110-114 Herring Road, Macquarie Park

MACQUARIE VILLAGE

PREFERRED PROJECT REPORT

Concept Plan and Stage 1 Project Application (MP10_0112 and MP10_0113)

February 2012

urbis

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Peter Strudwick
Associate Director	Ian Cady
Senior Consultant	Matthew O'Donnell
Job Code	SA4588
Report Number	Final

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Submission of Preferred Project Report:

Prepared under Part 3A of the Environmental Planning and Assessment Act 1979.

Preferred Project Report prepared by:

Name:	Ian Cady (Associate Director)
	BA & Dip Urb and Reg Plan (UNE)
	Matthew O'Donnell (Senior Consultant)
	Bachelor of Landscape Architecture (University of Canberra)
	Post Graduate Diploma Town Planning (University of Westminster)
Address:	Urbis Pty Ltd.
	Level 21, 321 Kent Street
	Sydney NSW 2000

Land Details:	110-114 Herring Road, Macquarie Park NSW 2113
Applicant Details:	Stamford Property Services Pty Ltd
Applicant Address:	Suite 2, Level 10
	139 Macquarie Street, Sydney 2000
Project Summary:	Concept Plan and Project Application for the construction of a mixed use residential development with associated car parking and public domain works.

Declaration

We certify that the contents of the Environmental Assessment to the best of our knowledge, has been prepared as follows:

- In accordance with the requirements of the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000; and
- The information contained in this report is true in all material particulars and is not misleading.

Ian Cady (24 February 2012)

Matthew O'Donnell (24 February 2012)

Executive Summary

This report has been prepared in response to the letter from the Department of Planning and Infrastructure (DPI) dated 4 November 2011 requesting a Preferred Project Report to be prepared for MP10_0112 and MP10_0113. The letter requested the Proponent's Preferred Project Report (PPR) respond to specific issues raised by the Department of Planning and other stakeholders during the assessment and consultation process of the Environmental Assessment of the Concept Plan and Project Applications for the development of the land at 110 – 114 Herring Road, Macquarie Park. This report also responds to subsequent meetings with DPI on 17 November 2011 and 27th January 2012 that discussed matters in the preferred project requirements letter.

The report includes a response and additional information in relation to each of the issues raised by stakeholders. Since submission of the Environmental Assessment Report in January 2011, further consultation has been had with, in particular, officers at the DOP and officers at Ryde City Council.

The Preferred Project includes the following key amendments to the original proposal:

Changes to Building heights

- Building L has been reduced from 22 to 20 storeys
- Building W has been reduced from part 16/part 18 to part 9/part 13 storeys
- Building C has been increased from 11 to 15 storeys

- Reduction in GFA/FSR from 56,912m2/2.54:1 to 52,059m2/2.32:1
- Reduction in apartment numbers from 626 to 576
- Reduction in total car parking from 790 to 741 spaces
- Reduction of on grade parking from 79 to 46 spaces
- Reduction in 'building footprints' and bulk of Buildings L, M and D
- Setback to corner of Epping and Herring Roads increased from 5m to 7m.
- Increase in publicly accessible open space from 10,506m2 to 11,530m2.
- Internal roadway reduced in width to increase internal open space and landscaping.
- Increase in size of community facility from 90m^2 to 200m^2
- Dedication of 2 units for affordable housing.
- Street activation to Herring Road.

As outlined in the body of this report, the amendments to the proposal and additional information provided is considered an appropriate response to the issues raised during the consultation and assessment process for the Concept Plan and Project Applications.

We believe the preferred scheme provides an optimum balance between providing residential accommodation to service the local market needs and contribute to strategic planning targets, as well the respecting the sites environment and local context qualities. The revised proposal delivers a built form which will have minimal impact on surrounding land uses and will deliver a range of public benefits.

The overall public benefit of providing housing within a mixed use development in the Macquarie Park Corridor within 400 metres of the Macquarie Park train station, and surrounded by lands which are principally developed for retail, commercial or educational uses, cannot be understated. This proposal therefore presents a key opportunity to deliver housing consistent with the Sydney Metropolitan Strategy's objective to increase opportunities for 'walk-to-work' communities.

The other key public benefits which the amended proposal will deliver include:

- Community centre consisting of 200m^2
- 11,530m^2 of publicly accessible open space consisting of central park, village green, garden of earthly delights, roads and street pavements and deep soil planting areas.
- Increased permeability for pedestrians and vehicles through the site
- Provision and dedication of new public roads connecting to Herring Road and Epping Road
- Upgrade to the local bus stop and the provision of publicly accessible lift and staircase from the site to Epping Road to provide 24/7 access.
- Street activation to Herring Road.
- Affordable housing.
- Financial contributions in accordance with City of Ryde Section 94 Contributions Plan

In conclusion, it is considered that the proposed Preferred Project has suitably addressed all matters raised in submissions. The site location and context is very well suited to high density, mixed use development. The proposal is appropriate for the site and its context and will positively contribute to achieving the aims and objectives for the Macquarie Park Corridor and the Inner North Draft Subregional Strategy as the locality continues to evolve as a “Specialised Centre”.

1 Introduction

1.1 OVERVIEW

This report has been prepared to describe the Preferred Project for the Concept Plan (MP10_0112) and Project Applications (MP10_0113) (Stage 1) submitted in accordance with Part 3A of the *Environmental Planning and Assessment Act 1979* for the land at 110 – 114 Herring Road, Macquarie Park.

The project was publicly exhibited by the Department of Planning and Infrastructure from 10 August 2011 until 14 September 2011. Submissions received were provided to the proponent and have been addressed in the design evolution of the Concept Plan Project Application.

This Preferred Project Report (PPR) has been prepared in response to the issues raised by the Department of Planning and Infrastructure (DPI), Ryde City Council, other authorities and stakeholders to the Concept Plan and Project Applications during the Part 3A assessment and consultation process.

The key planning issues were outlined in the formal written response from DPI dated 4 November 2011 to the Environmental Assessment documentation, which are:

Schedule 1:

- Building height, built form and density
- Open space, public domain and streetscape
- Traffic and parking

Schedule 2:

- Additional planning assessment and architectural drawings, photomontages and calculation details.

This report is accompanied by revised architectural drawings, specialist and reports which address the issues raised during the consultation process, and includes additional information requested for the final assessment and determination of the proposal.

In accordance with Section 75H(6) of the *Environmental Planning and Assessment Act 1979*, this PPR has been prepared to outline the changes to the proposal in response to the assessment consultation process to minimise the environmental impacts of the proposal.

The report has been structured to:

- Summarise the key overall amendments to the Concept Plan and Project Applications.
- Address the key primary issues raised by DPI, and outlining the amendments adopted by the PPR in response to these issues.
- Provide a detailed and updated description of the PPR Concept Plan and Project Application.
- Outline the proposal's response to the secondary issues raised by the Agencies and other stakeholders.
- Provide a revised Statement of Commitments which reflects the PPR and key stakeholder issues.

1.2 SUMMARY OF AMENDMENTS

In response to the issues raised through submissions and consultation with the Department of Planning, Ryde City Council, various government agencies and the public, a number of significant amendments and improvements have been made to the scheme as originally proposed.

The proposed changes to the Concept Plan design incorporated in this PPR are:

- Changes in building heights
- Reduction in building footprints
- Reduction in FSR across the site
- Increased provision of community facilities
- Increased provision of publicly accessible and private open space and improved solar access to open space.
- Revised car parking layout to facilitate additional open space
- Increased justification of acoustic issues.
- Increased setbacks at Epping Road/Herring Road junction by 2m.
- Revised height distribution along Epping Road from west to east in line DOP comments
- Reduced parking at grade and below ground.
- Reduced provision of apartments and associated car parking.
- Dedication of 2 affordable housing units.

Other public benefits that are still provided as were exhibited with the original concept plan include:

- Upgrades to the existing bus stop on Epping Road and provision of a lift and staircase from the site to Epping Road with access provided 24/7.
- Street activation to Herring Road.
- Meeting room for use by the greater community;
- Commitment to achieving a 4 Star Green Star rating for Stages 1 and 2 of the development;
- Commitment to preparing a Public Art Strategy for the site;
- Provision of bicycle vouchers, offering 50% off a range of bicycles approved by Stamford, for residents of the development, as well as one voucher per 100m^2 of non-residential GFA, to reduce car dependence;
- Commitment to providing a communal herb/vegetable garden for residential use;
- The construction and proposed dedication of two Type 3 roads;
- Provision of improved landscaping, and proposed landscaping on the new Type 3 roads.

Table 1 provides an overview of the key numerical changes between the original Environmental Assessment Proposal and the Preferred Project proposal outlined in this report.

TABLE 1 – NUMERIC OVERVIEW OF PROPOSAL

110 – 114 Herring Road	Environmental Assessment Proposal	Preferred Project Proposal
Site Area	22, 433m^2	22, 433m^2
Gross Floor Area	Maximum Residential GFA of 56,921m^2 Minimum non-residential GFA of 1,110m^2 comprising commercial/retail floor space and communal space including a community meeting room.	Maximum Residential GFA of 52,059m^2 Minimum non-residential GFA of 1,210m^2 comprising commercial/retail floor space and communal space including a community meeting room. A maximum of 2,000m^2 of non-residential GFA could be accommodated.
Land Use	Residential Mixed Use	Residential Mixed Use
FSR	2.54:1	2.32:1
Residential Flat Buildings	7	7
Apartments	626	576
Parking Spaces	790	741
Open Space Area	10,506m^2 (46% of developable)	11,530m^2 (51% of developable)
Deep Soil (%)	4,753m^2 (45% of landscape area)	4,975 (43% of open space)
Building Height	4 - 22 storeys RL89.200 - RL144.65	4 - 20 storeys RL99.550 – RL138.450
Setback from Herring Road	5m	5m
Setback from Epping Road	10m	10m
Setback from corner of Herring and Epping Roads	5m	7m

2 The Original Application

The Environmental Assessment (EA) for a Concept Plan application under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) was lodged with the Department of Planning and Infrastructure in June 2011 (MP10_0112 and MP10_0113).

The EA was prepared by JBA Planning. It addressed the Environmental Assessment Requirements issued by the Director General for the preparation of an Environmental Assessment of a Concept Plan and Stage 1 Project Application for a residential, mixed use development at 110-114 Herring Road, Macquarie Park.

The EA addressed:

- The site context and analysis of the surrounding area;
- The proposed Concept Plan;
- The proposed Stage 1 Project Application;
- The Director General's Environmental Assessment Requirements;
- Environmental Assessment in accordance with the requirements issued by the Director General; and
- Draft Statement of Commitments

2.1 THE ORIGINAL CONCEPT PLAN AND STAGE 1 APPLICATION

2.1.1 THE ORIGINAL CONCEPT PLAN

The original Concept Plan (MP10_0112) sought approval for:

- *The layout of the development for 7 buildings, areas of open space and street network/layout;*
- *Building envelopes (maximum height of RL 144.65);*
- *A maximum total gross floor area (GFA) across the site of 56,892m^2*
- *Maximum car parking numbers of 790 spaces; and*
- *Minimum GFA of 1,100m^2 for non-residential uses.*

The following table extracted from the EA report provides a numerical overview of the land uses, building heights, floor areas and car parking numbers for which the original Concept Plan sought approval.

TABLE 2 – ORIGINALLY SUBMITTED CONCEPT PLAN

DEVELOPMENT ELEMENT	PROPOSED
Proposed Land Use	Residential Mixed Use
Site Area	22, 433m
Floor Areas and FSRs	
Proposed Total GFA	56,892m^2
Proposed Total FSR	2.54:1
Height	
Height in Storeys	4-22
Height (RL)	RL99.55-RL144.65
Land Uses	
Residential	Maximum Residential GFA of 56,921m^2
Non Residential	Minimum non-residential GFA of 1,110m^2 comprising commercial/retail floor space and communal space including a community meeting room.
Apartments	626
Parking	
Proposed Total Car Parking On-Site	790
Landscaping	
Open Space Area	10,506m^2 (46% of developable)
Deep Soil Zone	4,753m^2 (45% of landscape area)
Setback from Herring Road	5m
Setback from Epping Road	10m

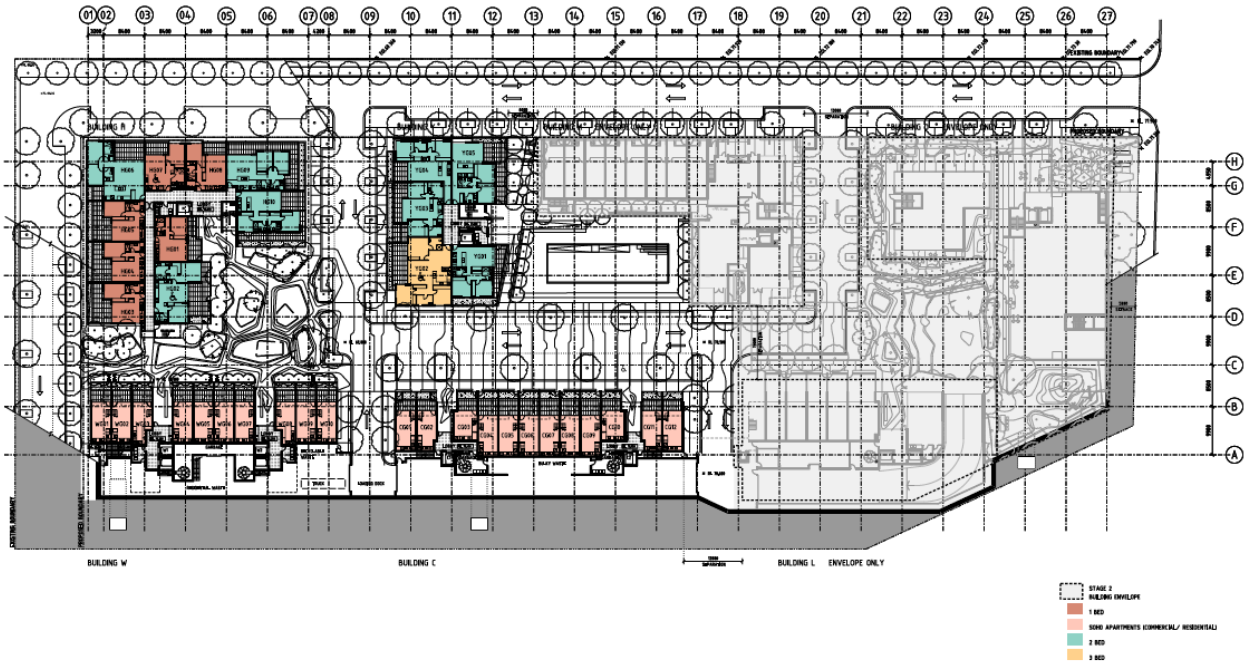

FIGURE 1 – ORIGINAL CONCEPT PLAN

2.1.2 PROJECT APPLICATION FOR STAGE 1

The Environmental Assessment also sought approval for a Project Application (MP10_0113) for Stage 1 of the Concept Plan comprising:

- *Demolition of all existing structures and improvements on the site;*
- *Construction of the basement car parking for all stages;*
- *Construction of Buildings H, W, C and Y accommodating a total of 310 residential units;*
- *An apartment mix comprising 52% 1 bedroom, 38% 2 bedroom and 10% 3 bedroom;*
- *Landscaping and public domain works around Buildings H, W, C and Y;*
- *Internal roads and services connection.*

Figure 2 indicates the proposed extent of Stage 1 of the Concept Plan and the building names as referred to in the EA

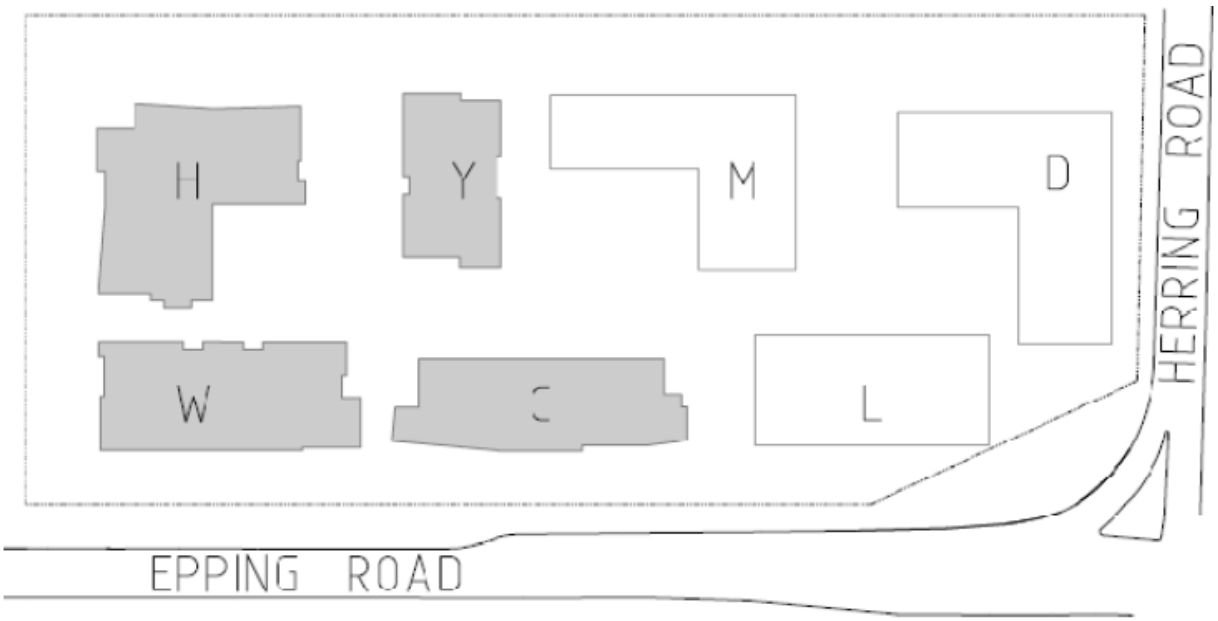

FIGURE 2 – BUILDING NAMES AND EXTENT OF STAGE PROJECT APPLICATION APPROVAL BEING SOUGHT SHADED GREY – AJ + C

Stage 1 of the original Concept Plan proposed the construction of buildings H, Y, W and C. A numerical overview of the proposed buildings subject of a Project Application for Stage 1 is included below:

TABLE 3 – NUMERICAL OVERVIEW OF STAGE 1 PROJECT APPLICATION

BUILDING	MAXIMUM HEIGHT	DWELLINGS	PARKING (SPACES)	GFA (M^2)
Hunter (H)	RL99.5	54		5,187
Woodward (W)	RL132.85	128		12,223
Cutler (C)	RL110.45	84		7,876
Young (Y)	RL100.20	44		4,238
Total		**310**	**332 (Stage 1 only)**	**29,524**

Stage 2 of the Concept Plan will be subject of subsequent Development Applications for the detailed design of various components of the development.

2.1.3 STREET LAYOUT, ACCESS AND PARKING

The street layout that formed part of the Concept Plan EA sought to make a contribution to the future street network. The proposed street layout included:

- The provision of new local streets along the north-eastern and north-western boundaries of the site as Type 3 dedicated public roads maintained by the City of Ryde Council.
- The proposed Type 3 road on the north-eastern boundary is the primary east-west connection through the site and would accommodate all vehicular movements in and out of the site until the road on the north-western boundary of the site is fully completed.
- Only one half of the road would be constructed on the sites north-western boundary to provide future access to Epping Road, whilst the other half would be completed with the future development of adjacent sites.

- In addition a two way loop road was provided internally within the site to provide various access points to basement parking.
- A total of 790 parking spaces were proposed. The basement parking area would be built as part of a Stage 1 approval, and remain partially blocked until completion of stage 2.

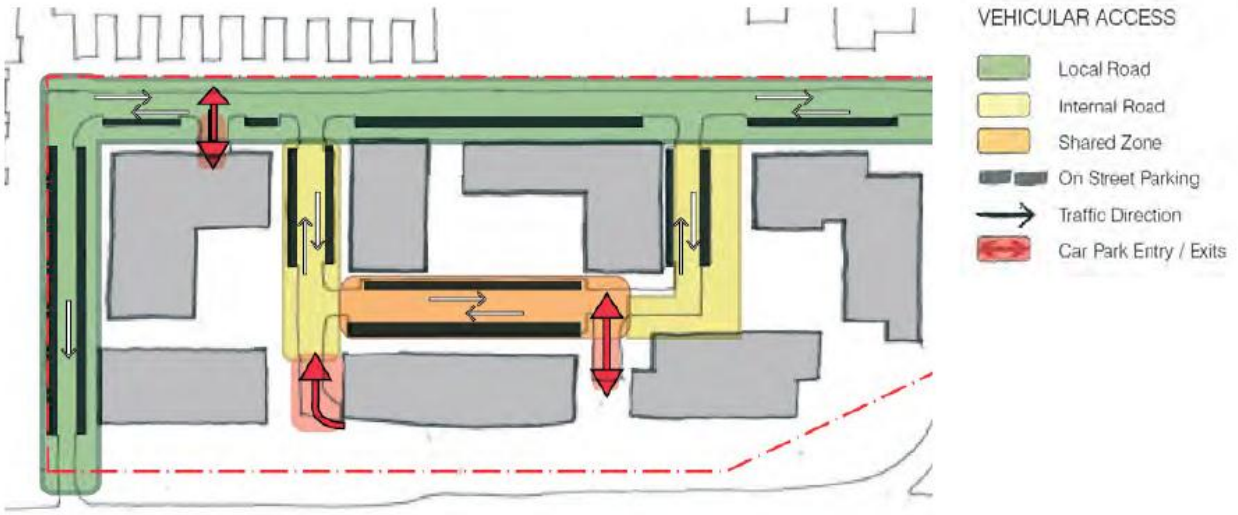

FIGURE 3 – VEHICULAR CIRCULATION

- Primary and secondary building entries located along pedestrian circulation paths, and stair and lift access to Epping Road and the existing bus stop.

2.1.4 PUBLIC BENEFITS OF CONCEPT PLAN AND STAGE 1 PROJECT APPLICATION

The Concept Plan and Project Application incorporated a number of benefits to prospective residents and the greater community that included:

- Meeting room for use by the greater community;
- Commitment to achieving a 4 Star Green Star rating for Stages 1 and 2 of the development;
- Commitment to preparing a Public Art Strategy for the site;
- Provision of lift and stair access from the site to the bus stop on Epping Road.
- Provision of bicycle vouchers, offering 50% off a range of bicycles approved by Stamford, for residents of the development, as well as one voucher per 100m^2 of non-residential GFA, to reduce car dependence;
- The provision of wider public access to the central areas of communal open space;
- Commitment to providing a communal herb/vegetable garden for residential use;
- The construction and proposed dedication of two Type 3 roads;
- Provision of improved landscaping, and proposed landscaping on the new Type 3 roads.

2.1.5 DEVELOPER CONTRIBUTIONS

The EA identified potential developer contributions including:

- Contributions commensurate with each stage will be payable prior to the issue of a Construction Certificate.

- The provision of two Type 3 roads on the north-eastern and north-western boundaries of the site to be dedicated as public roads to City of Ryde Council.

- Public access to communal open space areas and provision of a communal meeting room. Whilst not identified specifically in the Council S94 Plan, Stamford will seek to negotiate appropriate Section 94 offset provision of these public benefits on the site. Resolution of public benefits would occur prior to determination of the Stage 1 Project Application.

2.1.6 DRAFT STATEMENT OF COMMITMENTS

The EA contained a draft Statement of Commitments to be undertaken by Stamford Property Services Pty Ltd in accordance with the Director General's Environmental Assessment requirements to minimise potential impacts arising from the Project. In summary these commitments included:

- Total GFA of development in accordance with approved concept plan.

- Apartment mix of 52% one bedroom, 38% two bedroom and 10% three bedroom (Stage 1).

- Provision of 35 SOHO apartments

- 10% of apartments provided as Class C adaptable units

- Preparation of a Travel Plan addressing public transport, services within walking distances, cycle routes and car share vehicles.

- Commitment to consulting with Go Get car share to determine feasibility of car share scheme on site.

- Flora and fauna and tree management measures.

- Developing in accordance with the relevant Australian Standards

- Detailed construction and waste management plans for the site.

- Commitment to meeting BASIX requirements and a target of achieving 4 star Green Star rating.

- Upgrades to infrastructure including water, sewer and telecommunications

- Commitment to provide a swimming pool, gym, herb/vegetable garden.

- Provision of a bicycle voucher offering 50% off a range of bicycles approved by Stamford for every 100m^2 of non-residential GFA and every residential purchaser.

- Implementation of WSUD measures for both stages of the development.

- Landscaping and public domain works

- Implementation of noise attenuation measures.

- Effective wind control mechanisms

- Provision of a detailed Public Art Plan.

- Dedication of Type 3 road to Council.

- Provision of appropriate security measures and monitoring systems across the development.

3 Summary of Key Issues from Public Submissions and Public Agencies

The project was publicly exhibited by the Department of Planning and Infrastructure from 10 August 2011 until 14 September 2011. Submissions received were provided to the proponent and have been addressed in the design evolution of the Preferred Project Application.

A total of twenty submissions were received from the general public; five submissions were received from State Government agencies and a submission was received from Ryde Council.

3.1 PUBLIC SUBMISSIONS

The 20 submissions received from the public raised the following key issues:

- Traffic and access
- Height, density and design
- Setbacks
- Design amenity and community infrastructure impacts
- Non-residential uses
- Financial contributions
- Noise
- Landscaping

Appendix A provides the proponents detailed responses to the key issues raised in the public submissions and identifies amendments to the proposal that have been made to address surrounding occupiers concerns.

3.2 AGENCY SUBMISSIONS

A total of five submissions were received from the following government agencies.

- City of Ryde Council
- RTA
- Sydney Water
- NSW Office of Environment and Heritage
- NSW State Transit

The 5 submissions received from the agencies raised the following key issues:

- Traffic and access
- Parking
- Public transport
- Noise mitigation

- Waste water
- Height and density
- Impact on adjoining neighbours
- Housing strategy targets
- Developer contributions
- Stormwater

Appendix B provides the proponents detailed responses to the key issues raised in the agency submissions and identifies amendments to the proposal that have been made to address key issues.

3.3 BAPTIST COMMUNITY SERVICES, WILANDRA VILLAGE

The BCS, Wilandra Village was not notified of the proposal when originally exhibited and as a result were given an additional 30 days to respond. Stamford Property Services met with the owners of the Wilandra Village on 5 December 2011 and presented the proposal and discussed potential impacts on their site.

A submission has been received by the proponent from Wilandra Village. A response to the Wilandra Village submission is attached at **Appendix C.**

4 Preferred Project Requirements

Following consideration of submissions and preliminary assessment, the DPI issued 'Preferred Project Requirements' identifying the following key issues requiring further justification, or design amendment:

- Height, built form and density;
- Provision of useable open space; and
- Traffic and parking

Schedule 1 of the PPRs expands upon these key issues. Each issue and the Proponent's response thereto are detailed below.

1. HEIGHT, BUILT FORM AND DENSITY

Further analysis and justification of building height is required, including options for reducing the height of buildings while maintaining the stepped form throughout the site to address internal amenity, impact on adjoining properties and the streetscape. The Department supports a 'Landmark' Building L located on the corner of Epping and Herring Road with a height not exceeding 18 storeys at Epping Road, on the basis of other buildings being reduced in height to allow for a more appropriate and effective transition to adjoining properties. In particular, the height of the buildings fronting Epping and Herring Roads should transition to a height of 8 - 10 storeys at the northwestern boundary.

Proponent's Response

The preferred project has been modified to reduce building heights. Specifically:

- Building L has been reduced from 22 to 20 storeys
- Building W has been reduced from 16/18 to 13/9 storeys

However, these reductions have been partially offset by an increase in the height of Building C from 11 to 15 storeys.

Figure A2.1: Summary of changes to the Exhibited Concept Plan

FIGURE 4 – EXHIBITED CONCEPT PLAN HEIGHTS AND PREFERRED PROJECT CONCEPT PLAN HEIGHTS

- The elevation to Epping Road has been altered to incorporate a stepped transitional appearance with the gateway building (L) being reduced to RL 138.45 and stepping down to building W (RL111.05/102.15) at the western corner of the site.

- Building L has been maintained as a 'landmark' building on the corner of Epping and Herring Road. The overall height of the building is 18 storeys along the Epping Road frontage and up to 20 storeys from podium level.

- Building W has been considerably reduced in bulk and scale to minimise any potential adverse impacts on the adjoining Wilandra Village to the west. Building W has been reduced to 8 storeys in height as measured from Epping road and 9 storeys as measured from the podium on the western boundary and is consistent with the 8 storey building heights as proposed in the draft Ryde LEP 2008 (amendment 1).

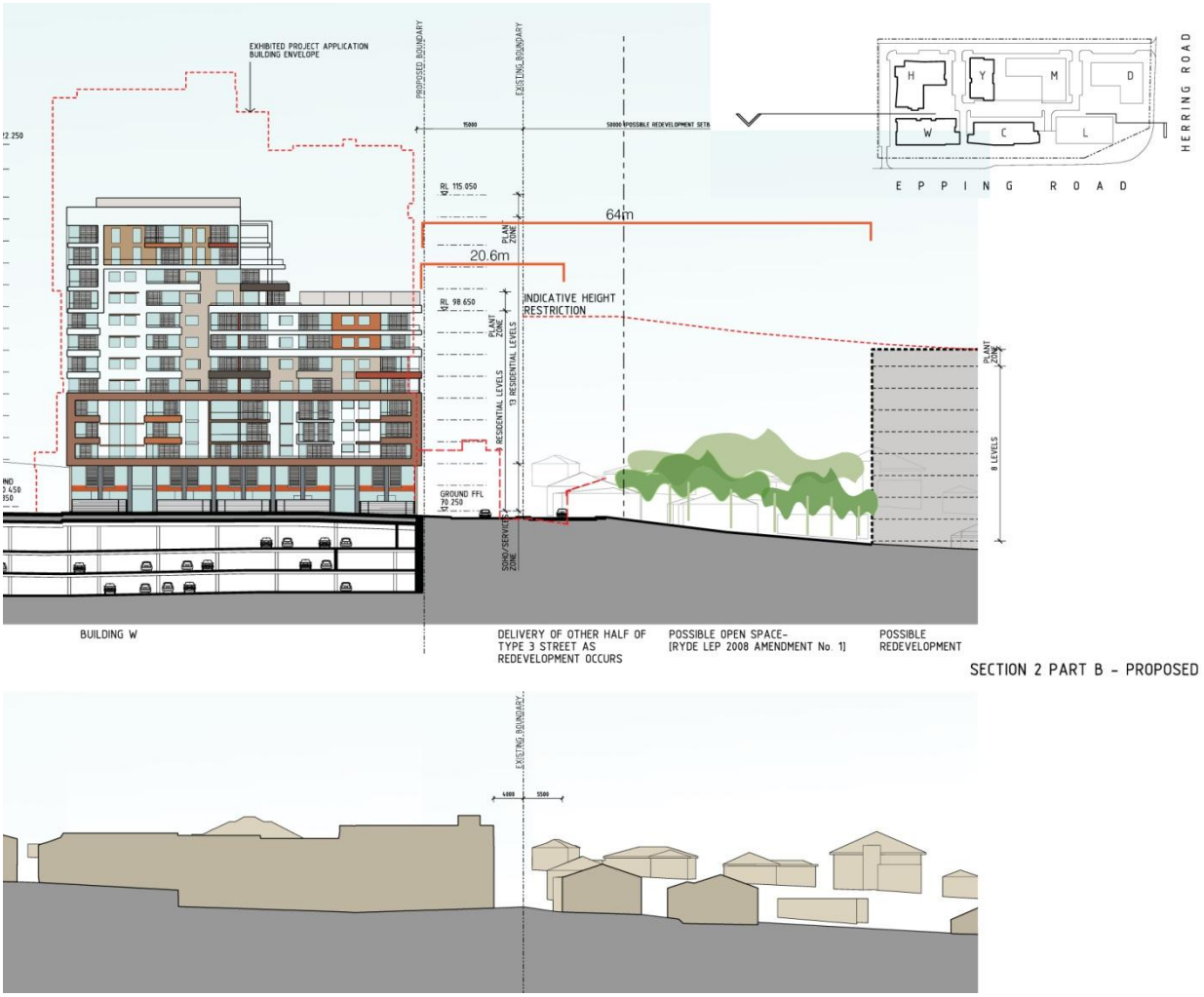

FIGURE 5 – PREFERRED PROJECT RELATIONSHIP WITH WILANDRA VILLAGE

FIGURE 6 –EXISTING RELATIONSHIP WITH WILANDRA VILLAGE

FIGURE 7 – PREFERRED PROJECT RELATIONSHIP WITH WILANDRA VILLAGE

- The buildings (H, Y, M and D) along the northern road frontage of the site have maintained their original building heights. Building M has however reduced in overall bulk to promote increased solar access into the central open space area and to minimise the overall bulk and form along the northern frontage of the site.

- The length and bulk of building D has also been reduced on the corner of Herring Road and Epping Road and allows views into the open landscaped open space area.

Although the Department supports increased density on the site, the proposed amount of floor space is considered excessive and a further analysis of density and built form options is required. In this regard options are required for revised building envelopes. This should include:

- *a reduction in the bulk and scale of Buildings W, C, Land D fronting Epping Road;*
- *ensure building separation between Buildings W, C and L complies with SEPP 65;*
- *increased setback on the corner of Epping and Herring Roads to allow appropriate separation between Building L and the RTA's future slip road; and*
- *reconsider the need for, width, configuration and parking layouts of internal roads to*
- *provide increased open space and useability within the site.*

Proponent's Response

- The overall density has been reduced from an FSR of 2.54:1 to 2.32:1 (GFA has been reduced from 56,892m^2 to 52,059m^2).

- A reduction in building bulk and scale has been achieved to buildings W, L and D to shift from a modulated street frontage to a transitional street frontage. The transitional street frontage has also ensured a reduced level of impact on the adjoining Wilandra Village to the west and has create a more open and transparent corner separation between building D and L. The overall scale and bulk of building C has increased in order to achieve a transitional appearance along Epping Road and to compensate for a significant loss of GFA in building W.

- The building separation between building W and C at the upper levels is 13m and 18m between habitable and non-habitable rooms. The building separation distances between buildings L and C are a minimum of 13m. Where habitable rooms face habitable rooms louvres will be installed to avoid impacts on amenity. An assessment of the proposals compliance with SEPP 65 is contained in the Design Report at **Appendix D.**

- The preferred project has included an increased setback to 7m on the corner of Herring Road and Epping Road. Increased separation distances are between building D and L have also been achieved to open up the corner element of the site and increase permeability to the internal open space area of the site. Where habitable rooms face habitable rooms louvres will be installed to avoid impacts on amenity.

- The internal road layout and circulation has been amended to create increased useable open space. The internal road to the rear of building C has been reduced to one way traffic flow only creating an additional area of open space central to the development adjacent the proposed pool.

- The preferred project has reduced at grade parking between buildings H and Y and buildings M and D to increase landscape public open space areas.

- The proposed amount of useable open space has been increased through the reduction in scale bulk and footprint of building M and the reduction of on grade parking which creates additional open space at grade and allows for increased solar access to the open space area from the north. The proposed increased building separation between building D and L also gives provision of increased open space at the south eastern corner of the site.

Options are also required for revised building envelopes located in the central portion of the site, particularly Buildings M, Y, the pool and areas of open space. The proposal should reconsider building locations and configurations to improve residential amenity, solar access and areas of open space. The height and design of Buildings M and Y should be reconsidered to improve solar access to the pool area.

Proponent's Response

- The preferred concept plan has not altered the building envelope of building Y. The proposal has however reduced the building envelope of building M. The proposed amount of useable open space has been increased through the reduction in scale bulk and footprint of building M which creates additional open space at grade and allows for increased solar access to the open space area from the north.

- The height of buildings M and Y have not been altered however the reduction in building footprint and envelope of building M will result in increased solar access to the proposed pool area.

FIGURE 8 – REDUCED BUILDING FOOTPRINTS OF BUILDING M AND D CREATE INCREASED OPEN SPACE

2. OPEN SPACE. PUBLIC DOMAIN AND STREETSCAPE

The density and orientation of proposed built form results in a congested site layout. Further justification and analysis of the amount of open space proposed on site should be provided. The proposed area of open space is insufficient based for the proposed density.

Proponent's Response

- The site layout including built form, at grade circulation and landscaping has been amended to reduce the overall density and create increased open space and amenity within the proposed development. The overall reduction in road widths and reduced building footprints of building M and D contribute to providing an additional 1,029m^2 of overall open space. The overall proposed open space is 11,530m^2 (51% site coverage).

FIGURE 9 – LANDSCAPE PLAN DEMONSTRATES INCREASED OPEN SPACE FROM CHANGES TO INTERNAL ROAD LAYOUT AND REDUCED BUILDING FOOTPRINTS

- The 29 space reduction in parking at grade has also resulted in the provision of increased open space.

Further consideration should be given to the south eastern portion of the site (Stage 2) to allow increased areas of open space and increasing activation of the use of public spaces.

- The reduction of building footprint and envelope of building D and L has resulted in increased open space and permeability on the south eastern corner of the site.

- Increased setbacks from Epping Road to 7m provide additional depth to the landscaped areas on this corner of the site.

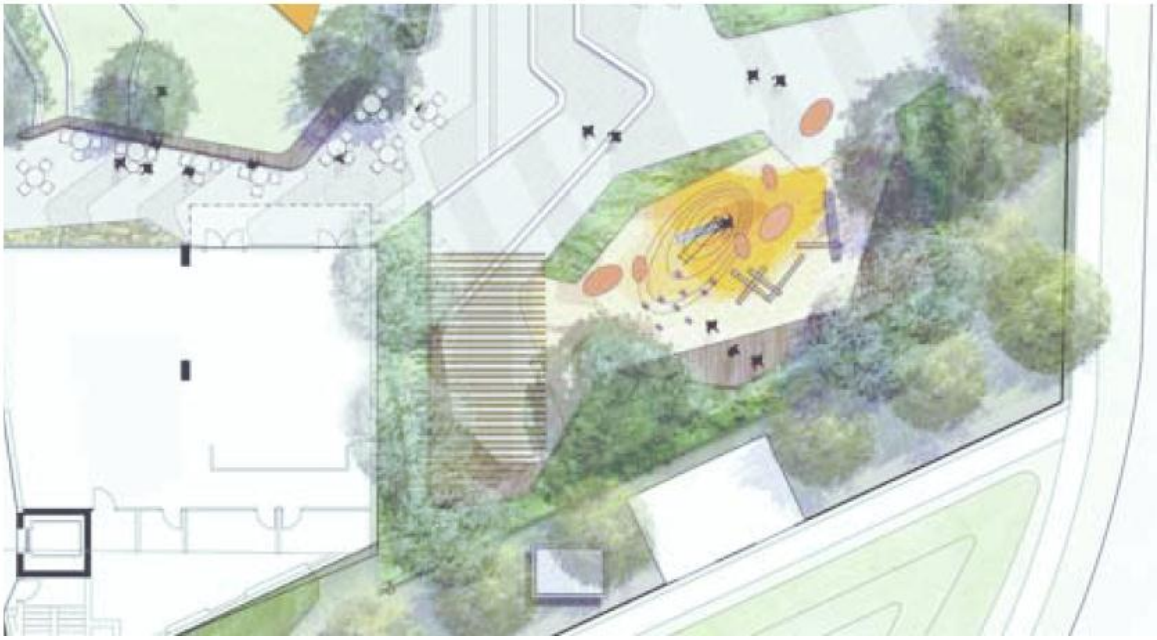

FIGURE 10 – INCREASED OPEN SPACE IN SOUTH EAST CORNER OF SITE AS A RESULT OF REDUCED FOOTPRINTS AND SETBACKS

3. TRAFFIC AND PARKING

Further consideration of the traffic implications of the proposal, including detailed consideration of the issues raised by Ryde Council and Government agencies should be provided.

Proponent's Response

- Ryde Council have raised concerns regarding cumulative impacts of other Major Development proposals (both approved and exhibited) within the precinct, and claims that the application does not take due account of the future road network. These issues are addressed in the response prepared by Traffix (**Appendix F**) , who have advised that:

  > *"Council's comments are contrary to its own adopted methodology, as set out in the Traffic Impact Assessment Process for Macquarie Park Corridor Development Applications, which is a policy document prepared by Council. The required process involves the use of the Macquarie Park Growth Model (a Paramics Microsimulation Model) which was expressly developed by Council for the purpose of assessing and monitoring the cumulative impacts of developments, with consideration also of the need for traffic infrastructure improvements that are embodied in Council's long term strategic (2031) model. This model is required to be used for all developments within the precinct that have an increased floor area of greater than 1,000m^2. This enables Council to undertake a network wide assessment and Council is thereby uniquely placed to control the strategic planning process. Furthermore the cost of obtaining the base model from Council (as occurred) is substantial and includes an allowance for a peer review for Council to engage its own consultants to undertake this review".*

- With regard to the Roads and Maritime Services (RMS), the application was referred to the Sydney Regional Development Advisory Committee (SRDAC, who raised no concerns regarding the traffic impacts of the application (see RMS's letter to the DPI dated 14 September 2011).

Parking provisions for the development should be reduced to provide a measured approach considering the proximity of the site to public transport, retail, commercial and education facilities.

Proponent's Response

- The preferred project requires a minimum of 825 spaces under Council's DCP, but proses 741 spaces, which is almost 10% less than this minimum. The response prepared by Traffix (**Appendix F**) concludes that this is sufficient to ensure that the objectives of the DOPI to:

  > *"promote alternate travel modes are met to a substantial degree, but not to the extent that on-street parking demands would be encouraged where good public transport services are available".*

Reconsider the 90° angle parking on internal roads to allow for greater open space and residential amenity.

- The Preferred Project reduces the width of the originally proposed internal east-west roadway to the north of Building C to permit only one way (east to west) traffic. It also deletes the previously proposed 90 degree spaces adjacent to buildings Y and M, thereby significantly increasing open space and landscaping.

- The response prepared by Traffix (**Appendix F**) concludes that the revised internal road network will provide improved residential amenity and safety, whilst still providing adequate connectivity through the site.

Schedule 2 of the PPRs requires the following additional information. Each issue and the Proponent's response thereto are detailed below.

TABLE 4 – SCHEDULE 2 REQUIREMENTS RESPONSE

REQUIREMENT	RESPONSE
A revised Statement of Commitments, where appropriate, providing a response to the requirements of other agencies and the Department's issues.	Refer **Appendix K.**
Demonstrate compliance of an amended proposal in accordance with relevant planning controls, SEPP 65 and the RFDC.	Refer **Appendix D**.
Revised photomontages are required for the amended scheme. The photomontages should be prepared from a ground level view point, with the development depicted as a large proportion of the montage. The photomontages should show the proposed development from the corners of Epping and Herring Road, Epping Road and Herring Road approached and from the Ranch Hotel.	Refer **Appendix L** and **Section 6** of this report.
Indicate how the proposed development will be designed to mitigate noise (traffic and other) from Epping Road.	Refer **Appendix H**.
Concern is expressed for the privacy of adjoining residential dwellings, in particular 116-118 Herring Road. Further information on the following is required: What measures are proposed to ensure privacy of adjoining residents; An analysis that covers issues such as cut and fill across the shard boundary; Impact on trees on adjoining properties;	Refer **Appendix C and D**. The proposed buildings and basement parking are separated from shared boundaries by the proposed public roads within the site. The only cut and fill proposed within these roads is the minimum required to practicably construct the roads as required pursuant to Council's DCP. There will therefore not be any significant cut, fill, or basement structures in the vicinity of the shared boundaries. Numerous cross sections across the shared boundaries demonstrate this (Drawing Nos. DA3110 C through to DA3133B at **Appendix E)**. Consequently the Preferred Project should not have any significant effect on trees within adjoining properties. Refer **Appendix C, D, and H**.

REQUIREMENT	RESPONSE
Impact on acoustic and visual privacy (given that a number of backyards will front on to the proposed new road); and Impacts on buildings near boundaries.	Refer **Appendix C and D**
Provide additional landscape plans for the three cross sections, (east, middle and west along the northern boundary) that shows the relationship between the proposed development, the new road and adjacent buildings that illustrate the design solution and landscape treatment.	Refer **Appendix G**.
Provide a cross section of the proposed building setbacks in relation to the roads along Herring Road and the corner of Epping and Herring Road.	Refer **Appendix D**.
Supplementary documentation to accompany the EA (such as noise, visual amenity and wind effects) have confined themselves to the effects of the proposed buildings on site. Consideration of environmental impacts on adjoining buildings and residential amenity is required in the PPR.	Refer **Appendix D, H and N**.
Justification of how the FSR of 2.5:1 has been determined.	Refer **Appendix M.**
The Statement of Validity should be amended to show the correct property details.	As included in this report.

5 Changes Proposed in response to DG's PPRs

5.1 BUILT FORM & FLOOR SPACE

The following changes in building heights are proposed.

BUILDING	ENVIRONMENTAL ASSESSMENT CONCEPT PLAN		PREFERRED PROJECT CONCEPT PLAN MAXIMUM RL		RL DIFFERENCE
	Maximum RL	Storeys	Maximum RL	Storeys	
Hunter (H)	99.55	8	99.55	8	Nil
Young (Y)	100.20	8	100.20	8	Nil
Cutler (C)	110.45	11	122.25	15	+11.8m/6 storeys
Woodward (W)	132.85	18	115.05	13	-21.8m/5 storeys
Martin (M)	101.60	8	101.60	8	Nil
Darling (D)	126.80	15	126.80	15	Nil
Loftus (L)	144.65	22	138.45	20	-6.2m/2 storeys

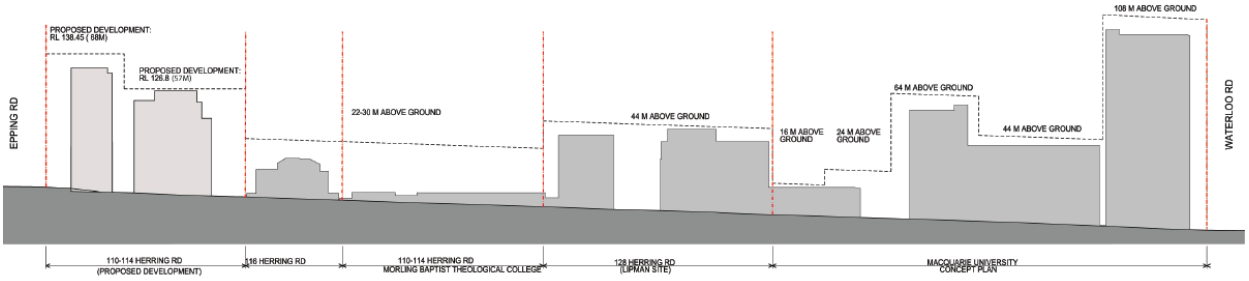

Figure B4.2: Height control along Herring Road

FIGURE 11 – COMPARATIVE BUILDING HEIGHTS BETWEEN PREFERRED PROJECT AND EXHIBITED CONCEPT PLAN

The following changes in GFA are proposed:

BUILDING	ENVIRONMENTAL ASSESSMENT CONCEPT PLAN GFA	PREFERRED PROJECT CONCEPT PLAN GFA	GFA DIFFERENCE
Hunter (H)	5,187 m^2	5,187 m^2	Nil
Young (Y)	4,238 m^2	4,214 m^2	- 24 m^2
Cutler (C)	7,876 m^2	9,828 m^2	+1,952 m^2
Woodward (W)	12,223 m^2	7,516 m^2	-4707 m^2
Martin (M)	5,073 m^2	4,690 m^2	-383 m^2
Darling (D)	10,820 m^2	10,336 m^2	-484 m^2
Loftus (L)	11,476 m^2	10,288 m^2	1188 m^2
Total	56,893m^2	52,059m^2	4,834 m^2

The resultant FSR reduces from 2.54:1 to 2.32:1.

The following changes to building setbacks are proposed:

	ENVIRONMENTAL ASSESSMENT CONCEPT PLAN SETBACKS	PREFERRED PROJECT CONCEPT PLAN SETBACKS
Setback from Herring Road	5m	5m
Setback from Epping Road	10m	10m
Setback from corner of Herring and Epping Roads	5m	7m (+2m)

5.2 OPEN SPACE AND PUBLIC DOMAIN

The following changes are proposed in relation to open space:

	ENVIRONMENTAL ASSESSMENT CONCEPT PLAN	PREFERRED PROJECT CONCEPT PLAN	DIFFERENCE
Open Space Area	10,506 m^2	11,530 m^2	+1,025 m^2
Open Space %	46% of total area	51% of total area	+ 5%
Deep Soil Planting	4,753 m^2	4,975 m^2	+ 222m^2
Deep Soil Planting %	45% of open space area	43% of open space area	-2%

5.3 TRAFFIC AND PARKING

The following changes are proposed in relation to traffic and parking:

	ENVIRONMENTAL ASSESSMENT CONCEPT PLAN	PREFERRED PROJECT CONCEPT PLAN	DIFFERENCE
Total Parking Provided on Site	790	741	-49
Total Parking at Grade	75	46	-29
Total Parking at Basement Level	715	695	-20

6 The Preferred Project

This section details the revised or 'Preferred' Project now proposed:

6.1 THE PREFERRED CONCEPT PLAN

The Preferred Project Concept Plan seeks approval for:

- The layout of the development for 7 buildings, areas of open space and street network/layout;
- Building envelopes (maximum height of RL 99.50 - 138.45);
- A maximum total gross floor area (GFA) across the site of 52,059m^2
- Maximum car parking numbers of 741 spaces; and
- Minimum GFA of 1,210m^2 for non-residential uses.

The key numeric aspects of the Preferred Project Concept plan for which approval is sought are detailed in Table 5.

FIGURE 12 – PREFERRED PROJECT SCHEME LOOKING EAST

FIGURE 13 – PREFERRED PROJECT SCHEME LOOKING SOUTH

FIGURE 14 – PROPOSED VIEW LOOKING WEST ALONG EPPING ROAD

FIGURE 15 – VIEW LOOKING TOWARDS THE CORNER OF HERRING ROAD AND EPPING ROAD

FIGURE 16 – VIEW LOOKING WEST TOWARDS THE CORNER OF EPPING ROAD AND HERRING ROAD

TABLE 5 – KEY NUMERIC ASPECTS OF PREFERRED PROJECT CONCEPT PLAN

DEVELOPMENT ELEMENT	PROPOSED
Proposed Land Use	Residential Mixed Use
Site Area	22, 433m
Floor Areas and FSRs	
Proposed Total GFA	52,059m^2
Proposed Total FSR	2.32:1
Height	
Height in Storeys	4-20
Height (RL)	RL99.55-RL138.45
Land Uses	
Residential	576 apartments Maximum Residential GFA of 52,059m^2
Non Residential	Minimum non-residential GFA of 1,210m^2 comprising commercial/retail floor space and communal space including a community meeting room.
Parking	
Proposed Total Car Parking On-Site	741
Landscaping	
Open Space Area	11,530m^2 (51% of developable)
Deep Soil Zone	4,975m^2 (43% of open space area)

6.1.1 FLOOR SPACE AND BUILDING FOOTPRINTS

The proposed building envelopes are illustrated in the Preferred Project Concept Plans for approval and are provided under separate cover (**Appendix E**). The proposed GFA for the Preferred Project Concept Plan, calculated in accordance with Ryde LEP 2010 is 52,059m^2.

Maximum building footprints are illustrated in the Concept Plan drawings for Stage 2. Concept Plan approval is only sought for the overall maximum quantum of GFA across the site. It is proposed not to lock down GFA by building to ensure some flexibility between stages. Detailed consent for buildings is sought for the Stage 1 component of the Concept Plan.

6.1.2 BUILDING HEIGHTS

Table 6 sets out the maximum building heights for each new building. As shown on the Architectural Drawings prepared by AJ + C (refer to **Appendix E**), building heights are measured by the maximum RL. **Figure 16** graphically demonstrates the proposed variations in heights across the site in both RL and metres.

The overall maximum height of development on the site ranges from RL99.55 AHD (Building H) to RL138.45 AHD (Building L).

To assist in the assessment of the Preferred Project Concept Plan building envelopes, the indicative number of habitable storeys contained within the design scheme (not for approval) is provided in column 3 of **Table 6**.

TABLE 6 – PROPOSED MAXIMUM BUILDING HEIGHTS

BUILDING	MAXIMUM RL (FOR APPROVAL)	INDICATIVE NUMBER OF HABITABLE STOREYS (EXCLUDES PLANT ZONE)
Hunter (H)	99.55	5-8
Young (Y)	100.20	8
Cutler (C)	122.25	15
Woodward (W)	115.05	9 - 13
Martin (M)	101.60	4 - 8
Darling (D)	126.80	9-15
Loftus (L)	138.45	20*

*Facing Epping Road (18 habitable storeys). Appears as 20 storeys when viewed internally within the site due to the topography of the site.

Note: For cultural reasons associated with the predominant ethnic demographic groups within the locality, the number four and fourteen have been removed from the floor nomenclature.

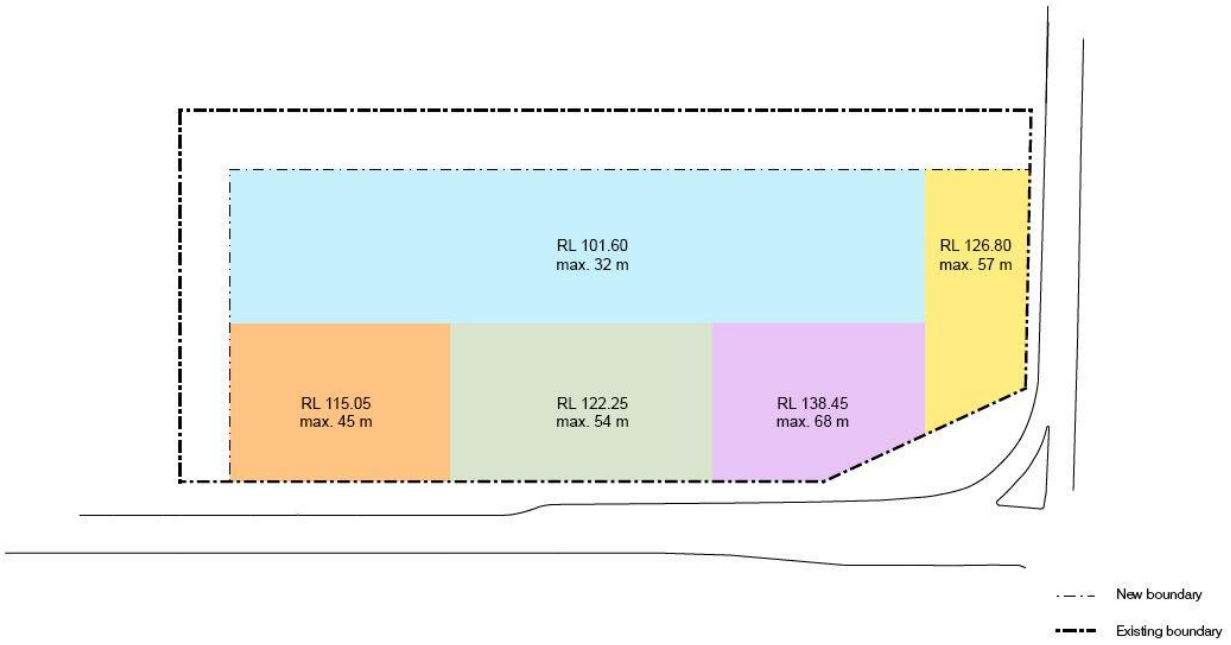

FIGURE 17 – HEIGHTS ACROSS THE SITE IN RL AND METRES (SOURCE: AJ+C)

The proposed heights are considered appropriate, and have been designed to achieve the best amenity, and urban design outcome for the site. By locating taller buildings on the site's southern boundary, solar access to open space and residential apartments will be maximised. Similarly, by reducing and creating a

transition in the heights of buildings along Epping Road. the visual bulk and mass of buildings on this frontage will be reduced.

6.1.3 BUILT FORM

The development has been designed to maximise internal amenity, and mitigate against any potential negative impacts. In summary, the built form strategy has:

- Orientated the landmark building east-west along Epping Road to create a slender landmark building. A gateway building on the primary arterial road is considered a better response than on the narrower, secondary frontage of Herring Road;
- Transitional building heights to reduce the overall mass and bulk of the development along Epping Road and to prevent the appearance of a wall buildings;
- Located lower buildings in the north and north-western parts of the site to optimise solar access to open space and taller buildings to the south;

6.1.4 SETBACKS AND BUILDING SEPARATION

The setbacks between the proposed buildings (and buildings on neighbouring sites) are shown in the setback diagram at **Figure 17**. The following minimum setbacks are proposed:

- 10m to the south-western (Epping Road) boundary;
- 5m to the south-eastern (Herring Road) boundary;
- 7m to the southern (corner of Herring and Epping Roads) boundary;
- 16.1m to the north-eastern boundary; and
- 14m to the north-western boundary.

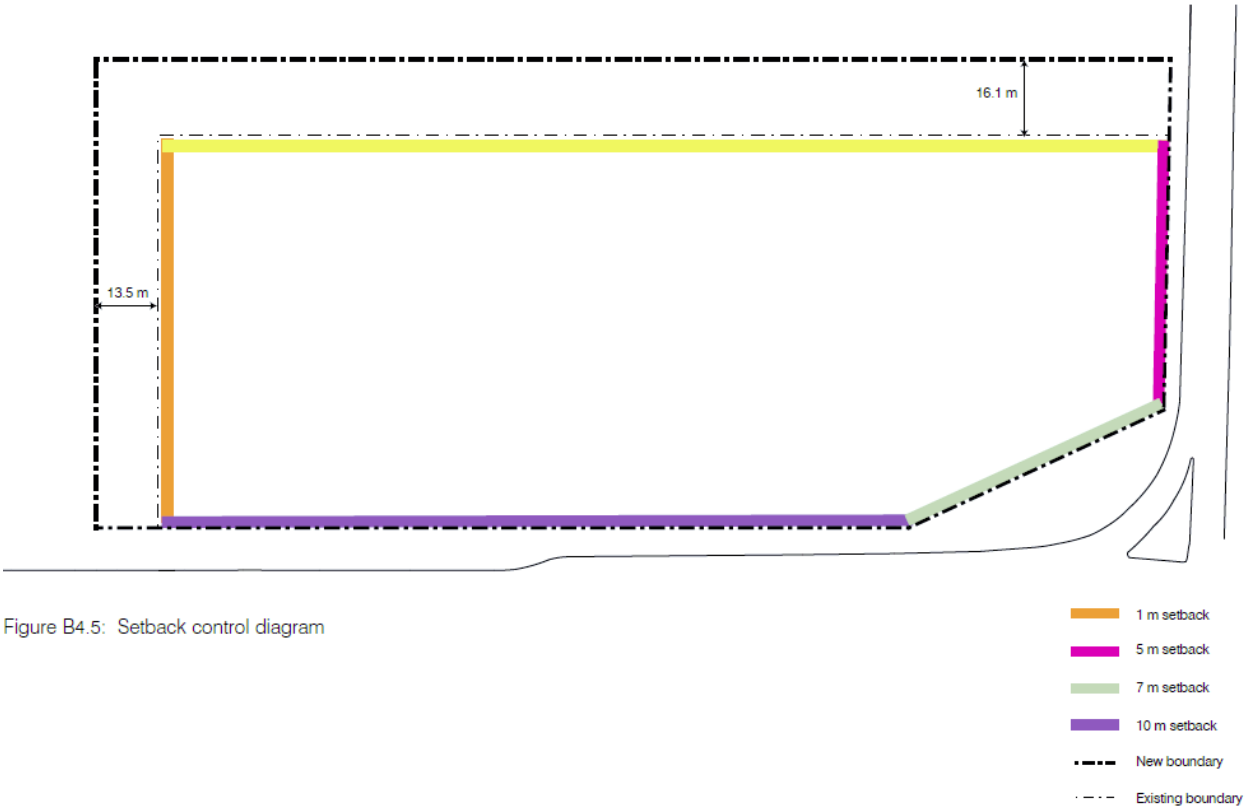

Figure B4.5: Setback control diagram

FIGURE 18 – SETBACK CONTROL DIAGRAM (SOURCE: AJ+C)

The 10m landscaped setback to Epping Road is consistent with the DCP controls, enabling deep soil landscaping and the retention of many of the existing mature trees. The 5-7m setback to Herring Road acknowledges the corner location of the site, and will improve the urban form and spatial definition of the corner. It will also ensure a better relationship between the proposed ground level retail and the street and avoid conflict with the proposed RTA slip lane.

The proposed setbacks to the north-eastern and north-western boundaries are appropriate as they reinforce the street hierarchy and scale. Further, the internal roads provide separation between the proposed development and neighbouring properties, ensuring that the amenity of neighbouring properties is maintained.

Separation

Internally, the buildings have been separated to provide for the privacy and amenity of residents.. Compliance of the separation distances with the relevant controls, and the manner in which they maintain residential amenity is discussed in attached Design Report at **Appendix D.**

FIGURE 19 – BUILDING SEPARATION LEVEL 1 - 4 (AJ + C)

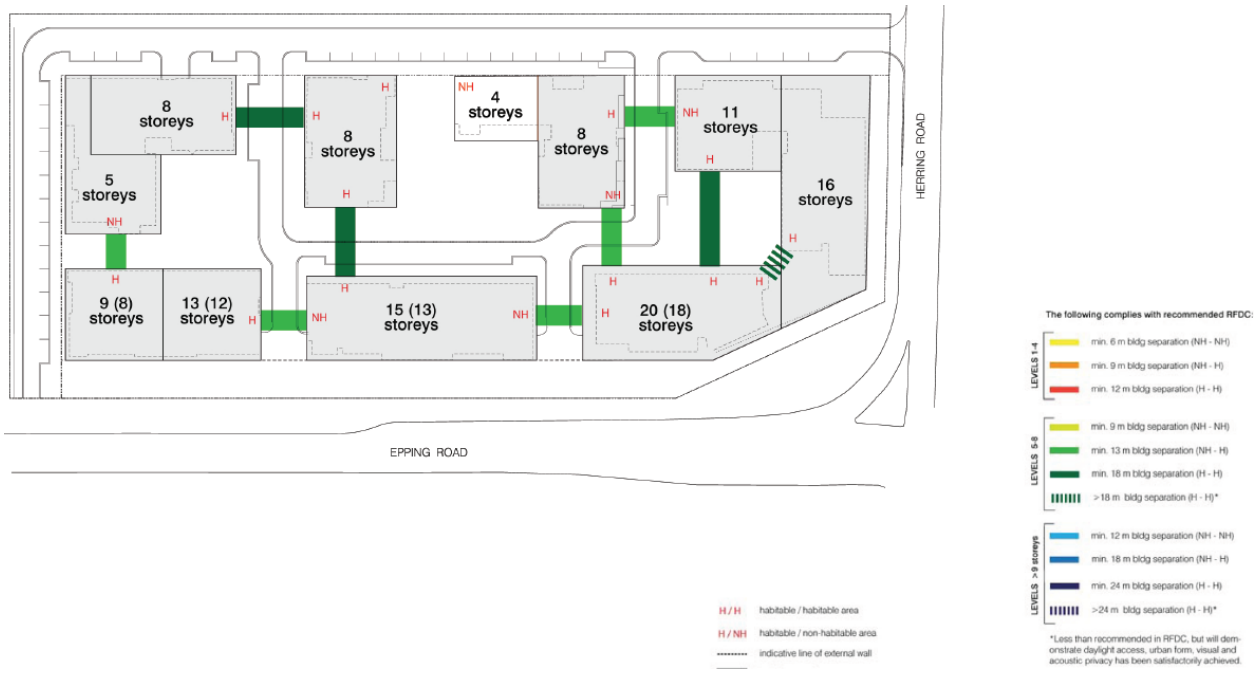

FIGURE 20 – BUILDING SEPARATION LEVEL 5 – 9 (AJ + C)

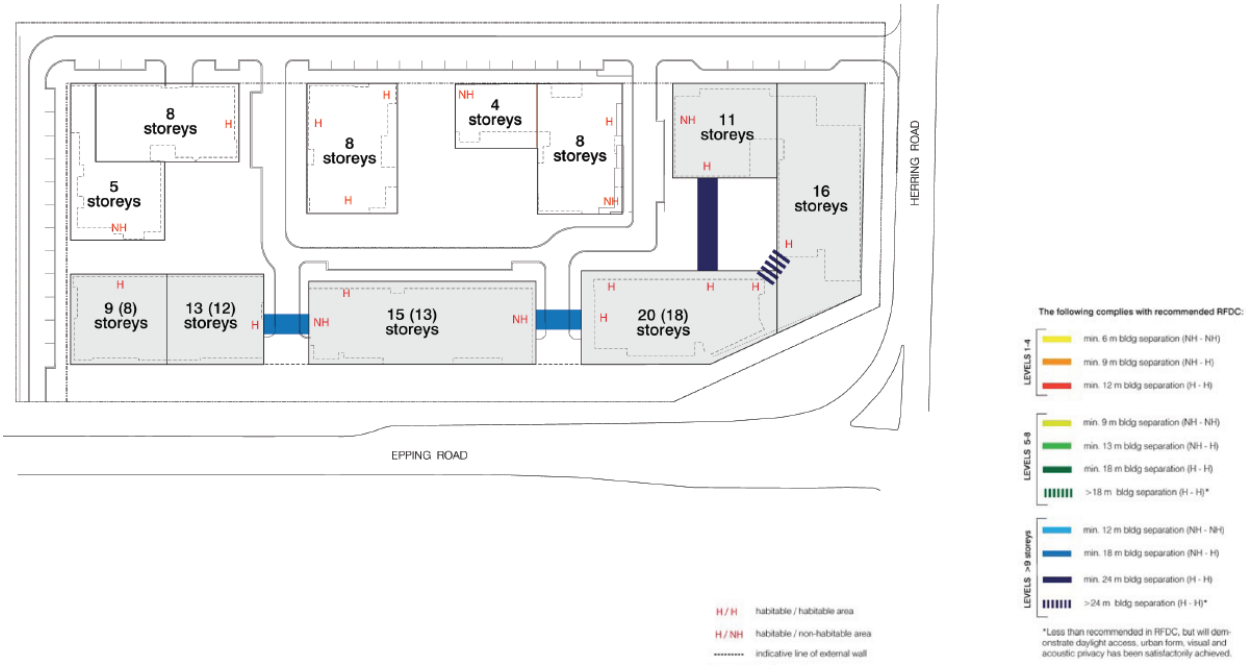

FIGURE 21 – BUILDING SEPARATION OVER LEVEL 9 (AJ + C)

6.1.5 SEPP 65 COMPLIANCE

The preferred project has been designed in accordance with the rules of thumb of SEPP 65 and the Residential Flat Design Code as detailed in the AJ + C Design Report at **Appendix D.** Specifically:

- Project Application - 70% of apartments to receive 3 hours of sunlight in mid-winter to private open spaces and receive 2 hours of daylight into living areas.
- Concept Plan - scheme demonstrates that 67% of apartments to receive 3 hours of sunlight in mid-winter to private open spaces and receive 2 hours of daylight into living areas
- Project Application - 67% of apartments achieve cross ventilation. 28% of kitchens are naturally ventilated.
- Concept Plan - scheme demonstrates that 65% of apartments achieve cross ventilation. 34% of kitchens are naturally ventilated. All kitchens are mechanically ventilated.
- Project Application and Concept Plan - unit sizes exceed the minimum desired within Stage 1. The units vary in size depending on whether they are a typical unit or a corner or adaptable unit type. The range of unit sizes are:
  - 1 bed studio: 31 m2 – 34m2
  - 1 bed: 50 m2 – 68 m2
  - 2 bed: 78 m2 – 107 m2
  - 3 bed: 107 m2 – 138 m2

Detailed unit sizes for Stage 2 are yet to be confirmed although will be similar to those above.

- Deep soil area:4,975m² or 43% of open space area
- Majority of the building separation comply, with only minimal areas of variation from the rules of thumb

6.1.6 MIX OF USES

6.1.6.1 INDICATIVE STAGE 2 DESIGN

Illustrative design material, showing indicative concepts for Stage 2 has been prepared by AJ +C and Involve Studios. This material is included as part of the AJ +C architectural drawings, but does not form part of the Preferred Project Concept Plan approval for the Stage 1 Project Application. It is provided for information purposes only to assist the consent authority in its assessment of the Preferred Project Concept Plan.

The indicative design plans show how appropriate development could occur within the Stage 2 building envelopes and has been used as the basis for a preliminary assessment to demonstrate the suitability of the proposed Preferred Project Concept Plan with SEPP 65 design principles.

An indicative unit mix has also been used to model the maximum number of apartments on site to and allow an assessment of the overall site traffic generation.

Detailed Stage 1 drawings are submitted for approval, whilst for Stage 2, approval of building envelopes, included on the plans only.

6.1.6.2 APARTMENT DESIGN

The Stage 1 Project Application is seeking approval for the following mix of housing across the site:

- maximum 49% one bedroom apartments;
- minimum 42% two bedroom apartments; and
- minimum 9% three bedroom apartments.

A similar assumed mix for Stage 2 has been utilised for traffic modelling purposes and to obtain a maximum car parking number. However, the detailed unit mix for Stage 2 will be responsive to market conditions at the time of lodging the Stage 2 application. As the overall number of parking spaces sought for approval (based on the assumed apartment mix) is below DCP requirements, it is not anticipated that excess parking will occur at Stage 2, notwithstanding any marginal adjustments to unit mix at the time of lodging Stage 2 application.

As demonstrated in the Social Impact Assessment at Appendix G of the EA, the proposed mix is supported by an analysis of the residential market and demographics in the area.

6.1.7 NON RESIDENTIAL LAND USES

The Preferred Project Concept Plan is seeking approval for a mix of residential and non-residential uses on the site. The indicative design scheme shows that non-residential uses, along with residential development, are proposed within Buildings M, D and L, primarily on the site's Herring Road frontage, and fronting onto the internal open space. All other buildings are proposed to be solely residential, however 33 SOHO apartments are proposed, which are suitable as home offices for residential / commercial use. As part of the Preferred Project Concept Plan, between 1,210 m^2 and 2,000m^2 of non-residential floor space is proposed. This comprises:

- commercial / retail floor space; and
- communal space (under Strata Management) including a community meeting room (200m^2).

The proposed non-residential uses will activate streets and plazas with non-residential uses and will create an 'activity hub' around the eastern comer of the site close to Herring Road.

The detailed design and use of these spaces will form part of the Stage 2 Development Application.

6.1.8 STREET LAYOUT, ACCESS AND PARKING

The street layout that forms part of the Preferred Project Concept Plan seeks to make a contribution to the future street network. The proposed street layout includes:

- The provision of new local streets along the north-eastern and north-western boundaries of the site as Type 3 dedicated public roads maintained by the City of Ryde Council.
- The proposed Type 3 road on the north-eastern boundary is the primary east-west connection through the site and would accommodate all vehicular movements in and out of the site until the road on the north-western boundary of the site is fully completed.
- Only one half of the road will be constructed on the sites north-western boundary to provide future access to Epping Road, whilst the other half would be completed with the future development of adjacent sites.
- In addition two way loop roads are provided internally within the site to provide various access points to basement parking and Epping Road.
- A total of 741 parking spaces are proposed. The basement parking area would be built as part of a Stage 1 approval, and remain partially blocked until completion of stage 2.

FIGURE 22 – VEHICULAR CIRCULATION

- Primary and secondary building entries located along pedestrian circulation paths, and stair and lift access to Epping Road and the existing bus stop.

6.1.8.1 STREET LAYOUT

The proposed development will make a contribution to the future street network of the Macquarie Park Corridor. The existing street network, the network proposed under the Macquarie Park Corridor DCP and

the street structure proposed by the Preferred Project Concept Plan and Project Application is provided in **Figures 23, 24** and **25** respectively.

The existing street network (refer to **Figure 23**) is characterised by a lack of permeability with a large street block structure defined by main and arterial roads. Whilst a number of large site in single ownership (including the Stamford Grand North Ryde, Macquarie University and 128 Herring Road sites) have private internal roads, none of these are connected together, further exacerbating the lack of permeability.

The street layout proposed in the Macquarie Park Corridor DCP (refer to **Figure 24**) seeks to increase the permeability of the existing large street blocks, by incorporating new streets as development occurs. The DCP proposes two local roads through the site, and assumes that the site to the north will contribute to the street network when it is redeveloped. As this site is in strata ownership, it is considered unlikely that it will be redeveloped to provide the new connecting roads.

After consultation with Ryde Council, the proposed future street network (**Figure 25**) departs from the DCP, providing new local streets along the north-eastern and north-western boundaries of the site, which it is proposed to dedicate as public roads. Only one half of a road will be constructed on the site's north-western boundary, which will provide a future access point off Epping Road. The other half will be completed with the redevelopment of adjacent sites. The proposed street network will ensure that all buildings in the Preferred Project Concept Plan will have a street address and frontage, with internal streets to provide access to car parking and servicing. The street network has been designed to maximise physical and visual connections and access around the site, by breaking the site into smaller development parcels.

The design will achieve increased permeability, with a fine-grained street network that will provide for pedestrian and vehicular movements. A detailed response to traffic and parking issues raised in the preferred project requirements is contained at **Appendix F**.

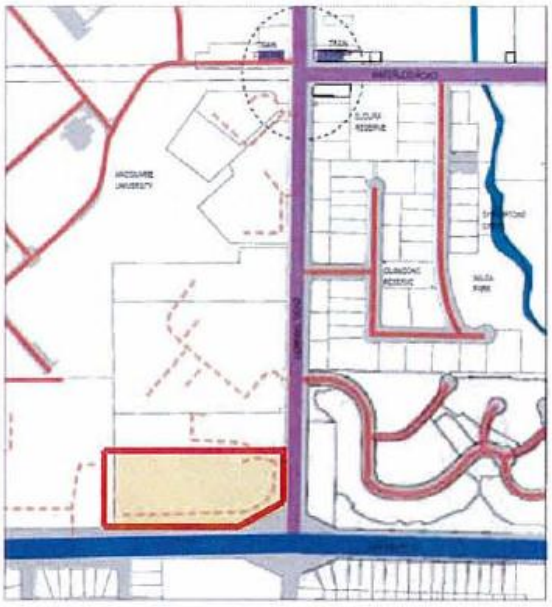

FIGURE 23 – EXISTING STREET NETWORK

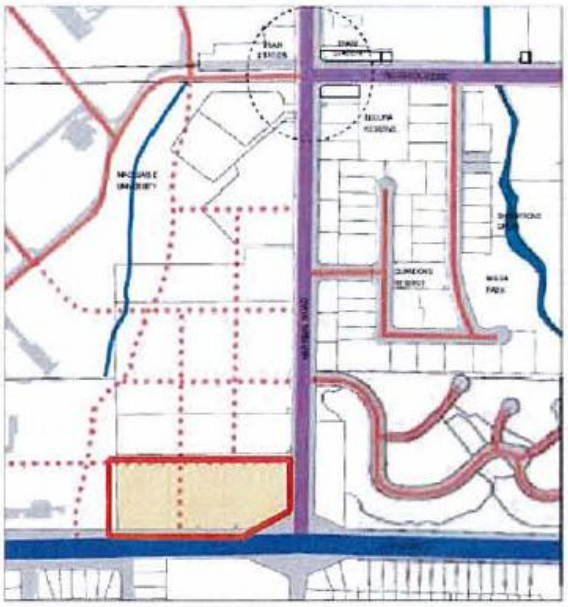

FIGURE 24 – DCP STREET NETWORK

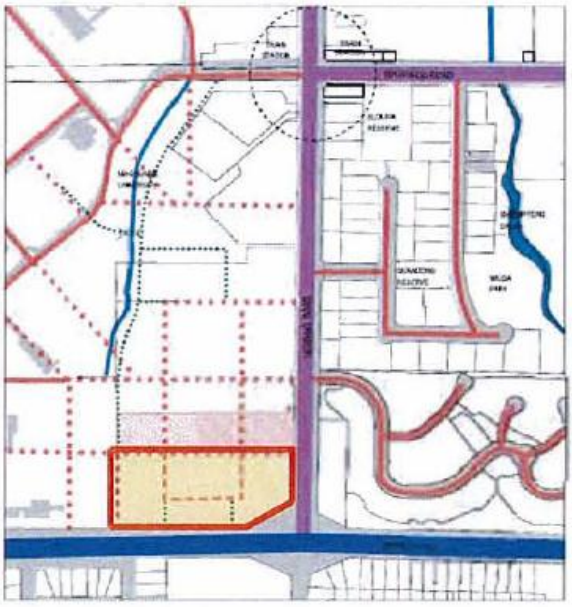

FIGURE 25 – PROPOSED STREET NETWORK

(SOURCE: AJ+C)

6.1.8.2 PROVISION OF TYPE 3 ROAD AND VEHICULAR ACCESS

There are two Type 3 roads proposed within the site which are proposed to be dedicated and ultimately maintained by Council. As shown in **Figure 26**, one of these is the primary east-west connection through the site, on the site's north-eastern boundary. The second Type 3 road is located on the site's north-western boundary. This north-south road would be open to through traffic upon development of the adjacent site, when the second half of this road will be developed and dedicated.

The vehicle access way from Herring Road will provide access to the two-way Type 3 road along the site's northern-eastern boundary as well as the one-way Type 3 road along the north-western boundary (until such time as the adjoining site is developed and it becomes a two-way road).

The Type 3 road on the northern-eastern boundary provides the primary east-west connection through the site, and will accommodate all vehicular movements into and out of the site until the Type 3 road is opened on the site's north-western boundary.

This road also enables access to the internal loop road which provides various access points to the basement car parking. Wherever possible, vehicular entries to basements will be located on building facades, and will have a high degree of finish, so as to create a 'front door' for residents returning home by car.

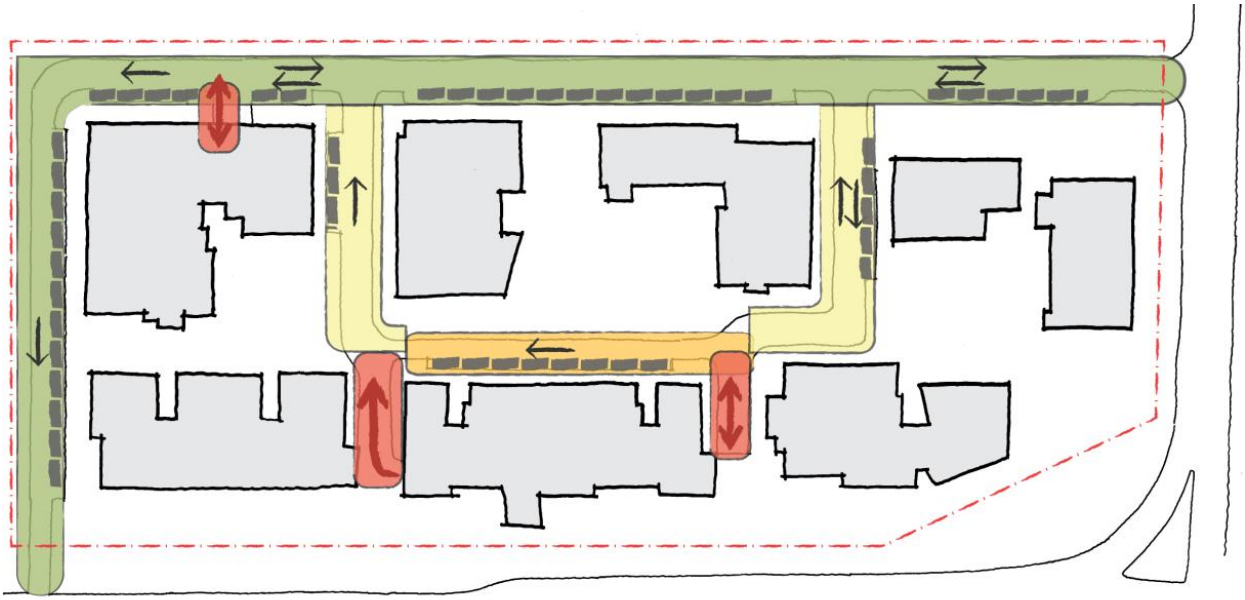

FIGURE 26 – PROPOSED INTERNAL ROAD NETWORK, CONNECTIONS TO EXTERNAL ROAD NETWORK (SOURCE: AJ+C)

6.1.9 CAR PARKING

741 car parking spaces are proposed on the site, both above ground and in the basement car park. Whilst the parking rates are lower than Council's DCP controls, they exceed the requirements of the RTA's Guide to Traffic Generating Development. 695 spaces will be accommodated within the one contiguous basement on the site.

The basement will be built as part of Stage 1, with access blocked to the second half of the basement until works on Stage 2 are complete. Having one basement minimises perimeter piling and maximises shared facilities including entries and internal ramp arrangements. The basement is two and a half levels deep, and lies across the whole site, however it will not limit the provision of deep soil planting on the Epping Road frontage.

6.1.10 PEDESTRIAN ACCESS

The pedestrian access strategy has been established to encourage permeability across the site. In combination with the street layout and road hierarchy, the pedestrian strategy seeks to establish key access nodes at points of high connectivity, connected by a series of well defined footpaths and walkways. The provision of footpaths and walkways will also reduce the potential for conflicts to arise between pedestrians and motor vehicles. The key features of the pedestrian network include:

- Primary building entries, generally located on key circulation paths and roads with a high level of pedestrian connectivity;
- Secondary building entries, primarily located adjacent to the shared pedestrian / vehicular roads, creating high levels of permeability to the built form;
- On-grade access (at RL70) across the site; and
- Stair and lift access to Epping Road and the existing bus stop.

6.1.11 BICYCLE FACILITIES

As described above, there are few bicycle facilities in the area. The proposed development will enhance connectivity for cyclists, enabling them to avoid the busy intersection of Herring and Epping Roads. It is also proposed that every apartment will be provided with a 50% discount voucher to purchase a bicycle (from a range of bicycles approved by Stamford), to encourage sustainable transport modes. One voucher will also be provided for every 100m^2 of non-residential GFA. Provisions have been made for bicycle storage in the basements of residential buildings within the Stage 1 Project Application, and will be made in any subsequent Development Application to Council for Stage 2.

6.1.12 PUBLIC TRANSPORT

The Macquarie Park corridor is already well served by public transport, with access to bus and train services. The proposed Preferred Project Concept Plan and Project Application will not restrict access to public transport facilities.

6.1.13 LANSCAPING AND PUBLIC DOMAIN

A Preferred Project Landscape Concept Plans and Stage 1 Landscape Plans are located at **Appendix G**. Through landscaping and public domain design, the development has the opportunity to enhance the urban qualities of the area and to create a place that will be active and vibrant. With this in mind, the landscape concept has been based on the following key principles:

- Recognising and reflecting the importance of the site and its key location on the corner of Herring and Epping Roads;
- Enhance the identity of the site and provide a series of logically well connected landscape areas, creating a series of outdoor rooms;
- Providing clearly legible and safe pedestrian connections throughout the development and to the surrounding streets;
- Reinforcing the main internal street as the primary structuring device for the development;
- Incorporating simple design treatments and a selection of robust landscape materials that minimise maintenance;
- Retaining trees along the Epping Road frontage;
- Providing a planting palette that provides a distinct landscape character that utilises a combination of native and exotic plant material; and
- Incorporating water sensitive urban design (WSUD) initiatives in the streetscape and other locations where appropriate.

The proposed landscape and public domain elements, as shown in **Figure 27**, include the:

- Type 3 road proposed for dedication;
- Internal access streets under community title;
- Shared street;
- Entry plaza;
- Pool Garden, Village Green and Garden of Earthly Delights;
- Children's play space;
- Epping Road buffer; and

- Pedestrian entry gardens.

FIGURE 27 – LANDSCAPE MASTERPLAN (SOURCE: OCULUS)

The public domain comprises a network of communal open spaces for active and passive use. The three main communal gardens (the Pool Garden, Village Green and Garden of Earthly Delights) are the primary communal spaces, each with a different character and function, which is expressed through the diversity of scale, forms and planting. In addition to these spaces, the publicly accessible plaza and potential cafe use at the Herring Road entrance to the site will activate the Herring Road frontage. Transitional spaces between the site's main landscape elements will enable people to access the building lobbies and provide connections through the site.

The majority of the site's landscaping will be created over the car park structure. The exception to this is the landscaping associated with the Type 3 roads and the buffer planting along the Epping and Herring Road boundaries. This deep soil landscaping comprises 4,975m^2 or 43% of the site's total landscaping.

Whilst the two Type 3 public roads on the site's north-eastern and north-western boundaries primarily provide vehicular access to the site, they also incorporate significant landscape features. The Type 3 road on the north-western boundary has a contiguous rain garden along the northern side and at regular intervals along the south side to assist with the treatment and cleaning of stormwater before it enters the Lane Cove River. The east-west shared street in the centre of the site is also an important landscape feature, with a shady avenue of large trees and WSUD tree pits. This street also acts as the development's spine, providing pedestrians with access to all buildings, lobbies, gardens and pathways.

6.1.14 WIND

A revised Wind Impact assessment was undertaken by Vipac on the preferred project Concept Plan and Project Application attached at **Appendix N**. The Wind Impact Assessment concluded that the proposed development is not expected to generate wind in excess of criteria at ground level with the provision of plantations on the south facing elevations of Building W, C and L.

6.1.15 PUBLIC ART AND COMMUNITY FACILITIES

In accordance with Ryde DCP 2010, public art must be included in all new development on sites over 15,00m^2. Preliminary consultations have commenced with a Public Act Consultant, and a commitment has been made to the provision of a Public Art Strategy prior to the issue of an Occupation Certificate for Stage 1 in the Statement of Commitments at Section 6.2.

In addition to the provision of public art, a range of community facilities will be provided for use by residents of the site, as well as the general public, including:

- Publicly accessible communal open space;
- Residents swimming pool;
- Residents gym; and
- Publicly available communal meeting room.

6.1.16 NOISE AND ACOUSTICS

The proposed design of the future residential buildings will provide for an acceptable acoustic privacy between tenancies within the proposed future development. The proposed scheme includes suitable acoustic separation between the proposed residential tenancies within the proposed buildings.

Appropriate acoustic measures will be implemented to all tenancies to mitigate against all potential noise impacts. Details of proposed acoustic measures are provided in the Noise impact Assessment submitted with the Environmental Assessment report. **Appendix H** of this report responds to the matters raised through local submissions in relation to noise and acoustics.

6.1.17 SERVICES AND INFRASTRUCTURE

As detailed below, all services are available to the site and can be connected in accordance with the requirements of the relevant service providers.

Stormwater

A Stormwater Management Plan has been prepared by Meinhardt Infrastructure and Environment (refer to Environmental Assessment). An easement is required to facilitate stormwater connection to Council's stormwater system. Stamford has begun negotiations with Ryde Council and the owners of 143 Epping Road to create the easement. The securing of the easement will be provided to the Department of Planning prior to the issue of a Stage 1 Construction Certificate.

Potable Water

Correspondence from Sydney Water (refer to Environmental Assessment) indicates that the 100mm drinking main fronting the proposed development does not comply with the Water Supply Code of Australia. As such, a main extension is required to be upgraded to 150mm to serve the development, and will be undertaken as part of the Stage 1 works.

Electricity

The existing surface chamber type substation will be demolished during the first stage of the development. Three new 1,000kVA kiosk type substations are required to serve the development. These will be located on the Epping Road side of Buildings W, C and L, and will comprise standard Energy Australia pad mounted substations location on the ground in suitable locations, with trafficable access as required by Energy Australia Standards. They will be established on site to suit the staging of the works. It is expected that substations 1 and 2 (associated with Buildings W and C) will be required as part of Stage 1, with the third substation installed as part of Stage 2 of the development.

Telecommunications

An Electrical Design Principles Statement has been prepared by Schelmerdines (refer to Environmental Assessment). New telephone and data cabling will be installed to replace the cabling affected by the new building works.

Provision will be made for the Telstra lead-in copper and fibre optic cable to each building. These will comprise underground conduits, which will be sized to accommodate both copper and optic cabling.

The main distribution frame will be located within the Upper Basement Car park Level of each building. The frame will have provisions to connect to the Telstra cabling, as well as that of a second carrier.

Sewer

Correspondence from Sydney Water (refer to Environmental Assessment) indicates that the existing 150mm and 300mm sewer to main are required to be updated to 225mm and 375mm respectively.

Natural Gas

A letter has been received from Jemena Gas Networks (refer to Environmental Assessment) indicating that the Natural Gas is available adjacent to the site, and could be extended to supply any proposed development at the site.

Hydraulic Services

A number of WSUD principles have been adopted (refer to Integrated Water Management Plan prepared by AECOM (refer to Environmental Assessment) including:

Rainwater harvesting for non-potable reuse including toilet flushing, clothes washing and irrigation;

Harvested rainwater will be treated via a gross pollutant trap to remove suspended solids prior to discharge into the rainwater tank; and

Water efficient fixtures and fittings including 4 WELS star rating dual flush toilets, 4 WELS star taps and 3 WELS star shower heads will be used to reduce water demand.

The proposed WSUD principles will reduce potable water consumption, stormwater runoff and the associated environmental impacts of stormwater runoff. The proposed gross pollutant trap will also improve the quality of rainwater discharge from the site.

Mechanical Services

A Mechanical Design Principles Statements have been prepared by Schelmerdines (refer to Environmental assessment). The mechanical services will be designed to comply with the following relevant codes and standards:

- Australian Standards AS 1668.1:1998, AS1668.2:1991 andAS3666.1;
- Building Code of Australia, Parts E2.2, NSW F4.5(b) and Section J Clause J3.5, Part J5 and NSW Clause J8.2;
- BASIX; and
- Greenstar

6.1.18 PROJECT STAGING

Referring to the Staging Plan at **Appendix D**, the Preferred Project Concept Plan will be developed in two stages, as described below.

Stage 1

Stage 1 comprises:

- Demolition of all existing site structures;
- Construction of basement car parking;
- Construction of Buildings H, W, C and Y; and
- Landscaping and public domain works around Buildings H, W, C and Y, including lift and stairs to Epping Road.

Stage 2

Stage 2 comprises:

- Construction of Buildings M, D and L; and
- Completion of landscaping and public domain works.

All utilities will be connected in accordance with the relevant service provider's requirements, subject to extension / augmentation.

It is noted that information supplied with the Environmental Assessment Report indicated that Stage 1 would include part of the overall basement parking for the site. This PPR includes the full basement structure. It is requested that the Stage 2 basement areas be accessible during construction of Stage 2 for storage of construction vehicles and the like. No residential parking will be permitted.

6.1.19 DEVELOPER CONTRIBUTIONS

Contributions, commensurate with each stage, will be payable prior to the issue of a Construction Certificate for that stage in accordance with the City of Ryde Section 94 Development Contributions Plan 2007.

The proponent offers the provision of a significant public benefit in the form of a Type 3 (Council standard) road on the north-eastern site boundary as proposed under Council's DCP. A half road construction is proposed on the north-western boundary, which represents a less hazardous design solution than that proposed under Council's DCP. The amended road solution has been discussed with Council Officers. The provision of these roads contributes to the fine grained permeable road network envisaged by Council's DCP.

The proponent offers to dedicate these roads to Council in the event that the Preferred Project Concept Plan as proposed is approved. It is noted that the provision of such roads results in wider access benefits to the Macquarie Park Corridor, with the apportionment of costs solely borne by Stamford. Council formally responded to the proponent 24 November 2011 (**Appendix I**) and supports the dedication of the roads subject to no objection being raised by the adjoining landowner to the relocation of the road or to the altered development potential of that site. Pre lodgement consultation with BCS Village (5 December 2011), the owners of the adjacent site to the west has indicated no objection is raised.

It is noted that consultation undertaken with Council by Hill PDA (part of the EA) as part of the Social Impact Assessment process indicates that open space, community meeting rooms and public access to them, are an identified need in the Corridor. Council Officers have indicated that public access to the proposed areas of communal open space is desirable. Whilst the site's open space and meeting room is not specifically identified in the works schedules in Council's Section 94 Plan,

Stamford has recently offered (**Appendix J**) the dedication of the proposed community room as part of any VPA offer for the site. Council indicated 24 November 2011 (**Appendix I**) that they do not wish to receive a dedicated community room, and instead recommends two appropriately sized and located affordable housing units within the complex.

In response, Stamford would be prepared to allocate two affordable housing studio units in Stage 2 of the proposal. They would seek to maintain the community room for the benefit of the occupiers of the development under private management arrangements.

6.2 DRAFT STATEMENT OF COMMITMENTS

The EA contained a draft Statement of Commitments to be undertaken by the proponent to minimise potential impacts arising from the Project. A revised Statement of Commitments including additional or amended commitments made in response to issues arising through the assessment process is included at **Appendix K.** In summary, the revised Statement of Commitments for the Preferred Project makes the following commitments:

- Provision of a meeting room for use by the greater community under private management. The proponent had originally intended to dedicate this facility to Ryde Council, however Ryde Council has not accepted the proponents offer. The proposed community facility/meeting room (up to 200m^2 will remain under private ownership and will be made available to residents of the development.
- Commitment to achieving a 4 Star Green Star rating for Stages 1 and 2 of the development;
- Commitment to preparing a Public Art Strategy for the site;
- Provision of lift and stair access from the site to the bus stop on Epping Road.
- Provision of bicycle vouchers, offering 50% off a range of bicycles approved by Stamford, for residents of the development, as well as one voucher per 100m^2 of non-residential GFA, to reduce car dependence;
- The provision of wider public access to the central areas of communal open space;
- Commitment to providing a communal herb/vegetable garden for residential use;
- The construction and proposed dedication of two Type 3 roads;
- Provision of improved landscaping, and proposed landscaping on the new Type 3 roads.
- Dedication and adaptation of two units at Stage 2 for affordable housing

6.3 PREFERRED STAGE 1 PROJECT APPLICATION

This Section of the report provides a detailed description of the proposed Preferred Project development that comprises the Stage 1 Project Application. These works are the first stage of development and will include Buildings H, W, C and Y (see **Figure 28**). Architectural drawings for the proposed development are included at **Appendix E**. In total the first stage of development will accommodate 291 residential units as detailed in **Table 7 and 8** below.

TABLE 7 – NUMERICAL OVERVIEW

BUILDING	MAXIMUM HEIGHT	DWELLINGS	GFA (M$^{2)}$
H	RL99.55	54	5,187
W	RL115.05	82	7,516
C	RL 122.25	111	9,828
Y	RL 100.20	44	4,214
Total		**291**	**26,745**

TABLE 8 – DWELLING MIX

APARTMENT TYPE	NUMBER OF DWELLINGS
1 bedroom apartments	142 (49%)
2 bedroom apartments	123 (42%)
3 bedroom apartments	26 (9%)
Total	**291**

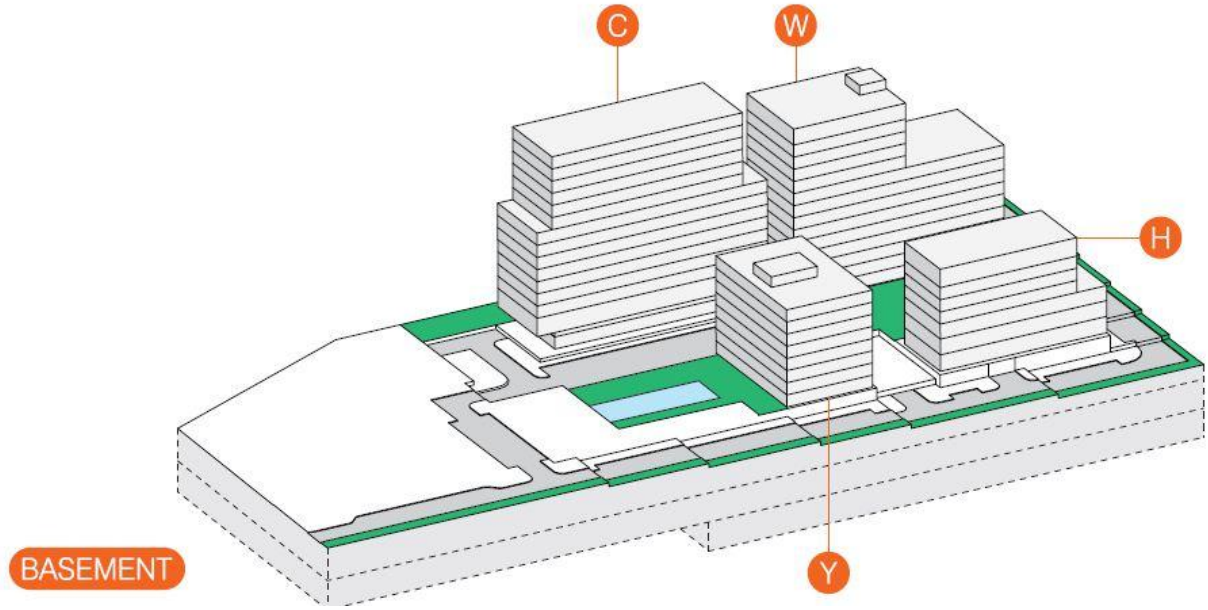

FIGURE 28 – EXTENT OF STAGE 1 PROJECT APPROVAL BEING SOUGHT– AJ + C (UPDATE)

6.3.1 DEMOLITION/SITE PREPARATION WORKS

All demolition and site preparation works, including the demolition of all existing structures and the removal of 168 trees, will be carried out as part of Stage 1. Stage 1 also comprises the construction of the basement in order to minimise disruption to residents during the second stage of construction. Whilst the car park will be constructed as part of Stage 1, only the 397 car parking spaces proposed as part of the Stage 1 development will be made available prior to the completion of Stage 2. The Stage 2 site will be fenced off to prevent unauthorised access, and to ensure that the amenity of residents is maintained.

6.3.2 ACCESS AND PARKING

The road network, including the Type 3 roads, will be constructed as part of the Stage 1 Project Application. The proposed road network provides entry to the site via a single access point on Herring Road, in the eastern corner of the site. This entry will provide access to the internal road network and the basement car park (which will be accessed from various points within the site).

Half of the road on the site's north-western boundary will also be constructed, and is proposed to be dedicated to Council prior to the occupation of the final building in Stage 1. The road will provide one-way access, until the second half of the road is constructed (and opened for public use) when the adjoining site to the north-west is developed.

A total of 741 parking spaces are proposed as part of the Preferred Project Concept Plan, comprising both basement and on-street parking. 397 of these spaces will be made available as part of the Stage 1 Project Application. The proposed parking rates are lower than Council's DCP requirements.

6.3.3 LANDSCAPING AND PUBLIC DOMAIN

Stage 1 Preferred Project Landscape Plans have been prepared by Oculus and are included at **Appendix G**. The key features of the Stage 1 landscape design include a series of outdoor spaces known as 'the Garden of Earthly Delights', 'the Pool Garden' and the 'Terraced Entry Garden'. The main elements of these areas include:

- A continual garden along the site's north-eastern boundary;
- A swimming pool;
- Mass plantings;
- A planted terrace;
- A raised turf mound;
- A timber canopy shade structure;
- Raised timber decking;
- Feature tree planting; and
- Various ground surface treatments including gravel, stone paving, stepping stones and banded concrete pavement.

6.3.4 SERVICES AND INFRASTRUCTURE

The following services and infrastructure will be implemented as part of the Stage 1 Project Application:

- Two 1,000kVA kiosk type substations associated with the W and C Buildings;
- An easement to facilitate stormwater connection to Council's stormwater system;
- Extension of new 150mm water main on Herring Road; and
- Replacement and upgrade of existing 150mm and 300mm sewer main to 225mm and 375mm respectively.

6.3.5 COLOURS AND MATERIALS

The proposal will be constructed using a range of quality materials and finishes in order to create an attractive, modern development. The chosen colours and materials will also help the development sit more comfortably within its context. A schedule of finishes has been prepared by AJ +C and is provided in the architectural plans at **Appendix E**. Proposed materials include:

- Face brick;
- Metallic cladding panels; and
- Painted cement render.

6.3.6 WATER CYCLE MANAGEMENT

An Integrated Water Management Plan has been prepared by AECOM (refer Environmental Assessment) to address the features that will be adopted on the site to reduce water usage. A number of WSUD principles have been adopted including:

- Rainwater harvesting for non-potable reuse including toilet flushing, clothes washing and irrigation;
- Harvested rainwater will be treated via a gross pollutant trap to remove suspended solids prior to discharge into the rainwater tank; and
- Water efficient fixtures and fittings including 4 WELS star rating dual flush toilets, 4 WELS star taps and 3 WELS star shower heads will be used to reduce water demand.

The proposed WSUD principles will reduce potable water consumption, stormwater runoff and the associated environmental impacts of stormwater runoff. The proposed gross pollutant trap will also improve the quality of rainwater discharge from the site.

7 Conclusion

Following consideration of submissions made in response to exhibition of the submitted Concept Plan and Stage 1 Project Application, the DPI issued Preferred Project Requirements on 4 November 2011. These requirements related principally to the following issues:

- Height, built form and density
- Open space, public domain and streetscape
- Traffic and parking

The Preferred Project includes the following amendments to the original proposal to address these issues:

- Changes to Building heights
  - Building L has been reduced from 22 to 20 storeys
  - Building W has been reduced from 18 to part 8, part 13 storeys
  - Building C has been increased from 11 to 15 storeys
- Reduction in GFA/FSR from 56,912m2/2.54:1 to 52,059m2/2.32:1
- Reduction in apartment numbers from 626 to 576
- Reduction in total car parking from 790 to 741 spaces
- Reduction of on grade parking from 79 to 46 spaces
- Reduction in 'building footprints' and bulk of Buildings L, M and D
- Setback to corner of Epping and Herring Roads increased from 5m to 7m.
- Increase in publicly accessible open space from 10,506m2 to 11,530m2.
- Internal roadway reduced in width to increase internal open space and landscaping.
- Increase in size of community facility from 90m^2 to 200m^2
- Dedication of 2 units for affordable housing.
- Street activation to Herring Road.

These amendments suitably address the concerns raised by the DPI in the Preferred Project Requirements.

This report has also contains all of the additional information requested by the DPI.

In conclusion, the site is very well suited to high density, mixed use development and the proposed development is appropriate for the site and its context. It will positively contribute to achieving the aims and objectives for the Macquarie Park Corridor and the Inner North Draft Subregional Strategy as the locality continues to evolve as a "Specialised Centre". The preferred project provides an appropriate balance between providing additional transit oriented housing to service local demand and respecting and enhancing the existing attributes and amenity of the locality. It will not result in any unreasonable environmental effects, but will deliver a range of public benefits.

Appendix A Public Submission Response

Appendix B Agency Submission Response

Appendix C Baptist Community Services Submission Response

Appendix D Design Report AJ+C

Appendix E Architectural Plans

Appendix F Traffic Addendum Letter

Appendix G Landscape Plans

Appendix H Acoustics Addendum Letter

Appendix I Ryde Council Response Letter

Appendix J Urbis Letter to Ryde Council

Appendix K Statement of Commitments

Appendix L Photomontages

Appendix M GFA Statement

Appendix N Wind Impact Report

Appendix O Stormwater Options

Sydney

Level 21, 321 Kent Street
Sydney, NSW 2000
Tel: 02 8233 9900
Fax: 02 8233 9966

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
Tel: 03 8663 4888
Fax: 03 8663 4999

Brisbane

Level 12, 120 Edward Street
Brisbane, QLD 4000
Tel: 07 3007 3800
Fax: 07 3007 3811

Perth

Level 1, 55 St Georges Terrace
Perth WA 6000
Tel: 08 9346 0500
Fax: 08 9221 1779

Australia • Asia • Middle East
urbis.com.au
info@urbis.com.au