



Ref 10 151

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Attention: Ian Cady

Re: Concept Plan and Project Application for 110-114 Herring Road, Macquarie Park
(MP 10_0112 and MP 10_0113)

Dear Ian,

We refer to your correspondence and in particular the Schedule of Key Issues outlined in the letter received from NSW Department of Planning and Infrastructure (DoPI) dated 4 November 2011. In this regard we have reviewed the contents of the submission and we note that revised plans have been prepared in response to the matters raised. We therefore now advise as follows in relation to the issues that fall within our area of expertise:

Traffic Generation and Impacts

The DoPI has requested further consideration of the traffic implications of the proposal, taking due account of the issues raised by Ryde Council and Government agencies.

With regard firstly to the matters raised by Ryde Council, we note Council's correspondence to the DoPI dated 14 October 2011, which raises concerns regarding the application and in particular issues relating to the cumulative impacts of other Major Development applications (being those approved and exhibited) within the precinct. Council also raises concerns that the application does not take due account of the future road network and the likely change in status of Herring Road and recommends a more pragmatic and integrated consideration of traffic impacts within the precinct.

We respectfully submit that Council's comments are contrary to its own adopted methodology, as set out in the Traffic Impact Assessment Process for Macquarie Park Corridor Development Applications, which is a policy document prepared by Council. The required process involves the use of the Macquarie Park Growth Model (a Paramics Microsimulation Model) which was expressly developed by Council for the purpose of assessing and monitoring the cumulative impacts of developments, with consideration also of the need for traffic infrastructure improvements that are embodied in Council's long term strategic (2031) model. This model is required to be used for all developments within the precinct that have an increased floor area of greater than 1,000m². This enables Council to undertake a network wide assessment and Council is thereby uniquely placed to control the strategic planning process. Furthermore the cost of obtaining the base model from Council (as occurred) is substantial and includes an allowance for a peer review for Council to engage its own consultants to undertake this review. Council's statement that:



“a more pragmatic and integrated consideration of traffic as it affects Macquarie Park and surrounding suburbs is required by the Department before making determinations”.

...is therefore considered to be unreasonable and indicates a lack of awareness of its own processes and protocols. These comments should therefore be disregarded as they have no technical basis. Furthermore, the Traffic Impact Assessment has addressed all requirements under the DGR's.

Accordingly it is our view that the Department has been provided with all relevant information required in relation to traffic planning matters to make an informed decision on the impacts on the surrounding road network.

With regard for the Roads and Maritime Services, we note that the application was referred for the consideration of the Sydney Regional Development Advisory Committee (SRDAC). The SRDAC raised no concerns regarding the traffic impacts of the application as outlined in the RMS's letter to the DoPI dated 14 September 2011.

Parking

Parking for the proposed development has been provided in accordance with the Director General's Requirements which seeks to reduce parking on-site. Specifically, the revised application requires a minimum of 837 spaces under Council's DCP. In response a total of 741 spaces are proposed including 46 at grade and 695 within the basement car park. This represents a reduction of 11.5% of Council's minimum requirement and accordingly, the objectives of the DGR's to promote alternate travel modes are met to a substantial degree, but not to the extent that on-street parking demands would be encouraged where good public transport services are available.

Internal Road Network and On-Street Parking

The revised application includes a reduction in width of the originally proposed internal east-west roadway to the north of Building C to allow one way (east to west) movements only. In addition the previously proposed 90 degree spaces adjacent to buildings Y and M have also been removed. These changes have resulted in a significantly increased in open space as required by the DoPI. The revised internal road network will also provide improved residential amenity and safety, whilst still providing adequate connectivity through the site. Accordingly, the revised road network is considered supportable.

Please contact the undersigned should you have any queries or require and further information or assistance.

Yours faithfully

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Graham Pindar
Director