



3 May 2021

TfNSW Reference: SYD21/00413/01

Council Reference: CNR-20246 - LDA2021/0095

The General Manager
Ryde City Council
Locked Bag 2069
North Ryde NSW 1670

Attention: **Kimberley Kavwenje**

**ALTERATIONS AND ADDITIONS TO EXISTING EDEN GARDENS AND
CONSTRUCTION OF COMMERCIAL OFFICE BUILDING - 307 LANE COVE ROAD,
MACQUARIE PARK**

Dear Sir/Madam,

Reference is made to Council's correspondence dated 6 April 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment in accordance with Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW advises that the proposed extension of the existing right turn lane on Lane Cove Road at the signalised intersection requires Section 87 approval from TfNSW under the *Roads Act, 1993*.

TfNSW has reviewed the submitted application and does not provide Section 87 approval for the proposed civil works on Lane Cove Road in accordance with the *Roads Act, 1993*. TfNSW also raises the following issues to be adequately addressed prior to the determination of this application:

1. The Traffic Report proposes a 20% reduction in trip generation for all of the proposed land uses at this site. Further justification is required to explain how this reduction was determined.
2. A copy of the Traffix traffic modelling report referenced in section 2.5 of the submitted Traffic Report should be provided for review.
3. The traffic generation information in Table 5.1 does not include data for the expansion of the existing garden, café, proposed garden tenancies and rock climbing facility. This table should be updated to include all existing and proposed land uses. The applicant also needs to explain how the traffic generation rates were determined and what benchmarking was used.

4. The weekend traffic generation rates were not provided for the proposed garden centre expansion and tenancies, café, function centre and rock climbing facilities, which are likely to have a higher demand and traffic generation on weekends.
5. The post development peak hour traffic flows presented in Figure 5.1 and the SIDRA outputs use a lower traffic generation volume compared to the data presented in Table 5.1. This discrepancy needs to be addressed to properly understand what the potential queuing impacts are on Lane Cove Road, and whether additional mitigation on both the left and right turn bays is required. The 10 Year Post Development traffic flows will also need to be checked for any discrepancies.
6. The applicant is proposing to extend the right turn bay on Lane Cove Road to 96m, however the existing AM peak queue is 109m. The right turn bay will need to be extended to accommodate the worst case scenario, with further consideration of the available median and road alignment.
7. The submitted plans do not provide details of lane delineation on the local access road for this site. There is only one exit lane shown on the plans when there is currently a left turn lane and shared through and right turn lane. It is not clear whether the existing access road lane configurations on the Traffic Signal Control plan is proposed to be modified and how this might affect the traffic signal operations.
8. It is not clear how vehicles entering the access road from Lane Cove Road will be prioritized so that there is no queuing back onto Lane Cove Road, particularly for vehicles that will be entering via the proposed boom gate. The applicant should provide further details regarding the management of vehicular access via the proposed boom gate.
9. The SIDRA cycle times should be 140 seconds.
10. The submitted SIDRA outputs have a default pedestrian volume of 50 pedestrians per crossing per hour. The applicant is requested to provide a justification for this rate and what the expected pedestrian and cyclists increase will be from the proposed development.
11. The submitted swept paths show the 12.5m HRV straddling the adjacent lane on Lane Cove Road, impacting on through movements. HRV vehicles entering the access road impact on the opposing vehicle movements for about 40m. The HRV swept paths need to be reviewed and need to demonstrate that the simultaneous movement of passenger vehicles in the opposing direction will not be affected. Also the swept path plans show vehicles encroaching onto kerb and gutter.
12. The proposed upgrades of the pedestrian footpath on the western side of Lane Cove Road to a 2.5-3m wide shared user path may not be possible, due to constraints from the bridge over the M2 Motorway, existing carriageway of Lane Cove Road and roadside furniture.

13. Further details are required for the proposed pedestrian safety fence to determine whether it will reduce the existing footpath width and whether it is the most appropriate safety measure for pedestrians in this location.

TfNSW also provides the following comments for Council's consideration:

1. The subject property abuts a Declared Tollway (M2 Motorway) as shown by purple line on attached Aerial – "X". Access is denied across this boundary.

All buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Lane Cove Road and M2 Motorway boundaries.

If you have any further questions please direct attention to Development Assessment Officer, Shoba Sivasubramaniam, on 0431446623 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner

