

Australian Hearing Hub – Response to Submissions

Project Application (MP 10_0032)

| Issues Raised | Proponent Response |
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| RTA/SRDAC | |
| A further response to Transport NSW's submission by ARUP is located at Attachment B . | |
| 1 | <p>The RTA is in consultation with the University regarding Condition No C10(2) of MPO6_0016. However, to provide sufficient time to ensure the modelling outcomes most accurately reflect future traffic generation the RTA recommends that the Hearing Hub application be considered/ determined independently of this modelling.</p> <p>Noted.</p> |
| 2 | <p>The suggested changes to create the new priority controlled four way intersection at Balaclava Road / Macquarie Drive / University Avenue should be referred to Council for comment.</p> <p>The new intersection is being provided as a separate Development Without Consent application under clause 94 of State Environmental Planning Policy (Infrastructure) 2007. This REF was approved on 31 August 2010. Under the SEPP, consultation / notification was not required with Council.</p> |
| 3 | <p>The Department must ensure that an appropriate condition is imposed which ensures that the loss of parking at the existing car parks W1, W2, and C1 will be appropriately off-set by the construction of a temporary car park facility near Culloden Road. Sections A, B and Part of C of the proposed temporary car parking facility must be constructed prior to the completion of the demolition of the existing car parks W1, W2 and C1.</p> <p>The Demolition of car parks W1, W2 and C1 does not form part of the subject Project Application and is being undertaken as a separate Development Without Consent application under clause 94 of State Environmental Planning Policy (Infrastructure) 2007.</p> <p>It is noted that there will be adequate parking available on Campus during the temporary car park construction, which will occur over the summer months concurrent with the works on the Hearing Hub. This is because the peak demand which necessitates the car parking will only occur once the University semester commences in March 2011, at which time the temporary car park will have been completed.</p> <p>The temporary car park is subject to a conditional approval from the City of Ryde. One of the conditions of consent (Condition 2(a)), contrary to the RTA request, requires that "the use of the temporary car park must not commence until the demolition / construction of buildings identified under Stage 1 of the car park staging plan has commenced". This means the use of the temporary car park is reliant upon the demolition of the car parks W1, W2 and C1.</p> |

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| | | <p>Macquarie University advises that the demolition of these decked car parks is planned to commence in early December 2010 (once the current semester is concluded). Prior to this works will commence on the temporary car park in mid October 2010. The works are anticipated to be completed by mid January 2011. Demand for parking will be at its lowest between December to March. The temporary car park will be fully operational by mid February 2011, but can be opened in stages prior to this to cater for demand increasing from mid January onwards.</p> <p>Therefore the requirement for the temporary car parks to be completed prior to the demolition of the existing car parks on the subject site would unnecessarily delay the commencement of works for the construction of the Hearing Hub.</p> |
| <p>4</p> | <p>The proposed Workplace Travel Plan (WTP) must ensure the following measures form part of this plan:</p> <ul style="list-style-type: none"> - an extension of the existing formal car pooling system to include hearing hub workers - implementation of a car share scheme which includes dedicated car share parking spaces - implementation of a shuttle bus service which would also operate during the evening / night with links to key transport nodes. - Promoting flexible working practices. - Investigation of travel pass scheme. - Preparation of a University Transport and Access Guide. | <p>The Statement of Commitments has been updated to ensure the requested measures form part of the WTP.</p> |
| <p>5</p> | <p>The Hearing Hub development (1 space per 68m²) exceeds the car parking control for Precinct E of 1 space per 80m². Therefore, the Department needs to be satisfied that the parking provision is acceptable and will not create a future precedent whereby the parking cap within Precinct E would be exceeded.</p> | <p>In early 2008, when the contractual arrangements with the future tenants of the Hearing Hub were arranged, Ryde City Council's 1 space per 46m² applied to the development. The 1 space per 46m² was also proposed under the Concept Plan (which was being assessed at the time) for the subject part of Precinct E based on its relative distance away from the Macquarie University Station.</p> <p>The 333 now proposed spaces, which equates to 1 space per 69m², therefore reflected a minimalist approach to car parking provision on the site. However, in August 2008 the approval of the Macquarie University Concept Plan conditioned Precincts E and F with an average 1 space per 80m². The Concept Plan applies on a Precinct based average, and is not specific to any one development:</p> <p><i>Car parking for commercial uses are not to exceed 1 space per 80m² of GFA in Precincts E and F. Variations to this rate are possible for individual developments where it can be demonstrated with certainty that at completion of Precincts E and F compliance with the overall rate can be achieved.</i></p> |

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| | | <p>There are a total of 5000 spaces approved for Precincts E and F. The proposed parking provision is in accordance with the conditions of the Concept Plan. The conditions provide for an overall limit on total parking supply for Precinct E, rather than a specific rate for each individual development. This condition provides for flexibility in the parking rate adopted for each individual development within the precinct and the University is exercising this flexibility in the proposed parking provision for the Hearing Hub.</p> <p>Furthermore as detailed above, the University is contractually committed to the proposed parking arrangements, and the 1 space per 69m² was factored into the financial modelling which underpins the project. As a result the University will not be making any substantial revisions to the proposed parking, although it is noted that 6 spaces have been removed.</p> |
| 6 | A Demolition / Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council and the RTA for approval prior to the issue of a construction certificate. | The Statement of Commitments has been updated to incorporate the requested Demolition / Construction Traffic Management Plan. |
| 7 | The layout of the proposed car parking area associated with subject development should be in accordance with AS 2890.1-2004 and AS2890.2 – 2002 for heavy vehicles and servicing. | The layout of the proposed car park has been designed in accordance with AS 2890.1-2004 and AS2890.2 – 2002. The Statement of Commitments has been updated to reflect this matter. Additionally Woolacotts has provided written confirmation (see Attachment G) that these standards can be complied to. |
| 8 | The Department should ensure that any proposed structure / landscaping does not obstruct any vehicle / pedestrian sight lines. | Noted. The proposed landscaping was approved under MP06_0016. |
| 9 | All works / regulatory signposting associated with the proposed development are to be carried out at no cost to the RTA. | Noted. |
| Sydney Water | | |
| 1 | The drinking water main available for connection is the 300 main on the east side of Balaclava Road. | The proposed development will connect directly into the existing Macquarie University water main downstream of the existing Sydney Water meter, and will therefore not require another connection to the Sydney Water main. |
| 2 | A wastewater extension is required to service the proposed development. The developer is to design and construct a wastewater main connecting the site to the 300mm main known as the Balaclava Road carrier. | The proposed development will connect to the Macquarie University wastewater main and therefore will not need to undertake any upgrade works to connect directly into Sydney Water infrastructure. |
| 3 | All customers discharging trade waste into Sydney Water's wastewater system must have written permission from Sydney Water. | Noted. |
| 4 | Sydney Water will further assess the impact of individual developments when the proponent applies for a Section 73 Certificate. | Noted. |

| Ryde Council | | |
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| 1 | <p>Ryde Local Environmental Plan 2010 was gazetted on 30 June 2010. City of Ryde Development Control Plan 2010 came into effect on the same day. In general terms, both the LEP and DCP were a like-for-like transfer of provisions within in the Ryde Planning Scheme Ordinance, 1979 and DCP 2008 updated in accordance with the requirements of State Government’s Standard Instrument and with reference to current legislation, public authorities and other organisations and terminology.</p> <p>The most relevant parts of the DCP for this project are Part 4.5 – Macquarie Park Corridor and Part 8.2 – Stormwater Management.</p> | <p>Noted.</p> <p>Macquarie University is listed as a State Significant Site under Schedule 3 of the State Environmental Planning Policy (Major Development) 2005. Under clause 4 of Part 21 Macquarie University site of Schedule 3, no other environmental planning instruments other than SEPPs apply to the development, including Ryde LEP and DCP. The approved Concept Plan required the Precinct E Urban Design Guidelines and Design Excellence Strategy to incorporate the relevant content from Ryde’s controls.</p> |
| 2 | <p>The submitted report argues that compliance with the Macquarie Park Public Domain Technical Manual is not required as Campus-specific public domain designs are being developed between Macquarie University and Council. However, Council considers that as this site is located in a prominent location on the main pedestrian and vehicle corridor through the Macquarie University Campus (connecting Epping & Balaclava Roads to Waterloo Road), consideration should be given to providing “public domain” and “street” areas in this connecting strip that are in accordance with the Macquarie Park Public Domain Technical Manual.</p> | <p>The Project Application only relates to the land within the subject development parcel and does not contain any public domain works outside of those approved under the Concept Plan. In regards to these works around the site, on the 27 May 2010, consistent with the requirement of various conditions of the Concept Plan approval, the University lodged <i>the Macquarie University Precinct E Precinct Plan, May 2010 - Design Excellence Strategy and Urban Design Guidelines</i>. The Precinct Plan was approved by Department on the 28 July 2010. The Precinct Plan makes the following comment regarding Council’s Public Domain Technical Manual:</p> <p><i>Discussions are underway with the City of Ryde regarding the extent of use of materials and street furniture specified in the Macquarie Park Public Domain Technical Manual.</i></p> <p>As a result the detailed design of the public domain treatments and fixtures will be refined in consultation with Council.</p> |
| 3 | <p>Council provided a separate submission regarding traffic impacts.</p> | <p>ARUP’s response to Council’s traffic submission is located at Attachment B.</p> |
| 4 | <p>The advice contained in the supporting documentation that drainage and stormwater controls have been designed in accordance with Council’s DCP 2010 – Part 8.2 and comments on proposed Water Sensitive Urban Design Measures / Rainwater Reuse are noted.</p> | <p>Noted.</p> |
| 5 | <p>While the social and health benefits of a facility dedicated to research on hearing and on the treatment of hearing ailments are recognised, Council remains concerned that the application is not accompanied by a Social Impact Statement that addresses the needs of future users in a more specific way. The report lacks an assessment that addresses the special needs and social impacts of this proposal. This concern is amplified as Council also notes that a Social Impact Statement was not completed as part of the overall Concept Plan for Macquarie University. As such, the likely social impacts of this development and of other components of the Concept remain to be addressed. For the AHH, this should include an</p> | <p>A Social Impact Assessment was not required for the project, as part of the Director General’s Requirements. An Accessibility Review was undertaken for the proposed development and was provided at Appendix P of the EAR.</p> <p>It is the University’s view that the future employees and visitors to the AHH are unlikely to have any special needs that would require additional social infrastructure or result in any additional burden upon Council’s existing social infrastructure.</p> <p>In terms of general social infrastructure, Macquarie University presently provides (and is planning for) a wide range of material public benefits to the Campus which are used by both the University</p> |

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| | <p>assessment of the needs of people who are expected to populate the proposed building (such as teachers, medical practitioners, students and visitors) and explore any special needs that arise due to its focus as a destination for people with hearing impairment. It should also address how the proposal will link to other community facilities within Macquarie Park, other parts of City of Ryde and the broader region. Are appropriate support facilities available and if not, how will they be provided?</p> | <p>and the broader Ryde LGA communities. Hearing Hub employees will use and benefit from these facilities within the Campus and will not generate additional demand upon local social infrastructure that is in place or planned under the works program in Council's Section 94 Plan.</p> |
| <p>6</p> | <p>The view expressed in Section 4.1 of the Main Report that "CoR did not raise any specific issues or concerns" does not give a complete picture of Council's response to the "Consultation" exercise and discussions that took place at the meeting on 12 May 2010.</p> <p>The Southern Precinct of the Campus represents about 330,000m² of the total development approved in the Concept Plan, being between 60% and 70% of the quantum of development, so Council is very interested to know about how Macquarie University and its consultants devise and implement their urban design process. Council understood the subject meeting to be a briefing and the beginning of an on-going consultation process. This is evidenced in comments provided by Council in the days after the briefing that requested that the Minutes of the meeting reflect that "the parties agreed that regular consultation between MQU and CoR was important to assist both parties in achieving the objectives relating to this very sizeable and exciting development. Today's meeting represents the beginning of the next phase of consultation". It is clear now that the meeting was convened with the main objective of satisfying Condition B4(2) of the Concept Plan approval.</p> <p>Other matters raised that have implications for the future use of the AHH and the implementation of the Concept Plan in general include:</p> <ul style="list-style-type: none"> - Number of proposed additional childcare spaces (270) being unlikely to cater for the needs of the estimated 53,000 additional staff/students and workers who will be using the campus by 2031. - Use of Council's Macquarie Park Pedestrian Movement Study to inform the location of pedestrian linkages between Precinct E (including the AHH) and the Herring Road precinct of Macquarie Park. - The impact of proposals for Herring Road (bus interchange) and the M2 Motorway widening on movement through University Drive and Macquarie Drive on the University Campus. | <p>The consultation referred to in Council's submission relates to the Precinct wide process and not specifically to the Hearing Hub Project Application.</p> <p>In relation to the specific matters raised:</p> <ul style="list-style-type: none"> - A Child Care Strategy was forwarded to the Department in mid-July 2010. This Strategy is continually being revised to ensure that the supply of childcare is adequate to accommodate demand. It is noted that the majority of the future employees at the Hearing Hub already work on the Macquarie University Campus and will therefore not be generating a significant increase in need for child care spaces. - As discussed under Point 1 of Ryde's submission, the site is listed in Schedule 3 of the Major Development SEPP, Council's policies do not apply to the site. Pedestrian access has been provided in accordance with the approved <i>Macquarie University Precinct E Precinct Plan, May 2010 - Design Excellence Strategy and Urban Design Guideline</i>. - ARUP has responded to Council's concern regarding the impact of the Herring Road bus interchange and M2 widening on movement through University Drive and Macquarie Drive (see Attachment B). |

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| 7 | The proposed project meets many of the urban design and public domain outcomes of the Macquarie Park DCP. However, greater articulation of the façade is recommended to align the project with the DCP. | Noted. |
| 8 | The DCP requires new buildings to have a minimum 4 Green Star Office rating. The project is proposing a 5 Green Star Office rating which exceeds the minimum standard. | Noted. Further information, as requested by the Department of Planning, has been provided with respect to the design and choice of materials for the various elevations. |
| 9 | The articulation of the façade needs to be developed further. <ul style="list-style-type: none"> - This includes better definition of the top and base of the building. - Stronger articulation of the elevations. | The proponent is not making any revisions to the design of the façade which was prepared in accordance with the Precinct E Precinct Plan. The proposal is considered to have sufficient articulation in keeping with the design concept for the Hearing Hub to create a V-shaped building with two 'wings'. |
| 10 | It is recommended that issues such as human scale, building articulation and public amenity should be developed further. | Noted. Human scale, building articulation and public amenity were all considered as part of the design of the building which is in accordance with the Precinct E Precinct Plan. An assessment of the design of building is located in Section 6.4 of the EAR. As a result no further changes are proposed. |
| 11 | It is recommended that large, high areas of blank solid wall be minimised. | Noted. The areas of blank solid wall have been minimised in the design of the building and where possible activation has been provided at ground level. However, as a result of the topography of the site, a small section of the basement on the southern side of the building protrudes out of the ground. As this wall screens the car park and it is not possible to provide activation of this part of the building, we are of the opinion that it is a better planning outcome to provide a high quality face brick finish than views into the basement car park. |
| 12 | It is recommended that the ground floor ceiling height be increased to meet the DCP control of 4.5m. | The lobby/foyer is a double volume space and therefore will achieve Council's desired entry statement for the building and the intent of their DCP control. In terms of creating an enhanced streetscape outcome the proposed ground floor height forms part of the design concept for the building that reinforces the symmetry of the winged design. The ground floor height also responds in the change in topography across the site and that the ground floor level protrudes over a storey out of the ground at the south eastern part of the site. |

Transport NSW – Detailed Comments

A further response to Transport NSW's submission by ARUP is located at **Attachment B**.

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| 1 | TNSW supports a minimalist approach to car parking in locations well serviced by public transport. Given the accessibility of site to both rail and bus transport as well as walking and cycling facilities, TNSW recommends the car parking spaces be reduced to a maximum of 290 spaces in accordance with the maximum rates outlined in the approved Macquarie University Concept Plan (MUCP) which recommends 1 space | The proposed car parking provision is addressed in the proponent's response to Point 5 of the RTA Submission. That is, the 1 per 80m ² rate applies across the whole of the Precinct and can be applied flexibly to individual developments under the approved Concept Plan. |
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| | per 80m ² of GFA across precincts E and F. | |
| 2 | TNSW notes the provision of 159 bicycle spaces as well as end of trip facilities for cyclists and pedestrians. TNSW requests that bicycle parking for staff should be prioritised in convenient locations that are well lit, sheltered and secure. Provision should also be made for visitor bicycle parking at grade and located close to major entrances in well lit and secure locations. | As shown on Drawing AHHH-ARC-PA_01_002, 112 of the 160 bicycle spaces proposed are located on the first basement level near the entry to the car park, lift access to the building and the shower/change facilities. |
| 3 | TNSW recommends that, in accordance with the DGR, the proponent aim to achieve the approved MUCP's 40% mode share target to non-car travel, which exceeds the minimum State Plan target of 28%. | The 40% mode share target is a long term objective of the University. The proponent will aim to achieve the 40% mode share target consistent with the Macquarie University Concept Plan. The proposed Workplace Travel Plan will seek to maximise public transport use. |
| 4 | TNSW notes the proponent's consideration of a number of sustainable transport options including car sharing, car pooling, WTP and discounted annual public transport tickets. However, TNSW is concerned that only a WTP is included in the draft SoC. TNSW requests that the following Travel Demand Management measures also be included in the final Soc: <ul style="list-style-type: none"> - provision of car pooling and car share spaces in priority locations - preparation of a Travel Access Guide for visitors to the site. | The Statement of Commitments has been updated to incorporate the requested Travel Demand Management measures. |