Contents

1. Edison Road 1
   1.1 Introduction 1
   1.2 Existing Conditions 1
   1.3 Proposed Development 1
   1.4 Construction Cost Estimate 2

Table Index
   Table 1 Proposed Improvement Works 2

Appendices
   A Existing Conditions - Edison
   B Post Development Arrangement - Edison
1. Edison Road

1.1 Introduction
The Edison Road site in Gumly Gumly is accessed from Sturt Highway by Tasman Road and Bakers Lane. The developable area has frontage to Tasman Road and Edison Road.

1.2 Existing Conditions

1.2.1 Road and Intersection Layouts
Tasman Road is a two-lane sealed road connecting the proposed development site to Sturt Highway. It has a posted speed limit of 50 km/hr between Sturt Highway and Copland Street and 100 km/hr south of Copland Street. The intersection of Sturt Highway and Tasman Road/Eunony Bridge Road is currently stop sign controlled. It is understood that this intersection may be upgraded to a roundabout to provide safer and more efficient access to the highway.

Edison Road east of Tasman Road is a two-lane sealed road providing access to several properties but is unmade to the west of Tasman Road. Bakers Lane is a two-lane sealed road between Sturt Highway and Inglewood Road. Edison Road and Bakers Lane have speed limits of 100 km/hr.

1.2.2 Traffic Flow
The daily traffic flow provided by WWCC for Bakers Lane is about 400 vpd. It is expected that Tasman Road/Edison Road would carry a similar traffic volume. These roads are therefore lightly trafficked.

The East Wagga industrial area has a mix of businesses, predominantly light industrial, transport and service industries, wholesaling, storage and bulky goods retailing. There has also been some quasi-commercial (office) uses in the area.

This trend is assumed to continue within the Edison Road area.

1.3 Proposed Development
The section of the Edison Road site that is suitable for industrial development is located to the west of Tasman Road and to the north of the Edison Road reserve, an area of about 23 hectares. The East Wagga industrial area has a mix of businesses predominantly light industrial and it is expected that this type of development will occur at the Edison Road site.

1.3.1 Future Traffic Flows

Traffic Generation
The assumptions made for traffic generation in the Edison Road site are:

- The area of developable land is 23 hectares, with an assumed take-up of 2 hectares by 2016
- Gross Floor Area (GFA) is 50% of developable area
- The peak period trip rate is 1 trip per 100m2 GFA

Therefore, by 2016 an additional 100 vpd will be generated by Edison.
Traffic Distribution
The majority of vehicles (80%) are expected to travel north along Tasman Road until it intersects with the Sturt Highway, upon which most vehicles will turn left towards the city. The proposed roundabout at the Tasman Road / Sturt Highway intersection will facilitate heavy vehicle movements continuing north on Eunony Bridge Road.

Projected Flows
Less than 10% of the available land within Edison is expected to be occupied by 2016. This coupled with the low existing and forecasted volumes on the surrounding road network mean that none of the roads or intersections serving Edison will suffer from capacity constraints by 2016.

1.3.2 Traffic Analysis
In order to provide access to the site, Edison Road will need to be extended to the west of Tasman Street along its reserve for a distance of about 700 metres. The T-junction formed with Tasman Street should be designed to accommodate the turning paths of large vehicles. A priority controlled T-junction is expected to provide sufficient capacity for the projected flows in 2016.

The proposed development will contribute to traffic flows at the intersection of Sturt Highway and Tasman Road/Eunony Bridge Road and an upgrade to traffic signals or a roundabout will be required by 2016 for safety and capacity reasons.

The projected traffic volumes are within the capacity of the two lane road.

1.4 Construction Cost Estimate
The proposed improvement works and associated indicative cost estimates are summarised in Table 1.

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposed Upgrade Works</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edison Road (including intersection and pavement strengthening works)</td>
<td>700 metres of new two lane road to extend Edison Road</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>

The indicative cost estimates are based on typical rates for projects undertaken by WWCC in 2005 and are accurate to +/- 50%. As the estimates are based on indicative information only, they may change when preliminary and detailed design investigations are undertaken. The estimates exclude the costs of escalation to time of construction, design and construction contingency allowances, the costs of detailed investigations, survey, authority approvals, design, documentation, procurement, and project management of the works.
Appendix A

Existing Conditions - Edison
This Drawing must not be used for Construction unless signed as Approved.

Conditions of Use:
This document may only be used by GHD's client (and any other person who GHD has agreed can use this document) for the purpose for which it was prepared and must not be used by any other person or for any other purpose.

DO NOT SCALE

Plot Date: Cad File No: 19 March 2008 - 8:57 AM G:\23\12229\CADD\Drawings\23-12229-SK100-107-EX.dwg

23-12229-SK101

PRELIMINARY
Appendix B

Post Development Arrangement - Edison
**GHD Pty Ltd**  ABN 39 008 488 373
59 Cameron Avenue Belconnen ACT 2617
PO Box 36 Belconnen ACT 2616 Australia
T: 61 2 6253 1999  F: 61 2 6253 1911  E: cbrmail@ghd.com.au

© GHD Pty Ltd 2007

This document is and shall remain the property of GHD Pty Ltd. The document may only be used for the purposes for which it was commissioned and in accordance with the Consultancy Agreement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

**Document Status**

<table>
<thead>
<tr>
<th>Rev No.</th>
<th>Author</th>
<th>Reviewer</th>
<th>Approved for Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Name</td>
<td>Signature</td>
</tr>
<tr>
<td>0</td>
<td>M Lyons</td>
<td>G Gardner</td>
<td>GG</td>
</tr>
<tr>
<td>1</td>
<td>M Lyons</td>
<td>T Yeats</td>
<td>TY</td>
</tr>
<tr>
<td>2</td>
<td>M Lyons</td>
<td>T Yeats</td>
<td></td>
</tr>
</tbody>
</table>