

23 February 2018

11230

Ms Carolyn McNally
Secretary
Department of Planning and Environment
320 Pitt Street
SYDNEY NSW 2000

Attention: Jane Flanagan – Acting Team Leader, Modification Assessments

Dear Ms McNally,

MP 10_0032 (MOD 5) AUSTRALIAN HEARING HUB ADDITIONAL INFORMATION

1. Introduction and background

We write in response to the above modification application and the Department's request for additional information regarding the proposed extension of time to satisfy Condition E1 of MP 10_0032. As outlined in this letter, the University has continued to work to resolve these matters over the past 12 months, however still requires additional time to finalise the two voluntary planning agreements (VPAs) and the design of the Herring Road / Waterloo Road / University Avenue intersection with the relevant agencies.

Condition E1 is replicated below.

Access and Traffic

E1 Within 45 months of occupation of the building:

- (a) the detailed micro-simulation model, as required by Modification C10(2) in the Concept Plan MP 06_0016 Approval, is to be completed in consultation with Council, the RMS, and Transport for NSW and submitted to the Department of Planning and Infrastructure for approval;*
- (b) an agreement is also to be made with the RMS, as required by Modification C15(1) in the Concept Plan MP 06_0016 Approval, for relevant road and intersection works within 45 months of occupation of the building.*
- (c) the amendment to the Concept Plan, as required by Modification B5 in the Concept Plan MP 06_0016 Approval, shall make provision for any setbacks along Balaclava Road (from Epping Road to University Avenue) and Waterloo Road (from Herring Road to Research Park Drive) to facilitate additional capacity improvements and bus priority, if identified as being required by the detailed micro-simulation modelling.*

As the Department is aware, the University has been working with Transport for NSW, RMS, City of Ryde Council and more recently the Department to satisfy the requirements of Conditions E1(a), (b) and (c). However, despite continued efforts to resolve these matters and the progress that has been made, they remain outstanding.

A brief overview of the status of each condition is provided below.

- **Condition E1(a):** RMS has confirmed that they will sign off on Condition E1(a) once the VPA is in place to satisfy Condition E1(b).
- **Condition E1(b):** As the Department is aware, the original VPA to satisfy Condition E1(b) has now been separated into two separate VPAs being:
 1. An agreement with the Department, on behalf of RMS, for the outstanding road infrastructure upgrades to satisfy Condition E1(b) of the Hearing Hub approval and Condition C15(1) of the Concept Plan approval; and

2. A separate agreement with Council for the construction of the Shared Use Path (SUP) to satisfy Condition C15(2) of the Concept Plan approval.

The key terms of both VPAs have now been agreed between the University, RMS and the Department. Refer to further information on the status of each VPA at Section 3.

- **Condition E1(c):** At the time the Section 75W application was submitted in September 2016, the potential need for bus priority setbacks was being discussed with RMS, and it was determined that the most appropriate approach to agreeing an outcome was to wait until the details of the pending RMS Bus Priority Infrastructure Program (BPIP) had been finalised and made public.

As part of the BPIP process, the University has been in ongoing discussions with RMS to develop the modified design for the Herring Road / Waterloo Road / University Avenue intersection. As part of these discussions, it has been agreed that the University's acceptance of RMS's revised design means that from a RMS and BPIP point of view, the works will meet the condition of allowing for the efficient movement of buses through the intersection, and will therefore satisfy Condition E1(c).

RMS is currently working through the detailed design of the intersection based on the agreed concept. With the concept agreed, Macquarie University has now requested confirmation from Transport for NSW that the proposed design satisfies Condition E1.

2. Key events since September 2016

Since submission of the Section 75W Modification in September 2016, the following key events have taken place.

- **13 October 2016:** Submission received from RMS agreeing to a 6 month extension, rather than a 12 month extension, and rejecting the proposed changes to Condition E1(c).
- **18 October 2016:** Submission from City of Ryde suggesting that a VPA with TfNSW may perhaps be an appropriate vehicle to address the bus priority requirement.
- **14 December 2016:** Macquarie University met with RMS (Greg Flynn, Andrew Popoff, Lindsay Thorpe, Brendan Pegg) to discuss the University's plans for the Herring Road gateway, the conditions of consent and the current BPIP for Sydney.
- **16 December 2016:** Macquarie University issued a letter to RMS (Greg Flynn) regarding the above meeting. The letter confirmed the outcomes of the meeting, which generally reflected the status update provided at Section 1, above.
- **17 February 2017:** Conversation with RMS (Andrew Popoff) following up the December 2016 letter, seeking a response to the 12 month extension to satisfy Condition E1.
- **17 February 2017:** Email from JBA to the Department advising of the agreed approach with RMS i.e. to allow the BPIP to play out before agreeing an outcome for the University Avenue bus priority setback requirement.
- **Throughout 2017:** Various meetings with RMS to determine a design for the Herring Road / Waterloo Road / University Avenue intersection as part of the BPIP. This has culminated in a schematic design, agreed in-principle between all parties. RMS is now working on the detailed design of the intersection.
- **12 February 2018:** Letter sent from Arup to TfNSW regarding bus priority / setback requirement following agreement with RMS regarding the concept design of the Herring Road / Waterloo Road / University Avenue intersection (see **Attachment A**).

3. Status of each item

Noting the above, a more detailed status update on each condition is provided below. Each item is now with the relevant agency for further consideration and finalisation. Given the current status of each condition, there is limited opportunity for the University to expedite these matters at the moment.

Micro-simulation model (Condition E1(a))

RMS has confirmed that they will sign off on Condition E1(a) once the VPA is in place to satisfy Condition E1(b).

Status of VPA with RMS / the Department for outstanding road infrastructure upgrades (Condition E1(b))

- There have been ongoing discussions with various people at the Department (Lisa Chan, then Annabel Teague, and now Peter Kim) in an effort to resolve the VPA.
- A draft of the VPA has been issued to the University. The University has been seeking a meeting with the Department for some time to discuss the VPA with all relevant parties.
- The University believes that an approach has been agreed around the payment of contributions that is suitable for all parties. However, the University is now awaiting RMS's review of the recent Concept Plan Modification (MP06_0016 MOD 1) for confirmation that the previously agreed monetary contribution is still appropriate.
- Once this is received, it has been agreed with Peter Kim of the Department that the parties (the Department, RMS and the University) will meet to finalise the details of the VPA.
- The most recent discussions with the Department were held in late January / early February 2018.

Status of VPA with City of Ryde Council for the SUP (Condition E1(b))

- During 2017 there were various meetings and correspondence with Council to: confirm the VPA as an appropriate mechanism to satisfy the condition of consent, define the appropriate scope and define the monetary contribution for the VPA. Key dates include:
 - **14 July 2017:** Macquarie University issued a Letter of Offer to enter into a VPA;
 - **24 October 2017:** City of Ryde responded, seeking minor amendments to Macquarie University's Letter of Offer; and
 - **2 November 2017:** Macquarie University updated the Letter of Offer to enter into a VPA
- The VPA is currently being progressed by Council.

Bus Priority Setbacks Setback Issue (Condition E1(c))

As outlined above, a concept design for the Herring Road / Waterloo Road / University Avenue intersection has now been agreed, which will enable RMS to finalise the detailed design of the intersection. Arup issued a letter to TfNSW on 12 February 2018 requesting confirmation that the proposed design will satisfy Condition E1(c).

4. Conclusion

As detailed in this letter, the University has continued to work with TfNSW, RMS, Council and the Department over the past 12 months to resolve Condition E1 of MP 10_0032. Despite the University's best efforts, and the progress that has been made, key items remain outstanding.

The University requests that the Department grant the requested 12 month extension to enable these matters to be resolved.

We trust that this information is sufficient to enable the Department to finalise their assessment of the Section 75W Modification. Please do not hesitate to contact me if you have any questions, or require any further information.

Yours sincerely,



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Attached - Letter from Arup to TfNSW regarding bus priority / setback requirement following agreement with RMS regarding the design of the Herring Road / Waterloo Road / University Avenue intersection

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12 February 2018

Dear Joel

Macquarie University Gateway Project

Since 2013, Macquarie University has been engaging with Transport for NSW and RMS in the development of a modified design of the Herring Road / Waterloo Road / University Avenue. This modified design recognises the significant increase in pedestrian activity around the Macquarie University Campus associated with future development projects and following the opening of Sydney Metro Northwest in 2019.

Arup, working in conjunction with Transport for NSW and RMS, has assisted Macquarie University with the development of the preferred intersection layout. This has included traffic modelling of the intersection which takes into consideration the growth of the campus and the wider Macquarie Park area up to the year 2031. The modelling has been reviewed by the RMS Bus Priority Infrastructure Program (BPIP) team and confirmed as suitable for use. The BPIP team has noted, in email correspondence dated 8 August 2017, that *“it was agreed at the meeting that University’s willingness to accept RMS revised design shown in the first drawing (Waterloo LT Lane – Stage 2), means that from RMS and BPIP Project point of view they meet the condition of allowing for the efficient movements of buses through the intersection”*.

Following the completion of the traffic modelling, Macquarie University (including its civil engineering and masterplanning consultants) met with RMS in late 2017 to confirm the design of the intersection. This agreed intersection layout is appended to this document.

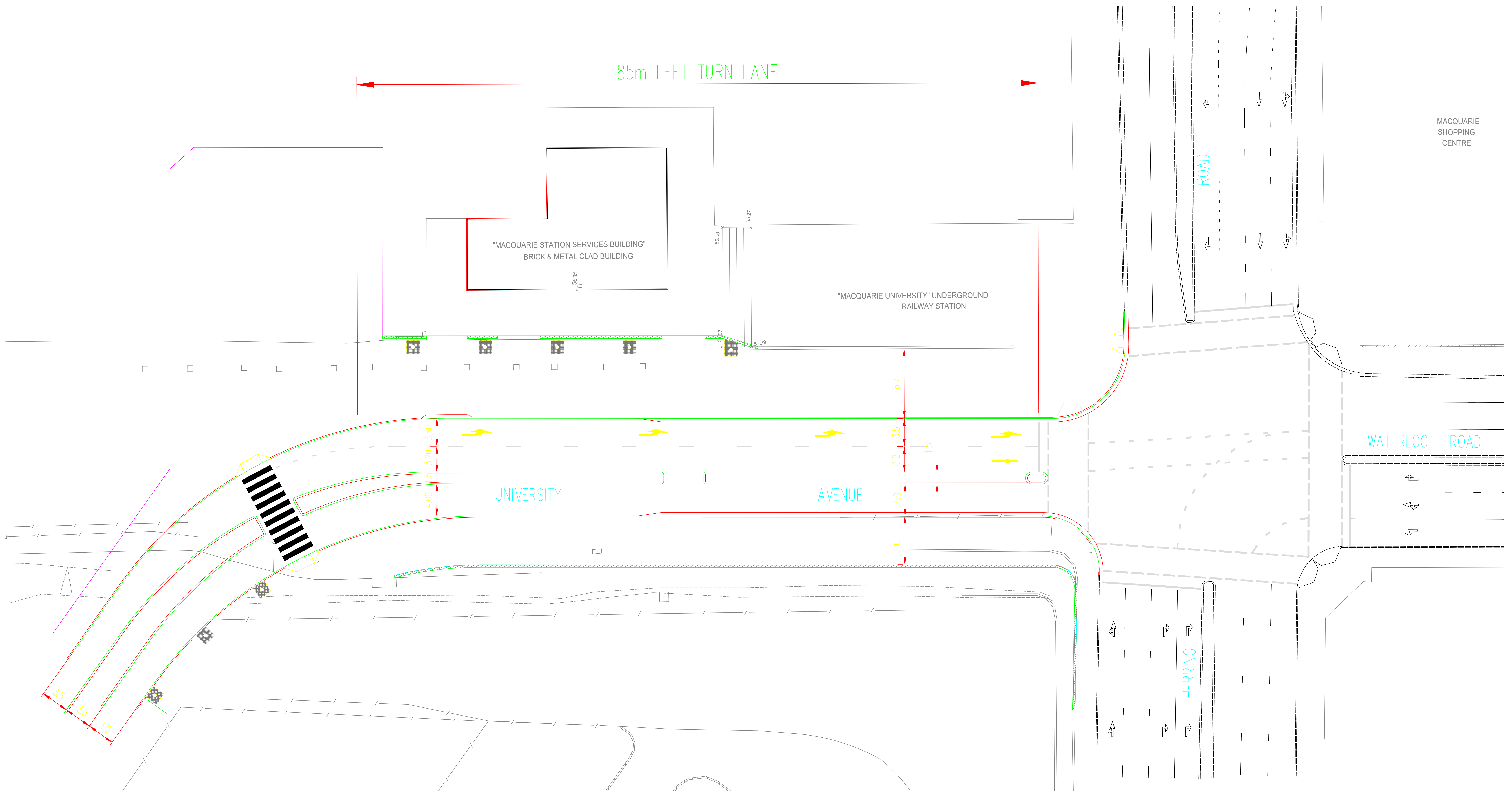
In the context of RMS's position, we are now seeking Transport for NSW's endorsement to use this agreed intersection arrangement to close out the outstanding condition C15(2) and B5(1),(2) of the Macquarie University Concept Plan approvals which relates to the provision of bus priority setbacks on University Avenue, between Herring Road and Research Park Drive.

Please don't hesitate to contact the undersigned should you have any questions.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Milston', is positioned above the typed name.

Joshua Milston
Senior Transport Planner MIEAust CPEng
Enc Herring Road / Waterloo Road / University Avenue intersection layout



File Name: SKC41.dwg - User: lab\jamesmabot - Plot File Created: Feb 12, 2018 - 2:47pm



Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
P4	ISSUE FOR INFORMATION	SR	GC	02.06.17					
P3	ISSUE FOR INFORMATION	SR	GC	01.06.17					
P2	ISSUE FOR INFORMATION	SR	GC	30.05.17					
P1	ISSUE FOR INFORMATION	SR	GC	26.05.17					

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Project
**MACQUARIE UNIVERSITY
 PRECINCT E
 GATEWAY STAGE 3A**

Sheet Subject
**UNIVERSITY AVENUE
 REVISED CONCEPT PLAN**

Scale: B1
 1:200

Drawn: TB
 Authorised:

Job No: **131406**
 Drawing No: **SKC41**
 Revision: **P4**

Plot File Created: Feb 12, 2018 - 2:47pm