



Planning &
Infrastructure

***MODIFICATION REQUEST:
New Macquarie University Hospital
2 Technology Place, Macquarie Park
(MP06_0172 MOD 7)***

***Closure of Technology Place at Talavera Road,
associated road works and amended/new
signage***

Director-General's
Environmental Assessment Report
Section 75W of the
Environmental Planning and Assessment Act 1979

February 2012

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1. BACKGROUND

1.1 The Site

The site is located in the north east corner of the Macquarie University Research Park at North Ryde. The site is within the Ryde Local Government Area (LGA).

The project site consists of two separate land parcels known as No. 2 (Site 1) and No. 3 (Site 2) Technology Place, North Ryde. These sites have been recently developed in accordance with the Major Project and Council approvals as detailed below. Site 1 accommodates a 5 storey building used for research and development and specialist consulting rooms. Site 2 accommodates a 6 storey private hospital. A pedestrian bridge over Technology Place links Site 1 and Site 2.

The private hospital opened in June 2010.

The site is shown in **Figures 1 and 2** below.

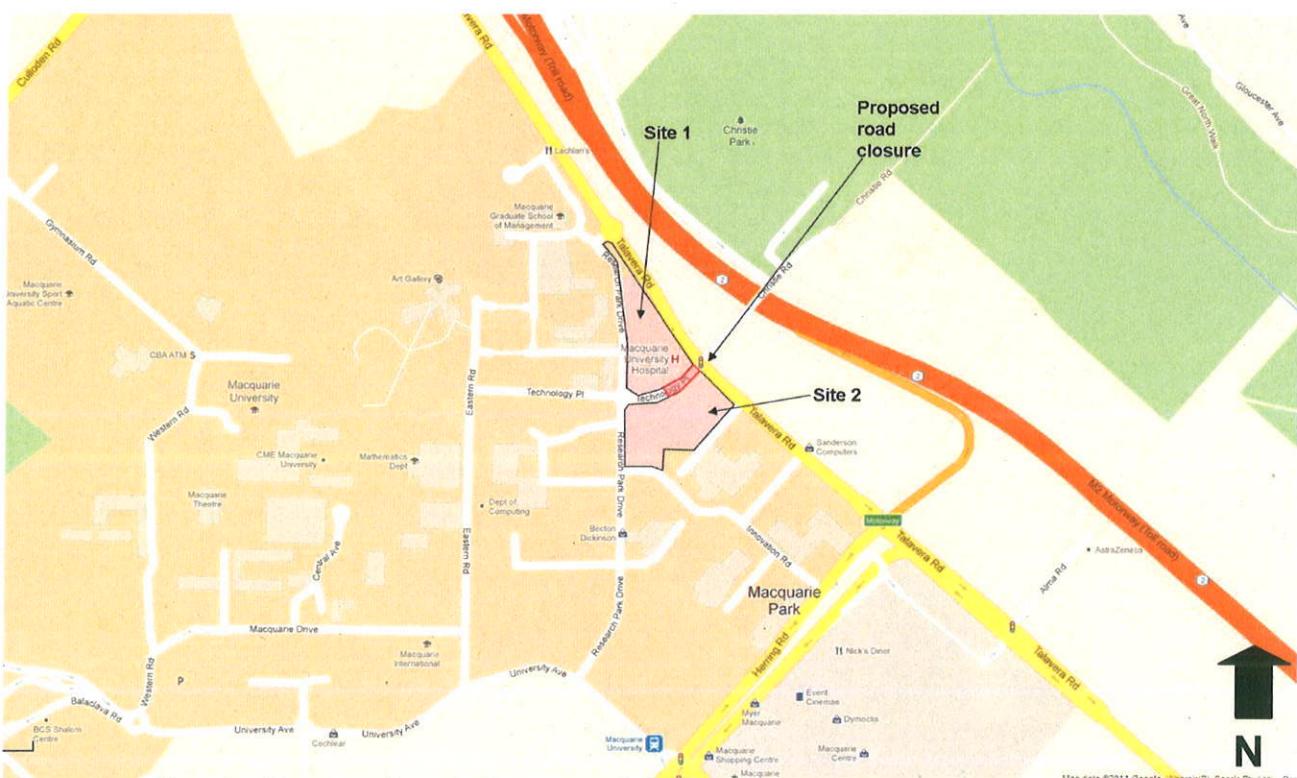


Figure 1: The site (Source: Google Maps, 2012)

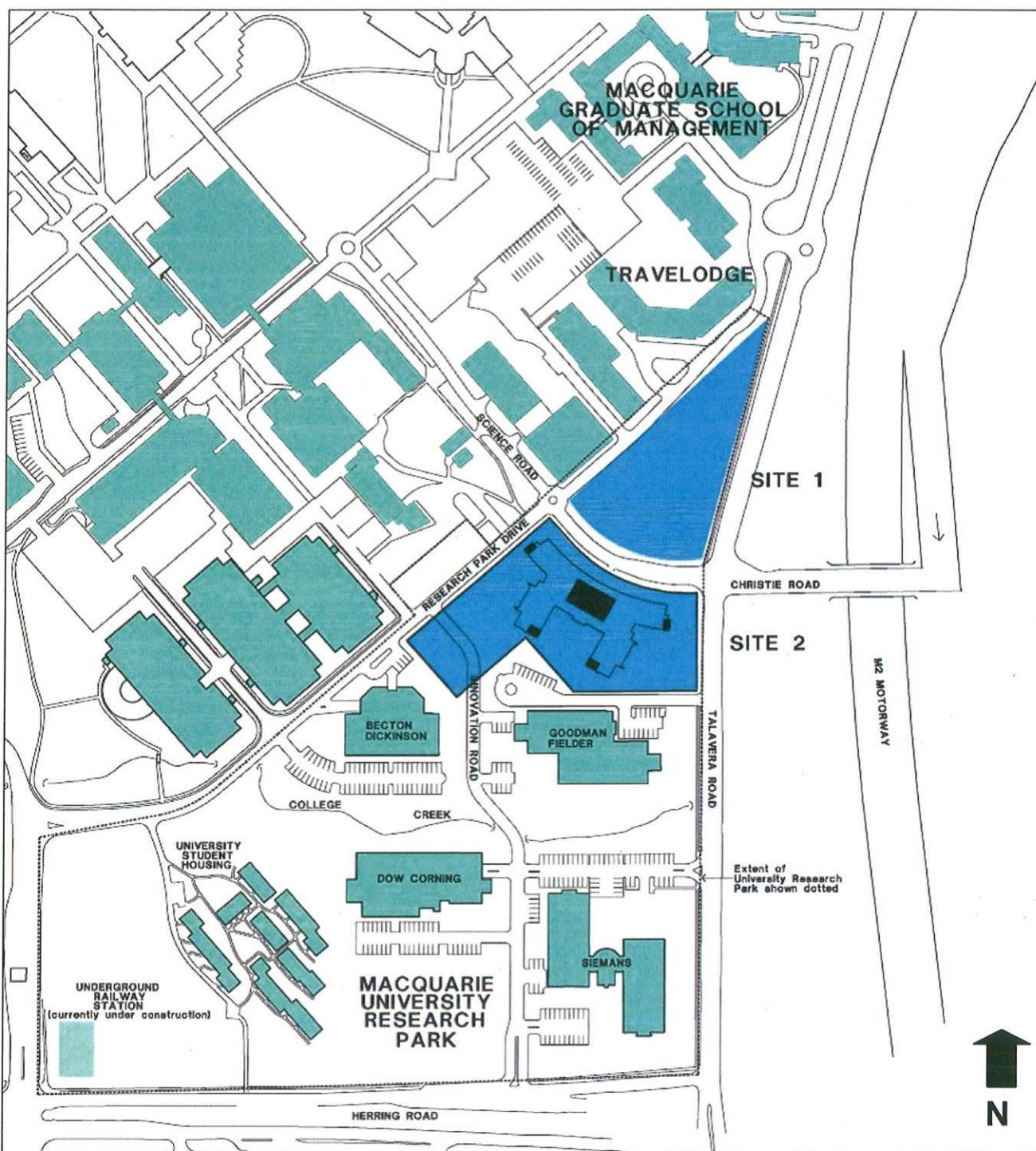


Figure 2: The site and adjoining developments within the Macquarie University Precinct (Source: EA for MP06_0172)

1.2 Ryde Council Approval

On 1 November 2001, Ryde Council approved a 5 storey 'research and development' office building (LDA 676/2001). The development was physically commenced and modified within MP06_0172 as discussed below.

1.3 Major Project Approval

On 13 May 2007, the Minister for Planning approved a project application (MP06_0172) for the construction of a new private hospital at No. 3 Technology Place (Site 2). The approval also provided for amendments and change of use of a Council approved office building at No. 2

Technology Place (Site 1) to be used as a specialist consulting rooms in association with the private hospital and an elevated pedestrian bridge between the two sites across Technology Place.

The approved development is shown in **Figures 3 and 4**.



Figure 3: Eastern elevation of the approval (Site 1 to the left and Site 2 to the right) (Source: EA for MP06_0172)



Figure 4: View of the private hospital (Site 1), port cochere and overbridge over Technology Place linking to the clinic and office building on Site 2 (Source: EA for MP06_0172)

The project approval has been modified as follows:

- Modification 1 – changes to pedestrian bridge, location of substation, elevation treatment and addition of 781.9m² for new medical facilities (ie PET radiopharmaceutical laboratory, biomedical laboratory, radiotherapy and brachytherapy bunker);
- Modification 2 – changes to the elevation treatment and modifications to building plant, services and stairs;
- Modification 3 – increase floor area by 44m² on level 2 by relocating external wall to achieve flush façade;
- Modification 4 – modifications to the Radiopharmaceutical Laboratory and provision of a goods hoist;

- Modification 5 – stratum subdivision of the building; and
- Modification 6 – installation of 15 signs and reconfiguration of the intersection at Technology Place and Research Park Drive to provide one way movements to the west of the port cochere.

2. PROPOSED MODIFICATION

2.1 Modification Description

The application seeks to modify the approval to provide for the partial closure of Technology Place to all inbound and outbound movements at Talavera Road. The proponent has advised that Technology Place was intended to provide exclusive access to the private hospital. Over time, however, it has become increasingly used to provide direct access for through traffic to the University.

Modification 6 to the Project Approval involved the installation of signage to provide way-finding for patients, visitors and staff. Adjustments were also made to the Technology Place and Research Park Drive intersection to prevent Technology Place from becoming a thoroughfare for general traffic to ensure that the hospital drop-off bay and car parking access points operate efficiently and effectively.

Since completion of the project in June 2010, the proponent has advised that the adjustments made to the Technology Place and Research Park Drive intersection and signage has not achieved the desired outcome of discouraging through traffic. Accordingly this modification request seeks to permanently close Technology Place at the intersection of Talavera Road and Christie Road. The proposed road closure will improve pedestrian and vehicle safety at the hospital entrance and ensure that the hospital drop-off bay and car parking access points operate efficiently and effectively by eliminating through traffic.

The proposal involves the following key works:

- partial closure of Technology Place to vehicular traffic and conversion of existing intersection at Talavera Road/Christie Road to a T-intersection;
- works within the section of Technology Place to remain open, including works at the intersection of Technology Place/Research Park Drive, a turning area at the terminus and redirection of current one-way traffic movements to allow two-way traffic movements;
- works at the Research Park Drive/Talavera Road intersection to accommodate increased traffic movements;
- retention of 11 existing signs, replacement of 3 existing signs, removal of 1 sign and installation of 4 new signs; and
- landscaping and paving within the closed section of Technology Place.

The modifications to Technology Place are outlined in **Figures 5 and 6**.

The Proponent seeks to modify Condition A1 (Development Description) and Condition A2 (Development in Accordance with Plans and Documentation) to reflect the proposed amendments.

The Proponent has consulted with Ryde Council and the former Roads and Traffic Authority (now Roads and Maritime Services) in relation to the proposed road closure and has obtained Ryde Council's owner's consent for the works within the road reserve.

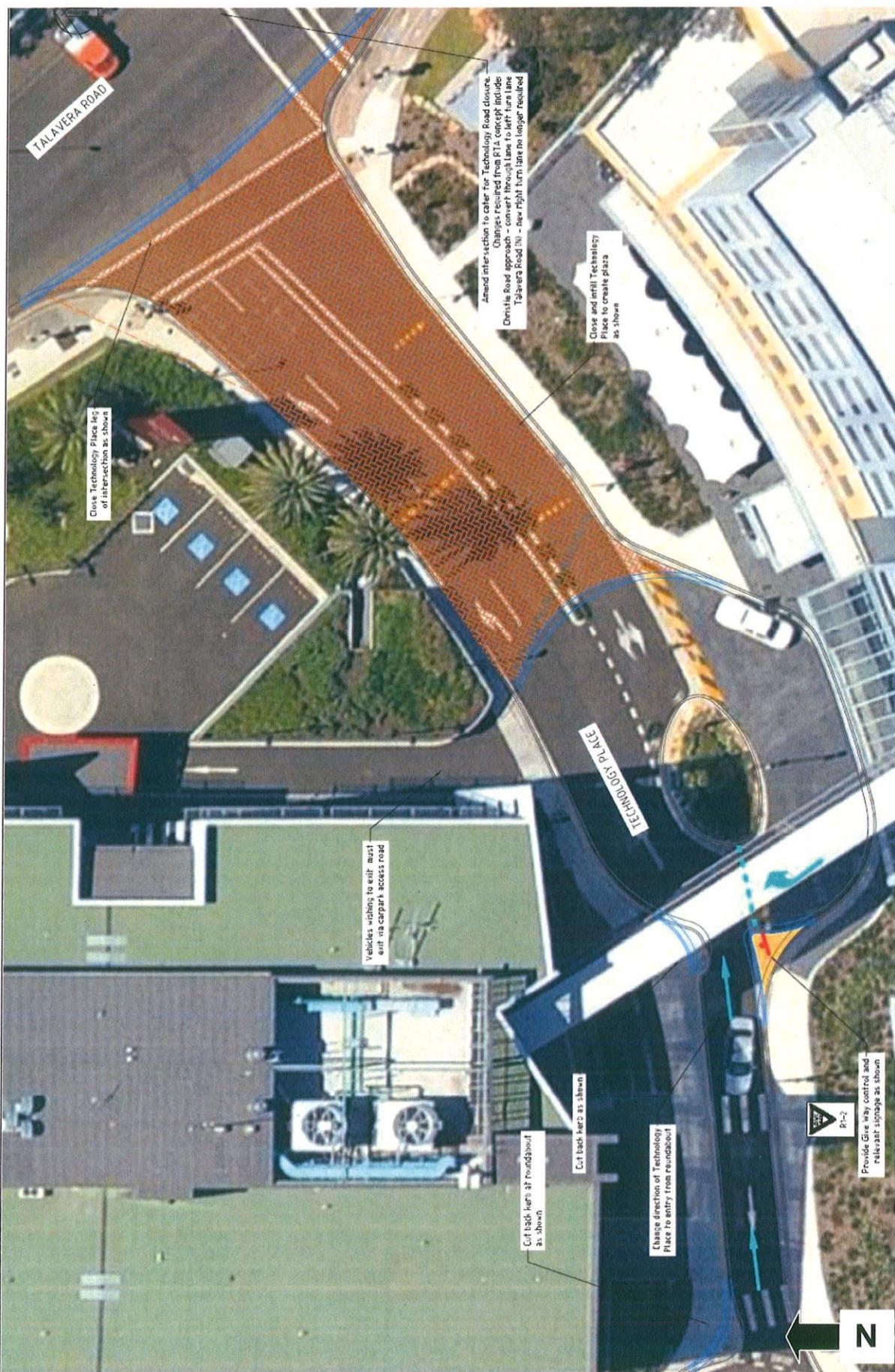


Figure 5: Aerial photo showing the proposed works involved in the partial closure of Technology Place (Source: Cardno, 2011)

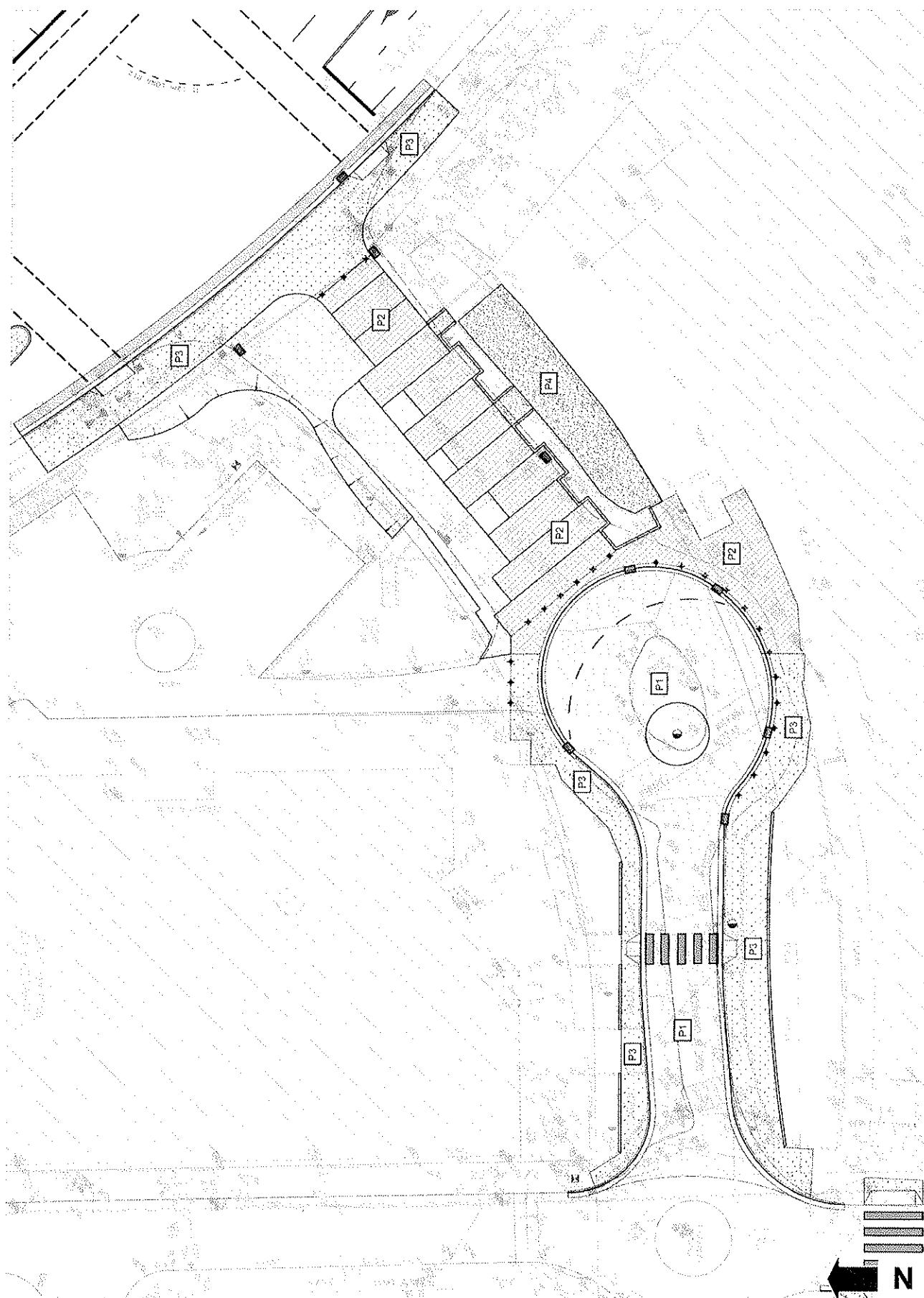


Figure 6: Proposed works involved in the partial closure of Technology Place (Source: Taylor Thomson Whitting, 2011)

3. STATUTORY CONTEXT

3.1 Continuing Operation of Part 3A to Modify Approvals

In accordance with clause 3 of Schedule 6A of the EP&A Act, Part 3A of that Act, as in force immediately before its repeal on 1 October 2011 and as modified by Schedule 6A of the Act, continues to apply to transitional Part 3A projects. The project application was approved on 13 May 2007. The project is, therefore, a transitional Part 3A project within the meaning of clause 2 of Schedule 6A.

Consequently, this report has been prepared in accordance with the requirements of Part 3A and any associated regulations, and the Minister (or his delegate) may determine the request to modify the project approval under section 75W of the EP&A Act.

3.2 Modification of the Minister's Approval

The Modification Application has been lodged with the Director General pursuant to Section 75W of the Act. Section 75W provides for the modification of a Minister's approval including "*revoking or varying a condition of the approval or imposing an additional condition of the approval.*"

The Minister's approval of a modification is not required if the project as modified will be consistent with the existing approval. However, in this instance, the proposal seeks to modify terms of approval imposed on the Project Approval, and therefore, approval to modify the application is required.

3.3 Environmental Assessment Requirements (DGRs)

No additional environmental assessment requirements were issued with respect to the proposed modifications, as sufficient information has been provided to the department in order to consider the application and the issues raised remain consistent with the key assessment requirements addressed in the original DGRs.

3.4 Delegated Authority

On 14 September 2011, the Minister delegated his powers and functions under section 75W of the EP&A Act to Directors in the Major Projects Assessment Division in cases where the relevant local council has not made an objection, a political disclosure statement has not been made and there are less than 10 public submissions (not including submissions from public authorities) in the nature of objections in response of the modification request.

As council has not made an objection, no donations have been disclosed, and no public submissions were received, the A/Director, Metropolitan & Regional Projects South may determine the modification request under delegated authority.

4. CONSULTATION AND SUBMISSIONS

Under Section 75X of the Act, a request to modify an approval does not require public exhibition. However, under Section s75X (2) (f) of the Act, the Director General is to make publicly available requests for modifications of approvals given by the Minister. In accordance with Clause 8G of the *Environmental Planning and Assessment Regulation 2000*, the application to modify the approval was made publicly available on the department's website.

The proponent has consulted with Ryde Council and the former Roads and Traffic Authority (now Roads and Maritime Services). The comments are summarised as follows:

4.1 Ryde Council

- Council raises no objections to the closure of Technology Place (access to Talavera Road).
- Council will monitor the traffic demands at the intersection to Research Park Drive and Talavera Road over a 5 year review period to determine if any further upgrade of the intersection is required. If an upgrade is required this will need to be undertaken at the proponent's cost.
- Council has granted owners consent to the works within the road reserve.

4.2 Roads and Traffic Authority (now Roads and Maritime Services)

- A road occupancy licence is required for any works which impact on traffic flows on Talavera Road.
- Detailed design plans for the works within Technology Place shall be submitted to the RMS prior to issue of a Construction Certificate.
- A revised traffic signal design plan shall be designed in accordance with RMS requirements prior to issue of a Construction Certificate.
- The modification to the Talavera Road and Research Park Drive intersection shall be constructed to the satisfaction of Council. It is recommended that a stop priority control be installed to allow vehicles from Talavera Road to have priority through the intersection.
- Consideration should be given to lengthening the pedestrian refuge at the intersection of Talavera Road and Research Park Drive.

No submissions were received from the public.

5. ASSESSMENT

The department considers that the key issues for the proposal are:

- Traffic and Access; and
- Signage.

5.1 Traffic and Access

Technology Place is designed to provide access to the private hospital and discourage through traffic. Accordingly, it has been designed and constructed as a two way street between Talavera Road and the port cochere to the hospital building and a one way street between the port cochere and Research Park Drive. The one way restrictions prohibit east bound through traffic, and the west bound through traffic is discouraged by the need to travel through the port cochere. The existing traffic arrangements are outlined in **Figure 7** below.

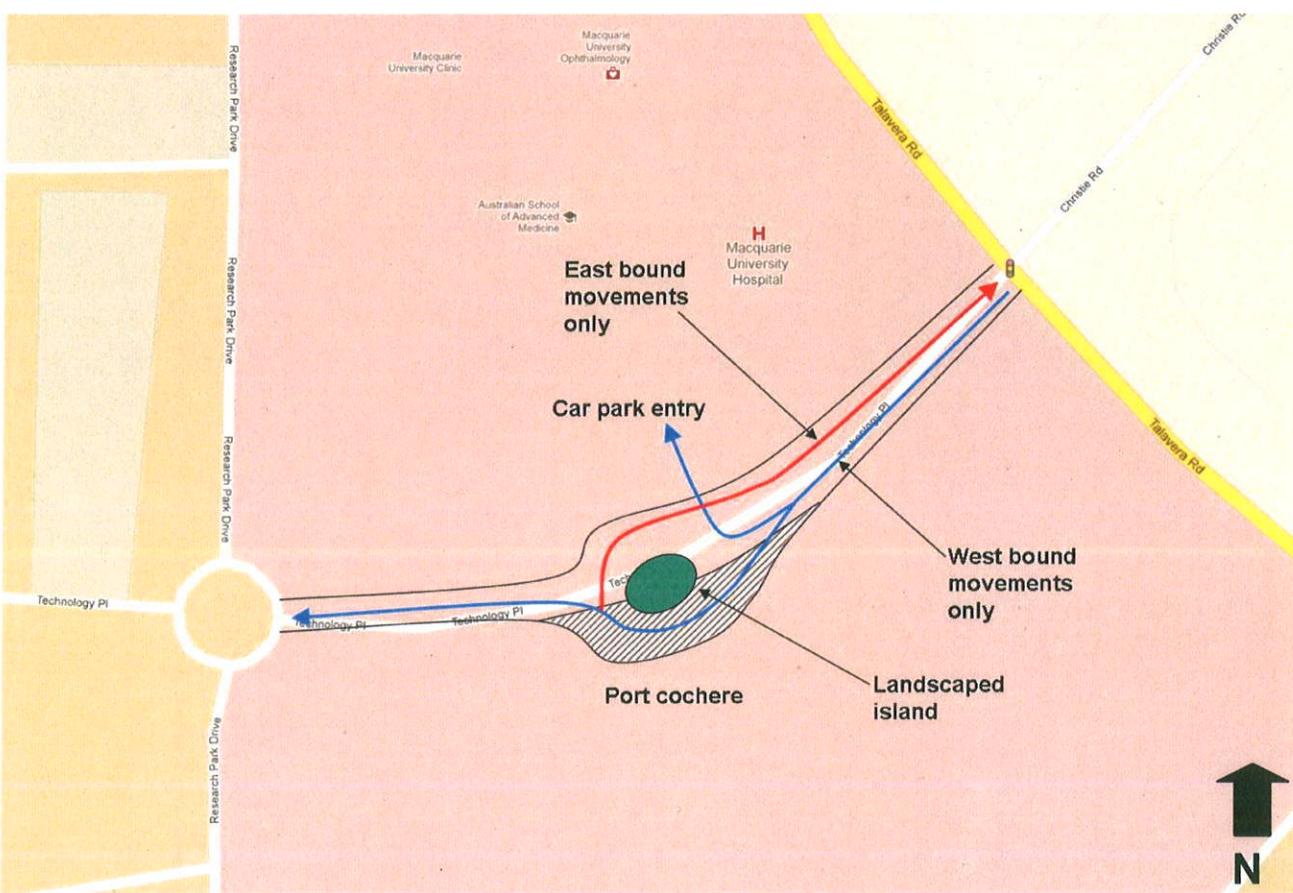


Figure 7: Existing traffic arrangements in Technology Place (Base Image Source: Google Maps 2012)

Notwithstanding the above arrangements, the proponent has advised that Technology Place is utilised by through traffic. Further, it is alleged that some vehicles travel on the incorrect side of the road to avoid the hospital port cochere in this location.

The proponent considers that the proposed closure of Technology Place would eliminate through traffic to ensure that access to the hospital is efficient and effective, and enhance pedestrian and vehicle safety, by removing the opportunity for illegal vehicle movements.

5.1.1 Traffic Impacts

The proponent submitted a traffic assessment by Cardno which assesses the impact of closing Technology Place to all traffic at Talavera Road. The proposed closure of Technology Place will result in all vehicle access to the car park and port cochere via Research Park Drive. This will cause the redistribution of hospital traffic and university and other traffic which currently use Technology Place as a through route.

Cardno assessed the intersection performance of the following intersections in peak weekday conditions:

- Talavera Road/Technology Place/Christie Road;
- Technology Place/Research Park Drive; and
- Talavera Road/Research Park Drive.

The assessment found that the proposed road closure (and redistribution of traffic) would have minimal impacts of the traffic conditions (in terms of capacity or average delay) and that each intersection would continue to operate at a good level of service.

Ryde Council have raised no objection to the closure of Technology Place on traffic grounds. Council also commissioned Bitzios Consulting to undertake an assessment of the traffic impacts of the proposed road closures on the local road network. Bitzios also considered projected growth of the university to 2031 in its assessment. The assessment concluded that the closure of Technology Place would not significantly impact on the external road network in the morning and evening peak.

The assessment found that there would be slightly longer queues and delay in leaving the university precinct in the evening peak. It was suggested that upgrading the intersection of Talavera Road and Research Park Drive to a 2 lane roundabout or traffic signals would alleviate the queuing/delays.

Council has advised that it will monitor the traffic movements at the intersection of Talavera Road and Research Park Drive over a 5 year period. Council may require this to be upgraded at the proponent's cost if the review reveals that an upgrade is required.

The RMS (formerly the RTA) has not raised any objections to the closure of Technology Place on traffic grounds.

The department has reviewed the proponent's traffic assessment and the advice of Ryde Council and the RMS and considers that the proposal is unlikely to result in adverse traffic impacts on the local road network.

Given that Technology Place currently prohibits through east bound movements (away from the university precinct), the department considers it unlikely that the proposed road closure will significantly increase queuing and delays leaving the university precinct in the evening peak. The assessment undertaken by Bitzios appears to assume that Technology Place provides two way vehicle movements in this location (refer to Figure 1.1 within Attachment F to the Modification Request at **Appendix A**). On this basis, it is not considered appropriate to impose any conditions in relation to the future upgrade of the intersection of Talavera Road and Research Park Drive.

5.1.2 M2 upgrade

The proponent engaged ARUP to provide advice on the likely impacts of the M2 upgrade (currently underway) on the local road network and university roads, having regard to the proposed closure of Technology Place at Talavera Road. ARUP advised that the M2 upgrade may result in an increase the daily vehicle trips on Research Park Drive by up to 10-15% (up to 700 additional vehicle trips per day). A significant proportion of any increase in traffic, however, is likely to be from redistributed university vehicle trips as a result of the improvements to the M2. The proposal

involves works at intersection of Talavera Road and Research Park Drive to cater for any increase in traffic. These changes are considered in Section 5.1.3 below.

5.1.3 Access

The proposed closure of Technology Place at Talavera Road and works to create a turning area in Technology Place will remove the existing access to the hospital port cochere and at grade hospital clinic car park via the intersection of Technology Place and Talavera Road. As a result, there may be an increase in vehicles accessing the hospital and University Precinct via the intersection of Talavera Road and Research Park Drive and to/from Herring Road.

The proposal involves modifications to the road carriageway and kerb alignment at the Talavera Road and Research Park Drive intersection to cater for the potential increase in traffic movements at this intersection and improve access for larger vehicles. The proposed modifications are outlined in **Figure 8** below.

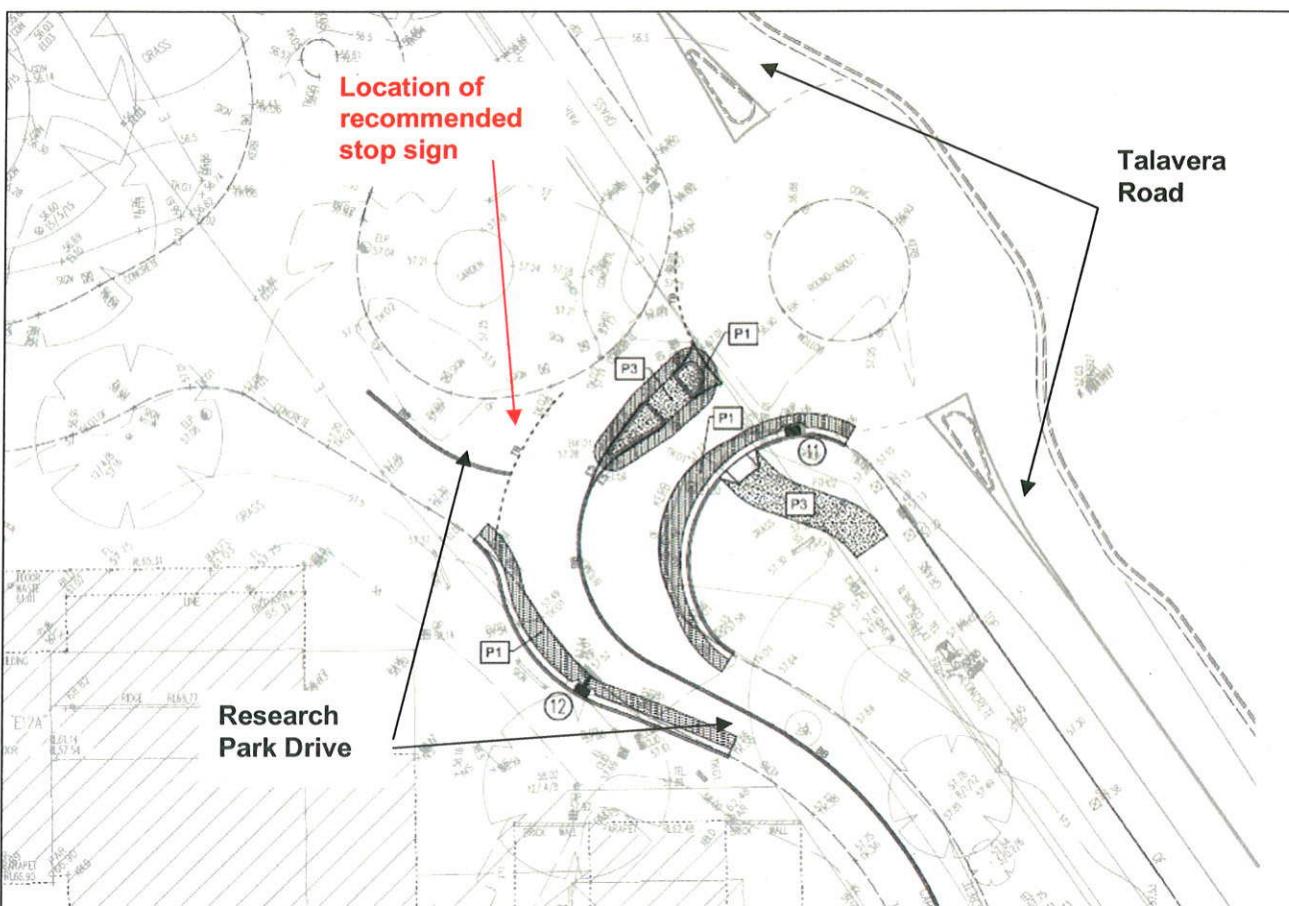


Figure 8: Proposed works at the intersection of Research Park Drive and Talavera Road (Source: Taylor Thomson Whitting, 2011)

The RMS supported the works to the Talavera Road and Research Park Drive intersection. It was recommended that a stop sign be installed to allow for vehicles from Talavera Road to have priority through the intersection (refer to **Figure 8** above).

Ryde Council has raised no objections to the proposed works at the intersection of Talavera Road and Research Park Drive and has granted owner's consent to the works.

The proponent has advised that the provision of stop priority signage is unwarranted, given that Council have not raised this as an issue. The department, however, considers that some signage (stop or give way) is appropriate at this intersection and recommends that appropriate signage be installed to satisfy the requirements of Ryde Council and the RMS.

5.2 Directional Signage

MP06_0172 Modification 6 gave approval for the installation of 15 identification and directional signs. The proposal involves the retention of 11 signs, replacement of 3 signs, removal of 1 sign and installation of 4 new signs as a result of the reconfigured access arrangements. A total of 18 signs are now proposed across the development.

The proponent provided an assessment of the proposed signage against the provisions of Clause 3(1)(a) and Schedule 1 of State Environmental Planning Policy No. 64 – Advertising & Signage. The proponent considers that the proposed signage is compatible with the character of the hospital and university and provides effective communication and direction throughout the site. The proponent considers that the proposal complies with all relevant criteria within Schedule 1 of the SEPP 64.

The department previously approved 15 signs across the site, and this application seeks some amendments to 3 existing signs, the removal of one sign and 4 new signs. In total, 18 signs will be provided across the development. The existing and approved signs relate to identification of the hospital and directional signage to entry points and car parking areas. The amendments are required primarily as a result of the proposed closure of Technology Place, as this will alter the way in which staff, visitors and patients will access the hospital, clinic and associated parking areas.

The department is satisfied that the proposed additional signage is compatible with the existing signage and character of the hospital and university precinct. The proposed signage is consistent in form and design with the existing signage scheme and complements the existing buildings and landscaping. Illumination will be required to provide identification and directional signage at night. The level of illumination will not cause a safety risk and there are no nearby residential land uses. The department has considered the proposed amended and new signage in **Table 1** below.

Table 1: Department's consideration of proposed and amended signage

	Sign No.		Details of sign	Department's consideration
1	Sign 1 – Main Entry Sign	Amended	Replace the northern and southern panels to reflect the location of the main entry and parking resulting from the closure of Technology Place. It is also proposed to make minor changes to the graphics on the signage panels, including the display of the MMI (Macquarie Medical Imaging) logo.	The department does not object to the proposed replacement signage panels given that the location, height and form of the sign will remain as approved, with only minor graphical and wording changes proposed.
2	Sign 2 – Talavera Road and Research Park Drive intersection	Proposed new sign	The proposed sign is required to direct staff, patients and visitors to the main entry and car park via Research Park Drive. The new sign is 7.4 metres in height, 1.7 metres in width and 0.25 metres in depth.	A new sign is required in this location to reflect the new access to the hospital and clinic due to the closure of Technology Place. This sign serves a similar purpose to the main entry sign and the department does not object to a height of 7.4 metres to ensure the

				prominence of the hospital and direction to the main entry and parking. The proposed sign is considered compatible with the character of the area which is largely commercial in nature, and will have no adverse visual impacts.
3	Sign 3/Sign C11	Amended	The sign is proposed to be relocated from its existing approved position (c11) and the panels are proposed to be amended to reflect the changed traffic conditions resulting from the closure of Technology Place. The sign has dimensions of 3 metres in height 0.75 metres in width and 0.15 metres in depth.	The department does not object to the relocation of this sign and graphical/wording changes.
4	Sign 4	Proposed new sign	The proposed sign is required to indicate the location of hospital parking, clinic parking and the hospital set down and pick up further south on Research Park Drive due to the potential redistribution of vehicle movements to the route as a result of the closure of Technology Place. The new sign is 2.4 metres in height, 0.6 metres in width and 0.15 metres in depth.	The department does not object to the new sign in this location to provide clear directions to the hospital parking and the clinic parking and set down/pick up area. The proposed height of 2.4 metres is considered appropriate in this location and compatible with existing signage in the area.
5	Sign C2	Retained	-	-
6	Sign C3	Retained	-	-
7	Sign C4	Retained	-	-
8	Sign C5	Retained	-	-
9	Sign C6	Amended	The sign is proposed to be relocated to south and provided with new signage panels to indicate the location of hospital parking, clinic parking and the hospital set down and pick up as a result of the closure of Technology Place. The sign has dimensions of 3 metres in height, 0.75 metres in width and 0.15 metres in depth.	The department does not object to the proposed relocation and replacement signage panels. The height and form of the sign remains as previously approved.
10	Sign C7	Retained	-	-
11	Sign C8	Retained	-	-
12	Sign C9	Retained	-	-
-	Sign C10	To be removed	The existing no entry sign is to be removed as the road is to	The removal of this sign is supported.

			be modified to allow two way movements.	
13	Sign C12	Proposed	Sign 1 previously included advice that there are no Emergency Services at this hospital. Due to the amendments to Sign 1, these words have been deleted and a new proposed sign is located within the proposed roundabout to advise of the nearest emergency services. The proposed sign is 2 metres in height, 0.75 metres in width and 0.05 metres in depth.	The department does not object to the proposed additional sign regarding emergency services. It is noted that the communication on this sign is clearer than the previous sign and the location height and form of this sign is considered appropriate.
14	Sign C13	Proposed	The proposed sign is 1.4 meters in height, 0.15 metres in width and 0.05 metres in depth.	The proposed sign allows for the easy identification of accessible parking spaces and is supported. The height and form of this sign is appropriate.
15	Sign H1	Retained	-	-
16	Sign H2	Retained	-	-
17	Sign H3	Retained	-	-
18	Sign H4	Retained	-	-

5.3 Landscaping

The proposal involves additional hard and soft landscape features within Technology Place to provide a passive seating area and maintain pedestrian and cyclist connectivity to the hospital and clinic directly from Talavera Road. Proposed new lawn, hedges and feature trees will soften the appearance of the development and enhance amenity for staff, patients and visitors. The department is supportive of the proposed landscape treatment to the portion of Technology Place to be closed.

6. CONCLUSION AND RECOMMENDATIONS

The department has assessed the application on its merits and the proposed modification is considered reasonable and will result in improvements to pedestrian and vehicle safety in the vicinity of the hospital entry by eliminating through traffic in Technology Place. The proposed works at the Talavera and Research Park Drive intersection will also cater for a potential increase in traffic which is redistributed to Research Park Drive as a result of the closure of Technology Place.

The proposed amended and additional signage is considered to enhance way finding and is compatible with the existing approved signage across the development.

The proposed modification does not change the original assessment as to the site's suitability for this development.

It is recommended that the A/Director, Metropolitan and Regional Projects South:

- (a) consider the findings and recommendations of this report;
- (b) approve the modifications under delegated authority, under Section 75W of the Environmental Planning and Assessment Act 1979; and
- (c) sign the attached Instrument of Modification for MP06_0172 (MOD 7).

A. Watson 6/2/12

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