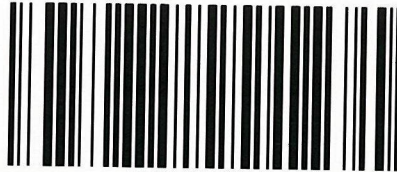




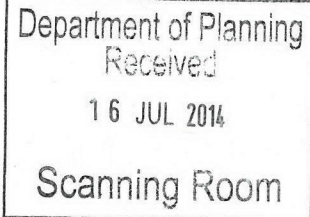
**Transport
for NSW**



PCU54437

CD14/12112

Ben Lusher
Manager, Key Sites and Social Projects
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001



Attn: Simon Truong

Dear Mr Lusher

**Modification Request for MP10_0112 MOD 3 Concept Plan Approval and MP10_0113
MOD 3 Stage 1 Project Approval at 110-114 Herring Road, Macquarie Park**

Thank you for your letter dated 23 June 2014 requesting Transport for NSW (TfNSW) review and comment on the request to modify the above referenced project.

Transport for NSW (TfNSW), along with Roads and Maritime Services (RMS) have reviewed the submitted information and offer the following comments:

- The proposed development has been modified twice. Each time the proponent has requested additional residential parking.
- The proposed modification to alter the approved parking rates would increase the approved amount of residential and commercial parking by over 11 percent of the approved parking rate, to a total of 715 spaces.
- The proposed development is located within a short walking distance of the current Epping to Chatswood Rail Link (ECRL) / future North West Rail Link (NWRL) and to priority bus routes.
- The Herring Road precinct currently experiences traffic congestion during the peak periods on a daily basis.

The Green Square Town Centre is used as a benchmark for high density residential development located adjacent to or serviced by multiple modes of public transport, and the parking rates applicable to this area are presented in comparison to the rates within the City of Ryde DCP and the PAC approved rates in the table on the next page.

It is noted that the lowest rates set out in the Ryde DCP and the Council approved rates for this development are similar to the maximum rates set out in the Green Square LEP in particular for 1 bedroom and 2 bedroom apartments and visitor parking. This lowest tier is what TfNSW / RMS typically suggest for development of this nature noting it is consistent with Green Square.

**Comparison of Approved and Proposed Residential Car Parking Rates
Number of Spaces /Land Use**

	PAC Approval	City of Ryde DCP (minimum)	City of Ryde DCP (maximum)	Green Square LEP (maximum)	MOD 1 Proposed
1 bedroom	0.6/apt	0.6/apt	1/apt	0.5/apt	1/apt
2 bedroom	0.9/apt	0.9/apt	1.2/apt	0.8/apt	1/apt
3 bedroom	1.4/apt	1.4/apt	1.6/apt	1.2/apt	1/apt
visitor parking	0.2/apt	0.2/apt	0.2/apt	0.157 (first 70 apts) 0.0667 (remaining apts)	0.1/apt
Subtotal Residential Component	611	611	835	466	703
Commercial	1/46sqm	1/46sqm	1/46sqm	N/A	1/100sqm
Subtotal Commercial Component	26	26	26	N/A	12
Total Parking Spaces	637	637	861	466	715 (+4 car share)

TfNSW and RMS generally encourage parking rates that will help reduce reliance on the private motor vehicle. Reduced car parking provisions are supported in areas well serviced by public transport, as is the case in the Herring Road precinct.

Therefore, TfNSW and RMS suggest the approved parking rates be maintained.

Thank you for allowing TfNSW the opportunity to provide advice on the above referenced proposal. Should you have any questions regarding this matter, please contact Robert Rutledge on 8202 2203 or Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



10/7/14

Tim Dewey
**A/Manager, Land Use Planning and Development
Planning and Programs**