14399
8 August 2014

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Dear Michael,

SUBMISSION ON HERRING ROAD URBAN ACTIVATION PRECINCT

This submission has been prepared by JBA on behalf of Macquarie University (MQU) in response to the public exhibition of the *Herring Road, Macquarie Park – Urban Activation Precinct* (the UAP). We thank the NSW Department of Planning and Environment (the Department) for the opportunity to prepare a submission in response to the exhibition of the document.

The UAP provides for the renewal and revitalisation of the Herring Road precinct. The Herring Road precinct proposal comprises:

- A mix of land uses to transform the precinct into an active place for living and working;
- A quality higher density urban community that utilises excellent transport infrastructure and access to job markets, educational facilities, retail, local services and recreational assets;
- Increased building heights and densities that can improve housing supply and choice;
- A transformation of Herring Road into an active street, with wider pavements, new landscaping and new places to meet;
- Better connected and finer-grained streets and pedestrian / cycle and networks provide safer, more convenient and pleasant access; and
- Opportunities for new and improved parks, spaces, playgrounds and community facilities.

MQU is supportive of the UAP initiative and the proposed changes to land use zonings, building heights and densities in order to encourage new investment within the precinct, and the development of housing, commercial and retail uses, as well as education and recreation areas.

1.0 BACKGROUND AND SUMMARY OF SUBMISSION

As the Department would be aware, the Herring Road UAP has been developed in close consultation with the University. The University is supportive of the UAP, and the proposal to make Herring Road a vibrant and walkable transit-oriented centre. However, comments are raised in relation to:

- The proposed transitional arrangements, and the manner in which the UAP will pick up the existing Macquarie University State Significant Site (SSS) listing, and how these controls will be transferred into the LEP in a manner which ensures parity between the existing and draft provisions.
- The potential for the UAP provisions to over-complicate the planning regime which currently applies to the MQU campus, and the appropriateness of applying DCP controls where the Concept Plan and its approved Urban Design Guidelines already apply.
- The assumptions made around traffic modelling, bus movements, the proposed street network, transport infrastructure and pedestrian movements in the Transport Strategy prepared to support the UAP.

This submission also considers the relationship between the draft UAP and the University's most recent growth plan, the Macquarie University Master Plan, which reflects a growth timeframe significantly longer than that which applies under the existing Concept Plan. This is addressed in detail at Section 1.1 below.

Finally, the submission addresses the University's other land holding at 137 Herring Road (the Parklands site). It also addresses the University's concerns regarding the draft controls for the Baptist Community Services site at 159 Balaclava Road, Macquarie Park.

1.1 Macquarie University Master Plan

MQU is in the process of revisiting the campus vision to address the next 50 year phase of the University's growth. This is reflected in the recently developed Macquarie University Campus Master Plan 2014, which was approved and adopted by the MQU Council in March 2014. The Master Plan does not seek to replace the approved Concept Plan, rather it represents an internal guiding document which will be implemented via the Concept Plan. Relevant extracts of the Master Plan are attached as a summary document.

It is important to note that this Master Plan summary document provides a summary of, and extracts from, the Macquarie University Campus Master Plan 2014 only in so far as the Master Plan relates to some of the key considerations raised by the Herring Road Urban Activation Precinct proposed by the Department. The Master Plan summary document is not intended to be a comprehensive summary of the entire Campus Master Plan. As demonstrated in **Table 1** the document is generally consistent with the vision, aims and objectives outlined in the UAP. The Master Plan, in full, is available for viewing on the University's website.

Importantly, the Master Plan does not represent a significant change to the development potential achieved by the approved Concept Plan. Whilst there are some changes proposed (for example, student housing is now considered within the Academic Core) the Master Plan reflects a duration longer than that of the Concept Plan, a vision for growth to 2064, rather than proposing growth within the Concept Plan's timeframe. Whilst it was originally requested that the Concept Plan guide development on the campus for a 40 year period, this was rejected by the Department at the time and replaced with a 25 year timeframe to ensure parity with Metropolitan Planning objectives and targets to 2031. In effect, the Master Plan is, to some extent, reproducing the original long-term plan for capacity, spatial planning and development potential.

As noted above, the Master Plan will continue to be implemented via the Concept Plan, so there will be no change to the current planning regime applying to the site. In accordance with the Concept Plan approval, Urban Design Guidelines will continue to be prepared for each University precinct. These future Urban Design Guidelines will be informed by the Master Plan. Many of the University's comments raised in this submission relate to the relationship between the UAP, the existing Part 3A Concept Plan and the University's new vision for the growth of the Campus to 2064.

2.0 RELATIONSHIP BETWEEN UAP AND EXISTING PLANNING REGIME FOR THE CAMPUS

The currently in-force statutory planning regime governing the planning for, and development of, the MQU Campus is the approved Part 3A Macquarie University Campus Concept Plan and the gazetted provisions of Schedule 3 Part 21 of *State Environmental Planning Policy (Major Development) 2005* – Macquarie University site (The Major Development SEPP). This listing makes the Macquarie University Campus a SSS under current legislation.

The Macquarie University Campus Concept Plan was approved by the then Minister for Planning on 13 August 2009, whilst the gazetted SSS listing commenced on 11 September 2009.

The current listing of the MQU Campus as a SSS prevails over Council's LEP 2010 and any other environmental planning instrument – see clause 4 of the SSS listing. Similarly, the approved Concept Plan by virtue of Clause 3B(2)(f) of Schedule 6A - Transitional arrangements—repeal of Part 3A under the EP&A Act will continue to have effect and apply despite any provisions in either any environmental planning instrument (SEPPs, LEPs) or a DCP.

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The University's primary concern relates to the relationship between the proposed UAP controls and the existing planning regime for the site, and how the LEP will be amended to reflect the UAP and SSS listing to ensure that there is parity between the existing and future controls, particularly with respect to height and FSR. Other concerns relate to the role of the proposed DCP controls in relation to the Urban Design Guidelines which are required to be prepared for each precinct under the Concept Plan.

2.1 Transitional Arrangements

The package of documents available does not provide any details around the proposed transitional arrangements, or the relationship between the UAP and the University's existing planning regime. As outlined above, the Concept Plan will continue to prevail, however the manner in which the UAP will pick up the SSS listing and translate it into the LEP, and where the new provisions will sit within the LEP, is unclear. The UAP is largely silent on the Concept Plan, with the exception of the extract below.

> *The Concept Plan approval that forms the basis of the controls in the Major Development SEPP will be incorporated into the Herring Road Precinct. However, the controls for the land specifically fronting Herring Road are reviewed as part of this proposal.*

On this basis, the University would appreciate the opportunity to view the Department's drafting instructions to Parliamentary Counsel (or relevant extracts thereof).

Further, the University would be interested to understand how the areas of the campus that have been excluded from the UAP, such as student housing and playing fields precincts will be managed.

As addressed at Section 3.0, the Urban Design Guidelines that are required to be prepared for each University precinct under the Concept Plan will continue to prevail over the proposed DCP controls as they relate to land fronting Herring Road. As a result, it would seem reasonable and practical for the University to be excluded from the future DCP. Notwithstanding this, the University (through the adopted Master Plan) will continue to realise the desired objectives of the UAP. The manner in which this is achieved is outlined in **Table 1**.

3.0 DRAFT UAP PROVISIONS

The University's main concerns with respect to the draft UAP provisions relate to mapping, the proposed land uses and the amended DCP controls. These are addressed in turn below.

3.1 Mapping

The draft UAP mapping accords with the maps agreed in consultation with the University with respect to height, FSR and zoning.

However, the University has concerns regarding the remainder of the campus, and the controls that will apply to the playing fields, as well as the University village on the western side of Culloden Road. The proposed regime for these parts of the campus is currently unclear, resulting in uncertainty over the planning outcome in these areas. It is hoped that a review by MQU of the drafting instructions will make the Department's intentions for these parts of the campus more apparent, and allow for dialogue with respect to this and other matters of importance to MQU.

3.2 B4 Mixed Use Zone and Land Use Table

Whilst the area of the campus that is subject to the UAP is currently zoned B4 Mixed Use, the majority of the Campus (including the playing fields and land to the west of Culloden Road) is currently zoned SP2 Infrastructure under the SSS listing.

The UAP proposes to rezone the bulk of the campus to B4 Mixed Use, with the exception of the playing fields and land to the west of Culloden Road which do not form part of the UAP. In the absence of any detail, it is assumed that these parts of the campus will retain their SP2 Infrastructure zoning, but will be placed in the Ryde LEP along with the balance of the campus subject to the UAP process.

The UAP seeks to include the following additional uses into the B4 Mixed Use zone:

- Car parks;

- High technology industry;
- Light industry;
- Signage;
- Water recycling facilities; and
- Water treatment facilities.

As there are no drafting instructions or proposed land use table available, it is not clear where or how these uses will sit in the LEP, however it is assumed that they will be added to Schedule 1 of Ryde LEP 2010 where they relate to MQU. Notwithstanding this, it is considered that the additional uses proposed are not broad enough to take into account all of the activities that are undertaken at the University. The University requests that further additional uses be inserted to create a more comprehensive list which covers the types of development that are likely to occur (or are currently existing) at MQU, and which are consistent with the daily operations of a modern university.

The University also acknowledges that the words *"any development not specified in item 2 or 4"* in the Permitted with Consent paragraph enables the development of the majority of the uses that are requesting to be added, however the University believes that there is benefit in listing the additional uses to avoid any misunderstanding or doubt.

The following is an extract from Schedule 1 of Ryde LEP 2010 that applies to Macquarie University. ***Bold italicised*** text is as currently provided in the LEP. **Bold underlined** text represents MQU's requested additions, and includes those proposed by the UAP. We believe supplementing this listing with the SSS B4 land use table and further additional uses is the appropriate place in the LEP to address the University.

> 9 Use of certain land at 192 Balaclava Road, Marsfield (Macquarie University)
>
> (2) ***Development for the purposes of agriculture***, **advertisements, boarding houses, business premises, car parks,** ***dwelling houses***, **health services facilities, high technology industry**, ***hospitals***, **light industry, office premises**, ***places of public worship***, **recreation facilities (outdoor), research stations**, ***residential accommodation*** **(including student accommodation), retail premises (including food and drink premises), serviced apartments, signage, water recycling facilities, water treatment facilities** ***associated with Macquarie University and service stations is permitted with consent.***

3.3 Proposed DCP Provisions

The UAP sets out recommended amendments to Ryde Council's Development Control Plan 2011 (DCP 2011).

Given the existing planning regime applying to the campus, the University is of the view that the campus should be excluded from the DCP. This is to ensure simplicity and clarity, and to avoid undue complexity and confusion. An exclusion would be most effectively conveyed by including a 'DCP application area' map which clearly excludes the University campus. The detailed design measures for the campus will continue to be managed via the existing planning regime, where Urban Design Guidelines are required to be prepared for each precinct under the Concept Plan. The Department (and Council) will retain control over this process, as the Guidelines are required to be prepared in consultation with Council, and ultimately to the satisfaction of the Department.

Enforcing the proposed DCP amendments would add another layer of complexity to the campus' planning regime, and would be unnecessary given the requirement to prepare Urban Design Guidelines. Further, the Urban Design Guidelines (being a Concept Plan requirement) would override the DCP in any event, once operational.

Notwithstanding this, the proposed University adopted Master Plan will achieve the objectives of the UAP. The manner in which the UAP objectives are addressed through the existing planning regime (via the adopted Master Plan) are addressed in **Table 1**. Where reference has been made to particular objectives or figures in the Master Plan, these are provided in the consolidated Master Plan extract prepared by Cox Richardson at **Attachment A**.

Table 1 – Relationship between the UAP and Macquarie University Concept Plan

UAP Planning Report	Macquarie University Concept Plan *Vision and Key Aims and Objectives of Master Plan to be implemented via Part 3A Concept Plan*	Additional Comments
UAP PLANNING REPORT – VOLUME 1		
Summary of Vision and Principles and Key Elements of the Vision		
Transformation into a vibrant and walkable transit-oriented centre and an attractive and comfortable place for people	Consistent	
Increase in the supply and mix of housing to ensure more people can benefit from the diversity of Macquarie Park's local job market and world-class education opportunities.	Consistent. The Concept Plan and Master Plan support the provision of new student housing.	
Building on its existing business, retailing and educational success.	Consistent	
Attract more people to live, study and work in the area.	Consistent. The Concept Plan and Master Plan facilitates growth of the University in a quality and high amenity environment. New courses will see an increase in the spatial needs of the campus which is supported by the Concept and Master Plans.	
Connected, walkable and accessible to all. Walking, cycling and using public transport. More pedestrian crossings on Herring Road.	Not inconsistent. The Concept Plan identifies movement networks within the University which will facilitate walkability and accessibility around the precinct. However, it is noted that streets within the campus are private roads, not public roads. The Concept Plan and Master Plan identify the need to manage traffic in the campus to protect and improve amenity.	
Provide activities and destinations day and night, seven days a week.	Consistent. The potential for new student housing within the Academic Core, as outlined in the Master Plan, will activate the campus after hours.	
A more connected street structure will focus development and activity around public transport, shops and services and connect surrounding residential areas to public transport, shops and services.	Partially consistent. The Concept Plan identifies movement networks within the University.	Streets within the Campus will remain private roads that serve the University. In order to increase amenity and safety, through traffic using the campus will be discouraged.
Provide sustainable higher density living convenient and accessible to local shops and services, recreational facilities, community facilities and local and regional parks.	Consistent. New student housing is envisioned within the campus, which will be convenient and accessible to local shops and services.	
Quality design of development and public space	Consistent. Open space within the campus will remain private, but will continue to be publically accessible. Design standards will build on the existing campus character and identity. The Concept Plan requires precinct-based Design Guidelines and Design Excellence Strategy.	

UAP Planning Report	Macquarie University Concept Plan *Vision and Key Aims and Objectives of Master Plan to be implemented via Part 3A Concept Plan*	Additional Comments
Provide a range of public places from parks, playgrounds and creek-side walks to outdoor dining areas, meeting places and active streets.	Consistent. The Concept Plan promotes public access to its open space. Open space within the campus will remain private, but will be publically accessible. The Concept Plan requires precinct-based Design Guidelines and Design Excellence Strategy.	
Maximum heights and densities focused closest to the train station, university and shopping centre where they can benefit the most from public transport.	Consistent at Herring Road. The Master Plan adopts UAP heights and densities on Herring Road. Flexibility to develop built form within the campus is essential.	
Density increased in areas with good access to public transport, considered to be within 800m or 10 minutes' walking time from the train station.	Generally consistent. The areas within the campus that form part of the UAP area are within this 800m zone. Other heights and densities across the campus will respond to future teaching and collaborative commercial/research needs.	
The precinct's key activity streets and precinct entry points defined with taller buildings between 45m and 120m (14-34 storeys).	Consistent. The Master Plan adopts UAP heights and densities.	
Mixed uses that will result in a range of building types and activities.	Generally Consistent. The Concept Plan anticipated clear 'use zones'. The Master Plan creates more flexibility. The proposed changes to the zoning will facilitate more flexibility of uses across the campus and better integration of teaching and commercial / research uses.	
Limit the overshadowing of public open space and maximise building separation to provide adequate residential amenity.	Consistent. The Master Plan suggests a height regime that facilitates solar access to major spaces on campus and around the campus.	
New development facing onto public streets.	Partially consistent. The Concept Plan and Master Plan suggest buildings that address Herring Road.	Streets within the campus will remain private roads.
Improved links along Kikkiya Creek and Shrimptons Creek corridors, including opportunities for mix of active and passive recreation.	Generally consistent. There is a focus is on University Creek (Kikkiya Creek) as part of a movement network. Access and uses along University Creek (Kikkiya Creek) are subject to approval by NSW Office of Water. Open space will continue to be publically accessible.	
Improved existing parks, such as Wilga Park.	N/A	
New quality local parks and public spaces.	Consistent. The Concept Plan promotes public access to its private open space. Open space on the Macquarie University site will be publicly accessible, but not public.	
New pedestrian networks integrated with existing and new open space.	Consistent. The University has a fine grain publicly accessible network	

UAP Planning Report	Macquarie University Concept Plan *Vision and Key Aims and Objectives of Master Plan to be implemented via Part 3A Concept Plan*	Additional Comments
Herring Road as the key activity spine connecting the train station, bus interchange, shopping centre, university and residential areas.	Consistent. Development will be integrated with the proposed new Transport Interchange.	
Improved Herring Road intersections, including replacement of the Ivanhoe Place and Dunmore Lang College roundabout with a signalised crossing.	Consistent. Safer and improved crossings of Herring Road are supported.	
Wider paths, more active street frontages, improved street landscaping, convenient parking and a dedicated cycleway.	Consistent. Cycle links into the University core are identified in the Concept Plan and Master Plan.	
Details Objectives and Desired Outcomes		
3.3 Mixed land use		
Flexible land use controls to cater for growth and demand and flexible enough to allow change.	Generally consistent. The Concept Plan anticipated clear use zones. University campuses are encouraging higher levels of on campus student accommodation, blended with learning and research activity. The Master Plan provides greater flexibility to achieve these objectives. Changes to zoning will also facilitate more flexibility of uses across the campus and better integration of teaching and collaborative commercial / research uses.	
Building on existing attractors of Macquarie University, Macquarie Centre, and Macquarie Park.	Consistent	
Transit-oriented development opportunities.	N/A. The University's focus is on education, commercial / research and student housing and services rather than residential development. The Concept Plan supports transit-oriented development via higher densities near the station.	
3.3 Access and movement network		
Reinforce the Macquarie Park street hierarchy principles (as defined in Ryde DCP 2011).	Not consistent.	Concept Plan and Master Plan identifies road types that build on the existing character and identity of the University. Roads within the University are private roads and do not need to comply with the Macquarie Park Street Hierarchy as a result of the Concept Plan approval. Figure 38 should be amended to show private roads in University and new street layout.
Herring Road/Dunmore College - This proposed 3 way signalised intersection is consistent with the Macquarie University Concept Plan and would be provided when the Dunmore College site is redeveloped. The new intersection will control traffic flow from the	Consistent. The road and intersection is supported. The future layout should reflect the new alignment of University Avenue.	

UAP Planning Report	Macquarie University Concept Plan *Vision and Key Aims and Objectives of Master Plan to be implemented via Part 3A Concept Plan*	Additional Comments
university and also provide a controlled pedestrian crossing point.		
Herring Road/Waterloo Road - The future form of this intersection will need to reflect any changes to access for the bus interchange and the shopping centre. The operation of the signals will also need to reflect any changes in bus priority or bus movements to ensure bus delays are minimised.	Consistent. The change in access patterns to the University has seen the Herring Road entry become the main gateway to the campus. The Master Plan identifies an opportunity to create a pedestrian focused gateway to the campus. Revisions to the road network within the campus are aimed at reducing through-traffic and improving amenity within the site.	
Herring Road to Balaclava Road - This new east-west street proposes an important connection between Herring Road and Balaclava Road. The new street commences at the proposed new signalised intersection with Herring Road and Ivanhoe Place (the existing roundabout), continues through land owned by Morling College and then along the property boundary between BCS land (Willandra Village) and Macquarie University and connects with Balaclava Road via BCS land. This proposed new two-way street can provide a valuable secondary connection for local traffic circulation and present opportunities for other new and existing streets to connect with it as sites redevelop.	Not inconsistent with the movement objectives of the UAP.	
Macquarie University campus / Dunmore College - New streets that better integrate the Macquarie University campus with Herring Road already form part of Macquarie University's approved Concept Plan. The Herring Road precinct proposal supports these new streets and connections, specifically the new streets that frame the development site created by the future renewal of the Dunmore College site, the connection with Herring Road at a new signalised junction and the connection with University Avenue with a future bridge over Kikkiya Creek.	Generally consistent. Further development of the Concept Plan has identified the realignment of University Avenue to better serve and improve amenity on the campus. Work on the realignment is currently underway. The future road connection to Herring Road will be provided when the Dunmore College site is redeveloped.	
Figure 39 – page 41 – Proposed bus network improvements reliant upon Macquarie Walk and University Ave in a business as usual scenario (at minimum and possible subject to augmentation and intensification).	Consistent with the Concept Plan and Precinct E Urban Design Guidelines.	The University is revising its private street layout to reduce through-traffic (rat runs) and improve amenity on-campus. A number of street closures are being considered including Macquarie Drive and part of Research Park Drive. A review of bus operations will be undertaken with Sydney Buses to rationalise operation within the campus
Kikkiya Creek – This creek line corridor is a key open space and riparian link that runs north-south through the precinct from the suburb of Marsfield in the south via Research Park Drive and Christie Road to Lane Cove River to the north. Opportunities exist to extend	Generally consistent. Kikkiya Creek (University Creek) is identified as an important open space element within the campus. Connections along University Creek are supported. As an open space, it will remain in University ownership and will be publicly	Level changes and flood mitigation requirements may impact cycle link potential.

UAP Planning Report	Macquarie University Concept Plan *Vision and Key Aims and Objectives of Master Plan to be implemented via Part 3A Concept Plan*	Additional Comments
the creek line corridor connection towards Epping Road in the south, integrate with creek line regeneration proposals that form part of Macquarie University's Concept Plan and other approved projects, integrate and connect to new parks and introduce a shared pedestrian path / cycle path along the corridor.	accessible.	
Waterloo Road and University Avenue – At its junction with Waterloo Road, the transformation of Herring Road will need to integrate with proposed improvements to Waterloo Road and University Avenue. Potential improvements include increased street level activity, better connections between existing open spaces (Elouera Reserve / Shrimptons Creek) and proposed civic spaces (station square) wider pavements and more street landscaping.	Consistent. The Concept Plan and Master Plan identify Waterloo Road as a major gateway to the campus. The University is currently reviewing the Herring Road entry to become the main gateway to the campus. The current realignment of University Avenue forms part of the entry renewal. A proposed station square may be delivered within the site redevelopment and will remain in University ownership.	
Herring Road to Macquarie University – As part of the design development of the Macquarie University Concept Plan, an opportunity exists to achieve a shared pedestrian cycleway link between Herring Road and Macquarie University, located adjacent to the bus interchange and between Macquarie University Research Park / Private Hospital) and the train station.	Consistent. This is subject to design development of the Waterloo Road gateway.	
Talavera Road – This key street links Macquarie Business Park in the east with the Macquarie Shopping Centre, Herring Road and Macquarie University. Redevelopment of the sites fronting Talavera Road for a mix of residential, commercial and retail uses will present opportunities to improve the pedestrian amenity, public domain and landscaping of this street.	Consistent	
3.4 Built form strategy		
Focus the highest development densities closest to the train station, where they can benefit the most from public transport – both rail and bus services	Generally consistent. The Master Plan update anticipates the proposed UAP densities in the station locality. Heights and densities across the campus will respond to future teaching and collaborative commercial/research needs.	
Increase development density in areas with good access to public transport, considered to be within 800m or approximately 10 mins walking time from the train station	Consistent	Noted that the location of tall buildings on Balaclava Road (outside of and adjacent to Macquarie University) is not consistent with this objective.
Define the precinct's key activity streets and intersections with taller buildings	Consistent	
Respond to the scale of existing approved maximum building heights	Consistent. The UAP refines heights approved in Concept Plan	

UAP Planning Report	Macquarie University Concept Plan *Vision and Key Aims and Objectives of Master Plan to be implemented via Part 3A Concept Plan*	Additional Comments
and the urban character of different parts of the precinct with a range of building heights between 45m and 120m (14-37 storeys)		
Focus the highest buildings of between 90m and 120m in areas closest to the train station	Consistent. The UAP refines heights approved in Concept Plan	
Optimise the potential of precinct gateway sites as secondary opportunities with buildings of 65m and 90m in height	Consistent. The UAP refines heights approved in Concept Plan	
Ensure that new development faces onto and positively addresses public streets, public parks and open space connections and	Not inconsistent in that streets and open space within the campus will remain private roads.	
Ensure proposed building heights work in conjunction with maximum floor space ratios.	Consistent	
Well-designed streets require controls that ensure that the many buildings that form a street, comply with common rules to ensure that buildings address, enclose, define and help activate the street space.	Not inconsistent in that streets within Macquarie University will remain private roads and will be developed to be consistent with the overall University design palette rather than the Ryde DCP.	
The streetwall approach can achieve street edge buildings that define and activate streets, and integrate taller buildings, which are set back above the streetwall to minimise impact on streets and spaces below. Building height and floor space ratio controls for the precinct are supplemented by built form controls that address building setbacks from the street, streetwall heights, upper level setbacks and building floorplate sizes.	Not consistent	It is proposed that setbacks and built form outcomes along Herring Road will be developed during development of the Herring Road Transport Interchange design. Floor plate controls appear to be focused on residential development. Applying these controls to University and commercial / research buildings is not supported. All built form outcomes will be agreed during the preparation of Urban Design Guidelines as required under the Concept Plan
3.5 Public space		
Key public space objectives are: 1. Herring Road - transform Herring Road to be the precinct's central activity spine with a diversity of 'main street' activities and uses that better integrate the adjacent uses 2. Local parks and spaces - better distribute and connect public open space and park facilities throughout the precinct and improve connections to local and regional open space areas. 3. Local streets - improve street, pedestrian and cycle connections throughout the precinct better connecting residential areas, the train station, the university and the shopping centre.	1. Consistent 2. Not consistent 3. Not consistent	Figure 42 shows University Creek (Kikkiya Creek) as *Open space and park* and University Avenue Macquarie Drive and new street in Dunmore Lang as Local Streets. It is noted that: ▪ All open space on the University site, will remain in University ownership and be publicly accessible ▪ All streets in MQU to remain private streets
Key improvements proposed for Herring Road, which seek to: – encourage active ground floor uses that can create more street	Consistent	

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activity – create wider footpaths for pedestrians and to accommodate cafés and shared activities – create a separate dedicated two-way cycle way on the eastern side – increase the number and accessibility of pedestrian crossings – introduce new street tree planting including within the median strip – integrate water sensitive urban design as an integral part of the landscaping – improve street lighting, signage and way finding – maintain the capacity to accommodate future forms of public transport		
An improved local street network	Not inconsistent. Streets within the University will remain private roads and will be developed to be consistent with the design palette within the campus.	
Proposals for local parks can: – better connect existing local and regional parks to residential areas and business uses including the potential for a new bridge over Shrimptons Creek – activate creek line corridors (Shrimptons Creek and Kikkiya Creek) with pathways, cycleways, frontages to local streets and better integration with other open space areas – create a new sports field adjacent to Shrimptons Creek – improve lighting and provide clearer sightlines that can improve safety – improve park and open space facilities, including signage and wayfinding – better connect to parks outside the precinct along the existing creek line corridors.	Generally consistent. Development of links along University Creek (Kikkiya Creek) subject to approval from Office of Water. Any open space within the University will not be 'local parks', however they will continue to be publically accessible open space.	
Building setbacks or the relationship between a building and the street helps to determine the character of a place. As setbacks are designed to create high quality interfaces between buildings and the streets and parks they face, they vary in response to local conditions: 0m and 5m and 12m in the MQU context.	Not consistent	Built form will be developed as part of the preparation of the Design Excellence Strategy and Urban Design Guidelines as required in the Concept Plan approval. It is envisaged that specific controls will be developed at the Herring Road Transport Interchange design interface.

UAP Planning Report	Macquarie University Concept Plan *Vision and Key Aims and Objectives of Master Plan to be implemented via Part 3A Concept Plan*	Additional Comments
3.6 Proposed planning controls		
LEP changes required and DCP changes recommended	Not consistent	The package of documents available does not provide any details around the proposed transitional arrangements, or the relationship between the UAP and the University's existing planning regime. As outlined above, the Concept Plan will continue to prevail, however the manner in which the UAP will pick up the SSS listing and translate it into the LEP, and where the new provisions will sit within the LEP, is unclear. The University is of the view that the campus should be excluded from the DCP, as outlined at Section 3.3.
3.7 Built form controls for DCP 2011		
The streetwall approach balances the need for buildings that define and activate streets. It enables taller buildings to be further setback above the streetwall, thereby minimising their impact on the streets and spaces below. – For Herring Road and Waterloo Road, the maximum streetwall height for new buildings is 26m, or about 8 storeys, with built form above this height to be setback 4m. – For all other streets in the precinct the maximum streetwall height for new buildings is 20m, or about 6 storeys, with built form above this height to be setback 4m.	Not consistent	Existing DCP provisions are not consistent with the Concept Plan or endorsed Precinct E Urban Design Guidelines. Built form on the Macquarie University campus will be developed as part of the preparation of Design Excellence Strategy and Urban Design Guidelines as required in the Concept Plan. It is envisaged that specific controls will be developed at the Herring Road Transport Interchange design interface.
In addition to building setback and street wall requirements: – floorplates for residential buildings above the streetwall are limited to 800sqm – floorplates for commercial buildings above the streetwall are limited to 1,400sqm	Not consistent	The University requires the opportunity to deliver large floor plate buildings for commercial, research and university uses. A number of buildings completed in the last 5 years, such as the Hearing Hub and Cochlear, have larger floor plates and meet market expectations. The requirement for maximum floor plates represents a significant constraint that should be removed. Built form on the Macquarie University campus will be developed as part of the preparation of Design Excellence Strategy and Urban Design Guidelines as required in the Concept Plan It is envisaged that specific controls will be developed at the Herring Road Transport Interchange design interface.

4.0 TRANSPORT STRATEGY

Arup has reviewed the Transport Strategy prepared by AECOM for the Herring Road UAP. Their response to the document is provided at **Attachment B**. The review outlines several areas where the Strategy is inconsistent with either the approved or intended outcomes for the MQU campus. Key comments arising from this review include, but are not limited to:

- A new bus interchange would provide the opportunity for the re-routing of buses in the Macquarie Park area. This may include the removal of bus layovers and a refinement of the through bus movements within the Macquarie University campus. Prior to the introduction of the enhanced bus interchange, it is recommended Transport for NSW consult with Macquarie University to work towards a solution for accommodating bus movements in the Herring Road precinct.
- Macquarie Drive is indicated to form part of the bus network serving the Herring Road precinct. The Macquarie University Master Plan proposes that all bus movements in the campus (in the short-term) will be via University Avenue, with Macquarie Drive to be a pedestrian only route.
- The University supports the upgrade of the Herring Road bus interchange, however notes that bus priority measures (i.e. jump starts at the Herring Road / Waterloo Road and Herring Road / Talavera Road intersections) are not included in the traffic modelling undertaken by AECOM.
- The Macquarie University TMAP identified a series of transport infrastructure works to support the future growth of Macquarie Park area. These works were the result of the combined growth of Macquarie University and other land uses within Macquarie Park. The funding of these works is to be provided by a number of land owners who will contribute to increased traffic movements at key locations. Macquarie University have agreed, in – principle, to a cash contribution towards works at the intersections of Epping Road / Herring Road and Epping Road / Balaclava Road.
- The AECOM report has recommended that pedestrian connections be strengthened between Herring Road and Macquarie University, by enhancing University Avenue as a key pedestrian link; and upgrading the Macquarie University to Macquarie Centre link.

  The Macquarie University Master Plan seeks to enhance the pedestrian connectivity into the campus through the reconfiguration of University Avenue to accommodate a widened footpath and new pedestrian bridge over Kikkiya Creek. This new connection is provided on the northern side of University Avenue and should be indicated in the AECOM report (at Figure 4.1). The Master Plan also proposes a number of new pedestrian links within the campus to support connectivity to the Macquarie Centre.

5.0 CONSIDERATION OF SITES OUTSIDE OF THE MQU CAMPUS

In addition to the comments relating to the MQU campus, the following feedback is provided regarding the Baptist Site at 159 Balaclava Road, Macquarie Park and the University's own Parklands Site at 137 Herring Road.

5.1 Baptist Site

The University considers that the proposed height (65m) and FSR (2.5:1) controls for the portion of the Baptist Site at the corner of Balaclava Road and the campus are excessive, and are inconsistent with the site's location relative to the objectives of, and vision for, the UAP. MQU believes that there are a number of issues:

1. This part of the Baptist Site is not a gateway site, and the proposed height of 65m would represent an isolated area of higher density that is inconsistent with the scale of proposed development along Epping Road (45m) and development that will surround the site to the north, north-east and north-west (within the MQU campus) which does not form part of the UAP and have been consciously excluded for reasons of lack of proximity to Macquarie University Station.
2. This part of the Baptist Site only has a narrow frontage to Balaclava Road and no frontage to Epping Road, it is considered that heights such as those envisaged would be more appropriate along Epping Road.
3. The development of the scale proposed would terminate important view corridors along University Avenue and Macquarie Drive, as shown at **Figures 1** - **4**. Tall buildings in this location would also be

inconsistent with the University's desire to create landscaped gateways to the campus (rather than built entries), as demonstrated by MQU's own approach to development around the site's entry points.

4. The Macquarie University Master Plan anticipates an extension of the Academic Core west towards the new Arts Building. Development on the Baptist Site of the scale envisioned by the UAP would impact the amenity of this new precinct and have significant visual impact on the campus and its environment.
5. The site is over the 800m walking distance from the Macquarie Centre and the Macquarie University train station, and so is inconsistent with the general principles of Urban Activation Precincts which are to:
   – Provide high-density residential within a 400m radius of a centre; and
   – Provide medium-density apartments and townhouses within an 800m radius of a centre.

The site provides for high-density uses in excess of 800m from the Macquarie Centre and train station, and so does not provide good walkability to transport, shops and services. Under all access scenarios whether via MQU, the proposed UAP road network or via Epping and Herring Roads, this site is outside of a 800m / 10 minute walking catchment.

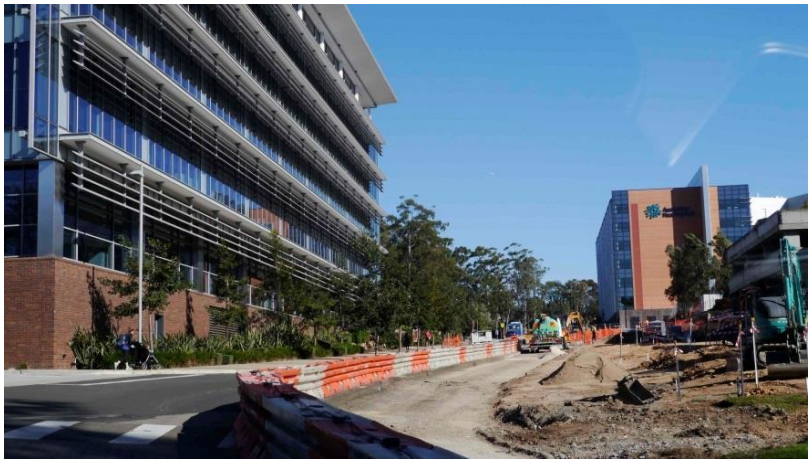

Figure 1 – Existing view along University Avenue
Source: Cox Richardson

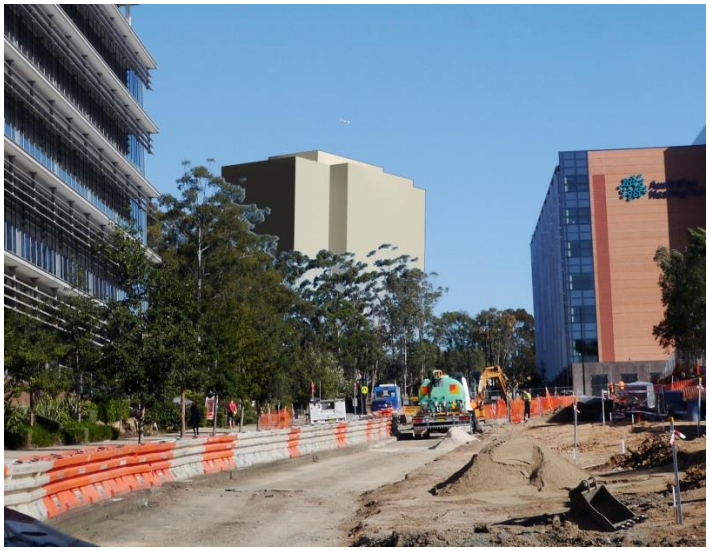

Figure 2 – View along University Avenue with UAP envisaged development on the Baptist Site dominating views from the public domain along University Avenue
Source: Cox Richardson

As shown at **Figure 2**, the proposed height controls on the Baptist site will result in a tall building at the end of the important University Avenue axis. The built form possible in the UAP controls will dominate this major campus road (the main vehicular link across the campus). Further, the University cannot control the architectural quality or outcome.

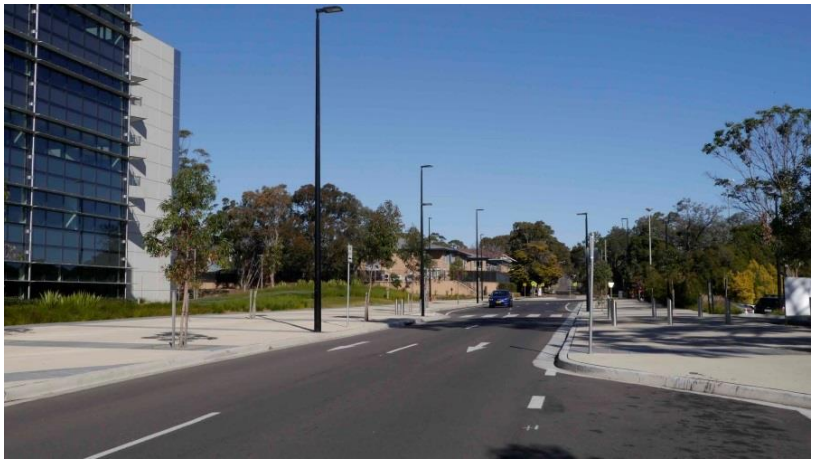

Figure 3 – Existing view along Macquarie Walk
Source: Cox Richardson

Figure 4 – View along Macquarie Walk with UAP envisaged development on the Baptist Site dominating views from the public domain
Source: Cox Richardson

The University has identified Balaclava Road as a green gateway to the campus. Tall buildings on the Balaclava Road frontage, as shown at **Figure 4**, will both dominate this entry and be very apparent form the Macquarie University site. Tall buildings on this frontage will reduce amenity within this zone and potentially constrain future development within the new academic precinct if views from the residential development are impacted.

Any future development on the Balaclava Road frontage should incorporate significant setbacks from the street to retain the green gateway to the campus

5.2 Parklands Site

The University has reviewed the proposed height and FSR controls for the Parklands Site at 137 Herring Road, and notes that they are consistent with the draft provisions previously reviewed by the University. The University feels that the proposed height and FSR for this site is consistent with the site's status as a gateway in to the precinct, and does not have any further comment to make regarding the proposed draft controls.

6.0 CONCLUSION

Macquarie University would welcome further discussion and liaison with the Department on this matter, and would appreciate the opportunity to meet with the Department to discuss the University's submission. The University would also welcome the opportunity to review any relevant drafting provisions or Parliamentary Counsel instructions as they apply to the MQU campus. Accordingly, we would be pleased to provide any further information that the Department may need in the preparation of these documents.

Should you have any queries about this matter, please do not hesitate to contact me or Kate Tudehope on 9956 6962 or oklein@jbaurban.com.au or ktudehope@jbaurban.com.au

Yours faithfully

Oliver Klein
Associate