

The Director
Metropolitan Projects
The Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Simon Truong

396 Lane Cove Road and 1 Giffnock Avenue, Macquarie Park

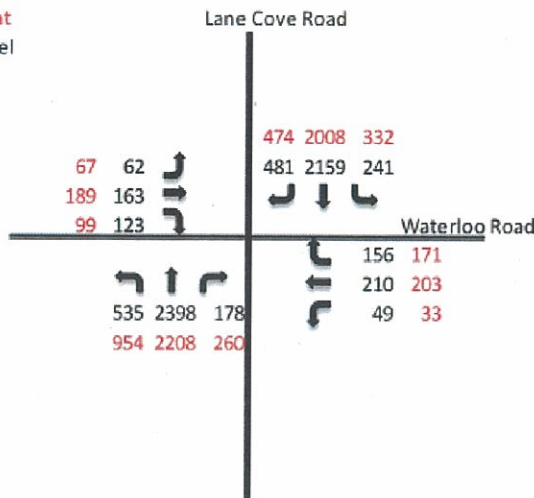
Dear Sir/Madam

Reference is made to the latest traffic report dated 8 March 2012, concerning the abovementioned major project which was referred to the Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

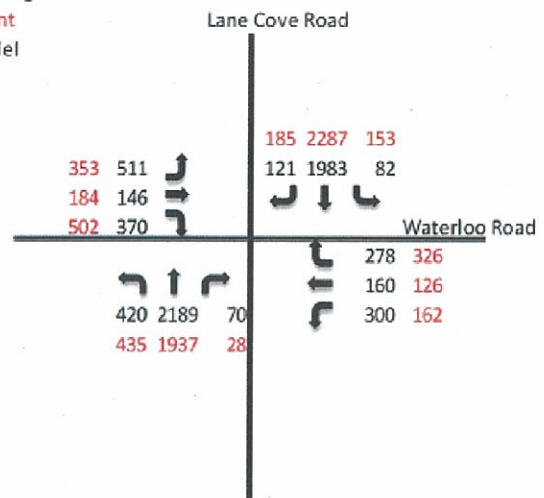
Following the meeting held on Monday 5th March between RMS staff and proponent's representatives, the RMS received a supplementary traffic report. At the meeting on the 5 March 2012 RMS staff highlighted an error in the proponent's traffic modelling, in which lower numbers were assigned to the intersection Lane Cove Road/Waterloo Road critical movements. RMS requires the errors to be corrected in the traffic modelling to provide an accurate representation of the proposed development's impact on the surrounding road network. RMS has the following concerns and comments on the traffic report dated 8 March 2012:

1. The modelled base flows are consistent between the previous and latest rounds of modelling with the exception of the left turn from Lane Cove Road (S) to Waterloo Road (W) which is 60 vehicles less in the latest modelling.
2. The previously identified discrepancy between left and right volumes on the Waterloo Road (W) is still present and has not been corrected. A comparison of modelled base flows (model) and RMS surveys (count) for the intersection are shown below

Morning Peak
Count
Model



Evening Peak
Count
Model



- The heavy vehicle percentage is half what was used in the previous modelling (1% as compared with 2%) which is less than originally surveyed at 3.5-4%. There was no explanation provided for this reduction in heavy vehicle volumes.

RMS would like to reiterate to the Department of Planning and Infrastructure that this development relies heavily on traffic being distributed to other intersections in the network including local roads under the care and control of Ryde City Council. This development also relies on 69% of employees using public transport to access the site in peak hour. This is a large percentage as Ryde Council has anticipated that 40% of people coming to and from Macquarie Park will use public transport by 2031. In order to see this high percentage of public transport usage for this site, it is important that all future applications for this site encourage employees to use public transport through the use of work place travel plans and safe and secure pedestrian links.

Should you require any further clarification in relation to this matter, please call the contact officer named at the top of this letter.

Yours faithfully,

Owen Hodgson
Senior Land Use Planner
Transport Planning, Sydney Region

27 March 2012