

**MM3/17    MACQUARIE PARK - ECONOMIC PERFORMANCE AND REINFORCEMENT OF NEED FOR ESSENTIAL INFRASTRUCTURE - The Mayor, Councillor Bill Pickering**  
**File Number: CLM/17/1/1/8 - BP17/309**

Council will recall the Mayoral Minute that Council endorsed at its meeting on 13 December 2016, in respect of Macquarie Park Infrastructure Matters.

This report targeted the need to clarify the State Government’s plans on delivering key infrastructure upgrades and additional services to support the planned shutdown of the Sydney Metro Rail in mid to late 2018.

As a result of Council’s representations, further discussions have been undertaken with Transport for NSW (‘TfNSW’) and Margaret Prendergast, Coordinator General Sydney Coordination Office TfNSW will be providing a briefing to Councillors before the Council meeting on 28 March 2017 on the timeline and Temporary Transport Plan (‘TTP’) in supporting the proposed shutdown.

Transport Interchange – Herring Road

The other matter that Council was seeking support for was the underground bus interchange that was proposed when the Herring Road Urban Activation Precinct (‘UAP’) was initially raised.

Council in its submission emphasised the lack of planning for a Transport Interchange on Herring Road which was considered by Council as a prerequisite for further densification. Council’s submission back in 2014, stated that the current bus interchange had already reached capacity, emphasising that a short and long term strategy to upgrade the transport interchange was required. Council also stressed that the landowners who were to gain from the substantial increase in Floor Space Ratio (‘FSR’) and heights to their sites, should be required to provide a pre-commitment to deliver the upgraded interchange.

In the ‘Herring Road, Macquarie Park Finalisation Report’ published by the Department of Planning in May 2015, the following was stated;

Bus Interchange Upgrades	
Include a provision that required Macquarie Shopping Centre and Macquarie University to make satisfactory arrangements for the provision of dedicated State public infrastructure before residential development can be approved on the site.	The land owner of the shopping centre and Macquarie University lodged an unsolicited proposal to Government to upgrade the existing bus interchange. The Government’s assessment of the unsolicited proposal is continuing and a final decision has not been made. The ‘ <i>satisfactory arrangements</i> ’ clause

Council, dated 24 March 2017, submitted on 28 March 2017.

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	allows the planning for the precinct to be finalised immediately whilst allowing the negotiations between the Government, land owner and Macquarie University for the bus interchange to continue.
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It now appears that it is highly questionable what, if any upgrade will be provided for the bus interchange.

On behalf of Council, the Acting General Manager and myself have raised this with the Minister for Transport and Infrastructure and our local State Members, The Hon. Anthony Roberts MP and The Hon. Victor Dominello MP. Both local members have made representations, however we are still awaiting a formal response.

Economic Performance of Macquarie Park

Macquarie Park Business Corridor is Australia's No. 1 economic powerhouse according to recent data just released.

Macquarie Park has outperformed all districts, including the Sydney CBD / Inner South which grew by 4.8%, compared to Macquarie Park's 6%. This equalled a \$15 billion output for Ryde / Macquarie Park.

Ryde / Macquarie Park, combined with Sydney's CBD and the inner southern suburbs, delivered 24% of the nation's Gross Domestic Product ('GDP') growth in 2015/2016.

This result highlights the importance of Macquarie Park to the City of Ryde, to NSW and to the nation.

It also underpins the importance of harnessing and supporting the commercial core of Macquarie Park, something our Council has repeatedly informed the Government.

Required Essential Infrastructure

The performance of Macquarie Park cannot be expected to continue without investment by Government in key infrastructure.

For too long Council's feedback, requests for an enhanced transport system appear to have been either discarded or ignored.

The Strategic Review currently being undertaken by the Department of Planning, recognises the key infrastructure required that has been identified in Council's Draft Integrated Transport Strategy, with upgrades to roads and major intersections being considered as part of that review.

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Macquarie Park has also been designated one of the five strategic centres in the Greater Sydney Commission's Draft North District Plan, with the City of Ryde's housing target being 7,600 over the period 2016 - 2021.

Council's staff projections on just the additional dwellings to be realised from the two (2) UAPs is expected to be 17,261, resulting in a residential population of approximately 38,000, well above the Draft Plan's forecast.

Council has been pro-active in co-funding, with TfNSW, 'Connect Macquarie Park + North Ryde', in creating innovative solutions to reduce the congestion in and around Macquarie Park. However, more investment in Macquarie Park's infrastructure is required.

Macquarie Park's significant projected growth from the approved UAPs, the designation of Macquarie Park as a Strategic Centre under the Greater Sydney Commission's Draft North District Plan and the pressure Macquarie Park will be under through the Sydney Metro Rail closure in 2018, all reinforce the importance for the Government to give Macquarie Park the highest priority. I am seeking Council's support to request our Local Members to make further representations on Council's behalf to improve the transport system in Macquarie Park.

The high priority infrastructure that Macquarie Park requires are;

1. An underground, modern bus interchange in Herring Road to support the precinct's overall transport system and the projected increased bus services;
2. Light Rail connection between Parramatta / Carlingford to Macquarie Park to improve connectivity between the two (2) centres to reduce vehicle dependency and road congestion; and
3. Increased bus services to key centres across Sydney and the Northern Beaches, to reduce vehicle dependency and road congestion.

If the above initiatives are not supported and implemented to improve the transport system for businesses, workers and students, then there will be a progressive negative impact on the overall economic performance and viability of Macquarie Park.

### **RECOMMENDATION:**

That Council endorse the Mayor and Acting General Manager, making further representations to Council's Local State Members, The Hon. Anthony Roberts MP and The Hon. Victor Dominello MP, to gain the State Government's commitment and endorsement to provide the infrastructure detailed in this Mayoral Minute, that is required to maintain and enhance the future economic viability of Macquarie Park.

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**ATTACHMENTS**

There are no attachments for this report.

Report Prepared By:



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**The Mayor**