

Simon Truong - 396 Lane Cove Road, Macquarie Park

From: MALLOCH Angela <Angela.MALLOCH@rms.nsw.gov.au>
To: Simon Truong <Simon.Truong@planning.nsw.gov.au>
Date: 2/02/2012 4:21 PM
Subject: 396 Lane Cove Road, Macquarie Park

Hi Simon,

Further to our discussion yesterday morning, here is an outline of the information the proponent will need to provide before we can proceed with our own assessment of the proposal:

- Details of the traffic data used in the development of SIDRA modelling undertaken. This includes traffic counts (locations), signal settings and future growth assumptions.
- Further detail regarding traffic distribution and assignment methodology adopted.
- What are the assumptions around the revised and new signal phasing at the existing and proposed signalised intersections in the study area.
- More detailed analysis of the modelling outputs, in particular the approach delays and queuing for each approach leg. It will be critical to understand whether queuing along Waterloo Road will extend beyond the proposed intersection at Coolinga Street (as this will impair egress from the site).
- An analysis for a later development horizon, 10 years in the future, that takes into account growth in background traffic to assess the cumulative impacts of the proposal and determine viability of intersections analysed. SIDRA analysis is also required for the future scenario.
- The traffic report states little benefit is seen from the proposed G-turn, have alternative solutions been assessed to enable the site to gain/maintain adequate access? The proposed traffic generated from this site is unlikely to have *minimal impact* on the surrounding road network as suggested in the traffic report.

Roads and Maritime Services (RMS) has recently completed an Audit of Ryde Council's Paramics model. One of the findings of this report is that in its current form it is not an acceptable tool to be utilised in the assessment of development impacts on the State Road Network.

As discussed RMS suggests the next step be a meeting with the developer to discuss the way forward and determine alternate modelling approaches (if required). As part of this meeting, it is suggested that the traffic consultant presents the report findings and abovementioned details to Department of Planning, Council and RMS.

Regards,

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