

Our Ref: 12S1410000

8 October 2012

Meriton Apartments
Level 11, 528 Kent Street
SYDNEY NSW 2000

Attention: Mr Walter Gordon

Dear Walter,

**RE: EPPING PARK, MOBBS LANE, EPPING
SIGNALISATION OF THE MARSDEN ROAD / MOBBS LANE INTERSECTION**

As requested GTA Consultants have undertaken a comparison assessment of surveyed existing and estimated traffic generation of residential development at Epping Park.

The purpose of the assessment was to re-consider the assumptions made with regard to traffic generation and distribution and determine the appropriate timing for the proposed signalisation of the Marsden Road / Mobbs Lane intersection.

Background

The approved Concept Plan for the Epping Park development envisaged the signalisation of the Marsden Road / Mobbs Lane intersection to accommodate existing traffic conditions, background traffic growth and growth associated with approved developments including Epping Park and the Brick Pits sites.

In August 2009, the Sydney Regional Development Advisory Committee (SRDAC) provided correspondence to the Department of Planning (DoP) advising that the signalisation of the Marsden Road / Mobbs Lane intersection was required when the Epping Park development exceeds:

- 225 dwellings with no child care centre; or
- 150 dwellings with the proposed child care centre.

This was subsequently adopted by DoP in the approval.

The trigger for signalisation adopted by the SRDAC was based on traffic analysis undertaken by Masson Wilson Twiney (MWT, October 2007) which determined that the Epping Park could generate 123 vehicle movements per hour in the PM peak and 159 vehicles per hour in the AM Peak before traffic levels of the proposed residential development returned to the level when the Channel 7 site was operating.

That is the proposed residential development generated the same level of site traffic that existed under the previous site land use. This letter stated that 123 vph (worst case scenario) represented 228 dwellings without child care centre and was based on standard RTA (now RMS) guideline traffic generation rates.

A copy of the MWT letter is attached.

Comparison of Estimated and Actual Surveyed Development Traffic Generation

The traffic assessment of the approved Epping Park Master Plan was prepared using traffic generation rates for residential development which were consistent with RMS guidelines. The traffic generation rate of 0.54 vehicle trips per peak hour per dwelling was adopted.

The staged development of Epping Park is underway with dwellings in Buildings 1, 3, 4 and 5 being occupied by residents and generating traffic.

It is understood that the site is currently occupied as follows:

- 1 bedroom units = 24 units
- 2 bedroom units = 56 units
- 3 bedroom units = 54 units
- 3 bedroom terraces = 14 terraces
- Total dwellings = 148 dwellings.

A survey of residential vehicle movements to and from the site was undertaken in August 2012 during the AM and PM peak periods.

The traffic counts determined that the existing actual traffic of the residential development was:

- AM Peak: 54 movements per hour - 0.36 vehicle trips / dwelling
- PM Peak : 49 movements per hour - 0.33 vehicle trips / dwelling.

The surveyed generation was compared to the estimated traffic generation for the level of current occupation based on the assessment generation rates.

In summary the analysis found the following:

- Estimated traffic generation (as per Master Plan traffic assessment)= 78 vehicles / hour
- Surveyed PM traffic generation (as at August 2012) = 49 vehicles / hour
- Nett difference = 29 vehicles / hour.

The survey indicates that the actual traffic generation of the Epping Park residential development is currently some **37% less** in the PM peak hour than estimated in the Master Plan traffic assessment for the same level of development.

Based on the traffic generation comparison findings presented above, it is suggested that there is scope to delay the signalisation of the Marsden Road / Mobbs Lane intersection as envisaged under the Master Plan due to lower than estimated traffic generation by the development.

Comparison of Estimated and Actual Surveyed Development Traffic Distribution

The traffic distribution assumptions of development generated traffic have also been compared with surveyed traffic distribution of occupied residential development on the Epping Park site.

The distribution assumptions and surveyed existing traffic distribution for the critical PM peak period is provided in Table 1.

Table 1 – Comparison of Estimated and Surveyed Traffic Distribution

	To / From Marsden Road	To / From Midson Road
Estimated in Master Plan	30 %	70%
Surveyed	25%	75%



The surveyed distribution indicates that less development generating traffic is using the Marsden Road intersection than was assumed in the Master Plan and associated DA traffic reports.

The implications are that more apartments could be constructed and occupied while maintaining the same level of site generated traffic expected to access the Marsden Road / Mobbs Lane intersection within the Master Plan and associated SRDAC threshold.

Dwelling Occupation Threshold with Actual Traffic Generation and Distribution

It is important to note that the dwelling threshold set by the SRDAC / DoP to trigger the signalisation of the Marsden Road / Mobbs Lane intersection relates to the amount of traffic generated by the Epping Park site through the intersection during the PM peak period, namely returning to the same levels experienced under the previous site use (Channel 7).

The above comparison has demonstrated that:

- Actual per dwelling traffic generation is lower than expected in the Master Plan
- Less traffic is using the Marsden Road / Mobbs Lane intersection than expected in the Master Plan.

Based on the survey of actual distribution of site generated traffic, it is calculated that the Epping Park site could generate 148 vehicle trips / hour in the PM peak before reaching the pre-existing traffic conditions at the Marsden Road / Mobbs Lane intersection. This compares with the 123 vehicle trips assumed in the Master Plan traffic reports.

Applying the actual surveyed traffic generation (0.33 trips / dwelling / PM peak hour) would accommodate an increased dwelling yield as set out in Table 2.

Table 2 – Revised Dwelling Yield Threshold Prior to Signalisation of Marsden Road / Mobbs Lane

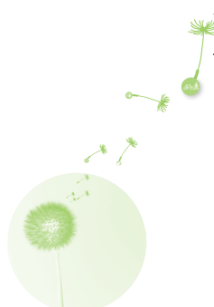
	Without Child Care Centre	With Child Care Centre
Residential Dwellings (veh trips/hr)	447 dwellings (148 vph)	324 dwellings (107 vph)
Child Care Centre	-	(41 vph)
Total	(148 vph)	(148 vph)

Safety Implications of Modified

It is understood that DoPI / RMS have identified safety concerns regarding the timing of the signalisation of the Marsden Road / Mobbs Lane intersection.

It should be re-stated that the trigger for signalisation represents the level where occupation of the Epping Park development returns to the pre-existing traffic levels associated with the Channel 7 site. It is assumed that as the SRDAC did not have plans to upgrade the Marsden Road / Mobbs Lane intersection prior to the Epping Park development Master Plan nor require it to be provided prior to the occupation of the first dwelling, that the intersection was considered to operate safely or not warrant upgrading.

Notwithstanding the above, if RMS considers that the intersection is currently operating unsafely or warrants upgrading, then it is considered that the upgrading has been triggered by other traffic growth on the network and thus a greater proportion of the cost associated with signalisation should be borne by others (ie. non Epping Park) and cover the costs associated with bringing forward the signalisation of the intersection and the increased scope required by RMS since the Project Approval was issued.



Summary

Surveys of traffic generation and distribution for the current occupied residential dwellings indicates that the assumptions used in the Master Plan traffic assessment have overestimated the implications of the Epping Park development on the operation of the Marsden Road / Mobbs Lane intersection. As such it is reasonable that the trigger (no. of dwelling occupied) for the upgrade of the intersection with signals should also be modified.

Based on the surveys it is determined that the trigger for intersection signalisation should be set at the following:

- Occupation of the childcare centre and 324 dwellings; or
- Occupation of 447 dwellings with no childcare centre.

Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Jason Rudd
Associate Director



Mr Alistair Mein
McLachlan Lister Pty Limited
Level 1
1 Hickson Road
THE ROCKS NSW 2000

4th October 2007

Dear Alistair

Re: Proposed Staging of “The Parklands” (Channel Seven) Development

We refer to the letter from the RTA to you dated 10th July 2007 which advises amongst other things that the required traffic signals for the intersection of Marsden Road with Mobbs Lane need to be fully constructed and operational before the Occupation Certificate of the development is released.

We believe that this condition is unreasonable because the size of the development means that it is most likely to be completed in stages. It would be reasonable for the early stages to be developed prior to the completion of the signal installation as long as the resulting traffic generation did not exceed that of the Channel Seven use of the site. This is because it is normal for a new development to assume responsibility for any incremental traffic that it might produce. It is common practice that a new development should not be responsible for remedying any pre-existing road network deficiency.

In this regard, traffic surveys conducted for our original traffic report for the site found that the Channel Seven operation generated the following peak period traffic flows during periods of normal operation:

Am Peak Hour (8:00-9:00am)	159 vehicles/hr
Pm Peak Hour (5:15 – 6:15pm)	123 vehicles/hr

The traffic report noted that there were frequently events when the traffic generation was somewhat higher.

The proposed development comprises about 650 dwellings and a childcare centre. The estimated peak period traffic generation of these components is:

	Am Peak Hour (veh/hr)	Pm Peak Hour (veh/hr)
Residential	351	351
Childcare	47	41
TOTAL	398	392

Based on these figures the following level of development could take place before the previous Pm Peak Hour traffic generation of the site was exceeded:

Alternative 1 – Childcare + 152 dwellings

Alternative 2 –228 dwellings alone

We thus suggest that instead of a requirement that the traffic signals be installed before any occupation of the site take place, the requirement be changed to apply prior to the earlier of say either:

- the occupation of the childcare centre plus 150 dwellings, or
- the occupation of 225 dwellings with no childcare centre

If the RTA still wished the traffic signals to be installed prior to these thresholds being reached then it would be reasonable for it to make a financial contribution towards the works. This should be equivalent to the cost of bringing them forward to a date earlier then would otherwise have been justified.

Yours Sincerely,



Bruce Masson
Director