

Department of Planning, Housing and Infrastructure

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# Finalisation Report

## Macquarie Park Transport Oriented Development Precinct



November 2024



# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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# Executive Summary

This Finalisation Report provides an assessment of the State-led rezoning proposal seeking to amend the planning controls relating to the Macquarie Park Transport Oriented Development (TOD) Precinct (the Precinct). The Macquarie Park Rezoning Proposal (the Rezoning Proposal) seeks to:

- focus new development on land closest to the stations to maximise the number of residents and workers within an easy walk of the stations and shops
- provide for taller buildings with smaller footprints so that a better public domain, more public open space and high quality streetscapes can be delivered
- plan for a mix of building heights to provide variety and interest and increase housing choice

The Rezoning Proposal comprises two State-led rezoning proposals which were exhibited as follows:

**Stage 1:** Exhibited 9 November to 10 December 2023 (212 submissions)

**Stage 2:** Exhibited 9 July 2024 to 23 August 2024 (320 submissions)

A total of 532 submissions were received from individual community members, community groups, landowners, NSW Government agencies, and City of Ryde Council (Council). The issues raised have been considered by the Department of Planning, Housing and Infrastructure (the Department) in finalisation of this Rezoning Proposal.

The *Ryde Local Environmental Plan 2014* (Ryde LEP 2014) will be amended through a self-repealing State Environmental Planning Policy (SEPP) to align existing instruments with the objectives and controls of the Rezoning Proposal.

This Finalisation Report has been drafted by the Department. The Department has worked in collaboration and consultation with Council and State Government agencies to prepare the Rezoning Proposal.



Figure 1 Render of Macquarie Park fronting Waterloo Road and Wicks Road (Source: Virtual Ideas and AJC Architects)

# 1 Introduction

This report presents the Department's assessment and finalisation of the proposed planning amendments to deliver the Macquarie Park Precinct.

The two rezoning proposals were prepared for Stage 1 and Stage 2 of the Macquarie Park Precinct through a separate design process and exhibitions to establish the broader strategic framework for the Precinct. The two rezoning proposals have been combined post-exhibition to enable an efficient finalisation process.

The Rezoning Proposal maximises capacity for employment and residential development on key sites within well-connected, integrated neighbourhoods and seeks to address the balance between enabling more well-located homes in Macquarie Park while continuing to support the precinct as an innovation precinct.

The purpose of this report is to provide an overview of:

- The planning context for the Precinct
- The exhibited proposal and supporting documents
- Consultation and public exhibition
- Matters arising from public exhibition and resolution in the final plan

Amendments to the *Ryde Local Environmental Plan 2014*, will enable the delivery of:

- Approximately 9,600 new homes
- Capacity for 100,000 jobs
- A range of 3% to 10% for key sites, where land is zoned for a residential use, and 3% for other residential development, including Build-to-Rent
- Floor Space Ratio (FSR) up to 12.36:1
- A range of building heights, up to 58 storeys

The assessment of the Rezoning Proposal is based upon the Stage 1 and Stage 2 masterplans, supporting technical studies exhibited by the Department and consideration of comments and feedback obtained during exhibition of the Rezoning Proposal.

## 2 Context

The Department is responsible for undertaking a comprehensive assessment of the Rezoning Proposals to determine their appropriateness, carefully considering environmental and social factors, and identifying the infrastructure needs of the future population. The Department has undertaken this assessment, taking into consideration feedback from the public and other stakeholders, in collaboration with relevant State agencies and Council, and makes a recommendation to the Minister for Planning and Public Spaces for determination.

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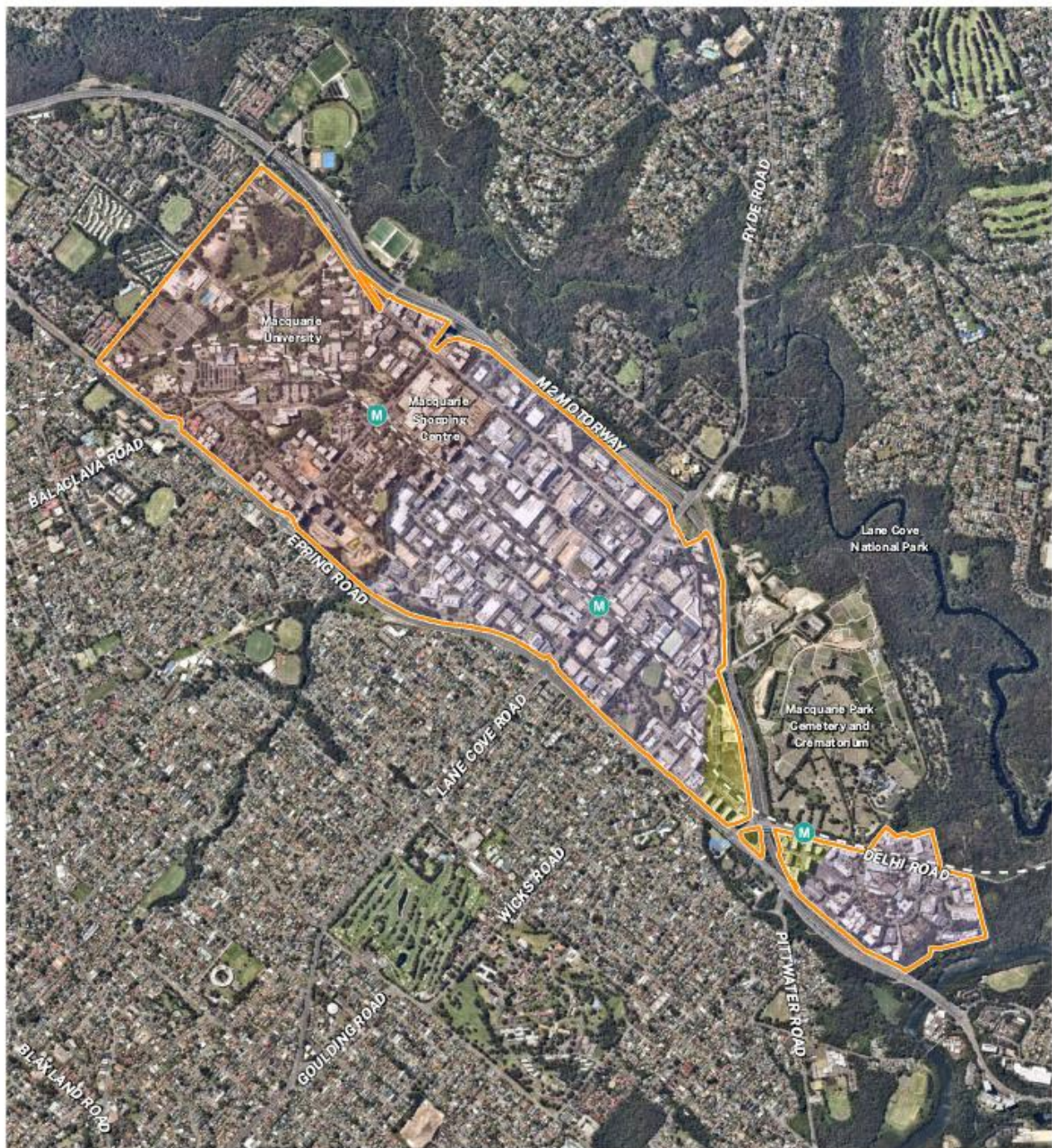
### 2.1 Site Context

The Macquarie Park Precinct is located 15 kilometres north-west of Sydney's Central Business District (CBD) and comprises approximately 170 hectares of land situated to the north and south of the Metro corridor, extending to the M2 Motorway to the north-east and Epping Road to the south-west. The proposed plan is essential to growing Greater Sydney's capacity as a centre for innovation, attracting top businesses from around the world, creating new jobs and providing diverse housing.

Macquarie Park is home to Macquarie University, Macquarie University Hospital, Macquarie University Incubator and more than 180 large international corporations and 200 small businesses. It is one of the largest non-CBD office markets in Australia and the fourth largest office market in NSW after Sydney CBD, North Sydney and Parramatta.

Macquarie Park's success draws on decades of employment-related investment and development. The area attracts large national and international corporations into a cluster of leading companies, many of which base their Asia-Pacific headquarters in Macquarie Park. In addition to being a hub for economic activity, Macquarie Park is also well connected to the rest of Greater Sydney via Sydney Metro Northwest services.





**Macquarie Park Transport Oriented Development Precinct**

- Macquarie Park Corridor
- Macquarie Park Transport Oriented Development Precinct
- Macquarie University Station (Herring Road)
- Urban Activation Precinct
- North Ryde Station Urban Activation Precinct



Figure 2 Macquarie Park Corridor and Precinct (Source: DPHI)



## 2.2 Strategic Context

### 2.2.1 Transport Oriented Development Program (2024)

On 7 December 2023, the NSW Government announced the Transport Oriented Development (TOD) Program to create more well-located homes close to transport, jobs, and services. As part of the TOD Program, the NSW Government identified eight Sydney transport hubs (TOD Accelerated Precincts) for state-led accelerated rezoning to deliver up to 47,800 new, well-located, high and mid-rise homes over the next 15 years.

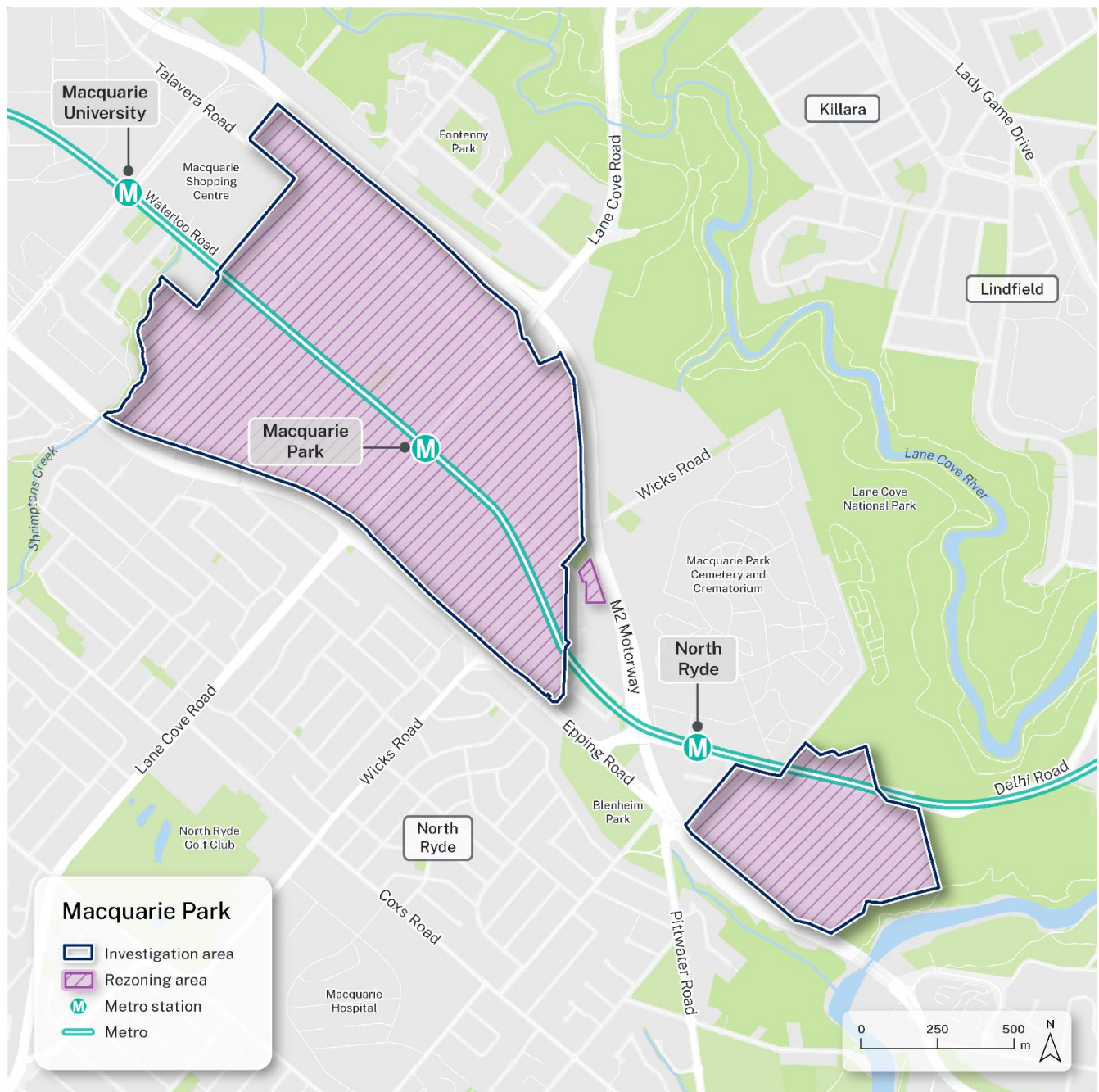


Figure 3 The Macquarie Park Transport Oriented Development Precincts with the areas subject to the exhibited Rezoning Proposal shown in purple (Source: DPHI)

The TOD Program has stemmed from the National Housing Accord announced by the Australian Government in October 2022 as part of the Federal Budget to address the supply and affordability of housing. The Accord includes an initial aspirational target to build 1.2 million new well-located homes over five years from July 2024. NSW has been tasked to provide 377,000 new homes by June 2029.

The Macquarie Park Precinct is one of eight priority high-growth areas near transport hubs in Greater Sydney for accelerated rezoning.

## 2.2.2 Greater Sydney Region Plan

The Greater Sydney Region Plan establishes directions, objectives and actions to achieve the 40-year vision which are focused on infrastructure and collaboration, liveability, productivity and sustainability.

The Region Plan aims to enable a continuous supply of housing and a variety of housing types in strategic locations to create more liveable neighbourhoods and support Sydney's growing population. The plan recognizes that the Sydney Metro link will enhance growth prospects in the north-west of the city by improving job access, identifying Macquarie Park in the Eastern Economic Corridor, and opportunities for new community facilities, vibrant spaces and homes close to jobs achieved through urban renewal.

## 2.2.3 North District Plan

The North District Plan supports the Greater Sydney Region Plan and sets out a series of high-level directions divided into four themes of:

- **Infrastructure and Collaboration:** To provide a range of housing options in areas appropriately serviced by infrastructure, while preserving unique local character.
- **Liveability:** The housing needs and expectations of the City of Ryde community are met through the provision of a range of housing types including affordable housing.
- **Productivity:** Ensure the Ryde LGA is well-designed and planned to encourage new investment, local jobs and business opportunities in an environment of innovation, progression and economic growth.
- **Sustainability:** Protect, increase and enhance the City of Ryde's open space and recreation facilities to ensure residents of all ages and abilities can benefit.

The North District plan outlines a series of Priority Projects including Macquarie Park as a strategic centre for health and education in the eastern economic corridor.

# 3 Exhibited Rezoning Proposals

This section discusses the exhibited proposals of both stages.

## 3.1 Macquarie Park Stage 1 Rezoning Proposal

The Macquarie Park Stage 1 Rezoning Proposal, including master plan and proposed new planning controls was on exhibition from 9 November to 10 December 2023.

The Stage 1 rezoning proposal area includes:

- neighbourhood 2 – Waterloo Park (Butbut)
- neighbourhood 3 – Shrimptons Quarter (Waragal Birrung)
- the western portion of Neighbourhood 4 – Macquarie Living Station (Gari Nawi)
- a portion of land from Neighbourhood 6 – Wicks Road South (Garungul) has also been exhibited in the rezoning package to identify critical future open space.



Figure 4 Exhibited Master Plan Stage 1



The intended outcome envisages a reimagined commercial core around Macquarie Park Metro Station, the introduction of mixed use supported by new entertainment and cultural opportunities, new public open space and improved pedestrian and cycle links.



Figure 5 Render of exhibited Master Plan Stage 1

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## 3.2 Macquarie Park Stage 2 Rezoning Proposal

The Macquarie Park TOD Rezoning Proposal, including master plan and proposed new planning controls was on exhibition from 9 July to 23 August 2024.

The TOD rezoning proposal area includes:

- neighbourhood 1 - North Park - Ngalawala (Reciprocity)
- eastern portion of Neighbourhood 4 - Macquarie Living Station - Gari Nawi (Saltwater Canoe)
- neighbourhood 5 - Porters Creek - Buribigal (Morning)
- neighbourhood 6 - Wicks Road South - Garungul (Unbreakable)
- neighbourhood 7 - North Ryde Riverside - Narrami Badu Gumada (Connecting Water Spirit)



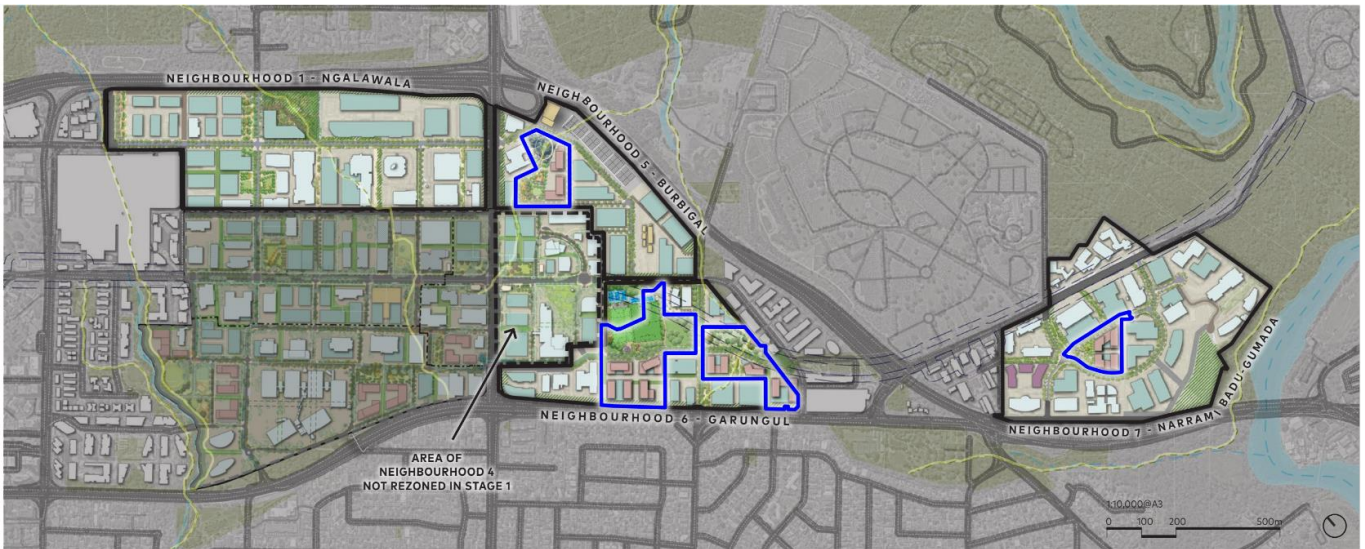


Figure 6 Exhibited Master Plan Stage 2 (Source: UDF)

The Stage 2 rezoning proposal builds on the vision set out in Place Strategy and Master Plan to guide renewal of the precinct. Additionally, in response to Sydney’s ongoing housing crisis, the masterplan has been adapted to prioritize addressing this issue. Consequently, the recent NSW Productivity and Equality Commission report’ Review of housing supply challenges and policy options for New South Wales (August 2024) has served as the primary strategic framework guiding the increase in density following the exhibition.



Figure 7 Exhibited render Stage 2 Metro Plaza (Source: UDF)

Housing is a key priority for the NSW Government and the TOD Program aims to tackle the current shortage of diverse and affordable homes in well-located areas, close to where people live and work and close to transport and other amenities.

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## 3.3 Exhibited Design Guide

The Design Guide was exhibited on both occasions and sets out built form and urban design objectives and provisions to ensure that proposed development in the Precinct will achieve high quality outcomes for built form, public domain, improve amenity and complement its surrounds.

The Design Guide acts as a supplementary document to the Ryde Development Control Plan 2014 (Ryde DCP 2014) which will continue to apply to the Precinct area. The Design Guide included the following sections:

- Desired Future Character
- Connecting with Country
- Streets and Landscape
- Buildings
- Environmental Management and Sustainability
- Public Art and Culture

## 4 Community Engagement









The Stage 1 Rezoning Proposal was publicly exhibited for the precinct on the NSW Planning Portal from 9 November to 10 December 2023. A total of 212 submissions were received during the exhibition period.

The Stage 2 TOD Rezoning Proposal was publicly exhibited on the NSW Planning Portal from 9 July to 23 August 2024. A total of 320 submissions were received during the exhibition period.

Consideration of the issues raised in submissions is presented in **Section 5** of this report. All submissions for Stage 1 and Stage 2 have been published on the Planning Portal. We would like to take this opportunity to thank the community and other key stakeholders for their ongoing interest, feedback, and support.

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

### 4.1 How we consulted

	Stage 1	Stage 2
	11,827 letters and postcards issued to landowners	1,272 letters issued to landowners
	800 emails to contacts who opted in for project updates	1,325 emails to contacts who opted in for project updates
	14 people attended 2 in-person community sessions	31 people attended 3 in-person community sessions
	82 people engaged via 2 online information sessions	121 people engaged via an online information session
	15,469 website visits via digital channels	20,624 website visits via digital channels
	79,003 ads displayed via targeted digital and social media advertising campaigns	519,820 ads displayed via targeted digital and social media advertising campaigns
	Advertisements in The Weekly Times, Australian Chinese Daily, Indian Link and Sydney Korean Herald; digital display panels in Macquarie Retail Centre	Advertisements in The Weekly Times, Australian Chinese Daily and Sydney Korean Herald
	One on one meetings with landowners and other key stakeholders	One on one meetings with landowners and other key stakeholders



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## 4.2 Who we heard from

	Stage 1	Stage 2
	200 submissions were from community members	291 submissions were from community members
	N/A	6 submissions were from community organisations
	9 submissions were from Government	15 submissions were from Government agencies
	3 submissions were from industry	8 submissions were from industry

# 5 Assessment of Key Issues

The Department has considered the issues raised in submissions during the Stage 1 and Stage 2 exhibitions and prepared revisions to the draft planning controls in response to submissions. The following key assessment issues have been identified:

1. Traffic and Transport
2. Infrastructure
3. Affordable Housing
4. Biodiversity
5. Residential in an Innovation Precinct
6. Further Expansion of Residential Uses
7. Build-to-Rent Housing within Macquarie Park
8. Lack of Support for Non-Office Commercial Uses
9. Flexibility of Exhibited Development Controls
10. Data Centres within the Commercial Centre
11. Amount of Open Space
12. Lack of Market Support for Non-Residential Uses
13. Increased Densities of Individual Sites
14. Contributions

Where necessary, further amendments to the exhibited planning framework have been introduced to address submission issues. These amendments form part of the Department's assessment.

## 5.1 Traffic and Transport

Submission points	Response
<ul style="list-style-type: none"> <li>• Submissions from the public raised concern that levels of road congestion are unacceptable, and that the road network cannot support the increased density (particularly residential).</li> <li>• Submissions from the public showed support for better active transport in the area including separated cycle lanes, raised pedestrian crossings, bus lanes on Waterloo Road, as well as pedestrian and rider priority at traffic signals.</li> <li>• Submissions from the public expressed desire for more public vehicular parking in the area and especially commuter parking for all TOD areas.</li> <li>• Submissions from the public raised issues with high density developments areas and the assumptions that less people own cars in apartments.</li> <li>• Submissions from the public requested additional bus lines and priority lanes for buses around the area, to get to the metro stations.</li> </ul>	<ul style="list-style-type: none"> <li>• The Department has taken an integrated approach to land use and transport by locating new homes within walking distance of public transport, amenities, parks and schools. The Transport Study recommends a multi-modal transport response to current and future transport needs. The Rezoning Proposal will:             <ul style="list-style-type: none"> <li>○ give people more travel choices to their destinations, with infrastructure improvements to facilitate more trips that can be made by walking, cycling and catching public transport services</li> <li>○ help reduce the reliance on car use especially for short local trips.</li> </ul> </li> <li>• TfNSW analysis undertaken for the Rezoning indicates that the road network will be able to accommodate future demand when partnered with measures such as the fine grain street network and public transport improvements.</li> <li>• All proposed increases to development capacity are in areas within walking distance from one or more Metro stations, as well as local buses.</li> <li>• Additionally, the Rezoning enables implementation of the new fine grain road network, based on the Ryde DCP, including new roads, through site links, additional street parking, access to break up the large lots. The fine grain road network will allow for efficient movement within the Precinct.</li> </ul>

## 5.2 Infrastructure

Submission points	Response
<ul style="list-style-type: none"> <li>Submissions from the public raised concerns with the lack of infrastructure to support the residential densities proposed.</li> <li>Council requested that additional schools be considered also due to the permissibility of Build-to-Rent housing over and above the Place Strategy's housing targets.</li> <li>Council raised concern there is an inadequate level of infrastructure to support intensification of development.</li> <li>Council raised concern that infrastructure demand projections have not taken into account Build-to Rent units.</li> <li>Submissions from the public noted insufficient public open space, too few playing fields/active open space, oversubscribed schools, a congested street network and an insufficient power grid.</li> <li>Submissions from the public showed strong desire for more amenities in the area, including outdoor dining and community facilities.</li> </ul>	<ul style="list-style-type: none"> <li>The Place Strategy was informed by the Strategic Infrastructure Services Assessment (SISA). The SISA sets out the framework for the coordination, prioritisation, timing and funding for infrastructure delivery to support the growth proposed.</li> <li>The Rezoning Proposal reflects a targeted approach whereby a limited number of sites have been identified for height and density increases where they are also able to provide for enhanced or new social infrastructure like community facilities, new public open spaces, new pedestrian links and new public streets.</li> <li>The Rezoning Proposal locates many of the initiatives identified in the SISA for the wider precinct: new streets, separated cycleways, a cycling bridge over Lane Cove Road, extensive new open spaces and district size park, sports fields and a 4-court indoor multipurpose community facility.</li> </ul> <p><b>Schools</b></p> <ul style="list-style-type: none"> <li>The Department of Education (DoE) has secured sites for the delivery of the new primary school within the Midtown development area and for a new primary school and high school in the Lachlan's Line development area.</li> <li>The Macquarie Park Education Campus around Lachlan's Line will provide a new 1,000 student primary school and 2,000 student high school to be completed in the near future.</li> <li>A project is underway for a new primary school in Midtown Macquarie Park to meet anticipated enrolment growth in the area.</li> <li>The school will accommodate around 750 students from Kindergarten to Year 6 and is anticipated to be completed during 2026.</li> </ul>



Submission points	Response
<ul style="list-style-type: none"> <li>Submissions from the public raised that infrastructure should be delivered ahead of new residential developments.</li> <li>Connect Macquarie Park Innovation District (CMPID) &amp; Macquarie University noted support for the proposals for social infrastructure such as green and blue infrastructure and the multipurpose indoor facility, and the use of Key Sites to deliver it.</li> <li>Landowners flagged concerns on the costs of delivering infrastructure through Key Sites incentives.</li> </ul>	<p><b>Infrastructure for BTR</b></p> <ul style="list-style-type: none"> <li>It is not yet clear what impact BTR will have on housing growth in Macquarie Park. Reviewing delivery of BTR homes and revisiting the SISA's conclusions may be required. Nevertheless, development contributions and affordable housing are required for BTR and contribute to the overall supply of infrastructure.</li> </ul>

## 5.3 Affordable Housing

Submission points	Response
<ul style="list-style-type: none"> <li>Member for Ryde supports the exhibited range of mandatory affordable housing contributions, and the intent for it to be held in perpetuity.</li> <li>Submissions from the public supported the affordable housing percentage of 10-15%, requesting even the higher end.</li> <li>Many submissions also identified the need for more affordable housing set aside and housing reserved for</li> </ul>	<ul style="list-style-type: none"> <li>The Department had suggested affordable housing contribution rates in the exhibition for Macquarie Park of between 5% and 10%, for Stage 1 and between 10% and 15% for the TOD Rezoning Proposal to be provided in perpetuity across all sites in the Precinct.</li> <li>During exhibition, concerns were raised about the rate at which affordable housing contributions are being enforced and whether they were feasible enough for development to occur.</li> <li>The Department has sought to strike a balance between the need for affordable homes in Greater Sydney and the feasibility barriers occurring to delivering market and affordable homes within the National Housing Accord period.</li> <li>In response to submissions, feasibility testing has been undertaken to determine evidence based affordable housing contribution rates within the Precinct.</li> </ul>

Submission points	Response
<p>nurses, police, paramedics, firefighters and teachers.</p> <ul style="list-style-type: none"> <li>Community organisations identified the dire need across the city for additional affordable housing, requesting beyond the 10-15% exhibited.</li> <li>Submissions from industry proposed that affordable housing within Build-to-Rent developments be able to be managed directly by the Build-to-Rent developers.</li> <li>Landowners requested a reduction in contributions, including affordable housing to enable project feasibility, referring to a reduction either in percentage or contributing for 15 years instead of in perpetuity.</li> </ul>	<ul style="list-style-type: none"> <li>As a result, a contribution rate of between 3% and 10% has been applied to key sites in the Rezoning Proposal.</li> <li>Key sites are required to deliver a higher rate linked to higher amount of uplift and have been feasibility tested. The following sites have been determined to deliver the higher rate of affordable housing contribution: <ul style="list-style-type: none"> <li>Key Site 9 – 4% / 3%</li> <li>Key Site 10 – 4%</li> <li>Key Site 11 – 4%</li> <li>Key Site 12 – 5%</li> <li>Key Site 1 – 5%</li> <li>Key Site 5 – 5%</li> <li>Key Site 6 – 10%</li> <li>Key Site 13 – 10%</li> </ul> </li> <li>The contribution will be administered through the Ryde LEP 2014.</li> <li>For all other land where residential development is not enabled by a rezoning, such as for Build-to-Rent development, the affordable housing contribution rate will be gradually introduced over several years. The Scheme sets out further information on the methods available to satisfy the affordable housing contribution requirement.</li> <li>The clause will include an Affordable Housing Contribution Scheme that allows Council or the consent authority to impose a condition of consent for development applications to collect an affordable housing contribution on floorspace in the form of homes with a minimum of 50 square metres and/or a monetary contribution equivalent to the floor space.</li> <li>All development that results in at least an additional 200 square metres of floorspace within the Rezoning Proposal will be required to pay contributions.</li> </ul>

## 5.4 Biodiversity

### 5.4.1 Biodiversity and Ecology

Submission points	Response
<ul style="list-style-type: none"> <li>Submissions from the public raised concerns about the impact of increased buildings and population densities on surrounding wildlife and ecology and use of natural resources.</li> <li>BCS made recommendations to further avoid biodiversity impacts and to include additional provisions in the Design Guide. Additionally, issues were raised with the scope of information provided within the Stage 1 Rezoning Vegetation Assessment to determine whether threatened species would be impacted and the need to maintain ecological conservation values of Lane Cove National Park.</li> <li>Member for Ryde raised environmental concerns triggered by large-scale developments, particularly in relation to water and waste management.</li> </ul>	<ul style="list-style-type: none"> <li>The Department consulted with the Secretary of the NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) under s. 3.25 of the EP&amp;A Act and considered feedback.</li> <li>The Rezoning Proposal has been well-informed by EcoLogical Australia's Stage 1 Vegetation Update (dated 30 May 2023) and the Biodiversity Assessment (dated 4 June 2024) and minimises the potential for impact on high and very high biodiversity constraint areas which are currently zoned for high density development.</li> <li>Provisions in the Design Guide will require more detailed biodiversity assessments to be undertaken on a site-by-site basis as development progresses, enabling a detailed understanding of specific biodiversity constraints and detailed design responses to mitigate impacts.</li> <li>The Rezoning Proposal does not limit the powers of the <i>Biodiversity Conservation Act 2016</i> including 'Part 7 Biodiversity assessment and approvals' which prevails over the EP&amp;A Act.</li> <li>The master plan does not rely on the Lane Cove National Park for immediate open space needs, rather it references the unique opportunities of the Precinct rezoning for residents and workers alike (refer to section 5.10). Updated water quality targets in the Design Guide exceed the existing Ryde DCP 2014 and are expected to improve the water quality and quantity in the Precinct including Shrimptons Creek.</li> <li>The Precinct has ambitious tree canopy targets, to be delivered both in the private and the public realm. This will improve shade, water retention, biodiversity, resilience, overall ecosystems and reduce heat island effect. Following consultation, the Department included additional requirements for tree canopy and deep soil targets in the Design Guide.</li> <li>The Rezoning introduces large new public open spaces, designing streets along principles of water sensitive urban design and expanding green and tree canopy coverage throughout the Precinct.</li> </ul>

Submission points	Response
	<ul style="list-style-type: none"> <li>The ecological condition of the Precinct will be improved as a result of the Rezoning including the riparian corridor along Shrimptons Creek applying lower height zones to reduce the extent of development allowable along the riparian corridor introducing a large public open space along the creek's edge.</li> <li>The Department is satisfied that biodiversity will be managed at the Development Application and State Significant Development Application stage under the existing legislative framework.</li> </ul>

### 5.4.2 Flooding

Submission points	Response
<ul style="list-style-type: none"> <li>DCCEEW raised concerns regarding flooding and recommended additional modelling be undertaken, noting that the master plan provides sufficient information to undertake further study.</li> </ul>	<ul style="list-style-type: none"> <li>The Rezoning has been guided by technical studies which show limited flooding along the above and underground creek lines through Macquarie Park.</li> <li>Areas of high flood risk, as identified from the Council's 2023 draft Flood Harmonisation Study, are limited to the main watercourses/overland flow paths which have been accounted for in the preparation of the indicative master plan to support the Rezoning including those access routes that may be compromised.</li> <li>Any future developments will need to provide both a flood assessment and stormwater management plan that complies with guidelines at development application stage.</li> </ul>

### 5.4.3 Bushfire

Submission points	Response
<ul style="list-style-type: none"> <li>RFS noted that while the majority of the Macquarie Park Precinct is surrounded by safer urban areas, concerns remain if the existing urban road network could facilitate access and egress for evacuation in the</li> </ul>	<ul style="list-style-type: none"> <li>The exhibited Transport Study includes an assessment of the impact of a worst-case scenario with peak hour traffic. In the event of a bush fire emergency, it would be reasonable to expect a reduction in through traffic generally in the area (from avoidance or diversions as part of an incident management response) which will also free up road capacity for traffic needing to exit the area.</li> <li>The Department reviewed considerations in neighbourhood 7 regarding landscaping risks for new developments and added provisions in the Design Guide to clarify the landscape and urban</li> </ul>



Submission points	Response
<p>event of a bushfire emergency.</p> <ul style="list-style-type: none"> <li>• RSF noted that the vegetation hazard in proximity to Neighbourhood 7 can support bushfires that could spread rapidly and consider landscaping that will not support or exacerbate bush fire from ember attack.</li> <li>• RFS recommended to consider moving any residential development in Neighbourhood 7 away from bushfire prone land.</li> </ul>	<p>interface and reinforce the objectives and provisions of the NSW RFS' publication Planning for Bushfire Protection (PBP).</p> <ul style="list-style-type: none"> <li>• While the Place Strategy targeted a higher number of homes in neighbourhood 7, the area is constrained by bushfire prone land and buffer land.</li> <li>• The Strategic Bushfire Study conducted a land use evaluation to consider the appropriateness of future land uses given the bushfire risk context, and the ability for future development to comply with requirements set out in the PBP.</li> <li>• The Department is satisfied that the rezoning locates the homes away from bushfire hazards and reduces density in the neighbourhood in response to the risks with further assessment to be conducted at DA stage.</li> </ul>

## 5.5 Residential development in an Innovation Precinct

Submission points	Response
<ul style="list-style-type: none"> <li>• Submissions raised with the impact of introducing mixed-use to an innovation precinct, in particular due to the displacement of existing businesses.</li> <li>• Submissions from industry identified that Macquarie Park has more housing opportunities within the master plan area than have been affected by the Rezoning.</li> <li>• Submissions from the public raised concerns with the impact of residential uses, including Build-to-Rent housing, on the</li> </ul>	<ul style="list-style-type: none"> <li>• The permissibility of residential land uses seeks to incentivise and enable renewal, including the delivery of infrastructure improvements to increase activation and vibrancy, elevating Macquarie Park's position as a successful innovation precinct.</li> <li>• The previous Place Strategy was approved in December 2022 and includes introducing homes in Macquarie Park as well as creating new open spaces, new streets and new through-site links across the area.</li> <li>• Additional commercial floor space is not required to support an expansion of employment in Macquarie Park as the existing planning framework maintains capacity for 100,000 jobs.</li> <li>• The intent of the previous Place Strategy, carried through to the current Rezoning Proposal, is to facilitate the continued evolution of Macquarie Park from a single-use business/technology park into a contemporary innovation precinct, enhancing its attractiveness as a business destination by improving the quality of place.</li> </ul>

Submission points	Response
<p>non-residential value of the innovation precinct.</p> <ul style="list-style-type: none"> <li>Some submissions from the public identified that the Precinct should remain solely commercial, while other submissions also their support for homes close to metro stations.</li> </ul>	<ul style="list-style-type: none"> <li>As the area is currently exclusively composed of commercial floor space, the Rezoning Proposal introduces residential uses to 'mix' with the existing non-residential floor space in order to create the Precinct intended by the previous Place Strategy.</li> </ul>

## 5.6 Further Expansion of Residential Uses

Submission points	Response
<ul style="list-style-type: none"> <li>landowners requested the expansion of residential permissibility to cover additional sites.</li> <li>Submissions from industry suggested greater heights and densities are required to offset the development contributions and proposes further density be considered around the Metro Station, and that all sites surrounding the Metro should be given equal uplift.</li> <li>Submissions from industry and landowners sought support for residential uses in innovation districts and to expand the permissibility of residential land uses to additional sites, due to their ability to contribute</li> </ul>	<ul style="list-style-type: none"> <li>The Rezoning Proposal maintains an overall housing capacity equal to that of the previous Place Strategy. Based on a review of each landowner proposal as well as the wider State Government priority of increasing housing in well-located areas across Sydney and NSW, post-exhibition changes resulted in additional homes by maximising the key sites and achieving an appropriate number of homes.</li> <li>Almost all sites within Macquarie Park would support a high-density housing outcome due to their proximity to one of the three metro stations. However, a number of these potential residential sites would require new streets, public open spaces and amenities that do not yet exist. Sites that provide these requirements within their development footprint have been selected to progressing this Rezoning Proposal in preference to other sites.</li> <li>The landowner proposals received for inclusion as residential development across Macquarie Park were considered against the methodology applied for the preparation of the master plan: <ul style="list-style-type: none"> <li>Residential permissibility was focused to neighbourhoods identified in the previously approved Place Strategy as being supportive of new housing.</li> </ul> </li> </ul>

Submission points	Response
<p>to housing supply within a public transport catchment.</p> <ul style="list-style-type: none"> <li>• Submissions from the public raised concerns about the high number of apartments being introduced in an already densely built-up and congested area.</li> <li>• Council's submission emphasises wanting to strike the right balance between residential development and commercial uses to grow the innovation precinct.</li> <li>• Landowners raised concerns with proposed arrangement of collaborating with neighbouring properties to trigger incentive FSR and HOB provisions.</li> <li>• Landowners raised concerns with the Minimum Site Area provisions to trigger incentive FSR and HOB provisions, where they apply.</li> <li>• Submissions from landowners noted their concerns that the indicative envelopes shown in the Urban Design Framework may be required to be delivered through planning controls.</li> <li>• Submissions from industry also raised concerns that minimum site areas could hinder residential redevelopment.</li> </ul>	<ul style="list-style-type: none"> <li>○ Preference to consolidate housing density within key sites that could also deliver required social infrastructure.</li> <li>○ Preference in areas that will provide the greatest level of amenity, including fronting the future public open spaces.</li> <li>○ Preference given to vacant, or sites occupied by existing low-rise buildings.</li> <li>○ Avoids adding significant incentives of sites that have an existing development approval or significantly progressed development application to avoid interrupting the ongoing evolution of Macquarie Park or incentivising the abandonment of commercial approvals.</li> </ul> <ul style="list-style-type: none"> <li>• Certain key sites were identified in the exhibited rezoning package as requiring 'Minimum Site Areas' to trigger incentive FSR and HOB provisions. This was intended to incentivise amalgamation or collaboration between landowners to deliver large public benefit outcomes, usually involving public open spaces that cross ownership boundaries.</li> <li>• The majority of affected landowners requested these provisions be deleted. The Department reviewed the provisions on each site independently with additional input provided by consulting urban design and economics teams, the Department's urban design team and the NSW State Design Review Panel (SDRP). The outcome of the analysis of each key site is as follows:</li> <li>• <b>Key Site Area 1</b> - The Rezoning Proposal sought to incentivise the collaboration between landowners to deliver one of two large new parks. Two landowner groups argued the minimum site area trigger should be removed due to feasibility concerns with one landowner group providing a third-party feasibility study which was deemed methodologically invalid. Given the importance that the park proposed for this site, a two-system approach to incentives was established; with and without amalgamation, both to deliver the park in full.</li> <li>• <b>Key Site Area 4</b> - The Rezoning Proposal sought to incentivise the owner of a large commercial site and adjoining petrol station to amalgamate. The landowner of the large commercial site provided information that indicated the lease options of the petrol station could prevent or significantly delay any</li> </ul>



Submission points	Response
	<p>development. On the basis of reasonable attempts at amalgamation being unsuccessful, the development of the larger site should not be prevented subject to deliver of the public park, and a two-system approach to incentives was established, with and without amalgamation.</p> <ul style="list-style-type: none"> <li>• <b>Key Site Area 5</b> - The Rezoning Proposal sought to incentivise landowners to collaborate to deliver an east-west street and public park. However, a late submission was received from one of the landowners advising of their intention not to develop their site for residential in the foreseeable future, impacting delivery of homes, the full park and street network. To deliver the park and the street network, the adjacent site was nominated for residential uplift subject to amalgamation.</li> <li>• <b>Key Site Area 8</b> – The Rezoning Proposal sought to incentivise landowners to collaborate to deliver a plaza and open space opposite from the metro exit. One of the sites where most of the open space is anticipated is constrained by the metro reserve which restricts developments above. Submissions raised that restrictive planning controls may delay redevelopment and given the importance of a public open space at this location, a two-system approach to incentives was established; with and without collaboration, to deliver the site.</li> </ul>

## 5.7 Build-to-rent Housing within Macquarie Park

Submission points	Response
<ul style="list-style-type: none"> <li>• Concerns were raised with build-to-rent Housing (BTR) being a permissible use within the E2 Commercial Centre land use zone in Macquarie Park.</li> <li>• CMPID and Macquarie University raised concerns about the prioritisation of new homes over the non-residential needs of an innovation district, particularly due to the ongoing</li> </ul>	<ul style="list-style-type: none"> <li>• BTR was introduced into the NSW Planning System in February 2021 and is controlled by State Environmental Planning Policy (Housing) 2021 [Housing SEPP]. The Housing SEPP makes BTR permissible in E2 Commercial Centre land use zones across New South Wales, including in Macquarie Park. The current Rezoning does not propose to introduce Build-to-Rent housing as a permissible use in Macquarie Park; it is already permissible via the Housing SEPP.</li> <li>• BTR is purpose-built rental housing held in single ownership and professionally managed. Allowing BTR housing in the E2 zone will</li> </ul>

Submission points	Response
<p>permissibility of BTR in E2 zoned land.</p> <ul style="list-style-type: none"> <li>• Macquarie University provided advice, through a study, on a methodology to quantify the economic cost when Build-to-Rent is developed instead of commercial development.</li> <li>• Council's submission opposed the Housing SEPP's permissibility of BTR housing in Macquarie Park, and raised concerns with its economic impact including due to displaced commercial tenancies and differences in commercial vs. residential rates.</li> <li>• –Council's submission raised concerns that the Housing SEPP provisions for BTR housing will be modified; where BTR could be subdivided and sold in future.</li> <li>• Member for Ryde raised concerns with the affordability of BTR housing.</li> </ul>	<p>support the viability of BTR housing as an emerging diverse housing type in typically well-located areas. This is consistent with Government policy to encourage residential development.</p> <ul style="list-style-type: none"> <li>• This Rezoning Proposal does not propose any location-specific changes to the way the Housing SEPP is applied; and as such tenure of BTR housing is not affected by the rezoning.</li> <li>• BTR housing with consent in the E2 zone does not necessarily mean that the use will be approved on any site. A development application must still be assessed on its merits by the relevant consent authority.</li> <li>• BTR housing is not able to be subdivided and sold; the Housing SEPP requires it to be held in single ownership in perpetuity.</li> <li>• The Rezoning Proposal did not propose any prohibition or reduction to the land to which the State-wide BTR housing provisions apply.</li> <li>• Consequently, the permissibility of BTR via the Housing SEPP will allow residential development to occur within the E2 Commercial Centre zones within the Macquarie Park TOD Precinct.</li> </ul>

## 5.8 Lack of Support for Commercial Uses

Submission points	Response
<ul style="list-style-type: none"> <li>• Submissions from the public raised concerns that the non-residential provision in the Rezoning Proposal only allows for office floor space, without providing for other innovation-related land uses such as incubators, lab buildings, and advanced manufacturing facilities.</li> <li>• CMPID advised that most enquiries received regarding investment attraction are for “clear span warehouses for high tech manufacturing, laboratory space and clean rooms for assembly lines.”</li> <li>• Connect MPID and Macquarie University recommend that Government directly support delivery of start-up space, affordable commercial space, research &amp; development labs, prototyping hubs, education space, coworking space and events spaces.</li> <li>• Council raised the need for additional controls to protect the range of employment lands currently in the precinct.</li> <li>• Submissions from the public noted that Macquarie Park should remain an employment precinct as a leader in many varied industries.</li> </ul>	<ul style="list-style-type: none"> <li>• The Rezoning Proposal directs the scale and quality of built form. While the existing and proposed planning frameworks allows for all land uses mentioned – office, incubators, lab buildings and manufacturing facilities – they are not able to set a fixed requirement for tenant type.</li> <li>• Almost all recent construction and development approvals within the Precinct have been for either a high-density office building or data centres. Neither the existing planning framework nor the proposed changes in the Rezoning Proposal prevent the development of other typologies.</li> <li>• The Design Guide establishes maximum floor plate sizes to control bulk and scale of built form. Maximum floor plate sizes for the tower components of non-residential buildings have been set generously to allow numerous tenant types to be supported in an office format, and the controls have also been set to apply only at high-rise building heights to continue to allow the development of very large floor plate mid-rise laboratory buildings.</li> <li>• The targeted approach whereby a limited number of sites have been identified for height and density increases allows the retention of planning controls suitable for innovative types of commercial buildings.</li> </ul>



## 5.9 Flexibility of Exhibited Development Controls

Submission points	Response
<ul style="list-style-type: none"> <li>Landowners sought clarity about the degree to which future streets, open spaces, building envelopes and building frontages are controlled by the LEP and Design Guide.</li> <li>Landowners and industry raised concerns with the prescriptiveness of controls that set the location of new streets and open space.</li> <li>Some submissions identified concerns that the indicative envelopes shown in the Urban Design Framework may be required to be delivered through planning controls.</li> <li>Landowners and industry raised concerns with the Minimum Site Area provisions to trigger incentive FSR and HOB provisions, where they apply.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed planning framework is intended to be flexible in many aspects, while being more prescriptive in others. Building line setbacks, building separation requirements and maximum floor plate sizes are listed in the Design Guide, however the specific shape, orientation and location of building envelopes are not fixed by either the Design Guide or the Ryde LEP 2014.</li> </ul> <p><b>Streets and roads</b></p> <ul style="list-style-type: none"> <li>Street locations, road reserve widths and indicative designs are set out in the Design Guide. The nature of these controls generally aligns with the format of the existing Ryde DCP.</li> <li>Proposed changes to the Ryde LEP 2014 Height of Building (HOB) map establish the location of some critical streets by limiting building heights within future road reserves to 1m, effectively disallowing structures in these areas.</li> <li>This includes the east-west streets that cross several lots, ensuring landowners do not need to directly collaborate for the full network to be delivered. Certain critical east-west street connections are also identified in the Land Reservation Acquisition map.</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>Open space locations and minimum sizes are fixed through clauses in Ryde LEP 2014, as well as HOB maps.</li> <li>Triggers for incentive provisions require minimum sizes of recreation areas in some areas, and building heights within areas intended for public open space are generally limited to 2-storeys.</li> <li>The prescriptive nature of the size and location of public open spaces is intentional: to ensure the project target of public open space being equivalent to 15% of total developable area is met (outside of Neighbourhood 7), and to avoid the relocation of public open spaces from boundaries adjoining public streets into more internalised and privatised outcomes.</li> <li>The indicative design character of key open spaces is also provided, with further controls added to the Design Guide to provide clarity around the Waterloo Road Corridor.</li> </ul>

Submission points	Response
	<p><b>Design variation</b></p> <ul style="list-style-type: none"> <li>Justifiable variations to development standards as well as Design Guide provisions remain available through normal development application processes.</li> </ul>

## 5.10 Data Centres within the Commercial Centre

Submission points	Response
<ul style="list-style-type: none"> <li>Some submissions nominated a desire to continue to develop new data centres within the E2 Commercial Centre land use zone.</li> <li>Council requested for a moratorium on all data centre developments, including active applications.</li> <li>Submissions from the public supported the prohibition of data centres in the E2 Commercial Centre zone with concerns raised due to their bulk, height, and resource consumption.</li> <li>Connect MPID and Macquarie University showed support for the proposal to prohibit Data Centres in the E2 Commercial Centre zone.</li> <li>Some landowners and industry submissions opposed to the prohibition of Data Centres in E2, detailing their importance to an innovation ecosystem.</li> </ul>	<p><b>Reason for prohibition</b></p> <ul style="list-style-type: none"> <li>Data Centres were proposed to be prohibited from the E2 Commercial Centre land use zone because of the poor contribution recent data centres have made to the quality of place in surrounding areas.</li> <li>The E2 Commercial Centre land use zone is limited to the centre of Macquarie Park, spreading out along either side of Waterloo Road between the suburb's metro stations.</li> <li>Local parks are proposed within this zone, as well as numerous changes aimed at improving the walkability of the street network, and so the prohibition is considered appropriate.</li> </ul> <p><b>Limitations of Data Centres building typology</b></p> <ul style="list-style-type: none"> <li>The data centres that have been constructed in Macquarie Park to date are generally fenced off from neighbouring public streets, with long extents of blank and service frontage along ground level and blank frontage across most, if not all, upper levels.</li> <li>The data centres in Macquarie Park are also understood to have relatively few on-site employees for floor space contained in the buildings.</li> <li>These place-outcomes do not align with the qualitative goals of the Place Strategy, and a decision was made to prohibit further data centre development, within the E2 Commercial Centre zone only.</li> <li>The prohibition was proposed with the support of City of Ryde Council.</li> </ul>

Submission points	Response
	<ul style="list-style-type: none"> <li>Many properties immediately outside the E2 Commercial Centre are zoned E3 Productivity Support, meaning data centres will continue to be permissible across a significant percentage of Macquarie Park outside the main spine.</li> <li>Large-scale data centres have been developed in Macquarie Park recently in the E3 zone, with several more applications under review, so it is not considered that the prohibition on future applications in the E2 zone will result in Macquarie Park being underprovided with data centres.</li> <li>The Department has enabled savings and transitional arrangements for existing Data Centre Development Applications in the E2 zone.</li> <li>Additionally, a data centre in Key Site Area 2 is under assessment.</li> <li>The E3 Productivity Support land use zone was therefore expanded in a post-exhibition change to this area.</li> <li>This will allow a portion of the site to be redeveloped to include the data centre, with the remainder of the site available to be redeveloped consistent with the exhibited Rezoning Proposal.</li> </ul>

## 5.11 Amount of Open Space

Submission points	Response
<ul style="list-style-type: none"> <li>Submissions from the public raised concerns that the proposed density levels were not supported by an adequate amount of public open space.</li> <li>Landowners raise concerns with the prescriptiveness of controls that set the location and size of public open spaces.</li> </ul>	<p><b>Target for open space</b></p> <ul style="list-style-type: none"> <li>The Stage 1 Rezoning Proposal set a project target that usable open space be equal to at least 15% of net developable area. The TOD Rezoning Proposal retained that target, although found it was unable to be achieved in Neighbourhood 7 due to the lack of appropriately unconstrained sites.</li> <li>The Rezoning Proposal enables delivery of up to 19 new or improved open spaces, totalling 14 hectares, and including 2 major parks over 2 hectares each.</li> <li>The Department is satisfied that the delivery of open space in the Rezoning Proposal is appropriate for the densities proposed.</li> </ul>



Submission points	Response
<ul style="list-style-type: none"> <li>Submissions from the public and community organisations showed support for the introduction of new open spaces in Macquarie Park.</li> <li>Submissions from the public and Council requested additional open space infrastructure funded by State Government across the precinct and the Local Government Area.</li> </ul>	

## 5.12 Lack of Market Support for Non-Residential Uses

Submission points	Response
<ul style="list-style-type: none"> <li>Submissions from most landowners sought high density homes over commercial development.</li> <li>Several landowners challenged the project methodology of selecting only certain sites for targeted planning changes.</li> <li>CMPID and Macquarie University recommended current higher commercial vacancy rates should not be the basis of strategic decisions, noting low vacancy rates over the longer term.</li> </ul>	<ul style="list-style-type: none"> <li>The Rezoning Proposal selected key sites within the Precinct as having greater development potential for residential uses than commercial based on detailed analysis and methodology set out in the Urban Design Framework.</li> <li>Selecting key sites with high density delivers efficient land use for the delivery of homes and supporting infrastructure.</li> <li>Impacts of current higher vacancies of non-residential development are acknowledged, though this is not considered sufficient validation to allow all sites to be converted to residential uses.</li> <li>The Department is satisfied that the appropriate balance of residential and commercial land uses has been achieved in the Macquarie Park TOD Precinct.</li> </ul>

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## 5.13 Increased Densities of Individual Sites

Submission points	Response
<ul style="list-style-type: none"><li>• Submissions from landowners generally advocated that for residential development to be feasible, it required additional uplift (FSR &amp; HOB) and a reduction in infrastructure or contributions.</li><li>• Landowners requested more mixed-use development.</li><li>• Requests were made by most landowners to increase floor space ratios, both within Key Sites as well as sites not nominated for a rezoning.</li><li>• Submissions from the public, Council and industry identified concerns that the level of density proposed represents ‘overdevelopment’.</li></ul>	<ul style="list-style-type: none"><li>• The floor space ratios identified in the Rezoning Proposal for Key Sites were informed by economic analysis. Where this level of density was considered appropriate to the intended design for the precinct, floor space ratios were set at or above this level.</li><li>• Economic feasibility testing directly informed the planning outcomes in the Rezoning Proposal, with further testing undertaken where landowners identified their financial modelling differed from the Department’s, to ensure that established outcomes were considered reasonable and enabled the future development of the land.</li></ul>

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## 5.14 Contributions

Submission points	Response
<ul style="list-style-type: none"><li>• Submissions from landowners requested clarification around contributions requirements for both local and State, and in some cases proposed reductions in the cost for infrastructure contributions</li></ul>	<ul style="list-style-type: none"><li>• In collaboration with Council, the Department exhibited an Infrastructure Delivery Plan (IDP) for the Macquarie Park Corridor.</li><li>• The IDP sets out the various types of infrastructure proposed to support Macquarie Park’s future development, and how that infrastructure is proposed to be delivered over time through various funding and delivery mechanisms.</li></ul>

Submission points	Response
<ul style="list-style-type: none"> <li>• Several landowners also enquired about the relationship between the existing contribution plan and the proposed section 7.12 Local Infrastructure Contributions Plan for planning agreements.</li> <li>• Submissions from the public raised concerns about the delivery of infrastructure, mainly enquiring about who will pay and deliver parks and community facilities.</li> <li>• Submissions from the public also requested additional infrastructure through contributions and for Government to invest in infrastructure.</li> <li>• Urban Taskforce suggested greater heights and densities are required to offset the development contributions.</li> <li>• Landowners raised concerns with the extent of developer contributions impacting project feasibility.</li> </ul>	<p><b>Local Infrastructure Contributions</b></p> <ul style="list-style-type: none"> <li>• The Department, in collaboration with Council, has prepared a new local infrastructure contributions plan for the Macquarie Park Corridor.</li> <li>• The new plan is a section 7.12 local infrastructure contributions plan with a 4% levy rate proposed on residential accommodation or mixed-use development including residential accommodation. For all other development, a 1.5% levy rate is proposed.</li> <li>• The section 7.12 plan seeks to fund the delivery of identified local infrastructure items, such as parks, community facilities, local roads, footpaths, stormwater drainage and traffic management.</li> <li>• The proposed amendments to the <i>Environmental Planning and Assessment Regulation 2021 (Regulation)</i> to introduce the higher levy rates can only be imposed by Council as a condition of development consent once the section 7.12 plan has been exhibited and finalised.</li> </ul> <p><b>State Infrastructure Contributions</b></p> <ul style="list-style-type: none"> <li>• The Housing and Productivity Contribution (HPC) is a broad-based charge to help fund the delivery of infrastructure in high-growth areas. It applies in the Greater Sydney, Illawarra Shoalhaven, Lower Hunter and Central Coast regions. Contributions collected help to deliver essential State infrastructure such as schools, hospitals, major roads, public transport infrastructure and regional open space.</li> <li>• The HPC applies to development applications for new residential, commercial and industrial development (including complying development and state significant development).</li> <li>• Expenditure will be prioritised each year through the development of Infrastructure Opportunities Plans prepared by Urban Development Program Committees. Funds will also be provided to support councils to deliver regionally scaled infrastructure that supports housing and productivity.</li> <li>• The HPC is separate to the contributions that developers pay to councils for local infrastructure, such as local roads, drainage and local open space. It is in addition to any local contributions payable under section 7.11 and 7.12 contributions plans.</li> </ul>

Submission points	Response
	<ul style="list-style-type: none"> <li>Development in the Precinct will be required to pay a Housing and Productivity Contribution which funds State and regional infrastructure in greater Sydney. The NSW Government has committed \$520 million from the Housing and Productivity Fund to be spent on infrastructure in the TOD Accelerated Precincts.</li> </ul>



# 6 Post-Exhibition Amendments

In response to the issues raised by the community, landowners and other stakeholders', further refinements to aspects of the plan and additional testing were conducted by the Department. This has resulted in several refinements to the Rezoning Proposal.

## 6.1 Environmental Planning Instrument

Below is a summary of the changes to the exhibited controls for key sites identified within the Precinct that have capability for additional uplift.

### 6.1.1 Key Site 1 (6-8 Byfield Street, 4 Byfield Street, 2 Byfield Street, 10 Lyonpark Road, 6-8 Lyonpark Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"><li>Planning controls:<ul style="list-style-type: none"><li>Zone: MU1 Mixed Use</li><li>FSR: 3.3:1</li><li>Non-residential FSR 0.15:1</li><li>HOB: 190m</li></ul></li></ul>	<ul style="list-style-type: none"><li>Planning controls:<ul style="list-style-type: none"><li>FSR: 3.8:1 (entire Key Site)</li><li>FSR: 3.3:1 (separate developments)</li></ul></li><li>Changes:<ul style="list-style-type: none"><li>Provide flexibility for an increased incentive FSR of 3.8:1 to encourage development of whole Key Site Area, or FSR of 3.3:1 if the sites are developed separately (UDF sites WB1 and WB11-14)</li><li>Remove the road requirements on the northern portion of the site.</li><li>Flexibility on water recycling facility requirements.</li></ul></li></ul>
Public Benefits	
<ul style="list-style-type: none"><li>Affordable Housing Contribution<ul style="list-style-type: none"><li>Levy rate: 5%</li></ul></li><li>Infrastructure to be delivered<ul style="list-style-type: none"><li>Dedication of 23,975sqm of open space, complete with courts, shaded play areas with informal and formal equipment, fitness station, benches, BBQ sheltered terrace areas and bicycle parking.</li><li>Cycling/pedestrian crossing points in association with improved connectivity via a proposed future bridge across Shrimptons Creek to the existing Wilga Park.</li><li>Publicly available connections through sites and an improved pedestrian and cycle network.</li></ul></li></ul>	

## 6.1.2 Key Site 2 (1-5 Khartoum Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone: E2 Commercial Core</li> <li>FSR: 4:1</li> <li>HOB: 130m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone: E2 Commercial Core/E3 Productivity Support (northern portion)</li> <li>FSR: 4.1 on E2 portion; 3:1 on E3 portion</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>Affordable Housing Contribution <ul style="list-style-type: none"> <li>BTR Levy rate: 3%</li> </ul> </li> <li>Infrastructure to be delivered <ul style="list-style-type: none"> <li>Dedication of 7,310sqm of open space, complete with outdoor eating facilities, benches, shelters, kiosk facility and bicycle parking.</li> <li>Publicly available connections through sites and improved links to public transport hubs.</li> </ul> </li> </ul>	

## 6.1.3 Key Site 3 (44-50 Waterloo Road)

Exhibited Controls	Post-exhibition amendments
<p>Key Site 3 – 44-50 Waterloo Road</p> <ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 4:1</li> <li>HOB: 110m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 4:1 if 5,300sqm community facility provided; 3.5:1 if community facility not provided.</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Community facility not inclusive in FSR calculation.</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>Affordable Housing Contribution <ul style="list-style-type: none"> <li>BTR Levy rate: 3%</li> </ul> </li> <li>Infrastructure to be delivered <ul style="list-style-type: none"> <li>Dedication of 5,300sqm of floor space for the purposes of a community facility, complete with large multi-purpose spaces.</li> <li>Dedication of 7,310sqm of open space, complete with integrated and emphasised Woven Way references, park benches and bicycle parking.</li> <li>Publicly available connections through sites and an improved pedestrian and cycle network.</li> </ul> </li> </ul>	

### 6.1.4 Key Site 4 (35-41 Waterloo Road, 404 Lane Cove Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 5:1</li> <li>HOB: 150m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 5:1 (entire Key Site)</li> <li>FSR 4.5:1 and 2:1 (developed independently)</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Should redevelopment include both sites, FSR is set at 5:1, or if developed independently, incentive FSR is reduced to 4.5:1 for 35 Waterloo Road and 3:1 for 404 Lane Cove Rd.</li> <li>Flexibility in the location of open space to enable flexibility in pedestrian movement opportunities.</li> </ul> </li> </ul>
Public Benefit	
<ul style="list-style-type: none"> <li>Affordable Housing Contribution <ul style="list-style-type: none"> <li>BTR Levy rate: 3%</li> </ul> </li> <li>Infrastructure to be delivered <ul style="list-style-type: none"> <li>Dedication of 3,260sqm of open space, complete with park benches and sheltered bicycle parking.</li> <li>Publicly available connections through sites and an improved pedestrian and cycle network.</li> </ul> </li> </ul>	

### 6.1.5 Key Site 5 (89-91 Epping Road, 6 Giffnock Avenue)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 3.3:1</li> <li>Non-residential FSR 0.15:1/ 2:1</li> <li>HOB: 130m/110m</li> <li>Affordable Housing rate 10%</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 3.2:1</li> <li>Non-residential FSR 0.15:1 / 1.7:1</li> <li>HOB: 130m</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Reduce Affordable Housing rate from 10% to 5%</li> <li>Remove 14 Giffnock Ave from the key site.</li> <li>Include 6 Giffnock Ave with incentive FSR and height controls</li> <li>Include non-residential FSR requirements of 0.25:1 on 89-91 Epping Road and 1.7:1 on 6 Giffnock Ave.</li> <li>Requirement for 100sqm of the site area for the purpose of road infrastructure</li> </ul> </li> </ul>

Public Benefits
<ul style="list-style-type: none"> <li>• Affordable Housing contribution: <ul style="list-style-type: none"> <li>- Levy rate: 5%</li> </ul> </li> <li>• Infrastructure to be delivered: <ul style="list-style-type: none"> <li>- Dedication of 5,380sqm of open space, complete with outdoor eating facilities, sheltered terrace areas, park benches and bicycle parking.</li> <li>- Dedication of 100sqm for the purposes of road infrastructure.</li> <li>-</li> </ul> </li> </ul>

## 6.1.6 Key Site 6 (384-392 Lane Cove Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>- Zone: MU1 Mixed Use</li> <li>- FSR: 3.3:1</li> <li>- HOB: 110m</li> <li>- Affordable Housing requirement from 5%</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>- Zone: MU1 Mixed Use/E2 Commercial Core</li> <li>- FSR: 4.75:1</li> <li>- Non-residential FSR 0.2:1</li> <li>- HOB: 130m</li> </ul> </li> <li>• Changes: <ul style="list-style-type: none"> <li>- Adjust MU1 zoning to excise existing serviced apartment building.</li> <li>- Increase of 340sqm for open space, reflecting infrastructure required to support additional density being delivered by the site.</li> <li>- Reduce non-residential FSR requirements to 0.2:1.</li> <li>- Increase Affordable Housing requirement from 5% to 10%.</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>• Affordable Housing contribution: <ul style="list-style-type: none"> <li>- Levy rate: 10%</li> </ul> </li> <li>• Infrastructure to be delivered: <ul style="list-style-type: none"> <li>- Dedication of 3,025sqm of open space, complete with integrated and emphasised Woven Way references, park benches and bicycle parking.</li> <li>- Dedication of 1,000sqm for the purposes of road infrastructure.</li> <li>- Publicly available access through sites and an improved pedestrian and interface with cycle network.</li> </ul> </li> </ul>	



### 6.1.7 Key Site 7 (269 Lane Cove Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 4.1:1</li> <li>HOB: 110m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Changes: <ul style="list-style-type: none"> <li>Exhibited as Key Site 8. Key Site 7 &amp; 8 swapped labels at finalisation.</li> <li>Adjust requirements for land and infrastructure dedication</li> <li>Removal of restrictive height zone around metro plaza to allow greater design flexibility of how the space is delivered.</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>Affordable Housing contribution: <ul style="list-style-type: none"> <li>BTR Levy rate: 3%</li> </ul> </li> <li>Infrastructure to be delivered: <ul style="list-style-type: none"> <li>Dedication of 1,175sqm of open space, complete with park benches and sheltered bicycle parking.</li> <li>Dedication of 500sqm for the purposes of road infrastructure.</li> <li>Publicly available access through sites and an improved pedestrian and cycle network.</li> </ul> </li> </ul>	

### 6.1.8 Key Site 8 (275-277 Lane Cove Road, 33 Waterloo Road, 2 Eden Park Drive)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 5:1</li> <li>HOB: 150m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Exhibited as Key Site 7. Key Site 7 &amp; 8 swapped labels at finalisation.</li> <li>FSR: 5:1 and 3:1</li> <li>HOB: 150m and 65m</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Should redevelopment include both sites, additional height and density is available as to incentivise the delivery of the open space. Alternatively, existing controls of HOB 65m and FSR 3:1 will remain in force</li> <li>Correction in required land and infrastructure for dedication.</li> <li>Removal of restrictive height zone around metro plaza to allow greater design flexibility of how the space is delivered.</li> </ul> </li> </ul>

Public Benefits
<ul style="list-style-type: none"> <li>• Affordable Housing contribution: <ul style="list-style-type: none"> <li>- BTR Levy rate: 3%</li> </ul> </li> <li>• Infrastructure to be delivered: <ul style="list-style-type: none"> <li>- Dedication of 3,690sqm of open space, complete with integrated and emphasised Woven Way references, park benches and sheltered bicycle parking.</li> <li>- Publicly available access through sites and an improved pedestrian and cycle network.</li> </ul> </li> </ul>

### 6.1.9 Key Site 9 (1 Talavera Road, 3 Talavera Road, part of 5 Talavera Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>- E3 Productivity Support</li> <li>- Additional permitted use: Shop top housing</li> <li>- FSR: 2:1</li> <li>- HOB: 125m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>- Zone: MU1 Mixed Use</li> <li>- FSR: 3.2:1 (entire Key Site); 2.7:1, 1.5:1</li> <li>- Non-residential FSR 0.15:1</li> <li>- HOB: 190m and 45m</li> </ul> </li> <li>• Changes: <ul style="list-style-type: none"> <li>- Two additional sites included in Key Site 9</li> <li>- Three development options are established on this site: reduce incentive FSR to 2.7:1 for 3 and 5 Talavera Road developing together (UDF reference BU2b and BU4a) and reduce to 1.5:1 and HOB 45m if 1 Talavera Road develops independently (BU4b).</li> <li>- Requirement for Affordable Housing introduced with rezoning</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>• Affordable Housing contribution: <ul style="list-style-type: none"> <li>- Levy rate: 4% if BU2b and BU4a are developed together, and 3% for site BU4b if the site is developed independently.</li> </ul> </li> <li>• Infrastructure to be delivered: <ul style="list-style-type: none"> <li>- Dedication of 12,825sqm of open space (expanded existing private open space), complete with integrated and emphasised Woven Way references, shared path connection between existing and new open space, lawn space for formal and informal events, shelters, gathering spaces and bicycle parking at arrival nodes.</li> </ul> </li> </ul>	

### 6.1.10 Key Site 10 (144 Wicks Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone: MU1 Mixed Use</li> <li>Affordable housing requirement: 10-15%</li> <li>FSR: 3:1</li> <li>Non-residential FSR 0.3:1</li> <li>HOB: 190m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>AH requirement: 4%</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Based on a further review of economic feasibility, affordable housing contribution reduced to 4% to allow delivery of affordable housing alongside open space and road requirements.</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>Affordable Housing contribution: <ul style="list-style-type: none"> <li>Levy rate: 4%</li> </ul> </li> <li>Infrastructure to be delivered: <ul style="list-style-type: none"> <li>Dedication of: <ul style="list-style-type: none"> <li>28,100 sqm of open space (contributing to an overall open space area of 43,680sqm)</li> <li>completed with sports fields with spectator facilities</li> <li>multi sports space (5 courts with seating)</li> <li>shaded play areas with formal and informal equipment,</li> <li>park benches and shaded bicycle parking entry nodes around each sports facility</li> </ul> </li> <li>Publicly available access through sites and an improved pedestrian and cycle network along Talavera Road.</li> </ul> </li> </ul>	

### 6.1.11 Key Site 11 (111 Wicks Road, 113 Wicks Road, 115-117 Wicks Road, 29 Epping Rd, 31-35 Epping Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone: MU1 Mixed Use</li> <li>Affordable housing requirement: 10-15%</li> <li>FSR: 5:1</li> <li>Non-residential FSR 0.3:1</li> <li>HOB: 190m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Based on a further review of economic feasibility, affordable housing contribution reduced to 4% to allow delivery of affordable housing alongside open space and road requirements.</li> </ul> </li> </ul>

Public Benefits
<ul style="list-style-type: none"> <li>• Affordable Housing contribution: <ul style="list-style-type: none"> <li>- Levy rate: 4%</li> </ul> </li> <li>• Infrastructure to be delivered: <ul style="list-style-type: none"> <li>- Dedication of 9,700sqm of open space, complete with integrated and emphasised Woven Way references, shaded play areas with formal and informal equipment, park benches, picnic shelters, BBQ sheltered terrace areas and sheltered bicycle parking.</li> <li>- Publicly available access through sites and an improved pedestrian and cycle network along Talavera Road.</li> </ul> </li> </ul>

### 6.1.12 Key Site 12 (part of 5-11 Julius Avenue)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>- Zone: E3 Productivity Support</li> <li>- Additional permitted use: Shop top housing</li> <li>- FSR: 2.5:1</li> <li>- HOB: 45m</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>- Zone: MU1 Mixed Use</li> <li>- FSR: 3:1</li> <li>- Non-residential FSR 0.25:1</li> <li>- HOB: 95m</li> </ul> </li> <li>• Changes: <ul style="list-style-type: none"> <li>- New key site area</li> <li>- Requirement of 5% Affordable Housing</li> <li>- Include a minimum non-residential FSR</li> <li>- Dedication of 3,000sqm of open space</li> <li>- Solar protection required on the new open space.</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>• Affordable Housing contribution: <ul style="list-style-type: none"> <li>- Levy rate: 5%</li> </ul> </li> <li>• Infrastructure to be delivered: <ul style="list-style-type: none"> <li>- Dedication of 3,000sqm of open space, complete with shaded play area with formal and informal equipment, hardscape and softscape spaces for formal and informal gathering events, park benches, picnic shelters, BBQ sheltered terrace areas and sheltered bicycle parking</li> </ul> </li> </ul>	



### 6.1.13 Key Site 13 (part of 1 Rivett Road)

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone E2 Commercial Centre Support (existing)</li> <li>FSR: 2.5:1 (existing)</li> <li>HOB: 45m (existing)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone: MU1 Mixed Use</li> <li>FSR: 4:1</li> <li>Non-residential FSR 0.25:1</li> <li>HOB: 95m</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>New key site area</li> <li>Requirement of 10% Affordable Housing</li> <li>Include a minimum non-residential FSR and 1,500sqm of the site area dedicated for recreation area.</li> <li>Solar protection required on the new open space.</li> </ul> </li> </ul>
Public Benefits	
<ul style="list-style-type: none"> <li>Affordable Housing contribution: <ul style="list-style-type: none"> <li>Levy rate: 10%</li> </ul> </li> <li>Infrastructure to be delivered: <ul style="list-style-type: none"> <li>Dedication of 1,500sqm of open space, complete with park benches, picnic shelters, BBQ sheltered terrace areas and sheltered bicycle parking.</li> </ul> </li> </ul>	

## 6.2 Post-Exhibition changes to other sites

Exhibited Controls	Post-exhibition amendments
<b>396 Lane Cove Road</b> <ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 3:1 (existing)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 3:1/5:1</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>FSR adjusted on a portion of the site to be consistent with urban design principles of the Rezoning Proposal and align with existing concept plan on the site.</li> </ul> </li> </ul>
<b>1-5 Thomas Holt Drive</b> <ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>HOB: 65m (existing)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>HOB: 65m/110m</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Increase height on part of the site to encourage dedication of existing private open space.</li> </ul> </li> </ul>
<b>65 Epping Road</b> <ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone: E3 Productivity Support (existing)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>Zone: E2 Commercial Core</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Expansion of Land Reservation Acquisition zone across one site to account for limited value of residual land and to allow for future design detail of road reserve.</li> </ul> </li> </ul>
<b>3 Halifax Street -Part of the North Ryde Urban Activation Precinct in Lachlan's Line</b> <ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 3.5:1 (concept DA: 8.05:1)</li> <li>HOB: 75m (concept DA: 95m)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>FSR: 12.36:1</li> <li>HOB: 150m</li> </ul> </li> <li>Changes: <ul style="list-style-type: none"> <li>Include a local provision in the LEP that increases density for additional homes, where open space requirements (3,000sqm) and affordable housing contribution (850sqm) are delivered.</li> </ul> </li> </ul>

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## 6.3 Additional changes

Post-exhibition amendments
<b>Movement Network</b> <ul style="list-style-type: none"><li>• Adjustments and realignment at Drake Avenue:<ul style="list-style-type: none"><li>- change in movement network on Drake Avenue through Neighbourhood 1 and 4 enabling pedestrian and cycling network only to Lane Cove Rd intersection.</li><li>- relocation of the restrictive height zone along the eastern extension of Drake Avenue through Neighbourhoods 4 and 6 to be centred on adjoining lots, rather than oriented to one side. This is in order for the street and associated cycling bridge to be delivered regardless of which sites redevelop first.</li></ul></li><li>• Adjustments to road alignments to ensure consistency reflected in the land acquisition and dedication mapping and Design Guide.</li></ul>
<b>Design Excellence</b> <ul style="list-style-type: none"><li>• Removal of certain sites from Design Excellence Map as to focus design excellence on sites supporting new open space infrastructure and adjacent sites directly fronting the open space.</li></ul>
<b>Precinct Boundary</b> <ul style="list-style-type: none"><li>• Adjustments to the Precinct boundaries to excise a portion of land that was previously transferred to National Parks NSW and a portion of land that forms part of the motorway reserve.</li></ul>
<b>Additional Permitted Uses</b> <ul style="list-style-type: none"><li>• Include in the Additional Permitted Uses (APU) map areas that are being rezoned from E2 Commercial Centre to E3 Productivity Support to reflect sites previously shown on the Key Sites Map to ensure consistency across the Precinct.</li></ul>

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## 6.4 Design Guide

### 6.4.1 Post-exhibition amendments

The following amendments have been made to the Design Guide post-exhibition:

Section	Amendment
Section 3.3 Waterloo Road Corridor	<ul style="list-style-type: none"><li>Additional objectives and provisions concerning Waterloo Road Corridor Guidance</li></ul>
Section 4.3 Open Space Network and 5.1 Site Planning	<ul style="list-style-type: none"><li>Additional objectives and provisions addressing bushfire protection and impacts</li></ul>
Section 5.1 Site Planning	<ul style="list-style-type: none"><li>Additional objectives and provisions addressing noise and vibration pollutants and impacts</li></ul>
Section 5.4 Building Frontages	<ul style="list-style-type: none"><li>Consolidation of Active Street Frontage provisions into Design Guide under Contributory Frontages, and additional guidance made explicit about the flexibility of their location and the support of office premises and 'SOHOs' as part of ground floor frontages</li></ul>
Section 6.1 Climate Risk and Resilience	<ul style="list-style-type: none"><li>Additional provision to improve climate risk and resilience</li></ul>
Section 6.4 Water Quality, Flooding and Stormwater	<ul style="list-style-type: none"><li>Increased Water Quality Targets to improve stormwater quality flowing into waterways and introduce Sustainability Rating Targets</li></ul>
Section 6.5 Canopy Coverage and Biodiversity	<ul style="list-style-type: none"><li>Additional objectives and provisions from the project-specific Sustainability Framework and Climate Adaptation Plan and expanded Tree Canopy, Deep Soil and Tree Planting Controls</li></ul>
Section 6.6 Smart Places	<ul style="list-style-type: none"><li>Additional 'Smart Places' guidance</li></ul>



## 6.5 Post Exhibition Changes to Master Plan

Post exhibition changes above have been incorporated in the Urban Design Framework and the Design Guide accompanying this finalisation report.

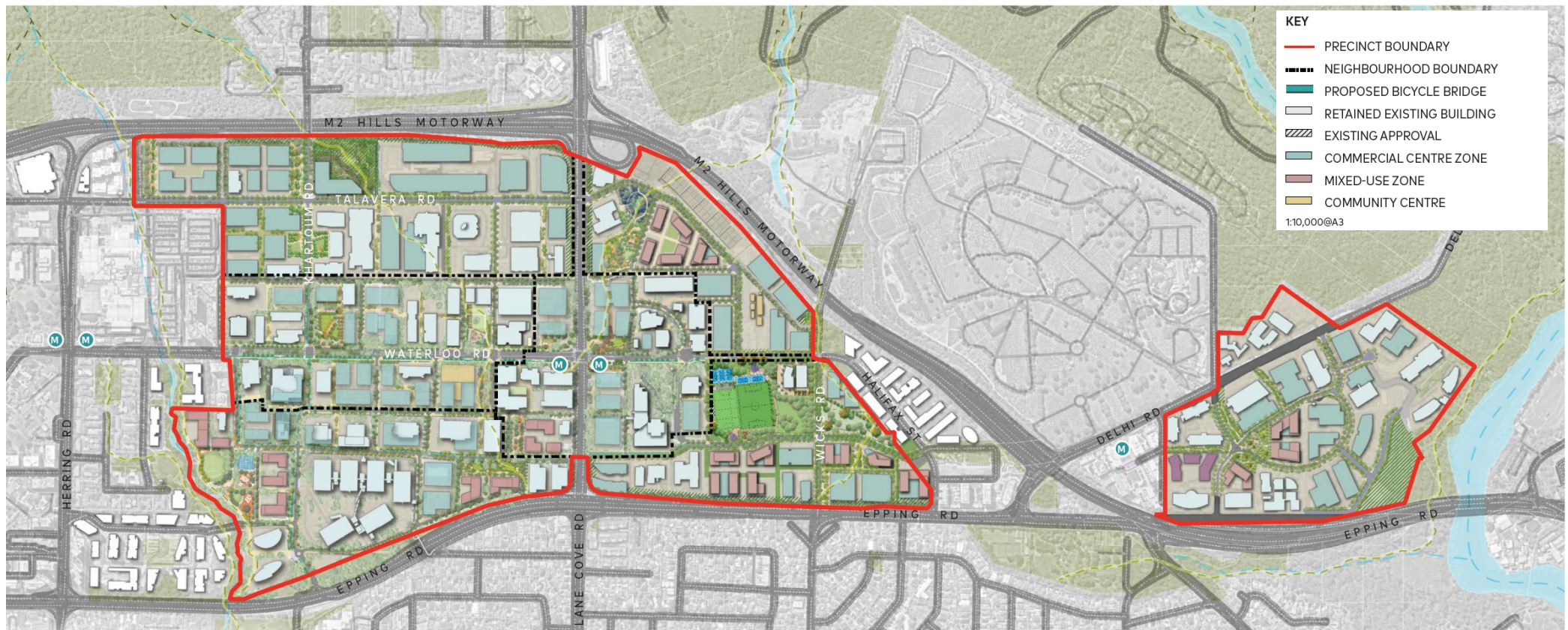
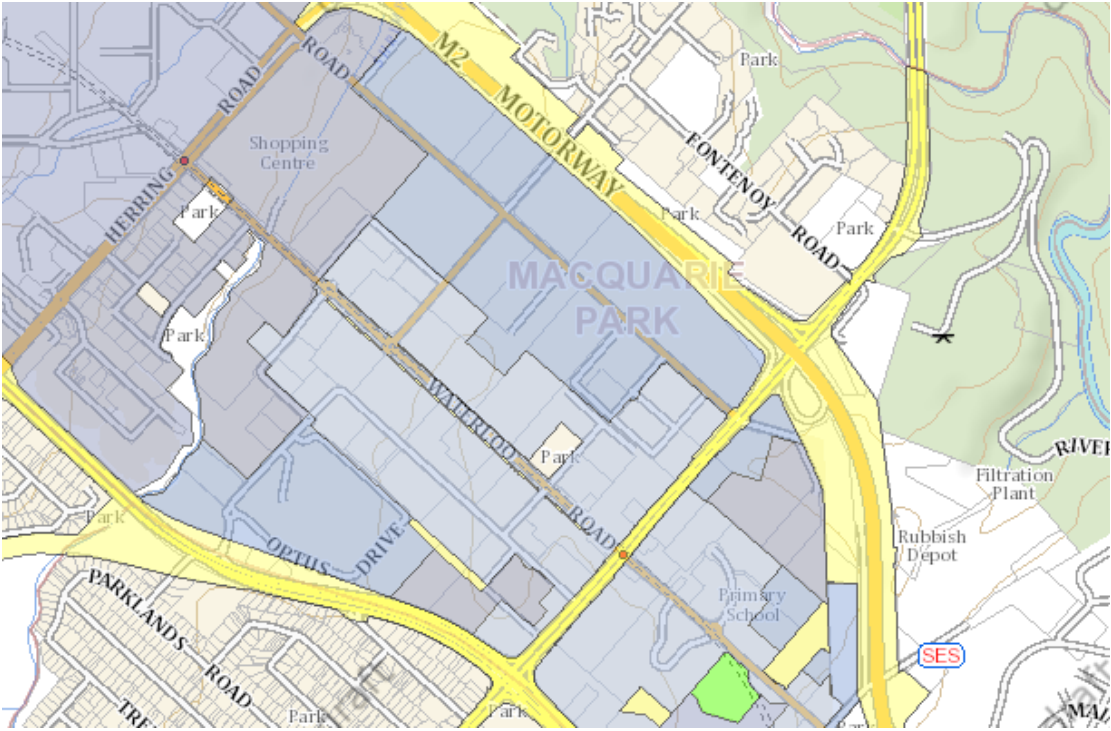


Figure 8 Macquarie Park Precinct Master Plan (Source: AJC Architects)

# 7 Amendments to the Planning Framework

To facilitate the amended proposal the following outlines the amendments to Ryde LEP 2014 and other supporting SEPPs to give effect to precinct's rezoning and provide development controls that support future development. These amendments will be given effect to through a self-repealing and amending SEPP.

## 7.1 Ryde Local Environmental Plan 2014

Provision	Intended outcome
Land use zoning	<p>Rezone land as MU1 Mixed Use, E2 Commercial Centre, E3 Productivity Support, SP2 Infrastructure (Local Road) and RE1 Public Recreation.</p>  <p>Figure 9: Proposed Ryde Local Environmental Plan 2014 Land Zoning Map</p>



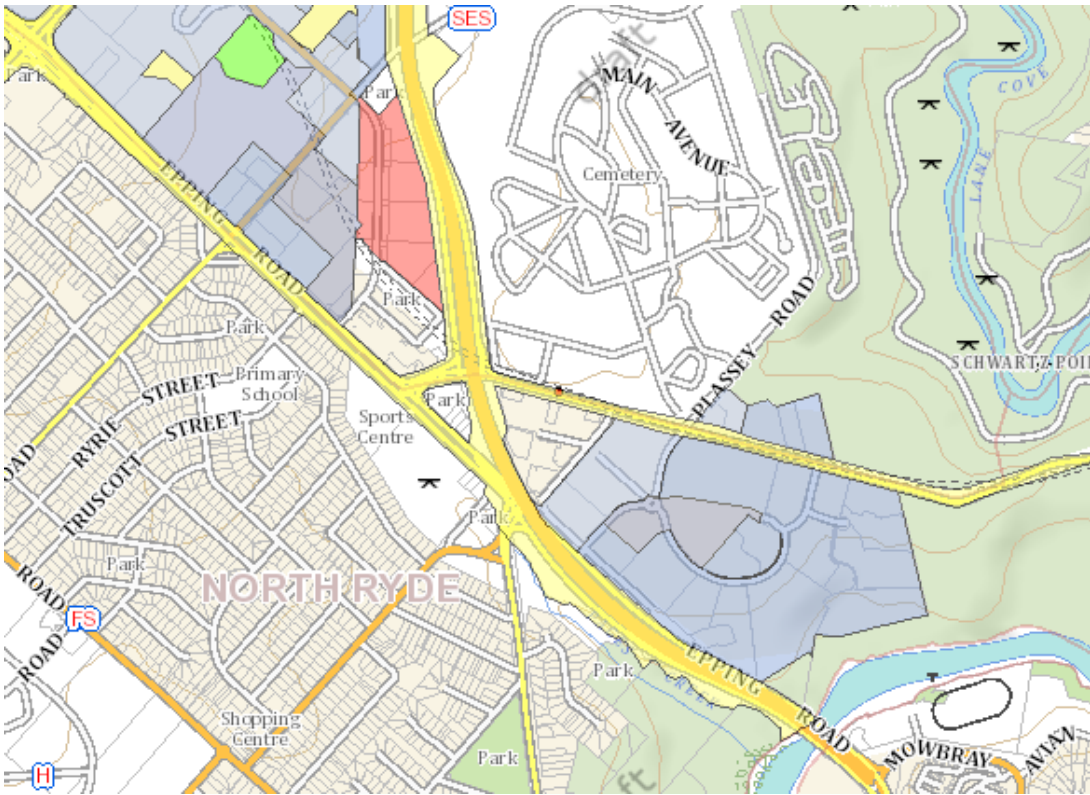

Provision	Intended outcome
	 <p>The map displays the North Ryde area with various land use zones. A red shaded region is located near the top center, adjacent to Main Avenue and Ryrie Street. A yellow shaded region runs along the bottom right, following Mowbray Avenue. Other features include a Cemetery, a Primary School, a Sports Centre, and a Shopping Centre. The text 'NORTH RYDE' is prominently displayed in the center of the map.</p>

Figure 10: Proposed Ryde Local Environmental Plan 2014 Land Zoning Map

Provision	Intended outcome
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Height of  
Building

Base Height of building. Introduce a height of 1m to reflect the future fine grain road network and a height of 9.5m to reflect the open space network.

 **Ryde Local Environmental Plan 2014**


**Height of Buildings Map - Sheet HOB\_004**


**Maximum Building Height (m)**


A1	0	0.1	26
A2	1	0.2	27.5
B	9.5	0.3	30
C	10	0.4	30.5
D	10.5	0.5	31
E	12	0.6	32.5
F	12.5	0.7	33
G	13	0.8	34.5
H	14	0.9	35
I	15	1.0	37
J	15.5	1.1	38
K	16	1.2	39
L	16.5	1.3	40
M	17	1.4	41
N	17.5	1.5	42
O	18	1.6	43
P	18.5	1.7	44
Q	19	1.8	45
R	20	1.9	46
S	21	2.0	47
T	22	2.1	48
U	23	2.2	49
V	24	2.3	50


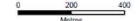
**Maximum Building Height (RL (m))**

7	42
14.8	47.75
16	48
24	49
25	50
33	51
39	52
42	53

 Refer to Clause 4.34(1)

 Catchment 16/10/2014 © Spatial Services



Projection: GDA 1984  
Scale: 1:10,000 @ A2  
Map Identification Number: 0161\_0161\_0161\_0161\_0161\_0161

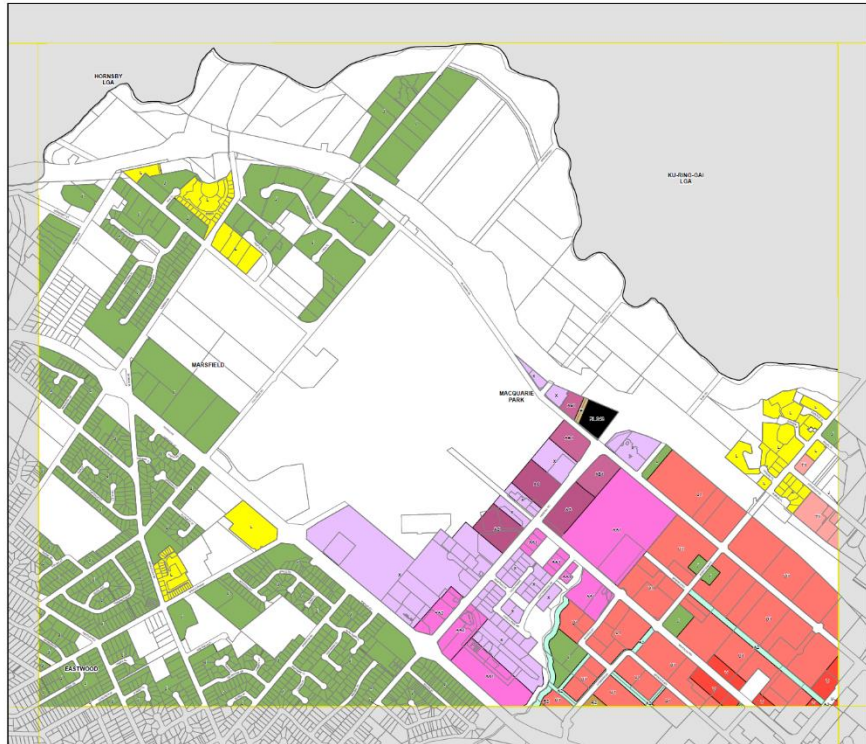


Figure 11: Proposed Ryde Local Environmental Plan 2014 Height of Buildings Map

Figure 11: Proposed Ryde Local Environmental Plan 2014 Height of Buildings Map

# Provision

# Intended outcome

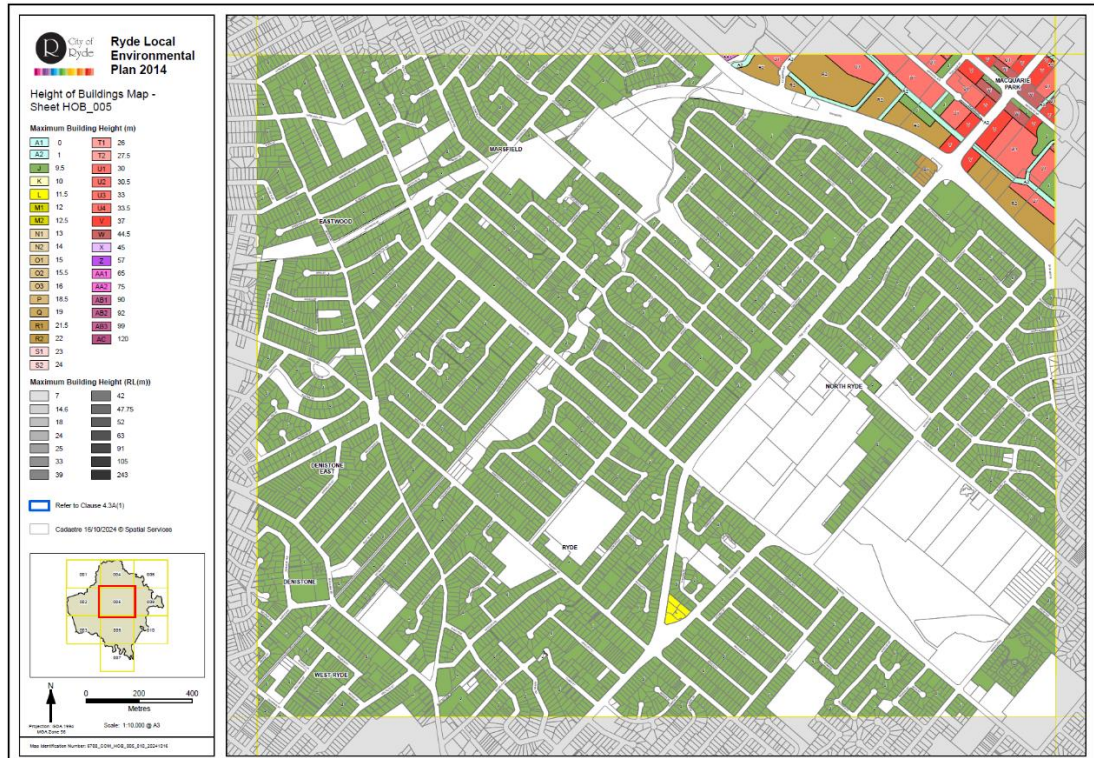


Figure 12: Proposed Ryde Local Environmental Plan 2014 Height of Buildings Map

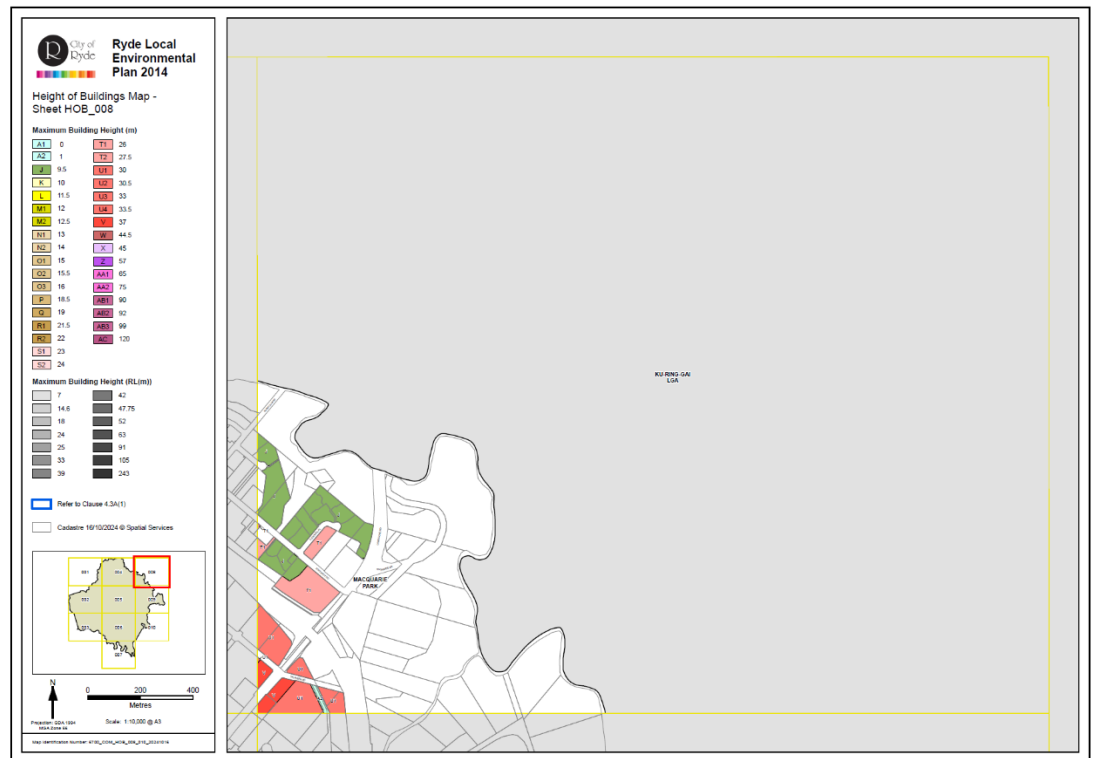



Figure 13: Proposed Ryde Local Environmental Plan 2014 Height of Buildings Map



Provision

Intended outcome



Ryde Local Environmental Plan 2014

Height of Buildings Map - Sheet HOB\_009

Maximum Building Height (m)

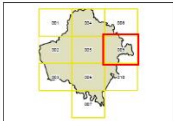
2.1	0	18.1	20
2.2	1	19.1	22.5
2.3	5.5	19.1	30
2.4	10	19.1	30.5
2.5	11.5	19.1	33
2.6	12	19.1	33.5
2.7	12.5	19.1	37
2.8	13	19.1	44.5
2.9	14	19.1	45
2.10	15	19.1	57
2.11	15.5	19.1	65
2.12	16	19.1	75
2.13	16.5	19.1	80
2.14	19	19.1	92
2.15	21.5	19.1	99
2.16	22	19.1	120
2.17	23		
2.18	24		

Maximum Building Height (RL(m))

7	42
14.0	47.75
16	52
24	63
25	91
33	105
39	243

Refer to Clause 4.34(1)

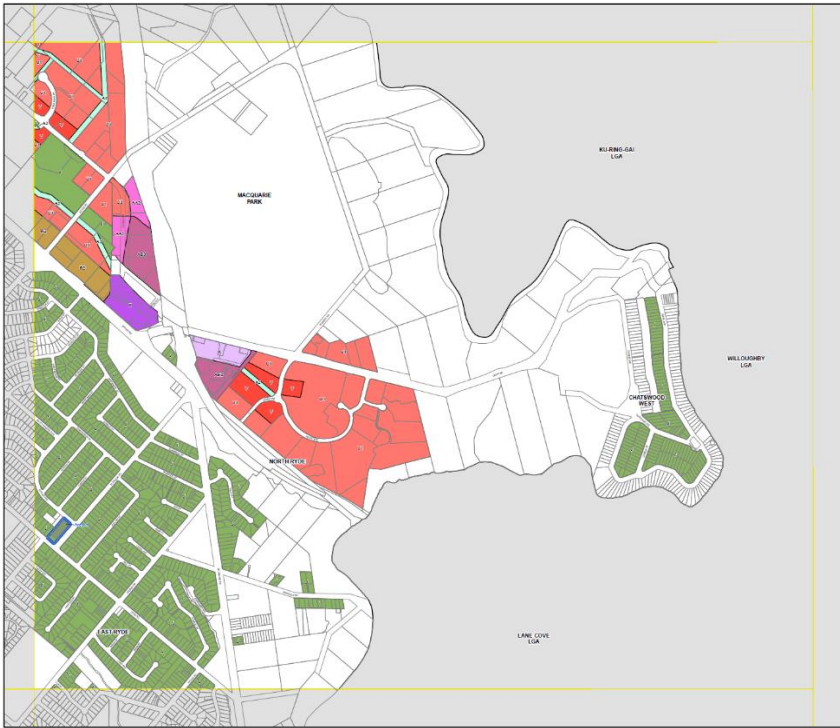
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Metres

Scale: 1:10,000 @ A3

WHS identifier number: 4705\_C004\_H009\_P0000104



Incentive Height of Buildings

Increase the incentive maximum building height between 45m and 190m.

Provision	Intended outcome
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Figure 15: Proposed Ryde Local Environmental Plan 2014 Incentive Height of Buildings Map

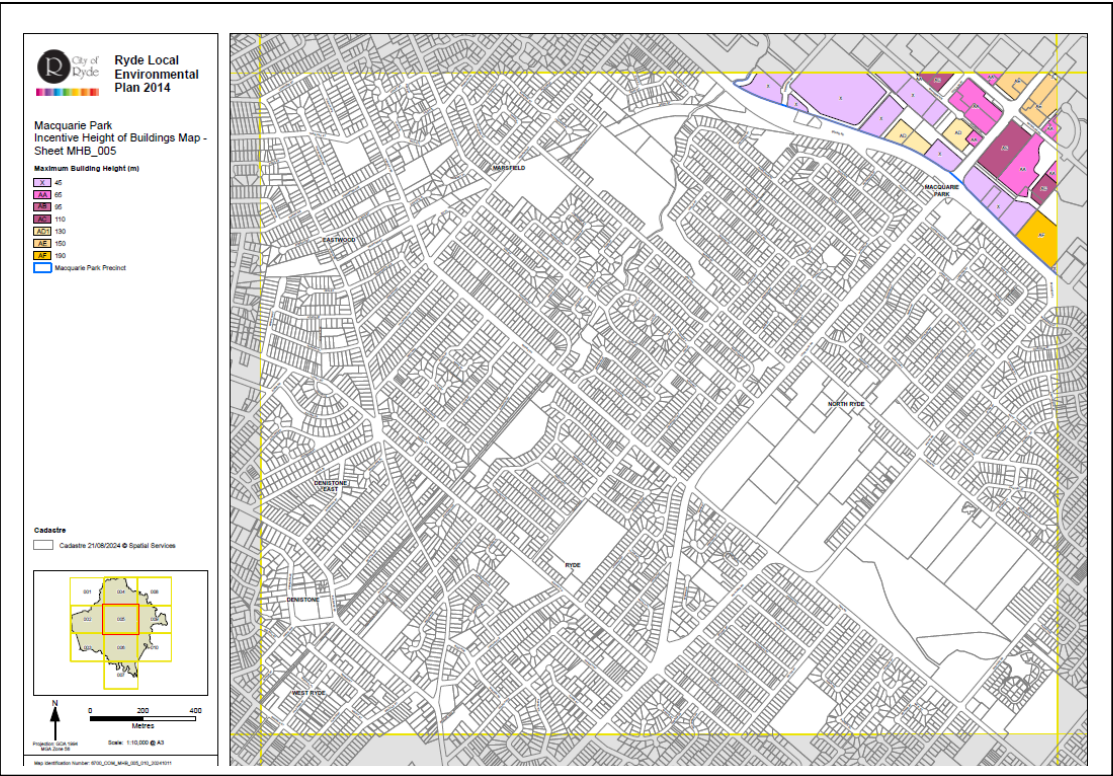


Figure 16: Proposed Ryde Local Environmental Plan 2014 Incentive Height of Buildings Map

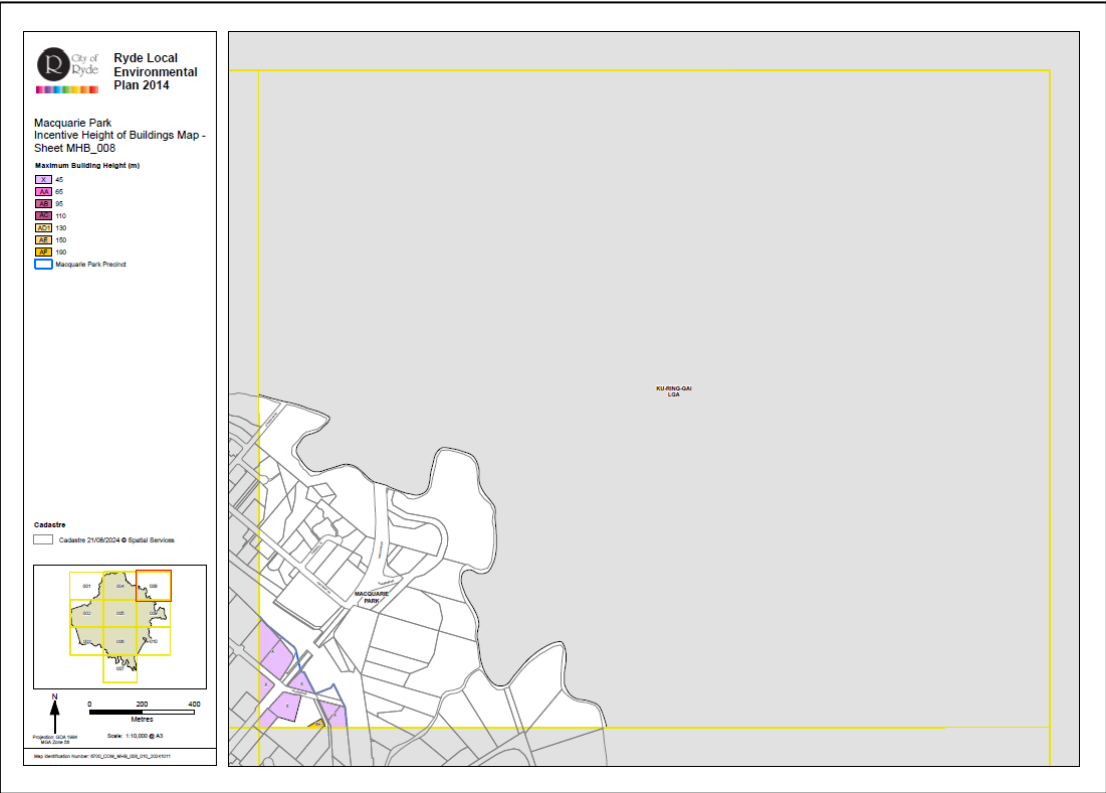


Figure 17: Proposed Ryde Local Environmental Plan 2014 Incentive Height of Buildings Map



Provision	Intended outcome
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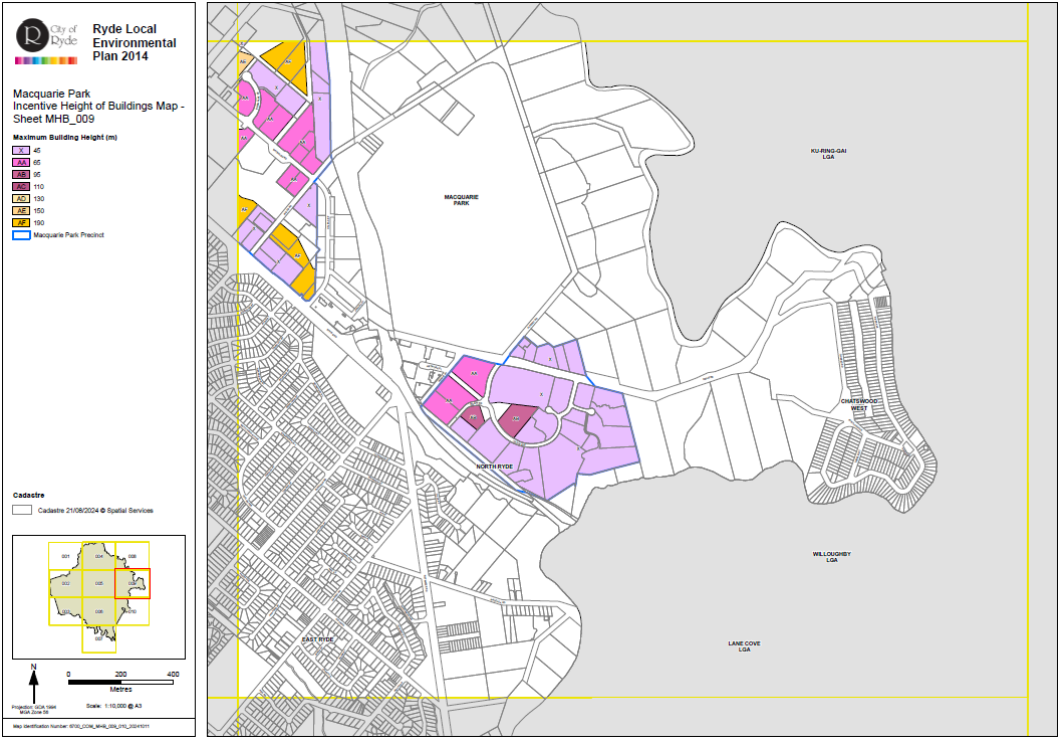


Figure 18: Proposed Ryde Local Environmental Plan 2014 Incentive Height of Buildings Map

Floor space ratio (FSR)

Base Floor Space Ratio

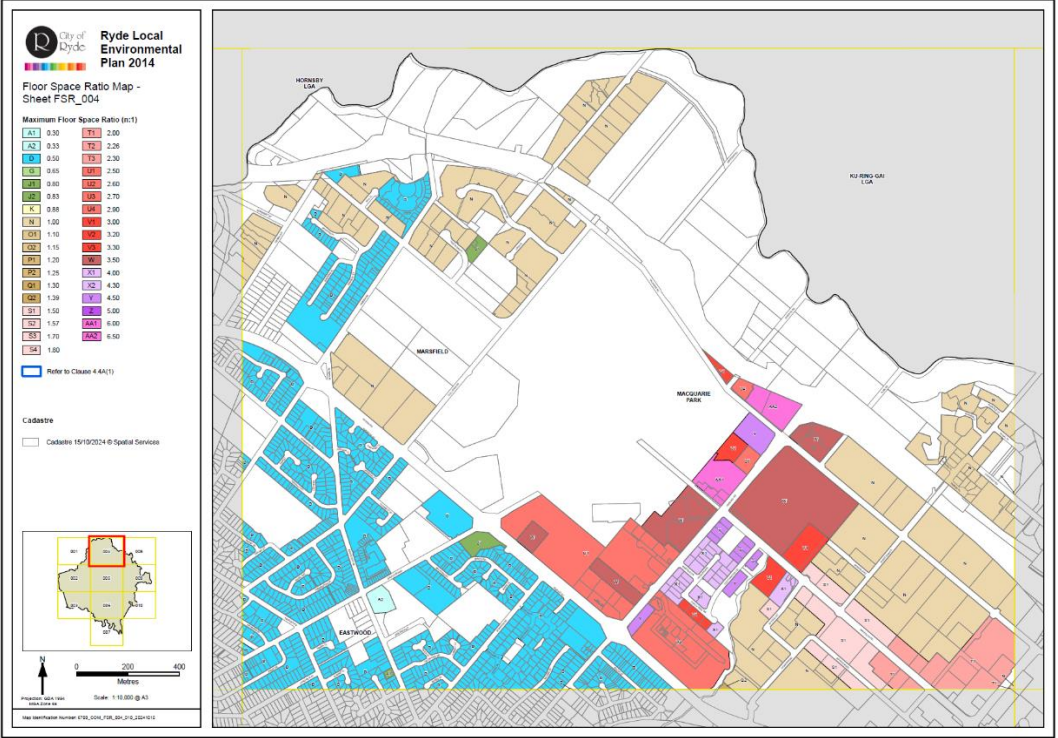


Figure 19: Proposed Ryde Local Environmental Plan 2014

## Provision

## Intended outcome

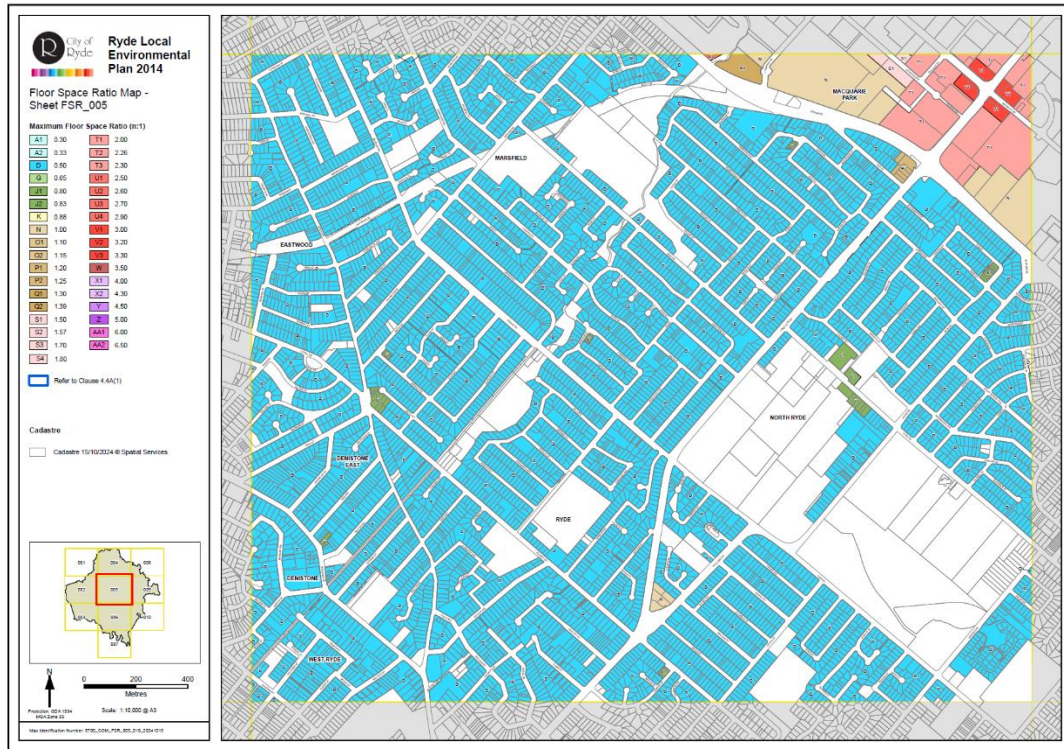


Figure 20: Proposed Ryde Local Environmental Plan 2014

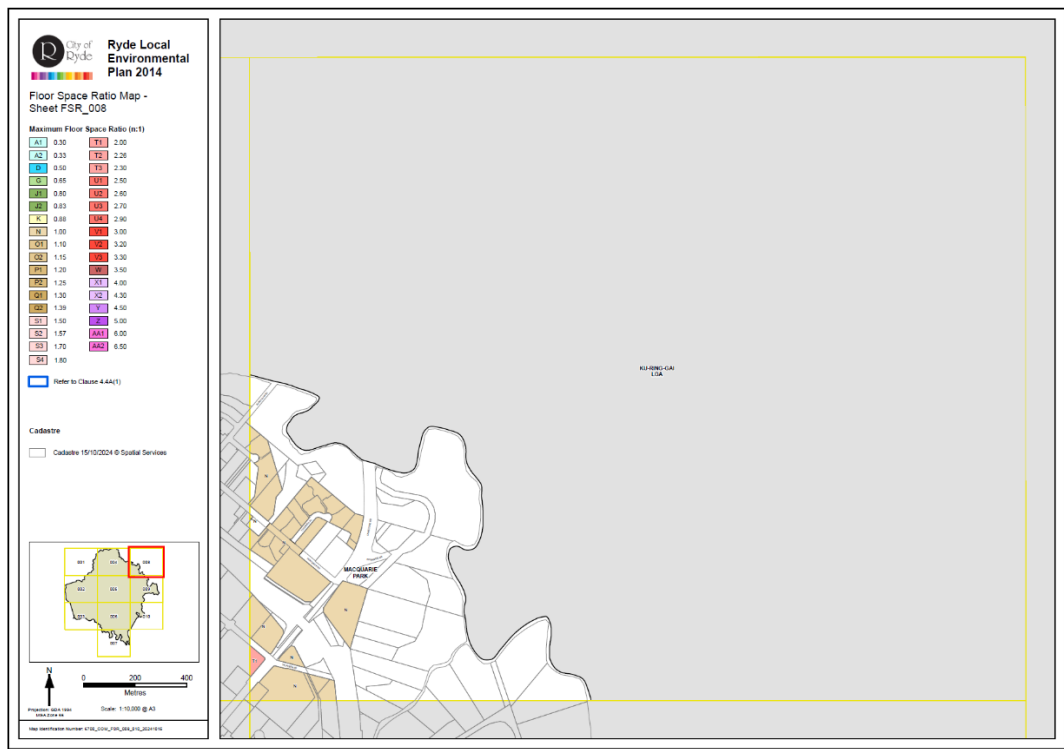


Figure 21: Proposed Ryde Local Environmental Plan 2014

## Provision

## Intended outcome

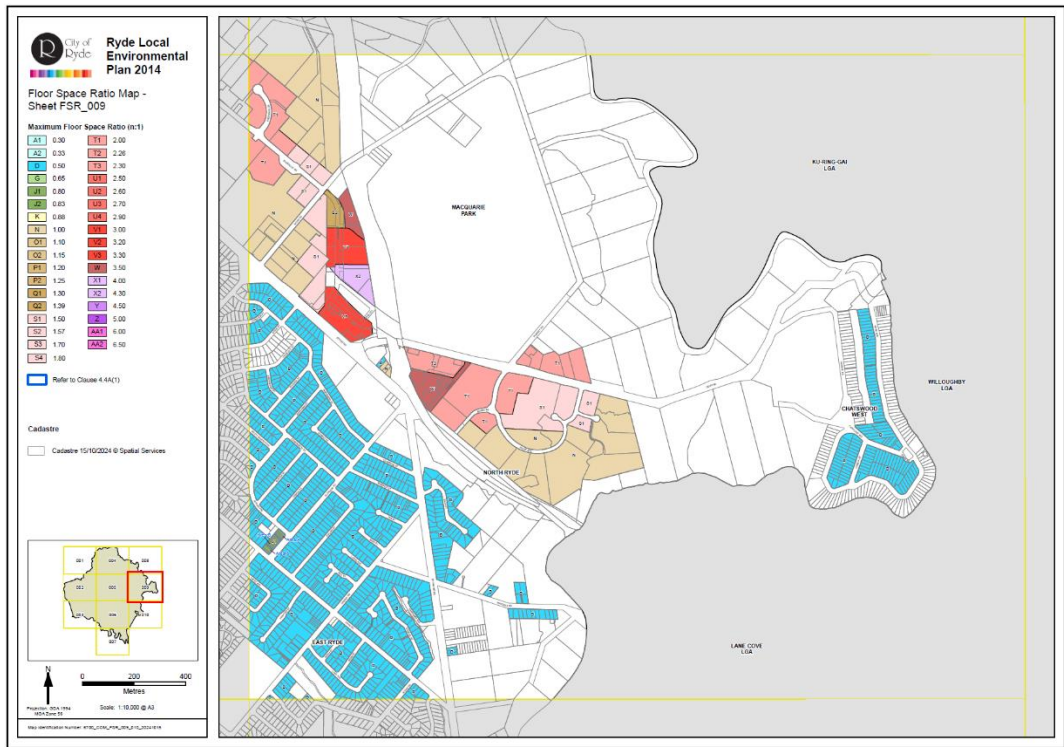


Figure 22: Proposed Ryde Local Environmental Plan 2014



Provision	Intended outcome
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Incentive FSR    Increase the maximum FSR between 1.5:1 and 5.0:1.

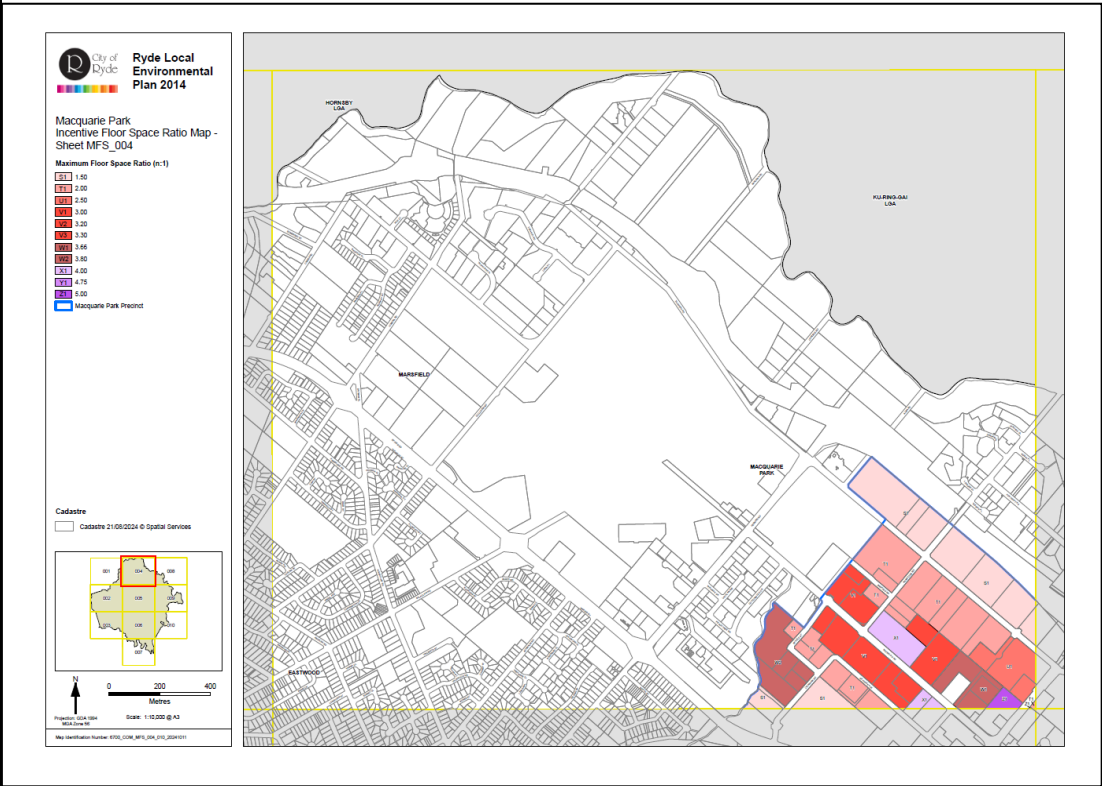


Figure 23: Proposed Ryde Local Environmental Plan 2014 Incentive Floor Space Ratio Map

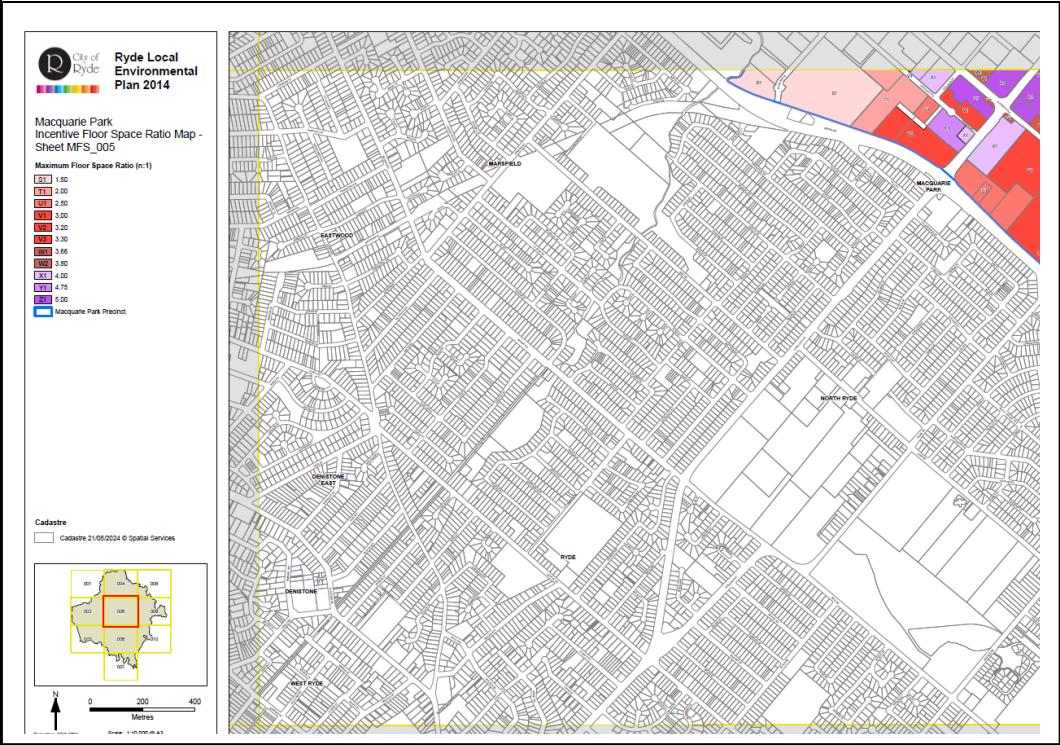


Figure 24: Proposed Ryde Local Environmental Plan 2014 Incentive Floor Space Ratio Map

## Provision

## Intended outcome

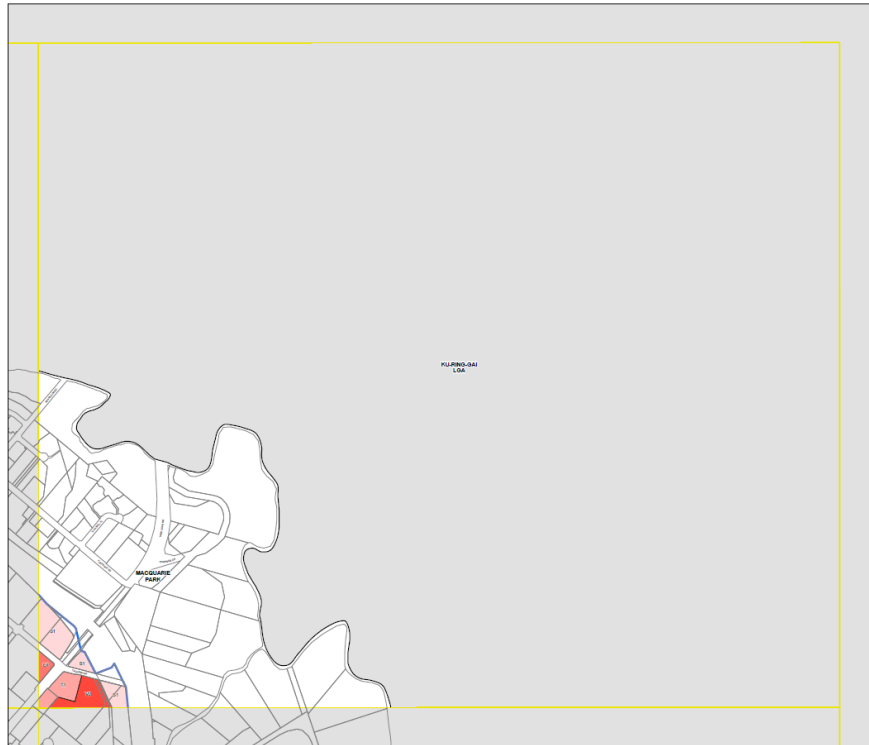
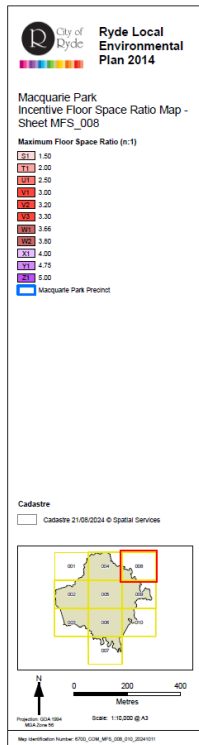


Figure 25: Proposed Ryde Local Environmental Plan 2014 Incentive Floor Space Ratio Map

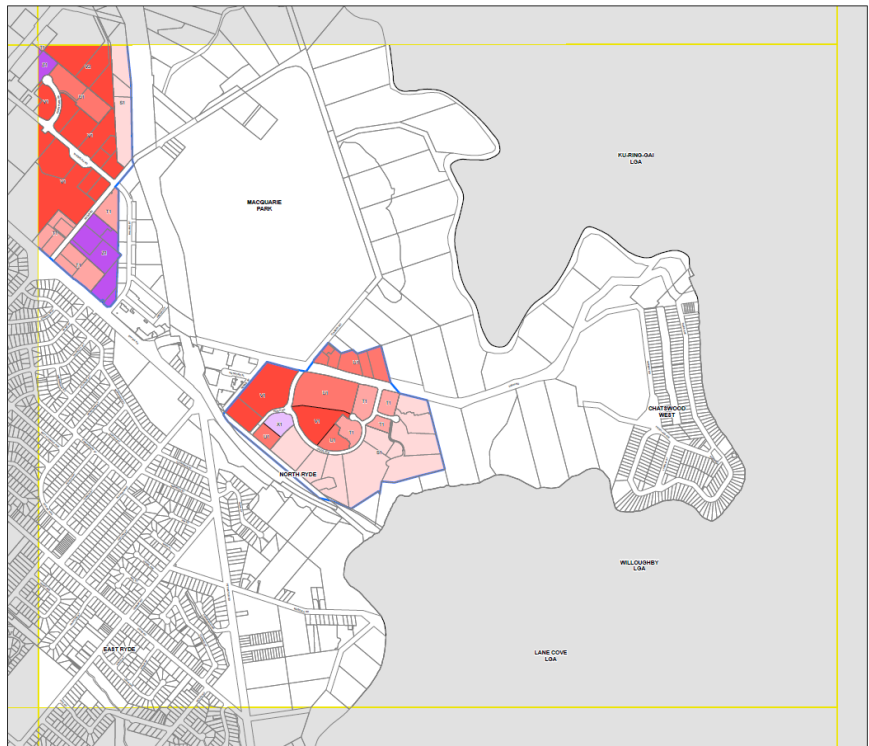
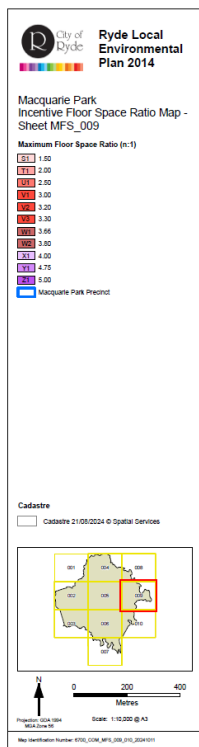
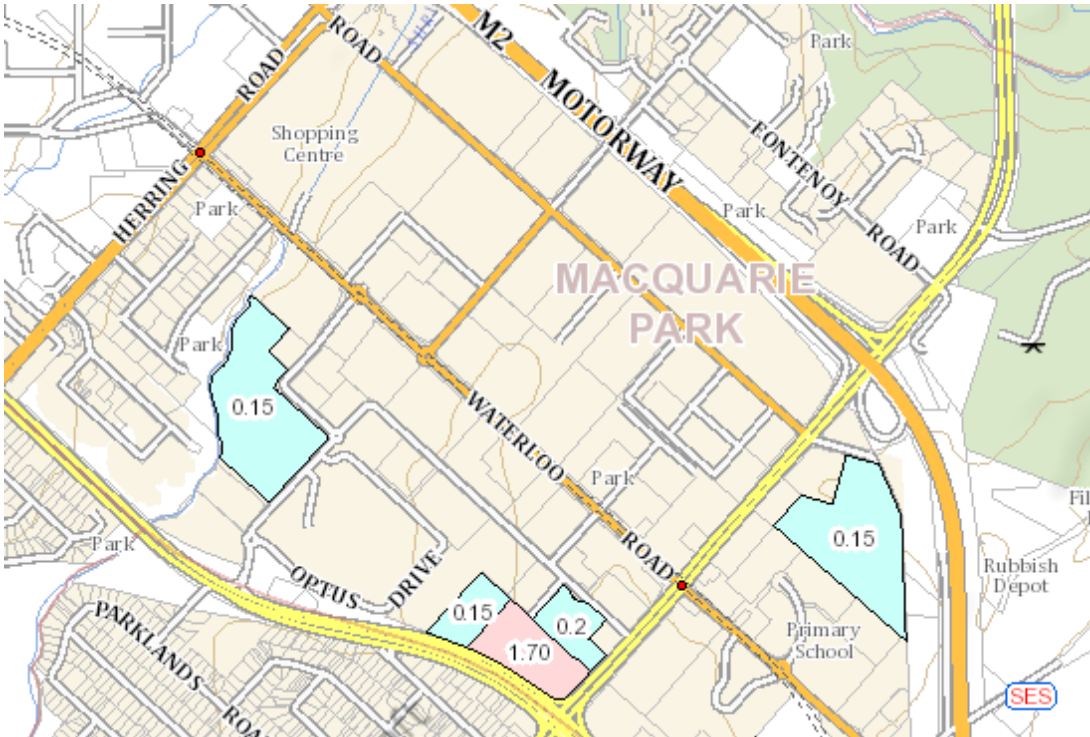



Figure 26: Proposed Ryde Local Environmental Plan 2014 Incentive Floor Space Ratio Map

Provision	Intended outcome
Minimum Non-Residential FSR	<p data-bbox="328 293 1310 327">Introduce a minimum non-residential FSR ranging between 0.15:1 to 1.7:1.</p>  <p data-bbox="328 1167 1458 1227">Figure 27: Proposed Ryde Local Environmental Plan 2014 Minimum Non-Residential Floor Space Ratio Map</p>  <p data-bbox="328 1973 1458 2033">Figure 28: Proposed Ryde Local Environmental Plan 2014 Minimum Non-Residential Floor Space Ratio Map</p>



Provision	Intended outcome
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Design  
excellence

Identifies areas required to demonstrate design excellence

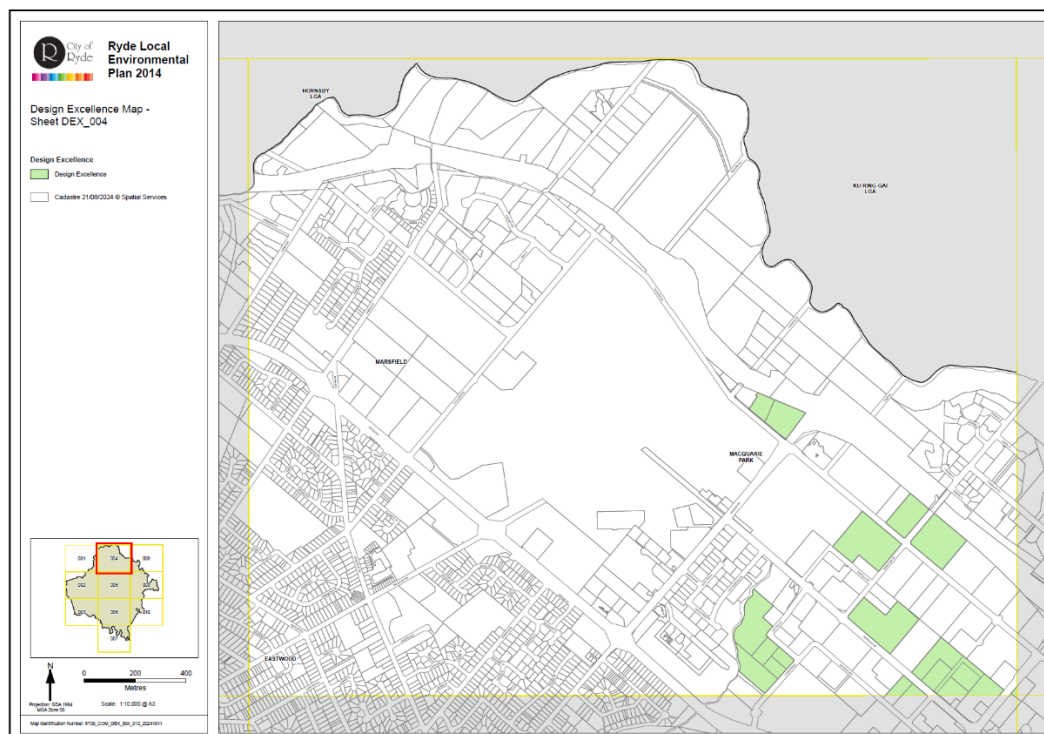


Figure 29: Proposed Ryde Local Environmental Plan 2014 Design Excellence Map

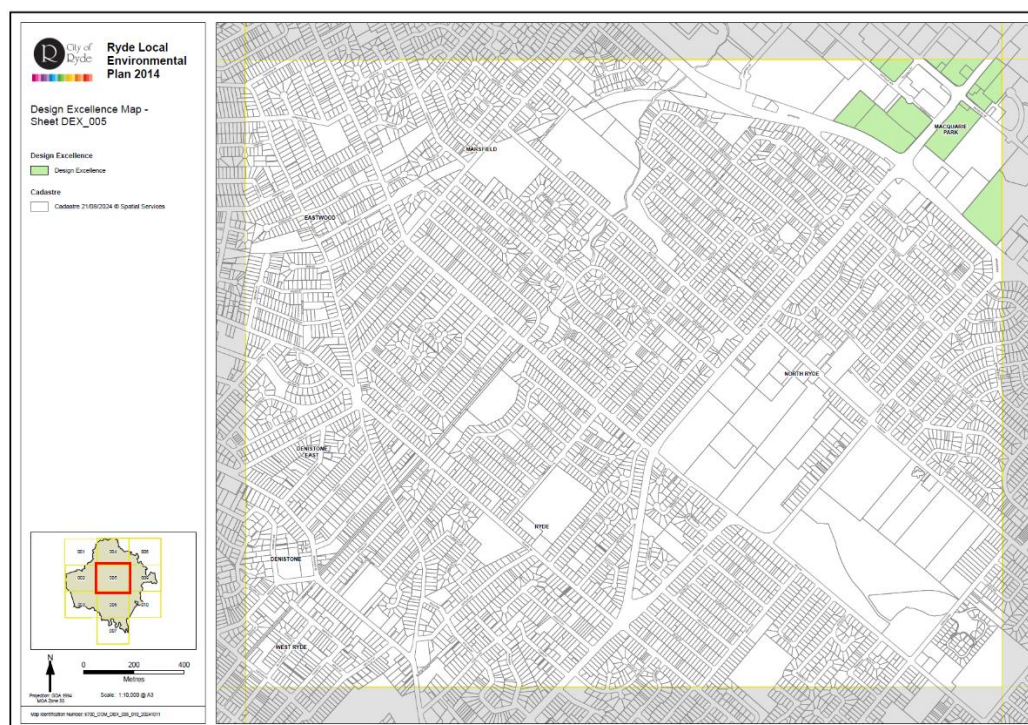



Figure 30: Proposed Ryde Local Environmental Plan 2014 Design Excellence Map





Provision	Intended outcome
Key sites	<p>The Key Sites Map identifies 13 sites that have been provided with floor space and building height uplifts to ensure they also deliver the open space, affordable housing and community facilities. The Key Sites Map is supported by a new provision in the <i>Ryde LEP</i>.</p>  <p>Figure 33: Proposed Ryde LEP 2014 Key Sites Map</p>

Provision	Intended outcome
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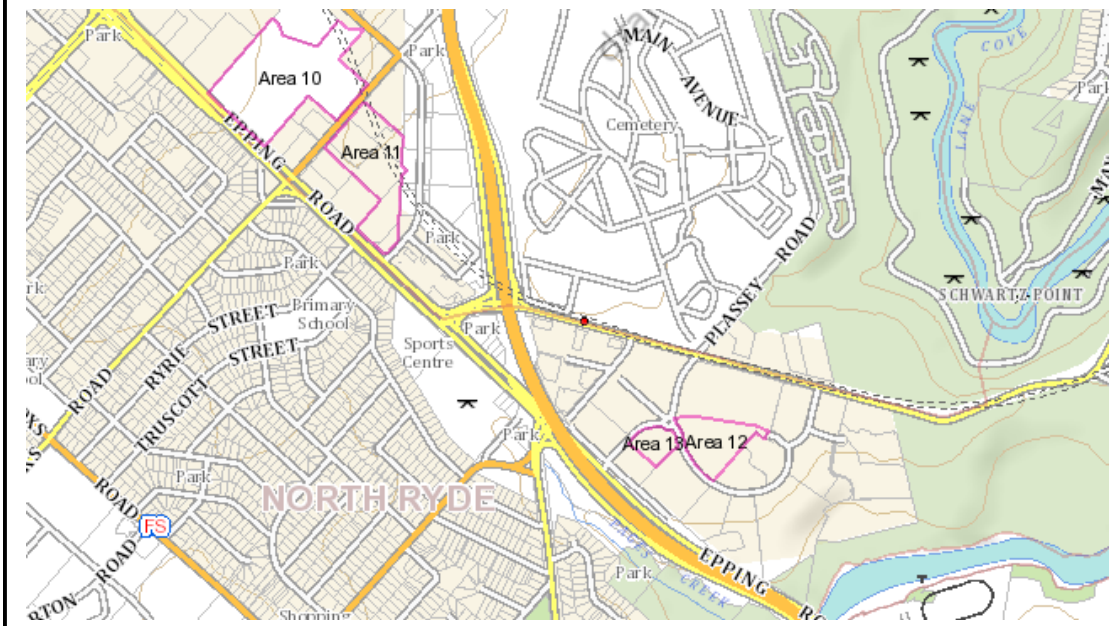


Figure 34: Proposed Ryde LEP 2014 Key Sites Map

Land for  
reserved  
acquisition

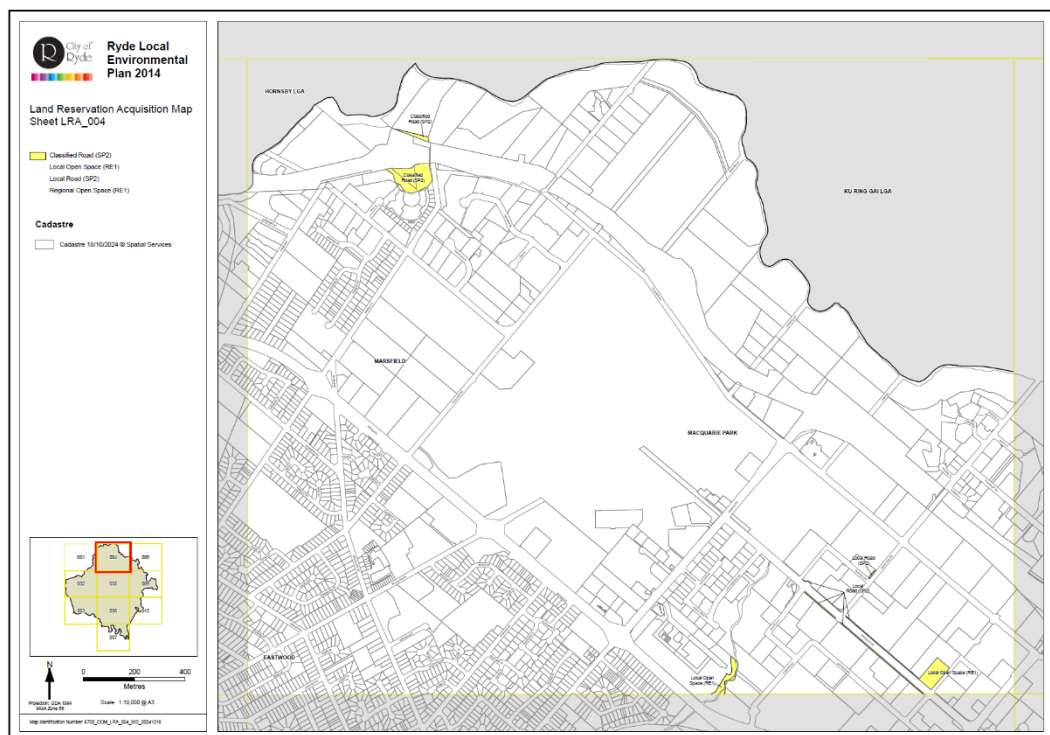


Figure 35: Proposed Ryde LEP 2014 Key Sites Map

Provision

Intended outcome

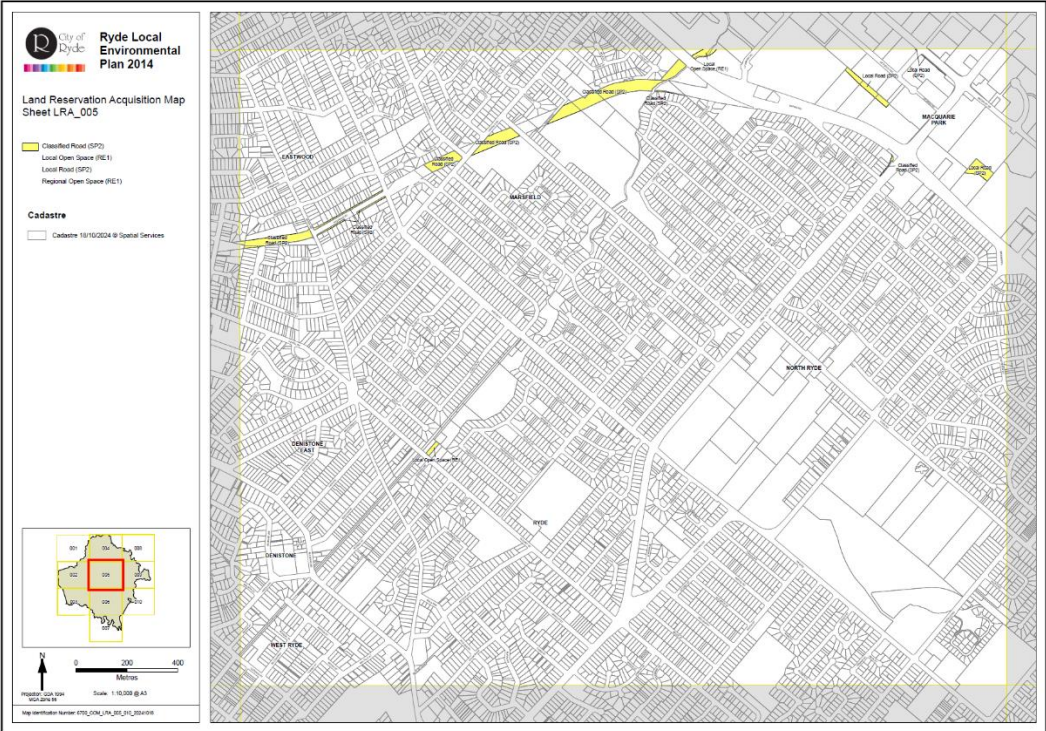


Figure 36: Proposed Ryde LEP 2014 Key Sites Map

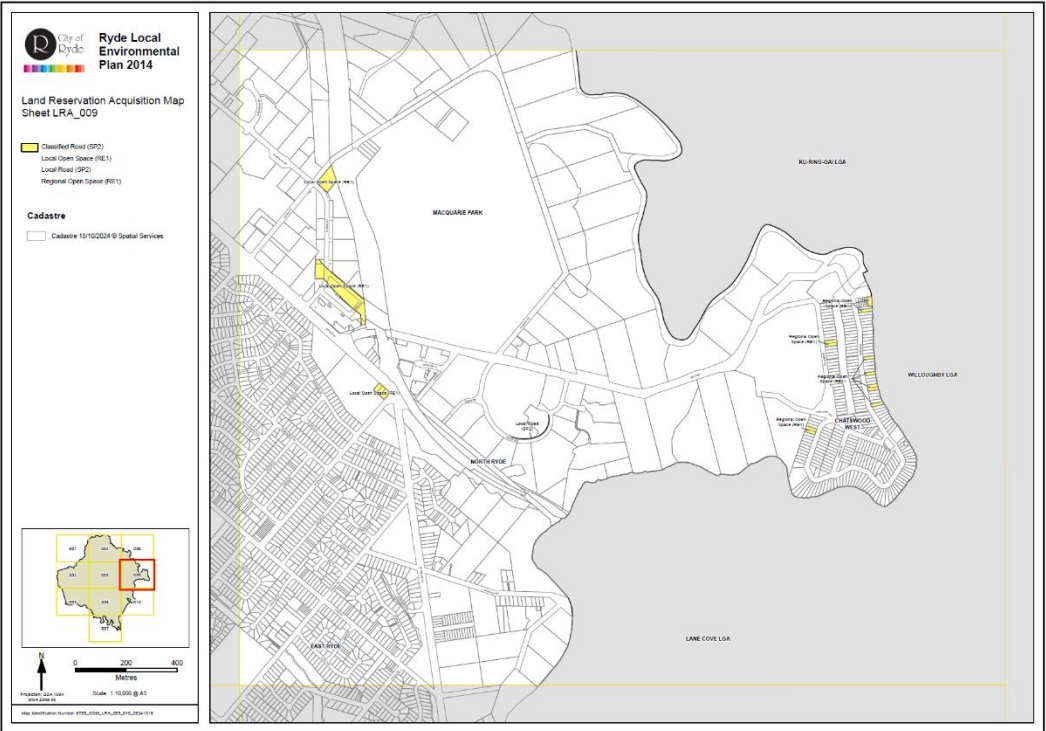
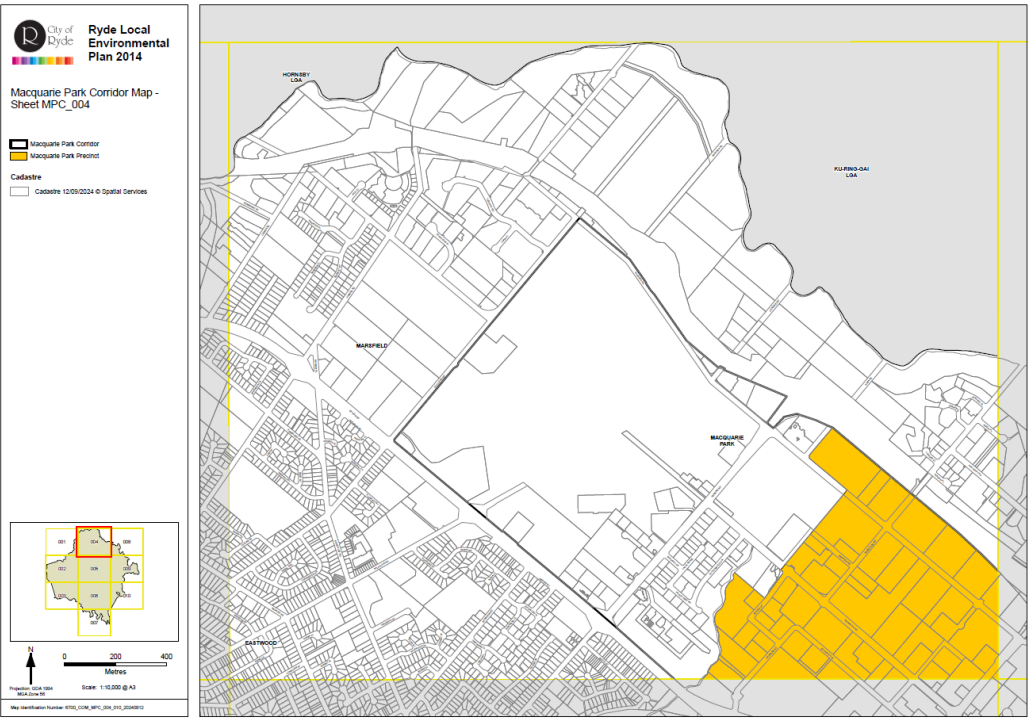


Figure 37: Proposed Ryde LEP 2014 Key Sites Map



Provision	Intended outcome
Macquarie Park Corridor Map	<p>Amend the existing Macquarie Park Corridor Precinct Map to be renamed to the Macquarie Park Corridor Map and to identify the Stage 1 &amp; Stage 2 area.</p>  <p>Figure 38: Proposed Ryde LEP 2014 Macquarie Park Corridor Map</p>

Provision	Intended outcome
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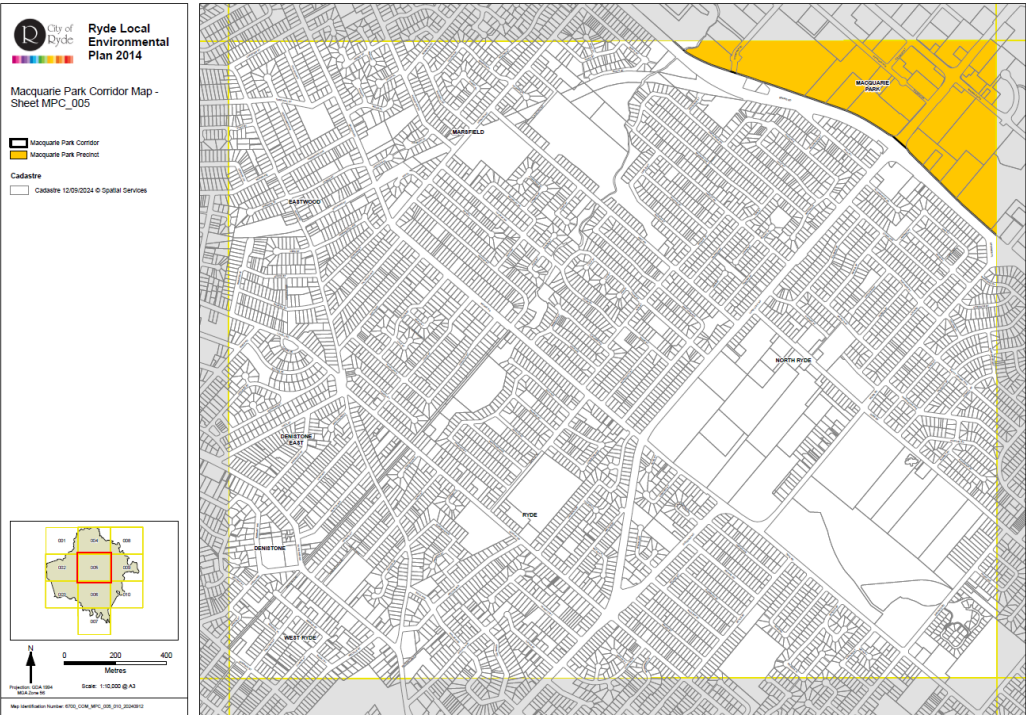


Figure 39: Proposed Ryde LEP 2014 Macquarie Park Corridor Map

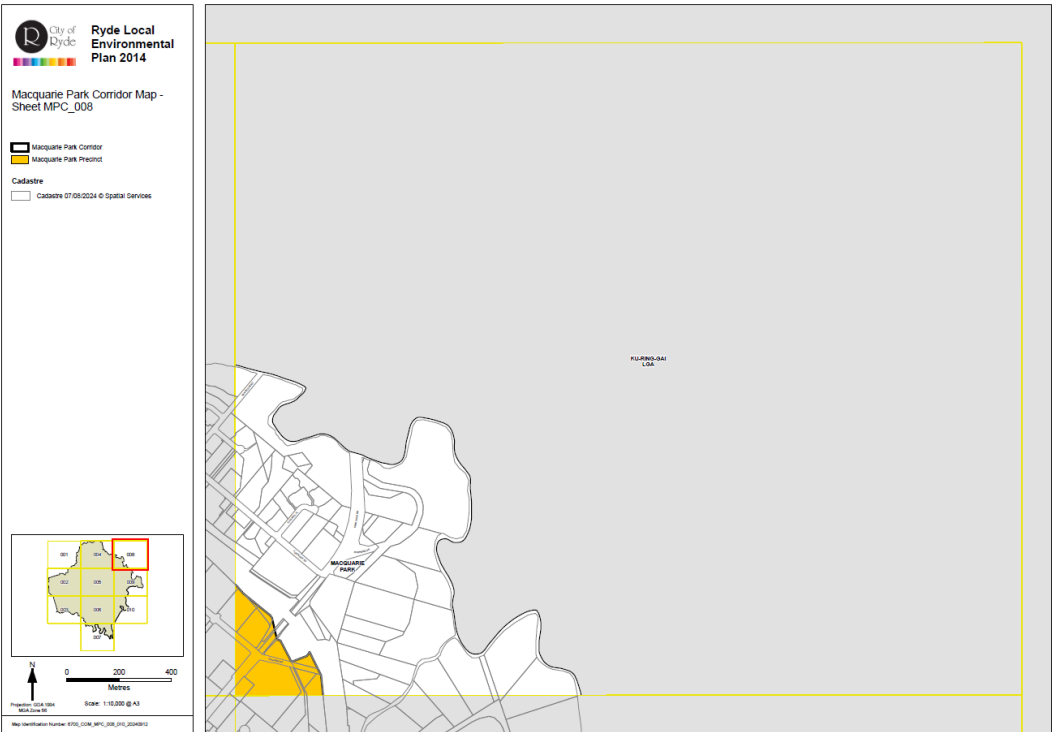


Figure 40: Proposed Ryde LEP 2014 Macquarie Park Corridor Map



Provision	Intended outcome
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Ryde Local Environmental Plan 2014

Macquarie Park Corridor Map - Sheet MPC\_009

Macquarie Park Corridor

Macquarie Park Precinct

Cadastre

Cadastre 01/05/2024 © Spatial Services



0 200 400

Metres

Projection: MGA 56M

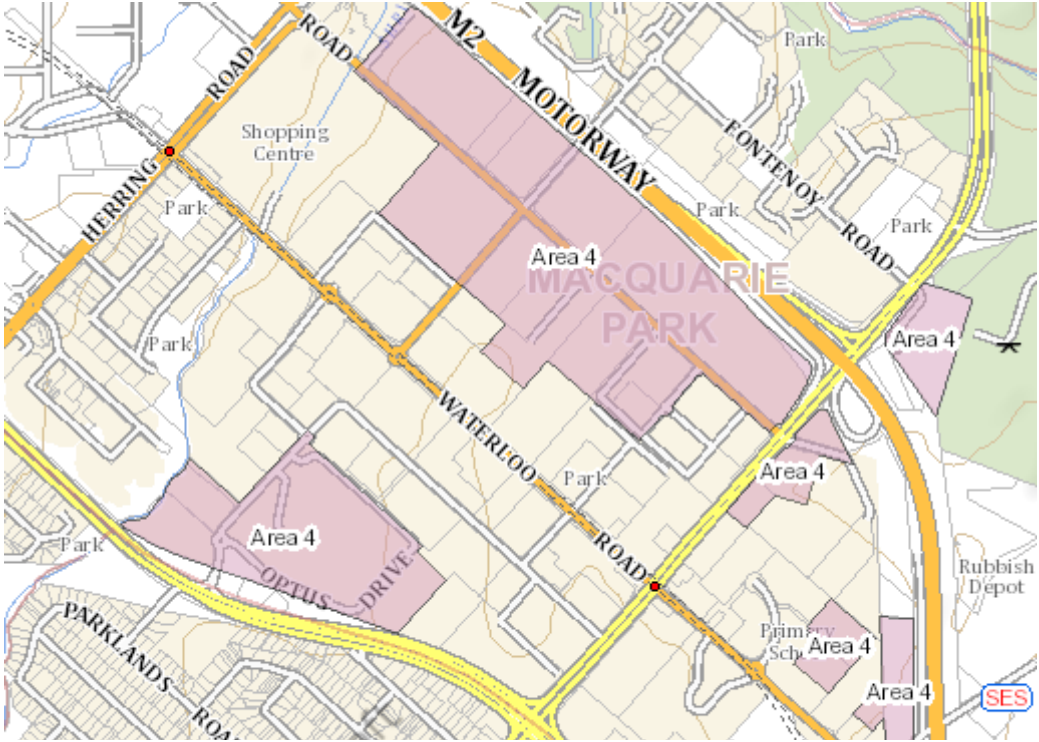
Scale: 1:10,000 @ A3

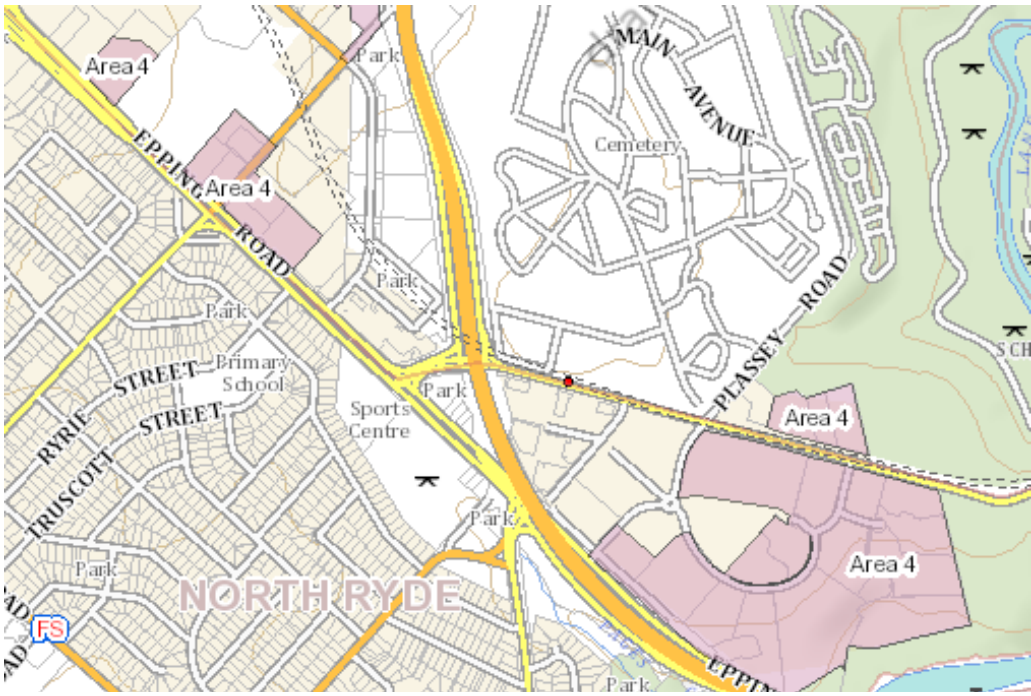
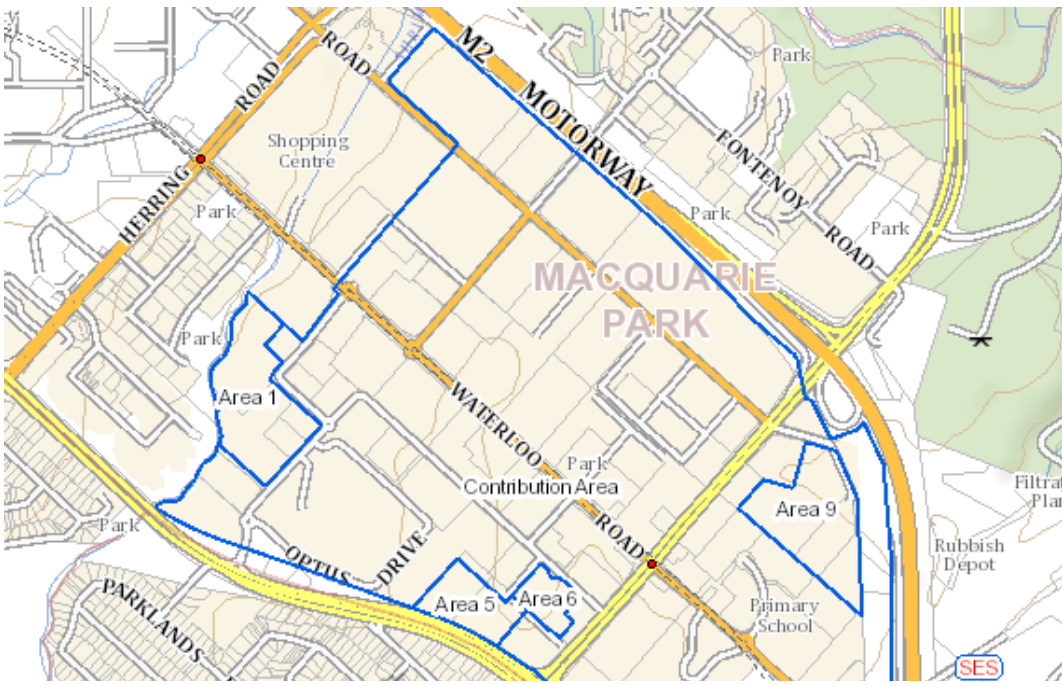
Map Identification Number: 9103\_C106\_MPC\_009\_20240501

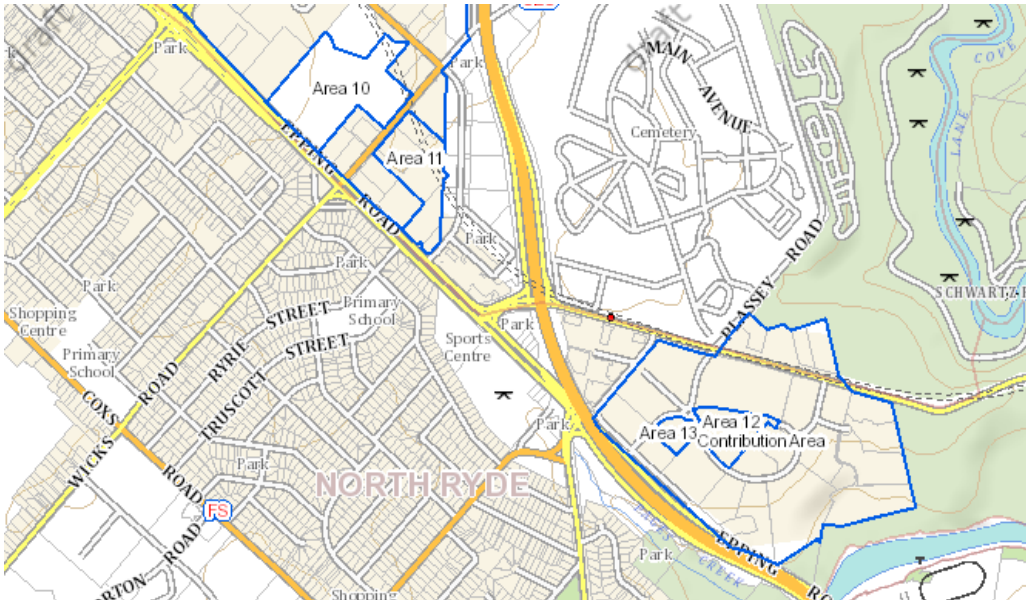
The main map displays the Macquarie Park Corridor and Precinct highlighted in yellow. The corridor runs along the western boundary of Macquarie Park, extending from the northern boundary towards the southern boundary. The precinct is located within the corridor, specifically in the central-eastern part. Surrounding areas include Macquarie Park to the north, North Ryde to the south, and Lane Cove LGA to the east. The map also shows various residential and commercial developments, as well as green spaces and water bodies.

Figure 41: Proposed Ryde LEP 2014 Macquarie Park Corridor Map

| 70

Provision	Intended outcome
Additional Permitted Uses (APU)	<p data-bbox="323 282 1493 371">Introduce an APU map to reflect sites currently shown on the existing Key Sites Map and listed under Schedule 1 Additional Permitted Uses.</p>  <p data-bbox="323 1200 1062 1234">Figure 42: Proposed Ryde LEP 2014 Additional Permitted Use Map</p>

Provision	Intended outcome
	 <p data-bbox="320 1016 1064 1048">Figure 43: Proposed Ryde LEP 2014 Additional Permitted Use Map</p>
Affordable housing	<p data-bbox="320 1095 1469 1227">Introduce a provision that imposes an affordable housing levy in accordance with an Affordable Housing Contribution Scheme for the Precinct. This scheme will be supported by a new Affordable Housing Map in the LEP.</p>  <p data-bbox="320 1989 1244 2020">Figure 44: Proposed Ryde Local Environmental Plan 2014 Affordable Housing Map</p>

Provision	Intended outcome
	 <p>Figure 45: Proposed Ryde LEP 2014 Affordable Housing Map</p>
Data Centres	Prohibit 'Data Centres' in Zone E2 Commercial Centre. Savings and transitional arrangements applied.
Design Guide	A new provision requiring the consent authority to consider a Design Guide made by the Planning Secretary before granting consent to development.
Additional incentive requirements	For key sites proposed to be rezoned MU1 Mixed Use Zone, additional requirements are set out to achieve the available incentive FSR and HOB outcomes.
Additional local provision	Incentive provision enables a change to planning controls at Lachlan's Line, with specified infrastructure and affordable housing required to achieve the available FSR and HOB outcomes.



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## 7.2 Consideration of State Policies and Plans

### 7.2.1 Housing SEPP

The Ryde LEP 2014 will be amended to include a clause that will require all new residential development, including local and state significant development applications, to contribute to the provision of affordable housing. Depending on the site, affordable housing contributions of 3-10 per cent, to be held in perpetuity and managed by a registered Community Housing Provider (CHP), are mandatory for all new residential development within the Precincts.

Therefore, no additional affordable housing incentives are available within Macquarie Park Precinct, including the infill affordable housing floor space ratio and height of building bonuses under Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

Additionally, as stated in previous chapters, the Housing SEPP allows build-to-rent developments across many of the precinct's land holdings, overriding the *Ryde LEP 2014* designation of residential accommodation as a prohibited use in the E2 Commercial Centre zone. The permissibility of Build-to-Rent within this zone through the Housing SEPP was not explicitly referred to in the Place Strategy.

The Department will continue to review build-to-rent approvals to monitor the demand residential density has on future infrastructure supply.

### 7.2.2 Infrastructure contributions

Development in the precincts will be required to pay a Housing and Productivity Contribution (HPC). This is a contribution levied on new residential, commercial and industrial development in HPC regions (Greater Sydney, Illawarra-Shoalhaven, Central Coast and Lower Hunter) which funds State and regional infrastructure.

The Government committed \$520m from the Housing and Productivity Fund to be spent on community infrastructure in the TOD accelerated precincts. This will provide upgrades to critical transport, and active transport infrastructure, as well as new and improved public open space.

The Department has collaborated with Council to develop a draft local infrastructure contribution plan to help fund new local infrastructure for already planned growth and shared the projected growth resulting from the Rezoning Proposal as well as the infrastructure projects required to support that growth.

The proposed amendments to the *EP&A Regulation 2021*, as part of the Macquarie Park Rezoning Proposal finalisation, impose a higher local contribution rate for the Macquarie Park Corridor of 4% for residential accommodation and mixed-use development.

Following finalisation of the Rezoning Proposal, for the higher contribution percentage plan to apply, the Ryde Council will need to exhibit and finalise the plan.

### 7.2.3 Special Entertainment Precincts

A Special Entertainment Precinct (SEP) allows councils to set localised sound limits to encourage live performances, incentivise later trading for live performance venues and a mechanism to monitor and manage complaints through a precinct management plan.

Since the passing of the *24-Hour Economy Legislation Amendment (Vibrancy Reforms) Act 2023*, the Department has made changes to the Local Government Act 1993 that empowers councils to create a SEP by identifying the area in its local environment plan or by requesting the Minister for Planning and Public Spaces to identify a SEP in a State Environmental Planning Policy. This is part of the NSW Government's work to improve the precinct framework that allows councils to set requirements for amplified music and adopt their own plans to encourage more live music and performance venues.

The Office of the 24-Hour Economy (under Minister John Graham) has prepared guidelines to assist councils that establish a SEP and also has funding available.

SEPs can be made by a council anywhere within their LGA, regardless of whether the precinct is within or outside of a TOD Accelerated Precinct. The TOD Rezoning Proposals do not prevent or facilitate a SEP being established. SEPs can be made by a council anywhere within their LGA, regardless of whether the precinct is within or outside of a TOD Accelerated Precinct. The TOD Rezoning Proposals do not prevent or facilitate a SEP being established.

In the draft Rezoning Proposal, the explanation of intended effect noted the Department will work closely with the City of Ryde Council to identify the areas within the TOD Accelerated Precincts to establish a SEP. The operation of the SEP would commence once either council had adopted and published on their website a precinct plan of management which will regulate noise from amplified music from premises in the SEP.

The Department will continue to work with the City of Ryde to have this in place in its LGA in line with development occurring.

## 8 Conclusion

The Macquarie Park Rezoning Proposal will amend planning controls for the Macquarie Park Precinct through a self-repealing SEPP under the EP&A Act. This SEPP will update the Ryde LEP 2014 to align with the objectives and controls of the rezoning proposal.

The assessment undertaken within this finalisation report explains how planning controls have been adjusted to respond to matters raised during public exhibition and to meet the overall objectives of the plan. The assessment process has carefully balanced the diverse views from stakeholders, communities, and the Council.

The Department has undertaken a detailed assessment of the proposal to rezone Macquarie Park and is satisfied the issues raised have been adequately addressed for rezoning purposes.

The Department's assessment considered key issues raised at exhibition including affordable housing, height and density, demand for infrastructure, road network and traffic, flooding and bush fire, demand for certain land uses within the precinct, open space and design. It is considered the issues raised have been adequately addressed for rezoning purposes, subject to the adoption of the amendments to the Ryde LEP 2014, Urban Design Framework and Design Guide as outlined in this report.

The Department recommends the rezoning of the Macquarie Park Precinct to enable the delivery of 9,600 new homes, 3,150,000 commercial floor space to support 100,000 jobs or capacity for some of this commercial floorspace to deliver up to 10,000 additional build-to-rent homes in the E2 Commercial Centre zone. Further, 19 open spaces are planned within the precinct including plazas and parks. Street level activation is a key focus to enhance vibrancy, deliver improved services and improve amenity. In addition, critical road connections and road widening facilitate a comprehensive pedestrian and cycling network.

The rezoning includes robust controls and design guidance which will enable appropriate consideration of issues and clear design outcomes through subsequent stages of the planning process.

The assessment undertaken as part of this finalisation report has demonstrated that the proposed planning controls for Macquarie Park Precinct appropriately respond to the opportunities and constraints of the area. The assessment has sought to balance the various views contained in submissions from stakeholders, communities and the councils.