

Reference: 15S1478000

1 February 2016

Mirvac Projects Pty Limited
Level 26, 60 Margaret Street
SYDNEY NSW 2000

Attention: Mr Joseph Scuderi

Dear Joseph

**RE: AUSTRALIAN TECHNOLOGU PARK, EVELEIGH
ADDITIONAL TRAFFIC ANALYSIS**

As requested, GTA Consultants has conducted additional traffic analysis for a State Significant Development Application at the above site. This letter documents the analysis results for the consent authority further consideration.

Background

In December 2015, GTA Consultants prepared a traffic assessment report to accompany a State Significant Development (SDD) Application in relation to a proposed commercial development at the Australian Technology Park site at Eveleigh.

The traffic assessment examined the traffic effects due to the proposed development at a number of nearby intersections. This involves the capacity analysis of the nearby intersections for existing and future traffic conditions.

Prior to the lodgement of the SSD application, a meeting was held with the representatives from Transport for NSW (TfNSW). In the meeting, TfNSW requested for additional intersection analysis to be conducted at the following intersections:

- Henderson Road-Wyndham Street
- Henderson Road-Botany Road
- Boundary Street-Wyndham Street, and
- Boundary Street-Botany Road.

Traffic Surveys

Peak hour intersection turning movement counts were originally conducted in October 2015. Following the meeting with TfNSW, intersection turning movement counts were also conducted for the additional four intersections in December 2015.

The peak hour intersection turning movement flows for all intersections are shown in Figure 1 and Figure 2 for the existing and future traffic conditions respectively.

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Figure 1: Existing Condition Peak Hour Intersection Turning Movement Volumes

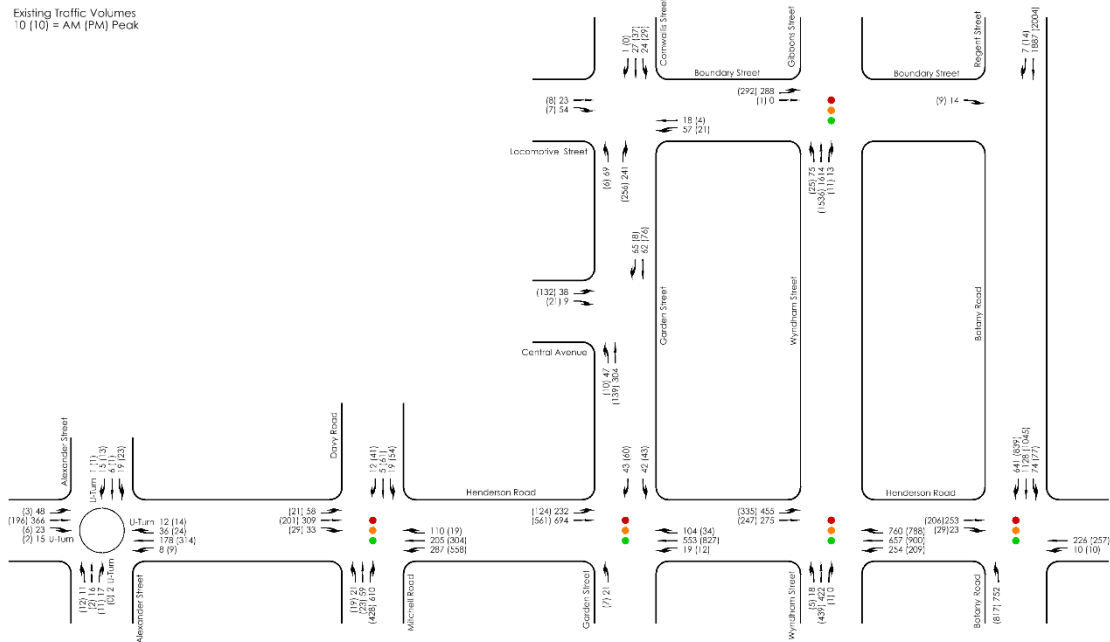
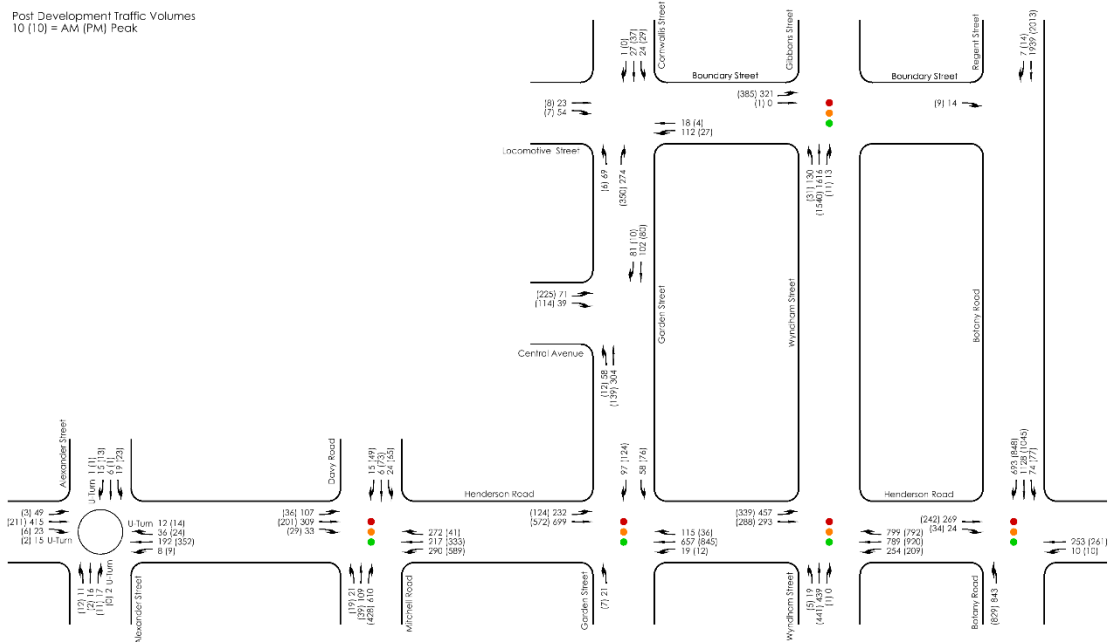


Figure 2: Future Condition Peak Hour Intersection Turning Movement Volumes



Intersection Analysis Results

Consistent with the traffic analysis contained in the SSD application, the intersection analysis was conducted using SIDRA Intersection, a computer based modelling package.

RMS uses level of service to determine how efficient a given intersection is operating under prevailing traffic conditions. The level of service is directly related to delays that would be experienced by traffic travelling through an intersection.

Level of service (LoS) ranges from LoS A to LoS F. LoS A indicates good intersection performance. LoS D indicates the intersection is operating within capacity and is the long term desirable level of service. LoS E and LoS F indicate the intersection is operating at overcapacity and some form of intersection upgrade would be required to accommodate the additional development traffic.

The analysis results are presented in Table 1. For completeness, Table 1 includes the results from the original analysis.

Table 1: Existing Condition Intersection Modelling Results

Intersection	Type	Morning Peak Period		Evening Peak Period	
		Delay (sec)	LoS	Delay (sec)	LoS
Garden St-Henderson Rd	Signal	14	A	15	B
Mitchell Rd-Henderson Rd	Signal	41	C	41	C
Alexander St-Henderson Rd	Roundabout	12	A	10	A
Garden St-Central Ave	Give way	8	A	7	A
Garden St-Locomotive St	Stop	11	A	10	A
Henderson Rd/Wyndham St	Signal	43	D	43	D
Raglan St/Botany Rd	Signal	33	C	45	D
Boundary St/Wyndham St	Signal	14	A	15	B
Regent St/Boundary St	Priority	33	C	34	C

The analysis indicates the intersections assessed have satisfactory intersection performance under existing traffic conditions. The intersections are currently operating with acceptable level of service i.e. not worse than LoS D in either peak period.

The analysis results for future conditions are presented in Table 2.

Table 2: Future Condition Intersection Modelling Results

Intersection	Type	Morning Peak Period		Evening Peak Period	
		Delay (sec)	LoS	Delay (sec)	LoS
Garden St-Henderson Rd	Signal	15	B	17	B
Mitchell Rd-Henderson Rd	Signal	47	D	43	D
Alexander St-Henderson Rd	Roundabout	12	A	10	A
Garden St-Central Ave	Give way	8	A	7	A
Garden St-Locomotive St	Stop	11	A	10	A
Henderson Rd/Wyndham St	Signal	46	D	44	D
Raglan St/Botany Rd	Signal	36	C	49	D
Boundary St/Wyndham St	Signal	16	B	26	B
Regent St/Boundary St	Priority	35	C	35	C

The analysis indicates the assessed intersections would continue to operate satisfactorily in the future following the completion of the proposed development. In the future, the assessed intersections would continue to have the same level of service as that found under existing traffic conditions albeit the average intersection delay would marginally increased.

Conclusion

From the analysis above, it is concluded that the nearby assessed intersections would continue to operate satisfactorily in the future following the completion of the proposed development.

Yours sincerely

GTA CONSULTANTS



Michael Lee
Associate