

STRATEGIC CONTEXT

3.1.2 Macquarie Park Employment Lands

As a strategic part of the Global Economic Corridor, Macquarie Park is recognised as a vital employment precinct. The importance of maintaining the employment growth potential of Macquarie Park is universally recognised, with the following statement included in Ryde City Council General Manager's Report (No. 13/06) of July 2006:

"No new dwellings should be provided in Macquarie Park, except for an increase in the density of existing residential areas, as already proposed by the recently gazetted LEP for Macquarie Park. The employment lands should be protected, especially as they form part of the global economic corridor identified by Metropolitan Strategy. In addition, many of these areas are unsuitable for residential development due to their lack of amenity and their disconnection from existing residential areas."

However, the Metro Strategy also identifies a number of key strategic objectives to ensure the viability of its subregions. These include:

- The attainment of specific regional and subregional housing targets.
- The efficient utilisation of existing/new infrastructure.
- The concentration of housing density in and around corridors and centres, particularly railway stations.
- The creation of vibrant mixed use centres that accommodate both working and living.

The combined effect of the above considerations strongly supports significant residential density increases in locations that are outside the Macquarie Park employment precinct, but still within close proximity of the new railway stations.

3.2 Draft Inner North Subregional Strategy

The site falls within the Inner North Subregion of the Metro Strategy. The Draft Inner North Subregional Strategy (the Subregional Strategy) provides the intended outcomes and specific parameters for the development of the subregion.

3.2.1 Centres and Corridors

The Subregional Strategy identifies the site within both the Macquarie Park Specialised Centre and the North Sydney to Macquarie Park Economic Corridor (the northern portion of the Global Economic Corridor).

The Macquarie Park Specialised Centre represents one of two specialised centres in the Inner North Subregion. The future intent of the Macquarie Park Specialised Centre is:

"Macquarie Park to continue to evolve as Australia's leading technology park, with jobs growth, further investment and improved public transport accessibility."

It is anticipated that the Macquarie Park Specialised Centre will provide a total of 55,300 jobs by 2031 and the newly opened Epping to Chatswood rail line and its associated stations is hoped to:

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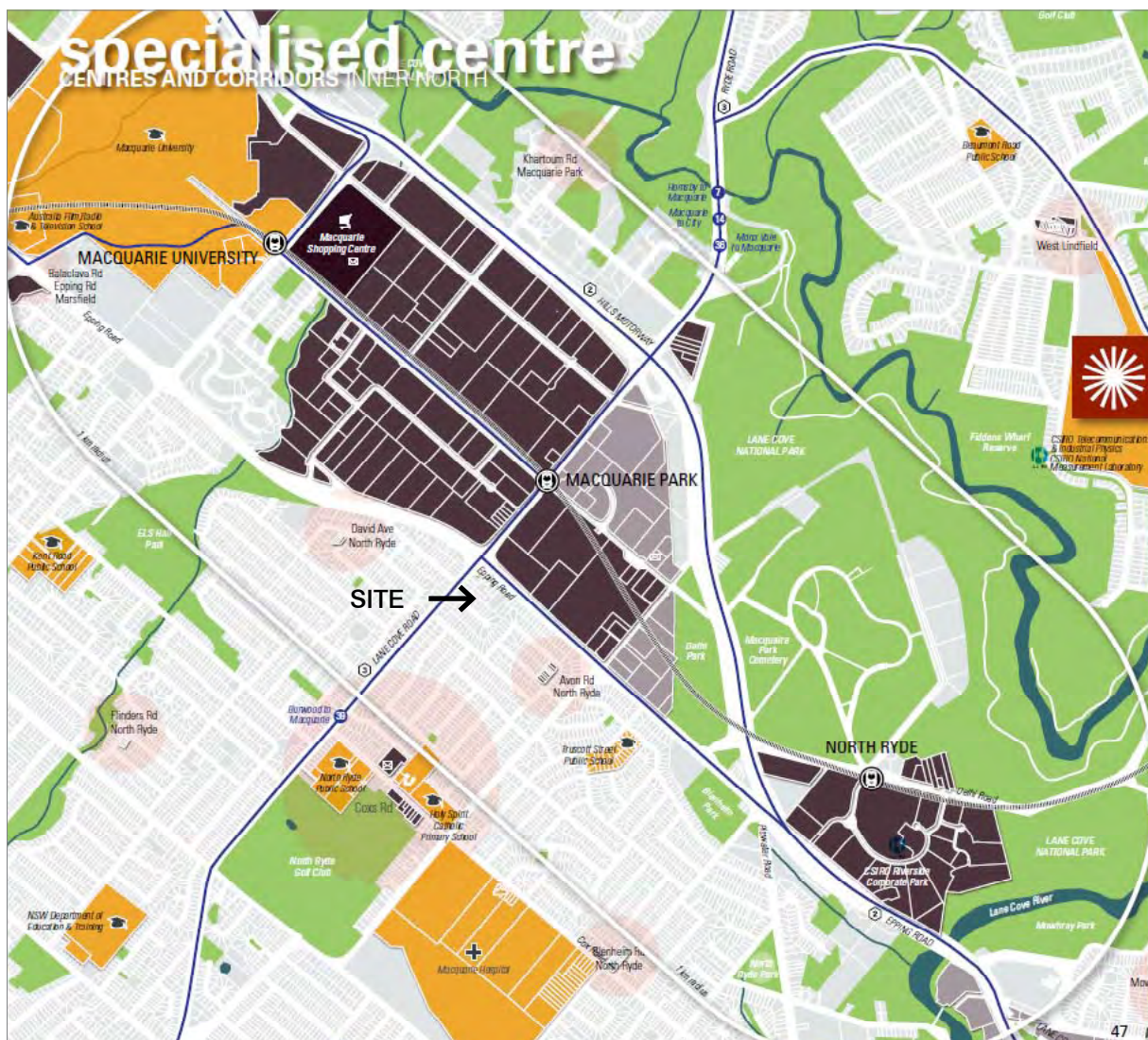
“... aid in furthering the economic role of Macquarie Park and improve accessibility to a broad labour market and suppliers.”

As illustrated in Figure 12, most land in the corridor has been reserved for the achievement of this intent with employment lands taking up most of the land along the newly created stations on the Epping to Chatswood railway. These stations are currently experiencing a lack of outbound patronage in the morning and inbound patronage in the evenings. The principal objective of the Macquarie Park area is to promote employment, however in doing this the potential for housing development is limited. In order to ensure the full utilisation of the train line, and subsequently the sustainable development of the area, additional residential uses are required within easy access to transport options.

Figure 12 also shows the network of smaller centres located around the site, providing local services and facilities within walking distance. Specifically, the Coxs Road shopping centre is identified as a Small Village and the Avon Road and David Avenue shops are both identified as Neighbourhood Centres. However, the David Avenue shops are currently mostly vacant. The establishment of increased residential development west within the area will improve the viability of struggling smaller centres.

It is noted that Figure 12 also demonstrates the parkland, medical services and education facilities within the area.

Figure 12 – Macquarie Park Specialised Centre



SOURCE: DRAFT INNER NORTH SUBREGIONAL STRATEGY (FIGURE 17, PAGE 47)

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3.2.2 Housing Provision

The Subregional Strategy outlines a range of key directions and actions with respect to housing. The four key directions to the housing strategy are summarised as follows:

- To provide more housing opportunities to support a diverse workforce and population.
- To increase housing choice as part of the housing targets.
- Plan for 30,000 new dwellings.
- Enable communities to 'age in place'.

The Concept Plan proposal seeks to add 269 new dwellings to the residential dwelling supply within the Ryde LGA. The new dwellings will contribute to achieving the actions noted in Table 2 as identified in the 'Housing Strategy' chapter of the Subregional Strategy:

Table 2 – Project Contribution to the Metro Strategy Housing Actions

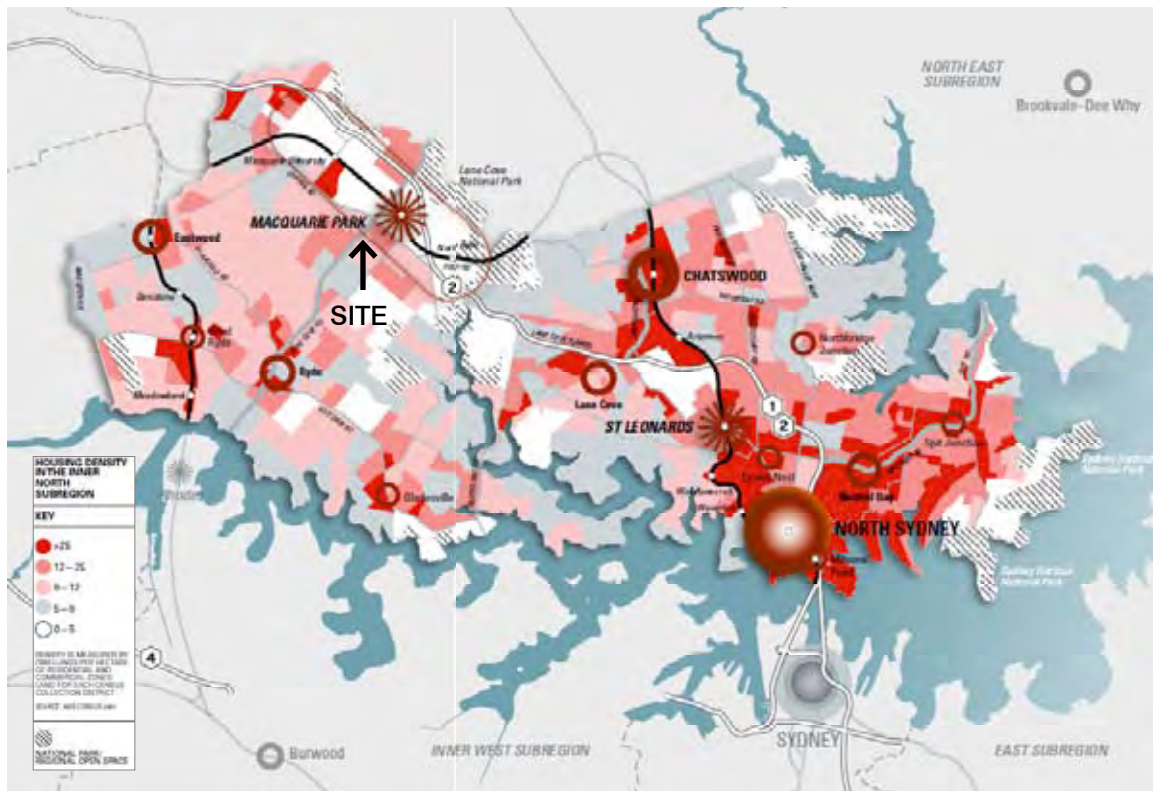
Action	Project Contribution
<i>C1 – Ensure adequate supply of land and sites for residential development</i>	<ul style="list-style-type: none">▪ Maximises the potential for the site to contribute to the housing supply within the subregion and assist Council in identifying appropriate sites to achieve its target dwelling growth of 12,000 new homes by 2031.▪ Provides new housing product within the LGA which benefits from the site's strategic location.▪ Provides residential development within an existing serviced area directly adjacent to other residential land
<i>C2 – Plan for a housing mix near jobs, transport and services</i>	<ul style="list-style-type: none">▪ Provides a range of dwelling types offering between 1 and 3 bedroom dwellings responding to the average household size.▪ Responds to the site's close proximity to major new rail infrastructure.▪ Expands the housing supply within a walkable distance from the train station, bus routes, education facilities, medical services and shopping opportunities.
<i>C5 – Improve the quality of new development and urban renewal</i>	<ul style="list-style-type: none">▪ Provides high quality architectural design with high quality materials and finishes.▪ Incorporates a cohesive landscape concept for the project and public domain.▪ Designs each residential apartment building in accordance with SEPP 65 and the RFDC.▪ Provides a logical approach to housing diversity in a highly serviced existing urban area

In addition, the Subregional Strategy seeks to concentrate residential development to strengthen centres and corridors and notes that the majority of residential growth should be accommodated within existing urban areas.

As evidenced in Figure 13, the existing residential character of the subregion provides very little density around the Macquarie Park Specialised Centre and the Epping to Chatswood Railway. Given the objectives of the Subregional Strategy in terms of dwelling provision, the proposal represents one of a few opportunities to provide increased housing within close proximity to both an existing centre and a range of transport options assisting with the attainment of dwelling targets.

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Figure 13 – Existing Housing Character – Inner North Subregion



SOURCE: DRAFT INNER NORTH SUBREGIONAL STRATEGY (FIGURE 20, PAGE 60-61)

3.3 Residential Targets

The Metro Strategy plans for an additional 30,000 dwellings in the Inner North Subregion by 2031 with METRIX targets released in association with the Metro Strategy identifying 10,515 of these additional dwellings to be located within the Macquarie Park Corridor and 15,974 in the total Ryde LGA.

The Northern Sydney Regional Organisation of Councils (NSROC) expressed concern over the ability to achieve these targets and in May 2007 released the NSROC Subregional Planning Strategy which provides for a growth of only 5,598 dwellings (by 2031) for the Ryde LGA representing a shortfall in the order of 10,500 dwellings from the Metro Strategy targets.

In July 2007 the Draft Inner North Subregional Strategy was released, maintaining an additional dwelling target of 30,000 for the wider Inner North subregion, but reducing the Ryde LGA target to 12,000 additional dwellings. This figure is still more than double what council has planned for (as identified in Ryde City Council General Manager's Report No. 13/06 of July 2006), leaving a shortfall of about 6,500 dwellings.

In December 2009 internal DoP targets were released for short term dwelling provision to 2013. As 2013 will mark a third of the Metro Strategy's lifespan, logically these targets should have represented a third of the overall dwelling targets. However, these targets provided for only an additional 5,800 dwellings within the Inner North Subregion, representing only 19% of the overall target of 30,000 extra dwellings by 2031 for the subregion. Therefore, under current planning the achievement of the 2031 dwelling targets will be difficult, demonstrating a compelling need for additional residential development sites, especially near transport nodes. It is noted that Table C3 (page 131) in the Metro Strategy seeks 36% of all new dwellings to 2013 to be located close to transport nodes.

Council has argued that the original housing targets are not achievable because existing residential land within Macquarie Park is already developed and strata titled, and all other land within Macquarie Park should be reserved for strategically important employment purposes, not high density housing.

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No account is made for potential opportunities that may exist immediately beyond the Macquarie Park employment land.

Notwithstanding that land is available along the western side of Epping Road within 400 metres of the new North Ryde, Macquarie Park and Macquarie University Stations, no additional residential capacity has been identified by Council in this area and a low density residential zoning is retained in the newly adopted LEP.

The site presents an ideal opportunity to reduce the gap between the Council and DoP dwelling targets in a manner that is consistent with 'transit oriented development' principles, and allows opportunities for the growing number of people working in the Macquarie Park corridor to live and work in the same district, thereby further reducing travel demand and associated car based pollution and congestion. Whilst the proposal will provide an additional 269 homes, this corresponds to only 2.5% of the shortfall dwellings for the area, representing a small yet important and sustainable component of the future development of the area.

As previously discussed, and as illustrated in Figure 14, the area surrounding the site is primarily categorised by two land use types:

- Low density residential to the south-west of Epping Road.
- The business and technology uses of the Macquarie Park Corridor to the north-east of Epping Road.

Whilst some increased residential density has occurred and/or is proposed to the south-west and south-east of the Macquarie University Station and north of the M2 motorway, residential development in the area is generally restricted to low density single dwellings. Most notably, very little residential development, and no higher density residential development, falls within 400m of either Macquarie Park Station or Delhi Road Station.

Given the zoning protection of strategic employment land within Macquarie Park, few opportunities remain for increased residential densities that can contribute to the development of vibrant town centres, the achievement of dwelling targets and the fulfilment of the Chatswood to Epping rail link commuter potential.

Accordingly, limited prospects for additional housing provision within walking distance of the new railway stations exist. As such, existing residential zones to the south-west of Epping Road and particularly land around the intersections of Delhi Road, Lane Cove Road and Herring Road are logical options.

Figure 14 – Existing Land Use



4 Part 3A of the Act – Major Projects

Section 75B of Part 3A of the Act identifies projects to which Part 3A applies. These projects include those declared by either a State Environmental Planning Policy, or by order of the Minister published in the Gazette. The Minister is the consent authority for such projects.

Clause 6 of State Environmental Planning Policy (Major Development) 2005 (the Major Development SEPP) states that development, which in the opinion of the Minister is development of a kind referred to in Schedule 1 (Classes of Development), Schedule 2 (Specified Sites) or Schedule 3 (State Significant Development) of the SEPP, is declared to be a project to which Part 3A applies.

Schedule 1 of the Major Development SEPP identifies Part 3A projects—classes of development. Clause 13 of Schedule 1 identifies the following:

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 project's estimated Capital Investment Value is \$101,500,000 million, as detailed in the Quantity Surveyors Certificate prepared by WT Partnership (Appendix B) and accordingly the Minister declared the project to be one to which Part 3A of the Act applies on 21 April 2010.

Section 75F of the Act requires the preparation of EARs by the DG which prescribe the matters which must be considered in the preparation of a Major Project application. The Minister's declaration was accompanied by the DG's EARs on which the EA is based.

In addition, Section 75M of the Act allows for (and may require) the preparation of a project Concept Plan for approval. In accordance with Section 75M (2) the Concept Plan must:

- (a) outline the scope of the project and any development options, and*
- (b) set out any proposal for the staged implementation of the project, and*
- (c) contain any other matter required by the Director-General.*

At the proponent's request the Minister's declaration also authorised the submission of a Concept Plan.

5 Concept Plan

5.1 Introduction

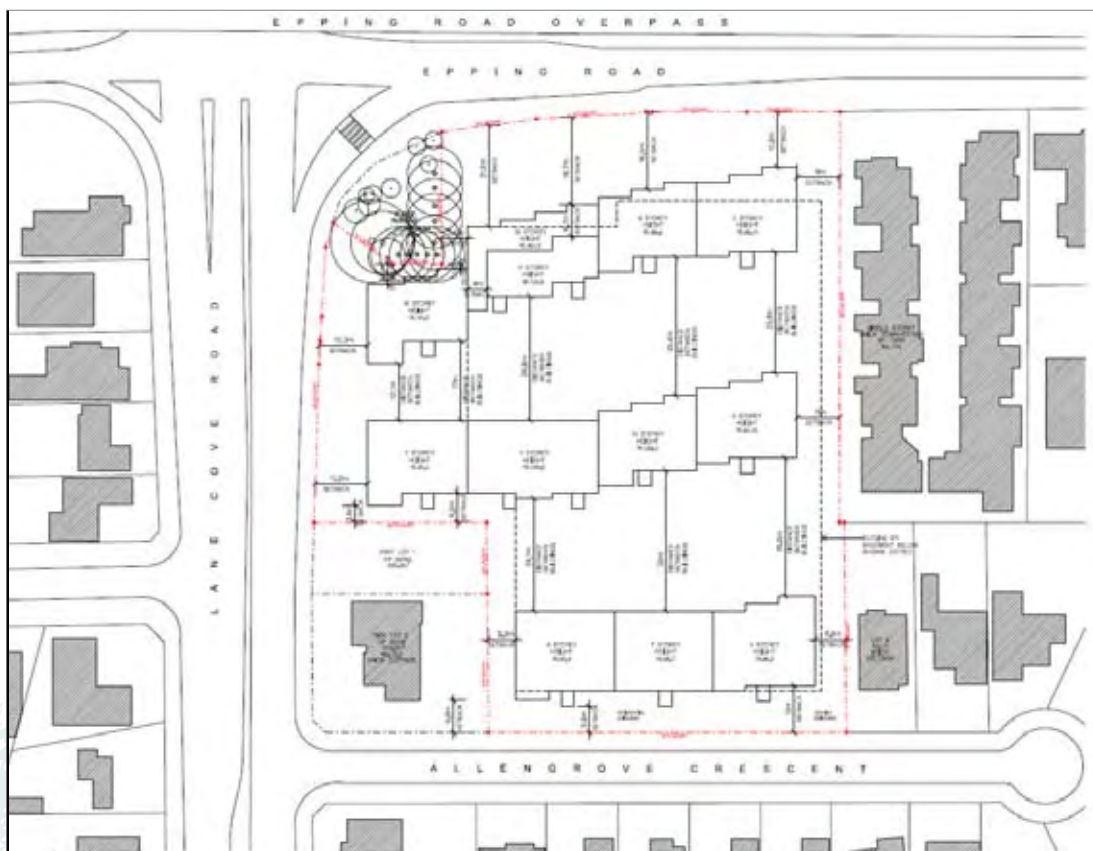
The Concept Plan seeks approval for building envelopes, parking numbers and driveway crossovers. Specifically, the Concept Plan proposes the demolition of the existing 15 dwellings, excavation of three stepped basement levels and the construction of 269 residential units in three blocks:

- Block along Epping Road, 112 units, height varying from 5 to 10/11 storeys
- Middle Block, 108 units, height varying from 5 to 11 storeys
- Block along Allengrove Crescent, 49 units, height varying from 4 to 7 storeys.

The proposed Concept Plan is included at Figures 15 and 16.

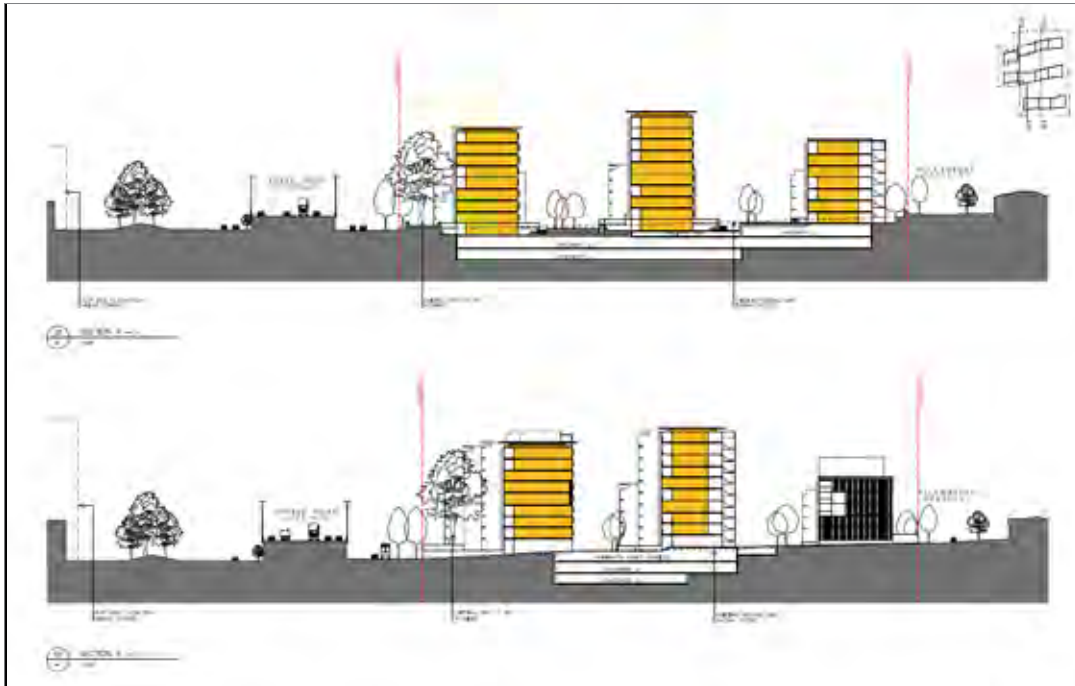
The Concept Plan envelopes do not include landscaping items, ancillary buildings (e.g. garden sheds), entry porticos, roof plant or lift overruns. Such building/landscaping elements will be outside the Concept Plan envelope, but will be limited to a maximum single storey in height. Balconies are included within the Concept Plan envelopes.

Figure 15 – Concept Plan



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Figure 16 – Concept Plan Sections



5.2 Illustrative Design

While approval is only sought for the key parameters of the project as indicated in the Concept Plan, Figures 17-19 illustrate a scheme of the type of facilitated by the Concept Plan.

Figure 17 – Indicative Photomontage: Corner of Lane Cove and Epping Roads



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Figure 18 – Indicative Photomontage: Looking East from Lane Cove Road



Figure 19 – Indicative Ground Floor & Landscape Plan



5.3 Numeric Overview

A numeric overview is provided in Table 2.

Table 3 – Numeric Breakdown

Site Area	12,297.1sqm
Gross Floor Area ¹	27 634sqm
Floor Space Ratio ²	2.25:1
Building Height ³	4 – 11 storeys / 10m – 31.85m
Total Number of Units	269
▪ Number of 1 Bedroom Units	64
▪ Number of 2 Bedroom Units	167
▪ Number of 3 Bedroom Units	38
Average 1 Bedroom Unit Size	50sqm
Average 2 Bedroom Unit Size	75sqm
Average 3 Bedroom Unit Size	105sqm
Parking Spaces	394
Total Landscape Area	4605sqm
Private Landscaped Area per Unit	40sqm. (average) – ground floor 9sqm. (average) – upper floors

¹ **gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- a) the area of a mezzanine, and
- b) habitable rooms in a basement or an attic, and
- c) any shop, auditorium, cinema, and the like, in a basement or attic,
- d) but excludes:
- e) any area for common vertical circulation, such as lifts and stairs, and
- f) any basement:
 - i. storage, and
 - ii. vehicular access, loading areas, garbage and services, and
- g) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- h) car parking to meet any requirements of the consent authority (including access to that car parking), and
- i) any space used for the loading or unloading of goods (including access to it), and
- j) terraces and balconies with outer walls less than 1.4 metres high, and
- k) voids above a floor at the level of a storey or storey above.

² **floor space ratio** of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.

³ **building height** (or **height of building**) means the vertical distance between ground level (existing) at any point to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

5.4 Landscape

A landscape concept has been prepared by Aspect Studios providing an indicative landscaping scheme for the proposal.

The landscape concept is included at Figure 20 and a supporting statement is included at Appendix L.

The indicative landscape scheme seeks to:

- Provide a 'green buffer' to the proposed development to assist in integrating the buildings into the surrounding urban and residential fabric.
- Unify the various open spaces within the site through material choice, colour, spatial geometry and planting selection.
- Provide adequate privacy through walls, fences, screens and planting.
- Provide sufficient soil depths for intended plants.
- Utilise robust materials and planting to avoid intense maintenance regimes.
- Adhere to WSUD and ESD principles in terms of stormwater management, selection of low water-use plants and porous paving materials.
- Revitalise the existing public reserve to create a more appealing open space.
- Provide communal spaces that allow and encourage gardening activities for residents.

In order to achieve these objectives the landscape concept provides several key elements including communal courtyards, private courtyards, bio-detention parks, a community garden, orchard walk planting and public domain and buffer planting.

In addition, the landscape concept proposes upgrades to the council reserve on the corner of Lane Cove Road and Epping Road in order to improve the amenity and usability of this space. Whilst the proponent commitment is to upgrade the public reserve at its own expense, they do not own this land. Accordingly, this proposal is a commitment (refer to Section 5.9) and not a part of the project to which this application formally applies.

5.5 ESD

The Concept Plan adopts a number of measures to minimise water and energy use, and the discharge of pollution including:

- Water efficient fixtures and fittings
- Rainwater tanks
- Natural ventilation and the inclusion of ceiling fans
- Fluorescent or LED lighting
- Gas cook tops
- 3 star energy rated dryers and 3.5 star energy rated dishwashers

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Figure 20 – Indicative Landscape Plan



To optimise the social sustainability of the project, the landscape concept has been designed around the use of food producing species, and includes a communal market garden to:

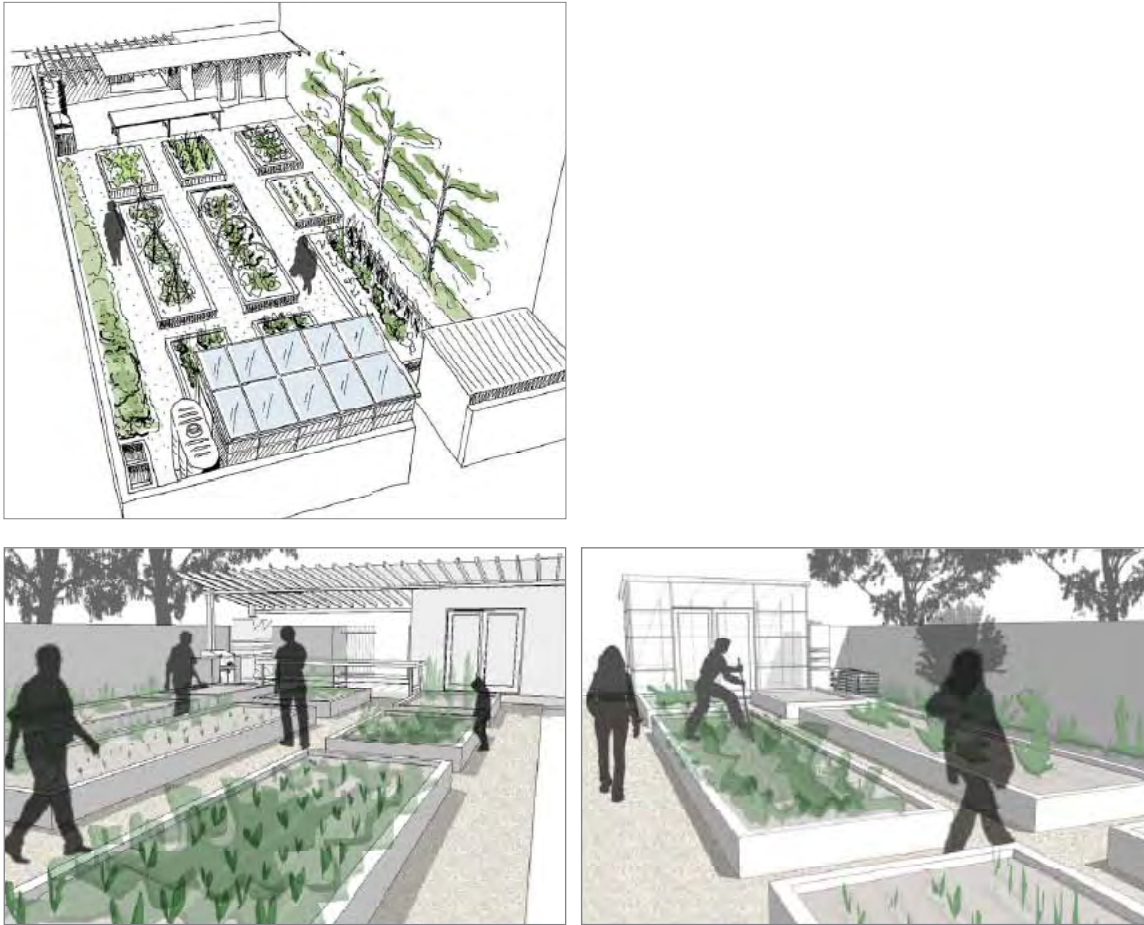
- Reflect the market gardening and orcharding history of the locality.
- Mitigate the environmental costs of food transport by allowing on-site food production.
- Increasing opportunities for community engagement, and reducing potential for social isolation in high density living.
- Create opportunities to positively engage the cultural diversity of the locality through productive gardening.

The envisaged community market garden is illustrated at Figure 21.

A complete description and analysis of the ESD measures proposed for the project is provided in the ESD Strategy prepared by Built Ecology (Appendix M).

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Figure 21 – Community Market Garden



5.6 Public Domain Improvement

The project incorporates public domain improvements to the adjoining reserve and footpaths.

5.6.1 Public Reserve

Proposed improvements to the public reserve aim to rejuvenate the space to ensure it is better utilised than at present. It is anticipated that such improvements will include:

- Low understorey planting will complement the existing tree plantings and create and retain sightlines important for security.
- A new low concrete wall and stairs to replace the existing timber wall and a concrete path with bench seating
- The park will be widened slightly to protect the existing vegetation, borrowing space from the residential development, which in turn benefits from the green outlook and tree plantings through palisade fences, providing views between the park and the common areas.

However, the reserve is owned by Ryde City Council. While the proponent commits to implement these works, such implementation will be at the discretion of Ryde City Council.

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5.6.2 Public Domain

The project proposes a double row of street planting along Lane Cove Road whilst Epping Road and Allengrove Crescent will be planted with *Canastospermum australe* (Blackbean).

In addition, upgrades to the turf verge and pedestrian footpath bounding sections of Epping Road, Lane Cove Road and Allengrove Crescent are also proposed.

- It is noted that the footpaths are owned by Ryde City Council. While the proponent commits to implement these works, such implementation will be at the discretion of Ryde City Council.

Additional details relating to public domain improvements are described in the Landscape Report at Appendix L and the SEPP 65 Design Verification Statement at Appendix E.

5.7 Access and Transport

The project incorporates three split basement car park levels comprising 394 car spaces accessed via a new driveway crossing to Allengrove Crescent. Disabled car parking will be provided in accordance with relevant standards and will be detailed at a further design stage of the project.

A service lane on the eastern side of the development accessed via Allengrove Crescent will be provided for use by service vehicles including garbage trucks. The service lane will be 4m wide and will accommodate one-way flow with designated areas for passing.

Parking has been designed in accordance with required standards and will provide 2.6m wide parking bays and 6.2 m wide aisles.

Visitor parking will be addressed at the detailed design phase of the process but will be consolidated into a single area.

Bicycle facilities will be included to Council standards at the detailed design phase of the development and will include secure parking racks.

5.8 Drainage and Flooding

A Stormwater Management and Flood Assessment has been undertaken by Worley Parsons. The report details flooding, stormwater management, hydrology and Water Sensitive Urban Design matters proposed as part of the project and is included at Appendix N. In summary:

- The project will adopt standard best practice for managing stormwater quantity, quality and flooding.
- Adequate drainage and appropriately designed overland flow paths will be constructed across the development to ensure stormwater flows are conveyed safely from the site into Council's existing stormwater infrastructure network.
- Stormwater runoff generated across the site will be controlled and reduced with the implementation of on-site detention.
- Water quality will be managed on site through the implementation of Water Sensitive Urban Design (WSUD) best practices principles. WSUD initiatives will include rainwater tanks, litter baskets, OSD tanks and bio-retention basins.

The Concept Stormwater Management Plan prepared by Worley Parsons as part of the Stormwater Management and Flood Assessment is included at Figure 22.

Figure 22 – Concept Stormwater Management Plan



- **Contributions:** Section 94 Contributions to be made for the project will be in accordance with calculations provided in Section 6.8.
- **Car share:** Discussions will be undertaken with car share providers and a parking space will be made available for use by shared vehicles.
- **Bicycle facilities:** Bicycle facilities: the project will provide for bicycle facilities and parking in accordance with Council's standards
- **Public reserve:** The upgrade of the adjoining public reserve is proposed at the proponent's cost (it is noted that the proponent does not own the public reserve and as such this proposal is a commitment only and not a part of the project to which this application formally applies).
- **Public domain:** A commitment is made to establish street trees along Lane Cove Road, Epping Road and Allengrove Crescent. In addition, upgrades to the turf verge and pedestrian footpath bounding sections of Epping Road, Lane Cove Road and Allengrove Crescent are also proposed (it is noted that the proponent does not own the public reserve and as such this proposal is a commitment only and not a part of the project to which this application formally applies).

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- **Community Garden:** A community garden will be provided in accordance with the Landscape Plan and Landscape Report at Appendix L.
- **Public art:** It is proposed to incorporate functional and aesthetic public art installations in the public domain under the Epping Road overpass. Artwork will be selected from works prepared by Macquarie University art students and as part of this commitment a design competition will be run. Both the installations and the design competition will be provided at the proponent's cost. It is noted that the proponent does not own the public domain space under the overpass and as such this proposal is a commitment only and not a part of the project to which this application formally applies). Details of this commitment are to be negotiated with Council and the RTA.
- **WSUD:** WSUD measures will be implemented in accordance within the Stormwater Management and Flood Assessment prepared by Worley Parsons (refer to Appendix N).
- **Transport management:** A single and one-off yearly rail pass from Macquarie Park to the Sydney CBD will be provided to the purchaser/s of each apartment. Note, one (1) rail pass only will be provided per apartment.
- **Dilapidation report:** A Dilapidation report will be prepared on surrounding buildings, roads, pavements and structures prior to the commencement of any excavation works, to document existing conditions, so that claims for damage due to vibrations or construction related activities can be accurately assessed
- **ESD:** ESD principles and measures will be implemented for the project in accordance with the ESD Strategy prepared by Built Ecology and located at Appendix M.
- **Construction Management Plan:** The proponent agrees to prepare a Construction Management Plan outlining the methods of construction, traffic management, crane height and location details and the like.
- **Compliance with the Building Code of Australia:** All buildings will be designed in accordance with the Building Code of Australia.
- **Augmentation of services:** The approval of all existing utility service providers (e.g. gas, electricity, telephone, water, sewer) will be obtained, and any required augmentation works undertaken.
- **Noise mitigation:** Noise mitigation measures will be implemented in accordance with the Noise Impact Assessment prepared by Heggies (refer to Appendix Q)
- **Remediation of Land:** If necessary a Remedial Action Plan will be submitted for approval and audited upon implementation.