

**ATTACHMENTS FOR: AGENDA NO. 6/19  
COUNCIL MEETING**

**Meeting Date:** Tuesday 25 June 2019  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde  
**Time:** 7.00pm

**ATTACHMENTS FOR COUNCIL MEETING**

**Item**

**9 PLANNING RYDE: DRAFT LOCAL STRATEGIC PLANNING STATEMENT**

Attachment 3 Draft Strategy for Waterloo Road, Macquarie Park  
(Attachment 2)

# Draft Strategy for Waterloo Road Macquarie Park

Linear Park

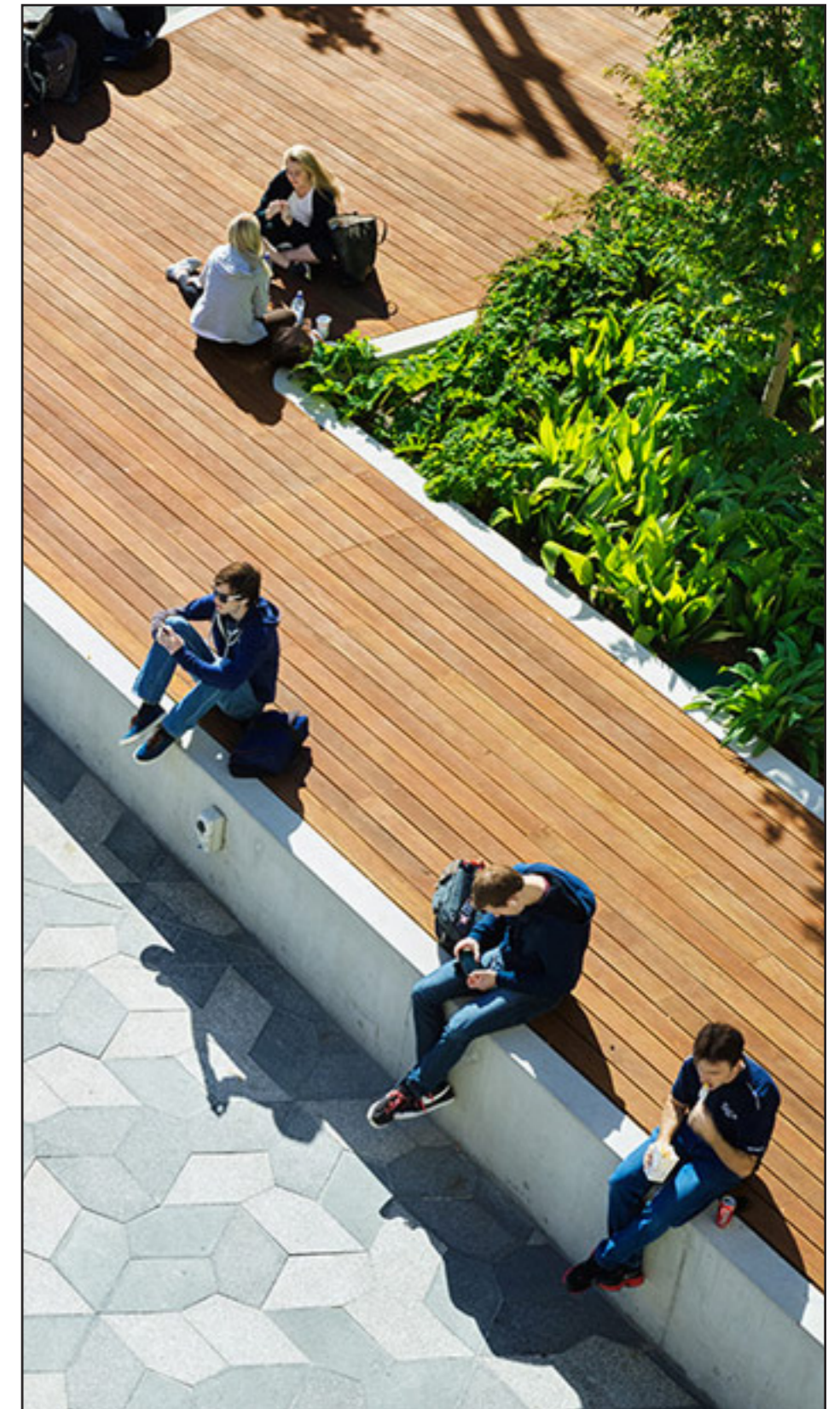
19 March 2019

Revision A

## Waterloo Road Linear Park

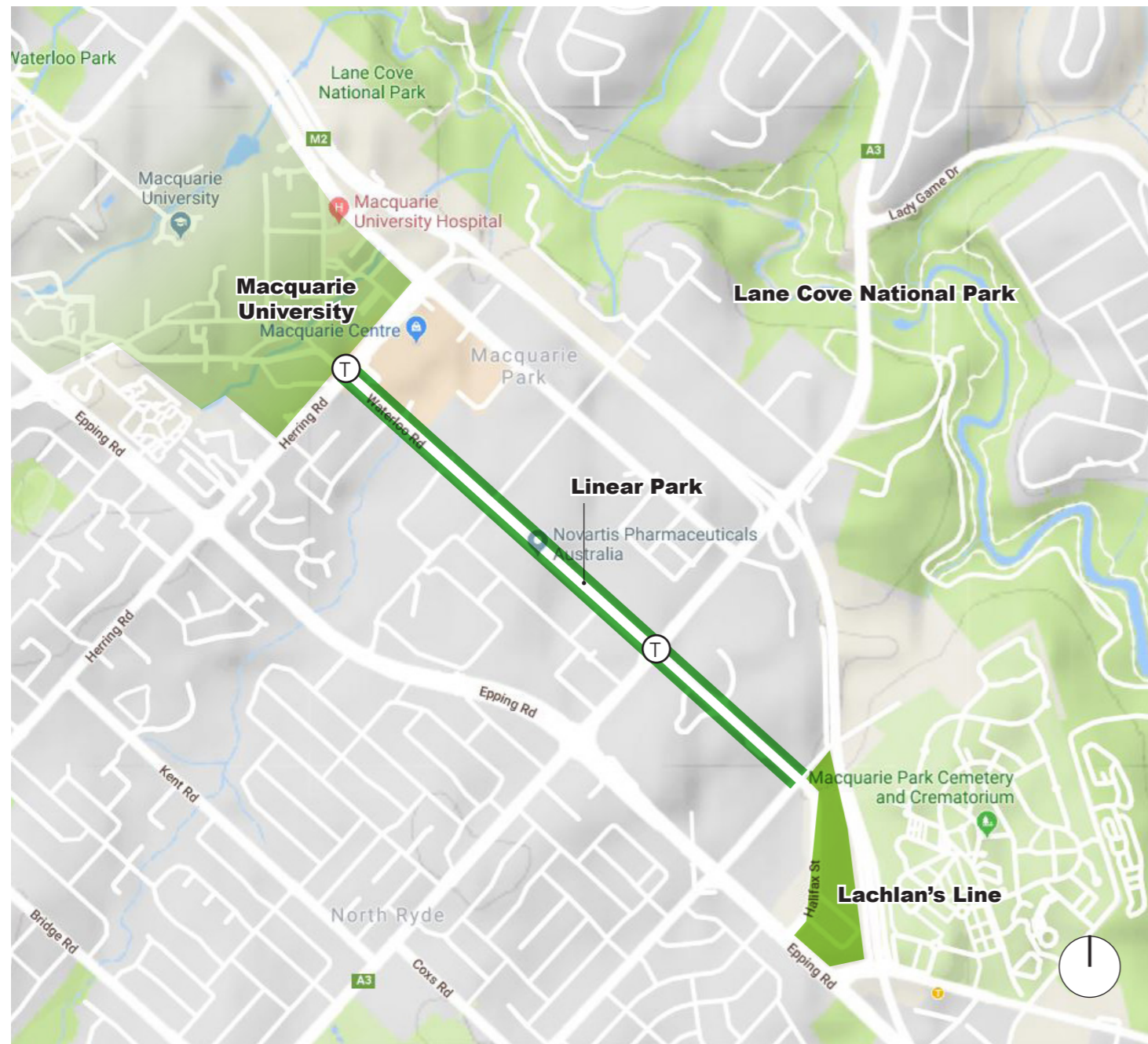
**Completed Author** 19 March 2019  
Urban Strategy, City Planning  
Paul Bu - Urban Designer / Strategic Planner

**Contributors** Urban Strategy, City Planning





**Broader Context**



**Location Plan**

**Vision:**

The Linear Park will be a publicly accessible open space, which provides passive recreational opportunities and serves as a green spine through the city centre for all members of the public to use and appreciate.

**Description:**

- Location: within the street setback zone on either side of Waterloo Road
- Extent:
  - Eastern end: Macquarie University Station
  - Western end: intersection of Waterloo Road and Wicks Road
- Land ownership: privately owned and managed, publicly accessible
- Sizes:
  - Total length - approximately 1.9km
  - A minimum width of 10m, plus existing public domain (approx. 4-5m)



**Site Context**



**Full Circuit:**



- 3.8km** Walking - 50-60 minutes
- Jogging - 25-30 minutes

**Core Circuit:**

- 2km** Walking - 25-30 minutes
- Jogging - 10-15 minutes

**Quick Circuit:**

- 1.2km** Walking - 15-20 minutes
- Jogging - 5-8 minutes

-  Signalled crossing point
-  Connection to adjacent recreational space

**Opportunities/Strengths:**

- Macquarie Park as an up-and-coming CBD
- Generous tree coverage
- Connectivity to two railway stations
- A continuous shared path available on northern side
- Potential integration with recreational space in Macquarie University and Lachlan's Line

**Constraints/Weaknesses:**

- Waterloo Road carrying with a high volume of traffic
- Recently developed sites unlikely to change
- Existing mature trees in the setback zone to be retained
- Level changes
- Limited crossing opportunities

**Who is it for?**

Primary users:

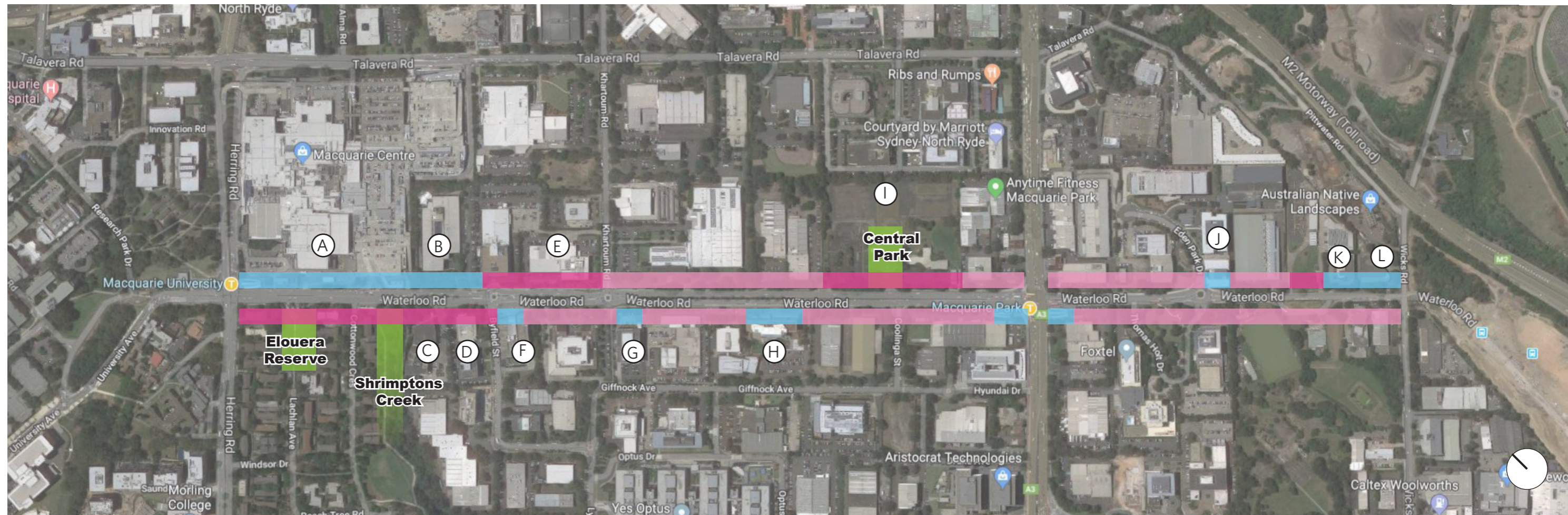
- Workers (at different fitness levels) seeking lunch time/after-hour exercising opportunities
- Local residents, including families, children and elderly
- Commuters
- Students

Secondary users:

- Cyclists



Opportunities and Constraints



Likelihood of Redevelopment

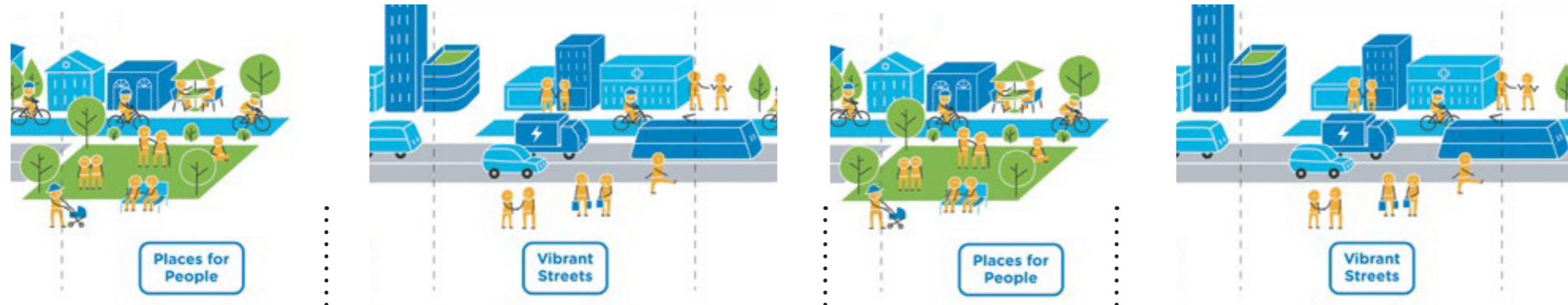
- Unlikely to change  
Site recently constructed/under construction
- Some potential to change  
Site with redevelopment potential in the foreseeable future
- Likely to change
- Site already has development interest

Key Development sites

	Address	Development	DA No.	Status
A	109 Waterloo Road	Macquarie Shopping Centre	-	DA approved
B	101-107 Waterloo Road	Prime	LDA2016/567	Under construction
C	82 Waterloo Road	Natura	LDA2016/602	Under Landscape DA
D	80 Waterloo Road	Park One	LDA2016/524	Under Landscape DA
E	85-97 Waterloo Road	Goodman	LDA2017/096	Under DA
F	78 Waterloo Road	Schneider	-	Less than 10 years old
G	66 Waterloo Road	Citrix	-	Less than 10 years old
H	52-58 Waterloo Road	Novartis	-	Less than 10 years old
I	45-61 Waterloo Rd	GPNSW	LDA2017/0390	Under DA
J	6 Eden Park Drive	DuPont		Less than 10 years old
K	9-13 Waterloo Road	New pub	LDA2016/196	Less than 10 year old
L	1-7 Waterloo Road	New serviced apartments	LDA2015/133	DA approved

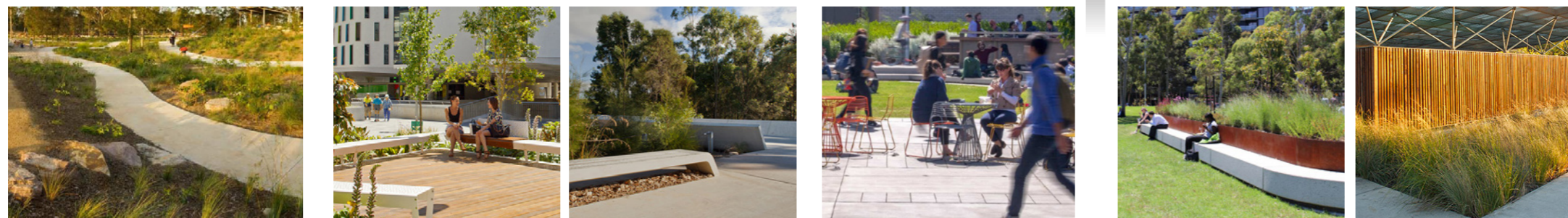
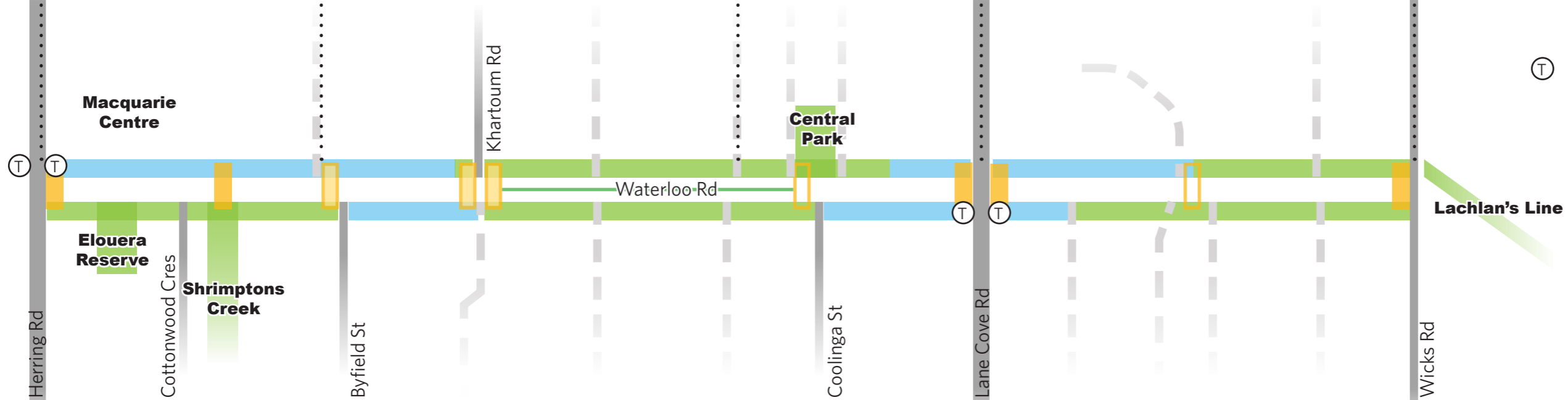


Landscape Character



KEY

- Urban edge experience
- Park like experience
- Existing crossing point
- Future crossing point
- Opportunity for future crossing to be investigated
- Existing road
- Planned future road as per RDCP 2014
- Existing median strip to be retained
- T Railway station exit/entry





**Design Principles**

**Objectives:**

The design of the Linear Park is:

- To cater for the recreational needs of a range of users.
- To create a safe and pleasant focal point.
- To retain and enhance existing vegetation.
- To create an interesting outdoor experience along the journey.
- To integrate with existing and future public open space.
- To enhance ecological value and foster wildlife in the city centre.
- To promote environmental sustainability.

**Principles:**

The design of the Linear Park should follow the principles below:

- Create varying open space experience (i.e urban edge or park-like) in response to the existing/desired future character in different sections of Waterloo Road.
- Create inter-connected points of interest throughout the journey.
- Maintain a high level of passive surveillance.
- Provide adequate lighting for night time safety.
- Consider Crime Prevention Through Environmental Design (CPTED) principles.
- Retain existing mature trees where possible.
- Design in response to the microclimate conditions, such as shade, wind and solar exposure.
- Create a buffer from the harsh environment of Waterloo Road.
- Enable direct path connections to adjoining sites.
- Create desire lines to building entries and key destinations.
- Provide uses that activates building frontages to the park.
- Provide resting/people-watching/gathering areas for social interaction, especially near building entries.
- Provide complementary facilities such as water bubblers, bike racks, signage and shade structures at appropriate locations.
- Apply a consistent landscape approach to entries to building, street corners, railway stations and bus stops.
- Mitigate visual impacts of detracting elements such as substations, hydrant boosters, blank walls etc.
- Integrate water sensitive urban design measures in landscape elements where appropriate.

**Character Images**

**Arrival Point**



**Social Space**



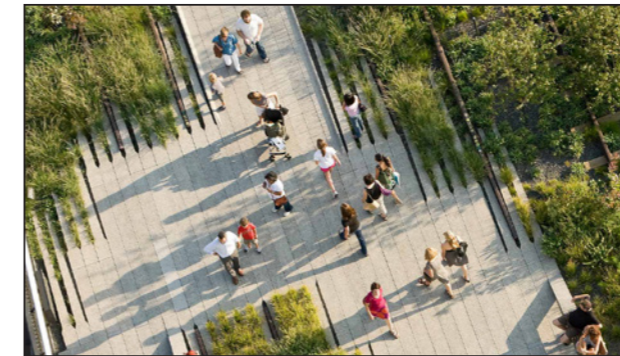
**Resting**



**Adult Play**



**Informal Path**



**Fitness**



**Children's Play**



**Public Art**



**WSUD**



**Traffic Calming**



**Microclimate**



**Wayfinding**





## Scenario 1 - Arrival Point



Applicable to:

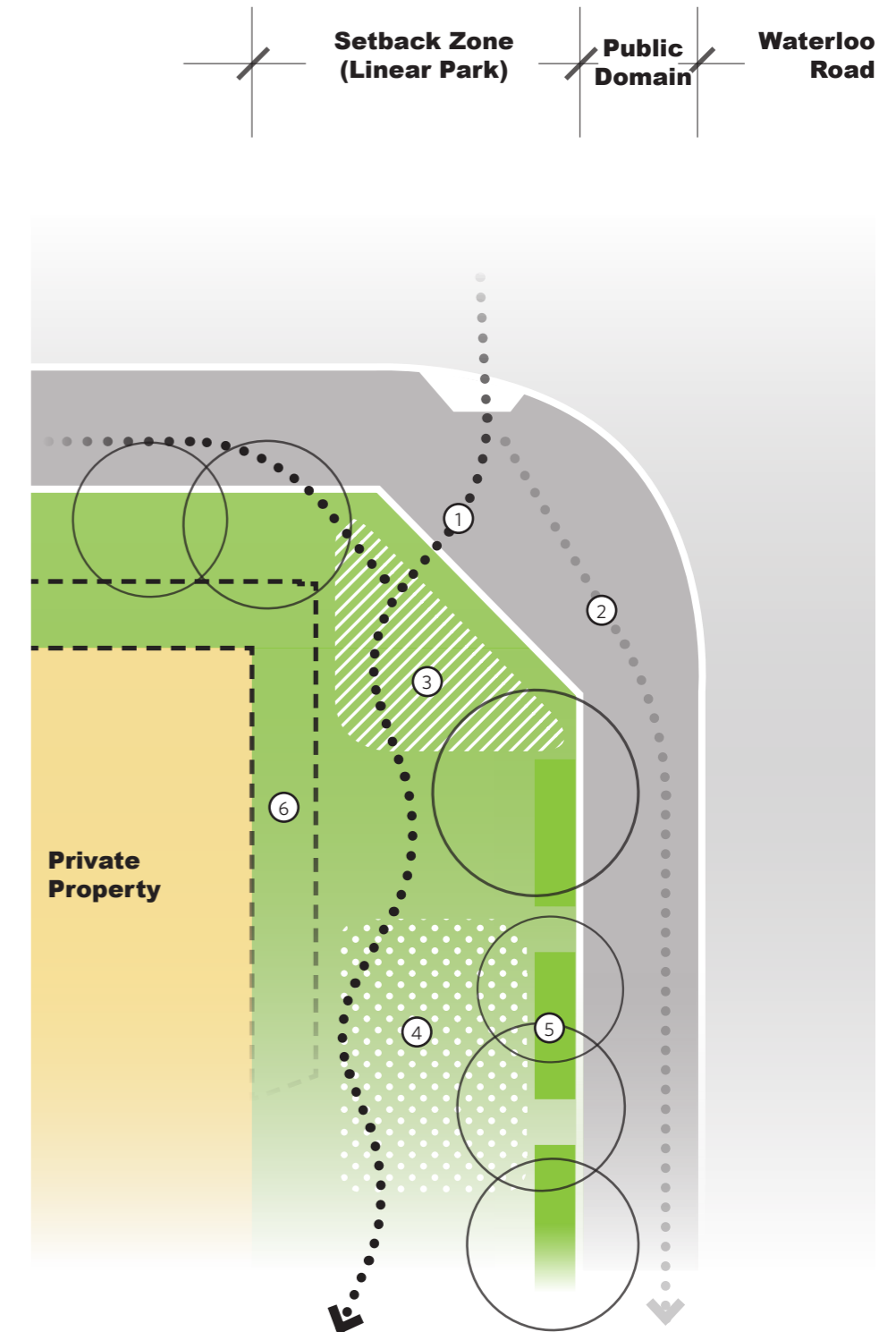
- Corner sites
- Sites that have frontages to a public road and a public open space e.g. Shrimptons Creek

Aims:

- To begin the journey for each section of the linear park.
- To create an inviting entry experience to the linear park.

Key elements:

1. Primary / slow movement corridor in a form of an informal meandering path that connects all recreational zones and adjoining sites.
2. Secondary / fast movement corridor for cyclists and commuters who intend to travel from Point A to Point B quickly; to be designed as per COR's public domain design manual.
3. Park 'doormat' - to create a welcoming arrival point to bring people into each section of the linear park; provide opportunities for feature planting, public art, directional signage, water bubblers, bike pumps, bike racks and those as described in No.4.
4. Recreational zone for strolling, jogging, gathering, playing and relaxing with landscape planting and recreational facilities such as kiosks, coffee shops, seating, tables, turf space, picnic benches, ping pong tables, fitness station, community gardens, etc.
5. Tree retention zone with low shrub planting to provide a green buffer to Waterloo Road.
6. Semi-private zone - a low landscape edge or an active interface with outdoor seating and dining opportunities, if associated with ground floor retail uses.





## Scenario 2 - Green Corridor



Applicable to:

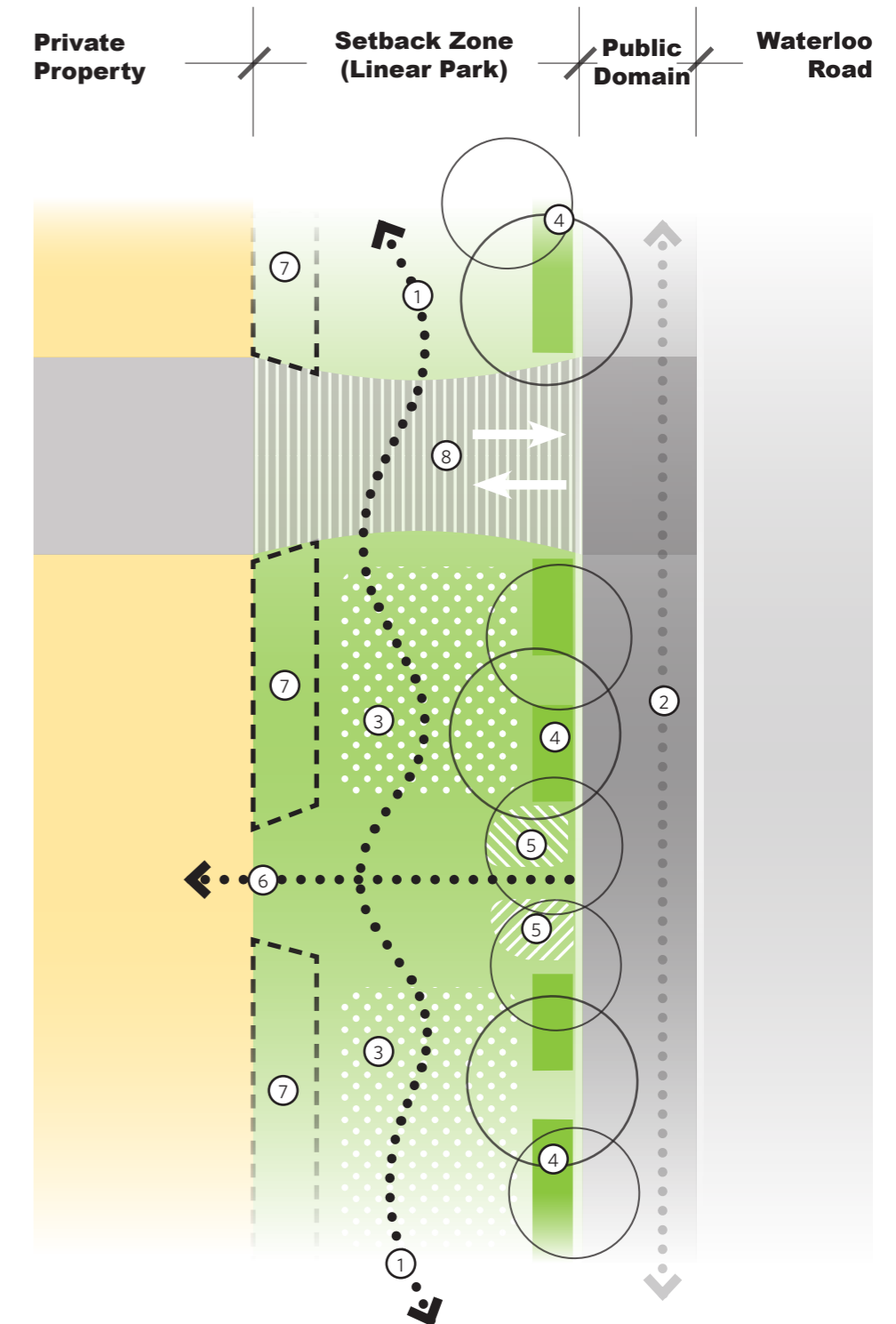
- Major development sites with a significant frontage
- Sites neighbouring properties with a high redevelopment potential or a development proposal

Aims:

- To provide a continuous recreational journey.
- To bring people into the linear park and away from the main road.

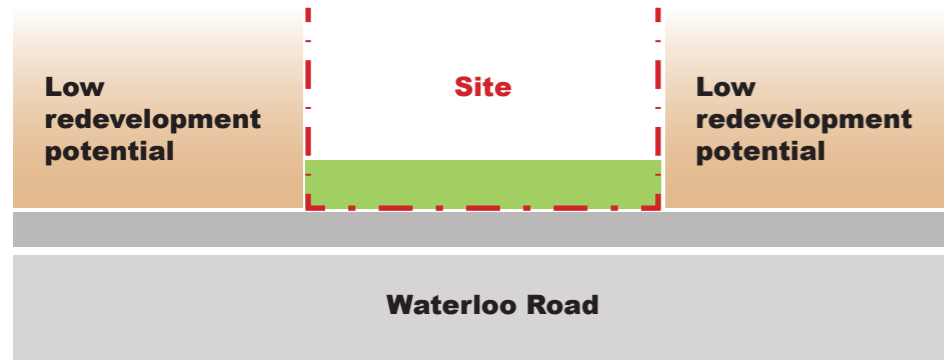
Key elements:

1. Primary / slow movement corridor - a meandering concrete path that connects all recreational zones.
2. Secondary / fast movement corridor for cyclists and commuters who intend to travel from Point A to Point B quickly; to be designed as per COR's public domain design manual.
3. Recreational zone for strolling, jogging, gathering, playing and relaxing with landscape planting and recreational facilities such as kiosks, coffee shops, seating, tables, turfed space, picnic benches, ping pong tables, fitness station, community gardens, etc.
4. Tree retention zone with low shrub planting to provide a green buffer to Waterloo Road.
5. Building entry - to provide opportunities for feature planting, public art, directional signage, water bubblers, bike pumps, bike racks and those as described in No.3.
6. Direct, identifiable and DDA-compliant building access.
7. Semi-private zone - a low landscape edge or an active interface with outdoor seating and dining opportunities, if associated with ground floor retail uses.
8. Driveway crossing point - pedestrians to be prioritised over cars; driveways are to be minimised where possible and treated with traffic calming measures such as cobblestone paving.





## Scenario 3 - Pocket Park



Applicable to:

- Sites with a smaller frontage
- Sites neighbouring properties which are unlikely to redevelop in the foreseeable future

Aims:

- To create a 'pocket park' experience for the sections of the linear park which will be developed in a 'piecemeal' fashion.
- To design the linear park to be an integral part of the public domain.

Key elements:

1. Primary movement corridor for all users; to be designed as per COR's public domain design manual.
2. Secondary / slow movement corridor - a meandering concrete path that connects all recreational zones.
3. Recreational zone are located close to the public domain so that they are perceived as part of the public space; should have minimal visual and physical barriers from the public domain and are designed for gathering, playing and relaxing with facilities such as kiosks, coffee shops, seating, tables, turfed space, picnic benches, ping pong tables, fitness station, community gardens, etc.
4. Tree retention zone - to provide shade and maintain vegetation coverage.
5. Building entry - to provide opportunities for feature planting, public art, directional signage, water bubblers, bike pumps, bike racks and those as described in No.3.
6. Direct, identifiable and DDA-compliant building access.
7. Enabling future connections to adjoining sites.
8. Semi-private zone - a low landscape edge or an active interface with outdoor seating and dining opportunities, if associated with ground floor retail uses.
9. Driveway crossing point - pedestrians to be prioritised over cars; driveways are to be minimised where possible and treated with traffic calming measures such as cobblestone paving.

