

28 January 2016

Director Metropolitan Delivery
NSW Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sir,

Pre-Gateway Review – Planning Proposal at Nos. 366-372 Lane Cove Road, Nos. 124A & 126 Epping Road and No. 1 Paul Street, North Ryde

This letter and accompanying documents have been prepared on behalf of Franpina Developments Pty Ltd and is a response to the NSW Department of Planning and Environment's (DPE) Information Assessment and Recommendation Report, signed in November 2015 (Appendix A). This letter addresses comments and recommendations made by DPE in relation to height, FSR and publically accessible open space through amendments to the Preliminary Concept Design. We request that the DPE consider the amendments to the height, FSR and setbacks and forward this information to the JRPP prior to the briefing session on 3 February 2016. It is imperative that the DPE and JRPP are aware of the changes to the proposed design as they improve the relationship to surrounding residential development.

We support the DPE's recommendation that the proposal demonstrates broad strategic and site-specific merit. It is consistent with the objectives and directions under *A Plan for Growing Sydney*, the relevant State Environmental Planning Policies, section 117 Directions and local policies. In addition, the proposal maximises development potential on a site that has strong public transport links, good access to jobs and services, open space and community facilities. The proposal would also deliver a variety of housing stock within close proximity to Macquarie Park Strategic Centre to accommodate future workers expected in the area and supports the commercial core.

Amendments have been made to the Preliminary Concept Design that address comments and recommendations made by DPE in relation to height, FSR and publically accessible open space. Specifically, the DPE's comments are:

- Reduce the proposed building heights to enable a more appropriate transition from the low density residential area to the commercial precinct north of Epping Road.
- Reduce the proposed maximum FSR to reflect the decreased changes to the built form.
- Introduce an open space component of the site that is publicly accessible for recreation purposes.

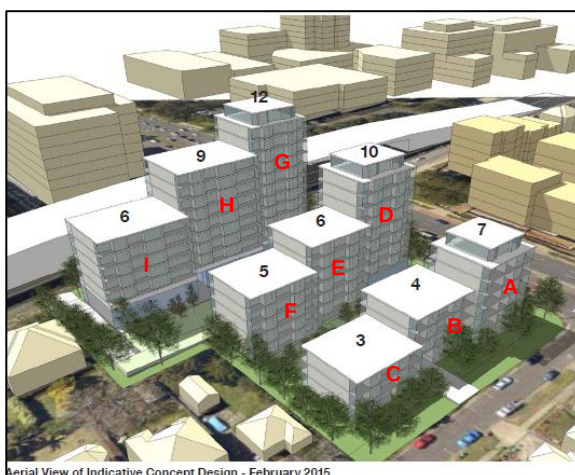
In summary, the Concept Plan accompanying the Planning Proposal has been amended as follows (refer to Figure 1 for building labels):

- The height of Building A has been reduced from six storeys to five storeys to improve the transition to the south.
- The height of Building D has been reduced from ten storeys to nine storeys to improve the transition to the south.

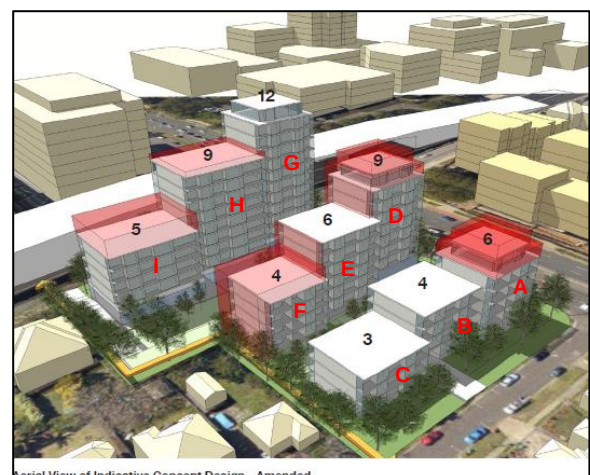
- The height of Building F has been reduced from five storeys to four storeys to improve the transition to the west.
- The Height of Building H has been reduced as result of lowering the floor to ceiling height of the commercial tenancy on the ground floor.
- The height of the Building I has been reduced from six storeys to five storeys to improve the transition to the west.
- The western setback of the central built form has been increased from 3m to 6.5m to improve the relationship to residential development to the west.
- As a result of the reduction in height and increased setbacks the FSR has been reduced from 2.5:1 to 2.24:1.
- The residential GFA has been reduced from 15,539m² to 13,500m², resulting in a reduction in apartments from 180 to 156. The amendments maintain a mixture of dwelling types to contribute to housing variety and affordability. Further, the reduction in dwellings will reduce any potential traffic impacts.
- The retail/commercial/medical centre GFA has been increased from 1,104m² to 1,400m² to make it a genuine mixed use project. Further, the non-residential component is less than the maximum 1,500m² recommended by RMS to ensure that traffic impacts are minimised.
- A publically accessible pedestrian link is now proposed along the western boundary from Paul Street to Epping Road. In addition, the increased setback from the western boundary now creates a 318.5m² public open space area for use by residents and the public for active and passive recreation. Visual and physical barriers will delineate the public open space from the private residential areas.

A copy of the amendments to the Preliminary Concept Design prepared by Bates Smart is attached at Appendix B. The reduction in height, bulk and scale is also demonstrated in Figure 1.

FIGURE 1 – REDUCTION IN HEIGHT, BULK AND SCALE



PICTURE 1 – LODGED FEB 2015



PICTURE 2 – AMENDED JAN 2016

In consideration of the above, we believe that the amendments to the preliminary concept have addressed the concerns of the DPE. In particular, building heights and FSR have been reduced and setbacks increased to improve the transition and relationship to residential development to the south and west. A pedestrian link and public open space area has been provided on the western boundary to improve the landscape setting of the site and provide opportunities for active and passive recreation.

The Planning Proposal is a genuine merit based proposal to provide additional housing in accordance with DPE's target and best practice policy to locate housing close to transport nodes, services and infrastructure. As detailed in the Planning Proposal and acknowledged by the DPE in the Information Assessment and Recommendation Report, the proposal is directly consistent with the principles of a range of broader strategic planning considerations contained within *A Plan for Growing Sydney* and the *Draft Inner North Subregional Strategy*, which support a centres-based approach to managing growth. The site is a logical location to accommodate new housing opportunities in close proximity to extensive existing and future services and infrastructure consistent with this approach.

Should you have any queries in respect to this request please do not hesitate to contact the undersigned (02) 8233 9927.

Yours sincerely,



Elaine Roff
Senior Consultant, Urban Planning

Appendices

Appendix A – NSW DPE Information Assessment and Recommendation Report

Appendix B – Amendments to Preliminary Concept Design prepared by Bates Smart

Appendix A

Information Assessment and Recommendation Report

PRE-GATEWAY REVIEW – Information Assessment and Recommendation Report

LGA:	City of Ryde	
Amended LEP:	Ryde Local Environmental Plan 2014	
Address:	366-372 Lane Cove Road, 124A & 126 Epping Road and 1 Paul Street, North Ryde	
Reason for review:	☒ Council notified proponent it will not support proposed amendment	☒ Council failed to indicate support for proposal within 90 days
Is a disclosure statement relating to reportable political donations under s147 of the Act required and provided?	☒ Provided ☐ N/A Comment: No donations or gifts to disclose	

1. SUMMARY OF THE PROPOSAL

The planning proposal (Tab D) seeks to amend the zone, height and floor space ratio (FSR) controls applicable to the a site comprising 366-372 Lane Cove Road, 124A & 126 Epping Road and 1 Paul Street, North Ryde ('the site') (see Figure 1). The site has a northern frontage to Epping Road, an eastern frontage to Lane Cove Road and a southern frontage to Paul Street. The site consists of seven allotments that have a total area of 6,654 square metres. The site is legally identified as:

- Lot 1 DP 1087457;
- Lot 11 DP 1013188;
- Lot 1 DP 1133943;
- Lot 1 DP 1134150;
- Lot 1 DP 1134153;
- Lot 1 DP 1134154; and
- Lot 5 DP 23568.



Figure 1: Location of site. Source: Google Maps 2015

The planning proposal seeks to amend the development controls under the *Ryde Local Environmental Plan 2014* (Ryde LEP 2014), apply to the site as follows:

- rezoning the site from R2 Low Density Residential to B4 Mixed Use (see Figure 2);
- increasing the maximum building height from 9.5 metres to 44.5 metres (see Figure 3);
- increasing the maximum Floor Space Ratio from 0.5:1 to 2.5:1 (see Figure 4); and
- remove Section 14 Use of certain land at 124A Epping Road, North Ryde in Schedule 1 Additional permitted uses.

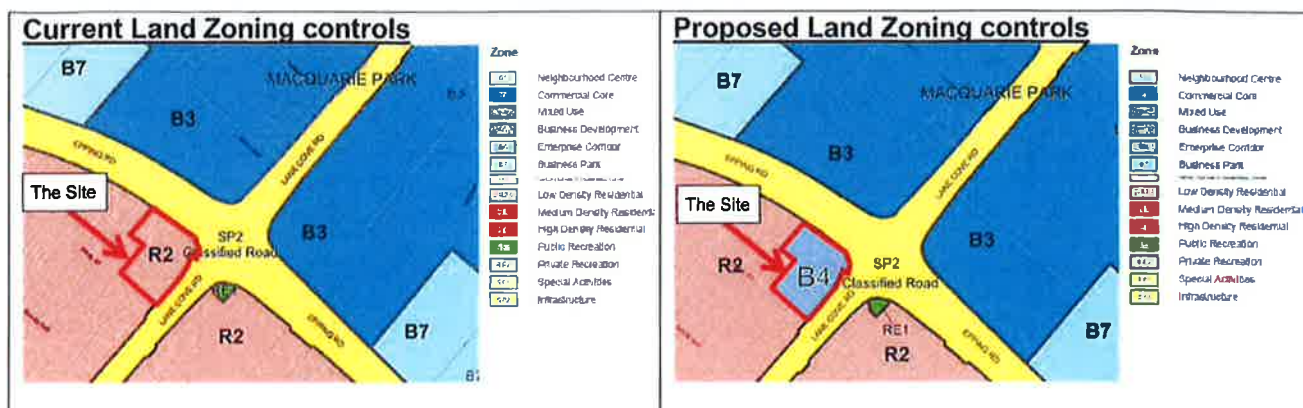


Figure 2: Current and Proposed land zoning controls. Source: Urbis 2015 and NSW Legislation 2015

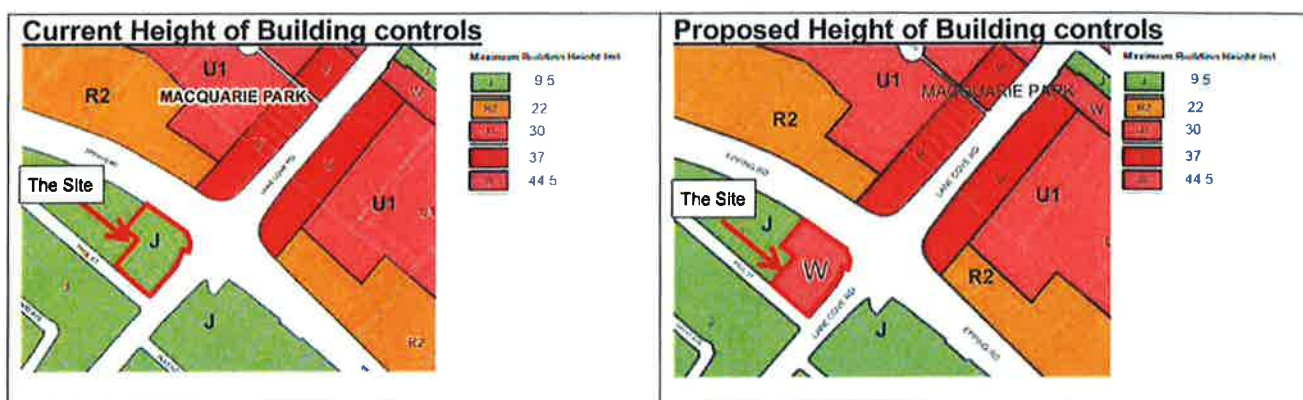


Figure 3: Current and Proposed building height controls. Source: Urbis 2015 and NSW Legislation 2015

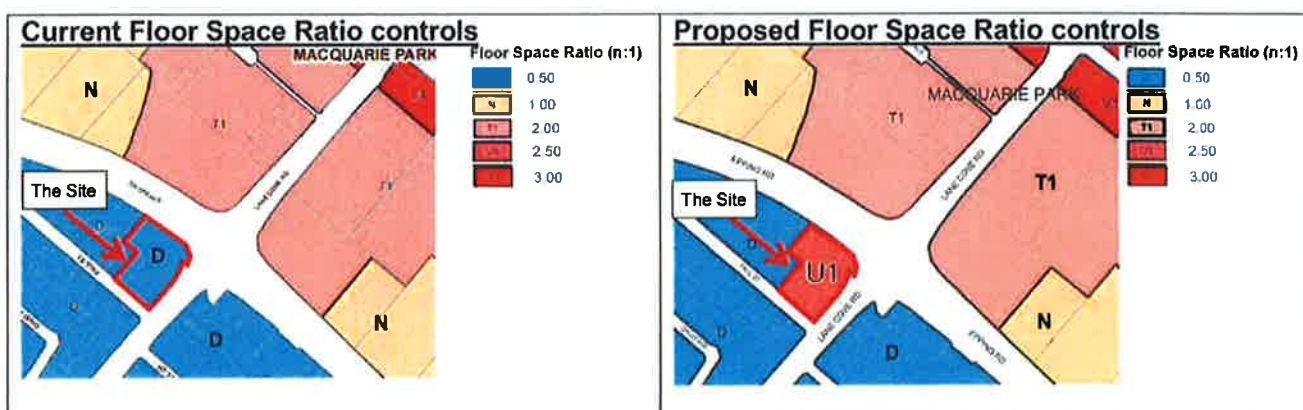


Figure 4: Current and Proposed FSR controls. Source: Urbis 2015 and NSW Legislation 2015

The proposal would facilitate a mixed use development comprising ten buildings ranging from one to twelve storeys with a gross floor area of 16,643 square metres, containing:

- 180 residential apartments (65 x one bedroom, 106 x 2 bedroom and 9 x 3 bedroom) with a residential floor area of 15,599 square metres;
- 1,104 square metres of retail/commercial/medical uses at the corner of Epping Road and Lane Cove Road; and
- 255 car parking spaces at basement level.

Currently the site is zoned R2 Low Density Residential and contains six single-storey dwellings, and a specialist medical centre with a car park and access off Epping Road on-ramp. To the north-east of the site is Macquarie Park and Macquarie Park Railway Station (approximately 500 metres walking distance). To the south, east and west of the site are low to medium density residential properties. The North Ryde Station Precinct is also 1.5 kilometres to the east of the site and identified for urban activation.

The site is in the Ryde local government area. Strategically, the site is within the Global Economic Corridor and the Macquarie Park Strategic Centre in *A Plan for Growing Sydney*, which is identified for urban renewal and increased mixed use development.

The Department recommends that the following planning proposal proceed to the Sydney East Joint Regional Planning Panel for independent review.

2. REQUIREMENTS UNDER SECTION 55 OF THE EP&A ACT

2.1 Objectives and intended outcomes:

The proponent's objective is to provide a quality, medium to high density mixed use development in an appropriate and accessible location that responds to the emerging pattern of development surrounding the site, including the North Ryde Station Precinct and Macquarie Park.

The overall intent is to generate new employment and housing opportunities within walking distance of major employment, retail, open space, health, education and public transport facilities, consistent with *A Plan for Growing Sydney*.

2.2 Explanation of provisions:

The proponent has suggested the following amendments to the Ryde LEP 2014 for the site:

- rezone the site from R2 Low Density Residential to B4 Mixed Use, by amending the Land Zoning Map (6700_COM_LZN_005_010_20141205);
- increase the maximum building height from 9.5 metres to 44.5 metres, by amending the Height of Building Map (6700_COM_HOB_005_010_20150831); and
- increase the maximum FSR from 0.5:1 to 2.5:1, by amending the Floor Space Ratio Map (6700_COM_FSR_005_010_20150831).

2.3 Mapping:

The planning proposal contains sufficient aerial photographs and mapping of the site. It demonstrates current and proposed zoning, height and FSR controls under Ryde LEP 2014.

2.4 Community consultation (including agencies to be consulted):

A community consultation and public exhibition period has been suggested, with the time for exhibition to be determined by the Gateway. Should the proposal proceed to Gateway, consultation with the following public agencies is recommended: Transport for NSW, Roads and Maritime Services, Energy Australia, Sydney Water, Telstra, NSW Police Service, Department of Education and Communities and NSW Ministry of Health.

A public exhibition period of 28 days is recommended should the proposal proceed to Gateway.

3. VIEWS OF COUNCIL AND AGENCIES

3.1 Comments from City of Ryde Council

On 3 June 2015, City of Ryde Council (the Council) wrote to the Department providing comments on the proposal (Tab F). Council did not support the planning proposal on the grounds that the proposal:

- is out of character with the surrounding low density residential area and will have a negative impact on the amenity of this area due to noise and disturbance, overlooking and visual intrusion
- will increase the traffic on the surrounding road networks leading to safety and amenity concerns
- pre-empts the North Subregion Plan and how the area will be strategically developed
- is inconsistent with the strategic direction of Council's policies.

3.2 Comments from Roads and Maritime Services

On 13 March 2015, Roads and Maritime Services (RMS) provided comments to Council on the planning proposal (Tab G). RMS expressed no objections to the proposal however suggested that any Gateway determination issued for the proposal should include the following conditions:

- that the retail/commercial/medical component of the development be limited to no more than 1500 square metres to ensure that traffic impacts are minimised;

- that the relevant planning authority for the proposal is required to consult with and satisfactorily address any issues raised by Transport for NSW and RMS prior to public exhibition; and
- mindful that traffic travelling east from the site will find it difficult to cross three lanes of traffic on Lane Cove Road when leaving Paul Street which is likely to cause additional traffic impacts on the local street system.

4. PROPOSAL ASSESSMENT

4.1 Strategic merit assessment

4.1.1 A Plan for Growing Sydney

In *A Plan for Growing Sydney* ('the Plan') the site is located within the North Subregion and within the Global Economic Corridor which is described as the "powerhouse of Australia's economy" (Figure 2). The site is also identified within the 'Urban Renewal Corridor' where the State Government will work with Councils to "identify suitable locations for housing and employment growth coordinated with infrastructure delivery and train services".

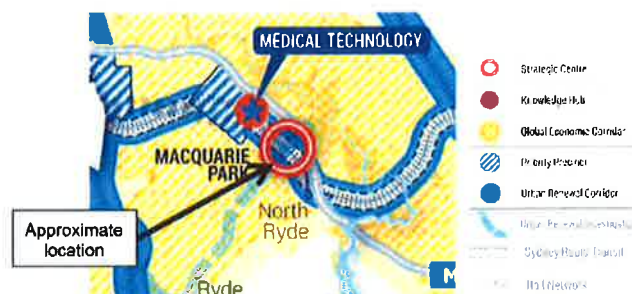


Figure 2: Extract from A Plan for Growing Sydney 2014

The proposal for the site is consistent with the Plan, as it would:

- expand the Global Economic Corridor by generating employment opportunities and mixed use activities in Macquarie Park (Direction 1.6);
- assist with growing the Macquarie Park Strategic Centre by providing additional housing stock to accommodate future workers expected in the area (Direction 1.7 and Direction 2.2);
- increasing the supply of housing near Macquarie Park (Direction 2.1);
- respond to increased housing diversity and choice through the provision of housing stock to suit the needs of a changing population (Direction 2.3);
- assist in revitalising existing suburbs by providing housing in or near centres in established urban areas to help more people live where they want – closer to jobs, services and transport (Direction 3.1);
- maintain the commercial core of Macquarie Park for long term economic growth by locating residential development on land currently zoned for residential purposes (Priorities for Strategic Centres – Macquarie Park); and
- provide an opportunity for additional mixed-use development within walking distance of transport and close to infrastructure, services and jobs (Priorities for Strategic Centres – Macquarie Park).

4.1.2 State Environmental Planning Policies

The planning proposal is generally consistent with, or can comply at the development application stage, with the following relevant SEPPs:

State Environmental Planning Policy (Infrastructure) 2007

This SEPP aims to facilitate the effective delivery of infrastructure across the State. The development must be in accordance with *Subdivision 2 - Development in or adjacent to road corridors and road reservations* and *Schedule 3 Traffic generating development to be referred to the RTA* and any future development application for the site must comply with the requirements of this SEPP. This includes a referral to RMS.

4.1.3 Section 117 Directions

The proposal is consistent with the following relevant section 117 Directions:

Direction 1.1 Business and Industrial Zones

The proposed retail, commercial and medical uses will maintain a similar number of job opportunities on site. The increased residential population will help support the viability of businesses and services in the commercial core of Macquarie Park.

Direction 3.1 Residential Zones

The proposal is consistent with this direction as it encourages a variety of housing types in a location well serviced by existing infrastructure and in close proximity to services.

Direction 3.4 Integrating Land Use and Transport

The proposal is consistent with this direction as it provides additional housing in close proximity to jobs and in a location well serviced by existing public transport infrastructure including rail and bus services.

Direction 4.3 Flood Prone Land

A flood risk management analysis undertaken by the proponent notes that part of the site is located within an identified flood zone. This analysis concludes that the preliminary concept scheme generally meets the requirements of Council's Development Control Plan (DCP), and that residential and commercial development is possible on the site with appropriate design controls being applied.

Direction 7.1 Implementation of the Metropolitan Plan

The proposal is consistent with this direction as it provides additional mixed-use development and increased housing diversity within walking distance of transport and close to infrastructure, services and jobs.

4.1.4 Local Strategy

The proposal is generally consistent with the Council's Local Planning Study 2010 (the Study), which was prepared to inform the development controls of the Ryde LEP 2014.

The Study identifies the area on the south side of Epping Road as a potential area for mixed uses and more intensive residential development, to act as a transition area between the Macquarie Park business precinct and low density residential areas. The Study notes that this area has good access to employment, retail, entertainment and public transport opportunities within Macquarie Park, as well as Lane Cove National Park and the regional road network.

4.2 Site-Specific merit assessment

4.2.1 Existing use of land

The site has a 75 metre northern frontage to the Epping Road on-ramp, a 95 metre eastern frontage to Lane Cove Road and 60 metre southern frontage to Paul Street. The site currently contains six single-storey dwellings and a specialist medical centre with 35 car parking spaces and access off the Epping Road on-ramp.

The following development controls apply to the site:

Control	Explanation
Zoning	R2 Low Density Residential. Residential flat buildings are prohibited
Building height	9.5 metres
Floor space ratio	0.5:1
Schedule 1 Additional permitted uses	Section 14 Use of certain land at 124A Epping Road, North Ryde permits the development of a medical centre, retail premises and business premises with development consent for part of the site

4.2.2 Proposed use of land

The planning proposal is for a mixed use development comprising ten buildings (one to twelve storeys) containing 180 residential apartments, retail, commercial, medical uses and 255 car parking spaces at basement level.

The planning proposal seeks to amend the development controls for the site to the following:

Control	Explanation
Zoning	B4 Mixed Use. Residential flat buildings are permitted with consent
Building height	44.5 metres
Floor space ratio	2.5:1
Schedule 1 Additional permitted uses	Removed

4.2.3 Nearby Part 3A development

Allengrove

The Allengrove development is located to the east of the site (Figure 5), on the opposite of Lane Cove Road comprising 116a-122b Epping Road, 259-263 Lane Cove Road and 1-9 Allengrove Crescent, North Ryde. The site area is 12,297 square metres.



Figure 5: Building heights of Part 3A approved development. Source: Urbis 2015

On 25 May 2011, the proponent submitted a Preferred Project Report to the Department which sought concept approval for the following:

- five building envelopes of four to eight storeys with the capacity for 196 apartments; and
- a maximum FSR of 1.62:1.

The Department and public submissions, raised concerns about the proposed height, location, layout, setbacks, and interface with adjacent residential development. The Department recommended reducing the seven storey building envelope in the middle of the site by two storeys (to five storeys); and reducing the three building envelopes fronting Allengrove Crescent by one storey each (to four and three storeys).

The Department concluded that this modified built form was acceptable as it would provide a better transition to adjoining lower scale residential development on the southern side of Epping Road, whilst recognising the site is located in an area that is likely to transform to a higher density in the future.

On 14 September 2011, the Planning Assessment Commission (the Commission) refused to give approval to the Concept Plan. Reasons for refusal included that the proposed development would be out of character with the surrounding residential area and would adversely impact on the amenities of residents by way of noise and disturbance, traffic, overlooking and visual intrusion.

On 23 May 2012, the proponent lodged an appeal against the refusal in the NSW Land and Environment Court. As part of the conciliation process in the Court proceedings, the applicant submitted amended plans which reduced the proposed maximum height of the development from eight storeys to five storeys

at the corner of Epping Road and Lane Cove Road, and two to three storeys fronting Allengrove Crescent, resulting in 154 dwellings.

On 28 September 2012, the Commission approved the amended plans without the need for a court hearing. In the Commission's view, the reduced heights would substantially improve the proposal's relationship to the surrounding development, while minimising amenity impacts on neighbours.

Whiteside

The Whiteside development located to the west of the site (Figure 5), at 5 Whiteside Street and 14-16 David Avenue, North Ryde (13,937 square metres). The proposed concept, as originally submitted to the Department, sought approval for four building envelopes of two to eight storeys in height and a FSR of 1.59:1, with an overall capacity for 213 apartments. Following the exhibition of the Concept Plan, the proponent reduced the proposed maximum height of the development to six storeys and stepped the building heights resulting in a reduced FSR of 1.29:1.

On 10 September 2013, the Commission approved the revised Concept Plan subject to further modifications. These included a maximum of five storeys in the centre of the site transitioning down to two storeys plus a limit of 135 apartments. In the Commission's view, this would provide an acceptable transition in height from Epping Road to the surrounding low density residential area while also minimising amenity impacts such as solar access reduction, privacy loss and overshadowing.

In the Determination Report for the revised Concept Plan, the Commission stated that it disagreed with the claim that a higher form of development was suitable for the site due to the high density development on the northern side of Epping Road within the Macquarie Park precinct. In its view, Epping road is an effective physical divide between the business park to the north and the lower density development to the south.

Modifications to this Concept Plan, including an increase in dwelling numbers from 135 to 164, were approved by the Department on 1 April 2015.

4.2.4 Urban design and built form outcomes

Height and FSR

As shown in Figure 3, the land to the north of Epping Road (and the site) has a maximum building height of 22 to 37 metres. The land to the south of Epping Road (to the south, east and west of the site) has a maximum building height of 9.5 metres, except the Allengrove (east of the site) and Whiteside (west of the site) developments have an approved building height of 21.5 metres. The Allengrove development is most relevant to the planning proposal given its similar location and interface issues.

The proposed building height for the site is 44.5 metres, with seven, ten and twelve storey buildings fronting Epping and Lane Cove Road. The buildings on the west of the site and adjacent to the low density residential area are proposed to be three, five and seven storeys (see Figure 6).

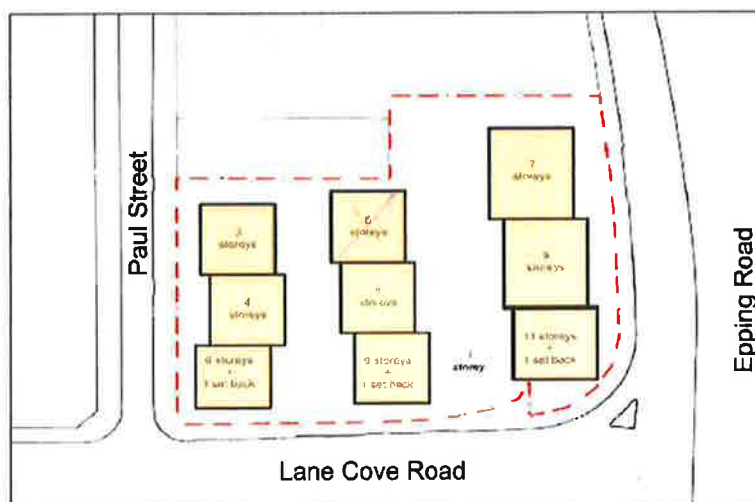


Figure 6: Concept plan. Source: BatesSmart Preliminary Concept Design 2015

An urban design analysis (Tab H) prepared by BatesSmart for the proponent states the design is sensitive to adjacent residential context with the scale of development modulated across the site to mediate between the proposed and existing scales. The analysis describes the design as a village of buildings of varying heights and setbacks. Each building steps down from the Epping Road and Lane Cove intersection, transitioning to a scale compatible with the neighbouring context.

The Department supports an increase in the maximum building height and FSR for the site as it will provide additional housing and greater housing choice in the Macquarie Park Strategic Centre and near public transport options. This will assist in achieving the strategic direction of the North Subregion in *A Plan for Growing Sydney*, as it will provide additional housing near employment, education and transport services.

However the Department does not support the proposed height and FSR by the proponent as the proposal's interface (three to seven storeys) with the adjacent low density residential area is not as sensitive as the nearby three storey Part 3A developments approved in the vicinity.

The Department recommends the Panel considers the recommendations of the approved Part 3A developments in the vicinity when defining the maximum building height and FSR for the site particularly where it adjoins the single storey dwellings. Reducing the proposed building height and FSR would provide a more appropriate interface and transition from the single storey residential development to the west and south of the site to the zoned B3 Commercial Core to the north, whilst maintaining the amenity of the existing low residential density area south of Epping Road.

In addition, the Planning Assessment Commission's notes that Epping Road acts as a boundary between the low density residential area in North Ryde and the high commercial density of Macquarie Park. Should the proposal proceed to Gateway, the proposed building height should be consistent with the surrounding built form and function as a transitional building to the higher densities on the opposite of Epping Road.

Zoning and Land Use

The Department supports rezoning the site to permit the development of mixed use buildings with increased housing choice in the area.

However, the Department recommends the Panel consider the appropriateness of accommodating public open space within the site that will service future occupants and immediate locality. The provision of open space may result in the reduction of a building from the proposal. However, this would assist with separation from the site to the low density areas adjoining. This approach would also reduce potential for impacts on amenity associated with overlooking and need for an appropriate transition. This view is also in light of the limited availability of local open spaces available within the locality.

The RMS has requested that the proposed retail and commercial floorspace component be limited to no more than 1,500 square metres to reduce potential traffic implications. The current proposal is consistent with the request and proposes a total of 1,100 square metres of commercial floor space.

4.3 Services and infrastructure

4.3.1 Public transport – trains and buses

The site is approximately 400m from the Macquarie Park Railway Station with regular services to Hornsby, Epping, Macquarie University, Chatswood and the Sydney CBD. The nearest bus stops are less than 400 metres away along Epping Road and Lane Cove Road and provide connections between Epping, Macquarie Centre, Marsfield and the Sydney CBD.

4.3.2 Traffic, access and car parking

The preliminary concept design (Tab H) proposes two access points to the subject site, one driveway off the Epping Road on-ramp and a second driveway is located off Paul Street. The proposal includes a total of 255 basement level car parking spaces, including 36 residential visitor spaces. This complies with the car parking requirements in Council's DCP.

A traffic study has been provided with the planning proposal and estimates the proposed development will generate an additional 15 to 48 vehicle trips during peak times. The traffic study notes that given the low volume of additional traffic that would be generated, the proposal is unlikely to compromise the function of the surrounding road network.

In contrast, a Council commissioned review of the proponent's traffic study concludes that based on the limited information provided, the proposed development would exacerbate existing traffic on the surrounding road networks leading to safety and amenity concerns.

As discussed under section 3.2, RMS has raised no objection to the proposal and noted that any concerns relating to traffic management can be appropriately addressed at the development application stage. However RMS raised concern with the level of retail provision, which has the potential to exacerbate traffic problems.

4.3.3 Infrastructure and services

The proposal will require upgrades and/or augmentation to the existing utility services to accommodate the future residential population. The relevant state infrastructure service providers should be consulted, should the proposal proceed to Gateway.

4.3.4 Open space and community facilities

The site is accessible to a range of open space and community facilities, including Holt Park, Greenwood Park, Blenheim Park, Macquarie University, Macquarie Hospital, local schools, local places of worship, Lane Cove River and Macquarie Park.

5. BACKGROUND SUPPORTING INFORMATION

5.1 Adequacy of existing information

The planning proposal is supported by the following documentation:

- Pre-Gateway Review Application, Urbis, May 2015.
- Ryde Council response to Pre-Gateway Review request, June 2015.
- Planning Proposal, 366 – 372 Lane Cove Road, 124A & 126 Epping Road and 1 Paul Street, North Ryde, Urbis, February 2015 (as refused by Council).
- Supplementary Report to Planning Proposal, 366 – 372 Lane Cove Road, 124A & 126 Epping Road and 1 Paul Street, North Ryde, Urbis, March 2015.
- Flood Impact Assessment and Risk Management Report, Northern Beaches Consulting Engineers, February 2015
- Preliminary Site Investigation, Environmental Earth Sciences, February 2015.
- Transport Impact Statement, GTA Consultants, January 2015.
- Concept Landscape Plan, Arcadia Landscape Architecture, February 2015.
- Preliminary Stormwater Concept, Northern Beaches Consulting Engineers, February 2015.
- Preliminary Concept Design, Batesmart, February 2015.
- Correspondence between Council and Urbis, February 2015.
- Ryde Council Meeting Agenda and minutes, April 2015.
- Independent Review of Transport Impact Statement undertaken by GTA Consultants, Bitzios Consulting, April 2015.

Is the supporting information provided more than 2 years old?

Yes ☐ No ☒

If 'yes', explain/detail currency of information

Is there evidence of agency involvement in the preparation of any supporting information or background studies?

Yes ☐ No ☒

5.2 Requirement for further information

No further information is required.

6. CONCLUSION

It is recommended the proposal be referred to the Sydney East Joint regional Planning Panel for independent review. The proposal demonstrates broad strategic and site-specific merit. It is consistent with objectives and directions under A Plan for Growing Sydney, relevant State Environmental Planning Policies, section 117 Directions and local policies.

The proposal maximises development potential on a site that has strong public transport links, good access to jobs and services, open space and community facilities. The proposal would also deliver a variety of housing within close proximity to Macquarie Park Strategic Centre to accommodate future workers expected in the area and supports the commercial core.

Should the planning proposal proceed to Gateway, it is recommended the Panel consider the following amendments to the proposal:

- reduce the proposed building heights for the site to enable a more appropriate transition from the low density residential area to the commercial precinct north of Epping Road;
- reduce the proposed maximum FSR to reflect the decreased changes to the built form;
- introduce an open space component of the site that is publicly accessible for recreation purposes; and
- require consultation with Transport for NSW and RMS prior to exhibition.

7. RECOMMENDATION

It is RECOMMENDED that the Deputy Secretary:

1. **form the opinion** that sufficient information has been provided and the request is eligible for review; and
2. **agree** to forward the request to the Sydney East Joint Regional Planning Panel for advice.

Endorsed by:



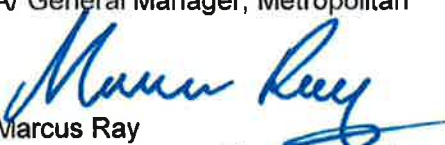
Simon Manoski
A/ General Manager, Metropolitan

3.11.15



Brett Whitworth
A/ Executive Director, Regions

12 November 2015



Marcus Ray
Deputy Secretary, Planning Services

23/11/2015

Appendix B

Amendments to the Preliminary Concept Design

SYDNEY

GPO Box 5278 Sydney 2001
Tower 2, Level 23, Darling Park
201 Sussex Street
Sydney NSW 2000 Australia

SA5543_EPPING AND LANE COVE ROADS_AMENDMENT TO CONCEPT

EPPING ROAD NORTH RYDE

AMENDMENTS TO CONCEPT DESIGN

366-372 LANE COVE RD, 124A & 126 EPPING ROAD &
1 PAUL STREET, NORTH RYDE

DOCUMENT FOR

FRANPINA DEVELOPMENTS PTY LTD

27 JANUARY 2016

CLIENT

Franpina Developments Pty Ltd

CONSULTANTS

Architecture	Bates Smart
Planning	Urbis
Civil Engineering	Murdocca & Associates
Traffic	GTA Consultants

PROJECT NUMBER

S11797

BATESSMART™

ARCHITECTURE INTERIOR DESIGN URBAN DESIGN STRATEGY

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NOMINATED NSW REGISTERED ARCHITECTS

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1.0 INTRODUCTION

This report describes an amended concept design for the site at 366-372 Lane Cove Road, 124a-126 Epping Road and 1 Paul Street, North Ryde.

The concept design initially proposed for the site was submitted to the Department of Planning & Environment (DPE) in February 2015 as part of a Planning Proposal.

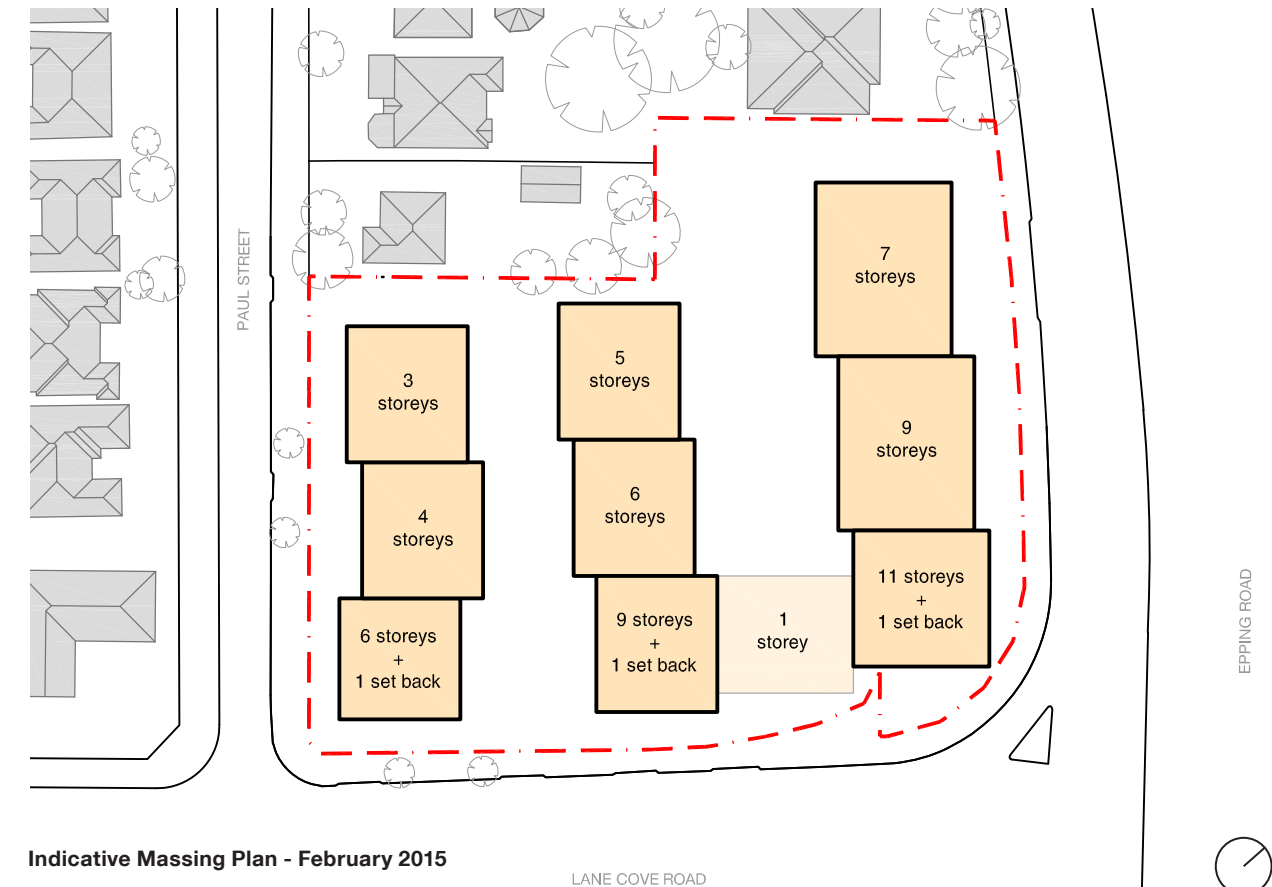
The Pre-Gateway Review undertaken by the DPE was summarised in their Information Assessment and Recommendation Report, dated 23 November 2015. The report identified the following urban design matters as requiring further consideration:

- The proposal's interface (three to seven storeys) with the adjacent low-density residential area
- Public open space within the site that will serve future occupants and the immediate locality

The concept design has been amended in response to the DPE report, with particular regard to these two aspects.

The proposed amendments are as follows:

- / The five and seven storey building envelopes at the northern boundary of the site have been reduced by one storey in height
- / The seven and ten storey building envelopes at the fronting Lane Cove Road have been reduced by one storey in height
- / Public open space and a through-site link have been created within the site, and the building setbacks to the north increased to allow this
- / The ground floor apartments at the northern corner of the site have been changed to retail/commercial uses
- / The floor-to-floor height of the retail/commercial tenancies fronting Epping Road has been reduced from 6 metres to 4.5 metres



2.1 AMENDMENTS TO MASSING

SUMMARY OF AMENDMENTS

Site Area 6,654 m²

Indicative Floor Space

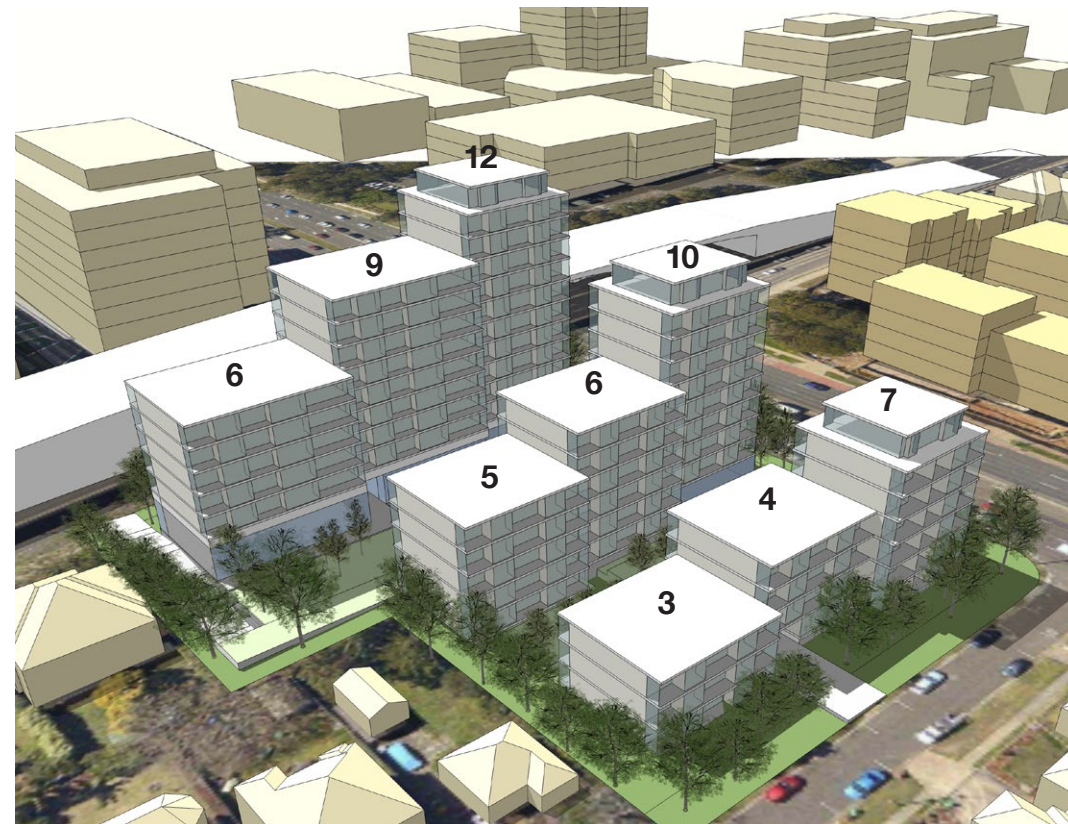
	Original	Amended
Total GFA	16,643 m ²	14,900 m ²
Floor Space Ratio	2.50 : 1	2.24 : 1

Indicative Residential Mix

	Original	Amended
Dwellings	180	156

Carparking

	Original	Amended
Total Spaces	255	247



Aerial View of Indicative Concept Design - February 2015



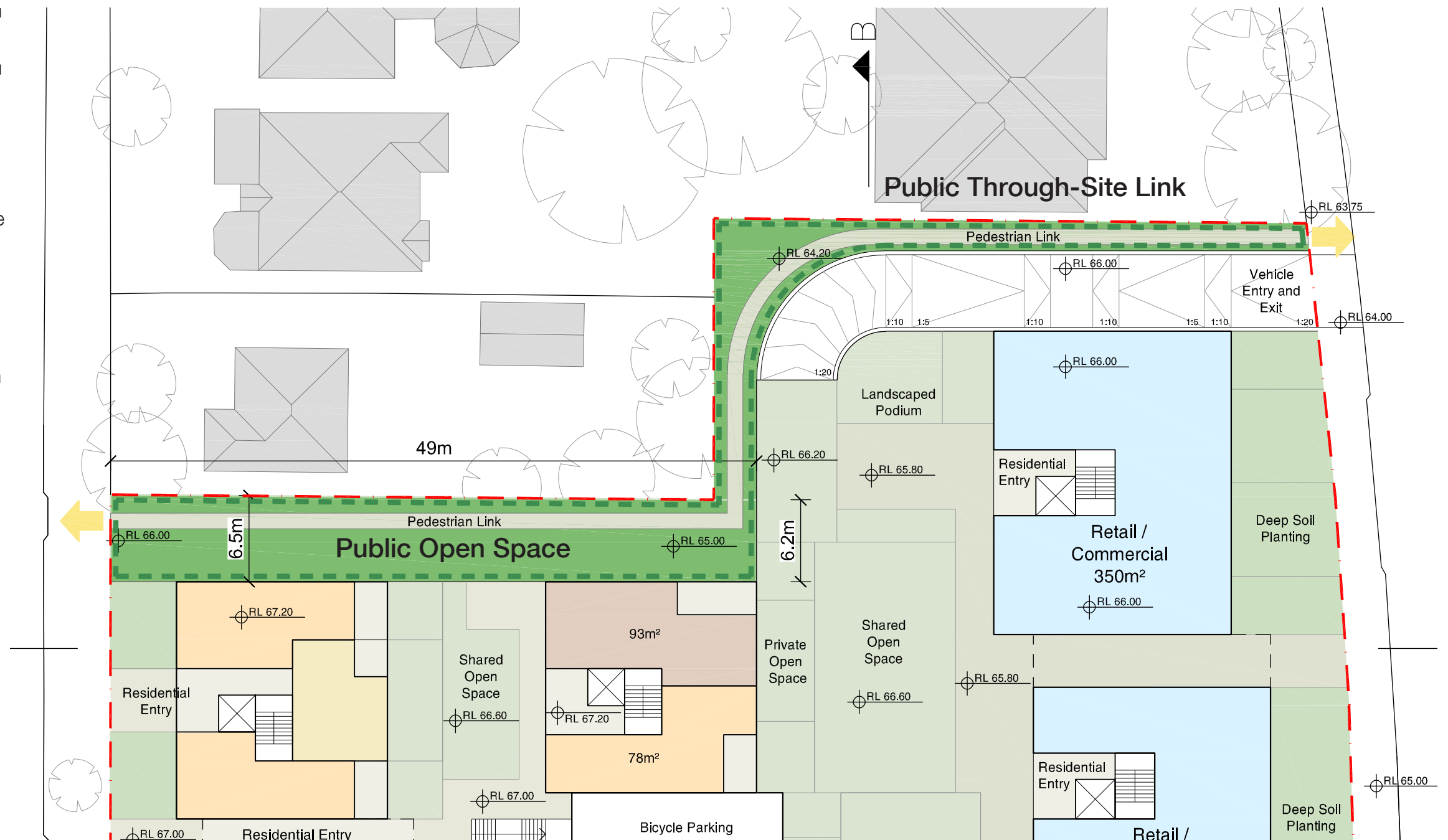
Aerial View of Indicative Concept Design - Amended

2.2 PUBLIC OPEN SPACE

The amended design includes an area of public open space at the western end of the Paul Street frontage. A landscaped area of approximately 300 square metres is proposed, which could suit range of uses for local residents, such as children's play facilities.

The public open space would serve as the entry point to a through-site pedestrian link, providing connectivity through the site from Paul Street towards Epping Road and Macquarie Park Station beyond.

The apartment building setbacks have been increased from 4.2m to 6.2m to accommodate a larger landscaped area. The additional area available for deep soil planting would also assist in providing visual privacy between the apartments and neighbouring residences.



Lower Ground Floor Plan

- 1 Bedroom Apartment
- 2 Bedroom Apartment
- 3 Bedroom Apartment
- Retail / Commercial / Medical Uses
- Landscape Space - On Podium
- Landscape Space - Deep Soil



2.2 PUBLIC OPEN SPACE



1. Bamal Way pedestrian through-link, by Phillips Marler / City of Sydney, completed 2015

2. The Gantry apartments, by Bates Smart / Aspect Studios, completed 2014

3. The Platform, North Eveleigh, by Arcadia / City West, completed 2015



View from corner of Lane Cove Road and Paul Street
Indicative concept design submitted February 2015



View from corner of Lane Cove Road and Paul Street
Amended concept design

3.1 VIEWS IN CONTEXT



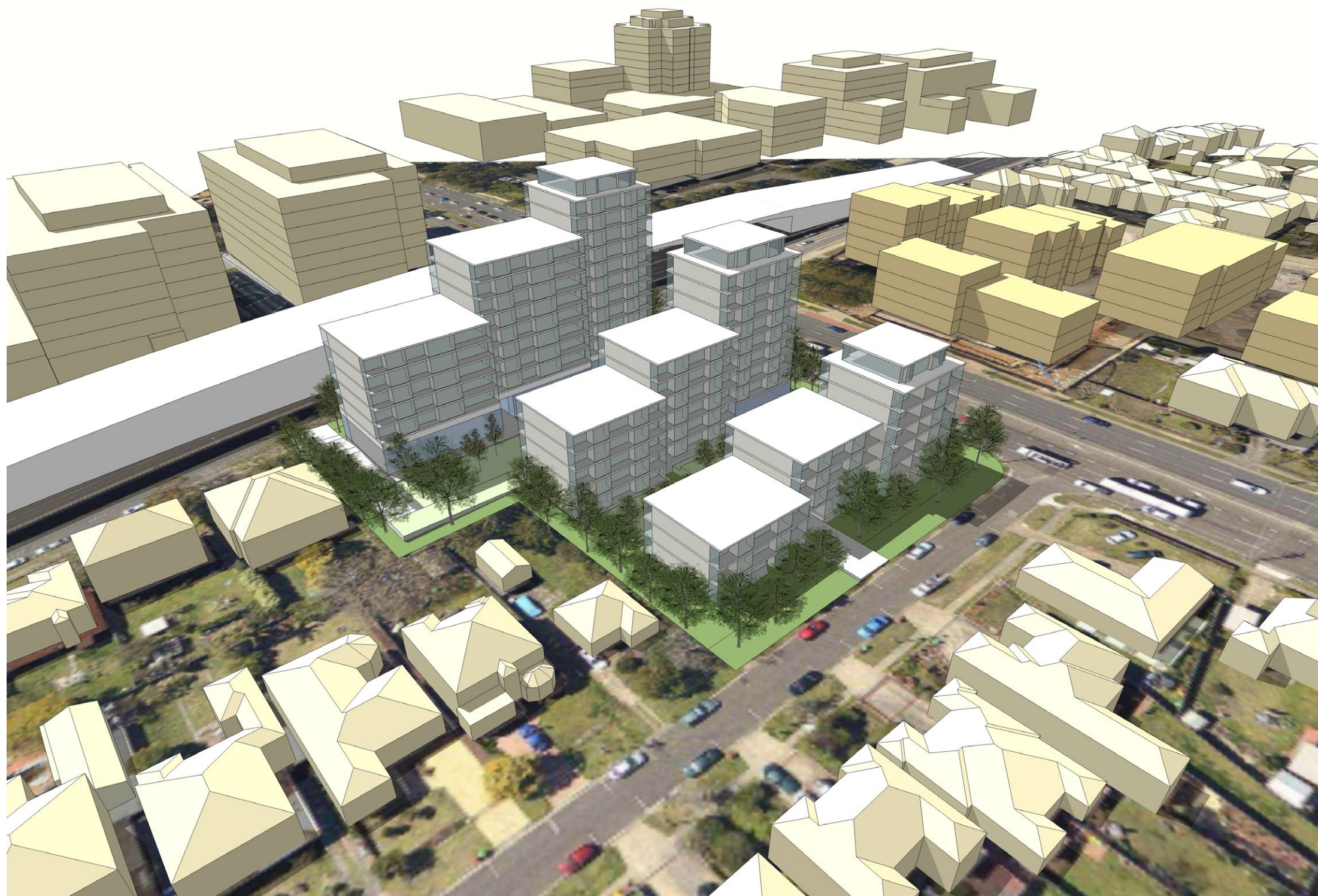
Aerial View from North

3.1 VIEWS IN CONTEXT



Aerial View from North (amended design)

3.2 VIEWS IN CONTEXT



Aerial View from South-West

3.2 VIEWS IN CONTEXT



Aerial View from South-West (amended design)

3.3 VIEWS IN CONTEXT



Aerial View from South-East

3.3 VIEWS IN CONTEXT



Aerial View from South-East (amended design)

3.4

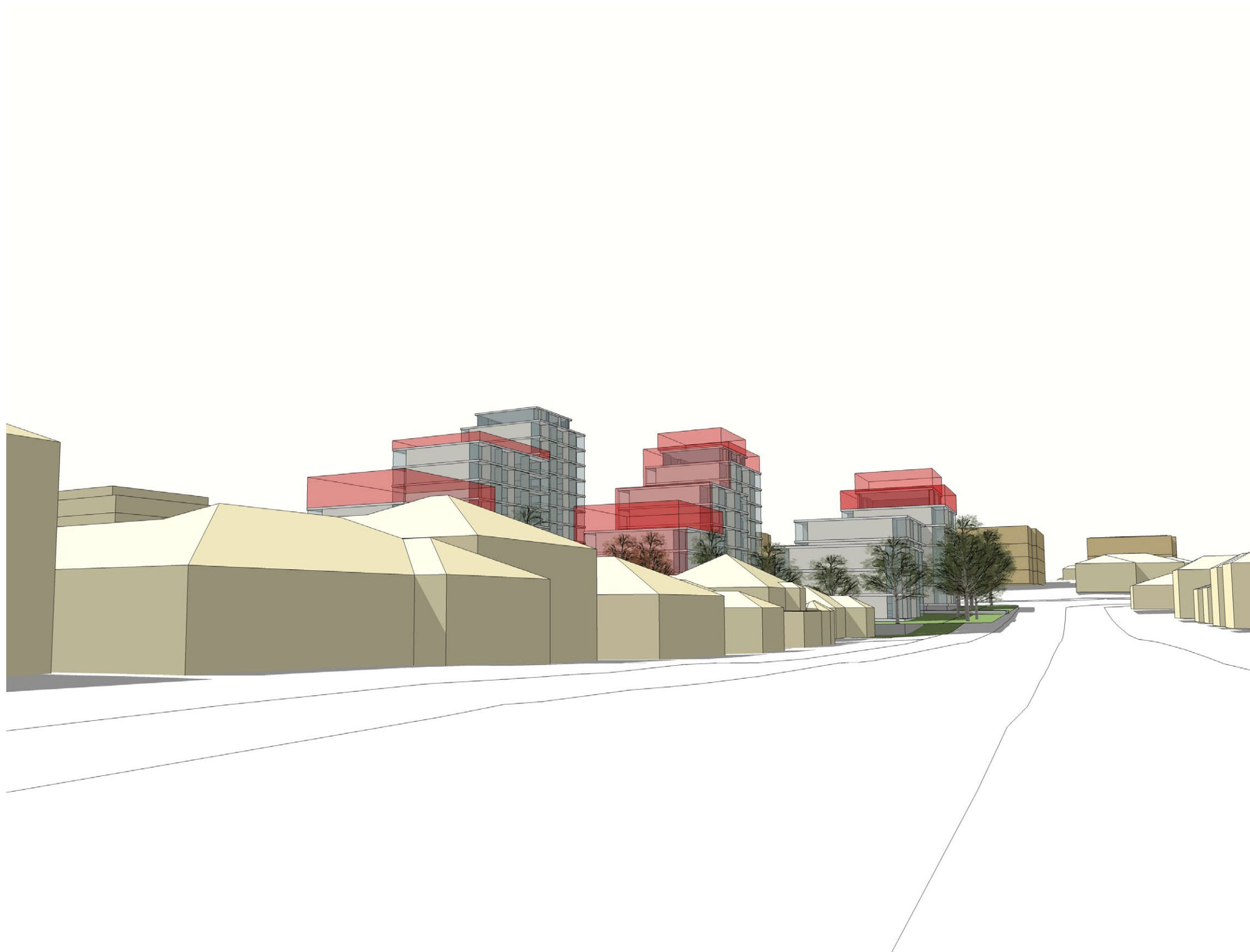
VIEWS IN CONTEXT



View from Paul Street

3.4

VIEWS IN CONTEXT



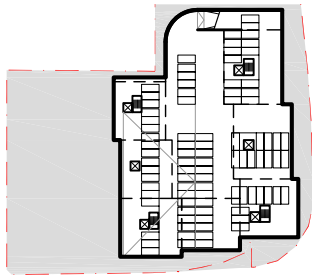
View from Paul Street (amended design)

4.1

DEVELOPMENT SUMMARY

AREA SCHEDULE

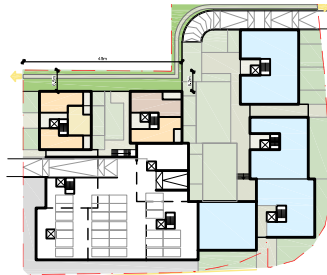
SUMMARY OF INDICATIVE PROPOSAL		
TOTAL NO APTS		156
1 BED	34%	53
2 BED	58%	91
3 BED	8%	12
NO. OF CAR SPACES PROVIDED		247
TOTAL RESIDENTIAL GFA		13,500 2.03 :1
TOTAL COMMERCIAL / RETAIL GFA		1400 0.21 :1
GFA		14,900 sqm
SITE AREA		6,654 sqm
FSR		2.24 :1



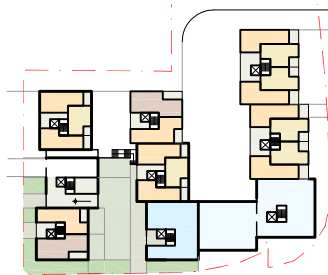
Basement 2



Basement 1



Lower Ground



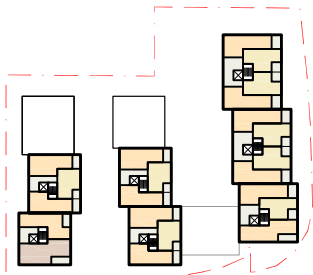
Upper Ground



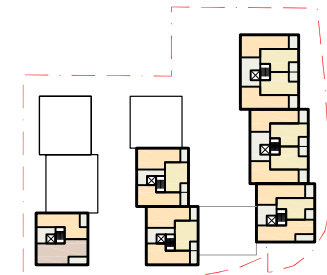
Level 1



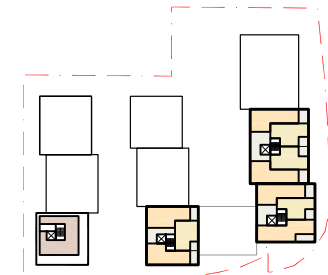
Level 2



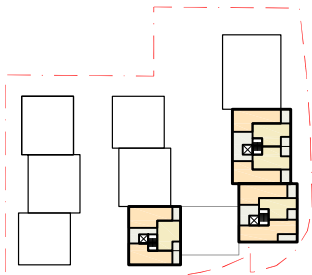
Level 3



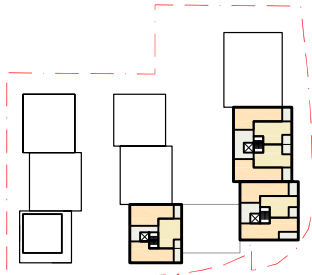
Level 4



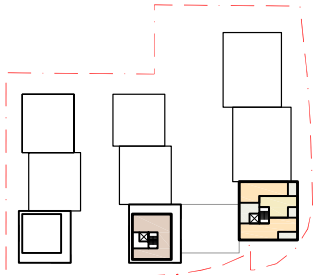
Level 5



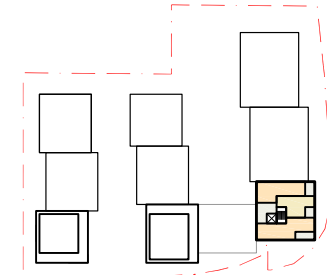
Level 6



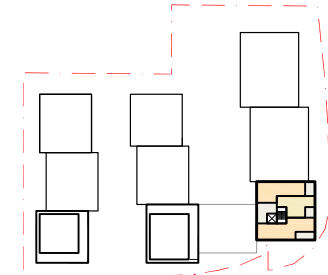
Level 7



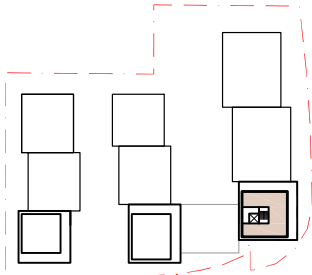
Level 8



Level 9



Level 10



Level 11

4.2 DEVELOPMENT SUMMARY CARPARKING

Indicative Car Parking Provision				
Residential				
Dwelling Type	Percentage	No.	Rate	Spaces
1 Bedroom	34%	53	0.6	32
2 Bedroom	58%	91	0.9	82
3 Bedroom	8%	12	1.6	19
Total	100%	156		133
Residential Visitors			1/5	31
Total Residential				164
Commercial / Retail / Medical				
Type	GFA(m²)		Rate	Spaces
"Office and Business"	200		1/40	5
"Retail Premises"	300		1/25	12
"Health Services"	900	22	3	66
(based on DCP rates)		doctors	per doctor	
Total GFA:	1,400			
Total Parking Spaces for Indicative Proposal:				247

Bicycles	
Rate	No
1/5	31
	31
Rate	No
1/5	1
1/5	2
1/5	13
	48

Motorbikes	
Rate	No
1/50	3
	3
Rate	No
1/50	1
1/50	1
	7

Definitions

/ Parking rates are based on the City of Ryde DCP 2014, Part 9.3