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SYDNEY NSW 2001

**Attention: Andy Nixey**

Dear Mr. Sargent,

**Notice of Exhibition  
Ivanhoe Estate Redevelopment – Concept development application (SSD 8707)**

Thank you for your letter dated 9 April 2018 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD) application for the redevelopment of the Ivanhoe Estate, Macquarie Park by the Aspire Consortium on behalf of Land and Housing Corporation (the Applicant).

It is understood that the SSD does not seek approval for any physical works and only details the proposed masterplan, land use composition, internal road network and provision of infrastructure to support the development.

Roads and Maritime Services (Roads and Maritime) will provide a separate response.

TfNSW has reviewed the subject SSD application and provide the following comments:

- An approval condition should be included requiring future development applications to be accompanied by a traffic and transport report, which assesses each stage within the context of the masterplan and cumulative impacts of prior developments.
- The Stage 1 road network should be revised to include an allowance for a cul-de-sac, to facilitate publicly accessible turnaround, providing ease of access to residential dwellings at Saunders Close and university colleges along Herring Road, from the northeast, following the signalisation of the Herring Road and Ivanhoe Place intersection.
- Main Street should be bus capable to ensure options are available for future bus service planning, should be designed with minimum 3.5m travel lanes and be able to accommodate 14.5m buses. Any kerbside lanes/indented bays for bus stops should be 3.0m in width.
- It is unclear whether priority control at the intersection of Main Street and Lyonpark Road would be suitable in the future. Further intersection modeling should be undertaken, which assesses the capacity of this intersection during the AM and PM peak periods for the 2021 scenario.
- The proposed land uses under the Herring Road Urban Activation Precinct had been assessed by DP&E to require the signalisation of the Herring Road with Ivanhoe Place roundabout, with the Applicant to deliver these works. Any approval should be subject to the Applicant delivering the intersection in accordance with the network requirements stipulated by Roads and Maritime.

- The future public domain design should incorporate a wayfinding plan, which will direct residents and visitors to key points of interest, active transport and public transport routes.
- The proponent should clarify how the proposed Sustainable Travel Measure of providing preloaded \$20 Opal cards to new residents would be implemented in the long-term, recognising that there would be a regular movement of residents in and out within the range of accommodation types.

Detailed comments, which expand upon the points provided above, and recommended conditions have been provided in **TAB A** and **TAB B**, respectively.

If you require any further information, please contact Ken Ho, Transport Planner, via email at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely



9/5/2018

Mark Ozinga  
**Principal Manager, Land Use Planning and Development**  
**Freight, Strategy & Planning**

CD18/03414

## **Attachment A – Detailed Comments on SSD 8707**

### **Additional traffic and transport assessments for construction of stages**

#### Comment:

Land use composition, as envisaged within the masterplan, other land uses outside the estate and transport networks nearby to the site may change as the site is developed over the subsequent stages. Future applications to construct the relevant stage should be supported by a traffic and transport report, which assesses each stage within the context of the masterplan and cumulative impacts of prior developments. The proponent should provide further transport infrastructure improvements where required.

#### Recommendation:

Should DP&E approve the proposed masterplan application, an approval condition should be included requiring future development applications (to construct) to be accompanied by a traffic and transport report, which addresses the above.

### **Stage 1 internal road network**

#### Comment:

With reference to Appendix Z – Concept Engineering Plans, the Stage 1 road network should include provisions for vehicle turnaround (i.e. cul-de-sac) on Main Street. This would allow for vehicles seeking to access residential dwellings at Saunders Close and university colleges along Herring Road, from the northeast, following the signalisation of the Herring Road and Ivanhoe Place intersection. The mentioned signalisation will remove the ability for vehicles to undertake U-turn movements, which has been identified as an issue following consultation with the community; undertaken as part of the Macquarie Park Bus Priority and Capacity Improvements project.

#### Recommendation:

The staging plan should be revised to include an allowance for a cul-de-sac, to facilitate publicly accessible turnaround and maintains access to the abovementioned properties, following signalisation of the Herring Road with Ivanhoe Place intersection.

This turnaround facility should be maintained until such time that the bridge over Shrimptons Creek is delivered and publicly accessible, as shown in the Stage 2 works. This bridge must be completed prior to issue of Occupation Certificate for the Stage 2 works.

### **Bus capability of Main Street**

#### Comment:

The proposed Main Street will form one of the few internal precinct links between Herring Road and the southeastern portions of Macquarie Park. It will provide access to the proposed high school, which is expected to utilise bus services for various school activities and transport options. Furthermore, future public bus services may utilise this road, if required.

As such, Main Street should be bus capable (standard 14.5m buses) to ensure options are available for future bus service planning.

#### Recommendation:

Main Street should be designed with minimum 3.5m travel lanes and be able to accommodate 14.5m buses. Any kerbside lanes/indented bays for bus stops should be 3.0m in width.

## **Assessment of priority controlled intersection of Main Street and Lyonpark Road**

### Comment:

The Transport Management and Accessibility Plan (TMAP) does not include an assessment of the capacity of the future priority controlled intersection of Main Street with Lyonpark Road. It is unclear whether priority control would be suitable in the future having regard for the estimated traffic volumes at this intersection during the AM and PM peak periods. The TMAP forecasts 1,274 and 1,736 vehicles (of which there are 902 right-turning movements from Lyonpark Road into Main Street) passing through this intersection during the respective AM and PM peak periods. Alternative intersection control may be required to ensure safe and efficient operations at this intersection.

### Recommendation:

Further intersection modeling should be undertaken, which assesses the capacity of Main Street with Lyonpark Road during the AM and PM peak periods for the 2021 scenario.

## **Signalisation of Herring Road with Ivanhoe Place roundabout**

### Comment:

It is noted that the provision for the signalisation of the Herring Road with Ivanhoe Place roundabout, as proposed under the MPBPCI, was determined in response to future growth within the Herring Road Precinct, including the development of the Ivanhoe Estate. The delivery of the concept plan will result in additional density to that originally planned as the proposal seeks a variation in the floor-to-space ratio from 2.9:1 to 3.6:1.

Furthermore, the proposed land uses under the Herring Road Urban Activation Precinct had been assessed by DP&E to require a number of transport infrastructure measures to support the future population. This included the provision for the signalisation of the subject roundabout, with Land and Housing Corporation to deliver these works<sup>1</sup>.

### Recommendation:

That any approval should be subject to the Applicant delivering the signalisation of the Herring Road with Ivanhoe Place roundabout in accordance with the network requirements stipulated by Roads and Maritime. This would be in accordance with the findings of the Herring Road Finalisation Report and should be delivered prior to occupation of Stage 1.

It should be recognised that there could be a difference in timing for when the Applicant would undertake the works (such as prior to Construction or Occupation Certificate for the relevant stage) and the timing requirements to deliver the MPBPCI works, as stated within the relevant project documents. As such, the Applicant will need to coordinate with Roads and Maritime regarding the subject intersection works.

## **Wayfinding**

### Comment:

The internal road network will need to be supported by an appropriate wayfinding strategy to assist residents and visitors in utilising active and public transport methods; with the objective of increasing the mode share of walking and cycling.

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<sup>1</sup> Refer to Appendix A of the *Herring Road, Macquarie Park Finalisation Report* (DP&E, May 2015)

Recommendation:

The future public domain design should incorporate a wayfinding plan, which will direct residents and visitors to key points of interest, active transport and public transport routes.

**Travel Behaviour Measures**

Comment:

As part of the Sustainable Travel Strategy (Section 6.4.1 of the TMAP), it is proposed that each household is to be provided with a preloaded \$20 Opal card to 'encourage uptake of public transport by new residents from day one.'

Whilst TfNSW would support this measure, clarification should be provided with regards to whether this measure would apply to all new residents, including:

- Market, social and affordable housing tenants who would be leasing an apartment, e.g. issued to lessees as part of the tenancy agreement;
- Senior residents within the aged care facility; and
- Residents who own and live within their own dwelling.

It should be recognised that travel demand management strategies are ongoing measures and there would be a regular movement of residents in and out of the future dwellings.

Recommendation:

The proponent should clarify how the abovementioned measure would be implemented in the long-term, recognising that there would be a regular movement of residents in and out.

## **Attachment B – Recommended conditions of approval**

The following conditions of approval have been recommended. Further recommendations could be made following review of the Applicant's Response to Submissions.

### **Construction Traffic Management**

#### Recommended Condition:

For each subsequent development application to construct:

- 1) The applicant must prepare a Construction Pedestrian and Traffic Management Plan in consultation with the Sydney Coordination Office (SCO) within TfNSW and be endorsed by the SCO prior to any construction activity on the site. The Construction Pedestrian and Traffic Management Plan (CPTMP) should take into account the potential impacts of the proposed development on the establishment, operation and removal of Station Link (formally known as the Epping to Chatswood Temporary Transport Plan), if required. This may include limits on the number of construction vehicle movements to/from the site during peak periods.
- 2) The CPTMP must address the following matters:
  - Traffic and public transport customer management in the vicinity of the development.
  - Location of all proposed work zones;
  - Construction vehicle access arrangements;
  - Proposed construction hours;
  - Estimated number and type of construction vehicle movements including volume, time of day and truck routes.
  - Construction program highlighting details of peak construction activities and proposed construction 'Staging';
  - Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
  - Cumulative construction impacts of projects in the Macquarie Park precinct. Should any impacts be identified, the duration of the impacts;
  - Timing of and reinstatement standards for footpath and road openings; and
  - Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

#### Reason:

There are a number of ongoing or planned NSW government projects and private development projects within the Macquarie Park precinct during the estimated construction duration of the Ivanhoe Estate. As such, there is a need for coordinated construction traffic management to minimise impacts on the transport network and maintain safety for all road users.

### **Bicycle Parking**

#### Recommended Condition:

All future residential dwellings (affordable, social and market housing) should be provided with 1 bicycle parking space per unit and designed in accordance with AS2890.3.

#### Reason:

The abovementioned bicycle parking rate is in accordance with the recommended sustainable travel measures mentioned within the TMAP.