

Objection to the proposed build-to-rent development at 85 – 97 Waterloo Road, Macquarie Park, NSW (SSD-52604208) (the Proposed Development)

1. We are owners and residents of apartments at Prime, No. 101 Waterloo Road, and Natura, No. 82 Waterloo Road, Macquarie Park, NSW. As required by the Department, in making these submissions we accept the disclaimer.
2. We object to the Proposed Development and respectfully request that the City of Ryde and the Minister for Planning and Public Spaces refuse the proposal.
3. The Proposed Development is not suitable for this location for a number of reasons, and we are available to further discuss any aspect outlined below.
4. We would like to bring to your attention an online petition which underscores the widespread sentiment and opposition of the local community to the Proposed Development. The petition has garnered a significant number of signatures, reflecting the deep concerns shared by our community. You can find the petition and view the number of signatures it has received at the following link: <https://chnq.it/9RDXkf9ppw>.
5. In summary our reasons are as follows.

A. Congestion and crowding

6. We are located between the Macquarie University Metro station and the proposed development on Waterloo Road. Between Herring Road and Khartoum Road, there are:
 - i. four (4) entry and exit ramps to Macquarie Shopping Centre (**MSC**),
 - ii. a pedestrian crossing signaled by traffic lights for pedestrians crossing the MSC driveways and Waterloo Road,
 - iii. a bus stop at the shopping centre,
 - iv. a bus stop at the front of Prime,
 - v. the roundabout at Byfield Road,
 - vi. the roundabout at Khartoum Road, and
 - vii. the footpath shared by pedestrians and bicycles.
7. Residents at Prime, Park One and Natura must navigate this traffic of vehicles, buses and pedestrians daily. Natura residents must take the Byfield Road roundabout for a U-turn to access their driveway. There are a number of existing commercial buildings in Macquarie Park such as the Novartis Pharmaceuticals, Macquarie Innovation Centre, M_Park Stockland and the Optus Business Centre buildings that have hundreds of car parking spaces for their employees who drive on Waterloo Road.
8. Further, there are many high-density developments already approved for construction on Herring Road and Cottonwood Crescent including a high-rise residential development on the corner of Herring and Waterloo Roads adjoining the MSC. These will add to the crowding and congestion between Herring and Banda Road when completed. There will 1000's more people and vehicles.
9. The Proposed Development is for 736 apartments and 671 car spaces. This short stretch of road on Waterloo Road is already busy and congested, it will be stressful for local residents and dangerous to make it more congested and crowded in this small area.

10. MSC has about 5,000 parking spaces with an express exit ramp between the signaled pedestrian crossing and the bus stop in front of Prime. During peak hour, it takes 15 to 20 minutes to get through the traffic lights at the corner of Herring and Waterloo Roads.
11. The developer also has an application proposing a build-to-rent development of 513 apartments and 417 car spaces on commercial land at 35 Waterloo Road. That location is not a congested area of Waterloo Road and is next to the Macquarie Park Metro. However, it will also generate additional vehicle traffic on to Waterloo Road.
12. It would be hugely congestive to have two developments like this on Waterloo Road, we suggest that this proposal for 85-97 Waterloo Road should not be approved.

B. Noise and pollution

13. There is excessive noise pollution and exhaust emission from the traffic in this short stretch of Waterloo Road between Herring Road and Khartoum Road. The Environmental Impact Statement (**EIS**) acknowledges that the Proposed Development will increase noise, pollution and congestion, it says that traffic generation from their site alone will increase from 57 vehicles to 153 vehicles per hour during morning peak hour and from 40 vehicles to 140 vehicles per hour during afternoon peak hour (EIS 7.9.1 page 84 and Appendix X).
14. This many additional vehicles will not assist the City of Ryde policy of reducing private vehicle use of Waterloo Road.
15. The solution is not to have this big development built on Waterloo Road. Their modelling is done in isolation, it does not acknowledge that traffic and pedestrians from this Proposed Development would be in addition to the large high-density residential developments already planned and approved in Macquarie Park, and the gradually increasing number of people who will drive to MSC.
16. It appears likely that the high-density residential developments on Herring Road, Talavera Road and Cottonwood Crescent will be completed sooner than the Proposed Development. As there will be a large number of dwellings added to Macquarie Park, it is totally inappropriate to have the Proposed Development as well at this location.
17. This is the most congested part of Waterloo Road, it will be very unpleasant for residents living on Waterloo Road if this BTR development proposal is approved.

C. No new residential population

18. There is a s9.1. Ministerial Direction requiring future proposals for the Macquarie Park Innovation Precinct to be consistent with the Macquarie Park Strategic Master Plan (**Master Plan**) and Macquarie Park Innovation Precinct Place Strategy (**Place Strategy**).
19. There was extensive consultation and investigation over several years in formulating the Master Plan and Place Strategy (see page 16 – 18 of the Master Plan). The draft Macquarie Park Place Strategy was exhibited from 1 July to 10 August 2021.

20. The Master Plan and Place Strategy were finalized only about a year ago, in August 2022, after extensive consultation. At page 4, the Place Strategy says:

We've drawn from a cross-government Strategic Infrastructure and Services Assessment, extensive community and stakeholder consultation and baseline technical studies.

21. As a result, there has been an expectation in the community that the Master Plan and Place Strategy would be followed. There has been an expectation that Waterloo Road would be a street of low to medium rise commercial buildings with green open spaces. Many people have made their decisions accordingly in purchasing apartments on Waterloo Road.
22. The Proposed Development is within the neighbourhood of Waterloo Park – Butbut (Heart), an area where the Department has **prohibited** any new residential development.
23. The Place Strategy prescribes that there will be **no new residential population** in Waterloo Park – Butbut (Heart) (see Place Strategy at page 41 – **Appendix 1**)
24. Further, the Place Strategy says that Waterloo Park is to be characterized by smaller block structures, finer grain employment spaces and form a new green focus of open spaces for Macquarie Park, a connecting link and a welcoming space of arrival.

D. Privacy and health

25. The Master Plan is “based on Indigenous precepts of Caring for Country, Caring for Kin” (see page 14), and the Place Strategy makes the observation that:

“Country-centred design equitably balances and represents the broader needs of the environment, its interconnected systems and the humans who inhabit it. Prioritising the central role of Country enables a relationship with Country to emerge relevant to the scale and scope of a project.” (see page 12).

26. The dwellings in building C, 101 Waterloo Road would lose their privacy. The design of the Proposed Development has tall tower buildings close to Banda Road with numerous levels of bedsitter units that will have windows overlooking the apartments of building C. This significantly diminishes the private enjoyment of your balcony and apartment when there is a tall tower of other units overlooking you.
27. The tall tower buildings will deprive residents in the lower levels of building C of sunlight. It is unhealthy to live in an apartment that receives little or no natural sunlight.
28. We note that bedsitters have a very small, confined space for living and storage. It is inadequate for long term residence. The Proposed Development has many of these and we suggest that this would be bad for the mental health of long-term residents.
29. Further, the large Proposed Development will take several years to complete in stages, there will be a significant increase in dust and noise that will have a negative impact on community health and wellbeing of all residents surrounding this construction site.

E. Childcare, schools and retail

30. There is currently inadequate childcare to cope with the additional families that such a large Development Proposal brings to our community. If 15% of BTR residents have a child, that would be 110 children needing childcare or placement in primary school. This is in addition to the residential developments in progress and the other BTR development proposal at 35 Waterloo Road.
31. There is ample quality retail in MSC. The mixed use with further retail in the Development Proposal does not make sense this close to MSC. There are retail spaces at Prime and Natura that have been vacant for several years.
32. It is inappropriate to have an 18-hour economy with licensed venues on Waterloo Road this close to residences with young children. The street noise and night life will be disruptive of sleep and inappropriate as students and children live in the precinct.

F. Homes

33. There are a range of ways to accelerate construction of residential projects already approved in Macquarie Park as a means to increasing the supply of homes for rent in Sydney.
34. The Proposed Development is unlikely to be built any time sooner or accelerated. It appears the developer's business model is to 'flip' the land by selling it for a profit to benefit its shareholders, to sell the development site with an uplift in price if they get the approval. The developer is quoted in the Sydney Morning Herald on 17 August 2023 as follows:

Goodman said these land holdings are “ripe” for development in the burgeoning build-to-rent sector, which is seen as an affordable housing option.

“We have the land, and we will clear it, get the planning and zoning in place, then hand it over to an operator who will go and do their business which is building it, managing it and eventually owning it,” Goodman said.

Goodman declared a final distribution of 15¢, payable on August 25. Its shares closed 5.7 per cent stronger at \$20.88.

<https://www.smh.com.au/business/companies/goodman-growth-powered-by-robots-as-data-storage-demand-booms-20230817-p5dx8x.html>

35. Such a large BTR development on Waterloo Road that is already home to three (3) premium quality apartment developments will impact property prices on Waterloo Road adversely.

36. It will distort property values. It would be an experiment on our community that risks the life savings of retirees and families who have purchased an apartment in Macquarie Park at premium prices.
37. A change of land use, to use this site for the Proposed Development changes the character of our community and our sense of place in Waterloo Park.

G. Insufficient open spaces for the public

38. At page 17, the Place Strategy makes the observation that there is a shortfall of public space:

“Within Macquarie Park itself, there are few public space areas and a shortfall—against best-practice benchmarks—of around 16 hectares.”

39. In the interest of the health and wellbeing of its residents, we suggest that the green focus of Waterloo Park – Butbut (Heart) and the shortfall of public parks should be addressed as a priority before any large developments are proposed or approved for any land or lot in Waterloo Park – Butbut (Heart). The shortfall of public areas is far below best-practice benchmarks and a solution should be implemented before developments of the size and scale as the Proposed Development are considered for Waterloo Park – Butbut (Heart).
40. *“Prioritising the central role of Country enables a relationship with Country to emerge relevant to the scale and scope of a project.”* (see Place Strategy page 12).
41. The 4,411 sqm of public open space in this Proposed Development is only adequate for use of the 736 apartments proposed. The developer’s illustrations show that the space is an elongated shape which includes the pedestrian link proposed between Waterloo Road and Banfield Road and includes access garden paths to the residential buildings on this land. Assuming only two (2) residents in each apartment, that would be 1,472 residents using this “open space”.
42. As it is a large BTR development with a large number of residents, this open space is only big enough for their private use. It is a ‘furphy’ to say the public will benefit from this open space for recreational activities, it is largely a dressed-up walkway.
43. We respectfully request the City of Ryde not to accept the Voluntary Planning Agreement (VAP). There is the admission in the developer’s letter of 9 Aug 2023 (**Letter**) which says – “Note due to the size of this site, a small proportion of the open space will be retained for BTR residential use only however the large thoroughfare connecting Banfield Road to Waterloo Road will be publicly accessible.” (see the Letter, Appendix MM).
44. We urge the officers, Mayor and City of Ryde Councillors not to accept the money offered in their Letter as the open space is in most part for the BTR residential use only. It appears from the Letter that they have offered you a contribution totaling \$17,953,051 after an offset for construction cost of the ‘open space’. We do not think it is a good deal for the residents of Waterloo Road.
45. We suggest that low to medium rise commercial buildings with a large park or open space that links to Banfield Road would be better at this most congested end of Waterloo Road. People who commute to work can use the Metro or ride bicycles, there would be less private vehicles on the road compared to the Proposed Development.

46. Alternatively, the survey of the land at the proposed site, its shape and location suggests it would be suitable for an oval or park on Waterloo Road for people to stretch their legs, get some air and sunshine, we all live in apartments. A park that has a circuit with exercise equipment would be good, if we could have it.
47. We suggest that retirees, families and their children that are living, and will be willing, in high-density developments on Cottonwood Crescent, Herring Road, Waterloo Road, Banda Road and Byfield Road need a large park within easy walking distance and the shortfall of public parks and areas should be addressed before any more large developments are considered or approved.
48. If there is to be an 18- hour economy, a park or green zone on Banda Road and Byfield Road could be a buffer for residents from street noise if there are intoxicated patrons or pedestrians in the retail areas whilst residents are trying to retire for the night.

H. Building heights

49. Their Letter says they seek to 'utilise Section 6.9 of the Ryde Local Environmental Plan 2014 (Ryde LEP 2014), which grants height and floor space ratio (FSR) incentives for development within the Macquarie Park Corridor'. However, this development is not within the objective of this section, which is to 'encourage additional commercial development in Macquarie Park Corridor'. This Proposed Development is mainly residential, it is not a commercial development, it falls outside the City of Ryde's objectives.
50. As is normally the way, the FSR and GFA in this Proposed Development is designed to maximize the developer's profit on their sale of the site. It is not a good design for Waterloo Park – Butbut (Heart) and not in the best interest of its residents to have this large development with tall towers at 85-97 Waterloo Road. There are already many large residential developments in progress in the area.
51. We have observed that taller buildings are located on the edges of Macquarie Park, for example Midtown being built by Fraser Property near Epping Road and the Destination Towers being built by Meriton at the corner of Herring and Talavera Roads. It makes sense for tall towers to be in the proximity of an open space like the M2 or Epping Road as you would not be blocking the view of a neighbour or depriving a neighbour of privacy and sunlight.
52. In the hierarchy of tall buildings at Macquarie Park, Prime was built adjoining the large MSC building. Prime does not block the view of its neighbours or deprive them of privacy and sunlight, the shopping centre does not have balconies or windows.
53. The upper levels of Prime have penthouse apartments with large balconies and a terrace on the roof to take advantage of the uninterrupted horizon views of Chatswood, North Sydney, Milson Point and the Harbour Bridge. Similarly, the next two or three levels have large balconies to take advantage of the view, blocks C & D at Prime have elongated balconies for the apartments closest to Waterloo Road to take advantage of the view of the Harbour Bridge and the New Year's fireworks. The owners of these apartments paid higher prices for their apartments on these upper levels at the time of purchase.
54. The large balconies and views of buildings at Park One and Natura are similar. Prices for these upper level apartments with views exceeded \$3M each at the time of purchase.

Evidence can be provided if requested, however, much of this information can be seen in the sold prices in the last few years on real estate websites.

I. Economic Report

55. The analysis in the developer's Economic Report (ER) is historical in nature. It is mostly focused on the business model of large parcels of land privately held by one company offering commercial space for rent.
56. The developer's ER highlights market conditions caused by the GFC and COVID, however, the ER does not claim any expertise to project future growth requirements of innovative industries.
57. For example, during Prime Minister Albanese's visit to the USA in October 2023, Microsoft has announced they will invest \$5 billion into Australia for cyber security training and systems. There is nothing said in the ER about the economic impact of events like this one.
58. There is nothing said about the new Metro line between Barangaroo and Macquarie Park that is to go online in 2024, travel time between the two CBDs will be 20 minutes, opening up possibilities for the growth of business and service industries in Macquarie Park.
59. The ER is in conflict with the Department's economic analysis and policy seen on page 40 of the Master Plan:

Prior to COVID-19, Macquarie Park lacked affordable and adaptive spaces, limiting the diversity of businesses it attracts. This trend has only been exacerbated by COVID-19, where the lack of diversity has made the area more susceptible to industry-specific shocks and disruptions. To improve the economic resilience of Macquarie Park, business collaboration and co-investment in the area is required.

60. By comparison, the analysis in the developer's ER appears short sighted and an attempt to re-write the long-term plan in the Master Plan and Place Strategy formulated by the Department for the benefit of Sydney and the community at Macquarie Park.
61. The Master Plan and Place Strategy draw on case studies of communities in Adelaide, Alabama (USA) and Runcorn (UK) (see Master Plan page 42).
62. In calculating that there is potentially commercial floor space of 580,000 sq. m. in the whole of Macquarie Park (ER at page 4. Commercial Office Market Outlook, page 7), the ER seems to assume maximum FSR and height limits are globally available. This is contrary to the strategy for Waterloo Park – Butbut (Heart) which is to be an area of welcoming green country.
63. We suggest that each development should be considered on its merits. In particular, we suggest that a maximum height of 65 meters on sections of high land on Waterloo Road is not suitable.

64. The plan outlined in the Place Strategy is for 300,000 to 400,000 sqm of total commercial and retail floor space in Waterloo Park – Butbut (Heart) and at least 50,000 sqm of parks and open spaces. High FSR, GFA and building heights are not necessary to achieve this goal in Waterloo Park.
65. The developer has many other land holdings in Macquarie Park that may suit a BTR development, however, we suggest that it should fall within the parameters of the Master Plan and Place Strategy. We note that a State Significant Development (**SSD**) application requires a minimum investment of \$50M, it is not necessary for an application to be pushing for maximum if it does not fit the Place Strategy.
66. Very large proposals of 736 or 513 BTR units are not a prerequisite for the SSD application. Individual small and medium size BTR developments spread across various parts of Sydney can increase the supply of rental properties in Sydney.
67. BTR developments are a new concept in Australia. It would be an experiment on our community and a major departure from the type of development expected in the Place Strategy if the Proposed Development of 736 residential apartments on Waterloo Road is allowed.

Occupancy

68. The ER indicates that one of its buildings on Waterloo Road is empty and average vacancy rates are presently above 15%. However, it does not provide comparative information on occupancy rates at its newly built commercial building, the Macquarie Innovation Centre at 2 Banfield Road, or occupancy rates at the newly built M_Park Stockton commercial buildings.
69. Perhaps the older commercial buildings are not competitive where there are new modern commercial buildings on offer. The ER does not provide this information or comparative analysis.
70. The ER does not clearly discuss if modern commercial strata space as a product is a good fit for Waterloo Park – Butbut (Heart). There are advantages in tax and superannuation legislation for successful innovative businesses and entrepreneurs to buy commercial space for the use of their business.
71. This option is limited in Waterloo Park – Butbut (Heart) which is dominated by large real estate corporations that are not in the innovative technology industry, medical research or knowledge-intensive industries.
72. Availability of modern strata title commercial space for sale, instead of rent, may be an attractive option for businesses wanting to move into a business park. Especially where there is a variety of small, medium and large modern strata spaces for sale.
73. In support of this proposition of flexibility, here is a screen shot from page 72 of the Place Strategy:

Table 3

Additional actions that will be implemented within the investigation area

Action	Description	Lead	Support
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.	DPE, City of Ryde	
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.	TBD, Property owners, Investment NSW	City of Ryde, TfNSW, DPE, Create NSW

74. Furthermore, the ER does not provide any discussion or analysis in relation to the new Metro line to Barangaroo. One would expect that this would enable the growth of business and activity in Macquarie Park.

75. Collaboration would be facilitated between campuses in the Sydney CBD and Macquarie Park when the Metro to Barangaroo is launched in 2024. For example, the Stockmarket Building, a medium rise building with a park, is under construction on Waterloo Road to take advantage of the Metro line to Barangaroo which will take only 20 minutes: see <https://macquariesquare.com.au/>

J. Views of the horizon from Prime, Park One and Natura

76. The photos in the Visual Impact Statement (**VIS**) do not fairly represent the view one gets with the naked eye from balconies at Prime, Park One and Natura. In reality, the view is much clearer and larger seen live. Photos make the views of Chatswood, North Sydney, Milsons Point and the Harbour Bridge look very distant.



77. Further, the VIS does not consider the view of the fireworks on New Year's Eve:



78. The site for the proposed BTR development is on land that is about 6 meters higher and the proposed towers are about 65 meters tall, making these buildings much taller than the buildings at Prime, Park One and Natura (2.3.2 Topography, EIS page 19). Modelling in the developer's VIS indicates that the residents of Prime will have their view of North Sydney, Milsons Point, the Harbour Bridge and the New Years fireworks blocked, and the residents of Park One will have their view of Chatswood blocked.
79. The Proposed Development will deprive many long term residents of their views and the ability to share the view of the New Year's fireworks with family, friends and neighbours in Ryde. The terraces and balconies at Prime are large and provide a good platform to share the fireworks on New Year's Eve. These become useless if the views are blocked.
80. People living in Ryde are always looking for a vantage point from which to watch the fireworks and it is known that these buildings offer the opportunity, it is a happy shared experience that bonds the community.

The Visual Impact Statement – Appendix P

81. We reiterate that we oppose the Proposed Development for the reasons outlined in this Objection.
82. Furthermore, we do not agree with the Tenancy Visual Impact Assessments in the VIS and provide the following responses.
83. We disagree with the value assessment of our views from buildings at 80 and 101 Waterloo Road on page 54 and 66 of the VIS. It is incorrect to assess the views as distant as represented in the photos and the VIS does not assess the view of the fireworks on New Year's eve which we say is iconic.

Table 18 *Tenacity assessment of visual impact*

View	Value assessment of views to be affected	Qualitative assessment of extent of impact
CAM06	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating

Table 19 *Tenacity assessment of visual impact – 80 Waterloo Road, Macquarie Park (Park One)*

View	Value assessment of views to be affected	Qualitative assessment of extent of impact
CAM01	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM02	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM03	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM04	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM05	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM06	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating

Table 31 *Tenacity assessment of visual impact*

View	Value assessment of views to be affected	Qualitative assessment of extent of impact
CAM12	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating

7.2.13 101 Waterloo Road, Macquarie Park (Prime): Tenacity steps 1 to 3

Table 32 *Tenacity assessment of visual impact – 101 Waterloo Road, Macquarie Park (Prime)*

View	Value assessment of views to be affected	Qualitative assessment of extent of impact
CAM07	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM08	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM09	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM10	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM11	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating
CAM12	Low value – Moderate value – High Value	Negligible – Minor – Moderate – Severe – Devastating

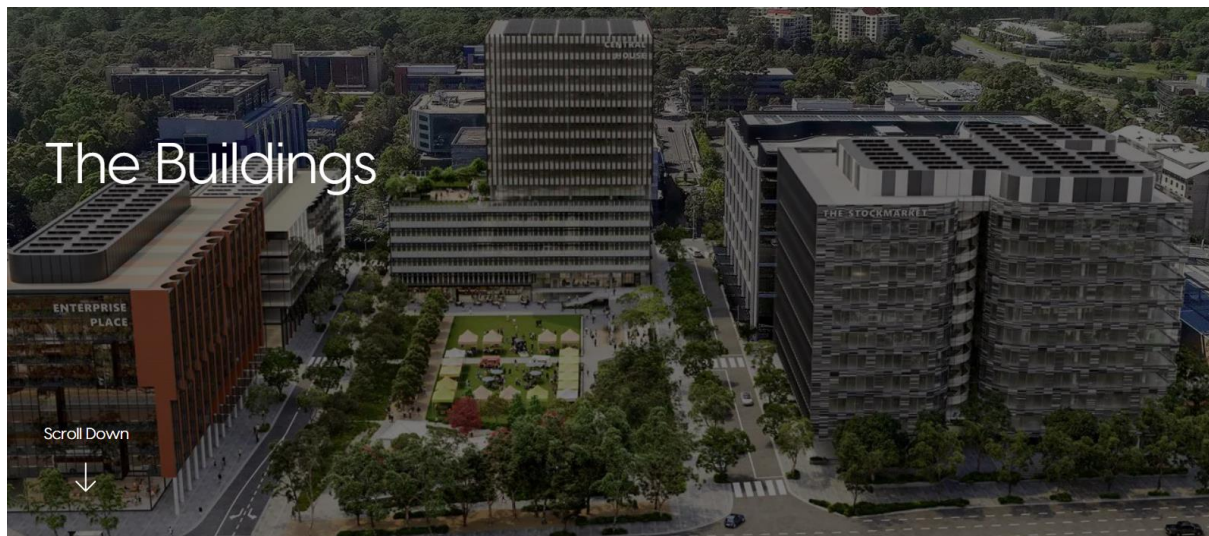
84. As the views are clearer and not distant seen live with the naked eye (compared to a photo representation) and there is the iconic view of the fireworks, we say the views to be affected if the Proposed Development were allowed are of **High Value**.

85. We say that the qualitative assessment of the extent of the impact would be **Devastating**.

86. With respect, we suggest the following would be better designs:

- i. Significantly reduce the FSR and propose a low to medium rise commercial development with meaningful green open spaces for all in the community.
- ii. Significantly reduce GVA and building heights.
- iii. Have a 12+ meter set back on Waterloo Road and a smaller set back on Banfield Road to balance it off. Banfield Road only requires a 5 meter set back.
- iv. The larger green open space or park would be beneficial to the health and wellbeing of residents from the many high-density developments being built on Herring Road and Cottonwood Crescent in the near future, and residents living on Waterloo Road. It would be a restful place for retirees and families in our local community aligning with “Indigenous precepts of Caring for Country, Caring for Kin”.

87. Finally, we note that the corner apartments on all levels in building D of Prime, closest to Waterloo Road, have elongated pointy balconies that reach towards Waterloo Road to take advantage of a view of the Harbour Bridge when looking down Waterloo Road towards the Harbour Bridge. If the set back for the Proposed Development where increased to 12+ meters, it would help preserve this view when looking down the corridor over Waterloo Road. It is unknown if buildings in the development on 85-97 Waterloo Road would have protruding cladding or balconies that would block this corner view of the Harbour Bridge fireworks. If so, a larger set back would be needed.
88. Low to medium rise commercial blocks would be more equitable in sharing the views and provide the green focus in Waterloo Park as planned in the Place Strategy and Master Plan. The Macquarie Square development is an example that meets community expectations for Waterloo Park:



See: <https://macquariesquare.com.au/>

Appendix 1

The Proposed Development is contrary to the goals of the Place Strategy and Master Plan. Here is a screen shot from page 41 of the Place Strategy:



Location snapshot

This neighbourhood connects the emerging Herring Road Precinct and the university to Macquarie Park Station, cutting across the ridges between Porters Creek and Shrimptons Creek. It has potential to form a new green focus for Macquarie Park.



Statement sentence

This is the main central neighbourhood that connects Herring Road to Macquarie Park Station. It is a commercial neighbourhood, with a new activity hub, extensive existing commercial core and potential to form a new green focus for Macquarie Park, a connecting link and a welcoming space of arrival.]

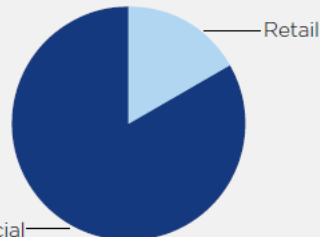


Key stats

1,000+ new jobs

18-hour economy

no new residential population



Commercial

Retail

300,000–400,000sqm total built space.
No new homes.

Here is a screen shot from page 43 which reveals the Place Strategy 11+ year plan for the creation of 1000 diversified jobs, commercial and retail space, parks and green open spaces:

Phasing and delivery

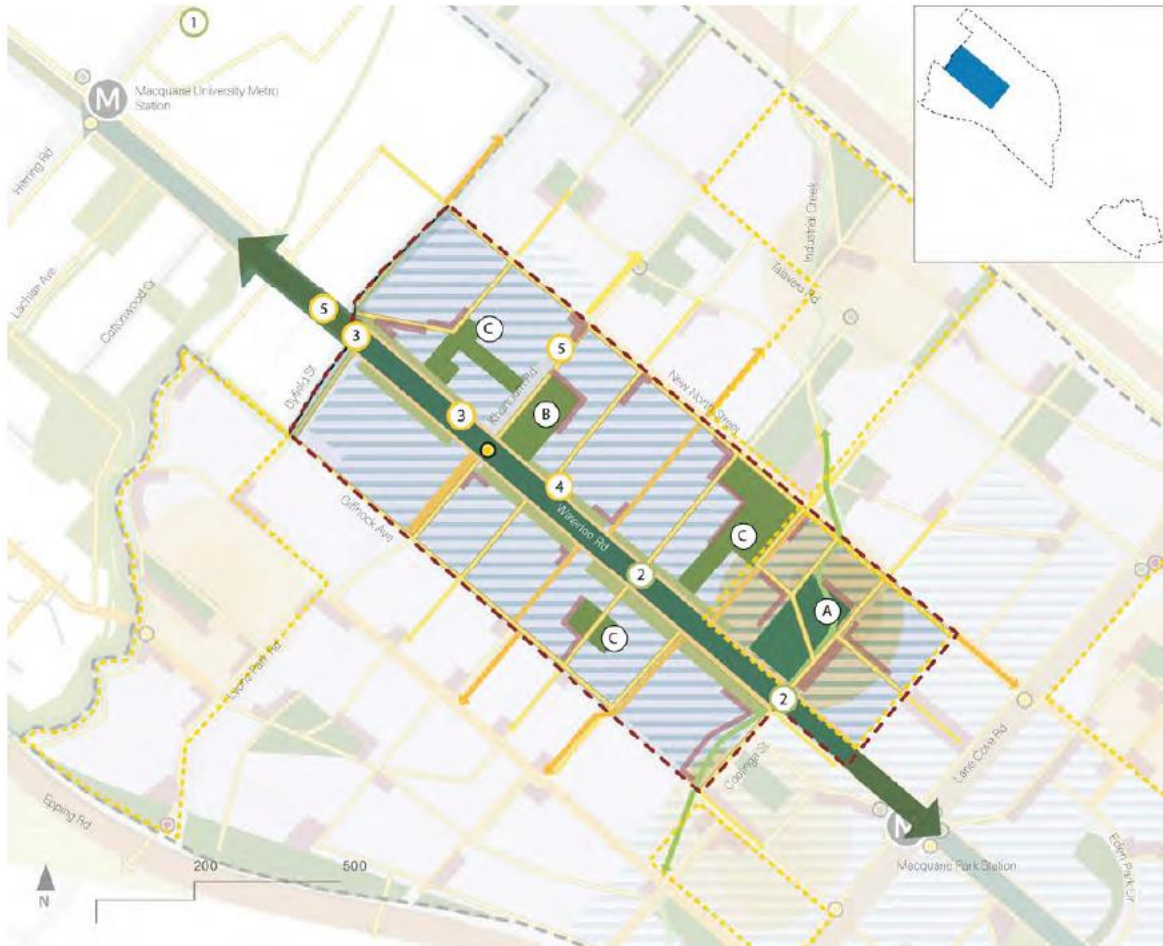
Years 1-5	Years 6-10	From year 11+
New diversified employment space for approximately 100 new jobs	Increased diversity of jobs by type and sector and 300 new jobs	Space for 600+ additional jobs in a diversity of sectors and scales
Innovation-led temporary office spaces	Waterloo Road public realm plan implemented	New infrastructure connections
New cycling infrastructure	Permanent and temporary connectivity projects	Increased presence of university uses within the neighbourhood

Neighbourhood design criteria

Design criteria	Description
 New public open space	<ul style="list-style-type: none"> • Create 25,000sqm of parks, plazas and linear parks and 25,000sqm of enhanced open space. • Restore Industrial Creek and integrate the riparian corridor into the neighbourhood as a woven way and revealed within Central Park. • Ensure the linear park along Waterloo Road provides intensified tree planting and landscaping linking key destinations and providing intimate dwell spaces. • Plan for all areas to be within 400m of a minimum 3,000sqm park.

Appendix 2

Here is a screen shot from page 42 of the Place Strategy confirming that the Proposed Development is within the neighbourhood of Waterloo Park – Butbut (Heart), it is shaded in blue stripes:



The other large BTR development they have proposed for Waterloo Road appears to fall within the neighbourhood of Macquarie Living Station – Gari Wawi (Salt Water Canoe) which calls for up to 450 new homes and 2000 jobs. Here is a screen shot from page 50:



Appendix 3

The developer has many large blocks of land in Macquarie Park:

