



19 June 2019

Our Reference: SYD17/00415/08 (A27844958)
Council's Ref: SSD 8707

Director – Key Sites & Industry Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY, NSW 2001

Attention: Andy Nixey

Dear Sir/Madam,

RESPONSE TO SUBMISSION – NOTICE OF EXHIBITION FOR IVANHOE ESTATE RE-DEVELOPMENT 2-4 LYONS PARK ROAD, MACQUARIE PARK

Reference is made to Department's letter dated 22 May 2019 regarding the abovementioned development application which was referred to Roads and Maritime for review and comment. Roads and Maritime appreciates the opportunity to review this submission.

Roads and Maritime has reviewed the submitted information and notes that most of Roads and Maritime's comments have been accepted by the proponent. However, some of Roads and Maritime's comments/requirements have not been addressed adequately.

Roads and Maritime provides the following comments for Department's consideration regarding those issues that need to be addressed:

1. RMS requirement: Detail design plans and hydraulic calculation of any changes to the stormwater drainage system in Epping Road are to be submitted to Roads and Maritime for approval, prior to the commencement of any works.

Proponent's comments: Noted. A condition of consent should be imposed requiring this matter to be addressed as part of the Construction Certificate application for the relevant stage.

RMS further comments: Roads and Maritime request Department to include following requirement:

"Detail design plans and hydraulic calculation of any changes to the stormwater drainage system in Epping Road are to be submitted to Roads and Maritime for approval, prior to issue Construction Certificate for the relevant stage."

2. RMS requirement: As you are aware, in accordance with the Herring Road Urban Activation Precinct (*Herring Road Macquarie Park Finalisation Report, May 2015*) which was assessed by the Department, a number of transport infrastructure measures are required to support future development. This includes signalisation of the Herring Road & Ivanhoe Place roundabout. The Department should ensure that appropriate mitigation measures are in place to address the impact from the proposed development on road and transport infrastructure as a result of the development. Such mitigation measures should be to Roads and Maritime's satisfaction and would include intersection upgrade works at the Herring Road/Ivanhoe Place, and Epping Road/Herring Road intersections. The Herring Road/Ivanhoe Place intersection is to be signalised prior to issue of the Occupation Certificate for Stage-1 development of Ivanhoe Estate. Roads and Maritime will continue discussions with the applicant and the Department on acceptable mitigation measures prior to the grant of consent for Stage 1.

Proponent's comments: As per discussions and agreement with RMS, a contribution will be paid by the Aspire Consortium to the RMS for the required road and intersection upgrades at the intersections of Epping Road with Herring Road and Herring Road with Ivanhoe Place.

The delivery of the internal road network (including the proposed bridge connection to Lyonpark Road) will be delivered by the Aspire Consortium as part of the Stage 2 development works.

The relevant Conditions of Consent should be updated to reflect this agreement.

RMS further comments: Roads and Maritime provides following requirements for Department's consideration:

A suitable funding mechanism [e.g.; a Transport Infrastructure Contribution (TIC) Deed] should be entered into by Aspire Consortium and Roads and Maritime for the contribution towards the required road upgrade works to mitigate the impact of the proposed development prior to issue of any Construction Certificate for the development.

3. RMS requirement: 'U-Turn' facility for local access for developments on the western side of Herring Road at Stage-1 of the Ivanhoe Estate development:
As per submitted Transport Management and Accessibility Plan (TMAP) a 'U-Turn' facility is to be provided as part of Stage-1 development. If the existing roundabout at Herring Road/Ivanhoe Place would be required to be replaced with traffic signals prior to completion of Stage-1 development, it will be necessary to construct the 'U-Turn' facility in Ivanhoe Place prior to the commencement of Stage-1 construction works. Roads and Maritime will provide the developer advice on when the 'U-Turn' facility should be completed..

Proponent's comments: Until such time that roads associated with future stages of the Ivanhoe Estate are constructed - at the completion of Stage 1 - a strategy has been developed to enable sufficient access and turning areas to accommodate the U-turn manoeuvre with the provision of turning heads at the end of the proposed north and south roads (Main Street and Neighborhood Street), consistent with the RMS requirements.

It is noted however, that these works cannot be completed prior to the completion of Stage 1 due to the need to restrict access to the site to vehicles associated with the construction of the Stage 1 works only. This is an integral part of the CTMP and will ensure that suitable levels of safety and security are achieved and enable construction activities to occur on-site (eg truck and contractor parking) without impacting the wider road network.

Accordingly, should the RMS seek to retain access to all properties on the western side of Herring Road, the signalisation of the intersection should be coordinated with the opening of the Stage 1 development and road network..

RMS further comments: Roads and Maritime provides the following comments for Department's consideration:

Roads and Maritime will work with proponent (where possible) regarding traffic signal works at Ivanhoe Place & Herring Road intersection with Ivanhoe Estate Road Network development. However, if the intersection is to be signalised prior to the completion of Stage 1 works, then the proponent is to provide a U-turn facility within the site.

4. RMS requirement: New Bridge over Shrimptons Creek and removal of temporary turning head in Ivanhoe Place: it has been proposed to remove the 'U-Turn' facility in Ivanhoe Place following construction of a new bridge (for all traffic movements) over the Shrimptons Creek in Stage-2 development. However, there may be still high demand for the 'U-turn' facility in Ivanhoe Place. In this regard, prior to the removal of the 'U-turn' facility an assessment (including site monitoring, traffic modelling) should be undertaken to identify the potential impact with the removal of the 'U-turn' facility and a subsequent mitigation measure should be proposed.

Proponent's comments: The relevant U-Turn facility shall be constructed for both the Stage 1 and ultimate design in accordance with the previously agreed position with the RMS. Reference is made to the email from RMS to the Department of Planning dated 20/06/18 outlining this position.

The purpose of the travel time assessment is only to identify the travel times of residents on the western side of Herring Road during the PM peak period (assessed to be approximately 40 vehicles per hour based on surveys of the existing roundabout) that would be affected due to the signalisation of Ivanhoe Place intersection (a condition of the Herring Road rezoning).

A comparative analysis of the two possible access options (being via a new roundabout or the proposed bridge connection to Lyon Park Road) was previously undertaken by Ason Group and presented to RMS and Department of Planning. The analysis demonstrated that fastest route to access the western side of Herring Road was via the proposed new bridge connection which was approximately 1 ½ minutes faster than via an internal roundabout (see page 14 of the attached document).

Notwithstanding, 2 potential locations for the provision of a roundabout were identified within the site. The impacts on development yield as a consequence of the construction of a roundabout at these two locations was undertaken by Frasers and summarised below:

- Location 1: loss of 98 Social ILU's, 52 social dwellings and 24 market dwellings = -174 dwellings
- Location 2: loss of 98 social ILU's and 48 market dwellings = -146 dwellings

This impact appears grossly disproportionate to the number of vehicles potentially affected particularly given it also results in longer travel times than that which would otherwise be achieved.

RMS further comments: Roads and Maritime provides the following comments for Department's consideration:

The removal of U-turn facilities will have extensive impact in the road network. The subject U-turn facilities would improve general accessibility within the precinct. The Department should note that the subject U-turn facility was one of the main key issues raised by the community during Roads and Maritime's REF exhibition for BPIP project that includes signalisation of the intersection of Ivanhoe Place and Herring Road.

Roads and Maritime requests provision and retention of U-turn facility to facilitate the safe and convenient travel.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Ahsanul Amin, on 8849 2762 or by email at development.Sydney@rms.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Pahee Rathan', with a stylized flourish at the end.

Pahee Rathan
Senior Land Use Assessment Coordinator
North West Precinct