

Department of Planning, Industry and Environment

# Draft Macquarie Park Place Strategy

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June 2021

# Acknowledgement of Country

The Department of Planning, Industry and Environment acknowledges the Traditional Custodians of the land and pays respect to Elders past, present and future. We honour Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place, and their rich contribution to society. To that end, our work seeks to uphold the idea that if we care for Country, it will care for us.

For this project we would like to acknowledge the Wallumattagal—the place and people of the Black Snapper fish—of the Dharug nation. We recognise their history and pay respect to their culture, connection to their lands, waterways, sky and surrounding clan groups.

Our recognition of these sovereign lands is expressed with deep reverence, connection and commitment to the protocols of old ways, as we tread gently in the footsteps of our ancestors to pave the way for a better future for all people.

## Find out more:

[www.dpie.nsw.gov.au](http://www.dpie.nsw.gov.au)

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# Executive summary

Macquarie Park has successfully developed as one of Australia's largest non-CBD office markets, establishing a cluster of leading companies, a university and hospitals. Macquarie Park is home to Macquarie University, Macquarie University Hospital, Macquarie University Incubator and more than 180 large international and 200 small businesses.

However, new businesses require different modes of working. To continue to grow Macquarie Park's economic capacity, we can transform it as a place by restructuring movement across and within the area, making it easier for people to access and a perfect location for sharing, collaboration and innovation.

Macquarie Park is not currently set up for people and businesses to share ideas. It could be better connected to its traditional culture, nearby natural areas and wider Sydney. This draft Place Strategy intends to create opportunities to develop and enhance Macquarie Park, centred on attractive public spaces and connections within and around the area. This will boost its economic capacity and see it transition into a leading 21st century place to collaborate, innovate and do business.

## About the Place Strategy

This draft Macquarie Park Place Strategy considers opportunities to create a better place, improve connectivity and find new ways for people to share ideas and technology. In turn, this will increase the attractiveness of Macquarie Park as a place to do business, study and invest and lay the foundations for its transformation to an innovation district.

In this regard, the Strategy considers the 350 hectares that includes land between Macquarie Centre and Ivanhoe Estate to Lachlan's Line and Riverside Corporate Park. This area is bound by Epping Road, Delhi Road, M2 Motorway and Vimiera Road and sits adjacent to the Lane Cove National Park.

The Place Strategy builds on existing work to create a long-term vision for Macquarie Park. It supports the work of the Greater Sydney Commission, which is leading the accelerated delivery of key economic precincts across Sydney, including Macquarie Park in consultation with industry leaders and State agencies.

The Place Strategy represents the analysis of several barriers to Macquarie Park's growth. From this analysis, we have developed a spatial master plan for a 170-hectare investigation area within the broader 350-hectare Macquarie Park that includes the business park and commercial core.

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

## The potential

Macquarie Park offers the potential for Sydney to grow as a critical hub for business, innovation, research and education. The Macquarie Park Place Strategy outlines critical approaches to continue building a robust district that encourages consistent investment over the long term.

The Place Strategy builds on a rich foundation of innovation and enterprise, as well as the area's pre-Colonial history as a place of trade, exchange and learning. It brings a new focus to the area's Aboriginal heritage, and aims to optimise the location within lovely bushlands and creeks and major transport routes, including the M2 Motorway and Sydney Metro Northwest.

In the 21<sup>st</sup> century, Macquarie Park will remain a place of sharing ideas and technology. The Place Strategy aims to create a place for people, deepened by the recognition of Wallumattagal Country. This is a framework that will inform the planning for new connections and open spaces, as well as 20,000 jobs and up to 7,650 homes in the investigation area, bringing life and activity – day and night – to Macquarie Park. The Place Strategy presents an opportunity that is paramount to the creation of jobs and homes in NSW.





**Photography**

Image courtesy of Department of Planning, Industry and Environment.



# Achieving the vision: Big moves and neighbourhood focus

Using a master planning approach, the Place Strategy establishes:

- six big moves, each with related actions that will be applied as the Place Strategy is implemented
- a master plan that recognises Macquarie Park as place of many places, establishing overall design criteria as well as specific criteria for seven neighbourhood areas.

**The six big moves are key interventions that require coordination between, and resourcing from, multiple State agencies, Council and industry.**



**1. Drive transformation of Macquarie Park into an innovation district:** pursuing talent and technology to create diverse economic and employment opportunities through collaboration and a recognised leadership network that can open up access to both private and public funding and effort.



**4. Prioritise and enrich the pedestrian experience:** improving the quality of natural features and attributes of Country and how people move around.



**2. Scale and time new development to match infrastructure capacity:** planning for the provision of physical and social infrastructure through a Strategic Infrastructure and Services Assessment that identifies 182 infrastructure and service proposals.



**5. Create sustainable neighbourhoods within Macquarie Park, each with their own identity and role:** defining the seven neighbourhoods, and considering how to bring about more cultural, social and visitor uses to spur on an 18-hour economy and, where suitable, new residential uses.



**3. Rebalance transport uses:** improving the quality of how people and goods move around Macquarie Park through a new movement and place framework that encourages walking, cycling and public transport use, rather than the prevalence of private car use that exists today.



**6. Connect to Country and deliver improved quality open spaces:** creating more quality public open space and connections within the unique setting of Wallumattagal Country and its history as a place of higher learning.

The draft Place Strategy considers these moves while focusing on the attributes of seven neighbourhood areas which, alongside the already-rezoned areas of Herring Road Precinct and North Ryde Station Precinct, form a pattern of distinct areas.

- **North Park - Ngawawala (Reciprocity)** sits in the north of Macquarie Park and will be a predominantly commercial neighbourhood, with a restored Industrial Creek weaving through connected open spaces.
- **Waterloo Park - Butbut (Heart)** connects Herring Road Precinct and the University to Macquarie Park Station and could be a new green focus for Macquarie Park with commercial uses and a new activity hub.
- **Shrimptons Quarter - Waragal Birrung (Evening Star)** is close to Shrimptons Creek and with its interface with Herring Road Precinct and the Ivanhoe Estate will be subject to commercial and residential growth.
- **Macquarie Living Station - Gari Nawi (Saltwater Canoe)** around Macquarie Park Metro Station will be a place of activity with a commercial core and new residential development.
- **Porters Creek - Burbigal (Morning)** on the eastern interface with Lane Cove National Park will be a commercial and retail space near the station.
- **Wicks Road South - Garungul (Unbreakable)** in the south west of the investigation area will evolve into a shared community of commercial, retail and residential uses, with a cluster of education, sports and recreation and cultural spaces.
- **North Ryde Riverside - Narrami Badu-Gumada (Connecting Water Spirit)** in the south is surrounded by Lane Cove National Park and will be a place for new housing with connecting pathways and open spaces.

## Implementation

The Greater Sydney Commission will continue to lead the delivery of the Place Strategy, with the Ryde Coordination Group as a steering committee, and collaboration between State agencies, Council and industry as a priority.

Currently, most infrastructure proposals are not funded or committed and should be regarded as initiatives subject to further development, scoping, business case investigation and investment decisions.

Infrastructure capacity in Macquarie Park will inform how quickly future growth can occur. As a priority, implementation of the Place Strategy will require further analysis of traffic implications and validation of transport initiatives, as well as preparation of detailed infrastructure delivery plans. This work will set out capacity thresholds, priorities, funding requirements and mechanisms. It will also set out staging to coordinate delivery of future growth.

A section 9.1 Direction will be required to implement the Place Strategy and enable individual neighbourhood master plans to be prepared and inform local planning controls.



Photography

Image courtesy of Department of Planning, Industry and Environment.

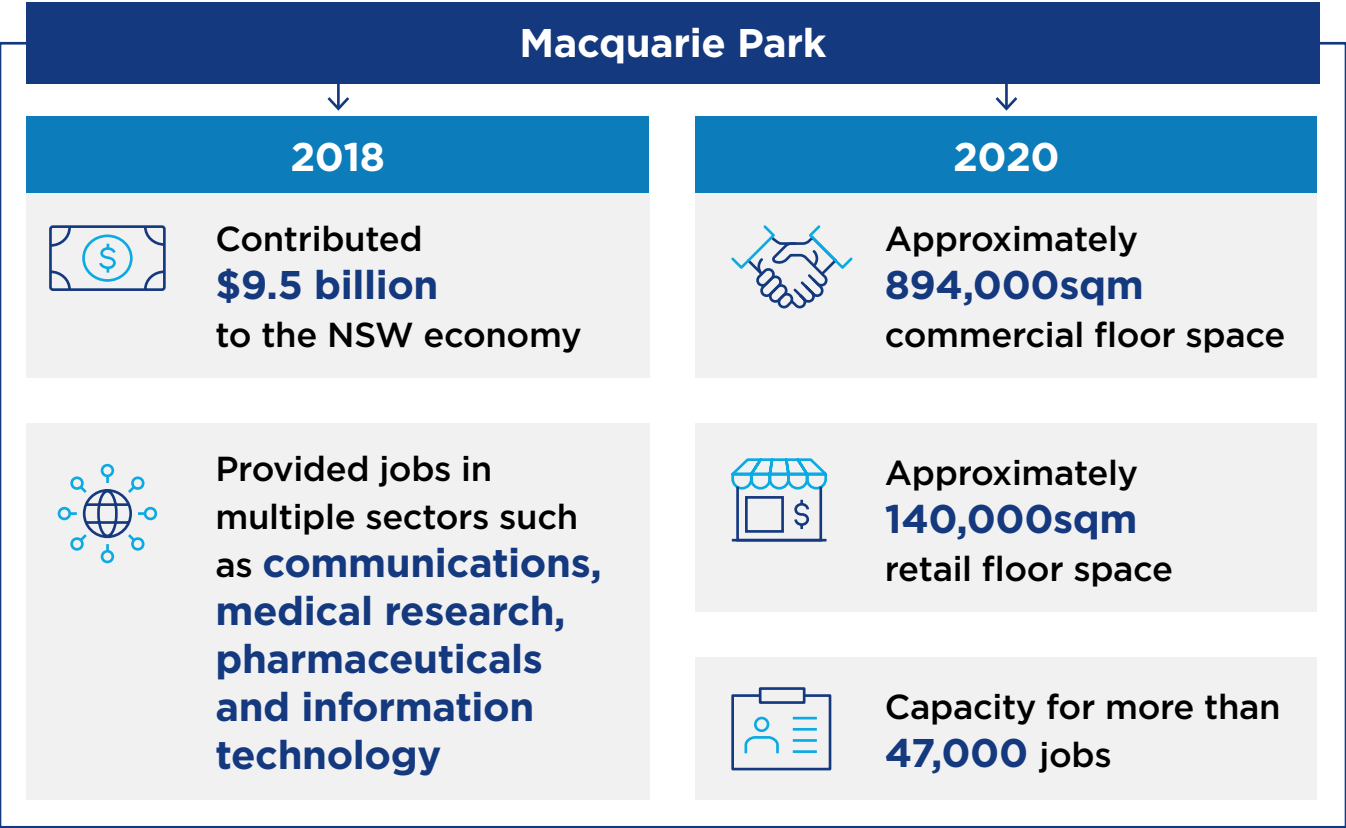
# Introduction

Macquarie Park—originally known by its Aboriginal name Wallumatta—sits within the City of Ryde Local Government Area (LGA). Macquarie Park is home to Macquarie University, Macquarie University Hospital, Macquarie University Incubator and more than 180 large international and 200 small businesses. With Macquarie Hospital and CSIRO Lindfield nearby, this is one of the largest non-CBD office markets in Australia.

Macquarie Park’s success today draws on decades of employment-related investment

and development. This is a cluster of leading companies, many of which base their Asia Pacific headquarters in Macquarie Park. People can easily connect to the rest of Greater Sydney via Sydney Metro Northwest services.

Macquarie Park is essential to growing Greater Sydney’s capacity as a centre for innovation, attracting top businesses from around the world and creating new jobs and opportunities for the people of Sydney.



The entire 350 hectares includes land between Macquarie Centre and Ivanhoe Estate to Lachlan’s Line and Riverside Corporate Park. It is bound by Epping Road, Delhi Road, M2 Motorway and Vimiera Road and sits adjacent to the Lane Cove National Park.

Leveraging its existing economic profile, Macquarie Park is strategically aligned to transition into a world-class innovation district that prioritises human collaboration and dynamic movements.

This draft Macquarie Park Place Strategy aims to further unlock this potential. It builds not only on this rich foundation of innovation and enterprise, but also on the area’s pre-Colonial history as a place of trade, exchange and learning. The Place Strategy aims to create a place for people, deepened by the recognition of Wallumattagal Country.



## Purpose

The draft Place Strategy builds on the existing work and creates a long-term vision for Macquarie Park. It is aspirational in nature, setting the scene for possibilities in line with a staged approach to development and transformation.

The draft Place Strategy has been developed under the Ryde Co-ordination Group (RCG), chaired by the Greater Sydney Commission's (Commission) North District Commissioner, with the objective of better co-ordinating land-use, infrastructure planning and delivery across the Ryde LGA.

The Commission has been tasked by the Premier to lead the accelerated delivery of key economic and innovation precincts across Greater Sydney, including Macquarie Park and are working with industry leaders and State agencies to consider the best delivery mechanisms to help the area's industries and businesses to grow and thrive.

To support this, the Department of Planning, Industry and Environment has analysed several barriers to growth relating to Macquarie Park's disconnection from the environment, road network capacity issues, the lack of quality public places and the limits to walking and cycling.

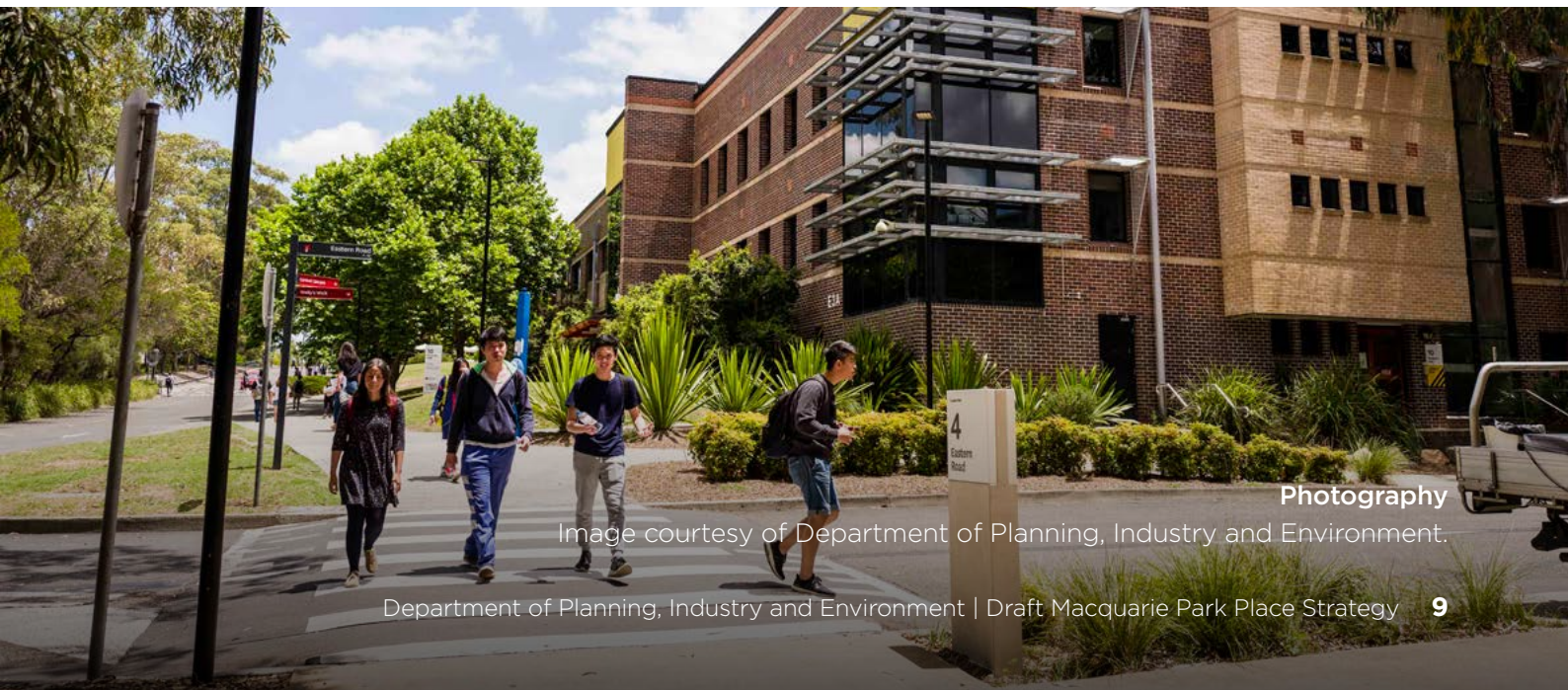
From this analysis, we have developed a spatial master plan for a 170-hectare investigation area within the Park that includes the business park and commercial core.

We've drawn from a cross-government infrastructure and services assessment, extensive community and stakeholder consultation and baseline technical studies.

By building on Macquarie Park's success to date, the Place Strategy – aligned with other strategic work across government – provides the foundations to support the area's next phase of evolution. It establishes a framework for realising an additional 20,000 jobs over the next 20 years, supported by up to 7,650 new dwellings in the investigation area.

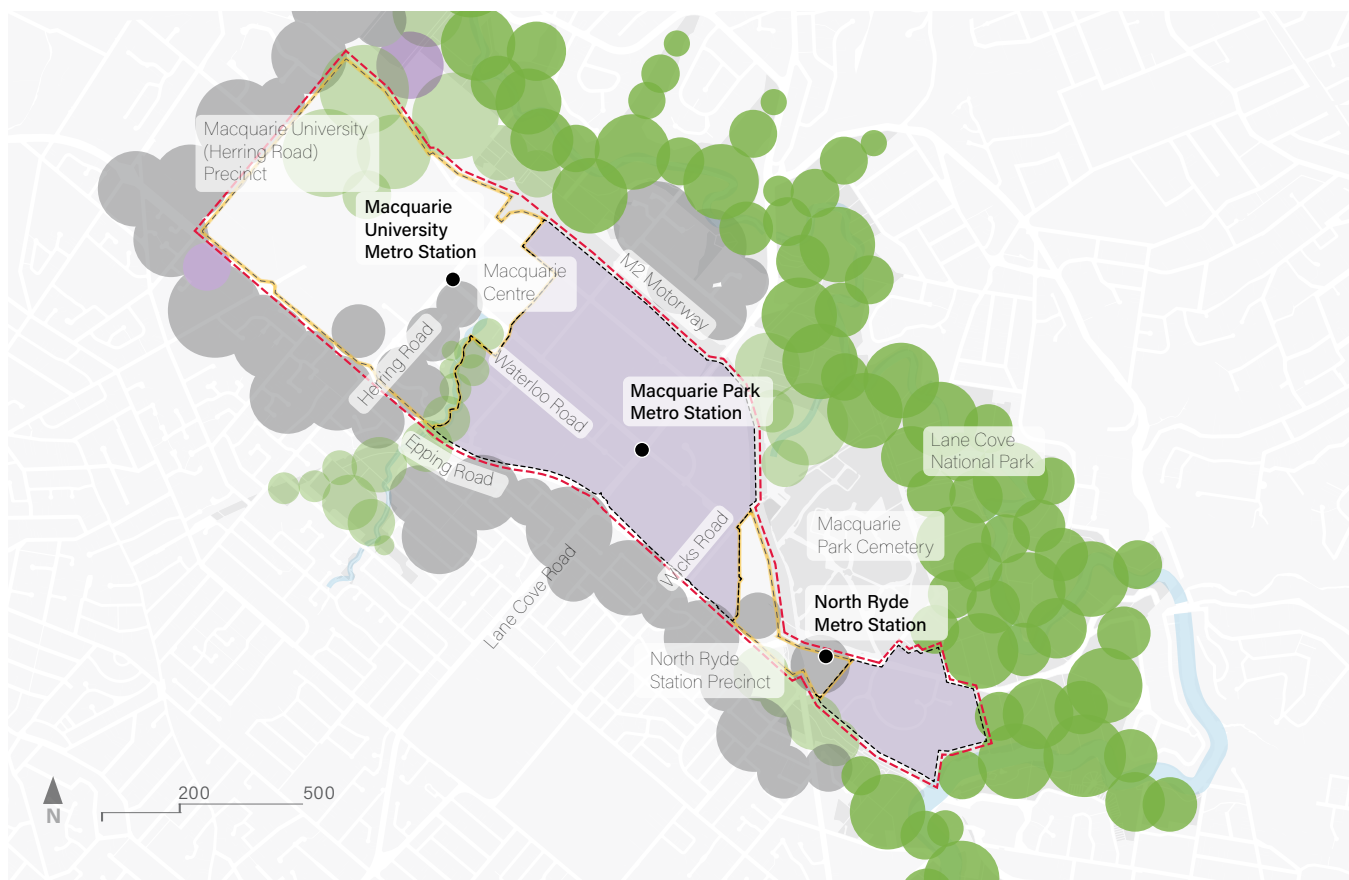
This work encompasses previous rezoning activity but does not propose land use changes to:

- **Macquarie University (Herring Road) Precinct**, which includes Macquarie University and Macquarie Shopping Centre. Rezoning allowed for the development of four new parks, upgrades to Macquarie University Bus Interchange, a mixed use academic core at the University, and the renewal of the former Ivanhoe Estate, providing more than 1,000 social and affordable housing units and a new school.
- **North Ryde Station Precinct** in the south-east, within 10 minutes of North Ryde Metro station. Rezoning allowed for more than 2.4 hectares of park and public plazas and new walking and cycling links including the pedestrian and cycle bridge over Delhi Road, upgraded roads and community facilities.



Photography

Image courtesy of Department of Planning, Industry and Environment.



#### Legend

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

**Figure 1**

Macquarie Park

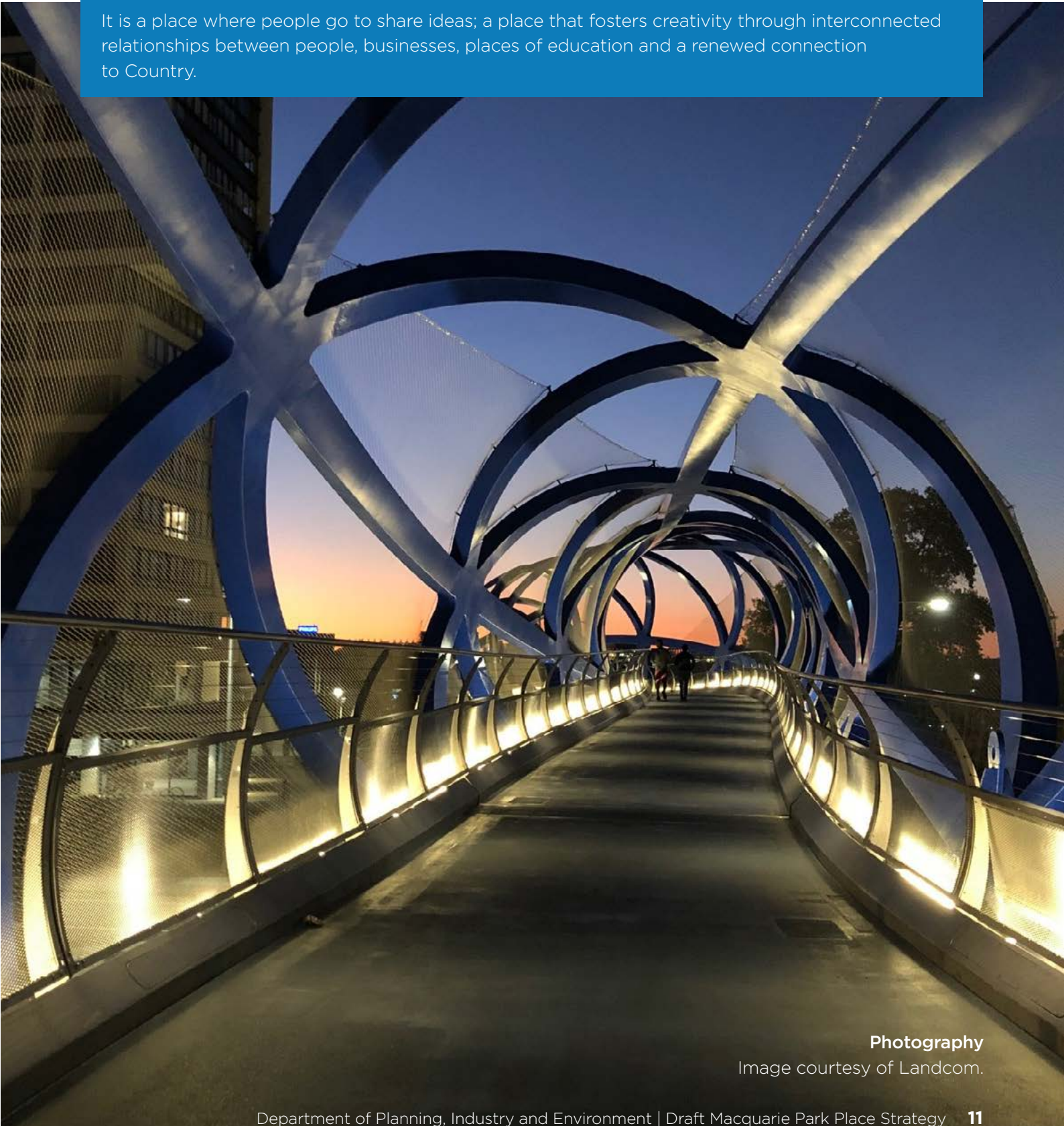


# Vision

A growing home to world-class businesses, innovation, research and education, Macquarie Park is competitive and resilient, with a stronger role within Greater Sydney and Australia's economy.

It is a place for people, characterised by its connections and the unique setting of Wallumattagal Country – a place of rivers and fertile wetlands with a deep history of learning, trade and culture.

It is a place where people go to share ideas; a place that fosters creativity through interconnected relationships between people, businesses, places of education and a renewed connection to Country.



**Photography**

Image courtesy of Landcom.



# Country-centred design

The vision for Macquarie Park embeds an understanding of Country (Ngurra) and its people, to help reconnect Macquarie Park with purpose and culture.

For Aboriginal people, Country is an entity encompassing all living systems and their interdependent relationship and interconnection to each other. This means reciprocal relationships between sky, land, sea, people, plants and animals are sustained by the environment and cultural knowledge.

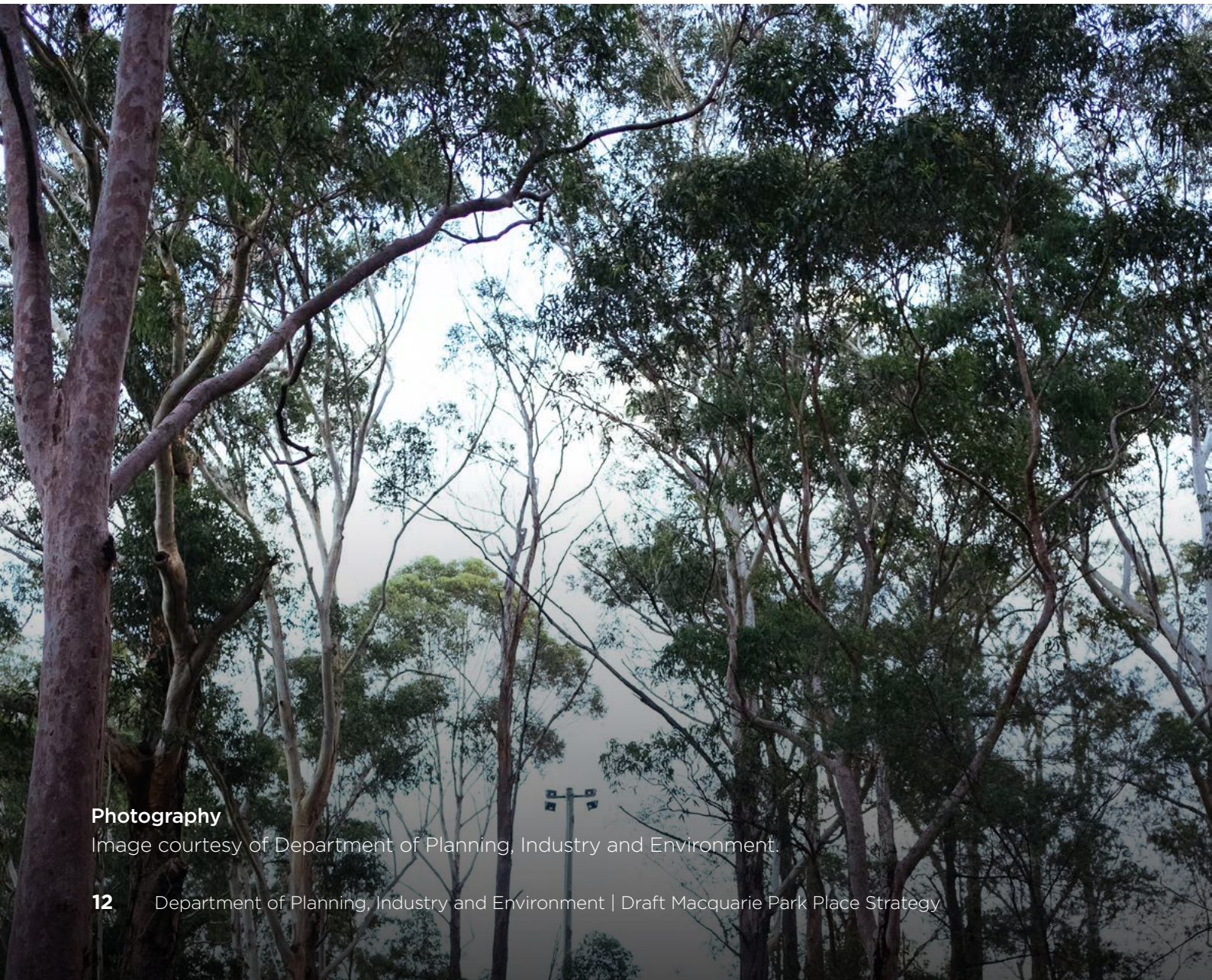
To this end, the Macquarie Park Place Strategy draws from the concept of Country-centred design – a holistic and integrated process that prefaces the care of Country and communities when designing solutions for complex problems.

Country-centred design is driven by four pillars linked together in an iterative process: culture, research, strategy and technology. It informs both master planning and socially and environmentally sustainable development.

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

## Photography

Image courtesy of Department of Planning, Industry and Environment.





# Planning and policy context

Macquarie Park's strengths from the tech and bio-tech industry, creative businesses and a leading university can be optimised by overcoming identified constraints. Doing so, through this Place Strategy, will also address key NSW Government policy commitments and priorities.

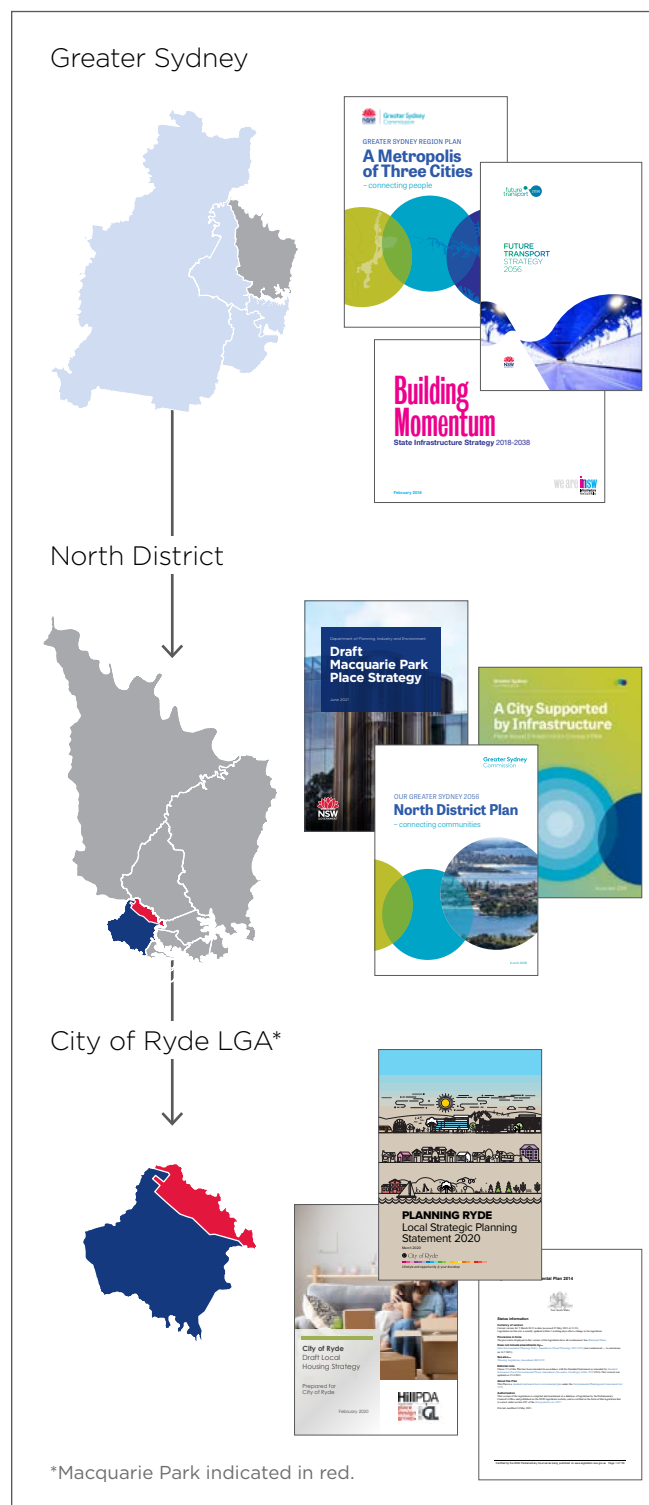
## A Metropolis of Three Cities

The Greater Sydney Region Plan - *A Metropolis of Three Cities* is - is built on a vision of Greater Sydney as a metropolis of three cities, where most residents to live within 30 minutes of their jobs, education and health facilities, services and great places.

Macquarie Park is located within the Eastern Harbour City, and is the northern anchor of the Eastern Economic Corridor which, spreading south to Sydney Airport, is home to financial, business, professional services and innovation start up sectors.

*A Metropolis of Three Cities* also plans for Greater Sydney's future in the context of five separate districts of the city. Macquarie Park is located in the North District.

*A Metropolis of Three Cities* plans for better connectivity, supports continued growth in global industries and aims to strengthen economic links to between Macquarie Park and Greater Parramatta.



**Figure 2**  
Strategic policy context

## North District Plan

The North District Plan sets strategic priorities for Macquarie Park, to:

- enable additional capacity for commercial floor space and maintain a commercial core
- improve urban amenity including the impact of car movements on pedestrians and cyclists
- provide a finer grain road network to enhance pedestrian connections and provide new access points
- promote design excellence in urban design by upgrading public areas
- create an innovation ecosystem capitalising on the relationship with Macquarie University and nearby high-tech and medical corporations
- improve public transport connections to Parramatta and the District's other strategic centres, including the Northern Beaches Hospital.

## Future Transport 2056 Strategy

*Future Transport 2056 Strategy* provides an integrated transport vision for NSW.

Early infrastructure initiatives for Macquarie Park include the Macquarie University Bus Interchange, precinct improvements in collaboration with the Australian Government, and the east-west public transport connection from Mona Vale to Macquarie Park. Broader initiatives include upgrades to cycle and pedestrian infrastructure, local walking connections and bus improvements.

Visionary initiatives—those that will be investigated in the longer-term—include a Macquarie Park to Hurstville via Rhodes on rail or mass transit.

The Place Strategy is also informed by Government Architect NSW's *Better Placed*, *Greener Places*, *Designing with Country* and *Practitioners' Guide to Movement and Place* as well as the City of Ryde Council's Local Strategic Planning Statement.

## Other policies and plans

The master plan that supports this draft Place Strategy provides the strategic place and urban design framework for the investigation area. Both documents will inform the evolution of Macquarie Park but will also be reviewed as further detailed planning work occurs.

A detailed evidence base supports this Place Strategy:

- Draft Macquarie Park Strategic Infrastructure and Services Assessment
- Macquarie Park Strategic Masterplan and Placemaking Strategy
- Macquarie Park Economic Development Study
- Macquarie Park Innovation District Study
- Draft Macquarie Park Strategic Investigation Integrated Transport Plan.

You can view these documents at [planning.nsw.gov.au/macquariepark](https://planning.nsw.gov.au/macquariepark)

# From the past to today

## Country and history

Macquarie Park is traditionally known as Wallumatta Ngurrunga. It is the place of the Snapper fish (Wallumai) and the Wallumattagal are the people of the Snapper.

By the late 1900s, villages and town centres began to spring up along main roads and around rail stations, bringing with them large increases in population. The Ryde Housing Scheme was established in 1946 to address contemporary housing supply and affordability issues. Throughout the 1950s, Ryde continued to grow and urbanise and by 1957, Top Ryde, Australia's first drive-in shopping mall, opened its doors.

Macquarie University was established in 1964, and the post-war housing boom was matched by an expansion of Ryde's industrial and scientific sectors, including the establishment of a number of CSIRO facilities and the Gladesville industrial area.

## Modern significance

Each phase has seen an intensification of land use and a change in the built form in the area. In 1979 the Ryde Planning Scheme required industrial/employment uses to have a "research and development" component to take advantage of the new University. Macquarie Centre, a shopping mall opposite Macquarie University, opened in 1981.

Since then, rezoning has encouraged more commercial and light industrial uses. In 1997 the completion of the M2 Motorway improved accessibility to (not within) Macquarie Park. Construction of the Epping to Chatswood rail link, which opened in 2009 changed land economics and made it viable to put parking underground rather than at grade.

Most recently in 2018, this rail link was redeveloped and incorporated into Sydney Metro Northwest, retaining stations at Macquarie University, Macquarie Park and North Ryde, increasing frequency of services to the area. These phases, seeing an intensification of land use and change of built form in the area.

The industry-led Macquarie Park Innovation District (MPID) formed in 2015 to expand on the area's diverse economy to transition into an Innovation District.

The \$1.8 billion Ivanhoe Estate redevelopment is the largest social housing project in Australia. It includes:

- 3,300 new homes, including 950 for social housing, 128 affordable housing, and 273 seniors living homes
- 2.8 hectares of open space including new parks, a skatepark and a playground
- a new primary school, two childcare centres, a town plaza, new shops, cafes and restaurants
- a new road connecting Herring Road with Lyonpark Road, including a new bridge over Shrimptons Creek.

With these recent developments, there is a mismatch between the scale and rate of residential growth the provision of physical and social infrastructure including open space and schools infrastructure. To address this, the Ryde Coordination Group (RCG) was established to investigate the best opportunities for place-based planning and to improve collaboration.

# Today

Macquarie Park benefits from its distinctive and high performing assets. It is a leading employment centre with a strong foundation for innovation. People have limited access to open space with only small pockets of high quality planting and canopy. The different university spaces could be better integrated into the broader area, as could Riverside Corporate Park and surrounding residential areas – it is not an easy area to traverse on foot and is disconnected to culture and Ngurra.

From a built form perspective the campus-style plots include many surface-level car parks. These interact with light industrial units and a mix of architectural styles, including newer developments that provide more activity at street level. Most places in Macquarie Park are not conducive to sharing ideas.

## Economics and employment

### THE FOURTH LARGEST EMPLOYMENT CENTRE IN GREATER SYDNEY

With floor space for more than 47,000 jobs, Macquarie Park is the fourth largest employment centre in Greater Sydney by number of employees and the largest non-CBD office market in Australia.

In 2020, Macquarie Park contained approximately 894,000sqm of commercial floor space, of which 617,000sqm is premium grade. The 'commercial core' accommodates businesses from pharmaceutical (19%), high tech, computing and technology (25%), electronics (20%) and telecommunications (7%).

Macquarie University services around 45,000 students and 3,000 staff, with more than 9,300 graduates entering the jobs market each year. Macquarie University Hospital is a private not-for-profit teaching hospital located on the University campus with approximately 500 staff.

Macquarie Centre offers large supermarkets, department stores and specialty shopping. Lachlan's Line and the Riverside Corporate Park contain more local retail offerings while people shop at major bulky goods and large format retailers along Epping Road.

## Infrastructure

### THREE SYDNEY METRO NORTHWEST STATIONS AND 30 BUS ROUTES

In an established urban setting, Macquarie Park is generally well serviced by infrastructure and services. People can access three Sydney Metro Northwest stations and 30 bus routes. State roads include the M2 Motorway, Lane Cove Road, Delhi Road and Epping Road. Cycle facilities include shared paths along Waterloo Road, Talavera Road and along Shrimptons Creek.

Public health facilities include hospitals at Ryde, Royal North Shore, Macquarie and the Children's Hospital at Westmead. Sports and recreational facilities include two 25-metre swimming pools, three multi-use indoor courts and Macquarie Centre ice skating rink. Most cultural facilities are found within the Macquarie Park University.

Capacity and adequate levels of service to meet recent and future growth consistent with the vision and objectives of this draft Place Strategy will require investment in upgrades, expansions and new facilities across most sectors especially schools and open space, given the current deficit.



## Movement

### 70% OF PEOPLE WHO WORK IN

### MACQUARIE PARK COME BY CAR

Approximately 70% of people who work in Macquarie Park come by car. With the Sydney Metro conversion and extension of rail services to Tallawong, the share of public transport trips has increased to 26%. We need further transport investment to reduce the proportion of car trips.

People walk mainly to and from Macquarie University, Macquarie Centre, businesses and green spaces such as Shrimptons Creek and Lane Cove National Park. These short walks are limited to workers going to work from their transport stop or short walks during lunch breaks. It is generally difficult for people to walk due to the long distances between safe crossings and limited direct paths.

The proximity to Lane Cove National Park provides an opportunity to increase cycling once the lack of facilities, safety issues and limited crossing opportunities can be addressed.

## Open space

### A SHORTFALL OF PUBLIC SPACE

Lane Cove National Park provides 670 hectares of regional open space and a leafy tree canopy—a key attribute. Waterways such as Shrimptons, Kikiya and Mars Creeks are available for people to enjoy, however access can be a challenge.

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

## Land use

### CURRENT USES WILL BE

### COMPLIMENTED WITH NEW USES

Macquarie Park includes a strong commercial core, with more diverse uses towards the north and south.

From the north, Macquarie University and Macquarie Centre define the educational and retail uses. Along Waterloo Road, the uses are mostly commercial with dispersed shops and ancillary uses. Around Shrimptons Creek and to the south, we see more housing around North Ryde Metro Station. CSIRO and other corporate headquarters are established in the Riverside Corporate Park.

The influx of new housing in the past decade is creating a visible change in the landscape, in part thanks to the rezoning of North Ryde Station and Herring Road precincts. There is strong demand for both commercial development and housing.

More residents mean more people live near workplaces and mass transit, bringing activity, increased public transport patronage and more pedestrian activity that supports retail centres as well as more demand for schools and open space. However, we need to balance the residential, economic and employment roles in Macquarie Park.

Capacity remains for new housing. This could lead to more night-time uses and supporting retail and hospitality businesses. If left unchecked however, there would be implications for the road network and infrastructure, especially schools and open space. It could also potentially price business out of the market and reduce land supply for commercial expansion.

Macquarie Park will need to be intentionally planned to support a diversity of people, provide broad economic opportunity and connect to nearby communities. With an international resident base and growing numbers of young people in the area, there is potential for more inclusive programming to connect and expand industry opportunities.

# Future

Macquarie Park needs sufficient scale, clustering of research, expertise, services and industries and a unique value proposition or areas of specialisation in order to transform from a place suited for a 20<sup>th</sup> century economy to ones that thrive within a 21<sup>st</sup> century economy. The transition to an innovation district brings potential for inclusive and sustainable economic development, adaptable and affordable spaces, an open and green environment, and a better local transport network.

## Transitioning to an Innovation District

Innovation districts within a city are areas, or ‘ecosystems’, with high collaboration, ingenuity and economic growth potential directed towards a particular industry, institution or facility specific to a local area. There need to be places where ideas can be shared. Those planning for innovation precincts utilise an area’s character and assets to attract investment from complementary industry tenants, services and facilities.

Macquarie Park’s clustering of businesses activity over a large geographic area gives business access to a large, qualified labour pool, with a strong talent pipeline, which has been further embedded through the University’s presence.

The vision for Macquarie Park requires it to have a stronger role within Sydney and Australia’s future economy. We can achieve this by diversifying industry-based sectors, encouraging a broader scale of businesses, building on collaborative partnerships, creating a new governance structure with strong leadership and investing in place-based improvements to create vibrancy and diversity.

The draft Place Strategy envisages 20,000 new jobs in Macquarie Park in an area that is more vibrant and connected to attract high growth firms. Based on wider macroeconomic and industry trends we expect future growth will be focused in:

- **Education:** Macquarie University is a pioneer in collaboration with industry, business and the public sector and consistently supports individuals, firms and their ideas through partnerships such as the Optus-Macquarie University Cyber Security Hub.
- **Medtech, health and biomedical sciences:** Future partnerships with the private sector, like that between the Macquarie University and Cochlear, will bring mutual benefits and will be essential to grow employment in this sector.
- **Health care:** Macquarie Park is well placed to take advantage of the continued shift towards higher skilled, knowledge economy jobs, particularly in health care and social assistance.
- **Advanced manufacturing:** Several firms in Macquarie Park support pre-production advanced manufacturing activities and the proximity of Macquarie University to advanced manufacturing research and development presents opportunities for continued growth.
- **Digital and telecommunications:** Existing projects such as the cyber security hub enable research that tackles security such issues across multiple disciplines—computing, engineering, business, criminology and law. This is a sound foundation for future partnership models.

The correlation between place-based vibrancy and high growth precincts is well documented. Macquarie Park scores well on measures such as transport access, quality work environments and good labour availability but less so in terms of pedestrian connectivity, road congestion, amenities and night-time activities.

# Infrastructure

The scale and rate of population and housing growth over the last decade has brought demands for infrastructure and services from those living, working or studying in the area beyond that which is currently provided in Macquarie Park. We need to consider the existing and future demand for infrastructure and services for Macquarie Park to enable it to evolve into a more vibrant, active and walkable place, and a globally significant innovation district. Infrastructure funding will be a challenge that requires collaboration between the NSW Government, City of Ryde Council, industry and the community.

*An Assurance Review of Planning in the Ryde Local Government Area* by the Greater Sydney Commission in 2019<sup>1</sup> identified a misalignment in the City of Ryde LGA between the timing of development and the provision of infrastructure to support it. The Assurance Review identified the work that has led to this Place Strategy as an opportunity to identify the infrastructure needed to support sustainable development. For this reason, the Commission has developed the Strategic Infrastructure and Services Assessment, available at [www.greater.sydney/project/precincts](http://www.greater.sydney/project/precincts).

1. Visit [greater.sydney](http://greater.sydney) and search for Ryde Assurance Review Stage 2 report



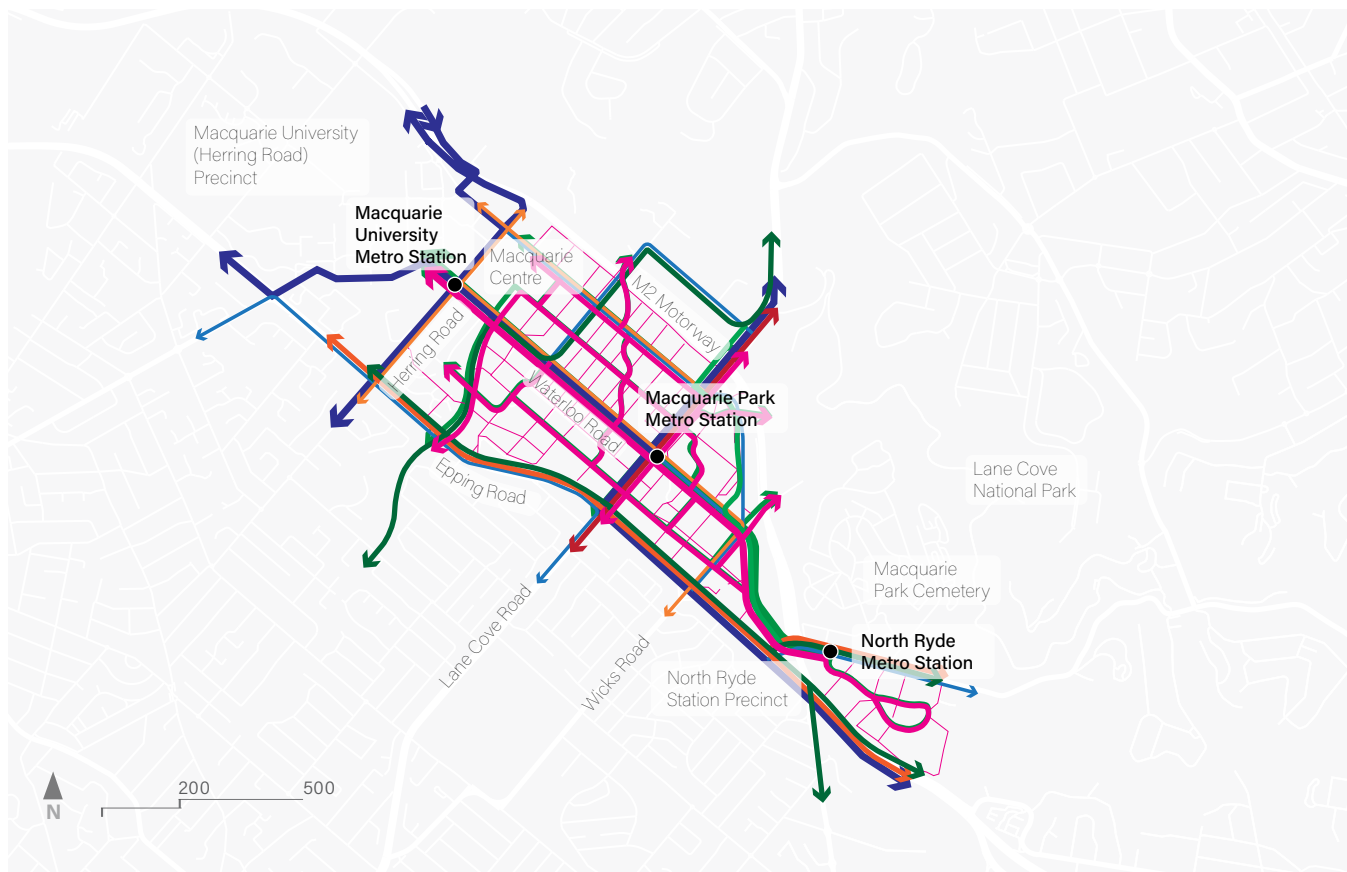
**Photography**  
Image courtesy of Landcom.



# Movement

We are restructuring movement in Macquarie Park to make it more accessible by foot and more suitable for sharing and collaboration. The draft Place Strategy proposes an approach to:

- rebalance the split between car use and sustainable transport use by addressing road capacity
- address the disparity between the 30-minute travel time catchments for public transport and cars
- reduce private parking availability to encourage sustainable travel
- reduce the distance between key places, such as home and work, and allow for walking and cycling to become viable choices
- preserve land for longer-term mass-transit connections to/from Macquarie Park
- plan for safe and attractive walking and cycling infrastructure, integrated with open space and separated from general vehicle traffic, supported by new open space
- provide a dense network of walking routes
- investigate safe accessible paths of travel from the south side of Epping Road into Macquarie Park for new students to attend schools and the public to access new attractions, jobs and services
- test new transport solutions, such as electric buses and public charging stations.



## Legend

### Pedestrian movement

- Pedestrian network
- Fine grain network

### Cycle network map

- Principal route tier 1
- Principal route tier 2

### Public transport

- Strategic bus route
- Local bus route
- Metro station

### Private vehicle movement

- Principal arterial (Lane Cove Rd)
- Arterial (Epping Rd, Delhi Rd)
- Collector

**Figure 3**

Proposed movement framework



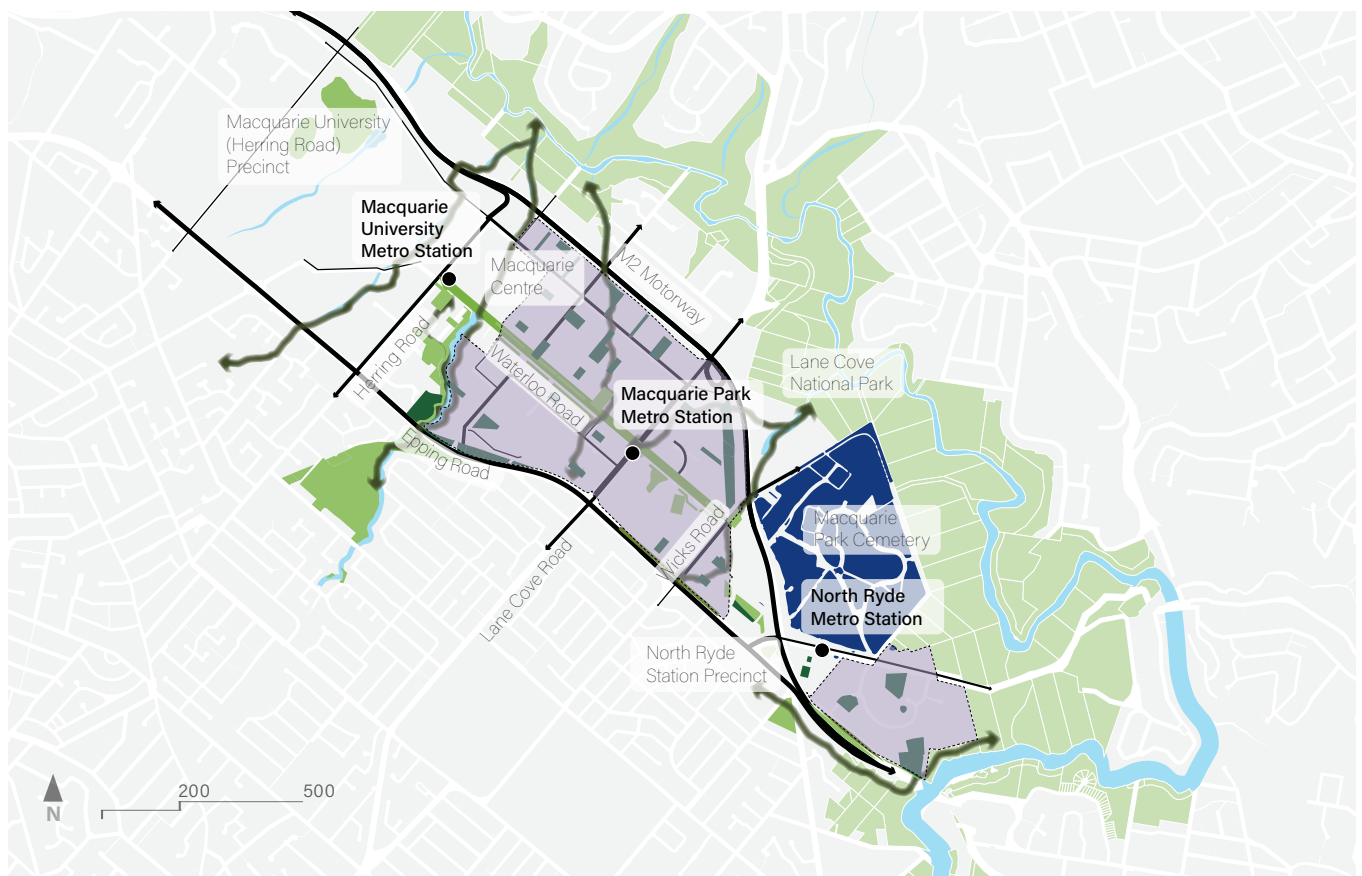
## Open space

Macquarie Park's new open spaces and connections to quality natural areas will emphasise the strong relationship to Wallumattagal Country and heritage.

The Place Strategy explores opportunities to connect back to the river and creek lines and introduce Country wayfinding, naming and

public art. There will be the spatial need to share open space with schools, community and cultural events.

Other forms of green infrastructure and natural capital are considered within, on top of and amongst buildings. These can be integrated with other layers of land uses.



### Legend

#### Existing open space

- Road network
- Existing open space
- Lane Cove National Park
- Macquarie Park Cemetery
- Waterbody

#### Proposed open space

- Proposed open space
- Waterloo Road linear park
- Woven ways

#### Land Use

- Metro station
- Investigation area

**Figure 4**

Proposed landscape framework

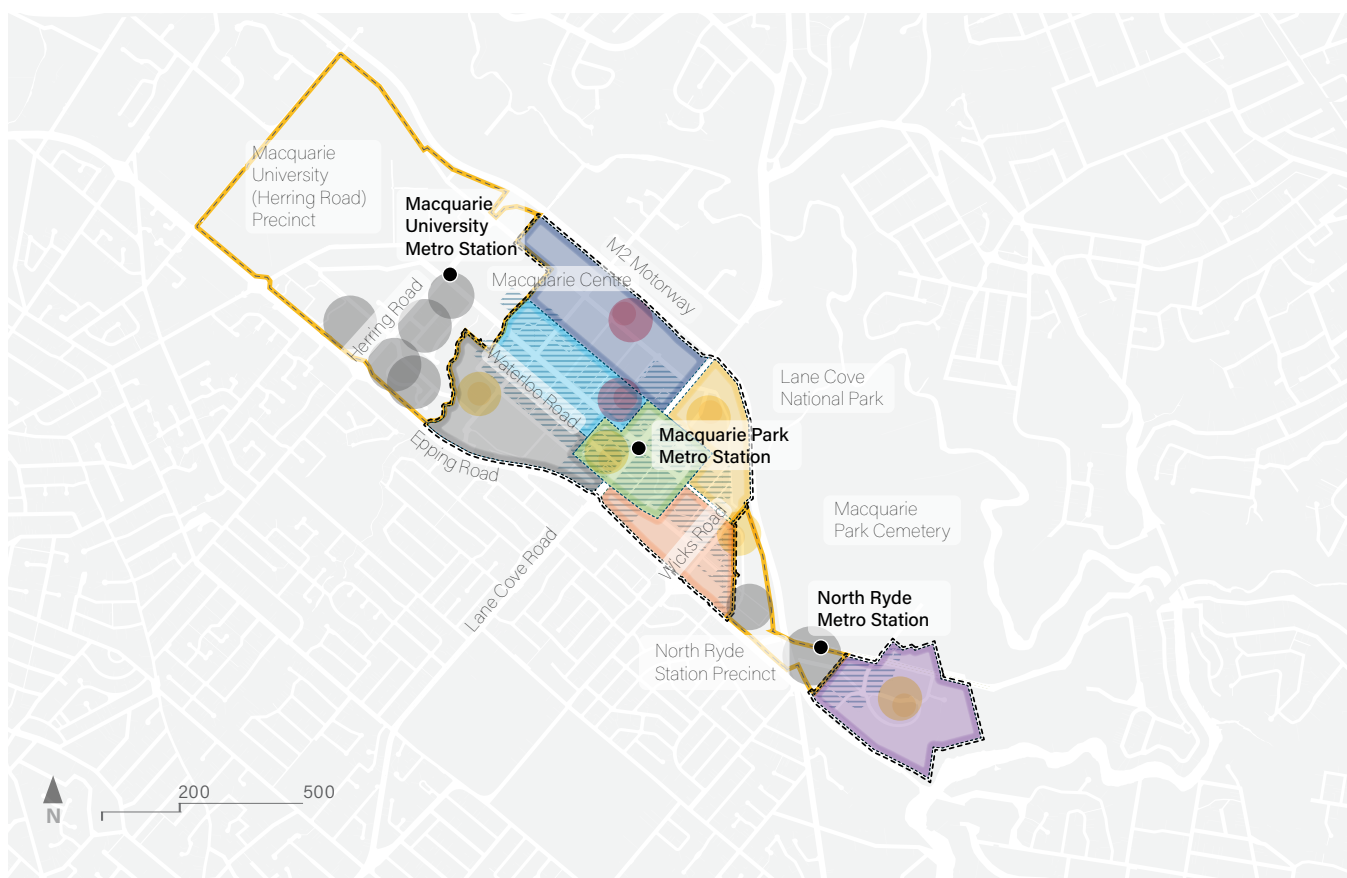
## Land use

The draft Place Strategy aims to address the challenges and future expectations of people, place, connectivity and respect for Country for Macquarie Park to adapt and evolve.















Addressing Macquarie Park's lack of quality public areas and its limited cultural and night-time economy offer will help to boost the area's competitiveness alongside more developed urban centres by making it easier for people to share ideas and collaborate.

In this way, we think of Macquarie Park as a 'place of many places' through a series of different neighbourhoods. This will strengthen synergies with existing and emerging neighbourhoods such as Lachlan's Line, Herring Road and North Ryde.

These neighbourhoods are distinct character areas that support a resilient economic future and cultural diversity. Current uses will be complimented with new uses throughout the investigation area. The new activity hubs located at the core of the neighbourhoods will include additional retail, commercial and, in some neighbourhoods, residential uses.



### Legend

|   |  |   |
|---|--|---|
|  North Park<br>- Ngawala (Reciprocity)                     |  Porters Creek<br>- Burbigal (Morning)                                      |  Commercial core   |
|  Waterloo Park<br>- Butbut (Heart)                         |  Wicks Road South<br>- Garungul (Unbreakable)                               |  Activity hub  |
|  Shrimptons Quarter<br>- Waragal Birrung (Evening Star)    |  North Ryde Riverside<br>- Narrami Badu-Gumada<br>(Connecting Water Spirit) |  Activity hub (commercial focus)                                 |
|  Macquarie Living Station<br>- Gari Nawi (Saltwater Canoe) |  Metro station  |  Investigation area  |
|   |  |  Urban activation precincts                                      |
|   |  |  Established residential areas within urban activation precincts |

**Figure 5**

Proposed uses and activities framework

# Big moves

We have developed six big moves—key interventions to realise the opportunities to integrate the actions and the transition to an innovation district. Our big moves are ambitious, requiring coordination between, and resourcing from, multiple State agencies, Council and industry. Their implementation will require, and will benefit from, extensive community consultation.



**Photography**

Image courtesy of Department of Planning, Industry and Environment.



# Big Move 1

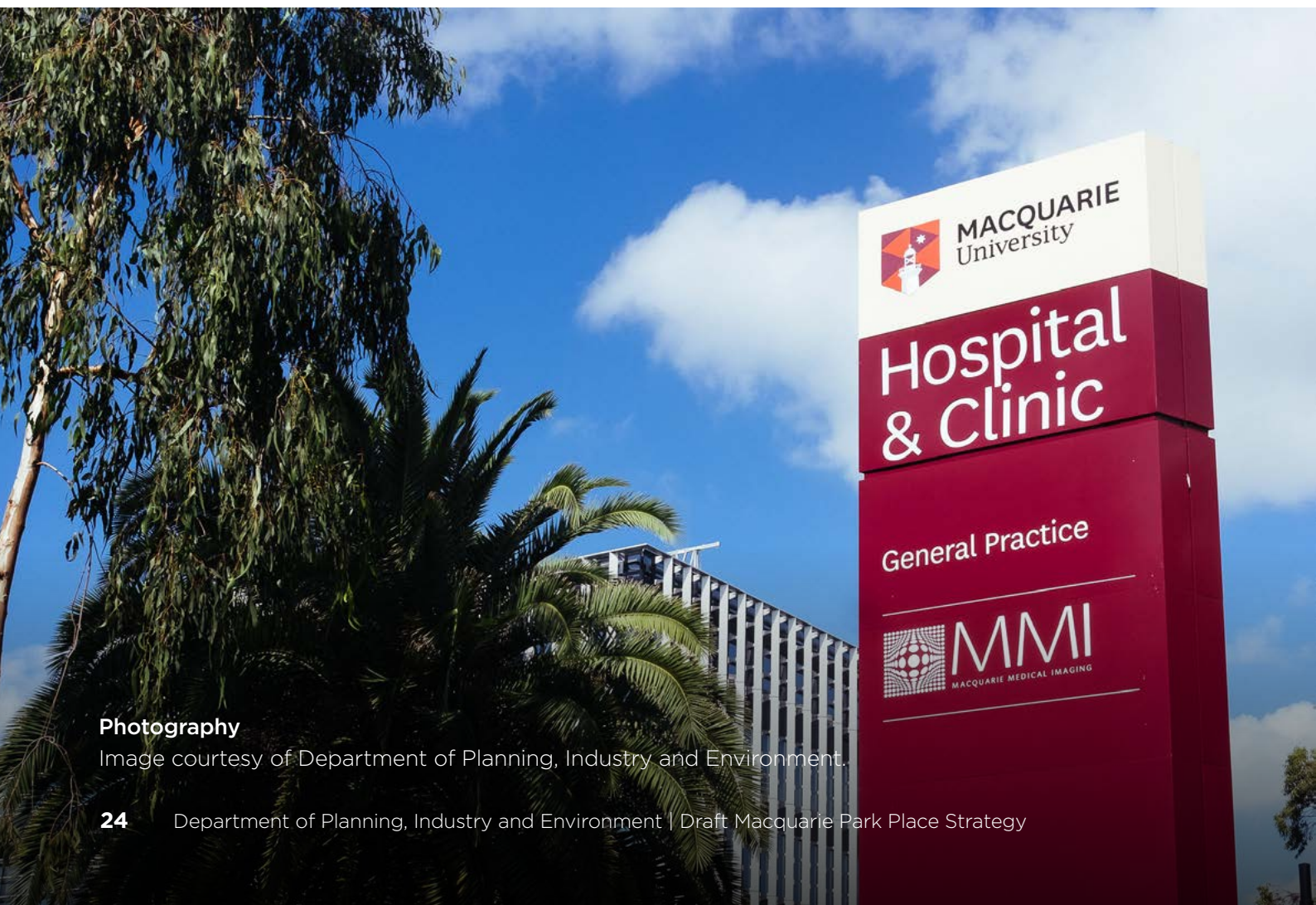


## Drive transformation of Macquarie Park into an innovation district

This big move leverages the existing economic structure of Macquarie Park to accelerate initiatives that drive economic growth. Prioritising the pursuit of talent and technology to create diverse economic and employment opportunities requires the cooperation of a recognised leadership network. This network can promote the retention and development of talented and skilled people through small to medium incubator enterprises, and foster a more robust mix of sectors that are more resilient to economic shocks.

The collaborative nature of this network allows access to both private and public funding to stimulate and transform the physical landscape, while increased residential uses and neighbourhood regeneration provide opportunities for local entrepreneurship that fosters a sense of place and community atmosphere.

Businesses in Macquarie Park will be able to take advantage of the area's valuable economic anchors while supporting collaborative innovation at all scales. This will build resilience to shocks and stresses, allow businesses to adapt to global trends and encourage social investment to increase access to talent.



### Photography

Image courtesy of Department of Planning, Industry and Environment.



## Actions

The following actions are proposed to be implemented across Macquarie Park:

1.1 Extend trading hours of core night-time uses with temporary pop-ups near key interchanges after 5pm.

1.2 Build on existing governance structures to develop a clear and strong, consistent senior leadership team with clearly defined roles, to drive growth and provide a coordinated and collaborative vision for Macquarie Park's future, based on the Place Strategy.

1.3 Continue to engage the private sector in events and program development through initiatives such as the Venture café.

1.4 Promote entrepreneurship and provide opportunities for smaller businesses to increase their exposure to anchor institutions through initiatives such as the MPID and Macquarie Park forum.

1.5 Promote outwards links (leveraging the Hearing Hub and medical research facilities) including local, regional and international networks, including using Macquarie Park as a test bed to promote innovation and trial of new technologies.

1.6 Support business growth and inward investment through incentives to create live/work opportunities for entrepreneurs.

1.7 Develop a private sector funding strategy for investments within Macquarie Park.

1.8 Work to intensify venture capital presence.

1.9 Continue to fund for programmed public spaces and events and create places and spaces for community and worker interaction.

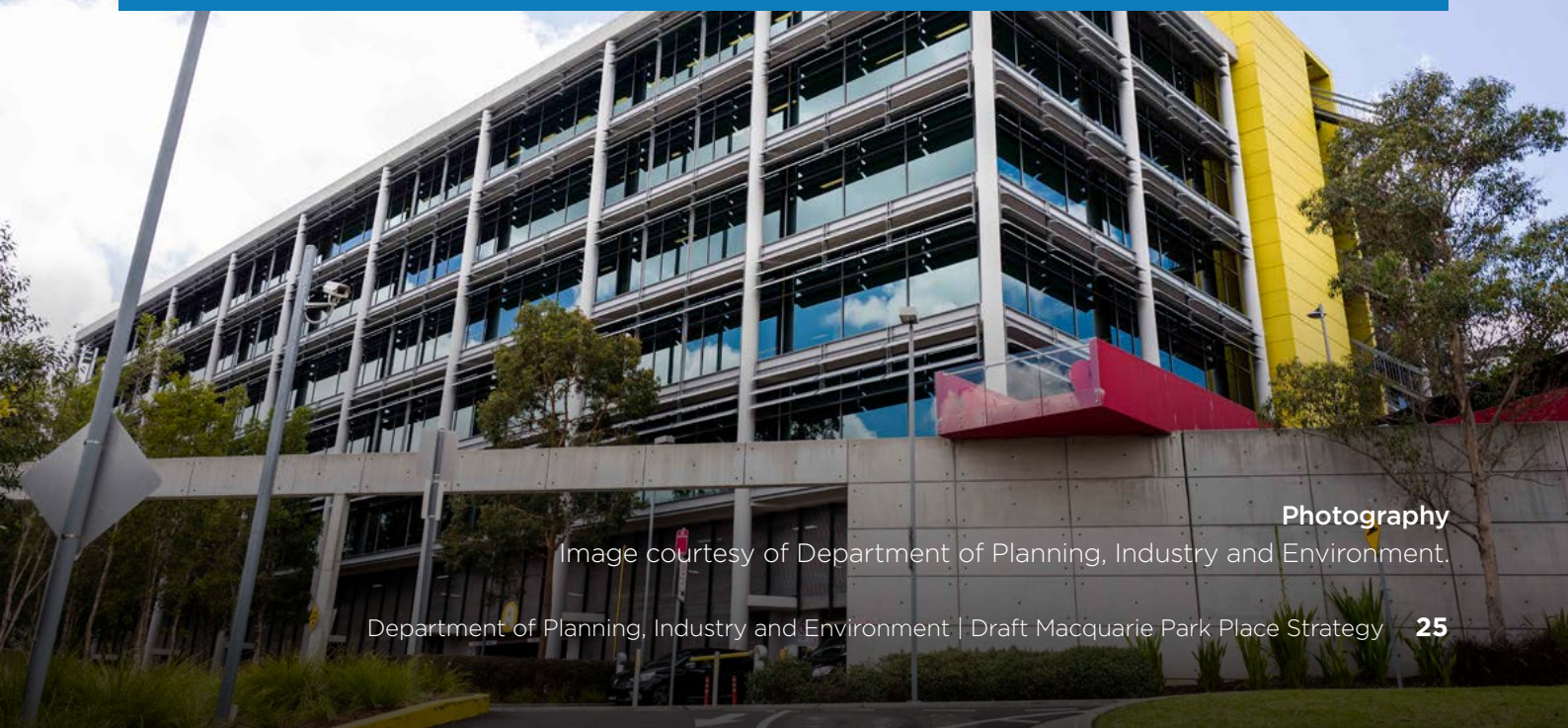
1.10 Promote investment in digital infrastructure and technology across Macquarie Park to create a high quality platform for innovative firms and strengthen its networking assets.

1.11 Work with the private sector to deliver commercial floor space which provides curated, affordable and agile space for new and innovative enterprises.

In addition to the above actions, the following actions are proposed for the investigation area:

1.12 Develop planning controls to create flexible and adaptable floor space that can cater for a range of business types, sizes and sectors as the demand shifts.

1.13 Investigate opportunities for a purpose-built building in a strategic location within the commercial core which provides curated, affordable and agile office space for new and innovative enterprises.



Photography

Image courtesy of Department of Planning, Industry and Environment.



## Big Move 2



### Scale and time new development to match infrastructure capacity

The provision of sufficient physical and social infrastructure is essential for Macquarie Park to transition to an innovation district. The Strategic Infrastructure and Services Assessment has considered the impact of growth and change in the area and how appropriate services and infrastructure can support our place-based approach to Macquarie Park's evolution.

The Assessment identifies 182 infrastructure and service proposals, estimated to cost approximately \$6.5 billion over the first 15 years of the Place Strategy to 2036. This includes capital costs for proposals through to 2036, as well as planning and development costs to enable a pipeline of future projects beyond 2036. About \$4.7 billion is associated with planning and development costs to enable a major linear city-shaping and city-serving transport infrastructure beyond 2036 such as a future Parramatta to Epping mass transit link, and several strategic rapid bus corridors.

This infrastructure will provide wide-ranging benefits for many communities across Greater Sydney, meaning only a small portion of these costs could truly be attributed to Macquarie Park.

More work is required to understand which infrastructure should be prioritised to enable the staged growth of Macquarie Park.

### Actions

The following actions are proposed to be implemented across Macquarie Park:

2.1 Investigate opportunities for new and upgraded schools of all levels across Macquarie Park.

2.2 Develop an infrastructure priority list for Macquarie Park to shortlist the projects that will deliver the greatest economic impact.

2.3 Develop strategic place-based infrastructure plans and supporting business cases.

In addition to the above actions, the following action is proposed for the investigation area:

2.4 Develop state and local infrastructure delivery and contributions plan(s).



### Photography

Image courtesy of Landcom.

## Big Move 3



### Rebalance transport uses

Improving the quality of how people and goods move around Macquarie Park requires better local and regional connections through a new movement and place framework. This will encourage walking, cycling and public transport use, and provide a safe road environment, suitable pathways and streets that balance movement of people and goods with amenity of place. This will mean more people can access Macquarie Park within 30 minutes by public transport, seven days a week.

#### Actions

The following actions are proposed to be implemented across Macquarie Park:

3.1 Encourage a sustained transition away from private vehicle use.

3.2 Reduce the overall quantum of parking relative to the number of employees and/or floor area within developments.

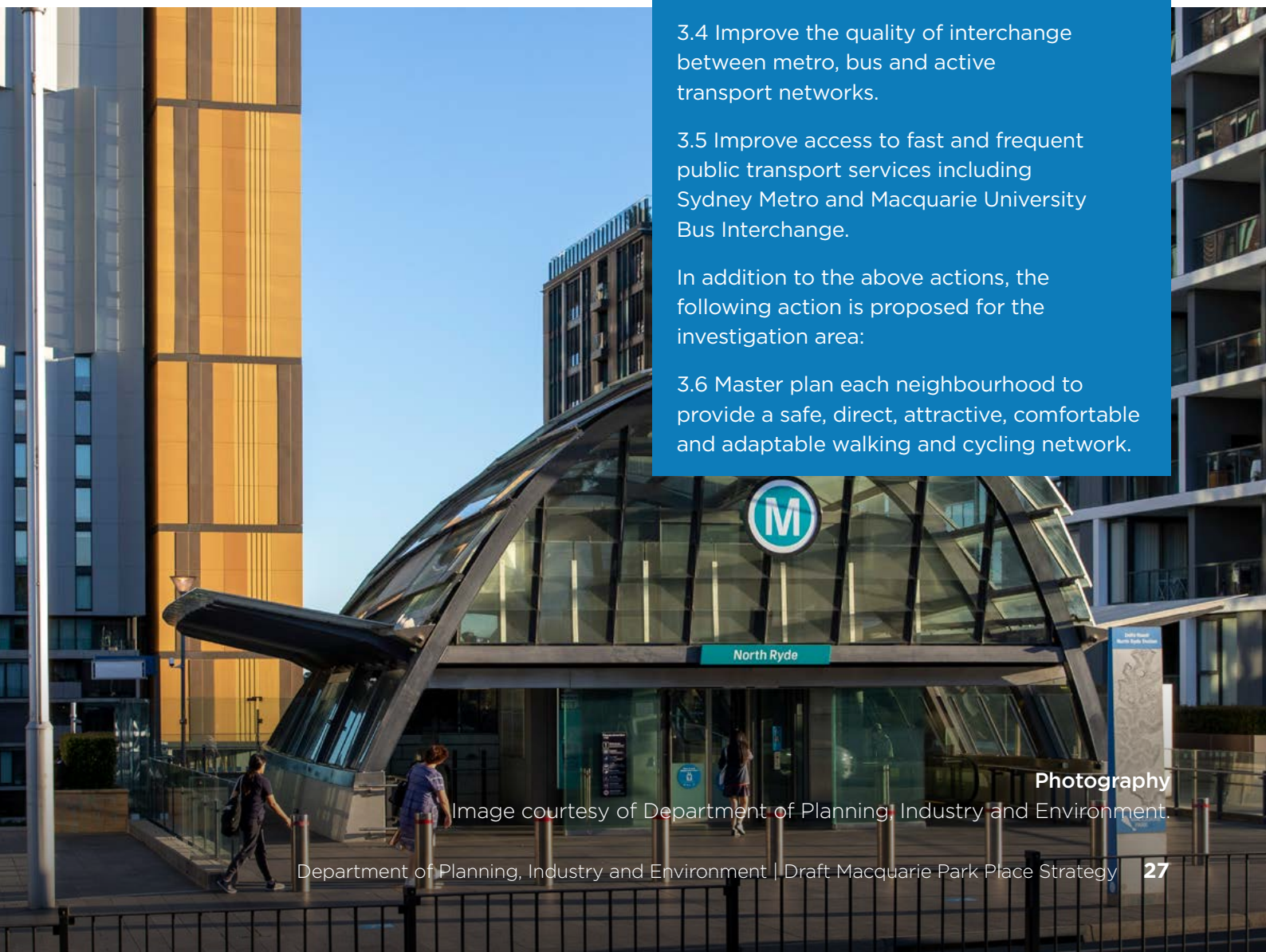
3.3 Reduce the overall quantum of parking relative to number of residents within developments.

3.4 Improve the quality of interchange between metro, bus and active transport networks.

3.5 Improve access to fast and frequent public transport services including Sydney Metro and Macquarie University Bus Interchange.

In addition to the above actions, the following action is proposed for the investigation area:

3.6 Master plan each neighbourhood to provide a safe, direct, attractive, comfortable and adaptable walking and cycling network.



Photography

Image courtesy of Department of Planning, Industry and Environment.



## Big Move 4



### Prioritise and enrich the pedestrian experience

This big move will improve the quality of public areas and how people move around. By responding to natural features and attributes of Country we can better places for people and boost Macquarie Park's competitiveness.

#### Actions

The following actions are proposed to be implemented across Macquarie Park:

4.1 Implement slow and low speed limits across Macquarie Park.

4.2 Enhance lighting, signage, activity at ground level and new and existing public spaces to keep eyes on the ground at all times of the day.

4.3 Improve Waterloo Road as a pedestrian connector between neighbourhoods.

4.4 Continue to incentivise private development to provide 20m and 14.5m wide streets and 8m wide footpaths.

In addition to the above actions, the following are to be implemented in the investigation area:

4.5 Provide informal paths through and around buildings that take pedestrians away from major roads and into side streets and laneways that respond to natural features of Ngurra.

4.6 Design intersections, undertake landscaping and use robust materials, fixtures and furniture to improve the experience for pedestrians.

4.7 Design new built area that open up the large super lots of land and connect to the public domain through more active uses at street level.

4.8 Plan for informal meeting spaces in public areas.

4.9 Widen footpaths.

#### Photography

Image courtesy of Landcom.



## Big Move 5



### Create sustainable neighbourhoods within Macquarie Park, each with their own identity and role

This big move defines seven neighbourhoods in the investigation area. Along with the two precincts already rezoned, these nine distinct neighbourhoods of Macquarie Park will create a 'place of many places'.

We have the opportunity to create new cultural, entertainment and visitor uses in the future, all contributing to a lively 18-hour economy that attracts new businesses, workers, visitors and investors.

Residential uses will be introduced in some neighbourhoods as a catalyst for activity to support the growth of Macquarie Park as an employment centre and transition to an innovation district.

This Place Strategy allows for the development of performance standard pathways to net zero energy buildings so development can contribute to the NSW Government's objective of net zero emissions by 2050. It will also help us to shift how people travel, reducing the need for onsite parking and opening up opportunities to re-use land otherwise used for on-street and off-street parking.

Neighbourhood master planning and rezoning will happen in stages, over the 20 year life of the Strategy and as infrastructure capacity and new amenity is created.

#### Actions

The following actions are proposed in the investigation area:

5.1 Undertake staged master planning and design guidelines for each new neighbourhood, including a distinct commercial core.

5.2 Establish an approach to design excellence for specific projects to guide design quality for planning, development and delivery.

5.3 Investigate new entertainment, events and cultural spaces.

5.4 Introduce best practice resilient building design controls to mitigate environmental impacts and promote energy and water savings/recycling.

5.5 Ensure a diversity of dwelling typologies including 5-10% affordable housing.

5.6 Contribute to net zero emissions by 2050.

5.7 Identify potential water sensitive urban design opportunities in new open space and creek restoration works for optimised urban stormwater management.

Photography

Image courtesy of Department of Planning, Industry and Environment.

## Big Move 6



### Connect to Country and deliver better quality open spaces

This big move will create more public open space, improve the quality and connection of public open space and better interface with Macquarie Park's unique setting within Wallumattagal Country and its history as a place of higher learning.

More quality open space contributes to healthy built environments but in a dense urban area like Macquarie Park, land is in high demand. We need new and innovative approaches to how we create open space and manage the natural assets of the creeks and will consider the interface between land and water to see and know Wallumattagal Country through nature, culture, programming and activation.

#### Actions

The following actions are proposed to be implemented across Macquarie Park:

6.1 Make Dharug culture more visible by exploring the integration of Dharug language and symbols on signage, wayfinding, building names, new street names and public art.

6.2 Work with Traditional Custodians and knowledge holders to enliven the public realm with programming, activation and installations.

6.3 Investigate opportunities to include Aboriginal representation in Macquarie Park governance structures.

In addition to the above actions, the following are proposed for the investigation area:

6.4 Provide new inviting, accessible, diverse and comfortable public open space and enhanced public open space.

6.5 Create a well-connected network of new and improved open spaces for the growing Macquarie Park community.

6.6 Investigate opportunities to show and open up the creek spaces and historic lines as open water and as places of increased biodiversity and green infrastructure.

6.7 Create a richer urban tree canopy along major roads and intersections.

6.8 Provide high quality green infrastructure including, where feasible, creek restoration.

#### Photography

Image courtesy of Department of Planning, Industry and Environment.





**Photography**

Image courtesy of Department of Planning, Industry and Environment.



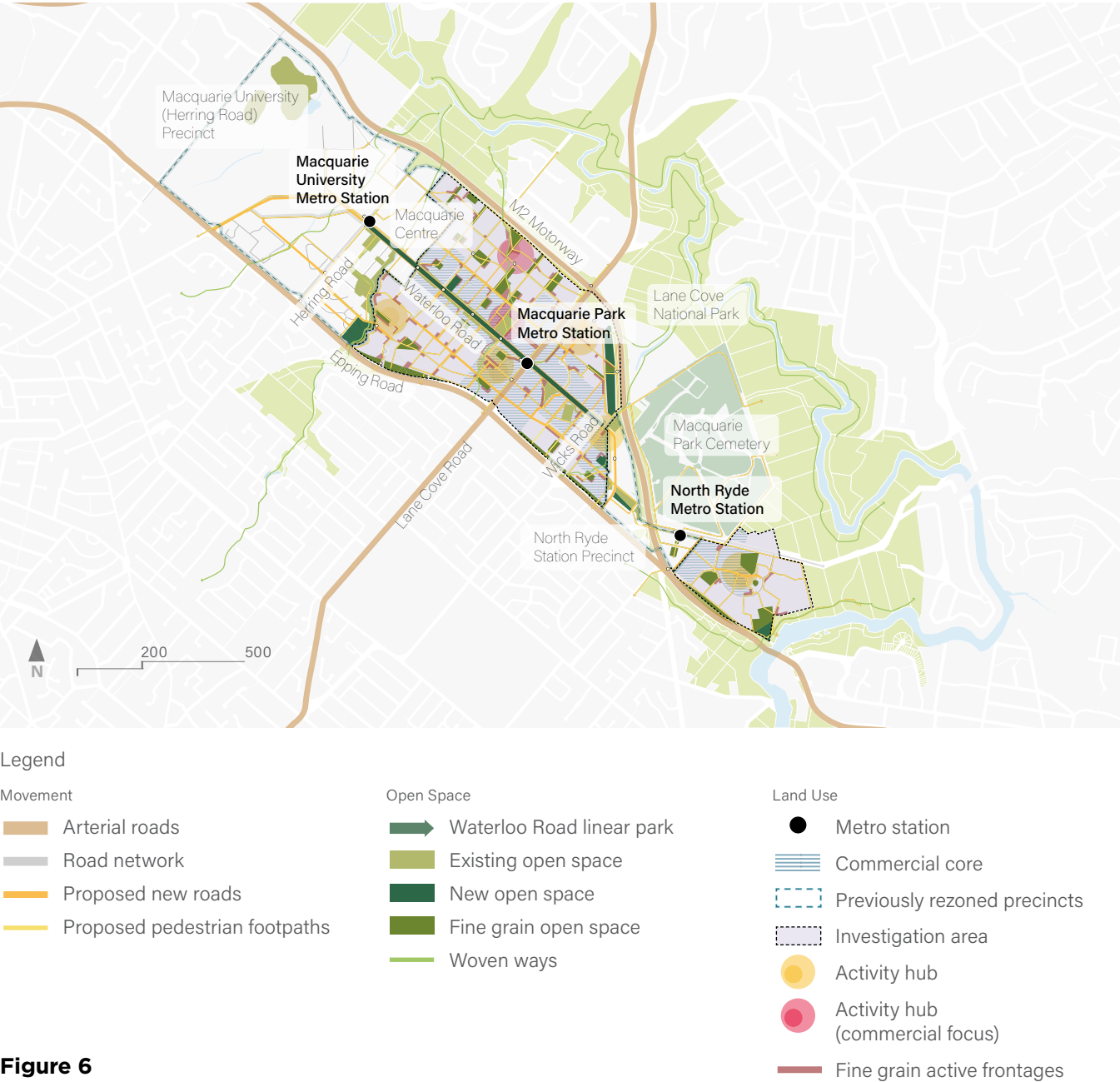
# Master plan

The master plan represents an aspirational end-state for Macquarie Park’s revitalisation and will inform more detailed master planning and rezoning work. It is designed broadly around existing assets, planned investment or policy directions, and recommended interventions. It incorporates an assessment of Macquarie Park’s movement, open space and social infrastructure needs.

The master plan is supported by a strategic spatial framework that seeks to increase connectivity and rebalance transport, moving Macquarie Park

from a 20<sup>th</sup> century suburban campus to a 21<sup>st</sup> century urban place that encourages the sharing of ideas and builds an ecosystem of collaboration and innovation. The interwoven layers of the master plan and strategic spatial framework are brought together by the overarching approach of Country-centred design.

Read about the structure plan in the Macquarie Park master plan area report – in particular the movement layer – in the supporting analysis at [xxx](#).



**Figure 6**  
Proposed structure plan



## A place of many places

Each neighbourhood of Macquarie Park will have distinct features to support a resilient economic future and cultural diversity.

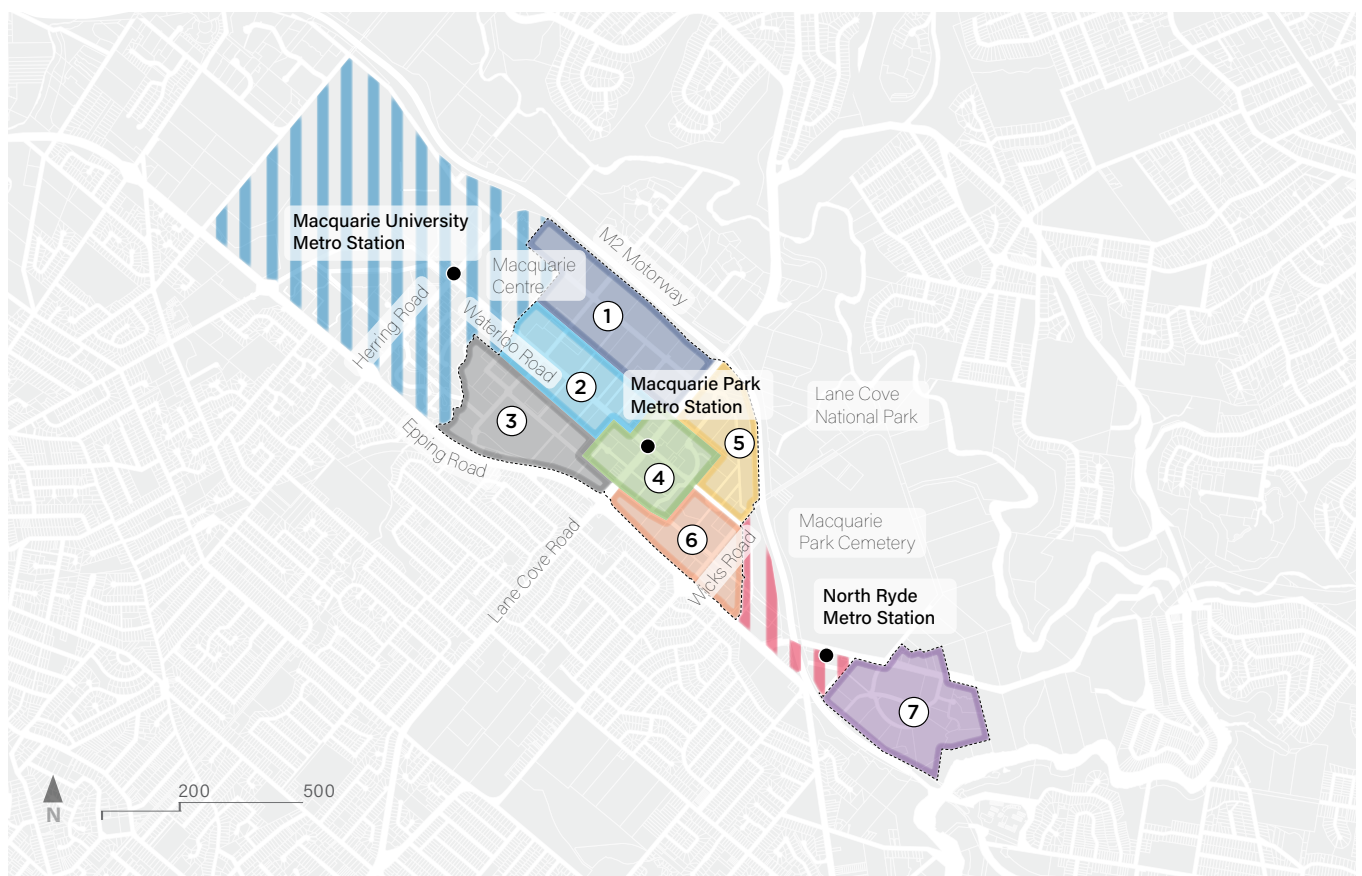
Seven new neighbourhoods are proposed for the investigation area covered by the master plan. We defined these by natural elements, geographical boundaries and names to reflect its deep-time history and a connection to the Songlines, stories and traditional knowledges of the Wallumatta.

The seven neighbourhoods are:

1. North Park - Ngalawala (Reciprocity)
2. Waterloo Park - Butbut (Heart)

3. Shrimptons Quarter - Waragal Birrung (Evening Star)
4. Macquarie Living Station - Gari Nawi (Saltwater Canoe)
5. Porters Creek - Burbigal (Morning)
6. Wicks Road South - Garungul (Unbreakable)
7. North Ryde Riverside - Narrami Badu-Gumada (Connecting Water Spirit)

To realise this transformation and prioritise the actions from the big moves, we have established design criteria for each neighbourhood based on the existing urban setting and proximity to natural assets. A collective set of design criteria also applies to the investigation area overall.



### Legend






|   |  |   |
|---|--|---|
| ① North Park<br>- Ngalawala (Reciprocity)                   | ⑤ Porters Creek<br>- Burbigal (Morning)                                      | ● Metro station                                 |
| ② Waterloo Park<br>- Butbut (Heart)                         | ⑥ Wicks Road South<br>- Garungul (Unbreakable)                               | Macquarie University<br>(Herring Road) Precinct |
| ③ Shrimptons Quarter<br>- Waragal Birrung (Evening Star)    | ⑦ North Ryde Riverside<br>- Narrami Badu-Gumada<br>(Connecting Water Spirit) | North Ryde Station Precinct                     |
| ④ Macquarie Living Station<br>- Gari Nawi (Saltwater Canoe) |  |   |

**Figure 7**

Proposed neighbourhoods

# Overall design criteria

The following design criteria applies to all new neighbourhoods in the investigation area, with design criteria for each neighbourhood set out in the next section. These criteria, and those specific to neighbourhoods, will be used to inform preparation of the neighbourhood master plans, planning proposals and development applications.

| Design criteria   |                              |  |
|---|------------------------------|--|
|    | <b>New public open space</b> | <ul style="list-style-type: none"> <li>• Ensure open space is inviting, accessible, diverse and comfortable, fostering active lifestyles and social connections.</li> <li>• Ensure connectivity between the open spaces, woven ways and through-site access to link them to each other and to the wider area.</li> <li>• Ensure open space design considers and embraces the topography of the neighbourhood.</li> </ul>   |
|    | <b>Greenery</b>              | <ul style="list-style-type: none"> <li>• Aim for 25% urban tree canopy cover.</li> <li>• Require a minimum of 2:1 tree replacement ratio.</li> </ul>   |
|    | <b>Building typologies</b>   | <ul style="list-style-type: none"> <li>• Avoid large footprint, single-site buildings and aim for series of buildings around courtyards that allow site-through links.</li> <li>• Consider mixed use buildings with cultural, educational/school, health and community facilities as well as residential and commercial uses.</li> <li>• Encourage a diversity of apartment types, sizes and layouts to accommodate households of all ages, abilities, sizes and needs, including those with demands on space and acoustic privacy due to working from home.</li> <li>• Use changes in scale and built form to create architectural interest and diversity and enhance relationship with the public domain.</li> </ul> |
|  | <b>Overshadowing</b>         | <ul style="list-style-type: none"> <li>• Protect solar access to new public open space, with winter solstice protection from 10am to 2pm.</li> <li>• Require all solar testing without the benefit of artificial solar access or heliostat intervention.</li> </ul>  |
|  | <b>Wind</b>                  | <ul style="list-style-type: none"> <li>• Design building massing, set backs and articulation zones to enable the achievement of appropriate wind conditions.</li> <li>• Ensure design mitigates adverse wind effects and satisfies the relevant wind criteria for the intended uses of the public domain.</li> <li>• Ensure design does not exceed the Wind Safety Standard.</li> <li>• Ensure wind impacts in public areas does not exceed the wind comfort standard criteria for sitting, standing and walking, considering the intended use of the space.</li> </ul>  |



## Design criteria



### Building design

- Ensure design responds to context, character, culture and Country.
- Promote architecture that puts people first, including how they experience a building at street level and how public areas and buildings interface.
- Encourage innovative, creative and high quality building design that positively contributes to the public domain and defines streets and public spaces.
- Achieve high-level sustainable development baseline targets.



### Location of taller buildings

- Locate taller buildings where they have least shadow impact on public areas, including footpaths, connections and meeting spaces.
- Locate taller buildings to take advantage of views and proximity to open space.
- Ensure adequate separation between buildings to maximise direct solar access to adjoining properties.
- Use appropriate design features on taller buildings to minimise the impact of wind on the public domain.



### Taller building design

- Avoid visual bulk when taller buildings are viewed from street areas not only at site level, but when considering the buildings together at the activity hubs and from, where relevant, the M2 or creek areas.
- Design taller buildings to allow for a permeable and interesting skyline.
- Provide variation in built form and heights to ensure appropriate interface with adjacent development sites.
- Maximise direct solar access to adjoining properties.



### Podium design

- Consider weather protection and clear identifiable entrances.
- Prioritise building frontages that are busy and active, addressing open space, pathways and woven ways to bring activity and connections and provide passive surveillance.



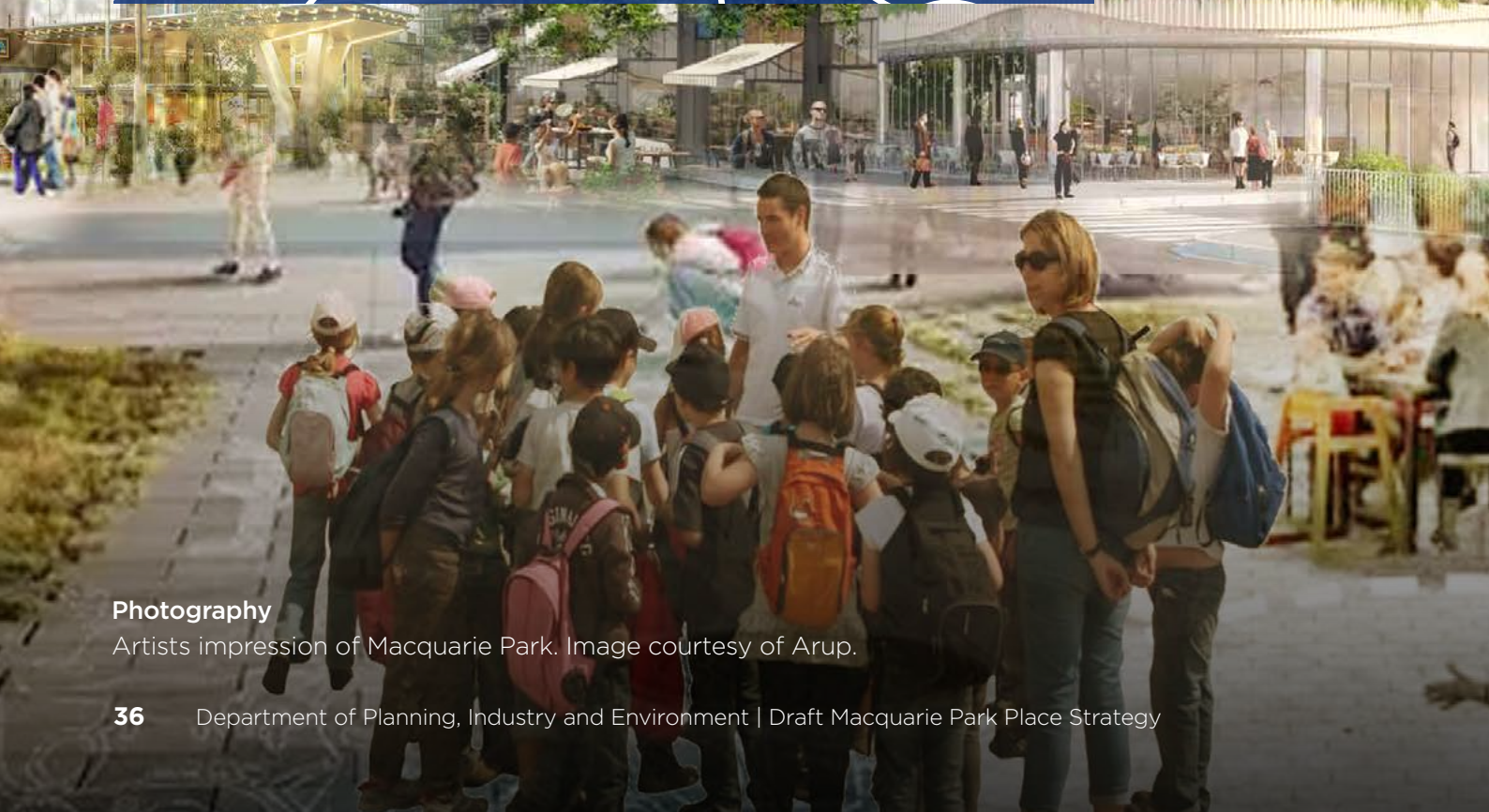
Photography

Image courtesy of Department of Planning, Industry and Environment.



# 1. North Park

## - *Ngalawala* (Reciprocity)



### Photography

Artists impression of Macquarie Park. Image courtesy of Arup.





### Location snapshot

Ngalawala is the northern quadrant of Macquarie Park, between Shrimptons Creek and Porters Creek, adjacent to M2 Motorway.

Ngalawala, meaning Reciprocity, is the foundation of Law/Lore and an important principle for a future business-focused neighbourhood.



### Statement sentence

A commercial neighbourhood with a new activity hub supported by the Metro station and a diversified local centre. A restored

Industrial Creek will provide a focus to connect quality open spaces. A new cluster of public uses will encourage places for gathering and meeting.

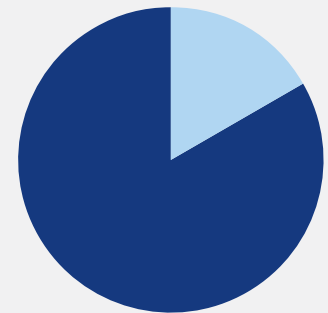


### Key stats

**4,000+** new jobs

**18-hour** economy

**no residential** population



■ Retail  
■ Commercial

450,000 - 500,000sqm of new built space.  
No new homes.

Ngalawala is characterised by its proximity to the Lane Cove National Park. It links from the rear of Macquarie Centre to Lane Cove Road and from the M2 Motorway southward to a series of incomplete connections that run parallel to Waterloo Road.

Industrial Creek can be better used, both in physical and interpretational forms, integrating the presence of water and its connection back the Lane Cove River.



## Legend

### Movement

- Arterial roads
- Road network
- Proposed new roads
- Proposed pedestrian footpaths

### Open Space

- Waterloo Road linear park
- Existing open space
- New open space
- Fine grain open space
- Woven ways

### Land Use

- Metro station
- Commercial core
- Previously Rezoned Precincts
- Activity hub
- Activity hub (commercial focus)
- Fine grain active frontages
- 40,000 - 45,000sqm of new open space
- (A) Creek restoration park
- (B) Corridor square
- (C) Local plaza
- (D) Linear park

1.5 km of new road connectivity  
4.9 km of new fine grain pathways

- (1) Pedestrian crossing - Talavera Rd/Lane Cove Rd
- (2) Signalised pedestrian/cyclist crossings across Talavera Rd, Kharthoum Rd
- (3) Reallocation of road space for buses and less on-street parking - Talavera Rd
- (4) Pedestrian grade separated overpass/landbridge over Lane Cove Rd at Dirrabari Rd
- (5) Lower speed limits - Lane Cove Rd, Kharthoum Rd
- (6) Southern bus layover
- (7) Footpath - Talavera Rd to Fontenoy Rd

**Figure 8**

Proposed Structure Plan: North Park - Ngalawala (Reciprocity)



## Key neighbourhood moves

- The proximity of Macquarie Centre plays an important **anchor role**, especially with the creation of new streets accessing the retail precinct (New North Street). The existing high profile pharmaceutical business also forms a key business anchor.
- Responsive, Reciprocity and Relationships are **connections to Ngurra**, represented with links to **open spaces, natural landscape and recreation spaces** through to natural creeks including Barabiyanga (Porters) Creek.
- Around Porters Creek and Khartoum Road a new cluster of public facing uses will encourage gathering and meeting throughout the day—this could include new **performance and arts spaces** around the creek line.
- Improvements to Khartoum Road will assist **east-west connections** within the urban environment and improve access to the National Park. Woven ways will link key sites and have a strong role in creating a walkable neighbourhood.
- Adjacent landowners will **work together** to create the woven ways to create an exemplar for delivery focused on connectivity and walkability.

## Phasing and delivery

| Years 1-5   | Years 6-10   | From year 11+   |
|---|--|---|
| New diversified employment space for approximately 1,000 new jobs | Additional 1,000 new jobs with increased diversity of type and sector and further local residential growth | Space for 2,000+ additional jobs in a diversity of sectors and scales |
| Innovation-led temporary and meanwhile uses                       | 18-hour economy strategy   | New infrastructure connections  |
| New ceremonial spaces for culture                                 | Permanent and temporary connectivity projects through the fine grain road network and woven ways           | Continuous connection along Khartoum Road                             |

## Neighbourhood design criteria

| Design criteria   |  |  |
|---|--|--|
|  <b>New public open space</b>        | <ul style="list-style-type: none"> <li>• Create 45,000sqm of parks, squares, plazas and linear parks.</li> <li>• Create open spaces that are inviting, accessible, diverse and comfortable.</li> <li>• Restore Industrial Creek and integrate the riparian corridor into Creek Restoration Park.</li> <li>• Ensure all areas are within 400 m of a 3,000sqm park.</li> </ul> |  |
|  <b>Location of taller buildings</b> | <ul style="list-style-type: none"> <li>• Locate taller buildings along Talavera Road and within the new activity hub at the intersection of Talavera Road and Khartoum Road.</li> </ul>  |  |

# 2. Waterloo Park

- *Butbut* (Heart)



## Photography

Artists impression of Macquarie Park. Image courtesy of Arup.





### Location snapshot

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



### Statement sentence

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

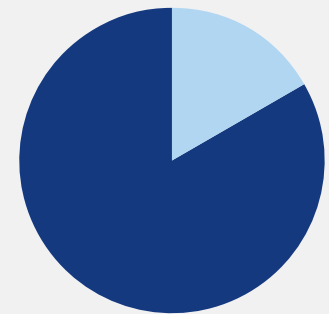


### Key stats

**1,000+** new jobs

**18-hour** economy

**no new residential** population



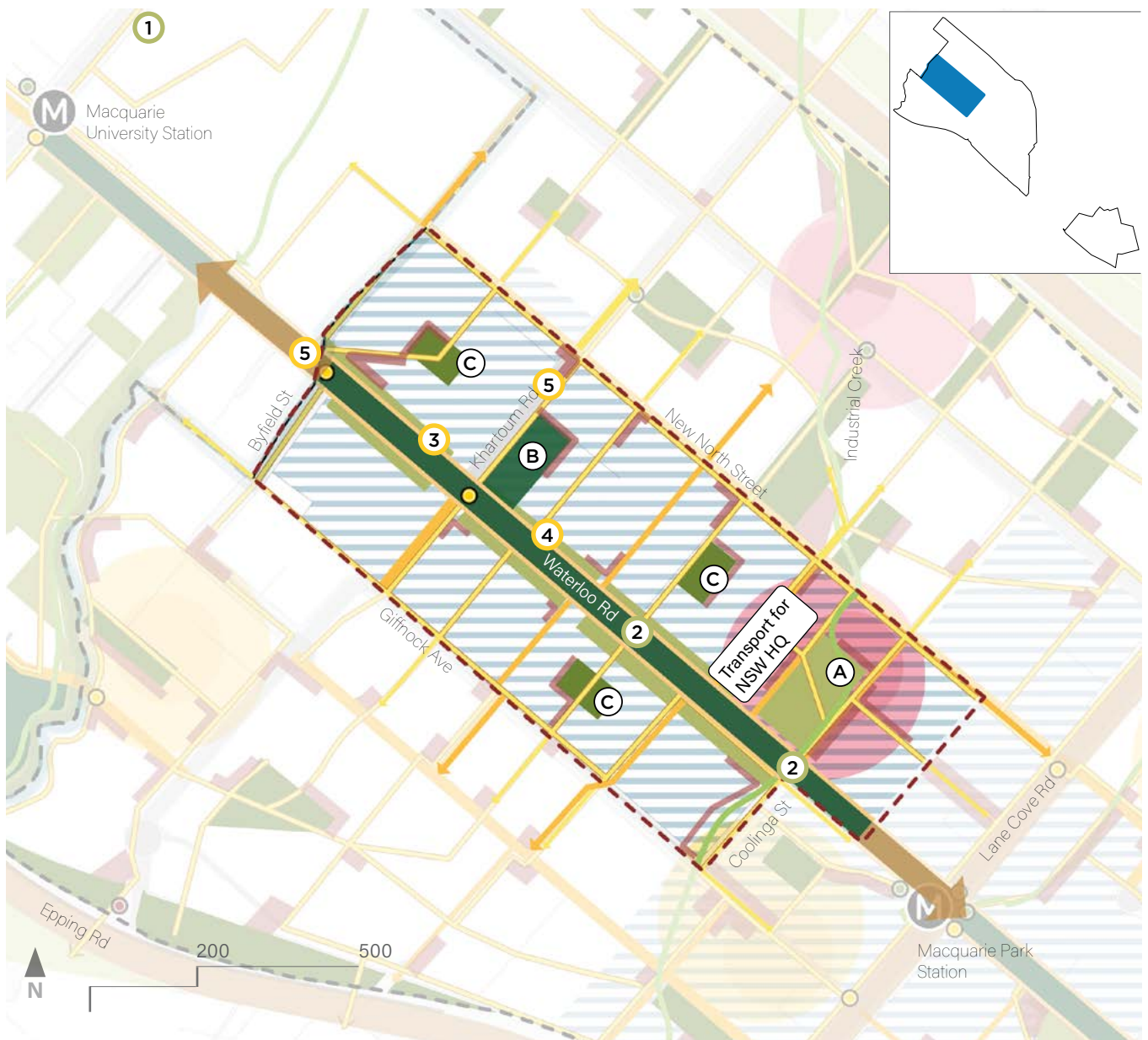
■ Retail  
■ Commercial

300,000 - 400,000sqm of new built space  
No new homes.

Butbut is characterised by its position on Waterloo Road. It will link to and connect with walking and cycling links and better public transport interchanges and micro mobility options. More active shopfronts will support the commercial core of Macquarie Park. Waterloo Road will transform into a place more than a movement area, with intensified tree planting connecting new open spaces at Khartoum Road and Coolinga Street. Here the line of the creek will

be revealed with water within the public realm and enhancing green infrastructure to define and demark the route of the creeks.

The new Transport for NSW offices and associated open space adds vibrancy to the neighbourhood. New links and smaller block structures creates opportunities for finer grain employment spaces. A new activity hub will cluster around Industrial Creek and its parks.



## Legend

### Movement

- Arterial roads
- Road network
- Proposed new roads
- Proposed pedestrian footpaths

### Open Space

- Waterloo Road linear park
- Existing open space
- New open space
- Fine grain open space
- Woven ways

### Land Use

- M Metro station
- Commercial core
- Previously Rezoned Precincts
- Activity hub
- Activity hub (commercial focus)
- Fine grain active frontages
- 20,000 - 25,000sqm of enhanced open space
- 20,000 - 25,000sqm of new open space
- A Central park creek restoration
- B Corridor square
- C Local plaza

2.2 km of new road connectivity  
3.4 km of new fine grain pathways

- 1 Macquarie University Bus Interchange (MUBI)
- 2 2 pedestrian crossings across Waterloo Rd
- 3 BPIP Stage 1 and 2 improvements
- 4 Waterloo Rd improvements: bus lanes, fine grain street access
- 5 Lower speed limits - Waterloo Rd and Khartoum Rd

**Figure 9**

Proposed Structure Plan: Waterloo Park - Butbut (Heart)



## Key neighbourhood moves

- The new Transport for NSW headquarters building and associated open space forms an **important new anchor**. This cluster will be enhanced into high-profile science and technology buildings around Waterloo Road and connected to Macquarie Park Metro Station.
- Linking across the high points and connecting the two primary creeks, Butbut can be the healthy, healing **heart of Wallumatta**. It will be characterised by health, medicine, pharmaceutical businesses and educational institutions.
- The new Macquarie University Faculty of Engineering presents an opportunity to develop a **cluster of public uses**, with a whole life learning offer in a natural setting around the creek.
- A corridor with multiple **walking trails, cycle ways and possible micro mobility corridors** weaves through and across the neighbourhood.
- Adjacent landowners and State agencies will need to **work together** to deliver benefits.

## Phasing and delivery

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

## Neighbourhood design criteria

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

# 3. Shrimptons Quarter

- *Waragal Birrung*  
(Evening Star)



## Photography

Image courtesy of Department of Planning, Industry and Environment.





#### Location snapshot

Waragal Birrung is close to Shrimptons Creek and directly interfaces with the Herring Road Precinct and the Ivanhoe Estate.



#### Statement sentence

Planned commercial and residential growth will create a new activity hub, drawing from existing economic anchors and spurring opportunity for innovation and interconnection with surrounding communities at the Ivanhoe Estate and Shrimptons Quarter.



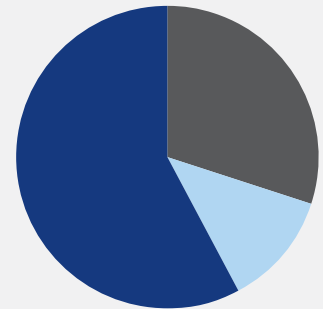
#### Key stats

**2,400+** new jobs

**18-hour** economy

**2,100 - 2,600** new homes

- Retail
- Commercial
- Residential



600,000 - 650,000sqm of new built space  
2,100 - 2,600 new homes.

Waragal Birrung provides both the practical access to Metro stations within landscaped edges and proximity to open spaces. We can look to create synergies with new communities in the Ivanhoe Estate and the wider Herring Road Precinct as both transform in the coming years. Shrimptons Creek, a 3.3 km tributary of Lane Cove River, is being revitalised to enhance access to open spaces that link to Wilga Park and Elouera Reserve. A corridor of walking trails, cycle ways

and possible micro mobility corridors will weave through and across the water corridors. Buses may be prioritised as part of consolidated public transport plan to link Macquarie Park Station and Macquarie University Station.

The eight-hectare Optus campus in this neighbourhood gives workers and residents access to green spaces, dining options and the nearby Macquarie University Metro Station.



## Legend

### Movement

- Arterial roads
- Road network
- Proposed new roads
- Proposed pedestrian footpaths

### Open Space

- Waterloo Road linear park
- Existing open space
- New open space
- Fine grain open space
- Woven ways

### Land Use

- M Metro station
- Commercial core
- Previously Rezoned Precincts
- Activity hub
- Activity hub (commercial focus)
- Fine grain active frontages

25,000 - 30,000sqm of new open space

- A Shrimptons Creek promenade
- B Creek restoration park
- C Linear park
- D Campus plaza

1.5 km of new road connectivity  
3.5 km of new fine grain pathways

- 1 Deliver finer grain street network
- 2 Deliver comprehensive network of dedicated cycle & micro-mobility connections
- 3 Grade separated movements at Epping Rd westbound into Lyon Park Rd.

**Figure 10**

Proposed Structure Plan: Shrimptons Quarter - Waragal Birrung (Evening Star)



## Key neighbourhood moves

- The Optus campus is an important **economic anchor**. Clustering further telecommunications business and increasing the diversity of workspace will enrich the offer.
- The interaction between a new residential community at the Ivanhoe Estate, linked by a new footbridge, and new commercial uses create an opportunity for **cultural spaces** to mix these previously separate users.
- **New residential communities** in the Ivanhoe Estate and Shrimptons Quarter will include active spaces and community facilities.
- A **network of active transport** and links to open space will use natural corridors to connect people to Ivanhoe Estate and in and between publicly accessible courtyards and shared spaces.
- Regeneration of Industrial Creek and better access to Shrimptons Creek creates opportunity to **weave uses and places together** between the university and business community.
- **Collaboration** between Optus and the wider technology cohort could be extended to collaborative working with new residential communities.

## Phasing and delivery

| Years 1-5   | Years 6-10   | From year 11+   |
|---|--|---|
| New diversified employment space for approximately 400 new jobs | Space for 400 additional jobs in a diversity of sectors and scales | Space for 2,000+ additional jobs in a diversity of sectors and scales |
| Approximately 320 new dwellings                                 | Approximately 320 new dwellings                                    | Additional 1,460+ dwellings   |
| Creation of Optus Theatre                                       | Through-site links in Optus Campus                                 | New infrastructure connections  |
| Active uses facing the Creek                                    | Continued environmental upgrades to the creek                      | Roll out of 18-hour economic strategy                                 |

## Neighbourhood design criteria

| Design criteria   |                              |  |
|---|------------------------------|--|
|  | <b>New public open space</b> | <ul style="list-style-type: none"> <li>• Create 30,000 sqm of new parks, promenades, plazas and linear parks.</li> </ul>   |
|   |                              | <ul style="list-style-type: none"> <li>• Restore Industrial Creek and integrate neighbourhood within parks sit alongside it.</li> </ul>  |
|   |                              | <ul style="list-style-type: none"> <li>• Create Shrimptons Creek Promenade along the natural riparian corridor with improved pedestrian and cycle links.</li> </ul>                |
|   |                              | <ul style="list-style-type: none"> <li>• Use linear parks to form the landscaped western edge of the neighbourhood.</li> </ul>   |
|   |                              | <ul style="list-style-type: none"> <li>• Ensure all residential dwellings are within 200 metres of a 3,000 sqm park.</li> </ul>  |
|  | <b>Podium design</b>         | <ul style="list-style-type: none"> <li>• For development near Shrimptons Creek, orientate building entries to the creek to encourage activity and passive surveillance.</li> </ul> |



# 4. Macquarie Living Station

- *Gari Nawi*  
(Saltwater Canoe)



## Photography

Image courtesy of Department of Planning, Industry and Environment.





### Location snapshot

Gari Nawi is located around Macquarie Park Metro Station and contains the intersection of Lane Cove Road and Waterloo Road.



### Statement sentence

This predominantly commercial neighbourhood will encompass a new activity hub, an extensive commercial core and new residential development, giving it the capacity to develop into a denser and more integrated place of economic vitality.

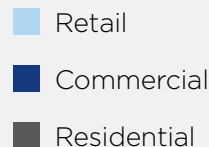


### Key stats

**2,000+** new jobs

**18-hour** economy

**350-450** new homes



500,000 - 550,000sqm of new built space  
350 - 450 new homes.

Gari Nawi is located for workers and residents to easily access Metro services or strategic bus routes. This gives it the capacity to develop deeper connections, intensified economies, active cultural offerings and stronger partnerships.

The intersection of Lane Cove Road and Waterloo Road is a key node for the whole of Macquarie Park. Current movement is characterised by wide grid form roads. Limited pedestrian crossings restrict pedestrian movement while facilitating vehicle movement.

The new Macquarie University Faculty of Engineering buildings present an opportunity for a cluster of public facing uses and activities. There will be a lifelong learning building that will align with Industrial Creek. Collaboration with Create NSW and Council will explore opportunities for these spaces.

Walking, cycling and micro mobility connections will work alongside bus prioritisation mechanisms.



## Legend

### Movement

- Arterial roads
- Road network
- Proposed new roads
- Proposed pedestrian footpaths

### Open Space

- Waterloo Road linear park
- Existing open space
- New open space
- Fine grain open space
- Woven ways

### Land Use

- M Metro station
- ▨ Commercial core
- ▨ Previously Rezoned Precincts
- Activity hub
- Activity hub (commercial focus)
- Fine grain active frontages
- 7,000 - 8,000sqm of enhanced open space
- 2,000 - 3,000sqm of new open space
- A Thomas Holt Drive park
- B Local plaza
- C Corridor square

1.4 km of new road connectivity  
2.3 km of new fine grain pathways

- 1 Macquarie Park to Randwick via Train Link
- 2 Pedestrian crossings - Lane Cove Rd/Waterloo Rd
- 3 Grade separated pedestrian crossing of Lane Cove Rd at Waterloo Rd
- 4 BPIP Stage 1 and 2 improvements
- 5 Waterloo Rd improvements: bus lanes, fine grain street access
- 6 Lower speed limits - Waterloo Rd, Lane Cove Rd
- 7 Pedestrian grade separated overpass/landbridge over Lane Cove Rd at Hyundai Drive

**Figure 11**

Proposed Structure Plan: (Macquarie Living Station - Gari Nawi [Saltwater Canoe])



## Key neighbourhood moves

- Intensive development should include **cultural spaces and activity areas** that benefit from evening footfall and Metro connections.
- Hyundai's Australasian HQ provides a strong brand that could attract further **A grade commercial space** around the Metro station.
- **Residential developments** can catalyse clusters of ground floor uses and the potential for activity at different times of the day. The opportunity to explore residential development exists within the identified activity hub.
- The Sydney Metro station – including lower level **connections** into the concourse from adjoining plots - will be optimised. Safe crossings will be planned for Lane Cove Road and woven ways through shared spaces will create better walking links.
- Aligned and assembled landowners' **collaborative schemes** will be supported alongside work across government to increase interconnectivity and passenger experiences.
- The key intersection node allows views over the creeks lines to the river and National Park, providing a sense of **connection to Country**.

## Phasing and delivery

| Years 1-5   | Years 6-10   | From year 11+   |
|---|--|---|
| New diversified employment space for approximately 500 new jobs | Space for 500 additional jobs in a diversity of sectors and scales | Space for 1,200+ additional jobs in a diversity of sectors and scales |
| Approximately 90 new dwellings                                  | Approximately 80 new dwellings                                     | Additional 180+ dwellings   |
| New public art program  | Conversion of car parks into active uses                           | Integration of Metro station into neighbourhood                       |
| Hydrogen taxis  | Continued environmental upgrades to the creek                      | Roll out of 18-hour economic strategy                                 |

## Neighbourhood design criteria

| Design criteria   |                                     |   |
|---|-------------------------------------|---|
|  | <b>New public open space</b>        | <ul style="list-style-type: none"> <li>• Create 8,000sqm of parks, plazas and squares and 3,000sqm of new open space.</li> <li>• Plan for commercial areas to be within 400 m of 3,000sqm park.</li> <li>• Plan for residential dwellings to be within 200 m of 3,000sqm park.</li> </ul>   |
|  | <b>Location of taller buildings</b> | <ul style="list-style-type: none"> <li>• Locate taller buildings around the Sydney Metro Station and activity hub.</li> <li>• Locate height to take advantage of views (Lane Cove National Park) and open space.</li> <li>• Provide variation in built form and heights to interface nicely with adjacent development sites.</li> </ul> |



# 5. Porters Creek

## - *Burbigal* (Morning)



### Photography

Image courtesy of Department of Planning, Industry and Environment.





### Location snapshot

The neighbourhood is the eastern edge and interfaces with the National Park and commercial core bounded by the M2 Motorway.



### Statement sentence

A predominantly commercial and retail space within an existing electronics cluster, this neighbourhood offers proximity to the station and attractive landscape areas.



### Key stats

**600+** new jobs

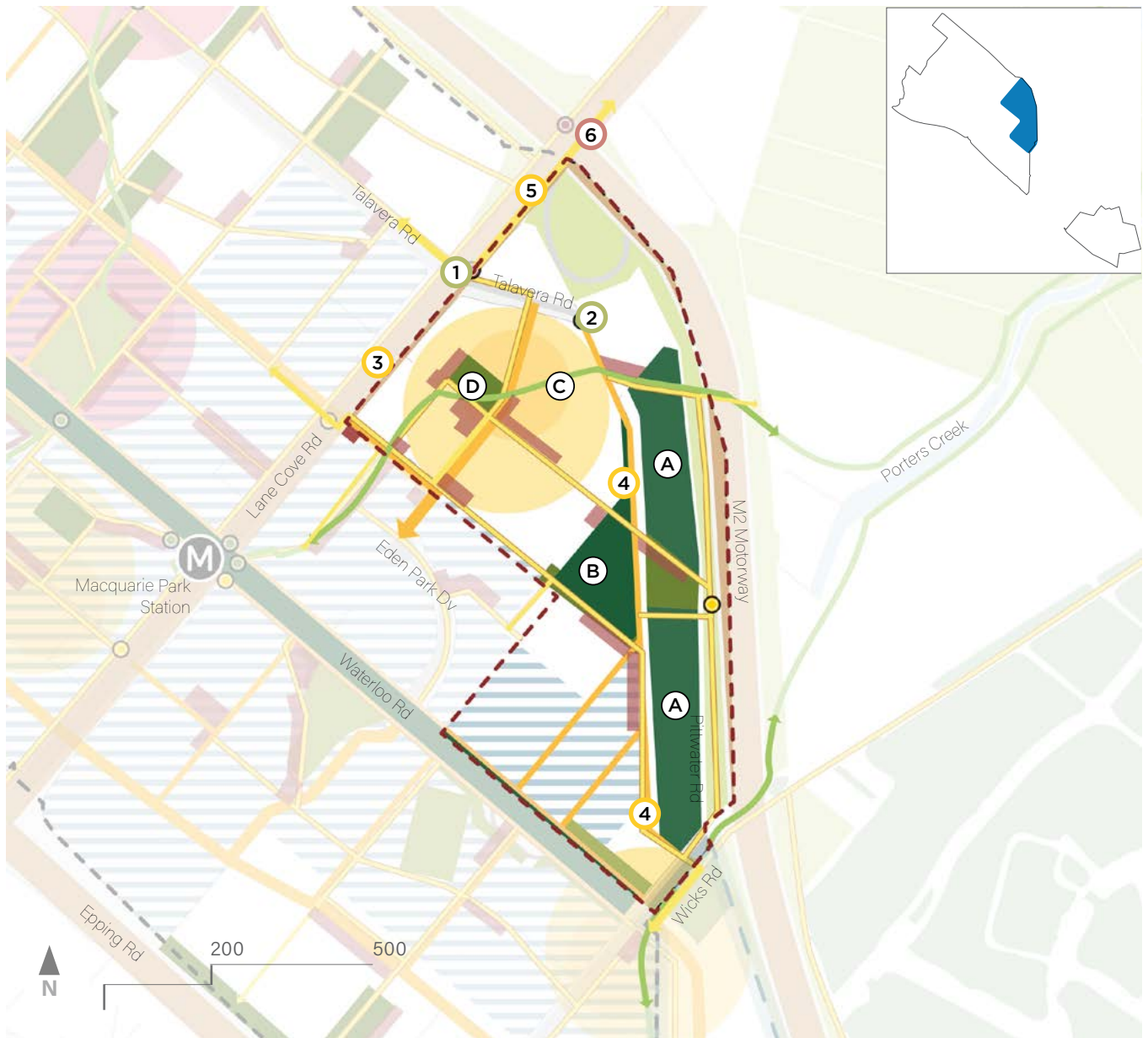
**18-hour** economy

**400-600** new homes



80,000 - 100,000sqm of new built space  
400 - 600 new homes.

Burbigal is bound by Lane Cove Road to the north, the Lane Cove National Park and M2 Motorway to the east and Wicks Road to the south. It offers key open space and connections to the natural environment through Fountain Garden, Halifax Street Park and Porters Creek.



## Legend

### Movement

- Arterial roads
- Road network
- Proposed new roads
- Proposed pedestrian footpaths

### Open Space

- Waterloo Road linear park
- Existing open space
- New open space
- Fine grain open space
- Woven ways

### Land Use

- M Metro station
- Commercial core
- - - Previously Rezoned Precincts
- Activity hub
- Activity hub (commercial focus)
- Fine grain active frontages
- 1,500 - 2,000sqm of enhanced open space
- 30,000 - 35,000sqm of new open space
- A Linear park creek restoration
- B Local park
- C Urban creek
- D Courtyard public space

1.5 km of new road connectivity  
1.9 km of new fine grain pathways

- 1 Pedestrian crossing  
- Talavera Rd/Lane Cove Rd
- 2 Reallocation of road space for  
future role with park
- 3 Lower speed limits  
- Lane Cove Rd
- 4 Relocate M2 on-shoulder  
cycle link to dedicated linkage  
through precinct
- 5 Southern bus layover
- 6 Footpath - Talavera Rd  
to Fontenoy Rd

**Figure 12**

Proposed Structure Plan: Porters Creek - Burbigal (Morning)





## Key neighbourhood moves

- Porters Creek could be revived and renamed as **Barabiyanga Creek** to provide a buffer to the motorway and new open space near Macquarie Park Station.
- **A new park** on a current wasteland and construction compound could offer new culture spaces, restorative areas and a new ranger station.
- **Collaboration** between State agencies and utilities is required for the new park.
- **Access** to Lane Cove Road, combined with improved facilities could make it easier to walk to the Sydney Metro stations, open spaces or Wicks Road.
- The **electronics cluster** including Canon and Epsom supports future definition as a place of increase economic importance.
- A **new residential community** would be supported with active spaces and community facilities.

## Phasing and delivery

| Years 1-5   | Years 6-10   | From year 11+  |
|---|--|--|
| New diversified employment space for approximately 100 new jobs | Space for 200 additional jobs in a diversity of sectors and scales | Space for 500 additional jobs in a diversity of sectors and scales |
| Approximately 115 new dwellings                                 | Approximately 125 new dwellings                                    | Additional 260+ dwellings  |
| New park  | Conversion of car parks into active uses                           | Ecological monitoring hub collecting data                          |
|   | New wayfinding   | Roll out of 18-hour economic strategy                              |

## Neighbourhood design criteria

| Design criteria   |                                     |  |
|---|-------------------------------------|--|
|  | <b>New public open space</b>        | <ul style="list-style-type: none"> <li>• Create 35,000sqm of parks, plazas and squares and 2,000sqm of enhanced open space.</li> <li>• Form a landscaped eastern edge to the neighbourhood and provide a buffer to the M2 Motorway.</li> <li>• Aim for all areas to be within 400 m of a minimum 3,000sqm park, with housing within 200 m of 3,000sqm park.</li> </ul> |
|  | <b>Location of taller buildings</b> | <ul style="list-style-type: none"> <li>• Locate taller buildings around the new activity hub.</li> <li>• Locate height to take advantage of views and access to open space.</li> </ul>   |



# 6. Wicks Road South

- *Garungul* (Unbreakable)



## Photography

Image courtesy of Department of Planning, Industry and Environment.





### Location snapshot

Garungul is in the south west of the investigation area, bound by Lane Cove Road to the north, Epping Road to the west, and Lachlan's Line to the south and east.



### Statement sentence

A shared community of commercial, retail and residential uses, with a cluster of education uses and sports and recreation pitches, as well as cultural practices. This will allow the continuity and evolution of traditional knowledges, protocols and governance of Ngurra, particularly through the restoration of Pages Creek.

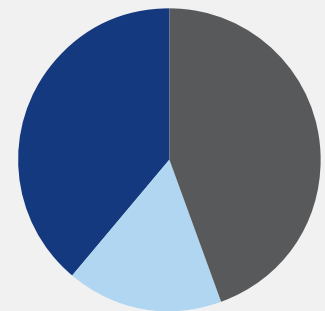


### Key stats

**2,100+** new jobs

**1,500-2,000** new homes

Garungul is characterised by education, health and wellbeing activities, with Macquarie Park education precinct, and walking connections links to North Ryde and Macquarie Park.



■ Retail  
■ Commercial  
■ Residential

300,000 - 350,000sqm of new built space  
1,500 - 2,000 new homes.

The neighbourhood directly interfaces with Lachlan's Line around North Ryde Sydney Metro station. There is real potential to develop diversified commercial spaces, including space for small to medium businesses, co-working and incubation spaces.



## Legend

### Movement

- Arterial roads
- Road network
- Proposed new roads
- Proposed pedestrian footpaths

### Open Space

- Waterloo Road linear park
- Existing open space
- New open space
- Fine grain open space
- Woven ways

### Land Use

- M Metro station
- Commercial core
- - - Previously Rezoned Precincts
- Activity hub
- Fine grain active frontages
- 3,000 - 3,500sqm of enhanced open space
- 10,000 - 15,000sqm of new open space
- A Corridor square
- B Local plaza
- C Linear park
- D Urban creek

1.3 km of new road connectivity  
2.2 km of new fine grain pathways

- 1 Provide more signalised pedestrian/cyclist crossings across Waterloo Rd - increasing active permeability
- 2 Waterloo Rd improvements: bus lanes, fine grain street access
- 3 Lower speed limits - Waterloo Rd and Wicks Rd

**Figure 13**

Proposed Structure Plan: Wicks Road South - Garungul (Unbreakable)







## Key neighbourhood moves

- The neighbourhood offers opportunities to build a **continuity of knowledges and Lore**, linking to increased physical activity.
- **Vibrant cultural spaces** for practice and performance would be easily accessed from public transport and nearby existing residential communities.
- An **education collaboration zone** around the education precinct could enhance transition between primary, secondary and post-school learning and employment, embed cultural literacy and develop community wellbeing with sporting and other groups.
- **Connections** will bring opportunity, such as those to Sydney Metro stations, Lachlan's Line and Wicks Road.
- Opportunities exist to develop new **diversified commercial spaces** and mixed use areas.
- A **new residential community** would be supported with active spaces and community facilities. Inside the commercial core, there is the opportunity to explore residential uses within the identified activity hub.

## Phasing and delivery

| Years 1-5   | Years 6-10   | From year 11+   |
|---|--|---|
| New diversified employment space for approximately 400 new jobs | Space for 500 additional jobs in a diversity of sectors and scales | Space for 1,200+ additional jobs in a diversity of sectors and scales |
| Approximately 355 new dwellings                                 | Approximately 370 new dwellings                                    | Additional 775+ dwellings   |
| Micro mobility project  | Conversion of car parks into active uses                           | Cultural hub and diverse working spaces                               |
| A new primary school education precinct                         | Continued environmental upgrades                                   | Roll out of 18-hour economic strategy                                 |

## Neighbourhood design criteria

| Design criteria   |                                     |   |
|---|-------------------------------------|---|
|  | <b>New public open space</b>        | <ul style="list-style-type: none"> <li>• Create 15,000sqm of parks, plazas and squares and enhance 3,500sqm of open space.</li> <li>• Plan for commercial development to be within 400 m of a minimum 3,000sqm park and new housing to be within 200 m of a minimum 3,000sqm park.</li> </ul> |
|  | <b>Location of taller buildings</b> | <ul style="list-style-type: none"> <li>• Locate taller buildings along Wicks Road and around the new activity hub.</li> </ul>   |
|  | <b>Building typologies</b>          | <ul style="list-style-type: none"> <li>• Incorporate educational facilities into the podiums of mixed use buildings.</li> </ul>   |
|  | <b>New education precinct</b>       | <ul style="list-style-type: none"> <li>• Incorporate new primary and secondary school facilities potentially with shared school-community facilities.</li> </ul>  |

# 7. North Ryde Riverside

- *Narrami Badu-Gumada*  
(Connecting Water Spirit)



## Photography

Image courtesy of Landcom.





### Location snapshot

Narrami Badu-Gumada is the southernmost neighbourhood of Macquarie Park and is not directly connected to the rest of the investigation area. It is bound to the north by North Ryde Station, the M2 Motorway to the west and Delhi Road to the east and the Lane Cove National Park to the south.



### Statement sentence

Surrounded by the landscape of the Lane Cove National Park and located near North Ryde Station, Nangamay will be a place for new housing and a new activity hub within the existing commercial core, supported by new pathways and open space areas.



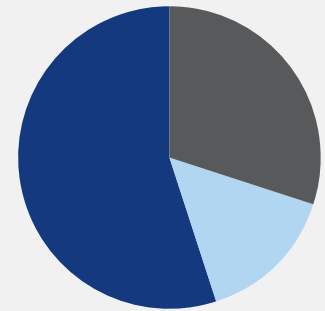
### Key stats

**18-hour economy**

**1,500 – 2,000 new homes**

The neighbourhood is the former CSIRO site, and includes several office buildings in a typical business park format. Its topography down towards Lane Cove National Park, its road grid design, narrow footpaths and the absence of cycling infrastructure make it a place that is better suited to cars rather than walking or cycling.

However, its proximity to the National Park, combined with its topography, give it a distinctly natural character.

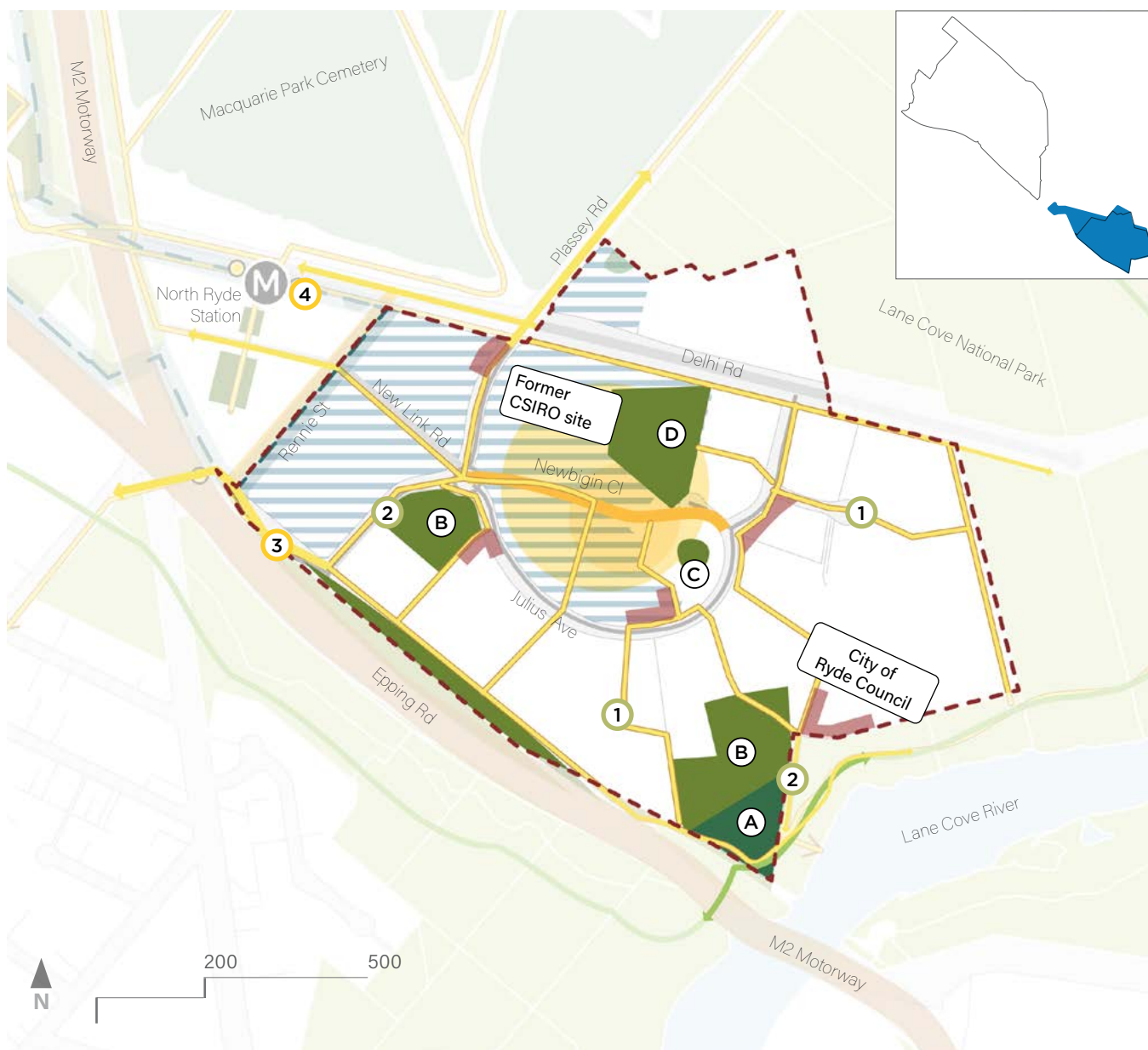


■ Retail  
■ Commercial  
■ Residential

400,000 - 500,000sqm of new built space  
1,500 - 2,000 new homes.

There will be a lifelong learning building on the alignment of Porters Creek and collaboration with Create NSW and Council to explore opportunities to activate these spaces.

Walking trails, cycle ways and possible micro mobility corridors will weave through and across the water corridors. Buses will be prioritised as part of consolidated public transport plan that links Macquarie Park Station and Macquarie University Station.



## Legend

### Movement

- Arterial roads
- Road network
- Proposed new roads
- Proposed pedestrian footpaths

### Open Space

- Waterloo Road linear park
- Existing open space
- New open space
- Fine grain open space
- Woven ways

### Land Use

- M Metro station
- Commercial core
- - - Previously Rezoned Precincts
- Activity hub
- Fine grain active frontages
- 30,000 - 35,000sqm of new open space
- A Riverside park (connecting to trail)
- B Mixed use plaza
- C Local plaza
- D Corridor square

200 m of new road connectivity  
4 km of new fine grain pathways

- 1 Deliver finer grain street network
- 2 Deliver comprehensive network of dedicated cycle & micro-mobility connections
- 3 Deliver active transport link through Riverside Business Park
- 4 Deliver increased bicycle parking

**Figure 14**

Proposed Structure Plan: North Ryde Riverside - Narrami Badu-Gumada (Connecting Water Spirit)



## Key neighbourhood moves

- The City of Ryde Council offices and surrounding A Grade office space creates a **high quality address** to the south of the neighbourhood with views and links directly to the National Park. New sustainable businesses could include those in horticulture.
- North Ryde Metro and Macquarie Park Bus Interchange require a **new interconnection** to the rest of Riverside Corporate Park. Other connections could include those to Lane Cove National Park and River for people wanting to walk, run or cycle.
- There are opportunities for the **adaptive re-use of former CSIRO buildings**.
- The proximity to the National Park could see links for new education and training including **Aboriginal ranger programs**.
- Current landowners are formed into a **collaborative group** that could be expanded to partnerships with the NSW National Parks and Wildlife Service and the residential community around North Ryde Station.
- The unique set of **natural spaces** could open opportunities for regeneration of plants and waterways.
- **A new residential quarter** with open space and access to the National Park could include cultural and social uses at ground level near adjoining work spaces and employment areas. Inside the commercial core, there is the opportunity to explore residential uses within the identified activity hub.

## Phasing and delivery

| Years 1-5   | Years 6-10   | From year 11+                                     |
|---|--|---|
| New diversified employment space                  | New diversified employment space                                 | New diversified employment space                  |
| Approximately 225 new dwellings                   | Approximately 330 new dwellings                                  | Additional 945+ dwellings                         |
| Wayfinding and public art                         | Traditional custodians, engagement and delivery program          | Consolidation of residential development          |
| Regenerative Country-centred landscape management | Conversion of car parks into active uses                         | Further connections to Lane Cover River and ferry |
|   | Continued environmental upgrades to the National Park and routes | Roll out of 18-hour economic strategy             |

## Neighbourhood design criteria

### Design criteria



#### New public open space

- Create 35,000sqm of parks, plazas and squares.
- Design open space that embraces the topography of the neighbourhood.
- Aim for a commercial areas to be within 400 m of a 3,000sqm park and new housing within 200 m of a 3,000sqm park.



#### Building typologies

- Incorporate educational facilities into the podiums of mixed use buildings.

# Implementation

## Governance

Collaboration between State agencies, Council and industry will drive the implementation of the Place Strategy. The RCG has overseen the preparation of this Place Strategy and the master plan for the investigation area. Building off this foundation, the Greater Sydney Commission will continue to lead coordination through the RCG as a steering committee that:

- oversees the implementation of the Place Strategy and the Strategic Infrastructure and Services Assessment
- coordinates State agencies
- sets priorities for Macquarie Park.

This governance structure should be reviewed regularly to assess delivery, integration and timing. The NSW Government, working with City of Ryde Council and the Commission, may be required to develop and manage the future growth including economic development and operation of Macquarie Park and curating the innovation ecosystem and delivering the actions outlined in the Place Strategy.

A tailored approach will be developed to both secure the economic vitality of the area and improve the quality of Macquarie Park as a place. This will be underpinned by coordination with State agencies to fund and deliver the infrastructure required. Rezoning of land within the investigation area will need to consider the timing of the provision of infrastructure to ensure that growth is matched with the necessary infrastructure to support it.

Any governance and collaboration approaches will:

- foster a collaborative/networking environment with companies in Macquarie Park
- coordinate activity between State agencies to maximise public sector benefits and investment
- communicate ongoing public investment and initiatives in and around the area to attract industry and business
- introduce whole-of-precinct sustainability initiatives, including multi-utility hubs, net zero emission strategies, green and active streets, and improved building performance
- use innovation and partnership approaches to provide local and regional infrastructure including funding and financial models for new open space and social infrastructure
- investigate shared parking, parking pricing, transportation management associations, alternative freight arrangements, car-sharing and ride-sharing, and preparations for autonomous vehicles to encourage increased active and public transport use
- investigate custodial representation within the governance frameworks and structures to build an ongoing respect and care for Country.





**Photography**

Image courtesy of Department of Planning, Industry and Environment.



## Implementation pathways

This draft Place Strategy is the first step to realise the vision for Macquarie Park.

A Ministerial Direction under Section 9.1 of the *Environmental Planning and Assessment Act 1979* will enable development to progress in line with the Place Strategy and infrastructure opportunities.

Further work is required to align Macquarie Park's statutory planning framework around the delivery of the Place Strategy. This will include preparation of neighbourhood master plans to inform new or updated planning controls and infrastructure delivery plans for each neighbourhood.

There are two pathways to implement the Place Strategy through new planning controls:

- through State and local government-led master planning of each neighbourhood or
- through out of sequence industry-led neighbourhood master plans consistent with the Place Strategy, with supporting planning proposal(s).

The Department is seeking feedback during exhibition on whether individual land owners can bring forward neighbourhood masterplans, or whether there needs to be agreement from all or a proportion of landowners in the neighbourhood.

All neighbourhood master plans would be subject to review by the NSW State Design Review Panel.

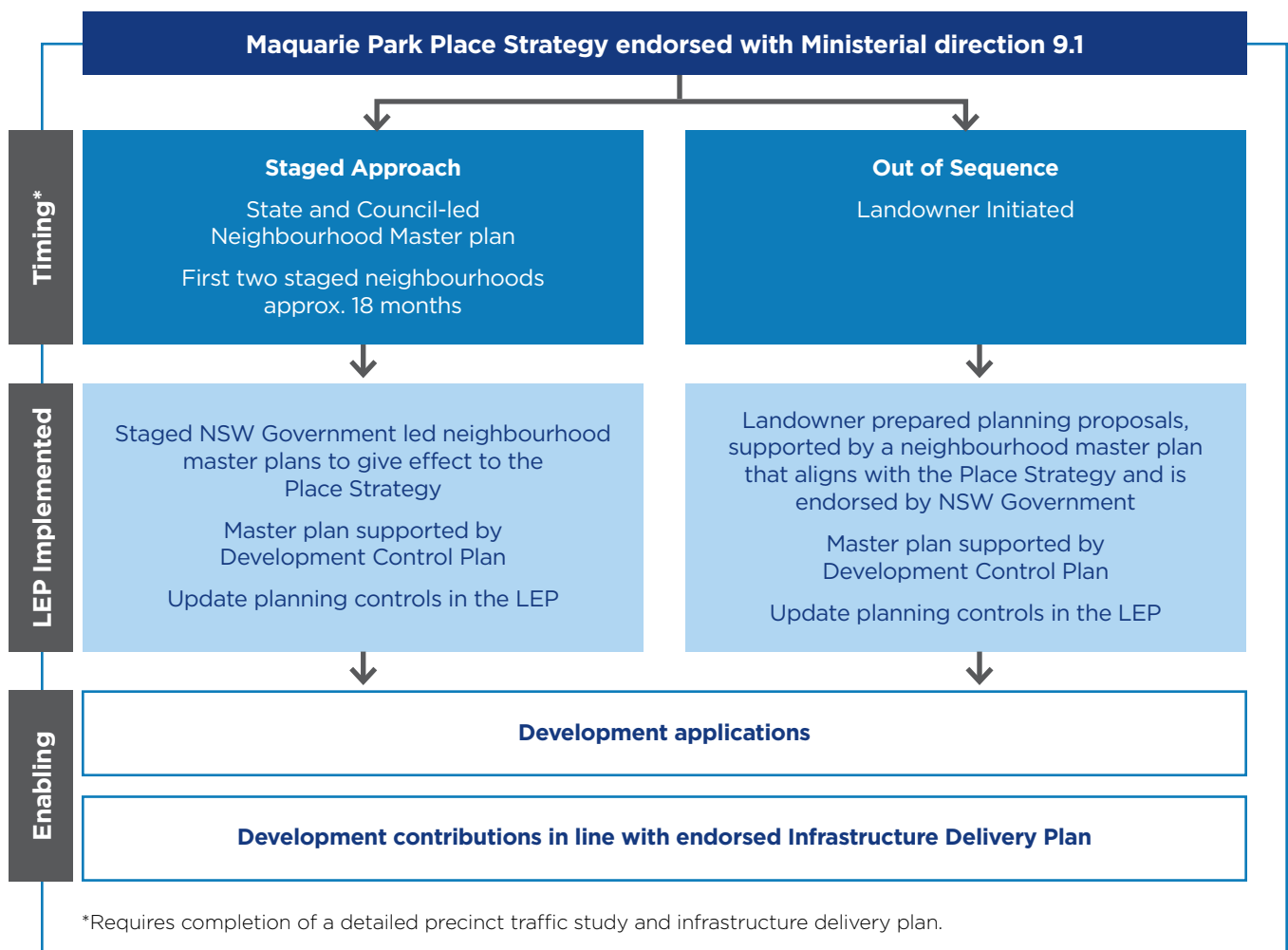
The significant infrastructure investment needed to support growth in Macquarie Park means master planning of the neighbourhoods by the NSW Government and Council will be staged. The staging of neighbourhoods will be determined prior to finalisation of the Place Strategy. Those neighbourhoods to be staged first would be assessed against criteria including development readiness and the ability for the public and private sectors to provide infrastructure to meet identified need.



**Photography**

Image courtesy of Department of Planning, Industry and Environment.





**Figure 15**

Implementation pathways.

The next step is to progress the first staged neighbourhood master plans and further refine the infrastructure items into infrastructure delivery plans that investigate the infrastructure costs, staging, sequencing, delivery partners and mechanisms in collaboration with City of Ryde Council, Transport for NSW and other infrastructure agencies. This work will be informed by a detailed precinct traffic study to be led by Transport for NSW. No rezoning of land will occur until an endorsed Infrastructure Delivery Plan that addresses local and regional infrastructure needs is in place for each neighbourhood.

A range of funding mechanisms will be tested and matched to infrastructure items and categories including investigating a local contribution regime and opportunities for direct negotiations to contribute to the delivery of public benefits

beyond the necessary infrastructure to support increase in density and activity. This may include options for innovative infrastructure funding mechanisms as determined through the Productivity Commissioner's review of contributions.

A Ministerial Direction under Section 9.1 of the *Environmental Planning and Assessment Act 1979* will enable development to progress in line with the Place Strategy and infrastructure opportunities. Once a neighbourhood master plan has been endorsed, planning proposals for the redevelopment of sites that proceed ahead of an endorsed Infrastructure Delivery Plan will need to identify how infrastructure opportunities and place priorities are to be delivered, which may include implementation through voluntary planning agreements.

# Actions table

The following actions are to be implemented across Macquarie Park.

| Action | Description  | Lead                   | Support                            |
|--------|--|------------------------|------------------------------------|
| 1.1    | Extend trading hours of core night time uses with temporary pop-ups near key interchanges after 5pm.   | Property owner         | City of Ryde                       |
| 1.2    | Build on existing governance structures to develop a clear and strong, consistent senior leadership team with clearly defined roles, to drive growth and provide a coordinated and collaborative vision for Macquarie Park's future, based on the Place Strategy.            | GSC                    | DPIE                               |
| 1.3.   | Continue to engage the private sector actively in events and program development through initiatives such as the Venture cafe.   | MPID                   | GSC, Property owners               |
| 1.4    | Promote entrepreneurship and provide opportunities for SMEs to increase their exposure to anchor institutions within Macquarie Park through initiatives such as the MPID and Macquarie Park forum.   | City of Ryde (Mac Uni) | Property owners, MPID              |
| 1.5    | Promote outwards links (leveraging the Hearing Hub and medical research facilities) including local, regional and international networks to further develop Macquarie Park including using Macquarie Park as a test bed to promote innovation and trial of new technologies. | City of Ryde           | GSC, Property owners, MPID         |
| 1.6    | Support business growth and inward investment through the provision of incentives to create live/work opportunities for entrepreneurs.   | TBD, MPID              | GSC, City of Ryde, Property owners |
| 1.7    | Develop a private sector funding strategy for investments within Macquarie Park.   | TBD                    |                                    |
| 1.8    | Work to intensify venture capital presence.  | TBD, MPID              |                                    |
| 1.9    | Continue to fund for programmed public spaces and events and create places and spaces for community and worker interaction.  | City of Ryde           |                                    |
| 1.10   | Promote investment in digital infrastructure and technology across Macquarie Park to create a high-quality platform for innovative firms and strengthen its networking assets.   | TBD                    | Property owners                    |



| Action      | Description   | Lead                             | Support                |
|-------------|---|----------------------------------|------------------------|
| <b>1.11</b> | Work with the private sector to deliver commercial floor space which provides curated, affordable and agile space for new and innovative enterprises. | Property owners                  | MPIA, City of Ryde     |
| <b>2.1</b>  | Investigate opportunities for new and upgraded schools of all levels across Macquarie Park.   | DoE                              | DPIE                   |
| <b>2.2</b>  | Develop an infrastructure priority list for Macquarie Park to shortlist the projects that will deliver the greatest economic impact.                  | GSC, NSW infrastructure agencies | DPIE, City of Ryde     |
| <b>2.3</b>  | Develop strategic place-based infrastructure plans and supporting business cases.   | NSW Infrastructure agencies      | GSC, DPIE              |
| <b>3.1</b>  | Encourage a sustained transition away from private vehicle use.   | City of Ryde                     | TfNSW, Property owners |
| <b>3.2</b>  | Reduce the overall quantum of parking relative to the number of employees and/or floor area within developments.                                      | City of Ryde                     | Property owners        |
| <b>3.3</b>  | Reduce the overall quantum of parking relative to number of residents within developments.  | City of Ryde                     | Property owners        |
| <b>3.4</b>  | Improve the quality of interchange between metro, bus and active transport networks.  | TfNSW                            | DPIE                   |
| <b>3.5</b>  | Improve access to fast and frequent public transport services including Sydney Metro and Macquarie University Bus Interchange.                        | TfNSW                            | DPIE, City of Ryde     |
| <b>4.1</b>  | Implement slow and low speed limits across Macquarie Park.  | TfNSW                            |                        |
| <b>4.2</b>  | Enhance lighting, signage, activity at ground level and new and existing public spaces to keep eyes on the ground at all times of the day.            | City of Ryde                     |                        |
| <b>4.3</b>  | Improve Waterloo Road as a pedestrian connector between neighbourhoods.   | City of Ryde                     | TfNSW                  |

| Action     | Description   | Lead                  | Support                      |
|------------|---|-----------------------|------------------------------|
| <b>4.4</b> | Continue to incentivise private development to provide 20m and 14.5m wide streets and 8m wide footpaths.  | DPIE,<br>City of Ryde |                              |
| <b>6.1</b> | Make Dharug Culture more visible throughout Macquarie Park by exploring the integration of Dharug language and symbols on signage, wayfinding, building names, new street names and public art. | City of Ryde          | Property owners              |
| <b>6.2</b> | Work with traditional custodians and knowledge holders to enliven the public realm with programming, activation and installations.  | City of Ryde          | Local Aboriginal Communities |
| <b>6.3</b> | Investigate opportunities to include Aboriginal representation in Macquarie Park governance structures.   | GSC                   | Local Aboriginal Communities |



In addition to the above actions, the following are also to be implemented within the investigation area:

| Action      | Description   | Lead                                      | Support                      |
|-------------|---|---|------------------------------|
| <b>1.12</b> | Develop planning controls to create flexible and adaptable floor space which will cater for a wide range of business types, sizes and sectors as the demand shifts.                                     | DPIE,<br>City of Ryde                     |                              |
| <b>1.13</b> | Investigate opportunities for a purpose-built building in a strategic location within the commercial core which provides curated, affordable and agile office space for new and innovative enterprises. | TBD,<br>Property owners                   | City of Ryde,<br>TfNSW, DPIE |
| <b>2.4</b>  | Develop state and local infrastructure delivery and contributions plan(s).  | DPIE,<br>City of Ryde                     |                              |
| <b>3.6</b>  | Master plan each neighbourhood to provide a safe, direct, attractive, comfortable and adaptable walking and cycling network.  | DPIE,<br>City of Ryde                     | GSC                          |
| <b>4.5</b>  | Provide informal paths through and around buildings that take pedestrians away from major roads and into side streets and laneways that respond to natural features of Ngurra.                          | City of Ryde                              | Property owners              |
| <b>4.6</b>  | Design intersections, undertake landscaping and use robust materials, fixtures and furniture to improve the experience for pedestrians.   | City of Ryde,<br>TfNSW                    | DPIE,<br>Property owners     |
| <b>4.7</b>  | Design new built areas that open up the large super lots of land and connect to the public domain through more active uses at street level.   | DPIE,<br>City of Ryde,<br>Property owners |                              |
| <b>4.8</b>  | Plan for informal meeting spaces in public areas.   | City of Ryde                              |                              |
| <b>4.9</b>  | Widen footpaths.  | City of Ryde,<br>TfNSW                    | Property owners              |
| <b>5.1</b>  | Undertake staged master planning and design guidelines for each new neighbourhood, including a distinct commercial core.  | DPIE,<br>City of Ryde                     | GSC                          |
| <b>5.2</b>  | Establish an approach to design excellence for specific projects to guide design quality for planning, development and delivery.  | DPIE                                      | City of Ryde                 |
| <b>5.3</b>  | Investigate the opportunity for new entertainment, events and cultural spaces.  | City of Ryde,<br>Property owners          |                              |

| Action     | Description  | Lead                          | Support                    |
|------------|--|-------------------------------|----------------------------|
| <b>5.4</b> | Introduce best practice resilient building design controls to mitigate environmental impacts and promote energy and water savings/recycling.                           | City of Ryde                  | DPIE, GSC, Property owners |
| <b>5.5</b> | Ensure a diversity of dwelling typologies including 5-10% affordable housing.  | City of Ryde                  | DPIE, Property owners      |
| <b>6.4</b> | Provide new inviting, accessible, diverse and comfortable public open space and enhanced public open space.  | City of Ryde                  | Property owners            |
| <b>6.5</b> | Create a well-connected network of new and improved open spaces for the growing Macquarie Park community.  | DPIE, City of Ryde            | Property owners            |
| <b>6.6</b> | Investigate opportunities to show and open up the creek spaces and historic lines both as open water and as places of increased biodiversity and green infrastructure. | DPIE, City of Ryde            | Property owners            |
| <b>6.7</b> | Create a richer urban tree canopy along major roads and intersections.   | City of Ryde, TfNSW           | Property owners            |
| <b>6.8</b> | Provide high quality green infrastructure including, where feasible, creek restoration.  | City of Ryde, Property owners |                            |



## Infrastructure funding

Infrastructure funding in Macquarie Park will be challenging and will require different approaches that recognise:

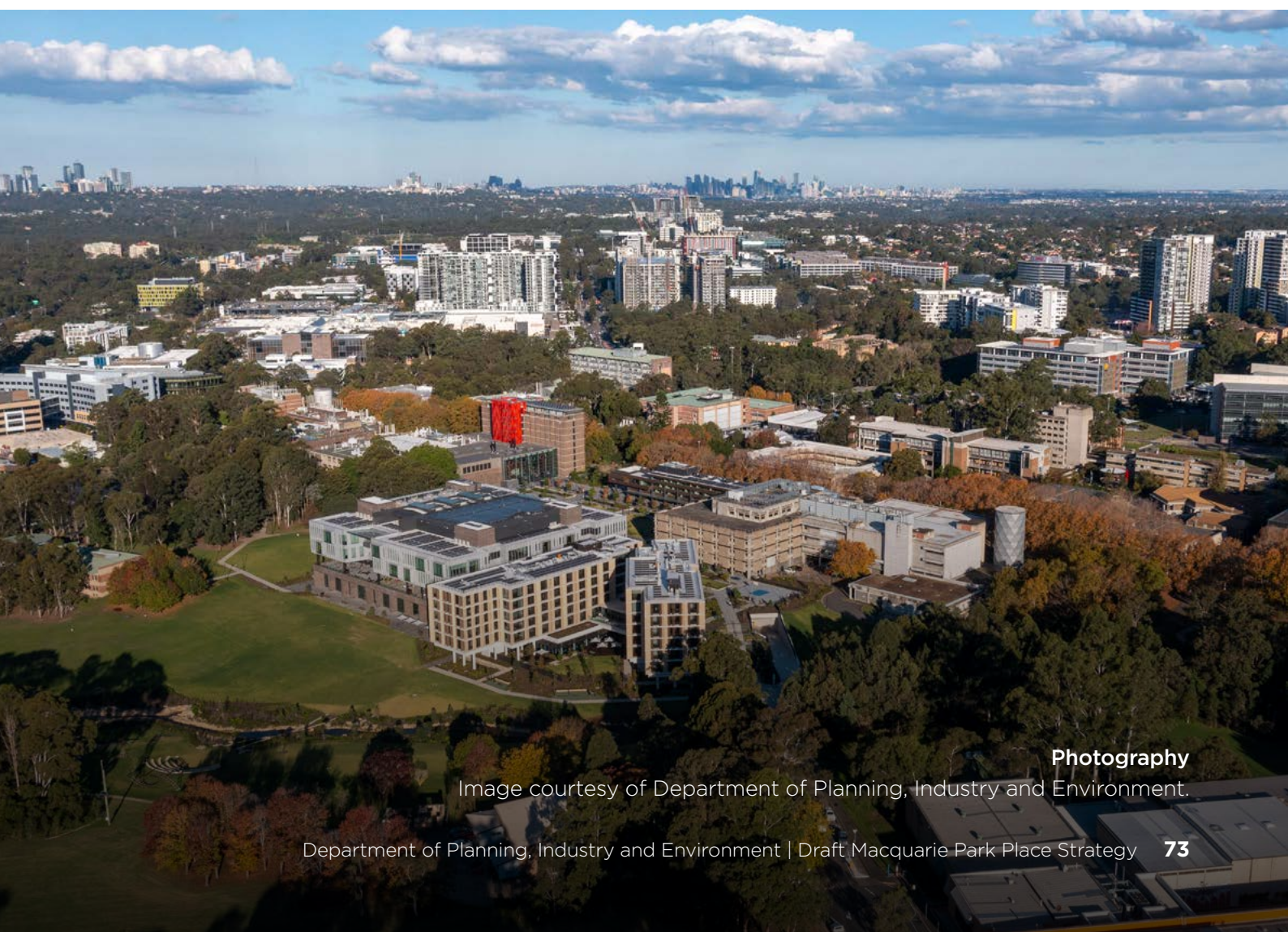
- Costs of growth infrastructure are shared across the public and private sector.
- Development contributions alone will not be sufficient to fund the required infrastructure and other funding sources and approaches may be identified.
- Securing unencumbered land at ground level for infrastructure will be increasingly challenging in an urban area like Macquarie Park and requires different approaches.

The infrastructure opportunities and delivery pathways will require further refinement through the preparation of infrastructure delivery plans and each neighbourhood master plan.

The collection of contributions towards regional infrastructure will be explored. The NSW Government is reviewing its approach to this following the recommendations of the NSW Productivity Commission in March 2021.

Council would also be responsible for a proportion of infrastructure costs. However, more detailed neighbourhood-level planning may suggest additional local infrastructure work such as further stormwater improvements.

Most infrastructure proposals are also not funded or committed. As a result, they should be regarded as initiatives subject to further development, scoping, business case investigation and investment decisions.



**Photography**

Image courtesy of Department of Planning, Industry and Environment.





## Photography

Image courtesy of Department of Planning, Industry and Environment.



# Glossary

|  |   |
|--|---|
| 30 minute city                                   | A planning concept for a city in which people can easily access the places they need to visit on a daily basis within 30 minutes travel from where they live. In the Greater Sydney context the focus is on access to the nearest centre within 30 minutes by public transport, walking or cycling.   |
| Accessibility                                    | The ability for everyone, regardless of age, disability or special needs or where they live, to use and benefit from the transport system.  |
| Active transport                                 | Transport that is human powered, such as walking or cycling.  |
| Adaptive re-use                                  | A process that changes a disused or ineffective item into a new item that can be used for a different purpose.  |
| Amenity  | The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increased amenity.   |
| BPIP   | Bus Priority Infrastructure Program.  |
| Built form                                       | The function, shape and configuration of buildings as well as their relationship to streets and open spaces.  |
| Community  | Communities are a specific type of stakeholder. These are groups of people in particular places who are both affected by our work and experience the outcomes and benefits of our activities.   |
| Country Centred Design                           | Embedding an understanding of Country and its people into place, to help reconnect Macquarie Park with purpose and culture.   |
| Department of Planning, Industry and Environment | The statutory authority of the New South Wales Government responsible for managing the planning, heritage, infrastructure and environment needs of New South Wales.   |
| Eastern Economic Corridor                        | From Macquarie Park through to the Harbour CBD to Sydney Airport, contributing two-thirds of NSW's economic growth in 2015/16 financial year.   |
| Greater Sydney Commission                        | An independent cross-governmental agency responsible for leading the metropolitan planning for the Greater Sydney Region.   |
| Green infrastructure                             | Green infrastructure is the network of natural and semi-natural systems including bushland, parks, private gardens, rivers and streams and native vegetation. In urban areas, these systems have typically been modified compared to their natural state, strategically planned, design and/or managed. These systems play an important part in supporting a good quality of life for people now and into the future. |

|  |   |
|--|---|
| Innovation District  | Areas, or 'ecosystems', with high collaboration, ingenuity and economic growth potential directed towards a particular industry, institution or facility specific to a local area Macquarie Park has been identified as an innovation district and the GSC has been tasked by the Premier to lead its accelerated delivery.           |
| Infrastructure Delivery Plan   | Identifies the infrastructure required in the area to support growth and change into the future, including delivery mechanisms and funding.   |
| High quality open space  | Walkable, accessible, well-designed public open spaces where people can relax, exercise, play and enjoy the natural environment including appropriate access to natural sunlight in mid-winter.   |
| Liveability  | Used in land use planning to focus on quality of life within a given area considering social, economic and environmental factors. It encompasses the impact of the built environment on human health and community well-being.  |
| Macquarie Park Investigation Area  | Comprises 170 hectares of land, spanning south-east the Macquarie Centre through to the commercial core, and then further south to Corporate Park.  |
| Macquarie Park Investigation Area (MPIA)/Macquarie Park Master plan Area | Comprises 170 hectares of land, spanning south-east from the Macquarie Shopping Centre through to the commercial core, and then further south to North Ryde Riverside Business Park. This area has not been rezoned and this document sets the framework for future growth.   |
| Macquarie University (Herring Road) Precinct                             | Includes Macquarie University and Macquarie Shopping Centre. It will be home to four new parks, upgrades to Macquarie University Bus Interchange, a mixed use academic core at the University, and the renewal of the former Ivanhoe estate that has provided over 1,000 social and affordable housing units as well as a new school. |
| Ngurra   | Ngurra is a word that it appears in many different Aboriginal languages around the country, that basically has the same meaning. It's the word for 'Country' 'home', 'camp', 'a place of belonging', 'a place of inclusion.   |
| North Ryde Station Precinct  | In the Macquarie Park's south, includes new homes and jobs within 10 minutes of North Ryde Sydney Metro Station; more than 2.4 hectares of, park and public plazas; walking and cycling links including the new pedestrian and cycle bridge over Delhi Road, upgraded roads and community facilities.                                 |
| Public spaces  | Areas that are publicly accessible where people can interact with each other and make social connections.   |
| RCG  | Ryde Coordination Group chaired by the Greater Sydney Commission with membership including government agencies and Ryde Council.  |



|                           |   |
|---------------------------|---|
| SISA                      | The Strategic Infrastructure Services Assessment considers the impact of growth and change across Macquarie Park on infrastructure.   |
| SME                       | Small and Medium Enterprises.   |
| Stakeholder               | An individual, group or corporation that has an interest or concern in a matter or issue.   |
| Sydney Metro              | A fully automated, high frequency rail network connecting Sydney.   |
| Transport for NSW (TfNSW) | The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales.   |
| Wallumattagal             | The place and people of the Black Snapper fish—of the Dharug nation.  |
| Wallumattagal Country     | A place of rivers and fertile wetlands with a deep history of learning, trade and culture.  |
| Woven Ways                | A network of routes and spaces which cut against the strong grid pattern, while responding to natural features and attributes of Ngurra to strike a balance across the networks and improve the quality of place. A key aim of the Movement Framework to integrate the different needs of users ‘woven ways’. |



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[dpie.nsw.gov.au](http://dpie.nsw.gov.au)