



Request to Prepare a Planning Proposal PROPOSED AMENDMENT TO RYDE LEP 2010

144 Wicks Road North Ryde
April 2014



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Introduction

This report has been prepared to seek Council support to progress a rezoning on behalf of the proponent, Masters, for the site at 144 Wicks Road North Ryde. The report seeks to initiate the preparation of an amendment to the *Draft Ryde Local Environmental Plan 2013* (the *Draft RLEP 2013*). The Draft RLEP 2013 is currently with NSW Planning and Infrastructure awaiting gazettal. The proposed amendment would result in the listing of the subject site in Schedule 1 to permit '*hardware and building supplies*' and '*garden centre*' as an additional permitted use on the part of the site zoned B7 Business Park to support the future development of the land fronting Epping Road for a Masters home improvement store.

The subject site is strategically located within the Macquarie Park Corridor with a mid-block land use zoning split, permitting '*commercial premises*' (the group definition which includes '*hardware and building supplies*') on the eastern part fronting Waterloo Road, while having the land use prohibited on the western part of the site fronting Epping Road.

The site has been undeveloped and un-utilised since the closure of the Peter Board High School in 1998. Efforts were made by DEXUS Property Group to secure a Staged-DA approval for the site, including a commercial office building approval on the northern boundary of the site adjacent to the hockey field. However, due to changes in market conditions DEXUS did not proceed with this development.

The locational characteristics of the subject site provide significant opportunity for a large-format retail operator, such as a Masters home improvement store, to occupy the western part of the site fronting Epping Road. This portion of the site meets key locational criteria for a viable Masters home improvement store, including sufficient size for the store, direct frontage to regional road network, and multi-directional vehicle access to the site via the intersection of Epping Road and Wicks Road.

The eastern portion of the site fronting Waterloo Road is zoned B3 Commercial Core, which permits '*hardware and building supplies*' which is the principle purpose of a Masters home improvement store. We note '*garden centre*' is also a permissible use in the B3 Commercial Core part of the site. However the locational characteristics of this part of the site, particularly its proximity to the Macquarie Park Railway Station lend it to more intensive employment related land uses such as offices, as well as hotels and the like. The eastern part of the site also supports larger scale development, with a greater height and floor space ratio control.

Accordingly, the proponent is requesting Council prepare a Planning Proposal to include an additional land use to the B7 Business Park zone on the site, which are already permissible elsewhere on the site. The Planning Proposal would therefore increase the flexibility of land uses across the site to better reflect market demand and support future development that maximise the key locational characteristics of the site.

As part of this request, the proponent is committed to delivering key infrastructure to support future development of the site in accordance with strategic planning policy, including:

- Road 3 through the site (from Wicks Road to the northern boundary adjoining 65 Epping Road).
- Two pedestrian links between Road 3 and Epping Road.

The delivery of these infrastructure upgrades will increase permeability and accessibility through the site for both pedestrians and vehicles. The proposed internal road structure is consistent with the road network adopted by Council in the current *RLEP 2010* and *Ryde DCP 2010* and the *Draft RLEP 2013* and will provide new street addresses within the large irregular shaped site. The improved street address and accessibility of the balance of the site will attract new commercial office development onto the part of the site with the highest accessibility to public transport, as well as support built forms which are reflect current market interest.

The key strategic reasons for Council to prepare a Planning Proposal consistent with this request are that it:

- Will provide a significant contribution to the delivery of the new road network through the site (*RLEP 2010* and *Ryde DCP 2010*).
- Focus clustering of new large-format retailing near the intersection of Epping Road and Wicks Road which has organically occurred due to the existence of key locational characteristic that support this type of development (*Ryde Local Planning Study 2010*).
- Focus office and other high density employment development along the Waterloo Road development spine, which has prime access to public transport infrastructure particularly the Macquarie Park Railway Station, promoting increased journeys to work by public transport (*Metro Plan 2010*, *Draft Metro Strategy*, and *Draft Inner North Subregional Strategy*).
- Will increase the range of employment opportunities supported on the site, in the right locations (*RLEP 2010*).

The Indicative Site Master Plan prepared by Fitzpatrick Architects that accompanies this request (see **Figure 8** below) demonstrates that the development of a Masters on the Epping Road frontage can be designed consistent with the existing built form along Epping Road, and would provide a completed streetscape presentation for the western edge of the Macquarie Park Corridor. Further, the Masters development would be of a scale and form that would suitably address the transition between the low-scale residential development on the southern side of Epping Road, and the larger-scale built form within Macquarie Park which tapers up to the greatest height and density adjacent to Waterloo Road where future commercial development will be supported on the site.

As required by Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), this report includes consideration of the following with regards to the requested rezoning:

- Description of the subject site and context.
- Indicative site plan showing sufficient detail to demonstrate the suitability of the site for future business park and business development retailing precinct.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal.
- Description of the stakeholder consultation undertaken to date to inform the preparation of this planning proposal request.

This report has been prepared having regard to the NSW Planning and Infrastructure's (formerly Department of Planning and Infrastructure) '*A Guide to Preparing Planning Proposals*' and '*A Guide to Preparing Local Environmental Plans*'. The report demonstrates that the requested rezoning has strategic merit and is consistent with each of the key considerations of Planning and Infrastructure for spot rezoning requests.

In support of this Planning Proposal request, the following information is provided:

- Indicative Site Scheme prepared by Fitzpatrick + Partner Architects (**Appendix A**).
- Traffic Report and Supplementary Traffic Report prepared by Colston Budd Hunt and Kafes (**Appendix B**).
- Economic Assessment prepared by Hill PDA (**Appendix C**).
- Flora and Fauna Assessment prepared by EcoLogical (**Appendix D**).

- Letter from Department of Planning and Infrastructure (DPI) to Ku-Ring-Gai Council on consistency of *'hardware and building supplies'* with the B7 Business Park zone objectives and uses (**Appendix E**).
- Plans showing the Epping to Chatswood Rail Link Zone of Influence prepared by Mott MacDonald (**Appendix F**).

1 The Site and Context

1.1 THE SITE

The requested rezoning relates to land at 144 Wicks Road North Ryde. The site was formerly occupied by the Peter Board High School, which was decommissioned several years ago. All buildings associated with the school have been removed; however slabs, footings and other ground and sub-ground level building elements remain on the site.

The site comprises two allotments, legally described as Lot 21 in Deposited Plan 1101233 (144 Wicks Road) and Lot 4 in Deposited Plan 1046090 (16-18 Waterloo Road) and has a total site area of approximately 5.92 hectares. The site is illustrated in **Figure 1** below.

The site is located within the Macquarie Park Corridor and occupies approximately a third of the street block bounded by Lane Cove Road, Epping Road, Waterloo Road and Wicks Road.

Key characteristics of the site include:

- Western frontage to Epping Road of approximately 183 metres.
- Eastern frontage to Waterloo Road of approximately 7 metres.
- Southern frontage to Wicks Road of approximately 112 metres.
- Stands of trees are spread across the site, particularly along the site boundaries, and surrounding the former school building footprint.
- A child care centre on Lot 4 in DP 1046090 fronting Waterloo Road, which is currently in operation with vehicle access from the Waterloo Road slip-road.
- Part of the land on the south-western quadrant of the site is affected by an easement for the Epping-Chatswood Railway Tunnel below, which restricts development depth to RL 37.00 AHD.
- An easement for draining water and an electricity substation also affect to the site.
- The site slopes from the highest point at the northern-western corner near the Epping Road frontage, with a maximum level of RL70.26 and the lowest point being at the south-eastern corner on Wicks Road with a minimum level of RL42.25.

With the exception of the childcare centre fronting Waterloo Road, the site has been undeveloped and un-utilised since the closure of the Peter Board High School in 1998. Efforts were made by DEXUS property group to secure a Staged-DA approval for the site (LDA2008/0531), including approval of a 27,340sq.m, 309 parking spaces, and construction of Road 3 and part of Road 11. However, since the obtaining approval for the Staged-DA, a tenant for the commercial office building was not able to be secured, and due to changes to global economic markets, a speculative development of this scale was not progressed by DEXUS. The site was subsequently sold to Masters.

FIGURE 1 – SUBJECT SITE



1.2 SURROUNDING STRATEGIC CONTEXT

The key strategic features of the surrounding area are generally summarised as follows:

- **Global Economic Corridor (GEC):** Macquarie Park is an integral part of the GEC stretching from Port Botany and Sydney Airport, through the Sydney Central Business District (CBD), North Sydney and St Leonards to Parramatta. The GEC accounts for the majority of Sydney's globally oriented commercial businesses and National Gross State Product. Under current strategic planning policy, Macquarie Park will make a significant contribution to this, providing 61,000 jobs by 2031.
- **Public Transport Infrastructure:** The recent completion of the Chatswood to Epping Railway Line provides improved public transport services to Macquarie Park. As part of the Railway Line, three new train stations were introduced into Macquarie Park, including the Macquarie Park Train Station which is situated at the corner of Waterloo Road and Epping Road, approximately 500 metres north of the site. Additionally, there are several bus routes which run along Epping Road and Waterloo Road providing direct services to Chatswood, Epping, Parramatta, North Sydney and Sydney CBD. Bus stops providing these services are situated on both sides of Epping Road at the Wicks Road intersection, and on Waterloo Road north of Eden Park Drive.
- **Road Transport Infrastructure:** The site is situated close to the intersection of Epping Road and the M2 motorway. Epping Road connects to Epping in the west and the M2 motorway to the east which continues on to the Sydney CBD and also provides a direct connection to the North West Growth Centre. The site is also situated close to the intersection of Epping Road and Lane Cove Road providing a main road connection to the east and west.

1.3 SURROUNDING LAND USE CONTEXT

The site is located at the south-eastern end of the Macquarie Park Corridor, approximately 500 metres from the Macquarie Park Train Station. The key features of the surrounding land uses are summarised as follows:

- **Adjacent Development:** Surrounding sites to the north and south are characterised by commercial office and light industrial developments. The scale of more recent surrounding development is greater than older style developments and larger allotments have been developed with campus-style developments. The adjoining site fronting Waterloo Road has been developed for a hockey field, and includes a small area for on-site car parking. Epping Road is the western boundary of the Macquarie Park Corridor, and development on the western side of Epping Road is generally characterised by low-density detached residential dwellings.

PICTURE 1 – EXISTING CANON OFFICE AT THE CORNER OF WATERLOO ROAD AND THOMAS HOLT DRIVE



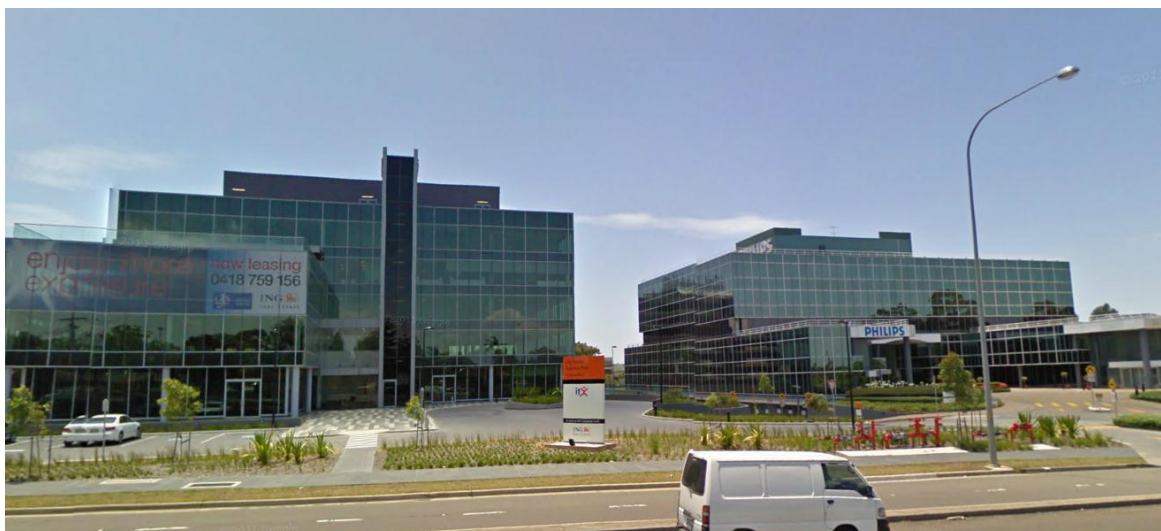
Source: Google Maps

PICTURE 2 – EXISTING LIGHT INDUSTRIAL / OFFICE DEVELOPMENT ON WICKS ROAD



- **Development along Epping Road:** Development fronting Epping Road is characterised by a mix of commercial and retail development. North of the site development is generally for commercial office buildings in campus-style settings. South of Wicks Road development comprises a number of retail operations including a Caltex service station, Officeworks, Domayne furniture store and Harvey Norman electrical store.

PICTURE 3 – OFFICE DEVELOPMENT ALONG EPPING ROAD NORTH OF THE SITE



Source: Google Maps

PICTURE 4 – LARGE FORMAT RETAIL DEVELOPMENT ALONG EPPING ROAD SOUTH OF THE SITE



Source: Google Maps

- **Urban Activation Precincts:** The NSW State Government has recently announced 8 Urban Activation Precincts (UAP), being areas where land is available and has the potential for more intensive development by virtue of access to infrastructure, transport, services and job. The UAPs will support a significant level of new housing. Two of these UAPs (**Herring Road** and **North Ryde Station**) are located at the northern and southern ends of Macquarie Park. As the development of these precincts progresses they will reinforce the northern and southern ends of the Centre as mixed use zones which support high density residential uses as well as a mix of retail uses.
- **North Ryde Station Urban Activation Precinct:** Situated between the subject site and the M2 Motorway, the North Ryde Station UAP comprises approximately 14ha of primarily government owned land and includes land surrounding North Ryde Train Station. The primary aim of the proposal is to develop a mixed use Transit Orientated Development (TOD) which will better activate the North Ryde Train Station, improve station access and provide for a mixed use development that supports patronage of the train station. The concept will support over 2,500 new dwellings and approximately 2,400 new jobs. The proposal includes rezoning of the site to include a mix of residential zones (R3 and R4), mixed use zone, commercial core and public recreation space as illustrated in **Figure 3** below.

The proposal was placed on public exhibition from 16 March 2013 to 19 May 2013 during which time a number of submissions were received from agencies and the public. It is our understanding that the project is now being managed by NSW UrbanGrowth, and a revised proposal being prepared.

FIGURE 2 – NORTH RYDE URBAN ACTIVATION PRECINCT



Source: State Significant Study Planning Report, Figure 2, page 7.

The scale of the North Ryde Station UAP proposal has been designed based on the accessibility of the site to the North Ryde Station, located on Delhi Road. It is envisaged that this land will support increased density of development, with traffic implications being managed through good accessibility to public transport.

The North Ryde Station UAP proposes a mix of zones across the site as illustrated in **Figure 3** below. It is noteworthy that a B3 Commercial Core zone is proposed along the Epping Road frontage of the site. The inclusion of the B3 Commercial Core zone along Epping Road on the UAP site will also respond to the existing mix of business uses which have organically clustered around the Wicks Road / Epping Road intersection. This proposed zoning re-enforces the requested *Draft RLEP 2013* amendment being sought for the Masters site, and indicates there is strong market demand and planning merit with providing retail uses along a major road corridor such as Epping Road.

FIGURE 3 – PROPOSED ZONING OF NORTH RYDE URBAN ACTIVATION PRECINCT



Source: State Significant Study Planning Report, Figure 5, Page 21.

- Harvey Norman Rezoning Proposal:** Situated between the subject site and the North Ryde Station UAP is the Harvey Norman site, comprising three allotments having frontages to Wicks Road and Epping Road with a total area of approximately 1.97ha. The site is the subject of a request for Council to prepare a Planning Proposal to rezone the whole site B4 Mixed Use, and also seeks to increase the maximum height and FSR controls. The request is currently before Council for consideration.

FIGURE 4 – SURROUNDING LAND USE CHANGES CURRENTLY PROPOSED



- **Retail Development:** As noted above, development fronting Epping Road south of Wicks Road is generally characterised by retail.

The specific retailing activities are those which benefit from high-visibility locations and frontage to major road networks. Two other major retailing zones exist within Macquarie Park:

- Macquarie Shopping Centre – situated at the northern end of the Macquarie Park Corridor. This centre forms part of the Herring Road UAP and has the potential to introduce a greater mix of land uses on the site.
- Eden Park Centre – situated on Lane Cove Road on the eastern side of the Macquarie Park Corridor, providing a range of convenience retailing (fast-food, chemist, newsagent etc.).
- **Macquarie University:** The University campus is located at the northern end of Macquarie Park, north of Herring Road. A masterplan for future redevelopment of the University lands has been approved by the State Government. It is also noted that the University land is situated in the Herring Road UAP.

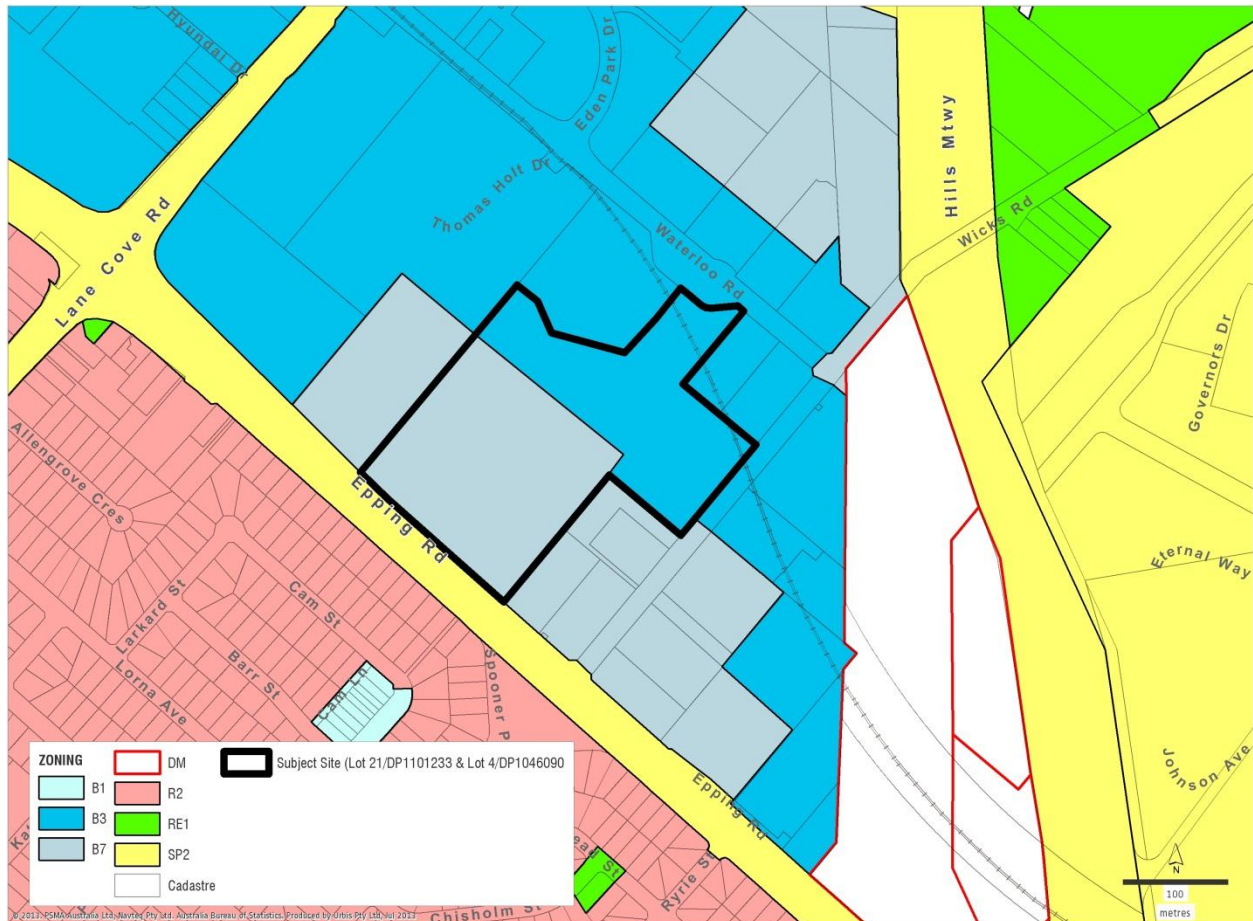
1.4 PLANNING CONTEXT

1.4.1 EXISTING PLANNING CONTROLS

Ryde Local Environmental Plan 2010 (RLEP 2010) is the relevant planning instrument for the site.

Under RLEP 2010, the site is zoned part B3 Commercial Core (eastern portion adjoining Waterloo Road) and part B7 Business Park (western portion adjoining Epping Road). A plan showing the existing zones is provided at **Figure 5** below.

FIGURE 5 – RLEP 2010 ZONING MAP EXTRACT



Source: NSW Legislation Website

The *RLEP 2010* has been prepared in accordance with the *Standard Instrument (Local Environmental Plan) Order 2007*, and therefore adopts the standard land use definitions.

In the B3 Commercial Core zone the following land uses are permitted with development consent (all other uses being prohibited):

*Building identification signs; Business identification signs; Child care centres; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Industrial retail outlets; Information and education facilities; Light industries; Medical centres; Passenger transport facilities; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Self-storage units; Serviced apartments; Warehouse or distribution centres*

As '*retail premises*' forms part of the wider group definition of '*commercial premises*', retail developments are permissible with consent on the part of the site zoned B3 Commercial Core.

In the B7 Business Park zone the following land uses are permitted with development consent (all other uses being prohibited):

Building identification signs; Business identification signs; Business premises; Child care centres; Educational establishments; Function centres; Industrial retail outlets; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Recreation areas; Registered clubs; Research stations; Respite day care centres; Restaurants or cafes; Roads; Warehouse or distribution centres

As 'retail premises' and 'commercial premises' are not expressly permitted within the land use table, they are prohibited on the part of the site zoned B7 Business Park.

The other relevant development standards under RLEP 2010 that are applicable to the site include:

- **Floor Space Ratio** – This control is split across the site as follows:
 - Maximum FSR of 1:1 for Lot 21 in DP 1101233.
 - Maximum FSR of 1.5:1 for Lot 4 in DP 1046090.
- **Building Height** – This control is split across the site as follows:
 - Maximum height of 30 metres for the part of the site zoned B3 Commercial Core.
 - Maximum height of 22 metres for the part of the site zoned B7 Business Park.
- **Macquarie Park Access** – Proposes new access roads through the site. These include:
 - North-south road running parallel to Epping Road.
 - East-west road running parallel to Wicks Road.
- **Restriction on Retail in Zone B3 Commercial Core** – This control only applies to the Macquarie Park Corridor and restricts the size and location of retail tenancies within the B3 Commercial Core zone to be:
 - Situated on ground level.
 - Not exceed 2,000 square metres.

However, it is noted that under the *Draft Ryde LEP 2013* this restriction on the scale of retail development in Macquarie Park is proposed to be removed. This is discussed in more detail below in **Section 1.4.2**.

1.4.2 DRAFT RYDE LEP 2013 (FORMERLY DRAFT LEP 2011)

The *Draft RLEP 2013* was on public exhibition on 30 May - 13 July 2012. *Draft RLEP 2013* is a comprehensive template adoption LEP with no changes to the controls under RLEP 2010 affecting the site or Macquarie Park Corridor.

It is noted that *Draft RLEP 2013* proposes to remove the existing access map and the requirement for provision of access roads from the LEP and includes new access roads within the accompanying Draft DCP 2013.

The *Draft RLEP 2013* is currently with NSW Planning and Infrastructure awaiting gazettal. As this LEP is anticipated to be in place prior to this proposal being gazetted, the Planning Proposal seeks to amend the controls of *Draft RLEP 2013*.

1.4.3 DRAFT LEP AMENDMENT NO.1

The Macquarie Park Corridor Planning Proposal (formerly known as the 'Draft Ryde Local Environmental Plan 2010 (Draft Amendment 1)') was placed on public exhibition from 12 June to 19 July 2013. Draft Amendment 1 seeks to introduce increased height and floor space ratio controls for land within the Macquarie Park Corridor. All land will be deferred from the application of Amendment 1 until such time as a Voluntary Planning Agreement has been prepared by landowners to support key infrastructure required to assist in achieving the long-term strategic objectives of the Macquarie Park Corridor. It is noted that any works or financial contributions contained within the VPA are in addition to any requirements for Section 94 Developer Contributions which are required for the development of the site.

Under Draft Amendment 1, the subject site would benefit from uplift in both height and floor space, as illustrated in **Figure 6** and **Figure 7** below. The additional height and floor space permitted under Draft Amendment 1 is focused along the Waterloo Road corridor, which indicates Council's intention to intensify development along this roadway, which is serviced by both Macquarie Park Station (at the intersection of Waterloo Road and Lane Cove Road) and Macquarie University Station (at the intersection of Waterloo Road and Herring Road).

FIGURE 6 – DRAFT AMENDMENT 1 HEIGHT MAP (EXTRACT)

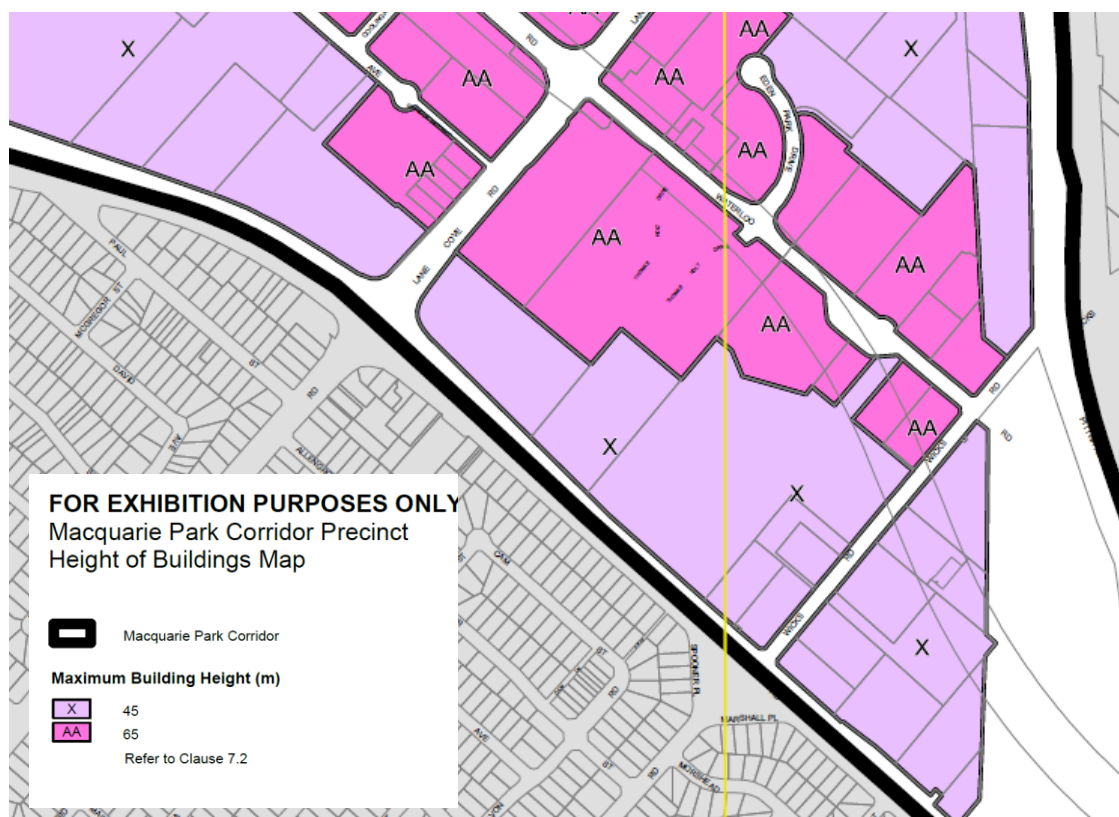
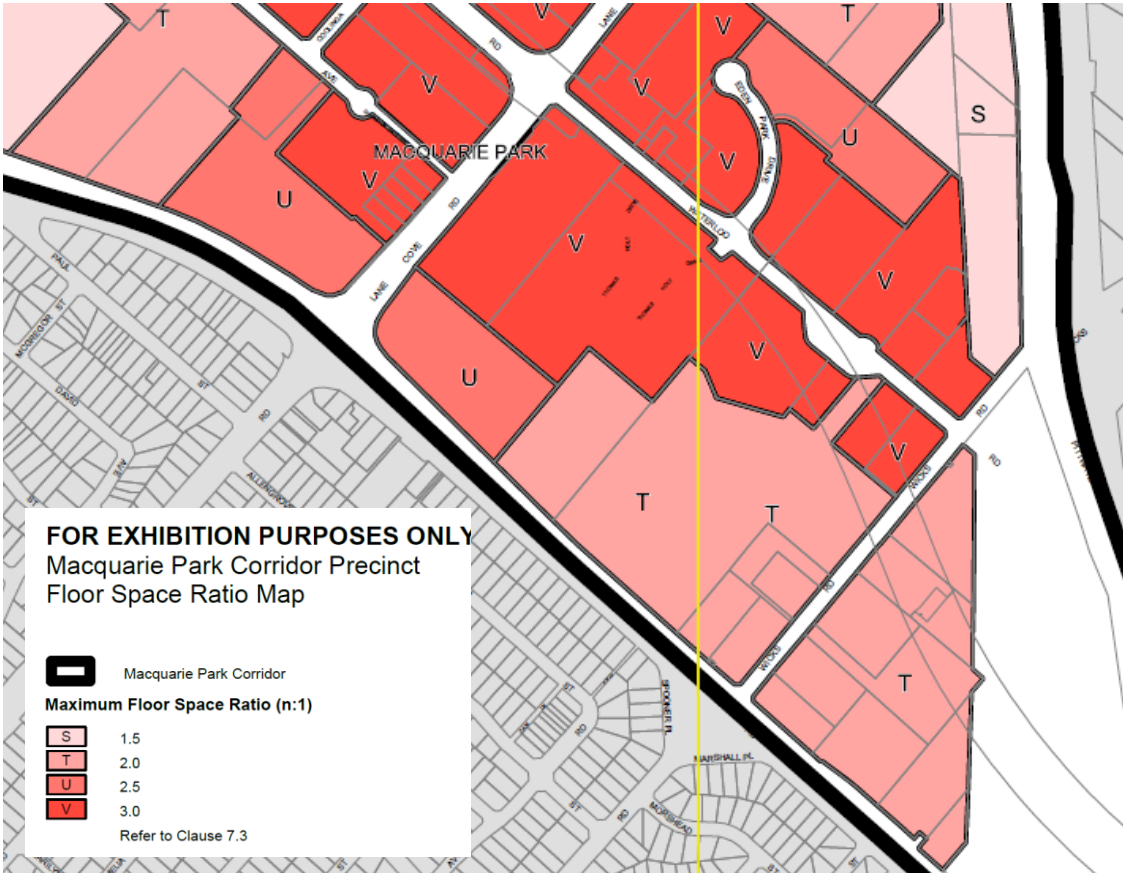


FIGURE 7 – DRAFT AMENDMENT 1 FLOOR SPACE RATIO MAP (EXTRACT)



2 Masters Overview

The requested Planning Proposal would support the subsequent lodgement of a Development Application (DA) for a Masters home improvement store development on the western portion of the site fronting Epping Road. An area of approximately 2.2 hectares has been identified to support the Masters building.

2.1 MASTERS CONCEPT

The Masters concept is a large format home improvement and hardware store. The typical layout will generally consist of a total floor area of up to approximately 13,500sqm comprising of hardware, timber and building supplies, landscape gardening supplies, other home improvement products, with associated car parking.

The vision of Masters is to enhance choice for Australian (retail and trade) consumers with increased competition in the home improvement sector, improved product range and services, representing value, choice and a fresh new offer. The aim is to secure approximately 150 sites across Australia over the next 5 years, including 50 stores in NSW.

There are a number of significant social and economic benefits to the state of NSW arising from the effective implementation of this overall roll out project including:

- A **\$1billion** capital investment into the NSW economy, with each store having a CIV in the range of approximately \$20million.
- Up to **7,500 jobs** with each store to employ approximately 150 staff (full time equivalent).
- Each store will generate approximately 185 direct jobs per store during construction.

The proposed use will include a main floor area for a range of home improvement products, a nursery for landscape and garden products, a trade area for drive-thru sales of all goods, restaurant/café and associated parking.

The indicative scheme for the Home Improvement Centre divides the building into the following components:

- General sales area of approximately 7,128sq.m for a range of products including hardware, timber and building materials, décor and home decoration, and kitchen / bathroom fittings.
- Nursery area of approximately 1,790sq.m for a range of landscaping and gardening products including plants, pots, landscape trimming, and gardening equipment.
- Trade sales area of approximately 1,995sq.m for trade sales which will include a drive-in loading area for all stock for sale in other areas of the building.
- 719sq.m “back-of-house” area along the western elevation of the general sales area for loading goods and materials.
- Mezzanine area of 342sq.m for office space, staff lunchroom, amenities, and generally administrative operations.

The Home Improvement Centre will include a range of ancillary services and infrastructure for the proposed use, including:

- A restaurant/café.
- Basement car park.
- Landscaping along Epping Road, the new internal street, and side boundaries.

- Servicing area along the eastern side of the Masters building at-grade with the proposed building floor level.
- Loading will be at-grade with the Masters building, on the eastern side of the building.
- Parking to support the development will be located in a basement level which will be accessed from the south-eastern corner of the site from the new street.

An indicative site plan of the Masters home improvement store is included at **Appendix A**.

2.2 MASTERS LAND USES

The majority of the floor area of the use (approximately 70%) is proposed to be devoted to products that fall within the definition of *'hardware and building supplies'*. The proposed Masters Home Improvement format has elements that fall into *'garden centre'* and *'landscaping material supplies'* which is estimated to comprise up to 25% of the floor area with the remaining 5% being items that would normally fall within the definition of *'bulky goods premises'*.

While a Masters contains a range of uses, based on the Planning Circular issued by the Department of Planning and Infrastructure *'How to Characterise Development'* (February 2013), the principle purpose of a Masters home improvement store is *'hardware and building supplies'*. However, we also seek inclusion of *'garden centre'* to avoid doubt and provide clarity that these uses will be permissible in their own right.

2.3 MASTERS SITE AND LOCATIONAL REQUIREMENTS

The feasibility of a Masters home improvement store development is defined by key site and locational requirements which are detailed below.

Locational Requirements

It is envisaged that the proposed retail format would service a wide catchment within and outside the Ryde LGA. As such, site accessibility and visibility are critical site features.

In respect to vehicle access, multi-directional access is desirable in order to allow convenient access for customers from all directions.

Site Size

The Masters home improvement store is required to accommodate the home improvement building, car parking and access, loading and landscaping. The proposed format will also require on-site parking at a rate of approximately 1 car space per 36sq.m of floor area which will be located in a basement car park.

The net result is that a site area of approximately 2 hectares to 3 hectares is generally required to support the proposed format.

Catchment Demand

A Masters home improvement store is ideally located where there is an existing undersupply of *'hardware and building supplies'* in the LGA and main trade area. Masters have undertaken studies which indicated there is a limited offer of *'hardware and building supplies'* in the trade catchment of the site, and therefore a new store in this location would meet currently underserved demand.

Further details of the catchment demand study are provided in **Section 6.3.3** of this report below and the *Economic Impact Assessment* attached in **Appendix C**.

3 Planning Proposal Overview

3.1 OVERVIEW

This report requests Council prepare a Planning Proposal to amend the *Draft RLEP 2013* (once gazetted) to include *'hardware and building supplies'* and *'garden centres'* as additional permitted uses on the part of the site zoned B7 Business Park. It seeks this additional use to be permitted by way of an amendment to Schedule 1 of the *Draft RLEP 2013* to would support the future development of the western part of the site for a Masters home improvement store.

To facilitate the rezoning, the following amendment to the *Draft RLEP 2013* 'Schedule 1 Additional Permitted Uses' is requested:

Use of certain land at 144 Wicks Road North Ryde

- (1) This clause applies to land at 144 Wicks Road North Ryde (fronting Wicks Road and Epping Road), being Lot 21 in DP 1101233.*
- (2) Development for the purposes of 'hardware and building supplies' and 'garden centres' is permitted with consent.*

3.2 REZONING RATIONALE

The requested amendment will support a Masters home improvement store on the western part of the site fronting Epping Road, while allowing the remainder of the site to accommodate a range of office and business uses. Through the inclusion of *'hardware and building supplies'* and *'garden centres'* within the B7 zone, the Masters home improvement store will benefit from the sites visibility to the high volume of traffic moving along Epping Road similar to other retailing activities on Epping Road south of Wicks Road.

The balance of the site will accommodate a range of office, hotel and business uses which will strengthen the Waterloo Road 'civic spine' and benefit from the proximity and accessibility of these employment lands to the Macquarie Park station.

It is envisaged that the development of the subject site will be initiated through the development of a Masters fronting Epping Road and the delivery of:

- Road 3 through the site (from Wicks Road to the northern boundary adjoining 65 Epping Road).
- Priority controlled intersections at Wicks Road/ Road 3 and Waterloo Road/Road 11.
- Two pedestrian links between Road 3 and Epping Road.

These infrastructure works will improve permeability through the site and attract investors to deliver commercial developments on the balance of the site.

In preparing this rezoning request, consideration has been given to the long-term strategic and development opportunities for the site. Fitzpatrick Architects have prepared an Indicative Site Master Plan which is extracted below in **Figure 8** and **Figure 9**, which demonstrates the ability of the site to deliver commercial employment lands to meet strategic employment targets for land within the Macquarie Park Corridor. It should also be noted that through the delivery of a Masters home improvement store on the site, 150 full-time equivalent jobs will be created, and up to 180 jobs during construction on an otherwise undeveloped and un-activated site.

The limitation on the additional use requested on the site indicate that a Planning Proposal consistent with this request would not result in a significant departure from the existing land use composition supported on the site, and will deliver key infrastructure which will support the realisation of the overall finer grain vision for Macquarie Park.

FIGURE 8 – SITE MASTER PLAN – BLOCK AREAS AND NEW ROADS

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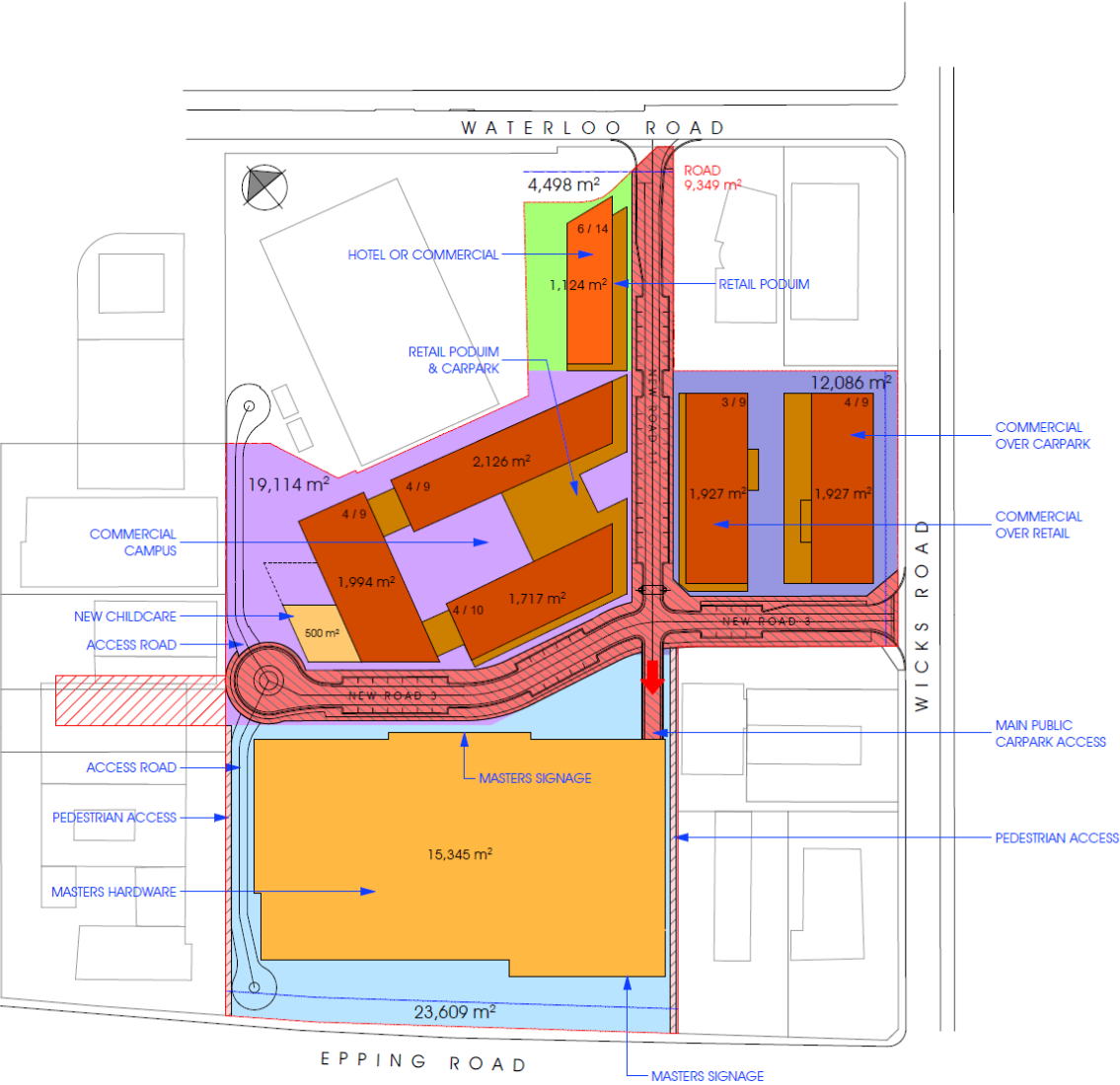
AREA CALCULATION

RYDE LEP 2010

FSR 1:1.5 - HT 30m Lot Size - 4498m² Allowable FSR - 6747m² Hotel - 6744m² (6 Levels) Total GFA - 6744m² (incl Retail)	FSR 1:1 - HT 30m Lot Size - 19114m² Allowable FSR - 19114m² Bld 1 - 8504m² (4 Levels) Bld 2 - 7976m² (4 Levels) Bld 3 - 6868m² (4 Levels) Child Care - 500m² Retail - 1603m² Total GFA - 25451m²
FSR 1:1 - HT 30m Lot Size - 12086m² Allowable FSR - 12086m² Bld 1 - 5781m² (3 Levels) Bld 2 - 7708m² (4 Levels) Retail - 524m² Total GFA - 14013m²	FSR 1:1 - HT 22m Lot Size - 23609m² Allowable FSR - 23609m² Retail - 15345m² Total GFA - 15345m²

PROPOSED ARCHITECTUS LEP AMENDMENT 1

FSR 1:3 - HT 65m Lot Size - 4498m² Allowable FSR - 13494m² Hotel - 15736m² (14 Levels) Total GFA - 15736m² (incl Retail)	FSR 1:2 - HT 45m Lot Size - 19114m² Allowable FSR - 38228m² Bld 1 - 19134m² (9 Levels) Bld 2 - 17946m² (9 Levels) Bld 3 - 17170m² (10 Levels) Child Care - 500m² Retail - 1541m² Total GFA - 56291m²
FSR 1:2 - HT 45m Lot Size - 12086m² Allowable FSR - 24172m² Bld 1 - 17343m² (9 Levels) Bld 2 - 17343m² (9 Levels) Retail - 1048m² Total GFA - 35734m²	FSR 1:2 - HT 45m Lot Size - 23609m² Allowable FSR - 47218m² Retail - 15345m² Total GFA - 15345m²

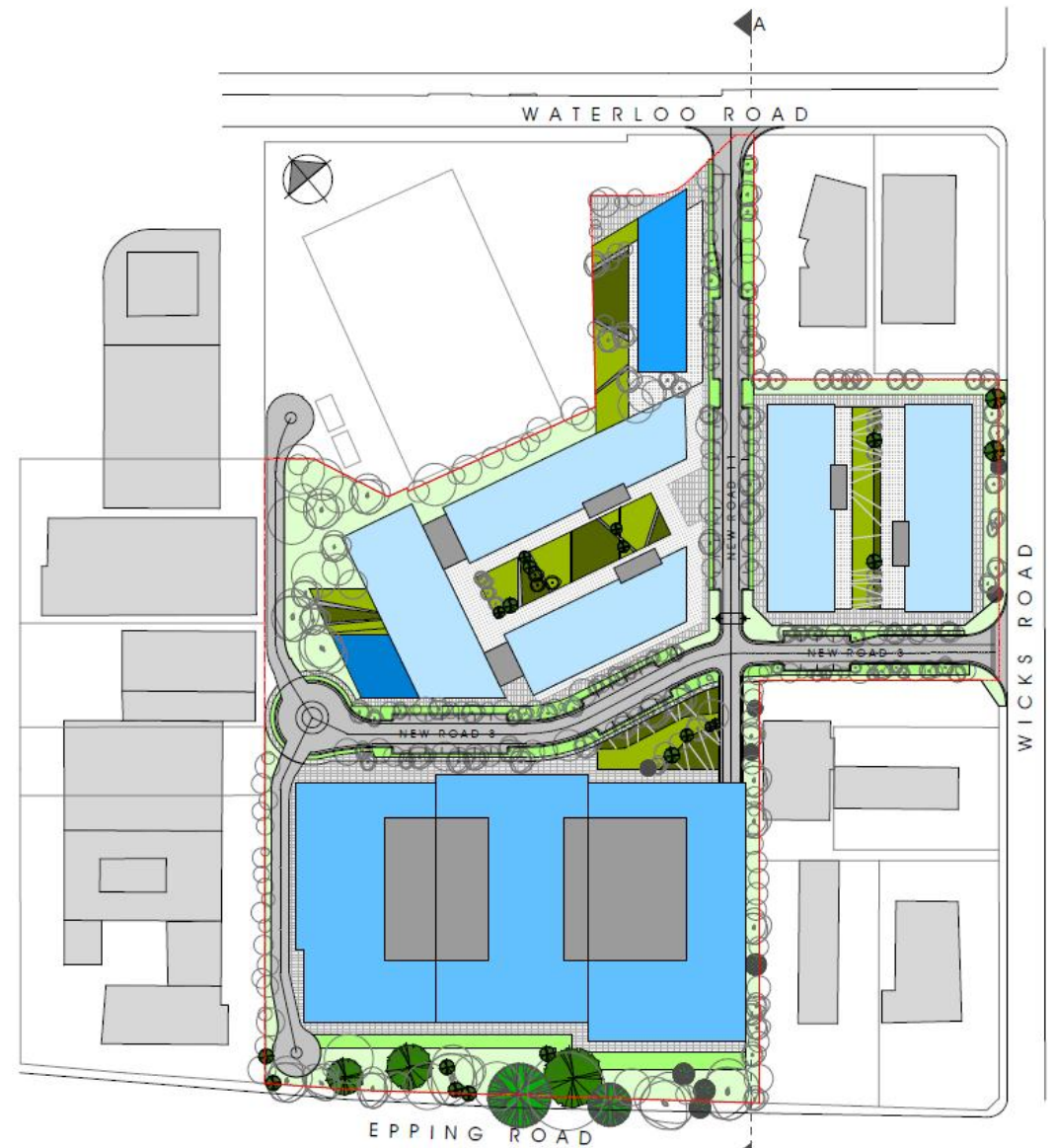


144 Wicks Rd Nth Ryde

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FIGURE 9 – SITE MASTERS PLAN – BUILDINGS

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144 Wicks Rd Nth Ryde

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Masterplan

PROJECT NO.

21306

DRAWING NO.

SK-02

ISSUE

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4 Part 1 – Objectives or Intended Outcomes

The following section has been prepared in accordance with the 'A Guide to Preparing Planning Proposals' (DPI 2012).

The intended outcome of the requested rezoning is to provide a more flexible application of the permissible land uses across the site, and expand the part of the site which '*hardware and building supplies*' and '*garden centres*' are permissible uses.

The key aim of the requested Planning Proposal is to obtain the necessary rezoning of the subject site by amending the provisions of *Draft RLEP 2013* to facilitate development of a Masters home improvement store on the part of the site fronting Epping Road. The Masters home improvement store will include retailing of home improvement products, hardware and building supplies, garden supplies, plants and landscaping materials with a total floor area of approximately 13,500sq.m.

The objectives of the requested rezoning include:

- Improving the efficient use of land within the Macquarie Park Corridor through supporting land uses where they will most benefit from the site location and surrounding context.
- Improve infrastructure servicing within the large-scale allotments within Macquarie Park Corridor by supporting land uses aligned to market demand to fund the delivery of key infrastructure required to improve accessibility and serviceability of all land within the site and surrounding properties.
- Providing land to support the delivery of a home improvement store in a key location which is commercially viable for Masters, and will provide sufficient land to meet the existing shortfall of sites within the Ryde LGA to support a Masters home improvement store.
- Locate intensive employment generating uses on the eastern part of the site adjacent to Waterloo Road with high accessibility and walkability to existing transport infrastructure including the Macquarie Park Railway Station and key local and regional bus routes.
- Redistribute the permissible uses across the site to respond to market interest and commercial viability of land uses on site.

5 Part 2 – Explanation of the LEP Provisions

This Planning Proposal request seeks Council and NSW Planning and Infrastructure support for an amendment to *Draft RLEP 2013*. To achieve the key aims of this Planning Proposal the following Amendment to Schedule 1 Additional Uses of the *Draft RLEP 2013* is requested:

19 Use of certain land at 144 Wicks Road North Ryde

- (1) This clause applies to land at 144 Wicks Road, North Ryde, being Lot 21 in DP 1101233.*
- (2) Development for the purpose of hardware and building supplies and garden centres is permissible with development consent.*

The mechanism proposed to achieve the aim of this request will result in the existing underlying zoning being retained for the site, which will guide other development across the site and not result in a significant departure from the overall composition of uses on the site.

Further justification of the requested Planning Proposal and associated *Draft RLEP 2013* amendment is provided in **Section 6** below.

6 Part 3 – Justification for the Planning Proposal

6.1 NEED FOR THE PLANNING PROPOSAL

The Department of Planning document “*A Guide to Preparing Planning Proposals*” dated October 2012 includes the following questions in describing the need for the Planning Proposal.

6.1.1 IS THIS PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

The requested rezoning and associated Planning Proposal is not the result of any strategic studies or reports. However, the proposal responds to the following strategic planning issues and government policy directions.

Permissibility of Hardware and Building Supplies on Part of the Site

Based on the current land use zoning on the site, the eastern half of the site adjoining Waterloo Road and Wicks road is zoned B3 Commercial Core and permits ‘*Commercial Premises*’ being the group definition for ‘*retail premises*’ and ‘*hardware and building supplies*’. The objectives of this zone encourage retail activities and employment opportunities. The portion of the site which is zoned B7 Business Park that adjoins Epping Road prohibits ‘*retail premises*’ and ‘*hardware and building supplies*’.

The zone boundary on the site is a centre-block location that does not follow an allotment boundary. Accordingly, the determination of the zone boundary is somewhat arbitrary in nature, however its intent appears to provide a ‘business park’ built form and use along Epping Road, while a wider number of uses are supported on balance of the site. However it is noted that the land adjoining Epping Road just two properties north of the subject site, at the intersection of Epping Road and Lane Cove Road, is zoned B3 Commercial Core which would permit a Masters home improvement store.

This rezoning request contests the suitability of the current land use structure to attract market interest to generate redevelopment of the site which has remained vacant for 15 years since the closure of the Peter Board High School, and accordingly proposes greater flexibility of permissible land uses across the site to respond to market interest.

The permissibility of retail on part of the site indicates there is market demand for more retail services within the Macquarie Park Corridor, and that these uses would vary from smaller retail services for the working community to more ‘retail centre’ development. Further, the *Planning Study 2010* identifies that a retailing centre has organically emerged at the intersection of Wicks Road and Epping Road (i.e. Domayne, Harvey Norman and Officeworks), and this should be investigated for further growth in the future.

The frontage to Epping Road is a key locational feature for large-format retail, such as Masters. It provides strong streetscape exposure and attracts customers from passing traffic. This is a site feature not as highly valued by commercial office developments. Conversely Waterloo Road provides high walkability to the Macquarie Park Railway Station and bus stops. These features are more highly valued by commercial office developments and retail operators who service the local working community.

Through providing greater flexibility of permissible land uses across the site, the initial critical stage of investment into the redevelopment of the site can be instigated by Masters by occupying the well-exposed location fronting Epping Road, while creating new allotments to support future commercial redevelopment within the B3 Commercial Core zone which will maximise the benefit of its proximity to key public transport infrastructure.

NSW Planning and Infrastructure Position on Consistency of Hardware and Building Supplies with B7 Business Park Zone

In July 2012, Urbis undertook an audit of all gazetted Standard Instrument LEPs. At this time it was identified that 17 Council’s had adopted a B7 Business Park zone, of which 59% had included ‘*hardware and building supplies*’ as a permissible use. This audit gives a clear indication of the suitability of the

B7 Business Park zone and objectives to support the *'hardware and building supplies'* use and NSW Planning and Infrastructure's position endorsing this land use within the B7 zone.

A letter issued to Ku-Ring-Gai Council from the DPI on 16 August 2012 is provided in **Appendix E**. The letter relates to the Council's resolution to exclude *'hardware and building supplies'* from the permissible land uses within the B7 Business Park zone in Pymble.

The letter states that the DPI formed the following view in relation to this matter:

"Inclusion of this land use as permissible has considerable merit – in particular, the approach will promote appropriate development in the zone which is compatible with surrounding land uses and will complement (rather than detract from) the surrounding centres."

The letter directed Ku-Ring-Gai Council to include *'hardware and building supplies'* as permissible within the B7 Business Park zone under the draft *Ku-Ring-Gai Local Environmental Plan 2012*, which has since been placed on public exhibition and is consistent with this direction. This demonstrates that *'hardware and building supplies'*, which is the principle purpose of a Masters home improvement store, is considered by Planning and Infrastructure to be consistent with the B7 Business Park objectives and an appropriate use within the B7 Business Park zone.

Undersupply of Hardware and Building Supplies in LGA

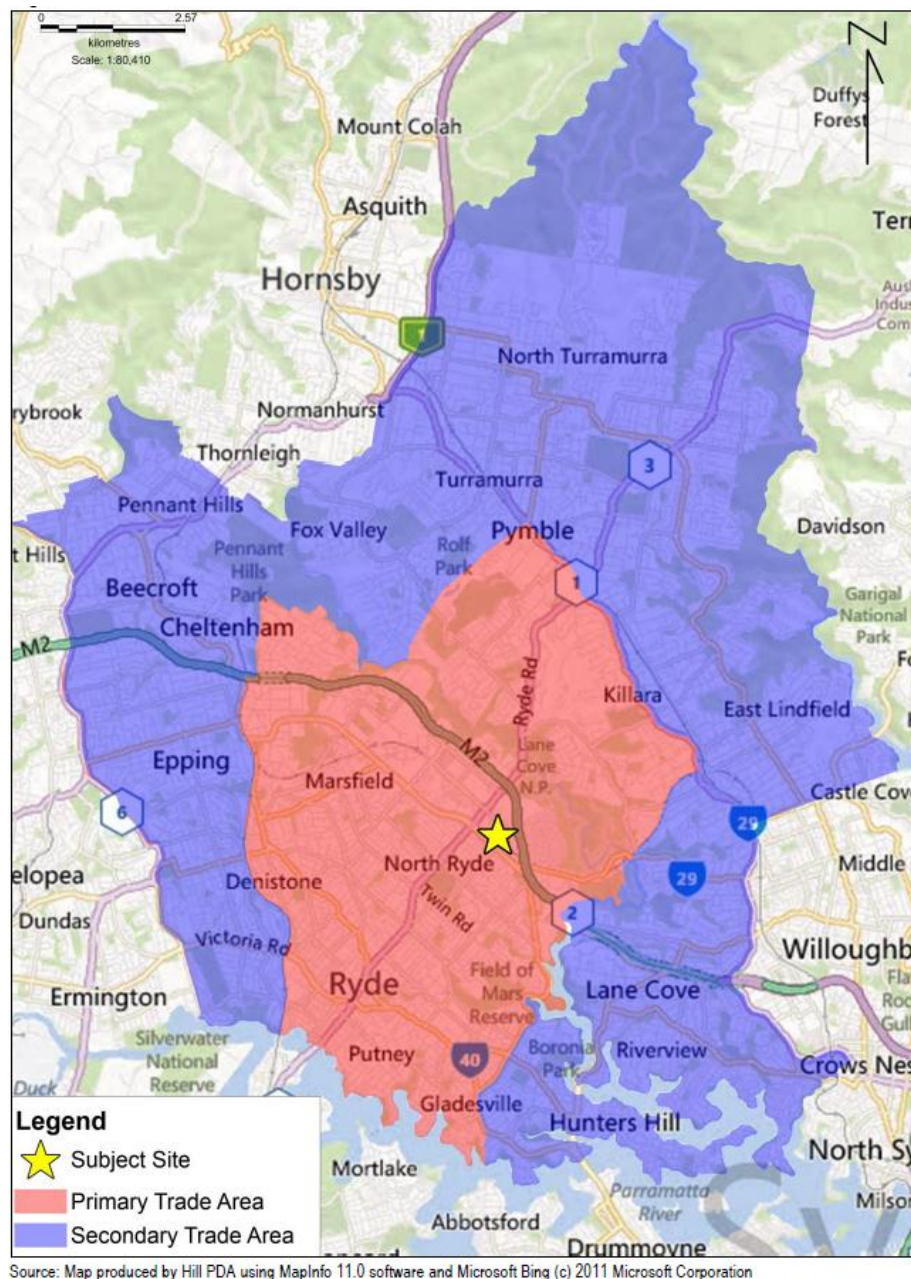
The *Economic Impact Assessment* (the EIA) prepared by HillPDA attached in **Appendix C** identifies the primary and secondary trade area for a home improvement store on the subject site.

The EIA includes an assessment of demand for *'hardware and building supplies'* in the trade area and identifies:

- Approximately 28,500sq.m of GLA for home improvement retail currently exists or is proposed in the trade area.
- There is currently no large-format home improvement retailer within the primary trade catchment.
- While a Bunnings is proposed at Gladesville, this will still result in a shortfall of retail floorspace to service the trade area, and will also promote competition within the trade area.
- Even with the development of a Masters providing 13,700sq.m of floorspace (assuming 8,000sq.m relates to household retail goods), there would still be a shortfall of approximately 18,000sq.m of GLA in 2016 to service the trade area.

Accordingly, the EIA indicates that there is a significant undersupply of *'hardware and building supplies'* floorspace currently available or proposed within the trade area, and market demand which Masters is able to service, without threatening smaller scale operators or the viability of any existing centres. The limited supply of land available to support *'hardware and building supplies'* in the Ryde LGA is considered in detail below.

FIGURE 10 – IDENTIFIED TRADE AREA



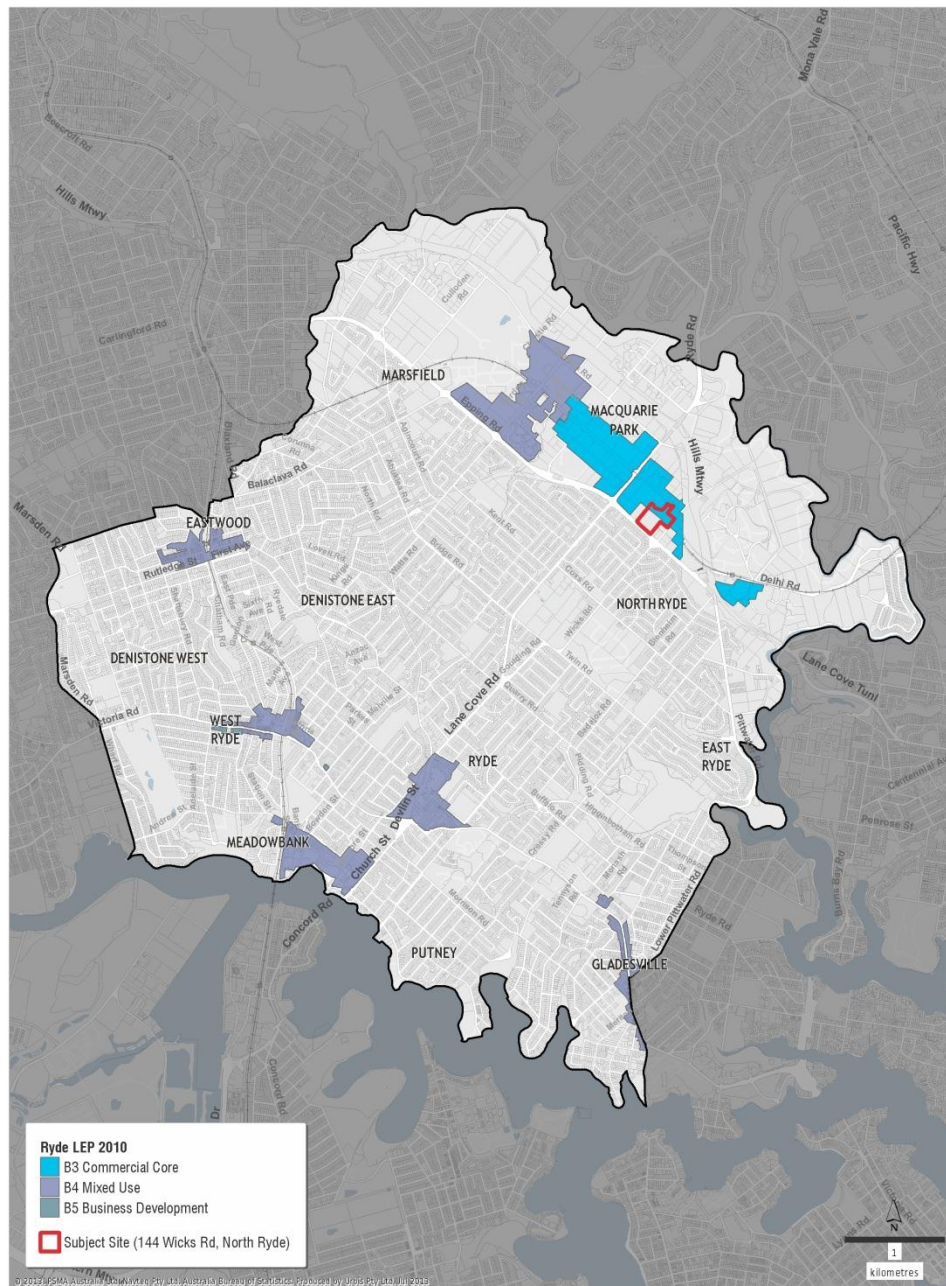
Undersupply of land to Support Hardware and Building Supplies in the Ryde LGA

Under the *RLEP 2010*, the zones which support ‘*hardware and building supplies*’ as a permissible use are:

- B3 Commercial Core.
- B4 Mixed Use.
- B5 Business Development.

All land within these zones have been mapped in **Figure 11** below, and accordingly indicates all land which a Masters home improvement store is permissible on in the Ryde LGA.

FIGURE 11 – CURRENT LAND IN RYDE LGA ZONED TO PERMIT HARDWARE AND BUILDING SUPPLIES



It is noteworthy that the majority of land within the Macquarie Park Corridor is zoned B3 Commercial Core and therefore permits *'hardware and building supplies'*. While under the *RLEP 2010* there is a restriction on ground level retail floor space of 2,000sq.m, under the *Draft Ryde LEP 2012* the floor space cap is proposed to be removed, and accordingly would permit a Masters development within this zone.

However, it is noted that the key criteria of a Masters development include:

- Land area of approximately 2 hectares to 3.5 hectares.
- Main road frontage and strong visual exposure from regional road with high traffic volume.
- Large trade area that is not in affluent area or experiencing household growth.

Based on the above a refined volume of land which meets the locational criteria of a Masters and currently permits 'hardware and building supplies' is provided below in **Figure 12**. Based on the findings of this analysis, there are only six sites within the Ryde LGA which permit a Masters, that are also able to meet Masters locational criteria. It is noted that none of these sites are situated in the B5 Business Development zone.

An analysis of their potential to support a Masters is discussed in **Section 6.1.2** below.

FIGURE 12 – LAND MEETING MASTERS LOCATIONAL CRITERIA THAT CURRENTLY PERMIT HARDWARE AND BUILDING SUPPLIES



Current Supply of Land to Meet Employment Targets

The requested rezoning will support a new Masters home improvement store which will provide 150 fulltime equivalent jobs during operation, and 180 jobs during construction. The balance of the site will accommodate a mix of commercial land uses which are currently permissible within the zones.

As noted in **Section 6.2.1**, the *Draft Metro Strategy* sets a minimum job target for Macquarie Park of 16,000 new jobs by 2031. In the *Economic Impact Assessment* prepared by Urbis to accompany the North Ryde Station Urban Activation Precinct, the following employment generation figures were identified:

- The North Ryde Station UAP will generate an estimated:
 - 7,429 direct jobs and 11,694 indirect jobs during construction (total 19,123 jobs).
 - 2,462 direct jobs and 4,981 indirect jobs during operation (total 7,443 net jobs).
- Approximately 194,000sq.m of Nett Lettable Floorspace (NLF) is currently approved but not completed. By applying a rate of 1 job being generated per 15sq.m of Nett Lettable Floorspace, an additional 12,933 jobs can be delivered within the Macquarie Park Corridor under existing approvals.

Accordingly, a total of 15,395 additional jobs would be delivered in the Macquarie Park Corridor based on current approvals and the North Ryde UAP proceeding, which will approximately meet the *Draft Metro Strategy* employment target to 2036.

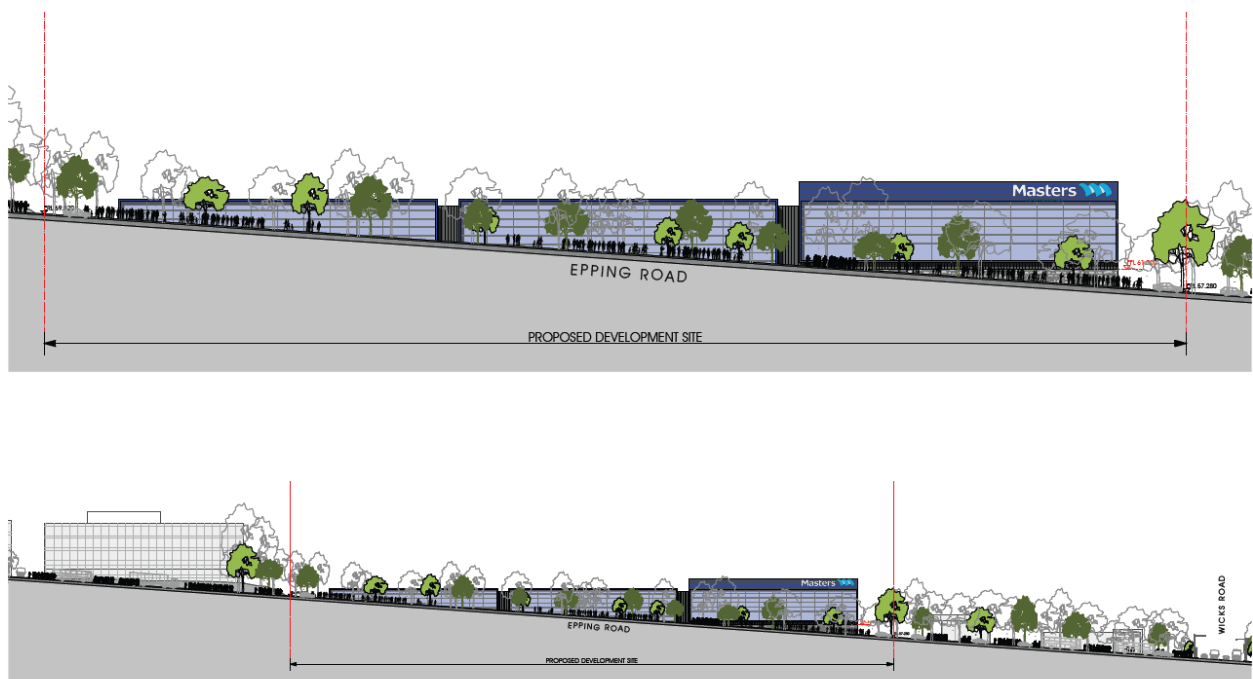
Support Development that is Complementary and Compatible with Surrounding Development

Complimentary and Compatible Built Form

Due to the office-campus character of Macquarie Park and the surrounding development within it, a Masters home improvement store with a floorplate of approximately 13,500sq.m can be designed to a suitable built form scale which is complementary and compatible with existing development.

It is noteworthy, that the new commercial office buildings north of the site fronting Epping Road have been designed with limited streetscape activation. While the requested rezoning seeks for a modification to the land use controls under the *Draft RLEP 2013*, design development of a future Masters' building has commenced, which considers the specific built form and activation of surrounding sites.

FIGURE 13 – EPPING ROAD INDICATIVE ELEVATION



144 Wicks Rd Nth Ryde

Source: Fitzpatrick + Partner Architects

As illustrated in the indicative elevations extracted in **Figure 13** below, by permitting a Masters development on the site fronting Epping Road, a development form that is consistent with the built form scale and activation of adjoining properties along Epping Road can be achieved. The built form can incorporate architectural elements and building materials that respond to the site setting and delivery a streetscape which reflects a specialised centre focused on employment generation and office development, which is also of a scale and form sympathetic to the residential uses of land on the western side of Epping Road.

Complimentary and Compatible Land Use

As noted in the *Planning Study 2010*, a combination of land uses has 'organically' clustered around the intersection of Wicks Road and Epping Road driven by market demand.

This mix of uses includes:

- Domayne / Harvey Norman at 31 – 35 Epping Road, North Ryde.
- OfficeWorks at 37 Epping Road, North Ryde.
- Caltex – at 41 Epping Road, North Ryde.

The OfficeWorks and Caltex developments are situated within the B7 Business Park zone, while the Domayne and Harvey Norman are located within the B3 Commercial Core zone under the *RLEP 2010*. The location of the Masters north of this intersection is consistent with the established mix of land uses which have organically developed along Epping Road to maximise the site characteristics and the exposure these sites have to passing traffic along Epping Road.

Accordingly, the requested rezoning of the site would not result in an change to the Epping Road streetscape in this precinct, but rather support a use which is compatible and complementary with the established mix of land uses around the Epping Road / Wicks Road intersection, while also providing a land use which is complementary and compatible with development permissible on the balance of the site, which is evidenced by the permissibility of the use on the eastern part of the site.

FIGURE 14 – EPPING ROAD INDICATIVE PERSPECTIVE



144 Wicks Rd Nth Ryde

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6.1.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVE, OR IS THERE A BETTER WAY?

The subject portion of the site is currently zoned B7 Business Park and the principle purpose of a Masters home improvement store, being '*hardware and building supplies*' is prohibited in the zone. '*Garden centre*' is also a prohibited use under the B7 zone. Accordingly, an amendment to the Draft *RLEP 2013* is required to accommodate a Masters home improvement store on the subject site.

Proposed Mechanism

The use of Schedule 1 is considered the most appropriate way to accommodate compatible and complementary retail uses while protecting the underlying B7 Business Park zoning and objectives. The use of Schedule 1 will support the growth of the large-format retail precinct which has organically emerged at the Wicks Road / Epping Road intersection, due to the key locational attributes of the area which lends itself to these uses.

Further, by retaining the existing B7 Business Park zoning, the site will be able to adapt to changes in market conditions should a higher and better use exist in the future.

For these reasons, it is considered that the requested rezoning method is the best means of achieving the objectives and outcomes stipulated in **Section 4** of this report.

Consideration of Alternative Sites

The six sites identified in **Section 6.1.1** which are currently zoned to support a Masters development and also meet the Masters locational criteria of being greater than 2 hectares in area and having main road frontage are considered below with regards to their opportunity to support a Masters home improvement store development in the short to medium term.

Alternative Site 1: Top Ryde (Blaxland Road and Devlin Street Ryde)

FIGURE 15 – ALTERNATIVE SITE 1: TOP RYDE SHOPPING CENTRE



Top Ryde Shopping Centre has been recently redeveloped for a mixed use development, with a Regional shopping centre and residential uses.

Due to the scale of the development on the site, no redevelopment of the site is considered likely to occur in the short, medium or long-term. Therefore the Top Ryde site does not present a viable alternative site for a Masters home improvement store.

Alternative Site 2: Pinnacle Office Park (Corner of Epping Road and Lane Cove Road)

FIGURE 16 – ALTERNATIVE SITE 2: PINNACLE OFFICE PARK



The site has recently been developed by Goodman for a commercial office development over a number of stages.

The scale of development on the site indicates that redevelopment of the site in the short to medium term is very unlikely. Therefore the site does not present a viable alternative site for a Masters home improvement store.

Alternative Site 3: 277 Lane Cove Road (corner of Lane Cove Road and Waterloo Road)

FIGURE 17 – ALTERNATIVE SITE 3: 277 LANE COVE ROAD



This site has potential for redevelopment as it currently contains older style commercial and light industrial buildings. However the site is directly adjoining the Macquarie Park Railway Station and would benefit from development as for a commercial development with high employment levels to increase journeys to work by public transport.

The strategic importance of this site within the Macquarie Park Corridor makes the site unsuitable for redevelopment for a Masters home improvement store.

Alternative Site 4: 11 Talavera Road

FIGURE 18 – ALTERNATIVE SITE 4: 11 TALAVERA ROAD



This site is owned by DEXUS, and comprises three commercial office buildings and a community facilities building including a restaurant, child care centre and health club. The development was built in 2000 and has recently been refurbished.

As development on this site is modern and tenanted, it is not considered a viable alternative site for a Masters home improvement store.

Alternative Site 5: Stamford Grand North Ryde

FIGURE 19 – ALTERNATIVE SITE 5: STAMFORD GRAND NORTH RYDE



The site is owned by Stamford Hotels and has recently received Concept Plan approval under *Part 3A of the Environmental Planning and Assessment Act 1979* for a residential redevelopment including some retail tenancies at ground level.

Stamford is committed to proceeding with this redevelopment, and as the site has a viable alternative land uses, the site does not present a suitable alternative for Masters to locate.

Alternative Site 6: BCS Willandra Village

FIGURE 20 – ALTERNATIVE SITE 6: BCS WILLANDRA VILLAGE



The Willandra Village is an independent senior-living village run by Baptist Community Services. It comprises approximately 140 dwellings and a number of community services.

While the site has low-scale development across it, it provides key community housing and is not anticipated to be redeveloped for an alternate use in the short to medium term.

6.2 RELATIONSHIP WITH STRATEGIC PLANNING FRAMEWORK

6.2.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE METROPOLITAN PLAN AND SUBREGIONAL STRATEGY?

Yes, for the reasons outlined below.

Metropolitan Plan for Sydney 2036

The *Metropolitan Plan for Sydney 2036* (the 'Metro Plan') seeks to respond to the key challenges facing Sydney such as a growing and changing population, the need to locate more jobs closer to home, more efficient transport, tackling climate change and enabling a more sustainable city.

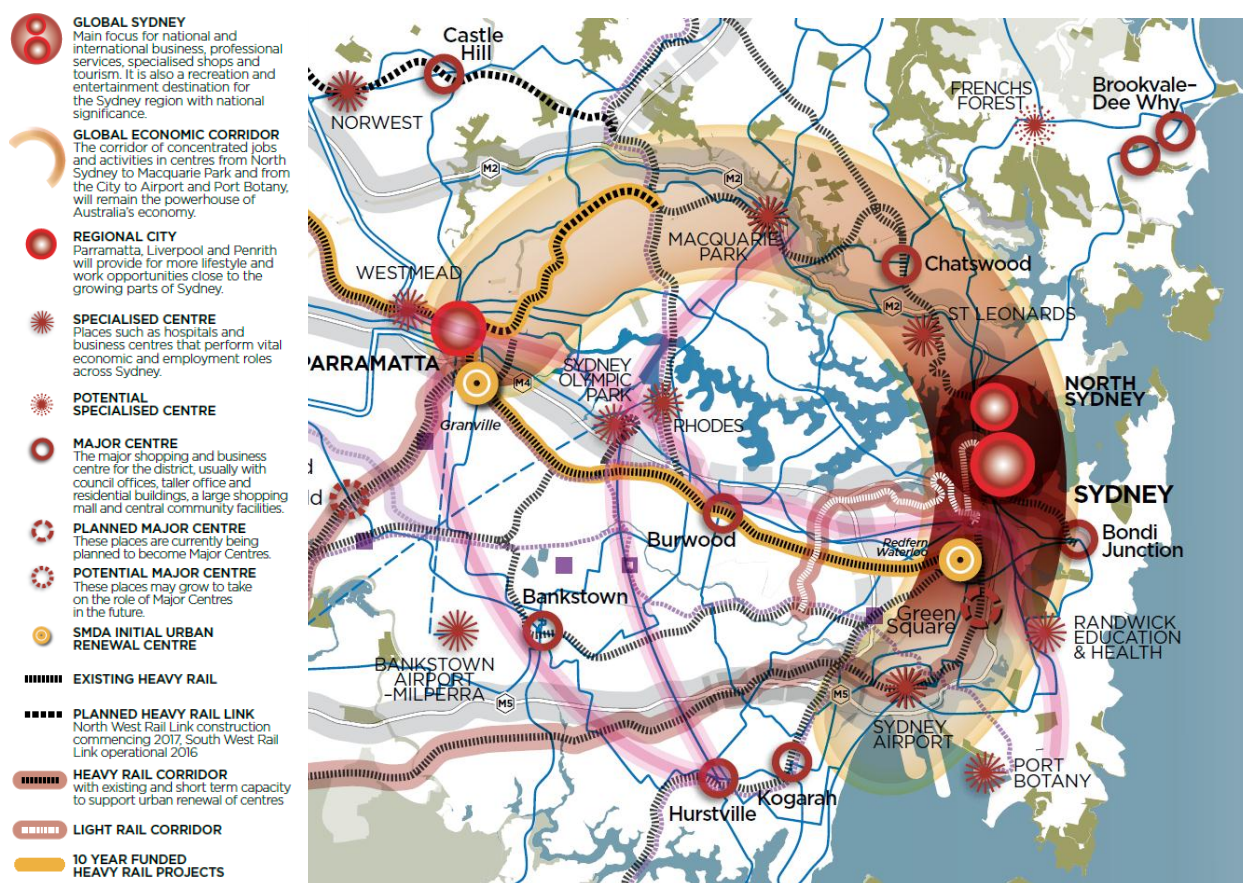
Central to achieving these challenges is a focus on developing a 'City of Cities' structure which is defined by a compact, multi-centred and connected city structure enabling people to spend less time travelling to access work, services, markets or regional facilities. The Plan defines a centre as follows:

A centre is a place where varying concentrations and combinations of retail, commercial, civic, cultural and residential uses are focused around transport facilities. (Page 59)

The Metro Plan identifies Macquarie Park as a 'Specialised Centre' within the 'Global Economic Corridor' extending from the airport / Port Botany through Macquarie Park towards Parramatta, which contains approximately 40% of Sydney's jobs. The Metro Plan includes an employment capacity target of 58,000 jobs by 2036, with the majority being accommodated within campus-style office complexes. The requested rezoning will assist in providing this presentation of Macquarie Park to Epping Road, by developing a currently unoccupied site fronting the main western boundary of Macquarie Park with a Masters development which is currently strategically demanded within the region.

The design development will continue to evolve prior to lodgement of the DA, however the indicative plans prepared by Fitzpatrick Architects (**Appendix A**) demonstrate a Masters can be developed on the site providing a streetscape presentation and scale consistent with the character of Macquarie Park outlined in the Metro Plan.

FIGURE 21 – METROPOLITAN PLAN FOR SYDNEY 2036 (EXTRACT)



The Metro Plan sets out a number of strategic objectives to guide future development across Sydney. The proposal directly contributes to the achievement of the objectives of the Metro Plan as demonstrated in **Table 1** below.

TABLE 1 – CONTRIBUTION OF THE REQUESTED REZONING TO THE STRATEGIC OBJECTIVES OF THE METRO PLAN

OBJECTIVE	PROPOSED REZONING CONTRIBUTION
A2 To achieve a compact, connected, multi-centred and increasingly networked city structure	Provides opportunity for the Centre to provide a diverse range of activities, improving opportunities to integrate trips.
A4 To continue strengthening Sydney's capacity to attract and retain global business and investment	- Support a new entrant into the home improvement market looking to contribute a capital investment of over \$1 billion into the NSW economy. - Revitalisation of the site which has remained unused for over 15 years since the closure of the Peter Board High School in 1998. - Support the delivery of the new fine-grain road network through the site to create new allotments to support investment across the site. - Develop the site along the Epping Road frontage to create a strong edge along the western boundary, providing a clear signal of investor confidence in the area which has the potential to stimulate further development activity.
B2 To strengthen major and specialised	Maximise the efficient use of land within the Macquarie Park

OBJECTIVE	PROPOSED REZONING CONTRIBUTION
centres to support sustainable growth of the city	Specialised Centre by supporting the redistribution of land uses across the site, to provide greater opportunity for commercial uses which would benefit from closer proximity to the Macquarie Park Railway Station to be located on the eastern side of the site. ▪ Diversify the uses within the Macquarie Park Specialised Centre to cater for a wider range of land uses which will contribute to its sustainability by reducing the need for separate trips.
C2 To build on Sydney's strengths by further integrating transport and land use planning and decision-making to support increased public transport mode share	▪ The Chatswood to Epping Railway Corridor has increased public transport services to Macquarie Park. The requested rezoning will support the same uses across the site however in locations which will maximise the opportunity for journey's to work to be supported by public transport through locating these uses on the portion of the site closer to the Macquarie Park Railway Station.
C6 To ensure transport corridors are preserved for future growth	▪ A railway tunnel corridor associated with the ECRL runs beneath the south eastern corner of the site and is protected by an easement in favour of Transport for NSW. Built development on land above the easement will have regard to the location of the rail corridor and easement restrictions.
E1 To ensure adequate land supply for economic activity, investment and jobs in the right locations.	▪ The requested rezoning will support and assist the growth of Macquarie Park as a Specialised Centre by diversifying the types of employment activities which can be accommodated and supported within the centre. ▪ The diversification of land uses to include a specialised retail use such as Masters along the Epping Road corridor will not diminish the potential employment capacity of the centre.

Draft Metropolitan Strategy for Sydney to 2031

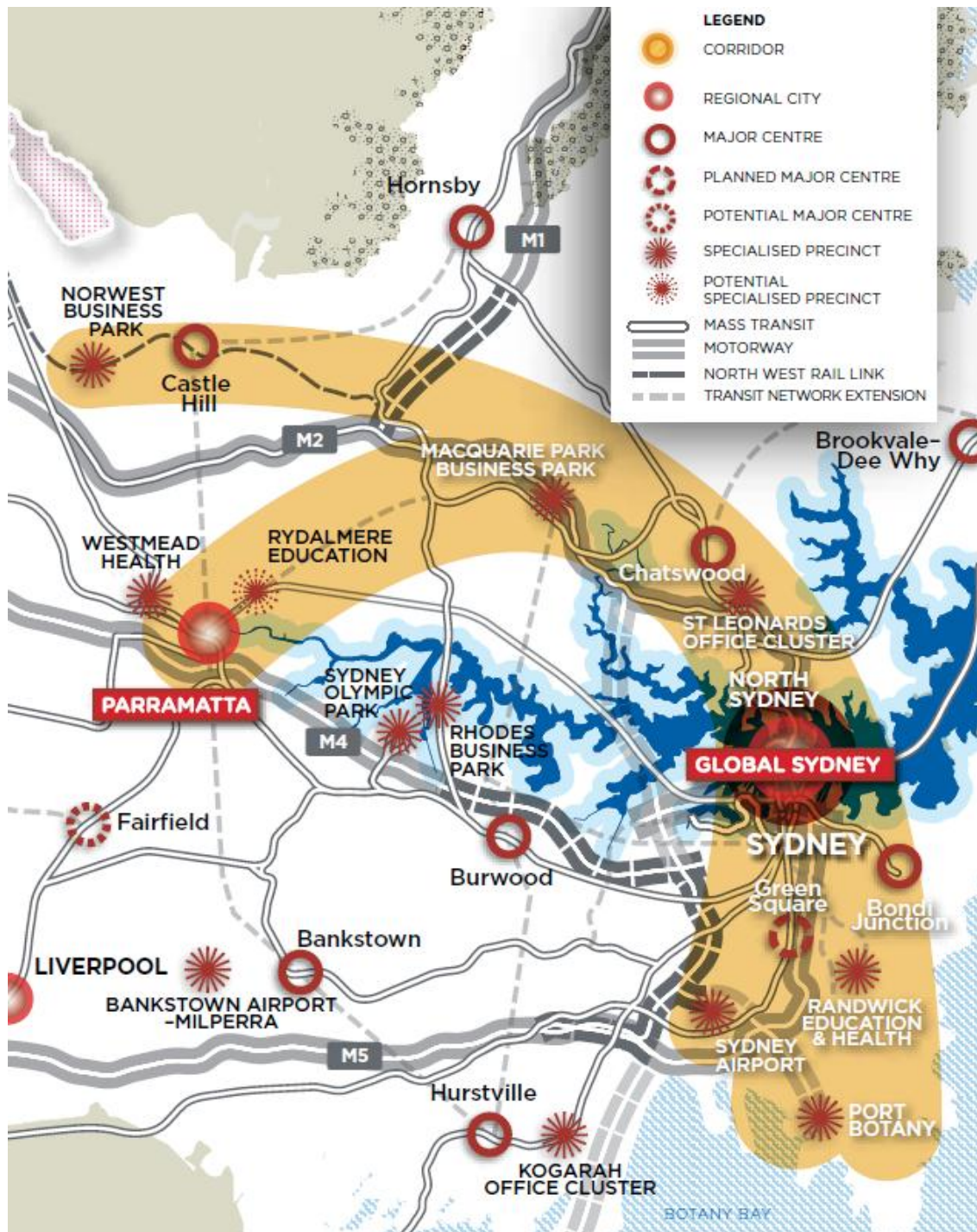
The *Draft Metropolitan Strategy for Sydney to 2031* (the *Draft Metro Strategy*) was placed on public exhibition from 19 March 2013 to 31 May 2013 seeking public comment.

Macquarie Park falls within the expanded Global Economic Corridor extending from Port Botany in the south to Parramatta and Norwest in the north.

The *Draft Metro Strategy* identifies an intensified focus of housing and job growth in and around centres within the Metropolitan Urban Area with good public transport. It identifies minimum job target within Macquarie Park of 9,000 to 2021, and 16,000 to 2031. The requested rezoning is consistent with achieving this target, as will provide 150 direct jobs as part of the Masters development, while also providing opportunity to support additional commercial developments across the balance of the site for future office/commercial development.

The rezoning will result in development which will generate the highest yield of jobs on the part of the site most accessible to public transport, and improve opportunities for employees in future development on the site to commute by public transport.

FIGURE 22 – DRAFT METROPOLITAN STRATEGY FOR SYDNEY TO 2031 – “GLOBAL ECONOMIC CORRIDOR”



The *Draft Metro Strategy* identifies that Strategic Centres will be the focus of medium and high density housing, and business and commercial growth, with supporting infrastructure encouraging growth (including in Macquarie Park).

The requested flexible application of land uses across the site sought by the proponent is considered consistent with the objectives of the *Draft Metro Strategy* for the following reasons:

- Will reinforce economic clustering of larger-format retailing activities along Epping Road which has occurred organically in this location due to the suitable site characteristics for large-format retail uses, which are otherwise not accommodated within the Ryde LGA.
- Will provide 150 full-time on-going jobs in the Masters home improvement store and 185 direct jobs on the site during construction of the store.

- Support the delivery of key infrastructure services within the site by delivering Road 3 and other intersection treatments to support the release of the balance of the site for future 'Commercial Core' development.
- Create manageable allotments across the site which can support a range of commercial office developments and support employment growth to meet the revised minimum employment target for Macquarie Park of 61,000 jobs by 2031.

Draft Inner North Subregional Strategy

The site is situated in the Inner North Subregion. The *Draft Inner North Subregional Strategy* (the '*Subregional Strategy*') identifies the site as being within the Macquarie Park Specialised Centre, at the northern end of the Global Economic Corridor. The *Subregional Strategy* describes the future of Macquarie Park as follows:

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

The requested rezoning will achieve this composition of uses across the site by providing more flexibility in locating permissible land uses across the site. By widening the area '*hardware and building supplies*' and '*garden centre*' are permissible across the site, a Masters home improvement store can be supported in a commercially viable location, increasing the diversity of employment supported on the site. This will not detract from the overall employment generating ability of the site, which will result in approximately 37,500sq.m of commercial floorspace being accommodated across the balance of the site under the current *RLEP 2010* (or approximately 91,750sq.m of commercial floor space under the *draft Amendment 1* provisions discussed in more detail in **Section 6.2.2** below).

Under the *Subregional Strategy*, retailing activities are targeted to be clustered in existing centres. The requested rezoning is considered consistent with this objective, as will accommodate specialist retailing within the existing Macquarie Park Specialised Centre that is compatible and complementary with other business park uses.

Draft NSW Centres Policy May 2010

The *NSW Draft Activities Centres Policy* (the "*Draft Centres Policy*") sets out the fundamental aims and principles to guide the formulation of regional and local planning strategies and the consideration of new development proposals.

The *Draft Policy Centres* is based on six key planning principles to guide future development in and around activity centres, and to provide for the emergence of new entrants.

The *Draft Centres Policy* states that "centres" are generally located in B1-B7 zones and includes business parks. Accordingly, Macquarie Park falls within the definition of a 'centre' under the *Draft Centres Policy*.

It is considered that the requested rezoning will generally supports the key planning principles for locating future retail activity for the following reasons:

- The principle purpose of the Masters home improvement store is for "*hardware and building supplies*". While some goods sold in a Masters may themselves be deemed bulky goods, as discussed in **Section 2.2** the principle purpose of a Masters home improvement store is *hardware and building supplies*. To avoid any doubt and to provide clarity around the permissibility of the garden trade area, '*garden centre*' use is also sought.
- The rezoning would assist in allowing compatible and complementary retail uses in Macquarie Park which will sit alongside the existing mix of commercial and light industrial premises.
- The rezoning would ensure efficient use of public transport by locating more employment intensive land uses on the part of the site more accessible to the new Macquarie Park Train Station.

- A future Masters development on the site will be subject to a detailed design process, however the indicative site layout prepared by Fitzpatrick Architects attached in **Appendix A** will support a commercial and retail development which will positively contribute to the amenity, accessibility, urban context and sustainability of the Macquarie Park Corridor.
- The designed design of the Masters home improvement store would provide a built form visually consistent with the surrounding commercial buildings, integrating similar building materials and built form elements along its Epping Road presentation. The design onto Road 3 will incorporate a mix of land uses including a café adjacent to the new Road 3 which will activate this internal road and sleeve the Masters along this roadway.

Accordingly, the requested rezoning meets the principal aim of locating retail within an existing centre. While Masters is a *'retail premises'* its operations are compatible and complementary to other uses within the B7 Business Park zone including office and light industrial uses, as does not create any adverse amenity impacts.

Further, the consistency of *'hardware and building supplies'* with the B7 objectives has been outlined in the letter issued by the former DPI to Ku-Ring-Gai Council attached in **Appendix E**. Accordingly, while the requested rezoning seeks to introduce an additional use onto the B7 Business Park zoned portion of the site, the proposed use is considered compatible and complementary with the underlying zoning, and will contribute to delivering a diverse employment offer within Macquarie Park without undermining the long-term vision for the precinct.

6.2.2 IS THE PLANNING PROPOSAL CONSISTENT WITH COUNCIL'S LOCAL STRATEGY OR OTHER LOCAL STRATEGIC PLAN?

There are no applicable local strategies. However the proposal is consistent with the *Local Planning Study 2010* undertaken by the City of Ryde Council, which recognises the market driven organic development of large-format retailing clustered around the intersection of Wicks Road and Epping Road. This is discussed below

Ryde Local Planning Study 2010

The *City of Ryde Local Planning Study 2010* (the "*Planning Study 2010*") was prepared by Ryde Council in response to the direction and actions in the *Metro Plan* and *Subregional Strategy* to guide the future growth of Ryde to 2021 and inform the preparation of the comprehensive Ryde LEP. Part 2 of the *Planning Study 2010* focuses on the Village, Town Centre, Specialised Centres and regional road corridors within the Ryde LGA.

The subject site is situated both within the Macquarie Park Corridor 'Specialised Centre' and the 'Epping Road' regional road corridor.

Epping Road defines the edge of Macquarie Park, and the interface between the taller Macquarie Park development and the low-scale residential development to the west. The *Planning Study 2010* identifies the importance of the Epping Road to integrate development within Macquarie Park into its surrounding context, by improving the permeable edge and supporting an appropriate transitional built form and scale.

The *Planning Study 2010* identifies the combination of uses near the intersection of Epping Road and Wicks Road to have grown 'organically' and that the area should be:

'...investigated for expansion within a five year time frame for mixed uses and businesses and more intensive residential development as a transition between Macquarie Park and the low density residential areas'

The requested rezoning is considered consistent with the *Planning Study 2010* objectives for the following reasons:

- It will provide a lower-scale transitional built form along the Epping Road corridor, which will present to the streetscape consistently with the surrounding office buildings, however adopting a transitional height to taper the concentration of development towards Waterloo Road;

- Support the growth of the organic development of a large-format retail area at the Wicks Road / Epping Road intersection, to support retail activities which will benefit from high visibility to the major road corridor;
- Will support the infill development of the former Peter Board High School site, completing the Epping Road streetscape between Lane Cove Road and Wicks Road, with a comprehensive landscape treatment;
- Concentrate intensive commercial development on the eastern portion of the site providing definition to the Waterloo Road streetscape; and
- Improving permeability and walkability through the site by funding the delivery of Road 3 through the site, management of intersection and the pedestrian links between Road 3 and Epping Road.

Draft LEP Amendment No.1

As outlined in **Section 1.4.2** the City of Ryde Council have prepared and publicly exhibited An amendment to RLEP 2010 which seeks to provide substantial uplift in floor space and height across Macquarie Park to respond to the objectives of the *Sydney Metropolitan Strategy*, the *draft Inner North Subregional Strategy* and the *Local Planning Study 2010*.

The requested rezoning is consistent with achieving the built form and urban design objectives of Amendment 1, as will support the location of the Masters home improvement store fronting Epping Road and enabling larger and more intensified commercial development to be located adjacent to the Waterloo Road spine.

Further, the requested rezoning seeks to include the delivery of the following infrastructure consistent with the public domain works contained in the *RLEP 2010* and which Amendment 1 has been prepared to promote public section interest in delivering:

- Road 3 through the site (from the Wicks Road boundary to the northern boundary adjoining 65 Epping Road).
- Two pedestrian links between Road 3 and Epping Road.

These infrastructure works will be a significant contribution to the achievement of the finer grain public domain works which are one of the key objectives of Amendment 1.

6.2.3 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

An assessment of consistency of the proposed rezoning with the relevant State Environmental Planning Policies is summarised in the following table:

TABLE 2 – APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES

SEPP TITLE	CONSISTENCY OF REQUESTED REZONING
SEPP 1 – Development Standards	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 6 – Number of Storeys in a Building	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 22 – Shops and Commercial Premises	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 55 – Remediation of Land	<i>State Environmental Planning Policy No. 55 (Remediation of Land)</i> (SEPP 55) provides that land must be remediated to an appropriate level

SEPP TITLE	CONSISTENCY OF REQUESTED REZONING
	to cater for its proposed use. In accordance with the provisions of SEPP 55, a due diligence contamination investigation was undertaken by Geo-Logix for the whole site. The report concludes that previous uses on the site have not resulted in any contaminants being identified on the site which would preclude the future redevelopment of the site in accordance with currently permissible uses, or the expanded permissible uses sought by the requested rezoning. More detailed investigations in accordance with SEPP 55 will be undertaken as part of any future Development Application for the site and appropriate remediation works will be undertaken if required.
SEPP 64 – Advertising and Signage	The requested rezoning will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP (Infrastructure) 2007	<i>State Environmental Planning Policy (Infrastructure) 2008</i>, sets out requirements for various public authority and infrastructure works throughout the state. In addition, it requires the referral of certain traffic generating development to the RMS during the DA assessment process. Any required referral will be triggered at DA stage and does not impact a land rezoning. A Traffic Report has been prepared by CBHK to assess the traffic implications of a Masters home improvement store on the site. Consultation with the RMS has also been undertaken during this assessment and guided the proposed road upgrades. This is discussed further in Section 6.3.2.
Draft SEPP (Competition) (2010)	This rezoning request has considered the draft SEPP, namely the objectives to remove artificial barriers on competition between retail businesses and is considered consistent with the draft SEPP.

6.2.4 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S.117 DIRECTIONS)?

Yes.

The Planning Proposal has been assessed against the applicable s.117 Ministerial Directions (under Section 117(2) of the *Environmental Planning and Assessment Act 1979*) and is consistent with each of the relevant directions as summarised in **Table 3** below.

TABLE 3 – SECTION 117 DIRECTIONS

DIRECTION	ASSESSMENT
1.1 Business and Industrial Zones Objectives (1) <i>The objectives of this direction are to:</i> (a) <i>encourage employment growth in suitable locations,</i> (b) <i>protect employment land in business and industrial zones, and</i> (c) <i>support the viability of identified</i>	The requested rezoning is consistent with Direction 1.1 for the following reasons: - It will have a positive employment impact on the site which has remained vacant since the closure of the Peter Board High School in 1998. - It will support the same composition of uses currently permitted on the site, however will allow the composition of land uses to be redistributed

DIRECTION	ASSESSMENT
strategic centres.	to enable commercial redevelopment to be situated in closer proximity to the Waterloo Road commercial spine. The future development of the site for a Masters home improvement store will create between 130 – 150 operational jobs and up to 180 direct jobs during construction.
3.4 Integrated Land Use and transport Objectives (1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight.	The requested rezoning is consistent with Direction 3.4 for the following reasons: - It will support intensified employment generating uses on the part of the site closer to Waterloo Road, and within closer walking distance to the new Macquarie Park Railway Station. - Reduce travel demand by locating the Masters within close proximity to other large-format retailing (Domayne / Harvey Norman and Officeworks).
6.1 Approval and Referral Requirements (1) The objective of this direction is to ensure the LEP provisions encourage the efficient and appropriate assessment of development.	The requested rezoning is consistent with Direction 6.1 as it is not designated development and does not require the concurrence of the Department of Planning and Infrastructure.
6.2 Reserving Land for Public Purposes Objectives (a) To facilitate the provision of public services and facilities by reserving land for public purposes, and (b) To facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	The requested rezoning is consistent with Direction 6.2 for the following reasons: - Will support the delivery of the finer-grain road network through the site. - Will support the continued operation of the child care centre on the site.
6.3 Site Specific Provisions Objective	The proposed use of 'Schedule 1 Additional Permitted Uses' allows a minor amendment to the B7 zone for the site to allow a Masters to by

DIRECTION	ASSESSMENT
(1) <i>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</i>	located on the portion of the site which is economically viable, while maintaining the balance of the site in its current zoning to support commercial uses. The use of a site specific provision by way of 'Schedule 1' will allow for 'hardware and building supplies' and 'garden centre' as permitted uses across the whole site, whilst retaining the underlying zoning and avoid compromising the character of the area.
7.1 Implementation of the Metropolitan Plan Objective (1) <i>The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036.</i>	As discussed in Section 6.2.1 below, the requested rezoning is generally consistent with the <i>Metropolitan Plan for Sydney 2036</i> .

6.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

6.3.1 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

An assessment of the ecological value of existing vegetation on the site was undertaken by DEXUS when preparing the Staged-DA for the site, which indicated existing vegetation, was not of conservation value, and accordingly the removal of vegetation to accommodate the Stage 1 development was approved by Council.

A Flora and Fauna Assessment has been prepared by EcoLogical Australia (refer **Appendix D**) to provide an assessment of any impacts associated with the planning proposal. The Flora and Fauna Assessment finds the following:

- The majority of the species on site had been planted as part of the landscaping of the school.
- Although some tree species consistent with the Threatened Species Act 1995 (TSA) listed threatened ecological community Sydney Turpentine Ironbark Forest are present on site these are not naturally occurring.
- The following had been identified on the site during earlier surveys:
 - *Eucalyptus scoparia* (Wallangara White Gum) endangered under the TSC Act and as vulnerable under the EPBC Act
 - *Eucalyptus nicholii* (Narrow-leaf Black Peppermint) occurs naturally in the New England Tablelands in NSW, and not within the Sydney basin

However, these trees are not within their natural range and have been planted during landscape works and are not considered as threatened species for the purpose of the impact assessment.

Accordingly, the Flora And Fauna Assessment concludes the following:

Although there are some species consistent with the TSC Act listed Sydney Turpentine Ironbark Forest on site, it is likely that there have been planted and are not remnant native vegetation, and do not meet the criteria for the EEC.

Two threatened plant species were present on site. However, both of these species have been planted and occur well beyond their natural range, therefore, are considered managed vegetation and not remnant native vegetation.

The site may provide some foraging value to a number of threatened fauna species, however, due to the proximity to Lane Cove National Park significant foraging habitat exists nearby.

A qualified fauna ecologist should be required on site during any clearing activity to ensure any resident fauna are removed and relocated appropriately. Techniques such as soft fall tree removal will minimise fauna mortality.

As summarised above, there are no ecological constraints which would prevent the progression of this planning proposal. More detailed ecological investigations will be undertaken as part of the Development Application documentation for future development of the site and will include appropriate vegetation management techniques.

6.3.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

Traffic and Access

A Traffic Report and further supplementary Traffic Report has been prepared by Colston Budd Hunt & Kafes (CBHK) (**Appendix B**) which considers the traffic, access and parking arrangements of a Masters home improvement store on the subject site. Each of the key issues covered in this report are discussed below:

Parking

The Traffic Report indicates that sufficient car parking to support the Masters home improvement store can be contained within the basement level of the Masters home improvement store with access from the proposed Road 3. This will enable the Masters home improvement store to have car parking separate to other uses on the site, however will contain a higher volume of car parking on the Masters allotment than on other parts of the site which will generate greater commuter employment lending itself to a higher use of public transport.

The proposed parking rates shown in the indicative concept plan have been determined with regard to RMS surveys of the parking demands of other home improvement centres including two centres at Bankstown and Minchinbury which are similar in size to the proposed Macquarie Park Masters. The RMS parking demand surveys found peak parking demands of 318 at Bankstown and 264 spaces at Minchinbury which includes customer and staff parking areas. This represents a rate of 2.2 to 2.3 spaces per 100sqm at peak times.

Based on these rates, the proposed Masters home improvement store of 13,706sqm would have parking demands of some 315 spaces (including staff and customer parking). The proposed provision of some 390 spaces satisfies this requirement.

Access

The Indicative Site Master Plan prepared by Fitzpatrick Architects indicates vehicle access will be via Wicks Road and Waterloo Road. The site plan will support the development of the two new fine grain roads through the site (Road 3 and Road 11), with Road 3 running north-south through the site being delivered as part of the infrastructure updates proposed as part of the Masters development.

In addition, pedestrian access will be improved through the site by providing new pedestrian routes from Waterloo Road to Road 3, and also from Road 3 to Epping Road. This will enhance the walkability of the

site, and further improve access for employees to public transport services running along Waterloo Road and Epping Road.

As discussed in the supplementary Traffic Report, a number of options have been investigated to provide appropriate access to the site. These included:

- *Provision of traffic signals at both or either of the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as either they didn't meet RMS warrants for traffic signals (in the short term) or had an adverse impact on traffic flows on Wicks Road.*
- *Priority control with all movements permitted at both or either the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as uncontrolled right turns out of Road 3 or 11 had insufficient capacity during the afternoon peak periods; and*
- *Priority control with left in/left out access at the intersections of Road 3/Wicks Road and Road 11/Waterloo Road. These options were not supported as they did not provide appropriate access to the site.*

With consideration to the above, the proposed access is as follows:

- *The intersection of Waterloo Road and Road 11 would be priority controlled with the right turn from Road 11 onto Waterloo Road not permitted (due to the traffic flows on Waterloo Road in the weekday peak periods). Traffic exiting the site and wishing to travel back to Wicks Road could undertake a U turn at the Thomas Holt Drive/Waterloo Road roundabout located to the west of the site; and*
- *The intersection of Wicks Road and Road 3 would be priority controlled with left in/left out access (as per the approved development).*

Right turn ingress from Waterloo Road is required in order to provide access from traffic originating from the north (along Lane Cove Road) or west (from the M2).

Traffic

In regards to weekday and weekend peak periods, the Supplementary Traffic Report notes the following with regard to the existing traffic conditions:

- *The traffic signal intersections of Lane Cove Road/Waterloo Road, Lane Cove Road/Epping Road and Epping Road/Wicks Road are currently operating at or near capacity in the weekday morning and afternoon peak periods. In the Saturday midday peak period these intersections are operating at satisfactory levels of service with average delays of less than 45 seconds per vehicle; and*
- *The priority controlled intersection of Wicks Road/Waterloo Road is operating at a satisfactory or better level of service in the peak periods with average delays of less than 20 seconds per vehicle.*

The traffic effects of the approved commercial development and proposed Masters development on these traffic conditions have been assessed.

The Traffic Report identifies that the 27,340sqm commercial development approved under LDA2008/0531 would generate some 270 vehicle movements per hour two-way during weekday morning and afternoon peak hours. The assessment of traffic implications for the Masters home improvement store indicates the following traffic movement generation (based on RMS guidelines that 20% of retail traffic is from passing trade):

- Weekday morning peak hour: some 130 to 140 vehicles.
- Weekday afternoon peak hour: some 260 to 270 vehicles.
- Weekend peak hour: some 670 to 680 vehicles.

Therefore, during weekday peak periods, the proposed Masters would have a lesser traffic generation during the morning and a similar traffic generation during the afternoon compared to the approved

commercial development on the site. The traffic generation associated with the Masters home improvement centre would be more evenly distributed than a commercial development which generates mostly inbound movements in the morning and outbound movements in the afternoon. The traffic generation on a weekend from the Masters development would be off-set by lower background traffic flows in the Macquarie Park employment area.

The supplementary Traffic Report concludes the following in relation to traffic generation:

Replacing the approved commercial development with Masters has little or no impact on the operation of the surrounding road network in 2031 during the weekday morning and afternoon peak periods. Intersections along Epping Road and Lane Cove Road would continue to operate at or near capacity in the weekday morning and afternoon peak periods in 2031. During the Saturday midday peak period, the proposed Masters development would result in only minor increases in average delays per vehicle, except for the intersection of Lane Cove Road/Waterloo Road. However, this intersection would still operate at a satisfactory LOS C with Masters.

The traffic generation associated with the development is not considered to result in any unacceptable impacts on the surrounding road network.

Infrastructure Upgrades

As part of the delivery of the Masters development, the proponent is committed to delivering the following infrastructure upgrades:

- Road 3 through the site (from the Wicks Road boundary to the northern boundary adjoining 65 Epping Road).
- The intersection of Wicks Road and Road 3 to be priority controlled with left in/left out access.
- The intersection of Waterloo Road and Road 11 to be priority controlled with the right turn from Road 11 onto Waterloo Road not permitted.
- Two pedestrian links between Road 3 and Epping Road.

This infrastructure will support the Masters development and also support further development of the site for commercial uses. The new street pattern illustrated on the Indicative Site Master Plan demonstrated new infrastructure proposed as part of the Masters development will create accessible new parcels of land which can accommodate marketable building envelopes with floorplates reflective of current office requirements.

Epping to Chatswood Rail Link

The site is located above the Epping to Chatswood Rail Link as shown in the plans prepared by Mott Macdonald and provided in **Appendix F**.

The plans show the location of the rail tunnel across the northern portion of the site and below the future proposed commercial buildings. The Masters home improvement store is not located above the rail corridor.

Indicative sections through the affected area of the site show that while the commercial buildings will require some excavation within the rail corridor zone of influence to accommodate building footings, this can be accommodated at a distance of at least 5m from the rail tunnels.

Detailed design of these buildings will be undertaken at Development Application stage to ensure that no safety impacts to the rail tunnel will occur. Referral to Railcorp for concurrence with regard to excavation of 2m within the rail corridor will occur at Development Application stage in accordance with *State Environmental Planning Policy (Infrastructure) 2007*.

6.3.3 HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

Social Benefits

There are a number of significant community benefits arising from the effective implementation of this proposal. It will:

- Instigating redevelopment of the site, which has remained vacant for more than 15 years, to stimulate employment generation within lands which are highly accessible by public transport.
- Provide increased retail offer to the working community within Macquarie Park, and the growing residential community in the North Ryde and Herring Road Urban Activation Precincts.
- Improve competition with the hardware and home improvement sector in the LGA.
- Provide a suitable transitional built form along the Epping Road streetscape, complementing the low-scale residential development on the western side of Epping Road, while providing appropriate transitional form and land uses to complement future development along Waterloo Road and on the future allotments on the eastern portion of the subject site.
- Maintain existing opportunities for the site to contribute to achieving employment targets for the Macquarie Park Corridor, with the balance of the site able to accommodate commercial development under the floorspace and height controls currently applying to the site under *RLEP 2010*, and proposed to apply under *Draft Amendment 1*.

Economic Benefits

This rezoning request will have a number of positive economic impact on Macquarie Park, and the surrounding land uses. The *Economic Impact Assessment* prepared by HillPDA evaluated the economic impacts of permitting a Masters home improvement store on the site, which found:

- There is a lack of large format hardware operations in area surrounding the site.
- The trade area of the Masters home improvement store contained approximately 340,000 people in 2011, and forecast to increase to 406,000 by 2031 which will generate significant demand for new retail and hardware floorspace.
- Hardware related expenditure in the trade area was \$153 million in 2011, and is expected to increase to \$227 million in 2031.
- Due to the closure of several hardware stores in the Ryde LGA over the past few years, residents have experienced diminished access to hardware retailing, and are now required to travel greater distances to access hardware facilities.
- In 2011, the trade area had an undersupply of hardware and home improvement floorspace of 22,400sq.m, and this is increase to 39,300sq.m by 2031 without new stores being provided.
- The Masters home improvement store is justified on demand growth alone, and in the context of the significant floorspace undersupply. Any trading impacts on existing business would be short-term only and mitigated by demand growth.
- The Ryde LGA has more than sufficient land zoned to accommodate commercial office land demand forecast to 2036, and therefore the use of the site for a Masters home improvement store will not jeopardise the potential of the LGA to meet future commercial office demand.
- The Masters development would stimulate economic activity on a site which has remained undeveloped for almost 15 years.
- The store will provide 150 full-time equivalent on-going jobs during operation and up to 180 jobs during construction.

- By supporting a Masters development on the site, there will be increased choice and price competition in the home improvement retail sector for the trade area.

6.4 STATE AND COMMONWEALTH INTERESTS

6.4.1 ADEQUACY OF PUBLIC INFRASTRUCTURE AND TRANSPORT INFRASTRUCTURE

The site has a high level of public transport service by both rail and buses. The new Macquarie Park Railway Station is situated approximately 500 metres north of the site which provides direct rail linkages to Chatswood, St Leonards, North Sydney, Sydney CBD and Epping. Key bus routes which run along Epping Road and Waterloo Road provide connections within the Ryde LGA and the Inner North Subregion.

This rezoning request seeks to redistribute permissible uses across the site to intensify development of high-employment generating uses which will have staff travelling to work by public transport to be located within the parts of the site with the greatest level of access to public transport.

Accordingly, the proposal seeks to support the increased use of public transport for journeys to work to Macquarie Park.

6.4.2 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

No consultation with State or Commonwealth authorities has been carried out to date with regards to this rezoning request.

6.5 COMMUNITY CONSULTATION

No formal public community consultation has been undertaken to date in regard to this rezoning request. It is expected that formal exhibition and community consultation will occur once a Planning Proposal has been prepared by Council and a Gateway Determination obtained.

7 Part 4 – Community Consultation

No formal public community consultation has been undertaken to date in regard to this rezoning request. It is expected that formal exhibition and community consultation will occur once a Planning Proposal has been prepared by Council and a Gateway Determination obtained.

7.1.1 PRELIMINARY CONSULTATION WITH COUNCIL

A meeting with Council was held with at the office of NSW Planning and Infrastructure on 8 February 2013 to discuss the intentions of Masters to seek to redevelop the subject site including a Masters home improvement store fronting Epping Road.

Subsequent discussions were held with Council on 9 July 2013, outlining intentions of Masters' to progress this rezoning request for an amendment to Schedule 1 of the *Ryde LEP 2011* to support a Masters home improvement store fronting Epping Road, and including design schemes to illustrate the consistency the future built form can achieve with the surrounding development along Epping Road.

8 Conclusion

This report has considered the strategic context of the site and its suitability for Council to progress the preparation of a Planning Proposal to rezone the western portion of the site to support *'hardware and building supplies'* and *'garden centre'* by way of an amendment to Schedule 1 of the *Draft RLEP 2013*. The requested rezoning will retain the current B7 Business Park zone on this portion of the site, while expanding the permissible uses to support a Masters home improvement store, which is permissible on the eastern part of the site.

The surrounding context of the site is undergoing significant change with two significant proposes currently being progressed on the southern side of Wicks Road:

- The 14 hectare North Ryde Station UAP proposing to redevelop the residual M2 Motorway lands for a mixed use Transport Orientated Development.
- The 1.97 hectare Harvey Norman rezoning request currently before Council seeking to rezone the site for mixed use development.

The requested rezoning is considered an appropriate development outcome for the subject site for the following reasons:

- **From a Strategic Planning Perspective** - as part of the rezoning request, the proponent includes a commitment to delivery key infrastructure to support the realisation of Council's vision to increase permeability through the Macquarie Park corridor by providing:
 - Road 3 running from Wicks Road to the northern site boundary adjoining 65 Epping Road.
 - Two pedestrian links between Road 3 and Epping Road.
- **From a Local Built Form Perspective** - The Indicative Site Masterplan prepared by Fitzpatrick Architects in **Figure 8** and **Figure 9** illustrate that the proposed rezoning will not preclude the site from achieving the overall commercial development which could currently be achieved on the site. The use of the part of the site fronting Epping Road for a Masters home improvement store will provide a suitable transitional height and FSR to address the residential interface, while also supporting a land use which will benefit from the visibility of this part of the site to the high volume of traffic which moves along Epping Road.
- **From a Net Community Benefit Perspective** – the proposed rezoning will support a new large-format home improvement retailer into the main trade area, which is currently undersupplied. This will increase competition in the trade area and in-turn will provide more competitive prices to the local community.
- **From an Economic Perspective** –The proposal will contribute to meeting the *Draft Metro Strategy* employment target of delivering 16,000 new jobs within the Macquarie Park Corridor by 2031. The proposed rezoning will generate approximately 150 jobs during operation in the Masters home improvement store, and up to 180 jobs during construction, and enabling the balance of the site to be masterplanned to accommodate commercial developments permissible under the current zoning. Further, it will provide key infrastructure to support the future development of the site for commercial uses.
- **From an Environmental Perspective** – the rezoning will result in commercial development which has a higher intensity of employment on the site to be situated on the part which has greatest accessibility to public transport, and therefore improving opportunities for future employees on the site to journey to work via bus or train.

Overall, the proposed rezoning will support the uses which are currently permissible on the site within parts of the site which will maximise the key site characteristics. The rezoning will not diminish the potential of the site to support the full amount of floorspace permissible under the current *RLEP 2010* or the *Draft Amendment 1*, and accordingly will not adversely impact on the ability of the site to contribute to the employment targets set by the NSW State Government for the Macquarie Park Corridor.

Accordingly, the requested rezoning will enable the site to achieve the right type of development within the site, while maintaining a strong focus on delivering employment. The delivery of the new road network through the site in accordance with the adopted *RLEP 2010* and *Ryde DCP 2010* will assist in creating new street frontages within the site, improving the potential of the site to attract employment generating commercial developments.

For these reasons, we request Council support the rezoning request and progress a Planning Proposal reflecting the requested *Draft RLEP 2013* amendment.

Disclaimer

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Appendix A

Indicative Site Scheme

Appendix B

Traffic Report and Supplementary Traffic Report

Appendix C

Economic Impact Statement

Appendix D

Flora and Fauna Assessment

Appendix E

DPI Letter to Ku-ring-gai Council

Appendix F

Plans Showing the Epping to Chatswood Rail Link Zone of Influence

SYDNEY

Level 23, Darling Park Tower 2
201 Sussex Street
Sydney, NSW 2000
Tel: 02 8233 9900
Fax: 02 8233 9966

BRISBANE

Level 7, 123 Albert Street
Brisbane, QLD 4000
Tel: 07 3007 3800
Fax: 07 3007 3811

MELBOURNE

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

PERTH

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



Timeline

Planning Proposal

144 Wicks Road and 16-18 Waterloo Road, Macquarie Park

Milestone	Anticipated Start Date	Anticipated Finish Date
Council resolution to proceed to Gateway Determination	24 Jun 14	24 Jun 14
Date of Gateway Determination	4 Jul 14	4 Oct 14
Anticipated timeframe to complete technical information	4 Oct 14	4 Nov 14
Public exhibition period	4 Nov 14	4 Dec 14
Post exhibition consideration of submissions & proposal / preparation of report to council	4 Dec 14	15 Jan 15
Report to council re community consultation		Jan 15
Submission to the Department to finalise LEP		Feb 15
Anticipated date of "gazetta"		April 15