

21 November 2014

NSW Planning Assessment Commission Determination Report
Mixed Use Redevelopment at 110-114 Herring Road, Macquarie Park ('Stamford Hotel')
Concept Plan Modification (MP10_0112 MOD3)
and
Stage 1 Project Approval Modification (MP10_0113 MOD3)

1. PROPOSAL

The proposal seeks to modify both the Concept Plan Approval and the Stage 1 Approval for a mixed - use redevelopment of the Stamford Hotel at 110 - 114 Herring Road, North Ryde. It is proposed to amend the car parking rates for the *Future Assessment Requirement* - condition C5 of the Concept Plan, and amend condition B1 *Design Modification* of the Stage 1 Project Approval in the following way:

	Approved parking rate	Proposed parking rate
1 bedroom apartments	0.6 space/apartment	1.0 space/apartment
2 bedroom apartments	0.9 space/apartment	1.0 space/apartment
3 bedroom apartments	1.4 spaces/apartment	1.0 space/apartment
Visitor parking	0.2 space/apartment	0.1 space/apartment
Commercial	1space/ 46m ²	1space/ 100m ²

The modification also seeks deletion of condition C5 of the Concept Plan. In effect this condition does not permit car parking spaces for the units within the additional residential floor space of 3,489 sq m approved in the recent modification.

The proposed amendments would result in a net increase of some 40 car spaces within Stage 1 and potential for about 30 additional car spaces in Stage 2 (depending on final dwelling mix and numbers subject to a separate Development Application).

2. BACKGROUND TO THE MODIFICATION APPLICATIONS

The original Concept Plan MP10_0112, approved by the NSW Planning Assessment Commission (the Commission) on 26 September 2012, included:

- use of the site for residential, retail/commercial (up to 1210m²) and public open space;
- indicative building envelopes for 7 separate buildings, open space and street network;
- a maximum gross floor area (GFA) of 47,630m²;
- building heights from 4 to 20 storeys; and
- basement level parking at specified rates.

In this original approval the Commission at the time endorsed the Department's recommended change to reduce car parking rates in accordance with RMS's Guide to Traffic Generating Developments and Council's minimum DCP requirements. The Commission also made the observation that the site is within easy walking distance of public transport (bus and train) which link the site to the city and other surrounding centres.

On 26 September 2012, the Commission approved the Stage 1 Project Application (MP10_0113) for four residential buildings. Two other minor S75W modification applications to the Stage 1 Project Approval have also been approved.

Subsequently the Commission also approved two S75W modification applications to the Concept Plan. In its determination of June 2013 for MOD 1 the then Commission did not support increasing the residential car parking rates up to 1 space/apartment and prohibited parking (other than visitor parking) for the additional 3,489m² residential floor space approved that increased the FSR to 2.28:1.. The Commission stated that an increase in parking rates was not justified considering the site's good accessibility and the acknowledged limits of the road network.

3. DELEGATION TO THE COMMISSION

The current modification applications were referred to the Commission for determination under the terms of the Ministerial delegation dated 14 September 2011, as a reportable political donation was made, and because the City of Ryde Council (Council) objected to the proposed modification.

The Commission constituted to determine these modification applications is comprised of Ms Jan Murrell (Chair) and Mr David Furlong.

4. SECRETARY'S ENVIRONMENTAL ASSESSMENT REPORT

On 14 October 2014 the Commission received the Environmental Assessment Report from the Department. This contained the background, statutory context, assessment of issues raised in submissions and identified by the Department, and recommendations. The Council, Transport for NSW (TfNSW) and the Road and Maritime Services (RMS) lodged submissions objecting to the proposed modifications. No public submissions were received.

The Department engaged an independent traffic consultant, ARUP, to undertake a review of the proposed car parking rates. ARUP concluded that the proposed change in car parking rates is appropriate for the following reasons:

- *The proposed parking rates are less than the current maximum rates in Ryde Development Control 2014;*
- *The proposed car parking rates are consistent with those outlined in the recently exhibited Herring Road Urban Activation Precinct (UAP) which the site sits within; and*
- *Car ownership does not necessarily translate to car usage in the busy commuter peak periods.*

For the proposed reduction in visitor car parking provision, the Department notes that the proposed reduced rate from 0.2 to 0.1 is consistent with the rate in other urban activation precinct plans, including the draft Herring Road UAP.

The Department also supported the proponent's request to delete condition C5 for the restriction on residential parking for the residential GFA above 46,420m². The explanation provided is that *'the traffic impact of the proposed parking rates can be accommodated within the local road network with no greater impacts than previously assessed in the original Concept Plan approval'*.

The Department is also satisfied that the proposed commercial car parking rate is reasonable, noting the future commercial uses are likely to be small retail and restaurants that would cater for the local population.

In its assessment report, the Department referred to the RMS Guide to Traffic Generating Development, revised in August 2013, which recorded a reduction in traffic generation over the past 10 years for high density residential developments. On this basis the Department stated that the additional car parking proposed would not result in greater vehicle numbers generated than the original approval.

The Department recommended that the proposed modifications be approved.

5. COMMISSION'S MEETINGS

As part of its consideration the Commission met, 31 October 2014, with representatives from the City of Ryde Council, TfNSW, the Proponent and the Department. The following is a summary of these meetings.

5.1 City of Ryde Council

The key points raised by Council included:

- Council does not object to the reduction of the commercial parking rate.
- Traffic congestion is already evident on Epping Road as no infrastructure improvements or the proposed intersection upgrades have been undertaken as yet;
- The Proponent incorrectly used revised RMS data to justify the proposal;
- The Proponent previously sought and obtained higher GFA due to the site's proximity to the railway station. This was approved subject to a condition that no additional car parking is provided in association with that additional GFA;
- Council plans to reduce parking rates for both residential and commercial land uses in the near future; and
- The modifications seek parking rates that do not acknowledge the fact this is a transit-oriented development site.

5.2 Proponent

In the Commission's meeting with the Proponent the key points raised included:

- Additional car parking is justified because the proposed rates are in accordance with the draft Herring Road UAP, revised RMS data and the parking provision range within Council's DCP;
- Council's DCP does not explain criteria for variance in the range of parking rates;
- Other factors influencing traffic generation such as recreation or shopping trips, are not well serviced by public transport out of peak hours;
- More parking does not result in increased traffic. If the choice is reduced it will increase on-street parking;
- Additional GFA will provide for mostly 2 and 3 bedroom units and the rates provided in the Herring Road UAP should apply; and
- A Class 1 Application has been filed with the Land and Environment Court against the deemed refusal to protect the applicant's appeal rights.

The Commission was provided a copy of a letter from Traffix to the Proponent dated 16 October 2014 summarising the issues in relation to residential parking rates. (Appendix 1)

5.3 Transport for NSW

In the meeting with TfNSW the key points raised included:

- The agency generally encourages parking rates that will help reduce reliance on private cars;
- The area is one of the highest served by public transport, including off peak hours.
- Macquarie Park is currently served by 28 local bus services;
- Macquarie Park is at the convergence of three planned rapid bus routes,
- Macquarie train station and bus interchange were opened in 2009 and other strategic public transport links are planned; and
- The usage of public transport in relation to journey to work trips 'from the precinct' is 31% and 'to the precinct' - 22%.

Following the meeting, TfNSW forwarded further details in relation to the NSW Government policy context and transport investment for Macquarie Park, current travel trends and services in

Macquarie Park. The advice included 'the self containment within the Macquarie Park precinct of both jobs and housing will assist in achieving the policy outcomes identified in the *NSW 2021 Plan* and the *NSW long Term transport Master Plan*. (Appendix 2)

5.4 Department of Planning and Environment

The Commission met with officers from the Department also on 31 October 2014 to discuss the application, with particular regard to:

- current progress of the draft Herring Road UAP and the application of the car parking rates;
- removing the restriction on residential car parking provision for the additional GFA.
- intersection capacities and level of service in light of revised RMS figures.

6. COMMISSION'S CONSIDERATION

6.1 Residential and visitor car parking rates

In the current modification applications the proponent seeks to increase the total number of residential car parking spaces, submitting that it is consistent with the draft Herring Road UAP (June 2014), revised RMS traffic generation data, and Council's current DCP controls.

With respect to the parking rates in the Council's DCP the Commission is of the opinion that on a merits assessment given the benefits of transport-oriented development with the proximity of the site to employment, major institutions, goods and services and public transport infrastructure, both existing and proposed, this justifies the residential densities to be achieved on this site but at the same time on merit parking at the low end of the guidelines contained in Council's DCP is appropriate in the circumstances. The DCP contains a number of objectives including to minimize congestion and to minimize car dependency for commuting and recreational transport use, and to promote alternative means of transport – public transport, bicycling, and walking. For the Macquarie Park Corridor the DCP contains an overriding aim to ensure that parking is proportionally reduced over time.

The Commission acknowledges the draft Herring Road UAP contains an appendix by AECOM and table 4.1 is a comparison of parking provisions. For the Herring road precinct this shows a proposed maximum of one space per unit. This same report notes Council's DCP current guideline range with the comment "*the parking rates ascribed in the DCP have been reviewed as part of this strategy. The Herring Road precinct is well served by public transport, along a major transit corridor and as such has the ability to accommodate lower parking rates and higher public transport mode share...*" The Commission also notes Recommendation T13 of the same report is "*to introduce more stringent residential parking controls and management as a measure to influence people's travel choice.*"

The Commission also notes the draft UAP contains Appendix D and this differs from the rate of one space per unit in that table 8 contains recommended amendments to part 9.3 of the Ryde DCP and reads

*For residential development located within the Herring road precinct, amend the **maximum** on-site parking requirements for both high density RFB's and medium density to*

- Studio - 0 spaces
- 1 bed – 0.5 spaces
- 2 bed – 1 space
- 3+ bed – 1 space
- Visitors – 1 space / 10 dwellings

The Department has provided advice that the car parking rates proposed in the draft Herring Road UAP, if and when adopted, may not be given statutory force as the planning regime would require the Council to amend its DCP and the submission of Council is that the rates are to be revised down which is consistent with the draft UAP for Macquarie Park. We note the rates shown in the draft UAP table are stated as a maximum. The more relevant guidelines will continue to be as contained in the DCP as adopted by councils from time to time. This framework is evident, for example, in relation to the adopted Epping Town Centre UAP where Parramatta and Hornsby Councils have adopted car parking rates different to those recommended in the UAP

With respect to the matter of the downward revision of figures by the RMS and the fact that even with the proposed increase of parking the calculation on the revised figure means less vehicles would be generated than when the calculation was made for the original approved project. This is not disputed. At the same time we note even with the revised figures of the RMS the level of service for the intersection remains at level F (over capacity) for the morning and the PM level of service is E. The draft UAP comments that *"a key element of the balanced and sustainable growth of Metropolitan Sydney is integrated land use and transport planning. Herring Road is an opportunity to deliver integrated land use and transport planning and transit-oriented development"*.

The Environmental Assessment Report for the original Concept Approval acknowledged the *"challenges with the Macquarie Park road network"*. In our opinion the revised RMS figures do not warrant increasing the rate of parking to one space per unit as proposed in this modification.

Similarly with respect to the additional residential GFA modification approved this was on the basis of no increase in parking and justified on the basis of the advantages for higher density because of the location of the site. It follows for the same reasons above the Commission is not persuaded that it is acceptable to allow car parking for the additional GFA

The modification for the rate for visitor car parking is not a major issue. However, given the Commission's decision not to allow the additional residential parking in the circumstances the visitor rate shall remain as previously approved.

6.2 Commercial car parking rate

The Commission accepts the Department's recommendation for that part of the modification for a reduction in the commercial car parking rate. It is agreed that there is potential for a higher level of self-containment and synergy of uses within the Macquarie Park precinct given the factors of public and private facilities and services, proximity to jobs, housing and integrated land uses. The Commission agrees with the Department's view that the relatively small component of commercial space on the site is likely to cater for the day to day needs of the local population.

6.3 Restriction to residential car parking provision for additional GFA

Consistent with the reasoning outlined above, the Commission does not support the applicant's request to remove the restriction on residential parking in association with residential GFA greater than 46,420m². The additional GFA approved by the then constituted Commission in June 2013, was clearly on the basis that those units would not be entitled to car parking spaces. The increased density was justified as it *would meet urban consolidation objectives without the need for additional parking as the area is well serviced by the rail network, bus corridors, Macquarie Shopping Centre, Macquarie Business Park and Macquarie University*. This Commission also notes the significant investment in infrastructure and public transport and future planned improvements for the precinct.

The Commission has concluded based on the facts having regard to the context and the locational advantages of this site that an increase in the number of residential car parking spaces is not justified. The Department in its report recognizes that the site is well serviced by public transport

infrastructure including key bus and rail services. In the opinion of the Commission this is an excellent opportunity for sustainable growth having regard to the links between infrastructure and land use planning.

7. COMMISSION'S DETERMINATION

After careful consideration of the information before the Commission, in particular, the Department's Assessment Report, submissions from the Proponent, the Council and government agencies, the Commission has determined that on merit the proposed modifications to change the residential and visitor parking should not be approved for the reasons provided above in this report. The Commission accepts the Department's recommendation to reduce the rate for commercial parking.

Accordingly, the Commission has determined:

1. Approval is only granted for the modification to condition C5 Car Parking in the Concept Plan no.MP10_0112 and condition B1 Design Modifications in the Stage 1 Project approval MP10_0112. The effect of these modifications allows for the reduction in the commercial parking from 1 space per 46m² to 1 space per 100m² of commercial GFA.
2. All other modifications are determined by refusal of consent. These include:
 - no increase in the residential parking rates for units or for the total number of car parking spaces;
 - no reduction in the visitor car parking rate;
 - no car parking spaces allowed for the increased residential GFA over 46,420m².

In accordance with the above the Commission has determined the section 75W modification applications and the attached signed modification instruments MP10_0112 and MP 10_0113 are consistent with this determination report.



Jan Murrell (Chair)
Member of the Commission



David Furlong
Member of the Commission

APPENDIX 1
Traffix Letter dated 16 October 2014

FYI
- send to Kieran.

posh 28 Oct.
JM & DF

TATJAH



Reference: 10.151m01v06

16 October 2014

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Attention: Stephen White, Director - Urban Planning

Re: **MP10_0122 MOD 3 and MP10_0113 MOD 3**
Corner Herring Road & Epping Road, Macquarie Park

Summary of Parking Issues

Dear Stephen,

Please find below our brief and concise summary of the issues concerning residential parking rates underpinning the current Modification to the Concept Approval and the Project Approval (MOD 3), which is intended to assist in the consideration and the determination of MOD 3 by the PAC. Our comments below are provided in addition to the general background of the Assessment Report prepared by the DOP for consideration by the PAC, which is supportive of the additional parking now sought.

The Proposal

- i. The modification seeks to 'average' the parking rates to permit one space per unit for residents, irrespective of the number of bedrooms. This compares with approved Concept Plan rates that are aligned with RMS *minimum* rates in sub-regional centres, of 0.6, 0.9 and 1.4 spaces per one, two and three bedroom units respectively. The consequence of this change is a slight net increase in overall parking supply.
- ii. This summary is concerned mainly with the resident parking rate. It is assumed that the visitor parking rate (1/10 units) and commercial floor area (1/100m²) are not likely to be contentious.

Previous PAC Issues

- iii. The PAC has previously required adherence to the **RMS parking rates** as they apply to sub-regional centres for this development. However, it is highly relevant that the **RMS Guidelines** provide 'minimum generic' rates for application in *commercial town centres* across Sydney, where there is not only excellent public transport (bus and rail) but also access to a broad range of other services that promote walking and other travel modes. That is not the case in Macquarie Park, where the range of services provided in the locality is more limited, so that reliance on a car is greater for non-commuter trips.

Applicant's Response

- iv. As mentioned, the RMS rates are stated in its Guideline to be **minimum** rates (Section 5.4.3 refers). For example, this minimum would reasonably be expected to be sought by the RMS in centres such as Chatswood, Bankstown, Strathfield, Burwood etc., where there is access not only to a broad range of services but also to excellent public transport. In other sub-regional centres, the RMS Guideline permits a higher level of provision where this is appropriate. In the subject development case, it is not within an established commercial centre and does have the same attributes as any of the sub-regional centres considered in the research that underpins the RMS Guideline rates. It therefore qualifies for parking **above** the RMS minimum rates.



- v. In determining when parking above the RMS minimum rate is appropriate, the RMS Guideline also places significance on the importance of surveys and the parking provision for comparable developments. There are many examples in the immediate locality of the subject development where a higher level of parking has been approved by the JRPP, the L&E Court and Minister than those sought under this modification, as set out in our previous advice to Urbis (and the Department) since January 2013 in relation to the issue of parking rates generally. These developments are identified in Table 4 of the Department's Assessment Report and include:
- 84 – 92 Talavera Road (1.0 / 1 bed, 1.2 / 2 bed)
 - 1 – 9 Allengrove Road (1.0 / 1 bed, 1.2 / 2 bed, 1.6 / 3 bed)
 - 120 – 128 Herring Road (1.0 / 1 bed, 1.0 / 2 bed, 1.6 / 3 bed)
- vi. Provision above the minimum rates recommended by the RMS has also more recently been supported by the State Government in relation to UAP's across Sydney. Specifically, the rate sought by the applicant of 1 space per unit is the **same rate** as adopted by the Government in relation to the Epping Station UAP and the North Ryde Station UAP. It is also the same as the rate recommended by the Department of Planning in relation to the Herring Road UAP.
- vii. The parking rates as sought are supported in the independent assessment report prepared by ARUP for the Department. Importantly, ARUP also concluded that higher car ownership does not translate to increased car usage for commuter trips. Rather, car ownership gives residents options for other trip purposes.
- viii. The proposed rate of 1 space per unit is in fact a suppressed rate, given that it is significantly less (67 resident spaces) than the maximum permitted on the site under the Council's own DCP controls, which is representative of the 'unrestrained' demand for parking. At this reduced rate, there is still reasonable provision for residents to use a private car for a range of trips, while relying on public transport for the most critical journey to work trip, which typically dictates infrastructure provision.
- ix. The proposed parking rates have been subjected to an independent review by Arup Consulting and have been supported.
- x. The views of the RMS and TfNSW to retain the current parking rates are respected, but seem to reflect an inflexible policy approach whereby the less parking provided the better, wherever good public transport is available. Again, while this approach may be appropriate in some commercial centres (indeed, TRAFFIX has undertaken assessments for developments in the CBD where no parking is provided), it is an inappropriate response where services in the locality are limited (so that walking is not a viable option), as is the case in Macquarie Park. That is, the RMS and TfNSW seem to have overlooked the fact that the current approved parking rates are minimum RMS rates that are more suited for application in centres such as Chatswood, Burwood, Strathfield etc.
- xi. Conversely, alignment of the proposed rates to the UAP rates (supported in those cases by the RMS and TfNSW) provides a more consistent planning approach for the entire Precinct. Indeed, the UAP Precinct controls provide a unique planning framework and Council should be encouraged to align its DCP controls accordingly.

Council's Concerns

- xii. Council objects to the modification to increase the amount of car parking on the development site, requiring the minimum of the parking range in its DCP to be applied. Council's position is that car parking should be limited in Macquarie Park to assist in achieving outcomes for modal shift and to help manage projected long term traffic growth in the area.

Applicant's Response

- xiii. Whilst Council's DCP provides a parking range, no assistance is provided within the DCP to determine the circumstances under which the minimum or maximum rates apply. The proposed rate of 1 space per unit is not only within the DCP range, but provides 115 spaces less than would be permitted at the maximum DCP rates (1.0, 1.2 and 1.6 spaces for one, two and three bedrooms respectively). This emphasises the extent to which the demand for parking is still actively suppressed under the proposal, notwithstanding the additional parking now being sought.



- xiv. The rate sought is also only slightly higher than the minimum RMS rate for sub-regional centres. This is appropriate as many of these centres (such as Chatswood, Strathfield, Burwood and Bankstown) provide superior accessibility to transport and services than are available at the subject site.
- xv. The applicant has indeed sought to increase density on the site based on the fact that it lies within reasonable proximity to public transport, whether or not it may be regarded as a Transport Oriented Development (TOD) site. This is supported and is a worthwhile objective in itself, whereby more residents can rely on public transport for all trip types wherever possible, but more particularly for the journey to work. The provision of parking is a separate (but related) issue and parking *can only be suppressed where alternative travel modes* are available. While this may be the case for the journey to work where longer walking distances to transport are accepted it is not the case for many other trip types, including bulky goods shopping, recreational, educational, childcare and many other trips that occur at, for example, night-time.
- xvi. The applicant paid a substantial sum to Council for use of Council's Paramics micro-simulation model (as required), as well as for an independent peer review by Council's traffic consultants. Council subsequently raised no issues with the capacity of the road network to accommodate the development traffic based on the applicable RMS trip rates at that time (185 veh/hr in AM peak). Those trip rates have subsequently been reduced by the RMS based on more recent research and these reduced trips are now a mandatory requirement for traffic impact assessments. The resultant trip rates of 105 veh/hr (AM peak) provides a safety margin in relation to external traffic impacts. This 'benefit' is still achieved notwithstanding the increased development yield and parking provision.
- xvii. Council has in any event identified long term infrastructure improvements in the locality which are based on the prior (worst case) scenario with 185 veh/hr, including improvements at the intersection of Herring Road with Epping Road. Indeed, the site boundary along Epping Road has been set back to facilitate such improvements, with additional land also provided along the western site boundary to permit a new road connection, required to deliver the road system envisaged under Council's DCP.

Summary of Justification

- xviii. The applicant has consistently sought 1 space per unit on the grounds that it achieves a suitably balanced planning outcome. This position has essentially been validated by the more recent State Government UAP approvals.
- xix. The provision of parking will not in itself undermine public transport services nor will it diminish or undermine the use of alternate travel modes. Rather, it provides an option for those residents who require it on occasions, giving them a choice. Walking, cycling or public transport will provide a more attractive mode on occasions (notably for the journey to work), but this should not preclude private car ownership at the rate proposed, which is still a suppressed rate.
- xx. Based on 2006 Journey to Work data, the provision of parking in itself has limited influence on transport choice. Public transport usage for the journey to work is high where services are good, irrespective of the level of parking provided. For example, North Sydney and St. Leonards have higher residential parking rates than are proposed at the subject site, yet enjoy much higher public transport utilisation.
- xxi. The proposed resident parking rate, being slightly more than the RMS *minimum* rates (as is appropriate) but less than the DCP maximum rate, will effectively reduce pressure on those residents who would otherwise own a car and park on street in the locality, creating amenity impacts within existing residential areas.
- xxii. The provision of the additional parking may, for some residents, provide a *general storage facility* for use by boats, motorcycles, scooters etc., permitting greater lifestyle flexibility and also actively serving to promote non-car travel modes through displacement of car parking.
- xxiii. The market expectations for parking supply are already known and understood by the proponent based on preliminary contractual discussions and arrangements and are aligned with the rate of 1 space per unit. This in essence may be regarded as a form of 'survey' and this should be given some weight, noting that residents would have already considered the proximity of the site to public transport prior to committing and the fact that RMS Guidelines recommend a survey-based approach to the provision of parking where this is possible; and



xxiv. We are aware of many instances where 'secondary markets' arise with the leasing of parking spaces in the locality to residents of buildings where parking has been unduly constrained (suppressed). The level of parking now proposed will ameliorate if not overcome this situation, which is indicative of the importance of providing sufficient parking to meet demand wherever possible.

In conclusion, we agree very assuredly with the recommendation in the Assessment Report prepared by the Department.

Please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

traffix

Graham Pindar
Director

APPENDIX 2
TfNSW Letter dated 10 November 2014

COMMISSION SECRETARIAT
Planning Assessment Commission
GPO Box 3415
SYDNEY NSW 2001

Dear Madam/Sir

**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 the opportunity to provide additional context related to the Macquarie Park precinct to further inform decision-making regarding the above application by the Planning Assessment Commission.

Transport for NSW (TfNSW), provides the advice herein regarding the NSW Governments' commitment within *NSW 2021* to improving patronage on public transport and reducing travel time as well as TfNSW overall objectives of improving quality of service, liveability and sustainability as outlined within the *NSW Long Term Transport Master Plan* and our corresponding investment in public transport services in Macquarie Park. The additional information we have presented herein outlines the following:

- NSW Government policy context for transport investment in Macquarie Park
 - Attachment A: NSW Policy Context;
 - Attachment B: NSW 2021 relevant goals, targets and actions;
 - Attachment C: NSW Long Term Transport Mastplan relevant objectives;
 - Attachment D: Sydney Strategic Transit Network to 2031 - Macquarie Park;
- To direct and guide the planning and delivery of the strategic transit network, TfNSW developed a set of modal specific strategies that outline the delivery framework, priorities and actions for investment in each mode of transport within the strategic transit network
 - Attachment E: Sydney's Rail Future specific relevance to Macquarie Park;
 - Attachment F: Sydney's Bus Future specific relevance to Macquarie Park;
 - Attachment G: Sydney's Light Rail Future specific relevance to Macquarie Park;
- Macquarie Park travel trends are presented in Attachment H.

Thank you for allowing TfNSW to provide additional advice on the transport context for Macquarie Park development. Should you have any questions regarding this matter, please do not hesitate to contact Kieron Hendicott on 8202 2644 or kieron.hendicott@transport.nsw.gov.au.

Yours sincerely

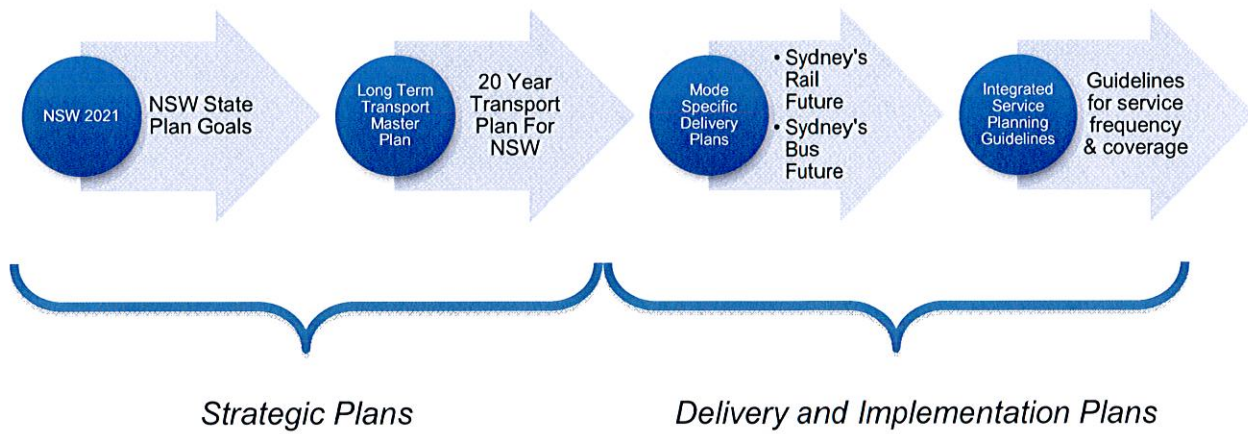


Tim Raimond
Acting Deputy Director General
Planning and Programs

Attachment A – NSW Policy Context

The policy guidance for how TfNSW has been guided to establish the transport context within and around the Macquarie Park precinct is outlined in Figure A-1 below.

Figure A-1: NSW Government Policy Context



Attachment B – NSW 2021 Relevant Goals, Targets and Actions

NSW 2021 State Plan sets a number of priority goals that have guided how Transport for NSW (TfNSW) has, and will respond responded to servicing Macquarie Park from a transport infrastructure and service delivery perspective.

Of particular note and relevance to the transport context for Macquarie Park, are the goals, targets and priority actions outlined in Table B-1.

Table B-1: Selected Extracts From NSW 2021

NSW 2021 Goals	Targets	Priority Actions
Goal 7: Reduce travel time	Improve the efficiency of the road network during peak times on Sydney's road corridors	Improving the efficiency of the road network will ease transport congestion and reduce travel time for those travelling by car, bus or truck
	Minimise public transport wait times for customers	Our aim is to reduce the time people wait for public transport by increasing the frequency of services and improving coordination and integration between transport modes.
Goal 8: Grow patronage on public transport by making it an attractive mode choice	Consistently meet public transport reliability targets	A high quality, reliable and accessible public transport system is key to the sustainable growth of any major city, including Sydney.
	Increase the share of commuter trips made by public transports to and from the Sydney CBD during peak hours to 80%, and to and from Parramatta to 50% by 2016	Transport for NSW will deliver a comprehensive transport plan for Sydney. Public transport networks will be expanded to keep pace with population growth in our metropolitan centres. Increasing transport provision and patronage will help communities to access jobs and services closer to home.
	Increase the proportion of total journeys to work by public transport in the Sydney Metropolitan Region to 28% by 2016	This target aims to increase the number of trips by public transport for all trips, in particular trips to work.
	Increase walking and cycling	Increase walking and cycling to help ease transport congestion and build a healthier, more active community.

These goals, targets and actions guide the specific outcomes sought for the transport network across the State, and where also identified, for Sydney and the transport connections within the city.

Attachment C – NSW Long Term Transport Master Plan Relevant Objectives

The *NSW Long Term Transport Master Plan* (LTTMP) presents the NSW Government's 20-year vision for the delivery of a world-class public transport, roads and freight network to the State, and sets a number of specific transport objectives for the transport system.

Of particular relevance to the Macquarie Park precinct are the three objectives outlined in Table C-1.

Table C-1: LTTMP Objectives Relevant to Macquarie Park

Objective	Actions
Improve Quality of Service	By putting the customer at the centre of transport planning and service delivery, improving the quality of travel experiences, offering more travel choices and providing integrated services that directly meet our travel requirements
Improve Liveability	By shaping our cities and major centres, improving connectivity, providing services that support jobs growth in centres close to where people live, and facilitating ease of movement in our major cities and activity centres.
Improve Sustainability	By maintaining and optimising the use of the transport network, easing congestion, growing the proportion of travel by sustainable transport modes such as public transport, walking and cycling, and becoming more energy efficient.

These objectives guide the transport response in the precinct as travel demands to, from and within the precinct change over time in response to growth and system changes.

The LTTMP recognises that Macquarie Park is a specialised precinct at the centre of six main demand corridors within the Sydney metropolitan area, linking to the Sydney CBD and Parramatta as well as other major centres and precincts, both current and planned within the City, as shown in Figure C-1.

As the demands for connectivity to and from Macquarie Park increase over time, the LTTMP specifically recognises the transport challenges faced by Macquarie Park as outlined below (*page 190 LTTMP*):

- The growth of Macquarie Park has put pressure on the arterial and local road network. Congestion on surrounding roads and within Macquarie Park affects bus services, reducing reliability and increasing journey times. Facilitating bus priority to deliver improved reliability and reduce travel times, particularly during peak periods, encourage greater take up of public transport.
- Around 85 percent of commuters travel to and from Macquarie Park by car. This level of car use is supported by historically generous parking rates and a low provision of public transport. Recent public transport service improvements, including the opening of the Epping – Chatswood Rail Link have increased public transport use but car travel remains dominant.
- Heavily trafficked arterial roads create barriers to movement, funnelling traffic and making walking and cycling routes unpleasant and circuitous. Within Macquarie Park, heavy traffic, a lack of well located road crossings and the local topography can present an unattractive pedestrian environment.
- Improved connectivity to the Greater Metropolitan Area is required, particularly south to Sydney Olympic Park and west to Parramatta, to support business-to-business connections. Improved links to Western and North West Sydney will ensure Macquarie Park maintains access to a skilled workforce.

Figure C-1: Sydney's Main Demand Corridors



Attachment D: Sydney Strategic Transit Network to 2031 – Macquarie Park

In recognition of the demands and challenges on the city as a whole, a strategic transit network has been developed, which establishes two tiers of transit, namely “mass” and “intermediate”. These tiers reflect the provision of heavy rail as a “mass” transit solution, and light rail and rapid bus as “intermediate” transit solution.

The *Sydney Strategic Transit Network to 2031* is outlined in Figure D-1, which demonstrates that in response to the demands and challenges within the precinct, Macquarie Park is at the intersection of several strategic mass and intermediate corridors to cater for the demands.

Figure D-1: Sydney Strategic Transit Network with Planned and Potential Upgrades



Attachment E: Sydney's Rail Future Specific Relevance to Macquarie Park

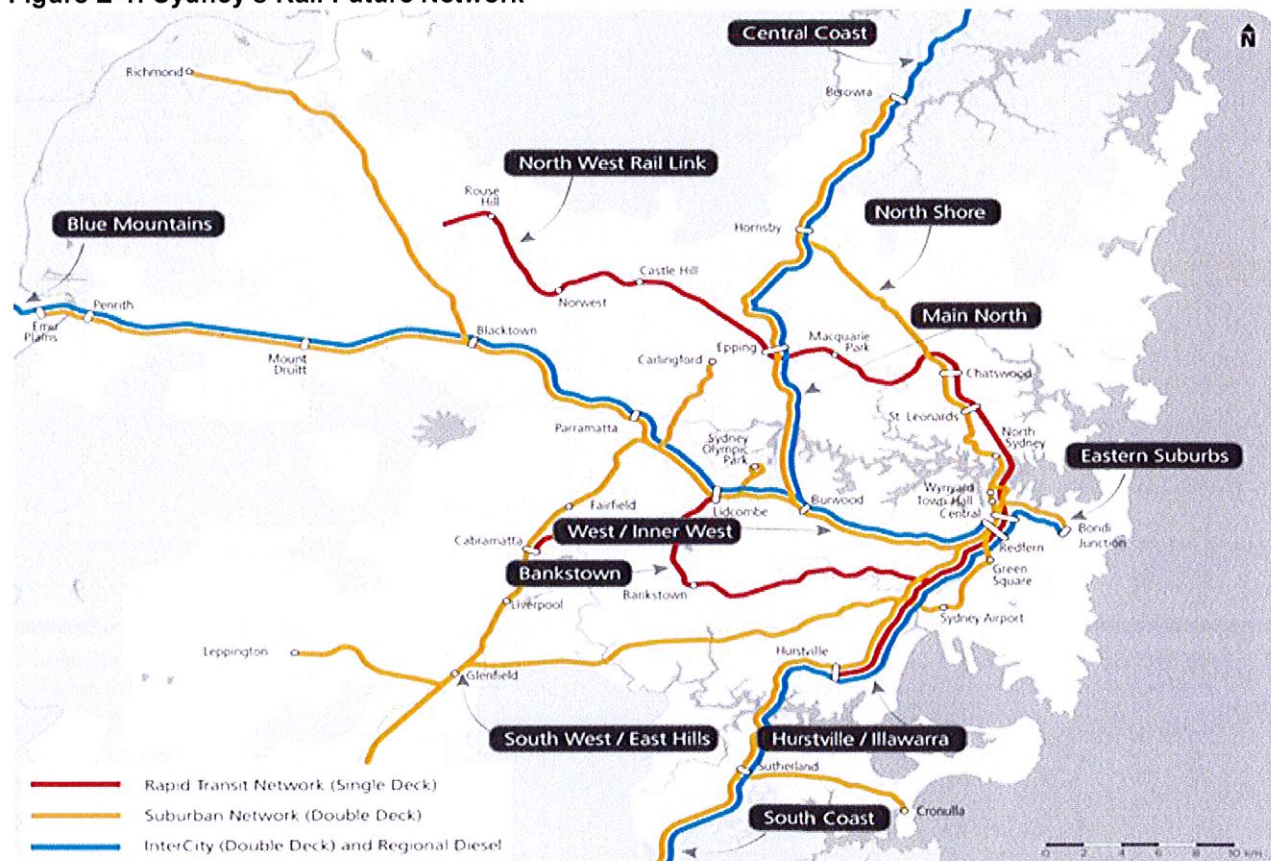
Sydney's Rail Future outlines the Government's commitment to the delivery of the \$8.3 billion North West Rail Link (NWRL), which runs from Sydney's north west at Cudgegong Road to Chatswood via Macquarie Park, which is currently under construction.

The new line will service one of Sydney's major growth areas (and catchment areas for the employment jobs within the precinct) and provide improved connectivity to Sydney via, and linking to, major centres at Macquarie Park and Chatswood.

In the longer term the NWRL will connect with the second Sydney Harbour crossing and serve as part of Sydney's Rapid Transit network as outlined in Figure E-1 below.

The delivery of the new line will significantly increase rail services with a "turn up and go" frequency all the time, with a train every 4 minutes in peak times (15 trains per hour in peak times up from 4 trains per hour currently), and every 10 minutes per hour off peak, weekends and at night, with 98% reliability.

Figure E-1: Sydney's Rail Future Network



Attachment F: Sydney's Bus Rail Future Specific Relevance to Macquarie Park

Sydney's Bus Future outlines the Government's commitment to the delivery of an improved bus network across Sydney providing three tiers with the respective service characteristics as outlined in Figure F-1 below. The Rapid network reflects the "intermediate" transit network as outlined within Sydney's Strategic Transit Network.

Figure F-1: Sydney's Bus Future Service Tiers

Rapid	Suburban	Local
<ul style="list-style-type: none">• Frequent 'turn up and go' services without the need for consulting a timetable• 13 routes (2 Growth Centre routes, 5 new end-to-end services and 6 established routes)• Stops every 800 metres to 1 km• Investment in bus priority infrastructure for fast and reliable journeys.	<ul style="list-style-type: none">• A mix of frequent 'turn up and go' and timetabled services• 20 cross-metropolitan routes initially, including 8 new end-to-end services• Additional Suburban routes to be identified and introduced• Stops every 400 metres• Bus priority targeted at key pinch points to speed up services.	<ul style="list-style-type: none">• Timetabled services• Completes the network, providing services such as local shopping services, CBD shuttles, peak expresses• Stops every 400 metres• Peak express services with variable stop spacing• Services use local streets and roads, and bus priority for peak express connections.

Sydney's Bus Future in Figure F-2 outlines that Macquarie Park is at the convergence of three planned rapid bus routes providing services between Macquarie Park and Parramatta, Castle Hill, Burwood and St Leonards/Sydney CBD.

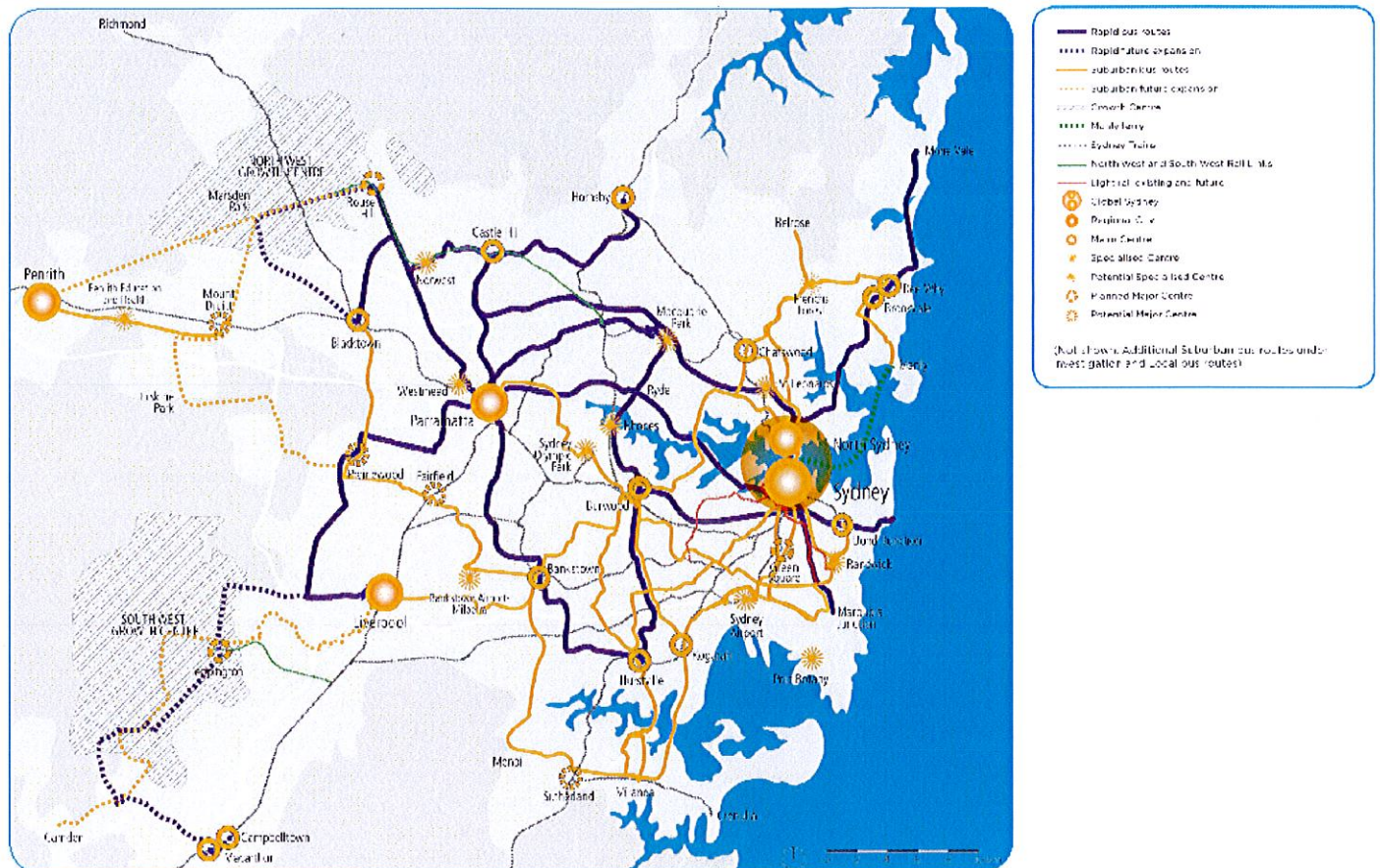
In the short term improved connectivity between Macquarie Park and Parramatta and Burwood will be provided through bus priority works on the road network to speed up and improve reliability of trips and add up to 50 and 30 additional services per day respectively. In the longer term the capacity to move people by bus between Macquarie Park and Parramatta will increase to 10,000 people per day.

Service levels for rapid bus routes reflect an average 5 minute wait for the bus all day every weekday, more than 150 services during day time hours (6am-7pm) every weekday and 100 services during daytime hours every weekend.

Completing the rapid services, Macquarie Park is currently served by 28 local bus services to and from a variety of destinations.

Figure F-2: Sydney's Bus Future Network

13 Rapid bus routes and 20 major Suburban bus routes



Attachment G: Sydney's Light Rail Future Specific Relevance to Macquarie Park

Sydney's Light Rail Future outlines the Government's commitment to planning for Sydney's light rail network into the future. The strategy identifies the Western Sydney light rail network as a priority for further investigations currently being undertaken by TfNSW.

Part of this network may include a connection between Macquarie Park and Parramatta which was announced by the Minister for Transport as a shortlisted route for more detailed investigations.

Attachment H - Macquarie Park Travel Trends

As noted, the *NSW 2021 State Plan* sets a target to increase the proportion of total journeys to work by public transport (mode share) in the Sydney Metropolitan Region to 28% by 2016.

Currently, a mode share of 21% for journeys to work with a destination within Macquarie Park is achieved, and a mode share of 31% for journeys to work with an origin in Macquarie Park is achieved.

As the 28% target is a metropolitan area average, to achieve this, areas with higher levels of transport accessibility and high employment or high population density (or both) need to have the ability to contribute a relatively high proportion of the average mode share. At this stage, the current mode share to and from the Macquarie Park precinct does not reflect this.

While some people who hold jobs in Macquarie Park travel from across Sydney, many live within the local Ryde–Hunters Hill area, with up to 13% of workers within the Macquarie Park precinct also live within this area.

Similarly, 38% of the workers who live within Macquarie Park travel to jobs located in the Ryde–Hunters Hill.

Each of these groups of people who live and work close to their jobs and homes are more likely to travel to work via active transport than workers or residents who travel further to their jobs or from their homes.

This self-containment within the Macquarie Park precinct of both jobs and housing will assist in achieving the policy outcomes identified in the *NSW 2021 State Plan* and the *NSW Long Term Transport Master Plan*.