RESPONSE TO THE NORTHERN DISTRICT TIMES ON HERRING ROAD UAP
(15 August 2014)

From a Department of Planning and Environment Spokesperson:

The plans for the Herring Road Urban Activation Precinct were developed after a number of consultation meetings between the Department of Planning and Environment and local stakeholders, including Ryde Council, landowners and Ivanhoe Estate residents. This consultation process will continue as exhibition submissions are assessed and responded to.

Consultation between the Ivanhoe Estate Tenants Group and the department occurred on several occasions, with the department accompanying residents on tours of the urban renewal area, taking the group’s feedback into account as we prepared plans.

Councils are one of the most significant stakeholders in a proposal like an Urban Activation Precinct – that’s why the department has met regularly with Ryde Council staff during the development of plans for the precinct and taken their feedback on board, as well as presenting at a number of public meetings at which Ryde councillors and staff members were present.

The department estimates the Herring Road precinct could contain 5,400 dwellings by 2031, assuming construction of about 300 dwellings per year.

This provides a more realistic estimate of the precinct’s potential than the theoretical maximum capacity which Council has tried to calculate, which does not take into consideration market factors like demand for housing, economic feasibility, or the intentions of individual land owners.

In its planning report the department has considered and detailed the infrastructure that will support the Herring Road UAP.

There has already been significant investment in transport infrastructure which benefits Macquarie Park – including the Epping to Chatswood Rail Link, upgrades to the M2 motorway and the expected completion of the North West Rail Link in 2019-20.

Concerns from Ryde Council about infrastructure needs can be addressed through the existing Section 94 Contribution Plan, which can be updated to reflect changing community needs and could be used to fund local infrastructure items like community facilities, halls and libraries, local parks, local road improvements, creek corridors and cycleways.