

24 January 2020

TfNSW Reference: SYD17/00415/09 (A30330178)  
DPIE Reference: SSD 8707

Andy Nixey  
NSW Department of Planning, Industry and Environment  
GPO Box 39  
Sydney NSW 2001

Dear Sir/Madam,

**REDEVELOPMENT OF IVANHOE ESTATE CONCEPT SSD 8707  
2-4 LYON PARK ROAD, MACQUARIE PARK**

Reference is made to your correspondence dated 20 November 2019, which was referred to Transport for NSW (TfNSW) in accordance with Clause 104 and Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW has reviewed the submitted documentation and provides the following comments for your consideration in the determination of the application:

1. A strip of land has previously been dedicated as Public Road by private subdivision (DP 596275) along Herring Road frontage of the subject property, as shown by yellow colour on the attached Aerial – “X”. TfNSW has also previously resumed & dedicated a strip of land as road along the Epping Road frontage of the subject property, as shown by grey colour on the attached Aerial — “X”. The subject property is affected by a road proposal for Macquarie Park Bus Priority Project as shown by pink colour on the attached Aerial “X”.

Therefore, all buildings or structures together with any improvements integral to the future use of the site are to be erected clear of the land required for road (unlimited in height or depth) along Herring Road and Epping Road boundaries.

2. Permeant U-turn facilities for local access for developments on the western side of Herring Road at Ivanhoe Estate development is to be provided within a suitable location to minimise implications of travel time due to the removal of Herring Road/Ivanhoe Place roundabout. The U-turn facilities must be designed to allow for an 8.8m service vehicle (Garbage Truck) to perform a U-turn.
3. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage systems in Epping Road or Herring Road are to be submitted to TfNSW

for approval, prior to the commencement of any works. Documents should be submitted to [Development.Sydney@rms.nsw.gov.au](mailto:Development.Sydney@rms.nsw.gov.au).

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.

4. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.

Consultation and endorsement of the CTMP with the Sydney Coordination Office (SCO) is required prior to any construction activity on the site. In this regards any further enquiry related with the CTMP should be directed to David Collaguazo on 0435 658 792 or e-mail at <[David.Collaguazo@transport.nsw.gov.au](mailto:David.Collaguazo@transport.nsw.gov.au)> for their attention.

5. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on Epping Road during construction activities.
6. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Epping Road.
7. The full costs associated with the intersection upgrade at the intersection of Herring Road & Ivanhoe Place (including both works and land acquisition) are to be paid by the applicant. The applicant is to enter into a Transport Infrastructure Contribution Deed (TIC Deed) with TfNSW to ensure that these works are at no cost to TfNSW.
8. A partial contribution should also be made to the Epping Road and Herring Road Intersection Stage 1 works.
9. TfNSW's BPIP works would be limited to the road works and footway works up to the new acquired boundary at Ivanhoe Place/Herring Road intersection. Any works beyond that boundary is developer's responsibility. From submitted design/plans it was noticed that building A1 is close to Herring Road & Ivanhoe Place intersection and this building will be cut below the existing ground level. In this regard the developer must provide required retaining structures within their property boundary to support Herring Road/ Ivanhoe Place intersection road works. This retaining structure is most likely to be required to install prior to the intersection works. TfNSW will coordinate with the proponent of the timing of the installation of the retaining structure and it might need to be constructed at early stage of the development.

10. Any realignment boundary to facilitate a footway resulting from the proposed road widening works must be dedicated as road at no cost to the TfNSW.

If you have any further questions please direct attention to Mr Reynaldo Bito-on, Development Assessment Officer at TfNSW via email to [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,



**Pahee Rathan**  
**A/ Senior Manager Land Use Assessment**



#### Transport for NSW

27 Argyle Street, Parramatta NSW 2150 | Locked Bag 5085, Parramatta NSW 2124  
P (02) 8849 2666 | W [transport.nsw.gov.au](https://transport.nsw.gov.au) | ABN 18 804 239 602