

Cameron Sargent
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Planning Services
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SYDNEY NSW 2001

Attention: Andy Nixey

Dear Mr. Sargent,

**Notice of Exhibition (Response to Submissions)
Ivanhoe Estate Redevelopment (SSD 8707)**

Thank you for your letter dated 20 May 2019 requesting Transport for NSW (TfNSW) comment on the Response to Submissions (RtS) for 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).

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

The Applicant's RtS has been reviewed. Comments and suggested conditions of consent are provided in Attachment A and Attachment B respectively, which should be considered with the initial submission (dated 9 May 2018, ref: CD18/03414).

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

Yours sincerely



20/6/2019

Mark Ozinga
**Principal Manager, Land Use Planning & Development
Customer Strategy & Technology**

Objective reference: CD19/04237

Attachment A: Comments on the Response to Submissions for SSD 8707

Signalisation of Herring Road with Ivanhoe Place

The Applicant has stated that an agreement has been reached with Roads and Maritime whereby a contribution will be paid for the intersection works. DP&E should implement an appropriate condition accordingly.

Implementation of pre-loaded Opal cards

Future development approvals should include the requirement to provide Opal cards with a starting balance of \$20 for future occupants of all dwellings.

Internal road network

DP&E should ensure (through appropriate conditions of consent) that the staged development of the Ivanhoe Estate includes provisions for a cul-de-sac for the Stage 1 development and the construction of Main Street, as part of Stage 1 & 2, includes 3.5m travel lanes for buses.

Attachment B: Suggested conditions of approval

The following conditions of approval have been suggested.

Construction Traffic Management

Suggested condition:

Note: this is a revision of the initial submission as Station Link operations have concluded with the opening of Sydney Metro Northwest.

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.
- 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.

Bridge over Shrimptons Creek

Suggested condition:

The applicant must construct the bridge connection to Lyonpark Road to Council's requirements and the new left-in access from Epping Road to Roads and Maritime Services requirements prior to issuing of any occupation certificate for Stage 2.

Reason:

The RtS report and updated Transport Assessment notes that a bridge over Shrimptons Creek to Lyonpark Road and left-in access from Epping Road would provide benefits to future residents and existing stakeholders within Macquarie Park.

Additional traffic and transport assessments for construction of stages

Suggested condition:

Future development applications (to construct) are 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. Future assessments must give consideration to the volume of freight and servicing movements likely to be generated, and the likely number of loading facilities that would be required.

Furthermore, any assessment must give consideration for the provision of one or more shared loading facilities to support multiple buildings/land uses to:

- minimise the total amount of space required across multiple buildings by providing accessible (in relation to vehicle height and length), consolidated loading facilities
- encourage the use of more efficient freight and servicing vehicles to reduce the overall number of movements
- as far as practical, limit the number roads freight and servicing vehicles need to access by providing access points to these shared loading facilities that are spatially separated from community areas and places

Reason:

It is likely that the land use composition, as envisaged within the masterplan, would 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 Applicant should provide further transport infrastructure improvements where required. Freight & servicing aspects should be considered to ensure freight movements are managed to support place making objectives.

Green Travel Plans

Suggested condition:

A detailed Green Travel Plan (GTP) must be prepared for subsequent stages to construct in consultation with the City of Ryde Council and the SCO at TfNSW. The GTP must include target mode shares for residents, employees and students (where relevant) to reduce the reliance on private vehicles and be implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the strategic planning objectives of the Future Transport 2056 Strategy.

Additional information to assist with the preparation of future Green Travel Plans

Comments and recommendations relating to the TMAP (relating to travel planning) and GTP are provided in the table below. Further development of travel plans in subsequent stages of the Ivanhoe Estate should be undertaken in consultation with the SCO at TfNSW.

Table 1: Additional comments on travel plan

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|------------------|---|
| General comment: | <p>While the <i>Transport Management and Accessibility Plan</i> (TMAP) is comprehensive, many of the proposed actions are not expressly allocated to a particular owner or are outlined in sections of the TMAP but not identified in the Green Travel Plan (GTP).</p> <p>These include items such as</p> <ul style="list-style-type: none">• the responsibility for implementing, updating and monitoring the Green Travel |
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| | <p>Plan at Appendix D of the TMAP;</p> <ul style="list-style-type: none"> • provision of Opal cards; and • development of Travel Plans for schools and new businesses in the proposed Estate. <p>It is recommended that the GTP is updated such that all of the relevant actions in the TMAP are included in the GTP, all action owners are identified, and proposed timing for implementation of all actions is included in the GTP, and/or as a condition of the Concept Proposal.</p> |
| <p>TMAP Section 6.2: High level targets and</p> <p>GTP Section 3.1: Mode share changes:</p> | <p>Consideration should be given to:</p> <ul style="list-style-type: none"> • a higher mode share target for non-car mode share for journey to work trips, based on the relatively high proportion of residents likely to work or study in Macquarie Park, and the proximity of the site to Macquarie Park Station, which provides public transport connectivity with other major employment hubs • establishing a mode share target for public and active transport for residents working in Macquarie Park, rather than just for active transport • given the proximity of the development site to the Station, the mode share target for public and active transport should be in excess of 90% of trips |
| <p>TMAP Section 6.4.5 (15): School Travel Plans and</p> <p>GTP Action 1.3</p> | <p>The Applicant for the proposed school development should be required to develop a School Travel Plan, in consultation with Transport for NSW and the Department of Education.</p> |
| <p>GTP Section 2: Background and objectives</p> | <p>A primary objective of the Travel Plan should be to achieve a high mode share of work and education-related trips by public and active transport and to reduce the proportion of these journeys made by single occupant car travel.</p> |
| <p>GTP Actions 3.2 and 3.4: Bicycle fleets</p> | <p>Consideration should also be given to providing bicycles for the use of residential tenants, rather than just employees. If this strategy is adopted an appropriate action owner should be identified.</p> |
| <p>GTP Action 6.2 Promotional Free Travel</p> | <p>This section appears to have been mistitled and should be amended to 'Promote Flexible Working'.</p> |
| <p>TMAP Appendix D and GTP Action 6.3: Travel Access Guide (TAG)</p> | <p>The Applicant should work with the SCO at TfNSW to develop a Travel Access Guide in accordance with a TfNSW-approved format.</p> |
| <p>GTP Table 1: Proposed Ivanhoe Estate GTP Strategies</p> | <p>This table should include a 'timing and status' column to indicate at which stage of the development process it is proposed that actions are intended to occur, and to advise whether they are complete, underway or yet to be commenced.</p> |

Bicycle Parking

Suggested condition:

All future residential dwellings (affordable, social and market housing) must be provided with 1 bicycle parking space per unit, which are 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.