



New South Wales Government
Independent Planning Commission

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Triniti Lighthouse Build-to-Rent, North Ryde

SSD 55844212

Statement of Reasons for Decision

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10 July 2025

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1. Introduction

1. On 22 May 2025, the NSW Department of Planning, Housing and Infrastructure (**Department**) referred State significant development (**SSD**) application SSD-55844212 (**Application**) from Stockland Development Pty Ltd (**Applicant**) to the NSW Independent Planning Commission (**Commission**) for determination.
2. The Application seeks approval for the Trinita Lighthouse Build-to-Rent project (the **Project**) located in the City of Ryde (**Council**) Local Government Area (**LGA**) under section 4.38 of the EP&A Act. The Application constitutes SSD under section 4.36 of the EP&A Act as it satisfies the criteria under section 2.6(1) of the *State Environmental Planning Policy (Planning Systems) 2021* (**SEPP Planning Systems**).
3. In accordance with section 4.5(a) of the EP&A Act and section 2.7 of the SEPP Planning Systems, the Commission is the consent authority as Council lodged an objection and more than 50 unique public submissions were made by way of objection during public exhibition.
4. Andrew Mills, Chair of the Commission, determined that Suellen Fitzgerald (Chair), Dr Bronwyn Evans AM and Michael Chilcott would constitute the Commission for the purpose of exercising its functions with respect to the Application.
5. The Department concluded in its Assessment Report (**AR**) that the impacts of the Project are acceptable and can be appropriately managed or mitigated through the implementation of recommended conditions of consent. The Department concluded the Project is in the public interest.

2. The Application

6. The 'Site' is located at 39 Delhi Road, North Ryde (Lot 21 in DP 1003588). The northern portion of the Site contains an existing commercial development known as Trinita Business Park and the southern portion of the Site is currently vacant as illustrated in Figure 2 of the Department's AR.
7. The Application, as amended with the approval of the Department as delegate of the Commission on 4 July 2025, sought consent for the demolition of existing hardstand concrete and fencing, excavation and construction of a mixed-use development comprising build-to-rent (**BTR**) housing with a basement carpark and ground level retail and commercial uses.

Table 1 – Key aspects of the Project (Source: AR Table 1)

Aspect	Description
Demolition and site preparation	<ul style="list-style-type: none"> • Demolition of existing hardstand concrete and fencing on site • Excavation • Vegetation removal and protection
Building height	<ul style="list-style-type: none"> • Building A - RL 122.550 (20 storeys) • Building B - RL 92.500 (3-9 storeys) • Building C - RL 120.650 (19 storeys)
Gross floor area (GFA)	GFA of 42,084m ² including: <ul style="list-style-type: none"> • Residential: 38,750m² • Residential amenity: 1,703m² • Retail: 1,631m²
Dwellings	A total of 510 BTR units including:

	<ul style="list-style-type: none"> • 48 x studio units (9.4%) • 217 x one bedroom units (42.5%) • 219 x two bedroom units (43%) • 26 x three bedroom units (5%)
Non-residential uses	<ul style="list-style-type: none"> • Supermarket and other non-food retail premises • Food and beverage premises • Gym
Landscaping	<ul style="list-style-type: none"> • Landscaped area: 2,770m² (26% of site area) • Deep soil: 1,700m² (16% of site area) • Tree canopy coverage: 2,706m² (25.5% of site area)
Car Parking	<p>Construction of 155 new car parking spaces:</p> <ul style="list-style-type: none"> • 92 residential spaces • 42 visitor spaces • 16 retail spaces • 5 car share spaces <p>In addition, the proposal also seeks to use 164 existing car parking spaces within the Triniti Business Park development as residential spaces.</p>
Bicycle and motorbike parking	<p>A total of 313 bicycle parking spaces including:</p> <ul style="list-style-type: none"> • 256 residential spaces • 25 visitor spaces • 21 staff spaces • 11 retail visitor spaces <p>A total of 5 motorbike spaces including:</p> <ul style="list-style-type: none"> • 4 residential spaces • 1 retail space
Access	<p>Pedestrian Access:</p> <ul style="list-style-type: none"> • Primary access is provided at Rennie Street and New Link Road. • Secondary access is provided at Julius Avenue and Delhi Road. <p>Vehicular Access:</p> <ul style="list-style-type: none"> • Residential: Rennie Street • Retail, loading and services uses: Rivett Road.
Communal Open Space	<p>Communal open space of 8,098m² including:</p> <ul style="list-style-type: none"> • Communal open space for residents only: 2,841m² • Publicly accessible open space: 5,257m²
Timing and sequencing	<p>The proposal would be constructed in 4 stages:</p> <ul style="list-style-type: none"> • Stage 1: Early works, site establishment and preparation and bulk excavation. • Stage 2: Construction of the basement, ground floor and building A residential tower • Stage 3: Construction of building B/C, communal open space, related retail areas and retail car parking. • Stage 4: Dedication of New Link Road.

3. Material Considered by the Commission

8. In determining this Application, the Commission has given consideration to the:
- matters raised in public submissions received by the Commission as set out in [Appendix A – Community Consultation Report](#);
 - material and planning framework as set out in [Appendix B – Commission’s Considerations](#); and
 - Department’s whole-of-government assessment as set out in [Appendix C – Department’s Assessment Report](#).

4. Reasons for the Decision

9. The Project comprises 510 purpose-built rental units designed to offer longer-term tenancies and dedicated on-site support services, all under unified ownership and management. The Commission finds that the Project supports the NSW Government's target of delivering 377,000 well-located homes over the next five years, as well as the National Housing Accord's goal of providing 1.2 million new, well-situated homes nationwide within the same timeframe.
10. The Site benefits from public transport connectivity via the Sydney Metro and nearby bus routes, and has direct access to Delhi Road, Epping Road, and the Hills Motorway. The Commission finds that the Site is particularly well-suited for development, being located within an established urban precinct that is already serviced by existing infrastructure.
11. The Project is expected to support approximately 400 jobs during the construction phase. Once operational, the build-to-rent and commercial tenancies will generate an estimated 196 ongoing jobs. The Applicant would also pay \$9,425,177 in developer contributions to Council in accordance with the City of Ryde Section 7.11 Development Contributions Plan 2020. Additionally, the Applicant has entered into a Voluntary Planning Agreement with Council, which includes the dedication of access rights to New Link Road.
12. A comprehensive whole-of-government assessment was undertaken by the Department, involving consultation with 12 government agencies. No objections to the Project were raised by agencies during this process. The Commission has given consideration to Council's objection and the public submissions received.
13. Clause 6.9 of the Ryde Local Environmental Plan 2014 (**RLEP**) was in force at the time of the Application's lodgement on 25 September 2023. On 27 November 2024, the *State Environmental Planning Policy Amendment (Macquarie Park Transport Oriented Development Precinct) 2024 (Macquarie Park TOD)* came into effect, repealing clause 6.9 of the RLEP. However, under the savings provisions in clause 1.8A(4) of the RLEP, any development application lodged but not finally determined before the commencement of the Macquarie Park TOD must be assessed as if the amendment had not commenced. As the Application was lodged prior to the commencement of the Macquarie Park TOD, clause 6.9 continues to apply to its assessment.
14. The Commission is satisfied that the Application achieves the provisions of subclauses 6.9(2) and 6.9(3) of the RLEP and, as a consequence, is consistent with the objectives of that clause, for the following reasons:
 - the Site is located within the Macquarie Park Corridor – Precinct 1;
 - the Application includes additional commercial development;
 - there will be adequate provision for recreation areas and an access network;
 - the configuration and location of the recreation areas will be appropriate for the recreational purposes of the precinct; and
 - the configuration and location of the access network will allow a suitable level of connectivity within the precinct.
15. Consequently, the Application is able to benefit from the incentive provisions for building height and floor space ratio (**FSR**) provided for in clause 6.9 of the RLEP.
16. The Application proposes a maximum building height of 65 metres, which complies with the incentive height limit set out in clause 6.9 of the RLEP. Clause 6.9 also permits an incentive FSR of 3:1 for the Site. The Site, which includes the existing Trinita Business Park within the same lot, has a total area of 27,410 m². Based on the maximum FSR of 3:1, the allowable Gross Floor Area (**GFA**) is 82,230 m². The Project proposes a GFA of 42,084m² with a total Site of GFA of 72,235 m².

17. The Commission is satisfied that the Project's GFA has been calculated in accordance with the definition provided in the RLEP. The Project complies with the applicable FSR development standard for the Site and neither the proposed FSR nor the building height (which are compliant under clause 6.9) provide a reason for refusal of the Application.
18. The Applicant considered multiple building arrangement options. The Project's design has been informed by feedback from the State Design Review Panel (**SDRP**), which reviewed the proposal on two occasions prior to the lodgement of the Application. Following this evaluation and feedback from the SDRP, the proposed configuration was selected for its performance in relation to the Apartment Design Guide's (**ADG**) amenity standards, staging potential, view and outlook optimisation, and overall building efficiency. In its meeting with the Commission, the Applicant also noted that the north-south orientation of the buildings enhances solar access for the proposed apartments, communal open spaces, and adjacent buildings to the south.
19. The Commission agrees with the Department's assessment that the Application generally meets the objectives of the ADG and is consistent with its provisions in terms of solar access, building separation, and communal open space. The proposed built form and design is appropriate for the locality and is consistent with the desired future character of the precinct.
20. The Applicant has submitted a Visual Impact Assessment that evaluates the extent of view loss, with reference to the Tenacity Principles. The Department has also assessed the Project, including its revised massing and design modifications aimed at improving view sharing, against these principles. East facing apartments within the existing residential development of 1 and 3 Network Place overlook the Site, with upper-mid level units having long-distance views to the east, including elements of the Sydney CBD skyline. These apartments also currently enjoy, partial views of the upper arch of the Sydney Harbour Bridge, as well as distant views towards the North Sydney and Chatswood CBD skylines.
21. The Commission recognises the Project will result in view impacts on adjoining properties, particularly within 1 and 3 Network Place. These impacts have been assessed as ranging from minor to severe, depending on the level and orientation of the potentially impacted apartment. Although the Project will be visible from these buildings, apartments located above RL 121m are expected to retain eastward views of the horizon. These anticipated impacts will not affect the entirety of the buildings, but rather specific apartments with direct outlooks towards the Site. The Commission finds that these impacts on residential amenity do not warrant refusal of the Application for the following reasons:
 - the view loss does not result from any non-compliance with applicable development standards or controls;
 - the Project, including its height and built form, is consistent with the strategic planning direction for Macquarie Park as a designated growth area and urban renewal corridor;
 - the Project demonstrates a well-considered and skilful design, having explored options for the building's orientation, apartment layouts and internal design, including the location and presentation of balconies; and
 - the Project has undergone review by the SDRP, and demonstrates a strong responsiveness to the objectives of the ADG, particularly in relation to solar access and cross ventilation.
22. The Project's proposed building separation distances provide reasonable levels of visual privacy for surrounding properties, with setbacks that are substantial and fully compliant with the ADG. Internal building separations are generally consistent with the ADG, with a few minor exceptions as outlined in Table 8 of the Department's AR. These minor deviations do not result in any significant loss of privacy or adverse off-site impacts.

23. The Applicant's Transport and Accessibility Impact Assessment estimates that the Project will generate approximately 110 vehicle movements per hour during weekday morning and afternoon peak periods. This would be a modest increase in traffic and surrounding intersections are expected to continue operating at acceptable service levels during peak times. The Applicant has also committed to implementing a Service Vehicle Management Plan, which will outline the operating hours of the loading dock and scheduled waste collection times. The Commission agrees with the Department's assessment and is satisfied that traffic impacts and access arrangements can be effectively managed, subject to the imposed conditions of consent.
24. Section 74(2)(d)(i) of the *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)* establishes a non-discretionary development standard (**NDDS**) for car parking in BTR developments, requiring a rate of 0.2 spaces per dwelling for land within an accessible area, which equates to 102 spaces for the Project. The Project proposes a total of 319 car parking spaces and in the Department's view is inconsistent with this NDDS.
25. Council objects to this provision on the basis that a variation request under the provisions of clause 4.6 of RLEP is necessary to exceed the parking rate prescribed in the Housing SEPP. In response to the Commission's request for clarification, the Department advised, via correspondence dated 27 June 2025, that section 74(2)(d)(i) should be interpreted as an exact threshold, and not a minimum or maximum provision. The Department further stated in its response dated 8 July 2025 that a clause 4.6 variation request was not required as a result of the non-compliance with the NDDS. The Department's view is that if a NDDS in relation to car parking is not complied with, the consent authority should apply the applicable development standards in relation to car parking that would otherwise apply, subject to any clause 4.6 variation request granted in relation to those development standards. Noting this, the Department's position is that the better interpretation of section 4.15(3)(b) of the EP&A Act is that the NDDS is not required to be varied under clause 4.6 in order to grant consent.
26. An alternative view is that the NDDS is better interpreted as setting a minimum standard. This is consistent with how section 4.15(2)(a) of the EP&A Act constrains a consent authority's power to impose a condition requiring a more onerous standard and, per *Plaintiff M70/2011 v Minister for Immigration and Citizenship* (2011) 244 CLR 144 at [97], gives that provision work to do.
27. Irrespective of which interpretation is preferred, the Commission agrees with the Department's ultimate conclusion that a variation request under the provisions of clause 4.6 of RLEP is not required, either because the NDDS does not apply or because (if interpreted as a minimum) compliance is achieved. The Commission is also satisfied the proposed car parking will accommodate the development without imposing significant amenity impacts on the locale.
28. In response to questions taken on notice at its stakeholder meeting with the Commission, the Applicant provided an External Lighting Concept Report which set out lighting design principles that would apply to the entirety of the Site. The Commission is satisfied that the proposed lighting strategy aligns with Australian Standards and industry best practice in creating a safe and engaging space.

29. The Applicant also provided an Addendum to its Arboricultural Impact Assessment Report in response to questions taken on notice at its stakeholder meeting with the Commission. The Commission is satisfied the tree protection measures proposed by the Applicant will mitigate potential construction impacts on the existing trees located adjacent to the Site, and on the adjoining property south-west of the Site. The Commission has imposed conditions of consent which require the Applicant to undertake construction activities in accordance with the measures set out in the Arboricultural Impact Assessment Report and its Addendum, including the supervision of works in the vicinity of these trees by a qualified arborist.
30. The Commission considered other issues including construction impacts, bicycle parking, overshadowing, acoustic privacy, wind, flooding, biodiversity, stormwater, Crime Prevention Through Environmental Design, sustainability and socio-economic impacts. The Commission agrees with the Department's assessment of these matters (AR Table 10) and is satisfied that these impacts do not outweigh the public interest served by granting consent to the Application and are capable of being managed through the imposed conditions of consent.
31. The Commission finds that the Project meets legal requirements, is consistent with NSW Government policies and its approval is in the public interest. The Commission has therefore determined to approve the Application subject to the conditions of consent in [Appendix D – Instrument of Consent](#) requiring the Applicant to:
- prevent, minimise and/or offset adverse social and environmental impacts;
 - set standards and performance measures for acceptable environmental performance;
 - require regular monitoring and reporting; and
 - provide for the ongoing environmental management of the development.
32. The reasons for the Decision are given in the Statement of Reasons for Decision dated 10 July 2025.



Ms Suellen Fitzgerald (Chair)
Member of the Commission



Dr Bronwyn Evans AM
Member of the Commission



Mr Michael Chilcott
Member of the Commission

Appendix A – Community Consultation Report

Public consultation overview

A summary of the Project timeline and key engagement milestones is provided in the table below.

Appendix A – Table 1: Project and engagement timeline

Project stage	Date	Number of submissions
Application accepted by the Department	19 September 2023	N/A
Application exhibited by the Department	28 September 2023 – 26 October 2023	93 written submissions
Exhibition of revised application / Response to Submissions by the Department	1 August 2024 – 14 August 2024	63 written submissions
Application referred to the Commission	22 May 2025	N/A
Commission's Community Stakeholder Meeting	17 June 2025	1 speaker
Written submissions to the Commission	26 May – 23 June 2025	112 written submissions

Department's public exhibition of the Project

During its assessment of the Application the Department exhibited the Project on two occasions, consulting with the relevant Council, government agencies, and members of the community.

During the first exhibition period the Department received 93 public submissions, of which 88 were objections, three were in support, and two provided comment.

The Applicant submitted a Response to Submissions (**RtS**) on 22 July 2024 which made a number of revisions to the Project in response to objections received. Of the 63 submissions received during the second exhibition of the Project, 61 were objections, one was in support, and one provided comment.

The Department's consideration of submissions it received is provided at Chapter 4 of the Department's AR.

The Commission's public consultation

The Commission's meetings

The Commission met with the Department, the Applicant, and Council (refer to *Appendix B – Material Considered by the Commission*). Transcripts from these meetings were made publicly available on the Commission's website.

Public meeting and community stakeholder meeting

The Commission scheduled a public meeting for the Project on 17 June 2025 at Lakeside Hotel and Conference Centre in Macquarie Park. One speaker registered to speak at the event. Given the low registration number, the Commission decided not to proceed with holding a public meeting and instead met directly with the registered speaker in a community stakeholder meeting held over Zoom. A transcript of this meeting was published on the Commission's website.

Written submissions

The community was offered the opportunity to make written submissions to the Commission from 26 May to 23 June 2025. The Commission received a total of 112 written submissions. Of these submissions, 104 indicated objection to the Project and 8 indicated support.

Consideration of submissions

Key matters raised by the public and the Commission's consideration of these matters is set out in the table below. This is not an exhaustive report of the submissions considered by the Commission but is reflective of key issues that emerge from those submissions.

Appendix A – Table 2: Key matters raised in submissions

Themes raised in submissions from the community	Commission's consideration
Built form <ul style="list-style-type: none"> The excessive bulk and scale of the proposed building is out of scale with the area. The height and bulk of the proposed towers are excessive and inconsistent with the existing built character of the area. The additional height and FSR in the proposed development did not form part of the original proposal – it is not supported. The Project should not qualify for additional height and FSR allowances – the Project is build-to-rent residential development and these allowances are typically reserved for commercial developments. The proposal utilises clause 6.9 of the Ryde Local Environmental Plan to apply additional height and floor space ratio to the development, however, it does not meet the requirements to apply this clause. 	<ul style="list-style-type: none"> Clause 6.9 of the RLEP was in force at the time of the Application's lodgement on 25 September 2023. Under the savings provisions in clause 1.8A(4) of the RLEP, any development application lodged but not finally determined before the commencement of the Macquarie Park TOD must be assessed as if the amendment had not commenced. As the Application was lodged prior to the commencement of the Macquarie Park TOD, clause 6.9, although repealed, continues to apply to its assessment. For the reasons set out in paragraph 14, the Commission is satisfied that the Application achieves the provisions of subclauses 6.9(2) and 6.9(3) of the RLEP and, as a consequence, is consistent with the objectives of that clause. Regarding the bulk, scale, and height of the proposed development, the Project's design was reviewed twice by the SDRP prior to lodgement, with the final configuration selected for its performance against the ADG including amenity, view sharing and staging. The built form is appropriate within the strategic context of the Macquarie Park Corridor. The Site comprises a single lot, and the GFA has been calculated consistent with the RLEP.
Traffic and transport <ul style="list-style-type: none"> The Project will increase traffic in an already densely populated area. The increase in population that this Project would result in is unsustainable – there will be stressors to an already crowded public transport system, including buses and the metro. The proposed housing is well-located, and is close to the North Ryde metro station. 	<ul style="list-style-type: none"> Regarding concerns about increased traffic and pressure on public transport resulting from the Project, the Applicant's Transport and Accessibility Impact Assessment estimates approximately 110 vehicle movements per hour during weekday peak periods. This would be a modest increase and surrounding intersections are expected to continue operating at acceptable service levels. To manage servicing impacts, the Applicant has committed to a Service Vehicle Management Plan, which will regulate loading dock operations and waste collection schedules. The Commission agrees with the Department's assessment that traffic and access impacts can be effectively managed through the imposed conditions of consent. Although the Project will contribute demand for local services, its location adjacent to North Ryde Metro Station supports

	sustainable transport use. The Site is well connected and suitable for higher density residential development, consistent with strategic planning objectives for transit-oriented growth.
Parking <ul style="list-style-type: none"> Insufficient car parking is provided and this will further exacerbate the strain on existing limited car parking spaces. The proposed car parking is inadequate for the scale of the development – it fails to meet the relevant car parking rates outlined in the Ryde Development Control Plan (DCP). 	<ul style="list-style-type: none"> The Commission heard concerns about the adequacy of car parking and its potential impact on surrounding areas. Section 74(2)(d)(i) of the Housing SEPP sets a non-discretionary standard of 0.2 spaces per dwelling for Build-to-Rent developments in accessible areas. The Project provides 319 spaces, significantly above the required 102. Although submissions reference the car parking rates in the DCP, the Commission notes that DCP provisions do not apply to State Significant Development under section 2.10 of the Planning Systems SEPP. The proposed parking provision is appropriate given the Project's scale, location near North Ryde Metro Station and its alignment with strategic planning goals to reduce car dependency.
Residential amenity Views <ul style="list-style-type: none"> The development will substantially diminish views to neighbouring residences, impacting amenity. Solar access <ul style="list-style-type: none"> The proposed buildings will overshadow neighbouring units - morning sunlight will be substantially diminished, impacting amenity and quality of life. Privacy <ul style="list-style-type: none"> The height and orientation of the proposed towers will result in overlooking of neighbouring residences and outdoor spaces. 	<ul style="list-style-type: none"> The Commission heard concerns relating to visual amenity and view loss from adjoining apartments, in particular 1 and 3 Network Place. East facing apartments at 1 and 3 Network Place currently overlook the Site, with some benefiting from long distance views to the east – these include partial views of the Sydney CBD skyline, the upper arch of the Sydney Harbour Bridge, and distant views of the North Sydney and Chatswood CBD skylines. The Commission recognises that the Project will result in view impacts on adjoining properties ranging from minor to severe, depending on the apartment level and orientation. The impacts on residential amenity do not however warrant refusal of the Application for the reasons set out below: <ul style="list-style-type: none"> the view loss does not result from any non-compliance with applicable development controls; the Project including its height and built form is consistent with the strategic planning direction for Macquarie Park as a designated growth area and urban renewal corridor; the Project demonstrates the application of a skilful design, having tested a range of massing and orientation options, undergone review by the SDRP and responds to the objectives of the ADG, particularly in relation to solar access and cross ventilation. <p>The Commission's findings are set out in further detail in paragraphs 20 and 21 of the Statement of Reasons for Decision.</p>
Socioeconomic impact <ul style="list-style-type: none"> An increase in short-term renters could lead to a lack of connection, accountability and care for the neighbourhood. A high turnover of tenants could erode the sense of community stability and cohesion. 	<ul style="list-style-type: none"> The Commission's findings are set out in further detail in paragraphs 20 and 21 of the Statement of Reasons for Decision. The Application has been reviewed by the State Design Review Panel, meets the ADG solar access requirements and demonstrates acceptable performance in daylight access and ventilation. Privacy impacts are also considered acceptable, with building setbacks and separations generally compliant with ADG standards. Minor internal deviations are not expected to cause significant off-site impacts. The Commission heard concerns regarding community cohesion and neighbourhood character. Although BTR developments may involve shorter tenancy durations, they are professionally managed and designed to support long-term rental living. The Project includes communal spaces and amenities that encourage resident interaction and neighbourhood engagement. The high-rise form reflects the strategic planning vision for Macquarie Park as a transit-oriented growth area. The

<ul style="list-style-type: none"> The high-rise nature of the development changes the feel of the local area. 	<p>Application is consistent with this direction and does not expect it to undermine community stability or social cohesion.</p>
<p>Green space</p> <ul style="list-style-type: none"> There is a lack of sufficient green space in the area. The proposal provides inadequate green space. 	<ul style="list-style-type: none"> The Project includes publicly accessible open space and landscaped communal areas designed to support recreation and amenity for residents and the broader community. These spaces contribute to the precinct's overall green infrastructure and align with planning objectives for urban renewal in Macquarie Park. The proposed green space provision is appropriate for the Site and its context.
<p>Site selection</p> <ul style="list-style-type: none"> The Site is suitable for the proposed development because it is close to a metro station. The Site has good access to public transport and the increased shopping amenities that the Project will provide will benefit current residents of the area. 	<ul style="list-style-type: none"> The Site is well suited for the proposed development. Its proximity to North Ryde Metro Station and access to frequent public transport support the principles of transit-oriented development. The Project's inclusion of retail and community serving amenities will enhance local convenience and benefit existing and future residents. The Site is appropriate for higher density residential use in line with the strategic planning objectives for Macquarie Park.
<p>Construction</p> <ul style="list-style-type: none"> Noise and dust generated by construction will impact the air quality and amenity of nearby homes and schools. 	<ul style="list-style-type: none"> The Commission heard concerns about noise and dust during construction. These impacts are temporary and are capable of being managed through a Construction Environmental Management Plan, which will include measures to control dust, noise and vibration in accordance with relevant guidelines. Conditions of consent require the implementation of mitigation strategies to minimise disruption to nearby sensitive receivers.
<p>Other</p> <ul style="list-style-type: none"> Build-to-rent is another form of housing. The proposal will provide housing during a housing crisis. The Project's amenity impacts to adjoining residences will reduce the market value of existing neighbouring properties. Towers of this height can cause wind tunnel effects. 	<ul style="list-style-type: none"> BTR is an appropriate part of the housing mix and plays a role in increasing supply during a housing crisis. The Project contributes to housing diversity in a strategically identified growth area. Concerns about potential impacts on property values are noted. However, planning decisions are made based on compliance with planning controls and the broader public interest, rather than market considerations. Regarding wind impacts, the Project has been designed with consideration of building orientation and separation. Wind effects will be managed through detailed design and conditions of consent requiring further wind mitigation measures, where necessary.

Appendix B – Commission’s Considerations

Material considered by the Commission

Document	Date
Secretary’s Environmental Assessment Requirements (SEARs)	3 March 2023
Applicant’s Environmental Impact Statement and its accompanying appendices	15 September 2023
Government agency advice to the Department	
Public submissions made to the Department during exhibition	
Applicant’s Response to Submissions Report and its accompanying appendices	18 July 2024
Department’s Assessment Report and recommended conditions of consent	22 May 2025
Comments and presentation material from meetings with: <ul style="list-style-type: none"> Applicant Council Department Community member 	11 June 2025 11 June 2025 16 June 2025 17 June 2025
Observations made at the Site Inspection	11 June 2025
The following responses to the Commission from: <ul style="list-style-type: none"> Council Applicant Department Department 	16 June 2025 17 June 2025 27 June 2025 8 July 2025
All written submissions made to the Commission up until	23 June 2025
Department’s advice to the Commission regarding the imposition of conditions	4 July 2025

Planning Framework

Strategic context	Commission’s consideration
Strategic planning and policy context relating to: <ul style="list-style-type: none"> Housing supply; and Macquarie Park precinct. 	<p>The Commission considers the Project to be a positive contribution to housing supply within the Sydney metropolitan area and enables the delivery of BTR housing in a strategically located area that is well-served by existing infrastructure.</p> <p>The Commission agrees with the Department that the Project is consistent with the relevant strategies, plans and policies discussed in section 3.1 of the AR, including the:</p> <ul style="list-style-type: none"> Macquarie Park Transport Oriented Development precinct rezoning and Urban Design Framework (2024); Macquarie Park Innovation Precinct Place Strategy (2022); and Macquarie Park Innovation Precinct Master Plan (2022).
Statutory context	Commission’s consideration
State significant development	The Project is declared SSD under section 4.36 of the EP&A Act as it satisfies the criteria under section 2.6(1) and section 27 of Schedule 1 of the Planning Systems SEPP, being build-to-rent housing.
Consent authority	The Commission is the consent authority under section 4.5(a) of the EP&A Act and section 2.7(1) of the Planning Systems SEPP, as Council made a submission by way of objection and more than 50 unique public submissions were made by way of objection during the Department’s public exhibition of the Application.

Permissibility	The Site is zoned E2: Commercial Centre under the RLEP. The development is permissible with consent under section 72 of Housing SEPP.
Objects of the EP&A Act and Ecologically Sustainable Development	The Commission has considered the Objects of the EP&A Act and is satisfied that the Application is consistent with those Objects. The Commission finds that the Project is consistent with ESD principles and would achieve an acceptable balance between environmental, economic and social considerations.
Amended application	The Commission requested that the Department seek a formal amendment to the Application from the Applicant, in accordance with section 37 of the <i>Environmental Planning and Assessment Regulation 2021</i> , due to changes made during the Department's Response to Submissions process. On 27 June 2025 the Applicant wrote to the Department seeking to formally amend the Application. On 4 July 2025 the Department as delegate of the Commission, approved the application for the amendment. The Commission notes that the relevant Application documents, including the Environmental Impact Statement and supporting materials, are now consistent with the approval being sought.
Other approvals and authorisations	The Department consulted with the relevant government agencies responsible for providing integrated and other approvals. The Applicant may require other approvals which are not integrated into the SSD process.
SEARs	The Application addressed each matter set out in the SEARs and was sufficient to enable an adequate consideration and assessment of the Project.
Mandatory considerations	Commission's consideration
Relevant environmental planning instruments (EPIs)	<p>Appendix C of the AR identifies relevant EPIs for consideration. The key EPIs (in their present, consolidated form) include:</p> <ul style="list-style-type: none"> • State Environmental Planning Policy (Planning Systems) 2021; • State Environmental Planning Policy (Resilience and Hazards) 2021; • State Environmental Planning Policy (Biodiversity and Conservation) 2021; • State Environmental Planning Policy (Housing) 2021 – and associated Apartment Design Guide; • State Environmental Planning Policy (Transport and Infrastructure) 2021; • State Environmental Planning Policy (Sustainable Buildings) 2022; and • Ryde Local Environmental Plan 2014. <p>The Commission has considered these EPIs as part of its determination.</p>
Relevant DCPs	Pursuant to section 2.10 of the SEPP Planning Systems, DCPs do not apply to SSD.
Any planning agreement or draft planning agreement	The Applicant has executed a voluntary planning agreement with Council for the dedication of New Link Road. The voluntary planning agreement was executed on 14 April 2025 and provides for approximately \$8.74M in incentive contributions.
Likely impacts of the development	The Commission has given consideration to the likely impacts of the development and has set out its reasons for decision in section 4 of the Statement of Reasons for Decision.
Suitability of the Site for development	<p>The Site is suitable for the following reasons:</p> <ul style="list-style-type: none"> • the development of the Site for the purpose of rental housing is consistent with the strategic framework for the area; • the Site is located within an established urban precinct that is serviced by existing infrastructure; • the development of the Site is the orderly and economic use of the land; • the Site has access to public transport and the public road network; and • impacts on surrounding land uses have been minimised where possible, with some impacts capable of being mitigated through conditions of consent.

The public interest	The Commission has considered the public interest in deciding to grant conditional consent to the Application. In doing so, the Commission has evaluated the likely impacts of the Application and considered the relevant ESD principles. The Commission has concluded that approval of the Project merits the grant of consent, subject to conditions.
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Appendix C – Department's Assessment Report

[Link to Department's Assessment Report, dated May 2025](#)

Appendix D – Instrument of Consent

[Link to Instrument of Consent, dated 10 July 2025](#)



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Independent Planning Commission

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