

Herring Road Urban Activation Precinct

I wish to provide feedback to the NSW Government and the Department of Planning and Environment of the following comments regarding the Urban Activation Precinct Plan for Herring Road, Macquarie Park:

- As one of the few owner-occupiers in my building block, it is a concern that many property owners have not been adequately made aware of the proposals. I was only made aware of the proposals via a letter box leaflet. Therefore, I imagine it is only the tenants and not the property owners themselves who are duly notified of the proposals. Correspondence to the property owners would be more appropriate.
- My main point of contention is with new local street connections east of Herring Road¹ - namely "Peach Tree Road to Ivanhoe Place" and "Street and bridge between Peach Tree Road to Lyon Park Road" - as it appears to directly and significantly affect my property:
 - On the one hand, my property appears on the "Proposed Floor Space Ratio Map"².
Note: I believe 9 Peach Tree Road is marked X1 at the end of the cul-de-sac
 - On the other hand, my property **no longer exists** via a stroke of the pen under "New streets and intersections"³. In order for the road extension of Peach Tree Road to be straight, it has to go right through our property. Unless I am mistaken, the intersection of the two new streets is where my property "would've been".
 - Putting a road and bridge over Shrimpton's Creek would cut across valuable green space. Shrimpton's Creek supports a large number of wildlife, I wonder what would be the environmental impact with having vehicular roads now running so close to the creek.
 - I would have no issues with a pedestrian/cycle path and bridge instead which would not disturb the environment or the residents as much.
 - I strongly object to both "Peach Tree Road to Ivanhoe Place" and "Street and bridge between Peach Tree Road to Lyon Park Road" connections.
 - I contend that these proposed new streets are not necessary. With the proposed new intersections along Herring Road, I dismiss the justification and necessity of needing further improved traffic flow within these back streets for local residents.
 - The existing streets will have adequate access to the main arteries of Herring and Waterloo Roads. As long as traffic flow along Herring and Waterloo Road is sufficient and regulated, there is no need to overcomplicate and disrupt the peace and quiet of the back streets by introducing new roads **and unnecessarily proposing to eliminate any existing property**.
 - Whilst I have been advised by representatives of Planning & Environment that developers would need to buy-out the property in order to develop and realise the proposed new roads and that the Department of Planning & Environment **have no authority** to simply remove or take-over the

property, it is objectionable to me that it would even be considered in the first place – where there is a distinct possibility that I could no longer have a place to live in an area I have resided for well over 10 years for the sake of some unnecessary roads.

- These proposals will very likely diminish the value of my property. Even having these draft proposals/plans as it is, it will already likely cause my property to devalue where “potential buyers” will think it is a place which will no longer exist in the near future.
- Many residents (myself included) prefer living in smaller unit blocks where there is a sense of community and knowing who their neighbours are - even when they were rented out.
- I do not agree with buildings in excess of 14 storeys within the area.

¹ “Volume1_Planning_Report.pdf”, p39

² “Volume1_Planning_Report.pdf”, Figure 49 - Proposed floor space ratio plan, p55

³ “Volume1_Planning_Report.pdf”, Figure 38 - New streets and intersections, p38