

## TECHNICAL NOTE

Reference: P0421t07v02

19 March 2020

Frasers Property Australia  
Level 2, 1C Homebush Bay Drive  
Rhodes NSW 2138

Attention: Cameron Jackson, Development Director

**RE: Ivanhoe Estate, Macquarie Park (SSD 8707) – NSW Department of Planning, Industry and Environment Request for Information.**

Dear Cameron,

I refer to your recent request to provide additional information in response to a request from NSW Planning, Industry & Environment's (DPIE) Principal Planner, Andy Nixey, dated 18 March 2020.

Analysis of the most recent Aimsun model has been conducted to determine the number of vehicles utilising Main Street (Road 1) and the proposed bridge over Shrimptons Creek. This has been split into Ivanhoe Estate development traffic and other local and regional traffic. Table 1 shows that both weekday peaks have a similar percentage split between the development traffic and other traffic, effectively using the bridge as an alternate route due to improved travel times. It is evident from these volumes that there is proportionally more regional benefit than access for the development.

**Table 1: Utilisation of Main Street and proposed bridge over Shrimpton Creek**

Peak	Total Incoming	Ivanhoe	Other	% Ivanhoe	% Other
AM	844	270	574	32%	68%
PM	1,089	370	719	34%	66%

It should be note that the figures above have been extracted from the Aimsun model that includes the left in on Epping Road which no longer forms part of the SSDA. The closure of the left in will result in the recirculation of 34 vehicles in the AM peak and 65 in the PM peak (from Table 1) making use of the available network including via Herring Road and Lyonpark Road.

The volumes shown in Figure 1 have been extracted from the modelling conducted as part of the Ason Group, *Transport Management and Accessibility Plan Addendum, Ivanhoe Estate Redevelopment, Macquarie Park SSD 8707* dated 13/09/2018 (TMAP Addendum). After removing the left in from Epping Road and assuming a 50:50 split via Herring Road and Lyonpark Road, the results shown in Figure 2 demonstrate continued regional benefit from these recirculating regional vehicles.

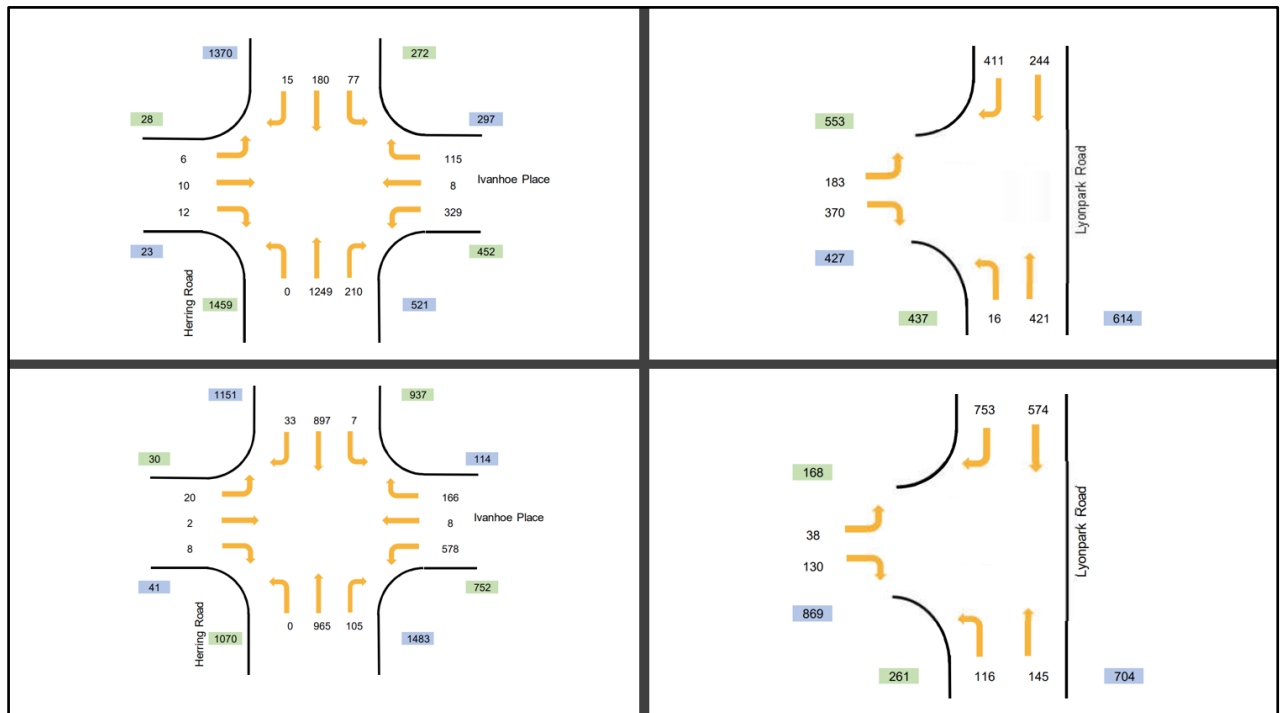


Figure 1: 2031 AM and PM PeakTraffic Volumes with left in on Epping Road

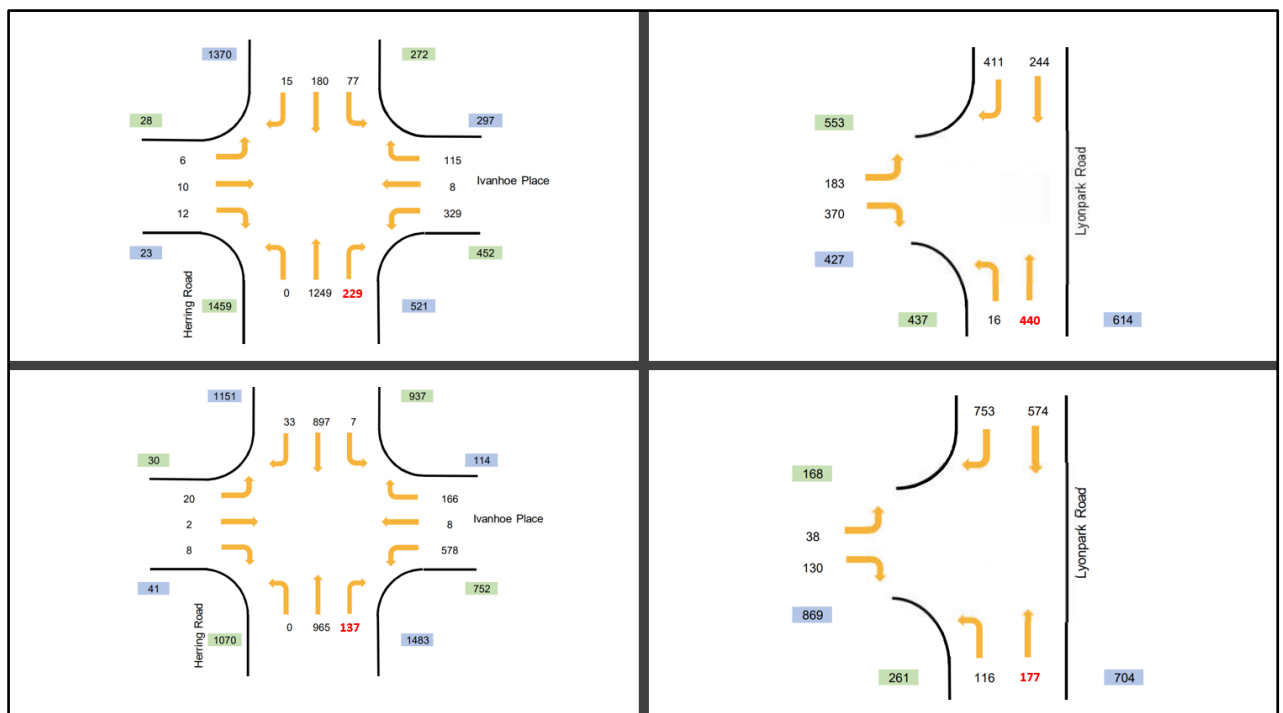


Figure 2: AM and PM PeakTraffic Volumes redistributed from left in on Epping Road

This redistribution following removal of the left in from the analysis results in the revised volumes shown in Table 2, which demonstrates minimal change and still shows that there is proportionally more regional benefit than access for the development.

**Table 2: Utilisation of Main Street proposed bridge over Shrimpton Creek (without left in)**

Peak	Total Incoming	Ivanhoe	Other	% Ivanhoe	% Other
AM	827	270	557	33%	67%
PM	1,057	370	687	35%	65%

Additionally, Macquarie Park Corridor Development Control Plan 2014 (MPDCP) provides a framework to guide future development in the Macquarie Park Corridor. The document specifies built form controls for all development within the Corridor and sets in place urban design guidelines to achieve the vision for Macquarie Park as a vibrant community and as a place to live, work, and visit. The connection—which is generally consistent with the MPDCP as shown the Figure 3—was envisaged to provide greater permeability through the Macquarie Park Network and meet the following objectives (Section 4.1):

- To provide for new streets to improve pedestrian, cycle and vehicular connectivity within the Corridor.
- To enhance connectivity with surrounding areas and provide new access points into the Corridor from the surrounding street network.
- To establish a clear hierarchy of public streets, building on the existing street hierarchy within the Corridor.
- To accommodate increased traffic movement within the Corridor.
- To promote active transport including walking, cycling and bus public transport usage.
- To provide a street network that responds to the constraints of topography, existing development and subdivision patterns.



**Figure 3: Macquarie Park Corridor Development Control Plan 2014 Access Network**

The new connection, will provide alternate routes available for all traffic, not just that associated with the development, and this will result in a reduction in congestion levels, particularly along Waterloo Road by virtue of new routes being provided for westbound and southbound traffic generated by the precinct, generally bounded by Waterloo Road / Epping Road / Lane Cove Road and Shrimptons Creek in accessing the regional road network.

Finally, we trust the above information provides clarification and a greater appreciation of the issues identified by Mr Nixey. As always, please do not hesitate to contact the undersigned should you require any further information.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dan Budai'.

Dan Budai  
**Senior Traffic Engineer – Ason Group**

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