



**ANGEL PLACE
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SYDNEY NSW 2000**

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13 December 2019

Mr Andy Nixey
Department of Planning, Industry and Environment
320 Pitt Street,
Sydney, NSW, 2000

Dear Andy,

SUBMISSION TO IVANHOE ESTATE REDEVELOPMENT - SSD-8707

1. OVERVIEW

This submission has been prepared by Urbis on behalf of Morling College (Association of Baptist Churches of NSW and ACT) who own and operate a 2.7-hectare landholding at 122 Herring Road, Macquarie Park. The purpose of this submission is to provide comments in relation to the proposed travel routes following the removal of the existing roundabout at the intersection of Ivanhoe Place and Herring Road.

By way of background, Urbis on behalf of Morling College prepared a submission to the RMS *Macquarie Park Bus Priority and Capacity Improvements Proposal* (BPIP Project) in May 2017. The submission highlighted that the proposed upgrade of the Herring Road/ Ivanhoe Place roundabout (which facilitates a u- turn) to a signalised intersection would eliminate the ability for visitors and residents of Morling College and Macquarie Central, who are approaching from a northerly direction, to access Saunders Close.

RMS advised that the 'u turn' facility was one of the main key issues raised by the community during the exhibition period of BPIP and in response placed the subject intersection upgrade works on hold until such time that a 'u turn' facility is provided in Ivanhoe Place.

Contrary to submissions received from RMS and Ryde Council during the May/June 2019 exhibition of the proposal (SSD-8707) encouraging the provision of a turn facility, we understand that the current proposal makes no provision for a permanent 'u turn' facility in the scheme.

2. MORLING COLLEGE

2.1. EXISTING SITUATION

Following the construction of 120 Herring Road (the Toga development), access to the site from the Herring Road/ Ivanhoe Place roundabout intersection was removed. All vehicular access to the site is currently provided from Saunders Close which is shared with the Macquarie Central development.

A Development Application (LDA2019/0415) was recently lodged with Ryde Council to re-instate vehicular access to the College from the roundabout intersection. Notwithstanding, it is intended that the Saunders Close access point will continue to remain in place and provide vehicular access to the site.

2.2. PLANNED FUTURE DEVELOPMENT

A Concept Development Application (CDA) was lodged with Ryde Council on the 9 August 2019, seeking approval for a Master Plan across the site (LDA2019/0264).

The Master Plan represents Morling College's vision and strategy for the future redevelopment of the site. It is designed to provide significant investment and opportunities to meet the needs, not only of Morling College but the greater Baptist Community and the surrounding Macquarie Park community.

In particular, the CDA seeks consent for the following 'in principle' development across the site:

- A series of building envelopes ranging in height between 1- 14 storeys to accommodate a maximum gross floor area of 60,633sqm;
- Basement (three levels) car-parking across the site;
- Provision to allow for a future new 20 metre road corridor through the site (connecting with the Herring Road/ Ivanhoe Place intersection); and
- Public domain layout, open space and landscaping.

Vehicular access to the site is proposed from the new road corridor and Saunders Close. The Traffic and Parking Report accompanying the DA submission estimated that Saunders Close will account for 2% of the anticipated traffic generated by the proposal. While this represents a small portion of vehicles entering and exiting Morling College from Saunders Close, it will mean more vehicles will use Saunders Close than the existing volume.

3. IVANHOE ESTATE REDEVELOPMENT

It is understood that RMS and Ryde Council have requested in previous submissions to this project that adequate provision of a 'u turn' facility is to be provided in the scheme to facilitate safe and convenient travel.

The current proposal submits that based on surveys undertaken in 2016 and 2017, a peak 'u turn' movement at the intersection was estimated as being 41 veh/hr. In response, the scheme proposes that the impacted trips can utilise the following alternative travel routes once the upgrade comes into effect:

Option 1. Travel through the internal road network of the Ivanhoe Estate Development; or

Option 2. Use an alternative route of Byfield St – Lyonpark Road – Main Street (via the proposed new bridge connection).

Urbis has reviewed the proposed arrangements in consultation with Parking and Traffic Consultants and makes the following comments for consideration:

- We are generally supportive of option 2 provided this option is implemented as soon as the signalised intersection upgrade works are completed or no later than further building work DA's are committed at Ivanhoe (in addition to Building A1 and C1 currently under assessment).
- The proposed travel route offered by option 1 is not supported for the following reasons:
 - The length and complexity of the route presents potential safety conflicts between those using the internal road for more passive reasons (navigating car parking, picking up/ dropping of children, visiting the shopping precinct etc) and those who are using it as a thoroughfare.

- It is not convenient and requires the driver to navigate several turns over a significant distance.
- The likelihood of illegal manoeuvres under this option is considered to be high.
- The assumption that the proposed routes provide consistent travel times with the current situation is questioned when the existing roundabout is far more direct than what is being proposed by option 1.
- The assumption that 41 veh/hr use the existing roundabout as a u-turn facility is based on old survey data and does not account for the redevelopment plans by Morling College under LDA2019/0264.
- The proposal is inconsistent with RMS' commitment to providing a u turn facility in Ivanhoe Place.

If the existing Ivanhoe Place/ Herring Road roundabout is removed, then it is recommended that an alternative option is developed in lieu of option 1 that provides safe and convenient travel for vehicles approaching from Herring Road. The construction of a roundabout in Ivanhoe Place would address the issues raised in this submission, as well as those raised previously by RMS and Ryde Council.

4. CONCLUSION

This submission provides comments in relation to the proposed travel routes following the removal of the existing roundabout at the intersection of Ivanhoe Place and Herring Road.

We request that DPIE consider this submission to ensure that safe and convenient travel continues to be facilitated to the site and other properties located on the western side of Herring Road following the removal of the existing roundabout.

Should you wish to discuss any aspect of this submission further, please do not hesitate to contact the undersigned on 0419 018 755 or jford@urbis.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jessica Ford".

Jessica Ford
Senior Consultant