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ARUP

Dear Michael

Project Star - Traffic Report Addendum

The following is an addendum to the traffic reports entitled '*Transport Impact of Star City Redevelopment*' and '*Supporting Information to Preferred Project Report*', submitted by Arup in September and December 2008 respectively to the Department of Planning. This addendum is based on plans provided to Arup by Fitzpatrick + Partners in August 2009, drawing numbers DA-005 to DA-011. The findings and conclusions detailed in Arup's 2008 traffic reports are all still applicable and valid for the modified design. This layout from a traffic perspective performs equally to that described in the 2008 traffic reports.

The modified single porte cochere arrangement is acceptable from a traffic perspective. Simulation modelling conducted in Arup's September 2008 traffic report (see Section 5.2) indicates that it is unlikely for there to be any spill-over of traffic onto Pirrama Road due to queuing in the porte cochere. The porte cochere is located a sufficient distance (>25m) away from the Pirrama Road/Edward Street intersection to prevent any traffic flow issues arising from the interaction of the porte cochere and this intersection.

The entry angle for vehicles (75°) into and out of the porte cochere is satisfactory from a traffic perspective, providing adequate sight distance and reducing the speed environment. Vehicle swept path analysis indicates a smooth entry and exit from the porte cochere for all vehicles. The proposed geometry reinforces the preferred left-turn-in/left-turn-out traffic circulation, and the preferred entry driveway upstream of the exit driveway.

The undercroft bus and coach area layout is proposed to remain unchanged from the existing situation. This is preferable when compared with the layout previously analysed, which reduced the available width (kerb to kerb) for vehicles in the undercroft area. Clearance heights and widths within the area remain adequate to accommodate large tourist buses and coaches. The only change in operation will be the introduction of a screened loading dock for service vehicles, located at the north-west corner of the area. Vehicle turning paths confirm that reversing manoeuvres into this screened loading dock will not induce any traffic hazards within the area.

In summary, Arup considers that the revised Pirrama Road layout is satisfactory from a transport perspective, both in terms of circulation into and out of the porte cochere, as well as through the bus/coach undercroft area. With the enhanced bus/coach undercroft area layout, the proposed design is forecast to perform operationally at an improved level to that assessed in Arup's 2008 traffic studies.

Yours sincerely



Colin Henson
Principal