



20 April 2018

Our Reference: SYD11/00194/08 (A21795807)
DP&E Ref: SSD 5093, MOD 4

Director – Key Sites Assessment
Department of Planning & Environment
GPO Box 39
SYDNEY, NSW 2001

Attention: Genevieve Hastwell

Dear Sir/Madam,

**PROPOSED MODIFICATION FOR THE M2 SITE, NORTH RYDE STATION URBAN
ACTIVATION PRECINCT - NORTH RYDE STATION PRECINCT (LACHLAN'S LINE)**

Reference is made to Department's letter dated 19 March 2018, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comments in accordance with *Environmental Planning and Assessment Act 1979*. Roads and Maritime appreciates the opportunity to provide comment.

Roads and Maritime has reviewed the submitted information and noted that the submission seeks to amend approved North Ryde Station Urban Activation Precinct to:

- Construct a temporary 'pre-assembly' shed (83 x 38m) to assist in the fabrication of the approved pedestrian bridge over Delhi Road;
- Allow 24-hour construction of the temporary bridge pre-assembly shed, the pedestrian bridge and works associated with the delivery, installation and deconstruction of these items;
- Remove an additional 17 trees (total 43 to be removed on the site) to facilitate the construction of the pedestrian bridge; and
- Stratum subdivides the pedestrian bridge.

Roads and Maritime raises no objection to the above modification however provides the following comments for Department's consideration during determination to this application:

1. Section 4.1 - **For site clearing, installation of piles, piers and landscaping (multiple 12hr night shifts)**, The Hills Motorway does not support closures between 7pm to 7am on any day as stated in the document. All M2 Motorway closures are processed via the M2 ATW process and are subject to traffic conditions and demand. Typical single lane closures on the M2 Motorway are from 9pm to 5am.
2. Section 5 - **Traffic Analysis of Proposed Lane Closures**, for the purposes of traffic analysis 1800 as stated in the document is high. The Hills Motorway consider 1750 vehicles per lane per hour more suitable in optimal traffic conditions (e.g. free flow 100km/h), with this reducing to 1400 vehicles per lane per hour in congested periods and/or involving traffic flow breakdown, such as lane merging etc. Further, traffic on motorways is seasonal and as such the AADT value may not be reflective of the conditions at the time of the proposed works.

Roads and Maritime Services

3. Section 5 – ***Various Construction Activities and Lane Closures***, as noted above on point 1, all M2 Motorway closures are processed via the M2 ATW process and are subject to traffic conditions and demand. Typical single lane closures on the M2 Motorway are from 9pm to 5am.
4. Section 5 – General comments in regards to crane lifts and lane closures. The Hills Motorway will be seeking comprehensive certified lift plans for all crane lift adjacent to and over the M2 Motorway, from which the extent of lane closures will be defined to ensure road users are appropriately protected.
5. Section 5 – The Hills Motorway will seek further details on the ground loadings and potential impacts of the crawler crane on The Hills Motorway assets, including the Delhi Road Westbound on ramp, Delhi Road bridge structure and approach slabs.
6. General comments:
 - a. The above comments are not exhaustive as further construction planning details and M2 Motorway activities will develop over the course of the Landcom project.
 - b. The traffic data used and provided was based on 2014 traffic volume data and it is advised to use most recent traffic data for further analysis on current situation and future traffic impact.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Ahsanul Amin, A/Senior Land Use Planner on 8849 2762 or email at development.sydney@rms.nsw.gov.au.

Yours sincerely,



Mary Whalan
Director Integration – North West Precinct