

Our Ref: 15016

2 November 2017

Sheelagh Laguna
Senior Planning Officer
Industry Assessments
320 Pitt Street
Sydney NSW 2001

Dear Sheelagh,

**RE: MORTDALE SSD 7421 RESPONSE TO QUERIES FROM THE DEPARTMENT OF PLANNING AND ENVIRONMENT
SIDRA ANALYSIS**

Please find herein The Transport Planning Partnership's (TPPP) response to the following query from the Department of Planning and Environment seeking additional SIDRA traffic analysis:

"Although baseline SIDRA analysis has been undertaken, it appears no SIDRA analysis has been provided for the expanded site scenario (220,000 tpa). Please provide this updated data."

TPPP's Response

The expanded site scenario (220,000 tpa) will result in an additional 10 two-way vehicle movements (5 vehicles) during the morning period and 7 two-way vehicle movements (4 vehicles) during the afternoon period.

Given the minor increase in traffic, GTA Traffic consultants only assessed the existing operation of the morning period at the nearby intersections and at the site access using SIDRA intersection modelling software.

The Transport Planning Partnership (TPPP) have since assessed the traffic impacts of the additional traffic generated by the expanded site scenario using SIDRA during the morning and afternoon peak periods under existing and future traffic conditions. The results of the SIDRA analysis are presented in Table 1 and Table 2.

The analysis indicates that the nearby intersections of Boundary Road with Hearne Street and Barry Avenue/ Scott Street currently operate satisfactorily and will continue to operate satisfactorily under future conditions with minimal queues and delays on all approaches.

Furthermore, the site access with Hearne Street will continue to operate with spare capacity during the site's peak period (11:30am – 12:30pm) under future conditions with minimal queues and delays.

Table 1: Existing Conditions

Intersection	Peak period	Degree of Saturation (DoS)	Average Delay (S)	Level of Service (LoS)
Boundary Rd/ Hearne St	AM Road Network (8:00am-9:00am)	0.43	35	C
	PM Road Network (4:30pm-5:30pm)	0.45	28	B
Boundary Rd/ Barry Ave/ Scott St	AM Road Network (8:00am-9:00am)	0.39	28	B
	PM Road Network (4:30pm-5:30pm)	0.41	25	B
Hearne St/ Site Access	Midday Site Operation (11:30pm-12:30pm)	0.05	8	A

Table 2: Future Conditions

Intersection	Peak period	Degree of Saturation (DoS)	Average Delay (S)	Level of Service (LoS)
Boundary Rd/ Hearne St	AM Road Network (8:00am-9:00am)	0.45	36	C
	PM Road Network (4:30pm-5:30pm)	0.46	29	C
Boundary Rd/ Barry Ave/ Scott St	AM Road Network (8:00am-9:00am)	0.39	28	B
	PM Road Network (4:30pm-5:30pm)	0.41	25	B
Hearne St/ Site Access	Midday Site Operation (11:30pm-12:30pm)	0.06	8	A

In comparison with existing traffic conditions within the vicinity of the site, the additional traffic generated by the proposed development is negligible and is not expected to compromise the safety and function of the surrounding road network.

We trust the above is to your satisfaction.

Yours Sincerely,



Wayne Johnson
Associate Director