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URBIS

'KEY SITE 11' MACQUARIE PARK

Concept SSDA
Scoping Report

Prepared for
CHARTER HALL
17 April 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director Stephen White
Associate Director Edward Green
Senior Consultant Hannah Painter
Project Code P57664
Report Number Final



Acknowledgement of Country

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We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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1. INTRODUCTION

This Scoping Report has been prepared on behalf of the Charter Hall (**the Applicant**). It constitutes a request for Project-Specific Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) that will accompany a Concept State Significant Development Application (**SSDA**) at 'Key Site 11' in Macquarie Park. 'Key Site 11' encompasses the following landholdings:

Table 1 Site Identification

Landowner	Address	Lot	Site Area
Charter Hall	113 Wicks Road	Lot 9 DP 1046090	6,808sqm
Harvey Norman	111 Wicks Road	Lot 10 DP 1046090	9,814sqm
	31-35 Epping Road	Lot 1 DP 1151499	7,717sqm
	29 Epping Road	Lot 2 DP 1207368	1,734sqm
115 Wicks Rd Pty Ltd	115 Wicks Road	Lot 81 DP 1107759	3,394sqm
Abacus	117 Wicks Road	Lot 80 DP 1107759	4,372sqm
Total Site Area			33,840sqm

The request relates to a Concept SSDA, which seeks consent for building envelopes, land uses and maximum GFA. The proposal will give effect to the NSW Department of Planning, Housing and Infrastructure's (**DPHI**) vision for the precinct, expressed through the recently gazetted amendments to the *Ryde Local Environmental Plan 2014* and incorporate a local park, through site links and a new road connecting Wicks Road to the adjoining 'Lachlan's Line' development.

As the estimated development cost (**EDC**) is more than \$60 million on land identified as an 'Accelerated TOD Precinct', the proposed development is State Significant Development (**SSD**) pursuant to Schedule 2, Section 19 of *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**).

The purpose of this report is to:

- Describe the project in simple terms.
- Analyse the feasible alternatives considered.
- Identify what engagement will be carried out during the preparation of the EIS; and
- Identify the key matters requiring further assessment in the EIS and the proposed approach to assessing each of these matters.

1.1. APPLICANT DETAILS

The Applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Proponent	Charter Hall Holdings Pty Limited
Postal Address	Level 20, 1 Martin Place, Sydney NSW 2000
ACN	051 363 547
Nominated Contact	Edward Green (Associate Director – Urbis) E: egreen@urbis.com.au P: (02) 8424 5153

1.2. PROJECT OVERVIEW

An overview of the site and the project is provided in the following table.

Table 2 Site and Project Overview

Matter	Description
The Site	Designated as "Key Site 11" under the recent State-led rezoning of the 'Macquarie Park TOD Accelerated Precinct', the site is subject to provisions outlined in Part 7 of the <i>Ryde Local Environmental Plan 2014</i> .
Address and Legal Description	See above in Table 1.
Site Area (Overall)	33,840sqm
Local Government Area (LGA)	City of Ryde Council
Existing development	<p>The site currently comprises several low/mid-rise buildings (approx. 3 storeys) including:</p> <ul style="list-style-type: none"> • Domayne furniture showroom at 33 Epping Road. • Office / warehouse buildings at 113 Wicks Road and 111 Wicks Road. • Storage King at 117 Wicks Road. • JK Geotechnics office at 115 Wicks Road (accessed behind Storage King).
The Project	
Project Objectives	<ul style="list-style-type: none"> • Support urban renewal by delivering a development aligned with the recently gazetted planning controls stemming from DPHI's 'Macquarie Park TOD Accelerated Precinct' State-led rezoning process. • Establish a high-quality local park that enhances future resident amenity, increases tree canopy coverage, and integrates water sensitive urban design (WSUD) to mitigate urban heat island effects and manage flood velocity flows. • Enhance movement and connectivity by delivering through-site links and new roads to improve pedestrian permeability and transport connections between the site, Macquarie Park Metro station, Wicks Road, and the 'Lachlan's Line' redevelopment. • Deliver a range of residential dwellings in a high-density setting, contributing to NSW Government housing targets and providing high-quality accommodation. • Support economic activity by providing a portion of non-residential land uses that generate employment and contribute to the economic viability of the precinct and broader Macquarie Park corridor. • Ensure high-quality built form by establishing building envelopes that optimise residential amenity and contribute positively to the streetscape and surrounding environment. • Activate the precinct through investment in a high-quality ground plane.
The Project	<p>The project seeks Concept SSD consent, pursuant to Section 4.24 of the <i>Environmental Planning and Assessment Act 1979</i> for:</p> <ul style="list-style-type: none"> • Building envelopes for residential towers above podiums with non-residential uses: <ul style="list-style-type: none"> - Building heights ranging from 36 storeys (RL 158.3m) to 58 storeys (RL 234.89m). - An indicative 169,200sqm Gross Floor Area (GFA), equating to an FSR of 5:1, comprising: <ul style="list-style-type: none"> ▪ 158,451sqm of residential GFA (equating to an FSR of 4.68:1). ▪ 10,749sqm of non-residential GFA (equating to an FSR of 0.32:1). • Site-wide concept landscape and public domain plan, which includes: <ul style="list-style-type: none"> - Through site links. - 9,700sqm Public open space; and - A new road connecting from Wicks Road to the Lachlan's Line development to the east.

1.3. KEY FEATURES OF SITE AND SURROUNDS

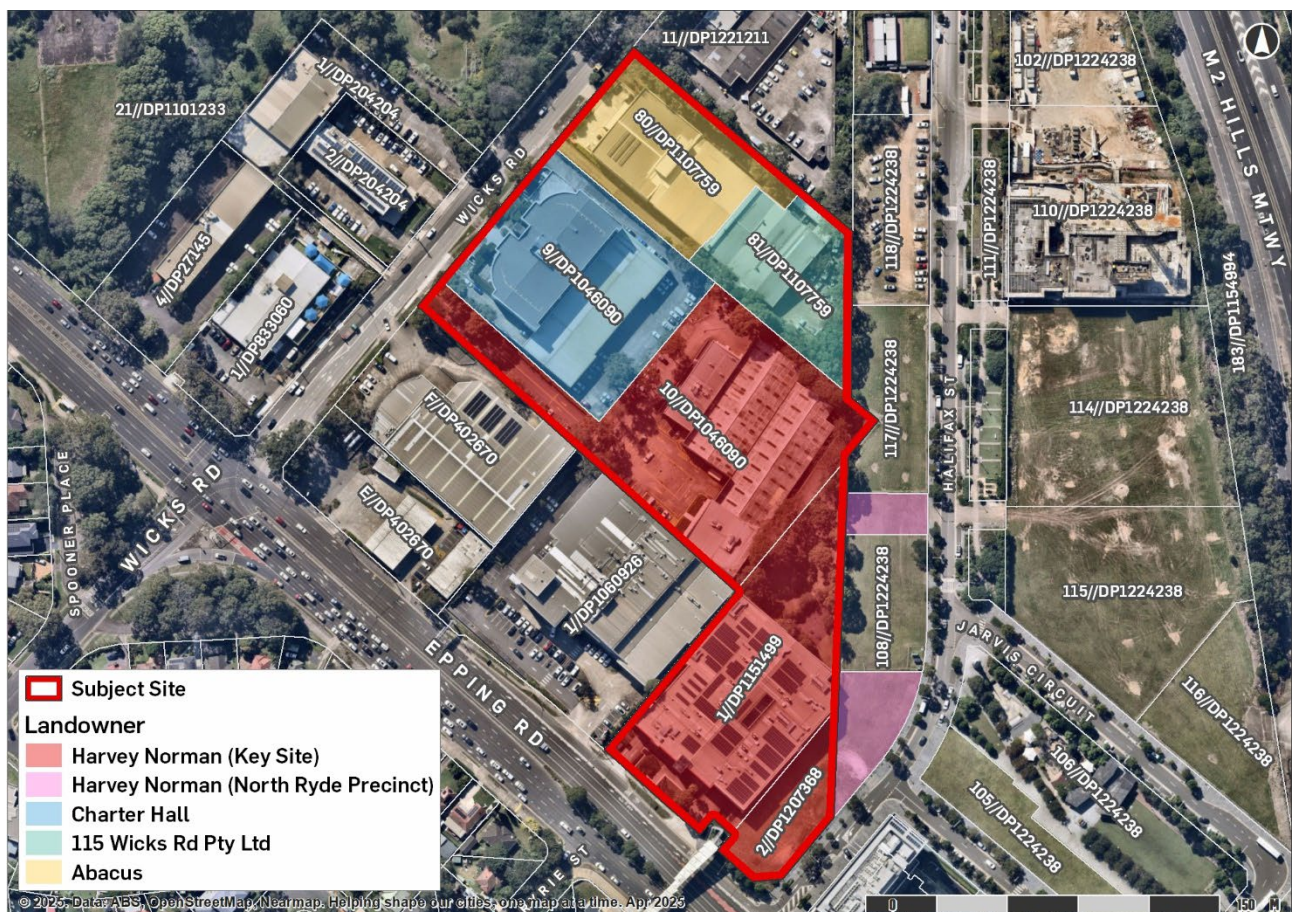
The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below. An aerial photograph and a surrounding context map is provided in Figures 1 and 2.

Table 3 Key Features of Site and Locality

Descriptor	Site Detail
Land Configuration	The site consists of six separate land holdings that collectively are irregular in shape and equate to a site area of 33,840sqm.
Surrounding Land Use	<p>The site is located at the south-eastern end of Macquarie Park. Currently, the site and surrounds contain low to mid rise industrial / commercial buildings. However, the site has been earmarked for high-density land uses (with a residential focus) connecting with the adjoining Lachlan's Line precinct. The surrounding development includes:</p> <ul style="list-style-type: none"> • North: Immediately to the north of the site is a single-storey warehouse building and mature native trees. Further north, the Governor Hotel is located alongside various office and business park-style buildings. • East: To the east of the site is the Lachlan's Line mixed-use development. Several sites in this area are either grassed and (awaiting construction), or currently under development. Further east is the M2 Motorway and the Macquarie Park Cemetery and Crematorium beyond. • South: Directly south of the site is Epping Road, with low-density residential dwellings beyond. This area is predominantly characterised by single- and two-storey houses. A pedestrian bridge provides access to this area, which also includes Truscott Street Public School and various active recreation facilities. • West: To the west of the site is a childcare centre, adjacent to vegetation forming part of a vacant site. Further west, a hockey field is located within an area zoned for public open space. The Macquarie Park Metro Station is approximately 700 metres west of the development site.
Site Access and road network	<p>Vehicular access to the site is provided via Epping Road and Wicks Road. A pedestrian bridge, located to the southeast of the site (over Epping Road), facilitates pedestrian access to the low-density residential area of North Ryde.</p> <p>The surrounding road network comprises a mix of local and State roads:</p> <ul style="list-style-type: none"> • M2 Motorway: A State Highway comprising a divided, two-way carriageway with four lanes. • Halifax Street and Wicks Road: Two-way local collector roads. • Epping Road: A State Main Road with a divided, two-way carriageway comprising four lanes.
Easements and Covenants	The site is subject to various restrictions and easements identified on the Certificates of Title, including stratum limitations related to the Sydney Metro rail tunnel, which runs beneath the site's northeast portion. These constraints will be addressed during the design process, with any redundant easements extinguished as part of the development.
Services & Utilities	The site is located in an urban area, with services readily available, any upgrades will be identified and provided in further detailed approval stages.
Acid Sulfate Soils	The site is not mapped as containing 'acid sulfate soils' in the <i>Ryde Local Environmental Plan 2014</i> .
Contamination	The site's previous use may have given rise to land contamination. As part of the SSDA process, a Detailed Site Investigation (DSI) will be undertaken to identify whether the site is suitable for the proposal, and any remediation required.

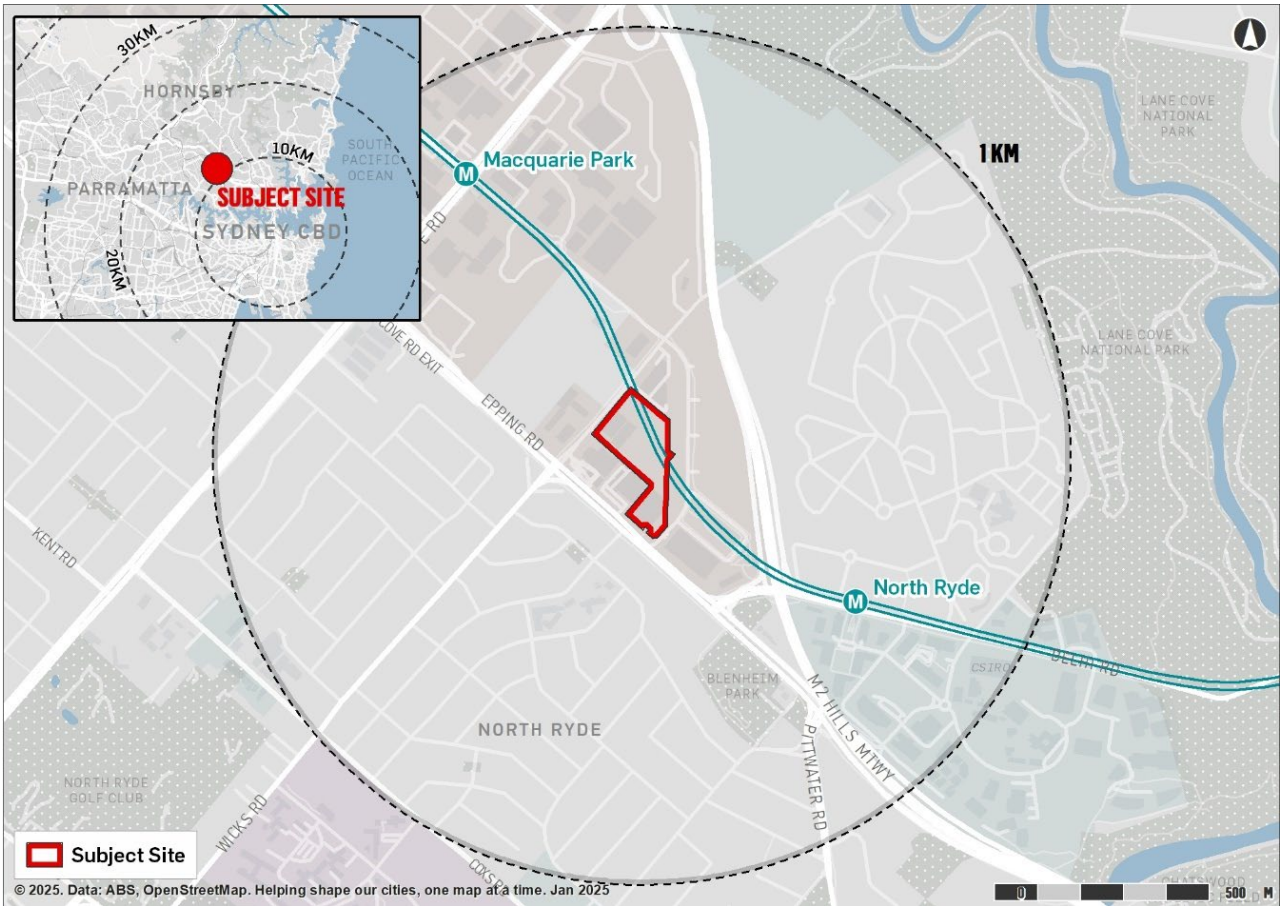
Descriptor	Site Detail
Stormwater and Flooding	The Section 10.7 planning certificates issued by Council confirm that the site is affected by the Probable Maximum Flood (PMF) event and is therefore subject to flood-related development controls. As outlined in Section 7, this is proposed to be addressed via a Flood Impact Risk Assessment.
Bushfire Prone Land	The site is not mapped as 'bushfire prone land'.
Biodiversity	There are various trees on site, mainly located along the sites eastern and northern boundaries. As part of the SSSA process, an ecologist will be engaged to undertake an assessment of the significance of this vegetation to determine whether a BDAR is required, or alternatively, whether a BDAR waiver should be pursued and submitted.
Aboriginal Heritage	In accordance with the SSSA framework, an Aboriginal Cultural Heritage Assessment Report (ACHAR) will be prepared for the project, which will include the relevant stakeholder consultation.
European Heritage	The site itself is not heritage listed, but it is within the vicinity of the local heritage item I44 "Northern Suburbs Cemetery" at No. 12 Delhi Road. The impact of the concept proposal on this item will be assessed as part of the SSSA process.

Figure 1 Aerial Photograph



Source: Urbis

Figure 2 Context Map



Source: Urbis

2. PROJECT BACKGROUND AND RATIONALE

The development site comprises six lots owned by multiple landowners, including Charter Hall, Harvey Norman, Abacus, and 115 Wicks Rd Pty Ltd. Led by Charter Hall, the landowners seek to amalgamate their holdings to facilitate a substantial mixed-use development that will serve as a catalyst for delivering key public benefits.

Historically, the site has accommodated uses consistent with the broader area's mixed industrial and commercial character including; offices, warehouse buildings, self-storage units, and bulky goods retail premises. As part of the State-led rezoning of the 'Macquarie Park TOD Accelerated Precinct', the site (designated as *Key Site 11*) was identified for renewal and change of use to predominately residential.

During the exhibition period of the State-led rezoning, the landowners made a submission to DPHI, expressing general support for the proposed planning controls, while seeking clarification on the flexibility of non-residential uses, land dedication, and contributions. Feasibility modelling was also provided, demonstrating the need for a reduction in the affordable housing requirement, which was subsequently adjusted to 4%.

This Concept application seeks to establish building envelopes, high-level built form principles, and land use allocations to guide future detailed development applications for the site. Benefiting from its strategic location near Epping Road, Waterloo Road, and the Macquarie Park Metro Station, the project presents a major opportunity to address NSW's housing crisis while contributing to Macquarie Park's economic growth. The inclusion of non-residential uses (0.3:1 FSR) will support job creation, attract new businesses, and enhance local economic activity.

A key feature of the proposal is a 9,700sqm public park, aligned with the objectives of the finalised DPHI Design Guide. This park will enhance pedestrian connectivity between the site, Lachlan's Line, and the metro station while providing high-quality public amenities, including shaded play areas, seating, picnic tables, and BBQ facilities.

Additional public benefits include a new road connection between Wicks Road and Lachlan's Line, improving local accessibility, and the delivery of high-quality residential dwellings within an identified Accelerated Precinct, consistent with DPHI's Transit-Oriented Development (TOD) principles.

3. STRATEGIC CONTEXT

3.1. STRATEGIC PLANNING ALIGNMENT

The following table sets out the relevant strategic policies and provides a preliminary assessment of the proposal's alignment with each.

Table 4 Strategic Context

Plan	Detail
<p>National Housing Accord 2022</p>	<p>The Federal Government announced the National Housing Accord in October 2022, which committed to delivering 1.2 million houses in well-located areas in 5 years starting from July 2024.</p> <p>The Accord lays the groundwork to improving affordability by addressing Australia's housing supply challenges and enabling the delivery of more social and affordable housing.</p> <p>The Housing Accord includes:</p> <ul style="list-style-type: none"> • An initial, aspirational national target of delivering a total of one million new, well located homes over 5 years from 2024; and • Immediate and longer-term actions for all parties to support the delivery of more affordable homes. <p>The proposal is aligned with the National Housing Accord as it seeks to deliver a significant amount of additional high-amenity housing in an accessible location.</p> <p>The NSW Government has recently released 5-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter and Greater Newcastle and one target for Regional NSW. These targets reflect NSW's commitment to deliver 377,000 new homes, including approximately 15,800 social and affordable dwellings, across the state by 2029 under the National Housing Accord.</p> <p>A five-year target of 11,600 new dwellings has been identified for the City of Ryde LGA, the achievement of which will be assisted by this proposal.</p>
<p>DPHI Strategic Documents:</p> <ul style="list-style-type: none"> • Greater Sydney Region Plan (GSC, March 2018) • North District Plan (GSC, March 2018) • Macquarie Park Place Strategy (DPHI, August 2022) 	<p>The proposal is consistent with the Greater Sydney Region Plan and North District Plan and the Macquarie Park Innovation Precinct Place Strategy. Notably, the Macquarie Park Place Strategy builds on the vision established by the Region and District Plans setting a vision for the area's continued evolution, incorporating new residential uses alongside existing commercial functions, supported by an improved public domain, transport links, and infrastructure capacity.</p> <p>Specifically, the proposal aligns with strategic objectives for:</p> <ul style="list-style-type: none"> • Housing supply. • Urban renewal. • Public transport accessibility. • Infrastructure coordination. • Place-making. <p>Addressing Housing Supply and Urban Renewal <i>Alignment with the Greater Sydney Region Plan: Objective 10</i> <i>Alignment with the North District Plan: Planning Priority N6</i></p> <p>The Macquarie Park Place Strategy acknowledges that Macquarie Park has been evolving beyond its historical role as a business park, with the introduction of residential development in the Herring Road and North Ryde Station precincts. The proposal contributes to this shift by delivering additional housing in a location that is already well-serviced by infrastructure, employment, and public transport.</p> <p>This supports the objectives of the Greater Sydney Region Plan and North District Plan, which identify Macquarie Park as a priority location for urban renewal, ensuring housing supply aligns with strategic planning for growth and infrastructure capacity.</p>

Supporting a '30-Minute City'

Alignment with the Greater Sydney Region Plan: Objective 14

Alignment with the North District Plan: Planning Priority N12

The Macquarie Park Place Strategy identifies the need to improve transport accessibility and connectivity within the precinct, with a focus on public transport, walking, and cycling infrastructure. The proposal aligns with these objectives by locating new residential development near Sydney Metro stations, ensuring that future residents have direct access to jobs, education, and services.

The project also supports the strategy's movement and place framework, which aims to rebalance transport modes by improving pedestrian infrastructure and connectivity between key destinations.

Efficient Use of Land and Infrastructure Capacity

Alignment with the Greater Sydney Region Plan: Objective 2

Alignment with the North District Plan: Planning Priority N1

The proposal is consistent with the strategic planning approach outlined in the Macquarie Park Place Strategy, which emphasises coordinating new development with existing and planned infrastructure.

By leveraging the area's established transport, utilities, and community facilities, the project ensures that growth occurs in a sustainable and planned manner. The proposal aligns with the North District Plan's focus on optimising urban land use within well-serviced locations, ensuring that development contributes to housing supply without placing undue pressure on existing infrastructure.

Improving Public Spaces and Local Amenity

Alignment with the Greater Sydney Region Plan: Objective 30

Alignment with the North District Plan: Planning Priority N19

The Macquarie Park Place Strategy highlights a shortfall of public open space and the need for enhanced public domain improvements to support the area's growing residential population. The proposal responds to these priorities by delivering high-quality streetscapes and a 9,700sqm public park, which will contribute to increased tree canopy coverage and improved urban amenity.

The ancillary non-residential component of the proposal will provide essential services that support the residential population, enhance pedestrian activity, and contribute to the local amenity of Macquarie Park.

Role of Supporting Non-Residential Uses

Alignment with the Greater Sydney Region Plan: Objective 15

Alignment with the North District Plan: Planning Priority N8

While Macquarie Park remains a key strategic centre for economic activity, the proposal does not primarily focus on employment generation. Instead, the supporting non-residential component is intended to provide convenience retail and small-scale commercial services to support local residents and workers.

This approach aligns with the Macquarie Park Place Strategy's recognition that new development should complement, rather than compete with, the area's established commercial core, ensuring that Macquarie Park continues to function as a specialised centre for innovation and enterprise.

Conclusion

The proposal aligns with the strategic framework by delivering well-located housing within an existing urban centre, ensuring strong public transport connectivity, and supporting high-quality public spaces. While employment generation is not the primary focus, the ancillary non-residential spaces will contribute to local services and urban activation, ensuring that Macquarie Park remains a well-balanced, sustainable, and connected precinct.

Plan	Detail
<p>City of Ryde Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS)</p>	<p>The Macquarie Park proposal aligns with the City of Ryde Local Housing Strategy (LHS) and Local Strategic Planning Statement (LSPS) by contributing to housing supply, public space enhancement, and transport-oriented development.</p> <p>Infrastructure and Collaboration Alignment with the Ryde LHS: <i>Strategic urban growth areas – Focusing housing supply in areas with established transport and infrastructure.</i></p> <p>Alignment with the Ryde LSPS: <i>N1 – Planning for a city supported by infrastructure.</i> <i>N12 – Delivering integrated land use and transport planning and a 30-minute city.</i></p> <p>The LSPS identifies Macquarie Park as a key location for future residential development, given its access to transport, utilities, and public services. The proposal aligns with this by locating new housing within an established urban centre, ensuring that residential growth is supported by existing infrastructure networks.</p> <p>Additionally, the proposal leverages Macquarie Park’s strong public transport connections, particularly Sydney Metro Northwest and bus services, aligning with the LSPS objective to improve accessibility and reduce car dependency.</p> <p>Liveability Alignment with the Ryde LHS: <ul style="list-style-type: none"> <i>Housing supply and diversity – Providing a mix of housing options to meet demand.</i> </p> <p>Alignment with the Ryde LSPS: <i>N5 – Providing housing supply, choice, and affordability with access to jobs, services, and public transport.</i> <i>N20 – Delivering high-quality open space.</i></p> <p>The Ryde LHS highlights the need for additional housing in Macquarie Park to accommodate population growth in well-serviced locations. The proposal supports this by delivering new residential dwellings that contribute to housing supply and diversity in line with local planning targets.</p> <p>The LSPS also recognises the importance of high-quality public spaces to support increased residential density. The proposal directly responds to this by delivering a 9,700sqm public park, which will improve tree canopy coverage, provide recreational space, and enhance the overall public domain.</p> <p>Productivity Alignment with the Ryde LSPS: <i>N10 – Growing investment, business opportunities, and jobs in strategic centres.</i></p> <p>While the proposal primarily focuses on residential development, it includes ancillary non-residential uses (0.3:1 FSR), expected to comprise convenience retail and small-scale commercial space. This is consistent with the LSPS’s vision for Macquarie Park as a strategic centre, where new development integrates supporting services without disrupting the precinct’s economic function.</p> <p>By providing local amenities within a high-density setting, the proposal supports the daily needs of residents while ensuring that Macquarie Park’s commercial core remains the primary focus for employment growth.</p> <p>Sustainability Alignment with the Ryde LSPS: <i>N19 – Increasing urban tree canopy cover and delivering Green Grid connections.</i></p> <p>The LSPS highlights the need for urban greening and environmental sustainability in areas undergoing significant development. The proposal aligns with this by incorporating significant public open space, street tree planting, and green infrastructure, contributing to expanded tree canopy and improved urban resilience.</p>

Plan	Detail
Macquarie Park State Led TOD Rezoning and associated Design Guide	<p>Preamble</p> <p>The State-led rezoning of the 'Macquarie Park TOD Accelerated Precinct' was an initiative aimed at concentrating new development around transport infrastructure, particularly Macquarie Park Metro Station and major urban services.</p> <p>The rezoning sought to transition Macquarie Park from a business park model to a high-density mixed-use precinct, improving pedestrian permeability, public spaces, and employment opportunities while maintaining Macquarie Park's role as an innovation precinct. The rezoning process was undertaken in two stages:</p> <ul style="list-style-type: none"> • Stage 1 Exhibition: 9 November 2023 – 10 December 2023. • Stage 2 Exhibition: 9 July 2024 – 23 August 2024. <p>Following public consultation and review of submissions from landowners, community members, government agencies, and the City of Ryde Council, the rezoning was finalised and gazetted on 27 November 2024. The rezoning introduced incentivised planning controls for key sites, allowing for greater height and floor space in exchange for delivering public benefits such as public open spaces, enhanced pedestrian connections, and employment-generating uses.</p> <p>Alignment of Proposal</p> <p><i>Transit-Oriented Development and Urban Renewal</i></p> <p>The Macquarie Park TOD Precinct was structured to focus on densification around transport hubs, aligning new development with public transport access and active transport networks. The proposal aligns with these objectives through:</p> <ul style="list-style-type: none"> • High-density development within a 700m walking distance of Macquarie Park Metro Station (i.e., less than 10 minute walk). • Integration with major road corridors (Wicks Road, Epping Road) and pedestrian linkages. • A mixed-use approach that balances residential growth with supporting non-residential uses. <p><i>Built Form and Key Site Approach</i></p> <p>The rezoning introduced a Key Site approach, allowing for taller buildings on selected sites to facilitate land-efficient, high-density development while ensuring public domain enhancements. The proposal aligns with these principles as follows:</p> <ul style="list-style-type: none"> • Located in Neighbourhood 6 – Garungul (Wicks Road South), designated for high-density residential development. • The proposed built form is consistent with the “Key Site 11” controls, which granted: <ul style="list-style-type: none"> - Building height up to 190m. - Floor Space Ratio (FSR) of 5:1. - Requirement to amalgamate the landholdings and deliver a 9,700m² public recreation area and new road. • The public open space provision aligns with the Design Guide's vision for integrating green space within dense urban environments. <p><i>Connectivity, Walkability & Active Transport</i></p> <p>The Macquarie Park Design Guide prioritises fine-grain connectivity, pedestrian permeability, and active transport networks. The proposal is consistent through:</p> <ul style="list-style-type: none"> • New through-site links and road connections, improving pedestrian, cycling and vehicular access between Wicks Road, Lachlan's Line, and Macquarie Park Metro Station. • Reduced car dependency, given its location within walking distance to key public transport infrastructure, consistent with State Government TOD principles. <p><i>Sustainability & Public Domain Enhancements</i></p> <p>The Design Guide promotes climate resilience, green infrastructure, and sustainability. The proposal supports these principles through:</p> <ul style="list-style-type: none"> • A 9,700sqm public park, featuring: <ul style="list-style-type: none"> - Tree canopy coverage to reduce the urban heat island effect. - Shaded play areas, seating, and recreation spaces. - WSUD elements for stormwater and flood management. <p>By aligning with these principles, the proposal supports the planned development of Macquarie Park as a high-density, transit-oriented urban centre.</p>

3.2. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located in the south-eastern end Macquarie Park. Approved and likely future developments which may be relevant in the cumulative impact assessment of the proposal are summarised in the following table.

Table 5 Nearby Projects

Reference	Development Description	Current Status
LDA2023/0334 5 Halifax Street (Lot 203 in Lachlan's Line Concept Plan)	Two residential flat buildings (Building 1 – 30 storeys; Building 2 – 6 storeys), containing 299 apartments and 303 parking spaces across four basement levels.	Approved: 5 August 2024
LDA2024/0066 3 Halifax Street (Lot 102 in Lachlan's Line Concept Plan)	24 storey residential flat building, containing 231 apartments over 5 levels of basement carparking accommodating 243 car spaces (known as 'Building A').	Approved: 25 November 2024
LDA2024/0103 3 Halifax Street (Lot 102 in Lachlan's Line Concept Plan)	24 storey residential flat building, containing 266 apartments over 5 levels of basement parking accommodating 270 car spaces (known as 'Building B').	Approved: 26 November 2024
SSD-65931214 6 Halifax Street (Lot 206 in Lachlan's Line Concept Plan)	Two 14-storey residential flat buildings, including 135 affordable housing dwellings, over two basement levels for 39 parking spaces.	Approved: 7 October 2024
SSD-55844212 Trinity Lighthouse Build-to-Rent 39 Delhi Road	Construction of a new BTR development consisting of 510 units and ground floor commercial tenancies across 3 buildings with shared podium, ranging between 8-20 storeys.	Response to submissions
SSD-48853239 Woolworths CFC and Warehouse 144 Wicks Road	Construction of a 24-hour customer fulfilment centre (CFC) and a warehouse or distribution centre.	Prepare EIS
MOD2024/0170 11 Halifax Street (Lot 105 in Lachlan's Line Concept Plan)	Section 4.55(2) modification to development consent LDA2016/0395, proposing design amendments to Buildings J and K on Lot 105. The modified proposal seeks consent for two residential flat buildings, containing 287 apartments over 578sqm of retail gross floor area (GFA) and 186 car parking spaces	Under Assessment

The potential cumulative impacts of the project will be addressed in the EIS in accordance with the DPHI *Assessing Cumulative Impacts* guidelines.

3.3. AGREEMENTS WITH OTHER PARTIES

A Planning Agreement is expected to be negotiated between the Applicant and Council as part of the SSDA assessment process. This agreement will be tied to the land title and will outline obligations to be addressed in future detailed development stages. As a precursor to executing the Planning Agreement, the Applicant will submit a Letter of Offer alongside the EIS, detailing the proposed contributions framework, including:

- Monetary contributions.
- Offsets and/or works in kind.
- Land dedications, and
- Development staging commitments.

This approach ensures transparency and alignment with Council's planning objectives while facilitating a structured delivery of public benefits.

4. PROJECT

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design (including likely mitigation measures), the main land use activities and the likely timing for delivery of the project.

It also includes a high-level of feasible alternatives which were considered having regard to the project objectives outlined in Section 1.3 of this report, including the consequences of not carrying out the development.

4.1. PROPOSED DEVELOPMENT

The project seeks Concept SSD consent, pursuant to Section 4.24 of the *Environmental Planning and Assessment Act 1979* for:

- Building envelopes for residential towers above podiums with non-residential uses:
 - Building heights ranging from 36 storeys (RL 158.3m) to 58 storeys (RL 234.89m).
 - An indicative 169,200sqm Gross Floor Area (GFA), equating to an FSR of 5:1, comprising:
 - 158,451sqm of residential GFA (equating to an FSR of 4.68:1).
 - 10,749sqm of non-residential GFA (equating to an FSR of 0.32:1).
- Site-wide concept landscape and public domain plan, which includes:
 - Through site links.
 - 9,700sqm Public open space; and
 - A new road connecting from Wicks Road to the Lachlan's Line development to the east.

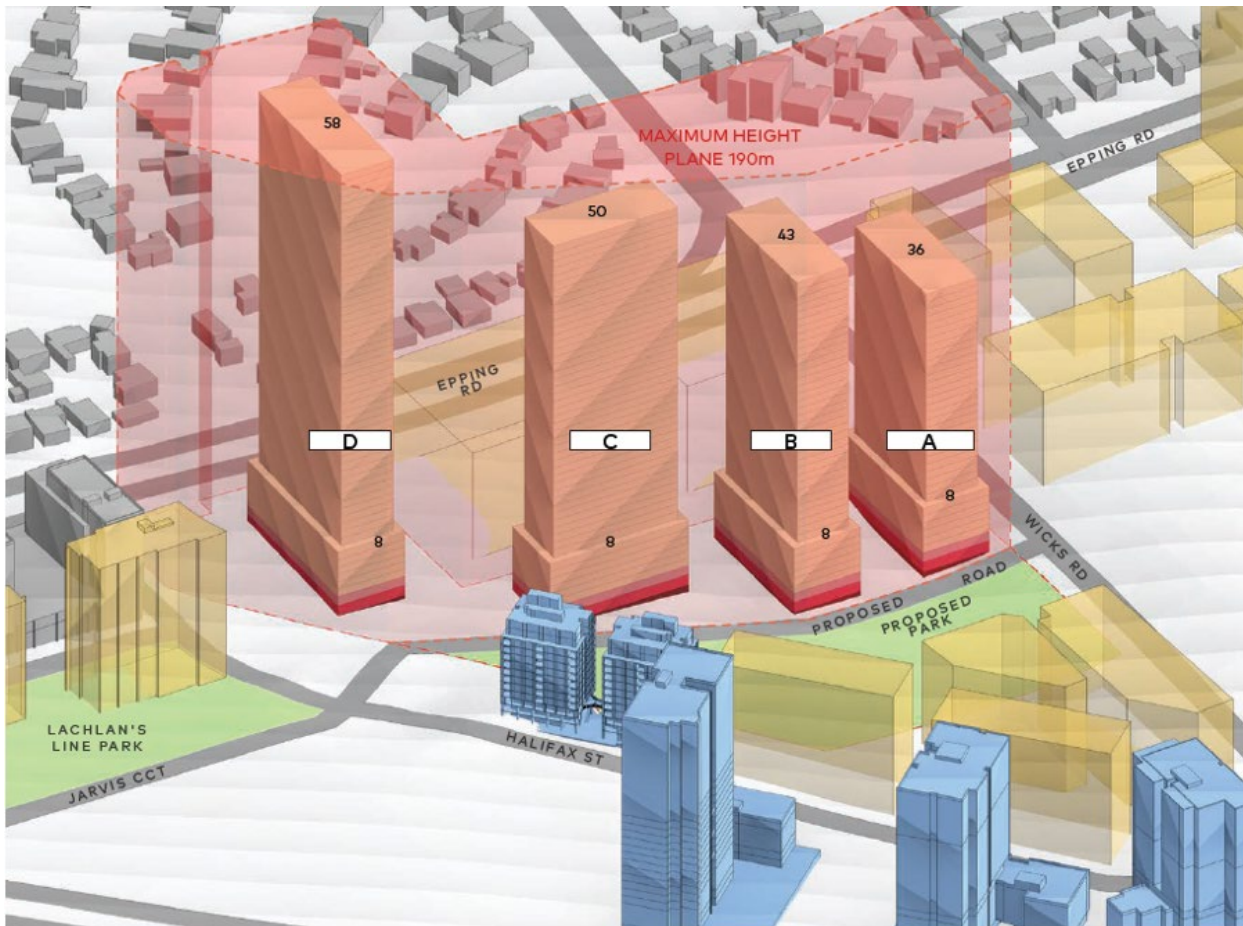
An Architectural Package illustrating the above has been prepared by Cox and is included at **Appendix B**.

Figure 3 Proposed Site Plan



Source: Cox

Figure 4 Proposed Building Envelopes



Axo - North East

- Residential
- & Non-Residential
- DA Approved Future Massing
- Potential Future Massing



Source: Cox

As part of this Request for SEARs, Cox has prepared analysis which indicates indicative apartment and parking numbers. It is noted that these yields are indicative at this stage and are subject to future detailed development approvals.

Note: Cox has also included a five-tower scheme within the Architectural Package, illustrating an alternative option for the site's redevelopment. Both options present similar key metrics. A preferred scheme will be selected by the Applicant as the design progresses, prior to lodgement of the SSD application.

Table 7 Numeric Overview of Concept SSDA

Parameter	Proposal (indicative)
Land Use	Residential with supporting non-residential (indicatively commercial / retail) in each podium. From a land use planning perspective, each building would be classified as 'shop top housing'.
GFA	Residential: 158,451sqm Non-residential: 10,749sqm Total: 169,200sqm
Building Height	Varying heights, ranging from 36 storeys to 58 storeys. All buildings would comply with the 'incentive' LEP height limit of 190m
Yield (indicative)	1,761 apartments
Parking (indicative)	1,895 car parking spaces (based on Ryde DCP, Section 9.3 requirements)

4.2. FEASIBLE ALTERNATIVES

Section 192 of the *Environmental Planning and Assessment Regulation 2021* (the Regulation) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The Applicant identified three project alternatives which were considered in respect to the identified need for the proposal. Each of these options is listed and discussed in the following table.

Table 6 Analysis of Feasible Alternatives

Option	Comment
Option 1 – Do Nothing	<p>The site currently accommodates light industrial and retail uses that have been developed and operate independently. They require large building footprints and result in sub optimal urban design outcomes and streetscape interfaces. Retaining the existing conditions would not align with the strategic vision for Macquarie Park, which promotes urban renewal and mixed-use development.</p> <p>Additionally, this option would fail to contribute to the NSW Government’s housing targets and miss opportunities to deliver key public benefits, such as a publicly accessible linear park and road upgrades. As a result, this option would lead to severe underutilisation of the site and is not in the public interest.</p>
Option 2 – Proceed with base LEP controls (on a site by site basis)	<p>The ‘base’ LEP controls allow for individual landholdings to be developed independently, following a traditional business park model. While a range of uses are permissible within the MU1 (Mixed Use) zone, this option would still struggle to meet the zone’s broader objectives, which seek to integrate diverse and active uses that contribute to vibrant and functional streets and public spaces.</p> <p>Additionally, not utilising incentive-based built form bonuses (height and FSR) would limit opportunities for recreation space, public domain upgrades, and cohesive precinct planning. This approach would result in fragmented development outcomes, falling short of the strategic vision established through the State-led rezoning of Macquarie Park, which aims to transition the area into a denser, mixed-use urban centre with increased public open space. This option would also yield significantly less housing that what is envisaged under the ‘incentive’ LEP controls. Consequently, this option is not preferred.</p>
Option 3 – The Proposal	<p>The NSW Government has recognised the need to increase housing supply to address population growth, affordability challenges, and the broader housing crisis. This proposal directly responds to that mandate by delivering high-density residential development in a strategically planned ‘Accelerated TOD’ area, ensuring that new housing is well-located and supported by infrastructure.</p> <p>The concept development aligns with the recently gazetted planning controls introduced through the State-led rezoning of Macquarie Park, implementing the DPHI vision for the precinct. By doing so, it delivers a development outcome exactly as intended by the rezoning process, facilitating an efficient transition towards a higher-density, mixed-use urban centre.</p> <p>In addition to meeting housing targets, the proposal will:</p> <ul style="list-style-type: none"> • Enhance the public domain by delivering a 9,700sqm linear park, improving urban tree canopy and open space provision. • Leverage existing infrastructure and transport networks, ensuring walkability and access to Sydney Metro Northwest. • Provide ancillary non-residential uses (0.3:1 FSR) to support the daily needs of future residents, enhance local amenity, and contribute to a well-serviced mixed-use precinct, while ensuring these uses complement rather than compete with the established commercial core of Macquarie Park. • Avoid fragmented development outcomes, offering a cohesive and well-integrated precinct plan that aligns with the area’s strategic growth objectives. <p>The concept development application aims to establish the key built form parameters to allow the development to be progressed in subsequent stages which is appropriate given the scale of the site and project. Overall, this approach represents the most logical and effective development outcome, balancing housing supply, infrastructure coordination, and public benefits, while ensuring that Macquarie Park evolves in line with its intended planning framework. As such, this option is the preferred pathway forward.</p>

5. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *NSW Biodiversity Act 2016 (BC Act).*
- *Environmental Planning and Assessment Act 1979 (EP&A Act).*
- *Environmental Planning Assessment Regulation 2021 (the Regulations).*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP).*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (SB SEPP).*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP).*
- *State Environmental Planning Policy (Housing) 2021 (Housing SEPP).*
- *Ryde Local Environmental Plan 2014 (RLEP).*

The following non-statutory policies must also be considered in the making of the SSDA:

- *Macquarie Park Innovation Precinct Place Strategy (DPHI, 30 September 2022).*
- *Macquarie Park Design Guide (DPHI, November 2024).*
- *City of Ryde Development Control Plan 2014 (Chapter 4.5 and Chapter 9.3).*

The following table categorise and summarises the relevant requirements in accordance with the DPHI guidelines. Each of these matters will be addressed in further detail within the future EIS.

5.1. STATUTORY REQUIREMENTS

The following table categorises and summarises the relevant requirements in accordance with the DPIE *State Significant Development Guidelines*.

Table 7 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
Power to grant approval	<p>Section 19 of Schedule 2 of the Planning Systems SEPP sets out that residential development that has an estimated development cost of more than \$60 Million on land identified as an 'Accelerated TOD Precinct' is SSD.</p> <p>The Estimated Development Cost (EDC) will exceed \$60 million (excluding GST).</p> <p>The proposed development is appropriately classified as SSD.</p>
Permissibility	<p>The site is zoned MU1 (Mixed Use) in accordance with the RLEP 2014. The concept proposal (shop top housing) is permitted with development consent in the MU1 (Mixed Use) Zone.</p>
Other approvals (General)	<p>Given the application seeks 'Concept' SSD consent (which does not involve any physical works), no additional approvals are required under the following Acts at this stage:</p> <ul style="list-style-type: none"> • <i>Environment Protection and Biodiversity Conservation Act 1999.</i> • <i>NSW National Parks & Wildlife Act 1974.</i> • <i>NSW Heritage Act 1977.</i> • <i>NSW Roads Act 1993.</i> • <i>NSW Water Management Act 2000.</i> • <i>NSW Rural Fire Service Act 1997; and</i> • <i>NSW Protection of the Environment Operations Act 1997.</i>

5.2. PRE-CONDITIONS

The table below outlines the relevant pre-conditions to exercising the power to grant approval for the project.

Table 8 Pre-Conditions

Pre-conditions to Granting Consent	Comment
Section 4.24 of the EP&A Act – Concept Development Consent	The proposal seeks a ‘Concept’ approval in accordance with Section 4.24 of the EP&A Act.
Ryde Local Environmental Plan 2014	<p>The Ryde LEP 2014 is the principal environmental planning instrument that sets out land use zones and development controls for the site. It sets out the following pre-conditions to granting development consent to this SSDA:</p> <ul style="list-style-type: none"> • Section 6.13 Design excellence. • Section 7.3 Design guide. • Section 7.4 Effect on neighbouring sites. • Section 7.5 Affordable housing contributions. • Section 7.6 Minimum non-residential floor space ratio for certain land. • Section 7.18 Development on land in “Area 11”. • Section 7.21 Additional requirements for increased building height and floor space ratios on Key Sites.
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p>Sections 2.98 and 2.99 require the consent authority to consider the potential effects of the development on the safety, structural integrity, and safe and effective operation of the rail corridor running beneath the site.</p> <p>Section 2.100 requires the consent authority to consider the potential impacts of rail noise and vibration on the proposed residential accommodation, which is located on land adjacent to a rail corridor (which runs beneath the north-eastern part of the site). The Section lists LAeq levels which are not to be exceeded.</p> <p>Section 2.119 requires the consent authority to be satisfied that the SSD, which has a frontage to a classified road (Epping Road) does not compromise the safety, efficiency, or ongoing operation of the classified road.</p> <p>Section 2.120 requires the consent authority to consider whether the residential component of the development can achieve compliance with the LAeq levels specified in the Section, given it is on land adjacent to a busy road (average daily traffic volume of more than 20,000 vehicles).</p> <p>Notably, Section 2.122A of the SEPP sets out that Section 2.122 (relating to ‘traffic generating development’) does not apply to development for the purposes of residential accommodation on land identified as an “Accelerated TOD Precinct” if the development application is made before 30 November 2027.</p>
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 4 Remediation of Land: requires the consent authority to be satisfied that the land is suitable in its current state – or will be suitable, after remediation – for the purpose for which the development is proposed to be carried out.

5.3. MANDATORY CONSIDERATIONS

Table 9 outlines the mandatory matters the consent authority must consider prior to granting approval for the project.

Table 9 Mandatory Considerations

Statutory Reference	Mandatory Consideration
Consideration under the EP&A Act and Regulations	
Section 1.3	The relevant objects of the EP&A Act will be addressed in the EIS.
Section 4.15 (1)(a)(i) Relevant environmental planning instrument	All relevant EPIs will be addressed in the EIS, these include: <ul style="list-style-type: none"> • <i>State Environmental Planning Policy (Planning Systems) 2021.</i> • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021.</i> • <i>State Environmental Planning Policy (Sustainable Buildings) 2022.</i> • <i>State Environmental Planning Policy (Resilience and Hazards) 2021.</i> • <i>State Environmental Planning Policy (Housing) 2021.</i> • <i>Ryde Local Environmental Plan 2014.</i>
Section 4.15 (1)(a)(ii) Relevant draft environmental planning instrument	There are no draft EPIs relevant to the site or proposal.
Section 4.15 (1)(a)(iii) Relevant development control plan	Clause 2.10(1) of the Planning Systems SEPP provides that the provisions of Development Control Plans do not apply to SSD. Notwithstanding, the <i>Macquarie Park Innovation Precinct Place Strategy</i> (DPHI, 30 September 2022), the <i>Macquarie Park Design Guide</i> (DPHI, November 2024) and the City of Ryde Development Control Plan 2014 will be considered in the making of the SSDA.
Section 4.15 (1)(a)(iiia) any planning agreement or draft planning agreement	The Concept SSDA will include a 'Letter of Offer,' outlining the Applicant's proposed terms for a Planning Agreement. This will detail the contributions arrangements (including any proposed 'offsets' and/or 'works in kind'), land dedications and development staging.
Section 4.15 (1)(a)(iv) relevant matters prescribed by the Regulations.	<ul style="list-style-type: none"> • In accordance with Section 35(4)(h), assessment of the consistency with the <i>Macquarie Park Innovation Precinct Place Strategy</i> (DPHI, 30 September 2022) will be provided with this EIS. • The EIS will be prepared in a form consistent with the requirements of Section 190 of the EP&A Regulations. • In accordance with Section 193 of the EP&A Regulations, an assessment of ESD will be provided with the EIS.
Section 4.15(1)(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The likely impacts of the development have been identified in Section 7 of this Scoping Report, including those matters requiring further assessment in the EIS.
Section 4.15(1)(c) The suitability of the site for the development	An assessment of the suitability of the site will be undertaken within the EIS including whether the proposal fits within the locality and whether the site attributes are conducive to the proposed development.
Section 4.15(1)(d) Any submissions made in accordance with the Act or regulations	Early engagement will be undertaken with the community and agencies to ensure that the views are appropriately considered and detailed in the EIS. A detailed response to any submissions will be provided following lodgement and public exhibition of the EIS.
Section 4.15(1)(2) The Public Interest	The public interest of the project will be fully detailed and addressed within the EIS. Given the alignment of the project with Federal, State and local strategic policy it is considered that the project is in the public interest.

Statutory Reference	Mandatory Consideration
Mandatory relevant considerations under EPIs	
Ryde Local Environmental Plan 2014	<p>The Ryde LEP 2014 is the principal environmental planning instrument that that sets out land use zones and development controls for the site. The LEP includes the following provisions that will be addressed in the EIS:</p> <ul style="list-style-type: none"> ▪ Part 2 Land use permissibility and consistency with zone objectives. ▪ Section 4.3 Height of buildings. ▪ Section 4.4 Floor space ratio. ▪ Section 5.10 Heritage conservation. ▪ Section 6.13 Design excellence. ▪ Section 7.3 Design guide. ▪ Section 7.4 Effect on neighbouring sites. ▪ Section 7.5 Affordable housing contributions. ▪ Section 7.6 Minimum non-residential floor space ratio for certain land. ▪ Section 7.18 Development on land in “Area 11”. ▪ Section 7.21 Additional requirements for increased building height and floor space ratios on Key Sites.
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p>Section 2.98 – Development adjacent to rail corridors. Section 2.99 – Excavation in, above, below or adjacent to rail corridors. Section 2.100 – Impact of rail noise or vibration on non-rail development. Section 2.119 – Development with frontage to classified road. Section 2.120 – Impact of road noise or vibration on non-road development.</p>
State Environmental Planning Policy (Sustainable Buildings) 2022	<p>Chapter 2 Standards for residential development–BASIX. Chapter 3 Standards for non-residential development.</p>
State Environmental Planning Policy (Resilience and Hazards) 2021	<p>Section 4.6 – Contamination and remediation to be considered in determining development application.</p>
State Environmental Planning Policy (Housing) 2021	<p>Chapter 4 Design of residential apartment development.</p>
Considerations under other legislation	
Biodiversity Conservation Act 2016	<p>Under section 7.9(2) of the Biodiversity Conservation Act 2016 (BC Act), SSD applications are to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.</p> <p>As part of the SSDA process, an ecologist will be engaged to undertake an assessment of the significance of vegetation on site to determine whether a BDAR is required, or alternatively, whether a BDAR waiver should be pursued and submitted.</p>
Development Control Plan	
	<p>Clause 2.10(1) of the Planning Systems SEPP provides that the provisions of Development Control Plans do not apply to SSD. Notwithstanding, the following policies will be considered in the making of the SSDA:</p> <ul style="list-style-type: none"> • Macquarie Park Innovation Precinct Place Strategy. • Macquarie Park Design Guide. • City of Ryde Development Control Plan 2014: <ul style="list-style-type: none"> - Chapter 4.5 Macquarie Park Corridor; and - Chapter 9.3 Parking Controls.

6. STAKEHOLDER ENGAGEMENT

The following sections of the report describe the engagement activities that have already been carried out for the project, and the engagement to be carried out during the preparation of the EIS.

6.1. ENGAGEMENT CARRIED OUT

State Led Rezoning (November 2023 to November 2024)

During the State-led rezoning of Macquarie Park, the landowners made a submission to DPHI, expressing general support for the proposed planning controls while seeking clarification on the flexibility of non-residential uses, land dedication, and contributions. As part of this process, feasibility modelling was provided, demonstrating the need for a reduction in the affordable housing requirement, which was subsequently adjusted to 4%.

This engagement helped to define expectations and refine the intended outcomes for the site. The feedback provided informed the recently gazetted planning controls, guiding the site's transition into a higher-density, mixed-use precinct.

This SSSA (Q1 and Q2 2025)

It is expected that the Applicant will conduct a scoping meeting with key Departmental staff before the issuance of SEARs. Once the SEARs are received, the Applicant will proceed with the formal consultation process as part of preparing the Environmental Impact Statement (EIS), as detailed below.

6.2. FUTURE ENGAGEMENT TO BE CARRIED OUT BY THE APPLICANT

Further community and stakeholder consultation will be undertaken in the preparation and assessment of the EIS including:

- **Key Stakeholders:** it is proposed to consult with the following stakeholders during the preparation of the EIS:
 - City of Ryde Council.
 - Agencies, including TfNSW.
 - Department of Planning, Housing and Infrastructure, including GA NSW.
 - Surrounding residents, businesses and local community groups.
- **Key Actions:** the following actions will be undertaken to keep the community informed regarding the project, obtain feedback from the community on the project and engaged with stakeholders on the detailed assessment of key matters:
 - A dedicated engagement strategy will be prepared following the issue of SEARs.
 - Additional consultation actions may be identified following further engagement with key stakeholders and DPHI.
 - The EIS and supporting documentation will be placed on public exhibition, providing stakeholders with an additional opportunity to review the Project, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

The proposed actions are consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects*. An engagement consultant will be responsible for monitoring, reviewing and adapting the effectiveness of the engagement strategy to encourage community participation in the Project. An Engagement Outcomes Report will be provided with the EIS.

7. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

The following table outlines the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders.

Table 10 Matters requiring assessment in the EIS

Matter	Consideration
Built Form and Urban Design	<p>Section 6.13 of the Ryde LEP 2014 and the SEARs issued for the Project will require that the development exhibit 'design excellence'. An assessment against the relevant matters for consideration will be undertaken in the Design Report and EIS, including:</p> <ul style="list-style-type: none"> The height, bulk and scale of the proposal, including consideration of the building separation, tower and podium heights, massing, setbacks and size of the proposed floor plates. The envelopes will also consider how building articulation can be achieved in future 'detailed' applications. The design quality of the proposed development, including consideration of building articulation, street activation and interface with the public domain. Consistency with Section 6.13 of the Ryde LEP 2014, the Macquarie Park Design Guide (DPHI, November 2024) and the seven objectives for good design in Better Placed (GA NSW). How parking and services would be fully integrated into the design of the development. Demonstration that the future development potential of adjoining properties would not be compromised by the proposal. Addressing comments received from the SDRP (via a 'Design Review Report'). Addressing the design principles for residential apartment development set out in Schedule 9 of the Housing SEPP and the NSW Apartment Design Guide (ADG). <p>If required, the SDRP will provide further written advice to NSW DPHI Assessments staff following public exhibition of the EIS.</p> <p>The architectural package will include envelope plans (for approval) and a 'reference scheme' to demonstrate a 'proof of concept' and provide a basis for the assessment of potential impacts.</p>
Connecting with Country	<p>The proposal will consider the 'Connecting to Country' framework prepared by the NSW GA (2023), including those elements foregrounded in the Macquarie Park Design Guide (DPHI, November 2024).</p>
Public Domain and Landscaping	<p>The SSDA will include a Concept Landscape report which:</p> <ul style="list-style-type: none"> Outlines the concept design for the 9,700sqm 'Link Park', building on the 'design guidelines' outlined in the Macquarie Park Design Guide (p. 56), ensuring that it: <ul style="list-style-type: none"> Provides accessible public space. Maximises permeability, connectivity and street activation. Maximises the amenity of the space in line with its intended use, such as through the provision of adequate facilities, solar access, shade and wind protection. Sets out the scope of new roads, public domain improvements, pedestrian linkages, street activation and landscaping to be provided as part of the proposal. Demonstrates how the proposal would provide sufficient open space for future residents; provide access for people with disabilities; minimise potential vehicle, bicycle and pedestrian conflicts. <p>Notably, any land to be dedicated to Council (such as the road and 9,700sqm park) will be set out in a 'Letter of Offer' to be lodged with the Concept SSDA and formalised into a Planning Agreement following negotiation with the City of Ryde Council during the assessment phase.</p>
Visual Impact	<p>The SSDA will be accompanied by a Visual Impact Assessment (VIA) and view analysis, which will assess the visual effects of the proposal to/from key public domain vantage points. The VIA will assess the cumulative impacts of the proposal alongside the other existing and approved developments in the surrounding locality.</p>

Matter	Consideration
Environmental and Residential Amenity	<p>The SSDA will assess the environmental and residential amenity impacts associated with the proposal. Key technical studies to inform the EIS will include:</p> <ul style="list-style-type: none"> • Overshadowing diagrams, assessing impacts to the existing and planned public open space. • Wind Report. • Noise and Vibration Impact Assessment (addressing both the construction and operational phases), in consideration of the proximity of ‘busy roads’ (Epping Road and the M2) and the Sydney Metro Rail corridor that runs beneath the site. • ADG Compliance assessment, including an assessment of the following key residential amenity criteria: <ul style="list-style-type: none"> - Solar access. - Cross ventilation. - Visual privacy / building separation analysis (noting the application is made in ‘concept’).
Ecologically Sustainable Development	<p>An Ecologically Sustainable Development (ESD) Report will be prepared to provide a sustainability assessment of the development. The ESD report will provide outline of how the development can achieve best practice and compliance with sustainability requirements, including:</p> <ul style="list-style-type: none"> • An assessment against the ESD principles as defined in the EP&A Regulations. • A framework for how future buildings would meet or exceed minimum building sustainability and environmental performance standards, including those outlined within the SEPP (Sustainable Buildings). • Demonstration of how the proposal can meet Water Sensitive Urban Design (WSUD) principles. <p>Given the application will be at a Concept stage, the ESD Report will provide a ‘framework’ for future ‘detailed’ applications, rather than an ‘assessment’ of a proposal.</p>
Transport and Accessibility	<p>Increases in traffic are expected as a result of the proposed development. A Traffic Impact Assessment (TIA) will be prepared as part of the EIS, which will:</p> <ul style="list-style-type: none"> • Assess the impacts of the development on the surrounding local and classified road network using SIDRA modelling. • Estimate the daily peak hour trips generated by the proposal, split by mode share. • Provide an access strategy, noting the plan to link Wicks Road to the Lachlan’s Line development via the site. • Demonstrate the proposed on-site car parking, loading, pedestrian and cycling facilities are sufficient for the development. • Present an overview of the measures to promote sustainable means of travel. • Include a Preliminary Construction Traffic Management Plan, to address potential construction phase impacts on the surrounding road network.
Flooding, Stormwater and Water Quality	<p>Analysis of the site’s water and stormwater conditions will be included in a Water Cycle Management Report prepared with the EIS. This will include an assessment of stormwater quantity (strategies for collection and harvesting per Council’s requirements) and quality (using MUSIC modelling, addressing any downstream impacts).</p> <p>A Flood Impact Risk Assessment will also be provided in accordance with the <i>Flood Impact and Risk Assessment – Flood Risk Management Guide LU01</i>. This will analyse the flood affectation of the land and set appropriate flood planning levels for the project. It will also assess the potential effects of climate change, as required.</p>
Heritage	<p>The site is not classified as a having a heritage item, nor is it located within a Heritage Conservation Area. However, it is proximate to the ‘Northern Suburbs Cemetery’ at 12 Delhi Road, which is locally listed. Accordingly, a Heritage Impact Statement will be prepared to assess the potential impact of the proposed development on this nearby item.</p>
Archaeology	<p>In accordance with the SSD framework, an Aboriginal Cultural Heritage Assessment Report (ACHAR) will be prepared for the project, which will include the relevant stakeholder consultation.</p> <p>In relation to European archaeology, a due desktop due diligence assessment will be undertaken to confirm whether any formal archaeology reporting is required.</p>

Matter	Consideration
Social and Economic Impacts	A Social Impact Assessment (SIA) will be prepared to evaluate the project's social impacts, including its effects on affected groups, their way of life, opportunities, health, culture, and ability to sustain these. It will cover both the positive and negative impacts of the project and outline measures to mitigate these impacts. The SIA will be prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i> .
Contamination	The site's previous industrial use may have given rise to land contamination. As part of the SSDA process, a Detailed Site Investigation (DSI) will be undertaken to identify whether the site is suitable for the proposal, or if it can be made suitable following remediation works.
Biodiversity	There are various trees located in-site, mainly along boundary interfaces. As part of the SSDA process, an ecologist will be engaged to undertake an assessment of the significance of this vegetation to determine whether a BDAR is required, or alternatively whether a BDAR waiver should be pursued and submitted. The viability of existing tree retention will be assessed and documented in an Arboricultural Impact Assessment.
Soil and Water	<p>A Geotechnical Report will provide an assessment of the ground conditions of the site and any risks associated with ground stability or the proposed excavation levels (in view of the rail tunnel that passes through the site).</p> <p>The report will detail the findings from a desktop review and borehole testing. The report will recommend measures to accommodate any basement structures, to be adopted in the future 'detailed' SSDA.</p>
Aviation	<p>An Aviation Due Diligence Report will be prepared to assess the potential impacts upon the prescribed airspace, in view of the increased building heights proposed.</p> <p>Notably, buildings taller than 100m above ground must be referred to the Civil Aviation Safety Authority, per Regulation 7.1.5.1 of the CASA Manual of Standards Part 139.</p>

8. CONCLUSION

This Scoping Report has outlined preliminary information regarding the proposed Concept SSDA for the project at 'Key Site 11' in Macquarie Park. The report has outlined preliminary information regarding the site and proposal, identified the relevant strategic and statutory context, summarised the approach to engagement with stakeholders and, identified the scale and nature of the impacts of the project.

As outlined in Section 4, the Proposal is declared State Significant Development under Section 19 of Schedule 2 of *State Environmental Planning Policy (Planning Systems) 2021*. We trust that the information detailed in this report is sufficient to enable the Secretary to issue SEARs for the preparation of an Environmental Impact Statement.

DISCLAIMER

This report is dated 17 April 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Charter Hall (**Instructing Party**) for the purpose of Scoping Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

