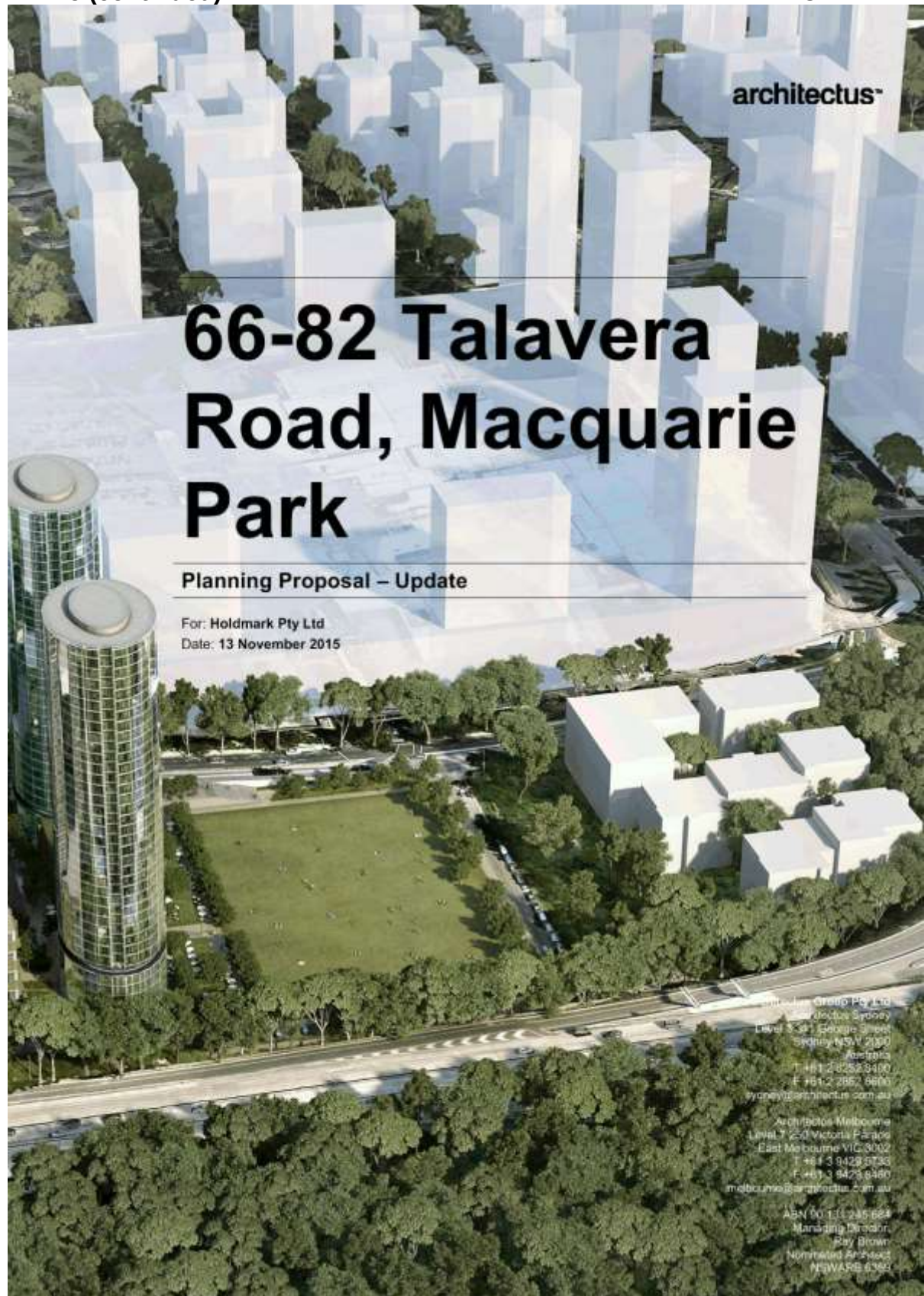


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This report is considered a draft unless signed by a Director



13 November 2015

Michael Harrison, Director Urban Design and Planning

Revision history

Issue Reference	Issue Date	Issue Status
A	3 September 2015	Preliminary Draft for Internal Review
B	8 September 2015	Preliminary Draft for Client Review
C	23 September 2015	Draft for Client Review
D	2 October 2015	Final Draft for Client Review
E	7 October 2015	Final
F	13 November 2015	Revision One

File reference	\\architectus.local\DFS\Projects\140041.00\Docs\C_Client\150818am_Planning Proposal\150331c-C05_REPT_140100_PlanningProposal.docx
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Foreword

Internationally, business parks are becoming thriving urban centres with activities and services to attract businesses and employees; residential accommodation to enliven places after hours; and open space for amenity, health and wellbeing.

The NSW Government and the City of Ryde Council have recently announced a review of Macquarie Park to assess the right mix of uses in the future while maintaining primacy of employment.

This Planning Proposal delivers high density residential and major open space while maintaining a high level of employment on one of the largest sites at Macquarie Park. It fits the right vision for Macquarie Park's future. It is an unparalleled opportunity to achieve a major sports field sized open space for the benefit of local employees as well as the thousands of new residents planned in the adjacent Herring Road Priority Precinct. The Planning Proposal also offers a significant amount of key worker/affordable housing to support the social sustainability of the centre.

Located adjacent the Macquarie Park Shopping Centre, a short walk to Macquarie University and Macquarie University Rail Station, and part of one of the largest job centres in Australia - the site is exceptionally well positioned for the development proposed and to achieve its part in the greater effective utilisation of Sydney's urban land.

As an experienced urban planner and urban designer for over 30 years in NSW, I commend this Planning Proposal for consideration and adoption by the City of Ryde Council and the NSW Government. When I first saw this unique site, knowing the needs of Macquarie Park from Architectus' recent review of the planning controls, I immediately envisioned a solution that would serve the wider interests of Macquarie Park. This is an opportunity to be grasped.



Michael Harrison

Director Urban Design and Urban Planning M City Plng M Arch (UPenn) FPIA FAIA
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- | | |
|---|---|
| A | Macquarie Park: Framework for open space and mixed use development, dated 25 June 2015, prepared by Architectus Group Pty Ltd |
| B | Macquarie Park – Growth and Sustainability – Research Study, dated June 2015, prepared by AEC |
| C | Urban Design Report, dated 13 November 2015, prepared by Architectus Group Pty Ltd |
| D | Traffic Impact Assessment, dated 2 October 2015, prepared by Bitzios |
| E | Socio-Economic Impact Assessment, dated 6 October 2015, prepared by AEC |
| F | Open Space and Landscape Report, dated 1 st October 2015, prepared by Clouston |
| G | Agenda of the Council Meeting, Strategic Investigation of Macquarie Park, dated 22 September 2015, prepared by City of Ryde Council |
| H | Proposed Mapping Amendments, dated 13 October 2015, prepared by Architectus |

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Executive summary

This report has been prepared by Architectus on behalf of Holdmark Property Group Pty Ltd to seek Council support to progress a rezoning of the site at 66-82 Talavera Road, Macquarie Park. The Planning Proposal is to amend the Ryde LEP 2014 to rezone the site to B4 zoning, allowing an FSR of 3.5:1 and maximum building height of 120m. This rezoning would allow for delivery of a large publicly accessible open space and a mixed use development, including residential dwellings. Subject to further discussion with Council, the master plan also allows for the delivery of key worker housing and a childcare centre.

This Planning Proposal has been drafted in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and *A Guide to Preparing Planning Proposals*, NSW Department of Planning and Environment (2012).

The Site

The site is located within the Macquarie Park Corridor and is bound by the M2 Motorway to the northeast; a commercial property to the southeast; Talavera Road to the southwest; and Alma Road to the northwest. The subject property is owned by Macquarie Park Investments P/L and is identified in **Figure 1**.

The site is located within Macquarie Park, which is nominated as a Strategic Centre in the NSW Government's *Plan for Growing Sydney*. It is 550m from the Macquarie University Railway Station and opposite the Macquarie Regional Shopping Centre.



Figure 1 The subject site

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The Ryde LEP 2014 zones the site B7 Business Park and allows for a maximum FSR of 1:1 and maximum building height of 30m. Some incentive FSR and height is available under the new Ryde LEP 2014 – Amendment No. 1.

Strategic Context

Macquarie Park is a key Strategic Centre in the NSW Government's *Plan for Growing Sydney*, and the second largest office market in NSW behind the Sydney CBD. The centre has a strong role in the Global Economic Corridor and the success of Sydney more broadly.

In 2012, the Ryde Integrated Open Space Plan concluded that major new open spaces were required in Macquarie Park to sufficiently support the residential and worker population. Since this time, two Priority Precincts have been announced by the Department of Planning and Environment for land around Herring Road and North Ryde Station for mixed uses, allowing for more than 12,000 new dwellings in Macquarie Park. The Priority Precincts do not provide for any new active open space (only the minor augmentation of existing spaces and the creation of smaller spaces), and so the latent demand for open space becomes even more significant.

Businesses are increasingly demanding greater amenity in their location to promote employee wellbeing and satisfaction. Under the current regime, the planning controls and strategies for Macquarie Park will result in a significant deficit in open space that will affect the long-term success of the Priority Precincts and the business park.

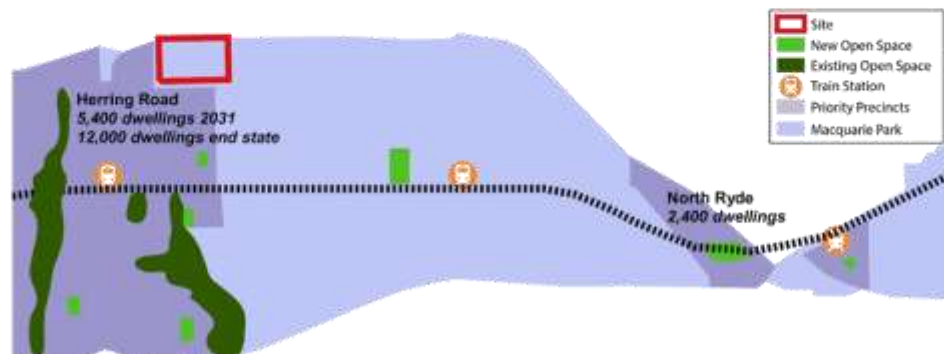


Figure 2 Macquarie Park and open space

Proposed Amendments to the Ryde Local Environmental Plan 2014

This report and the supporting documentation set out a preferred master plan for the site that allows for the delivery of a new 10,000sqm open space, residential land uses and employment uses on the site. The master plan includes four mixed use and commercial towers up to a maximum of 120m and a range of lower buildings. There is also the potential to include approximately 40 apartments for key worker housing as part of the public benefit package, subject to further discussion with Council. The master plan incorporates a new 9,000sqm office building, which is currently under construction.

The following amendments to *Ryde Local Environmental Plan 2014* (LEP 2014) are proposed to facilitate the preferred development of the site which will ensure the delivery of approximately 10,000sqm of public open space:

- Amend the land use controls for the site. Currently the land is zoned B7 Business Park. It is proposed that a B4 Mixed Use Zone be applied to the site,

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to allow for the site's development for public open space, residential, retail and commercial uses. Through the development process, open space would be dedicated back to Council and rezoned as RE1 Zone at a later stage when the boundaries of the open space have been dedicated to Council;

- Amend the Macquarie Park Corridor Precinct Incentive Height of Buildings Map - Sheet MHB_004 to reflect an incentive maximum height of buildings of 120m applicable to the eastern portion of the site through the creation of a new incentive zone;
- Amend the Macquarie Park Corridor Precinct Incentive Floor Space Ratio Map - Sheet MFS_004 to reflect an incentive floor space ratio of 3.5:1 across the whole of the site.

Should Council support the Planning Proposal, it is proposed that a Voluntary Planning Agreement be negotiated between City of Ryde Council and Holdmark Property Group to ensure the delivery of the public open space and potentially childcare and key worker housing.

Amendments to the Part 4.5 Macquarie Park Corridor of Ryde Development Control Plan 2014 (adopted in 2015) would also be required to deliver the preferred master plan and will be developed with Council and Holdmark Property Group in the next stages of the process.

A summary of the proposed amendments and the concept master plan these amendments seek to enable is provided below:

Table 1 Summary of indicative areas of concept master plan

Indicative Areas	
Site area	37,832sqm
Total proposed GFA	132,500sqm
Proposed FSR	3.5:1
Total dedicated public open space	10,000sqm
Total residential GFA	112,500sqm
Number of apartments (average of 100sqm each)	1,125
Total non-residential GFA (incl. new office GFA)	20,000sqm
Number of affordable housing apartments	40
Number of private residential apartments	1,087
Number of car parking spaces	1,526

We note that these figures are indicative only and subject to further development. This planning proposal does not seek approval for the concept master plan.

Assessment

This Planning Proposal acknowledges and addresses potential impacts of the rezoning, including employment and economic impact, traffic and open space.

Employment and economics

AEC's report, Macquarie Park – Growth and Sustainability Research Study, concludes that the emphasis on worker amenity and employee satisfaction is of growing importance to businesses in their choice of location. Employees, and

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consequently businesses, are demanding social infrastructure such as childcare, open space and public transport easily accessed from their workplaces.

The report states:

'While the appropriation of land to public open space and key worker housing would mean less land available to accommodate new employment floorspace, the provision of items of key social infrastructure would undoubtedly result in sustaining Macquarie Park's competitive position as well as increasing its appeal as a business destination, leading to increased demand for floorspace'; and

'This Research Study concludes that permitting residential and mixed-use development on selected, appropriate sites in Macquarie Park which comply with the criteria listed in the Architectus strategic planning framework would have a significant positive impact on the growth and sustainability of Macquarie Park as a major employment zone in metropolitan Sydney and a key economic engine room for NSW.'

In its subsequent Socio-Economic Impact Assessment, AEC has further concluded as follows:

'It is apparent that the Proposal will provide significant benefit to the local area, delivering strong positive socio-economic impacts comparative to the status quo. This builds a strong case for the Proposal from a socio-economic perspective. As Macquarie Park grows the economic impact identified in this assessment will become even more significant.'

Traffic

The Traffic Impact Assessment demonstrates that the Planning Proposal would result in a better traffic outcome than a development that maximised the current controls. The report concludes that the proposal has an acceptable outcome on intersection performance and advantages the area by being a transit oriented proposal.

Open space

Architectus, AEC, Clouston and Council's *Integrated Open Space Plan* all provide evidence that better provision of open space in the Macquarie Park Corridor is essential to the wellbeing of businesses, employees and residents of the area. In September 2015, Mayor of City of Ryde Council nominated addressing housing affordability and the lack of open space and parks as two of his three key priorities¹. This Planning Proposal alleviates both of those issues. Current evidence suggests that the primary focus for Macquarie Park should continue to be for employment uses, but that improving amenity and activity within the locality and creating nearby housing opportunities will be an important part of the business park's success and long term viability.

Strategic Planning

Holdmark and Architectus appreciate the value of the Macquarie Park Business Centre and the importance of avoiding a mixed use precedent. Two Planning Proposals have been recently lodged with Council to achieve residential uses. Whilst both Planning Proposals were refused by Council and the NSW Department of Planning and Environment at Pre-gateway Review, it is considered that this proposal provides significant amenity above and beyond those previously considered. In addition, the unique locational attributes of the subject site render it more suitable for mixed-use development compared to the other two. In considering the proposed land use controls in the broader context of the Macquarie Park

¹ Northern District Times, Labor Wins Mayor Ballot, Wednesday September 9 2015 page 1.

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Business Centre, the nexus between rezoning and delivery of substantial public benefit must be demonstrated clearly.

To guide rezoning in the area and continue to support a thriving business centre, Architectus have prepared a framework for open space and mixed use development (**Attachment A**). The public benefit that could be delivered as part of this proposed rezoning could not be feasibly delivered by more than three existing sites in the Macquarie Park Business Centre (including the subject site). It is therefore argued that this site presents a unique opportunity for Council, local businesses and the community, which can be demonstrated to manage precedent.

The proposal is also consistent with the recent metropolitan planning strategy, *A Plan for Growing Sydney*, which nominates a key priority for Macquarie Park as 'to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing' (pg. 126). The significance of this priority to the success of Macquarie Park is evident in the recent resolution of Council to work with the Department of Planning and Environment in preparing a Macquarie Park Study, including a consideration of land uses to most appropriately support the business centre (**Attachment G**). Specifically, the Department of Planning and Environment has stated that:

'The investigation will look into enhancing the area's existing role as a major commercial centre, with the addition of housing, shops and restaurants within walking distance of three train stations'².

The impact of rezoning on employment and economics, traffic, open space and strategic planning have been carefully assessed and it is considered that, on balance, these impacts are acceptable.

Section 117 Direction 1.1 Business and Industrial Zones is particularly relevant to this Planning Proposal, and has been assessed by both AEC in the Socio-Economic Impact Assessment and Architectus in this report. The Planning Proposal is consistent with this Direction in that it is likely to increase the renewal, expansion and increased efficiency of employment uses on site. The retention of the six storey AstraZeneca building, currently under construction, as well as commitment to deliver 20,000sqm of non-residential floor space to be secured by a VPA, demonstrates an increase in the number of jobs generated on site compared to the current use.

Equally, the provision of key social infrastructure in the form of open space, childcare and affordable housing will support the sustainability of the Macquarie Park business lands as a whole, achieving this Direction.

Justification

We consider the proposal for rezoning, increased maximum building height and increased maximum FSR to be justified in that:

1. A **substantial public benefit** is provided, including:
 - a. public open space, local infrastructure in which Macquarie Park is severely deficient;
 - b. key worker housing which is in very short supply in the Ryde municipality; and
 - c. potential childcare facilities which are increasingly in demand in Macquarie Park and generally within Ryde LGA.
2. A **framework for the delivery of open space** has been prepared by Architectus to manage the risk of establishing an undesirable precedent. If adopted as a policy of Council for considering rezoning applications in the

² NSW Department of Planning and Environment, Frequently Asked Questions - Macquarie University Station Precinct, September 2015

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Macquarie Park Business Centre, only two other existing sites could potentially seek rezoning. These sites could deliver significant open spaces in line with the Ryde Integrated Open Space Strategy adopted by Council;

3. The effective mix of uses would **improve the vibrancy and sustainability** of the business centre, improving its attractiveness and long-term sustainability. Without the benefits provided by this Planning Proposal, it is considered that the Macquarie Park Business Centre will not offer the same level of amenity as competing centres in Sydney and internationally;
4. The site is in an excellent strategic location for transport infrastructure and local services, adjoins the existing B4 Mixed Use zone, and is currently effectively isolated from commercial uses by the Macquarie Park shopping centre;
5. Increased FSR and height will allow for the delivery of additional dwellings, including affordable and private dwellings, in a transit oriented and well serviced location in line with A Plan for Growing Sydney. These amended controls will increase the viability of development to allow for the delivery of a substantial public benefit; and
6. The proposed height of 120m will function to concentrate maximum heights near services, minimise the building footprint while delivering and FSR in line with nearby sites; allow for slender building forms; and signpost the entry to this key commercial centre.

Recommendation

We agree with the conclusions of the AEC report that some residential uses within the Macquarie Park Business Centre would support the function of the centre, increasing the supply of good quality housing stock in close proximity to employment and improving the vitality of the area through out-of-work-hours use and would also result in a significant economic benefit for the local area.

A key benefit of this Planning Proposal is the certainty of delivery of a large open space and key worker housing, through rezoning of the subject site to a similar height, FSR and land use as adjoining sites. The total value of public benefits is estimated to be in the order of \$60 million. This unique site is one of only a few opportunities to deliver sorely needed open space to serve the resident and business community in Macquarie Park.

As noted in the AEC report, there is little incentive, under the current controls, for the site to be redeveloped. In fact, with the current controls in place, there may possibly be some merit in subdividing the site and selling it in smaller parcels, in which case the opportunity to create significant new open space would be lost forever. Even with the new controls proposed in this Planning Proposal, the economic cycle has to display the necessary features to facilitate the viable redevelopment of this property. The current economic cycle does have these features so the redevelopment, with its associated public benefits, can be realised in the short term if this proposal is progressed now. As these economic cycles are often 15 to 20 years in duration, this unique opportunity may be lost if not actioned promptly.

The Planning Proposal is therefore recommended for support by Council.

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1.0 Introduction

1.1 Preliminary

This report has been prepared by Architectus on behalf of Holdmark Property Group Pty Ltd to seek Council support to progress a rezoning of the site at 66-82 Talavera Road, Macquarie Park.

The site is located within Macquarie park and is bound by the M2 Motorway to the northeast; a commercial property to the southeast; Talavera Road to the southwest; and Alma Road to the northwest. The subject property is owned by Holdmark Property Group Pty Ltd. **Figure 3** identifies the area affected by the Planning Proposal. Holdmark Property Group is the owner of the site in its entirety.



Figure 3 The subject site

This Planning Proposal has been drafted in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and *A Guide to Preparing Planning Proposals*, NSW Department of Planning and Environment (2012).

The site is strategically located within easy walking distance to Macquarie University Train Station and in close proximity to services and infrastructure. The current

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controls for the site limit land uses to commercial / business / industrial in nature and do not provide adequate density, or amenity for a site in this location.

The purpose of the Planning Proposal is to amend the maximum building height controls, FSR and land use controls to allow for the development of a preferred master plan option for the site as detailed in **Attachment C** which allows for the creation of approximately 10,000sqm public open space and delivery of key worker housing.

The sites close proximity to the Herring Road Priority Precinct and the recognised shortage of open space in Macquarie Park support the proposed inclusion of residential land uses on the site.

1.2 Structure of this report

This report is prepared in accordance with the NSW Government's 'A Guide to Preparing Planning Proposals', and is set out as follows:

- **Section 2: The Site and its context.** Provides an overview of the site and key planning controls which are relevant to the Planning Proposal.
- **Section 3: Objectives and intended outcomes.** Provides a concise statement of the proposal objectives and intended outcomes.
- **Section 4: Justification.** Provides the urban planning justification to support the proposal.
- **Section 5: Consultation.** Outlines the community consultation program that should be undertaken in respect of the proposal.
- **Section 6: Project Timeline.** Outlines the expected timeline of the Planning Proposal.
- **Section 7: Conclusion.** Concludes the report with a summary of findings and recommendations.

This report should be read in conjunction with attachments A to H.

1.3 Authors

This Planning Proposal has been prepared by Adrian Melo, Senior Urban Planner, Rachael Nesbitt, Senior Urban Planner, and Jane Freeman, Associate and Urban Planner, both of Architectus. Michael Harrison, Director at Architectus, has provided quality assurance and project direction.

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2.0 The site and its context

2.1 Local context

The subject site, 66-82 Talavera Road, is located in Macquarie Park which is within the Ryde Local Government Area (LGA).

Macquarie Park is located approximately 12 kilometres north-west of the Sydney Central Business District and 13km north-east of the Parramatta Central Business District.

It is well connected by public transport being serviced by the Epping to Chatswood Rail Line and bus services extending to the Sydney CBD, Parramatta, North Sydney and Castle Hill. It is also in close proximity to Chatswood and St Leonards which are easily accessed by the Epping to Chatswood Rail Line, Epping Road, Lane Cove Tunnel, Pacific Highway and numerous bus routes.

Macquarie Park is located along the Epping Chatswood Rail Line which forms part of the North Shore, Northern and Western Line. It is bound by the M2 Motorway, Epping Road Culloden Road and the Lane Cove National Park. **Figure 4** identifies the location and context of Macquarie Park.



Figure 4 Macquarie Park location and context

2.2 Strategic Context

The NSW Department of Planning and Environment's Plan for Growing Sydney 2036 identifies Macquarie Park as a Strategic Centre, and provides directions to increase amenity, and densities for employment, education, and residential uses near train stations. Refer to the metropolitan plan and key directions for Macquarie Park, overleaf.

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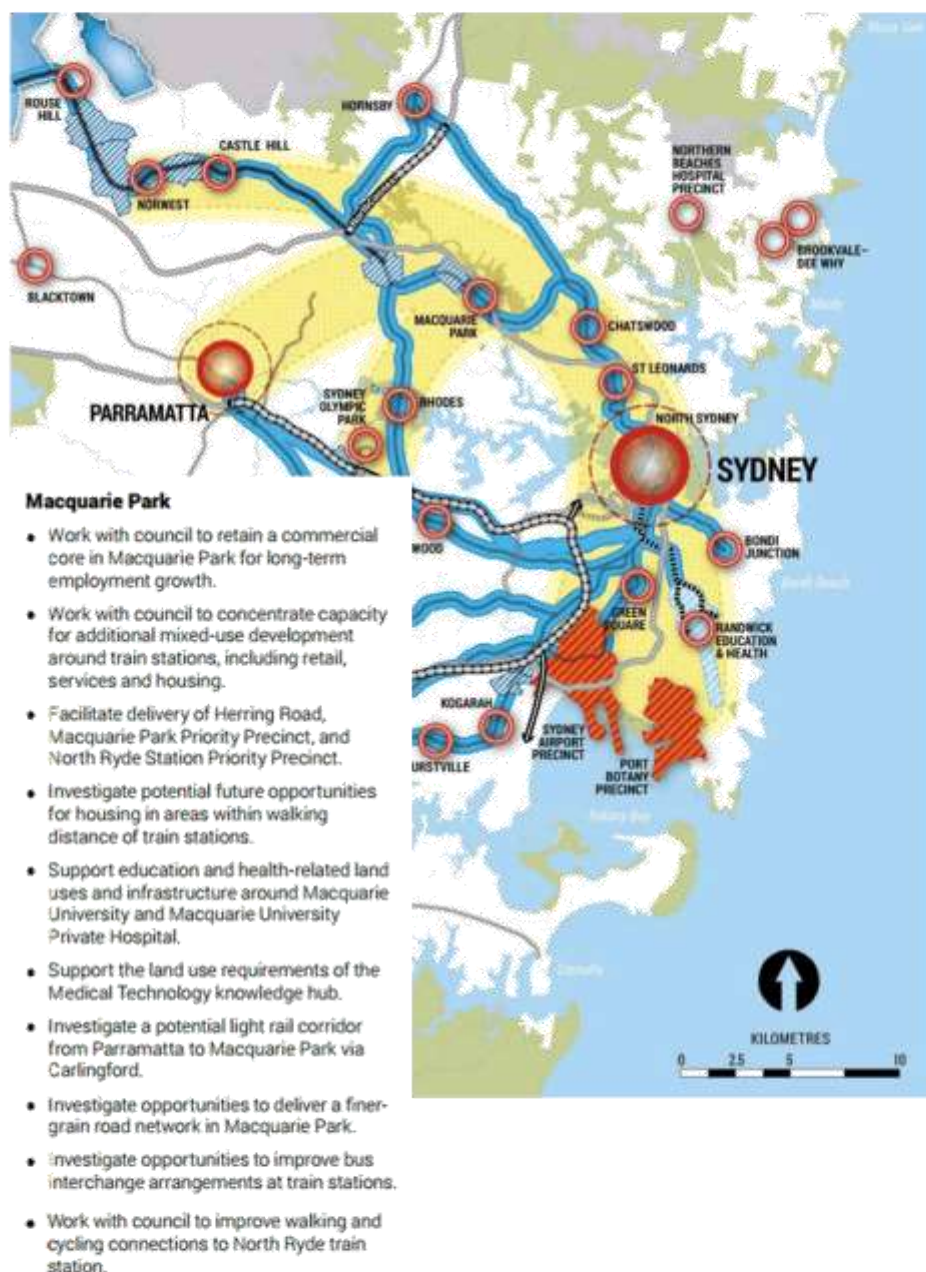


Figure 5 An excerpt from A Plan for Growing Sydney with regard to the objectives for Macquarie Park.

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Macquarie Park is commonly referred to as the Macquarie Park Corridor which includes a range of uses as follows:

- Residential development located primarily around Herring Road;
- Macquarie University;
- Macquarie Shopping Centre; and
- A wide variety of commercial / business / industrial uses dominated by pharmaceutical, technology, electronics and telecommunication businesses including Optus, Foxtel, 3M, CSIRO and Sonic Healthcare.

Macquarie Park Corridor also includes the Herring Road Priority Precinct and the North Ryde Priority Precinct. Priority Precincts are areas identified for high density mixed use retail, commercial and residential development by the NSW Department of Planning and Environment. Both the Herring Road and North Ryde Priority Precincts are within 800m of existing railway stations and seek to maximise the use of the Epping to Chatswood Railway Line. These are identified with other surrounding land uses in **Figure 5**.



Figure 6 Macquarie Park land uses and priority precincts

The site is well located within Macquarie Park as shown in **Figure 6** as the site is:

- 550m, measured along the footpath, from Macquarie University Train Station. A distance of 800m is generally accepted a comfortable walking distance from a rail station. The site is also within 400m of the future bus interchange on Herring Road by the Macquarie Shopping Centre (which is owned by AMP).
- on a street corner and opposite the Macquarie Shopping Centre, which is a major attraction and soon to be the largest shopping centre in NSW. The site is one block away from Waterloo Road, which is the central spine of Macquarie Park. The site is also highly visible from the M2 Motorway.
- located between the high density residential Herring Road Priority Precinct and the employment lands. The site is within 800m of many workers and many existing and planned dwellings.

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Figure 7 Subject site - access to public transport and surrounding land uses

2.3 Site legal description

The subject land is legally identified as Lot 1 in DP 854779 and is commonly referred to as 66-82 Talavera Road, Macquarie Park.

2.4 Land ownership

The land is owned by Macquarie Park Investments P/L who have given permission to Architectus to lodge the application. Part of the site has been leased to AstraZeneca for use of the commercial building which is currently undergoing construction.

2.5 Existing development

The existing built form within the site includes:

- A 4-storey office building fronting Alma Road (A);
- A conference centre, that is occasionally utilised by the employees of the Alma Road office (B);
- Private tennis courts (C);
- Internal circulation areas and at-grade parking (D).

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These uses would be demolished to achieve the concept master plan under the Planning Proposal.

A 6 storey commercial building fronting Talavera Road which is currently under construction which will contain approximately 15,957sqm of commercial floor space once completed (E). This use would be retained under the concept master plan.



Figure 8 Render of Approved AstraZeneca Building

Refer to the Urban Design Report at **Attachment C** for more details about the site.



Figure 9 Subject site existing built form

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2.6 Ryde Local Environmental Plan 2014

Zoning

The site is currently zoned **B7 Business Park**. This zone permits:

Building identification signs; Business identification signs; Child care centres; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Respite day care centres; Restaurants or cafes; Roads; Warehouse or distribution centres; Any other development not specified in item 2 or 4

Prohibited within this zone are the following:

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations (sex services); Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Residential accommodation; Resource recovery facilities; Restricted premises; Retail premises; Rural industries; Service stations; Sewage treatment plants; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wholesale supplies

The land use map of the site and the surrounding area is illustrated at **Figure 10**.

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Figure 10 Land Use Zoning Plan
The site is zoned B7 Business park but is directly adjacent to B4 Mixed Use and SP2 for the M2 Motorway.

Building Height

The maximum building height for development on the site is controlled under Clause 4.3 of the LEP. The LEP currently allows for a maximum height of 30m (U1). The maximum building height plan for the site and the surrounding area is illustrated at Figure 11 below.

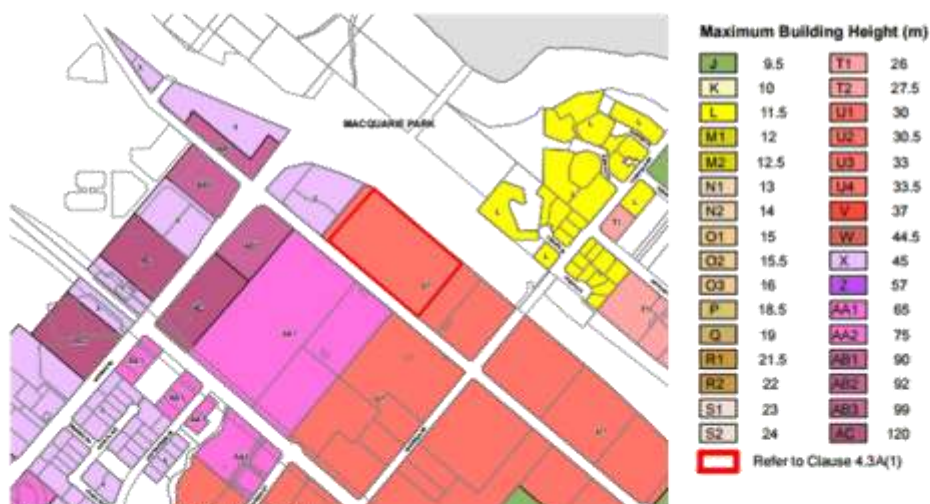


Figure 11 Maximum building height plan
The site has a maximum height of 30m without delivery of incentive provisions.

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Under the recently gazetted Amendment 1 to the Ryde LEP 2014, an incentivised maximum height of buildings of 45m applies to the site. Clause 6.9 allows that the City of Ryde Council may approve development with this increased height of buildings if they are satisfied that:

- a) there will be adequate provision for recreation areas and an access network, and
- b) the configuration and location of the recreation areas will be appropriate for the recreational purposes of the precinct, and
- c) the configuration and location of the access network will allow a suitable level of connectivity within the precinct.

Further detail on this mechanism and its relationship to this Planning Proposal is provided below.



Figure 12 Maximum Building Height under Amendment 1
The site has a maximum building height of 45m under incentive provisions.

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Floor Space Ratio

The maximum FSR for the site is controlled under Clause 4.4 of the LEP. The LEP currently allows for a maximum FSR of 1.0:1 (N).

The maximum FSR for the site and the surrounding area is illustrated at **Figure 13**.



Figure 13 Maximum floor space ratio map

The site has a maximum FSR of 1.0:1 FSR limit without delivery of incentive provisions outlined below.

Under the recently gazetted Amendment 1 to the Ryde LEP 2014, an incentivised FSR of 0.5:1 applies to the site, with the resulting maximum FSR including base and incentive being 1.5: 1. Clause 6.9 allows that the City of Ryde Council may approve development with this increased FSR if they are satisfied that:

- there will be adequate provision for recreation areas and an access network, and
- the configuration and location of the recreation areas will be appropriate for the recreational purposes of the precinct, and
- the configuration and location of the access network will allow a suitable level of connectivity within the precinct.

Further detail on this mechanism and its relationship to this Planning Proposal is provided as follows.

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Figure 14 Floor Space Ratio under Amendment 1
Source: Ryde Local Environmental Plan 2014, NSW Legislation, 2015

Macquarie Park Corridor Incentive Scheme

The incentive FSR and height of buildings provided for within the Ryde LEP 2014 through the recently gazetted Amendment 1 seek to provide increased yield in return for monetary contributions and / or the delivery of public infrastructure including access networks and recreation facilities. This infrastructure to be delivered is identified in the supporting documentation for Amendment 1, and is expected to be translated into a supporting policy document imminently. It is understood that these incentive provisions will apply to only the infrastructure provided in **Figures 14 and 15**. The subject site does not contain any of this infrastructure to be delivered as identified in **Figure 14 and Figure 15**.



Figure 15 Access Network under Amendment 1
Source: Ryde Local Environmental Plan 2014, NSW Legislation, 2015

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Figure 16 Open Space under Amendment 1
Source: Ryde Local Environmental Plan 2014, NSW Legislation, 2015

The supporting policy document is expected to establish a mechanism for identification of infrastructure in return for a Voluntary Planning Agreement which commits to the delivery of infrastructure or monetary contributions.

As this proposal is a rezoning of the subject site, including additional FSR and increased height, the incentive scheme does not apply. It should be noted that significant public benefit in the form of recreation facilities has been allowed for in line with the objectives of the scheme, as well as key worker housing. This would be considered in VPA negotiation.

2.7 Council Plans and Policies

City of Ryde Development Control Plan 2014

The *City of Ryde Development Control Plan 2014* applies to all sites within the LGA, however only Part 4.5 Macquarie Park Corridor has particular relevance to a Planning Proposal on the subject site.

This DCP applies to the wider Macquarie Park Corridor and provides for a range of controls relating to public domain, built form, access network, other matters. Achieving the preferred built form as set out in the attached master plan would require amendment of the DCP, which would be discussed with Council.

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Integrated Open Space Plan 2012

The Integrated Open Space Plan (IOSP) analyses the City of Ryde's existing public open space and makes recommendations on how open space can be conserved, enhanced and extended to meet the community's recreation and leisure needs, both now and into the future.

Of particular importance to Macquarie Park, the IOSP indicated that two major new open space areas suitable for active and passive recreation, as well as several smaller reserves in good proximity to the centre, are required to support the planned commercial and residential growth in Macquarie Park.

Specifically, the IOSP identified the need for a variety of different sized open space areas including:

- at least one major reserve close to the core of the precinct generally no less than 1.5 Ha in size to support passive and informal active recreation;
- a suite of local parks distributed across the corridor of a nominal size no less than 0.3 Ha; and
- a series of small corner meeting places (as little as 20sqm)

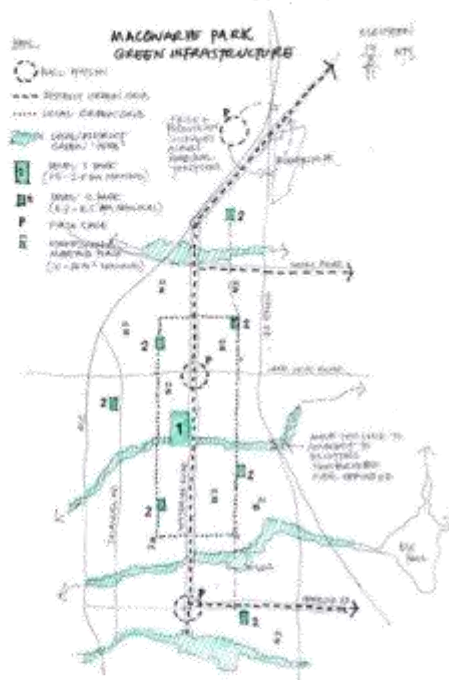


Figure 17 Macquarie Park Green Infrastructure Diagram
Source: Integrated Open Space Plan 2012 (Draft) City of Ryde

Since the IOSP was prepared it is noted that two Priority Precincts have been announced by the Department of Planning and Environment for land around Herring Road and North Ryde Station for mixed uses, allowing for more than 14,000 new dwellings in Macquarie Park at full end state.

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The Priority Precincts do not provide for any new significantly sized active open space (only the minor augmentation of existing spaces and the creation of smaller spaces), and so the latent demand for open space becomes even more significant.

Section 94 Development Contribution Plan 2007 Interim Update (2014)

Council adopted the *Section 94 Development Contribution Plan 2007 Interim Update (2014)* for the LGA in December 2014. The interim update applied to the previous *S94 Development Contributions Plan 2007*, made effective on 19 December 2007. The objectives of the Plan have not changed and the minor modifications are designed to make it easier for potential developers to understand how the Plan works in relation to their projects. There are no changes to the areas to which the Plan applies.

However, the plan does identify that 'The anticipated resident population growth within the LGA will generate additional demand for open space and recreation facilities. There will also be demand created by future workers for certain open space facilities (such as within centres).' (pg. 36 *Section 94 Development Contributions Plan – 2007 – Interim Update (2014)*, City of Ryde Council).

Generally, it is considered that the application of Section 94 Contributions to the future development will need to be further negotiated with Council as part of a detailed discussion on future dedication of the open space and the associated Voluntary Planning Agreement.

It is noted however that the current contributions which apply to the subject site should residential dwellings be built includes a contribution which specially applies to the delivery of open space. This equates to over 50% of the total contribution per dwelling. This is detailed at **Figure 18**.

	Development Area : Inside Macquarie Park										
	Contribution Rates - Residential Development									Contribution Rates - Non-Residential Development	
	Single / 2 bedrooms per dwelling	2 bedrooms per dwelling	3 bedrooms per dwelling	4+ bedrooms per dwelling	Detached Dwelling per dwelling	Secondary Dwelling, Attached or detached per dwelling	Starting amount per bed-room	Subsidies per dwelling	Maximum Maximum per dwelling	Commercial, public, research and development per sq. metre floor area	Industrial per sq. metre floor area
Strategy Plan											
Community and Cultural Facilities	\$ 2,218.97	\$ 2,686.77	\$ 3,207.85	\$ 3,207.85	\$ 3,207.85	\$ 1,482.65	\$ 1,482.65	\$ 3,307.65	\$ 2,238.97	\$ 95.26	\$ 23.43
Open Space and Recreation Facilities	\$ 8,981.66	\$ 10,777.96	\$ 12,867.50	\$ 12,867.50	\$ 12,867.50	\$ 3,674.60	\$ 3,674.60	\$ 12,867.50	\$ 8,981.66	\$ -	\$ -
Civic and Urban Improvements	\$ 1,155.37	\$ 1,386.45	\$ 1,655.23	\$ 1,655.23	\$ 1,655.23	\$ 1,249.80	\$ 1,249.80	\$ 1,655.23	\$ 1,155.37	\$ 38.48	\$ 39.24
Roads and Traffic Management Facilities	\$ 1,240.00	\$ 1,488.00	\$ 1,776.48	\$ 1,776.48	\$ 1,776.48	\$ 270.48	\$ 270.48	\$ 1,776.48	\$ 1,240.00	\$ 40.46	\$ 40.46
Cycleways	\$ 159.76	\$ 191.68	\$ 228.85	\$ 228.85	\$ 228.85	\$ 506.49	\$ 506.49	\$ 228.85	\$ 159.76	\$ 5.32	\$ 2.66
Stormwater Management Facilities	\$ 145.41	\$ 169.69	\$ 202.59	\$ 202.59	\$ 202.59	\$ 338.48	\$ 338.48	\$ 202.59	\$ 145.41	\$ 4.73	\$ 4.71
Plan Administration	\$ 43.06	\$ 51.68	\$ 61.70	\$ 61.70	\$ 61.70	\$ 28.73	\$ 28.73	\$ 61.70	\$ 43.06	\$ 1.44	\$ 0.72
Transport and Accessibility Facilities*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 13,969.21	\$ 16,752.26	\$ 20,080.00	\$ 20,080.00	\$ 20,080.00	\$ 7,061.21	\$ 7,061.21	\$ 20,080.00	\$ 13,969.21	\$ 128.67	\$ 87.43

* Contributions payable for transport and accessibility facilities are levied on a per car parking space basis where insufficient on-site parking is provided to meet demand generated

Car Parking per space* \$ 35,334.54

Figure 18 Section 94 Contribution Rates – Jun - 2015 quarter

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Ryde City Council's Section 94 Development Contributions Plan (2007) does not provide for public open space by non-residential development, implicit in this is the presumption that only residential users demand public open space.

However this is not that case as identified in *Macquarie Park - Growth and Sustainability - Research Study* prepared by AEC, dated June 2015. This study is provided at Attachment B and identifies that access to facilities which allow for enhancement of employee wellbeing is crucial to the demand and function of business parks. This includes social infrastructure items such as childcare, gyms, and public recreation space.

Macquarie Park Floodplain Risk Management Plan

Macquarie Park Floodplain Risk Management Plan has been prepared on behalf of Council and includes a series of floodplain management measures to be implemented within the catchments.

Relevant to this Planning Proposal, the subject site is identified as being affected by the 1 in 100 year Flood and the Probable Maximum Flood. These are identified in the following figures.



Figure 19 1 in 100 year flood event
Source: City of Ryde – Macquarie Park Floodplain Risk Management Study and Plan

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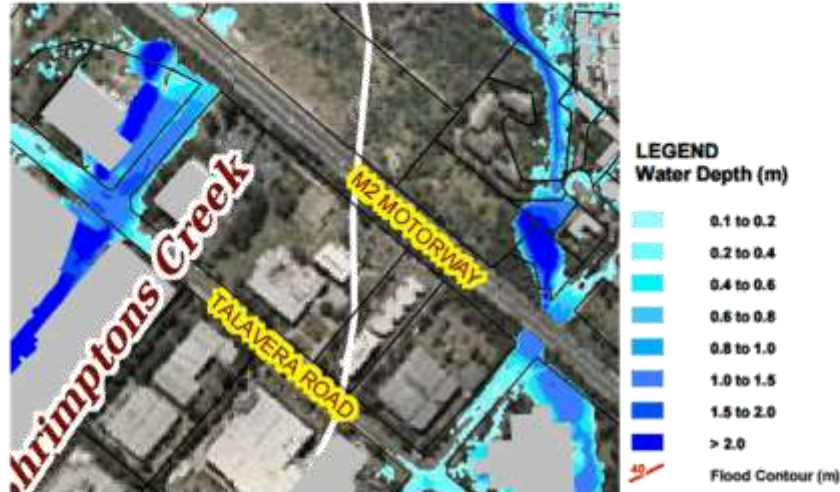


Figure 20 Probable Maximum Flood Event
Source: City of Ryde – Macquarie Park Floodplain Risk Management Study and Plan

However, the site is not identified in Council's Flood Planning Lands map.

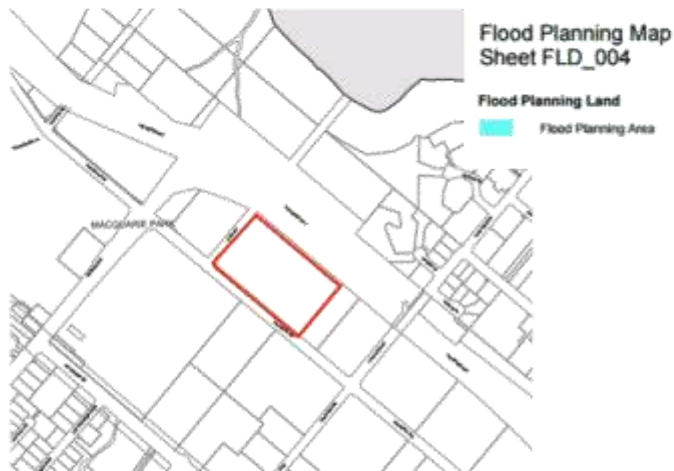


Figure 21 Ryde LEP Flood Planning Map

An assessment of this Planning Proposal against Section 117 Direction 4.3 Flood Prone Land is undertaken in Part 4 of this report.

More detailed planning in relation to flood risk could provide opportunity for the proposed open space to play a role in the treatment and management of flood risk.

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2.8 Draft Plans and Policies

Herring Road Priority Precinct

The Herring Road Priority Precinct is an area in the north eastern end of the Macquarie Park Corridor focused around Herring Road, Macquarie University and Macquarie University Station located on the Epping to Chatswood Railway Line.

Priority Precincts include areas selected through the Priority Precincts program as suitable for urban renewal including increased housing. They are generally located close to a centre or multiple centres and with good access (within an 800m walking catchment) to public transport, shops and services.

By 2031, the Herring Road precinct will be transformed into a walkable transit oriented centre, vital to the evolution of Macquarie Park. Building on its existing business, retailing and educational success, Herring Road will attract more people to live, study and work in the area.



Figure 22 Proposed Herring Road Priority Precinct master plan
Source Herring Road, Macquarie Park Urban Activation Precinct Proposal

The supporting documentation for the precinct identifies that it will comprise:

- a mix of land uses to transform the precinct into an active place for living, learning and working

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- a quality higher density urban community that utilises excellent transport infrastructure and access to job markets, educational facilities, retail, local services and recreational assets
- increased building heights and densities that can improve housing supply and choice
- a transformation of Herring Road into an active street, with wider pavements, new landscaping and new places to meet
- better connected and finer-grained streets and pedestrian / cycle and networks providing safer, more convenient and pleasant access
- opportunities for new and improved parks, spaces, playgrounds and community facilities

The rezoning proposal for the Herring Road Priority Precinct was finalised in September 2015, with the Priority Precinct renamed to be the Macquarie University Station (Herring Road) Precinct.

The subject site is located just outside of the Priority Precinct.



Figure 23 The proposal in the context of the Herring Road Priority Precinct

However, it is noted that the planning for the Herring Road Priority Precinct does not provide for any new significant open space, only linear connections between existing open spaces. The planned spaces are unable to meet the demand for a district, 1.5 hectare open space as identified in the City of Ryde IOSP. The planned densities in the Herring Road Priority Precinct also require good amenity to mitigate the impacts of high density living.

The translation of planning for the Herring Road Priority Precinct into legislative controls will result in significant uplift for many sites, without allowing Council to capture any additional value of that uplift, beyond the increase in Section 94 contributions that would result from the increased densities. There is no mechanism proposed as part of the Priority Precinct report for the delivery of new spaces, new roads or other community and transport infrastructure required to support the planned population growth. The Precinct Support Scheme funding is proposed to be allocated to works on Herring Road only.

Despite an existing shortage of open space within Macquarie Park, the Herring Road Priority Precinct will provide an additional 5,400 dwellings forecasted by the

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Department of Planning and Environment by 2031 (approximately 12,000 end state should all sites be developed in accordance with draft controls). This is the equivalent to a population of 26,175 additional residents.

With regards to built form, the recommended heights in the Herring Road Priority Precinct proposal range from 45m to 120m. These heights are considered appropriate for their context, if the overshadowing impacts are tested and considered to be acceptable. Generally, the plan may benefit from more variation of the built form.

Recommended FSRs range between 2.5:1 and 4.5:1. Again, this general range seems appropriate for a town centre location, based on our experience with similar projects. The strategy to create a 6-8 storey street wall height is supported. This will be important for the quality of the public domain. Achievement of the vision outlined in the Herring Road Priority Precinct master plan is likely to be frustrated by complex and fragmented land ownership patterns, particularly for the sites south-west of the train station. The nominated FSR of 4.0 and 4.5:1 will not be achievable on these small, single lots. Rezoning these small, fragmented land-holdings with this increased density may generate significant problems for implementation and assessment of DAs in this precinct. The advantage of the subject site is that it is a large consolidated lot in single ownership.

Planning Proposals in the area

There have been a number of Planning Proposals lodged within Macquarie Park which seek to amend the Ryde LEP to B4 Mixed Use. Whilst both Planning Proposals were refused by Council and the NSW Department of Planning and Environment at Pre-gateway Review, it is considered that this proposal provides significant amenity above and beyond those previously considered.

Both Planning Proposals were deemed by Council to be inconsistent with the strategic vision for Macquarie Park, and pre-emptive of the subregional strategies to be released by the DP&E. The strategic framework set out in the Macquarie Park: Framework for open space and mixed use development (**Attachment A**) addresses this concern by providing assessment criteria to maintain the employment functions of Macquarie Park, in line with strategic planning for the centre.

Whilst the subregional strategies have not yet been released, the proposal aligns with the strategic direction of the Herring Road Priority Precinct and the key directions for the relevant subregion set out in *A Plan for Growing Sydney*.

269 – 271 Lane Cove Road

A Planning Proposal for land at 269-271 Lane Cove Road sought to amend current planning controls to allow for residential development. This proposal was refused by DP&E and Council at a Pre-Gateway Review in December 2014.

It is considered that this proposal did not deliver substantial public benefit or amenity as the proposed open spaces were internalised and unlikely to serve the wider community; and that the development mix was residential with only a small component of commercial accommodation.

111 Wicks Road, 29 Epping Road and 31-35 Epping Road

A Planning Proposal for 111 Wicks Road, 29 Epping Road and 31-35 Epping Road sought to amend current planning controls to permit residential development on the site. The proposal was refused by both Council and the DP&E in February 2015.

The proposed public domain was unlikely to be utilised due to the size, location and type of open space. Therefore, the proposal did not offer significant public benefit or improved amenity.

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3.0 Objectives and intended outcomes

This section outlines the objectives of the Planning Proposal and provides detail on the proposed planning control provisions to achieve these objectives and outcomes.

3.1 Intended outcomes

The intended outcome of the Planning Proposal is to amend the current planning controls to allow for the future redevelopment of the site to deliver:

- **Public open space:** The open space should comprise a large park with a minimum size of 10,000sqm. The space should have regular dimensions to allow for a variety of active and passive uses.
- **Key worker housing/affordable housing:** allow for the delivery of approximately 40 apartments, or around 3% of the residential development, as key worker/affordable housing. The location and management of this housing should be negotiated between the developer and Council to achieve a positive social outcome and benefit the sustainability of the Business Park.
- **Change of uses:** A diverse mix of uses that support the sustainability and growth of the Macquarie Park Centre by increasing the viability of delivering public benefit and delivering social infrastructure that supports the attractiveness of the centre to business.
- **Increased Density:** The master plan should provide for a maximum building height of 120m with a FSR of 3.5:1 which encourages the redevelopment of the site in accordance with the proposed master plan provided at **Figure 24**.
- **Robust envelopes:** Building envelopes in a preferred built form option should be tested to give Council confidence that future development within those envelopes can achieve design quality and consistency with SEPP 65 rules of thumb.

Two concept master plan options have been developed which could deliver the intended outcomes of the Planning Proposal, as shown in **Figure 22** and **Figure 23**. Both options deliver a mixed use development, with one option (shown in **Figure 23**) locating the key worker housing on the north western boundary of the site and using some of the open space. Alternatively, the key worker housing could be delivered as additional density to the mixed use towers proposed in **Figure 22**.

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Figure 24 The preferred concept master plan for the site



Figure 25 Concept master plan including key worker housing on the north west boundary

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3.2 Objectives of the proposed controls

The objectives of the Planning Proposal for the site at 66-82 Talavera Road, Macquarie Park are to ensure the provision and functionality of public open space over 10,000sqm to support the existing and future community, and encourage good urban design by providing for increased height on the site. The specific objectives are to:

1. Ensure that the existing shortage of open space within Macquarie Park and future Herring Road Priority Precinct are resolved and addressed;
2. Ensure that a contiguous and well-designed large area of open space can be achieved on the subject site at minimal cost to the wider community;
3. Ensure that the site delivers a high quality open space catering to the diverse needs of the surrounding community, both existing and future;
4. Provide ongoing amenity (open spaces and retail/residential) for Macquarie Park to ensure that it remains a competitive;
5. Ensure an appropriate mix of uses on the site to support the attractiveness of the Business Centre and a vibrant mixed-use development, including provision of affordable and private housing; and
6. Unlock substantial public benefit on this key site including key worker/affordable housing by ensuring development feasibility.

3.3 Amendments to planning provisions

This Planning Proposal seeks to amend the following provisions of the Ryde Local Environmental Plan 2014:

- Amend **Land Zoning Map Sheet LZN_004** to rezone the site from B7 Business Park to B4 Mixed Use Zone to allow for residential development on the site. The new open space could be rezoned for RE1 Zone at a later stage once the park has been dedicated to Council through the renewal process.
- Amend the **Macquarie Park Corridor Precinct Incentive Height of Buildings Map - Sheet MHB_004** to reflect an incentive maximum height of buildings of 120m applicable to the eastern portion of the site through the creation of a new incentive zone;
- Amend the **Macquarie Park Corridor Precinct Incentive Floor Space Ratio Map - Sheet MFS_004** to reflect an incentive floor space ratio of 3.5:1 across the whole of the site.

The benefits of this proposed amendment for Macquarie Park Corridor and the wider community have been further identified in **Section 5 Justification**.

3.4 Land use zoning

The land use zoning of the site will require amendment to permit residential land uses on the subject site. As such, the site will need to be rezoned from B7 Business Park to B4 Mixed Use. The new open space could be rezoned for RE1 Zone at a later stage once the park has been dedicated to Council through the renewal process. Delivery of the open space would be guaranteed through a VPA and amendments to DCP.

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This will require amendment to the Land Use Zoning Map Sheet LZN_004.

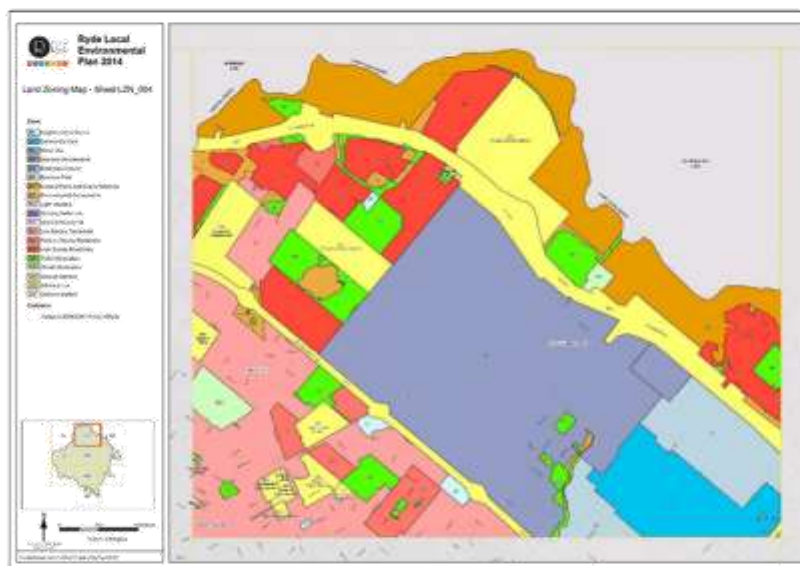


Figure 26 Proposed amended Ryde LEP 2014 Land Zoning Map

Although this will rezone land currently limited to employment uses only, the *Macquarie Park – Growth and Sustainability Research Report* prepared by AEC (**Attachment B**) concludes that 'permitting residential and mixed-use development on selected, appropriate sites in Macquarie Park which comply with the criteria listed in the Architectus strategic planning framework would have a significant positive impact on the growth and sustainability of Macquarie Park as a major employment zone in metropolitan Sydney and a key economic engine room for NSW.'

The mixed use zone is expected to benefit the Macquarie Park Business Centre by:

- allowing for the integration of business, office, retail and residential development to achieve the most efficient use of land;
- co-locating residents to highly skilled jobs, generating economic, social and environmental benefits by reducing commuting times, congestion and encouraging active transport. Currently, 33% of residents in the Macquarie Park suburb work in the Ryde – Hunters Hill area², and 44% of these walked only. The proposal is likely to support these transport habits;
- activating the centre throughout the day, including out of work hours. People are likely to access the site at a range of times due to differentiated usage demands for residential, retail, recreation and commercial space; and
- creating a community asset and activity hub which supports increased social interaction among residents and employees of the area.

² Bureau of Transport Statistics, Journey to Work Explorer, Place of Residence (including TZs 1535, 1537, 1539, 1541, 1542, 1543, 1544, 1545, 1547, 1548, 1550, 1551, 1552), 2015.

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This rezoning allows for the delivery of a significant public open space which addresses a recognised shortfall in the wider Macquarie Park Corridor which will be exacerbated by the Herring Road Priority Precinct. The proposal also allows for the delivery of key worker housing, which would represent a substantial public benefit and support to the centre's employment uses.

3.5 Maximum building height

The maximum building heights for the subject site will need to be amended to allow the delivery of the built form envisaged for the site as detailed in **Figure 24**. This will require the incentive maximum building heights to be increased from 45m to 120m which is in line with the heights in the adjoining Herring Road Priority Precinct.

This will require amendment to the Macquarie Park Corridor Precinct Incentive Height of Buildings Map - Sheet MHB_004, as shown in Figure 27. The alignment of the portion of the site zoned for an incentive maximum height of buildings of 120m is the portion of the site intended for development in the concept master plan, provided in the Urban Design Report at Attachment C, which excludes only the public open space for dedication and Alma Road, an area of approximately 10,000sqm.

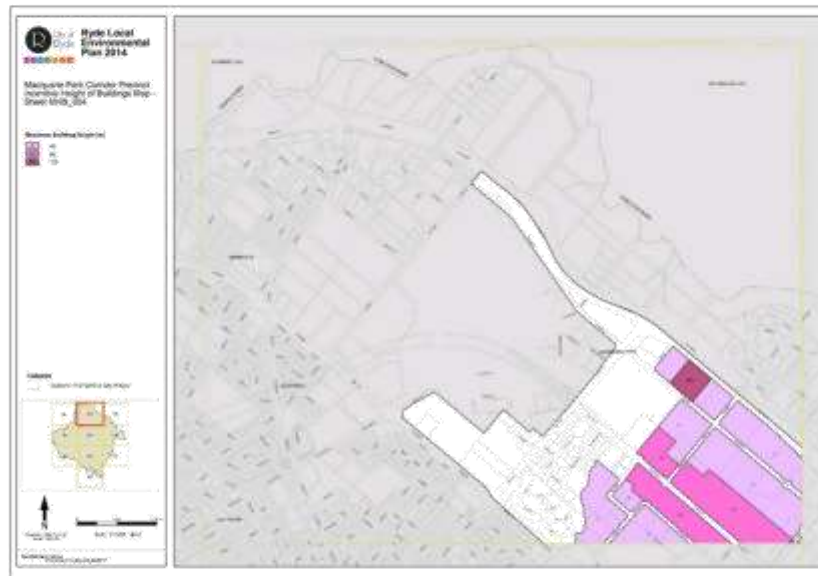


Figure 27 Proposed amended Ryde LEP 2014 Macquarie Park Corridor Precinct Incentive Maximum building height Map

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3.6 Maximum Floor Space Ratio

The maximum FSR for the subject site will need to be amended to allow the delivery of the built form envisaged for the site as detailed in **Figure 24**. This will require the maximum FSR to be increased from 1.5:1 to 3.5:1 which is in line with the FSR in the adjoining Herring Road Priority Precinct.

This will require amendment to the Macquarie Park Corridor Precinct Incentive Floor Space Ratio Map - Sheet MFS_004.

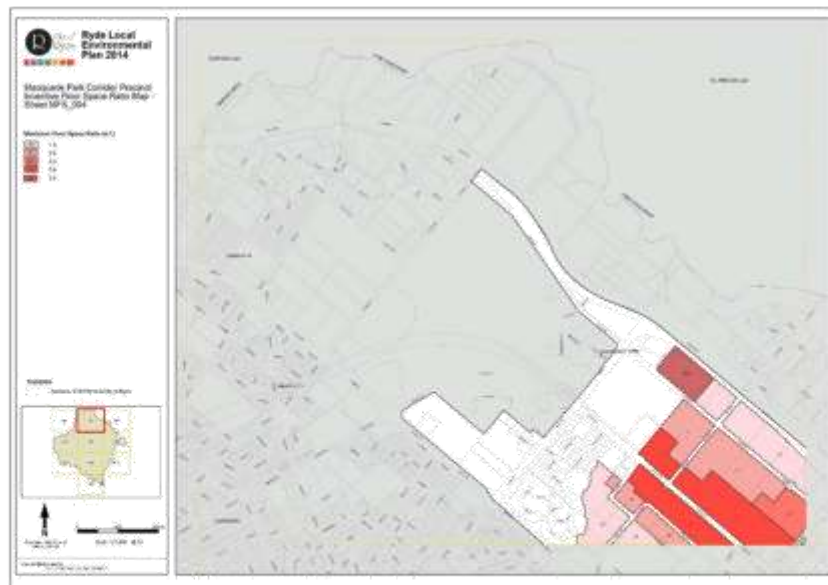


Figure 28 Proposed amended Ryde LEP 2014 Macquarie Park Corridor Precinct Incentive Maximum Floor Space Ratio Map

3.7 Ryde Development Control Plan 2014

The Ryde Development Control Plan 2014 will require amendment to reflect the preferred built form and public domain envisaged by the concept master plan for the site.

The DCP amendments will require a detailed Master Plan for the site, which sets the parameters for each site and will inform the future DCP requirements. This can be prepared in accordance with the Master Plan, which will require consultation and discussion with Council.

3.8 Summary

The proposal allows for:

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- a) the delivery of public open space which addresses an existing shortfall within the Macquarie Park Corridor which will be exacerbated by the future Herring Road Priority Precinct; and
- b) key worker housing comprising approximately 40 apartments, which is substantially undersupplied in the Ryde municipality.

To allow for the delivery of this open space and key worker housing, the Planning Proposal seeks to allow for the redevelopment of the site for residential through allowing tall slender tower forms and lower built form buildings retaining significant employment use in the site.

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4.0 Justification

This section provides justification of the Planning Proposal in line with the 'questions to consider when demonstration justification' set out within the NSW Government's 'A guide to preparing Planning Proposals'.

4.1 Section A - Need for the Planning Proposal

Is the Planning Proposal a result of any strategic study or report?

The Planning Proposal, and the proposed rezoning of the site the site for increased densities is in response to directions in the following endorsed strategic planning studies:

- NSW Department of Planning and Environment's *Plan for Growing Sydney 2036*, which identifies Macquarie Park as a Strategic Centre, and provides directions to increase amenity, and densities for employment, education, and residential uses near train stations.
- The City of Ryde's *Integrated Open Space Plan 2012*, which identifies the need for new open spaces to support business and new residents.

The Planning Proposal is a result of the following supporting studies, reports and advice, prepared for Holdmark:

- Urban Design Report, prepared by Architectus, dated 13th November 2015;
- Traffic Impact Assessment, prepared by Bitzios, dated 2nd October 2015;
- Socio-Economic Impact Assessment, prepared by AEC, dated 2nd October 2015; and
- Open Space and Landscape Report, prepared by Clouston, dated 1st October 2015.

The proposal also considers the following documents (also prepared for Holdmark) which are studies that provide a holistic consideration of Macquarie Park:

- Macquarie Park: Framework for open space and mixed use development, prepared by Architectus, dated 25 June 2015; and
- Macquarie Park - Growth and Sustainability – Research Study prepared by AEC, dated June 2015

These documents demonstrate the need for a Planning Proposal, as discussed in more detail below:

Strategic planning framework

The *Plan for Growing Sydney to 2036* is the NSW's State Governments plan for the future growth and prosperity of the Greater Sydney Region. The Plan includes goals and directions that should inform the planning controls for sites in Metropolitan Sydney.

As discussed in more detail in Section 4 of this report, the subject Planning Proposal for higher densities and a B4 Mixed Use Zone is consistent with the

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following overarching objectives for Macquarie Park, as expressed in the Plan for Growing Sydney:

- Macquarie Park is a Strategic Centre, and an appropriate location for employment and mixed use intensification, whilst maintaining the primary role of the centre as a business park.
- ACTION 1.6.1: Grow high-skilled jobs in the Global Economic Corridor by expanding employment opportunities and mixed-use activities
- ACTION 1.7.1: Invest in Strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity
- ACTION 1.11.3: Undertake long-term planning for social infrastructure to support growing communities
- ACTION 2.1.1: Accelerate housing supply and local housing choices
- ACTION 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres
- ACTION 2.3.3: Deliver more opportunities for affordable housing
- ACTION 3.1.1: Support Urban Renewal by directing local infrastructure to centres where there is growth
- ACTION 3.2.1: Deliver The Sydney Green Grid Project

The Planning Proposal is a progression of the following specific directions for Macquarie Park (Page 127, Plan for Growing Sydney):

- Work with council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.
- Investigate potential future opportunities for housing in areas within walking distance of train stations.
- Support education and health-related land uses and infrastructure around Macquarie University and Macquarie University Private Hospital.
- Work with council to retain a commercial core in Macquarie Park for long-term employment growth.
- Investigate opportunities to deliver a finer grain road network in Macquarie Park.

Ryde Integrated Open Space Plan 2012

The Ryde Integrated Open Space Plan 2012 (prepared by Clouston Associates and endorsed by Council in 24 July 2012) indicated that two major new open space areas suitable for active and passive recreation, as well as several smaller reserves in good proximity to the centre, are required to support the planned commercial and residential growth in Macquarie Park.

Since this time, two Priority Precincts have been announced by the Department of Planning and Environment for land around Herring Road and North Ryde Station for mixed uses, allowing for more than 14,000 new dwellings in Macquarie Park. The Priority Precincts do not provide for any new active open space (only the minor augmentation of existing spaces and the creation of smaller spaces), and so the latent demand for open space becomes even more significant.

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The Planning Proposal enables the delivery of a 10,000sqm open space, which would supplement open space in the area in line with the recommendations of the Ryde Integrated Open Space Plan 2012.

Refer to Section 4 of this report for more details.

Studies for Holdmark considering the broader vision for Macquarie Park

Macquarie Park: Framework for open space and mixed use development, prepared by Architectus, dated 25 June 2015

This report was prepared by Architectus and is provided at **Attachment A** for Holdmark in relation to the subject site at 66 - 82 Talavera Road, Macquarie Park. The report provides support for a rezoning of the site by establishing a framework for the site to be rezoned to mixed use whilst maintaining the integrity of the Macquarie Park employment centre.

It recognises that there is significant pressure for residential development within Macquarie Park as evidenced by multiple approaches to the City of Ryde Council to seek permission for residential land uses within Macquarie Park as well as by the very high rates of sale for the recent residential developments on land adjacent to the Macquarie Park B7 zone.

The report identifies that the role and composition of business parks is evolving, with an increased emphasis on worker amenity and employee well-being as well as the provision of a full offer of services and facilities while protecting commercial uses.

The existing shortfall of open space is identified as having the potential to severely limit the ability of Macquarie Park to continue to attract businesses into the future as residential, retail and commercial growth exacerbate the centre's existing concerns.

The report finds that Council has an opportunity to strategically approach the problem by permitting mixed use development where substantial public benefit can be delivered on site by the developer. This strategic approach is formalised into a framework that provides key criteria and circumstances in which residential floor space can be permitted. These criteria are as follows:

Public open space

- Provide either new open space shown in the Draft Macquarie Park DCP 2014⁴ or a new 1 hectare minimum public open space, designed to Council's reasonable requirements.
- Where a site proposes to deliver the 1 hectare minimum open space, the site must be larger than 3 hectares, thereby allowing for a 2 hectare development site for mixed uses.
- The open space must have a frontage to a major road (Waterloo Road, Talavera Road, Wicks Road or Herring Road) and one secondary street.
- The proposed open space should satisfy specified design criteria and be dedicated to Council on completion.

Non-residential floorspace

- Provide a minimum of 20,000sqm GFA of non-residential floorspace.

Key worker housing

- Deliver key worker housing (or Affordable Housing) at the rate of approximately 3% of total dwellings provided.
- Up to 15% of the open space (1,500sqm) can be used to deliver the required key worker housing.

⁴ The Macquarie Park DCP 2014 has since been adopted.

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Childcare facilities

- Provide privately run childcare facilities suitable for 60 children.

Public domain

- Delivery of all other required public domain on the site including roads and through site links as nominated in the Draft Macquarie Park DCP 2014⁵.

Macquarie Park - Growth and Sustainability – Research Study prepared by AEC, dated June 2015

This study was prepared by AEC on behalf of Holdmark and is provided at **Attachment B**. The study provides an overview of the background and future of the Macquarie Park Corridor. Key points identified in the report are as follows:

- The Macquarie Park Corridor is positioned on a new growth trajectory, with significant growth in residents and employment expected to further strengthen its importance and significance as one of Sydney's economic engine rooms and Sydney's second largest commercial office precinct after the Sydney CBD.
- Business parks are beginning to resemble CBDs in many ways, combining shops, restaurants, and services to employees such as banks, travel agencies, gyms, swimming pools and playing fields.
- Worker amenity and employee wellbeing are critical factors that have come to the fore for businesses located in Business Parks. This includes:
 - Proximity to residences;
 - Opportunities for the enhancement of employee wellbeing such as recreational open space; and
 - Access to social infrastructure items, i.e. childcare, gyms, public recreation space.
- While the appropriation of land to public open space and affordable housing would mean less available land to accommodate new employment floorspace, the provision of these items of key social infrastructure result in increased appeal of Macquarie Park as a business destination, leading to increased demand for floorspace.
- The ultimate delivery of additional jobs (through increased overall employment densities) would support NSW Government and Council objectives of strengthening Macquarie Park's position in the Global Economic Corridor.

Studies for Holdmark supporting the Planning Proposal

Urban Design Report , prepared by Architectus, dated 13th November 2015

The Planning Proposal is informed by an Urban Design Report prepared by Architectus. The Urban Design Review has been provided with this report at **Attachment C**.

The Urban Design Report recommends the preferred arrangement of development parcels and public open space. It provides recommendations on uplift of GFA through increased building height limits for the site and recommends a total precinct gross floor area for each use based on detailed massing studies.

The Urban Design report demonstrates that the proposed 120m incentive maximum height of buildings is supported from an urban design perspective in that:

⁵ As above.

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- The 120m height concentrates maximum heights and densities near the train station, university and shopping centre. This is intended to make the most efficient use of local infrastructure and services;
- The 120m height limit minimizes building footprint while delivering an FSR in line with adjoining Herring Road sites, enabling the delivery of more public domain;
- The 120m height is consistent with the Macquarie University Station (Herring Road) Priority Precinct controls which has heights up to 120m for large parts of the precinct, but also diversifies building height in the centre. This creates a distinctive skyline for Macquarie Park.
- The 120m height allows for slender building forms which provide better tower separation, slender shadows and residential amenity;
- The 120m height allows for the delivery of open space while preserving its solar access and amenity;
- The site is located near a key entry and exit point to Macquarie Park (from the M2 Motorway), and is larger than the majority of other sites within Macquarie Park. The site is therefore considered to be appropriate for additional height to signpost the entry to this key commercial centre through landmark buildings.
- This study has informed the overall heights and FSRs proposed under the Planning Proposal and will be used to inform the appropriate amendments to the Ryde DCP 2014 as required.

Traffic Impact Assessment, prepared by Bitzios, dated 2nd October 2015

The Traffic Impact Assessment prepared by Bitzios, provided at **Attachment D** concludes that:

- A maximum of 1,526 parking spaces is permissible in accordance with the relevant LEP and DCP for the development types proposed, although there may be opportunities to reduce this requirement considering shared usage and high levels of alternative mode usage;
- There are some traffic accessibility advantages of allowing unrestricted access between the three proposed accesses (i.e. underground) to assist with the potential for shared parking and reducing the length of travel of the external road system;
- The development is estimated to generate 480 vehicle trips and 374 vehicle trips in the AM and PM peak respectively;
- The full potential of the existing B7 zoning would be expected to generate much higher traffic volumes during the peak hours compared to the planning proposal. The planning proposal would reduce the traffic generating potential of the site in both peak period, primarily due the transit-orientated, mixed use nature of the proposal;
- The proposed three (3) accesses to the development were assessed and were shown to operate within acceptable RMS guidelines for intersection performance;
- The existing major intersections east of the study area such as Talavera Road/ Khartoum Road and Lane Cove Road/ Talavera Road intersection were found to be at capacity in peak periods already and would require future upgrades in any event, should the intention be that these intersection operate under capacity. This finding is independent of the planning proposal's impacts particularly considering that it reduces site-generated traffic compared to its potential under its current zoning.

The Traffic Impact Assessment demonstrates that the Planning Proposal would result in a better traffic outcome than a development that maximised the current controls. The report concludes that the proposal has an acceptable outcome on

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intersection performance and advantages the area by being a transit oriented proposal.

Socio-Economic Impact Assessment, prepared by AEC, dated 6th October 2015

The Socio-Economic Impact Assessment, prepared by AEC, provided at **Attachment E** finds:

- Employment hubs such as business parks are responding to demand from employers and employees for amenities such as recreational open space and childcare facilities. Flexible and inviting workplaces that are not only engaging within but engaging with the surrounding public domain are highly valued by business and occupiers;
- Given the configuration of the site and building layout, the permitted uses are unlikely to facilitate a more attractive use to displace the existing use and facilitate a comprehensive redevelopment. The highest and best use of the Site under the existing zoning is likely to already be secured. On that basis, assuming the Site is not rezoned and remains subject to existing planning controls, comprehensive redevelopment of the Site is unlikely to occur;
- While the appropriation of land to public open space and key worker housing would mean less land available to accommodate new employment floorspace, the provision of items of key social infrastructure would undoubtedly result in sustaining Macquarie Park Corridor's competitive position as well as increasing its appeal as a business destination, leading to increased demand for floorspace;
- Increased demand for employment floorspace in Macquarie Park Corridor would in turn result in take-up of Council's bonus FSR provisions as envisaged under the Macquarie Park Corridor Planning Proposal. Development to greater FSRs than provided for under the Ryde LEP 2013 would ultimately result in increased overall employment densities in Macquarie Business Park;
- The ultimate delivery of additional jobs (in increased overall employment densities) would support NSW Government and Council objectives of strengthening Macquarie Park Corridor's position in the Global Economic Corridor; and
- Rezoning of the site would deliver a clear, strong positive economic impact comparative to the existing case.

Open Space and Landscape Report, dated 1st October 2015

An open space and landscape assessment of the Planning Proposal and concept master plan was undertaken by Clouston, focusing on the proposed open space and drawing on their experience in the preparation of the Ryde Integrated Open Space Plan (IOSP). The report forms **Attachment F**.

The report compares the Strategic Rezoning Assessment Framework prepared by Architectus in the report Macquarie Park: Framework for Open Space and Mixed Use Development (provided at **Attachment A**) to the recommendations of the IOSP, and the resulting proposed open space as part of this Planning Proposal.

Clouston's assessment demonstrates that the proposed open space will address some of the deficiency of open space in Macquarie Park. Key benefits of the proposal from an open space perspective include:

- The proposal will provide certainty in committing to deliver open space;
- The proposal would address the latent shortfall in open space provision in Macquarie Park;

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- The proposal would create a new public open space of significant size north of Waterloo Road, in the area of least open space provision;
- The proposal has the potential to make a significant contribution towards ensuring equity of access to public open space;
- The proposal would create a new public open space of significant size within walking distance of the University campus;
- The proposal would reduce local reliance on the University grounds for informal recreation and access to nature;
- The proposal would achieve best practice planning by collocating community and recreational facilities.

The report concludes that in the changing context of Macquarie Park, the proposal to rezone the site and deliver a new public open space would deliver significant public benefit. The proposal is recommended for support by Council from an open space planning perspective.

Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The objectives and intended outcomes of the proposal can only be achieved through an increase in height and FSR beyond those achievable under the current Ryde Local Environmental Plan 2014.

This is as the current zoning does not allow for residential development which would financially enable the delivery of the public infrastructure on the subject site which would support the ongoing sustainability of Macquarie Park as a business centre, as demonstrated in the research study prepared by AEC, provided in **Attachment B**.

Accordingly, the Planning Proposal is considered the only way to amend the primary built form controls to achieve the objectives and intended outcomes for the site.

Is there a net community benefit?

The Planning Proposal will result in a wide variety of public benefits including:

- public open space of approximately 10,000sqm;
- provision of residential land uses in close proximity to Macquarie University Station and the surrounding amenities located along Herring Road; and
- Provision of approximately 20,000sqm of commercial floor space contained within the existing AstraZeneca building currently under construction and within future development.

Additionally, the proposal will allow for the following to be included on site, subject to further negotiation and discussion with Council as part of a voluntary planning agreement:

- Key worker housing to occupy up to 15% of the total area for the open space (approximately 40 dwellings); and
- A childcare centre.

Although it is recognised that the proposal will result in an additional maintenance burden to Council as a result of the proposed dedication of the open space, it is noted that the proposal would result in significant increase in rates for the site.

Holdmark and Architectus look forward to discussing the potential public benefit package in more detail with Council. It is understood that this may be subject to a VPA.

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4.2 Section B - Relationship to strategic planning framework

This section provides a summary of the strategic planning framework within which the Planning Proposal outcomes for the site have been considered. It should be noted that only those relevant to the subject site have been identified below.

A Plan for Growing Sydney

A Plan for Growing Sydney is the NSW's State Governments plan for the future growth and prosperity of the Greater Sydney Region. The Plan includes 4 main goals which are underpinned by several key actions. Each of these goals and the actions relevant to the Plan have been considered below in **Table 1**.

Table 2 A Plan for Growing Sydney

A Plan for Growing Sydney: Goals and Actions	Consistency	Comment
GOAL 1 A COMPETITIVE ECONOMY WITH WORLD-CLASS SERVICES AND TRANSPORT		
ACTION 1.6.1: Grow high-skilled jobs in the Global Economic Corridor by expanding employment opportunities and mixed-use activities	Yes	This action recognises the importance of the Global Economic Corridor (GEC). Importantly this action recognises a need to protect the viability of commercial cores but also that restrictive zonings should be targeted. The proposal, although including residential land uses within the GEC, will allow and enhance the functionality of Macquarie Park as a commercial centre. This is as: - The provision of much needed open space will enhance the appeal of the wider Macquarie Park Corridor to businesses; - Given that the site directly adjoins the B4 Mixed Use area, it will not significantly reduce the wider commercial / business offering within Macquarie Park; - Unlikely to be a conflict between the commercial / residential land uses as the Business park character of Macquarie Park is unlikely to contain 'offensive' odour and noise generating land uses. - The provision of residential land uses will allow for a greater activation and vibrancy within the Macquarie Park Corridor through providing land uses which function outside of 'business hours'. This will in turn enhance the commercial / retail offering on the site. - Modern business parks include a variety of land uses, including outdoor recreation opportunities, retail / commercial components and residential. These uses improve the sustainability of the centre.
ACTION 1.6.2: Invest to improve infrastructure and remove bottlenecks to grow Economic Activity	Yes	The proposal will actively allow for the delivery of the public open space which is a crucial piece of infrastructure which will actively increase the appeal and functionality of the Macquarie Park Corridor as a key commercial centre. This will unlock further economic activity within the precinct.
Direction 1.7: Grow strategic centres - providing more jobs closer to home		
ACTION 1.7.1: Invest in Strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity	Yes	The proposal will allow for the delivery of a public open space on the site which will actively increase the appeal and functionality of the wider Macquarie Park Corridor as one of Sydney's premier commercial centres. This is through increasing the commercial appeal of the centre through providing opportunities for recreation within the corridor which is a key attractor for new businesses. This will in turn result in further job growth in the centre. Through the proposal built form controls and the inclusion of residential on the site, the public open space is ensured and additional housing in a well serviced and well located centre is achieved. The proposal allows for approximately 1,200 dwellings on site.
Direction 1.9: Support priority economic sectors		
ACTION 1.9.1:	Yes	As identified elsewhere, the proposal will not detract from the ongoing development of Macquarie Park Corridor as a priority location for medical technology industries as identified within the Plan for Growing Sydney.

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A Plan for Growing Sydney: Goals and Actions	Consistency	Comment
Support the growth of priority industries with appropriate planning controls		Importantly, with relationship to this proposal, the inclusion of residential land uses within the corridor will not restrict the opportunities for and capacity for growth for these industries. This is as: - Provision of well designed, high quality dwellings in close proximity to jobs will support the attractiveness of the corridor to employees and respective employers. - Provision of open space will enhance appeal of Macquarie Corridor to employees and employers. - Generally, medical technologies are unlikely to be noise or odour generating and will not result in a conflict between residential and commercial uses.
ACTION 1.9.2: Support key industrial precincts with appropriate planning controls	Yes	The proposal is in close proximity to key economic infrastructure, being the key office market of Macquarie Park. The subject site is somewhat separated from the rest of the business park by the Macquarie Park Shopping Centre. While the site currently contributes to the Macquarie Park Business Centre by hosting the AstraZeneca building and at-grade car parking, the proposal seeks to increase the efficiency and effective contribution of the site to allow it to deliver supporting residential accommodation (potentially including key worker housing), substantial open space, and retail uses while maintaining the use of the site by AstraZeneca. The rezoning of the site to B4 Mixed Use would allow the partial use of the site for residential uses. However, this does not preclude the use of the site for industrial or commercial uses as demanded by the market. Importantly, a total of 20,000sqm is proposed to be delivered on site. The proposal is considered to be critical to meeting the need for an alternative purpose in the Business Park, in line with <i>A Plan for Growing Sydney</i> and the Ryde IOSP.
Direction 1.11: Deliver infrastructure ACTION 1.11.3: Undertake long-term planning for social infrastructure to support growing communities	Yes	The proposal represents an opportunity to address an existing, recognised shortfall in open space within Macquarie Park. This shortfall is a significant threat to the ongoing functionality and future success of the Macquarie Park Corridor as a crucial part of the GEC. The proposal adequately responds to this action through resolving a recognised social infrastructure need. If this need is not resolved, the attractiveness of Macquarie Park as a commercial centre is likely to be negatively impacted upon.
GOAL 2 A CITY OF HOUSING CHOICE, WITH HOMES THAT MEET OUR NEEDS AND LIFESTYLES		
Direction 2.1: Accelerate housing supply across Sydney ACTION 2.1.1: Accelerate housing supply and local housing choices	Yes	The proposal represents an offer by a recognised and established developer with extensive experience within the Ryde LGA to commit to and provide additional housing. As such, this responds effectively to this action.
Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs ACTION 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres	Yes	The proposal seeks to allow for the urban renewal of the subject site to deliver public open space and housing which will: - Connect new homes to the northern section of the Sydney Rapid Transit. - Recognise an opportunity to connect new homes to a job-rich strategic centre, - Provide new housing and much needed open space which will support the ongoing development of the Macquarie Park Corridor.
Direction 2.3: Improve housing choice to suit different needs and lifestyles ACTION 2.3.3: Deliver more opportunities for affordable housing	Yes	Subject to further discussions with Council under a Voluntary Planning Agreement (VPA), the site has significant potential to provide opportunities to provide affordable housing, with approximately 40 apartments proposed.
GOAL 3 A GREAT PLACE TO LIVE WITH COMMUNITIES THAT ARE STRONG, HEALTHY AND WELL CONNECTED		
Direction 3.1: Revitalise existing suburbs ACTION 3.1.1:	Yes	The proposal seeks to deliver a 10,000sqm public open space in a strategic location between the Macquarie Park Business Centre and the Herring Road Priority Precinct. As stated in <i>A Plan for Growing Sydney</i> ,

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A Plan for Growing Sydney: Goals and Actions	Consistency	Comment
Support Urban Renewal by directing local infrastructure to centres where there is growth		this investment in the amenity and provision of infrastructure in the centre will attract development and business. The proposal adequately responds to this action through resolving a recognised local infrastructure need.
Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney		
ACTION 3.2.1: Deliver The Sydney Green Grid Project	Yes	The Sydney Green Grid Project seeks to deliver flexible open space that meets the needs of the local community. The Proposal seeks to deliver a large, flexible, multipurpose and high-quality open space that will go towards meeting the needs of the local residential and business community.

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Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Subregional Planning

Subregional plans are intended to set out how A Plan for Growing Sydney applies to local areas.

Whilst the Draft North Subregional Strategy is no longer publicly available, the draft subregional plans are expected to be released late 2015. In the interim, priorities for the north subregion have been established, including specific priorities for the Macquarie Park Strategic Centre.

This Planning Proposal supports the priorities for the Macquarie Park centre as part of the North Subregion as set out below:

Table 3 Priorities for Strategic Centres in the North Subregion

Priority	Consistency	Comment
Work with council to retain a commercial core in Macquarie Park for long-term employment growth.	Yes	The Planning Proposal will support the commercial core through provision of open space, commercial and retail uses. A strong framework for rezoning which supports the retention of the commercial core has been proposed.
Work with council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.	Yes	The Planning Proposal seeks to deliver mixed use development on a strategic site in close proximity to the Macquarie University station.
Facilitate delivery of Herring Road, Macquarie Park Priority Precinct, and North Ryde Station Priority Precinct.	Yes	The Planning Proposal will ensure the delivery of open space to support the nearby Priority Precincts.
Investigate potential future opportunities for housing in areas within walking distance of train stations.	Yes	The Planning Proposal seeks to substantially increase housing supply within 550m walk of the Macquarie University Train Station, measured along footpaths. There is opportunity to deliver some key worker housing on the site.
Support education and health-related land uses and infrastructure around Macquarie University and Macquarie University Private Hospital.	Yes	The Planning Proposal does not preclude these uses. The proposal supports the use of the site by AstraZeneca, an existing biopharmaceutical company.
Support the land use requirements of the Medical Technology knowledge hub.	N/A	
Investigate a potential light rail corridor from Parramatta to Macquarie Park via Carlingford.	N/A	
Investigate opportunities to deliver a finer-grain road network in Macquarie Park.	N/A	
Investigate opportunities to improve bus interchange arrangements at train stations.	N/A	
Work with council to improve walking and cycling connections to North Ryde train station.	N/A	

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Is the Planning Proposal consistent with a Council's local strategy or other local strategic plan?

Ryde Integrated Open Space Plan 2012

The Planning Proposal enables the delivery of a 10,000sqm open space, which would supplement open space in the area in line with the recommendations of the Ryde Integrated Open Space Plan 2012.

The Ryde Integrated Open Space Plan 2012 indicated that two major new open space areas suitable for active and passive recreation, as well as several smaller reserves in good proximity to the centre, are required to support the planned commercial and residential growth in Macquarie Park.

Specifically, the IOSP identified the need for a variety of different sized open space areas including:

- at least one major reserve close to the core of the precinct generally no less than 1.5 Ha in size to support passive and informal active recreation;
- a suite of local parks distributed across the corridor of a nominal size no less than 0.3 Ha; and
- a series of small corner meeting places (as little as 20sqm)

Since this time, two Priority Precincts have been announced by the Department of Planning and Environment for land around Herring Road and North Ryde Station for mixed uses, allowing for more than 14,000 new dwellings in Macquarie Park. The Priority Precincts do not provide for any new active open space (only the minor augmentation of existing spaces and the creation of smaller spaces), and so the latent demand for open space becomes even more significant.

The Planning Proposal for Macquarie Park Corridor (City of Ryde, 2013) acknowledges a body of work that has established an open space deficiency that will be exacerbated by planned growth.

City of Ryde Local Planning Study, 2010

The City of Ryde Local Planning Study 2010, intended to guide the future growth of Ryde LGA for 10 years through the comprehensive LEP, establishes the desired future character of the Macquarie Park Corridor through the following statement:

'Macquarie Park will mature into a premium location for globally competitive businesses with strong links to the university and research institutions and an enhanced sense of identity.

The Corridor will be characterised by a high quality, well-designed, safe and liveable environment that reflects the natural setting, with three accessible and vibrant railway station areas providing focal points.

Residential and business areas will be better integrated and an improved lifestyle will be forged for all those who live, work and study in the area.'

The Planning Proposal is considered to be consistent with this desired future character in that it will improve amenity in the business park, attracting business investment.

The Planning Proposal would deliver a well-integrated mixed use development and substantial public benefit to improve the lifestyle of local residents, students and employees.

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Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The consistency of the Planning Proposal with the applicable State Environmental Planning Policies is discussed at **Table 4** below.

Table 4 Response to State Environmental Planning Policies

State Environmental Planning Policy	Consistency	Comment
SEPP 55 – Remediation of Land	Yes	There is no knowledge of prior contaminating use on the land. The site is currently in use as a commercial office building and adjoins residential uses. A search of the NSW Contaminated Land Register revealed no records of notices in the City of Ryde LGA. The City of Ryde is undertaking two remediation projects at 2 – 14 Wellington Road, Ryde and the Former Parsonage Street Depot, which are not in proximity to the subject site. A Preliminary Environmental Assessment will be required supporting any development application to identify whether there is any potential for contamination on the site. If there is, a Phase Two Environmental Assessment and a Remediation Action Plan will need to be prepared. This may occur before the approval of residential uses.
SEPP 64 – Advertising and Signage	Yes	The Planning Proposal will not contradict or hinder the application of this SEPP if and when signage is proposed under future development.
SEPP 65 – Design Quality of Residential Flat Development	Yes	The Urban Design Study for the site has been informed by SEPP 65 Principles. The Planning Proposal is not considered to hinder the application of this SEPP or the accompanying Apartment Design Guide.
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The Planning Proposal will be consistent with the application of this SEPP. Future residential use on the site will be required to achieve minimum BASIX requirements (lighting, heating, cooling, and ventilation) to qualify for a BASIX Certificate and compliance with SEPP BASIX.
SEPP (Exempt and Complying Development Codes) 2008	Yes	The Planning Proposal will not contradict or hinder the application of this SEPP.
SEPP (Infrastructure) 2007	Yes	The Planning Proposal will not contradict or hinder the application of this SEPP.

Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

A review of the consistency of the Planning Proposal with the Ministerial Directions for LEPs under Section 117 of the EP&A Act 1979 is discussed at **Table 5** below.

Where the Section 117 Direction does not apply, the application trigger has been provided. Where the Direction does apply, the relevant controls have been provided.

Table 5 Response to Section 117 Directions

No.	Direction	Application / Controls	Consistency	Comment
1	Employment and Resources			
1.1	Business and Industrial Zones	Application This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any	Yes	The Planning Proposal is consistent with this Direction in that it is likely to increase the renewal, expansion and increased efficiency of employment uses on site. The retention of the six storey AstraZeneca building, currently under construction, as well as

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No.	Direction	Application / Controls	Consistency	Comment
		existing business or industrial zone boundary).		commitment to deliver 20,000sqm of non-residential floor space to be secured by a VPA, demonstrates an increase in the number of jobs generated on site compared to the current use.
		Controls		Direction 1.1 specifically seeks to 'not reduce the total potential floor space area for employment uses and related public services in business zones'. The Planning Proposal addresses this by seeking to commit to the delivery of 20,000sqm of non-residential uses on the site, with investigation into the viability of providing a 1:1 FSR of non-residential uses (in line with the existing zoning potential) being undertaken in discussion with Council.
		A planning proposal must:		The provision of key social infrastructure in the form of open space, childcare and affordable housing will support the sustainability of the Macquarie Park business lands as a whole, achieving this Direction.
		(a) give effect to the objectives of this direction,		<i>Land Use Conflict</i>
		(b) retain the areas and locations of existing business and industrial zones,		One planning concern for the introduction of mixed uses in to employment areas is the potential for land use conflict. In this case, the impacts of mixed uses on the nominated site is unlikely to generate any land use conflict because:
		(c) not reduce the total potential floor space area for employment uses and related public		- The nearby employment uses are generally commercial office and high technology uses that do not generate adverse impacts for residential uses. - The site is large enough so that residential uses can be designed to respond to the mixed land use conditions. - Further, it is envisaged that some mixed use development in the employment area would support a wider variety of food and drink options, and provide some activation of the area in the evenings.
		services in business zones,		<i>Precedent</i>
		(d) not reduce the total potential floor space area for industrial uses in industrial zones, and		A Framework for the delivery of open space has been prepared by Architectus in Attachment A. This Framework ensures the proposed rezoning does not set an undesirable precedent by establishing nine criteria for the assessment of rezoning applications that establish the need to deliver substantial public benefit to achieve rezoning.
		(e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning.		The primary strength of the Framework is the clear nexus between public benefits and the ability to rezone land for mixed uses.
				Architectus and Holdmark are aware that a study is being undertaken by the NSW Department of Planning and Environment in partnership with the City of Ryde into land uses in Macquarie Park. Due to the firm nexus between public benefit and rezoning, it is not considered that this Planning Proposal precludes the outcomes of this study in any way.
				<i>Certainty and orderly planning</i>

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No.	Direction	Application / Controls	Consistency	Comment
				The on-going role of Macquarie Park as an employment centre is a critical part of the overarching strategy of A Plan for Growing Sydney. All planning decisions should support this vision. The proposed framework for open space and mixed uses for Macquarie Park supports this vision by allowing for essential open space and other public benefits to be delivered by the private market. Importantly, the provision of open space will enhance function and role of Macquarie Park as a business centre by increasing its attractiveness to businesses and contributing to employee wellbeing. This direction is addressed in further detail on page 56 of the Socio-Economic Impact Assessment prepared by AEC, provided at Attachment E.
1.2	Rural Zones	Application This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural zone (including the alteration of any existing rural zone boundary).	N/A	The Planning Proposal does not affect land within an existing or proposed rural zone.
1.3	Mining, Petroleum Production and Extractive Industries	Application This direction applies when a relevant planning authority prepares a planning proposal that would have the effect of: (a) prohibiting the mining of coal or other minerals, production of petroleum, or winning or obtaining of extractive materials, or (b) restricting the potential development of resources of coal, other minerals, petroleum or extractive materials which are of State or regional significance by permitting a land use that is likely to be incompatible with such development.	N/A	The Planning Proposal does not relate to the mining of coal or other materials, production of petroleum or extractive materials.
1.4	Oyster Aquaculture	Application This direction applies to Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area as identified in the NSW Oyster Industry Sustainable Aquaculture Strategy (2006) ("the Strategy").	N/A	The Planning Proposal does not relate to oyster aquaculture.
1.5	Rural Lands	Application This direction applies when: (a) a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural or environment protection zone (including the alteration of any existing rural or environment protection zone boundary) or (b) a relevant planning authority prepares a planning proposal that changes the existing minimum lot size on land within a rural or environment protection zone.	N/A	The Planning Proposal does not apply to an existing or proposed rural or environmental protection zone.
2	Environment and Heritage			
2.1	Environmental Protection Zones	Controls 4) A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas.	Yes	The Planning Proposal complies with this direction in that does not apply to land within an environmental protection zone or identified for environmental protection purposes.

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No.	Direction	Application / Controls	Consistency	Comment
		5) A planning proposal that applies to land within an environment protection zone or land otherwise identified for environment protection purposes in a LEP must not reduce the environmental protection standards that apply to the land (including by modifying development standards that apply to the land). This requirement does not apply to a change to a development standard for minimum lot size for a dwelling in accordance with clause (5) of Direction 1.5 "Rural Lands".		
2.2	Coastal Protection	Application This direction applies when a relevant planning authority prepares a planning proposal that applies to land in the coastal zone.	N/A	The Planning Proposal does not apply to land within the coastal Zone.
2.3	Heritage Conservation	Controls A planning proposal must contain provisions that facilitate the conservation of: (a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area, (b) Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, and (c) Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.	Yes	The Planning Proposal does not relate to land including a heritage item and therefore does not contravene this direction.
2.4	Recreation Vehicle Areas	Controls A planning proposal must not enable land to be developed for the purpose of a recreation vehicle area (within the meaning of the Recreation Vehicles Act 1983): (a) where the land is within an environmental protection zone, (b) where the land comprises a beach or a dune adjacent to or adjoining a beach, (c) where the land is not within an area or zone referred to in paragraphs (4)(a) or (4)(b) unless the relevant planning authority has taken into consideration: (i) the provisions of the guidelines entitled Guidelines for Selection, Establishment and Maintenance of Recreation Vehicle Areas, Soil Conservation Service of New South Wales, September, 1985, and (ii) the provisions of the guidelines entitled Recreation Vehicles Act, 1983, Guidelines for Selection, Design, and Operation of	Yes	The Planning Proposal does not seek to enable land to be developed for the purposes of a recreation vehicle area.

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No.	Direction	Application / Controls	Consistency	Comment
Recreation Vehicle Areas, State Pollution Control Commission, September 1985.				
3	Housing, Infrastructure and Urban Development			
3.1	Residential Zones	Controls A planning proposal must include provisions that encourage the provision of housing that will: (a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design. (5) A planning proposal must, in relation to land to which this direction applies: (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and (b) not contain provisions which will reduce the permissible residential density of land.	Yes	The Planning Proposal will improve variety and choice of housing types by encouraging high density residential development with a mix of sizes. The Planning Proposal will make efficient use of existing transport infrastructure as the site is located close to the Macquarie University Station and bus interchange at the Macquarie Shopping Centre. The site is also close to retail uses, services and Macquarie University. The proposal would deliver a large, contiguous open space to support residential uses.
3.2	Caravan Parks and Manufactured Home Estates	Controls In identifying suitable zones, locations and provisions for caravan parks in a planning proposal, the relevant planning authority must: (a) retain provisions that permit development for the purposes of a caravan park to be carried out on land, and (b) retain the zonings of existing caravan parks, or in the case of a new principal LEP zone the land in accordance with an appropriate zone under the Standard Instrument (Local Environmental Plans) Order 2006 that would facilitate the retention of the existing caravan park.	Yes	The Planning Proposal does not relate to the location or provision for caravan parks or manufactured homes.
3.3	Home Occupations	Controls Planning proposals must permit home occupations to be carried out in dwelling houses without the need for development consent.	Yes	The Planning Proposal does not seek to change the permissibility of home occupations in dwelling houses.
3.4	Integrated Land Use and Transport	Controls A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001).	Yes	The site is located close to the Macquarie University Station and bus interchange at Macquarie Shopping Centre. The site is also close to retail uses, services and Macquarie University. The Planning Proposal will enable the intensification of residential uses in a well-connected accessible site, encouraging active and public transport while discouraging car traffic, trip generation, and distances travelled.
3.5	Development Near Licenced Aerodromes	Application This direction applies when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to land in the vicinity of a licensed aerodrome.	N/A	The Planning Proposal does not relate to land in proximity to an aerodrome.

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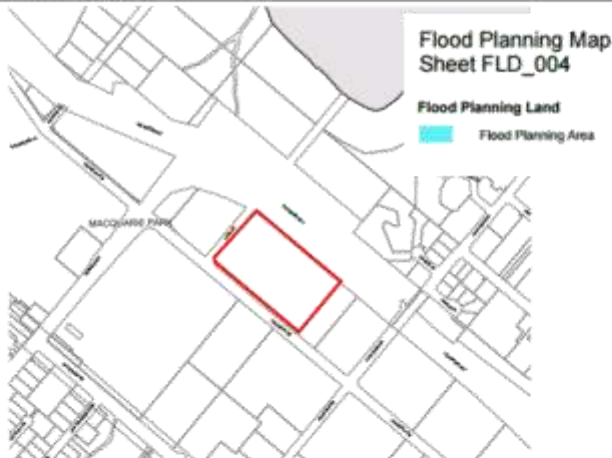
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No.	Direction	Application / Controls	Consistency	Comment
3.6	Shooting Ranges	Application This direction applies when a relevant planning authority prepares a planning proposal that will affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.	N/A	The Planning Proposal does not seek to affect, create, alter or remove a zone or provision relating to land adjacent to or adjoining an existing shooting range.
4 Hazard and Risk				
4.1	Acid Sulfate Soils	Application This direction applies when a relevant planning authority prepares a planning proposal that will apply to land having a probability of containing acid sulfate soils as shown on the Acid Sulfate Soils Planning Maps.	N/A	The Planning Proposal does not apply to land identified as having a probability of acid sulfate soils.
4.2	Mine Subsidence and Unstable Land	Application This direction applies to land that: (a) is within a Mine Subsidence District proclaimed pursuant to section 15 of the Mine Subsidence Compensation Act 1961, or (b) has been identified as unstable land.	N/A	The Planning Proposal does not apply to land that is within a mine subsidence district or that has been identified as being unstable.
4.3	Flood Prone Land	Application This direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land. Controls A planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas). (5) A planning proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone. (6) A planning proposal must not contain provisions that apply to the flood planning areas which: (a) permit development in floodway areas, (b) permit development that will result in significant flood impacts to other properties, (c) permit a significant increase in the development of that land, (d) are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or (e) permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodways or high hazard areas), roads or exempt development.	Yes	The site is not identified as flood planning land on the Flood Planning Map Sheet FLD_004, as demonstrated by Figure 24. Therefore, in our view, this Planning Proposal does not engage Direction 4.3, clause 6, which restricts intensification of use on the site. However, considering the definitions for flood planning area in the Floodplain Development Manual 2005, areas impacted by PMF or 100 year ARI flood may also be deemed flood planning areas if an endorsed flood management plan nominates a specific event. The Ryde Flood and Floodplain Risk Management Study and Plan do not. Considering flooding issues generally, the area of the site impacted by PMF and 100 year ARI flood event is in the location of the proposed open space. This could be managed through appropriate site design at Development Application stage, and does not fundamentally impact the scheme or the suitability of the site for mixed uses. If this were the case, further investigation could be undertaken as the Planning Proposal progresses.

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No.	Direction	Application / Controls	Consistency	Comment
		(7) A planning proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).		
		 Figure 29 City of Ryde Flood Planning Map Sheet FLD_004		
		 Figure 30 Simulation of PMF Flood		
4.4	Planning for Bushfire Protection	Application This direction applies when a relevant planning authority prepares a planning proposal that will affect, or is in proximity to land mapped as bushfire prone land.	N/A	The Planning Proposal does not affect land mapped as bushfire prone land. The site is adjoined by an area nominated as Bushfire Prone Land – Vegetation Buffer – 100m & 30m. This Planning Proposal does not contravene this Direction.
5	Regional Planning			
5.1	Implementation of	This direction applies to land to which the following regional strategies apply:	N/A	The Planning Proposal does not apply to land subject to regional strategies.

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No.	Direction	Application / Controls	Consistency	Comment
	Regional Strategies	(a) Far North Coast Regional Strategy (b) Lower Hunter Regional Strategy (c) Illawarra Regional Strategy (d) South Coast Regional Strategy (e) Sydney–Canberra Corridor Regional Strategy (f) Central Coast Regional Strategy, and (g) Mid North Coast Regional Strategy.		
5.2	Sydney Drinking Water Catchment	<i>Application</i> This Direction applies to the Sydney drinking water catchment in the following local government areas: - Blue Mountains - Campbelltown - Cooma Monaro - Eurobodalla - Goulburn Mulwaree - Kiama - Lithgow - Oberon - Palerang - Shoalhaven - Sutherland - Upper Lachlan - Wingecarribee - Wollondilly - Wollongong.	N/A	The Planning Proposal does not apply to land in the Sydney drinking water catchment.
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	<i>Application</i> This direction applies to: (a) Ballina Shire Council, (b) Byron Shire Council, (c) Kyogle Shire Council, (d) Lismore City Council, (e) Richmond Valley Council, and (f) Tweed Shire Council, except within areas contained by a 'town and village growth boundary' in the Far North Coast Regional Strategy.	N/A	The Planning Proposal does not apply to land in the nominated Council areas.
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	<i>Application</i> This Direction applies to those council areas on the North Coast that the Pacific Highway traverses, being those council areas between Port Stephens Shire Council and Tweed Shire Council, inclusive.	N/A	The Planning Proposal does not apply to land in Council areas on the north Coast.
5.8	Second Sydney Airport: Badgerys Creek	<i>Application</i> This direction applies to land shown within the boundaries of the proposed airport site and within the 20 ANEF contour as shown on the map entitled "Badgerys Creek–Australian Noise Exposure Forecast–Proposed Alignment–Worst Case Assumptions", this being found in Appendix U of the Second Sydney Airport Site Selection Program Draft Environmental Impact Statement within Fairfield City Council, Liverpool City Council, Penrith City Council and	N/A	The Planning Proposal does not apply to land in the vicinity of Badgerys Creek.

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No.	Direction	Application / Controls	Consistency	Comment
		Wollondilly Shire Council local government areas.		
5.9	North West Rail Link Corridor Strategy	Application This Direction applies to Hornsby Shire Council, The Hills Shire Council and Blacktown City Council.	N/A	The Planning Proposal does not apply to land within the Hornsby Shire, Hills Shire or Blacktown Council areas.
6	Local Plan Making			
6.1	Approval and Referral Requirements	Controls A planning proposal must: (a) minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and (b) not contain provisions requiring concurrence, consultation or referral of a Minister or public authority unless the relevant planning authority has obtained the approval of: (i) the appropriate Minister or public authority, and (ii) the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General), prior to undertaking community consultation in satisfaction of section 57 of the Act, and (c) not identify development as designated development unless the relevant planning authority: (i) can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the class of development is likely to have a significant impact on the environment, and (ii) has obtained the approval of the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) prior to undertaking community consultation in satisfaction of section 57 of the Act.	Yes	This is a matter for consideration by City of Ryde and NSW Department of Planning and Environment during the assessment of the Planning Proposal. This Planning Proposal does not contravene the objectives of this Direction.
6.2	Reserving Land for Public Purposes	Controls A planning proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General). (5) When a Minister or public authority requests a relevant planning authority to reserve land for a public purpose in a planning proposal and the land would be required to be acquired under Division 3 of Part 2 of the Land Acquisition (Just Terms Compensation) Act 1991, the relevant planning authority must: (a) reserve the land in accordance with the request, and (b) include the land in a zone appropriate to its intended future use or a zone advised by the Director-General of the Department of Planning (or an officer of	Subject to discussion	The Planning Proposal seeks to deliver 10,000sqm of public open space on the site through dedication to Council. This will not impact land reserved for public purposes under the current LEP, but may trigger the identification of the land as reserved for public purpose to increase certainty.

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No.	Direction	Application / Controls	Consistency	Comment
		the Department nominated by the Director-General), and (c) identify the relevant acquiring authority for the land. (6) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal relating to the use of any land reserved for a public purpose before that land is acquired, the relevant planning authority must: (a) include the requested provisions, or (b) take such other action as advised by the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) with respect to the use of the land before it is acquired. (7) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal to rezone and/or remove a reservation of any land that is reserved for public purposes because the land is no longer designated by that public authority for acquisition, the relevant planning authority must rezone and/or remove the relevant reservation in accordance with the request.		
6.3	Site Specific Provisions	Controls A planning proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either: (a) allow that land use to be carried out in the zone the land is situated on, or (b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or (c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended. (5) A planning proposal must not contain or refer to drawings that show details of the development proposal.	Yes	The Planning Proposal does not propose any unnecessarily restrictive site specific planning controls. Alterations to the DCP would be required to achieve the proposed master plan, which could be the subject of negotiation upon approval of the Planning Proposal.
7	Metropolitan Planning			
7.1	Implementation of the Metropolitan Plan for Sydney.	Controls Planning proposals shall be consistent with: (a) the NSW Government's A Plan for Growing Sydney published in December 2014.	Yes	The Planning Proposal will enable development that is consistent with the key directions of the Metropolitan Strategy, as discussed above in Section 4.2 of this report.

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4.3 Section C - Environmental, social and economic impact

Is there any likelihood that critical habitat or threatened species, populations, or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

There are no impacts envisaged. The Planning Proposal site is located in a built up area with existing development. Future Development Applications will be required to be accompanied by Arborist Reports assessing the significance of vegetation on the site.

Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal is not likely to result in development that will create any significant adverse environmental effects.

Solar Access and Overshadowing

The increased of height and FSR on the site will increase the need to carefully manage solar access and overshadowing. The master plan for the site has been subject to solar access testing for both the open space and building forms (see **Attachment C**). It is considered that more detailed design could improve the solar access of the building forms in compliance with SEPP 65. The site's orientation and placement of the public open space means that solar access to the park is good.

Further solar access and overshadowing analysis can be undertaken post-gateway determination in the development of a master plan and site specific DCP controls.

Noise and Air Quality

Development Applications will be required to take into consideration the noise impacts of the M2 Motorway, and it is anticipated that Conditions of Consent will be imposed on future applications requiring compliance with acceptable air quality standards and recommended noise mitigation measures for the detailed architectural design of the buildings.

Environmental Sustainability

The proposal seeks to maximise the use and accessibility of the existing railway infrastructure within Sydney through locating high density housing within close proximity of the Macquarie University Station. In addition, the site is well located within the Macquarie Park Business Centre and in proximity to the Macquarie Park Shopping Centre. This is expected to reduce reliance on the use of private motor vehicles as a primary method of transport and encourage active and public transport to local services, education and employment.

It is noted that SEPP BASIX would apply to future residential development on the site.

Has the Planning Proposal adequately addressed any social and economic effects?

AEC group has prepared a socio-economic impact assessment for the Planning Proposal (**Attachment E**), as well as a supporting research study into the Macquarie Park Centre. These reports demonstrate the importance of open space to the growth and sustainability of Macquarie Park and surrounding residential areas.

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An analysis of local demographic trends can be undertaken post-gateway to ensure future unit mix is informed by identified population and housing trends.

4.4 Section D - State and Commonwealth interests

Is there adequate public infrastructure for the Planning Proposal?

The Planning Proposal will result in higher densities on the site. Accordingly, consultation will be required with Council, Transport for NSW and the RMS in relation to roads, traffic and transport. Being located in Macquarie Park, the site is already well serviced by a full range of public utilities including electricity, telecommunications, water, sewer and stormwater. Where required at detailed planning stage, it is expected that these services would be upgraded by the developer at the construction stage.

As part of future DAs, consultation will occur with utilities providers to ensure that sufficient capacity exists in water, sewer, gas, telecommunications, and all other utilities.

The impact of the Planning Proposal on traffic and social and economic infrastructure has been undertaken (see **Attachment D, Attachment E and Attachment F**).

Traffic and road infrastructure

The Traffic Impact Assessment, prepared by Bitzios, concludes that the Planning Proposal is expected to reduce the traffic generating potential of the site in both peak periods, and that the Planning Proposal will make effective use of public and active transport infrastructure including the Macquarie University Train Station and bus services.

The internal road network required to service new buildings would be provided by the developer at construction stage.

Social Infrastructure

The new residents would create a demand for childcare spaces and open space. Development under the new controls could provide a childcare centre, as shown in the concept plan, and substantial open space.

It is likely that the new population will generate demand for primary and secondary school places. It is the responsibility of the NSW Department of Education and Communities to monitor and respond to increased demand. It is noted that the NSW Department of Education and Communities has been consulted on the Priority Precincts and has advised that 'the existing schools in the area will have sufficient capacity in the short to mid-term' and that 'A number of redevelopment projects to increase existing school capacities have already been included within DEC's 10 year Total Asset Management Plan'.

Open Space Infrastructure

The Open Space and Landscape Report assesses the existing deficiency of open space within Macquarie Park and demonstrates that the open space proposed as part of this Planning Proposal would substantially address this deficiency. The Planning Proposal seeks to improve the provision of open space in the centre, supporting not only the increased density on the site, but increased density in adjoining Priority Precincts.

Section 94 Contributions

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While they address local public infrastructure, Section 94 contributions will also provide for the delivery of additional facilities to accommodate demand generated by the site's increased residential and employment capacity, including community and cultural facilities, open space and recreation facilities, civic and urban improvements, roads and traffic management facilities, cycleways, and storm management facilities.

Importantly, we note that the open space proposed to be included in a VPA to accompany development is in addition to Section 94 contributions.

What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The NSW Department of Planning and Environment have been consulted on the proposal, and support its submission to Council for further consideration.

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5.0 Consultation

5.1 City of Ryde Council

Holdmark and Architectus have engaged with City of Ryde Council throughout the development of this Planning Proposal. Key aspects of this consultation are summarised as follows:

- Meeting of February 2014, in which Council officers advised residential development would not be supported on the site due to the loss of commercial/employment lands and new Priority Precincts;
- Councillor Workshop November 2014, attended by three Councillors, at which the concept and preferred master plan was presented;
- Meeting with Council held August 2015 to present the Macquarie Park: Framework for Open Space and Mixed Use Development and Macquarie Park - Growth and Sustainability Research Study (**Attachment A** and **Attachment B**).

5.2 NSW Department of Planning and Environment

Holdmark and Architectus have engaged with the DP&E throughout the development of this Planning Proposal. Key aspects of this consultation are summarised as follows:

- Submission to public exhibition of Herring Road Priority Precinct by Architectus in August 2014;
- A meeting of 22nd October 2014, including presentation of concept and agreement to meet again following discussions with Ryde Councillors;
- Communication in December 2014, with representatives of the DP&E advising that it was considered inappropriate to consider the site in the Herring Road Priority Precinct;
- Meeting between Holdmark, Carolyn McNally of the NSW DP&E, Gail Connolly and Dominic Johnson from City of Ryde Council, in February 2015;
- Communication in July, 2015, in which the NSW DP&E advised that the Department was not in a position to consider the proposal as part of the Herring Road Priority Precinct, but advising Holdmark to put forward a Planning Proposal to Council or await subregional planning.

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5.3 Community

Consultation likely to be prescribed by Gateway Determination

Consultation with the local community will be undertaken in accordance with the Gateway determination made by the Minister for Planning, in accordance with Sections 56 and 57 of the EP&A Act.

It is anticipated that the Gateway Determination issued by the Department of Planning & Environment will require this minimum consultation:

- on the City of Ryde website;
- in newspapers that circulate widely in the City of Ryde local government area; and
- in letters delivered to the surrounding community in the immediate vicinity of the site.

It is requested that the planning proposal be publicly exhibited for a period of 28 days to coincide with the exhibition of an accompanying draft DCP amendment.

Additional community consultation

- A drop in session could be held during the formal exhibition period to answer residents and businesses questions about the Planning Proposal. The project team's planners, urban designers, traffic, social and economic and open space experts would be available to answer detailed questions. This information would be captured and fed back into the Planning Proposal.
- Notification of the Planning Proposal could be directed specifically to the Macquarie Park Business Forum, Connect Macquarie Park, local community housing providers and Macquarie University.

Community consultation regarding open space needs was undertaken in 2012 to support the Ryde Integrated Open Space Plan. Prior to and informing this study, a range of leisure and recreation needs studies were undertaken with and on behalf of Council. The Open Space and Landscape Report, prepared by Clouston and provided at **Attachment F**, demonstrates that this consultation has informed the public open space proposed in this Planning Proposal. Further consultation regarding the function and amenities required for the open space may be undertaken to support the detailed design of the park and a Voluntary Planning Agreement at a later stage. The park would be subject to a detailed DA, which would provide further opportunities for engagement.

Similarly, consultation with community and community housing organisations will be required to ensure that the proposed key worker housing provides the facilities and design required to support its residents. This is expected to take place to support a Voluntary Planning Agreement at a later stage.

5.4 Agencies

The Gateway Determination will determine the authorities with whom consultation is required. It is anticipated that agencies would include:

- Sydney Water; and
- Roads and Maritime Services.

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6.0 Project timeline

This Planning Proposal is expected to be put to the December meeting of the City of Ryde Council for their consideration.

The anticipated timeframe for the completion of the Planning Proposal is therefore as follows:

Table 6 Project Timeline

Milestone	Timeframe and/or date
Anticipated commencement date - Submit for Gateway Determination	January 2016
Receive Gateway Determination	February 2016
Submission of Draft DCP Amendment	February 2016
Council resolution to exhibit a Draft DCP Amendment	April 2016
Submit revised Planning Proposal addressing Gateway requirements	April 2016
Public Exhibition of Planning Proposal (and Draft DCP amendment)	May 2016
Consideration of submissions	June 2016
Submit revised Planning Proposal and response to submissions	July 2016
Post exhibition report to Council- seeking resolution to endorse the Planning Proposal and adopt the amendment to the DCP.	September 2016
Council resolve to endorse the Planning Proposal and submit to the NSW Department of Planning and Environment for legal drafting and gazettal	September 2016
Drafting, review, gazettal of the LEP.	January 2017

The preparation of the Macquarie Park Study by the NSW Department of Planning and Environment and the City of Ryde Council may impact this timeframe. This is timeline may be updated following receipt about timing of the study.

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7.0 Conclusion

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning publication 'A Guide to Preparing Planning Proposals' dated July 2012.

The objective of this proposal is to provide a substantial increase in public open space on the site along with increased development capacity, better urban amenity, and high quality building design.

To achieve this, it is sought that the following City of Ryde LEP provisions be amended:

- Land use zoning – Rezone the site to B4 Mixed Use to allow for a range of uses, including residential, retail and commercial space;
- Maximum incentive building height – Increased maximum incentive building height to provide opportunity for taller, more consolidated development on the eastern portion of the site up to a height of 120m; and
- Maximum incentive floor space ratio – Align development capacity with increased open space by increasing maximum incentive FSR to 3.5:1 across the site.

It is considered that this Planning Proposal report is sufficient for Gateway Determination. It is recommended Council support this Proposal to enhance the provision of public open space and accelerate the provision of housing (including much needed key worker housing) in a well serviced and connected locality, in accordance with the recently released *A Plan for Growing Sydney*.

Architectus has considered the impact of the rezoning proposal on employment uses and the function of Macquarie Park as a Specialised Centre. In short, Architectus, AEC and Clouston consider that a significant open space, such as that proposed, is essential to the long term success of Macquarie Park for employment uses. On balance, the loss of a small area of land for employment uses is justifiable on the grounds that it would result in:

- much needed open space;
- key worker/affordable housing which is in critically short supply;
- potential childcare facilities which are in high demand;
- significant short and long term economic uplift for the local area.

In addition, the master plan submitted in this report allows for an increase of jobs on site compared to the existing use.

The total value of public benefits which can be delivered by this proposal is estimated to be in the order of \$60 million.

It is considered that the Planning Proposal will deliver essential open space and key worker housing infrastructure to the Macquarie Park centre, supporting the growth and sustainability of the business park and adjoining Priority Precincts. A framework for the delivery of open space has been proposed to establish a strong nexus

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between the offer of substantial public benefit and rezoning of land in the Macquarie Park centre. Through the application of this framework, the Planning Proposal is considered to be justified and recommended for support.

Recommendation

Architectus recommends that Council support this Planning Proposal and resolve to submit it to the Department of Planning and Environment for Gateway Determination.

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ATTACHMENT 2



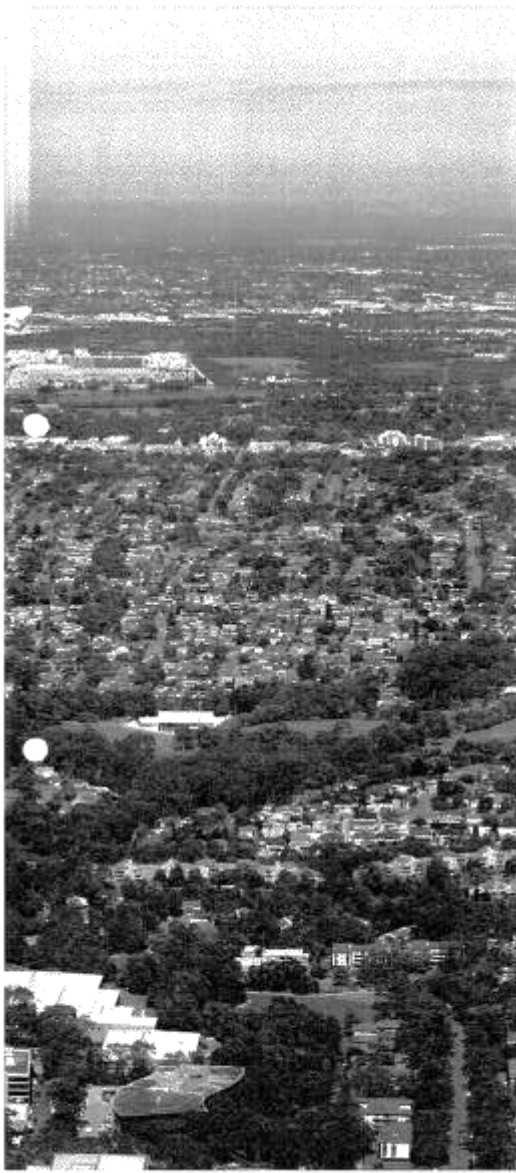
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ITEM 5 (continued)

ATTACHMENT 2

Executive summary

Purpose of this report

This report has been prepared by Architectus for Holdmark in relation to their site at 66 - 82 Talavera Road, Macquarie Park. The site is to the north of the Macquarie Park centre, and 550m from the Macquarie University Station. The report provides support for a rezoning of the site by establishing a framework for the site to be rezoned to mixed use whilst maintaining the integrity of the Macquarie Park employment centre.

There is significant pressure for residential development within Macquarie Park as evidenced by multiple approaches to the City of Ryde Council to seek permission for residential land uses within Macquarie Park as well as by the very high rates of sale for the recent residential developments on land adjacent to the Macquarie Park B7 zone. This report presents a unique opportunity for Council to leverage off strong residential demand whilst delivering critical infrastructure within Macquarie Park.

The site and its context

The site is located at 66 - 82 Talavera Road, Macquarie Park, and is currently zoned B7 Business Park. The planning controls that apply to the site are currently in a state of consideration, with the Ryde LEP 2014 having recently come into force and the Ryde LEP 2014 - Draft Amendment No. 1 (Macquarie Park) having been on public exhibition in late 2014.

Additionally, the site adjoins the Herring Road Priority Precinct boundary, an area identified by the Department of Planning and Environment for future high density mixed use development. Amended planning controls to achieve this objective have been drafted.

The site currently accommodates a four storey office building, a single storey warehouse with mezzanine office space, and a conference centre that is utilised by the on-site offices. A new office building is under construction in the south east corner of the site.

From a strategic planning perspective, Macquarie Park is a crucial part of the Global Economic Corridor that extends from the Sydney CBD to Parramatta CBD and Norwest.

There has been significant pressure for residential development within Macquarie Park due to housing pressure within greater Sydney and the high levels of amenity afforded by Macquarie Park.

We consider that the primary focus for Macquarie Park should continue to be for employment uses, but that improving amenity and activity and the provision of housing on appropriate key sites within the locality will be an important part of the business park's success and long term viability.

Key findings

The role and composition of business parks is evolving, with an increased emphasis on worker amenity and employee well-being as well as the provision of a full offer of services and facilities while protecting commercial uses.

There is a recognised shortfall of open space within Macquarie Park (see the Ryde Open Space Strategy, 2012) but no clear mechanism to allow for the delivery of open space to the extent required to support residential dwellings within the Priority Precinct and the wider business park.

This shortfall has the potential to severely limit the ability of Macquarie Park to continue to attract businesses into the future as residential, retail and commercial growth exacerbate the centre's existing concerns. However, it is difficult for Council to purchase new sites for open space due to the prevalence of private ownership in the area.

Council have an opportunity to strategically approach the problem by permitting mixed use development where substantial public benefit can be delivered on site by the developer.

This strategic approach should be formalised in a framework that clearly demonstrates decision making logic and provides certainty for Council, developers and business.

Next steps

While a rezoning to B4 Mixed Use is supported for the Subject Site, Architectus and Holdmark recognise the challenge of maintaining the integrity of Macquarie Park's commercial core while providing sufficient open space and social infrastructure to support the area's growth.

It is therefore recommended that a framework to support rezoning to B4 is implemented in the centre to facilitate decision making.

Under this Framework, Council could consider rezoning applications for sites that can achieve ALL of the following nine criteria.

Public open space

1. Provide either new open space shown in the Draft Macquarie Park DCP 2014 or a new 1 hectare minimum public open space, designed to Council's reasonable requirements.
2. Where a site proposes to deliver the 1 hectare minimum open space, the site must be larger than 3 hectares, thereby allowing for a 2 hectare development site for mixed uses.
3. The open space must have a frontage to a major road (Waterloo Road, Talavera Road, Wicks Road or Herring Road) and one secondary street.
4. The proposed open space should satisfy specified design criteria (refer to Section 4.1 of this report) and be dedicated to Council on completion.

Non-residential floorspace

5. Provide a minimum of 20,000sqm GFA of non-residential floorspace.

Key worker housing

6. Deliver key worker housing (or Affordable Housing) at the rate of 3% of total dwellings provided.
7. Up to 15% of the open space (1,500sqm) can be used to deliver the required key worker housing.

Childcare facilities

8. Provide privately run childcare facilities suitable for 60 children.

Public domain

9. Delivery of all other required public domain on the site including roads and through site links as nominated in the Draft Macquarie Park DCP 2014.

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There are three sites in the Macquarie Park centre that currently fulfil all criteria under the proposed framework and have been identified by Architectus as suitable for open space and mixed uses, including the Subject Site.

Recommendation

On the basis of this framework, Architectus recommends that the subject site be rezoned to B4 Mixed Use with an increased maximum building height and Floor Space Ratio (FSR). This could be implemented simply and effectively through inclusion as part of the Herring Road Priority Precinct or, alternatively, through a Planning Proposal through City of Ryde Council.



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ATTACHMENT 2



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ITEM 5 (continued)

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1.1 Introduction

This report has been prepared by Architectus for Holdmark in relation to their site at 66 - 82 Talavera Road, Macquarie Park. The site is to the north of the Macquarie Park centre, and 550m from the Macquarie University Station.

The report provides support for a rezoning of the site by establishing a framework for the site to be rezoned to mixed use whilst maintaining the integrity of the Macquarie Park employment centre.

The framework is designed to provide a genuinely positive outcome for Macquarie Park, a centre of metropolitan significance, by drawing on Architectus's extensive and unique experience in the locality. This experience spans both government and private stakeholders, providing a balanced view to the delivery of infrastructure and public domain works in the centre.

Macquarie Park is one of the premier business centres of Sydney, with a growing metropolitan significance as part of the Global Economic Corridor. In 2014, the North Ryde/Macquarie Park centre overtook North Sydney as Sydney's second largest office market with over 866,000sqm of commercial office space.

There is significant pressure for residential development within Macquarie Park as evidenced by multiple approaches to the City of Ryde Council to seek permission for residential land uses within Macquarie Park as well as by the very high rates of sale for the recent residential developments on land adjacent to the Macquarie Park B7 employment zone. This report presents a unique opportunity for Council to leverage off strong residential demand whilst delivering critical infrastructure within Macquarie Park.

Existing situation

The site is currently zoned B7 Business Park under the Ryde LEP 2014, allowing for a range of commercial and industrial uses, with an FSR of 1:1 and a maximum building height of 30m. Under the proposed planning amendment Ryde LEP 2014 - Draft Amendment No. 1 (Macquarie Park) the site would be subject to an increase in the permissible FSR and height of the site.

The site currently accommodates a four storey office building, a single storey warehouse with mezzanine office space, and a conference centre that is utilised by the on-site offices. This represents a significant underutilisation of a well located, large site.

Council has recently approved a development for a six storey commercial office building which is currently under construction on the site.

The opportunity

Architectus was engaged by Holdmark to investigate the site's development potential. Architectus and Holdmark see an opportunity to provide a district open space on the site as part of a high density mixed use rezoning and redevelopment.

The subject site provides a unique opportunity to provide this open space and potentially key worker housing in close proximity to the commercial core, key transport nodes and Macquarie retail centre, and at no cost to Council.

Architectus worked closely with Clouston Associates Landscape Architects to master plan a site that would provide the optimal open space outcome for Macquarie Park.

The proposal

The new open space is proposed to be located on the intersection of Alma Road and Talavera Road, where it will be highly visible and will have a relationship with the Macquarie Shopping Centre, and be one block away from Waterloo Road. The park is 550m from Macquarie University Train Station and within a comfortable walking distance of many businesses and new dwellings in the Herring Road Priority Precinct.

The open space would make up 1 hectare at the corner of Talavera Road and Alma Road, the western section of the site.

The remaining part of the site is proposed to be developed for mixed uses, with an option to include key worker housing on the north-west boundary of the site replacing a portion of the open space. The proposed built form is designed to maximise solar access to the park and public domain. The master plan achieves an FSR of 3.5:1, with maximum building height of 120m, which is consistent with the maximum proposed Priority Precinct controls.

The proposal allows for approximately 128,000sqm of residential GFA, or 1,280 apartments (excluding key worker accommodation) at an average of 100sqm per apartment. The plan also allows for the approved commercial building on site, which has commenced construction and will accommodate the offices of AstraZeneca pharmaceuticals, who have a manufacturing facility opposite the site.

It is worth noting that if the site was developed for commercial uses at the current FSR of 1.5:1, the peak morning traffic volume would be 2.2 times greater than that generated by the proposed, predominately residential scheme.

To allow for the delivery of an open space on the site through provision of residential development, a rezoning from B7 Business Park to B4 Mixed Use is required.

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ATTACHMENT 2



Indicative Master Plan (not including key worker housing)

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ITEM 5 (continued)

ATTACHMENT 2



Indicative built form and scale (not including key worker housing)

ITEM 5 (continued)

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Key worker housing / affordable housing

Consultation with Council identified an opportunity to use some of the open space area for key worker housing. The proposal allows for the use of some of the 1 hectare space for this purpose (less than 15% of the site), whilst retaining a usable open space for a variety of active sports uses. This is in line with the Framework criteria, and allows for some flexibility for additional community uses in the 1 hectare zone, at Council's discretion.

The plan to the right demonstrates how a single-loaded key worker housing development could be accommodated on the site, and still allow for a competition-sized soccer field (45m x 90m, with 10m run out on all sides) should Council wish to pursue this option. Alternatively, key worker housing could be accommodated within the proposed towers in addition to the nominated density.

The key worker housing shown in this option is in two buildings with a footprint of 12m x 35m, separated by a 6m through site link. The total GFA of these buildings at 6 storeys would be 3,780sqm, or approximately 38 apartments at 100sqm/ apartment. This is 3% of the 1,280 dwellings proposed, in line with the criteria set out in this framework.

This option results in the loss of the on-street public car parking. This car parking could be relocated to either the basement, or on-street parking on Alma Road and Talavera Road.



Indicative Master Plan (including key worker housing)

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2.1 The role of Macquarie Park

2.1.1 Metropolitan context

Macquarie Park is an employment centre of increasing metropolitan significance, with the Plan for Growing Sydney identifying Macquarie Park as a specialised centre in the Global Economic Corridor.

The Centre has a strong focus on technology and innovation, driven by Ryde Council and supported by Macquarie University and the Macquarie Hospital. Major private tenants, including international brands in Macquarie Centre, are driving growth in the area.

As at July 2014, the business centre of North Ryde/Macquarie Park offered a total office stock level of 866,961sqm (Preston Rowe Paterson, 2014). The North Ryde/Macquarie Park business centre is currently Sydney's second largest office market, behind only the Sydney CBD (Urbis, North Sydney Commercial Centre Study, 2015).

Whilst it is anticipated that the predominant uses within the Corridor will be Commercial/Business, the Plan for Growing Sydney identifies 'potential for urban renewal in and around centres with improved public transport links in cross-city corridors between:

- Macquarie Park and Parramatta;
- Macquarie Park and Hurstville via Sydney Olympic Park;
- Parramatta and Hurstville via Bankstown; and
- Parramatta to Sydney CBD via Ryde...' (pg. 72, Plan for Growing Sydney)

The Centre is within the North Subregion. Key priorities for the State in this region include:

- **Working with Council to retain a commercial core in Macquarie Park for long-term employment growth;**
- **Working with Council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing;**
- **Facilitating delivery of Herring Road Priority Precinct, Macquarie Park Priority Precinct, and North Ryde Station Priority Precinct;**
- **Investigating potential future opportunities for housing in areas within walking distance of train stations;**
- **Supporting education and health-related land uses and infrastructure around Macquarie University and Macquarie University Private Hospital.**
- **Supporting the land use requirements of the Medical Technology knowledge hub.**
- **Investigating opportunities to deliver a finer-grain road network in Macquarie Park.**
- **Investigating opportunities to improve bus interchange arrangements at train stations.**
- **Working with council to improve walking and cycling connections to North Ryde train station. (pg. 127, Plan for Growing Sydney)**

2.1.2 Local context

The planning, policy and strategy work of Ryde Council has fostered the Macquarie Park centre to its current situation as the second largest commercial office market in NSW. The Council has leveraged the competitive advantages of the centre, including its proximity to Macquarie University and position in the Global Economic Corridor.

In the past, planning controls in Macquarie Park have attracted business investment by allowing more affordable, campus style buildings with surrounding at-grade car parking. The Council has sought to position the centre as a technology and innovation hub through branding and support of these kinds of businesses.

Currently, the Macquarie Park business centre provides approximately 40,000 jobs, forecast to double by 2031, and 32,500 student places, expected to increase to more than 50,000 students by 2031.

Ryde Council recognises that there are a number of challenges for the centre in the context of this expected growth. The provision of open space, traffic management, increased pedestrian permeability, and additional services and amenities are identified as key areas of focus in the Ryde 2025 Community Strategic Plan.

In 2013, Ryde Council sought to amend the Ryde LEP 2014 to amend the FSR and height controls applying to the Macquarie Park Corridor to encourage development that provides new roads and parks. This planning proposal has been exhibited but not yet gazetted.

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2.2 The need for open space

2.2.1 The need for open space in Macquarie Park

The Ryde Integrated Open Space Plan (IOSP) 2012 indicated that two major new open space areas suitable for active and passive recreation, as well as several smaller reserves in good proximity to the centre, are required to support the planned commercial and residential growth in Macquarie Park.

Specifically, the IOSP identified the need for a variety of different sized open space areas including:

- at least one major reserve close to the core of the precinct generally no less than 1.5 Ha in size to support passive and informal active recreation;
- a suite of local parks distributed across the corridor of a nominal size no less than 0.3 Ha; and
- a series of small corner meeting places (as little as 20sqm)

Since this time, two Priority Precincts have been announced by the Department of Planning and Environment for land around Herring Road and North Ryde Station for mixed uses, allowing for more than 14,000 new dwellings in Macquarie Park. The Priority Precincts do not provide for any new active open space (only the minor augmentation of existing spaces and the creation of smaller spaces), and so the latent demand for open space becomes even more significant.

While the Ryde Local Environmental Plan 2014 (Amendment No. 1) and the new draft DCP for Macquarie Park identify one significant new open space for Macquarie Park (a park of 7000sqm), the Planning Proposal for Macquarie Park Corridor (City of Ryde, 2013) acknowledges a body of work that has established an open space deficiency that will be exacerbated by planned growth.

Under the current regime, the planning controls and strategies for Macquarie Park will result in a significant deficit in open space that will affect the long-term success of the Priority Precincts and the business park.

2.2.2 Why open space is important for business

Evidence continues to build across the world that the quality of the public domain in our parks and open spaces is central to our individual and collective health and well-being. Accessible, safe and appealing public open space directly affects our sense of the liveability of our working and home environment; it also influences our decisions on where we want to live and work.

Progressive trends in the planning and design of working environments over the last twenty years responding to employee demands is requiring a commensurate move in planning to match. These demands include more recent shifts in the times at which many in the working community are choosing to take exercise (increasingly early morning, lunchtimes and early evenings). In the case of nationally significant specialised centres such as Macquarie Park, this response becomes all the more critical, as explained below.

The dedication of high quality open spaces in Macquarie Park will help to ensure an attractive place for residents, workers and visitors to take part in healthy, sustainable and socially cohesive activities.

Clouston Associates identify the following open space requirements for high technology employment areas in their IOSP:

- Inspiring work environments attracting top personnel and encouraging high productivity;
- Raised corporate profile associated with benchmark design and an attractive business environment;
- Commitment to ESD principles and high Green Star ratings in the built form and landscape;
- Promotion of healthy lifestyles for staff through provision of recreation facilities and open space; and
- Opportunities to host/sponsor major events within the public domain.

Typically, high-end business environments in contexts such as Macquarie Park generate needs for public open space during weekdays and working hours that cater for leisure and recreation uses such as:

- Lunchtime team sports (e.g. touch football, basketball etc., often with inter-business competitions);
- Fitness training areas/facilities for personal training and fitness equipment/trails;
- Shaded circuits and routes suitable for jogging, walking and cycling (not on major roads);
- Play spaces (especially associated with or adjoining crèches);
- Informal open space with trees, shade and shelter for lunchtime, breaks and working sessions (picnic tables, shelters, BBQ, wireless connectivity etc); and
- Natural creeks and formal or natural water bodies Corporate event and promotion spaces (often catering for significant numbers).

The benefits to residential communities of a well-planned, accessible, safe and engaging public domain include environmental, cultural, social and economic values. In particular, the mental and physical health and well-being outcomes derived from the presence of a high quality public domain is being increasingly demonstrated by national and international research.

Examples of successful open space areas within Business Parks are provided in the following pages.

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Jubilee Park, Canary Wharf, Tower Hamlets, London
Open space surrounded by one of the UK's main financial centres.

Open Space	The 2.4ha Jubilee Park is a public park which has been built above the Canary Wharf Tube Station, acting as a rooftop garden. The park facilitates mainly passive recreation.
Cafés	The park is constructed over a retail mall.
Mass Transit	The southern half of the park is constructed over the Jubilee Line Underground Station.



Vache Noire, Paris
Major mixed-use redevelopment.

Open Space	The 1.5ha public park is built over the Vache Noire shopping centre and was provided as part of a large urban regeneration program including retail, houses and offices. The vast main central space is flat and easily accessible from the neighbouring streets.
Cafés	The park is constructed over a 50,000sqm shopping centre.
Mass Transit	650m walking distance to a train station.



Channel Centre, Fort Point Channel District, Boston
Major mixed-use redevelopment.

Open Space	More than 1.2ha of new public spaces envisioned as an "Urban Living Room". The open space vision set the character of public realm projects within the district – the first implementation includes streetscapes, a pocket park, Iron Street Park, and Channel Centre Park.
Cafés	There are a range of cafés and restaurants at the site.
Mass Transit	Less than 100m walking distance to a bus station. 800m walking distance to a train station.

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Klyde Warren Park, Dallas

Serves as a central gathering space in the heart of the commercial precinct.

Creates an urban green space over the recessed Woodall Rodgers Freeway between Pearl and St. Paul Streets.

Open Space	2hrs of open space. The Park includes a performance pavilion, restaurant, shaded walking paths, a dog Park, a children's Park, great lawn, water features, a reading room, an area for games etc.
Cafés	There are a number of cafés and restaurants surrounding the site.
Mass Transit	Less than 100m walking distance to a bus station.



Lakeshore East, Chicago

Central amenity of the 26-acre Lakeshore East development in Chicago's Inner Loop. The redevelopment includes residential units, commercial space, retail space and a school.

Open Space	The 2.4ha park is designed to act as a 'botanical centrepiece' for a large scale residential and commercial redevelopment. The park is designed for both active and passive activities, including ornamental gardens, water features, walking paths, children's play equipment, and a dog park.
Cafés	There are a large number of cafés and restaurants servicing the site, set out as a 'village market'.
Mass Transit	The park is less than 100m walking distance to a bus station and 400m walking distance to a train station.



RMIT University, City Campus, Melbourne

Major University campus.

Open Space	Transformation of both its building stock and its open spaces. The transformation of the campus was overseen through the Urban Spaces Project which began in 1990.
Cafés	There are a number of cafés and restaurants surrounding the site.
Mass Transit	200m walking distance from a tram station. 350m walking distance from a train station.

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Novo Nordisk Corporate Centre, Bagsvaerd, Denmark
Headquarters of a world-leading pharmacy company.

Open Space	The focus of the development has been on maximizing the park's value for Novo's employees. The 31,000sqm of green space has been viewed by its pharmaceutical owners as both demonstrating the company's commitment to innovation and inspiring creativity in its employees.
Cafés	There are a range of cafés and restaurants at the site.
Mass Transit	Less than 100m walking distance to a bus station. 800m walking distance to a train station.



MediaCityUK, Salford, UK
Mixed-use property development site on the banks of the Manchester Ship Canal. One of the first and largest urban regeneration projects in the United Kingdom. Globally significant digital media hub.

Open Space	The public space enhances the appeal and function of each building individually and holistically. Spaces are designed to fulfil a variety of uses and be a recreational destination.
Cafés	There are a number of cafés and restaurants at the site.
Mass Transit	Greater Manchester's light-rail system was extended to the site – less than 100m walking distance to a train station. Footpaths and cycleways link the development with Manchester city centre.



Artists impression of the proposal



Artists impression of the proposal

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2.3 Ingredients of successful business parks

Anchor tenants

Key anchor tenants define the focus of the business park and attract complementary and ancillary business.

These tenants, and the direction they provide, are not static. Rather, they respond to changes in broader trends over time. In the case of Macquarie Park, Ryde Council has historically driven the focus of the park towards innovation and technology through restrictive zoning.

More recently, the centre has diversified, with Macquarie Shopping Centre hosting a concentration of major international brands and the Macquarie Park business park accommodating headquarters of major companies such as Optus and Johnson and Johnson.

Key businesses in the Macquarie Park centre currently include Macquarie Shopping Centre (AMIP Capital), Macquarie University, Panasonic, Orix, Johnson and Johnson, Novartis Pharmaceuticals, Foxtel, Toshiba, CSIRO, Komatsu, AstraZeneca, Seiko and Optus.

Public investment

The provision of transport, educational, community and health infrastructure in business parks drives growth through improved connectivity, amenity and services.

Moreover, government investment demonstrates commitment to the success of the business park.

For Macquarie Park, this is evident in the State Government investment in railway stations servicing the precinct that link to Epping and the Central Sydney.

Central location with access to skilled workforce

A central location with good transport infrastructure and close proximity to housing centres will offer businesses access to a highly skilled, knowledgeable workforce and allow them to attract employees.

In addition, these locational benefits allow businesses to be easily accessible to their customers and suppliers.

24 hour activation

A successful mix of commercial, retail, residential and community uses that ensures activation of the area throughout the day and evening.

This diversity benefits the sustainability of the business park through residential, retail and commercial market cycles. Currently, investment and economic activity in many centres across Sydney is driven by the strength of the residential market and movements towards high density.

Good business and personal amenity

Corporations are placing increasing importance on employee well-being and satisfaction, being seen as strongly linked to the productivity and retention of staff. These shifting priorities have lead companies to place different kinds of demands on their immediate and broader work spaces, indulging improved social infrastructure such as parks.

In addition, premier business parks are seeking a range of facilities to support their customer relationships, such as coffee shops and restaurants in close proximity (walking distance) to their offices.

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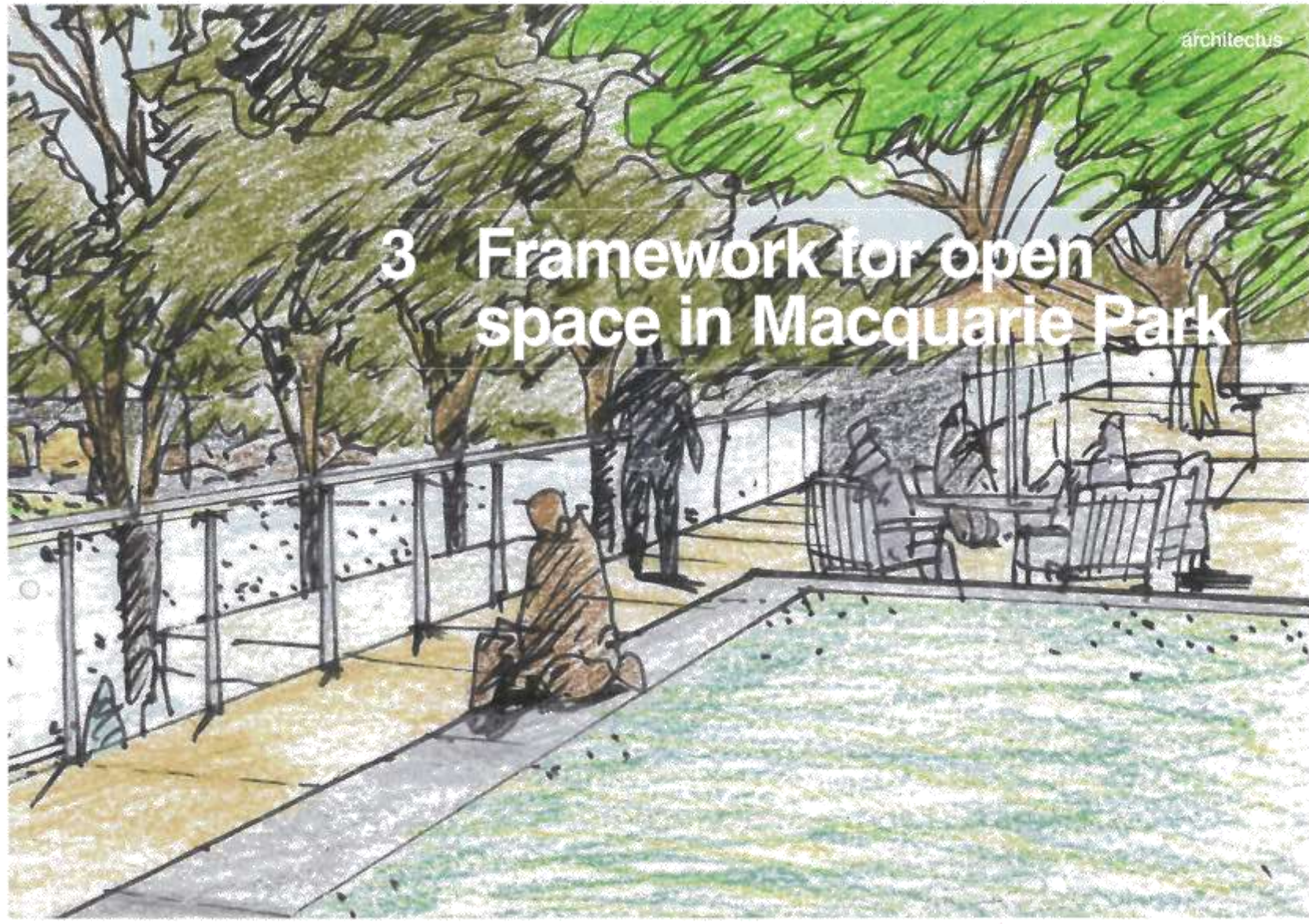
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ATTACHMENT 2

3.1 The proposed framework for new open space and mixed use

3.1.1 How to deliver new open space

It is extremely difficult for Council or State government to purchase new sites for open space in Macquarie Park. Most of the appropriate land is held in private ownership and would be prohibitively expensive to purchase.

Also, it is extremely difficult to identify land in LEPs and DCPs as required open space without triggering the need for Council to acquire the land, which they are unlikely to be able to afford. Because of this, large areas of land, like Macquarie Park, are rezoned without the provision of new open space.

There is one solution to this issue. Council have an opportunity to negotiate public benefits when land is rezoned. On many sites, the rezoning process can result in an increase in value for the owner, and it is common practice that councils or other consent authorities attempt to capture some of that benefit. Examples of this process include the City of Sydney Council's controls for Green Square, where contributions towards the provision of affordable housing and new parks and streets are required to be made when historic employment uses take advantage of the new zoning controls and provide for mixed use development.

The long term management and operation of the open spaces also need to be considered, with the design of these spaces to reduce the maintenance burden on Councils.

In the same way, Ryde Council has an opportunity to be very strategic about permitting mixed uses on certain sites where open space and / or other significant public benefits can be delivered and paid for by private developers. It is critical that Council have a very clear framework for this type of strategy. It is also critical that the framework provides certainty for Council, developers and businesses.

3.1.2 A framework for the delivery of open space

Architectus recommends that Council permit residential uses in the B3 and B7 Zones in Macquarie Park, but only where certain open space can be delivered. This should be done by a rezoning, and subject to an agreement being in place between Council and the owner for the delivery of the new park to Council's reasonable requirements.

Under this framework, Council could consider a rezoning application for sites that can achieve ALL of the following nine criteria.

Public open space

1. Provide either new open space shown in the Draft Macquarie Park DCP 2014 or a new 1 hectare minimum public open space, designed to Council's reasonable requirements.
2. Where a site proposes to deliver the 1 hectare minimum open space, the site must be larger than 3 hectares, thereby allowing for a 2 hectare development site for mixed uses.
3. The open space must have a frontage to a major road (Waterloo Road, Talavera Road, Wicks Road or Herring Road) and one secondary street.
4. The proposed open space should satisfy specified design criteria (as set out in Section 4.1 of this report) and be dedicated to Council on completion.

Non-residential floorspace

5. Provide a minimum of 20,000sqm GFA of non-residential floorspace.

Key worker housing

6. Deliver key worker housing (or Affordable Housing) at the rate of 3% of total dwellings provided.
7. Up to 15% of the open space (1,500sqm) can be used to deliver the required key worker housing.

Childcare facilities

8. Provide privately run childcare facilities suitable for 60 children.

Public domain

9. Delivery of all other required public domain on the site including roads and through site links as nominated in the Draft Macquarie Park DCP 2014.

The plan shown on the following page applies the above criteria to illustrate the outcome of the proposed framework.

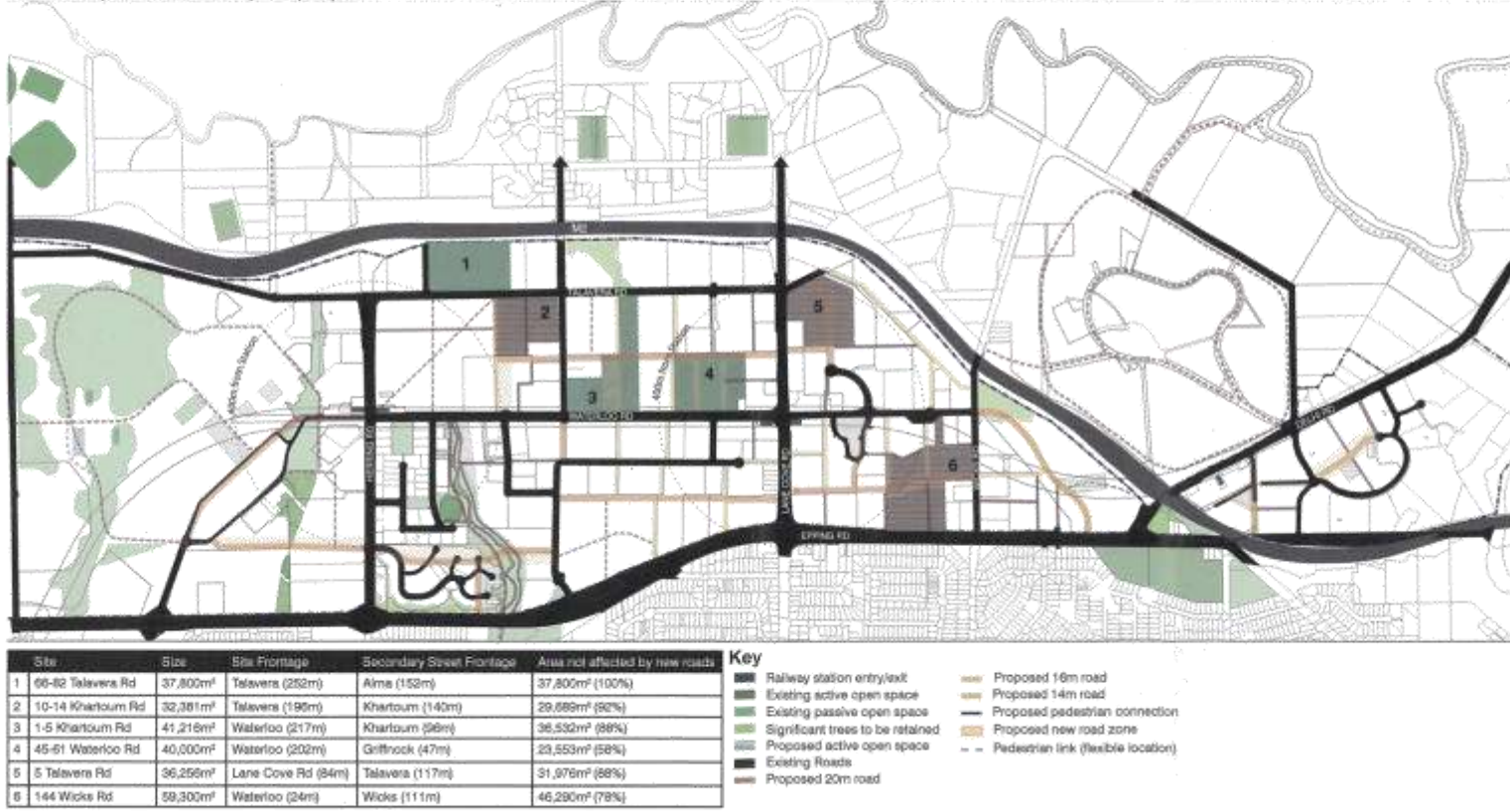
Key	Criteria	Comments
	Sites greater than 3 hectares and frontage to a primary road	- Site 4 is nominated because a new 7000sqm park is required under the Draft DCP. Waterloo Road is the central spine of Macquarie Park and an appropriate location for open space. Some mixed uses on the site would ensure the park's early delivery and activate the space on weekends and in the evening. - Sites 1, 2, 3, 5 + 6 all satisfy the minimum size criteria
	Sites that do not satisfy detailed criteria NOT SUITABLE for open space and mixed uses.	- Site 2 (50-14 Kharidum Road) has excellent road frontage and is just over 400m from the train station but it is highly unlikely that this site would be developed for mixed uses and open space because of the recent significant investment in the AstraZeneca pharmaceutical plant on the site. - Site 5 has recently been developed. It is also affected by a requirement for new roads that would make a contiguous 1 hectare park with suitable orientation and minimum dimensions difficult to achieve. This site is not well-connected to the train station or Waterloo Road for pedestrians. - Site 6 is currently the subject of a Planning Proposal to allow for a Masters Hardware on the site, so it is unlikely to be re-developed. It is not well connected to Waterloo Road or the train station. The sloping topography and disconnects the site from Waterloo Road even further.
	Sites that do satisfy detailed criteria SUITABLE for open space and mixed uses.	- Site 1 is a good location for a new district open space. It has good solar access and is large enough and unencumbered to allow for a park in a desirable configuration. The medium to long term opportunity to redevelop the AMP shopping centre would provide the opportunity to create direct pedestrian and visual links between the open space and the station. The site also adjoins, on two of its boundaries, the Herring Road Priority Precinct, which is being rezoned for residential uses. - Site 3 is well-positioned on Waterloo Road, but may be too close to Site 4 and the new local park required in the draft DCP. It is further away from the stations and other key attractions (like the shopping centre) than Site 1, which may have an adverse impact on its level of use in the short to medium term. - Site 4 is the site of a new open space required under the DCP. The smaller park (0.7ha) will primarily service the employee population during the week. Mixed uses would ensure the early delivery and activation of this park outside of working hours.

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ATTACHMENT 2

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Assessment of potential sites to deliver public open space



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ITEM 5 (continued)

ATTACHMENT 2



ITEM 5 (continued)

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4.1 Assessment and mitigation measures

Impact on employment lands and metropolitan planning strategies

The on-going role of Macquarie Park as an employment centre is a critical part of the overarching strategy for Metropolitan Sydney. All planning decisions should support this vision.

The proposed framework for open space and mixed uses for Macquarie Park supports this vision by allowing for essential open space and other public benefits to be delivered by the private market.

In our view, and based on our review of successful business parks, the provision of a 1 hectare open space on the site at 66-82 Talavera Road would have an overall net benefit for the business park, in addition to addressing the existing and future demand generated by residential uses in the Herring Road and North Ryde Priority Precincts. AEC have been engaged to assess the impacts of this framework on the operation of the business park from an economic perspective, as part of this process, and their report accompanies and complements this Framework document.

The Framework also provides a very clear planning structure for Council to assess appropriate sites for mixed use development in Macquarie Park. The certainty of this policy will provide comfort for businesses about the long term functioning of Macquarie Park.

The design of the new open spaces delivered under this framework should be undertaken in consultation with businesses to engage businesses and employees and to ensure the spaces are appropriate for business as well as local residents, and well used.

Creating a precedent for mixed use development

Architectus is aware of the significant pressure for mixed use development in Macquarie Park, and Ryde Council and State Government's policies regarding the protection of land for employment uses. Architectus also notes the strategies set out for Macquarie Park in A Plan for Growing Sydney, including 'concentrating capacity for additional mixed use around train stations' and 'investigat[ing] potential future opportunities for housing'. We are confident that the proposed Framework provides a clear line in the sand for mixed uses in Macquarie Park. The Framework would be easy to implement and defend.

The primary strength of the Framework is the clear nexus between public benefits and the ability to rezone land for mixed uses. It will not be possible for other sites to argue that they can provide the same public benefit if it is clear that what is required are large open spaces designed to Council's satisfaction.

This Framework may be further developed with Councils' planners, property and open space teams to ensure that the criteria for open space and public benefits is clearly defined. This will strengthen the Framework and Council's ability to defend pressure to rezone other sites in Macquarie Park.

Mixed uses and potential for land use conflict

One planning concern for the introduction of mixed uses in to employment areas is the potential for land use conflict. In some locations, the impacts of traffic, industrial noise and lighting can ultimately lead to restrictions on commercial operations, and the erosion of the long-term viability of the land for employment uses.

In this case, the impacts of mixed uses on all of the nominated sites are unlikely to generate any land use conflict because:

- The employment uses are generally commercial office and high technology uses that do not generate adverse impacts for residential uses. These uses co-exist happily in many other locations in Sydney – including the CBD.
- The sites identified in the Framework are large enough so that residential uses can be designed to respond to the mixed land use conditions. For example, living spaces can overlook open spaces and internal areas and not main roads and over employment uses. Buildings can be designed with quality communal spaces that are secure and very separate from commercial uses on the site. Vehicle entries to residential uses can be separate so as not to generate conflict with any commercial car movements/ loading and servicing. Entries to residential buildings can be separate and well-designed to ensure legibility.

Further, it is envisaged that some mixed use development in the employment area would support a wider variety of food and drink options, and provide some activation of the area in the evenings. These are two important ingredients for the long-term success of business parks, and are existing issues for the business park today.

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Maintenance and ownership of the new open space

It is important that the uplift in development potential on the site, or any of the sites nominated in the Framework, be tied to a clear, and long-term public benefit.

To ensure this outcome, it is recommended that the open space and public benefits be secured via a Voluntary Planning Agreement with Council.

It is also recommended that the land be dedicated to Council to ensure the long-term use of the space for the public, and to provide Council with the flexibility to adapt the space over time as Macquarie Park and its needs evolve.

The delivery of open space on the sites nominated would result in the need for maintenance by Council which comes at a cost. We understand the pressure this places on Council, but do not concede that this justifies a decision to not provide open space in Macquarie Park, where there is an identified existing deficiency. The two Priority Precincts will also generate significant demand for open space that will not be met through the development of these precincts.

However, to address the issue of the cost of maintenance of the open space, Holdmark would need to work closely with Council to ensure that the open space is designed to be as low maintenance as possible. Robust landscaping and good stormwater infrastructure will be critical.

There is also an opportunity to use parts of the 1 hectare site for other community uses, such as a community facility for hire, or key worker housing, that generate income for Council. This income could be used for park maintenance.

Ensuring the open space meets demand in Macquarie Park

Architectus would like the opportunity to work with Council to develop the design criteria for the open space and a clear brief for any community facilities or other public uses to be provided on site.

At a minimum, we would propose the following design standards for the open space area are achieved.

- The primary purpose of the open space is for a multi-use playing field.
- Minimum dimensions:
 - Playing area: 45m x 90m
 - Run-out zones: 65m x 110m (10m boundary on all sides)
 - The run out zones should not include any infrastructure – all lighting, benches, fencing must be outside of the 10m run-out zone
- Slope: 1:100 (minimum) to 1:50 (maximum)
- Open space does not include area for the following:
 - Parking
 - Steps and retaining walls
 - Vehicle access
 - Flooding retention
- There should be no car parking or other structure under the open space – it should be 100% deep soil.
- The open space should be dedicated to Council.

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4.2 Recommendations and next steps

Recommendations

In light of the framework detailed within this report, it is considered appropriate to commence the process to rezone the site. There are two possible options to achieve this. These are:

1. The inclusion of the site as part of the Herring Road Priority Precinct including a rezoning to B4 Mixed Use and amendments to the maximum building height and FSR, which would be undertaken by the Department of Planning and Environment. One benefit of this approach is its potential for early delivery of the public infrastructure, which Architectus would recommend. It is also a much simpler process, easing the administrative burden on Council and Government. It should be noted that this would in part alleviate the perceived shortfall of open space within the Herring Road Priority Precinct identified in submissions against the precinct.
2. The rezoning of the site to B4 Mixed Use and amendments to the maximum building height and FSR through a Planning Proposal process undertaken by City of Ryde Council as an amendment to the Ryde Local Environmental Plan 2014. This has the potential to be a more involved process and is therefore not preferred.

Next Steps

In order to implement the above strategy, the following steps are recommended:

- Undertake an Economic Assessment of the framework for open space and mixed use within Macquarie Park. This will be required to test the economic impact and viability of the proposal.
- Undertake further detailed design testing of the other sites identified by the framework (45-61 Waterloo Road and 1-5 Khartoum Road) which may be suitable for the inclusion of residential land uses within Macquarie Park (to be undertaken by each landowner at their discretion).
- Commence discussions with the Department of Planning and Environment and Council to co-ordinate the mechanisms for the delivery of the open space within the site. This would necessitate the rezoning of the site to B4 Mixed Use and amendments to the applicable maximum height and FSR controls.

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