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Attention: Mr Mark Syke, Director Planning and Design

Re: Part 3A Application - Whiteside

Dear Mark,

We refer to the subject site and in particular to the specific queries raised by the DoPI's Karen Jones (Director – Regional projects South) in her email correspondence to Ian Cady of Urbis dated 6th February 2012. These queries relate to the 23rd January 2013 submission to the Department, which discussed proposed amendments to the Preferred Project Application.

In particular, we note that the Department requires clarification of the traffic and parking aspects of the proposal, given the intention to reduce the number of units from 163 to 157. In this regard, we confirm as follows:

Traffic Generation and Impacts

The original TMAP report was prepared on the basis of a development yield of 213 units. Further amended plans have reduced this progressively to 182 units, then 163 units, and now 157 units.

The traffic generation associated with the change as now proposed (from 163 to 157) will reduce the traffic generation of the overall site from 65 veh/hr to 63 veh/hr, assuming a maximum (worst case) trip rate of 0.40 veh/hr/dwelling. This is clearly a very moderate reduction that does not alter the conclusions of all previous assessments. Nevertheless, it is appreciated that any reduction is likely to be perceived as being in the public interest.

It is also likely that the trip generation rate per dwelling will be closer to 0.29 rather than 0.40, as has been adopted on other sites within Macquarie Park, taking full account of the excellent public transport services that are available within a close walking distance. If this rate were to be applied, then the generation will reduce from 48 veh/hr to 46 veh/hr.

These trips are very moderate and in addition, are spread between the available accesses. In our view, the generation is progressively reducing to the point where the need for the local area traffic study that was to be undertaken to address mainly existing traffic problems in the residential area to the immediate south of the site, may well be unnecessary. In particular, if the 46 veh/hr were to be adopted for assessment, then this would equate to 9 veh/hr in and 37 veh/hr out during the AM peak period. The entries will all occur via Epping Road, with the 37 veh/hr exiting the site being split between Epping Road (13 veh/hr) and the various local residential roads to the south (24 veh/hr). In our view, this would negate the need for a local traffic management study, which in this



context would be essentially dealing with existing traffic problems, including rat-running, to the limited extent that this presently occurs. Nevertheless, the local study could be seen as being responsive to local concerns and therefore has some validity.

Parking

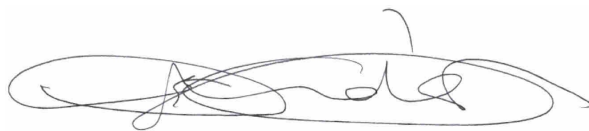
The reduced unit yield will reduce the parking requirement very slightly. The previous 163 unit scheme proposed 241 spaces in compliance with Council's DCP. The 157 units that are now proposed require 223 spaces, although 225 spaces are indicated on the plans and schedules. This will potentially enable 2 spaces to be allocated for use by courier and delivery vehicles, so that full compliance with Council's requirements is achieved.

The changes as now proposed will therefore result in a further net reduction of 6 spaces. This is considered to be of no consequence and results in only a minor modification to the basement, which is a detailed matter that can be addressed at Project Application stage.

In summary, the proposed changes are not considered necessary on traffic planning grounds, but will result in a perceived public benefit. Please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

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Graham Pindar
Director