

# Macquarie Park Place Strategy Assessment of Consistency

39 Delhi Road, North Ryde

Submitted to: Department of Planning and  
Environment

Submitted on behalf of Stockland



### 'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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15/09/2023

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15/09/2023

Version No.	Date of issue	Prepared By	Approved by
1.0 (DRAFT)	03/07/2023	JWL	TG
2.0 (TOA)	22/08/2023	SP	TG
3.0 (FINAL)	15/09/2023	AO	TG

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# 1.0 Introduction

A State Significant Development Application (**SSDA**) is being prepared by Stockland for their site at 39 Delhi Road, North Ryde. The SSDA is seeking approval for a build-to-rent (**BTR**) development (shop top housing) designed by Koichi Takada Architects, comprising the following works (the Proposal):

- Site preparation and excavation.
- Construction of a new build-to-rent development comprising a shared podium with three new buildings ranging between 2 to 20 storeys specifically, the following is proposed:
  - 1,851 m<sup>2</sup> of non-residential floor area at ground level, including commercial and retail uses,
  - 39,031 m<sup>2</sup> of build-to-rent housing, including a total of 508 dwellings,
  - 1,518 m<sup>2</sup> of communal residential amenity facilities located throughout the building.
- Basement and Ground Floor carparking, comprising a total of 155 car parking spaces, 108 bicycle spaces, and 6 motorcycle spaces and 1 carwash bay.
- Vehicular access provided via Rivett Road for retail, services, loading and waste removal, and Rennie Street for residential use.
- Use of approximately 164 existing carparking spaces from adjacent Trinita basement as residential carparking.
- Activation and revitalisation of existing New Link Road to be used as a pedestrian through site link as per Letter of Offer to Council.
- Associated landscaping and public domain works; and
- Augmentation of, and connection to, existing utilities as required.

## 1.1 Purpose of this Report

This Alignment Report has been prepared in accordance with Section 35(2) of the *Environmental Planning and Assessment Regulations 2021* (EP&A Regulations 2021) which requires the proponent to prepare an assessment of consistency of the proposed development against the relevant plan for land located within the Macquarie Park Corridor under the *Ryde Local Environmental Plan 2014* (Ryde LEP 2014) against the Macquarie Park Corridor—the Macquarie Park Innovation Precinct Place Strategy and the Macquarie Park Innovation Precinct Master Plan, published on the Department's website on 30 September 2022.

The plan that is the subject of this Alignment Report and which sets out the future strategic vision for the "North Ryde Riverside – Narrami Badu Gumada (Connecting Water Spirit) neighbourhood, within which the site sits, is the Macquarie Park Innovation Place Strategy (August 2022) (the Place Strategy) prepared by the Department of Planning and Environment (at the time, the Department of Planning, Industry and Environment). The Place Strategy considers 350 hectares of land between Macquarie Centre and Ivanhoe Estate to Lachlan's Line and Riverside Corporate Park.

The second document is the Macquarie Park Innovation Precinct Master Plan, published on the Department's website on 30 September 2022 that has informed the Place Strategy.

The site subject to this Alignment Report and the SSDA, is situated at 39 Delhi Road, North Ryde, within the Ryde LGA. It is legally described as Lot 21 in DP 1003588 and has a total area of approximately 27,410m<sup>2</sup>. A site aerial is provided at **Figure 1**. The site is located approximately 10km Northwest of the Sydney CBD.



**Figure 1**      **Locational context of the site**

Source: Nearmap, edits by Ethos Urban

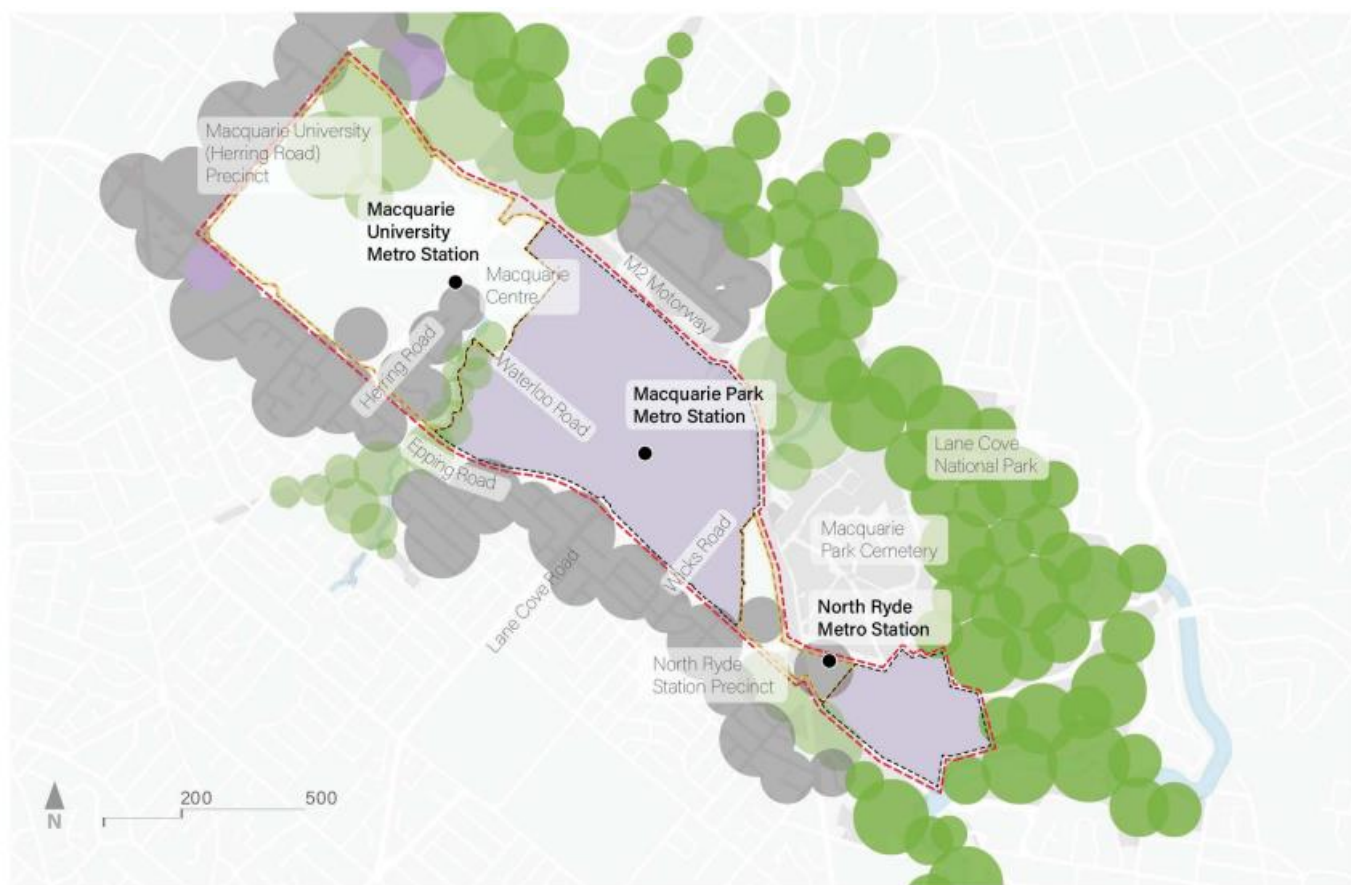
## 2.0 Background

The Place Strategy has been developed under the Ryde Co-ordination Group (RCG), chaired by the Greater Cities Commission (GCC) Eastern Harbour City Commissioner with the intention to better co-ordinate land use, infrastructure planning and delivery across the Ryde LGA. It is understood the Place Strategy has been developed based on analysis of the barriers which relate to the evolution of Macquarie Park including its “disconnection from the environment, road network capacity, the lack of quality of public places and limits to walking and cycling”. The Strategy provides a framework for creating an additional 20,000 jobs over the next 20 years, supported by up to 7,650 new dwellings in the investigation area.

The Strategy was finalised in August 2022.

Concurrently with the finalisation of the *Place Strategy* was the *Macquarie Park Innovation Precinct Strategic Master Plan* which informed the Place Strategy, hence the focus of this document is on the Place Strategy.

An image of the investigation area is provided in **Figure 2**.



### Legend

- |                            |                               |                       |
|----------------------------|-------------------------------|-----------------------|
| Investigation area         | Established residential areas | Open space            |
| Urban activation precincts | Lane Cove National Park       | Social infrastructure |
| Macquarie Park             |                               |                       |
| Metro station              |                               |                       |

**Figure 2** Macquarie Park Corridor

Source: NSW DPE

## 3.0 Vision

The Place Strategy has been developed to “create a better place, improve connectivity and find new ways for people to share ideas and technology which will in turn increase the attractiveness of Macquarie Park as a place to do business, study and invest in”. The purpose of the Place Strategy is to form a framework that will inform the planning for new connections and open spaces, as well as 20,000 jobs and up to 7,650 homes in the investigation area.

The vision for Macquarie Park, as stipulated within the Place Strategy and Master Plan is as follows:

*“A growing home to world-class businesses, innovation, research and education, Macquarie Park is competitive and resilient, with a stronger role within Greater Sydney’s and Australia’s economies. It is a place for people, characterised by its connectivity and the unique setting of Wallumattagal Country—a place of rivers and fertile wetlands with a deep history of learning, trade and culture. Macquarie Park is a place where people go to share ideas; a place that fosters creativity through interconnected relationships between people, businesses, places of education and a renewed connection to Country”*

### The Proposal’s alignment

The vision of the Place Strategy is primarily focused on the delivery of world-class businesses, innovation, research and education. The Proposal is considered to align with the Place Strategy’s vision for Macquarie Park in that it will provide for housing and amenity that will accommodate and support the commercial, research and education uses which are expected to generate significant job growth within the Corridor, creating a vibrant mixed use precinct that is well connected to public transport that will in turn attract these job generating uses to the area.

The build-to-rent (BTR) model which is proposed is a new form of housing tenure that has emerged in Australia and comprises housing purpose-built for renting that has the potential to provide high-quality housing options to accommodate the growing rental population, either permanently or until such time as they are in a position to purchase their own home. The BTR model is underpinned by its ability to provide significant social benefit through its commitment to placemaking, creating communities, and improving the tenant experience which is in alignment with the vision for Macquarie Park under the Place Strategy which seeks to create a place for people. It is expected such a model will be a suitable form of living for Macquarie Park which attracts, and continues to attract, a range of businesses, innovation and research and education, which in turn entices a diverse demographic of differing socio-economic backgrounds.

## 4.0 Big Moves

The Place Strategy establishes six (6) 'big moves', each with related actions that will be applied as the Strategy is implemented. The big moves are key interventions that require coordination between, and resourcing from multiple state agencies, council and industry. A summary of the Proposal's alignment with each of the big moves and the associated actions, is summarised below.

**Table 1** *Summary of Proposal alignment with the Place Strategy Big Moves*

Big Move	Proposed Development achieves the Big Move by
<b>1. Drive the transformation of Macquarie Park into an innovation precinct.</b>	<ul style="list-style-type: none"> <li>Supporting greater levels of activation throughout the day by accommodating a permanent residential population.</li> <li>Responding to market drivers and delivering the highest and best use for a site that has remained vacant and undeveloped for around 15 years.</li> <li>Improving local amenity and attracting further investment in North Ryde and Macquarie Park.</li> <li>Creating a place for local workers, young professionals and students to live.</li> <li>Providing additional retail amenity and ground floor activation.</li> <li>Delivering communal amenities such as flexible working and co-working spaces for the benefit of future residents and workers.</li> </ul>
<b>2. Scale and time new development to match infrastructure capacity</b>	<ul style="list-style-type: none"> <li>Leveraging off recent investments in public infrastructure such as the North West Metro line.</li> <li>Aligning delivery of dwellings with key public transport hubs.</li> <li>The site is a key gateway that can unlock future development within North Ryde Riverside</li> </ul>
<b>3. Rebalance transport use</b>	<ul style="list-style-type: none"> <li>Improving the quality of how people and goods move around Macquarie Park through upgrades to the New Link Rd.</li> <li>Encouraging a shift away from private vehicle use through creation of a BTR scheme in proximity to public transport, jobs, retail facilities and other services.</li> <li>Establishing a permanent population at Subject Site to balance public transport flows to and from North Ryde.</li> <li>Facilitating and supporting work from home options for future residents and local workers.</li> </ul>
<b>4. Prioritise and enrich the pedestrian experience</b>	<ul style="list-style-type: none"> <li>Delivering high density residential development in proximity to existing public transport infrastructure, and retail services.</li> <li>Upgrading the New Link Rd into a pedestrian friendly road and increasing levels of passive surveillance.</li> <li>The proposal provides a highly permeable ground plane with active key street edges</li> </ul>
<b>5. Create sustainable neighbourhoods within Macquarie park, each with their own identity and role.</b>	<ul style="list-style-type: none"> <li>Developing and revitalising a site that is currently vacant and underutilised.</li> <li>Delivering housing at a range of price points to align with different segments of the population. Future residents are able to rent what they actually need and are able to enjoy other benefits and facilities that are able to be provided as part of a BTR scheme.</li> <li>Delivering a BTR scheme that supports sustainability initiatives and operational efficiency that are only possible through single ownership.</li> <li>Delivering a project that provides a long term and maintained asset, including the public domain, retail and residential accommodation.</li> </ul>
<b>6. Connect to Country and deliver better</b>	<ul style="list-style-type: none"> <li>Collaborating with indigenous stakeholders and consultants to create respectful, multi-layered and celebratory precincts that is based on the indigenous heritage of the place and celebrates these aspects in the built form and landscape design.</li> </ul>

A response to each of the actions provided under each Big Move is provided in the following sections.

## 4.1 Big Move 1: Drive the transformation of Macquarie Park into an innovation precinct

The Proposal's alignment with the Big Move 1 actions is provided in **Table 2**.

**Table 2** Proposal's Alignment with Big Move 1

Action	Alignment
1.1 Extend trading hours of core night-time uses with infrastructure to support temporary popups near key interchanges after 5pm.	<ul style="list-style-type: none"> <li>The Proposal includes 1,851m<sup>2</sup> of non-residential floor area at ground level which will support an 18 hour economy, providing opportunities for 'after hours' activation on the New Link Road street frontage and within the proposed through-site link. The retail components will be supported by both existing and future residents and workers within the surrounding area.</li> <li>Further activation is envisaged with potential temporary pop ups as part of the revitalisation of existing New Link Road to be used as a pedestrian thoroughfare (to form part of a Voluntary Planning Agreement (VPA) with Council and subject to its agreement with council).</li> <li>Importantly, the delivery of a diverse range of uses will create activity and vitality to the business park precinct and patrons to these intended night time uses.</li> </ul>
1.2 Design a fit-for-purpose future governance structure to drive growth and provide a coordinated and collaborative vision for Macquarie Park's future, based on the place strategy	<ul style="list-style-type: none"> <li>Stockland is a member of CMPID.</li> <li>Stockland will utilise this membership and its governance structure to stay connected and aligned with the broader Macquarie Park Place Strategy and its outcomes...</li> </ul>
1.3 Continue to engage the private sector and the local community actively in events and program development through initiatives such as the Venture cafe and the Macquarie University Incubator.	<ul style="list-style-type: none"> <li>Stockland are committed to working with Council to help deliver events and programs for initiatives surrounding the site.</li> <li>The BTR model and its long-term ownership will enable the effective delivery of such events and programs. It will also enable the connection of residents with the broader community.</li> <li>The upgrade and part pedestrianisation of New Link Road will allow a space for community events in co-ordination with Council.</li> <li>The project team has engaged with the local community in the lead up to the lodgement of the SSDA. The outcomes of this consultation is provided in the Engagement Outcomes Report prepared by Ethos Urban.</li> </ul>
1.4 Promote entrepreneurship and provide opportunities for smaller businesses to increase their exposure to anchor institutions through initiatives such as the CMPID and Macquarie Park forum.	<ul style="list-style-type: none"> <li>The Proposal includes co-working spaces for residents that will encourage local workers in the co-op style environment that will provide opportunities for knowledge share and an initial launch pad for small businesses in an unpaid office environment.</li> <li>Further, there is opportunity to connect with small businesses through the BTR operational model with regard to the activation of public spaces.</li> </ul>
1.5 Promote outwards links (leveraging the Hearing Hub and medical research facilities) including local, regional and international networks, including using Macquarie Park as a test bed to promote innovation and the trial of new technologies.	<ul style="list-style-type: none"> <li>Stockland is a member of CMPID.</li> <li>Stockland will utilise this membership and its governance structure to stay connected and aligned with the broader Macquarie Park Place Strategy and its outcomes...</li> </ul>
1.6 Support business growth and inward investment through incentives to create live-work opportunities for entrepreneurs.	<ul style="list-style-type: none"> <li>The Proposal presents an opportunity to provide for 508 rental dwellings within close proximity to existing and future commercial, research and education uses. A co-working space for residents is also proposed within the development.</li> <li>The BTR product provides an all-encompassing lifestyle opportunity well suited to busy professionals. From safe and secure concierge services, through to in-house lifestyle opportunities such as fully funded activities and benefits. Whilst the full suite of services are being worked through, Stockland</li> </ul>

	<p>being the long term owner of the facility means that there is a high emphasis on community.</p> <ul style="list-style-type: none"> <li>• This is well aligned to the opportunity to create true live / work opportunities and a sense of community in the Precinct.</li> </ul>
1.7 Develop a private sector funding strategy for investments within Macquarie Park.	<ul style="list-style-type: none"> <li>• Stockland will invest significant funds and kick start the delivery of infrastructure much needed to catalyse the precinct.</li> <li>• The proposed activation of New Link Road (subject to acceptance of the letter of offer by Council) will be undertaken by Stockland, as well as state and local infrastructure funding as part of any Voluntary Planning Agreement (VPA).</li> </ul>
1.8 Work to intensify venture capital presence.	<ul style="list-style-type: none"> <li>• Not directly applicable to the Proposal.</li> </ul>
1.9 Continue to fund for programmed public spaces and events and create places and spaces for community and worker interaction.	<ul style="list-style-type: none"> <li>• Stockland are committed to supporting the activation of public spaces through events and other programs.</li> <li>• A letter of public benefit offer submitted with the application proposes the transformation of New Link Road to become a key piece of public space for events targeted at attracting visitors, workers and residents.</li> </ul>
1.10 Promote investment in digital infrastructure and technology across Macquarie Park to create a high-quality platform for innovative firms and strengthen the area's networking assets.	<ul style="list-style-type: none"> <li>• Stockland will develop a digital application for the use of its residents and operations staff. This app will provide for key links to surrounding groups, organisations and education facilities enabling residents to quickly connect with resources be it for work or play.</li> </ul>
1.11 Work with the private sector to deliver commercial floor space that provides curated, affordable and agile space for new and innovative enterprises.	<ul style="list-style-type: none"> <li>• The Proposal provides for 1,851m<sup>2</sup> of non-residential floor space which has the potential to accommodate innovative enterprises.</li> <li>• As noted, the BTR product provides space for plug in co-working opportunities for all residents.</li> </ul>
1.12 Develop planning controls to create flexible and adaptable floor space that can cater for a range of business types, sizes and sectors as the demand shifts. (Investigation Area)	<ul style="list-style-type: none"> <li>• Not directly applicable to the Proposal.</li> </ul>
1.13 Investigate opportunities for a purpose built building in a strategic location within the commercial core that provides curated, affordable and agile office space for new and innovative enterprises. (Investigation Area)	

## 4.2 Big Move 2: Scale and time new development to match infrastructure capacity

The Proposal's alignment with the Big Move 2 actions is provided in **Table 3**. It should be noted that the BTR model delivers significant inbuilt amenity and infrastructure for its residents through the provision of communal facilities comprising communal gardens, a pool, lounges and a gym.

**Table 3** Proposal's Alignment with Big Move 2

Action	Proposal Alignment
2.1 Investigate opportunities for new and upgraded schools of all levels across Macquarie Park.	<ul style="list-style-type: none"> <li>Not directly applicable to the Proposal however, the project will be subject to local and state infrastructure contributions as well as a VPA, which will include the delivery of the New Link Road shared zone.</li> </ul>
2.2 Develop an infrastructure priority list for Macquarie Park to shortlist the projects that will deliver the greatest economic, social and health impact.	
2.3 Develop strategic place-based infrastructure plan to support agency in-flight projects.	
2.4 Develop state and local infrastructure delivery and contributions plan(s). (Investigation Area)	<ul style="list-style-type: none"> <li>Not directly applicable to the proposal. The Proposal will be subject to local and state contributions to assist with the delivery of state and local infrastructure delivery.</li> </ul>

## 4.3 Big Move 3: Rebalance transport uses

The Proposal's alignment with the Big Move 3 actions is provided in **Table 4**.

**Table 4** Proposal's Alignment with Big Move 3

Action	Proposal Alignment
3.1 Encourage a sustained transition away from private vehicle use.	<ul style="list-style-type: none"> <li>The BTR model (and the Proposal itself) seeks to reduce typical car parking requirements which in turn encourages a transition away from private vehicle use. The proposed development provides a car parking rate of 0.5 spaces per dwelling which is almost half the rate required to be provided with standard residential dwellings per the Ryde DCP. Further, the retail parking component is reduced to ensure the shopping experience targets the local population.</li> <li>In addition, the project utilises existing car parking in the Trinita Stage 1 commercial office building to further reduce car parking and hence travel movement in the precinct.</li> <li>The Proposal's proximity to North Ryde Metro Station (200m) makes it an ideal location for residential development. A Green Travel Plan will accompany the EIS which will maximise the use of sustainable travel modes by the future occupants of the Proposal.</li> <li>The positioning of retail floor space will also provide residents and the surrounding population with access to groceries without the need to drive to surrounding centres.</li> </ul>
3.2 Prepare precinct transport study.	<ul style="list-style-type: none"> <li>A Traffic Management Plan is submitted with the application, which identifies the impacts of the Proposal on the surrounding network.</li> </ul>
3.3 Reduce the overall quantum of parking relative to the number of employees and/or floor area within developments.	<ul style="list-style-type: none"> <li>As discussed above, the project utilises existing car parking in the Trinita Stage 1 commercial office building to further reduce car parking and hence travel movement in the precinct. Not only does this minimise the addition of new parking to the precinct it also reduces the existing available parking to the existing commercial building relative to its floor area.</li> </ul>

3.4 Reduce the overall quantum of parking relative to number of residents within developments.	<ul style="list-style-type: none"> <li>The Proposal seeks approval for a car parking rate that aligns with Council's requirements. It will also provide adequate bicycle parking to encourage active transport and reduce dependency on vehicles.</li> <li>The proposed development provides a car parking rate of 0.5 spaces per dwelling which is almost half the rate required to be provided with standard residential dwellings per the Ryde DCP. Further, it is understood the parking rate is considerably lower than the adjoining residential development which ranges from 0.9-1 spaces per dwelling.</li> </ul>
3.5 Improve the quality of interchange between metro, bus and active transport networks.	<ul style="list-style-type: none"> <li>Not directly applicable to the Proposal, however subject to the proposed VPA, activation of New Link Road will encourage active transport between the North Ryde Metro Station and the wider North Ryde precinct.</li> </ul>
3.6 Improve access to fast and frequent public transport services including Sydney Metro and Macquarie University Bus Interchange.	<ul style="list-style-type: none"> <li>The Proposal will locate 508 residential dwellings within 200m of the North Ryde Metro Station. The conversion of New Link Road into a shared zone (as proposed through the VPA) will also provide for improved pedestrian access to the Station for the Riverside Corporate Park population.</li> </ul>
3.7 Create a master plan for each neighbourhood to provide a safe, direct, attractive, comfortable and adaptable walking and cycling network. (Investigation Area)	<ul style="list-style-type: none"> <li>The Proposal seeks approval for considerable public domain works which will add significant value to the connectivity of Macquarie Park and prioritise pedestrian movement.</li> <li>The project supports the active transport options of walking and cycling, providing a highly permeability site that is pedestrian friendly and enticing, as well as providing bike parking for visitors and staff and End of Trip Facilities for staff.</li> <li>The Urban Design Report prepared by KTA, also shows how the proposed development fits within the existing site context and also the future context should the site to the south be developed in the future.</li> </ul>

## 4.4 Big Move 4: Prioritise and enrich the pedestrian experience

The Proposal's alignment with the Big Move 4 actions is provided in **Table 5**.

**Table 5** Proposal's Alignment with Big Move 4

Action	Proposal Alignment
4.1 Implement slow and low speed limits across Macquarie Park.	<ul style="list-style-type: none"> <li>As noted, the Proposal is accompanied by a Letter of Public Benefit Offer, which seeks to convert New Link Road into a shared zone that will likely be subject to low speed limits or vehicle restrictions to prioritise the pedestrian use of the thoroughfare.</li> <li>Further, the use of setbacks and through-site link have resulted in a design that is permeable and pedestrian oriented.</li> </ul>
4.2 Enhance lighting, signage, clear sightlines of pedestrian and cycle networks through building design, and activity at ground level and new and existing public spaces to keep 'eyes on the ground' at all times of the day.	<ul style="list-style-type: none"> <li>The Proposal will ensure the ground plane is well lit and provides appropriate signage to support safety of pedestrians with the end design worked through in consultation with Council.</li> <li>A Crime Prevention Through Environmental Design (CPTED) Report has been prepared by Harris as part of the SSDA.</li> </ul>
4.3 Improve Waterloo Road as a pedestrian connector between neighbourhoods.	<ul style="list-style-type: none"> <li>Not directly applicable to the Proposal.</li> </ul>
4.4 Continue to incentivise private development to provide 20m and 14.5m wide streets and 8m wide pedestrian links, including separate pathways and cycleways for pedestrians and cyclists, integrated with green infrastructure where possible.	<ul style="list-style-type: none"> <li>Stockland has already provided New Link Road, a 20m wide road, in accordance with the design requirements of the Ryde DCP. This currently provides a vehicular and pedestrian priority shared zone connection through the middle of the site.</li> <li>A letter of offer has been submitted with the SSDA, which proposes pedestrianisation of New Link Road which would further enhance the existing pedestrian and vehicular connection.</li> <li>The Proposal includes a north south through-site link. Landscaping in the form of planter beds or trees is provided on all boundaries adjacent</li> </ul>

to footpaths. This is illustrated in the Landscape Plans and Report prepared by SQL.

4.5 Provide informal paths through and around buildings that take pedestrians away from major roads and into side streets and laneways that respond to natural features of Ngurra. (Investigation Area)	<ul style="list-style-type: none"> <li>The Proposal includes a north south through-site link, which will provide pedestrians with a path of travel through the site. The link provides for active land uses (retail) on either side.</li> </ul>
4.6 Design intersections, undertake landscaping and use robust materials, fixtures and furniture to improve the experience for pedestrians. (Investigation Area)	<ul style="list-style-type: none"> <li>The pedestrianisation of New Link Road presents an opportunity to significantly improve the public domain to prioritise the pedestrian experience through the use of landscaping and street furniture.</li> </ul>
4.7 Design new built areas that open up the large super lots of land and connect to the public domain through more active uses at street level. (Investigation Area)	<ul style="list-style-type: none"> <li>The Proposal includes a north south through-site link which comprises retail uses on either side. The proposed retail uses will activate the ground plane while providing a publicly accessible connection through what is a relatively large site.</li> </ul>
4.8 Plan for informal meeting spaces in public areas. (Investigation Area)	<ul style="list-style-type: none"> <li>The Proposal will allow for informal meeting spaces within the periphery of the proposed buildings and within the through-site link.</li> <li>New Link Road being upgraded (subject to agreement with Council), this would further enhance areas available for the local community to meet and socialise.</li> </ul>
4.9 Widen footpaths. (Investigation Area)	<ul style="list-style-type: none"> <li>The Proposal includes a 5m street setback from Rennie Street and Rivett Road.</li> <li>It also proposes to create a shared zone on New Link Road (subject to agreement with Council) which will provide for significant public domain within close proximity to the retail uses proposed on the New Link Road street frontage.</li> </ul>

## 4.5 Big Move 5: Create sustainable neighbourhoods within Macquarie Park

The Proposal's alignment with the Big Move 5 actions is provided in **Table 6**.

**Table 6** Proposal's Alignment with Big Move 5

Action	Proposal Alignment
5.1 Undertake staged master planning and design guidelines for each new neighbourhood, including a distinct commercial core.	<ul style="list-style-type: none"> <li>Not directly applicable to the Proposal.</li> </ul>
5.2 Establish a commitment to excellence across design and sustainability to achieve high-quality built form, public domain, environmental amenity and performance outcomes to guide quality for planning, development and delivery	<ul style="list-style-type: none"> <li>Koichi Takada Architects have been elected as the project architects for the Proposal. Koichi Takada is a well-regarded architecture firm and will bring a high level of design quality to the Proposal.</li> <li>A Design Report outlining the Proposal's design process and vision has been prepared to accompany the SSDA. The project has been subject to two separate State Design Review Panel Reviews – which overwhelmingly supported the proposal in the last review.</li> </ul>
5.3 Investigate new entertainment, events and cultural spaces.	<ul style="list-style-type: none"> <li>The BTR model provides a range of social events for its residents as part of its operational model.</li> <li>The Proposal includes a variety of communal spaces which will provide opportunities for community gathering and interaction.</li> </ul>

	<ul style="list-style-type: none"> <li>The transformation of New Link Road will provide a key piece of public space that can accommodate a range of events for the broader community.</li> </ul>
5.4 Introduce best-practice resilient building design controls to mitigate environmental impacts and promote energy and water savings/recycling.	<ul style="list-style-type: none"> <li>The Proposal is accompanied by an ESD Report which details the Proposal's commitment to sustainable practices. Some of these include: <ul style="list-style-type: none"> <li>The Proposal will not utilise gas from the grid for operations aligning with NSW net zero strategy;</li> <li>The Proposal will include onsite electrical generation through Solar PV arrays;</li> <li>The Proposal will be designed to achieve a NatHERS energy rating of at least 5.5 stars for each apartment and a weighted-area of at least 7 stars;</li> <li>The Proposal is targeting a 20% reduction in upfront carbon equivalent emissions when compared to a standard practice reference building;</li> <li>The Proposal will include sanitary fixtures and fittings which will have low flow rates to ensure unnecessary potable water is not wasted for sanitary needs; and</li> </ul> </li> <li>The Proposal will provide electric vehicle parking infrastructure within the new Stage 2 resident carpark to support and encourage the uptake of low emissions vehicles.</li> </ul>
5.5 Ensure a diversity of dwelling typologies including 5-10% affordable housing.	<ul style="list-style-type: none"> <li>The Proposal will comprise a mixture of studios, 1-bedroom, 2-bedroom and 3-bedroom apartments, including accessible and silver living standard, which respond to market demand and will add to the diversity of accommodation in the Macquarie Park Precinct.</li> <li>The BTR model is considered to deliver high-quality housing which is affordable to the rental population.</li> <li>There is no fixed percentage of affordable housing proposed as under current legislative requirements, the tenanted component must be owned and maintained in one line.</li> </ul>
5.6 Contribute to the goal of net zero emissions by 2050.	<ul style="list-style-type: none"> <li>The Proposal is committed to achieving net-zero carbon emissions in its operations by avoiding the use of grid gas and instead procuring 100% renewable electricity and offsetting the Proposal's refrigerants.</li> </ul>
5.7 Identify potential water-sensitive urban design opportunities in new open space and creek restoration works for optimised urban stormwater management.	<ul style="list-style-type: none"> <li>The Proposal includes landscaping which will include rainwater gardens.</li> </ul>
5.8 Mitigate impacts of stormwater runoff and impacts of wastewater services from existing and new development in a more sensitive way	<ul style="list-style-type: none"> <li>The Proposal is accompanied by a Stormwater Management Strategy, which will identify how stormwater runoff is to be appropriately treated and reused. Treatment measures include: <ul style="list-style-type: none"> <li>Rainwater Tanks;</li> <li>Stormfilter Cartridges;</li> <li>Ocean Guard Pit Inserts; and</li> <li>Bioretention Raingardens.</li> </ul> </li> </ul>

## 4.6 Big Move 6: Connect to Country and deliver better quality open spaces

The Proposal's alignment with the Big Move 6 actions is provided in **Table 7**.

**Table 7** *Proposal's Alignment with Big Move 6*

Action	Proposal Alignment
6.1 Make Dharug culture more visible by exploring the integration of Dharug language and symbols on signage, wayfinding, building names, new street names and public art.	<ul style="list-style-type: none"> <li>The SSDA is accompanied by an Architectural Design Report, that details how the Proposal has considered elements of Country</li> <li>Stockland has a proud history in engagement with the local knowledge holders across its Macquarie Park portfolio which has, and will, continue through this project.</li> </ul>
6.2 Work with Traditional Custodians and knowledge holders to enliven the public realm with programming, activation and installations.	<ul style="list-style-type: none"> <li>The design has been developed on the core principles of River, Trees and Geology as agreed with the First Nations Working Group. As the design develops it will work with the First Nations Working group to look to ways of incorporating public art and way finding signing using the Dharug language.</li> </ul>
6.3 Investigate opportunities to include Aboriginal representation in Macquarie Park governance structures.	<ul style="list-style-type: none"> <li>Stockland has worked with local elders and created a First Nations Working Group to advise and work across Stockland Development Assets within Macquarie park precinct. The working group consists of four local Aunties and a 5th advising Aunty who help.</li> </ul>
6.4 Become a leader in green space design, providing new, inviting, accessible, diverse and comfortable public open space and enhanced public open space. (Investigation Area)	<ul style="list-style-type: none"> <li>The project delivers significant desirable and usable communal open space areas for its residents. These areas include a large open podium park style communal space as well as three large rooftop areas and landscaped space along Rennie Street and Rivett Road.</li> <li>Landscaping which retains existing mature trees is proposed along the eastern boundary which will be publicly accessible.</li> <li>In addition, subject to agreement with council on the VPA, the proposed New Link Road pedestrianisation will provide public accessible open space for use by the broader community. This would contain spaces for outdoor seating, a playground and spaces which can be used for activation by way of public art, food trucks or the like. The pedestrianisation of the road would also create the opportunity to increase the street tree canopy and landscaping within the public open space.</li> <li>It is acknowledged that the Neighbourhood Plan proposes significant open space areas across the wider precinct, with detailed locations to be confirmed in the detailed rezoning phases in the future.</li> </ul>
6.5 Create a well-connected network of new and improved open spaces for the growing Macquarie Park community.	<ul style="list-style-type: none"> <li>The activation and pedestrianisation of New Link Road (if agreed to by Council), creation of a new through site and creation of a new publicly accessible open space on Rivett Road aids this Action.</li> </ul>
6.6 Investigate opportunities to show and open up the creek spaces and historic lines as open water and as places of increased biodiversity and green infrastructure.	<ul style="list-style-type: none"> <li>The landscape design developed through the SDRP process and in consultation with the local knowledge holders seeks to champion water throughout the landscape design.</li> </ul>
6.7 Create a richer urban tree canopy along major roads and intersections.	<ul style="list-style-type: none"> <li>Significant trees are being retained on site. Further, the landscape and architectural plans seek to champion these well-established trees in the design of the landscaping on the ground plane.</li> <li>The proposed landscaping and planting scheme will result in a total tree canopy coverage area of 1,630m<sup>2</sup> which equates to 17% of the Trinita Stage 2 development area.</li> <li>Opportunities to increase the street tree canopy cover have been explored through New Link Road. It is noted that the proposed landscaping on New Link Road will result in a total tree canopy cover of 238m<sup>2</sup> or 38% of the road. This will significantly enhance the existing streetscape and ensure a richer urban environment.</li> </ul>
6.8 Provide high-quality green infrastructure including, where feasible, creek restoration.	<ul style="list-style-type: none"> <li>See above regarding the landscape design.</li> </ul>

## 5.0 Overall Design Criteria

The Proposal's alignment with the Place Strategy Overall Design Criteria is provided below in **Table 8** below.

**Table 8** *Proposal's Alignment with the Design Criteria*

Design criteria	Description	Proposal Alignment
New public open space	<ul style="list-style-type: none"> <li>Ensure open space is inviting, accessible, diverse and comfortable, fostering opportunities for active lifestyles and social connections.</li> <li>Ensure visual and physical connectivity between the open spaces, woven ways and through-site access to link them to each other and to the wider area.</li> <li>Ensure open space design considers and embraces the topography of the neighbourhood.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed landscaping to both Rennie and Rivett roads maintains significant groves of existing mature trees.</li> <li>The new north/south retail link will connect into the New Link Road spaces with an integrated palette of materials and landscape treatments.</li> <li>The activation of New Link Road (subject to Council agreement) as part of the proposal creates a new place for both existing and future workers and residents alike.</li> <li>This New Link Road will provide the future opportunity for the existing Trinita building to activate its southern frontage to engage with this space.</li> </ul>
Greenery	<ul style="list-style-type: none"> <li>Ensure no net loss of canopy across the precinct.</li> <li>Aim for the following canopy targets: <ul style="list-style-type: none"> <li>Residential zoned land including streets 40%.</li> <li>Business zoned land including streets 35%.</li> <li>Open space including streets 45%.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The Proposal will be accompanied by an Arborist Report that will detail the number, location, condition and significance of trees to be retained, any trees proposed to be removed as well as any new trees proposed.</li> <li>It is to be noted there will not be a net loss of canopy within the site's boundaries. In fact, the tree canopy coverage is expected to increase as a result of the landscaping of the podium and pedestrianisation of New Link Road.</li> <li>The New Link Road will achieve a total canopy coverage area of 38% of the total street interface, which is consistent with the target specified.</li> </ul>
Building typologies	<ul style="list-style-type: none"> <li>Avoid large footprint, single-site buildings and aim for series of buildings around courtyards that allow through-site links.</li> <li>Consider mixed-use buildings with cultural, educational/school, health and community facilities as well as residential and commercial uses.</li> <li>Encourage a diversity of apartment types, sizes and layouts to accommodate households of all ages, abilities, sizes and needs, including those with demands on space and acoustic privacy due to working from home.</li> <li>Use changes in scale and built form to create architectural interest and diversity and enhance relationship with the public domain.</li> </ul>	<ul style="list-style-type: none"> <li>The Proposal has avoided the application of large building footprints, by proposing three (3) distinct built forms.</li> <li>A pedestrian through-site link further breaks up the built form providing a lower ground connection through the site which includes elements that are open to the sky.</li> <li>The buildings include active uses within the podiums and the ground floor.</li> <li>A total of 508 dwellings are proposed which includes a diverse mix of unit typologies which will accommodate contemporary needs.</li> <li>The Proposal's built form is varied with the central portion of the site, comprising a two (2) storey built form and the podium varying in height from one to six storeys.</li> </ul>
Overshadowing	<ul style="list-style-type: none"> <li>Protect solar access to public open space, with winter solstice protection from 10am to 2pm.</li> <li>Require all solar testing without the benefit of artificial solar access or heliostat intervention.</li> </ul>	<ul style="list-style-type: none"> <li>The Place Strategy proposes a new park on the opposite side of Rivett Street, which is currently occupied by a commercial building. We are aware that the landowner has recently invested in refurbishment of the building and is contemplating redevelopment of the site.</li> <li>We are also aware that the landowners of the CSIRO site along with other landowners within the neighbourhood have commenced master planning of their land which will involve the provision of new open</li> </ul>

space. There is therefore a high possibility that the open space location proposed within the Strategy could be relocated to an alternative more central location within the precinct. Council during a pre-lodgement meeting acknowledged this and noted that the open space within the Stage 1 areas of the strategy had evolved compared to what is shown in the strategy being different shapes and sizes.

- In the absence of any other statutory controls the project team has assumed that the open space within the neighbourhood will be given the same level of protection as all the other new open space nominated within the Ryde Development Control Plan 2014 (Ryde DCP 2014) and that solar access to the new park should be provided to at least 50% of new public space for 3 hours sunlight between 9am and 3pm on the 21<sup>st</sup> June.
- The proposed development provides solar access to 50% or more of the potential future park between the hours of 9am and 12.30pm midwinter. This is without the benefit of artificial solar access or heliostat intervention.

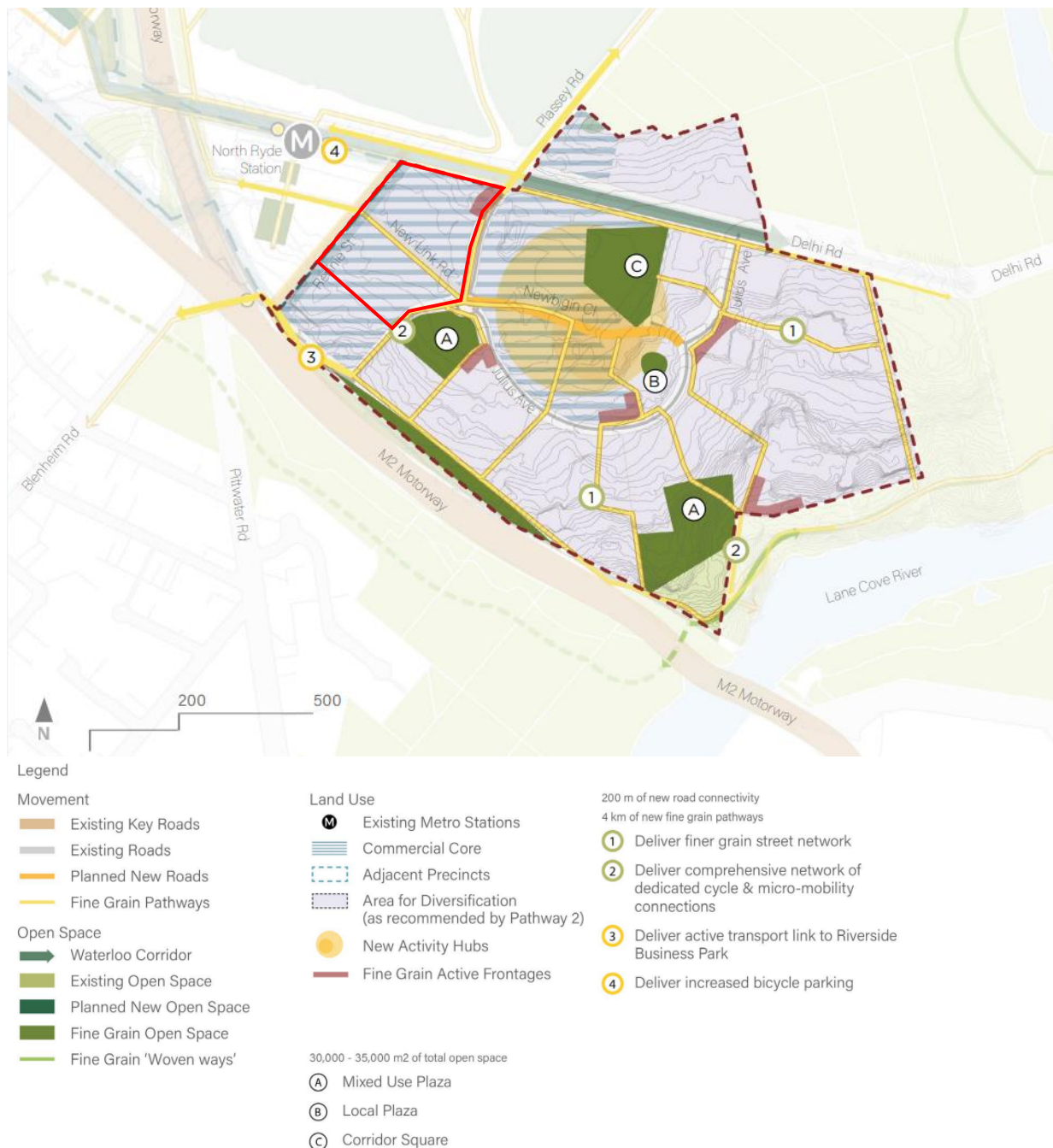
Wind	<ul style="list-style-type: none"> <li>• <i>Design building massing, set backs and articulation zones to enable the achievement of appropriate wind conditions.</i></li> <li>• <i>Ensure design mitigates adverse wind effects and satisfies the relevant wind criteria for the intended uses of the public domain.</i></li> <li>• <i>Ensure design does not exceed the Wind Safety Standard.</i></li> <li>• <i>Ensure wind impacts in public areas should not exceed the wind comfort standard criteria for sitting, standing and walking, considering the intended use of the space.</i></li> </ul>	<ul style="list-style-type: none"> <li>• As requested by the SEARs, the Proposal is accompanied by a Pedestrian Wind Environment Assessment.</li> <li>• The report provides an assessment of the built form against the wind comfort standard criteria for sitting, standing and walking, considering the intended use of the space and provides recommendations to mitigate any potential adverse impacts.</li> <li>• Recommendations included landscaping works and wind screens, which will be implemented at detailed design development stage.</li> </ul>
Building design	<ul style="list-style-type: none"> <li>• <i>Ensure design responds to context, character, culture and Country.</i></li> <li>• <i>Promote architecture that puts people first, including how they experience a building at street level and how public areas and buildings interface.</i></li> <li>• <i>Encourage innovative, creative and high-quality building design that positively contributes to the public domain and defines streets and public spaces.</i></li> <li>• <i>Achieve high-level sustainable development baseline targets</i></li> </ul>	<ul style="list-style-type: none"> <li>• The Proposal is considered to respond to the surrounding existing and future height context. Tower heights up to 20 storeys provide a transition of height from Ryde Garden to the future context of Riverside Business Park. Further, the podium heights ranging from 2 to 6 storeys define the public domain and create an acceptable street frontage.</li> <li>• The Proposal will operate under the guidance of an Indigenous Engagement Plan (IEP) which will respond to the Stockland's First Nations Strategy Pillars which comprise: <ul style="list-style-type: none"> <li>- Indigenous employment;</li> <li>- Indigenous procurement;</li> <li>- Cultural learning;</li> <li>- Design with Country; and</li> <li>- Cultural heritage &amp; land management.</li> </ul> </li> <li>• The pedestrianisation of New Link Road will present opportunities for cultural celebration.</li> <li>• The pedestrian experience has been a key consideration in the development of the design, ensuring the public domain is of a high quality and the ground plane of the Proposal comprises active uses to ensure a vibrant streetscape.</li> </ul>

	<ul style="list-style-type: none"> <li>• The BTR product creates great activity and vibrancy for a precinct, ensuring a sense of community for all residents.</li> <li>• An ESD Report also accompanies the SSDA and identifies the Proposal's high-level sustainability commitments including a NatHERS energy rating of at least 5.5 stars for each apartment and a weighted-average of at least 7 stars.</li> </ul>
Location of taller buildings	<ul style="list-style-type: none"> <li>• <i>Locate taller buildings where they have least shadow impact on public areas, including footpaths, connections and meeting spaces.</i></li> <li>• <i>Locate taller buildings to take advantage of views and proximity to open space.</i></li> <li>• <i>Ensure adequate separation between buildings to maximise direct solar access to adjoining properties.</i></li> <li>• <i>Use appropriate design features on taller buildings to minimise the impact of wind on the public domain.</i></li> </ul> <ul style="list-style-type: none"> <li>• Multiple design options were explored for the site and the Proposal was considered to result in the most optimal outcome for achieving solar access to the proposed apartments whilst also maintaining solar access to future development on the site to the south.</li> <li>• The Design Report identifies all potential overshadowing on public areas, footpaths, connections and meeting spaces.</li> <li>• The Proposal's built form maximises views and will be located close to open space as envisaged by the Place Strategy.</li> <li>• A Visual Impact Assessment has been prepared in support of the proposal.</li> <li>• Koichi Takada Architects have developed the design in consultation with Windtech who have prepared the Pedestrian Wind Environment Assessment to ensure design elements will assist with mitigating wind impacts.</li> </ul>
Taller building design	<ul style="list-style-type: none"> <li>• <i>Avoid visual bulk when taller buildings are viewed from street areas not only at site level, but when considering the buildings together at the activity hubs and from, where relevant, the M2 or creek areas.</i></li> <li>• <i>Design taller buildings to allow for a permeable and interesting skyline.</i></li> <li>• <i>Provide variation in built form and heights to ensure appropriate interface with adjacent development sites.</i></li> <li>• <i>Maximise direct solar access to adjoining properties.</i></li> </ul> <ul style="list-style-type: none"> <li>• The massing approach and modulation of buildings has been informed by a series of matters including building separation, views and outlook, maximisation of amenity, visual impact, bulk and scale and open space.</li> <li>• The majority of the Proposal's height is concentrated on the site's eastern and western boundaries which interface the street.</li> <li>• Building B which is located in between Buildings A and C is two (2) storeys creating a visual break between the larger buildings.</li> <li>• The separation of Buildings A and C will ensure solar access to each of the buildings is maximised. It provides for distances which exceed the Apartment Design Guideline building separation minimum of 24m.</li> </ul>
Podium design	<ul style="list-style-type: none"> <li>• <i>Consider weather protection and clear identifiable entrances.</i></li> <li>• <i>Prioritise building frontages that create human scale and are busy and active, addressing open space, pathways and woven ways to bring activity and connections and provide passive surveillance.</i></li> </ul> <ul style="list-style-type: none"> <li>• The Proposal will ensure all entrances will provide adequate weather protection.</li> <li>• The through-site link will also be partially covered to offer pedestrians weather protection.</li> <li>• The retail uses have been concentrated around the pedestrian link and on New Link Road to encourage passive surveillance.</li> <li>• The Proposal's primary entries is located on Rennie Street and New Link Road.</li> </ul>

## 6.0 North Ryde Riverside

The site is located within the North Ryde Riverside precinct, specifically within the Commercial Core (refer to **Figure 3**). The Place Strategy envisages curated, affordable and agile office space for new and innovative enterprises within the commercial core as well as residential uses within the identified activity hub. Whilst it is acknowledged that the site is not located within the activity hub, the proposed residential uses are considered to help deliver an activated, truly mixed use site, compatible with its location nearby to North Ryde Metro Station.

Notwithstanding this, it should be noted the proposed shop-top housing is a permissible use under the Housing State Environmental Planning Policy (SEPP) 2021 given the site's E2 Commercial Centre zoning. Importantly, the Place Strategy was finalised following the finalisation of the Housing SEPP 2021. It is therefore considered appropriate that the DPE, as part of their assessment of the Proposal, acknowledge the existing statutory context for the proposal.



**Figure 3** Location of site relative to the North Ryde Riverside Precinct (site outlined in red)

Source: NSW Government

The Economic Impact Assessment which will accompany the EIS, has explored the economic success of commercial office uses when compared to residential uses. Market trends indicate the outlook and opportunity for commercial office floorspace within Macquarie Park is limited. Despite there is an approved development application for commercial uses on the site, there is limited market interest within the area, highlighted by the fact that the site has remained undeveloped for the last 15 years.

Council's Local Strategic Planning Statement (LSPS) stipulates a housing target of 4,400 dwellings for the period 2021-2026, in which the proposal will help to achieve. The benefit of the BTR model is that it will provide a model of housing that can accommodate a broader portion of the community. Further, strategic policies identify the need to deliver greater housing supply around key transport nodes while the LSPS highlights that delivery of higher density housing should be focused in areas appropriately serviced by infrastructure while preserving local character. The site given its proximity to North Ryde Station is considered an ideal location for transit-oriented development. Further, the Proposal's residential uses are considered to result in the best outcome for future residents, placing homes close to employment, parklands and open space.

As noted in the below sections, the Proposal will generate approximately 196 operational jobs through the BTR model staffing requirements and retail uses proposed on the ground level.

## 6.1 Key Neighbourhood Moves

The Place Strategy outlines five (5) key neighbourhood moves for the North Ryde Riverside precinct. The Proposal's alignment with each is outlined in **Table 9**.

**Table 9 Proposal's alignment with North Ryde Riverside precinct key neighbourhood moves**

Key Neighbourhood Move	Proposal Alignment
<i>The City of Ryde Council offices and surrounding A-Grade office space creates a high-quality address to the south of the neighbourhood with views and links directly to the national park. New sustainable businesses could include those in horticulture.</i>	<ul style="list-style-type: none"> <li>Not directly applicable to the Proposal</li> </ul>
<i>North Ryde Metro and Macquarie University Bus Interchange require a new interconnection to the rest of Riverside Corporate Park. Other connections could include those to Lane Cove National Park and Lane Cove River for people wanting to walk, run or cycle</i>	<ul style="list-style-type: none"> <li>The activation of New Link Road provides an opportunity to connect the Metro to the wider precinct for active transport types.</li> </ul>
<i>There are opportunities for the adaptive re-use of former CSIRO buildings</i>	<ul style="list-style-type: none"> <li>Not directly applicable to the Proposal</li> </ul>
<i>The proximity to the national park could see links for new education and training including Aboriginal ranger programs</i>	<ul style="list-style-type: none"> <li>Stockland has a proud history in this space in Macquarie Park and would be interested in working with the DPE, Council and local knowledge holders to grow this opportunity.</li> </ul>
<i>Current landowners are formed into a collaborative group that could be expanded to partnerships with the NSW National Parks and Wildlife Service and the residential community around North Ryde Metro Station</i>	<ul style="list-style-type: none"> <li>Stockland are open to this opportunity and look forward to working with the relevant stakeholders to achieve this</li> </ul>
<i>The unique set of natural spaces could open opportunities for regeneration of plants and waterways</i>	<ul style="list-style-type: none"> <li>Significant vegetation on the site is retained, protected and enhanced under the proposed design.</li> <li>The landscape plan has sought to include endemic planting species where possible.</li> </ul>
<i>A new residential quarter with open space and access to the national park could include cultural and social uses at ground level near adjoining work spaces and employment areas. Inside the commercial core, there is the opportunity to explore residential uses within the identified activity hub.</i>	<ul style="list-style-type: none"> <li>The project aligns with this key neighbourhood move, locating BTR uses adjacent the existing residential precinct located around the new Metro station.</li> <li>The proposed BTR uses will connect the proposed activity hub with the residential precinct at the Metro Station and activate New Link Road.</li> </ul>

## 6.2 Phasing and Delivery

It is understood the phasing and delivery of the Place Strategy is staged across three (3) phases as demonstrated in **Table 10**.

It is expected the Proposal will be completed between 2027 and 2028 which aligns with the beginning of the Year 6-10 stage of the delivery timeline. Most importantly, the Proposal comprises 508 new dwellings, which will contribute to the total target of 1,500+ and will accompany the existing and future employment uses within the Macquarie Park Corridor and in particular within the North Ryde Riverside neighbourhood.

Additionally, through the incorporation of ground level retail, and food and beverage offering, the Proposal will also support an 18-hour economy as envisaged by the Place Strategy. This will be further enhanced by a high-quality landscape and design for the public domain, which will ensure permanent accessibility and connectivity through the fine grain network.

Dependent on the VPA conversations with Council, the Proposal will provide for the transformation of New Link Road to form a key piece of public domain within the North Ryde Riverside precinct. It is Stockland's intention to have this completed by 2028 depending on coordination with the relevant authorities. Notwithstanding this, the Proposal's through-site link on the site will be delivered by 2028.

**Table 10**    *Place Strategy Phasing and Delivery*

Years 1-5	Years 6-10	From year 11+
<ul style="list-style-type: none"><li>• New diversified employment space</li><li>• Approximately 225 new dwellings</li><li>• Wayfinding and public art</li><li>• Regenerative Country-centred landscape management</li></ul>	<ul style="list-style-type: none"><li>• New diversified employment space</li><li>• Approximately 330 new dwellings</li><li>• Traditional custodians, engagement and delivery program</li><li>• Conversion of carpark into active uses</li><li>• Continued environmental upgrades to the national park and routes</li></ul>	<ul style="list-style-type: none"><li>• New diversified employment space</li><li>• Additional 945+ dwellings</li><li>• Consolidation of residential development</li><li>• Further connections to the Lane Cove River</li><li>• Roll out of 18-hour economic strategy.</li></ul>

## 7.0 Macquarie Park Strategic Master Plan Analysis

The following section undertakes a more detailed analysis of the Macquarie Park Strategic Master Plan.

### 7.1 Vision and Objectives

The vision and objectives of the Masterplan are underpinned by a series of core principles and key moves for the framework. It is noted that the vision and objectives have been shaped by strategic planning policy and detailed engagement resulting in the objectives being reflected in the outcomes of the Place Strategy.

**Table 11** Proposed development's compliance with the Masterplan

Objectives	Comment
<b>Objective 1: Improve the Quality of Movement</b>	
<ul style="list-style-type: none"> <li>• Increase walkable links and walking choices within and into Macquarie Park and its neighbourhoods;</li> <li>• Increase the quality of interchange between metro, bus and active transport networks;</li> <li>• Encourage a sustained transition away from private vehicle use to a more balanced mode share. This will include parking innovation; and</li> <li>• Respond to the natural features and attributes of Country to enhance streamlined movement through and to Macquarie Park.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through various measures including: <ul style="list-style-type: none"> <li>– a highly permeable through site link,</li> <li>– partial pedestrianisation of New Link Road (subject to VPA), and</li> <li>– a Green Travel Plan to maximise the use of the nearby metro station and promote active transport.</li> </ul> </li> <li>• Further detail on the improvement of movement within the neighbourhood is detailed in <b>Section 4.3</b>.</li> </ul>
<b>Objective 2: Improve the Quality of Place</b>	
<ul style="list-style-type: none"> <li>• Increase opportunities where the Macquarie Park community and its visitors can connect to the deep history and features and attributes of Wallumattagal Country to continue its long tradition of sharing knowledge and culture;</li> <li>• Deliver a well-connected network of new and improved green infrastructure for the growing Macquarie Park community; and</li> <li>• Enrich the relational interconnection of all entities within Macquarie Park, connecting the dots between business, environment, cultural and social infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the effective collaboration with local elders and the creation of a First Nations Working Group that advises and works across Stockland Development Assets within Macquarie Park precinct.</li> <li>• The proposed design has been informed by a connecting with country process and elements reflect country such as the interpretation of the key pillars of river, trees, geology and sky.</li> <li>• As the design develops Stockland will work with the First Nations Working group to look to ways of incorporating public art and way finding signage using the Dharug language.</li> <li>• Additionally, the project delivers a significant amount of green space areas across the ground plane and within residential spaces including a large open podium park style communal space as well as three large rooftop areas. Further detail on the improvement of quality of place is detailed in Section 4.6.</li> </ul>
<b>Objective 3: Improve the Business Community</b>	
<ul style="list-style-type: none"> <li>• Support the continued development of a business ecosystem;</li> <li>• Make new and adapted built form, and active ground floors, that will diversify business types, sizes and sectors;</li> <li>• Ensure collaborative working between government, business, university and communities to create inclusive growth and opportunities for all;</li> <li>• Introduce new governance and leadership models based on collaboration, interconnection and integration; and</li> <li>• Provide a framework for the existing governance structures in place to oversee the coordinated delivery of the Master Plan's objectives.</li> </ul>	<ul style="list-style-type: none"> <li>• A range of diverse uses has the potential to support the vitality of the business ecosystem.</li> <li>• The ground floor of the BTR proposal includes a range of active uses.</li> <li>• Further activation is envisaged with potential temporary pop ups as part of the revitalisation of existing New Link Road. Further detail on the improvement of the business community is detailed in Section 4.1.</li> </ul>

## 7.2 Strategic Principles

**Table 12 Proposed development's compliance with the Masterplan**

Objectives	Comment
<b>Strategic Economic Framework</b>	
<ul style="list-style-type: none"> <li>• Clear areas of innovation and excellence around sectors;</li> <li>• A greater diversity of space for a greater diversity of business;</li> <li>• Stronger connections between business and education;</li> <li>• Increased amenity to attract and retain jobs; and</li> <li>• Increased support for physical, network and economic interaction.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the significant support provided for small businesses through the delivery of additional residential population and subsequent creation of 'place' in the predominantly 9-5 business park.</li> <li>• The proposed development's retail offerings in close proximity to surrounding commercial buildings will assist businesses in attracting and retaining staff by providing increased amenity.</li> <li>• The proposal delivers on the objective to provide a diversity of spaces.</li> <li>• Stockland will provide co-working spaces for residents giving opportunities for knowledge sharing and collaboration.</li> <li>• The residential development is in close proximity to existing and future commercial, research and education uses. Further detail on the improvement of the business community is detailed in <b>Section 4.1</b>.</li> </ul>
<b>Strategic Landscape Framework</b>	
<ul style="list-style-type: none"> <li>• Create opportunities to support active lifestyles and well-being in workers, residents, students and visitors;</li> <li>• Strengthen climate resilience including water management, bushfire management, urban heat island effect;</li> <li>• Contribute to realising Macquarie Park as a green and ecologically rich environment;</li> <li>• Create a fine grain network of public and semi-public spaces; and</li> <li>• Show and open up the Creek spaces and historic lines both as open water and as places of increased biodiversity and green infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the implementation of quality open space including; a large open podium park style and three large rooftop areas for residents and landscaped space throughout the ground plane for the community.</li> <li>• Mature trees are retained on site where possible to maintain tree canopy coverage.</li> <li>• The activation of New Link Road and introduction of a through site link improves permeability and provides a finer grain connection from the Metro Station to the wider Riverside Park.</li> <li>• The provision of active spaces, gyms, pool and wellness spaces for the BtR Tenants will support the active lifestyles and wellbeing of the development's residents.</li> <li>• Further detail on the landscape framework is detailed in <b>Section 4.6</b>.</li> </ul>
<b>Strategic Movement Framework</b>	
<ul style="list-style-type: none"> <li>• Easier active transport journeys to support the ease of movement;</li> <li>• Increased links between clusters of business types and sectors;</li> <li>• Increased quality of the walking environment;</li> <li>• Increased safety of users and visitors; and</li> <li>• Greater flexibility to adapt to new technologies.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the provision of bicycle parking, the activation of New Link Road which will encourage active transport between the North Ryde Metro Station and the wider North Ryde precinct along with a pedestrian friendly and highly permeable site.</li> <li>• Locating higher density residential uses proximate the existing Metro Station meets many high level priorities of Government for Transit-Oriented Development.</li> <li>• The proposal incorporates crime prevention through environmental design measures.</li> <li>• Further detail on the movement framework is provided in <b>Section 4.3</b>.</li> </ul>
<b>Strategic Uses and Activities Framework</b>	
<ul style="list-style-type: none"> <li>• Clustering of land uses to create places strongly characterised by their use and activity;</li> <li>• Adaptive reuse and temporary use of existing buildings and places which are planned to be redeveloped;</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through locating additional residential dwellings proximate to an existing residential cluster focussed on the existing (underutilised) Metro station.</li> <li>• The proposal proposes the re-use of the existing Trinita Stage 1 car parking areas to both reduce overall car parking and traffic</li> </ul>

<ul style="list-style-type: none"> <li>• <i>Creating scaled neighbourhoods with supporting amenities; and</i></li> <li>• <i>Civic spaces at Metro stations to provide a focal point and 'welcome mat'.</i></li> </ul>	<p>requirements, but also best use existing infrastructure to reduce overall embodied energy.</p> <ul style="list-style-type: none"> <li>• The proposed pedestrianisation of New Link Road (subject to VPA) introduces an added civic / gathering space adjoining the metro station, providing for a community gathering area supported by the proposed food and beverage retail offerings.</li> </ul>
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### 7.3 Structure Plan

The proposal is consistent with the Structure Plan of the Macquarie Park Strategic Master Plan, noting however that Build to Rent is made permissible in the zone under SEPP (Planning Systems) 2021.

Objective	Comment
<b>New Pathways</b>	
<b>Park Link</b> <i>Walking connections linking and connecting into the National Park areas and areas of creek corridors.</i>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through providing walking / cycling connections and a through site link to quality open spaces within and beyond the precinct. Further detail is provided at <b>Section 4.3</b>.</li> </ul>
<b>Woven Ways</b> <i>Connected network of non-grid form links, following creek alignment, natural features and traditional travel routes, giving access to different uses within evolving block structure - strong connection to Country.</i>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the proposed landscaping to both Rennie and Rivett Roads as well as maintaining significant groves of existing mature trees.</li> <li>• The proposal also includes high quality private and public open spaces that provide quality landscaped areas.</li> <li>• Further detail is provided at <b>Section 5.0</b>.</li> </ul>
<b>Through Site Links</b> <i>Cut through links between 6-10m with supporting active frontages specifically in corners and at interfaces between different uses.</i>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through a permeable through site link and a non-residential active space with a range of uses fronting New Link Road. Further detail is provided at <b>Section 4.1</b>.</li> </ul>

### 7.4 North Ryde Riverside

The below provides an overview of alignment with the Masterplan Structure Plans – mindful of the consistency of this document with the Place Strategy.

**Table 13 North Ryde Riverside Precinct alignment**

Objective	Comment
<b>Movement Framework</b>	
<ul style="list-style-type: none"> <li>• <i>Deliver finer grain street network</i></li> <li>• <i>Deliver comprehensive network of dedicated cycle and micro-mobility connections</i></li> <li>• <i>Deliver active transport link to Riverside Business Park</i></li> <li>• <i>Deliver increased bicycle parking</i></li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the provision of bicycle and pedestrian links internal to the site as well as the activation of New Link Road (subject to VPA) which will encourage active transport.</li> <li>• The activation of New Link Road will encourage pedestrian and cycle connections through the broader Precinct – particularly from the business park areas east of the site through to the Metro Station.</li> <li>• The development also provides for both residential and visitor bicycle parking in support of active transport objectives.</li> <li>• Further detail is provided at <b>Section 4.3</b>.</li> </ul>
<b>Open Space Framework</b>	
<ul style="list-style-type: none"> <li>• <i>Mixed use Plaza</i></li> <li>• <i>Local Plaza</i></li> <li>• <i>Corridor Square</i></li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development includes a mixed use focal point at the corner of New Link and Rennie street, providing a mixed</li> </ul>

	<p>use plaza combining residential and retain food and beverage uses.</p> <ul style="list-style-type: none"> <li>• The proposal includes significant public domain upgrades and additional communal landscaped spaces.</li> <li>• The activation and part pedestrianisation of the New Link Road will create an important linkage to the proposed open spaces planned in the Masterplan.</li> </ul>
<b>Land Use Framework</b>	
<p><i>A mix of land uses will be delivered to create a thriving neighbourhood with the potential for education, social, cultural and residential uses adjoining commercial and employment areas. The Activity Hub located within the Commercial Core will provide a mix of uses, including residential, and create a vibrant hub of activity in the middle of the neighbourhood.</i></p>	<ul style="list-style-type: none"> <li>• The proposal will further encourage a thriving neighbourhood, delivering a diversity of uses that will further enhance the commercial offer in Riverside.</li> <li>• By combining the existing commercial Trinité Stage 1 buildings with the proposed retail and residential uses of this proposal, the development will deliver a true mixed use precinct combining employment, entertainment, and residential uses in one convenient location adjoining a key metro station.</li> </ul>

## 7.5 Placemaking Strategy

**Table 14** Placemaking Strategy alignment

Objective	Comment
<b>Reveal Country and Culture</b>	
<p><i>Instil a clear connection to Dharug Country and Culture throughout the Investigation Area. Roll out the Welcome to Country for visitors, residents and workers with wayfinding, public art and built form that reveals Country. Establish clear guidelines for integrating Country and Culture into the public domain.</i></p>	<ul style="list-style-type: none"> <li>• The proposed development achieves these objectives through design based on the core principles of River, Trees and Geology as agreed with the First Nations Working Group.</li> <li>• As the design develops it will work with the First Nations Working group to look to ways of incorporating public art and way finding signage using the Dharug language.</li> <li>• Additionally, Stockland has a proud history in engagement with the local knowledge holders across its Macquarie Park portfolio which has, and will, continue through this project. Further detail is provided at <b>Section 4.6</b>.</li> </ul>
<p><i>Provide an appropriate and enhanced setting for the area's deep history as a place of higher learning. Provide subsidised incubator spaces for new startups, entrepreneurs and businesses to encourage the formation of networks and relationships, as well as fostering a spirit of competition and collaboration.</i></p>	
<p><i>Reconnect Macquarie Park to the natural environment by increasing access to and from the Lane Cove National Park. Reveal the buried Creeks physically and symbolically to strengthen the area's relationship to the whole of Wallumattagal Country. Design with, and not against the area's natural topography</i></p>	
<p><i>Expand the network of different types of all publicly available spaces within Macquarie Park to open up the urban environment. Frame or reveal key views to built and natural assets and the surrounding area with greenery</i></p>	
<p><i>Give Culture the spotlight. Increase knowledge and awareness of Wallumattagal Country and Dharug Culture through public spaces for ceremony, culture, markers and interpretation, place naming and art. Orient new public domain improvements as a result of development towards framing cultural spaces to ensure that users are aware of them</i></p>	
<p><i>Establish place governance arrangements that facilitate the leadership of traditional custodians and knowledge holders. Encourage stakeholders to actively</i></p>	

engage with Wallumattagal Country by collaborating with traditional custodians.

## Redefine the Suburban

Enhance the pedestrian experience by reducing vehicle movement through Macquarie Park, providing more pedestrian crossings, utilising the Fine Grain Road Network to facilitate more organic movements around the area, and prioritising slow and low movements.

Utilise any opportunity to integrate more crossing points because of new development.

Make Macquarie Park a safe haven for pedestrians and cyclists

Get Macquarie Park moving by providing stronger links to sustainable transport – shortcuts to the nearest Metro station that can bypass the formal street grid, high-quality bicycle racks at key intersections and interchanges, widened footpaths, increased tree planting to provide a buffer against heavy traffic. Improve the bus priority network and reduce parking across Macquarie Park.

Roll out the red carpet for all users. Establish a “clear front door” and an activated ground plane for new developments. Encourage the introduction of ground floor uses in new and existing buildings.

Make Macquarie Park an 18-hour economy. Extend trading hours of core nighttime uses. Introduce temporary pop-ups near key interchanges after 5PM as a way to activate underutilised spaces. Ensure that visitors, workers and residents have multiple options for activities after 5PM.

Improve the safety of Macquarie Park by enhancing lighting, signage, activation of the ground plane and of new and existing public spaces to keep eyes on the ground at all times of the day.

Consider the needs of the growing communities within and around Macquarie Park. Provide new social infrastructure, like library branches and community halls, that can activate the area at all times of the day

- The proposed development achieves this objective through the provision and activation of a 20m wide road which currently provides a vehicular and pedestrian priority shared zone connection through the middle of the site. This will encourage active transport use for both pedestrians and cyclists alike.
- Additionally, the Proposal includes a north south through-site link for further permeability, as well as dwell spaces for residents, visitors and workers.
- The proposed adaptive reuse of existing commercial parking spaces for residential uses has the effect of reducing commercial vehicle movements to the site.
- Landscaping is provided to the large majority of the site boundary edge
- Finally, significant amounts of bicycle parking is provided to promote active transport.
- Further detail is provided at **Section 4.4**.

- The Proposal includes 1,851m<sup>2</sup> of non-residential floor area at ground level which will support an 18 hour economy, providing opportunities for after hours activation on the New Link Road street frontage and within the proposed through-site link.
- Additionally, the proposal will also increase natural surveillance of the area with the introduction of active uses along the ground plane and residential development above. Further detail is provided in **Section 4.1** and **4.4**.

- The application is accompanied by a significant public benefit offer to provide funding for augmentation of state and local infrastructure.
- A detailed Social Infrastructure Audit and Assessment was undertaken to understand the changing needs of the precinct, particularly the needs of the additional residents proposed by the project.

## Lifelong Learning

Strengthen the relationship with Macquarie University. Make this relationship tangible in Macquarie Park with an increased University presence in the form of satellite campuses, incubator spaces for emerging innovators and programmed networking opportunities for students and businesses.

Make Dharug Culture more visible throughout Macquarie Park. Integrate Dharug language and symbols on signage, wayfinding, building names and public art. Work with traditional custodians and knowledge holders to enliven the public realm with programming, activation and installations.

- n/a
- As the design develops it will work with the First Nations Working group to look to ways of incorporating public art and way finding signing using the Dharug language.
- Further detail is provided in **Section 4.6**.

<i>Reveal the innovation that happens behind closed doors. Provide subsidised incubator spaces, flexible workspaces and advertising opportunities to interested parties from all industries: business, technology, arts, culture and science.</i>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through support provided for business through the creation of a welcoming, active and diverse location.</li> <li>• Stockland will provide co-working spaces giving opportunities for knowledge sharing and collaboration.</li> <li>• Additionally, the residential development is in close proximity to existing and future commercial, research and education uses.</li> <li>• Further detail is provided in <b>Section 4.1</b>.</li> </ul>
<i>Provide a space for home-grown talent to develop, thrive and connect. Increase access to and flexibility of spaces for startups, SMEs and creative industries. Use transitioning or underutilised floorspace to provide temporary workspaces or pilot spaces for new innovations out of Macquarie University and of the local community.</i>	
<i>Encourage built form that opens up the plots of land and connects to the public realm.</i>	<ul style="list-style-type: none"> <li>• The proposal actively engages with its key frontages with active uses to all ground floor areas – as required by the Housing SEPP.</li> <li>• The activation and part pedestrianisation of New Link Road (Subject to VPA) provides a key and upgraded connection between the existing Metro Station and the wider precinct.</li> </ul>
<i>Provide informal meeting spaces in the public realm where new friends and colleagues can run into each other, share their ideas and knowledge. Include meeting spaces in libraries, community halls and in underutilised spaces.</i>	<ul style="list-style-type: none"> <li>• Stockland will provide co-working spaces giving opportunities for knowledge sharing and collaboration.</li> <li>• The introduction of retail food and beverage offerings with external seating will provide for ample informal meeting spaces.</li> <li>• Further is provided in <b>Section 4.1</b>.</li> </ul>
<b>Cultivate the Undergrowth</b>	
<i>Implement the Woven Ways and permeate the blocky built form of Macquarie Park. Utilise new developments to provide informal paths through and around buildings that take pedestrians away from major roads and into side streets and laneways. Pilot emerging micro mobility transport options at major transport interchanges.</i>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the proposed landscaping to both Rennie and Rivett Roads which seeks to maintain significant existing mature trees.</li> <li>• Further detail is provided at <b>Section 5.0</b>.</li> </ul>
<i>Consider side streets as an alternative dwelling and gathering space for pedestrians. Encourage dwell time with furniture, green infrastructure and side-street-facing activation from local businesses.</i>	<ul style="list-style-type: none"> <li>• Internal links are provided through the site to provide dwell places of respite from the more highly activated New Link Road.</li> <li>• A detailed landscape and public domain plan is provided that addresses this principle.</li> </ul>
<i>Take every opportunity to design with Country. Reveal the natural paths that the Creeks once took. Design with, not against the natural topography of Macquarie Park. Integrate paths and side streets that go against the typical grid style of the formal streets and encourage slow, informal movements.</i>	<ul style="list-style-type: none"> <li>• The design has been developed on the core principles of River, Trees and Geology as agreed with the First Nations Working Group.</li> <li>• Further detail is provided at <b>Section 4.6</b>.</li> </ul>
<i>Enhance lighting and signage within the streets and spaces. Situate a user within Country through wayfinding and bespoke signage.</i>	<ul style="list-style-type: none"> <li>• The proposed development will integrate way finding signage using the Dharug language.</li> <li>• Further detail is provided in <b>Section 4.6</b>.</li> </ul>
<i>Provide a total green experience by completing the urban tree canopy along major roads and intersections in Macquarie Park and to combat the urban heat island effect. Utilise green infrastructure in the design of the public realm that is multifunctional and supported by appropriate deep soil and irrigation. Introduce planting of native species and encourage the return of biodiversity into Macquarie Park</i>	<ul style="list-style-type: none"> <li>• The proposed development provides a green experience throughout the development. Especially, the inclusion a north south through-site link.</li> <li>• Landscaping in the form of deep soil or planter beds / boxes is provided on all boundaries.</li> <li>• Further detail is provided in <b>Section 4.4</b>.</li> </ul>

<p><i>Consider all infrastructure, transport, green infrastructure, social and cultural, as part of one network and as an extension of the public realm. Enhance the overall pedestrian experience of Macquarie Park by improving every aspect of a journey from start to finish.</i></p>	<ul style="list-style-type: none"> <li>• The development will encourage a shift away from private vehicle use through creation of a BTR scheme in proximity to public transport, jobs, retail facilities and other services.</li> <li>• In addition, the re-use of existing car parking with Trinita Stage 1 will further reduce private car dependency.</li> <li>• A Green Travel Plan is provided with the Transport Assessment.</li> <li>• Further detail is provided in <b>Section 4.3</b>.</li> </ul>
<p><i>Introduce temporal differentiation to spaces throughout the day. Activate an underutilised plaza at night with temporary uses and activities to encourage people to dwell after 5pm.</i></p>	<ul style="list-style-type: none"> <li>• The proposed development provides non-residential floor area at ground level which will support an 18 hour economy, providing opportunities for 'after hours' activation on the New Link Road street frontage and within the proposed through-site link.</li> <li>• Being a BTR development, it also provides a series of disparate communal open space areas.</li> <li>• Further detail is provided in <b>Section 4.1</b>.</li> </ul>
<p><i>Encourage collaboration in the development of place. Utilise new developments as opportunities for developers to integrate neighbouring plots or proposals in order to create a more cohesive public domain.</i></p>	<ul style="list-style-type: none"> <li>• Stockland will work with Council in the programming of the future shared spaces of New Link Road.</li> <li>• The final finishes are subject to ongoing design development with Council.</li> </ul>
<p><i>Open space to be designed so it can accommodate diverse cultural activation e.g. 3 phase power, appropriate lighting, etc.</i></p>	<ul style="list-style-type: none"> <li>• The BTR project delivers significant desirable and usable communal open space areas for its residents.</li> <li>• These areas include a large open podium park style communal space as well as three large rooftop areas and landscaped space along Rennie Street and Rivett Road.</li> <li>• The ultimate design and use of the re-activated New Link Road will be subject to ongoing design development with Council.</li> <li>• Further detail is provided in <b>Section 4.6</b>.</li> </ul>
<h3>Reconnecting to the Macquarie Park Community</h3>	
<p><i>Set the standards for social and green infrastructure provision for commercial areas with worker communities. Use these standards to tailor the social and green infrastructure that may be needed for new and existing communities.</i></p>	<ul style="list-style-type: none"> <li>• The proposed development will result in a significant amount of green infrastructure.</li> <li>• Landscape and architectural plans seek to champion the existing well-established trees in the design of the landscaping on the ground plane.</li> <li>• Additionally, the proposed landscaping will result in a tree canopy coverage of 1,630m<sup>2</sup> which equates to 17% of the Trinita Stage 2 development area.</li> <li>• Further detail is provided in <b>Section 4.6</b>.</li> </ul>
<p><i>Provide a diversity of social and cultural infrastructure throughout Macquarie Park. Pilot these new uses around the Metro Stations to cultivate a sense of "arrival" at the Stations or to develop a reputation as a "destination" for pedestrians.</i></p>	<ul style="list-style-type: none"> <li>• The proposed development achieves this objective through the pedestrianisation of New Link Road which will present opportunities for cultural celebration.</li> <li>• The end programming of these spaces will be subject to ongoing discussion with Council.</li> <li>• Further detail is provided at <b>Section 5.0</b>.</li> </ul>
<p><i>Introduce longer crossing times for pedestrians. Create slow zones in side streets for a safer, more pleasant walking experience.</i></p>	<ul style="list-style-type: none"> <li>• The activation and renewal of the New Link Road will create a safer, more pleasant experience for the Precinct.</li> </ul>
<p><i>Create connections to and from Macquarie Park that take pedestrians through a comfortable and complete walking environment. Utilise green infrastructure in the design of the public realm that is multifunctional.</i></p>	<ul style="list-style-type: none"> <li>• The Proposal seeks approval for considerable public domain works which will add significant value to the connectivity of Macquarie Park and prioritise pedestrian movement. Further detail is provided at <b>Section 4.3</b>.</li> </ul>
<p><i>Make places more inviting to stop and dwell through sensitive lighting, green infrastructure and furniture.</i></p>	<ul style="list-style-type: none"> <li>• The non-residential area on ground floor will provide opportunities for surveillance. Further information I provided in <b>Section 4.1</b>.</li> </ul>

Encourage alfresco dining and on-street activation for businesses.

Provide a retail and entertainment offering throughout Macquarie Park that residents and workers can enjoy. Utilise temporary uses, like pop-up outdoor cinemas, markets and carefully curated performances, to build Macquarie Park's 18-hour economy.

- The non-residential space on ground floor will support an 18 hour economy, providing opportunities for 'after hours' activation on the New Link Road street frontage and within the proposed through-site link. Additionally, there is potential for temporary pop ups as part of the revitalisation of existing New Link Road to be used as a pedestrian thoroughfare. Further detail is provided at **Section 4.1**.

Utilise the neighbourhoods to provide a distinctive leisure offering throughout the area and reinforce Macquarie Park's identity as a "place of many places."

- The proximity of the site to the existing Metro means that the ultimate built form needs to activate the site as a key linkage between this transport node and the wider precinct.
- The spaces delivered reflect this highly trafficked area, but also provides dwell spaces as well as areas of landscaping for amenity.

Bring people into Macquarie Park. Extend active frontages beyond the ground plane. Encourage upper-level uses that are visible from the street to draw attention and invigorate the public realm. Provide social infrastructure, cultural space, dining, retail and temporary uses on the upper levels of buildings in order to draw people into Macquarie Park.

- The proposed delivery of a diverse range of uses will create activity and vitality to the business park precinct and patrons to these intended night time uses.
- A key plank of the proposal is the activation of New Link Road which aligns with this objective entirely.
- Further detail is provided at **Section 4.1**.

## 7.6 Integrated Transport Plan

**Table 15** Transport Plan alignment

Objective	Comment
Provide sufficient public transport services into, out of and within Macquarie Park bringing customers where they want to go and when, providing a viable alternative to private vehicles.	<ul style="list-style-type: none"> <li>• The project supports active transport such as walking and cycling, providing a highly permeable site that is pedestrian friendly, as well as providing bike parking for visitors and staff and End of Trip Facilities for staff.</li> <li>• The activation of New Link Road will also encourage pedestrian and cycle connectivity throughout the precinct.</li> <li>• A Green Travel Plan is provided as part of the Traffic Impact Assessment.</li> <li>• Further detail is provided in <b>Section 4.3</b>.</li> </ul>
Contributes to an integrated transport network across transport modes, resulting in an amenable, functional and safe transport system from door to door	<ul style="list-style-type: none"> <li>• The proposed development is within 200m of the North Ryde Metro Station.</li> <li>• The conversion of New Link Road into a shared zone (as proposed through the VPA) will also provide for improved pedestrian access to the Station for the Riverside Corporate Park population.</li> <li>• Further detail is provided at <b>Section 4.3</b></li> </ul>
Enhance walking and cycling opportunity in Macquarie Park through direct and attractive connections creating a permeable network	<ul style="list-style-type: none"> <li>• The site has linkages to active transport connections which are supported by the implementation of bicycle parking and a permeable pedestrianised through site link.</li> <li>• The activation of New Link Road will enhance walking and cycling throughout the precinct.</li> </ul>
Provide sustainable access to Macquarie Park centres for people and goods while safeguarding liveability and vibrancy of place.	<ul style="list-style-type: none"> <li>• The proposal places a new residential population proximate the Metro Rail to provide access to the centres and provide further vibrancy to the existing residential precinct adjacent the Metro Station.</li> </ul>
Improve public transport access to/from Macquarie Park and other key employment centres at all times of day	<ul style="list-style-type: none"> <li>• The proposed development will provide accessible paths to the Metro station and therefore improve accessibility beyond Macquarie Park.</li> </ul>

<i>Increase trip containment within Macquarie Park.</i>	<ul style="list-style-type: none"> <li>• The increased residential component will deliver a higher level of employment self-sufficiency – allowing workers to live in the precinct.</li> <li>• The local retail offer will also provide an alternative to car based trip generation to access retail requirements for both workers and residents alike.</li> </ul>
<i>Support cross-regional freight movement along major road corridors.</i>	<ul style="list-style-type: none"> <li>• n/a</li> </ul>
<i>Create an amenable, prioritised and safe pedestrian environment in Macquarie Park.</i>	<ul style="list-style-type: none"> <li>• The proposed development includes an 18-hour active ground floor, with high levels of passive surveillance and a safe and secure concierge service for the BTR residents.</li> <li>• The part pedestrianised New Link Road (subject to VPA) will create amenity to the area and slow traffic, creating pedestrian prioritisation.</li> </ul>
<i>Improve accessibility to fast and frequent public transport services including Metro and Macquarie Centre bus interchange for all using any sustainable transport mode.</i>	<ul style="list-style-type: none"> <li>• The location of additional high density residential uses proximate the Metro will meet this objective.</li> <li>• A Green Travel Plan will accompany the EIS which will maximise the use of sustainable travel modes by the future occupants of the Proposal.</li> </ul>
<i>Reduce demand for new infrastructure by influencing customers to use Metro and other services and infrastructure with spare capacity.</i>	<ul style="list-style-type: none"> <li>• The proposed development encourages a shift away from private vehicle use through creation of a BTR scheme in proximity to public transport, jobs, retail facilities and other services.</li> <li>• It will provide residential development with a lower car park rate than the Ryde DCP, as well as utilising existing car parking from Trinité Stage 1.</li> </ul>
<i>Contribute to net-zero emission by 2050.</i>	<ul style="list-style-type: none"> <li>• The close proximity to public transport, active transport facilities and a highly permeable site all contribute to achieving sustainability goals.</li> <li>• A Sustainability Report has been prepared as part of the application that identifies the project as targeting 100% renewable energy for base building operations, 5 Star Greenstar and 7 Star NatHers.</li> </ul>

## 7.7 Implementation

**Table 16 Implementation alignment**

Objective	Comment
<b>Governance</b>	
<i>A tailored governance structure is required to ensure delivery of agreed objectives take place through targeted capacity and accountability mechanisms.</i>	<ul style="list-style-type: none"> <li>Stockland is a member of CMPID which will enable Stockland to utilise this membership and its governance structure to stay connected and aligned with the broader Macquarie Park Place Strategy and its outcomes. Further detail is provided in <b>Section 4.1</b>.</li> </ul>
<b>Infrastructure Need</b>	
<i>The Greater Cities Commission (GCC) has prepared a cross-government Strategic Infrastructure and Services Assessment (SISA) to support the Macquarie Park Strategic Investigation Area (MPSIA) Strategic Master Plan, and growth of the wider Macquarie Park Corridor (MPC).</i>	<ul style="list-style-type: none"> <li>The Social Impact Assessment has taken this document into regard in its preparation.</li> <li>The report finds that the project will deliver social benefits through the delivery of social infrastructure and services (directly and indirectly) for both on-site residents and the wider community.</li> </ul>
<b>Staging</b>	
<ul style="list-style-type: none"> <li>Opportunity to deliver on big moves.</li> <li>Extent of existing or short-term catalysts that means intervention and change will have an impact.</li> <li>Level of benefit gained from a neighbourhood combined with a directly adjoining neighbourhood, as a result of continuity and interface between neighbourhoods (existing and proposed) to enable connection for increased public and precinct benefits.</li> </ul>	<ul style="list-style-type: none"> <li>The proposal delivers on the Big Moves of the plan and activates a long underutilised site.</li> <li>It delivers an active residential use proximate existing residential uses in addition to ground floor retail and other uses to provide benefit to the resident and worker population.</li> </ul>

## 8.0 Conclusion

This Alignment Report has provided a consistency assessment against all relevant sections of the Macquarie Park Innovation Precinct Place Strategy and Strategic Master Plan which relate to a new Build-to-Rent development at 39 Delhi Road, Macquarie Park in accordance with Section 35 (2) of the Environmental Planning and Assessment Regulations 2021 (EP&A Regulations 2021).

Overall the Proposal is considered to align with the Place Strategy in that it will:

- Provide for an appropriate built form that is of a bulk and scale compatible with its location nearby to the North Ryde Metro Station residential precinct and future residential precinct anticipated in the Place Strategy in the proposed Activity Hub.
- Result in acceptable environmental impacts, which will be evidenced by technical documentation accompanying the SSDA;
- Provide for retail uses that will activate the ground plane and bring vibrancy to Macquarie Park;
- Provide for significant public domain within and surrounding the site, including a north-south through-site link which will provide a visual break in the built form and provide opportunities for outdoor dining;
- Provide for housing that will accommodate, activate and support the agglomeration of business, innovation, research and education uses existing and envisaged for the area;
- Increase housing diversity in the North Ryde neighbourhood and the Macquarie Park Precinct;
- Provide for business start-up space for residents in co-working spaces, and
- Provide for the revitalisation of New Link Road to be a shared, extension of the public domain, facilitating events for residents, workers and visitors. zone focused on providing a key piece of public space (subject to council agreement).