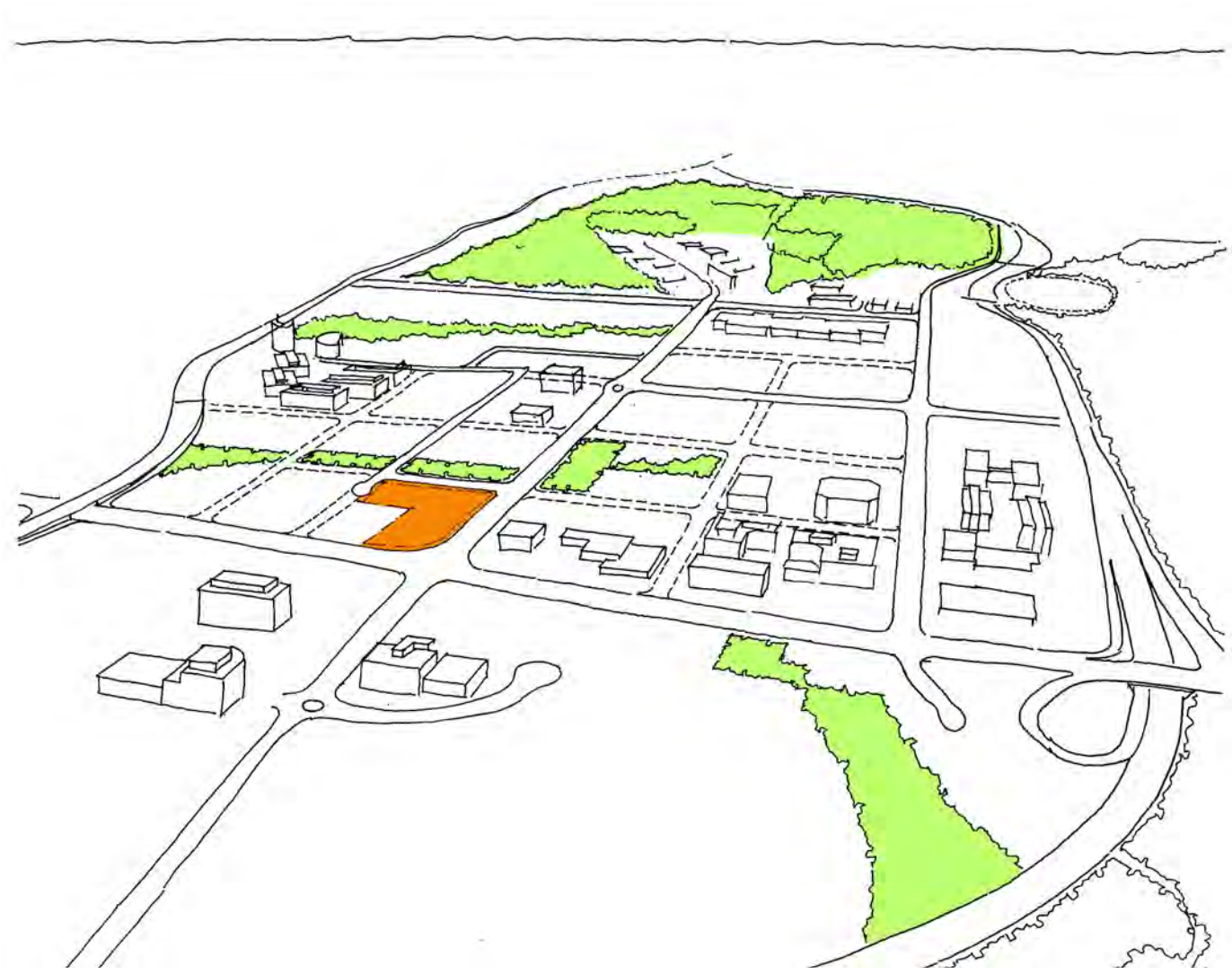
Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Context Analysis
Environmental Considerations

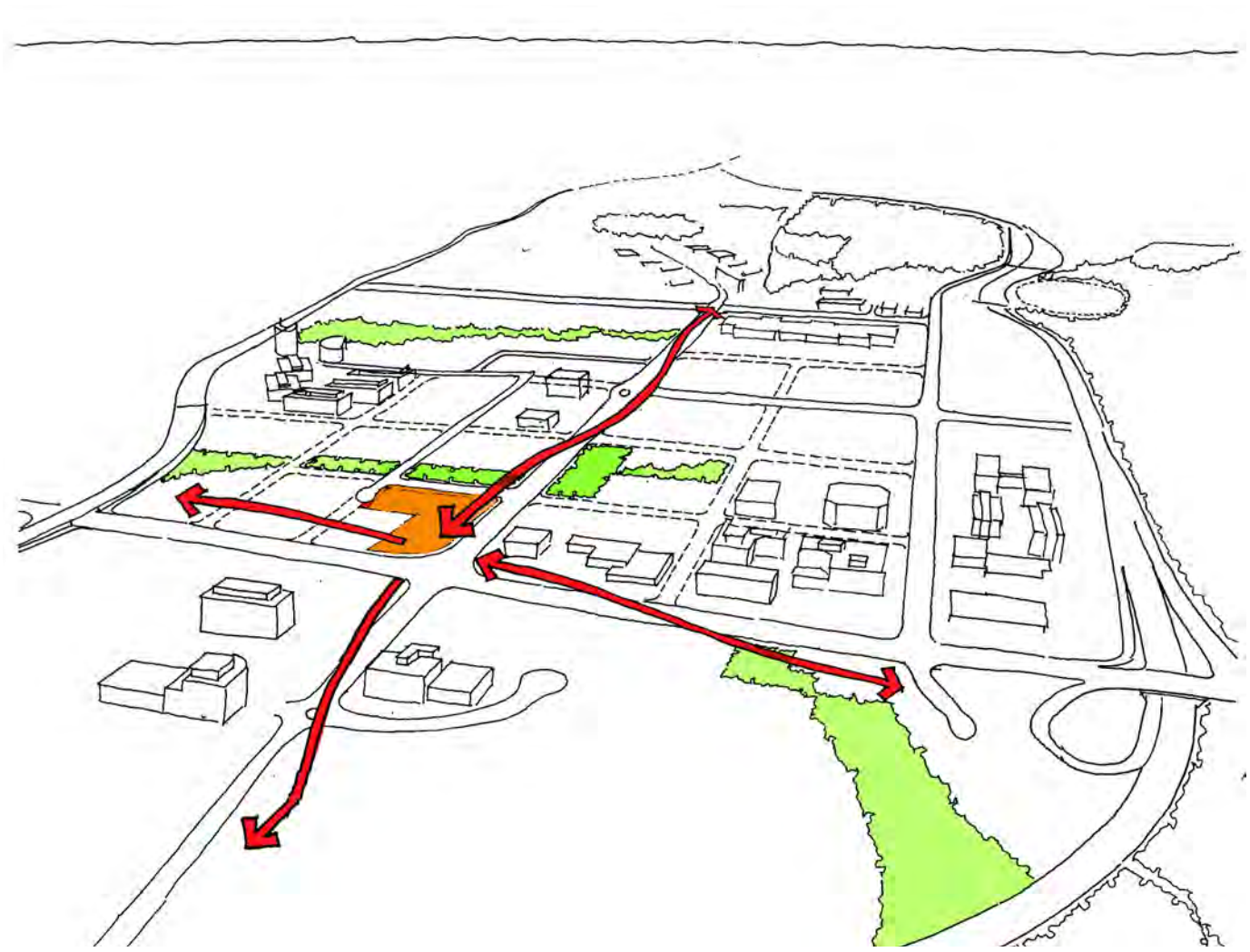
1. Site Location

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



2. Site Topograhy

The site is on a natural high point in the topography.
Waterloo Road has a distinctive valley profile rising to a high point at the junction of Lane Cove Road. The site is located at this high point. The road then dips into a valley before rising again to Macquarie University.
Lane Cove Road rises from a valley along the M2 motorway.



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AUSTRALAND

Macquarie Park Commerce Centre

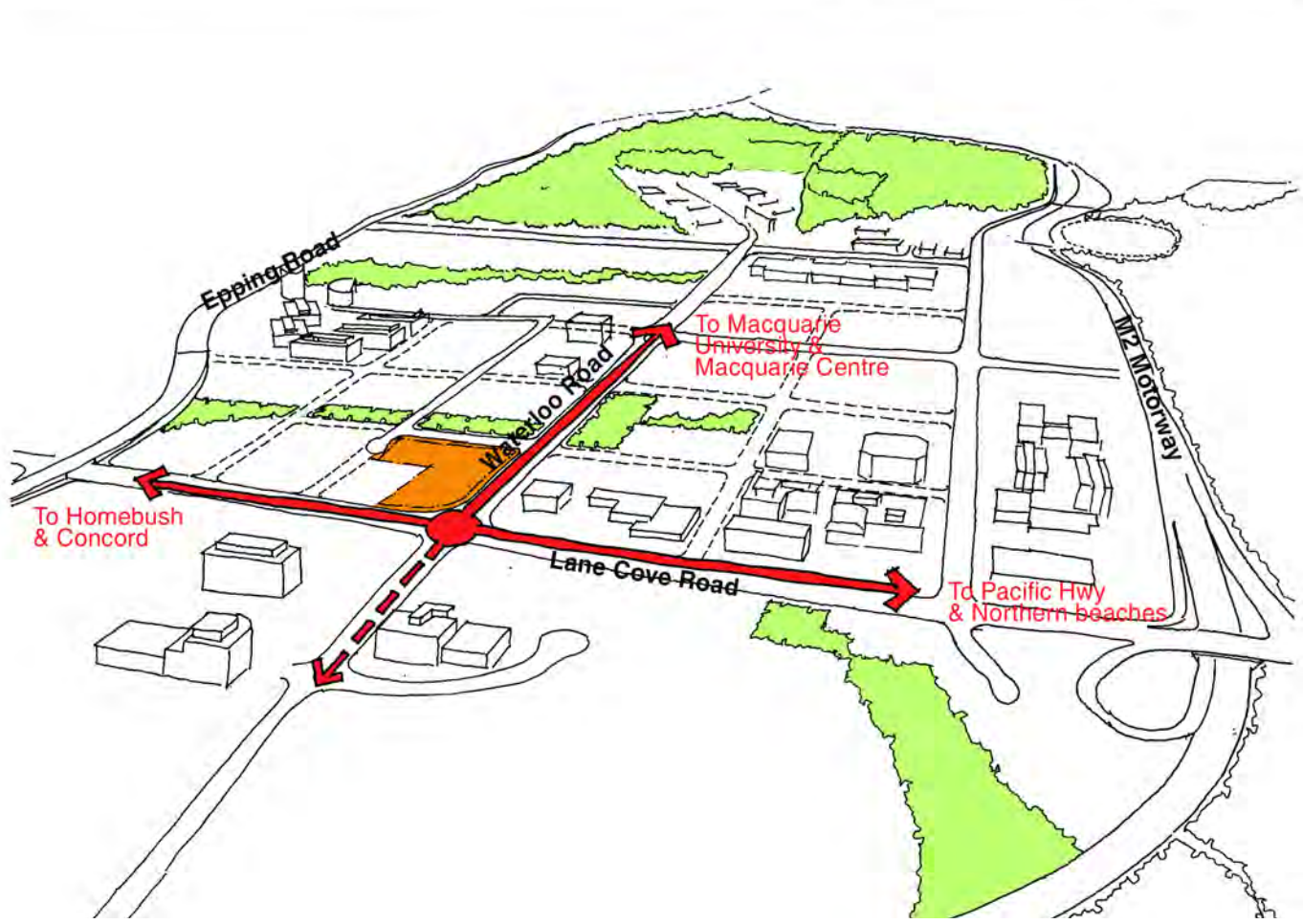
Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Context Analysis
Major vehicle and Rail Network

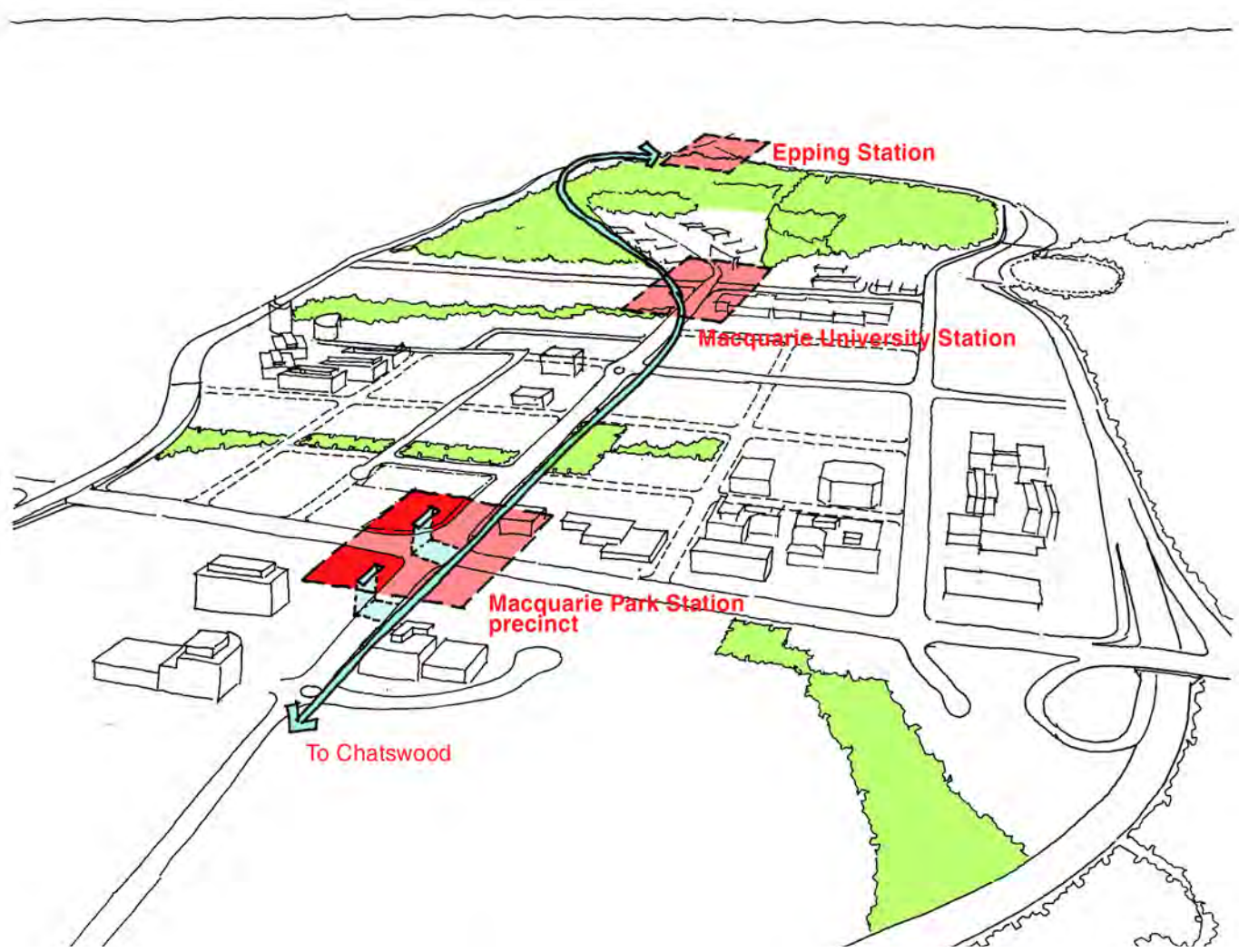
3. Vehicle Transport

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.



4. Rail Infrastructure

Macquarie Park Station, located at the north-eastern corner of the site, is part of the new rail corridor known as the Northern Line linking a series of new stations to the existing Northshore & Western Line, providing a direct service to the Sydney CBD.
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.



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AUSTRALAND

Macquarie Park Commerce Centre

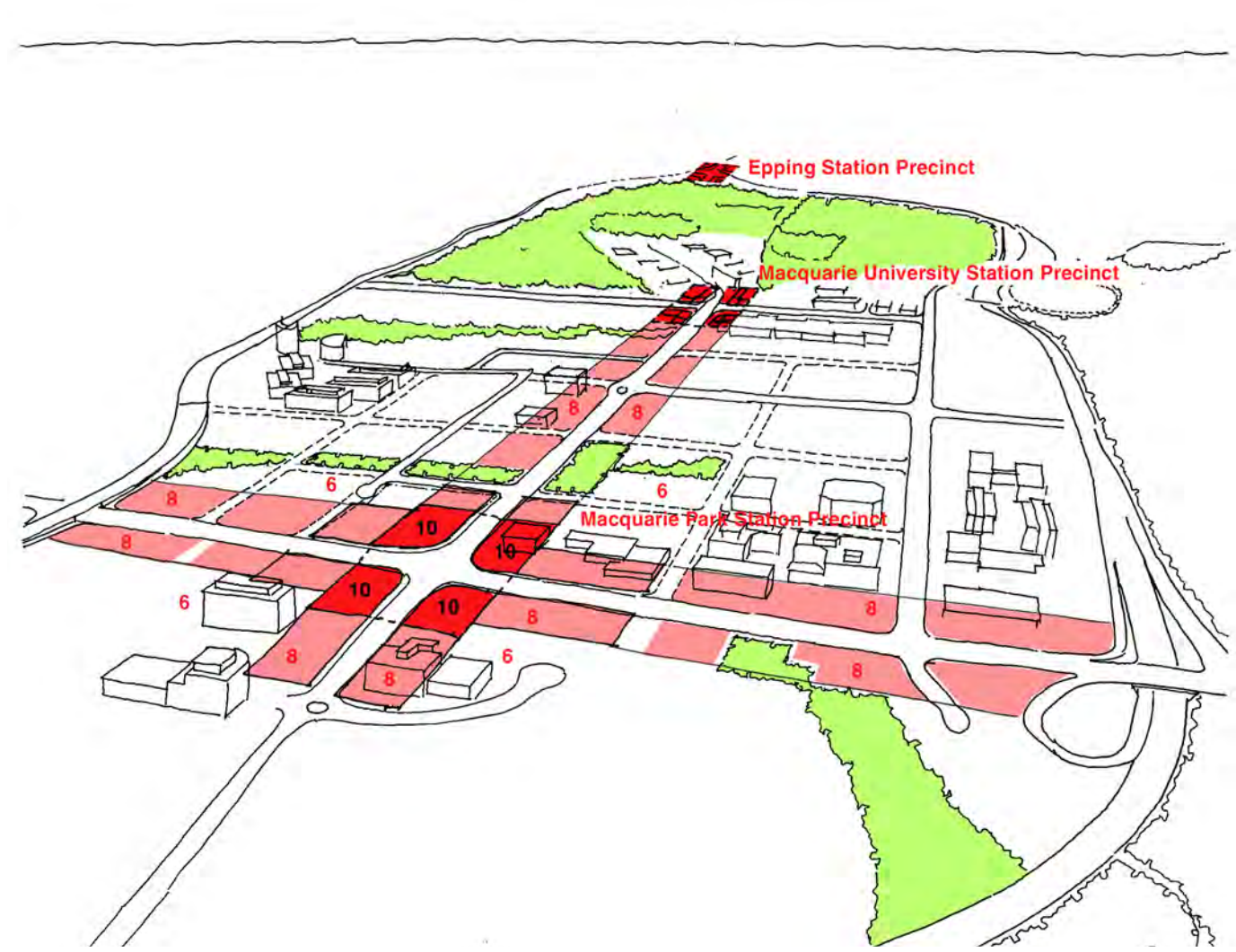
Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Context Analysis
Built form

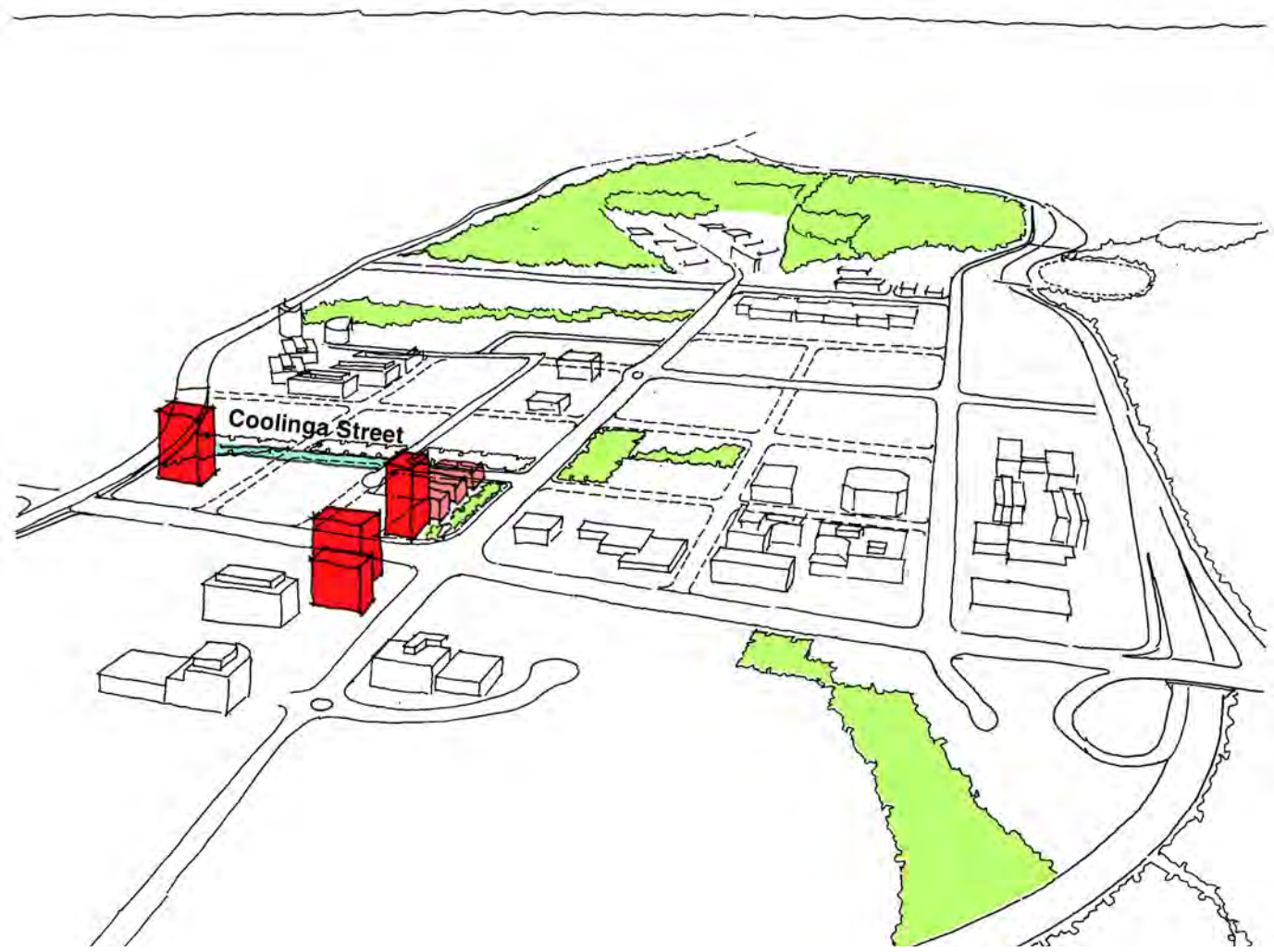
5. LEP Station Precincts

The LEP defines major streets with an 8 storey height limit and identifies a 10 storey height limit around station precincts to distinguish them from their context. However, the two storey height differentiation may not be sufficient to distinguish the station precincts, especially given the topography.



6. Ryde Council Urban Design Study

Due to the siginificant location of the site in Macquarie Park, Ryde Council commissioned a site specific urban design study. The study identified a need for additional height on the corner of Lane Cove Road and Waterloo Road to create a landmark at the railway stations for the Mirvac and Winten/ Australand sites. The study also recommended an extension and activation of Coolinga Street with additional height at the southern end of Coolinga Street for the Macquarie Goodman site.



Macquarie Park Commerce Centre

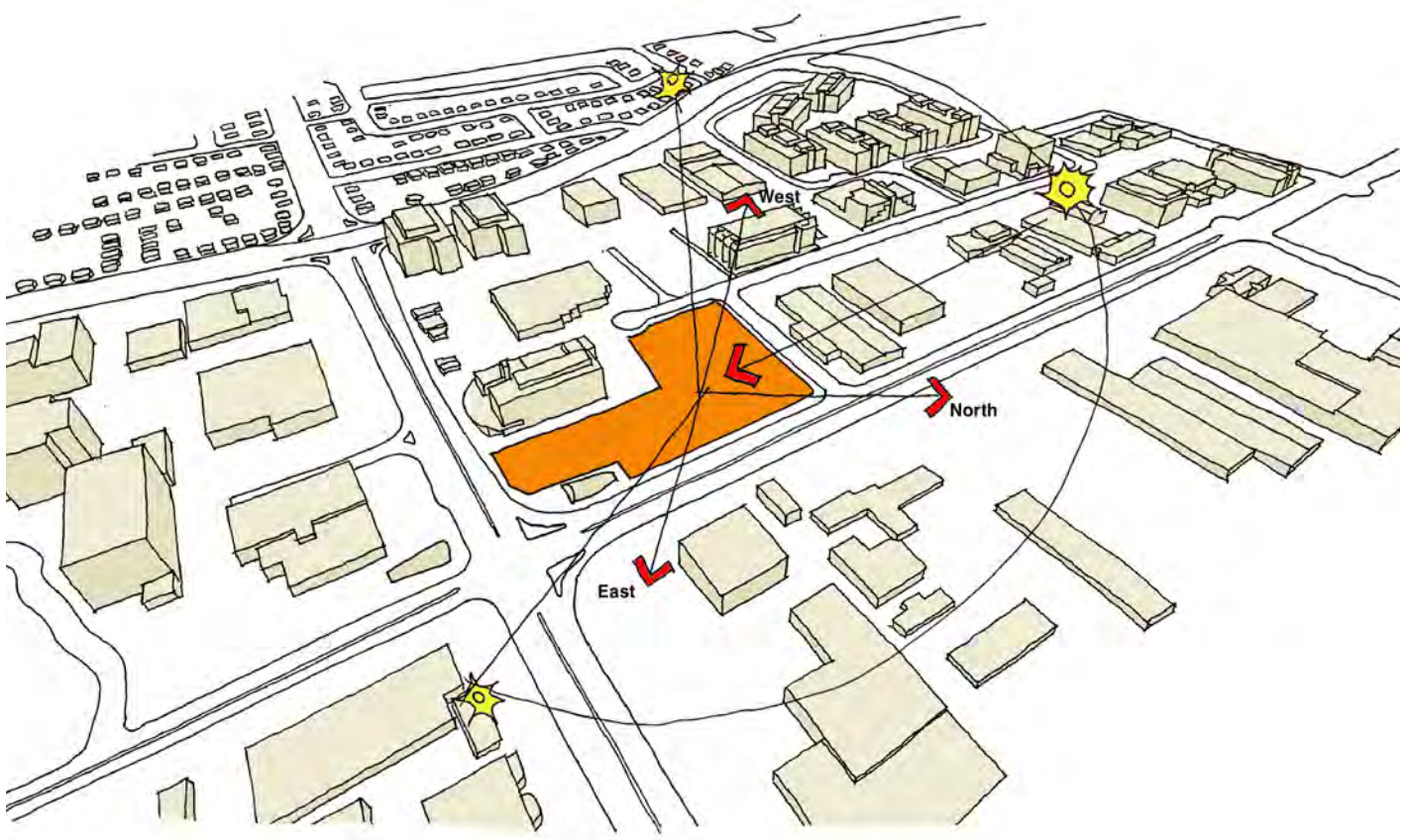
Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Site Analysis
Environmental Considerations

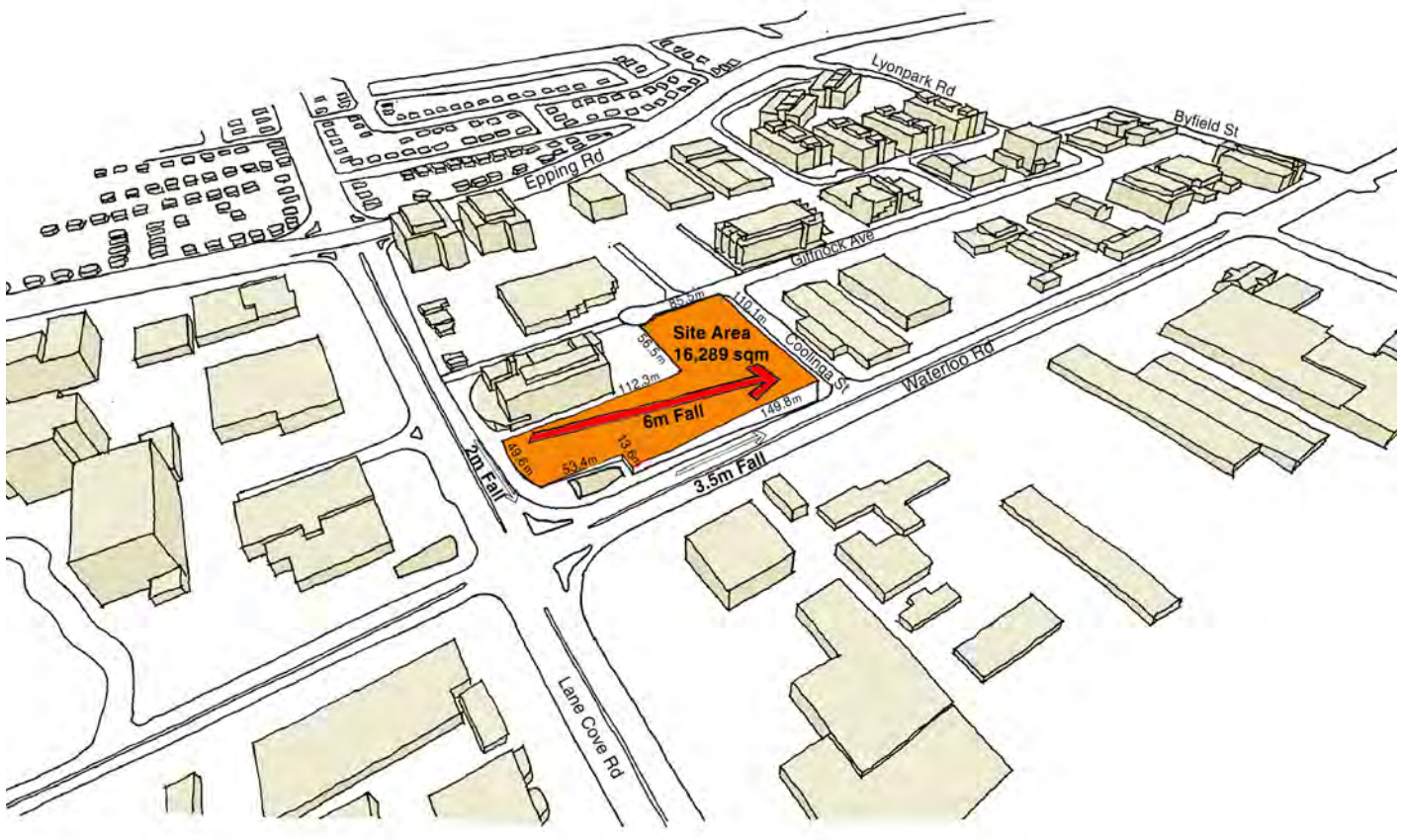
>Site Orientation

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.



Macquarie Park Commerce Centre

Waterloo Road Macquarie Park

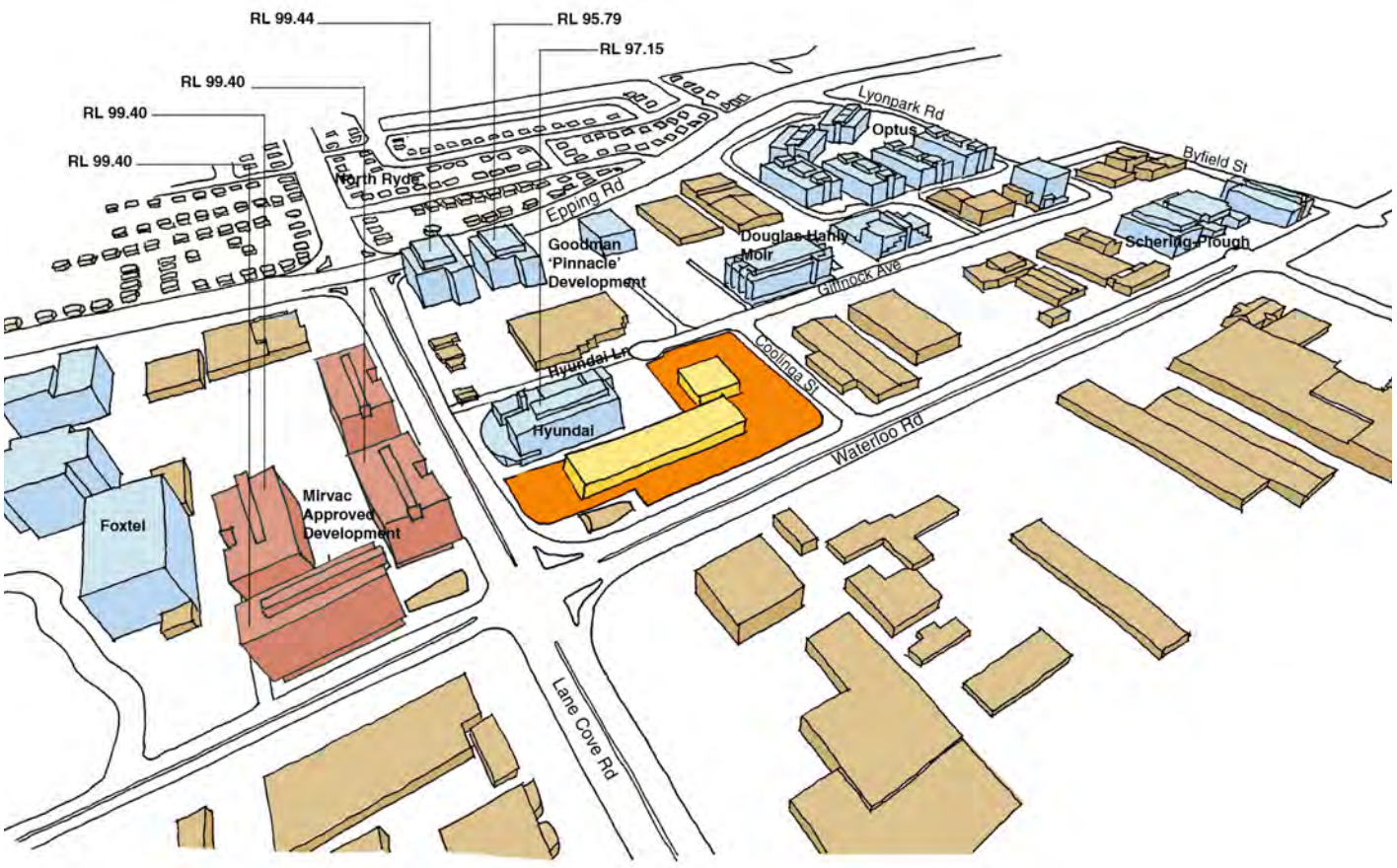
Architectural Design Statement
S10758 September 2010

Site Analysis
Context & Views

>Context

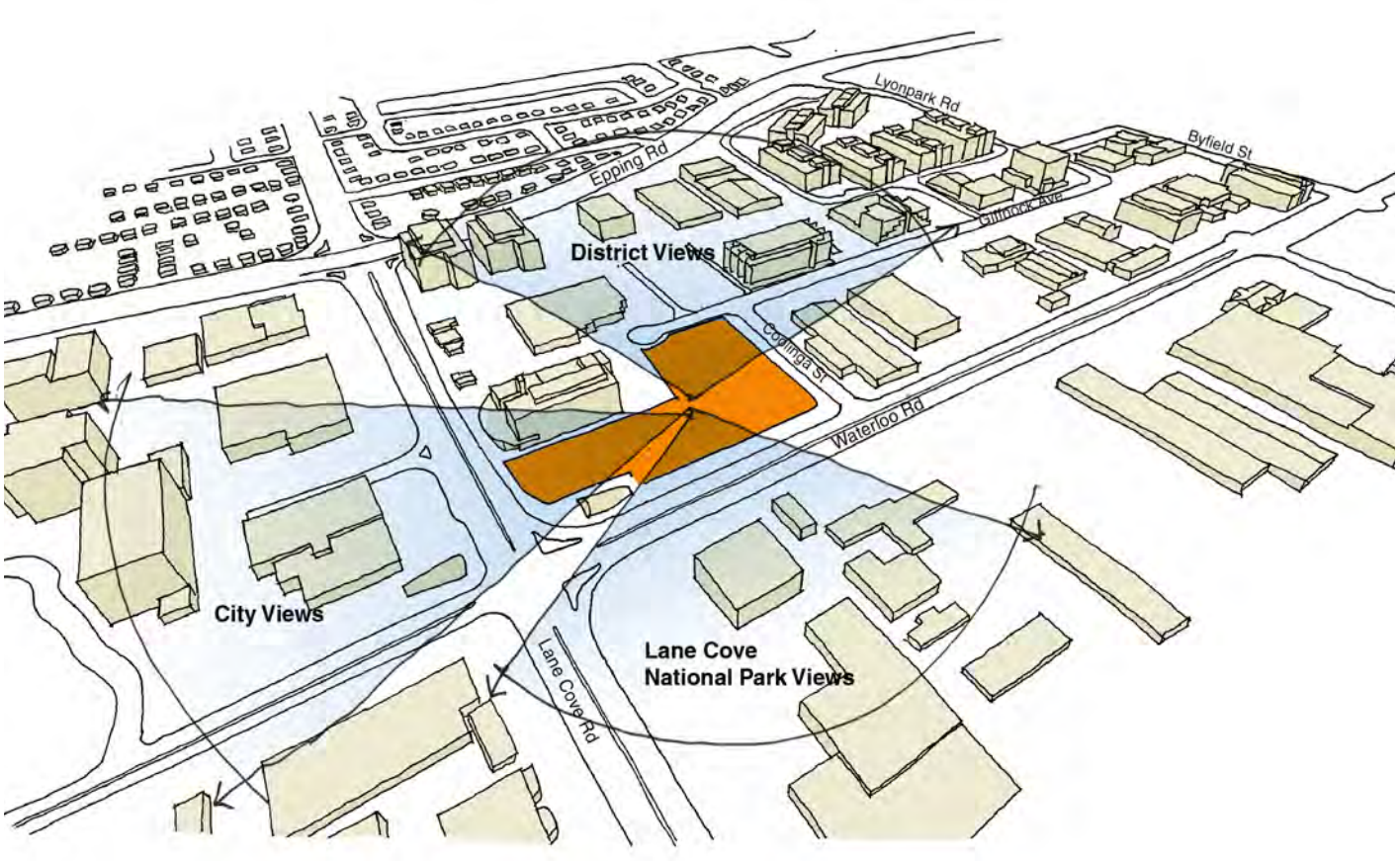
The surrounding context can be grouped into low and medium scale development. The low rise development is comprised of low-rise office buildings amongst parking or parkland surrounds as well as some semi-industrial use scattered throughout the precinct. The larger commercial buidlings are generally located 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.



>Views

The site's location at the higher point of the surrounding context and limited large scale develop on adjacent sites affords the new development extensive views. To the east are views of the CBD skyline, to the northeast are views overlooking the Lane Cove National Park and other views are generally district views of Macquarie Park precinct and residential areas beyond.



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AUSTRALAND

Macquarie Park Commerce Centre

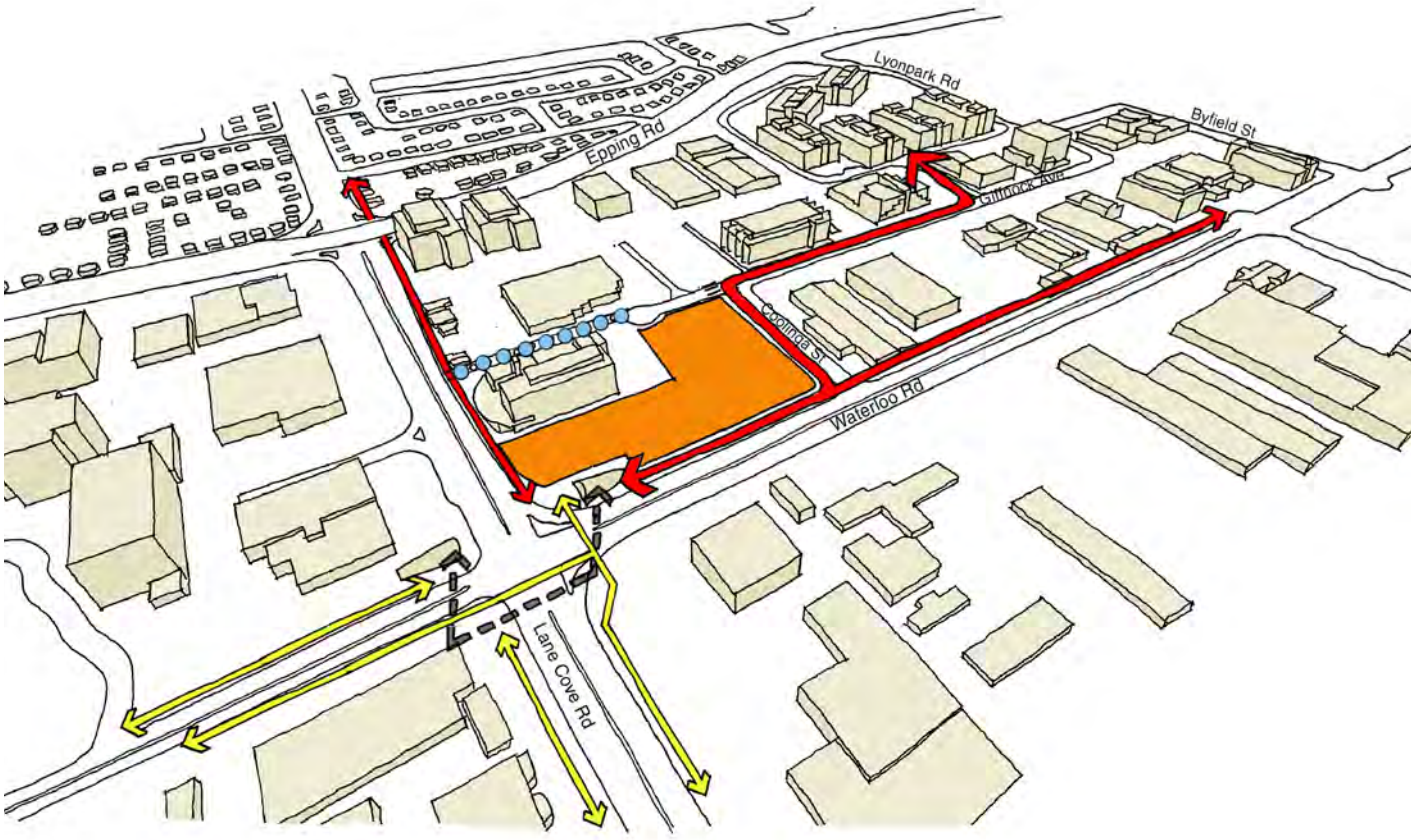
Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Site Analysis
Pedestrian & Bicycles
Movement

>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.



Pedestrian Underpass via Station Concourse

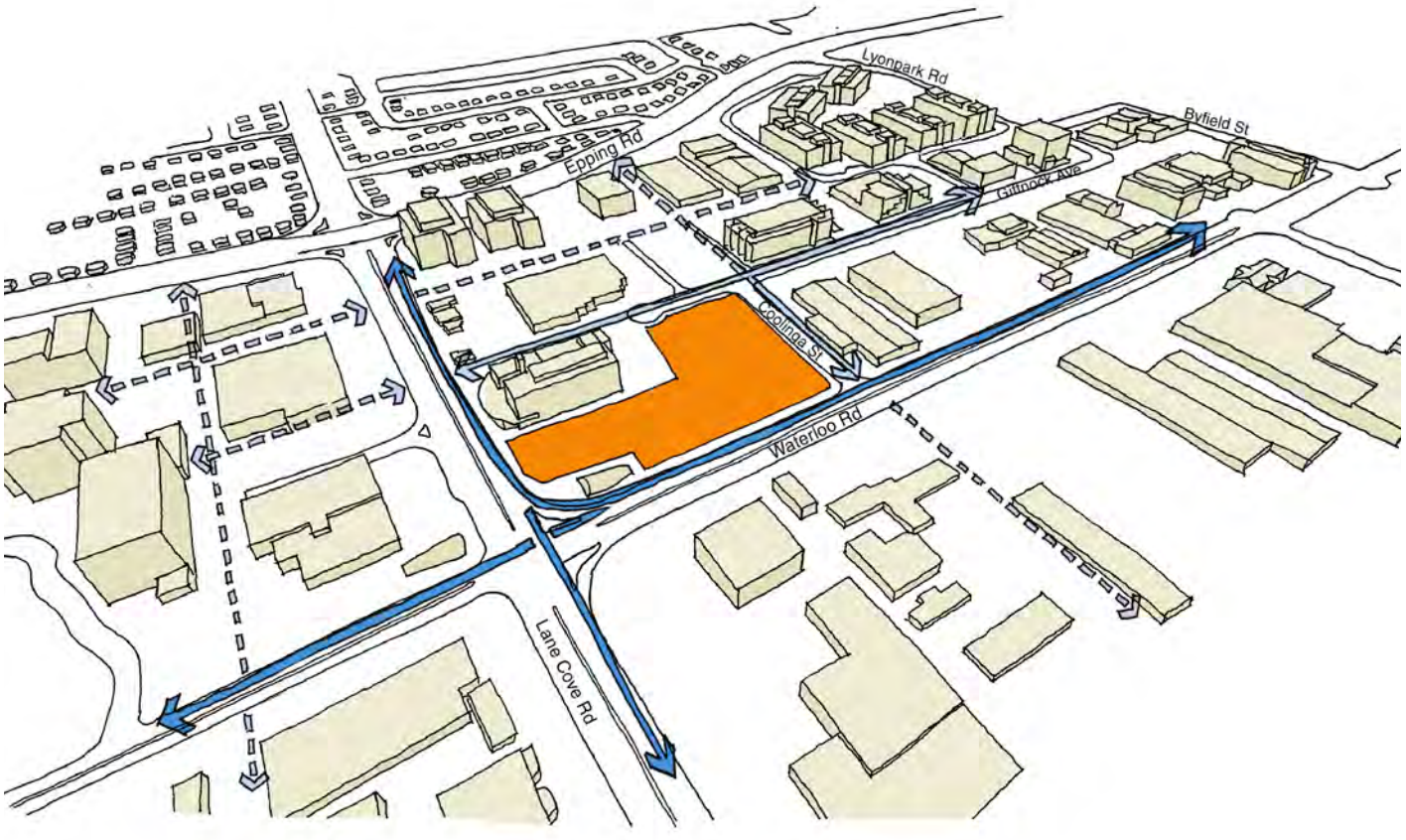
Primary Pedestrian Route

Secondary Pedestrian Route

Thru-Site Link

>Future Bicycle Network

The Macquarie Park corridor DCP envisions a significant network of bicycle routes to promote safe, functional travel for bicycles to provide adequate interchange at the rail stations. The future network will allow for a regional route, (designated 2-way path) along the Waterloo Road and Lane Cove Road. Existing secondary streets or new streets, when redeveloped are to have bike routes classified as Local bike routes (shared pedestrian and bicycle routes).



Future regional bike route
Designated 2-way bicycle path

Future local bike route
Shared pedestrian and bicycle path

Future shared cycle path to future road
(Macquarie Park Corridor DCP 2010)

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AUSTRALAND

Macquarie Park Commerce Centre

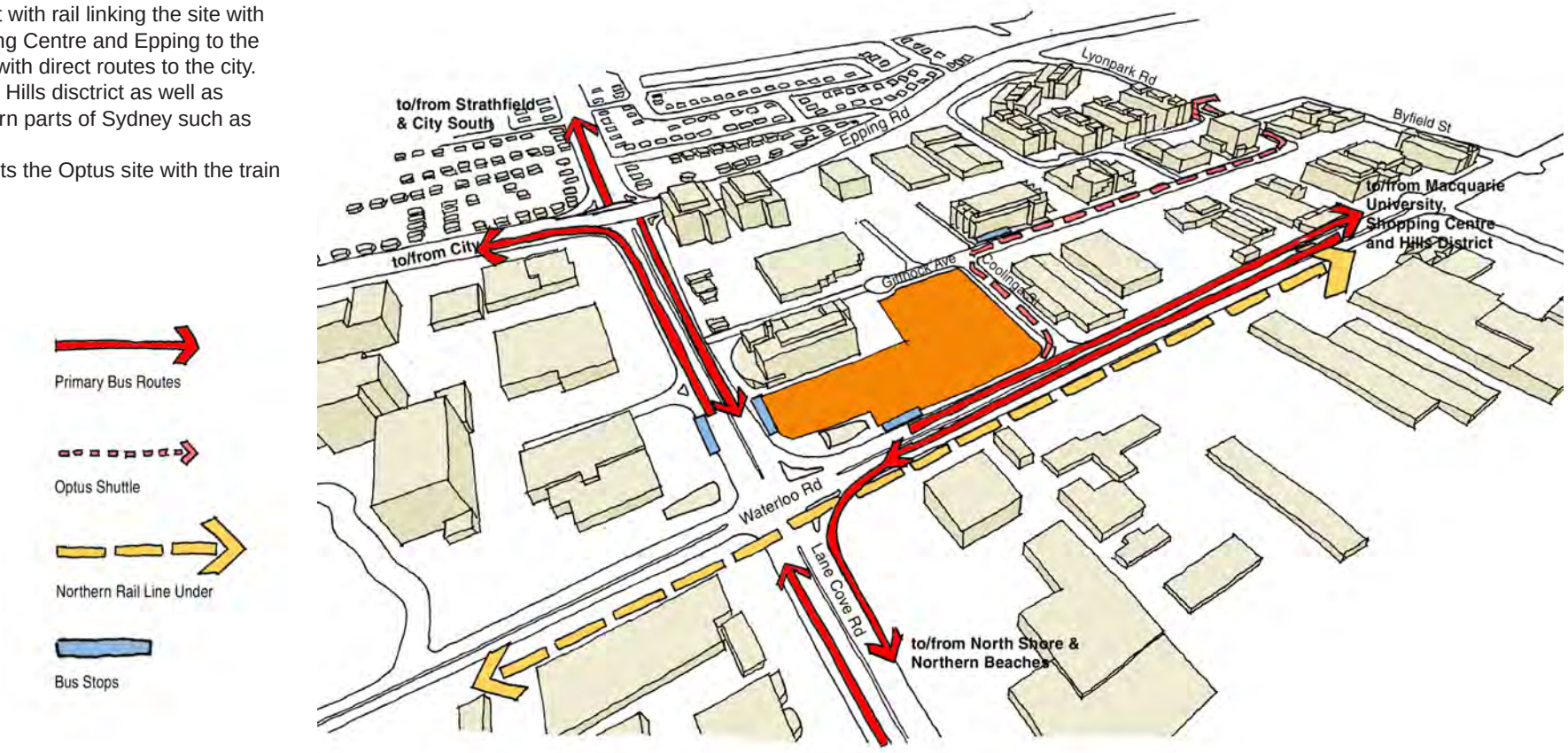
Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Site Analysis
Public Transport

>Public Transport Network

The site has good public transport with rail linking the site with Macquarie University and Shopping Centre and Epping to the west, and Chatswood to the east with direct routes to the city. Bus routes allow for connection to Hills disctrict as well as the Northern beaches and southern parts of Sydney such as Strathfield.
A privately run shuttle bus connects the Optus site with the train station.



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AUSTRALAND

Macquarie Park Commerce Centre

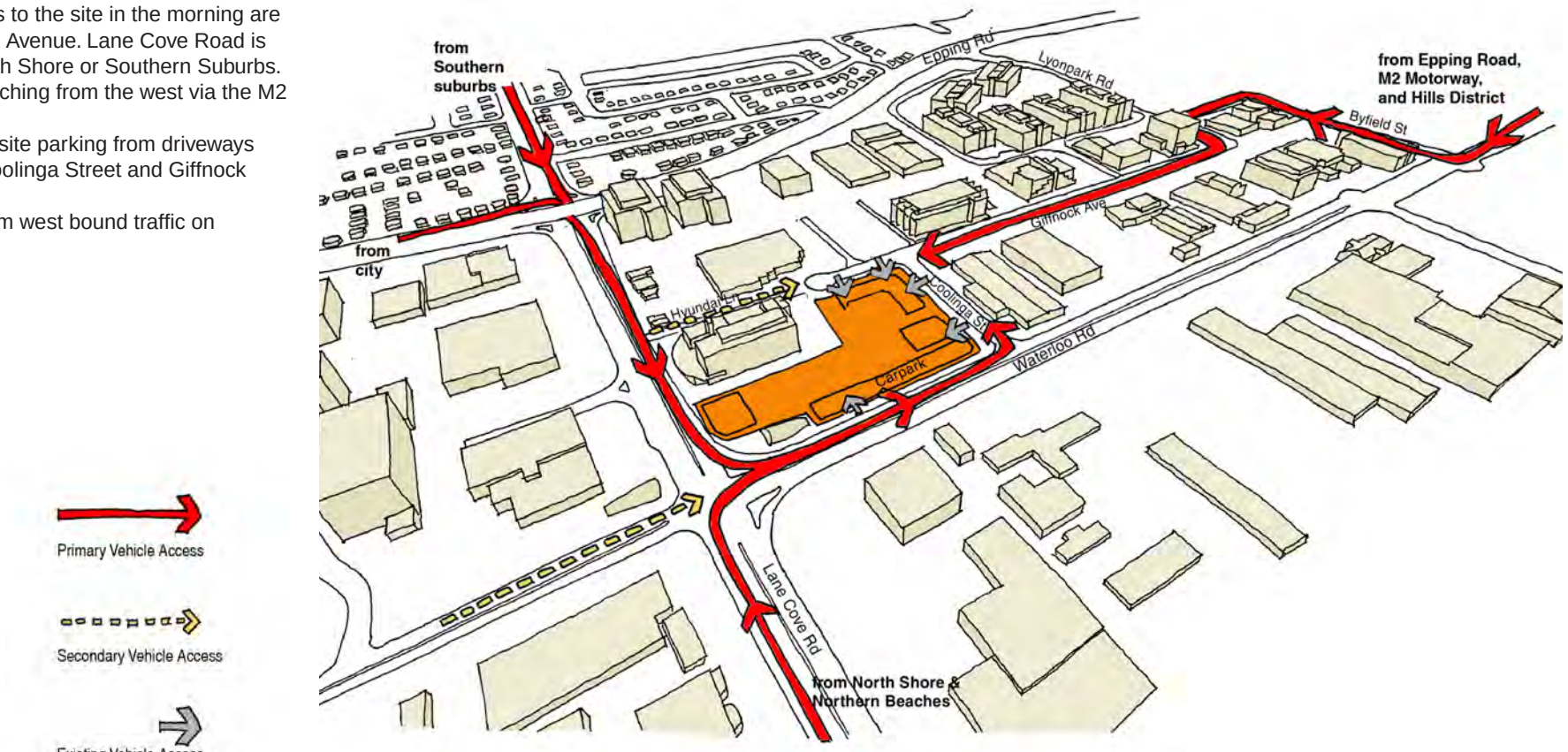
Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Site Analysis
Vehicles

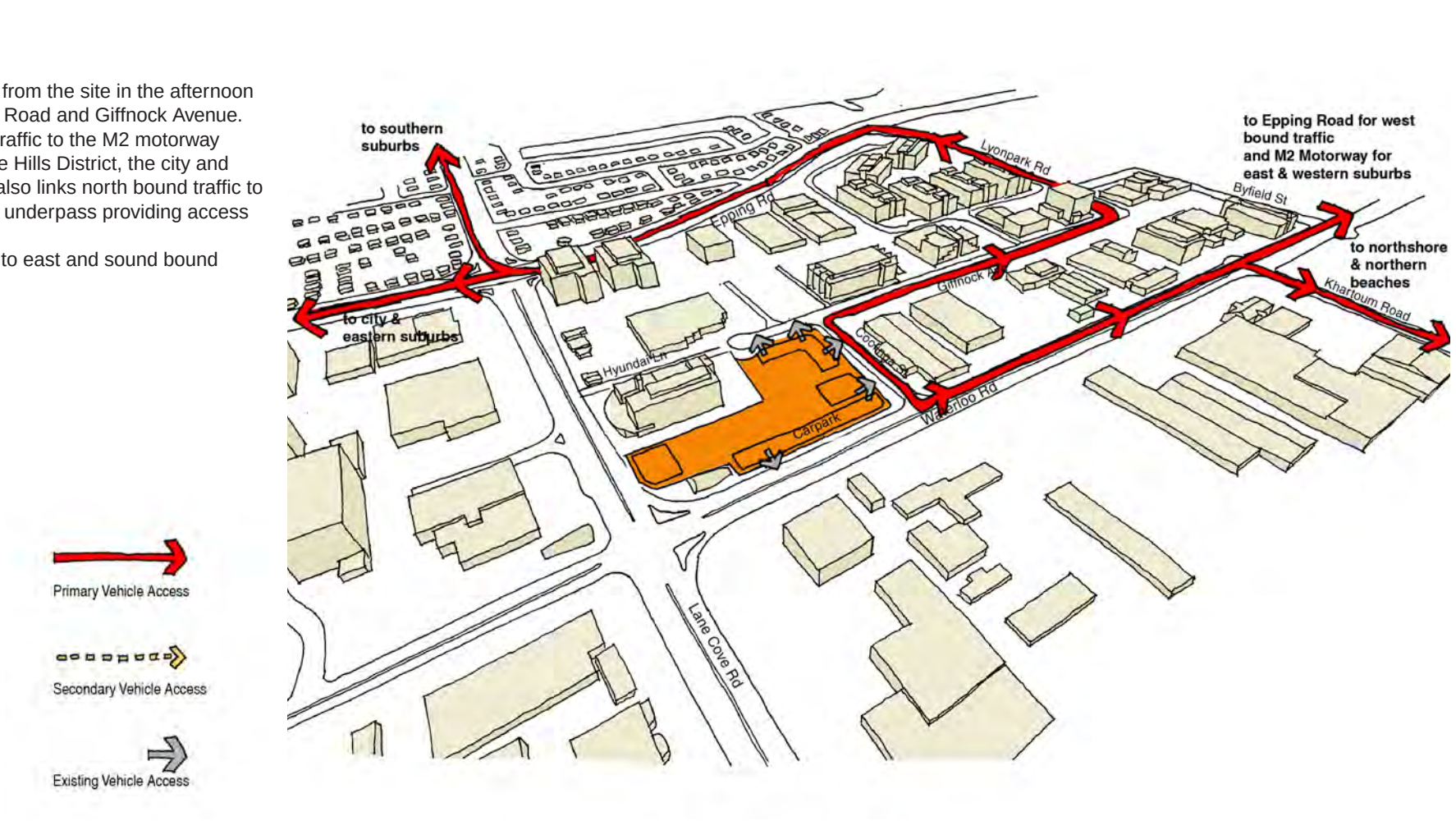
>Vehicular Movement am

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.



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Macquarie Park Commerce Centre

Waterloo Road Macquarie Park

Architectural Design Statement
S10758 September 2010

Planning Analysis

Overview

The prevailing planning controls are found in Ryde LEP 2010, Macquarie Park DCP 2010 and its reference to Amendment 1. The height and FSR control maps in LEP 2010 are the same as those of the previous Ryde LEP 137. In both the previous and current environmental planning instruments there is a significant disconnect between the height and FSR controls, as they relate to each other and the Objectives of the LEPs & DCP. We have conducted the following eight studies to explore the manifestations of the previous and current planning instruments.

To achieve viable commercial buildings we require envelopes that support regular rectilinear floor plates with a minimum FSR of 1,800 NLA. We have coupled this objective with the aims of the relevant planning controls in each study.

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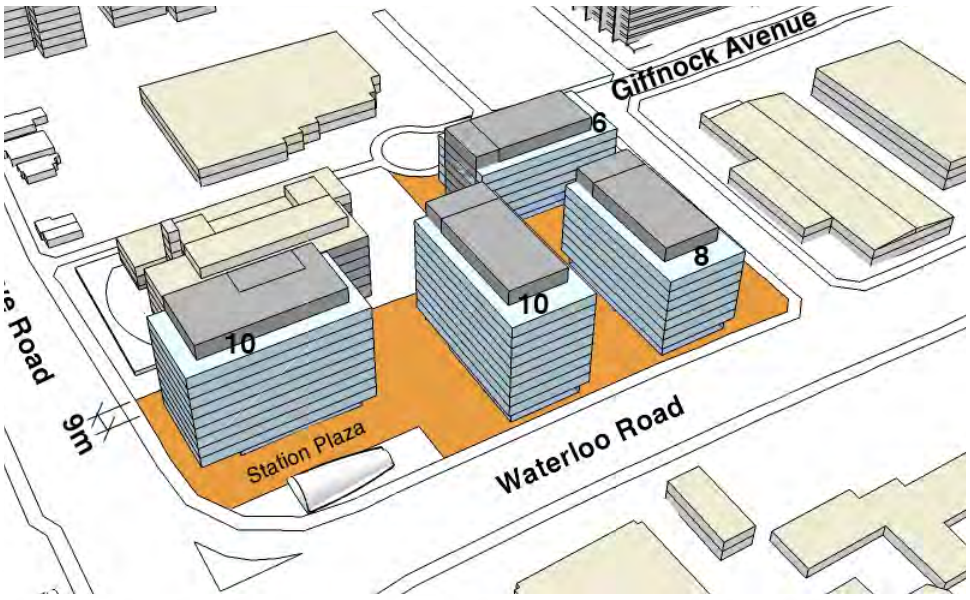
Macquarie Park Commerce Centre
Macquarie Park Station
Waterloo Road

Architectural Design Statement
S10758 September 2010



Typical Level Plan
Study 1. LEP 137 - Full utilisation of height and FSR controls

Scale 1:1000

In this study the development envelope fully utilises the height and FSR controls of LEP 137 and complies with the setback and other built controls. The scheme results in a GFA of 43,590sqm and an FSR of 2.67:1
The scheme results in an uneconomic floor plate with an NLA of only 1,180sqm and a total site cover of only 31%. This would be a gross underutilisation of a strategic site on a new heavy rail head and fails to meet the Objectives of the LEP & DCP.
It should also be noted that the GFA calculations in this study have incorporated bonus floor space that was available in LEP 137 through the dedication of through-site links and public space. The bonus equates to 5,854sqm of "bonus FSR". If the bonus space was not pursued, the FSR would reduce 2.32:1 and a site cover under 27%.

height definition (Ryde Planning Scheme Ordinance)
"height" of a building means the distance measured vertically from any point of the ceiling of the highest storey (or if there is no ceiling, of the roof) of the building to natural ground level immediately below that point.

Bonus Area Schedule

9m wide laneway	1742m2
FSR	2.0:1
Bonus GFA	3484m2
Station Plaza	790m2
FSR	3.0:1
Bonus GFA	2370m2
Total Bonus GFA	**5854m2**

Area Schedule

Building A	GFA 1,282 m2 / floor **NLA 1,180 m2 / floor**	**Building C**	GFA 1,282m2 / floor **NLA 1,180 m2 / floor**	**Total**	GFA 43,590 m2 (92% of GBA) **NLA 41,410 m2 (88% of GBA)**
	GFA 12,820 m2 / bldg **NLA 11,800 m2 / bldg**		GFA 10,256 m2 / bldg **NLA 9,440 m2 / bldg**	**Total Site Area**	16,289 m2
				Resulting Site FSR	2.67:1
Building B	GFA 1,282 m2 / floor **NLA 1,180 m2 / floor**	**Building D**	GFA 1,282 m2 / floor **NLA 1,180 m2 / floor**	**Required Deep Soil Area** (10% Total Site Area)	1628m2
	GFA 12,820 m2 / bldg **NLA 11,800 m2 / bldg**		GFA 7,692m2 / bldg **NLA 7,080 m2 / bldg**	**Site Coverage**	31%

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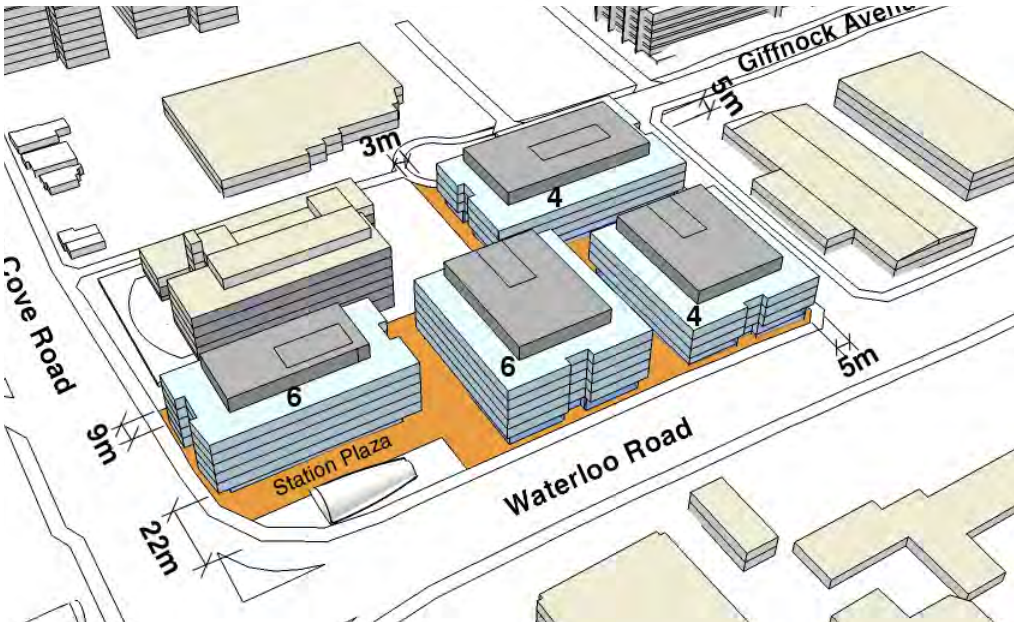
Macquarie Park Commerce Centre
Macquarie Park Station
Waterloo Road

Architectural Design Statement
S10758 September 2010



Typical Level Plan
Study 2 - LEP 137 - Full utilisation of height control to test resultant FSR

Scale 1:1000

This study tests what heights would result from an envelope that fully utilises the permitted FSR of LEP 137 whilst complying with setback controls, desired through-site links and public space.
The permissible FSR of 2.67:1 (including bonus FSR discussed in Study 1), produces a GFA of 43,590sqm and building heights of only 4 to 6 storeys, failing to realise the height potential of the site.
Whilst the scheme complies with FSR, setback and other built controls, its failure to release appropriate height demonstrates the significant disconnect between the primary controls.

height definition (Ryde Planning Scheme Ordinance)
"height" of a building means the distance measured vertically from any point of the ceiling of the highest storey (or if there is no ceiling, of the roof) of the building to natural ground level immediately below that point.

Bonus Area Schedule

9m wide laneway	1742m2
FSR	2.0:1
Bonus GFA	3484m2
Station Plaza	790m2
FSR	3.0:1
Bonus GFA	2370m2
Total Bonus GFA	**5854m2**

Area Schedule

Building A GFA 1,710 m2 / floor
NLA 1,630m2 / floor
GFA 10,260 m2 / bldg
NLA 9,780 m2 / bldg

Building B GFA 2,330 m2 / floor
NLA 2,220m2 / floor
GFA 13,980m2 / bldg
NLA 13,320m2 / bldg

Building C GFA 2,362m2 / floor
NLA 2,250m2 / floor
GFA 9,448 m2 / bldg
NLA 9,000 m2 / bldg

Building D GFA 3,097 m2 / floor
NLA 2,950m2 / floor
GFA 9,902 m2 / bldg
NLA 9,310 m2 / bldg

Total GFA 43,590 m2 (92% of GBA)
NLA 41,410 m2 (88% of GBA)

Total Site Area	16,289 m2
Resulting Site FSR	2.67:1
Required Deep Soil Area (10% Total Site Area)	1628m2