

Planning Services

Gateway Determination Report

LGA	Ryde
PPA	City of Ryde
NAME	Proposal to increase the permitted height and floor space ratio at 112 Talavera Road, Macquarie Park (1250 dwellings, 100 jobs)
NUMBER	PP 2018 RYDEC 001 00
LEP TO BE AMENDED	Ryde Local Environmental Plan 2014
ADDRESS	112 Talavera Road, Macquarie Park
DESCRIPTION	Lot 422 DP1221081
RECEIVED	10 January 2018
FILE NO.	IRF18/460
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal

INTRODUCTION

Description of planning proposal

The following amendments to Ryde Local Environmental Plan 2014 (Ryde LEP) are proposed for the site at 112 Talavera Road, Macquarie Park:

- an increase in the maximum permitted building height¹ from 45m and 90m to 18.5m, 135m and 200m;
- an increase in the maximum permitted floor space ratio (FSR) from 4.5:1 to 6.5:1; and
- the introduction of a design excellence clause for buildings over 150m in height.

No change is proposed to the existing B4 mixed-use zoning.

This proposal is based on a concept design (Figure 1, next page) that has been provided depicting the following:

- four towers of 27 storeys, 30 storeys, 45 storeys and 60 storeys, each with maximum 1,100m² floor plates;

¹ Building height or height of building is defined under Ryde LEP 2014 as:

"(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or
(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like."

- two podiums of four to five storeys separated by a central open space comprising approximately 1,588 car parking spaces, up to two childcare centres and retail floor space;
- side setbacks of approximately 5m to 10m; and
- retention of vehicular access from Talavera Road, Christie Road and the M2 on-ramp.

Based on this scheme, only one of the four towers would be subject to the proposed design excellence clause.

The proposed amendments are expected to enable mixed-use development on the site comprising approximately 1,250 dwellings and 1,500m² of retail/childcare. The proposal would increase the development capacity of the site by approximately 39,060m², which City of Ryde Council says is equivalent to approximately 390 additional dwellings.

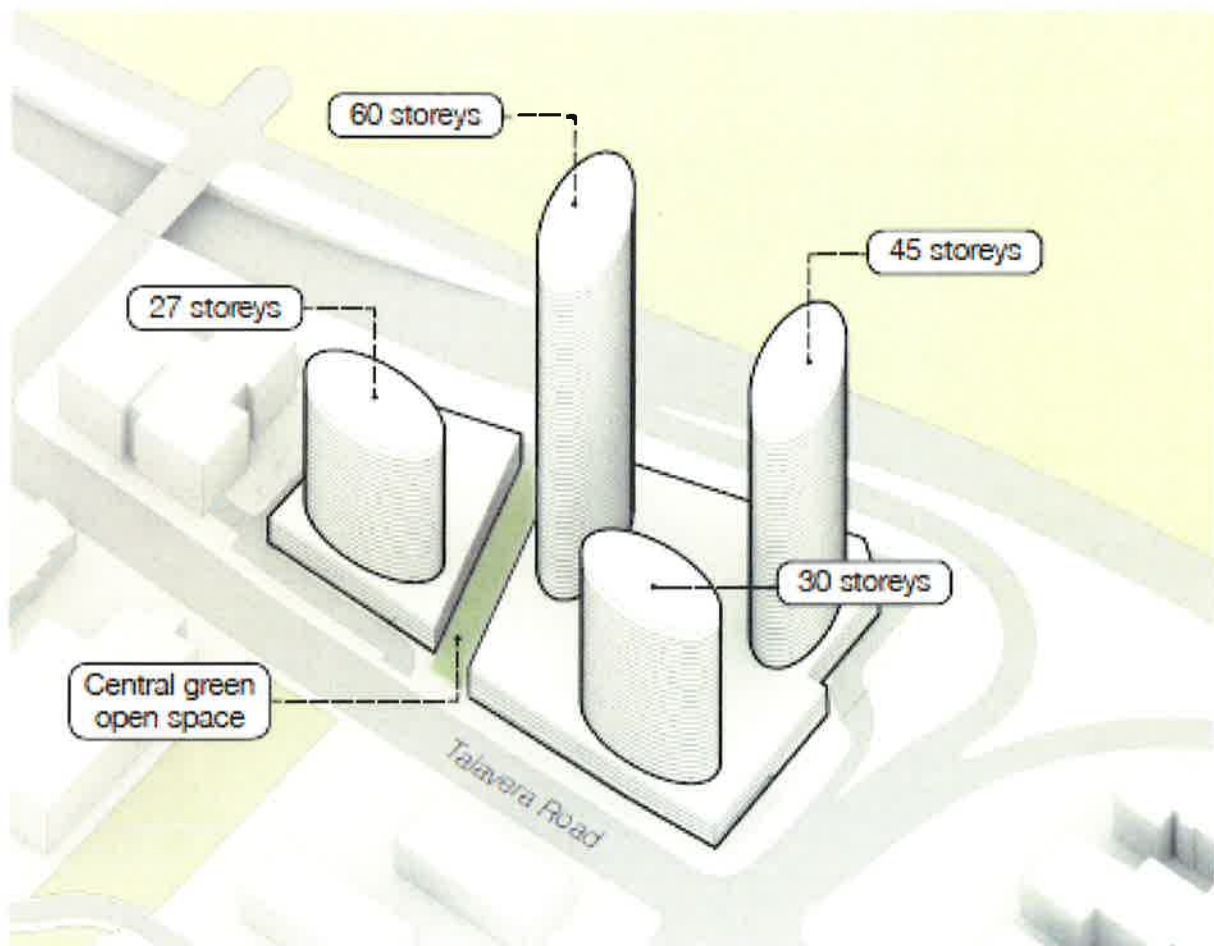


Figure 1: Proposed concept design (Source: Urban Design Report, SJB Architects November 2017).

Site description

The site is at 112 Talavera Road, Macquarie Park (Figure 2, next page) and comprises an irregular-shaped single lot with a total area of 1.95ha.

The site is bound by the M2 Motorway to the north, the Herring Road/M2 on-ramp to the east and Talavera Road to the south.

There is an existing right of carriageway traversing the site from east to west, providing access through 114 Talavera Road to Christie Road. Vehicular access to the site is from Christie Road, Talavera Road and the M2 on-ramp.

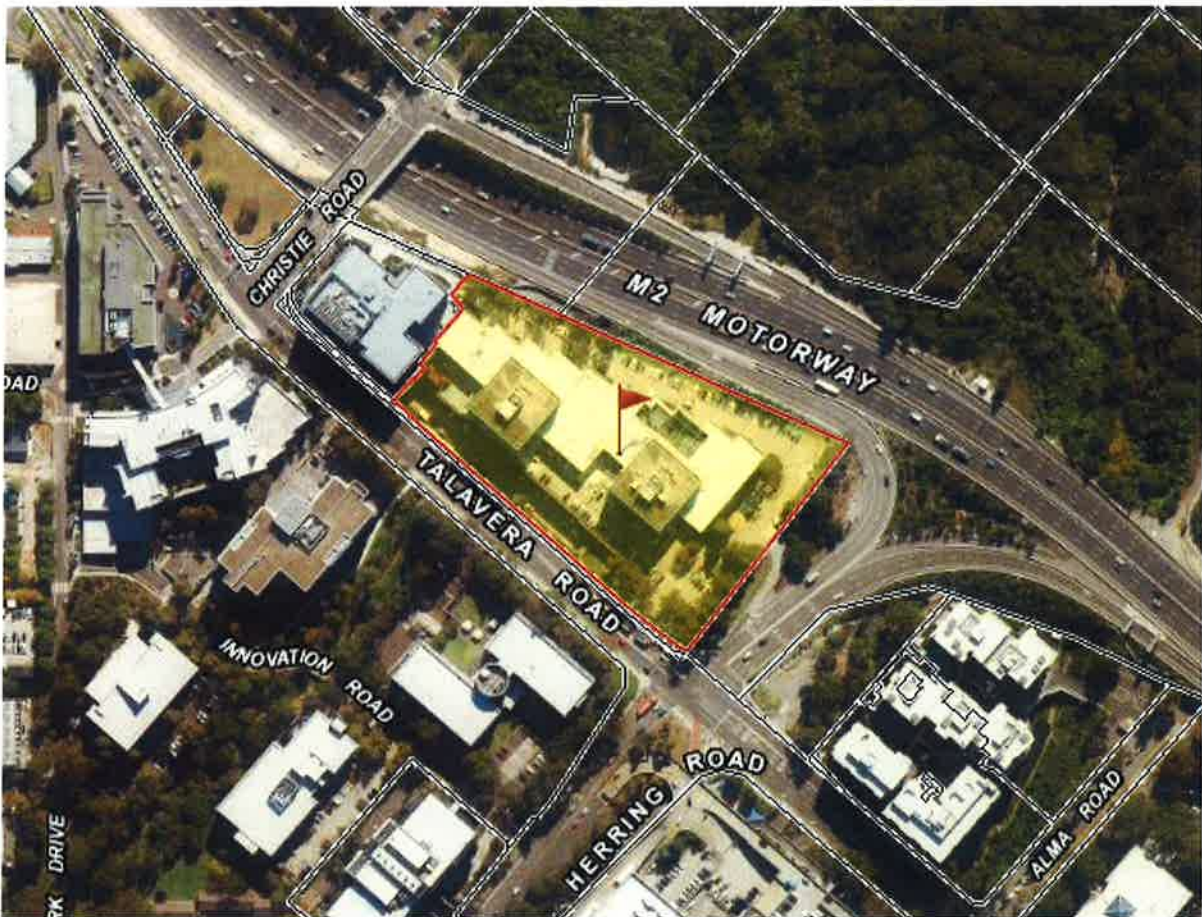


Figure 2: Site location (Source: Six Maps).

Surrounding area

The site is within 400m walking distance of Macquarie University train station and the Macquarie shopping centre.

Adjoining to the west of the site is an office complex of approximately seven storeys, which is occupied by Fujitsu Australia. This site is zoned B4 Mixed Use and has a permitted maximum building height of 45m and a maximum FSR of 2.9:1.

To the east, on the opposite side of the M2 on-ramp, is a seven-storey serviced apartment development.

Lane Cove National Park is to the north of the site on the opposite side of the M2 Motorway.

Across Talavera Road to the south-west are the Siemens and Luxottica Retail Australia office buildings and the Macquarie University Hospital.

In November 2016, a Stage 1 Concept Plan was approved for the Macquarie shopping centre, diagonally opposite the site to the south. The concept plan comprises four towers ranging in height from 90m to 120m. The towers will contain commercial and/or residential apartments. The development will also include the creation of a station plaza between the train station and shopping centre, and basement and roof top car parking to accommodate a maximum of 2,175 additional car spaces.

On 28 November 2017, the Prime Minister and NSW Premier announced funding for a new bus interchange connecting Macquarie University and the Macquarie shopping centre, improving access to transport options and providing an underpass for private vehicular movement. The site is within 400m walking distance of the future bus interchange.

Macquarie University Station Precinct

The site is in the Macquarie University Station Precinct (formerly known as the Herring Road Precinct) (Figure 3). This area was previously subject to strategic investigation by the Department of Planning and Environment. In response to the completion of this work, the following amendments were made to Ryde LEP 2014 in October 2015 affecting the site:

- an increase in the permitted height from 21.5m to 45m and 90m at the corner of the site to provide a gateway at the northern entrance of the precinct from the M2 (Figure 4, next page); and
- an increase in the FSR from 2:1 to 4.5:1 (Figure 5, next page).

The proposed further increases in maximum building heights for the site sought by the subject proposal would enable the tallest development within the Macquarie University Station Precinct.

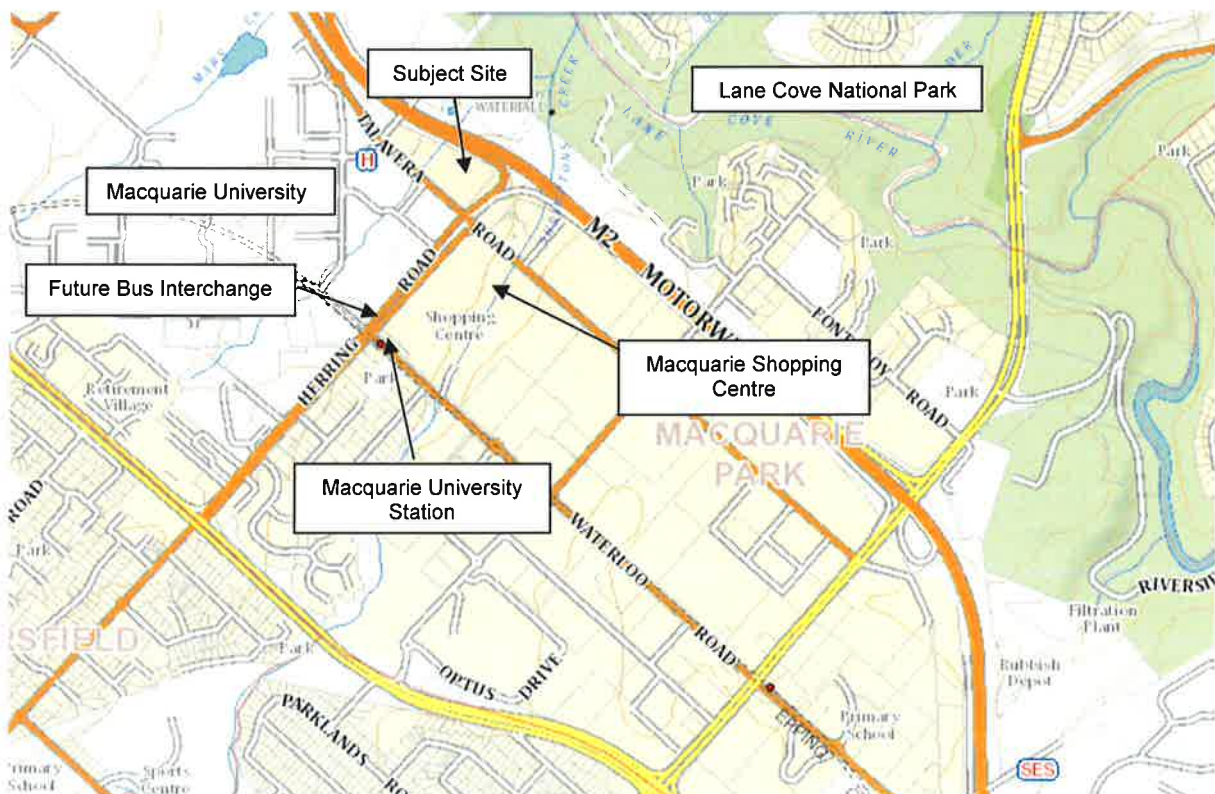


Figure 3: Locality map (Source: Six Maps).

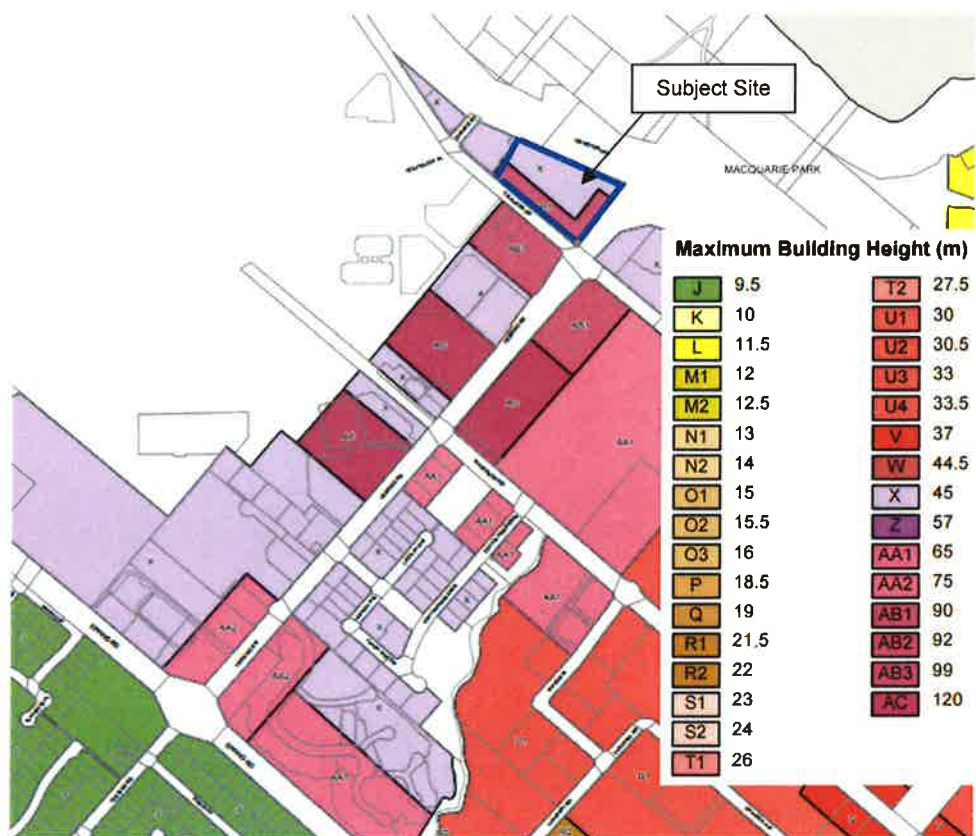


Figure 4: Extract from Ryde LEP height of buildings map depicting existing height controls.

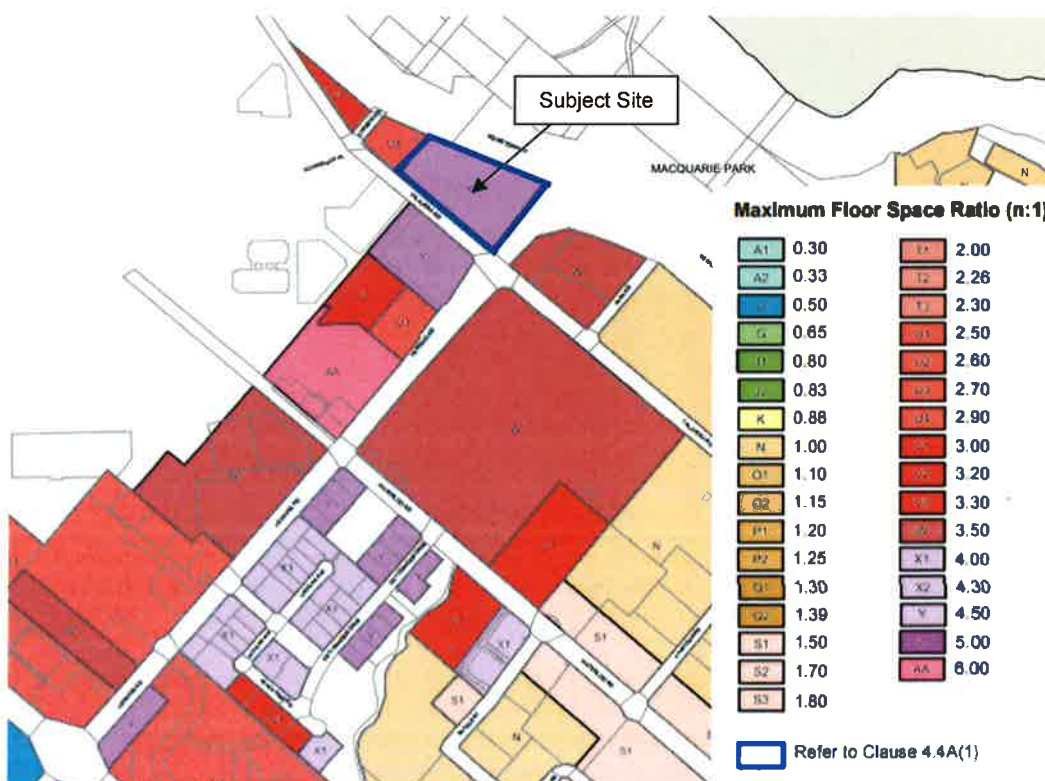


Figure 5: Extract from Ryde LEP maximum floor space ratio map.

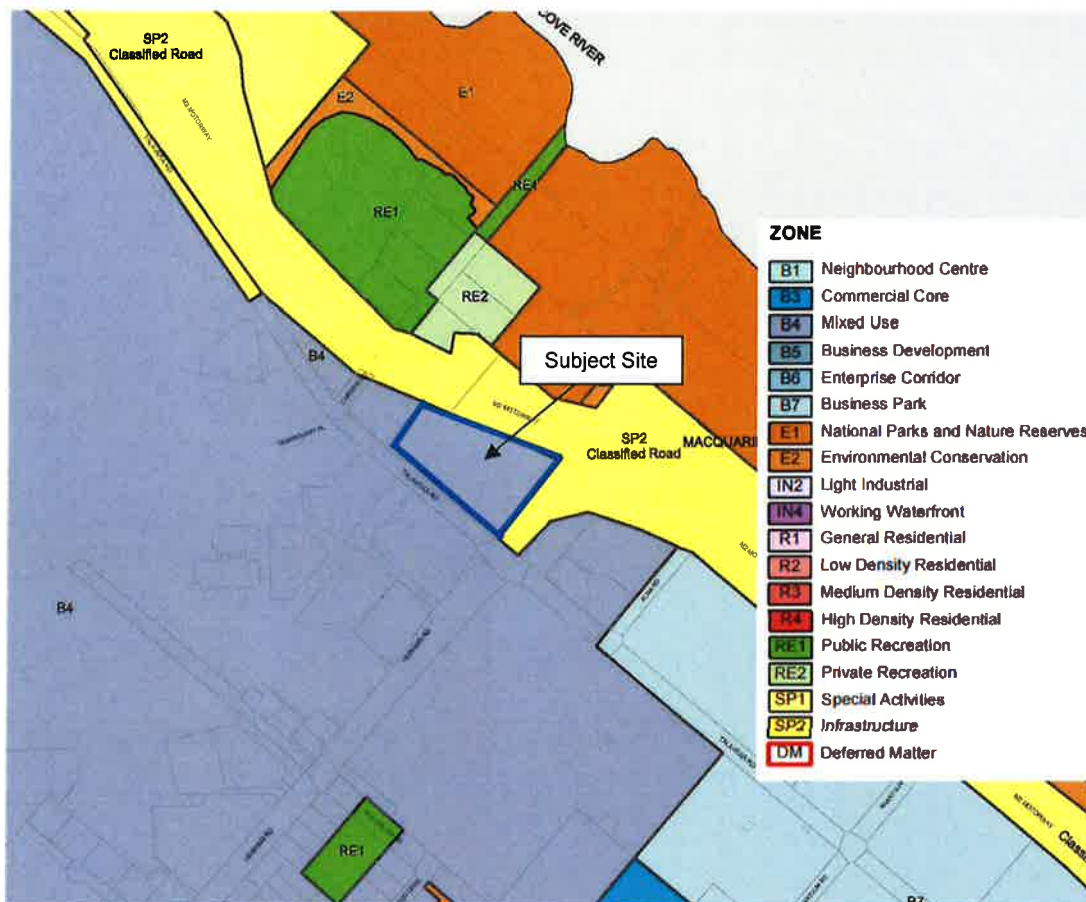


Figure 6: Extract from Ryde LEP land zoning map.

Summary of recommendation

The Department recommends the proposal proceed subject to conditions because:

- it demonstrates consistency with the strategic planning framework of A Plan for Growing Sydney, the Draft Greater Sydney Region Plan and the Revised Draft North District Plan;
- it will assist in delivering additional housing in a well-served area near the Macquarie shopping centre, Macquarie University and the broader commercial precinct of Macquarie Park;
- it will assist in delivering additional housing close to well-connected bus and train services;
- it will not alter the intent of the site to be developed for mixed uses given the retention of the B4 Mixed Used zoning; and
- sufficient information has been provided to demonstrate that the site can accommodate an increased development capacity in relation to urban design subject to further consultation with relevant agencies and assessment regarding bushfire, traffic generation and aviation navigation constraints.

PROPOSAL

Objectives or intended outcomes

The objectives and intended outcomes are considered clear and adequate for the purposes of the planning proposal. The proposal intends to:

- provide increased housing supply in a strategically located site close to public transport, services and employment;
- locate tall residential buildings to allow minimal impact on sensitive uses;
- assist in the delivery of affordable rental housing by adhering to Council's adopted Affordable Housing Policy; and
- optimise the utilisation of existing and future public transport infrastructure.

Explanation of provisions

The proposal intends to amend Ryde LEP by:

- increasing the maximum building height permitted on the site from 45m and 90m to 18.5m, 135m and 200m by amending the height of buildings map (Figure 7, next page);
- increasing the maximum FSR permitted on the site from 4.5:1 to 6.5:1 by amending the FSR map (Figure 8, next page); and
- introducing a design excellence clause for proposed buildings over 150m in height.

No change to the B4 Mixed Use zoning is proposed.

The explanation of provisions adequately addresses the intended method of achieving the objectives of the planning proposal, except in relation to the proposed design excellence clause.

Further information is required in relation to the intended outcomes of the proposed design excellence clause. The expected achievement of design excellence should be sought to the fuller development of the site given:

- the scale of development proposed for the whole site is substantial when compared to the rest of the precinct;
- its location is at a key gateway site to Macquarie Park, such that future development of this site will form part of the apparent northern edge and skyline of the broader Macquarie Park district; and
- that this development will likely be designed as part of a single podium structure.

Therefore, design excellence should be achieved by the whole development of the site, and should not be limited to only those buildings that exceed a building height limit of 150m.

A condition of Gateway is included requiring the proposal to be updated to provide further information as to the intended outcomes of the proposed design excellence clause and that this should apply to all development on the site.

Mapping

The planning proposal includes mapping showing the proposed changes to the height of buildings and FSR maps, which is suitable for community consultation.

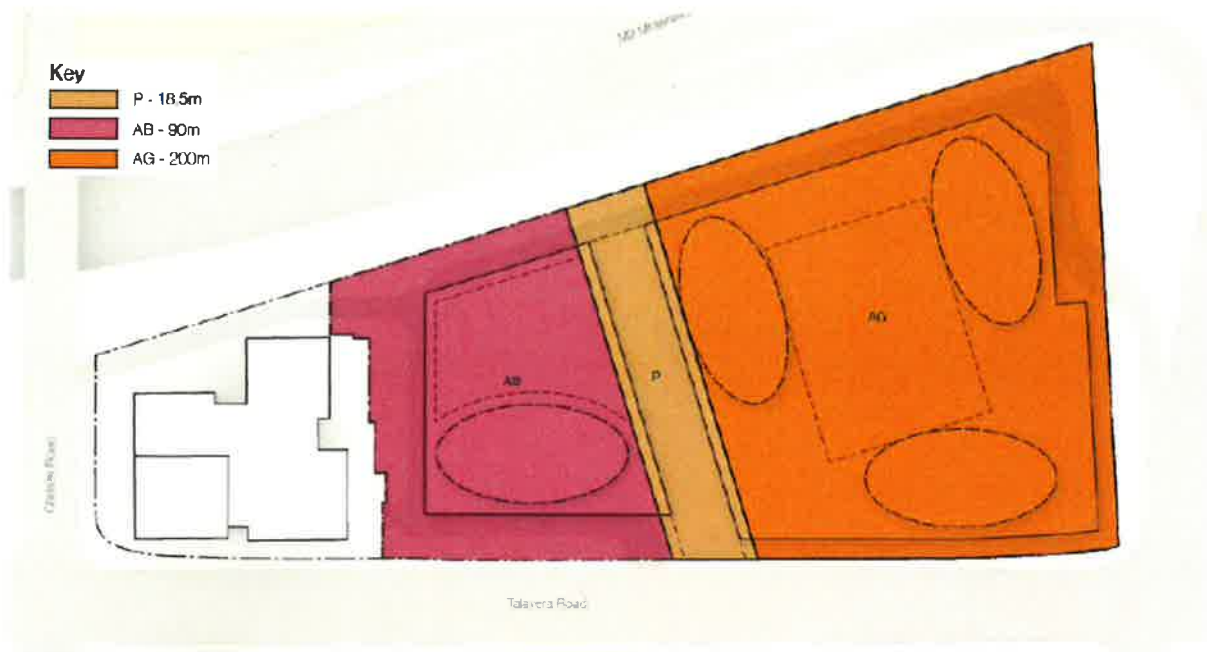


Figure 7: Extract from planning proposal depicting proposed height of buildings map.

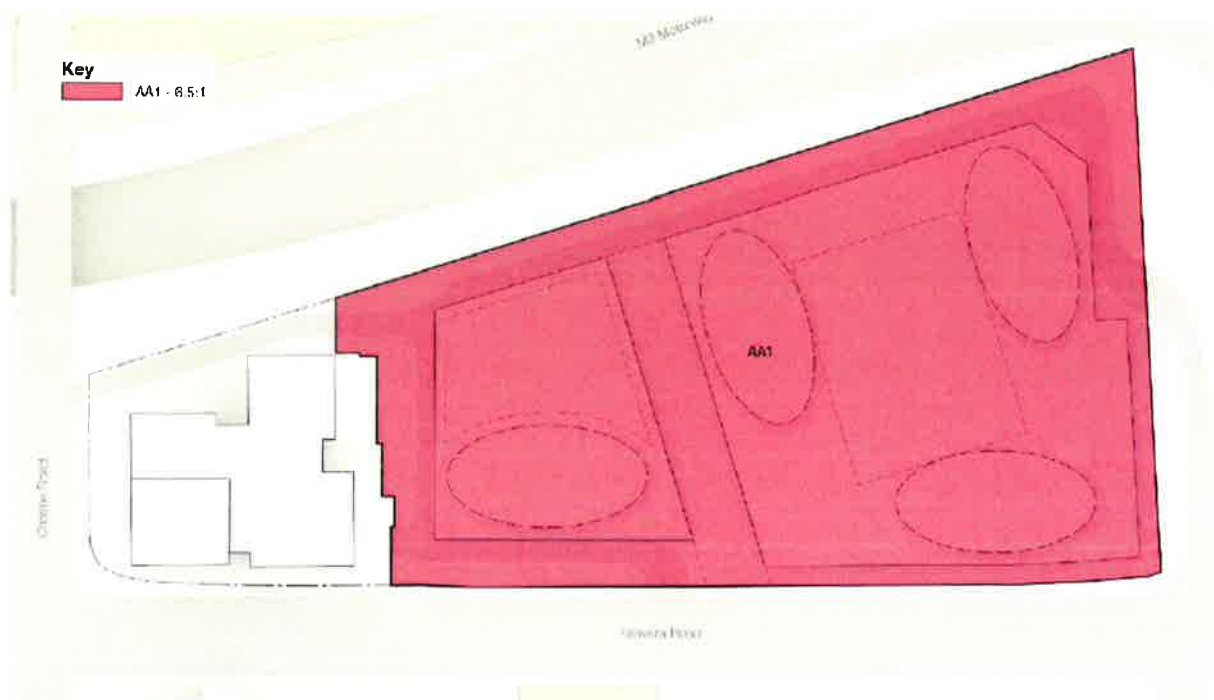


Figure 8: Extract from planning proposal depicting proposed floor space ratio map.

NEED FOR THE PLANNING PROPOSAL

The proposal states that a planning proposal is required due to major changes in actions and priorities of state strategic plans and directions by the NSW Government since the release of the Herring Road Precinct Finalisation Report of May 2015.

The proposal describes a general recognition of the need to pursue greater housing supply and affordability, particularly in locations with good access to jobs and public transport such as the subject site.

The proposal provides a site-specific urban design and impact analysis to demonstrate the site's development potential taking into consideration constraints, opportunities and the surrounding context. The analysis demonstrates that the proposed towers can achieve amenity requirements of the NSW Apartment Design Guide without having undue impact on the solar access of surrounding sensitive land uses including Macquarie University Hospital, residential properties to the south and serviced apartments to the east.

The proposal is also supported by a traffic and transport assessment and a flood impact assessment demonstrating the site's ability to accommodate additional development.

The proposal has not demonstrated that an increase in the development capacity on the site would provide a better outcome than the increases in density arising from 2015 LEP amendments, which were informed by the Herring Road Precinct Finalisation Report.

While justification has been provided in relation to the site's ability to support an increase in capacity as well as acknowledgement of general State Government policies and priorities, further explanation is required from a local strategic context.

A condition of Gateway is therefore included, requiring further justification in relation to the need for a planning proposal, taking into account the local strategic context of the Macquarie Park Corridor.

STRATEGIC ASSESSMENT

State

A Plan for Growing Sydney

Macquarie Park is identified under the plan as a strategic centre for medical technology, education and office-based employment markets. The plan outlines key priorities for the precinct, including the retention of the commercial core, increasing the capacity for mixed-use development including retail, services and housing, and supporting health and education-related land uses and infrastructure. The proposal is consistent with these priorities as it will retain the B4 mixed-use zoning while increasing the development capacity of the site.

The proposal is broadly consistent with the plan particularly as it:

- provides more jobs closer to homes (Direction 1.7) as the site is within 400m of the Macquarie Park commercial core, Macquarie University, Macquarie University train station and Macquarie shopping centre;
- supports the acceleration of housing supply (Action 2.1.1) in a strategic centre identified for growth;

- encourages urban renewal in a transport corridor (Action 2.2.2);
- assists in delivering more affordable housing (Action 2.3.3) through a commitment to adhere to Council's adopted Affordable Housing Policy, recommending the provision of 5% of the uplift in floor space to be delivered as affordable housing; and
- supports a healthy built environment (Action 3.3.1) by providing housing in an accessible location in proximity to Lane Cove National Park, encouraging active transport and providing access to quality open space.

Draft Greater Sydney Region Plan

The plan was released in October 2017. It provides a 40-year vision for Greater Sydney and is designed to inform district plans, local plans and the assessment of planning proposals. It continues to support Macquarie Park as part of the economic corridor to Sydney Airport and identifies Macquarie Park as a health and education precinct.

A Gateway condition is included requiring the proposal to be updated to address the relevant sections of the plan.

Regional / district

Revised Draft North District Plan

The plan was released in October 2017. It identifies the precinct as both a strategic centre and a health and education precinct due to its high level of support for knowledge, health and education jobs. The plan also establishes an employment target of 73,000–79,000 jobs by 2036, a 20-26% increase on the 2016 employment numbers for Macquarie Park.

The planning proposal is consistent with the following directions of the plan:

- *Planning Priority N4: Fostering healthy, creative, culturally rich and socially connected communities*

The site is in an accessible location to promote active transport and support healthy lifestyles. The proposal makes provisions for an area of open space through the centre of the site opposite the existing nature reserve south of Talavera Road, providing an extension of the walkway along the creek to Macquarie University and Macquarie University train station.

- *Planning Priority N5: Providing housing supply, choice and affordability, with access to jobs and services*

The proposal intends to dedicate 5% of the FSR uplift as affordable rental housing, equating to 20 dwellings that will contribute to Council's affordable rental housing scheme. The proposal will also assist in the delivery of approximately 1,250 dwellings to help meet Council's five-year housing supply target of 7,600 dwellings by 2021.

- *Planning Priority N9: Growing and investing in health and education precincts*

The proposal does not alter the existing B4 Mixed Use zone. The proposed increase in the development capacity of the site would support the precinct by providing additional potential floor space for housing and relevant services.

It also reduces pressure to rezone valued employment lands within the Macquarie Park commercial core by increasing the development capacity of adjoining lands already zoned to permit residential development.

- *Planning Priority N12: Delivering integrated land use and transport planning and a 30-minute city*

The provision of additional residential capacity within walking distance of the commercial core area and upgraded Metro station supports this priority.

A Gateway condition is included requiring the proposal to be updated to address the relevant sections of the plan.

Local

The planning proposal is consistent with Ryde Local Planning Study 2010 particularly in relation to the following:

- focus growth in centres (in preference to low-density residential areas) to provide housing, jobs and services close to public transport;
- stimulate economic growth and local jobs by providing opportunities for a range of businesses and by protecting employment lands (such as Macquarie Park commercial core);
- improve access to a range of housing types that meet the needs of future residents; and
- encourage walking, cycling and public transport use by improving public domain and community safety and links between residential areas and open space, schools and Macquarie University.

Section 9.1 Ministerial Directions

The proposal is consistent with the relevant Section 9.1 Directions except for the following:

3.5 Development Near Licensed Aerodromes:

The proposal is supported by an initial height assessment that considers site-specific airspace controls including:

- the Sydney PANS-OPS surface height at 246.8m AHD;
- the radar terrain clearance chart (RTCC) surface height at 244m AHD; and
- the Sydney terminal area radar (TAR) clearance plane at 214.7m AHD.

Figure 9 demonstrates that the proposed building height is immediately below the PANS-OPS and RTCC heights, but does not show the TAR clearance plane.

The height assessment considers a proposed maximum building height of 200m AHD and concludes that the proposal will not infringe on the prescribed airspace of Sydney and Bankstown airports. However, temporary penetration of the above surface heights and clearance plane by construction crane(s) will require further analysis and consultation. It is noted that the proposed maximum building height is measured from existing ground level, which is approximately 47m AHD, thereby making the potential height of development 247m AHD. This outcome would result in an exceedance of the airspace controls for the site.

A condition of Gateway has been included requiring consultation with the Civil Aviation Safety Authority, Airservices Australia, Sydney Airport Corporation Limited and Bankstown Airport prior to community consultation in accordance with Section

9.1 Direction 3.5. Until this occurs, consistency with this Direction will remain unresolved.

The planning proposal must be updated to include an assessment of the airspace controls that apply to the site and to note that consultation is required to satisfy consistency with this Direction. To avoid confusion, the planning proposal must also be updated to clarify how the maximum building height of 200m is measured.

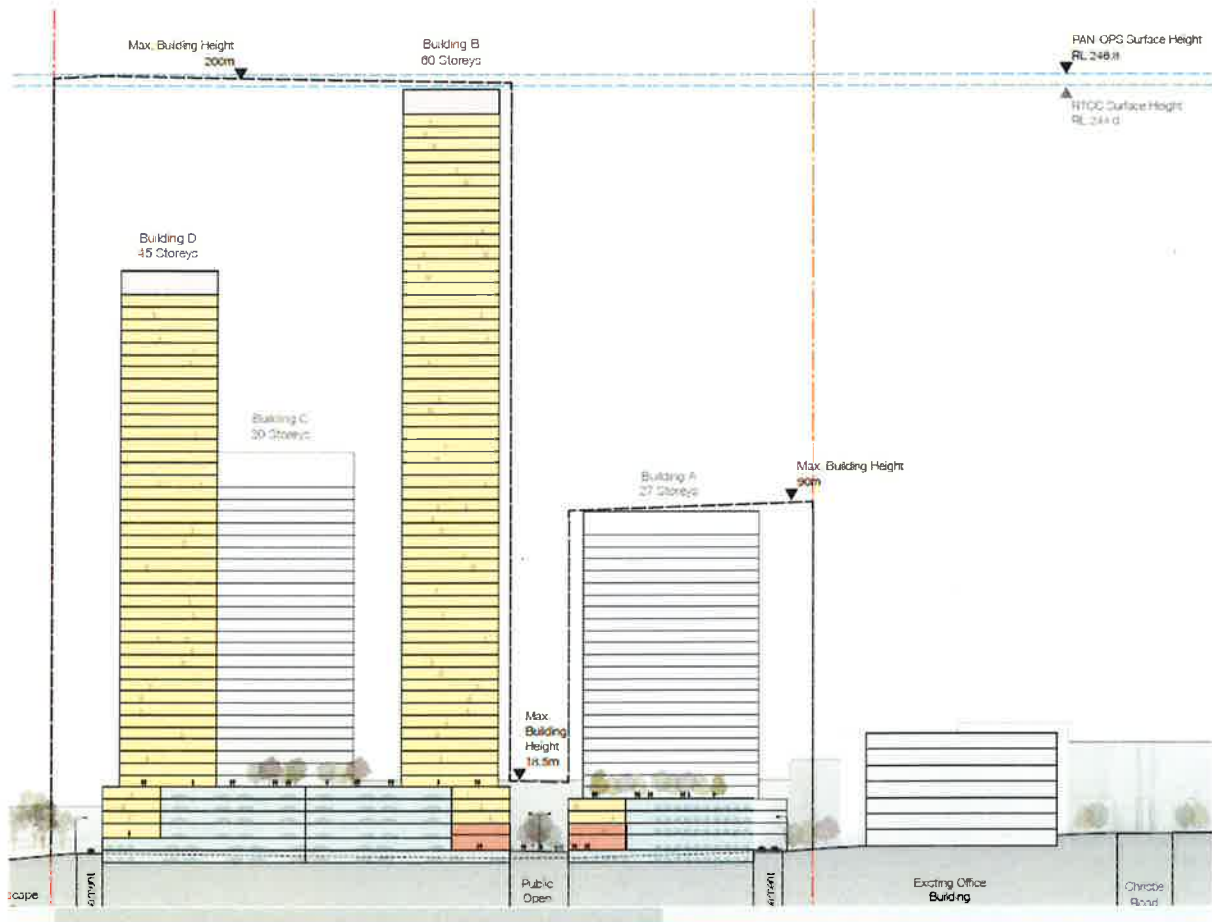


Figure 9: Proposed building heights and airspace surface heights.

4.3 Flood Prone Land

According to the Macquarie Park Floodplain Risk Management Plan, the site is flood affected. In response, it is proposed to allow an overland flow path through the site that is free of built form.

A preliminary flood assessment has been provided indicating that the flood issues affecting the site are manageable to support the development

4.4 Bushfire Prone Land

The planning proposal is inconsistent with this Direction as part of the site is identified as bushfire-prone land – vegetation buffer under Council's bushfire-prone land map.

As part of the Gateway determination, formal consultation is required with the NSW Rural Fire Service to ensure the proposal complies with the specific requirements of this

Direction. Until this occurs, the consistency of this proposal with the Direction will remain unresolved.

State environmental planning policies

The planning proposal is consistent with all state environmental planning policies.

SITE-SPECIFIC ASSESSMENT

Social

The planning proposal is supported by a social infrastructure statement prepared by Elton Consulting.

The proposal has the potential to result in an additional 390 dwellings, which is equivalent to an added population of about 800 people. This will create additional pressure on community facilities. Some facilities are anticipated to be provided on-site, such as a 90-place childcare facility and open space.

The study concludes that there would be no need to construct new social infrastructure facilities to support the increased population; however, some further increase in demand on existing facilities and services is likely.

Some increased demand is anticipated to be met by other facilities to be provided in the vicinity, such as the library and community space to be delivered in the redevelopment of the Macquarie shopping centre. The increased demand for regional open space is proposed to be addressed in the associated voluntary planning agreement, which offers a monetary contribution for improvements to Christie Park.

Environmental

The site is in an urban area and does not contain any known critical habitat or threatened species, populations or ecological communities or habitats.

Traffic

A traffic impact assessment prepared by ARUP was provided with the proposal. The assessment is based on the provision of 1,500 parking spaces and 1,500m² of childcare and retail floor area. The assessment found:

- the proposed increase in density on the site can be accommodated within the local road network;
- a reduction in parking would reduce impacts on the road network;
- the proposal is predicted to reduce the level of service (where A is very good and F is unsatisfactory) at Talavera Road/Herring Road from C to D in the evening peak; and
- the level of service for the Talavera Road/Christie Road intersection is predicted to fall from C to E in the morning peak, which is approaching capacity.

Council undertook preliminary consultation with Roads and Maritime Services (RMS) in relation to traffic generation. RMS is of the view that the proposed increase in development uplift will require traffic modelling to assess the cumulative traffic and transport impacts on the local and regional road networks.

RMS has been in discussions with Transport for NSW and the Department for an update to the Macquarie Park Aimsun model to include current planning proposals

and development applications to identify the cumulative traffic impacts, which will allow the development of an appropriate special infrastructure contribution list.

RMS requested that:

- Council defer consideration of the planning proposal until the model is complete and infrastructure upgrades can be considered; or
- Council prepare planning controls to restrict parking within the development.

A Gateway condition is included requiring that the proposal be updated to demonstrate consistency with the revised Macquarie Park Aimsun prior to community consultation and to include a satisfactory arrangement provision for contributions to state infrastructure. RMS is also to be consulted prior to community consultation. Consultation with the Department's Urban Renewal Team for the Macquarie Park Investigation Area supports this approach.

RMS recommended that vehicular access to/from the site should be consolidated to Christie Road and Talavera Road, with the current left-in access via the M2 Herring Road on-ramp closed to future redevelopment. Vehicle entry/exit is more appropriately dealt with at the development application stage and would be subject to further consultation with RMS.

RMS also suggested that further information be provided regarding how the proposal will mitigate potential impacts arising from the M2 Motorway e.g. lighting, operational toll collection point and noise attenuation measures. As the proposal does not introduce a change in use and residential accommodation is already permitted on the site, it is considered that these matters can be adequately dealt with at the development application stage of any future development on the site.

Urban design

The Herring Road finalisation report recommended a Talavera Road gateway with a 90m height limit applying to land at 112 Talavera Road, Macquarie University and Macquarie shopping centre. It also considered that the 90m height zone only be expanded towards the M2, such that the taller buildings are concentrated at the corner of the site and there is a more gradual transition in height next to the Fujitsu building, adjoining to the west.

As shown in Figure 4 (page 5), the existing controls under Ryde LEP provide two different height limits across the site – 45m to most of the site and 90m along the site's southern and eastern boundaries. As such, the proposed height increase will not undermine the intended gateway effect of the Herring Road finalisation report as the highest point of any future development may be concentrated towards Herring Road.

The proposed increase will also provide a similar transition to the Fujitsu building to the west as the existing height controls, with a change in height at the boundary from 45m to 90m (Figure 7, page 7). The intended podium of 18.5m in the concept scheme would soften the transition between the two sites and provide a human scale to the proposed development site.

Overshadowing

The proposal is supported by shadow diagrams depicting the impact of the concept scheme on neighbouring properties from 9am to 3pm during the winter solstice (Figure 10, page 15).

The drawings compare the proposed scheme with a compliant scheme under the existing controls, stating that the additional height will allow for more slender towers and provide better solar access. While the compliant scheme is not relevant as any proposed development would be required to address solar access impacts, the drawings demonstrate that a development under the proposed controls can generally provide adequate solar access to neighbouring properties.

5.4 Shadow Analysis: Winter Solstice (21 June) - Proposed

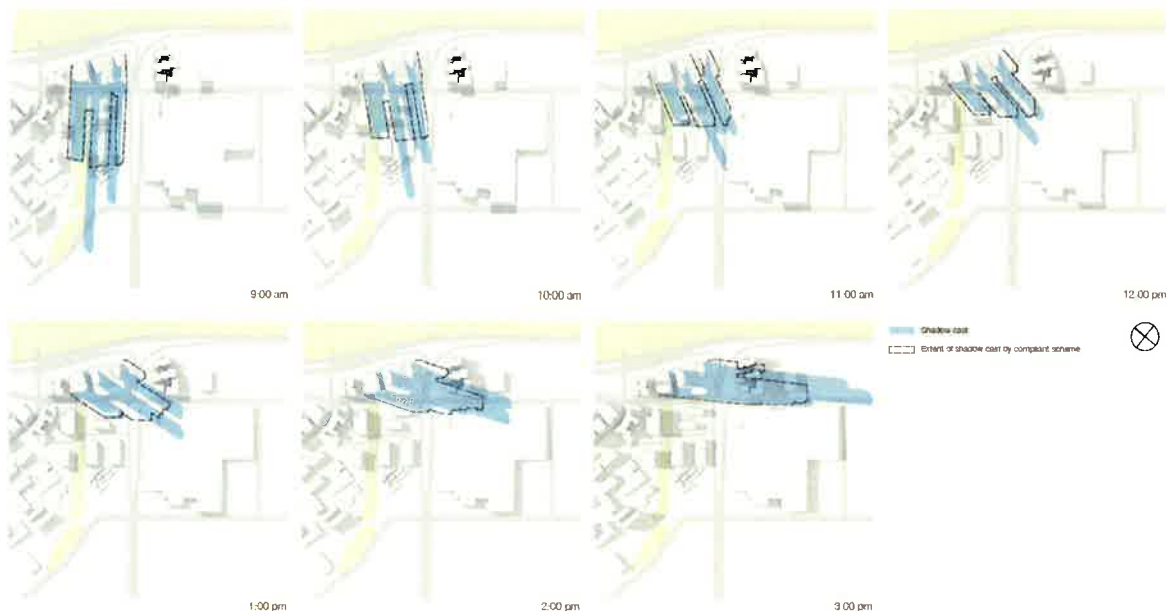


Figure 10: Extract of shadow analysis of indicative scheme from urban design report.

View impact

The proposed increase in height may potentially impact on the landscape views of Lane Cove National Park of future residents of the residential towers forming part of the redevelopment of the Macquarie shopping centre.

The increase in height will allow for smaller floor plates and more slender towers to minimise view impacts. Views to Lane Cove National Park to the north-east need not be impacted by the proposal. Any potential view impacts would be considered at the development application stage.

Economic

Employment

The proposal will retain the B4 Mixed Use zoning. The concept design intends to provide 1,500m² of retail/childcare floor space. This will contribute to employment opportunities for the wider community close to public transport.

Housing

The Revised Draft North District Plan outlines a housing target of 7,600 dwellings in the Ryde LGA by 2021. The proposal will contribute approximately 1,250 dwellings (or 16.4%) of this target. The proponent intends to dedicate 5% of the FSR uplift as affordable rental housing, equating to 20 dwellings that will contribute to Council's adopted Affordable Rental Housing Policy.

Infrastructure

The site is accessible to public transport, including Macquarie University train station and bus services to the surrounding area.

The site's development potential arising from this proposal is likely to create additional infrastructure demands. It is expected that these services would be upgraded by a developer, where required, to support the proposed development. A Gateway condition requires consultation with various infrastructure providers including Transport for NSW, the Department of Education and emergency service authorities.

A Gateway condition is also included requiring consultation with Sydney Water and Energy Australia.

CONSULTATION

Community

The planning proposal does not provide details of the proposed duration of community consultation. A Gateway condition is included requiring an exhibition period of 28 days to be undertaken.

Agencies

It is recommended the following agencies be consulted:

- Transport for NSW – Sydney Trains;
- Department of Education;
- Ambulance NSW;
- NSW Police Force;
- NSW State Emergency Service;
- NSW Ministry of Health;
- Energy Australia;
- Office of Environment and Heritage; and
- Sydney Water.

The following agencies should be consulted prior to community consultation:

- Sydney Airport Corporation Limited;
- Bankstown Airport Limited;
- Civil Aviation Safety Authority;
- Airservices Australia;
- Roads and Maritime Services; and
- NSW Rural Fire Service.

TIME FRAME

The planning proposal does not include a project timeline. A Gateway condition is included requiring that a project timeline be provided to monitor the progress of the plan-making process.

It is considered that a time frame of 18 months from the Gateway determination is sufficient to complete the proposed amendment. This will provide sufficient time for the additional information to be prepared for community consultation and necessary consultation to be undertaken.

LOCAL PLAN-MAKING AUTHORITY

Council has requested to be the local plan-making authority. As the site is within proximity to the Macquarie Park Planned Precinct Investigation Area, the Department's Urban Renewal team has requested that Council not be authorised to be the local plan-making authority for this proposal.

CONCLUSION

The planning proposal is supported to proceed with conditions for the following reasons:

- it demonstrates consistency with the strategic planning framework of A Plan for Growing Sydney, the Draft Greater Sydney Region Plan and the Revised Draft North District Plan;
- it will assist in delivering additional housing in a well-serviced area near the Macquarie shopping centre, Macquarie University and the broader commercial precinct of Macquarie Park;
- it will assist in delivering additional housing close to well-connected bus and train services;
- it will not alter the intent of the site to be developed for mixed uses, given the retention of the B4 Mixed Used zoning; and
- sufficient information has been provided to demonstrate that the site can accommodate an increased development capacity in relation to urban design subject to further consultation with relevant agencies and assessment regarding bushfire, traffic generation and aviation navigation constraints.

As discussed, the proposal should be updated to:

- provide a project timeline outlining the anticipated time frames for the plan-making process;
- address the strategic planning framework in relation to the Draft Greater Sydney Region Plan and the Revised Draft North District Plan;
- provide further information as to the intended outcomes of the proposed design excellence clause. Rather than only applying to buildings over 150 m in height, it is considered that the design excellence clause should be site specific, apply to the entire design and provide details as to the intended design outcomes.
- include a satisfactory arrangements provision for contributions to designated state public infrastructure identified as part of the Macquarie Park strategic investigation being undertaken by the Department in consultation with Council; and

- provide an assessment of the airspace controls that apply to the site, note that consultation is required to satisfy consistency with Section 9.1 Direction 3.5 Development Near Licensed Aerodromes, and provide clarification on how the maximum building height of 200m is measured relative to the airspace controls applying to the site.

RECOMMENDATION

It is recommended that the delegate of the Secretary:

1. agree that the inconsistency with Section 9.1 Direction 4.3 Flood Prone Land is of minor significance and is justified in accordance with the terms of the Direction; and
2. note that the consistency with Section 9.1 Directions 3.5 Development Near Licensed Aerodromes and 4.4 Bushfire Prone Land are unresolved until consultation has been completed.

It is recommended that the delegate of the Greater Sydney Commission determine that the planning proposal should proceed subject to the following conditions:

1. The planning proposal is to be updated to:
 - provide an assessment of the airspace controls that apply to the site and provide clarification on how the maximum building height of 200m is measured relative to the airspace controls applying to the site;
 - provide a project timeline outlining the anticipated time frames for the plan-making process;
 - address relevant priorities and actions in the Draft Greater Sydney Region Plan and the Revised Draft North District Plan;
 - include a satisfactory arrangements provision for contributions to designated state public infrastructure identified as part of the Macquarie Park strategic investigation being undertaken by the Department in consultation with Council;
 - provide further information as to the intended outcomes and application of the proposed design excellence clause(s). The design excellence clause should be site-specific, apply to the entire development and clearly explain the intended design outcomes;
 - demonstrate consistency with the updated Aimsun traffic model for the Macquarie Park Precinct, available at request from RMS; and
 - provide further justification in relation to the need for a planning proposal, taking into account the local strategic context of the Macquarie Park Corridor and in particular the Macquarie University Station Precinct.
2. Prior to community consultation, consultation is required with the following public authorities:
 - Sydney Airport Corporation Limited;
 - Bankstown Airport Limited;
 - Civil Aviation Safety Authority;

- Airservices Australia;
 - Roads and Maritime Services; and
 - NSW Rural Fire Service.
3. Prior to community consultation, the planning proposal is to be revised to address conditions 1 and 2 and forwarded to the Department for review and approval.
 4. Consultation is required with the following public authorities:
 - Transport for NSW – Sydney Trains;
 - Department of Education;
 - Ambulance NSW;
 - NSW Police Force;
 - NSW State Emergency Service;
 - NSW Ministry of Health;
 - Energy Australia; and
 - Sydney Water.
 5. The planning proposal should be made available for community consultation for a minimum of 28 days.
 6. The time frame for completing the LEP is to be 18 months from the date of the Gateway determination.
 7. Prior to finalisation, the planning proposal is to be updated to demonstrate consistency with any available findings of the Macquarie Park strategic investigation being undertaken by the Department in consultation with Council.
 8. Given the nature of the planning proposal, Council should not be authorised to be the local plan-making authority.

 7/03/2018
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