

Preferred Project Report and Response to Submissions



Macquarie Park Commerce Centre Concept Plan

Submitted to Department of Planning & Infrastructure On Behalf of Winten Property Group and Australand Holdings Limited

November 2011 • 09484

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Appendices

- A Detailed Response to Individual Submissions / Issues Raised JBA Planning
- B Revised Traffic Assessment and Response to Traffic-related Issues Colston Budd Hunt & Kafes
- C 10 February 2011 RTA/Council Meeting Minutes ARUP
- D Landscape Concept Drawings Aspect
- E Architectural Response to Submission Bates Smart
- F Architectural Plans and Drawings Bates Smart

1.0 Introduction

An Environmental Assessment Report (EAR) for a Concept Plan for four commercial buildings at 396 Lane Cove Road was publicly exhibited for a period of 31 days between 1 December 2010 and 31 December 2010.

In total eight agency and one public submissions were received in response to the public exhibition of the Concept Plan. The following key issues were identified in submissions made:

- the transport assessment;
- on-site parking provision; and
- public domain / urban design issues.

The proponent, Winten Property Group and Australand Holdings Limited (Winten / Australand), and its specialist consultant team have reviewed and considered the Department of Planning and Infrastructure's (DOPI) comments in relation to the Concept Plan proposal and the submissions made during the public exhibition period and, in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), has responded to the issues raised (see Section 2.0 and **Attachment A**).

It should be noted that since the close of the exhibition period, Winten / Australand and its consultants have also worked closely with Ryde Council and the RTA to resolve the key issues relating to the transport assessment and parking provision.

This Preferred Project Report (PPR) sets out the proponent's response to the issues raised, and details the final project including a number of revisions to the Concept Plan and a revised Statement of Commitments for which approval is now sought.

This report forms part of the Concept Plan and should be read in conjunction with the EAR prepared by JBA Planning dated November 2010.

1.1 Repeal of Part 3A

On 1 October 2011 Part 3A of the EP&A Act was repealed. Despite this, Part 3A continues to apply to certain projects subject to the transitional provisions identified in Schedule 6A of the Act.

Clause 3 of Schedule 6A of the EP&A Act provides that Part 3A continues to apply to "transitional Part 3A projects", relevantly including undetermined projects where the DGRs were issued before 1 October 2011 and a current major project declaration remains in force. As the DGRs for MP09_0209 were issued on 26 May 2010 and therefore prior to 1 October 2011 and a current major project declaration remains in force, the Macquarie Park Commerce Centre Concept Plan is a transitional Part 3A project.

2.0 Key Issues and Proponent's Response

The following section provides a detailed response to the key issues raised by DOPI following a detailed review of the submissions. **Attachment A** provides a response to all the issues raised during the public exhibition period.

2.1 Transport Assessment

2.1.1 Issue

The RTA and Ryde Council raised concerns regarding the traffic modelling and analysis prepared by ARUP, which was based on the 2007 Base Paramics Model. DOPI requested that the Transport and Accessibility Report be updated using the 2010 Base Paramics Model and resubmitted for further consideration.

As part of the updated modelling, DOPI specifically requested that the modelling address:

- the impact of the development on the signalised intersections of Lane Cove Road / Waterloo Road and Lane Cove Road / Epping Road and any proposed mitigation measures to relieve the pressure at these intersections;
- providing more comprehensive traffic modelling, including SIDRA modelling on the surrounding intersections as recommended by the RTA; and
- provision of a G-Turn scenario around the intersection of Lane Cove Road / Waterloo Road, including consideration of the associated traffic/pedestrian upgrade requirements.

In addition, DOPI also requested that:

- the Proponent provide evidence to DOPI of consultation with the Council and RTA in relation to the relevant traffic assessment matters;
- consideration be given to the RTA's proposal to lengthen the existing section of the northbound bus-only lane; and
- provide clarification and appropriate details of contributions towards local infrastructure upgrades.

2.1.2 Proponent's Response

To address the concerns raised above, Winten / Australand engaged two new traffic consultants, Colston Budd Hunt & Kafes (CBHK) and Parsons Brinckerhoff (PB), who undertook a new traffic assessment including the SIDRA modelling requested by the RTA, and the Paramics modelling requested by Ryde Council.

The Transport Report prepared by CBHK and Paramics Modelling Report are included at **Attachment B**. A response to the key matters raised by DOPI with the traffic report and the results of the updated modelling are addressed below.

Paramics Modelling

PB undertook Paramics Mircosimulation traffic modelling to provide input into the traffic assessment process. The modelling undertaken by PB used the most up to date model available at the time of the modelling (2008 v3), and the assessment was undertaken in accordance with Council's guidelines. It should be noted that whilst it was requested that a 2010 model be used, this model did not exist at the time the modelling commenced.

A letter from Council's traffic consultant, Bitzios Consulting, confirming that the model used was correct, is appended to the PB Report at **Attachment B**. The Report therefore satisfies and addresses the relevant comments, issues and requirements made by Council, SDRAC and the DOPI. It is noted that the 'with-development' scenario undertaken for the modelling includes the provision of a roundabout at the intersection of Coolinga Street and Giffnock Avenue as detailed in the 'Contributions' section below.

The Paramics model was used to simulate the existing conditions, the 'withdevelopment' scenario and the 'with-development and G-Turn' scenario. Following the modelling the following information was extracted:

- intersection approach delay and Level of Service (LOS);
- network wide statistics (vehicle hours travelled, vehicle kilometres travelled etc); and
- unreleased vehicles.

The results of the intersection approach delay and LOS during AM and PM peaks for a number of intersections is presented in **Tables 1** and **2** respectively.

The results demonstrate that during the AM Peak the development will result in a minor increase in delays at some intersections. Most notably the Waterloo Road/Lane Cove Road intersection will change from LOS C in existing conditions to LOS D with the development, whilst under the G-Turn scenario the intersection will continue to maintain LOS C. Delays at Epping Road / Lane Cove Road will increase marginally with the development in place. The results indicate that under the G-Turn scenario the delay at intersections along Coolinga Street will increase as a result of the increased number of diverted vehicles turning right.

During the PM peak, the delays and LOS remain relatively consistent between the existing development and proposed development scenarios. There is an increase in the overall delay at the Epping Road/Lane Cove Road intersection, however that intersection is already at LOS F in the base model. The LOS remains an E at the Waterloo Road / Lane Cove Road intersection with the development, however with the G-Turn in place, the intersection goes from LOS E to LOS F.

	Base		With Development		With Development & G-Turn	
Intersection	Delay	LOS	Delay	LOS	Delay	LOS
Waterloo / Lane Cove	41	С	55	D	35	С
Lane Cove / Hyundai	10	А	9	А	7	А
Epping / Lane Cove	88	F	100	F	104	F
Epping / Lyon Park	11	А	14	А	14	А
Waterloo / Coolinga	6	А	7	А	15	В
Coolinga / Car Park	6	А	14	А	30	С
Coolinga / Giffnock	12	А	14	А	16	В
Giffnock / Car Park	7	А	8	А	7	А
Giffnock / Kitty	8	А	15	В	13	А
Hyundai / Giffnock Roundabout	11	А	35	С	7	А

Table 1 - AM Peak Intersection Delay and LOS

Source: PB

	B	lase	V Devel	/ith opment	With Dev & G-	elopment Turn
Intersection	Delay	LOS	Delay	LOS	Delay	LOS
Waterloo / Lane Cove	68	E	70	E	71	F
Lane Cove / Hyundai	7	А	7	А	10	А
Epping / Lane Cove	97	F	109	F	120	F
Epping / Lyon Park	15	В	14	Α	13	А
Waterloo / Coolinga	7	А	11	А	25	В
Coolinga / Car Park	8	А	7	А	8	А
Coolinga / Giffnock	7	А	10	А	18	В
Giffnock / Car Park	9	А	7	А	7	А
Giffnock / Kitty	6	А	9	А	10	А
Hyundai / Giffnock Roundabout	6	A	7	A	6	A
Source: PB						

Table 2 - PM Peak Intersection Delay and LOS

The results of the global network operation for the AM peak demonstrate that the proposed development has minimal impacts on total network operations, with average travel times and kilometres travelled staying relatively consistent. The overall network travel times and kilometres travelled increase slightly due to the additional vehicles in the network from the proposed development.

During the PM peak the global network operation shows that the average travel time and average number of vehicle stops increase marginally with the proposed development. However, most notably with the G-Turn in place there will be a significant increase in the vehicle hours travelled and total number of stops.

An assessment of the unreleased vehicles (vehicles that cannot enter the model network due to prevailing congestion) demonstrates that with the proposed development in place during the AM peak there will be a minor increase in unreleased vehicles and in the PM peak there will be a minor decrease in unreleased vehicles. The modelling demonstrates that the G-Turn will result in a further increase in the number of unreleased vehicles. The results of the unreleased vehicles are presented in **Table 3**. It is noted that the number of unreleased vehicles is a product of the Paramics modelling, as the specified 15 minute warm up period is insufficient for a network of this size.

Table 3	3 –	Unreleased	vehicles	across	all	zones
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Period	Base	Development	G-Turn
AM Peak	167	203	218
PM Peak	764	738	881

Source: PB

In summary, the Paramics Modelling Report concludes:

- The traffic network is capable of accommodating traffic generated by the development.
- The additional trips generated by the development will add some delays at key intersections in Macquarie Park, however intersection LOS generally remains unchanged.
- The proposed access points to/from the development are proposed on roads which are currently operating significantly under capacity and are therefore able to cater for the proposed development traffic.
- There may be some localised benefits from the introduction of the G-Turn. However, the modelling also indicates that there will be significant rerouting and congestion in other parts of the wider network as a result of the G-Turn.

SIDRA Modelling

As requested by the RTA, a SIDRA analysis was undertaken of the various relevant intersections around the proposed development. The analysis found that:

- The intersection of Lane Cove Road and Waterloo Road would continue to operate at capacity in the weekday morning and afternoon peak periods. In the weekday morning and afternoon peak hours the average intersection delays and maximum queue would be similar.
- The intersection of Waterloo Road and Coolinga Street would operate with average delays per vehicle of less than 25 seconds for both peak periods. This represents LOS B, which is a satisfactory level of intersection operation.
- The intersection of Giffnock Avenue and Coolinga Street (under roundabout control) would operate with average delays per vehicle of less than 20 seconds for both peak periods. This represents LOS B, which is a satisfactory level of intersection operation.

The SIDRA analysis was also undertaken to assess the impacts of the G-Turn (and traffic signals at the intersection of Coolinga Street and Giffnock Avenue. The analysis found that:

- The intersection of Lane Cove Road and Waterloo Road (with the G-Turn treatment) would operate at capacity in the weekday morning peak hour with minimal change in average intersection delays. In the weekday afternoon peak hour the intersection would operate with average delays per vehicle of less than 55 seconds for both peak periods. This represents a LOS D, which is satisfactory but near capacity.
- The intersection of Waterloo Road and Coolinga Street (under traffic signal control) would operate with average delays per vehicle of less than 15 seconds in the weekday morning peak hour. This represents level of service A/B, which is a good level of intersection operation. In the weekday afternoon peak hour the intersection would operate with average delays per vehicle of less than 40 seconds. This represents level of service C, which is a satisfactory level of intersection operation.
- The intersection of Giffnock Avenue and Coolinga Street (under roundabout control) would operate with average delays per vehicle of less than 20 seconds for both peak periods. This represents level of service B, which is a satisfactory level of intersection operation.

A summary of the SIDRA analysis for Lane Cove Road and Waterloo Road is shown in **Table 4**.

Table 4 - SIDRA Analysis Results

Intersection	Average Delay		Level of Service	
	AM	PM	AM	PM
Lane Cove Road and Waterloo Road				
Existing	79	52	F	D
Existing + Development	78	55	F	D
Existing + Development + G-Turn	73	51	F	D

Source: CBHK

In summary, consistent with the findings of the Paramics Modelling, the SIDRA analysis found that there would be essentially no change in the operation of the nearby intersections as result of the proposed development without the G-Turn. Further, the provision of the G-Turn treatment results in some minor localised improvements to the surrounding road network but could also result in significant rerouting and congestion in other parts of the wider network.

On this basis, the minor localised benefits of providing the G-Turn treatment do not warrant the wider scale congestion impacts it will have on the network.

Should the RTA wish to proceed with the provision of the G-Turn, it is considered unreasonable for the proposed development to be required to fund the works on its own or in advance of wider traffic network consideration in the context of development in the Macquarie Park Corridor. In recent discussions with the RTA, the RTA indicated that it does not expect that the proposed development should fund the works and that it would be more appropriate for the proposed development to make contributions to the future road network consistent with its impact on the network.

Consultation

The Proponent and their previous project traffic consultant, ARUP, met with Ryde Council and the RTA on 10 February 2011 to discuss the issues raised with the traffic assessment during exhibition. Evidence of the meeting is located at **Attachment C**.

Since that time, the Proponent's new traffic consultants, PB and CBHK have continued to consult with the RTA and Council and other relevant parties to ensure that the revised traffic modelling and assessment meets its requirements with respect to both data sourcing and methodology.

Bus Lane Lengthening

The RTA has since completed its planned extension to the existing section of the northbound bus-only lane (see **Figure 1**). Therefore no further consideration is required.

Contributions

Under the existing road network, vehicles exiting onto Coolinga Street from the site wishing to access Waterloo Road need to perform a U-turn at the Hyundai roundabout to turn onto the Coolinga Street (northbound) before heading onto Waterloo Road. To facilitate this movement, and to provide improved safety, it is proposed to provide a contribution towards converting the 3-arm priority intersection of Coolinga Street and Giffnock Avenue into a roundabout. The roundabout will enable vehicles exiting the site to Coolinga Street to access Waterloo Road without having to drive into Giffnock Avenue and using the Hyundai roundabout.



December 2010



Figure 1 – Comparative photos showing the new northbound bus lane extension

Source: NearMap

2.2 On-site Parking Provision

2.2.1 Issue

The on-site car parking provision is considered excessive given the accessibility to rail and bus services.

2.2.2 Proponent's Response

The suggestion that the on-site car parking provision is excessive does not appear to be based on any substantiated evidence or studies regarding car parking in the Macquarie Park Corridor. The observation appears to be based on the site being in close proximity to a railway station and the development having a higher parking provision than some other centres in Sydney.

Conversely, the proposed car parking provision is based on:

- the relevant and recently adopted local planning controls;
- achievement of commercially viable floorspace to assist in achieving strategic planning outcomes;
- achievement of a modal split in favour of public transport use;
- consideration of the likely need for car-oriented transit for a proportion of the likely workforce of prospective future tenants of the envelope; and
- comparable rates in similar transit-oriented locations and hubs in the context of Macquarie Park.

Based on the above, no change to the parking rate is proposed. Further discussion regarding demonstrating why they car parking provision is appropriate for the is detailed below.

Parking Rate

The proposed car parking provision of 1,042 spaces is based on Ryde Council's LEP 2010 parking rate of 1 space per 80m². The 1 space per 80m² rate has clearly been applied to the site, in favour of the 1:70 and 1:46 rates applied elsewhere within the Macquarie Park Corridor, in response to its proximity to rail and bus services.

Prior to 2008, the parking rate for the site under the former LEP 137 was 1 space per 46m² or 1 space per 2 employees, whichever is greater. Following the introduction of the 1:80 rate, Ryde Council acknowledged that there would be commercial issues with the transition to a lower provision of car parking (1:46 to 1:80) by making provision in Ryde DCP 2010 for transitional parking rates. The transitional parking rates provide for permanent parking to the maximum rate specified in Ryde LEP 2010 plus additional temporary parking that is capable of removal at a future specified date (2015). The transitional parking rates are intended to protect the marketability of development in the Macquarie Park Corridor by providing a suitable LEP parking rate plus additional temporary parking up until the time the market can readjust to the LEP 2010 rate. The DCP transitional parking rate potentially allows for 1 space/60m². This would equate to 347 additional transitional spaces.

The proposed Concept Plan does not seek to utilise the transitional parking rates in Ryde DCP. However, the ability under the DCP for the Concept Plan to seek approval for up to 347 transitional parking spaces is noted, as it emphasises that the proposed complying parking provision is not deemed by Council as excessive, and that there is an established and recognised need to provide adequate parking for new development in Macquarie Park Corridor in order for it to be commercial competitive with existing development in the centre and other similar centres. Further, the DOPI's own assessment and the Minister's approval of the Macquarie University Concept Plan has permitted a car parking rate at 1:80m² at and around the Macquarie University Station. This control has permitted up to 4,125 additional spaces (on top of that already supplied within the University) within the Mixed Use zone where up to 330,000m² of commercial development is envisaged.

Commercial Demand

Macquarie Park is located in Sydney's 'Global Arc'. In order for Macquarie Park to be able to meet all the strategic planning objectives relating to new A-grade or better office accommodation, large premium floorplates, employment targets, etc. the marketability and feasibility of the proposal must be considered.

Commercial tenants select the location of their offices based on the needs of their business. This includes consideration of where their staff live and the needs of their staff to use cars as tools for doing business (see further discussion below). In Macquarie Park, the number of car spaces provided as part of the lease of a building largely dictates this choice. Whilst it is understood that DOPI wishes to minimise car dependency and encourage public transport use, car parking rates must recognise and respond to the needs of the business that are likely to locate in the areas those rates are applied.

The application of parking rates based on planning principles alone without regard to the economic factors that drive development will stifle further development from occurring in the precinct and threaten the viability and success of the train station the overly restrictive parking provision was intended to support.

Major tenants and investors are less likely to consider Macquarie Park as a prime or suitable location for business if there is insufficient parking relative to its location. As noted above, in its DCP Council has acknowledged the issue regarding the transition to a lower provision of car parking and the marketability of development in Macquarie Park by making provision for transitional parking above the LEP maximum.

Only one large commercial development has occurred in the Macquarie Park Corridor since the introduction of the 1:80 rate. Despite the new LEP rate, the Goodman development, known as the Pinnacle Office Park at 376 Lane Cove Road (also in close proximity to the Station) has a parking provision of 1:60. Notwithstanding the 1:60 rate, it is understood that in order to meet the demand for parking from its tenants, Goodman has utilised a vacant lot behind the site for at-grade parking. The Pinnacle example illustrates that even with a rate of 1:60 there is still strong demand from commercial tenants for more parking, and that in order to attract tenants to Macquarie Park the development at minimum needs to provide car parking at the LEP rate of 1:80.

To that end, any further reduction below the LEP car parking rate would act as a significant commercial constraint, threatening the future financial viability of the development and precinct, and consequently the long-term success of the rail infrastructure that has been built to support the centre.

It should be noted that the cost of providing a basement car space in the Macquarie Park Corridor greatly exceeds its market value. Consequently, Winten / Australand are only providing the minimum number of spaces necessary to attract commercial tenants to the development.

Modal Splits

Based on the proposed car parking provision of 1,042 spaces and an estimated future working population of approximately 3,300 people (1 full-time employee / $25m^2$ GFA). The development will achieve an approximate modal split of 31% travelling by car, with the remaining 69% travelling by public transport or other non-car based means.

The Sydney CBD currently achieves a peak hour modal split of 31% by car, with 71% of trips being by public transport. Any further reduction in parking would therefore result in the expectation that the proposed development would achieve a modal share split better than the current Sydney CBD split.

The reduction would therefore remove one of the key attractions for tenants to locate in Macquarie Park over other centres such as the CBD, reduce the number of locations in Sydney providing premium office space, be contrary to the Metropolitan Plan's objective to provide jobs near housing and undermine the commercial viability of the project.

The NSW Government has released the following mode share split targets in the new State Plan, *NSW 2021 - A Plan To Make NSW Number 1*. The Plan aims to:

Increase the share of commute trips made by public transport:

- To and from Sydney CBD during peak hours to 80% by 2016
- To and from Parramatta CBD during peak hours to 50% by 2016
- To and from Newcastle CBD during peak hours to 20% by 2016
- To and from Wollongong CBD during peak hours to 15% by 2016
- To and from Liverpool CBD during peak hours to 20% by 2016
- To and from Penrith CBD during peak hours to 25% by 2016

The proposed modal split for the development in applying Council's parking rate and anticipated occupancy rate is therefore comparable to the Sydney CBD target, and significantly exceeds the target rates for other major centres (which have wider rail and bus infrastructure) under the State Plan, such as Parramatta.

In the context of similar rates applied in the area and in the vicinity of new transport hubs and infrastructure (including approvals by the DOPI), and relative to Macquarie Park's place and function in the Global Arc, the proposed (compliant) rate of 1:80m² cannot be considered excessive.

Despite the site's proximity to the Macquarie Park Station, the Station is only useful to future commuters who have access to integrated public transport infrastructure where they live, and that that public transport route provides them with the fastest / most cost effective means for getting to their workplace. Unlike other commercial centres, such as North Sydney and the Sydney CBD, which are located at the convergence of Sydney's railway lines and other public transport infrastructure, Macquarie Park does not provide the same level of public transport accessibility. Therefore it is unrealistic to expect that by virtue of the site being located next to a Station that the development should have a similar rate of parking provision to other centres which have a significantly higher level of public transport accessibility.

Nature of Car Use on the Site

A key consideration in relation to the car parking rate applied, and co-related to the marketability and viability of the centre and the current scheme, is the nature of car use by tenants of buildings at Macquarie Park and other centres away from the Sydney CBD.

The Macquarie Park corridor does not function on the same business dynamics of say North Sydney or the Sydney CBD. These are precincts that are based to a large degree on symbiotic relationships with other business in the precinct, where, having arrived at their workplace, staff either remain in the office throughout the day or walk short distances to related work places in the precinct (i.e. services industry, banking, finance, insurance etc).

Commerce in Macquarie Park functions on entirely different drivers. Tenants choose locations such as Macquarie Park for their accessibility to clients and customers, where the car is required to facilitate their business activities. Public transport and taxis are not practical forms of transport for site visitation by say engineering disciplines, IT support or sales forces as examples; all of which have high representation in the Macquarie Park corridor. Employees in buildings in Macquarie Park use their cars as work tools, not merely as a way of commuting to and from work.

Summary

Based on the above, no change to the parking rate is proposed.

The proposed rate is not considered excessive given:

- the Paramics and SIDRA analysis (see Section 2.1.2) demonstrate that the existing traffic network is capable of accommodating the proposed increase in traffic as a result of the proposed parking provision;
- it matches Council's new / current rate for commercial development near stations;
- to ensure marketability and viability of the commercial floorspace, and to that end assist in achieving the Government's strategic planning objectives with respect to premium commercial office space with large floorplates and a suitable mode share split and car parking rate that fosters growth balanced with sustainable transit needs to be applied.
- it achieves a mode share split similar to the Sydney CBD and exceeds the targets set by the State for other similar centres; and
- the nature of the potential use of the building is driven by the need for face-to-face contact by business, often best and most effectively achieved through car use.

2.3 Public Domain / Urban Design

2.3.1 Issue

The DOPI raised a number of minor matters regarding the public domain / urban design of the Concept Plan, including:

 Options for providing a greater variety and diversity of the treatment and design of the open space areas around the site and at the interface with the public domain shall be provided and should reflect the intended primary use of the subject area.

- Options for varying the footprint and separation of Buildings B, C, and D to generate a more diversely designed streetscape, particularly at the corner of Waterloo Road and Coolinga Street.
- The proposed connection between Buildings C and D, and the potential impact upon the use and circulation patterns at ground level and the streetscape of Coolinga Street.

2.3.2 Proponent's Response

Design of Open Space Areas

The Landscape Concept Plan submitted with the EAR was prepared at a concept level. The design of the open space areas around the site and their interface with the public domain will be part of the detailed design as part of the future Development Applications on the site.

Notwithstanding the above, Aspect has prepared a range of conceptual options (see **Attachment D**) which demonstrates how a greater variety and diversity in the treatment and design of the open space areas around the site could be achieved.

Footprint and Separation

Bates Smart has prepared a series of studies (see **Attachment E**) which illustrate the chronological evolution of the proposed scheme, which included a competitive design competition. This evolution, which is shown in five key stages, is the result of overlaying urban design principles and Ryde Council's planning controls, whilst considering the commercial requirements of future tenants. The studies demonstrate that the proposed building footprints and separation is the best design outcome for the site.

It is important to note that the proposed scheme has been prepared at a conceptual level, and the detailed design of each building will be subject of future DAs to Ryde Council. To assist DOPI in understanding how a more diversely designed streetscape can be achieved, Bates Smart has also prepared a series of examples of how the future buildings on the site could be designed (see **Attachment E**). The key mechanisms to achieve this include:

- volumetric proportion changes to articulate massing along street frontages (Figure 2);
- volumetric projections, recesses & setbacks to create more diverse streetscape (Figure 3);
- ascending building heights towards site corner frontages (Figure 4);
- roof articulation (Figure 5); and
- volumetric articulation to define site entry (Figure 6).

In light of the high level of design evolution on the site and ability to achieve DOPI's desire to create diverse streetscapes through the detailed design phase, no changes are proposed to the concept envelope footprints or separation.



Figure 2 - Volumetric proportion change to articulate massing along street frontages



Figure 3 - Volumetric projections, recesses & setbacks to create more diverse streetscape



Figure 4 - Volumetric changes with ascending building heights towards the site corner frontages



Figure 5 - Planar roof element



Figure 6 - Volumetric Articulation to define site entry

Pedestrian Connections and Ground Plane

In response to DOPI's request, Bates Smart has prepared conceptual perspectives (see Attachment F) showing:

- how covered connections could be provided between the buildings to enable covered pedestrian circulation through and around the site; and
- look and function of the uses on Coolinga Street.

The location and design of the ground plane and covered connections will be subject of the future Development Applications on the site.

2.4 Other Issues

2.4.1 Helipad

DOPI requested clarification on the wind, acoustic, and air quality testing that will be undertaken for the helipad that is shown on top of Building A. The location of the helipad on Building A is currently indicative and the final location of the helipad will be determined once the requirements of the future tenants are known. A lawfully approved helipad landing site is presently located in the southern part of the site. Should the helipad be relocated to another part of the site then the appropriate assessment will be undertaken at that time.

2.4.2 Greenstar Rating

DOPI requested clarification on the proposed Greenstar rating. The proponent commits to achieving a minimum 4 Star Green Star Office Design (v3) rating.

2.4.3 Deep Soil Planting

A 1.5m deep soil zone has now been provided along the southern boundary to the south of Building A to ensure a landscape setting with the adjacent site is maintained. The revised design will also provide a significant increase in the provision of deep soil planting from $2,443m^2$ to $4,165m^2$. The revised Landscape Concept Plans are located at **Attachment D**.

3.0 Preferred Project

In accordance with its commitment to address the concerns of DOPI and Ryde City Council, Winten / Australand have modified their proposal.

For completeness, the following section presents a fully updated description of the Preferred Project development for which Concept Approval is sought. The Preferred Project Architectural Drawings are included at **Attachment F**.

The key refinements that have been made to the Preferred Project as a result of submissions made during public exhibition, presented in the following sections are:

- A second driveway access point on Coolinga Street has been provided to manage the flow of vehicles entering and exiting the site. The additional driveway has also necessitated minor changes to the public domain on Coolinga Street and landscaping within the site.
- A 1.5m deep soil zone has been provided along the southern boundary with the Hyundai Building to ensure that a landscape setting with the adjacent site is maintained. The creation of the deep soil zone also results in an increased basement envelope setback to the boundary and revised indicative internal configuration of the basement.
- The indicative ground plane concept includes covered connections between the buildings fronting Waterloo Road.
- The Landscape Concept Plan has been updated to include greater variety and diversity in the treatment and design of the open space areas around the site.

3.1 Overview of Concept Approval

The Concept Plan still seeks approval for:

- demolition of the existing structures on the site;
- the building envelopes for four commercial buildings with a shared basement car park;
- up to a maximum Gross Floor Area (GFA) of 83,368m²;
- up to a maximum height of RL129.3;
- a mix of permissible land uses;
- pedestrian and vehicle access arrangements; and
- 1,042 car parking spaces to service the tenants of the building.

3.2 Demolition

To accommodate the proposed development the existing structures on the site, including the two light industrial buildings, will be demolished as part of a future Development Application.

3.3 Land Use and GFA

The Concept Plan seeks approval for four commercial building envelopes with an overall GFA of 83,368m² and a maximum FSR of 5.1:1. Retail or business premises will be located at the ground level to support activation of the street and through-site links. **Table 5** provides a summary of the proposed land uses on a building by building basis.

Building	Land Use	Land use GFA (m ²)	I otal GFA (m ²)
Shared	1042 tenant parking spaces	-	-
Basement	423 bicycle spaces		
	24 service/loading spaces		
	7 truck spaces		
Building A	Retail / Business Premises	747	33,688
	Commercial	31,188	
	115 bicycle spaces		
Building B	Retail / Business Premises	276	16,085
	Commercial	15,809	
Building C	Retail / Business Premises	390	16,615
	Commercial	16,225	
Building D	Retail / Business Premises	439	16,980
	Commercial	16,514	
			83,368

Table 5 - Land use and GFA

3.4 Building Height and Setbacks

The proposed maximum height is RL 129.3 (Building A). An overview of the maximum building envelope heights for the four buildings is outlined in **Table 6** below. The basement level will have a maximum depth of RL 42.4.

 Table 6 – Proposed Building Heights

Level	Maximum Height (RL)	Storeys
Building A	129.3	17
Building B	96	8
Building C	96	8
Building D	96	8

 Table 7 outlines the proposed building setbacks.

Table 7 - Proposed building setbacks

Boundary	Building Setback
North Eastern	
- Waterloo Road	10m
- Station Portal	10m
South Eastern	
- Lane Cove Road	5m
- Hyundai Site	34m
South Western	
- Giffnock Avenue	5m
- Hyundai Site	5m
North Western (Coolinga Street)	Om

3.5 Pedestrian and Vehicular Access

Pedestrian access

Access will be provided throughout the development in accordance with the relevant Australian Standards. Each building will have its own separate commercial lobby. The final location of the lobbies will be developed during the detailed design stage.

Publicly accessible through-site links will be provided between the buildings. The through-site links will allow more direct access for pedestrians travelling between the Station and existing and future development to the south and west.

Vehicular Access

Vehicular access to the site will be distributed via two new basement entrances off Giffnock Avenue and Coolinga Street. Service vehicles will enter the site via Giffnock Avenue.

3.6 Parking

1,042 car spaces will be provided across six basement levels to service the proposed office and retail uses. In total 538 bicycle spaces will be provided, of which 423 spaces will be provided on Basement Level 1 and 115 at Ground Level.

9 truck bays and 24 courier bays will be provided on the first basement level. The design of loading dock areas and the number of servicing bays will be finalised during the detailed design stage in accordance with Ryde DCP 2010 and the relevant Australian Standards.

The concept design provides for two entry / exits to accommodate peak flows. The car park, which is accessed from Giffnock Avenue and Coolinga Street, will be subject to access control to prevent access by the general public. Access by visitors will be subject to concierge control.

No temporary / transitional car spaces are proposed.

3.7 Landscaping and Public Domain

Landscape Plans illustrating the landscape and public domain concept are located at **Attachment D**. The proposed landscape areas (see **Figure 7**), include:

- the civic frontage and streetscape upgrades to Waterloo Road and adjacent to the train station;
- the streetscape upgrades to Lane Cove Road, Coolinga Street and Giffnock Avenue;
- the courtyard 'links' between the buildings; and
- the central courtyard to the rear of the site.

Approximately 4,165m² of deep soil landscaping will be provided, with a further 2,772m² of landscaping with a soil depth deep enough to support medium to large tree planting. Under the Landscape Concept Plan 28 trees will be retained and 52 trees will be removed.

The final design will be the subject of the future Development Application(s) for the site.



Figure 7 – Landscape Concept Plan

3.8 Helipad

The Concept Plan will retain the helipad on the site. The location of the helipad on Building A is indicative. The final location of the helipad will be determined once the requirements of the future tenants are known.

3.9 Environmental Sustainable Development

ESD principles are a key driver of the project. The Proponent is targeting a minimum 4 Star Green Star Office Design (v3) rating and a 4 Star NABERS Office Energy Rating for the commercial building.

Some of the measures that will be considered for incorporation into the project as part of any future design include:

- natural light and ventilation;
- orientation specific sun shading to minimise heat gain;
- low temperature VAV or chilled beams;
- rainwater harvesting;
- filtration and recycling;
- solar water heating; and
- low embodied energy in materials.

3.10 Stormwater

The development seeks approval for stormwater connections to Coolinga Road and Waterloo Road, which will be completed in accordance with Council's specifications.

A number of stormwater quality measures are proposed to be implemented as part of the proposed development to ensure that the set treatment targets are met. These include:

- Rainwater Tanks: which are proposed to collect roof water for use in non-potable water applications such as car washing and for outdoor irrigation use. All rainwater tanks will have a first-flush device to capture gross pollutants and sediments accumulating on the roof during storms events. Rainwater tanks also provide stormwater treatment through settling and harvesting in addition to their main purpose of providing alternative source of water for non-potable water uses.
- Bio-Retention Systems: Rain gardens are proposed to treat runoff from the majority of the site. When stormwater flow exceeds the filtration capacity of the rain gardens, a high level overflow system is provided to bypass excess runoff to the On-Site Detention system.

3.11 Infrastructure and Utilities

As part of the detailed design during the Development Application stage, an investigation into the existing capacity and required infrastructure works, including water, gas, electricity and telecommunications, will be undertaken for the proposed buildings.

3.12 Indicative Project Staging

It is anticipated that the planning and construction of the four buildings will be staged. At this point in time it is envisaged that Development Application(s) will be lodged in the following order:

- Buildings C and D;
- Building B; and
- Building A.

3.13 Contributions

In order to provide certainty of the outcomes and costs to both the Council and the Proponent it is proposed that a Planning Agreement (PA) be executed between the Proponent and the Council. The PA will be resolved as part of the detailed design of the proposal during the Development Application stage.

The PA will outline the process for, and timing of, the payment of the Development Contribution. Part of the contribution may be made in the form of works in kind or dedication of land.

Winten / Australand has assessed the potential Development Contribution as having the following five components:

- monetary contribution in accordance with the Ryde Council Section 94 Contributions Plan - September 2010;
- provision of a roundabout at the intersection of Giffnock Avenue and Coolinga Street;

- land dedication consistent with Council's identified "Key Public Domain";
- provision of through-site links and public footpaths in accordance with Council's Public Domain Plan; and
- works-in-kind for the improvement of the area around the Macquarie Park Station site portal, being works to the East Plaza and Civic Streetscape.

The monetary contribution is indicatively set out in Table 8.

 Table 8 – Indicative Section 94 Contributions

Use	GFA	S94 rate/m ²	Total contribution applicable
Proposal			
Commercial Office	81,516m ²	\$115.34	\$9,402,055.44
Retail	1,852m²	\$77.74	\$143,974.48
Less existing improvements (net increase)			
Commercial Office	4,376m ²	\$115.34	\$504,727.84
Industrial	3,652m ²	\$70.23	\$256,479.96
TOTAL	+ 75,340m ²		\$8,784,822.12

Winten / Australand proposes the dedication of land to Ryde Council for approximately 1,950m² comprising the Macquarie Park Station - East Plaza and Civic Streetscape.

In addition to the above, the proponent will also provide pedestrian through-site links and public footpaths generally in accordance with Council's Public Domain Plan.

The proponent will also provide a new roundabout at the intersection of Coolinga Street and Giffnock Avenue.

Further, the proponent proposes to offset the cost of agreed public domain works as works-in-kind for the public domain contribution.

The scope of these works will be identified and determined at the Development Application stage.

The final contribution framework will be subject to refinement and review, but these basic principles will inform the approach taken.

4.0 Final Statement of Commitments

4.1 Urban Design

The proponent commits to the civic plaza along Waterloo Road and through-site links generally in accordance with proposed Concept Plan.

4.2 Macquarie Park Station

An assessment of the pedestrian and amenity impacts of the development will be undertaken during the Development Application stage to ensure that the development will have no adverse impacts on pedestrian movements or amenity around Station.

4.3 Transport and Accessibility

A Workplace Travel Plan (WTP) will be prepared in accordance with the requirements of DCP 2010.

An assessment of the construction traffic will be undertaken at the Development Application stage.

4.4 Geotech

Further detailed Geotechnical Analysis will be undertaken during the detailed design stage.

The proponent commits to ensuring that all necessary measures will be undertaken to ensure that future development on the site will have no adverse impacts on the existing ECRL infrastructure.

4.5 Contamination

The proponent commits to undertake the following actions during site preparation:

- The UST to be decommissioned (by removal) which will allow for the exaction of impacted soils (if any), and appropriate sampling of the UST pit excavation to validate removal of contaminated soil.
- The asbestos and associated impacted soils located on the south west boundary of the 396 Lane Cove Road property be removed from the site by an appropriately licensed asbestos removal contractor.

4.6 CPTED

A detailed CPTED assessment will be undertaken at the development application stage.

4.7 Wind

All future Development Applications will provide landscaping at the ground level generally in accordance with the Landscape Concept Plan to mitigate potential wind effects generated by the proposed buildings.

4.8 ESD

The propose development will achieve a 4 Star Green Start Office Design (v3) rating and a 4 Star NABERS Office Energy Rating.

The proponent also commits to exploring the following environmental interviews:

- natural light and ventilation;
- orientation specific sun shading to minimise heat gain;
- low temperature VAV or chilled beams;
- rainwater harvesting;
- filtration and recycling;
- solar water heating; and
- low embodied energy in materials.

4.9 Tree Removal

The landscaping scheme in all future Development Applications will adopt the following principles:

- that the planted trees on the perimeter be retained, where practicable, with the exception of the trees identified in the Vegetation Assessment; and
- future landscaping incorporate dense perimeter planting, with replacement planting of local native tree, shrub and understorey species.

5.0 Conclusion

Winten / Australand have considered the issues raised by DOPI, Council, State agencies and the public during the public exhibition process 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 planning outcome in terms of environmental impacts, public benefit, and achieving strategic planning objectives for the Macquarie Park Corridor.

This Report in conjunction with the EAR has demonstrate that the Concept Plan will have minimal adverse environmental effects. The development is generally consistent with Council's DCP and the desired future built form under Ryde LEP 2008 (Amendment 1). The revised Traffic Report demonstrates that the provision of car parking consistent with the LEP development standard is not excessive and is critical to ensure that the future development can be feasible and meet the commercial need of future tenants.

The proposal represents a significant opportunity to redevelop a dated light industrial building next to the Macquarie Park Station and will provide a series of building envelopes capable of delivering a landmark development on the corner of Waterloo Road and Lane Cove Road at the heart of the Macquarie Park Corridor.

The proposal will result in positive economic, environmental and public benefit in the form of the:

- creating a new publicly accessible civic plaza adjoining the Station along Waterloo Road;
- providing multiple through-site links between the Station and other developments to the south and west;
- generating activation at ground level around the Station and adjacent streets;
- providing a new strip of retail along Coolinga Street in line with Council's vision for the Street;
- amalgamating and redeveloping two low density light industrial developments located directly adjacent to the Macquarie Park Station;
- providing high grade commercial building with large floor-plates;
- providing a landmark building at a key site in the Macquarie Park Corridor which will be a catalyst for further commercial development to occur near the Station portals;
- consolidating 5 existing vehicle access points into to 2 which are located on local roads; and
- providing various other urban design and public domain improvements.

Given the environmental planning merits described above, and significant public benefits proposed, it is requested that the Minister approve the Concept Plan under Section 750 of the EP&A Act.