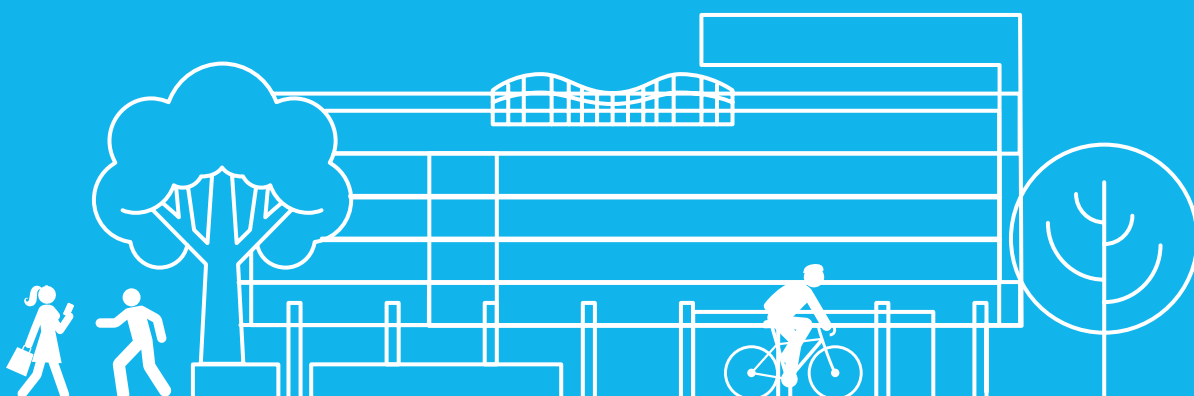




PART

4

PRODUCTIVITY



4.1 The economy and jobs

4.1.1 Vision

Ensure the Ryde LGA will be well-designed and planned to encourage new investment, local jobs and business opportunities in an environment of innovation, progression and economic growth. This approach will give more people the option to live and work in the Ryde LGA.



Aerial looking down to the business park, North Ryde

4.1.2 Context

The City of Ryde is growing on average by 2,000 new residents and 4,000 new businesses – across a range of industry sectors – every year. This growth provides new opportunities for residents to study and work where they live, but also creates a need for more industrial and commercial office space, incubators, and co-working spaces.

Council's plans for employment in the City of Ryde have been informed by extensive research and community engagement, and have been tailored towards our local employment strengths and needs. This includes a growing demand for an 18-hour city and to provide services and activities that attract key worker talent.

This chapter of the LSPS outlines how Council stimulate continued economic growth and local jobs in the LGA.

“

What is an 18-hour city?

24-hour or ‘first tier’ cities are those that operate in a 24/7 basis, such as New York and Chicago.

18-hour or ‘second-tier cities’ are those that offer comparable services and employment and lifestyle opportunities, but don’t operate on a 24/7 basis and have lower living costs.

For City of Ryde, the most obvious place for an 18-hour city is Macquarie Park.



Night time business, Top Ryde

Macquarie Park is the most dominant employment centre in the City of Ryde being the largest non-CDB office market in Australia and likely to become the fourth largest Australian centre by 2030 (discussed at 4.2). Macquarie Park is also a nationally significant research and business centre, specialising in the communications, medical research, pharmaceutical and information technology sectors.

As indicated in Figure 25, Macquarie Park currently has an estimated 58,500 jobs across those sectors and supporting industries. The figure also shows the importance of other local centres in the City of Ryde in terms of employment, including Ryde, Eastwood, West Ryde, Gladesville and Shepherds Bay (their roles within the City discussed at 3.2 of this document). Those centres provide employment diversity for the City with a focus on retail, food and other services required by local residents.

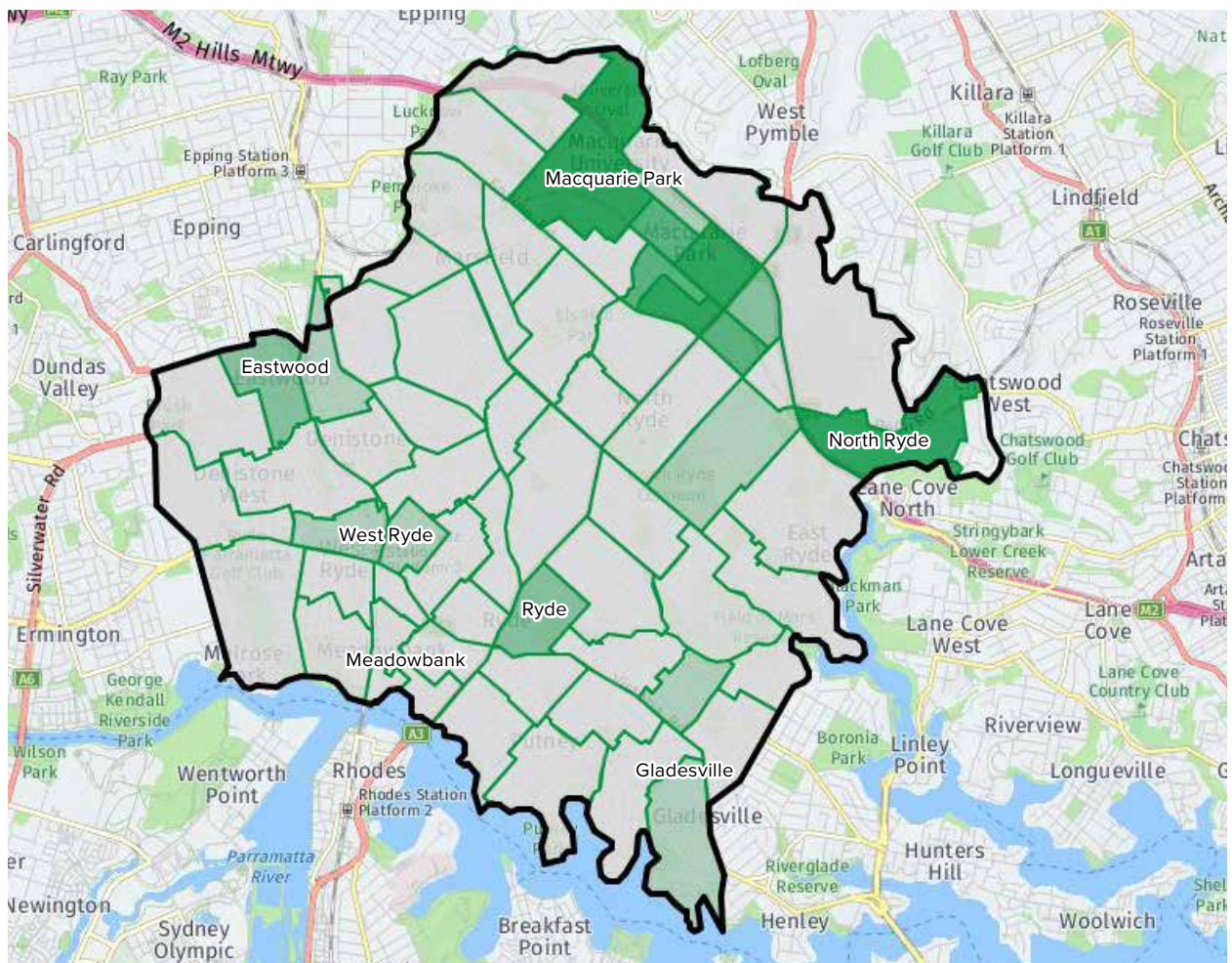


Figure 25 Employment locations, 2016 (source: Australian Bureau of Statistics, Census of Population and Housing 2016. Compiled and presented in economy.id by .id)

KEY

99 to 897 local workers	3,521 to 7,190 local workers
898 to 2,020 local workers	7,191 to 10,330 local workers
2,021 to 3,520 local workers	City of Ryde LGA

4.1.3 Key challenges

- Above average ratio of jobs to residents compared to the rest of Greater Sydney and intersecting arterial transport corridors resulting in above average congestion, especially into and out of Macquarie Park.
- Wide dispersal of incoming workers, including areas from which there are no efficient public and active transport links, leading to dependency on private cars to get to work.
- The rate of population and employment growth currently exceeds the rate at which workers are moving to non-private-car transport options.
- Lack of incubator and co-working spaces to support an emerging start-up and innovation hub in Macquarie Park.
- Lack of finance and venture capitalist firms which are crucial to start-ups and small – medium enterprises (SMEs) when they are looking to grow.
- High levels of youth unemployment in the LGA.
- Barriers to enabling Macquarie Park become an 18-hour city, particularly a preponderance of large campus-style facilities with internalised services.
- Current design of Macquarie Park is not very pedestrian friendly and difficult to walk around.
- Lack of commuter car parking to accommodate the visitor/tourist economy in Macquarie Park.
- Lack of night-time activation.



West Ryde local industry employee

4.1.4 Targets

The following targets will guide future developments, Council policies and programs.



19,000 new jobs in Macquarie Park by 2036 as per the North District Plan.



Inward Investment into Macquarie Park and Town Centres will increase.



There will be an additional 325,000m² of commercial office space in Macquarie Park by 2036 (based on estimated 20m² per employee)



40% of journeys to work will be by public or active transport in accordance with Council's adopted Integrated Transport Strategy 2016-2031.



There will be increased diversity in local employment opportunities (including more start-ups, small business and creative enterprise).



There will be an increase in community and other infrastructure in Macquarie Park to support growth.

4.1.6 Planning priorities and actions

Table 27 The economy and jobs: planning priorities and actions

Planning priority	Actions
EM1 Focus land use intensification (increasing the productivity or profitability of land uses) in the most accessible centres and discourage it in low-density residential areas (including prohibiting new uses)	<p>EM 1.1 Ensure a mix of different land uses in town centres to minimise travel for work and to access services while also creating a greater return on investment in active and public transport facilities. 2021</p> <p>EM 1.2 Planning Proposals seeking to reduce the amount of employment land will not be supported until the employment industries analysis and review is completed. Planning Proposals would then only proceed if they are consistent with the findings of that review. 2021</p>
EM2 Ensure the City of 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	<p>EM2.1 Review the extent, location, capacity and zoning of planning controls that apply to employment lands to ensure the retention and management of adequate land with appropriate planning provisions. 2021</p> <p>EM2.2 Ensure Land use provisions respond to global and local trends to support job creation, ensuring there is opportunity for land uses such as co-working spaces and incubators in appropriate locations. 2021</p>
EM3 Stimulate economic growth and local jobs by providing opportunities for a range of businesses and protecting employment lands	<p>EM3.1 Update Council's review process so that planning proposals that seek to rezone employment land to non-employment land will not proceed until the review of existing employment land capacity and demand analysis has been completed. Ongoing</p> <p>EM3.2 Expand the permissible land uses in centres to encourage the growth of local business, the new economy and creative enterprise. 2021</p> <p>EM3.3 Review land use provisions so that zoning facilitates business attraction. 2021</p>
EM4 Promote tourism and night time economy	<p>EM4.1 Collaborate with partners to promote a 18-hour city in Macquarie Park</p> <p>EM4.2 Enhance tourism opportunities in association with attractions such as Macquarie University and Lane Cove National Park</p>



Macquarie Park local business owner



North Ryde local creative industry (Gin Distillery)



Macquarie Park

4.2 Macquarie Park

4.2.1 Vision

Macquarie Park will mature into a premium location for globally competitive business fostering collaboration between university, government, business and research institutes. It will become a vibrant, accessible CBD that balances work, recreation and entertainment.

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

Housing will be focused in the Urban Activation Precincts (North Ryde Station Precinct and Macquarie University Station Precinct) providing opportunities for people to live and work in the area with supporting services and events that will bring vibrancy to the area beyond office hours.

4.2.2 Context

Macquarie Park is evolving as an urban centre as office space increases and manufacturing and warehousing moves out. Macquarie Park has more office space than North Sydney and Parramatta. However, the precinct retains an image as a sprawling business park, with buildings set in landscaped grounds and green, tree-lined streets. Surveys of local office workers show that they would like to see more meeting places, parks, lifestyle, retail and entertainment. To facilitate these attractions, planning provisions will need to enable development of a town centre, activity hubs and after-hours events and activities within Macquarie Park.

Mixed uses are permissible in the Herring Road area (in the Macquarie University Station Precinct) and in 2015 the residential development densities were increased. As a result, there has been a significant number of development completions in Herring Road in the last four to five years. However, the increase in residential development has not yet appreciably contributed to the area's vibrancy and vitality. Key challenges will be to ensure that mixed-use planning controls deliver uses that contribute to street activation; and to ensure that residential land use does not displace active uses, such as co-working spaces, professional suites, childcare, indoor recreation and cafés.

Macquarie Park

Macquarie Park is the northern anchor of Sydney's Eastern Economic Corridor. Designated as a health and education precinct and strategic centre in the Greater Sydney Region Plan, it is the most prominent business and employment centre in the City of Ryde. In 2018 Macquarie Park contributed \$9.5 billion to the NSW Economy.

The City of Ryde has worked with State agencies and private enterprise to build Macquarie Park into one of Australia's largest economic centres. Council is a member of the Macquarie Park Innovation District, working with business, government and Macquarie University to grow and diversify Macquarie Park.

Macquarie Park is currently the largest non-CBD office market in Australia. With an estimated \$3 billion in commercial property investment anticipated over the next 10 years, it is set to become Australia's fourth largest commercial precinct by 2030.

Jobs are expected to grow from around 58,500 in 2016, to 79,000 by 2036. Student places are expected to grow from 32,500 to 55,000 by 2030, making it the third largest concentration of jobs and students in NSW.



\$15.47
BILLION

Gross Regional Product

58,500

Employed residents of which 29% live and work in Ryde

12,245

Local Businesses

96,500

Jobs

84.5%

Internet Connection

Figure 26 Macquarie Park Business Community

Snapshot

Table 28 Macquarie Park Snapshot

Centre Area	– 340 Ha
Key assets & facilities	<ul style="list-style-type: none"> – Cemetery and Crematorium – Macquarie Centre – (9th largest shopping centre in Australia – 138,000sqm, 4,900 parking spaces) – Macquarie University (more than 40,000 students) – University Hospital – Hearing Hub (Cochlear other specialised organisations) – Childcare centres (spaces exceed the resident demand) – Blenheim Park – 4.8 Ha – Bundarra Reserve – 465 on-street parking spaces – Office floor space 2016 – 900,000sqm approx. – Sydney’s second largest office market
Existing uses	<ul style="list-style-type: none"> – Zoned Business Core, Business Park, Mixed Use and High Density Residential – A nationally significant research and employment centre among the top ten precincts contributing to the Australian GDP – Big Box Retail along Epping Road – Domaine, Officeworks etc – Head offices for some of Australia’s leading companies including Foxtel, Optus, Siemens – Macquarie Shopping Centre – a super-regional centre with a catchment extending beyond the Ryde LGA boundaries
Transport	<ul style="list-style-type: none"> – Three rail stations – Coverage by several bus routes – Modal interchange – Toll roads – M2 and Lane Cove Tunnel – Arterial roads – Epping and Lane Cove Roads
Environment	<ul style="list-style-type: none"> – Lane Cove River National Park – just outside the centre – Tree coverage / green leafy environment – Deep soil zones – 4 creeks (industrial, Porters, Shrimptons and University Creeks)
Issues	<ul style="list-style-type: none"> – Limited open space within the centre – Limited active recreation opportunities for the worker population

4.2.3 Key challenges

City shaping

- Macquarie Park is located at the intersection of the Eastern Harbour City and the Central River City in the Greater Sydney Commission's region plan for Greater Sydney – *A Metropolis of Three Cities*. Its performance as a connected centre of innovation and employment is crucial to improving the connection between strategic centres across Greater Sydney.
- Ensuring planning for the Western Sydney Airport and surrounding precinct does not divert necessary ongoing investment in the Eastern Economic Corridor (stretching from Rhodes, via Macquarie Park and central Sydney to Sydney Airport). Integrated Land Use.
- There is currently a lack of cohesion/ collaboration in government agency planning for Macquarie Park.
- Macquarie Park is subject to constant pressure to rezone commercial land for residential purposes, despite its national-scale economic significance.
- Macquarie Park is in transition, evolving from a business park to an urban centre. This requires an increased focus on job diversity (especially supporting local enterprise, small business, start-ups and the creative economy), and on human scale placemaking.
- CSIRO, which has a long history with Macquarie Park, is set to move outside the city of Ryde LGA in the near future, which may reduce attractiveness and employment opportunities of the precinct.

Transport

- Insufficient public transport usage is placing excessive pressure on parking and traffic congestion.
- Existing transport infrastructure does not effectively address pedestrian needs.
- The Macquarie Park bus interchange needs to be future-proofed to accommodate more commuters and services, especially in light of the 2019 Sydney Metro Northwest upgrades.

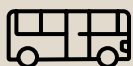
- The availability of car parking (both on-street and off-street) in the Precinct contributes to the high share of private vehicle travel.
- Existing large block sizes are discouraging pedestrian activity and reducing connectivity and ease of movement by all modes of transport.
- There are poor transport connections (public, active and private vehicle) between Macquarie Park and adjoining residential areas, making it difficult for the wider City of Ryde community to access services, jobs and public transport in Macquarie Park. This is partially due to the arterial roads surrounding the area, which increases dependence on private vehicle access, and partially due to the lack of Council-owned land and facilities to provide community infrastructure.

Lifestyle and amenity

- There is not enough open space to support active and passive recreation. This is exacerbated by significant physical barriers (including arterial roads) which discourage access to the nearby Lane Cover River National Park, Blenheim Park and Els Hall Park.
- There is unbuilt capacity for employment floor space within existing planning controls.
- Both worker and surrounding residential populations are growing, increasing the level of recreation, education, health and lifestyle needs to be met.
- As Macquarie Park evolves from a business park to an urban centre there is increased need to provide services and amenities, community facilities, retailing, entertainment and recreation that meets modern lifestyle expectations. While some of these needs are met within the Macquarie Centre shopping mall a diversity of experience and opportunities throughout the precinct needs to be also provided within a placemaking framework to ensure that the precinct attracts and retains a skilled employee base.

4.2.4 Targets

The following targets will guide future developments, Council policies and programs.



In accordance with Council's adopted Integrated Transport Strategy 2016-2031 there will be a 60/40 private vehicle/active and public transport modal split of total journeys to and from work.



A masterplan for Macquarie Park will be prepared by December 2021.



Fine grain roads will continue to be delivered in Macquarie Park, which will reduce block sizes, increase permeability and connectivity for vehicles and pedestrians, increase route options and reduce traffic congestion.



The amount of active public open space within Macquarie Park will increase.



An Infrastructure Strategy for Macquarie Park will be prepared by December 2020.



The amount of social and cultural space within Macquarie Park will increase.

4.2.5 Planning priorities and actions

In late 2015, City of Ryde Council developed principles to help guide the Macquarie Park Strategic Investigation. These principles form the basis of planning priorities for Macquarie Park, presented in this section.

Infrastructure priorities and actions for Macquarie Park are included in Part 2 Infrastructure and Collaboration.

Macquarie Park Strategic Investigation

In 2016, the NSW Department of Planning, Industry and Environment began work to identify opportunities to enhance Macquarie Park's role as a major commercial centre and innovation district. Council, Transport for NSW and the Greater Sydney Commission were all invited to participate as key stakeholders in steering the investigation.

The scope of the Macquarie Park Strategic Investigation also included identifying the infrastructure needed to support the sustainable development of the precinct into the future, including improvements to roads, cycle and pedestrian links, schools, open spaces and community facilities.

In March 2018, the Department placed the Strategic Investigation on hold. Council supports the reactivation of this work.



Figure 27 Macquarie Park Strategic Investigation

Table 29 Macquarie Park: planning priorities and actions

Planning priority	Actions
<p>M1 Develop Macquarie Park as a health and education strategic centre focused around the following activity hubs:</p> <ul style="list-style-type: none"> – North Ryde Station – Macquarie Park Station – Macquarie University Station – Cox's Road <p>At least one hub should perform the role as the civic heart/centre of the precinct</p>	<p>M1.1 Prepare a masterplan that will implement the following principles:</p> <p>Urban structure and placemaking</p> <ul style="list-style-type: none"> – Identify activity hubs within the precinct, each with a defined identity and role – Create interactive, flexible, inclusive public domain and open spaces and social and cultural infrastructure – Enhance street activation and night-time economy – Provide economically, environmentally and socially sustainable buildings and public spaces – Retain and enhance the valued green character of Macquarie Park including significant native tree planting – Acknowledge Waterloo Road as the precinct's 'main street' and focus for placemaking <p>Access and transport</p> <ul style="list-style-type: none"> – Improve ease of movement and accessibility (implement Council's road network to have a 200m maximum distance between pedestrian links) – Deliver transport infrastructure improvements – Increase public and active transport mode share to 60 per cent for the journey to work – Prepare a Movement-Place framework that integrates the land use vision and transport function – Improve active transport facilities and safety, including the cycling network, and pedestrian accessibility and connectivity <p>Parking</p> <ul style="list-style-type: none"> – Review off-street parking demand and existing supply – Review and amend parking controls for new development – Review on-street parking availability and pricing <p>Employment and business</p> <ul style="list-style-type: none"> – Retain a distinct commercial core, that supports the continued role of the precinct as a top ten contributor to Australia's economy and is quarantined from residential development

Planning priority	Actions
	<ul style="list-style-type: none"> – Promote excellence and innovation in both business and the physical environments – Meet the North District Plan target of an additional 13,000–19,000 jobs by 2036
	Infrastructure and governance
	<ul style="list-style-type: none"> – Increase open space and recreation opportunities – Deliver new and upgraded social infrastructure including community facilities and libraries – Increase partnerships with government and landowners for infrastructure delivery and maintenance
	Housing
	<ul style="list-style-type: none"> – Deliver diverse housing types – Provide housing in appropriate locations. Residential development should be near the commercial core in areas such as the existing Urban Activation Precincts. – Ensure housing delivery does not displace commercial uses
	Sustainability
	<ul style="list-style-type: none"> – Consider a whole-of-precinct water minimisation scheme and adopt water sensitive urban design principles (using Sydney Olympic Park as an exemplar) – Promote green corridors for active transport, health, urban heat management and to contribute to local biodiversity – Identify and retain significant trees – Increase built design excellence development controls for improving resilience to climate change
M1.2	<p>Collaborate with Macquarie University and other partners to promote the Macquarie Park Health and Education Strategic Centre as a learning centre and an innovation district and encourage job growths in section that will include:</p> <ul style="list-style-type: none"> – shared use of infrastructure with the university, schools and industry partners – appropriate residential outcomes for students and key workers – catering for emerging work trends – such as co-working spaces, flexible business hours, networking spaces including flexible public domain (Wi-Fi) and events spaces (conference facilities)

Planning priority	Actions
M2 Ensure the economic vitality of the Macquarie Park Health and Education Strategic Centre and retain the precinct's strong economic base as shown by its contribution to Australia's GDP	<p>M2.1 Complete an Employment Strategy that will:</p> <ul style="list-style-type: none"> – recommend actions necessary to deliver the North District Plan employment target of an additional 13,000 to 19,000 jobs in Macquarie Park – identify a commercial core and how this should be reflected in the Council's Planning Controls – enhance employment opportunity and choice – promote a resilient local economy able to respond to emerging technologies and lifestyle needs and capable of economic restructuring <p>M2.2 Support Macquarie Park as a globally and locally recognised, innovative education and technology hub</p> <p>M2.3 Complete an economic analysis of Macquarie Park to understand its role in the local, regional and national economy</p> <p>M2.4 Ensure that the commercial core is appropriately sized, adequately serviced and protected from conflicting land uses to maintain the viability and longevity of the economic role of Macquarie Park</p>
M3 Ensure liveability in Macquarie Park through an attractive, vibrant, sustainable and well-designed environment	<p>M3.1 Prepare planning controls that ensure a mix of uses and street activation in appropriate areas</p> <p>M3.2 Consider options for precinct-wide water and energy minimisation schemes</p> <p>M3.3 Prepare design excellence planning controls for the private domain and continue to implement Council's current Public Domain Manual and Public Art policies</p> <p>M3.4 Ensure design excellence in the delivery of the new public park at 45-61 Waterloo Road</p> <p>M3.5 Implement a Waterloo Road Linear Park Strategy (draft available on Council's website)</p>
M4 Create a sense of place and promote community identity	<p>M4.1 Ensure new developments retain and enhance valued qualities such as tree-lined streets, natural creek lines and links to the Lane Cove National Park as the precinct develops,</p> <p>M4.2 The CSIRO and Macquarie University are key to the establishment and history of the precinct and its focus on research and development. Celebrate these links with the past and identify physical evidence to be retained through the strategic investigation/master planning process.</p> <p>M4.3 Support and promote Innovation District member activities and events</p>

Planning priority	Actions
M5 Create a public domain within Macquarie Park that brings people together	<p>M5.1 Create a well-used public domain that:</p> <ul style="list-style-type: none"> – is clean and safe – encourages people to linger in the public spaces by providing shade (more trees, awnings and shade structures), seating, community events, markets activation – creates meeting spaces and supports community events <p>M5.2 Expand the amount of public space in the centre. Develop “meeting places” within the public space</p> <p>M5.3 Prepare a master plan for Waterloo Road that acknowledges its role as the precinct’s “main street”, creating a series of meeting, resting and active spaces with a pedestrian focus that promotes connectivity (including cross roads at a maximum of 200m)</p> <p>M5.4 Update and implement a Macquarie Park Marketing Plan</p>
M6 Continue to develop Macquarie Park into a sustainable centre that: <ul style="list-style-type: none"> – is connected to Ryde’s neighbourhoods – is serviced by safe, affordable, flexible public transport – minimises traffic and parking impacts – utilise changing technologies 	<p>M6.1 Investigate mass transit (e.g. bus and light rail) options between Macquarie Park and:</p> <ul style="list-style-type: none"> – County Road - Eastwood connection – Olympic Park via West Ryde and Top Ryde – Carlingford – Bays Precinct via Gladesville <p>M6.2 Continue to work collaboratively through the Connect Macquarie Park and North Ryde’s Transport Management Association to:</p> <ul style="list-style-type: none"> – increase public and active transport mode share – advocate for the delivery of transport infrastructure improvements such as the planned bus interchange – enhance pedestrian safety and priority <p>M6.3 Investigate parking options to:</p> <ul style="list-style-type: none"> – manage demand – convert existing private parking to other uses – maximise benefit to businesses – reduce traffic congestion and increase the use of public transport <p>M6.4 Prepare a strategy to explore active transport connections within the Macquarie Park Corridor. As part of this prepare a Movement-Place future vision.</p>

Planning priority	Action
M7 Promote and encourage a more walkable environment within Macquarie Park	M7.1 Deliver a physical environment that supports pedestrian activity by for example, increasing footpaths and connections to support walking and connect parks, centres, schools and other community facilities



Lachlans Line, North Ryde



Figure 28 Movement and Place Framework

Movement-Place offers a simple framework for the master planning and delivery of an active and vibrant streetscape. “Places for People” and “Vibrant Streets” (as opposed to “Movement Corridors”) put the needs of people using the streetscape first, and guides decisions relating to the design of building interfaces, public domain and roads to ensure they serve the people using the space rather than prioritising the movement of vehicles through the space.

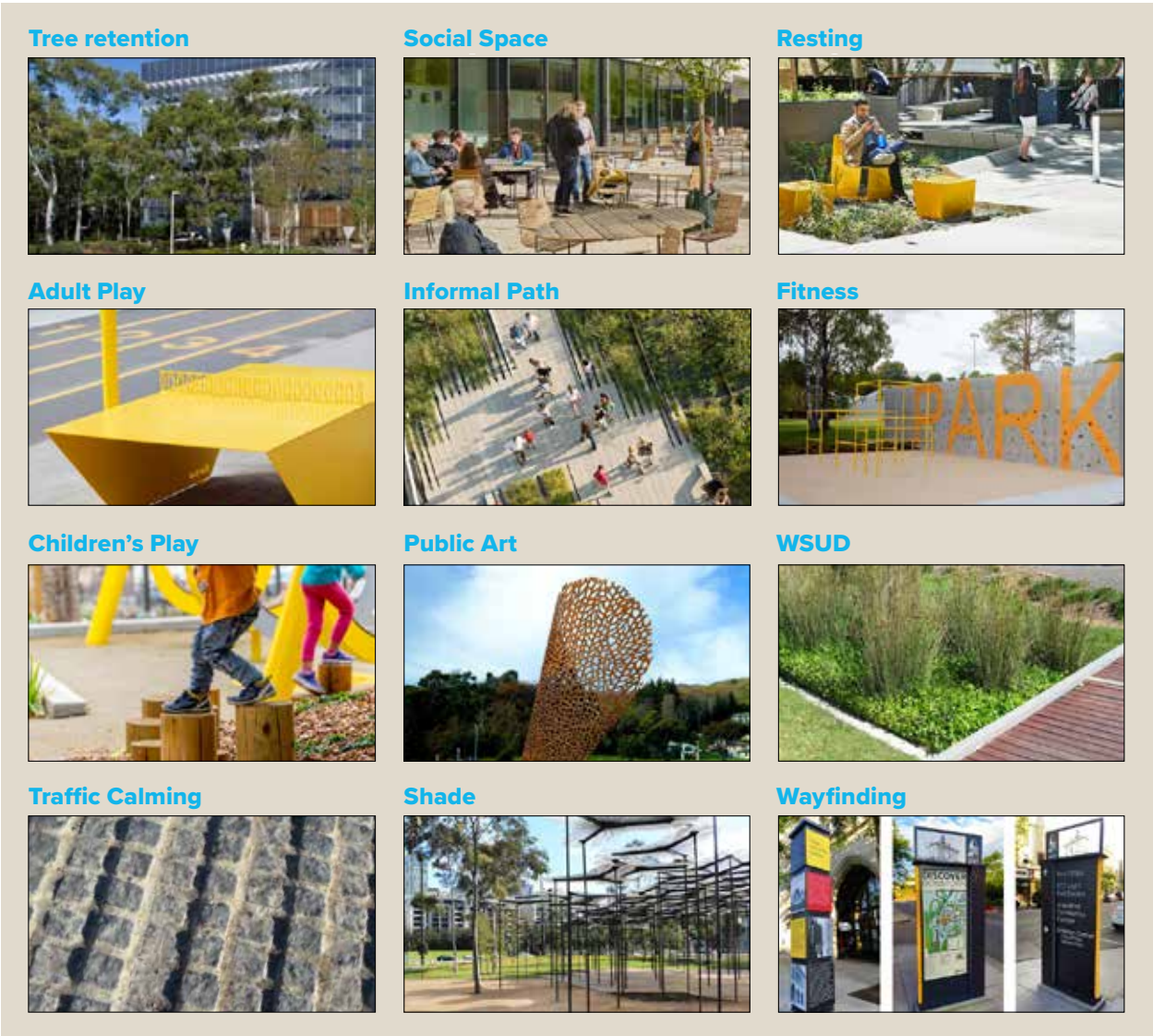


Figure 29 High quality public domain

Legend (refer Structure Plan)

	Road network		Waterway
	Railway line		Bus interchange
	Railway station		Library
	Bridge		Community facility
	Cycleway		City of Ryde
	Pedestrian link		Police station
	Public open space		Museum
	Private open space		Gallery
	Education uses		Place of worship
	Commercial Core / Commercial Mixed-use		Public car park
	High-density residential		Environmental conservation
	Medium-density transition area		'Green Link' street/road
	Medium / low-density residential		Bus rapid transit connection
	Light industrial uses		
	Heritage precinct / Conservation area		

Opportunities for improvements (refer Structure Plan)**Housing**

- A1. Encourage urban renewal for older building stocks & opportunity sites.
- A2. Increase housing supply & choice.

Open space / public domain

- B1. Create a new 7,000sqm park at 45-61 Waterloo Road in design phase.
- B2. Create linear parks on both sides of Waterloo Road.
- B3. Investigate potential site to enhance access to public recreation.
- B4. Develop the Christie Park Sports Precinct.
- B5. Investigate potential site for active recreation.
- B6. Identify additional open space opportunities.

Transport & traffic

- C1. Provide new pedestrian links in the commercial centre to create a fine-grained network.
- C2. Investigate provision of new road for rapid bus services.

Retail / commercial

- D1. Encourage creative enterprise in Light Industrial areas.
- D2. Encourage indoor recreation in Light Industrial areas.

Environment

- E1. Environmental conservation of Sydney Turpentine-ironbark forest along Epping Road.
- E2. Environmental conservation of significant vegetation along creeklines.
- E3. Protect existing significant trees.
- E4. Expanded Shrimptons Creek parklands on the Ivanhoe Estate.

Infrastructure

- F1. Provide a library and 250-seat performance centre at Macquarie Shopping Centre.
- F2. Provide an auditorium, co-working space and childcare centre at Lachlan's Line.
- F3. Provide community facilities in the Ivanhoe Estate to support redevelopment.
- F4. Create new active transport links.

Macquarie Park future structure plan



- Linear Park Waterloo Road (sections at 101, 82 and 84 Waterloo Road under construction)
- Road connection from Waterloo Road to 101 Talavera Road under construction
- Other road connections already delivered such as around Trinita complex, Lachlan's Line and around North Ryde train station)

Figure 30 Macquarie Park Future Structure Plan

4.2.7 Case studies

Macquarie University Incubator

The Incubator is an innovation and collaboration space located on the Macquarie University Campus. An important facility within the MPID, this building is used to host regular events and training programs, bringing together researchers, professionals and start-ups to network, collaborate and develop creative new ideas to address real world challenges. In between such events, the Incubator is available during business hours for students and members of the public to use the amenity-rich co-working space.

The building itself is an example of innovation, designed in response to two key Council criteria: flexibility and efficiency. The structure is primarily made of cross-laminated timber and was almost entirely prefabricated, allowing construction to be completed in just five months. The interior is open plan and easily reconfigured to suit a variety of purposes. Sustainable design features such as natural ventilation systems, large double-glazed windows, and photovoltaic solar panels offset 60 per cent of the building's energy consumption.



Macquarie University Incubator



Aerial down Waterloo Road, Macquarie Park