

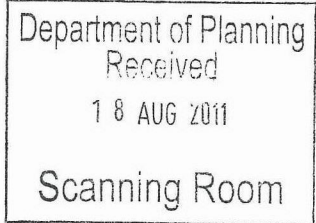


Transport
State Transit



12 August 2011

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Department of Planning
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Sydney NSW 2001



Attention: Jodie Leeds

Environmental Assessment – Mixed use development at 110 – 114 Herring, Macquarie Park (MP10_0112 and MP 10_0113)

I refer to your letter seeking comments on the Environmental Assessment for a concept plan for a mixed use development at 110 – 114 Herring Road, Macquarie Park. State Transit appreciates this opportunity to provide input on the matter.

State Transit has reviewed the Environmental Assessment Report and raises no major objection to the proposal. However, it is interesting when reading developments that are proposed within the immediate that no consideration has been given to the cumulative affects traffic generated by these developments and the resultant overall impact on the road network. In this regard I refer to proposed developments at;

- 150 Epping Road – 440 units with provision for 749 car spaces
- David Ave, North Ryde – 213 units for 311 car spaces
- 122 Epping Rd / 1 – 9 Allengrove Crescent – 196 units for 273 car spaces
- 110 – 114 Herring Rd – 626 units for 790 car spaces

The potential cumulative impacts of all cars if they were to use the Herring Road intersection, which is possible, then this volume of vehicles would exceed the saturation flow of one travel lane along Epping Road.

State Transit appreciates the theory that by limiting off-street parking provisions the development will attract buyers with low levels of private car dependency or those seeking to make use of public transport services. However, State Transit considers this to only be appropriate where the surrounding local road network has appropriate restrictions in place to limit on-street parking. Given the low density housing that

surrounds the site with little or no parking controls, it seems likely that limiting parking within the development will do little to detract from private vehicle usage.

Other concerns include:

1. The need to upgrade the capacity of the Epping / Herring Road intersection. This could be in the form of a contribution towards the grade separation of the carriageway.
2. Demonstrate how public transport will be upgraded at bus stops to ensure that future residents have access to public transport.
3. The provision of bus lane along the northern side of Epping Road that replaces the existing T3 Transit Lanes (6am-10am Mon-Fri)
4. The provision of a bus lane on the southern side of Epping Road (3pm-8pm Mon- Fri)
5. Upgrade the bus infrastructure on Epping Road and more specifically the bus stop adjacent the site. This should include suitable amenity, including weather protection and access for all users.
6. Detail any proposed impacts (Construction and Operation) on bus services and bus stops in the local area, mitigation measures should also be described for any proposed impacts.
7. State Transit will require in due course a copy and an opportunity to provide input into the construction traffic management plan.

Should you require further information I can be contacted on 9245 5750 or by e-mail brian_mander@sta.nsw.gov.au

Yours sincerely,



Brian Mander
Manager Traffic and Service Planning