



Herring Road, Macquarie Park Urban Activation Precinct Proposal

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What is this document?

This document provides a concise explanation of the rezoning proposal for the Herring Road Urban Activation Precinct. It is targeted at people who want to understand the proposal but may not wish to review the more detailed Planning Report.

The Planning Report provides a comprehensive record of all the work undertaken during the project and contains technical analysis, design concepts, detailed explanations and evidence-based justifications for each element of the proposal.

A fly-through video is available on our website to help visualise the result of the rezoning proposal over the next 20 years:

www.planning.nsw.gov.au/herringroad

To view an electronic version in PDF format, visit www.planning.nsw.gov.au

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Executive summary

Planning and Environment proposes the revitalisation of Herring Road Macquarie Park, as an urban activation precinct. This is part of a balanced and sustainable strategy to deliver new housing and employment in accessible locations across Sydney.

The Herring Road Urban Activation Precinct is centred on Macquarie University Train Station and the bus interchange which provides excellent access to Sydney's central business district and other metropolitan centres. The precinct includes Macquarie University and Macquarie Shopping Centre and benefits from close proximity to local employment opportunities at Macquarie Park.

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

A greater supply and mix of housing ensures that more people benefit from Macquarie Park's employment, retail and education opportunities. Excellent existing transport infrastructure provides easy access to metropolitan jobs and city culture. The precinct provides sustainable higher density living convenient and accessible to local shops and services, recreational facilities, community facilities and local and regional parks. A more connected street structure focuses development and activity around public transport, shops and services and will transform Herring Road into an attractive and comfortable place for people.

The Herring Road precinct proposal comprises:

- a mix of land uses to transform the precinct into an active place for living, learning and working
- a quality higher density urban community that utilises excellent transport infrastructure and access to job markets, educational facilities, retail, local services and recreational assets
- increased building heights and densities that can improve housing supply and choice
- a transformation of Herring Road into an active street, with wider pavements, new landscaping and new places to meet

- better connected and finer-grained streets and pedestrian / cycle and networks providing safer, more convenient and pleasant access
- opportunities for new and improved parks, spaces, playgrounds and community facilities

Herring Road is a long term project to be delivered over the next 20 years. To guide its renewal over time, the precinct's planning controls propose a flexible land use and design framework.

To help fund local infrastructure upgrades and improvements, the NSW Government has allocated up to \$5 million to the Herring Road precinct.



Illustrative vision looking west from Shrimptons Creek across the proposed new park



Indicative vision of Herring Road Urban Activation Precinct 2031 viewed from the northwest

1. Urban Activation Precincts

Our aim for Sydney for the next 20 years is for 'A strong global city ... a liveable local city'. This is the key message of the Draft Metropolitan Strategy for Sydney to 2031. It outlines the challenges for Sydney and the way we can plan for balanced growth to develop a strong global city that is also liveable local city.

The biggest challenge for Sydney is how to house and provide jobs for the extra 1.5 million residents predicted for Sydney by 2031. We'll need another 545,000 homes ... but where will they be built?

Some will be in areas on the edge of Sydney that have previously never been developed. But many need to be in existing urban areas so that people can live close to their jobs, public transport, services, friends and family. The Department of Planning and Environment is planning for growth in some of these areas through its Urban Activation Precincts program.



Waterloo, Sydney

Changing preferences and lifestyles

Sydney is changing all the time. As well as needing to house and provide jobs for an extra 1.5 million people by 2031, we also need to consider the changing preferences and lifestyles of Sydney's residents. Urban activation precincts plan for development over the medium to long term and therefore need to take into consideration these changes.

Desire to live near centres

People want to live near centres to make their lives simpler and more enjoyable. A centre is a focus area for shops, services and transport – it may be a large centre such as the CBD or Parramatta, or a smaller centre such as your local suburban shops. By living close to a centre, people can walk or cycle to shops and services for their everyday needs. They can also easily access public transport so they spend less time travelling to work and more time with their friends and family. Urban activation precincts plan for higher-density residential at the core of a centre with medium-density residential close by.

Preference for apartments

Many Sydneysiders are choosing to live in apartments rather than houses. These include older people who are downsizing, younger people who want convenience, and families who enjoy more time together by being close to parents' jobs and public transport. Some people like the advantages of communal facilities (open space or a pool or gym) with reduced responsibility for maintenance. Urban activation precincts plan for apartments close to public transport, shops and services. An increased supply of apartments should also assist with affordability.

ABS research shows that the Herring Road precinct already has a younger demographic profile and a concentration of high density housing with 64% of private dwelling as apartments and 32 as medium density housing.

Convenient transport options

People want to live close to their workplace, shops and services. By locating apartments close to public transport, more people can use it. Increased use of public transport benefits the community through reduced greenhouse emissions and traffic congestion.

Rising costs of car ownership, traffic congestion and an awareness of the impacts of climate change, have led some people to reconsider their need for a car. A car share scheme is becoming an increasingly attractive option. One car share vehicle can replace the need for 9 - 23 cars. Many new apartment complexes now include car share parking spaces.

Fewer young people are getting their driver's licence and therefore fewer young people own a car. Many socialise using social media and shop online, so a car isn't a priority for them.

Urban activation precincts encourage active transport (walking + cycling) by planning apartments close to public transport, shops and services.

Research shows that in 2011, 24% of existing Herring Road residents already walked or cycled to work, a figure significantly higher than other centres and renewal areas. These statistics reveal the precinct has many characteristics of a live-work community.

Ageing in place

Our population is ageing. As people get older, many want to downsize from a large family home to one that is easier to maintain, but they want to remain in the same area close to friends and family and be independent. To enable people to grow older in their existing communities, new housing varieties need to be built. Urban activation precincts plan for housing choice – apartments and townhouses in addition to existing free standing houses.

The proximity of the university, employment opportunities and the shopping centre, good access to rail and bus services and the availability of higher density housing options, are locational and lifestyle factors that are attractive to the older demographic profiles of empty nesters, retirees and seniors.

Walkable Centres

Most urban activation precincts are based around a centre or multiple centres. A major consideration for the location of a precinct is walking distance to public transport, shops and services. A rule of thumb is that most people are comfortable with a ten-minute walk to public transport and shops and services. A ten-minute walk is approximately 800m.

Most urban activation precincts cover an area within an 800m radius of one or more centres. High-density residential will usually be located within a 400m radius or five-minute walk of a centre; medium-density apartments and townhouses within an 800m radius.

When people live close to shops, services and public transport, they choose active transport (walking or cycling) more often. As a result, the streets become activated with more people. Urban activation precincts benefit the community by planning for active lifestyles, active places and active transport.

The renewal of the Herring Road precinct offers great potential for it to become a more walkable and active centre.



Bowman Street, Pyrmont

Evidence based planning

All urban activation precincts follow a similar process to determine the most appropriate development for the medium to long term.

First, a series of studies are undertaken to understand the existing constraints and opportunities within the precinct. The studies may look at existing planning controls, heritage, environment, land ownership (large landowners or many owners of small sites), strata and recent developments (areas unlikely to be redeveloped in the short or medium term), traffic, transport, public spaces, overshadowing, economic feasibility, flooding, connectivity and accessibility (how easy is it to get around?), footpaths and cycleways.

The results of these studies are combined to provide the basis for where future development could be located within the precinct. The Department of Planning and Environment work with experienced urban designers, local councils and the community to develop a proposal for the rezoning of areas within the precinct. Not all areas within each precinct will be rezoned.



Victoria Park, Sydney

Community consultation

Community consultation is important in developing plans for all urban activation precincts. Most precincts include a community forum or community reference group which meets regularly to:

- ensure the department is aware of the community's ideas and aspirations, and
- receive feedback from the community about planning options.

Draft plans such as the ones in this proposal are exhibited for community consultation before being finalised. Community information sessions are held during the exhibition period so that everyone can hear about the proposal, ask questions and have their concerns heard.

The department's website is regularly updated so the community can follow the progress of each urban activation precinct. Advertisements in local newspapers and letterbox drops also keep the community informed.

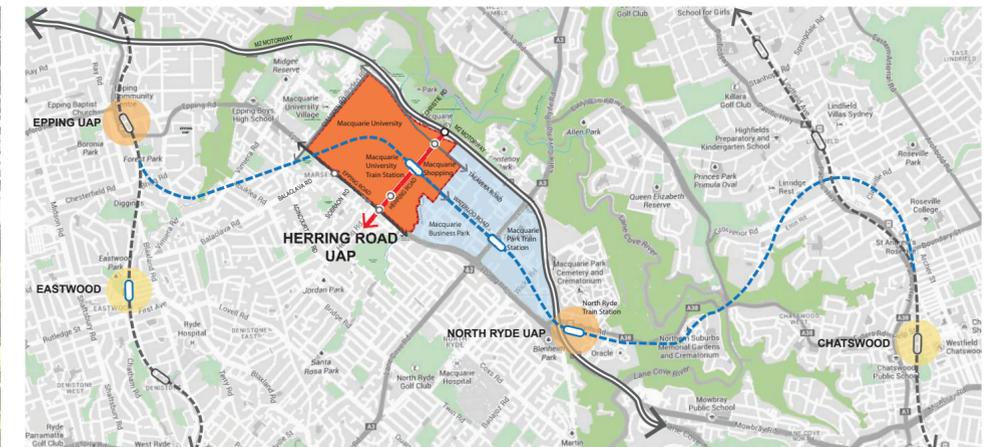
Herring Road Urban Activation Precinct

The Herring Road Urban Activation Precinct is one of eight urban activation precincts announced so far by the NSW Government. The City of Ryde initially nominated Herring Road as a potential precinct in July 2012.

The Herring Road precinct is located at the north western end of the Macquarie Park Specialised Precinct. The precinct is bounded by Epping Road to the south, the M2 motorway to the north and Culloden Road to the west. The eastern boundary follows Shrimptons Creek and extends along the outer edge of Macquarie Shopping Centre and Macquarie Business Park. Other major land uses in the Herring Road precinct include Macquarie University and Hospital, Willandra Village, Morling College and Ivanhoe Estate.

The Herring Road precinct is considered suitable to accommodate some of Sydney's growth as it is:

- strategically located close to the geographic centre of the Sydney metropolitan region. It is approximately 18km northwest of the Sydney CBD, 9km west of Chatswood and 15km east of Parramatta.



Herring Road Precinct Context

2. Herring Road proposal

By 2031, the Herring Road precinct will transform into a vibrant and walkable transit-oriented centre, vital to the evolution of Macquarie Park.

Herring Road will increase the supply and mix of housing to ensure more people can benefit from the diversity of Macquarie Park's local job market and world-class education opportunities. Building on its existing business, retailing and educational success Herring Road will attract more people to live, study and work in the area.

Connected, walkable and accessible for all, Herring Road will provide activities and destinations day and night, seven days a week. Excellent transport infrastructure will provide easy access to Sydney's metropolitan jobs and city culture.

A more connected street structure will focus development and activity around public transport, shops and services and transform Herring Road into an attractive and comfortable place for people. The precinct will provide sustainable higher density living convenient and accessible to local shops and services, recreational facilities, community facilities and local and regional parks.

Quality design of development and public space will improve the experience and comfort for people walking, cycling and using public transport and provide a range of public places from parks, playgrounds and creek-side walks to outdoor dining areas, meeting places and active streets.



Key features of the precinct

1. Macquarie University Train Station
2. Macquarie University
3. Lane Cove National Park
4. Macquarie Shopping Centre
5. Macquarie Business Park
6. Elouera Reserve
7. Quandong Reserve
8. Wilga Park
9. New creekline park

2.1 Vision

Uses and activities

- a mix of land uses including residential, commercial, retail, education, medical, entertainment, community facilities and open space
- a quality medium to high density urban community with up to 5,400 new homes by 2031
- residential areas linked to public transport, the shopping centre and open space
- improved amenity for Herring Road with widened footpaths, more street lighting for safety and new street tree planting in widened median strips

Movement network

- Herring Road as the key activity spine connecting the train station, bus interchange, shopping centre, university and residential areas
- new streets to better connect areas within the precinct and to surrounding areas
- easier connections to Macquarie University Train Station, bus stops and open space
- convenient, pleasant and safer pedestrian and cycle access connecting residential areas with the university, shops, open space and public transport
- improved Herring Road intersections, including replacement of the Ivanhoe Place roundabout with a signalised crossing
- a new regional cycle path connecting Waterloo Road to Epping Road as part of a regional cycle link that connects Herring Road with Eastwood, West Ryde and Denistone



Open space

- better links to Lane Cove National Park and other regional open space networks
- improved links along Kikkiya Creek and Shrimptons Creek corridors
- improved existing parks, such as Wilga Park
- new local parks and public spaces
- new pedestrian networks integrated with existing and new open space

Built form

- focus maximum heights and densities closest to the train station, university and shopping centre where they can benefit the most from public transport
- increase development density in areas with good access to public transport, considered to be within 800m or 10 minutes walking time of the train station
- the precinct's key activity streets and precinct entry points defined with taller buildings
- mixed uses that will result in a range of building types and building heights between 45m and 120m (14-37 storeys) that differentiate the urban character of parts of the precinct
- taller buildings located to limit the overshadowing of public open space and maximise building separation to provide adequate residential amenity
- new development facing onto and positively addressing public streets, public parks and open space connections

2.2 Land use

A mix of land uses is needed to create and sustain busy streets, active spaces, successful businesses, well used facilities and lively places.

The future commercial, retail, residential, entertainment, medical, community and education uses attracted to Herring Road can build on the existing local attractors of Macquarie University, the Macquarie Shopping Centre, Macquarie Park employment in a location that benefits from good transport accessibility.

To cater for residential population growth and the demand increases for businesses and other uses over time, land use controls will need to be flexible enough to allow change. The indicative structure plan illustrates a mix of land uses and activities possible for the Herring Road precinct, which are proposed to be delivered using the 'B4 Mixed Use' zone. The proposal encourages redevelopment for medium to high density housing that could achieve up to 5,400 new dwellings by 2031.

Active uses such as local shops and cafes are encouraged along both Herring Road and Waterloo Road. The activation of Herring Road can produce a series of connected destinations to encourage pedestrian and street activity, with quality public spaces that provides meeting places for residents, workers, students and visitors.

Recreation and environmental conservation areas along Shrimptons Creek, Kikkiya Creek and in the university will continue to provide a mix of active and passive recreation opportunities for residents, workers and students. Opportunities exist to provide future community facilities in areas such as the town centre and the Ivanhoe Estate.



2.3 Access and movement

To resolve broader traffic and transport issues, upgrades to regional intersections will be approached strategically to ensure coordination with other road proposed and ongoing regional improvements, such as the M2 widening.

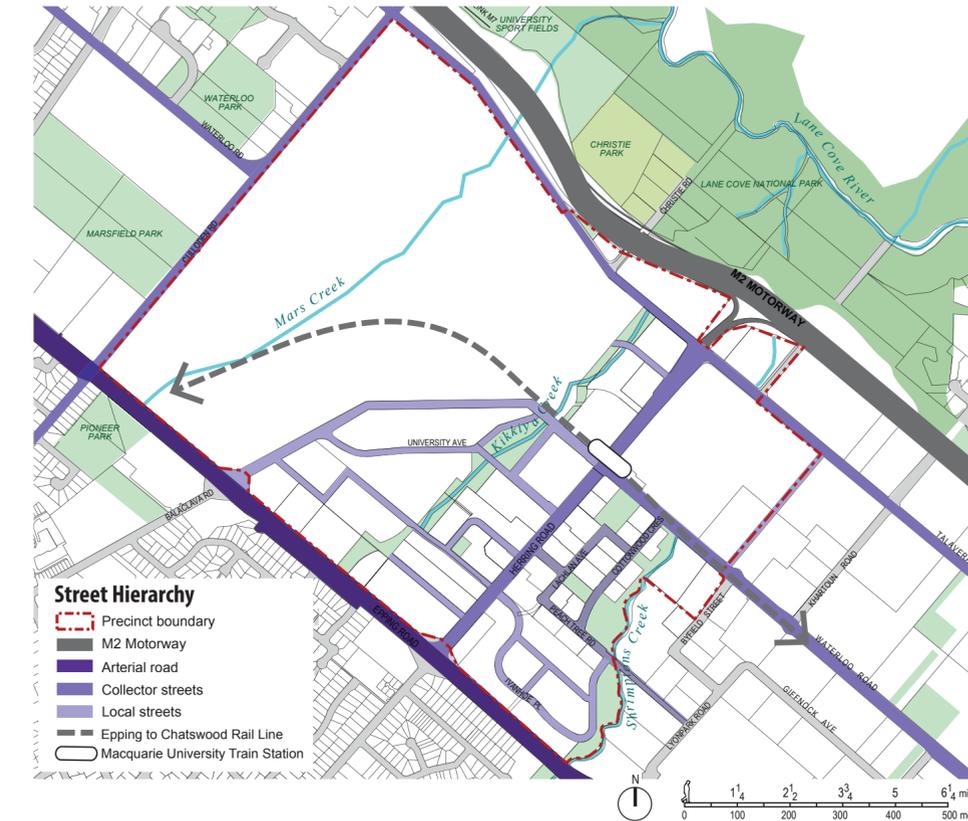
Key intersections for further investigation are:

- Epping Road and Herring Road
- Herring Road and Waterloo Road
- Herring Road and Talavera Road

At the local level, to increase permeability across the precinct a number of new streets and road intersection upgrades are proposed.

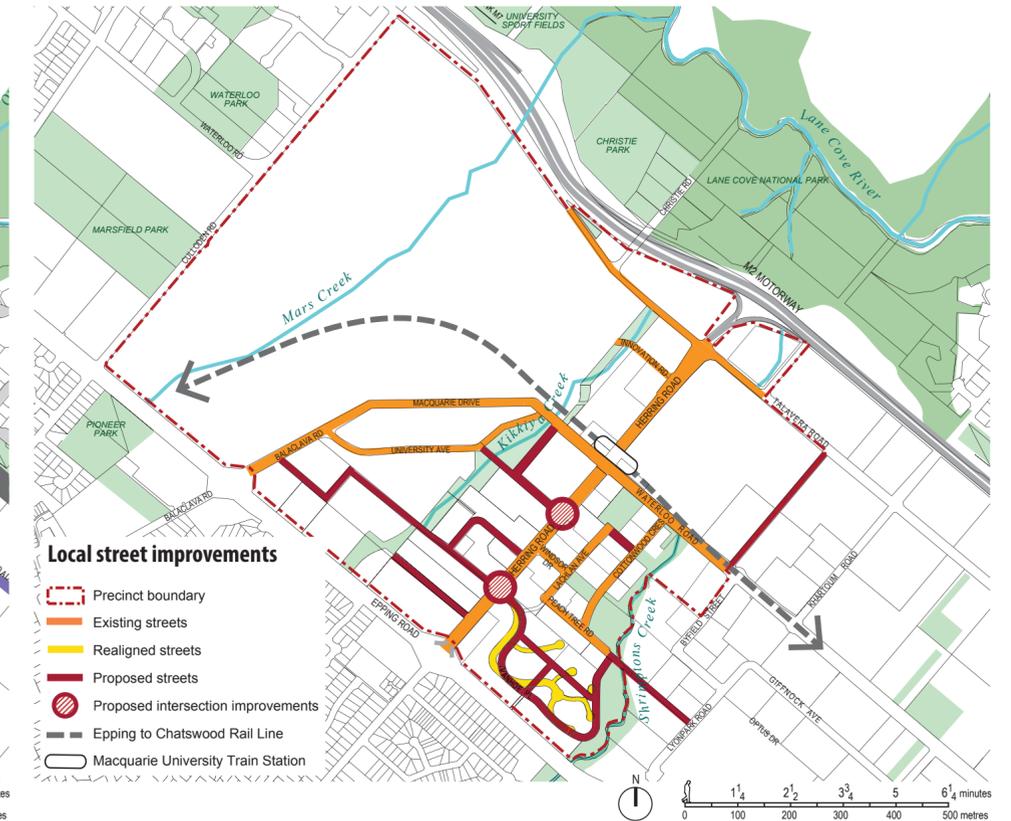
These improvements will reduce the number of cul-de-sacs, introduce more connections and increase the number of crossings resulting in a fine-grained street network.

Potential local street improvements within the Herring Road precinct are shown as indicative alignments only and are subject to future redevelopment proposals being prepared for affected sites. Where new streets are created to provide access to development and better connect the precinct, they are to be designed and constructed in accordance with Australian Standards and where appropriate, dedicated to Council as 'local roads'.



Key potential local street improvements include:

- Herring Road – create central activity spine with wider footpaths, pedestrian crossings, street tree improvements and a new cycle path
- Herring Road and Ivanhoe Place - upgrade existing roundabout to a four-way signalised intersection
- Herring Road to Balaclava Road – new street to improve local east west connectivity
- Herring Road at Dunmore College – new link to Herring Road with a three-way signalised intersection and controlled pedestrian crossing point
- Lachlan Avenue to Cottonwood Crescent – new one-way access street
- Ivanhoe Estate – realign streets and remove existing cul-de-sacs
- Ivanhoe Place to Peach Tree Road– new street to improve local connectivity
- Peach Tree Road to Lyon Park Road – new one-way street link and bridge and two-way pedestrian/cycle path
- Waterloo Road to Talavera Road – completion of a new north south street east of the shopping centre, as proposed by Council and located partly inside and parallel to the precinct boundary.



Public transport

The precinct is served by the Macquarie University Train Station on the Epping to Chatswood Rail Line, which forms part of the Northern Line on the Sydney Trains network. This rail line will integrate with the North West Rail Link (NWRL), which when completed in 2019-2020, is to reduce travel times between north-western Sydney and Macquarie Park by up to 30 per cent. More train services per hour will be provided, reducing bus and private vehicle commuting from the north-west.

The precinct is also currently served by a network of 27 different local and regional bus routes, the majority of which use the Macquarie Centre bus interchange.

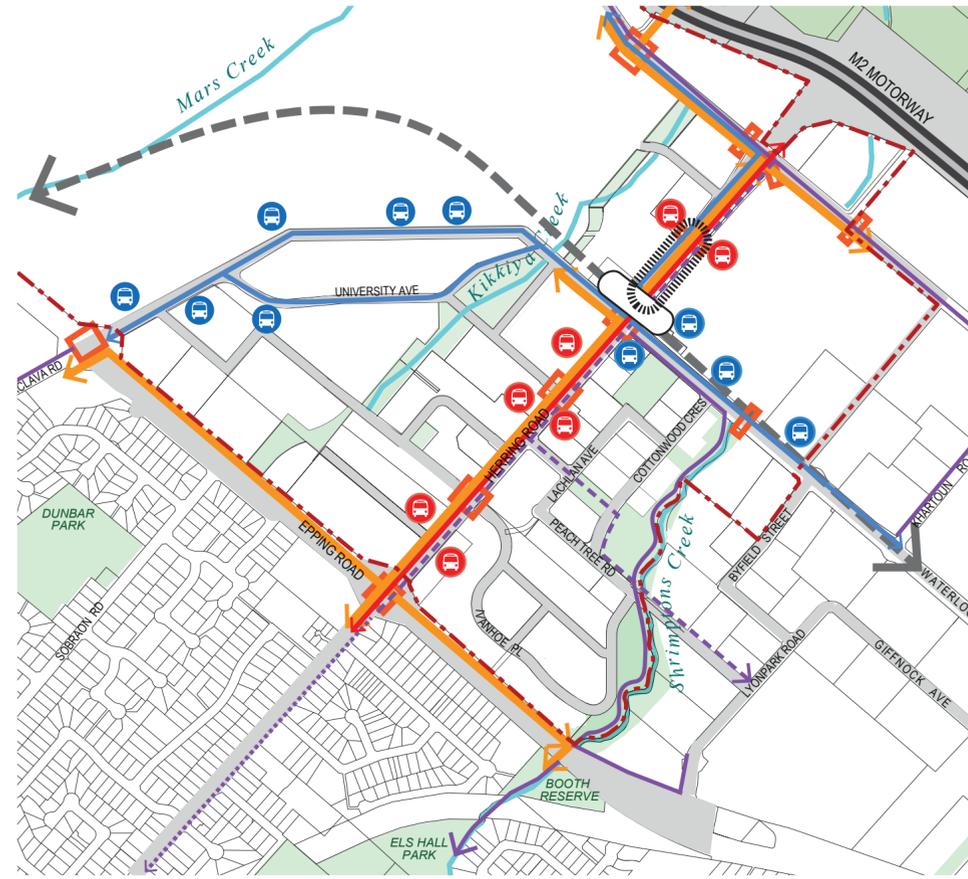
As bus services will continue to play a major role in future public transport growth in Macquarie Park, a comprehensive upgrade of the existing bus interchange may be required in the longer term.

A significantly upgraded bus interchange could:

- provide capacity for more bus services
- create a better integrated transport interchange, with direct links to the train station
- significantly improve pedestrian connectivity and amenity between Macquarie Shopping Centre and Macquarie University and
- extend street activity along Herring Road.

In the short term, the general amenity, visual appearance and utility of the existing bus interchange can be improved and the allocation of bus stops and bus stands optimised. Within the precinct, there will also be opportunities to improve bus shelters, provide real time information and upgrade bus priority signals particularly on Herring Road.

A recent feasibility study into a proposed Western Sydney Light Rail Network has been undertaken by Parramatta City Council. This study investigated the potential for light rail lines to connect Parramatta with Macquarie Park and Castle Hill. If built, the proposed line would connect to Macquarie Park along Herring Road and terminate close to the existing Macquarie University Train Station, bus interchange and shopping centre. At this stage, the Western Sydney Light Rail Network proposal is a Parramatta Council proposal and is not NSW Government policy.



2.4 Built form

Improvements to the street network and movement patterns will enable the Herring Road precinct to accommodate a variety of land uses, densities and building heights to maintain flexibility to create a diverse and sustainable community.

To maximise access to trains, buses, the university and shopping centre, the greatest density and building heights will be focused around the Macquarie University Train Station. To define the edges of the precinct and improve legibility and wayfinding, gateway sites and key intersections will also have increased heights. The detailed design of specific areas and buildings will define future local character.

Key features of the built form controls are:

- a range of building heights between 45m and 120m (15-34 storeys) to define different parts of the precinct and improve legibility
- setbacks ranging from zero close to the station to activate streets, to 12 metres on Epping Road to provide a landscape buffer
- maximum street wall heights of between 6 and 8 storeys depending on the location and the proposed overall height of development
- development above street walls setback 4 metres to minimise the impact of taller buildings on the street
- articulation zones to provide legibility, interest and definition to the buildings
- floor plates for residential buildings above the street wall height limited to 800m²
- floorplates for commercial buildings above the streetwall height limited to 1,400sqm.

The NSW Government's Residential Flat Design Code provides guidance on matters relating to residential amenity, including solar access and visual privacy.



Herring Road activity spine



Residential neighbourhood

2.5 Public spaces

Good public spaces are important in successfully attracting investment and creating environments where existing and future residents will want to live, learn, work and play. Public spaces include streets, parks and open spaces within the precinct and connections to parks and regional open space areas outside the precinct.

A range of public space opportunities exist in the Herring Road precinct for both improvements to existing public spaces and potential new public spaces created through the renewal of development sites. These opportunities can encourage and support new residential and mixed use activities and provide places for community activities and events.

The existing public spaces in the Herring Road precinct that can be improved include:

- the transformation of Herring Road as the precinct's central landscaped activity spine complemented with 'main street' retailing and service activities
- the existing creekline corridors of Shrimptons Creek and Kikkiya Creek, providing important linear open space and environmental connections through the precinct and beyond
- Wilga Park, reinforced as an important focal point for the residential community, providing an opportunity for local sports and activities
- Elouera Reserve as an important local open space close to the train station and at the heart of the mixed use precinct



Wilga Park, looking south west



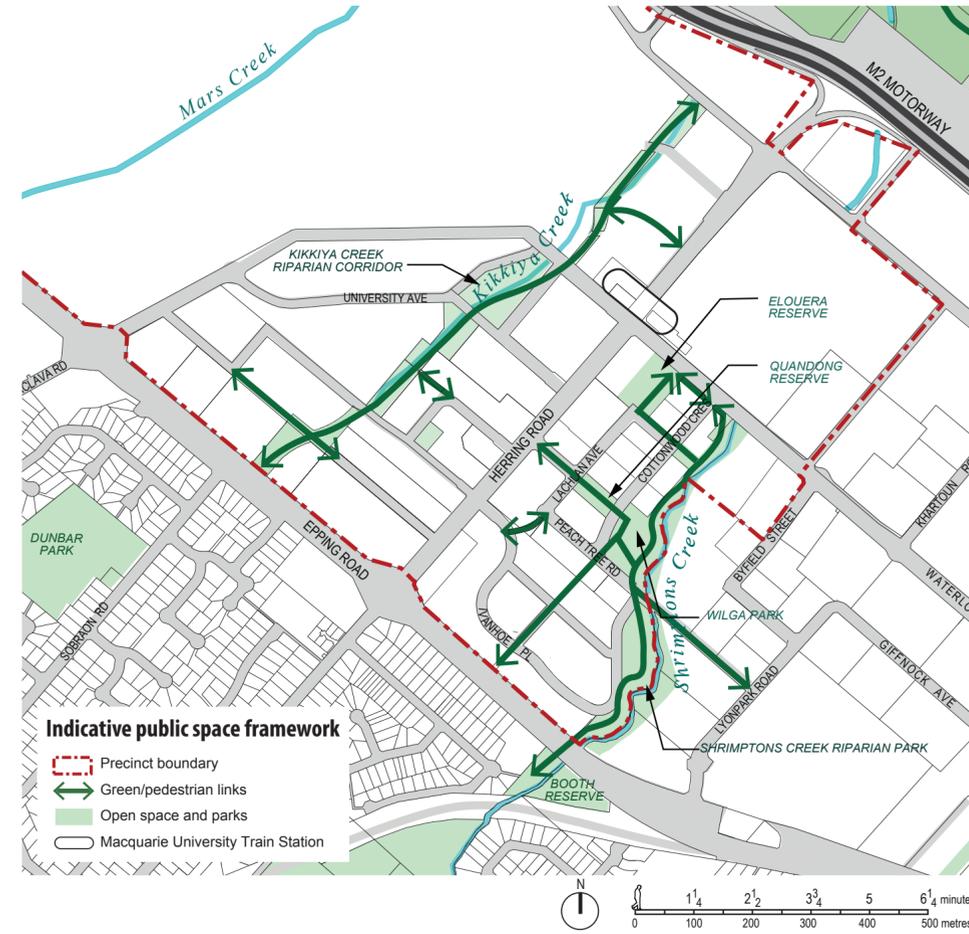
Elouera Reserve, looking south

The Herring Road precinct and Macquarie Park generally benefit from the network of parks and regional open spaces located within 800m of the precinct, including Lane Cove National Park to the north.

Potential public spaces that can be created in the precinct through the renewal of development sites include:

- new civic spaces close to the train station integrated with the shopping centre and the university
- new streets, pedestrian paths and cycleways to improve local and regional connections between residential areas and open spaces
- a new park adjacent to Shrimptons Creek
- new local parks to serve the emerging residential communities as the precinct develops.

The provision and detailed design of public spaces delivered as a consequence of redevelopment within the precinct will be guided by council and the local community.

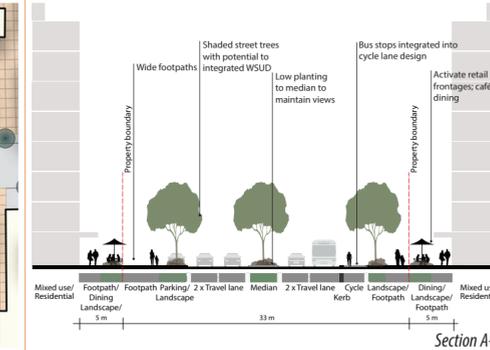


Herring Road

Herring Road is proposed to become the precinct's central activity spine, transforming into a 'main street' environment that is attractive and comfortable

Key improvements to Herring Road can:

- encourage active ground floor uses that create more street activity
- create wider footpaths for pedestrians and to accommodate cafés and shared activities
- create a separate cycle way along the eastern side of Herring Road
- increase the number and accessibility of pedestrian crossings
- introduce new street tree planting including within the median strip
- integrate water sensitive urban design as part of the landscaping
- improve street lighting, signage and way finding

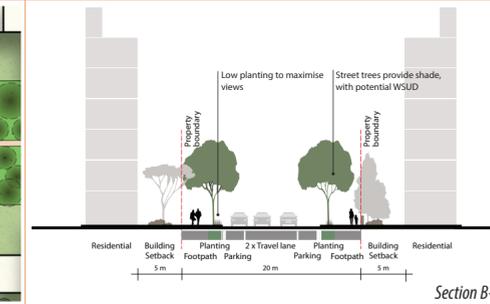
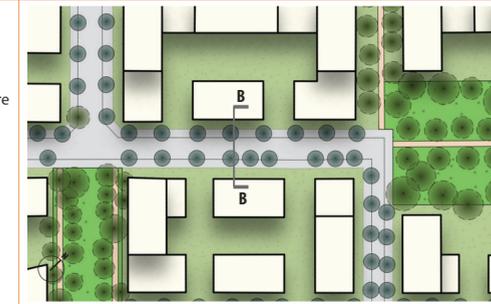


Local Streets

Local streets will better connect homes with workplaces and to the train station, university, shopping centre and open space.

Key improvements to local streets can:

- increase street and pedestrian/cycle connections resulting in a more fine grained network
- integrate pedestrian paths, street tree planting, traffic lanes and street parking
- encourage entrances that address the street
- seek passive surveillance from buildings, active ground floor uses resulting in increased pedestrian activity
- integrate with private landscape areas in building setbacks and contribute to the amenity of the street.

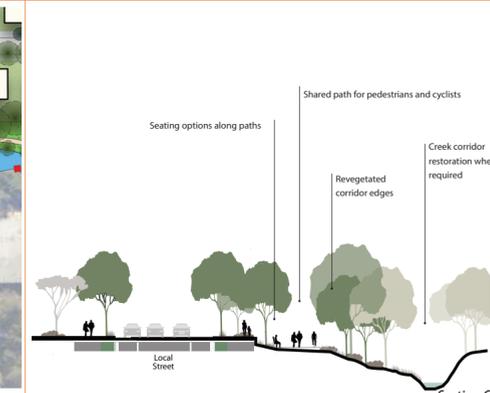


Local Parks and Spaces

Local and regional open spaces will be better connected and integrated into the Herring Road precinct.

Key improvement to local parks and spaces can:

- better connect existing local and regional parks to residential areas and business uses including the potential for a new bridge over Shrimptons Creek
- equitably distribute new local parks across the precinct as the area redevelops
- activate creek line corridors (Shrimptons Creek and Kikkiya Creek) with pathways, cycleways, frontages to local streets and better integrate with other open space areas
- improve lighting and provide clearer sight lines that can improve safety
- improve park and open space facilities, including signage and wayfinding
- better connect to parks outside the precinct along the existing creek line corridors



2.6 Proposed planning controls

Zoning

To encourage a range of land uses and create an active precinct, the B4 Mixed Use zone is proposed to be extended to include the Macquarie University campus.

The B4 Mixed Use zone provides a flexible range of land uses allowing landowners to respond to changes in demand and market conditions over time.

Land uses that will be permissible with consent within the proposed B4 Mixed Use zone include: commercial, retail, education, medical, residential, child care centres, community facilities, entertainment facilities, indoor recreation facilities, function centres, hotels and motels.

Macquarie University

Rezoning the Macquarie University Campus from SP1 Education Establishments to B4 Mixed Use will allow the university more flexibility in how it accommodates academic, commercial and ancillary services within the campus. This change will enable the university to evolve into a more integrated campus with a closer synergy between education, research and commercial activities.

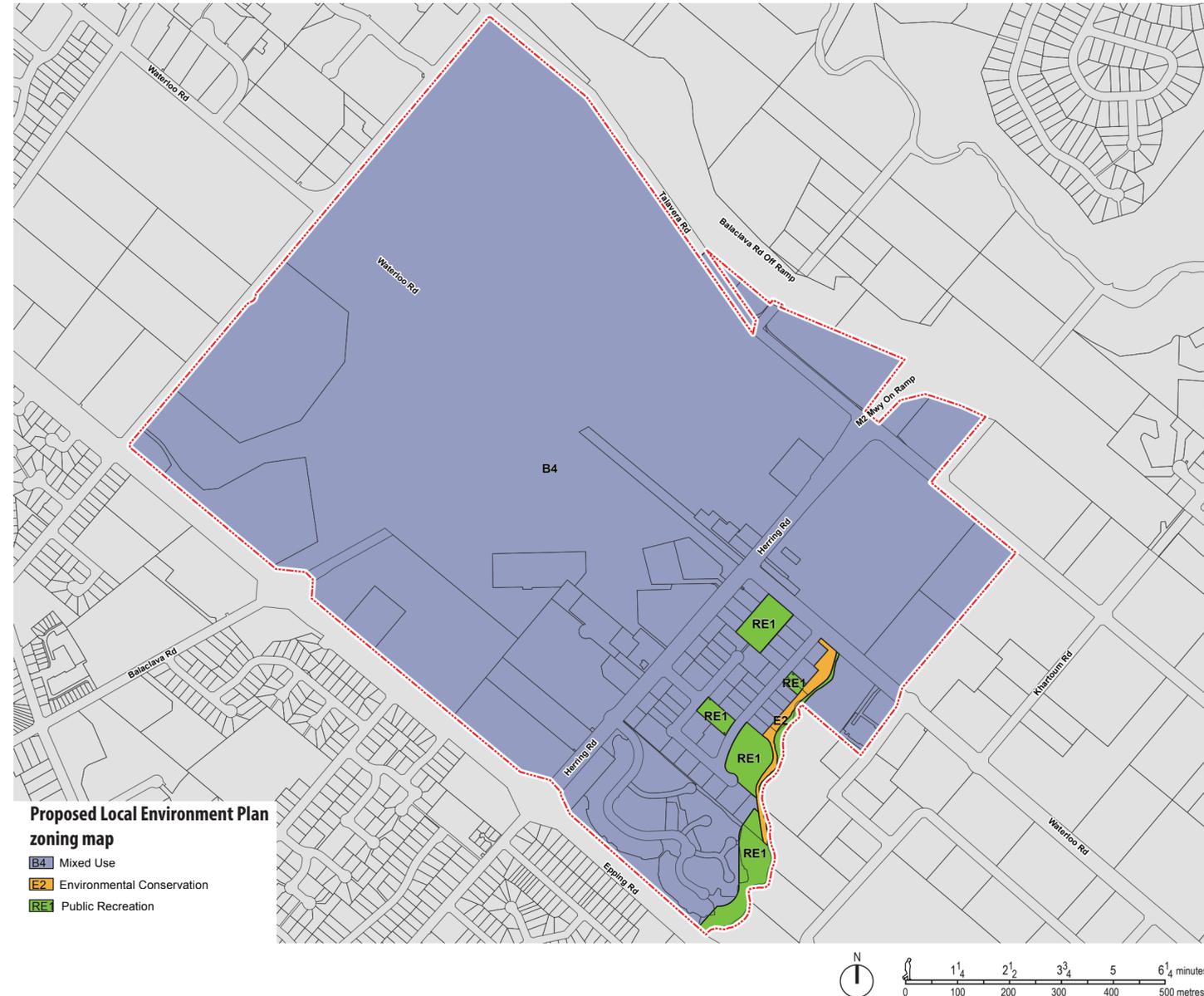
Commercial core and business park sites

Two sites within the precinct are currently in single ownership but have different land use zones applying across their sites under the Ryde Local Environment Plan 2014. These sites are to be rezoned to B4 Mixed Use to ensure consistent development controls apply.

A small triangular strip of vacant land at the Talavera and Christie Road intersection is proposed to be zoned Mixed Use to be consistent with the surrounding zoning.

Recreational zones

Existing public parks will maintain their current RE1 Public Recreation zone. Shrimptons Creek corridor will maintain its current mix of RE1 Public Recreation and E2 Environmental Conservation zones.



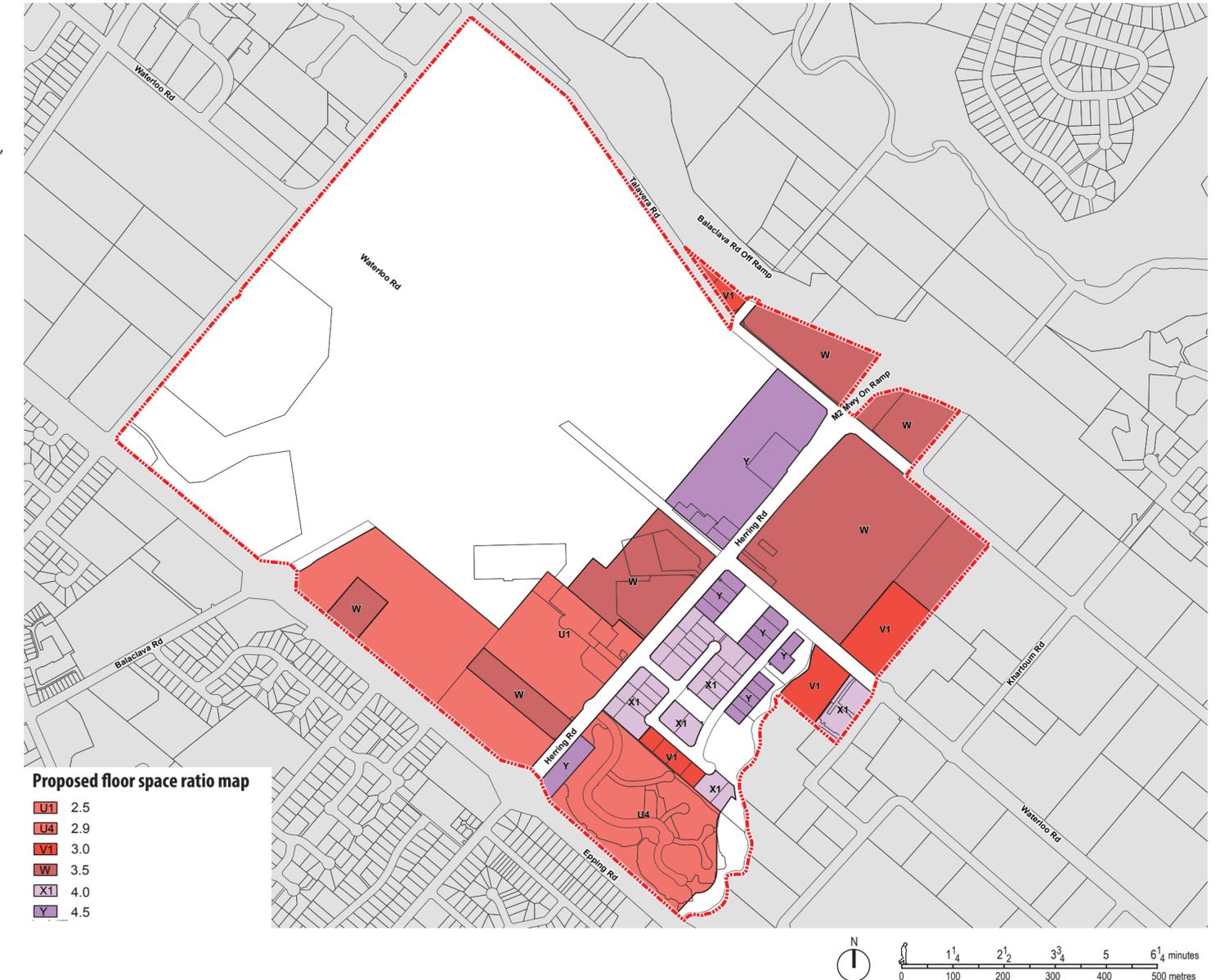
Floor space ratio

To encourage revitalisation and investment in the precinct, a range of floor space ratios are proposed.

Consistent with the proposed building heights, the highest densities are located close to Macquarie University Train Station, Macquarie Shopping Centre, precinct gateways and along key streets.

For the Herring Road frontage of Macquarie University, specific floor space ratio controls are proposed. For the remainder of the university campus, floorspace is controlled by the Macquarie University Concept Plan.

No floor space ratio controls are proposed for existing and proposed open space.



Building heights

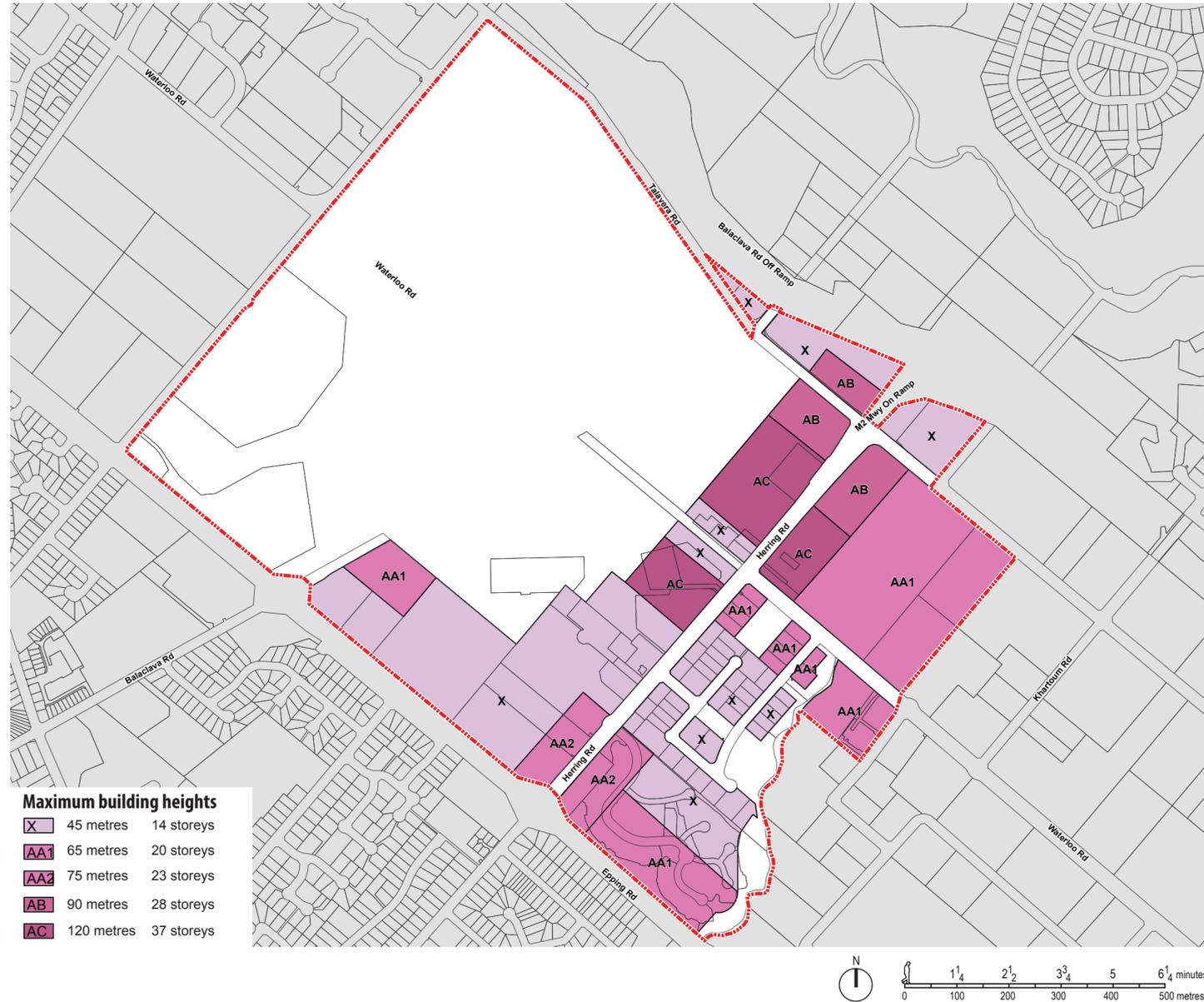
A range of increased building heights from 45m up to 120m are proposed to encourage new development and investment in the Herring Road precinct.

The proposed building heights are consistent with the proposed floor space ratios for the precinct. The tallest buildings are located close to Macquarie University Train Station, Macquarie Shopping Centre and the bus interchange. Precinct gateways at Talavera Road and Epping Road have building heights of 65m and 90m respectively and key active streets, such as Waterloo Road have building heights of 65m. The remaining, mostly residential areas have a building height of 45m.

While the proposed building heights provide for the maximum height of a building, they do not provide a 'blanket approach' to building height and provide flexibility for the modulation of building forms within the height zone.

The proposed building height controls are to be applied in conjunction with the proposed floor space ratio controls, building setback and street wall height controls.

For the Herring Road frontage of Macquarie University, specific building height controls are proposed. For the remainder of the university campus, building height is controlled by the Macquarie University Concept Plan.



Setbacks

Building setbacks or the relationship between a building and the street helps to determine the character of a place. As setbacks are designed to create high quality interfaces between buildings and the streets and parks they face, they vary in response to local conditions.

On Herring Road, south of Waterloo Road, to provide generous pedestrian areas and to help activate the street edge at ground level, a 5m setback is proposed.

On Herring Road and Waterloo Road adjacent to the shopping centre, to help activate the street edge, a 0m (zero) street setback is proposed to encourage ground floor uses such as convenience retail and cafés. On Talavera Road, a 5m setback is proposed.

Building setbacks on the southern side of Waterloo Road and University Drive respond to a mix of conditions, which are Council's proposed 10m setback for Waterloo Road and the open space setting (Shrimptons Creek and Elouera Reserve), the desire for street edge activity (and a zero setback) opposite the train station and the need for a suitable setback on the southern side of the main entrance to the university, proposed at 12m.

To accommodate existing mature trees and to maintain a landscape buffer, the proposed minimum building setback from Epping Road is 12m.

On local residential streets within the precinct, buildings are generally to be set back 5m from the street alignment.

Streetwalls

Streetwalls are created by buildings that face the street. They help create a walkable and active street environment characterised by equal setbacks, a range of building heights that enclose the street, some sense of formality and ground floor activities on busier streets.

The streetwall approach balances the need for buildings that define and activate streets. It enables taller buildings to be further set back above the streetwall, thereby minimising their impact on the streets and spaces below.

For Herring Road and Waterloo Road, the maximum streetwall height for new buildings is 26m, or about 8 storeys, with built form above this height to be set back 4m.

For all other streets in the precinct the maximum streetwall height for new buildings is 20m, or about 6 storeys, with built form above this height to be set back 4m.

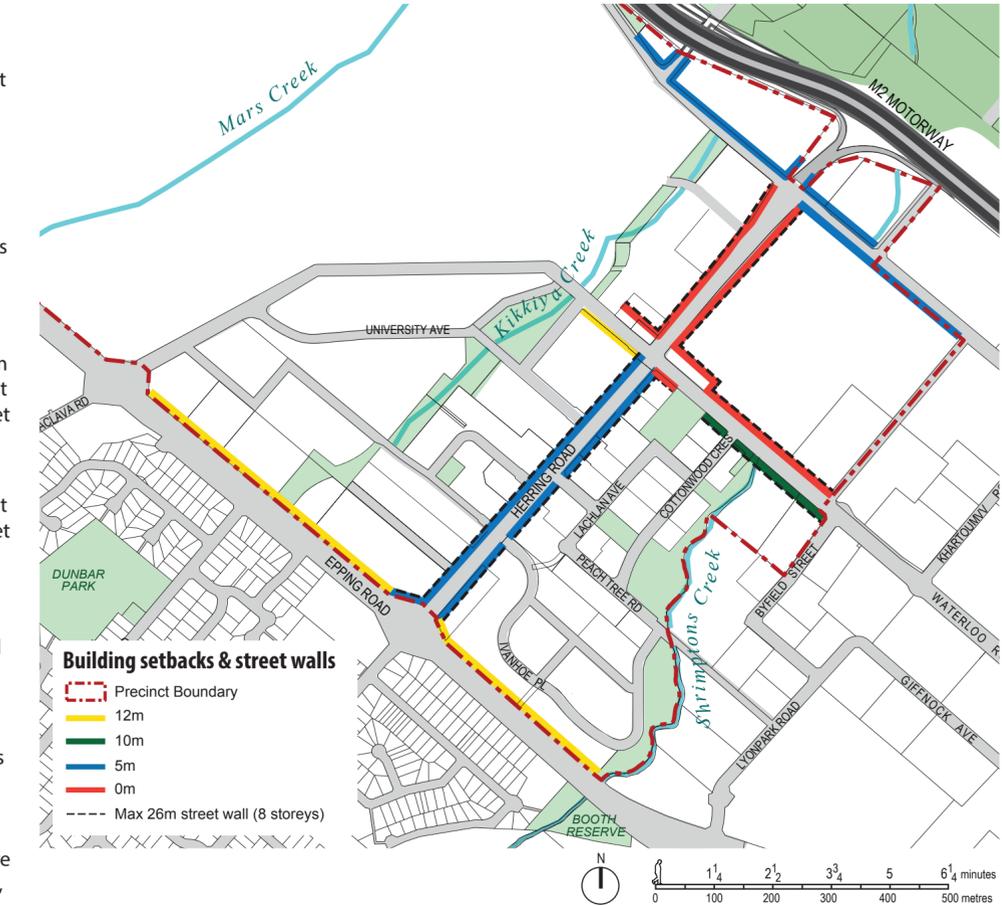
In addition to these building setback and street wall requirements, building articulation zones are required to provide a level of legibility, interest and definition to the street wall and streetscape.

Car Parking

Ryde Development Control Plan 2011 parking rates that currently apply to the Herring Road precinct have been reviewed. The proposed reduced residential car parking rates are based on best practice for development near train stations and are similar to other Sydney centres such as Chatswood, Parramatta and Wollri Creek.

Type of dwelling	Herring Road Precinct (proposed)	City of Ryde high density (existing)
Studio	0 spaces	N/A
1 Bedroom	1 space	0.6-1 space
2 Bedroom	1 space	0.9-1.2 spaces
3+ Bedroom	1 space	1.4-1.6 spaces
Visitor	1 space/10 dwellings	1 space/5 dwellings

Proposed parking requirements



2.7 Proposed Herring Road improvements

During community consultation on the public space opportunities and priorities, the local community was of the view that Herring Road itself, specifically the section between Waterloo Road and Epping Road, should be the focus of improvement and upgrade initiatives.

The proposed improvements to Herring Road are to be implemented in two main stages:

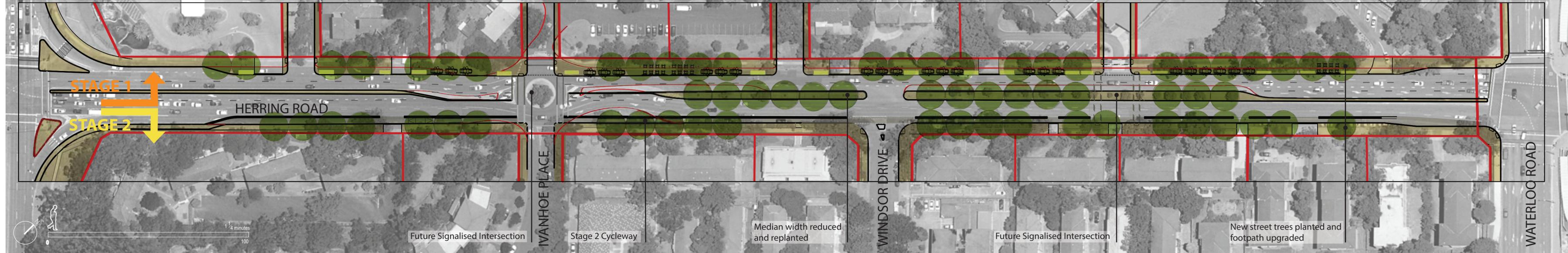
• Stage 1: Western side of Herring Road comprising:

- widened footpaths with enough space for outdoor dining / trading and street tree planting
- an additional flexible-use 2.5m of pavement width that can be used for outdoor dining
- Convenient on-street car parking and planting beds
- a narrowed street median, landscaped with new street trees

• Stage 2: Eastern side of Herring Road, comprising:

- a new two-way cycleway connecting Waterloo Road to Epping Road including separation kerbs
- new integrated with street tree planting and landscaping
- There is a potential extension of the Herring Road cycleway from Epping Road to Kent Road, where it can connect with Council's existing regional cycleway network.

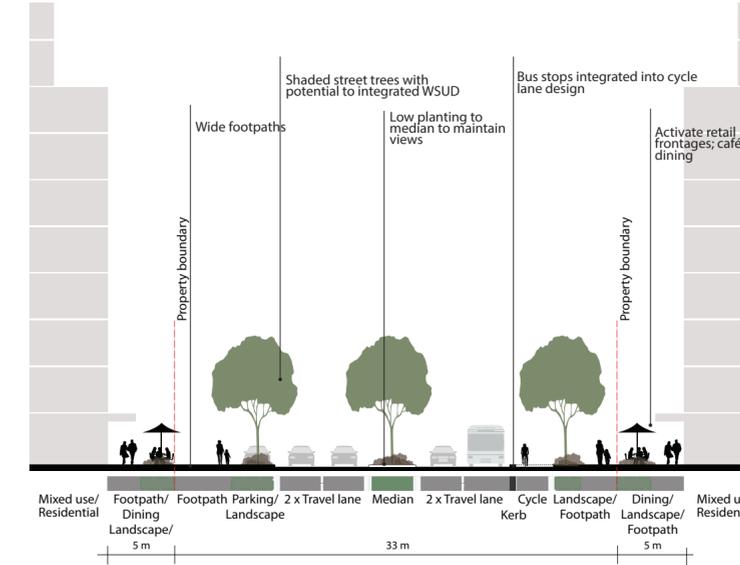
In the light of the community's views, the department considers that Precinct Support Scheme funds could be allocated towards the improvement of Herring Road, as this upgrade will be of most benefit to existing and future residents, students and workers.



Proposed Herring Road Upgrade (Epping Road to Waterloo Road)



View of Herring Road



View of Herring Road

3. What we looked at

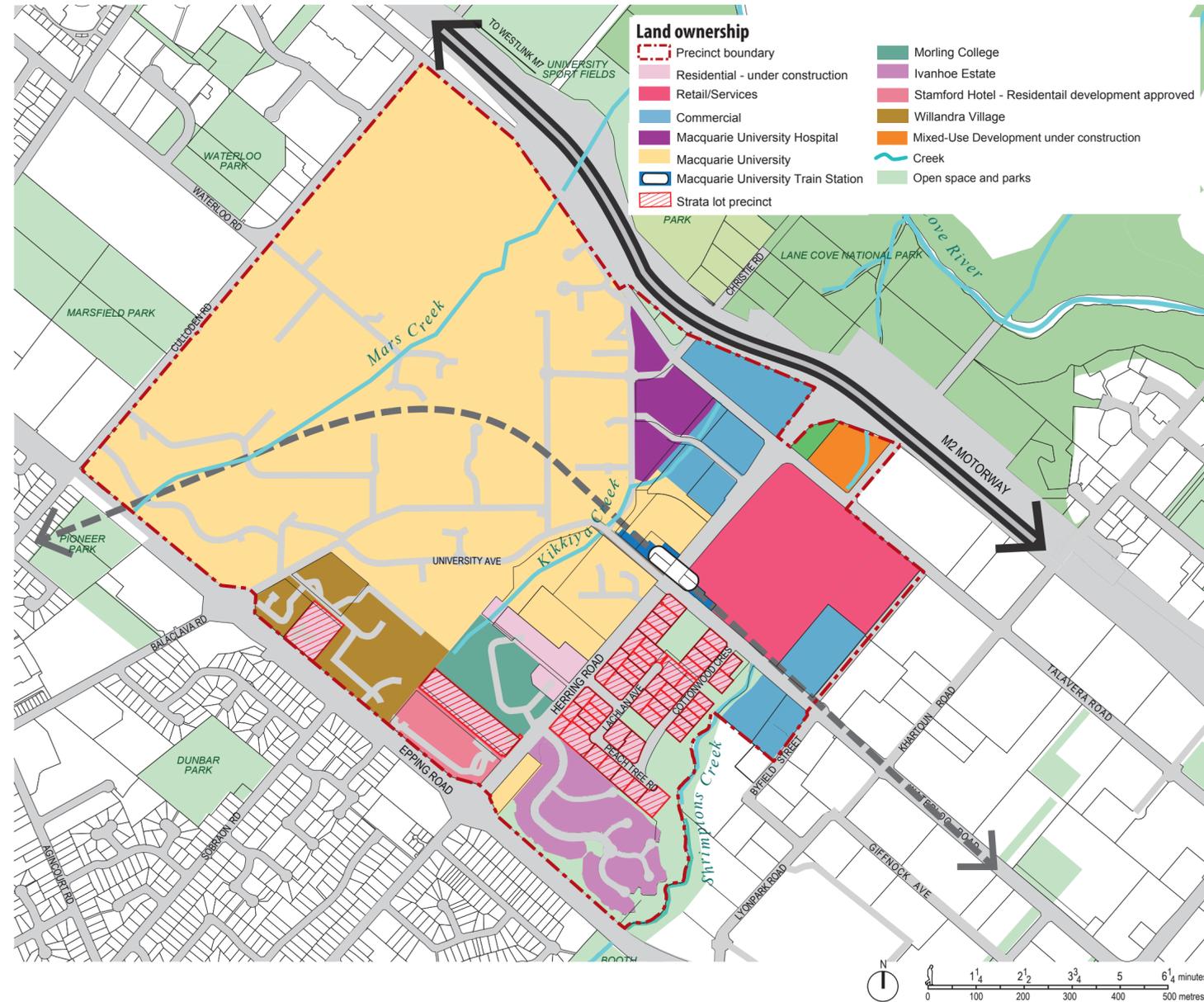
The Herring Road precinct was considered within the context of the following planning policies:

- NSW 2021 State Plan
- Draft Metropolitan Strategy for Sydney to 2031
- Draft Inner North Subregional Strategy
- NSW Long Term Transport Master Plan
- NSW State Infrastructure Strategy

The Draft Metropolitan Strategy for Sydney to 2031 identifies Macquarie Park as a Specialised Precinct within Sydney's Global Economic Corridor that extends from Sydney Airport and Port Botany through the Sydney CBD, North Sydney, Chatswood to Macquarie Park, Parramatta and Norwest Business Park. Macquarie Park is to accommodate a minimum of 16,000 additional jobs by 2031.

The City of Ryde has commissioned a number of studies to inform preparation of its planning policies and guidelines that include the Herring Road precinct. Existing issues and potential solutions identified in these prior studies have been considered in preparation of this proposal.

- Macquarie Park Corridor Master Plan 2004
- City of Ryde's Bicycle Strategy and Masterplan 2007
- Macquarie Park Traffic Study 2008
- Macquarie Park Baseline Movement Economy Report 2009
- City of Ryde Draft Transport Study 2010
- City of Ryde Local Planning Study 2010
- City of Ryde Integrated Open Space Plan 2012
- Macquarie Park Plan Review – Issues Paper 2012
- Macquarie Park Plan Review – Options Paper 2013



3.1 Existing development and approvals

The take up of redevelopment opportunities and future built form will be influenced by existing land uses, lot sizes and the quality of the existing built form in the precinct.

The Herring Road precinct has a number of large sites held by key landowners, who will strongly influence how and when redevelopment could occur and the realisation of associated benefits such as new streets and pedestrian networks.

Some of the key precinct landowners include:

- Macquarie University
- Land and Housing Corporation (Ivanhoe Estate)
- AMP Capital (Macquarie Shopping Centre)
- Baptist Community Services (Willandra Village)
- Baptist Union of NSW (Morling College)
- HSH Hotels (Stamford Hotel)

The Macquarie Shopping Centre, which is currently being expanded, extends over four levels and provides a range of retail, entertainment and services.

Willandra Village and the Ivanhoe Estate are also large landholdings and have potential as possible future redevelopment sites. The Ivanhoe Estate has a mix of building styles including rows of 3 to 5 storey apartment buildings and two storey cottages.

Residential colleges along Herring Road affiliated with Macquarie University have a mix of built form ranging from townhouses built in the last ten years to larger multi-storey buildings.

The local open spaces of Elouera Reserve, Quandong Reserve and Wilga Park and the open space corridor along Shrimptons Creek are owned and managed by the City of Ryde.

The remaining residential area is generally made up of 3-4 storey walk-up strata apartments built during the 1960s to 1980s. These apartment buildings have a range of architectural treatments, external colours and balcony arrangements. In particular, the area bounded by Herring Road, Waterloo Road, Shrimptons Creek and the Ivanhoe Estate to the west is made up of 47 strata residential unit blocks comprising 743 units, generally of 4 storeys with ground floor parking. The lots range in size between 850sqm and 2,830sqm. Redevelopment of a strata lot is constrained by the current requirement for every owner to agree to the renewal of the block under strata schemes management legislation. As lots will need to be amalgamated for redevelopment in this area, a minimum lot size of 1,800sqm is recommended to enable design standards to be achieved.

Macquarie University

Macquarie University is the largest landowner and the dominant land use within the Herring Road precinct. The university contains a mix of buildings from small single storey buildings to large new developments such as the Australian Hearing Hub, the library and Cochlear building.

State Environmental Planning Policy (Major Development) 2005 applies to Macquarie University and sets out height and gross floor area controls for the university land that fronts Herring Road. The university has concept plan approval for 400,000sqm of new commercial uses and 61,200sqm for new academic uses, student housing and associated infrastructure and open space. The policy includes maximum building heights of between 72m and 108m for the sites adjacent to the Macquarie University Train Station.

To provide flexibility in the location of land uses for the future growth and development of its campus, it is proposed that the campus be rezoned B4 Mixed

Use. The concept plan approval that forms the basis of the controls in the Major Development SEPP will be incorporated into the Herring Road precinct. However the controls for the land specifically fronting Herring Road are reviewed as part of this proposal.

Stamford Hotel 110-114 Herring Road

Concept plan approval has also been granted to redevelop the Stamford Hotel site on the corner of Herring and Epping Roads. The site will contain seven buildings ranging from 4 to 22 storeys. The approved floor space ratio is 2.28:1, consisting of 51,119sqm of residential floor space and 1,210sqm of retail.

120-128 Herring Road

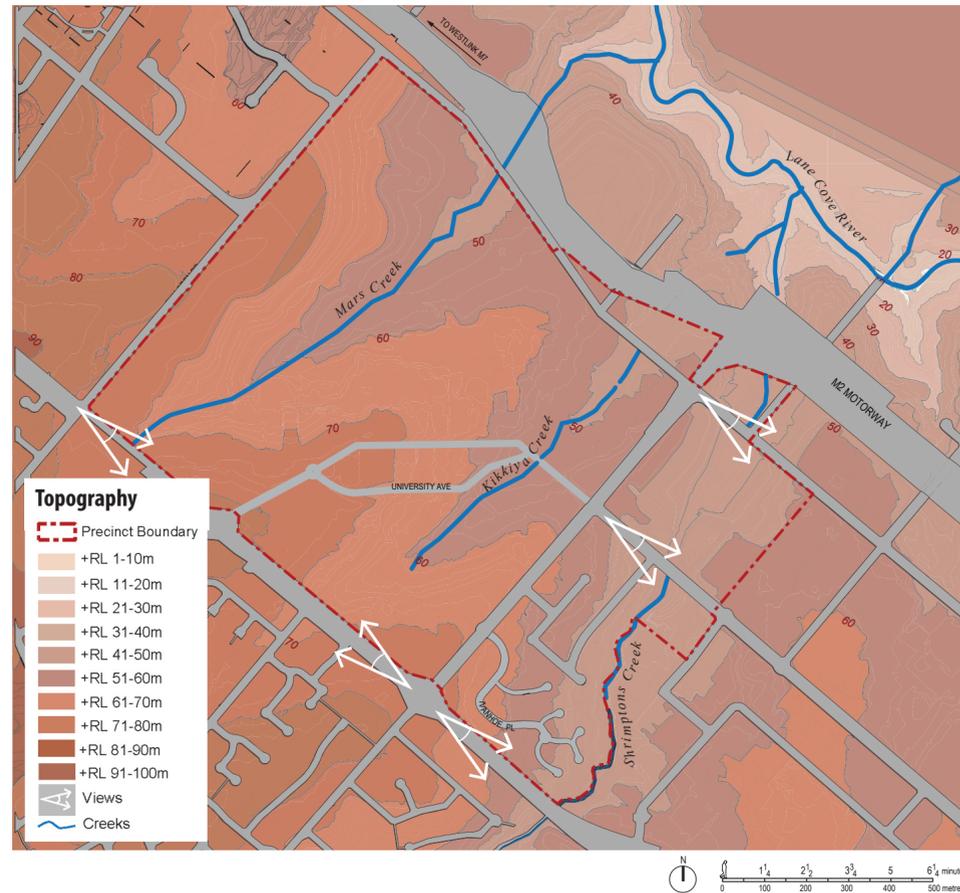
Concept plan approval has been granted for a mixed use residential/retail development of five buildings with heights ranging from 9 to 12 storeys at 120 - 128 Herring Road. The development will provide about 560 residential apartments with some small-scale retail.

3.2 Physical environment

Landform and views

The key features of the topography are the low-lying creeks and ridge running along Herring Road. The precinct is gently undulating with high points along Epping Road. The low points are around Lane Cove River within the Lane Cove National Park beyond the Herring Road precinct.

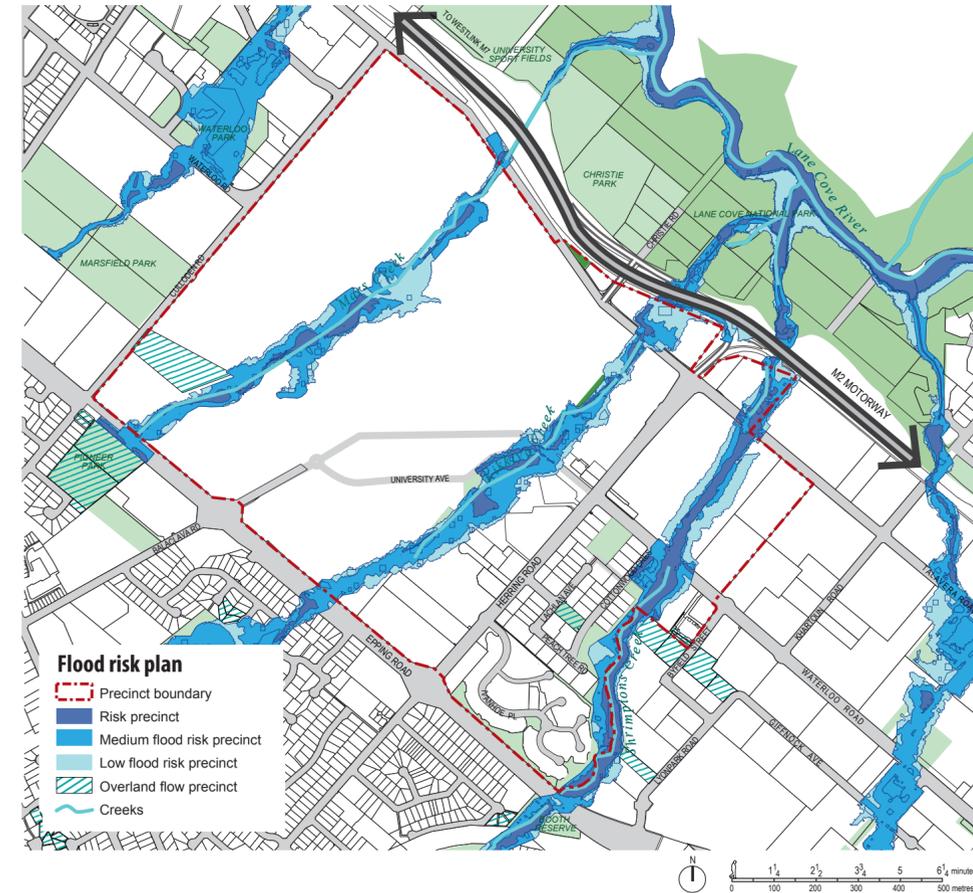
Key views are from the high points on Epping Road, and from Herring Road eastwards along Waterloo Road and Talavera Road.



Flooding and overland flow

Flooding and overland flow paths provide a constraint to development in the Herring Road precinct. Shrimptons, Kikkiya and Mars Creeks run generally in a south-west to north-easterly direction into the Lane Cove River.

The high flood risk areas are however relatively contained and the overland flow area between Lachlan Avenue and Cottonwood Crescent is council-owned open space, which is retained as open space.



3.3 Open space network

The City of Ryde's *Integrated Open Space Plan* (2012) establishes a landscape framework for key regional and local recreation linkages and open space. The primary open space framework combines recreational and natural corridors and spaces with existing creek and river corridors. These are then connected to town and neighbourhood centres by extending along natural catchment boundaries and following streets.

This framework is supplemented by a green grid of canopied streets providing the principal walking and cycle routes connecting centres, parks and corridors. Council's *Integrated Open Space Plan* identifies a deficit of open space in Macquarie Park and reiterates the importance of existing local parks and creek line open spaces in the Herring Road precinct.

Macquarie Park and the Herring Road precinct already benefit from a number of significant parks and open spaces located nearby. It is estimated that there are over 200 hectares of existing open space located within 800m walking distance of the Herring Road precinct. This includes part of the Lane Cove National Park, along with public parks and sports fields such as Marsfield Park, Waterloo Park, the Macquarie University Sports Fields, Christie Park and Els Hall Park. Within the Herring Road precinct, Shrimptons Creek, Mars Creek and Kikkiya Creek provide linear open space corridors whilst Wilga Park, Quandong Reserve and Elouera Reserve provide local community open spaces.

Key opportunities to improve both access to and the quality of open space in the Herring Road precinct include:

- remove barriers and create connections to ensure existing open space areas are more accessible
- enhance the open space and environmental qualities of existing creek corridors
- enhance and embellish existing local open spaces with new facilities, such as Wilga Park and Elouera Reserve
- as precinct redevelopment occurs, provide new public open spaces where gaps in provision exist



3.4 Overshadowing

The proposal concentrates the tallest buildings near the centre of the precinct, close to the train station and on the key activity streets of Herring Road and Waterloo Road. In designing areas for taller buildings, the proposal seeks to minimise the overshadowing and amenity impact on existing and proposed public open spaces within the precinct and on nearby residential areas.

Potential overshadowing impacts of the indicative built form for the Herring Road precinct have been assessed for mid-winter (21 June) and for the autumn/spring equinox (21 March / 21 September). Mid-winter, the shortest day of the year day, has the longest shadows. For each of these days, an overshadowing study is provided for 09:00am, 12:00pm midday, 2:00pm and 3:00pm.

Shrimptons Creek and Kikkiya Creek

The northerly orientation of Shrimptons Creek and the north easterly orientation of Kikkiya Creek ensure that for both mid-winter and the equinox, these important linear open spaces will receive good solar access during the morning, the middle of the day and early afternoon. Only later in the afternoon will shadows from nearby potential buildings start to impact upon the creekline corridors.

The north-south orientation of the new park located adjacent to Shrimptons Creek will ensure that it can receive good solar access during the day during both mid-winter and the equinox.

Wilga Park

In both mid-winter and the equinox, Wilga Park will retain significant sun access, with minimal overshadowing during the day, until around 3pm when the park will be partially shaded.



Mid winter - 9:00 am



Mid winter - 12:00 pm



Mid winter - 2:00 pm



Mid winter - 3:00 pm

Elouera Reserve

Located on the southern side of Waterloo Road, Elouera Reserve is close to the train station and the area of tallest buildings within the precinct. To ensure that the park retains good amenity, building heights that limit overshadowing are proposed. At both mid-winter and the equinox, the park will receive good solar access during the morning and lunchtime, but would be affected by potential overshadowing in mid to late afternoon.

Herring Road

At both mid-winter and the equinox, the western side of Herring Road will receive good solar access in the morning. By midday and during the afternoon, the eastern side of Herring Road will receive good solar access with the western edge in shade.

Epping Road

For existing residential properties on the southern side of Epping Road, in mid-winter and the equinox, some overshadowing may occur in the morning, but not during the afternoon.

As future development proposals may vary from the indicative built form and overshadowing impacts shown, they will need to be further addressed in future development applications.

Individual buildings will need to be designed in accordance with the solar access provisions of the Residential Flat Design Code, which seeks to achieve acceptable levels of solar access to dwellings, private and communal open space.



Equinox - 9:00 am



Equinox - 12:00 pm



Equinox - 2:00 pm



Equinox - 3:00 pm

