



**A TRANSPORT IMPACT ASSESSMENT REPORT
FOR A DEVELOPMENT APPLICATION
FOR A PROPOSED MIXED USE DEVELOPMENT
AT 84 TALLAWONG ROAD, ROUSE HILL NSW 2155**

Property address	84 Tallawong Road, Rouse Hill NSW 2155
Client	LK Property Group
Prepared by	O. Sannikov, MEngSc (Traffic Engineering), MIEAust, PEng, FAITPM
Date	30/03/26
Job No.	25072
Report No.	25072 Rep 01d

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Executive Summary

This Transport Impact Assessment (TIA) has been prepared by TEF Consulting to accompany a State Significant Development Application (SSDA) for residential development with in-fill affordable housing at 84 Tallawong Road, Rouse Hill (the site). This SSDA seeks consent to amend three existing consents (SPP-17-00031, SPP-17- 00032, and SPP-17-00033) for residential development comprising 1 mixed-use building and 5 residential flat buildings with a combined total of 411 units (including 70 affordable housing units).

The legal description of the site is Lot 63 in Deposited Plan 30186.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-80287510).

This report concludes that the proposed development is suitable and warrants approval.

The TIA has not identified any adverse impacts requiring the implementation of mitigation measures.

In January 2026, submissions were received from the NSW Department of Planning, Housing and Infrastructure, Blacktown City Council and members of the general public in response to the SSDA. The submissions raised matters relating to car parking provision and compliance, design of the basement car park, waste collection, and construction traffic management.

As a result of these submissions, the following aspects of this report have been reviewed and updated:

- the car parking compliance assessment, which is now based on the non-discretionary standards of s.19(2) of the State Environmental Planning Policy (Housing) 2021 rather than the DCP rates adopted in the original assessment, reflecting the correct applicable instrument; the updated assessment is provided in Appendix B and results in a total provision of 500 spaces;
- the design check drawings, which have been updated to reflect the revised basement layout and expanded to include swept path analysis for waste collection vehicles, deliveries and internal transfers; the updated drawings are provided in Appendix B; and
- the preliminary construction traffic management plan, which has been updated to address matters raised in submissions, including construction management in proximity to Tallawong Public School; the updated plan is provided in Appendix B.

The traffic impact assessment, including the intersection modelling and trip generation analysis, remains valid and unchanged and is presented in the body of this report below. It is noted that the parking compliance assessment and design check drawings in the body of the report and its original appendices reflect the superseded DCP-based assessment; these have been replaced by the updated materials in Appendix B.

The responses to all submission matters are provided separately by the project planner, Urbis.

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Introduction & Project Description

This TIA has been prepared to support a State Significant Development Application (SSDA) at 84 Tallawong Road, Rouse Hill (the site) for residential development with in-fill affordable housing.

This SSDA seeks modification of existing consents related to the site (SPP-17-00031, SPP-17-00032, and SPP-17-00033) in accordance with the consent authority's powers under s4.17(1)(b) and (5) of the Environmental Planning and Assessment Act 1979. Those powers enable a consent authority to amend conditions in existing consents as part of the approval of a fresh development application including allowing substitution of plan references in conditions.

More particularly this SSDA seeks consent for an additional 78 dwellings (including 70 affordable housing units) and 15 car spaces to deliver a total of 411 apartments and 526 car spaces within the development of 1 mixed-use and 5 residential flat buildings consistent with the infill affordable housing provisions of Chapter 2, Part 2, Div. 1 of State Environmental Planning Policy (Housing) 2021.

A comparison of the approved developments and the scope of the modifications are as follows:

Residential	Approved under existing Consents	Sought for consent under this SSDA	
	Apartment Yield	Total	Additional
Lot 1	112	135	23
Lot 2	112	138	26
Lot 3	109	138	29
Total	333	411	78 (including 70 affordable housing units)

Retail floor space, m ²	Approved under existing Consents	Sought for consent under this SSDA	
			Reduction
Lot 1	118.19		-1.81
Parking			Additional
Lot 1	175	166	-9
Lot 2	168	190	22
Lot 3	168	170	2
Total	511	526	15

Purpose of the Report

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 26 March 2025 and issued for the SSDA (SSD- 80287510). Specifically, this report has been prepared to respond to the SEARs requirements and government agency comments issued below.

<p>9. Transport</p> <ul style="list-style-type: none"> Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the <i>Guide to Transport Impact Assessment</i> (GITA) published by TfNSW. If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts. 	<p>Transport Impact Assessment</p> <p><u>If required:</u></p> <p>Preliminary Construction Traffic (or Transport) Management Plan</p>
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Methodology and basis of analysis

In assessing the proposed development in relation to the previously approved developments, the adopted approach was consistent with standard professional practice. Normally, a comparison is made between the previously approved development and the current proposal, and the assessment focuses on the changes only, in particular the differences in parking provision, trip generation, and the resulting impacts on the operation of the surrounding road network. The proposed changes are detailed in the tables provided above in the project description, which show the additional number of residential units and the additional parking spaces proposed under this modification.

However, regardless of the proposed additions in units and parking, a proper assessment of compliance with the applicable DCP provisions requires consideration of the overall level of compliance for the total number of proposed dwellings and the total number of car parking spaces,

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rather than limiting the analysis to the incremental changes. This approach was therefore considered necessary and has been adopted in this report.

In relation to traffic generation and the potential additional impacts on the surrounding road network, the usual practice is to review the previous traffic and parking impact assessment for the approved developments and to analyse the effects of any additional traffic generated by the amended proposal, if such additional traffic exists. In this case, the previous Traffic and Parking Impact Assessment (TPIA) was prepared in 2021 and relied on turning traffic counts at the key intersections conducted in the same year. It is a recognised practice in traffic engineering that traffic counts older than three years are generally considered outdated unless there is a strong justification to assume that conditions have remained unchanged. As the counts are now four years old, and given that the surrounding area has experienced ongoing development during that period, it was considered that the previous data and modelled results would no longer reflect current traffic conditions. Consequently, neither the previous traffic counts nor the modelling results were regarded as a valid basis for the present analysis.

On this basis, it was considered prudent to undertake a new analysis of the likely traffic impacts of the amended development using updated intersection traffic counts. As the base traffic data have been updated, it would not be appropriate to apply a two step approach of adding new trip generation to the outdated base model. A more robust and defensible method was therefore adopted, involving the use of the updated base traffic volumes at the analysed intersections and the full traffic generation associated with the amended development.

Site location • Refer to **Figure 1**.

Existing land use • One (1) single storey residential dwelling
 • Zoned R3 - medium density residential

Proposed development • Mixed use development

- Retail space 118.2 m² GFA
- Residential – a total of 411 residential units
 - Divided into 3 lots

• Lot 1

- 135 units
 - 5 one bedroom units
 - 118 two bedrooms units
 - 12 three bedrooms units
- Retail premises
 - One (1) unit with GFA 119 m²

• Lot 2

- 138 units
 - 6 one bedroom units
 - 121 two bedrooms units
 - 11 three bedrooms units

• Lot 3

- 138 units
 - 6 one bedroom units
 - 111 two bedrooms units

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- 21 three bedrooms units

- Car parking in ground floor and four (4) basement levels

- A total of 526 car parking spaces
 - Including twenty seven (27) spaces for people with disabilities

- Lot 1

- 166 car spaces
 - Basement 3 - 73 car spaces
 - Basement 4 - 93 car spaces
 - Including nine (8) spaces for people with disabilities

- Lot 2

- 190 car spaces
 - Basement 2 - 41 car spaces
 - Basement 3 - 82 car spaces
 - Basement 4 - 67 car spaces
 - Including eight (8) spaces for people with disabilities

- Lot 3

- 170 car spaces
 - Ground - 40 car spaces
 - Basement 2 - 75 car spaces
 - Basement 3 - 55 car spaces
 - Including eleven (11) spaces for people with disabilities

SUPERSEDED
REFER TO APPENDIX B
FOR THE UPDATED VERSION

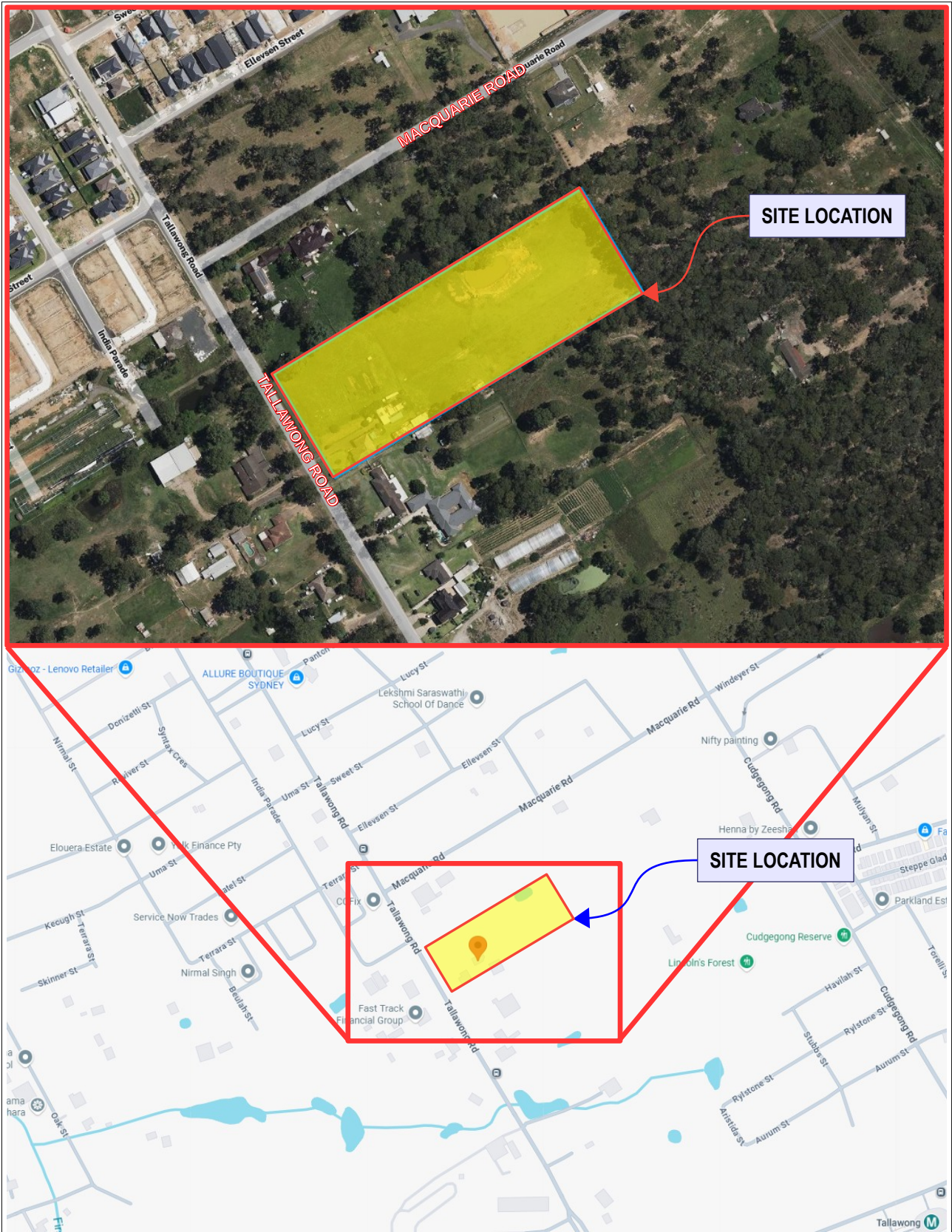


Figure 1. Site location.

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Street characteristics	<p>Existing traffic and parking situation</p> <ul style="list-style-type: none"> • Refer to Figure 2. • The main roads bounding the proposed development are described below. <ul style="list-style-type: none"> ◦ Tallawong Road <ul style="list-style-type: none"> ▪ Local collector road ▪ 2-4 travel lanes and parking opportunities on both sides. ◦ Macquarie Road <ul style="list-style-type: none"> ▪ Local road ▪ 2 travel lanes and parking opportunities on the shoulder on both sides. ◦ Cudgegong Road <ul style="list-style-type: none"> ▪ Local road ▪ 2 travel lanes and parking opportunities on both sides. ◦ Schofields Road <ul style="list-style-type: none"> ▪ State Road (687) ▪ 4-6 travel lanes and no parking opportunities on both sides. ◦ Other streets in the surrounding area are local/local collector roads. Street conditions are typical for a residential area, with low to moderate traffic volumes. <ul style="list-style-type: none"> ▪ General speed limit is 60 km/h on local streets around the site. • The site is located within the area of Riverstone East Precinct. The access streets connecting the site to the existing road network are not yet fully upgraded. <ul style="list-style-type: none"> ◦ The proposed precinct layout and road network around the site from precinct plan are shown from Figures 3 and 4. ◦ The proposed development is consistent with the planned site density within the Precinct layout, and its impacts on the road network align with the proposed road hierarchy in terms of site access and future road capacities. <p>Public transport</p>
	Bus
Metro	<ul style="list-style-type: none"> • The site is also located approximately 760 m from the Tallawong metro station (on the proposed road network). • Refer to Figure 6. <ul style="list-style-type: none"> ◦ M1 line-North West & Bankstown Line <ul style="list-style-type: none"> ▪ Sydenham to Tallawong <ul style="list-style-type: none"> • 35 services operate during the morning peak hours. • 45 services operate during the afternoon peak hours. ▪ Tallawong to Sydenham <ul style="list-style-type: none"> • 45 services operate during the morning peak hours.

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- 45 services operate during the afternoon peak hours.
- The morning peak hours were considered to be between 06:30 and 09:30 and the afternoon peak hours were considered to be between 15:30 and 18:30.



Figure 2. Existing street characteristics.

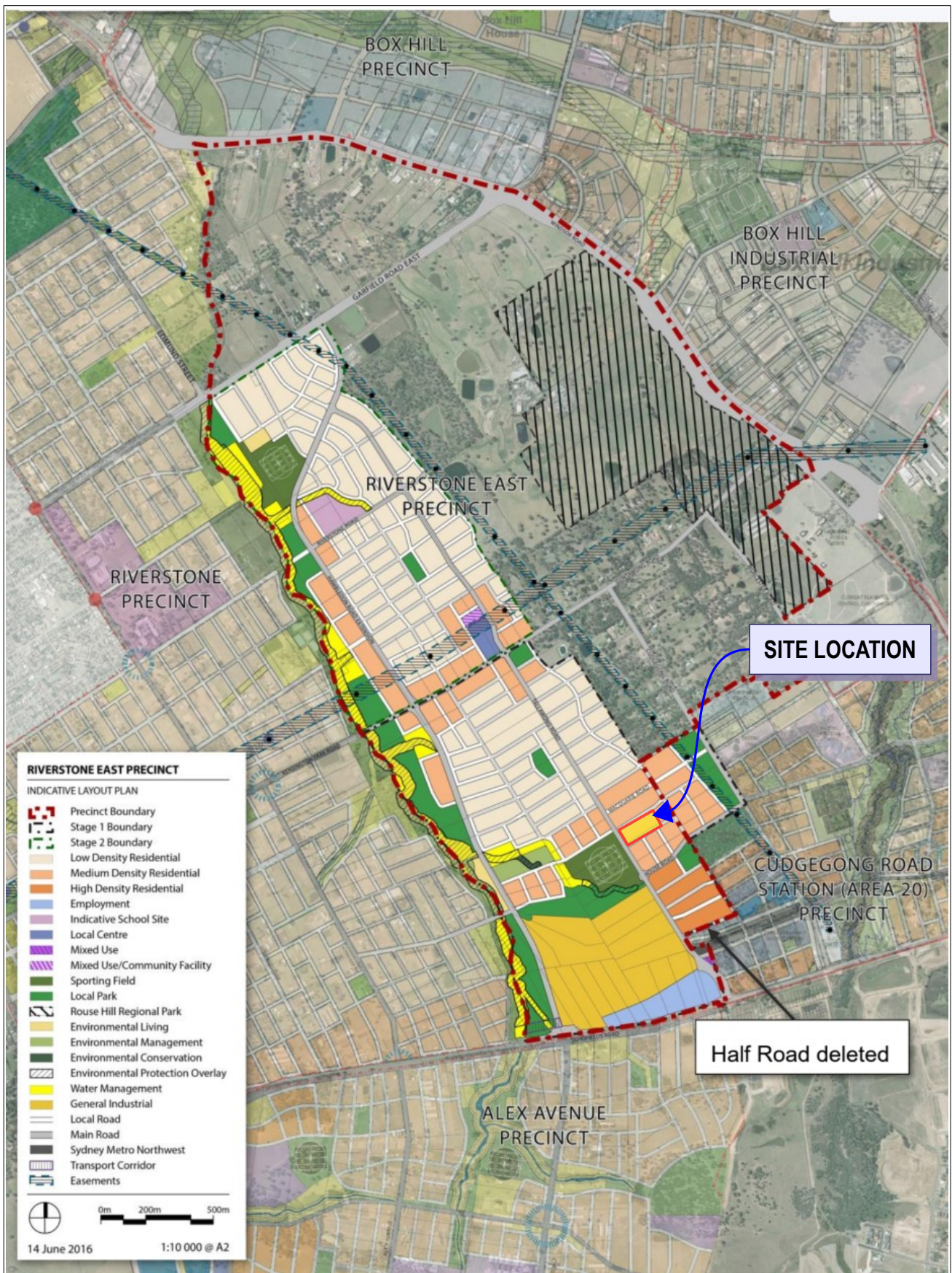


Figure 3-1 Indicative layout plan

Figure 3. Precinct layout plan.

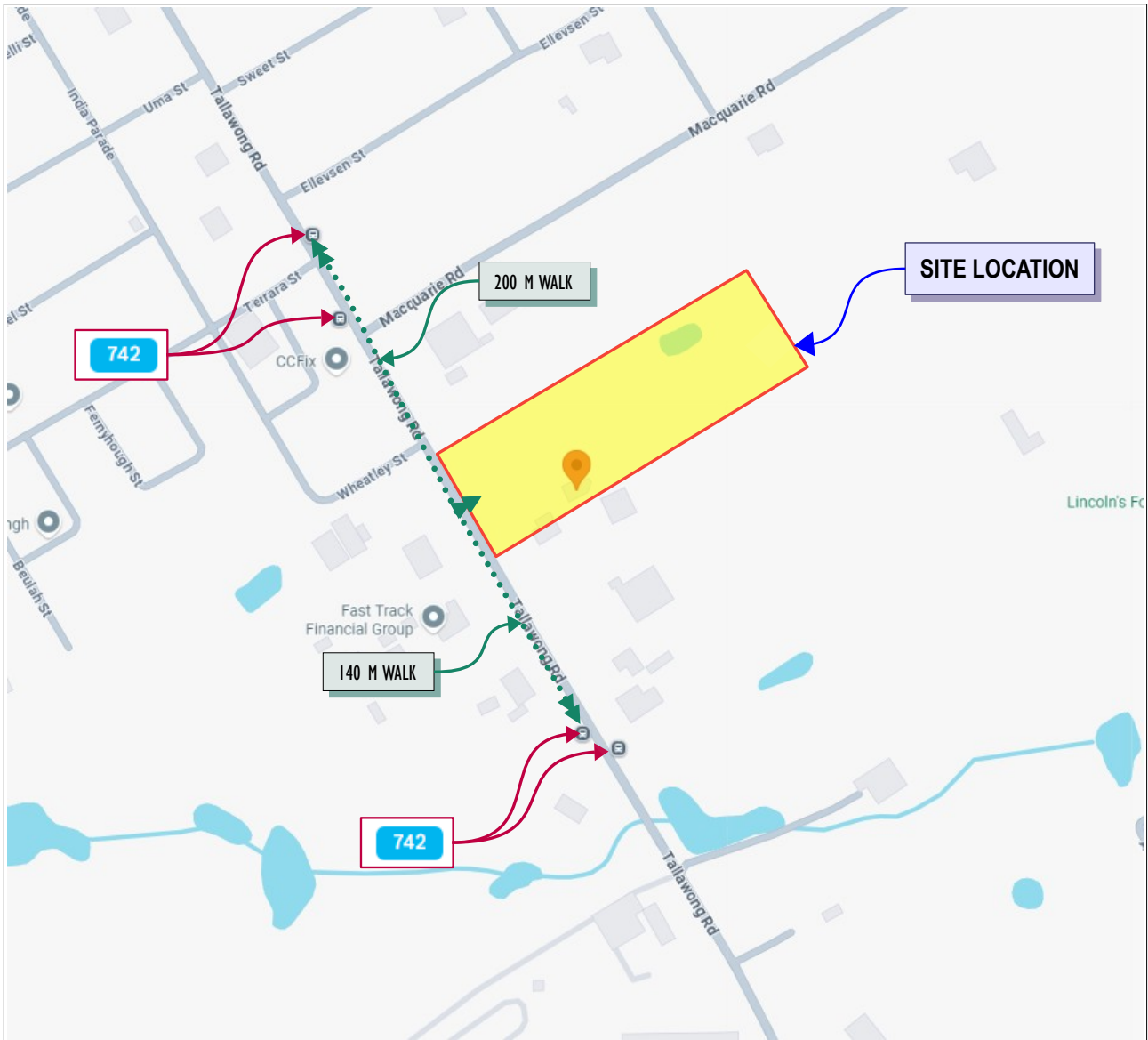


Figure 5. Public transport-bus.



Figure 6. Public transport-metro.

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Planning control document	<ul style="list-style-type: none"> • Blacktown City Council Growth Centre Precincts Development Control Plan July 2018 <ul style="list-style-type: none"> ◦ Part 3 – Neighbourhood and subdivision design ◦ Part 4 – Development in the residential zones 																																			
	<table border="1"> <thead> <tr> <th data-bbox="331 353 885 392">Requirement</th> <th data-bbox="885 353 1436 392">Compliance</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="331 392 1436 430">Part 3 – Neighbourhood and subdivision design</td> </tr> <tr> <td colspan="2" data-bbox="331 430 1436 468">Section 3.1. Residential density and subdivision</td> </tr> <tr> <td colspan="2" data-bbox="331 468 1436 506">3.1.3. Battle-axe lots</td> </tr> <tr> <td data-bbox="331 506 885 611">5. Driveway design, including dimensions and corner splays, is to be in accordance with Council's Engineering Specifications.</td> <td data-bbox="885 506 1436 611">Not applicable</td> </tr> <tr> <td colspan="2" data-bbox="331 611 1436 649">3.1.4. Corner lots</td> </tr> <tr> <td data-bbox="331 649 885 754">1. Corner lots, including splays and driveway location, are to be designed in accordance with AS 2890 and Council's Engineering Specifications.</td> <td data-bbox="885 649 1436 754">Not applicable</td> </tr> <tr> <td data-bbox="331 754 885 837">3. Garages on corner lots are encouraged to be accessed from the secondary street or (where provided) a rear laneway.</td> <td data-bbox="885 754 1436 837">Not applicable</td> </tr> <tr> <td colspan="2" data-bbox="331 837 1436 875">Section 3.4. Movement network</td> </tr> <tr> <td colspan="2" data-bbox="331 875 1436 913">3.4.1. Street layout and design</td> </tr> <tr> <td data-bbox="331 913 885 1041">1. The design of streets is to be consistent with the relevant typical designs in Figure 3-10 to Figure 3-15 and Council's Engineering Guide for Development.</td> <td data-bbox="885 913 1436 1041">Complies with dimensions for local streets and access streets</td> </tr> <tr> <td data-bbox="331 1041 885 1267">2. The typical designs in Figure 3-10 to Figure 3-15 are based on minimum dimensions and the design of streets may need to be modified to incorporate water sensitive urban design measures and to ensure appropriate site drainage, in accordance with Council's Water Sensitive Urban Design (WSUD) Development Control Plan.</td> <td data-bbox="885 1041 1436 1267">Noted</td> </tr> <tr> <td data-bbox="331 1267 885 1395">3. Alternative street designs for local streets and access ways may be permitted on a case by case basis if they preserve the functional objectives and requirements of the design standards.</td> <td data-bbox="885 1267 1436 1395">Noted</td> </tr> <tr> <td data-bbox="331 1395 885 1500">4. Roads in the relevant Precinct are to be constructed in accordance with the hierarchy shown on the Precinct road hierarchy figure in the relevant Precinct Schedule.</td> <td data-bbox="885 1395 1436 1500">Complies</td> </tr> <tr> <td data-bbox="331 1500 885 1628">5. 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For changes to the proposed road system which Council considers minor, Council will write to affected property owners and consider any</td> <td data-bbox="885 1883 1436 1989">Not applicable</td> </tr> </tbody> </table>	Requirement	Compliance	Part 3 – Neighbourhood and subdivision design		Section 3.1. Residential density and subdivision		3.1.3. Battle-axe lots		5. Driveway design, including dimensions and corner splays, is to be in accordance with Council's Engineering Specifications.	Not applicable	3.1.4. Corner lots		1. Corner lots, including splays and driveway location, are to be designed in accordance with AS 2890 and Council's Engineering Specifications.	Not applicable	3. Garages on corner lots are encouraged to be accessed from the secondary street or (where provided) a rear laneway.	Not applicable	Section 3.4. Movement network		3.4.1. Street layout and design		1. 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	<p>comments of those persons before determining the application. Applicants wishing to amend the proposed road pattern are advised to liaise with affected adjoining owners prior to the submission of the Development Application. By obtaining the prior agreement of adjoining owners to proposed road pattern changes, the time required by Council to determine the application may be reduced.</p>	
	<p>9. For changes to the proposed road system which Council considers major, Council may require a formal application for amendment to the DCP map before determining the application.</p>	Not applicable
	<p>10. Where local roads are adjacent to public open space or drainage land, verge widths may be reduced to a minimum of 1m, subject to public utilities, bollards and fencing being adequately provided. Consideration of proposals for reduced verge widths will be solely at the discretion of Council and only where the finished road design levels match with existing levels of open space or drainage land and negate the need for any retaining wall or battering. Applications that propose reduced verge widths will be assessed by Council with consideration given to:</p> <ul style="list-style-type: none"> • public access to the reserve • impact on existing vegetation and environmentally sensitive areas • public amenity • public safety • impact on ability to provide street tree planting. 	Noted
	<p>Where arterial roads are adjacent to public open space or drainage land, the urban border behind the kerb (verge) must be minimum width of 3.5m to accommodate footpath / shared path, utilities, signage, etc.</p>	Not applicable
	<p>11. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in Council's Engineering Guide for Development. Where a corner lot fronts a roundabout, the driveway shall be set back 10m from the splay.</p>	Not applicable
	<p>12. On steep sloped land, roads that are parallel with the terrain may incorporate split pavement configurations at different levels so as to minimise cut and fill, and provide opportunities for landscaping and the preservation of trees. Where split pavements are proposed, they are to comply with the following: [...]</p>	Not applicable
	<p>13. Residential roads, i.e. minor collector roads, local streets, access road/paths, and shareways shall be designed for and sign posted at a maximum of 50kph (i.e. traffic management must be considered at the subdivision application, with either road layout or speed reducing devices used to produce a traffic environment which reduces traffic speed).</p>	Complies
	<p>14. The minimum distance from an access place to a collector road is to be 50m if the junction is</p>	Not applicable

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	<p>on the same side of the road or 40m if staggered on the opposite side of the road. The minimum distance between collector roads is to be 100m if the junction is on the same side or 100m if it is staggered on the opposite side of the road.</p>	
	<p>15. Where four way intersections are proposed, traffic is to be controlled, where appropriate, by traffic lights, roundabouts, median strips or signage.</p>	<p>Not applicable</p>
	<p>16. Any private road is to be designed and built in accordance with Council's Engineering Guide for Development. Details must be shown on the engineering design plans and must be submitted prior to the issue of the occupation or subdivision certificate (whichever occurs first).</p>	<p>Complies</p>
	<p>17. Street trees are required for all streets. Street planting is to:</p>	<p>To be addressed by others, not traffic matters.</p>
	<p>18. Whilst acknowledging the amenity benefit from trees within the carriageway, applications that propose carriageway trees will be assessed by Council with consideration given to:</p>	<p>To be addressed by others, not traffic matters.</p>
	<p>19. Signage, street furniture and lighting is to be:</p> <ul style="list-style-type: none"> • designed to reinforce the distinct identity of the development; • coordinated in design and style; • located so as to minimise visual clutter and obstruction of the public domain; and • of a colour and construction agreed by Council. 	<p>To be addressed by others, not traffic matters.</p>
	<p>20. Locating entry signage and the like within a public road reserve is subject to Council agreement.</p>	<p>Noted</p>
	<p>21. The location and design of signage and street furniture is to be indicated on the Landscape Plan and on engineering construction drawings.</p>	<p>To be addressed by others, not traffic matters.</p>
	<p>22. Street lighting is to be designed to meet the current Australian Standards AS/NZS 1158 series.</p>	<p>To be addressed by others, not traffic matters.</p>
	<p>23. Where necessary to ensure that access to residential properties is provided in the early stages of development, Council may consent to the construction and operation of temporary access roads.</p>	<p>Noted</p>
	<p>24. Temporary access roads are to remain in operation only until such time as the road network has been developed to provide permanent access to all properties.</p>	<p>Noted</p>
	<p>25. Access places (refer to Figure 3-13) may be used where:</p> <ul style="list-style-type: none"> • The access place separates residential land from open space or drainage land • The road is not a through traffic route (ie it provides access only to residences on it) • The maximum number of dwellings serviced by the access place is 10 	<p>Complies</p> <p>Complies</p> <p>Complies</p>
	<p>26. Medium-high density local roads (see Figure</p>	<p>Complies</p>

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	3-14) should be used in the R3 Medium Density and R5 High Density Residential Zones and in the B2 Local Centre and B4 Mixed Use zones except where otherwise defined as a town centre road in the relevant Schedules to this DCP.	
	27. Typical town centre roads (see Figure 3-15) should be used in all B2 Local Centre and B4 Mixed Use zones as shown on Precinct road hierarchy maps and Indicative Layout Plans in relevant DCP Schedules.	Not applicable
	3.4.2. Laneways	Not applicable
	3.4.3. Shared driveways	Not applicable
Part 4 – Development in the Residential Zones		
4.2.8 Garages, Site Access and Parking		
	1. 1-2 bedroom dwellings will provide at least 1 car space.	Not applicable
	2. 3 bedroom or more dwellings will provide at least 2 car spaces.	Not applicable
	3. At least one car parking space must be located behind the building façade line where the car parking space is accessed from the street on the front property boundary	Not applicable
	4. Vehicular access is to be integrated with site planning from the earliest stages of the project to eliminate/reduce potential conflicts with the streetscape requirements and traffic patterns, and to minimise potential conflicts with pedestrians.	Complies
	5. Driveways are to have the smallest configuration possible (particularly within the road verge) to serve the required parking facilities and vehicle turning movements and shall comply with AS2890.	Complies with AS/NZS 2890.1:2004 and AS/NZS 2890.2-2018
	6. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and trees and is to maximise the availability of on-street parking.	Complies
	7. Driveways are not to be within 1m of any drainage facilities on the kerb and gutter.	Complies
	8. Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and motorists	Complies
	9. Driveways are to have soft landscaped areas on either side, suitable for water infiltration.	To be addressed by others, not traffic matters.
	10. Garages are to be designed and located in accordance with the controls in relevant Tables 4-2 to 4- 6.	Not applicable.
	11. Garage design and materials are to be consistent with the dwelling design.	Not applicable.
Section 4.3 Additional controls for certain dwelling types		
4.3.5 Controls for residential flat buildings, manor homes and shop top housing		
	3. All residential flat buildings are to be consistent with:	Car parking requirements are described overleaf.
	SEPP No. 65 – Residential Apartment	

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Development and the NSW Apartment Design Guide

- the primary controls set out in Table 4-10, which take precedence over the above where there is any inconsistency.

Element	R2, R3 zones (shop top housing only)	R3, R4 zones (residential flat buildings)	R2, R3, R4 zones Manor home	B1, B2, B3 and B4 zones
Car parking spaces	<p>1-2 bedrooms: 1 space (min) 3 bedrooms or more: 2 spaces (min) – may be provided in a 'stack parking' configuration. Garages to be set back 1m behind the building line 3 storeys and above: refer to the 'Guide to traffic generating development' published by the NSW Roads and Maritime Services for parking rates (min.) for B3 and B4 zones or land within 800m of a station.</p>	<p>1 space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling. May be in a 'stack parking' configuration. Car parking spaces to be located below ground or behind building line 1 visitor car parking space per 5 apartments Bicycle parking spaces: 1 per 3 dwellings Refer to the 'Guide to traffic generating development' published by the NSW Roads and Maritime Services for parking rates (min.) for B3 and B4 zones or land within 800m of a station.</p>	<p>1-2 bedrooms: 1 space (min) 3 bedrooms or more: 2 spaces (min) – may be provided in a 'stack parking' configuration.</p>	<p>1 space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling. May be in a 'stack parking' configuration. Car parking spaces to be located below ground or behind the building 1 visitor car parking space per 5 apartments (may be above ground) Bicycle parking spaces: 1 per 3 dwellings Refer to the 'Guide to traffic generating development' published by the NSW Roads and Maritime Services for parking rates (min.) for B3 and B4 zones or land within 800m of a station.</p>

SUPERSEDED
REFER TO APPENDIX B
FOR THE UPDATED VERSION

Item	Report
Requirement	Compliance
Residential car parking required (Lot 1)	

Type	Number	Rate	Required parking	rounded up
1-bed	5	1 space per unit	5.0 spaces	5.0 spaces
2-bed	118	1 space per unit	118.0 spaces	118.0 spaces
3-bed	12	1.5 spaces per unit	18.0 spaces	18.0 spaces
Visitors	135	0.2 spaces per unit	27.0 spaces	27.0 spaces
		Total	168.0 spaces	168.0 spaces

Residential car parking provided (Lot 1)
166 car spaces provided

Residential car parking required (Lot 2)	
---	--

Type	Number	Rate	Required parking	rounded up
1-bed	6	1 space per unit	6.0 spaces	6.0 spaces
2-bed	121	1 space per unit	121.0 spaces	121.0 spaces
3-bed	11	1.5 spaces per unit	16.5 spaces	17.0 spaces
Visitors	138	0.2 spaces per unit	27.6 spaces	28.0 spaces
		Total	171.1 spaces	172.0 spaces

Residential car parking provided (Lot 2)
190 car spaces provided

Residential car parking required (Lot 3)	
---	--

Type	Number	Rate	Required parking	rounded up
1-bed	6	1 space per unit	6.0 spaces	6.0 spaces
2-bed	111	1 space per unit	111.0 spaces	111.0 spaces
3-bed	21	1.5 spaces per unit	31.5 spaces	32.0 spaces
Visitors	138	0.2 spaces per unit	27.6 spaces	28.0 spaces
		Total	176.1 spaces	177.0 spaces

Residential car parking provided (Lot 3)
170 car spaces provided.

Total Car parking required - residential component	
---	--

Type	Number	Rate	Required parking	rounded up
1-bed	17	1 space per unit	17.0 spaces	17.0 spaces
2-bed	350	1 space per unit	350.0 spaces	350.0 spaces
3-bed	44	1.5 spaces per unit	66.0 spaces	66.0 spaces
Visitors	411	0.2 spaces per unit	82.2 spaces	83.0 spaces
		Total	515.2 spaces	516.0 spaces

Total Car parking provided - residential component

526 car spaces are provided including 27 spaces for people with disabilities for residential component.

Complies and exceeds the requirement by 10 spaces.

Item	Report	Compliance
	Requirement	

When car parking requirements are calculated for each lot individually, minor shortfalls are identified at Lots 1 and 3. However there is a surplus of 18 spaces at Lot 2

Across the development, however, the total provision is 526 spaces, compared with an overall requirement of 516 spaces. This represents a net surplus of 10 spaces.

It is noted that approximately 27-28 spaces per lot are allocated for visitor parking. The identified deficiencies on Lots 1 and 3 are attributable to the visitor component. Importantly, Lot 2 has a substantial surplus of visitor spaces. As the car parks across the three lots are interconnected, visitor parking is effectively shared between all lots, and visitors may move freely within the development.

Accordingly, while the distribution of spaces results in minor shortfalls when considered on a lot-by-lot basis, the overall visitor parking provision satisfies the requirement across the development as a whole. This arrangement is therefore considered satisfactory and consistent with the intent of the planning controls.

Bicycle parking required

Lot 1						
Type	Units	Rate	Required parking	rounded up		
Bicycles	135	0.33 spaces per unit	45.0 spaces	45.0 spaces		
			Provided	40 spaces		
Lot 2						
Type	Units	Rate	Required parking	rounded up		
Bicycles	138	0.33 spaces per unit	46.0 spaces	46.0 spaces		
			Provided	50 spaces		
Lot 3						
Type	Units	Rate	Required parking	rounded up		
Bicycles	138	0.33 spaces per unit	46.0 spaces	46.0 spaces		
			Provided	49 spaces		

A total of 137 bicycle spaces is required.

Bicycle parking provided

A total of 139 spaces is provided

Complies and exceeds by 2 spaces

Car parking required - commercial component

Car parking requirements for commercial component

Car parking rates for Retail premises are not specified within this section. The most applicable car parking rates are from Section 5.0 Centres Development Controls **Table 5-1** below (commercial/office premises).

Item	Report
	Compliance

Table 5-1: Car parking requirements in centres

Land use	Car parking requirements
Commercial/office premises	1 space per 40m ² GFA
Retail shops/showrooms (less than 200m ² GFA)	1 space per 30m ² GFA
Retail shops/showrooms (greater than 200m ² GFA)	1 space per 22m ² GFA
Restaurants/cafes	1 space per 10m ² of dining area 1 space per 3 employees
Residential development	Refer to clause 4.3.5

Retail car parking required (Lot 1)			Retail car parking provided (Lot 1)		
Retail	Area	Rate	Required parking	rounded up	
	118.2	1 space per 30 sqm	3.9 spaces	4.0	spaces
		Total	3.9 spaces	4.0	spaces

4 retail car parking spaces provided (for staff)

Complies

4. In all residential flat building developments containing 10 dwellings or more, a minimum of 10% of all apartments are to be designed to be capable of adaptation for access by people with all levels of mobility. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes 'pre-adaptation' design details to ensure visitability is achieved. To be addressed by others, not traffic matters.

5. Where possible, adaptable dwellings are to be located on the ground floor. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities. To be addressed by others, not traffic matters.

6. The first 3m of the side and rear setback must be a deep soil zone. To be addressed by others, not traffic matters.

7. Basements and basement parking areas are not permitted in the setback. Vehicle access ramps running parallel to the boundary must be setback 3m from side and rear boundaries. Complies

8. The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995). Noted

9. Car parking and garages allocated to adaptable dwellings must comply with the requirements of Australian Standards for disabled parking spaces. Complies

10. A landscape plan is to be submitted with every application for residential flat buildings. To be addressed by others, not traffic matters.

Ground level common open space must include deep soil planting. Large areas of consolidated planting are preferred over narrow perimeter planting. To be addressed by others, not traffic matters.

11. Common open space above ground level must not exceed a maximum of: To be addressed by others, not traffic matters.

- 30% on podium, balcony or terrace area

Item	Report	
	Requirement	Compliance
	<ul style="list-style-type: none"> • 30% of the total common open space on the roof of the building. 	
	<p>12. Outdoor spaces on rooftop and podium level common open space must be designed to:</p> <ul style="list-style-type: none"> • provide suitable shade, drainage and weather protection • provide landscaping and sustainable planting (minimum dimension of 1.5m and 0.6m minimum soil depth) • mitigate wind impacts and provide safety around edges for the safety of residents and visitors and pedestrians in the public domain. The Applicant must address how the design will prevent falls and objects being thrown over the side. • have set hours of operation. As a guide 8am to 8pm is encouraged on weekdays/nights. 	<p>To be addressed by others, not traffic matters.</p>

Item	Report	
	Traffic counts	
Intersection traffic volume counts	Location / type of control	Schofields Rd / Tallawong Rd / Ridgeline Dr (four-way intersection, Signal control) Tallawong Rd / Macquarie Rd (T-intersection, Stop control) Cudgegong Rd / Macquarie Rd / Windeyer Street (four-way intersection, Give-way control)
	Date / Day of the week	Monday 28/07/2025 and Tuesday 29/07/2025
	Time period	06:30 to 09:30; peak hour occurred at 07:45–08:45 16:00 to 19:00; peak hour occurred at 17:15-18:15
	<ul style="list-style-type: none"> Refer to Figures 7 and 8 	
Intersection operation	<ul style="list-style-type: none"> SIDRA Intersection 9.1 software was used to assess the performance of the intersections listed above. <ul style="list-style-type: none"> The results of the SIDRA modelling determined the existing Levels of Service (LoS) for these intersections. <ul style="list-style-type: none"> The intersection of Schofields Rd / Tallawong Rd / Ridgeline Dr operates at LoS F in the morning peak hour and LoS D in the afternoon commuter peak hours. The remaining intersections perform at LoS A during both morning and afternoon commuter peak hours. Detailed results are provided in the Traffic Impacts section of this report. Refer to the Transport for NSW definition of LoS below. 	

Level of service criteria for intersections			
Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays; Roundabouts require other control mode	At capacity, requires other control mode

Source: Transport for NSW (former RTA 2002) Guide to Traffic Generating Developments

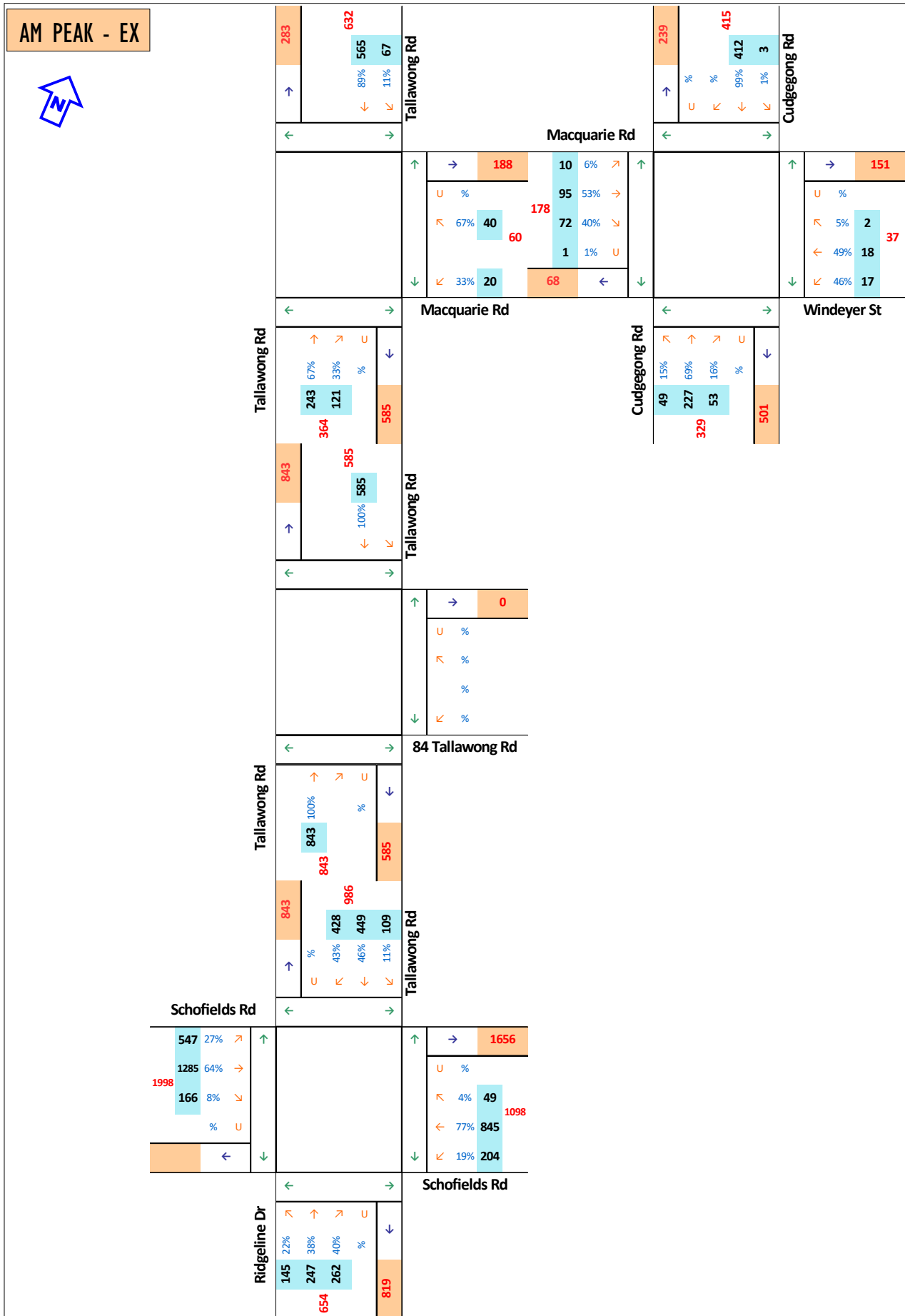


Figure 7. Existing traffic volumes – morning peak hour.

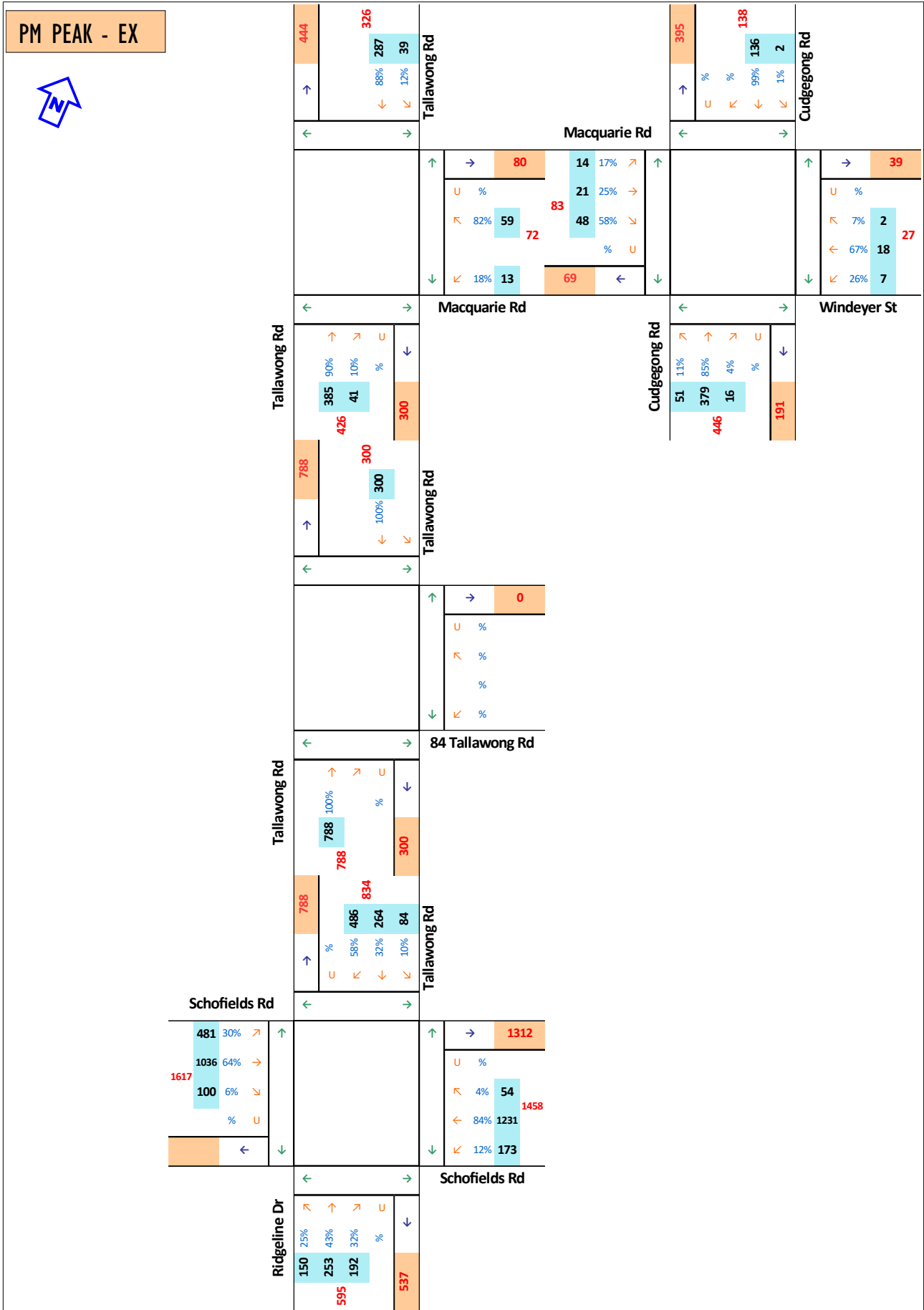


Figure 8. Existing traffic volumes – afternoon peak hour.

Traffic impacts

Traffic generation

- **Base traffic generation rates**
 - From TfNSW (2024) Guide to Transport Impact Assessment (GTIA)
- **Existing traffic generation**
 - One (1) two storey residential dwelling.
 - Zoned R3 Medium Density Residential
 - Weekday morning peak hour vehicle trips = 0.68 trips per dwelling
 - Weekday afternoon/evening peak hour vehicle trips = 0.77 trips per dwelling

		Number of dwellings 1			
		morning peak hour		afternoon peak hour	
trips per unit		0.68		0.77	
number of trips		0.7		0.8	
distribution		IN	OUT	IN	OUT
%		26%	74%	66%	34%
number of trips		0.18	0.50	0.51	0.26
rounded		0	1	1	0

- **Traffic generated by the proposed development**
 - High density residential flat dwellings (411 units)

		Number of units 411			
		morning peak hour		afternoon peak hour	
trips per unit		0.19		0.15	
number of trips		78.1		61.7	
distribution		IN	OUT	IN	OUT
%		26%	74%	66%	34%
number of trips		20.30	57.79	40.69	20.96
rounded		20	58	41	21

- Retail (GFA 119 m²)

		GFA in m ² = 119			
		morning peak hour		afternoon peak hour	
trips per 100 m ² GFA		1.78		3.71	
number of trips		2.1		4.4	
distribution		IN	OUT	IN	OUT
%		80%	20%	20%	80%
number of trips		1.7	0.4	0.9	3.5
rounded		2	0	1	4

Additional traffic generated by proposed development

morning peak hour		afternoon peak hour	
IN	OUT	IN	OUT
22	57	41	25

Traffic distribution

- Trip generation and attraction is assumed to be equal in all directions, with trip distribution taking into account the surrounding street network, connections and turn restrictions.
 - Refer to **Figures 9 and 10**.

Impacts on intersection operation	<ul style="list-style-type: none">• SIDRA modelling<ul style="list-style-type: none">◦ The operation of the street network under additional traffic loading was modelled using the SIDRA network software.<ul style="list-style-type: none">▪ Table 1 contains a summary of the SIDRA modelling results◦ The modelling results show comparison of the existing situation with that after the proposed development. The results indicate that the existing Levels of Service for all movements will remain the same, with insignificant changes to the average delays and queuing.
Safety	<ul style="list-style-type: none">◦ Accident statistics from RMS NSW indicate only one (1) crash in 5 years at the intersection of Cudgegong Road and Rouse Road. Safety risks are very low.<ul style="list-style-type: none">▪ Refer to Figure 11.
Conclusion	<ul style="list-style-type: none">• Additional traffic generation will have no detrimental impacts on the existing road network operation nor on road safety.

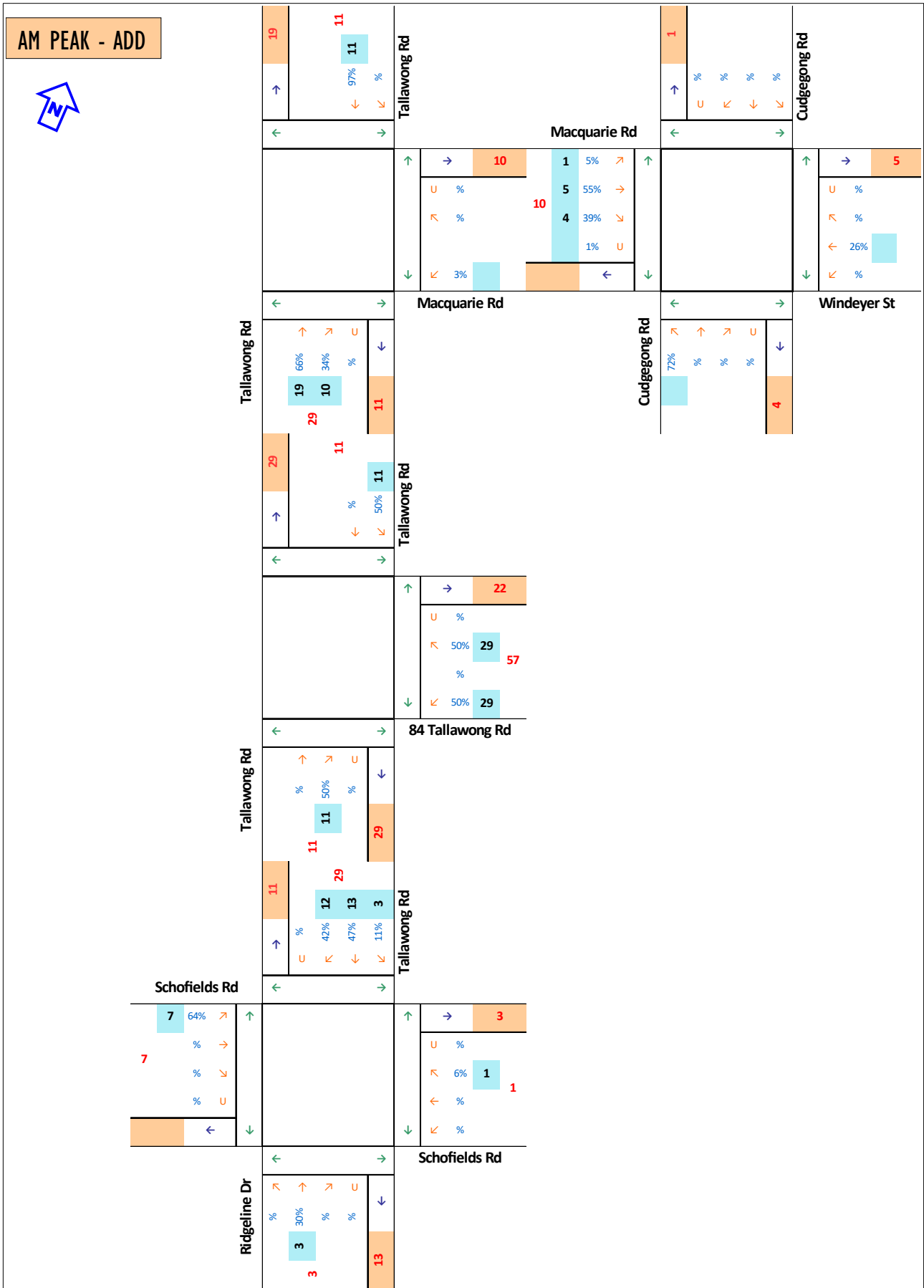


Figure 9. Additional traffic volumes – morning peak hour.

Table 1. SIDRA modelling results.

Intersection	AM							PM						
	AVD	LOS	DS	Queue, m	Movement			AVD	LOS	DS	Queue, m	Movement		
Existing														
Schofields Rd / Tallawong Rd / Ridgeline Dr	85	F	1.07	443.0	ScRd	WB	T	43	D	0.89	235.7	ScRd	EB	T
Tallawong Rd / Macquarie Rd	13	A	0.35	1.5	TaRd	SB	T	9	A	0.24	0.5	MaRd	EB	R
Cudgegong Rd / Macquarie Rd / Windeyer St	14	A	0.38	12.0	MaRd	WB	R	9	A	0.25	3.4	MaRd	WB	R
After development														
Schofields Rd / Tallawong Rd / Ridgeline Dr	92	F	1.09	475.6	ScRd	WB	T	44	D	0.90	251.2	TaRd	EB	T
Tallawong Rd / Macquarie Rd	13	A	0.36	13.1	TaRd	SB	R	9	A	0.25	2.9	MaRd	EB	R
Cudgegong Rd / Macquarie Rd / Windeyer St	14	A	0.39	12.9	MaRd	WB	R	9	A	0.27	3.4	MaRd	WB	R
Tallawong Rd / Site Driveway	22	B	0.47	5.1	SD	EB	R	10	A	0.43	1.8	TaRd	SB	R

Legend:

- ScRd Schofields Road
- TaRd Tallawong Road
- RiDr Ridgeline Drive
- MaRd Macquarie Road
- CuRd Cudgegong Road
- WiSt Windeyer Street
- SD Site Driveway

- EB Eastbound
- WB Westbound
- NB Northbound
- SB Southbound

- T Through movement
- R Right hand turn
- L Left hand turn

Level of service criteria for intersections			
Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays; Roundabouts require other control mode	At capacity, requires other control mode

Source: RTA (2002) Guide to Traffic Generating Developments

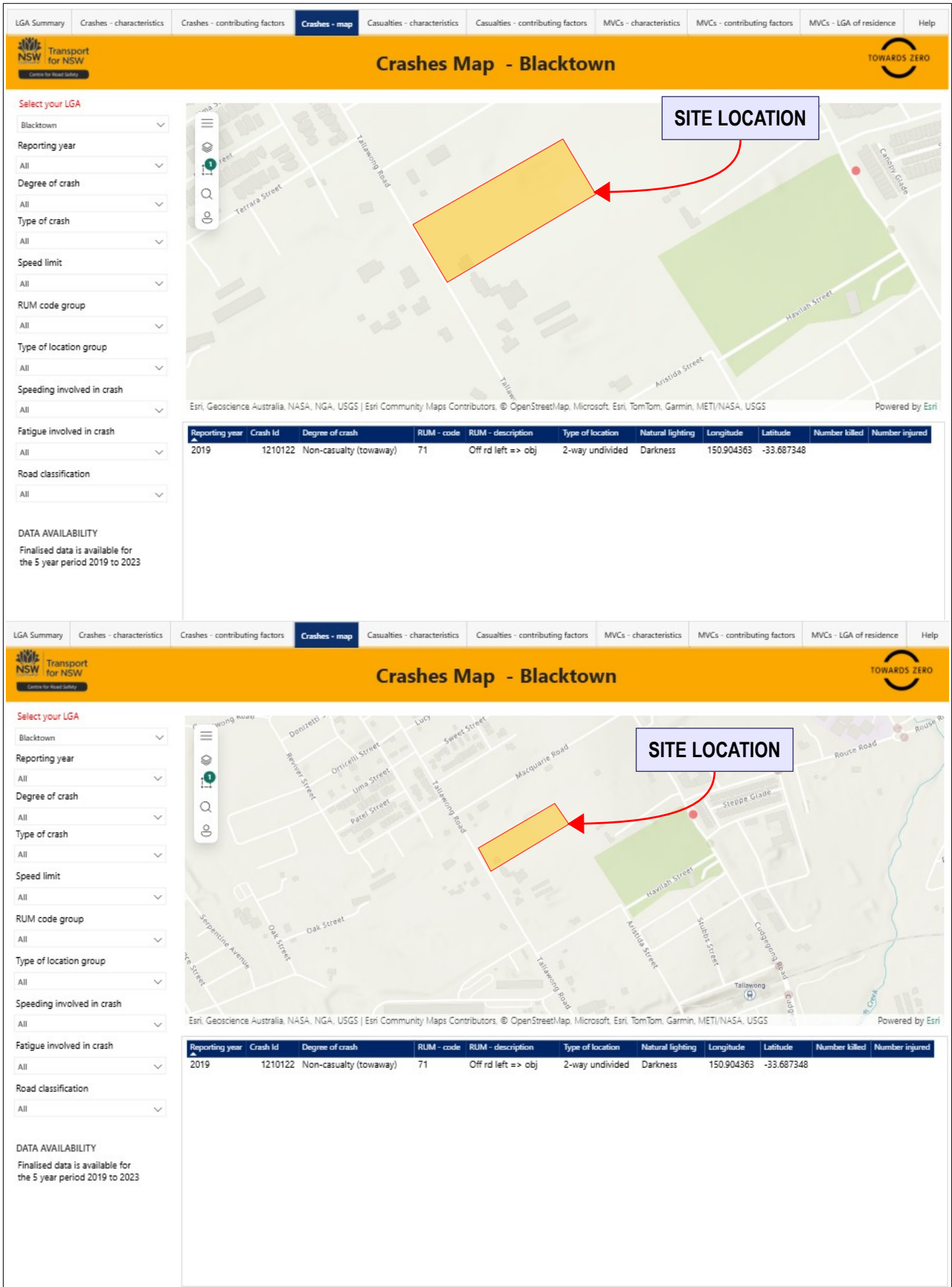


Figure 11. Crashes map – near the site and in the area.

Item	Report
Preliminary CTMP	<p>The SEARs requirements include provision of a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should the construction of the development cause interruptions to regular pedestrian and transport routes (including public transport, active transport, or general traffic).</p> <p>It is customary for a CTMP to be prepared following development approval, once a builder is appointed. At that stage, the builder is able to provide detailed information about the proposed method of construction, including crane positioning, material stockpiling locations, construction phasing and duration, the quantum of excavation material to be removed from the site, and the volume of construction materials to be delivered.</p> <p>To assess the likely construction parameters for the proposed development at this stage, a CTMP for a development of similar size was used as a benchmark. Based on this comparison, it is estimated that construction of the proposed development will take approximately two years. The maximum combined number of truck movements is expected to be in the order of:</p> <ul style="list-style-type: none"> • 25 inbound and 25 outbound trips per hour during the excavation phase; and • 20 inbound and 20 outbound trips per hour during the structural phase. <p>The above phases will be the busiest, each lasting approximately 30 weeks. It is noted, however, that these volumes will not occur every day, but only during the two to three busiest days in a typical week.</p> <p>The projected construction traffic volumes are of the same order, albeit slightly lower, than the additional traffic generated by the development once operational. Accordingly, there will be no adverse impacts on the operation of the surrounding road network.</p> <p>The most likely locations for temporary Works Zones (e.g. during construction of site access driveways) will be Road 11 and Pomany Street, along the northern and southern site boundaries. However, the majority of works will be contained within the site, with construction vehicles manoeuvring internally. This approach will minimise impacts on the surrounding road network, as well as on pedestrian and transport routes.</p>

SUPERSEDED
 REFER TO APPENDIX B
 FOR THE UPDATED VERSION

Conclusions

- Proposed parking provision
 - Complies with and exceeds Council's Development Control Plan requirements.
- Traffic impacts
 - The additional traffic from the proposed development will have no detrimental impact on the street network operation.
- Design of access, car parking and servicing facilities
 - Sufficiently complies with the relevant Standards.
- The proposed development is supportable on traffic and parking grounds.



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Director
MEngSc (Traffic Engineering)
MIEAust, PEng
FAITPM

References:

Blacktown City Council Growth Centre Precincts 2018

BCC GCP DCP Schedule 8 Riverstone East Precinct

TfNSW (2024) Guide to Transport Impact Assessment TS 00085 Version 1.1

AS/NZS 2890.1:2004: Parking Facilities – Off-street car parking

AS 2890.2-2018: Parking Facilities – Off-street commercial vehicle facilities

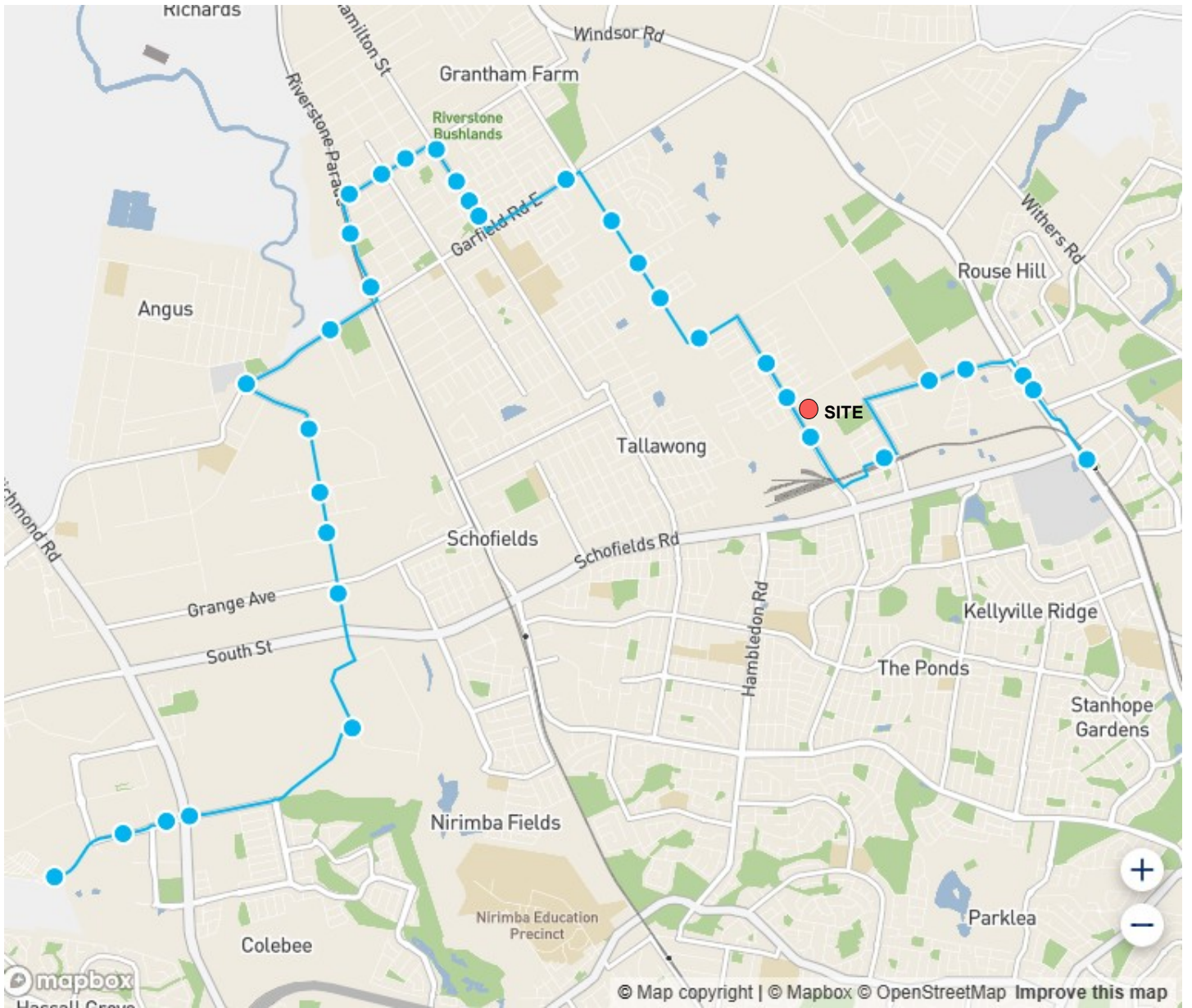
AS 2890.6:2022: Parking Facilities – Parking for people with disabilities



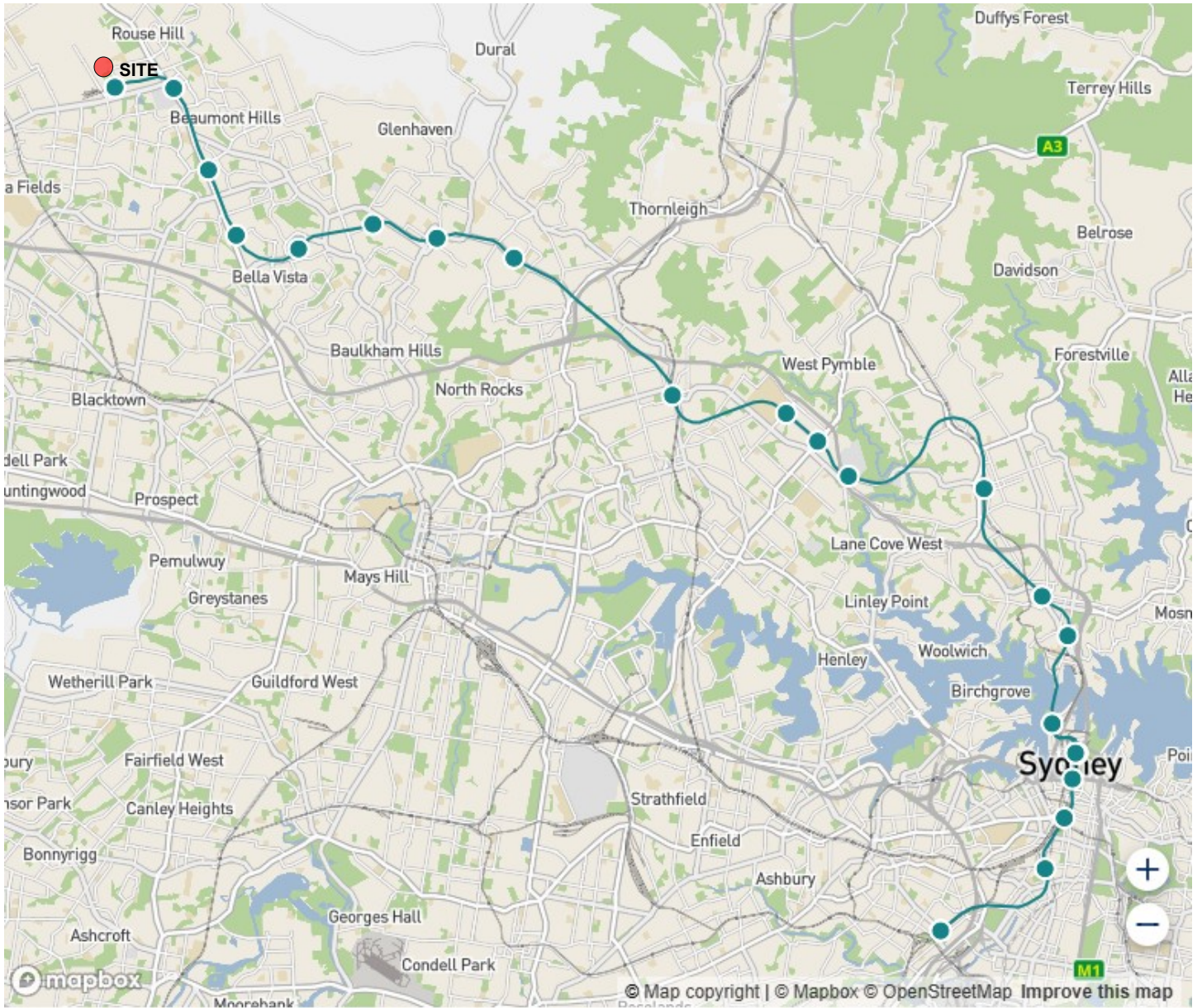
Appendix A

Public transport routes SIDRA modelling results

Bus Route 742



Metro line M1- North West & Bankstown Line



How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at transportnsw.info

Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at transportnsw.info or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportnsw.info/apps

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

Who is providing my bus services?

The bus services shown in this timetable are run by Busways R1.

Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

Which Opal card is right for you?


Adult – Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

Child/Youth – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner – For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

Concession – For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit transportnsw.info/opal.

If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit transportnsw.info/opal for more information.

Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at transportnsw.info/contactless

Explanation of definitions and symbols



Wheelchair Accessible

742

Rouse Hill Station to Marsden Park

B

Valid from: 13 Oct 2025

Creation date: 01 Oct 2025

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	06:25	07:18	07:50	08:25	08:42	09:12	09:42	10:12	10:42
Tallawong Station, Tallawong	06:34	07:27	07:59	08:34	08:51	09:21	09:51	10:21	10:51
Riverstone Station, Riverstone	06:55	07:48	08:20	08:55	09:12	09:41	10:11	10:41	11:11
Carnavona Rd after Grange Ave, Schofields	-	07:55	-	09:02	-	-	10:18	-	11:18
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	08:06	-	09:13	-	-	10:26	-	11:26

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:40	15:13
Tallawong Station, Tallawong	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:49	15:22
Riverstone Station, Riverstone	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:09	15:42
Carnavona Rd after Grange Ave, Schofields	-	12:18	-	13:18	-	14:18	-	15:16	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	12:26	-	13:26	-	14:26	-	15:24	-

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	15:42	16:12	16:42	17:12	17:42	18:12	18:42	19:12	19:42
Tallawong Station, Tallawong	15:52	16:22	16:51	17:21	17:51	18:21	18:51	19:21	19:51
Riverstone Station, Riverstone	16:14	16:44	17:13	17:43	18:13	18:43	19:13	19:43	20:10
Carnavona Rd after Grange Ave, Schofields	16:21	-	17:20	-	18:20	-	-	-	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	16:29	-	17:28	-	18:28	-	-	-	-

Monday to Friday	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	20:12	20:42	21:12	21:42	22:12	22:42
Tallawong Station, Tallawong	20:21	20:51	21:21	21:51	22:21	22:51
Riverstone Station, Riverstone	20:40	21:10	21:40	22:10	22:40	23:10

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	08:18	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48
Tallawong Station, Tallawong	08:27	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57
Riverstone Station, Riverstone	08:46	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16
Carnavona Rd after Grange Ave, Schofields	08:52	09:52	-	10:52	-	11:52	-	12:52	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	09:00	10:00	-	11:00	-	12:00	-	13:00	-

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18
Tallawong Station, Tallawong	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27
Riverstone Station, Riverstone	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46
Carnavona Rd after Grange Ave, Schofields	13:52	-	14:52	-	15:52	-	16:52	-	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	14:00	-	15:00	-	16:00	-	17:00	-	-

Saturday	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	17:48	18:18	18:48	19:18	20:18	21:18	22:18
Tallawong Station, Tallawong	17:57	18:27	18:57	19:27	20:27	21:27	22:27
Riverstone Station, Riverstone	18:16	18:46	19:16	19:46	20:46	21:46	22:46

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	08:18	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48
Tallawong Station, Tallawong	08:27	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57
Riverstone Station, Riverstone	08:46	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16
Carnavona Rd after Grange Ave, Schofields	08:52	09:52	-	10:52	-	11:52	-	12:52	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	09:00	10:00	-	11:00	-	12:00	-	13:00	-

742**Rouse Hill Station to Marsden Park****B****Sunday & Public Holidays**

Rouse Hill Station, Rouse Hill	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18
Tallawong Station, Tallawong	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27
Riverstone Station, Riverstone	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46
Carnavona Rd after Grange Ave, Schofields	13:52	-	14:52	-	15:52	-	16:52	-	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	14:00	-	15:00	-	16:00	-	17:00	-	-

Sunday & Public Holidays

Rouse Hill Station, Rouse Hill	17:48	18:18	18:48	19:18	20:18	21:18	22:18
Tallawong Station, Tallawong	17:57	18:27	18:57	19:27	20:27	21:27	22:27
Riverstone Station, Riverstone	18:16	18:46	19:16	19:46	20:46	21:46	22:46

742

Marsden Park to Rouse Hill Station

B

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	-	06:21	-	-	-	08:20	-	-
Carnarvon Rd before Grange Ave, Schofields	-	-	06:27	-	-	-	08:26	-	-
Riverstone Station, Riverstone	05:20	05:40	06:37	06:58	07:28	07:58	08:38	08:52	09:22
Tallawong Station, Tallawong	05:37	05:57	06:57	07:18	07:48	08:18	08:56	09:10	09:40
Rouse Hill Station, Rouse Hill	05:46	06:06	07:06	07:27	07:57	08:27	09:08	09:22	09:49
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	09:34	-	10:34	-	11:34	-	12:34	-	13:34
Carnarvon Rd before Grange Ave, Schofields	09:40	-	10:40	-	11:40	-	12:40	-	13:40
Riverstone Station, Riverstone	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52
Tallawong Station, Tallawong	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10
Rouse Hill Station, Rouse Hill	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	14:32	-	15:37	-	16:34	-	17:34	-
Carnarvon Rd before Grange Ave, Schofields	-	14:38	-	15:43	-	16:40	-	17:40	-
Riverstone Station, Riverstone	14:20	14:50	15:20	15:55	16:22	16:52	17:22	17:52	18:22
Tallawong Station, Tallawong	14:38	15:08	15:38	16:13	16:40	17:11	17:41	18:11	18:41
Rouse Hill Station, Rouse Hill	14:47	15:17	15:47	16:22	16:49	17:22	17:52	18:22	18:52
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	18:34	-	-	-	-	-	-	-	-
Carnarvon Rd before Grange Ave, Schofields	18:40	-	-	-	-	-	-	-	-
Riverstone Station, Riverstone	18:52	19:22	19:52	20:22	20:52	21:22	21:54	-	-
Tallawong Station, Tallawong	19:11	19:39	20:09	20:39	21:09	21:39	22:11	-	-
Rouse Hill Station, Rouse Hill	19:22	19:50	20:20	20:50	21:20	21:50	22:22	-	-
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	-	-	09:04	-	10:04	-	11:04	-
Carnarvon Rd before Grange Ave, Schofields	-	-	-	09:11	-	10:11	-	11:11	-
Riverstone Station, Riverstone	07:20	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50
Tallawong Station, Tallawong	07:36	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06
Rouse Hill Station, Rouse Hill	07:46	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	12:04	-	13:04	-	14:04	-	15:04	-	16:04
Carnarvon Rd before Grange Ave, Schofields	12:11	-	13:11	-	14:11	-	15:11	-	16:11
Riverstone Station, Riverstone	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20
Tallawong Station, Tallawong	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36
Rouse Hill Station, Rouse Hill	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	17:04	-	-	-	-	-	-	-
Carnarvon Rd before Grange Ave, Schofields	-	17:11	-	-	-	-	-	-	-
Riverstone Station, Riverstone	16:50	17:20	17:50	18:20	19:20	20:20	21:20	-	-
Tallawong Station, Tallawong	17:06	17:36	18:06	18:36	19:36	20:36	21:36	-	-
Rouse Hill Station, Rouse Hill	17:16	17:46	18:16	18:46	19:46	20:46	21:46	-	-
Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	-	-	09:04	-	10:04	-	11:04	-
Carnarvon Rd before Grange Ave, Schofields	-	-	-	09:11	-	10:11	-	11:11	-
Riverstone Station, Riverstone	07:20	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50
Tallawong Station, Tallawong	07:36	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06
Rouse Hill Station, Rouse Hill	07:46	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16

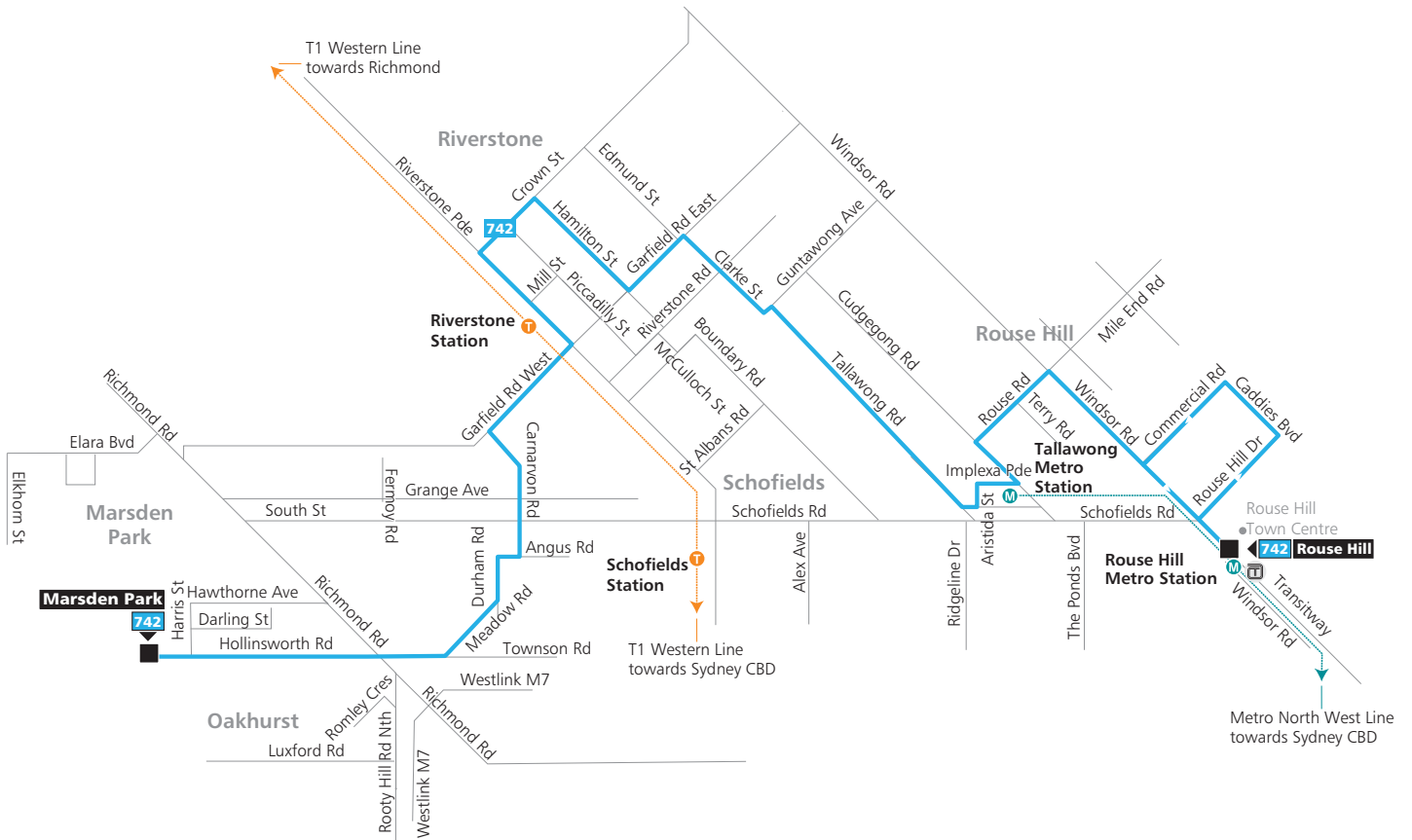
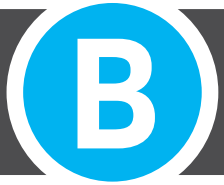
742**Marsden Park to Rouse Hill Station****B****Sunday & Public Holidays**

	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	12:04	-	13:04	-	14:04	-	15:04	-	16:04
Carnarvon Rd before Grange Ave, Schofields	12:11	-	13:11	-	14:11	-	15:11	-	16:11
Riverstone Station, Riverstone	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20
Tallawong Station, Tallawong	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36
Rouse Hill Station, Rouse Hill	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46

Sunday & Public Holidays

	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	17:04	-	-	-	-	-
Carnarvon Rd before Grange Ave, Schofields	-	17:11	-	-	-	-	-
Riverstone Station, Riverstone	16:50	17:20	17:50	18:20	19:20	20:20	21:20
Tallawong Station, Tallawong	17:06	17:36	18:06	18:36	19:36	20:36	21:36
Rouse Hill Station, Rouse Hill	17:16	17:46	18:16	18:46	19:46	20:46	21:46

Route 742



Legend

- Bus route
- Bus route number
- Bus route start/finish
- Bus route start/finish
- Train line/station

Diagrammatic Map
Not to Scale

How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at transportnsw.info

Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at transportnsw.info or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportnsw.info/apps

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

Who is providing my bus services?

The bus services shown in this timetable are run by Busways R1.

Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

Which Opal card is right for you?


Adult – Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

Child/Youth – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner – For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

Concession – For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit transportnsw.info/opal.

If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit transportnsw.info/opal for more information.

Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at transportnsw.info/contactless

Explanation of definitions and symbols



Wheelchair Accessible

742

Rouse Hill Station to Marsden Park

B

Valid: 29 Sept 2025 - 12 Oct 2025

Creation date: 01 Oct 2025

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	06:25	07:18	07:50	08:25	08:42	09:12	09:42	10:12	10:42
Tallawong Station, Tallawong	06:34	07:27	07:59	08:34	08:51	09:21	09:51	10:21	10:51
Riverstone Station, Riverstone	06:55	07:48	08:20	08:55	09:12	09:41	10:11	10:41	11:11
Carnavona Rd after Grange Ave, Schofields	-	07:55	-	09:02	-	-	10:18	-	11:18
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	08:06	-	09:13	-	-	10:26	-	11:26

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:40	15:13
Tallawong Station, Tallawong	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:49	15:22
Riverstone Station, Riverstone	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:09	15:42
Carnavona Rd after Grange Ave, Schofields	-	12:18	-	13:18	-	14:18	-	15:16	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	12:26	-	13:26	-	14:26	-	15:24	-

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	15:42	16:12	16:42	17:12	17:42	18:12	18:42	19:12	19:42
Tallawong Station, Tallawong	15:52	16:22	16:51	17:21	17:51	18:21	18:51	19:21	19:51
Riverstone Station, Riverstone	16:14	16:44	17:13	17:43	18:13	18:43	19:13	19:43	20:10
Carnavona Rd after Grange Ave, Schofields	16:21	-	17:20	-	18:20	-	-	-	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	16:29	-	17:28	-	18:28	-	-	-	-

Monday to Friday	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	20:12	20:42	21:12	21:42	22:12	22:42
Tallawong Station, Tallawong	20:21	20:51	21:21	21:51	22:21	22:51
Riverstone Station, Riverstone	20:40	21:10	21:40	22:10	22:40	23:10

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	08:18	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48
Tallawong Station, Tallawong	08:27	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57
Riverstone Station, Riverstone	08:46	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16
Carnavona Rd after Grange Ave, Schofields	08:52	09:52	-	10:52	-	11:52	-	12:52	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	09:00	10:00	-	11:00	-	12:00	-	13:00	-

Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18
Tallawong Station, Tallawong	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27
Riverstone Station, Riverstone	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46
Carnavona Rd after Grange Ave, Schofields	13:52	-	14:52	-	15:52	-	16:52	-	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	14:00	-	15:00	-	16:00	-	17:00	-	-

Saturday	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	17:48	18:18	18:48	19:18	20:18	21:18	22:18
Tallawong Station, Tallawong	17:57	18:27	18:57	19:27	20:27	21:27	22:27
Riverstone Station, Riverstone	18:16	18:46	19:16	19:46	20:46	21:46	22:46

Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station, Rouse Hill	08:18	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48
Tallawong Station, Tallawong	08:27	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57
Riverstone Station, Riverstone	08:46	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16
Carnavona Rd after Grange Ave, Schofields	08:52	09:52	-	10:52	-	11:52	-	12:52	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	09:00	10:00	-	11:00	-	12:00	-	13:00	-

742**Rouse Hill Station to Marsden Park****B****Sunday & Public Holidays**

Rouse Hill Station, Rouse Hill	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18
Tallawong Station, Tallawong	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27
Riverstone Station, Riverstone	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46
Carnavona Rd after Grange Ave, Schofields	13:52	-	14:52	-	15:52	-	16:52	-	-
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	14:00	-	15:00	-	16:00	-	17:00	-	-

Sunday & Public Holidays

Rouse Hill Station, Rouse Hill	17:48	18:18	18:48	19:18	20:18	21:18	22:18
Tallawong Station, Tallawong	17:57	18:27	18:57	19:27	20:27	21:27	22:27
Riverstone Station, Riverstone	18:16	18:46	19:16	19:46	20:46	21:46	22:46

742

Marsden Park to Rouse Hill Station

B

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	-	06:21	-	-	-	08:20	-	-
Carnarvon Rd before Grange Ave, Schofields	-	-	06:27	-	-	-	08:26	-	-
Riverstone Station, Riverstone	05:20	05:40	06:37	06:58	07:28	07:58	08:38	08:52	09:22
Tallawong Station, Tallawong	05:37	05:57	06:57	07:18	07:48	08:18	08:56	09:10	09:40
Rouse Hill Station, Rouse Hill	05:46	06:06	07:06	07:27	07:57	08:27	09:08	09:22	09:49
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	09:34	-	10:34	-	11:34	-	12:34	-	13:34
Carnarvon Rd before Grange Ave, Schofields	09:40	-	10:40	-	11:40	-	12:40	-	13:40
Riverstone Station, Riverstone	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52
Tallawong Station, Tallawong	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10
Rouse Hill Station, Rouse Hill	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	14:32	-	15:37	-	16:34	-	17:34	-
Carnarvon Rd before Grange Ave, Schofields	-	14:38	-	15:43	-	16:40	-	17:40	-
Riverstone Station, Riverstone	14:20	14:50	15:20	15:55	16:22	16:52	17:22	17:52	18:22
Tallawong Station, Tallawong	14:38	15:08	15:38	16:13	16:40	17:11	17:41	18:11	18:41
Rouse Hill Station, Rouse Hill	14:47	15:17	15:47	16:22	16:49	17:22	17:52	18:22	18:52
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	18:34	-	-	-	-	-	-	-	-
Carnarvon Rd before Grange Ave, Schofields	18:40	-	-	-	-	-	-	-	-
Riverstone Station, Riverstone	18:52	19:22	19:52	20:22	20:52	21:22	21:54	-	-
Tallawong Station, Tallawong	19:11	19:39	20:09	20:39	21:09	21:39	22:11	-	-
Rouse Hill Station, Rouse Hill	19:22	19:50	20:20	20:50	21:20	21:50	22:22	-	-
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	-	-	09:04	-	10:04	-	11:04	-
Carnarvon Rd before Grange Ave, Schofields	-	-	-	09:11	-	10:11	-	11:11	-
Riverstone Station, Riverstone	07:20	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50
Tallawong Station, Tallawong	07:36	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06
Rouse Hill Station, Rouse Hill	07:46	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	12:04	-	13:04	-	14:04	-	15:04	-	16:04
Carnarvon Rd before Grange Ave, Schofields	12:11	-	13:11	-	14:11	-	15:11	-	16:11
Riverstone Station, Riverstone	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20
Tallawong Station, Tallawong	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36
Rouse Hill Station, Rouse Hill	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	17:04	-	-	-	-	-	-	-
Carnarvon Rd before Grange Ave, Schofields	-	17:11	-	-	-	-	-	-	-
Riverstone Station, Riverstone	16:50	17:20	17:50	18:20	19:20	20:20	21:20	-	-
Tallawong Station, Tallawong	17:06	17:36	18:06	18:36	19:36	20:36	21:36	-	-
Rouse Hill Station, Rouse Hill	17:16	17:46	18:16	18:46	19:46	20:46	21:46	-	-
Sunday & Public Holidays	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	-	-	09:04	-	10:04	-	11:04	-
Carnarvon Rd before Grange Ave, Schofields	-	-	-	09:11	-	10:11	-	11:11	-
Riverstone Station, Riverstone	07:20	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50
Tallawong Station, Tallawong	07:36	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06
Rouse Hill Station, Rouse Hill	07:46	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16

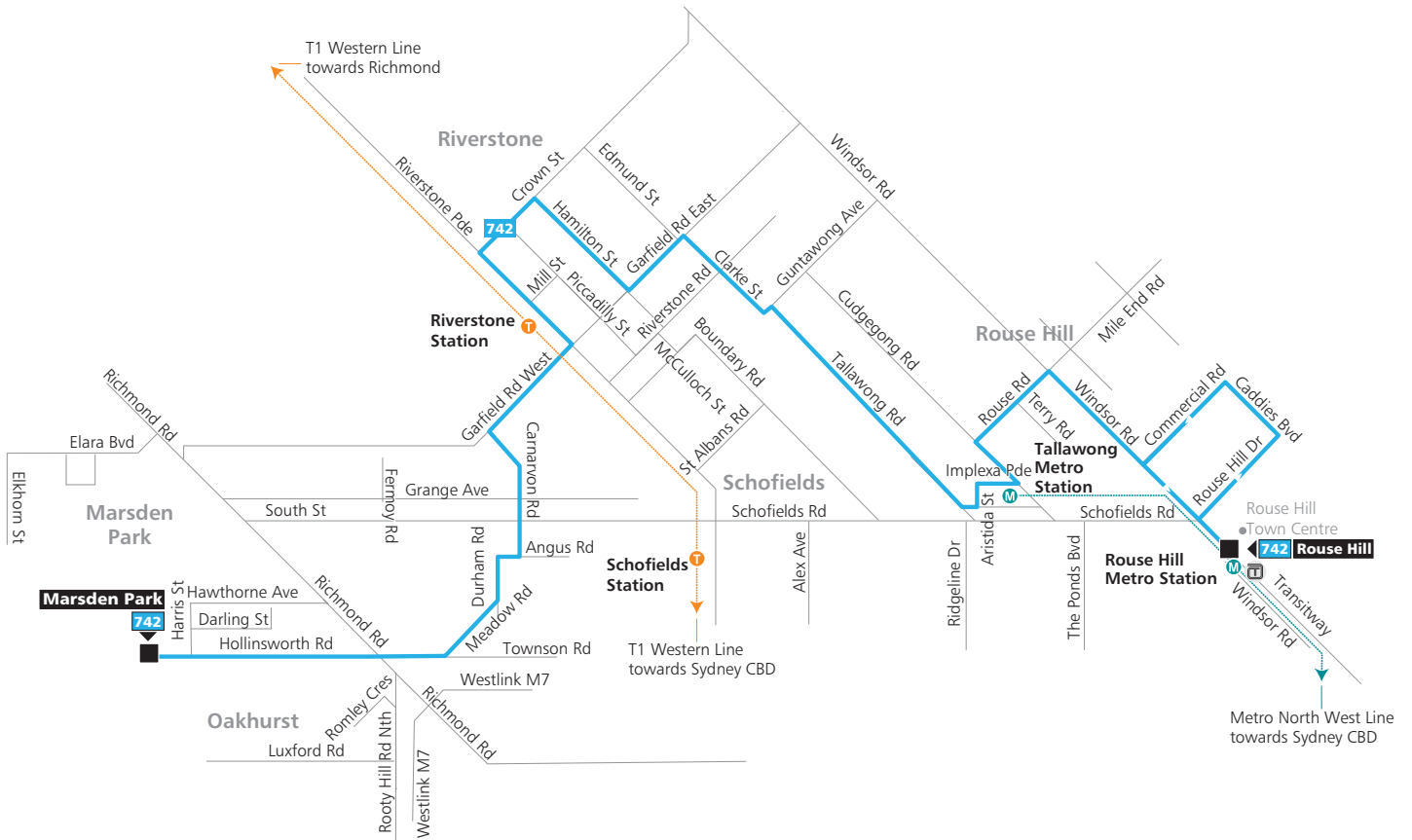
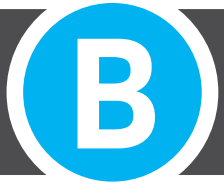
742**Marsden Park to Rouse Hill Station****B****Sunday & Public Holidays**

	♿	♿	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	12:04	-	13:04	-	14:04	-	15:04	-	16:04
Carnarvon Rd before Grange Ave, Schofields	12:11	-	13:11	-	14:11	-	15:11	-	16:11
Riverstone Station, Riverstone	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20
Tallawong Station, Tallawong	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36
Rouse Hill Station, Rouse Hill	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46

Sunday & Public Holidays

	♿	♿	♿	♿	♿	♿	♿
Ingenia Lifestyle Stoney Creek, Hollinsworth Rd, Marsden Park	-	17:04	-	-	-	-	-
Carnarvon Rd before Grange Ave, Schofields	-	17:11	-	-	-	-	-
Riverstone Station, Riverstone	16:50	17:20	17:50	18:20	19:20	20:20	21:20
Tallawong Station, Tallawong	17:06	17:36	18:06	18:36	19:36	20:36	21:36
Rouse Hill Station, Rouse Hill	17:16	17:46	18:16	18:46	19:46	20:46	21:46

Route 742



Legend

- Bus route
- 742 Bus route number
- Bus route start/finish
- M Bus route start/finish
- T Train line/station

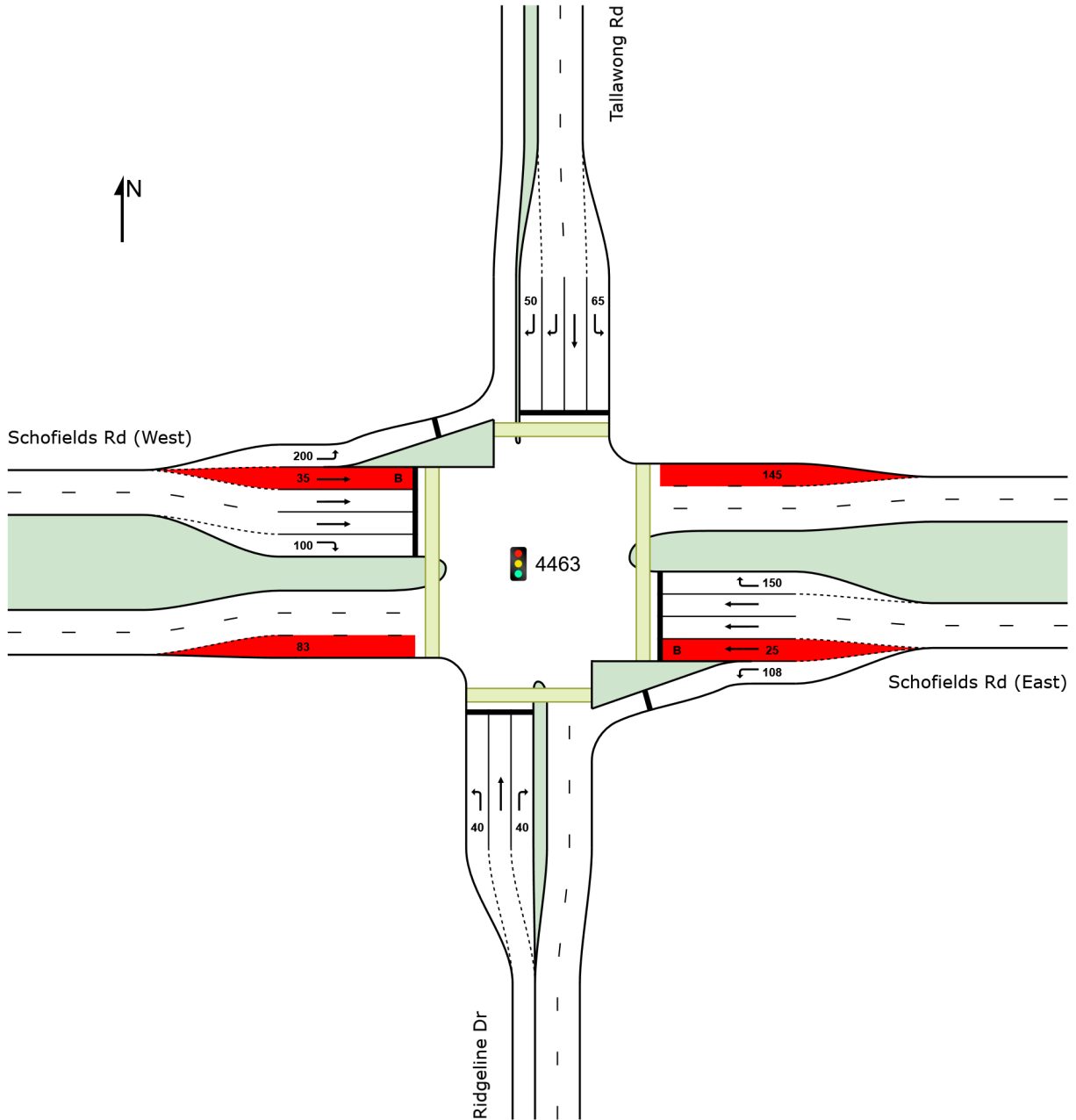
Diagrammatic Map
Not to Scale

SITE LAYOUT

Site: 4463 [01 Schofields Rd / Tallawong Rd AM - EX (Site Folder: AM - EX)]

25072
Schofields Rd / Tallawong Rd AM EX
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



PHASING SUMMARY

Site: 4463 [01 Schofields Rd / Tallawong Rd AM - EX (Site Folder: AM - EX)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

25072

Schofields Rd / Tallawong Rd AM EX

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 135 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Variable Phasing

Input Phase Sequence: A, B1, C1*, C2*, D, E1*, E2*, F

Output Phase Sequence: A, B1, C1*, D, E2*, F

Reference Phase: Phase B1

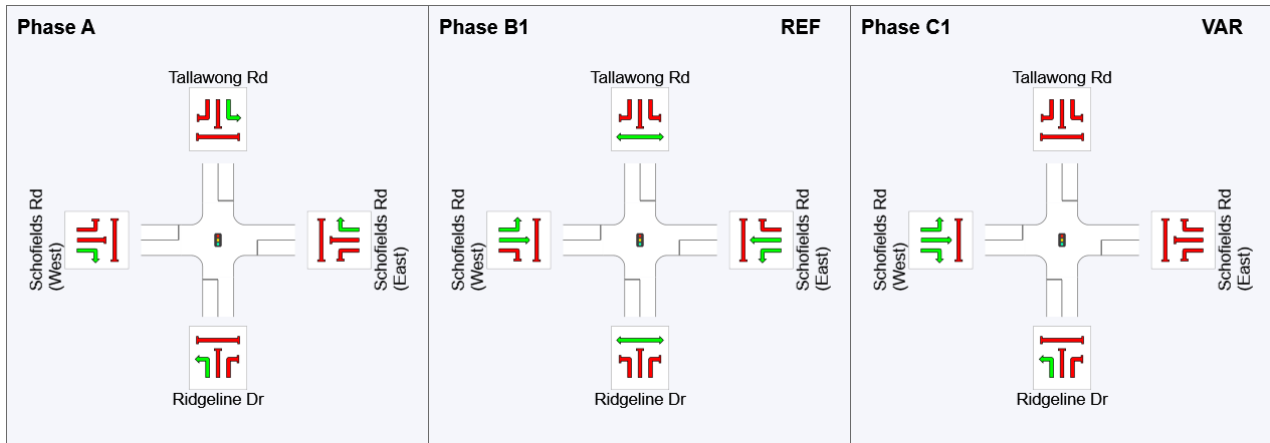
(* Variable Phase)

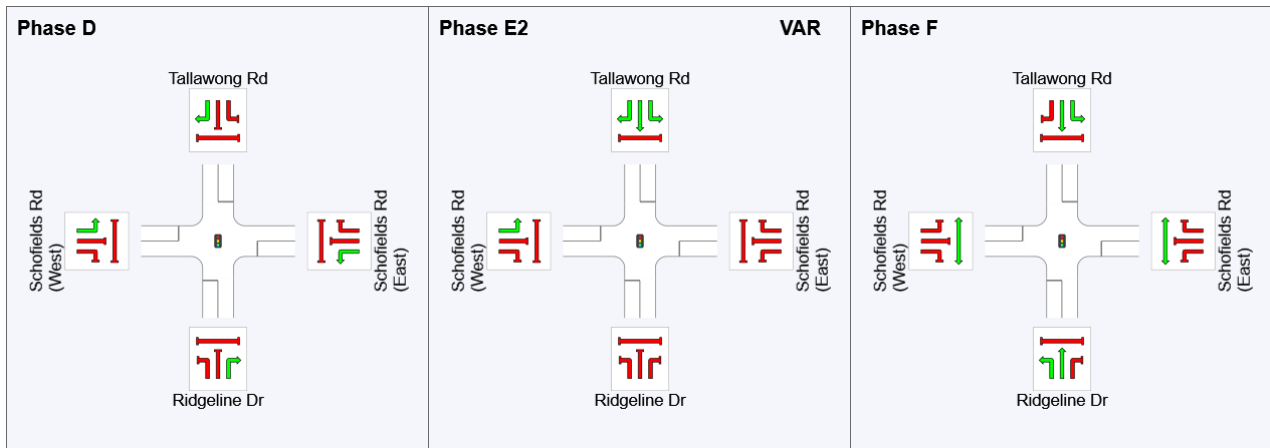
Phase Timing Summary

Phase	A	B1	C1	D	E2	F
Phase Change Time (sec)	123	0	38	51	83	85
Green Time (sec)	6	32	7	26	***	32
Phase Time (sec)	12	38	13	32	2	38
Phase Split	9%	28%	10%	24%	1%	28%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0	100.0

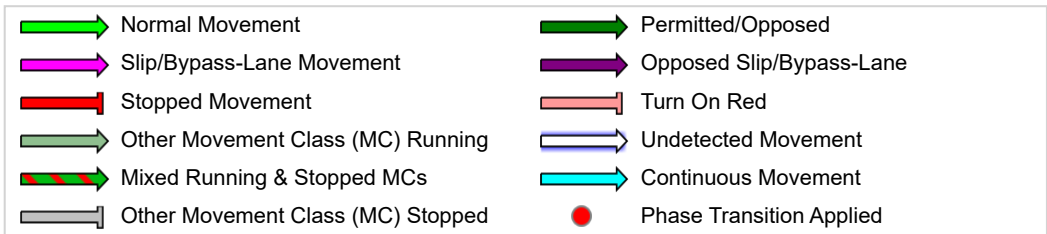
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence





REF: Reference Phase
 VAR: Variable Phase



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Project: D:\Dropbox__DB current TEF projects_NR\25072 - 84 Tallawong Road Rouse Hill\DA RES - LK Property Group\25072_modelling\25072 sidra\25072\25072 - 84 Tallawong Road, Rouse Hill 2508XX.sip9

MOVEMENT SUMMARY

Site: 4463 [01 Schofields Rd / Tallawong Rd AM - EX (Site Folder: AM - EX)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

25072

Schofields Rd / Tallawong Rd AM EX

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 135 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Ridgeline Dr															
1	L2	All MCs	153	6.2	153	6.2	0.227	54.4	LOS D	3.9	28.7	0.72	0.74	0.72	42.7
2	T1	All MCs	260	2.0	260	2.0	0.696	74.0	LOS F	15.8	112.4	0.97	0.83	0.98	32.9
3	R2	All MCs	276	1.9	276	1.9	* 1.074	182.3	LOS F	29.0	206.5	1.00	1.35	1.84	15.4
Approach			688	2.9	688	2.9	1.074	113.0	LOS F	29.0	206.5	0.93	1.02	1.27	23.9
East: Schofields Rd (East)															
4	L2	All MCs	212	0.5	212	0.5	0.266	10.5	LOS A	1.9	13.5	0.19	0.60	0.19	49.5
5	T1	All MCs	895	3.9	895	3.9	0.920	64.0	LOS E	29.1	209.8	0.99	0.92	1.07	34.2
6	R2	All MCs	83	0.0	83	0.0	* 1.007	116.8	LOS F	7.3	51.4	1.00	1.07	1.75	19.1
Approach			1189	3.0	1189	3.0	1.007	58.2	LOS E	29.1	209.8	0.85	0.88	0.96	34.2
North: Tallawong Rd															
7	L2	All MCs	115	0.9	115	0.9	0.183	62.6	LOS E	5.2	37.0	0.74	0.75	0.74	34.2
8	T1	All MCs	473	0.2	473	0.2	* 1.072	169.7	LOS F	49.2	345.0	1.00	1.50	1.74	17.9
9	R2	All MCs	451	5.8	451	5.8	0.688	65.5	LOS E	14.0	102.6	0.98	0.84	1.00	29.9
Approach			1038	2.7	1038	2.7	1.072	112.6	LOS F	49.2	345.0	0.96	1.13	1.31	23.0
West: Schofields Rd (West)															
10	L2	All MCs	576	3.8	576	3.8	0.544	7.1	LOS A	1.6	11.5	0.05	0.56	0.05	52.6
11	T1	All MCs	1358	4.2	1358	4.2	* 1.043	104.1	LOS F	61.3	443.0	1.00	1.28	1.39	25.5
12	R2	All MCs	175	1.2	175	1.2	0.985	105.4	LOS F	10.9	76.8	1.00	1.08	1.57	24.8
Approach			2108	3.8	2108	3.8	1.043	77.7	LOS F	61.3	443.0	0.74	1.07	1.04	30.0
All Vehicles			5024	3.3	5024	3.3	1.074	85.1	LOS F	61.3	443.0	0.84	1.03	1.11	27.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped]	[Dist]					
		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Ridgeline Dr												

P1 Full	50	53	61.8	LOS F	0.2	0.2	0.96	0.96	77.2	20.0	0.26
East: Schofields Rd (East)											
P2 Full	50	53	61.8	LOS F	0.2	0.2	0.96	0.96	77.2	20.0	0.26
North: Tallawong Rd											
P3 Full	50	53	61.8	LOS F	0.2	0.2	0.96	0.96	77.2	20.0	0.26
West: Schofields Rd (West)											
P4 Full	50	53	61.8	LOS F	0.2	0.2	0.96	0.96	77.2	20.0	0.26
All Pedestrians	200	211	61.8	LOS F	0.2	0.2	0.96	0.96	77.2	20.0	0.26

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 4463 [01 Schofields Rd / Tallawong Rd AM - ADD (Site Folder: AM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

01 Schofields Rd / Tallawong Rd AM - ADD

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	[Dist] m				
South: Ridgeline Dr															
1	L2	All MCs	153	6.2	153	6.2	0.228	36.2	LOS C	3.8	27.7	0.72	0.74	0.72	43.0
2	T1	All MCs	263	2.0	263	2.0	0.691	70.1	LOS E	15.4	109.3	0.97	0.83	0.98	33.5
3	R2	All MCs	276	1.9	276	1.9	* 1.066	172.5	LOS F	27.9	198.6	1.00	1.34	1.83	16.0
Approach			692	2.9	692	2.9	1.066	103.5	LOS F	27.9	198.6	0.93	1.01	1.26	21.7
East: Schofields Rd (East)															
4	L2	All MCs	212	0.5	212	0.5	0.270	9.8	LOS A	2.0	14.4	0.21	0.61	0.21	49.3
5	T1	All MCs	895	3.9	895	3.9	0.945	66.2	LOS E	29.5	212.3	1.00	0.97	1.12	33.4
6	R2	All MCs	84	0.0	84	0.0	0.982	102.6	LOS F	6.8	47.9	1.00	1.05	1.69	20.8
Approach			1191	3.0	1191	3.0	0.982	58.7	LOS E	29.5	212.3	0.86	0.91	1.00	29.0
North: Tallawong Rd															
7	L2	All MCs	118	0.9	118	0.9	0.185	59.9	LOS E	5.2	36.4	0.74	0.75	0.74	34.8
8	T1	All MCs	486	0.2	486	0.2	* 1.091	180.2	LOS F	51.3	360.1	1.00	1.57	1.85	17.0
9	R2	All MCs	463	5.7	463	5.7	0.701	63.5	LOS E	14.0	102.4	0.98	0.85	1.01	30.2
Approach			1067	2.7	1067	2.7	1.091	116.3	LOS F	51.3	360.1	0.96	1.16	1.36	20.5
West: Schofields Rd (West)															
10	L2	All MCs	583	3.8	583	3.8	0.559	6.2	LOS A	1.6	11.6	0.05	0.56	0.05	52.6
11	T1	All MCs	1358	4.2	1358	4.2	* 1.078	131.9	LOS F	65.8	475.6	1.00	1.41	1.58	21.0
12	R2	All MCs	175	1.2	175	1.2	* 1.028	105.2	LOS F	10.4	73.4	1.00	1.27	1.74	19.2
Approach			2116	3.8	2116	3.8	1.078	95.1	LOS F	65.8	475.6	0.74	1.17	1.17	22.1
All Vehicles			5065	3.3	5065	3.3	1.091	92.1	LOS F	65.8	475.6	0.84	1.09	1.18	22.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped]	[Dist]					
South: Ridgeline Dr												

P1 Full	1	1	59.1	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
East: Schofields Rd (East)											
P2 Full	3	3	59.1	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
North: Tallawong Rd											
P3 Full	8	8	59.2	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
West: Schofields Rd (West)											
P4 Full	6	6	59.2	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
All Pedestrians	18	19	59.2	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 4463 [01 Schofields Rd / Tallawong Rd PM - EX (Site Folder: PM - EX)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Schofields Rd / Tallawong Rd PM EX

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec			veh	m			km/h
South: Ridgeline Dr															
1	L2	All MCs	158	0.0	158	0.0	0.276	60.7	LOS E	7.5	52.7	0.80	0.78	0.80	34.7
2	T1	All MCs	266	0.4	266	0.4	* 0.894	88.1	LOS F	19.1	134.1	1.00	1.05	1.28	28.4
3	R2	All MCs	202	1.6	202	1.6	0.663	77.1	LOS F	12.0	85.1	0.98	0.83	0.99	28.9
Approach			626	0.7	626	0.7	0.894	77.7	LOS F	19.1	134.1	0.94	0.91	1.06	25.9
East: Schofields Rd (East)															
4	L2	All MCs	182	1.2	182	1.2	0.165	9.0	LOS A	0.3	1.9	0.03	0.56	0.03	52.0
5	T1	All MCs	1301	1.7	1301	1.7	* 0.884	37.1	LOS C	33.3	235.7	0.83	0.77	0.87	43.9
6	R2	All MCs	57	1.9	57	1.9	0.448	71.4	LOS F	3.6	25.9	1.00	0.75	1.00	25.9
Approach			1540	1.6	1540	1.6	0.884	35.0	LOS C	33.3	235.7	0.74	0.75	0.77	36.6
North: Tallawong Rd															
7	L2	All MCs	88	1.2	88	1.2	0.156	42.0	LOS C	4.0	28.5	0.76	0.74	0.76	33.6
8	T1	All MCs	278	1.5	278	1.5	0.758	57.6	LOS E	17.3	123.0	1.00	0.89	1.06	31.6
9	R2	All MCs	512	3.7	512	3.7	* 0.866	80.5	LOS F	17.7	128.2	1.00	0.98	1.23	27.5
Approach			878	2.8	878	2.8	0.866	69.3	LOS E	17.7	128.2	0.98	0.93	1.13	27.8
West: Schofields Rd (West)															
10	L2	All MCs	506	2.7	506	2.7	0.463	6.2	LOS A	1.2	8.3	0.04	0.56	0.04	52.7
11	T1	All MCs	1096	2.5	1096	2.5	0.747	24.8	LOS B	21.4	152.4	0.66	0.59	0.66	46.3
12	R2	All MCs	105	0.0	105	0.0	* 0.819	77.6	LOS F	7.3	50.9	1.00	0.92	1.26	26.1
Approach			1707	2.4	1707	2.4	0.819	22.6	LOS B	21.4	152.4	0.50	0.60	0.51	42.7
All Vehicles			4752	2.0	4752	2.0	0.894	42.5	LOS D	33.3	235.7	0.72	0.75	0.78	34.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped]	[Dist]					
		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Ridgeline Dr												

P1 Full	4	4	59.1	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
East: Schofields Rd (East)											
P2 Full	40	42	59.2	LOS E	0.1	0.1	0.96	0.96	74.6	20.0	0.27
North: Tallawong Rd											
P3 Full	1	1	59.1	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
West: Schofields Rd (West)											
P4 Full	6	6	59.2	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
All Pedestrians	51	54	59.2	LOS E	0.1	0.1	0.96	0.96	74.6	20.0	0.27

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 4463 [01 Schofields Rd / Tallawong Rd PM - ADD (Site Folder: PM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Schofields Rd / Tallawong Rd PM EX

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Site Optimum Cycle Time - Minimum Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Ridgeline Dr															
1	L2	All MCs	158	0.0	158	0.0	0.270	60.4	LOS E	7.4	52.0	0.79	0.77	0.79	34.9
2	T1	All MCs	274	0.4	274	0.4	* 0.884	86.4	LOS F	19.3	135.7	1.00	1.03	1.25	28.9
3	R2	All MCs	202	1.6	202	1.6	0.696	79.4	LOS F	12.3	87.1	0.99	0.85	1.03	28.5
Approach			634	0.7	634	0.7	0.884	77.7	LOS F	19.3	135.7	0.94	0.91	1.06	25.9
East: Schofields Rd (East)															
4	L2	All MCs	182	1.2	182	1.2	0.169	10.2	LOS A	0.3	1.9	0.03	0.56	0.03	52.0
5	T1	All MCs	1301	1.7	1301	1.7	* 0.904	40.9	LOS C	35.5	251.2	0.88	0.82	0.92	42.5
6	R2	All MCs	64	1.6	64	1.6	0.505	71.8	LOS F	4.1	29.4	1.00	0.76	1.00	25.8
Approach			1547	1.6	1547	1.6	0.904	38.6	LOS C	35.5	251.2	0.78	0.79	0.82	35.2
North: Tallawong Rd															
7	L2	All MCs	89	1.2	89	1.2	0.150	40.3	LOS C	4.0	28.2	0.75	0.74	0.75	34.2
8	T1	All MCs	282	1.5	282	1.5	0.712	54.0	LOS D	16.9	120.2	0.99	0.85	1.01	32.5
9	R2	All MCs	519	3.7	519	3.7	* 0.889	84.5	LOS F	18.6	134.0	1.00	1.01	1.27	26.9
Approach			891	2.7	891	2.7	0.889	70.4	LOS E	18.6	134.0	0.97	0.93	1.14	27.6
West: Schofields Rd (West)															
10	L2	All MCs	519	2.6	519	2.6	0.481	6.2	LOS A	1.2	8.7	0.04	0.56	0.04	52.7
11	T1	All MCs	1096	2.5	1096	2.5	0.764	27.1	LOS B	22.5	160.6	0.70	0.62	0.70	45.5
12	R2	All MCs	105	0.0	105	0.0	* 0.819	77.6	LOS F	7.3	50.9	1.00	0.92	1.26	26.1
Approach			1720	2.4	1720	2.4	0.819	23.9	LOS B	22.5	160.6	0.52	0.62	0.53	42.0
All Vehicles			4792	2.0	4792	2.0	0.904	44.4	LOS D	35.5	251.2	0.74	0.77	0.81	33.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped]	[Dist]					
		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Ridgeline Dr												

P1 Full	4	4	59.1	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
East: Schofields Rd (East)											
P2 Full	40	42	59.2	LOS E	0.1	0.1	0.96	0.96	74.6	20.0	0.27
North: Tallawong Rd											
P3 Full	1	1	59.1	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
West: Schofields Rd (West)											
P4 Full	6	6	59.2	LOS E	0.0	0.0	0.95	0.95	74.5	20.0	0.27
All Pedestrians	51	54	59.2	LOS E	0.1	0.1	0.96	0.96	74.6	20.0	0.27

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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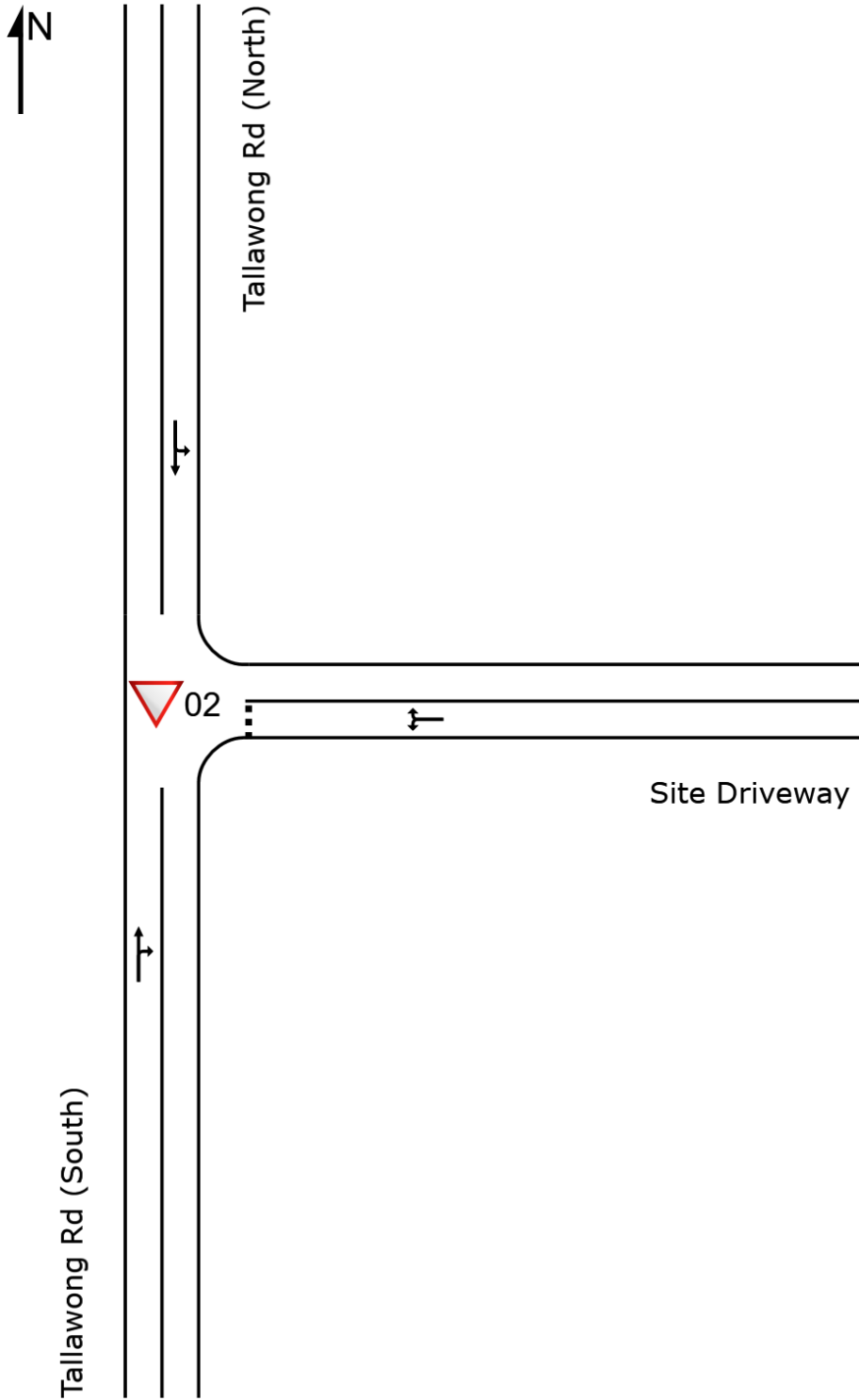
Project: D:\Dropbox__DB current TEF projects_NR\25072 - 84 Tallawong Road Rouse Hill DA RES - LK Property Group\25072_modelling\25072 sidra\25072\25072 - 84 Tallawong Road, Rouse Hill 2508XX.sip9

SITE LAYOUT

▽ Site: 02 [02 Tallawong Rd / Site Driveway AM - ADD (Site Folder: AM - ADD)]

25072
Tallawong Rd / Site Driveway AM - ADD
Site Category: Proposed Design 1
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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\25072 sidra\25072\25072 - 84 Tallawong Road, Rouse Hil 2508XX.sip9

MOVEMENT SUMMARY

Site: 02 [02 Tallawong Rd / Site Driveway AM - ADD (Site Folder: AM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Tallawong Rd / Site Driveway AM - ADD

Site Category: Proposed Design 1

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Tallawong Rd (South)															
2	T1	All MCs	887	0.0	887	0.0	0.468	0.1	LOS A	0.3	1.8	0.02	0.03	0.04	59.6
3	R2	All MCs	12	0.0	12	0.0	0.468	9.5	LOS A	0.3	1.8	0.02	0.03	0.04	53.5
Approach			899	0.0	899	0.0	0.468	0.3	NA	0.3	1.8	0.02	0.03	0.04	59.5
East: Site Driveway															
4	L2	All MCs	32	0.0	32	0.0	0.228	3.5	LOS A	0.7	5.1	0.79	0.86	0.87	35.7
6	R2	All MCs	32	0.0	32	0.0	0.228	21.7	LOS B	0.7	5.1	0.79	0.86	0.87	8.8
Approach			63	0.0	63	0.0	0.228	12.6	LOS A	0.7	5.1	0.79	0.86	0.87	22.2
North: Tallawong Rd (North)															
7	L2	All MCs	12	0.0	12	0.0	0.327	6.9	LOS A	0.0	0.0	0.00	0.01	0.00	11.7
8	T1	All MCs	616	2.4	616	2.4	0.327	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.6
Approach			627	2.3	627	2.3	0.327	0.1	NA	0.0	0.0	0.00	0.01	0.00	58.6
All Vehicles			1589	0.9	1589	0.9	0.468	0.7	NA	0.7	5.1	0.05	0.06	0.05	57.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 02 [02 Tallawong Rd / Site Driveway PM - ADD (Site Folder: PM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Tallawong Rd / Site Driveway PM - ADD

Site Category: Proposed Design 1

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Tallawong Rd (South)															
2	T1	All MCs	787	2.0	787	2.0	0.427	0.1	LOS A	0.3	1.8	0.04	0.05	0.04	59.5
3	R2	All MCs	23	0.0	23	0.0	0.427	7.6	LOS A	0.3	1.8	0.04	0.05	0.04	53.4
Approach			811	1.9	811	1.9	0.427	0.3	NA	0.3	1.8	0.04	0.05	0.04	59.3
East: Site Driveway															
4	L2	All MCs	15	0.0	15	0.0	0.058	1.0	LOS A	0.2	1.3	0.59	0.48	0.59	41.2
6	R2	All MCs	15	0.0	15	0.0	0.058	9.6	LOS A	0.2	1.3	0.59	0.48	0.59	10.2
Approach			29	0.0	29	0.0	0.058	5.3	LOS A	0.2	1.3	0.59	0.48	0.59	25.6
North: Tallawong Rd (North)															
7	L2	All MCs	23	0.0	23	0.0	0.176	6.8	LOS A	0.0	0.0	0.00	0.05	0.00	11.7
8	T1	All MCs	316	1.3	316	1.3	0.176	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.2
Approach			339	1.2	339	1.2	0.176	0.5	NA	0.0	0.0	0.00	0.05	0.00	55.7
All Vehicles			1179	1.7	1179	1.7	0.427	0.5	NA	0.3	1.8	0.04	0.06	0.04	57.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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SITE LAYOUT

▼ Site: 03 [03 Tallawong Rd / Macquarie Rd AM EX (Site Folder: AM - EX)]

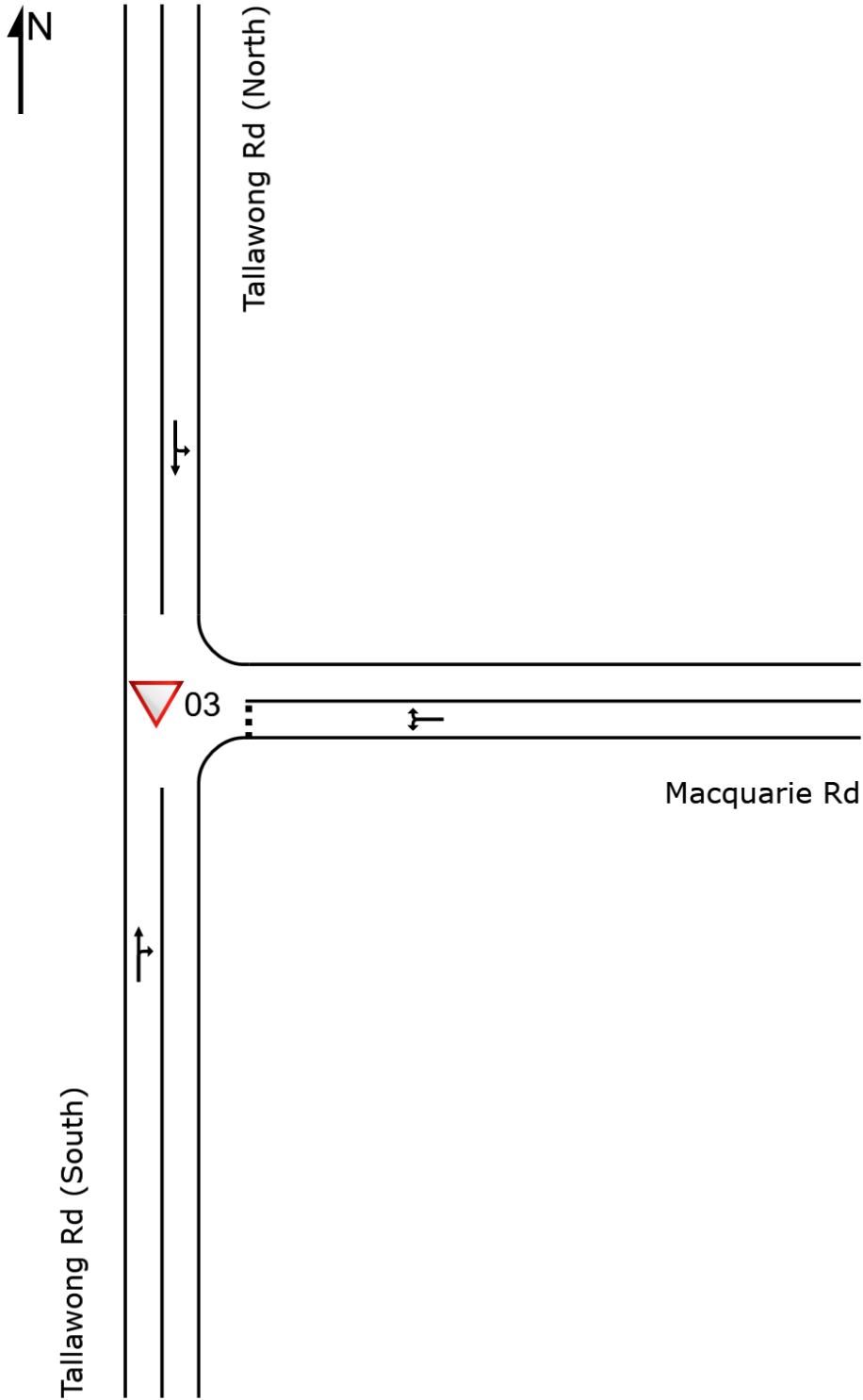
25072

Tallawong Rd / Macquarie Rd AM - EX

Site Category: Existing Design

Give-Way (Two-Way)

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Project: D:\Dropbox___DB current TEF projects_NR\25072 - 84 Tallawong Road Rouse Hill DA RES - LK Property Group\25072_modelling
\25072 sidra\25072\25072 - 84 Tallawong Road, Rouse Hil 2508XX.sip9

MOVEMENT SUMMARY

Site: 03 [03 Tallawong Rd / Macquarie Rd AM EX (Site Folder: AM - EX)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Tallawong Rd / Macquarie Rd AM - EX

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Tallawong Rd (South)															
2	T1	All MCs	256	6.6	256	6.6	0.294	2.4	LOS A	1.5	10.9	0.47	0.57	0.48	55.6
3	R2	All MCs	127	3.3	127	3.3	0.294	9.4	LOS A	1.5	10.9	0.47	0.57	0.48	49.3
Approach			383	5.5	383	5.5	0.294	4.8	NA	1.5	10.9	0.47	0.57	0.48	53.4
East: Macquarie Rd															
4	L2	All MCs	21	5.0	21	5.0	0.135	7.5	LOS A	0.4	3.1	0.66	0.85	0.66	45.2
6	R2	All MCs	42	2.5	42	2.5	0.135	12.5	LOS A	0.4	3.1	0.66	0.85	0.66	45.1
Approach			63	3.3	63	3.3	0.135	10.8	LOS A	0.4	3.1	0.66	0.85	0.66	45.1
North: Tallawong Rd (North)															
7	L2	All MCs	71	4.5	71	4.5	0.349	5.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.6
8	T1	All MCs	595	2.3	595	2.3	0.349	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	59.2
Approach			665	2.5	665	2.5	0.349	0.7	NA	0.0	0.0	0.00	0.06	0.00	58.9
All Vehicles			1112	3.6	1112	3.6	0.349	2.7	NA	1.5	10.9	0.20	0.28	0.20	55.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 03 [03 Tallawong Rd / Macquarie Rd AM - ADD (Site Folder: AM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Tallawong Rd / Macquarie Rd AM - ADD

Site Category: Proposed Design 1

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Tallawong Rd (South)															
2	T1	All MCs	276	6.1	276	6.1	0.320	2.8	LOS A	1.8	13.1	0.48	0.58	0.53	55.3
3	R2	All MCs	138	3.1	138	3.1	0.320	9.8	LOS A	1.8	13.1	0.48	0.58	0.53	49.5
Approach			414	5.1	414	5.1	0.320	5.1	NA	1.8	13.1	0.48	0.58	0.53	53.2
East: Macquarie Rd															
4	L2	All MCs	21	5.0	21	5.0	0.143	7.6	LOS A	0.4	3.2	0.68	0.86	0.68	45.0
6	R2	All MCs	42	2.5	42	2.5	0.143	13.1	LOS A	0.4	3.2	0.68	0.86	0.68	44.8
Approach			63	3.3	63	3.3	0.143	11.3	LOS A	0.4	3.2	0.68	0.86	0.68	44.9
North: Tallawong Rd (North)															
7	L2	All MCs	71	4.5	71	4.5	0.355	5.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.6
8	T1	All MCs	606	2.3	606	2.3	0.355	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	59.2
Approach			677	2.5	677	2.5	0.355	0.7	NA	0.0	0.0	0.00	0.06	0.00	58.9
All Vehicles			1154	3.5	1154	3.5	0.355	2.9	NA	1.8	13.1	0.21	0.29	0.23	55.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 03 [03 Tallawong Rd / Macquarie Rd PM EX (Site Folder: PM - EX)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Tallawong Rd / Macquarie Rd PM - EX

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Tallawong Rd (South)															
2	T1	All MCs	405	1.6	405	1.6	0.244	0.2	LOS A	0.4	2.8	0.11	0.13	0.11	59.0
3	R2	All MCs	43	0.0	43	0.0	0.244	6.9	LOS A	0.4	2.8	0.11	0.13	0.11	52.1
Approach			448	1.4	448	1.4	0.244	0.9	NA	0.4	2.8	0.11	0.13	0.11	58.3
East: Macquarie Rd															
4	L2	All MCs	14	0.0	14	0.0	0.120	5.6	LOS A	0.4	2.8	0.54	0.77	0.54	46.7
6	R2	All MCs	62	1.7	62	1.7	0.120	9.1	LOS A	0.4	2.8	0.54	0.77	0.54	46.5
Approach			76	1.4	76	1.4	0.120	8.5	LOS A	0.4	2.8	0.54	0.77	0.54	46.5
North: Tallawong Rd (North)															
7	L2	All MCs	41	5.1	41	5.1	0.179	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	56.6
8	T1	All MCs	302	1.4	302	1.4	0.179	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.3
Approach			343	1.8	343	1.8	0.179	0.7	NA	0.0	0.0	0.00	0.07	0.00	59.0
All Vehicles			867	1.6	867	1.6	0.244	1.5	NA	0.4	2.8	0.10	0.16	0.10	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 03 [03 Tallawong Rd / Macquarie Rd PM - ADD (Site Folder: PM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Tallawong Rd / Macquarie Rd PM - ADD

Site Category: Proposed Design 1

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Tallawong Rd (South)															
2	T1	All MCs	417	1.5	417	1.5	0.252	0.2	LOS A	0.4	2.9	0.11	0.14	0.11	59.0
3	R2	All MCs	44	0.0	44	0.0	0.252	7.0	LOS A	0.4	2.9	0.11	0.14	0.11	52.2
Approach			461	1.4	461	1.4	0.252	0.9	NA	0.4	2.9	0.11	0.14	0.11	58.3
East: Macquarie Rd															
4	L2	All MCs	15	0.0	15	0.0	0.126	5.8	LOS A	0.4	2.9	0.55	0.78	0.55	46.6
6	R2	All MCs	62	1.7	62	1.7	0.126	9.4	LOS A	0.4	2.9	0.55	0.78	0.55	46.4
Approach			77	1.4	77	1.4	0.126	8.7	LOS A	0.4	2.9	0.55	0.78	0.55	46.4
North: Tallawong Rd (North)															
7	L2	All MCs	41	5.1	41	5.1	0.190	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	56.6
8	T1	All MCs	323	1.3	323	1.3	0.190	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.3
Approach			364	1.7	364	1.7	0.190	0.7	NA	0.0	0.0	0.00	0.07	0.00	59.0
All Vehicles			902	1.5	902	1.5	0.252	1.5	NA	0.4	2.9	0.11	0.16	0.11	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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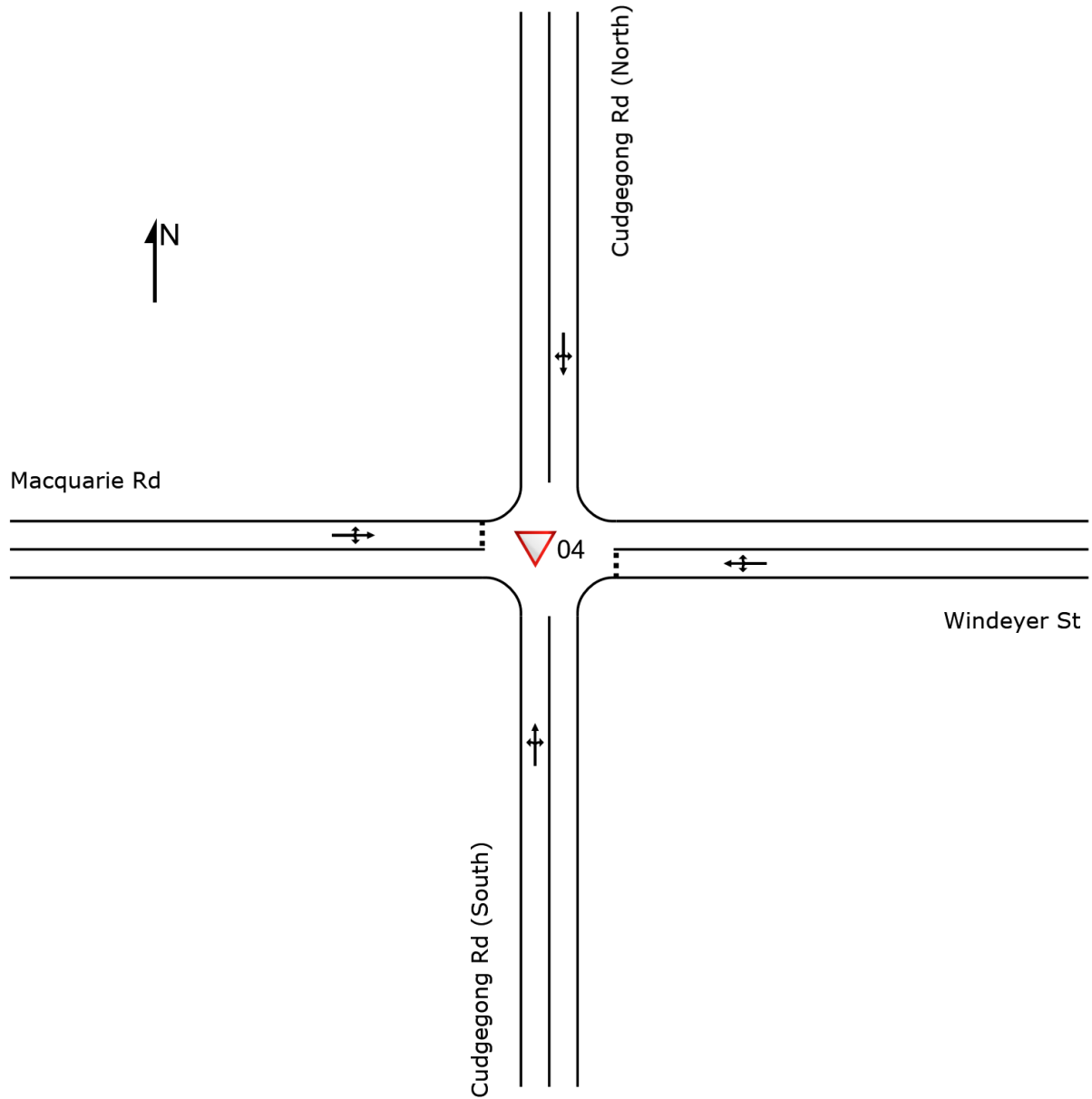
Project: D:\Dropbox__DB current TEF projects_NRI\25072 - 84 Tallawong Road Rouse Hill DA RES - LK Property Group\25072_modelling\25072 sidra\25072\25072 - 84 Tallawong Road, Rouse Hill 2508XX.sip9

SITE LAYOUT

▽ Site: 04 [04 Cudgegong Rd / Macquarie Rd / Windeyer St AM - EX (Site Folder: AM - EX)]

25072
Cudgegong Rd / Macquarie Rd / Windeyer St AM - EX
Site Category: Existing Design
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 04 [04 Cudgegong Rd / Macquarie Rd / Windeyer St AM - EX (Site Folder: AM - EX)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Cudgegong Rd / Macquarie Rd / Windeyer St AM - EX

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Cudgegong Rd (South)															
7	L2	All MCs	52	4.1	52	4.1	0.201	6.8	LOSA	0.6	4.5	0.24	0.33	0.24	51.0
8	T1	All MCs	239	2.2	239	2.2	0.201	0.6	LOSA	0.6	4.5	0.24	0.33	0.24	57.4
3	R2	All MCs	56	0.0	56	0.0	0.201	7.3	LOSA	0.6	4.5	0.24	0.33	0.24	50.8
Approach			346	2.1	346	2.1	0.201	2.6	NA	0.6	4.5	0.24	0.33	0.24	55.2
East: Windeyer St															
4	L2	All MCs	18	0.0	18	0.0	0.058	6.1	LOSA	0.2	1.4	0.54	0.69	0.54	47.3
5	T1	All MCs	19	5.6	19	5.6	0.058	8.4	LOSA	0.2	1.4	0.54	0.69	0.54	44.5
6	R2	All MCs	2	0.0	2	0.0	0.058	11.2	LOSA	0.2	1.4	0.54	0.69	0.54	47.1
Approach			39	2.7	39	2.7	0.058	7.5	LOSA	0.2	1.4	0.54	0.69	0.54	45.9
North: Cudgegong Rd (North)															
7	L2	All MCs	3	0.0	3	0.0	0.227	5.6	LOSA	0.0	0.1	0.00	0.01	0.00	53.1
2	T1	All MCs	434	1.2	434	1.2	0.227	0.0	LOSA	0.0	0.1	0.00	0.01	0.00	59.9
3	R2	All MCs	1	0.0	1	0.0	0.227	5.6	LOSA	0.0	0.1	0.00	0.01	0.00	52.8
Approach			438	1.2	438	1.2	0.227	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
West: Macquarie Rd															
4	L2	All MCs	11	10.0	11	10.0	0.375	6.7	LOSA	1.7	12.0	0.67	0.92	0.89	44.8
11	T1	All MCs	100	1.1	100	1.1	0.375	9.8	LOSA	1.7	12.0	0.67	0.92	0.89	42.6
6	R2	All MCs	76	6.9	76	6.9	0.375	14.1	LOSA	1.7	12.0	0.67	0.92	0.89	44.6
Approach			186	4.0	186	4.0	0.375	11.4	LOSA	1.7	12.0	0.67	0.92	0.89	43.5
All Vehicles			1009	2.1	1009	2.1	0.375	3.3	NA	1.7	12.0	0.23	0.31	0.27	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 04 [04 Cudgegong Rd / Macquarie Rd / Windeyer St AM - ADD (Site Folder: AM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Cudgegong Rd / Macquarie Rd / Windeyer St AM - ADD

Site Category: Proposed Design 1

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Cudgegong Rd (South)															
7	L2	All MCs	52	4.1	52	4.1	0.201	6.8	LOSA	0.6	4.5	0.24	0.33	0.24	51.0
8	T1	All MCs	239	2.2	239	2.2	0.201	0.6	LOSA	0.6	4.5	0.24	0.33	0.24	57.4
3	R2	All MCs	56	0.0	56	0.0	0.201	7.3	LOSA	0.6	4.5	0.24	0.33	0.24	50.8
Approach			346	2.1	346	2.1	0.201	2.6	NA	0.6	4.5	0.24	0.33	0.24	55.2
East: Windeyer St															
4	L2	All MCs	18	0.0	18	0.0	0.058	6.1	LOSA	0.2	1.4	0.54	0.69	0.54	47.3
5	T1	All MCs	19	5.6	19	5.6	0.058	8.4	LOSA	0.2	1.4	0.54	0.69	0.54	44.5
6	R2	All MCs	2	0.0	2	0.0	0.058	11.3	LOSA	0.2	1.4	0.54	0.69	0.54	47.1
Approach			39	2.7	39	2.7	0.058	7.5	LOSA	0.2	1.4	0.54	0.69	0.54	45.9
North: Cudgegong Rd (North)															
7	L2	All MCs	3	0.0	3	0.0	0.227	5.6	LOSA	0.0	0.1	0.00	0.01	0.00	53.1
2	T1	All MCs	434	1.2	434	1.2	0.227	0.0	LOSA	0.0	0.1	0.00	0.01	0.00	59.9
3	R2	All MCs	1	0.0	1	0.0	0.227	5.6	LOSA	0.0	0.1	0.00	0.01	0.00	52.8
Approach			438	1.2	438	1.2	0.227	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
West: Macquarie Rd															
4	L2	All MCs	12	9.1	12	9.1	0.394	6.9	LOSA	1.8	12.9	0.68	0.93	0.92	44.9
11	T1	All MCs	105	1.0	105	1.0	0.394	10.1	LOSA	1.8	12.9	0.68	0.93	0.92	42.8
6	R2	All MCs	80	6.6	80	6.6	0.394	14.3	LOSA	1.8	12.9	0.68	0.93	0.92	44.7
Approach			197	3.7	197	3.7	0.394	11.6	LOSA	1.8	12.9	0.68	0.93	0.92	43.7
All Vehicles			1020	2.1	1020	2.1	0.394	3.4	NA	1.8	12.9	0.23	0.32	0.28	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 04 [04 Cudgegong Rd / Macquarie Rd / Windeyer St PM - EX (Site Folder: PM - EX)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Cudgegong Rd / Macquarie Rd AM / Windeyer St - EX

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Cudgegong Rd (South)															
7	L2	All MCs	54	2.0	54	2.0	0.246	5.7	LOSA	0.2	1.2	0.03	0.10	0.03	52.3
8	T1	All MCs	399	1.1	399	1.1	0.246	0.0	LOSA	0.2	1.2	0.03	0.10	0.03	59.1
3	R2	All MCs	17	0.0	17	0.0	0.246	5.8	LOSA	0.2	1.2	0.03	0.10	0.03	52.1
Approach			469	1.1	469	1.1	0.246	0.9	NA	0.2	1.2	0.03	0.10	0.03	57.9
East: Windeyer St															
4	L2	All MCs	7	0.0	7	0.0	0.036	5.0	LOSA	0.1	0.9	0.44	0.57	0.44	48.1
5	T1	All MCs	19	0.0	19	0.0	0.036	6.4	LOSA	0.1	0.9	0.44	0.57	0.44	45.3
6	R2	All MCs	2	0.0	2	0.0	0.036	8.4	LOSA	0.1	0.9	0.44	0.57	0.44	47.9
Approach			28	0.0	28	0.0	0.036	6.2	LOSA	0.1	0.9	0.44	0.57	0.44	46.2
North: Cudgegong Rd (North)															
7	L2	All MCs	2	0.0	2	0.0	0.076	5.9	LOSA	0.0	0.1	0.01	0.02	0.01	53.0
2	T1	All MCs	143	0.7	143	0.7	0.076	0.0	LOSA	0.0	0.1	0.01	0.02	0.01	59.8
3	R2	All MCs	1	0.0	1	0.0	0.076	6.2	LOSA	0.0	0.1	0.01	0.02	0.01	52.7
Approach			146	0.7	146	0.7	0.076	0.1	NA	0.0	0.1	0.01	0.02	0.01	59.7
West: Macquarie Rd															
4	L2	All MCs	15	0.0	15	0.0	0.138	6.1	LOSA	0.5	3.4	0.53	0.75	0.53	47.0
11	T1	All MCs	22	0.0	22	0.0	0.138	6.5	LOSA	0.5	3.4	0.53	0.75	0.53	44.3
6	R2	All MCs	51	2.1	51	2.1	0.138	9.1	LOSA	0.5	3.4	0.53	0.75	0.53	46.7
Approach			87	1.2	87	1.2	0.138	8.0	LOSA	0.5	3.4	0.53	0.75	0.53	46.2
All Vehicles			732	1.0	732	1.0	0.246	1.8	NA	0.5	3.4	0.10	0.18	0.10	56.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 04 [04 Cudgegong Rd / Macquarie Rd / Windeyer St PM - ADD (Site Folder: PM - ADD)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

25072

Cudgegong Rd / Macquarie Rd / Windeyer St PM - ADD

Site Category: Proposed Design 1

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Cudgegong Rd (South)															
7	L2	All MCs	55	1.9	55	1.9	0.247	5.7	LOSA	0.2	1.2	0.03	0.10	0.03	52.4
8	T1	All MCs	399	1.1	399	1.1	0.247	0.0	LOSA	0.2	1.2	0.03	0.10	0.03	59.0
3	R2	All MCs	17	0.0	17	0.0	0.247	5.8	LOSA	0.2	1.2	0.03	0.10	0.03	52.1
Approach			471	1.1	471	1.1	0.247	0.9	NA	0.2	1.2	0.03	0.10	0.03	57.9
East: Windeyer St															
4	L2	All MCs	7	0.0	7	0.0	0.037	5.0	LOSA	0.1	0.9	0.44	0.57	0.44	48.1
5	T1	All MCs	19	0.0	19	0.0	0.037	6.4	LOSA	0.1	0.9	0.44	0.57	0.44	45.3
6	R2	All MCs	2	0.0	2	0.0	0.037	8.4	LOSA	0.1	0.9	0.44	0.57	0.44	47.9
Approach			28	0.0	28	0.0	0.037	6.2	LOSA	0.1	0.9	0.44	0.57	0.44	46.2
North: Cudgegong Rd (North)															
7	L2	All MCs	2	0.0	2	0.0	0.076	5.9	LOSA	0.0	0.1	0.01	0.02	0.01	53.0
2	T1	All MCs	143	0.7	143	0.7	0.076	0.0	LOSA	0.0	0.1	0.01	0.02	0.01	59.8
3	R2	All MCs	1	0.0	1	0.0	0.076	6.2	LOSA	0.0	0.1	0.01	0.02	0.01	52.7
Approach			146	0.7	146	0.7	0.076	0.1	NA	0.0	0.1	0.01	0.02	0.01	59.7
West: Macquarie Rd															
4	L2	All MCs	15	0.0	15	0.0	0.140	6.1	LOSA	0.5	3.4	0.53	0.76	0.53	47.1
11	T1	All MCs	22	0.0	22	0.0	0.140	6.5	LOSA	0.5	3.4	0.53	0.76	0.53	44.4
6	R2	All MCs	52	2.0	52	2.0	0.140	9.2	LOSA	0.5	3.4	0.53	0.76	0.53	46.8
Approach			88	1.2	88	1.2	0.140	8.0	LOSA	0.5	3.4	0.53	0.76	0.53	46.2
All Vehicles			734	1.0	734	1.0	0.247	1.8	NA	0.5	3.4	0.10	0.18	0.10	56.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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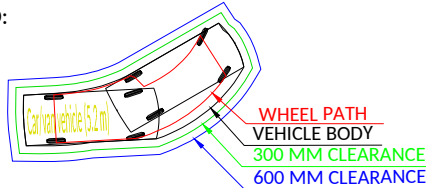
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Appendix B

Design checks and vehicle manoeuvring drawings
Updated assessment of parking requirements and compliance
Updated preliminary CTMP



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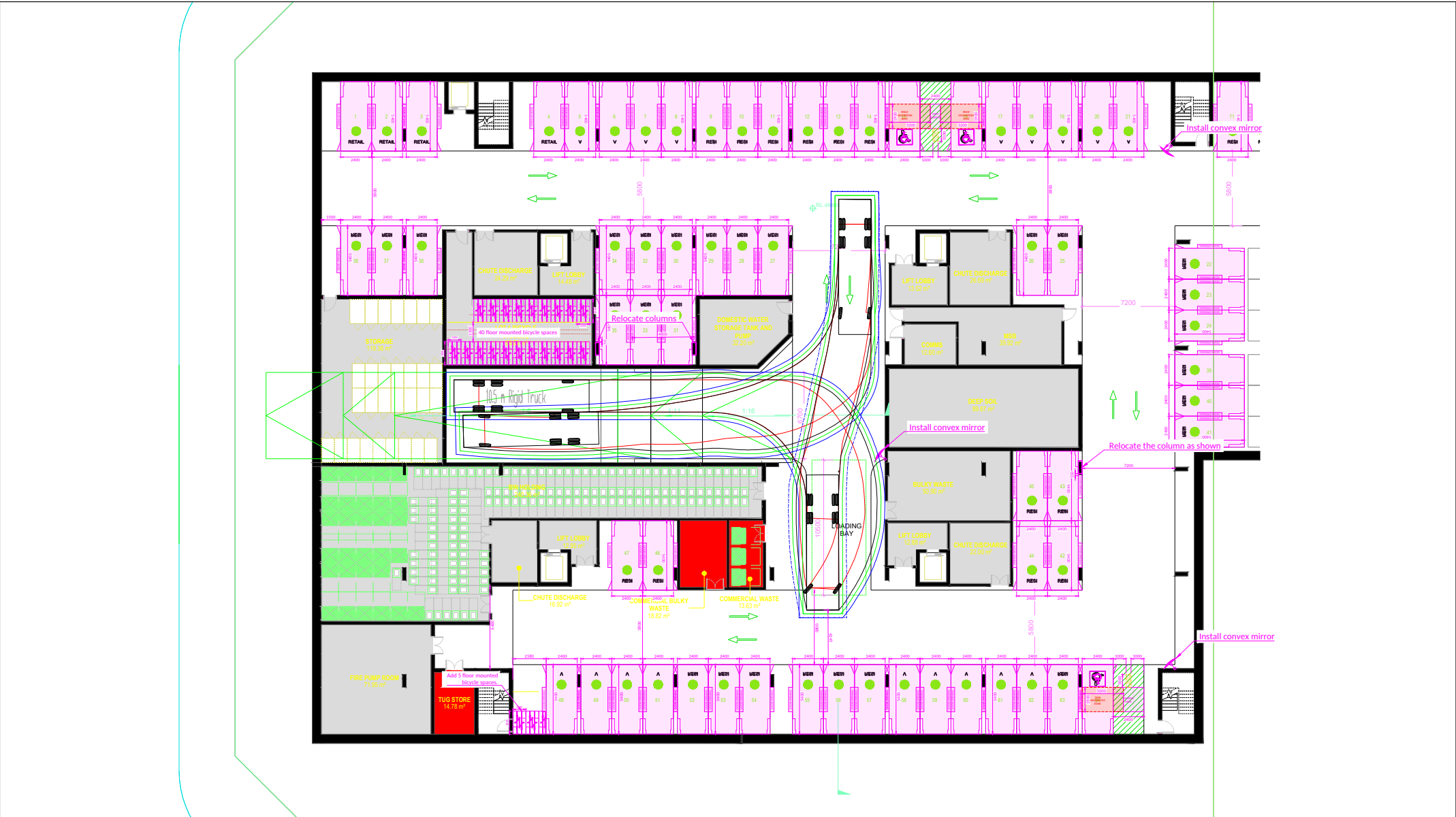
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LK Property Group

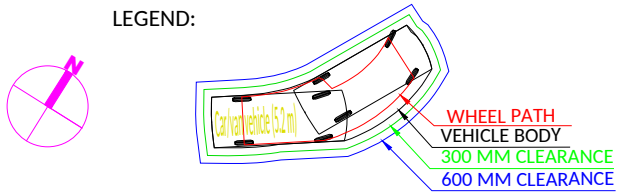
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SCALE 1:400@A4

Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 1 BASEMENT 04



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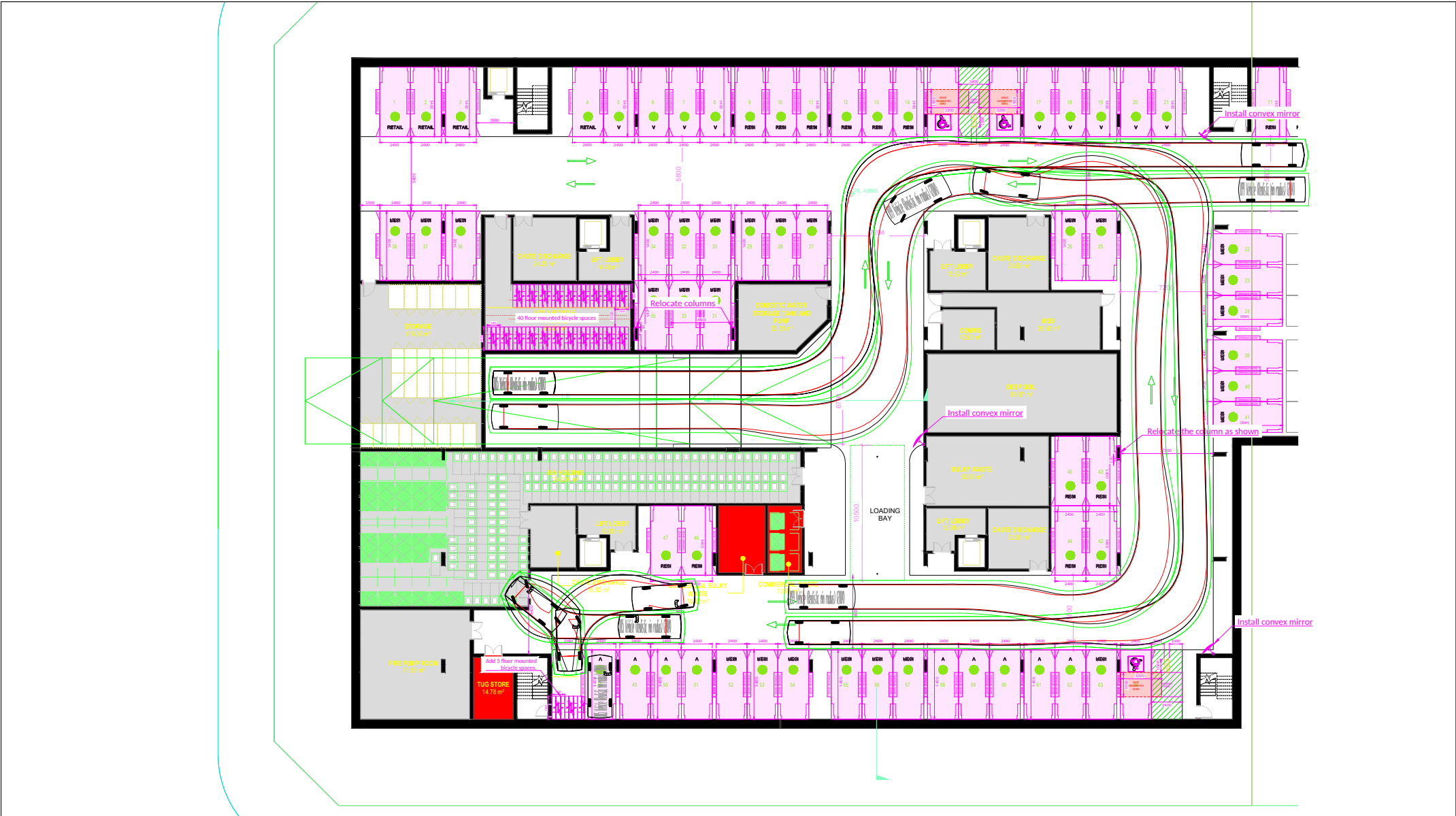
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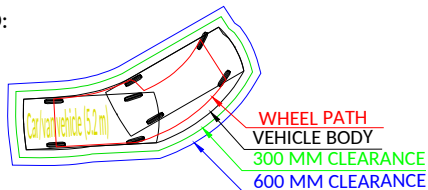
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Design checks as per AS/NZS 2890 series
LOT 1 BASEMENT 04



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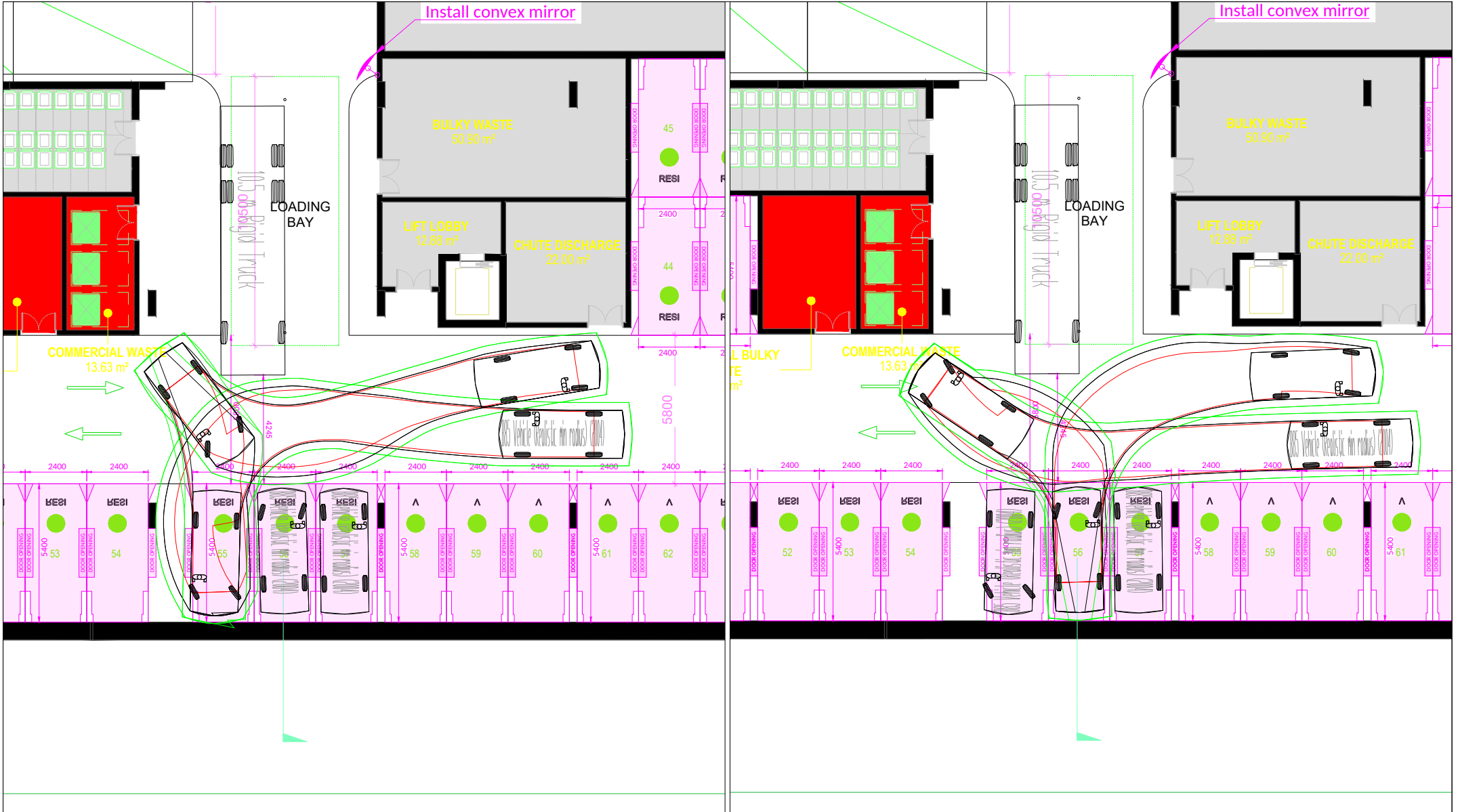
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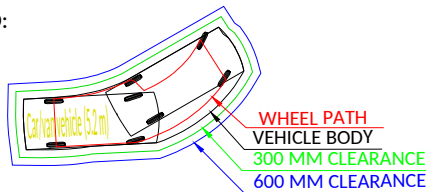
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Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 1 BASEMENT 04



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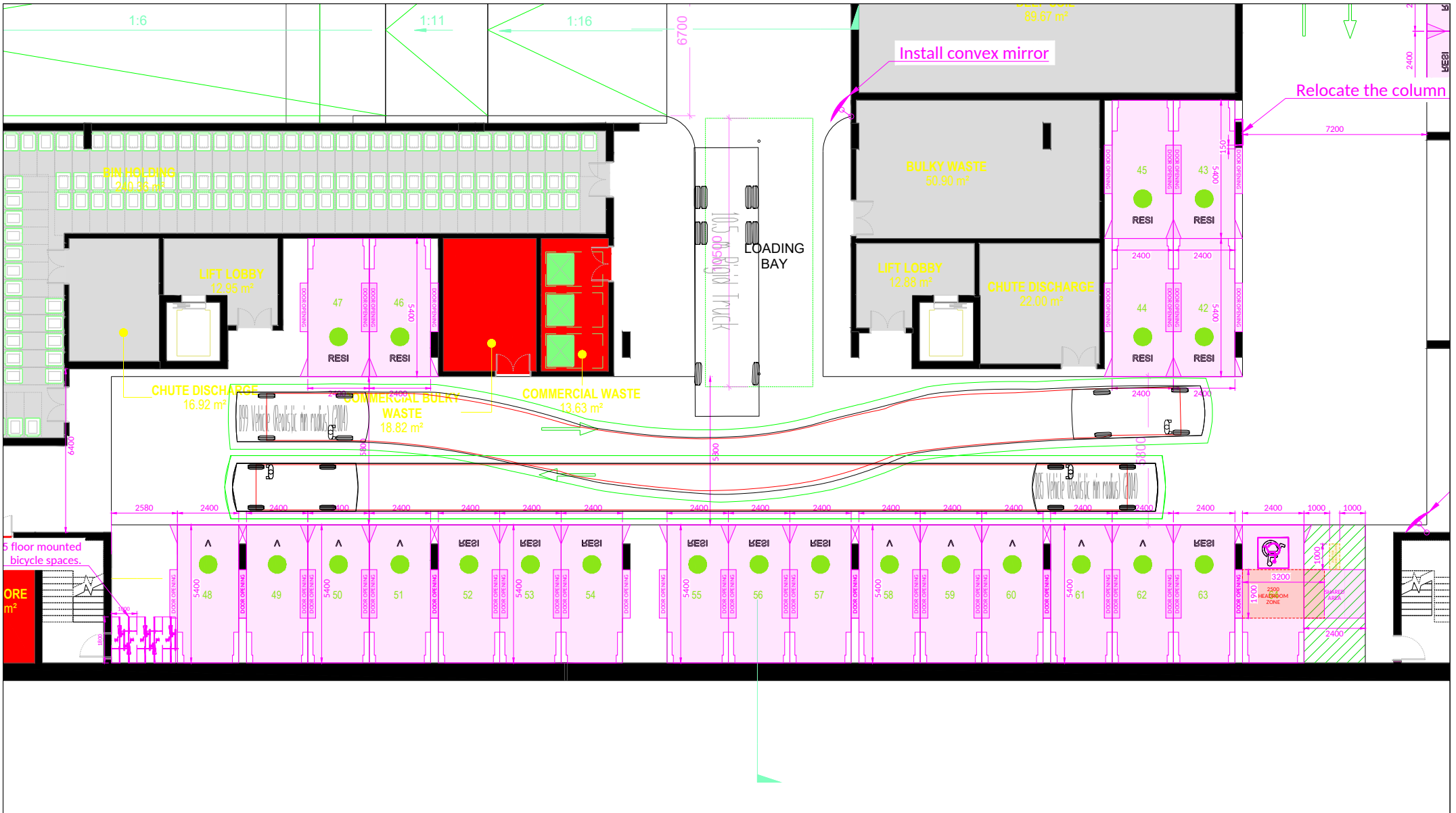
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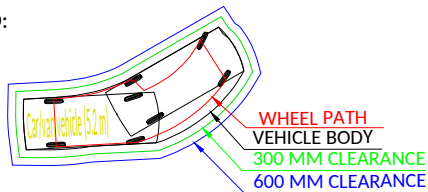
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Proposed car park layout
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LOT 1 BASEMENT 04



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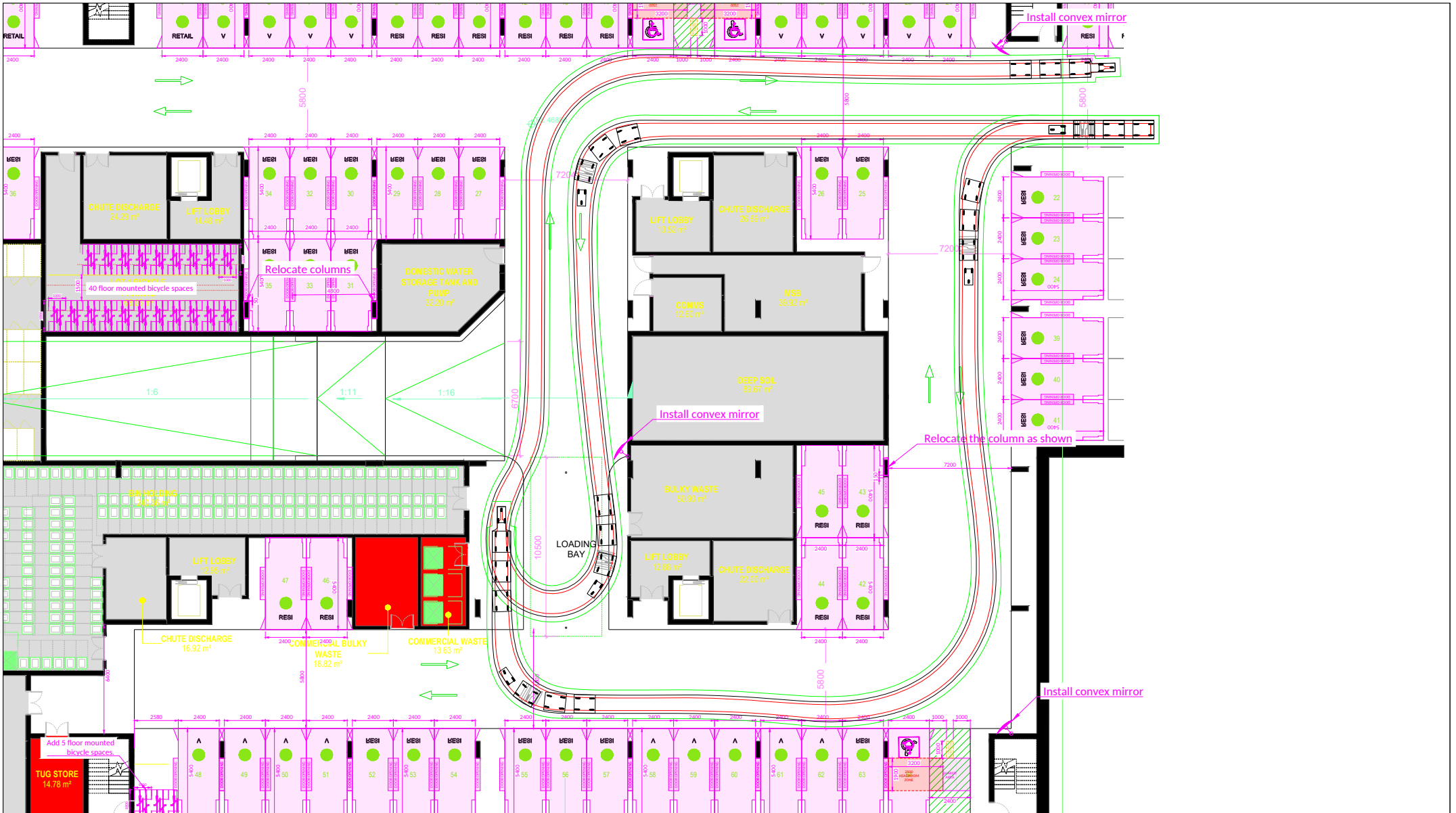
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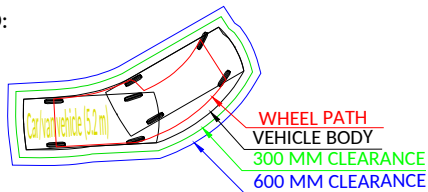
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Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 1 BASEMENT 04



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LK Property Group

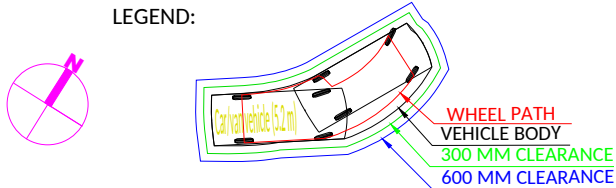
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SCALE 1:300@A4

Proposed car park layout
Typical movements for 1100L bins relocation
LOT 1 BASEMENT 04



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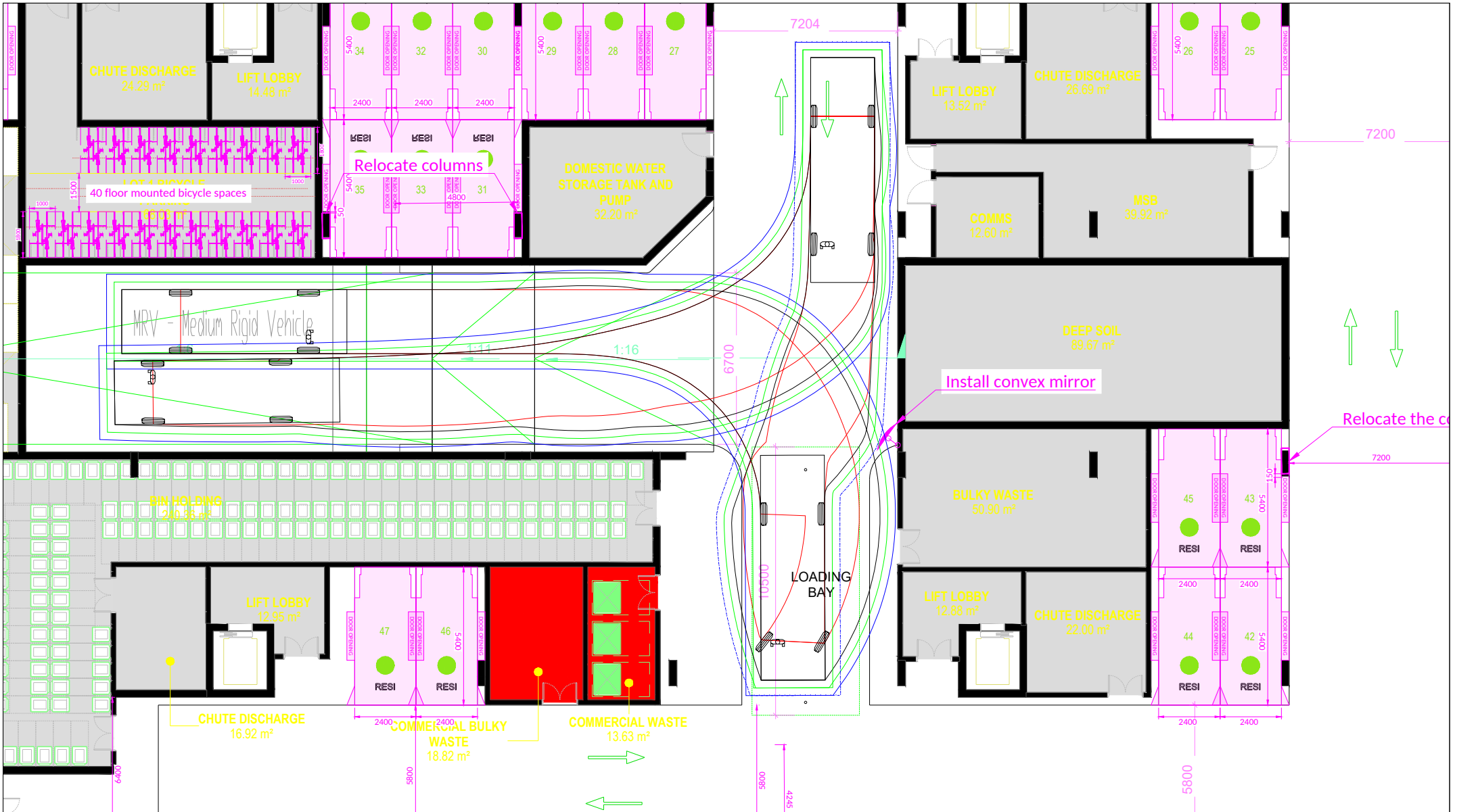


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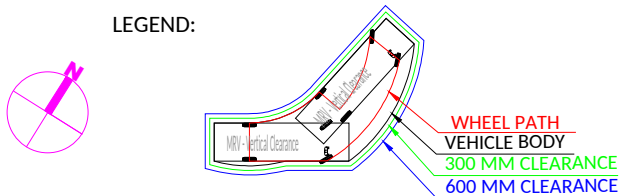
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SCALE 1:300@A4

Proposed car park layout
 Typical movements for 240L bins relocation
 LOT 1 BASEMENT 04



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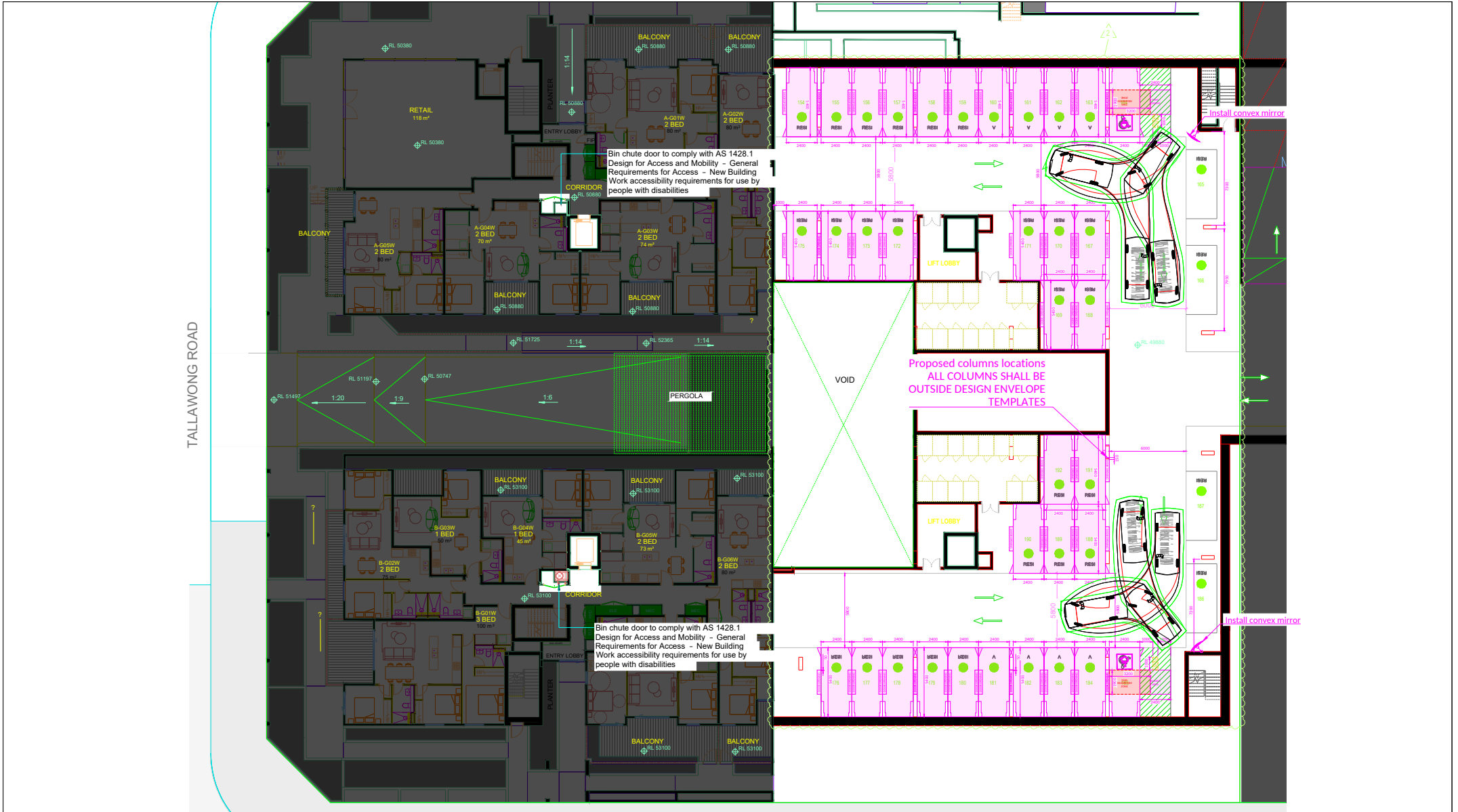
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84 Tallawong Road Rouse Hill NSW 2762

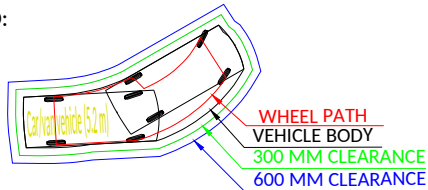
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Swept path analysis
MRV - medium rigid vehicle
LOT 1 BASEMENT 04



TALLAWONG ROAD

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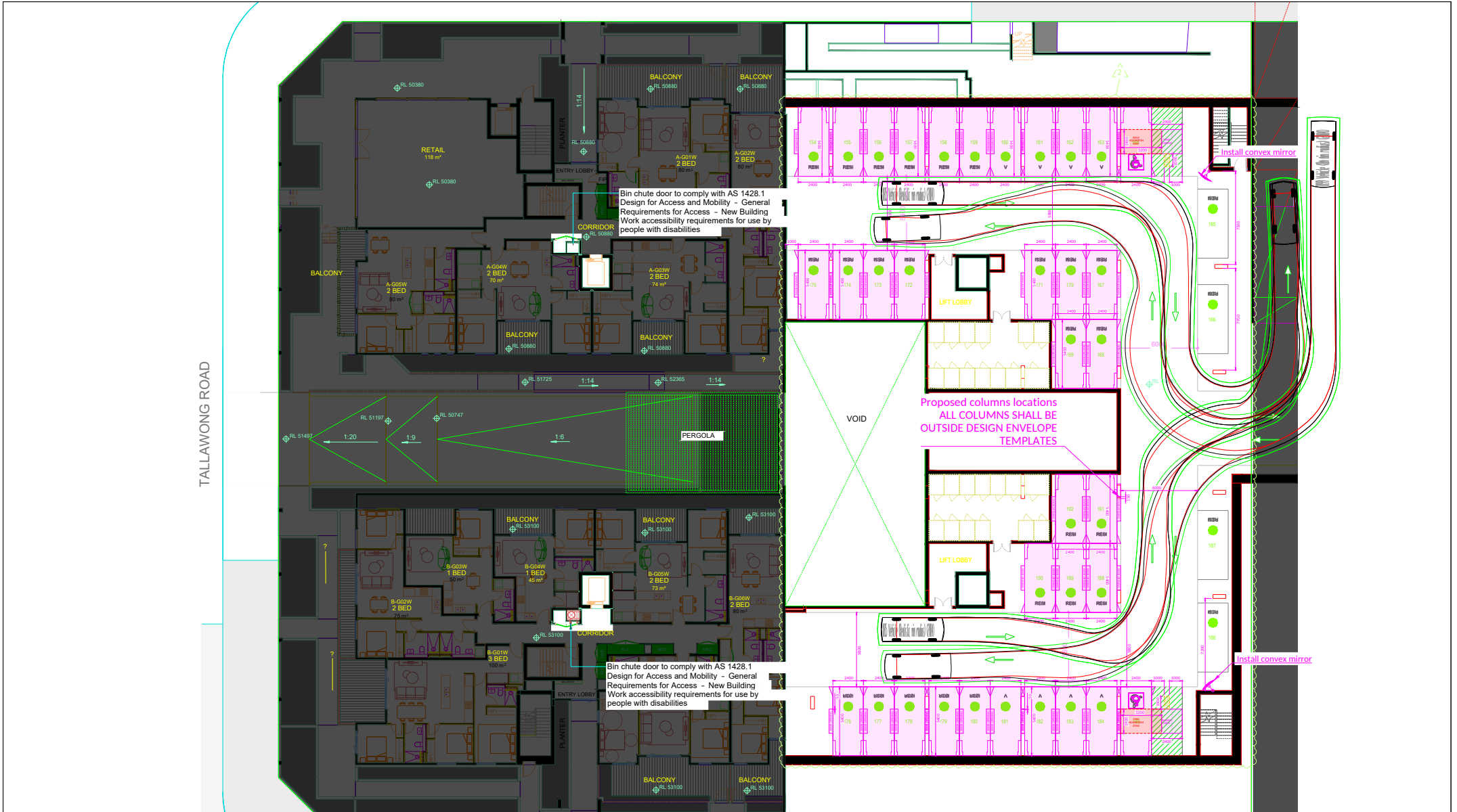
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LK Property Group

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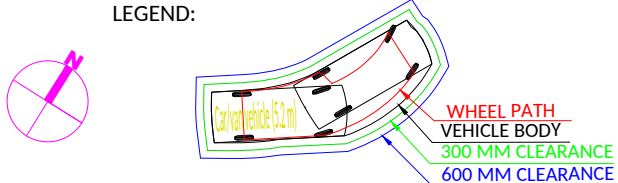
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Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 1 GROUND FLOOR



TALLAWONG ROAD

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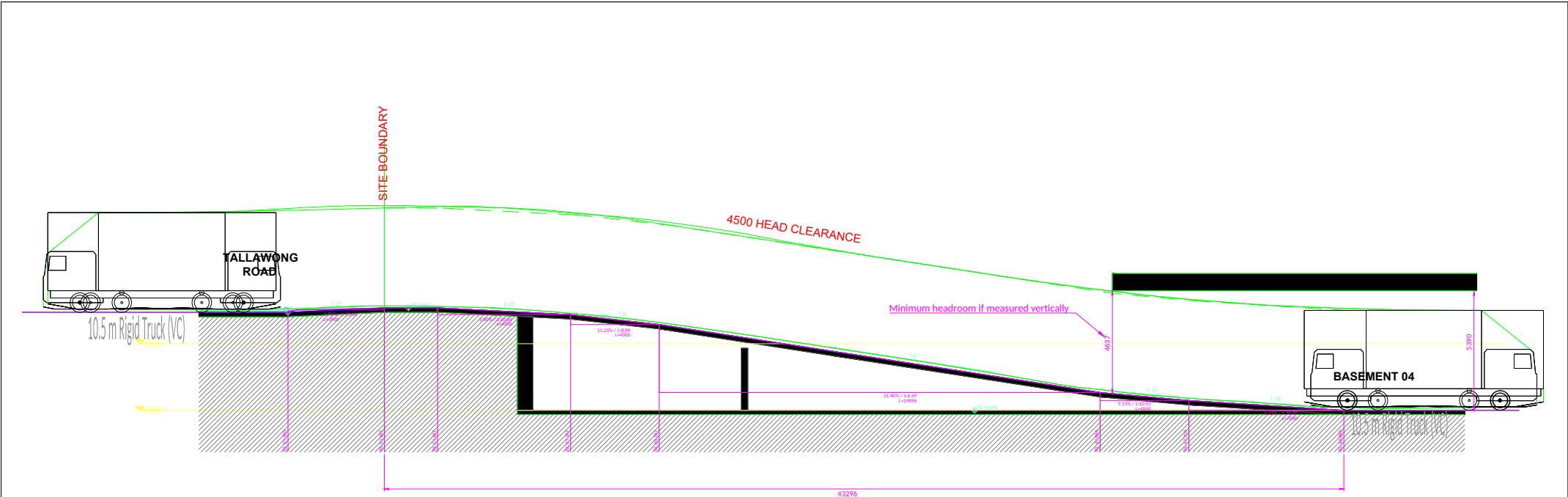
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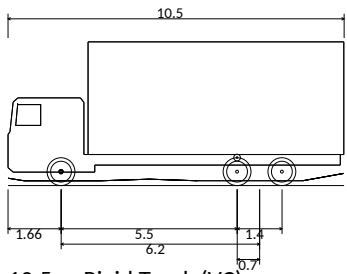
84 Tallawong Road Rouse Hill NSW 2762

SCALE 1:400@A4

Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 1 GROUND FLOOR

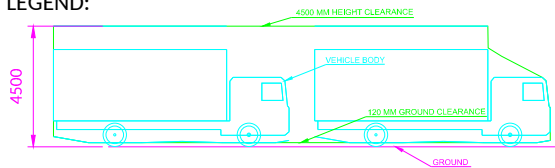


VEHICLE SPECIFICATION



- 10.5 m Rigid Truck (VC)
- Overall Length 10.500m
- Overall Width 2.500m
- Overall Body Height 4.500m
- Min Body Ground Clearance 0.150m
- Track Width 2.500m
- Lock-to-lock time 6.00s
- Wall to Wall Turning Radius 12.500m

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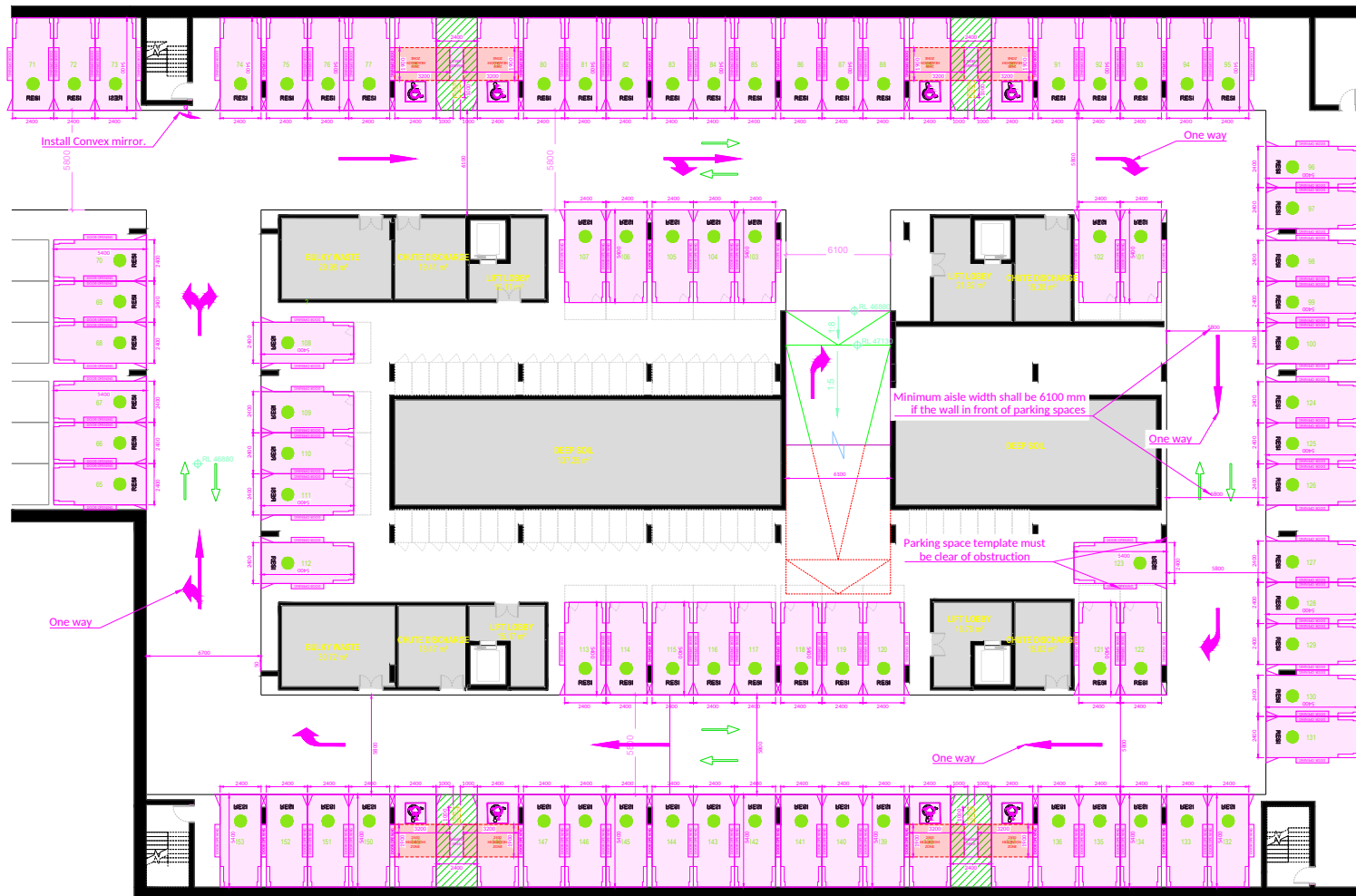


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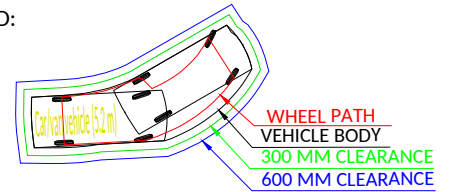
84 Tallawong Road Rouse Hill NSW 2762

SCALE 1:250@A4

Proposed car park layout
 Design checks as per AS/NZS 2890 series
 LOT 1 Ramp section



LEGEND:



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 Client:
 LK Property Group

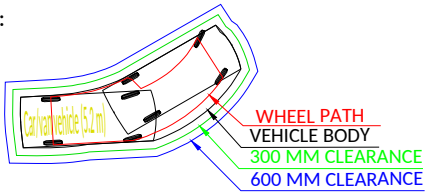
84 Tallawong Road Rouse Hill NSW 2762

SCALE 1:400@A4

Proposed car park layout
 Design checks as per AS/NZS 2890 series
 LOT 2 BASEMENT 04



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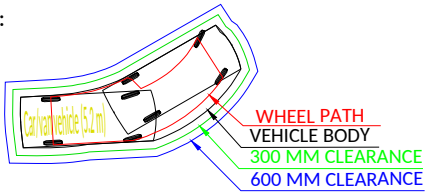
84 Tallawong Road Rouse Hill NSW 2762

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Proposed car park layout
 Design checks as per AS/NZS 2890 series
 LOT 2 BASEMENT 04



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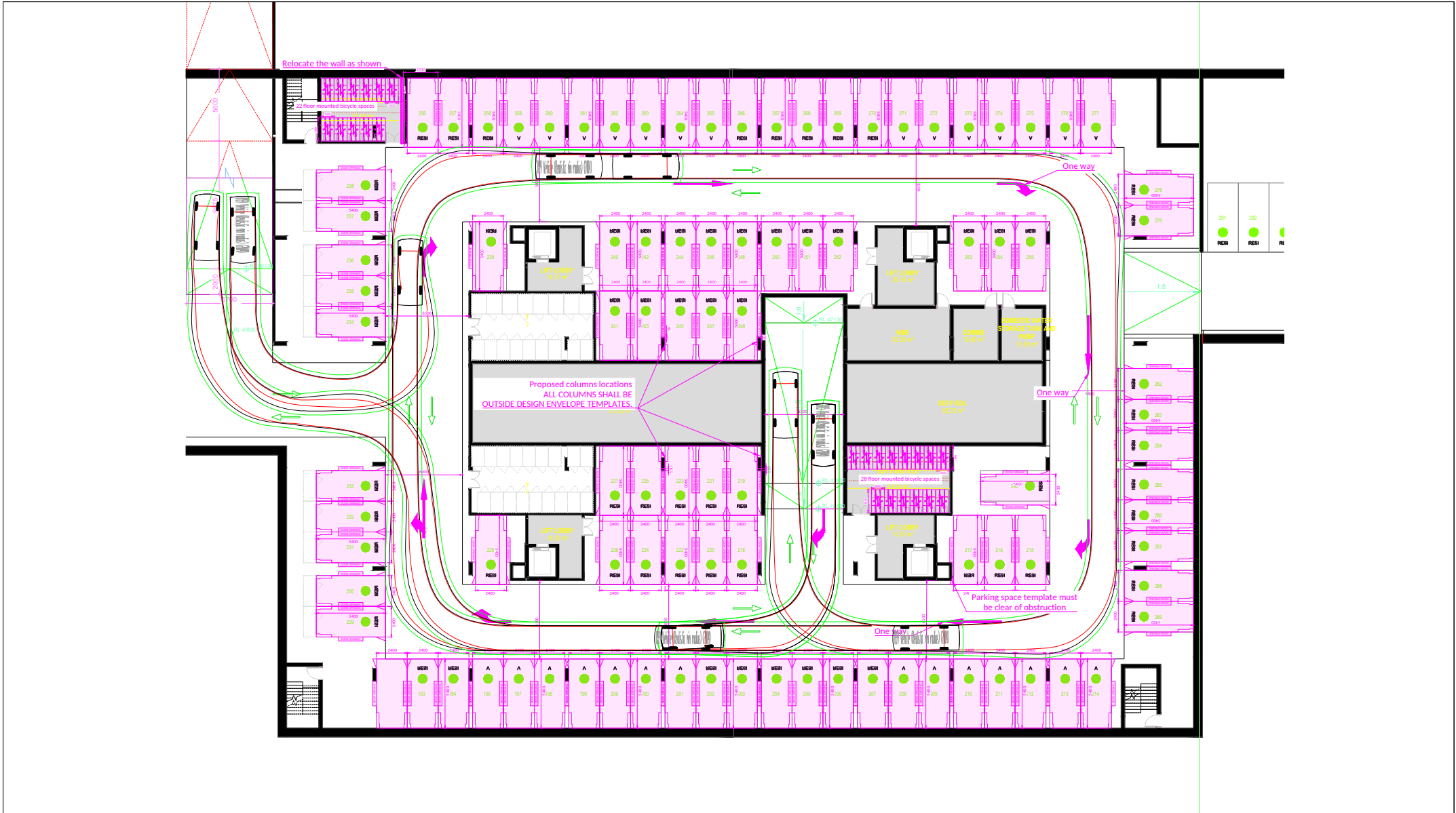


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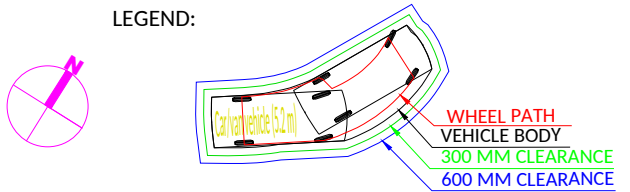
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Proposed car park layout
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 LOT 2 BASEMENT 03

SCALE 1:400@A4



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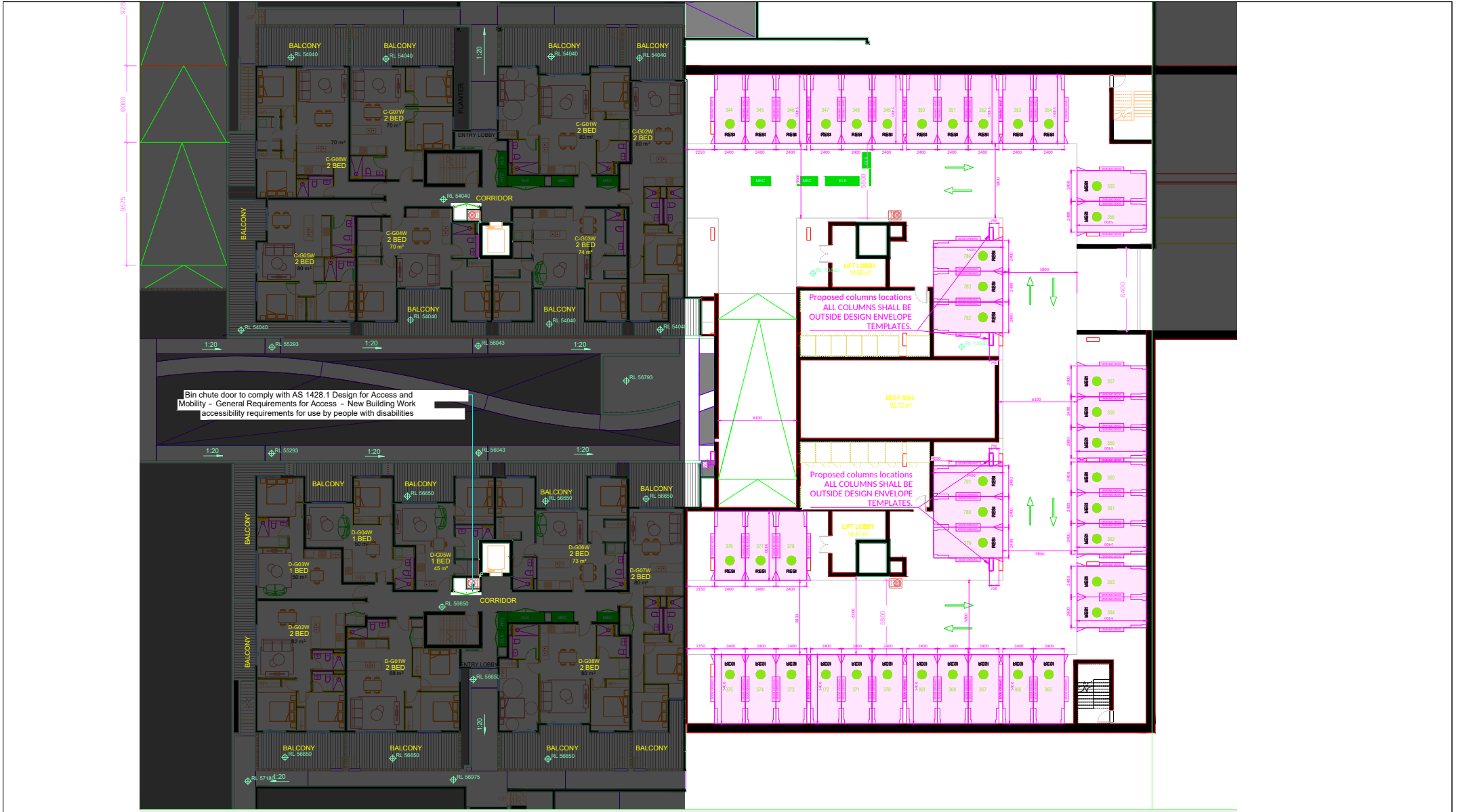
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84 Tallawong Road Rouse Hill NSW 2762

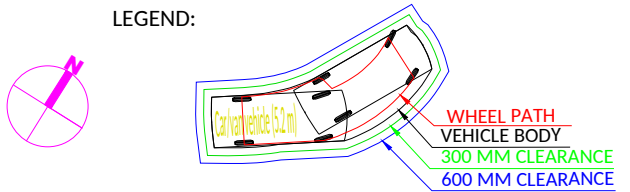
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Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 2 BASEMENT 03



Bin chute door to comply with AS 1428.1 Design for Access and Mobility - General Requirements for Access - New Building Work accessibility requirements for use by people with disabilities

LEGEND:



Dwg No 25072/05 | Rev. G | 26/03/2026

Client: LK Property Group

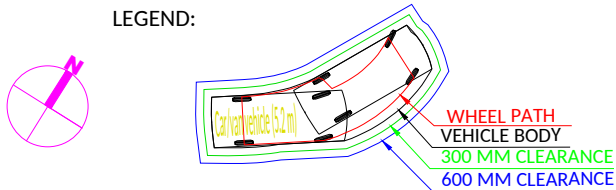
84 Tallawong Road Rouse Hill NSW 2762

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Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 2 GROUND FLOOR



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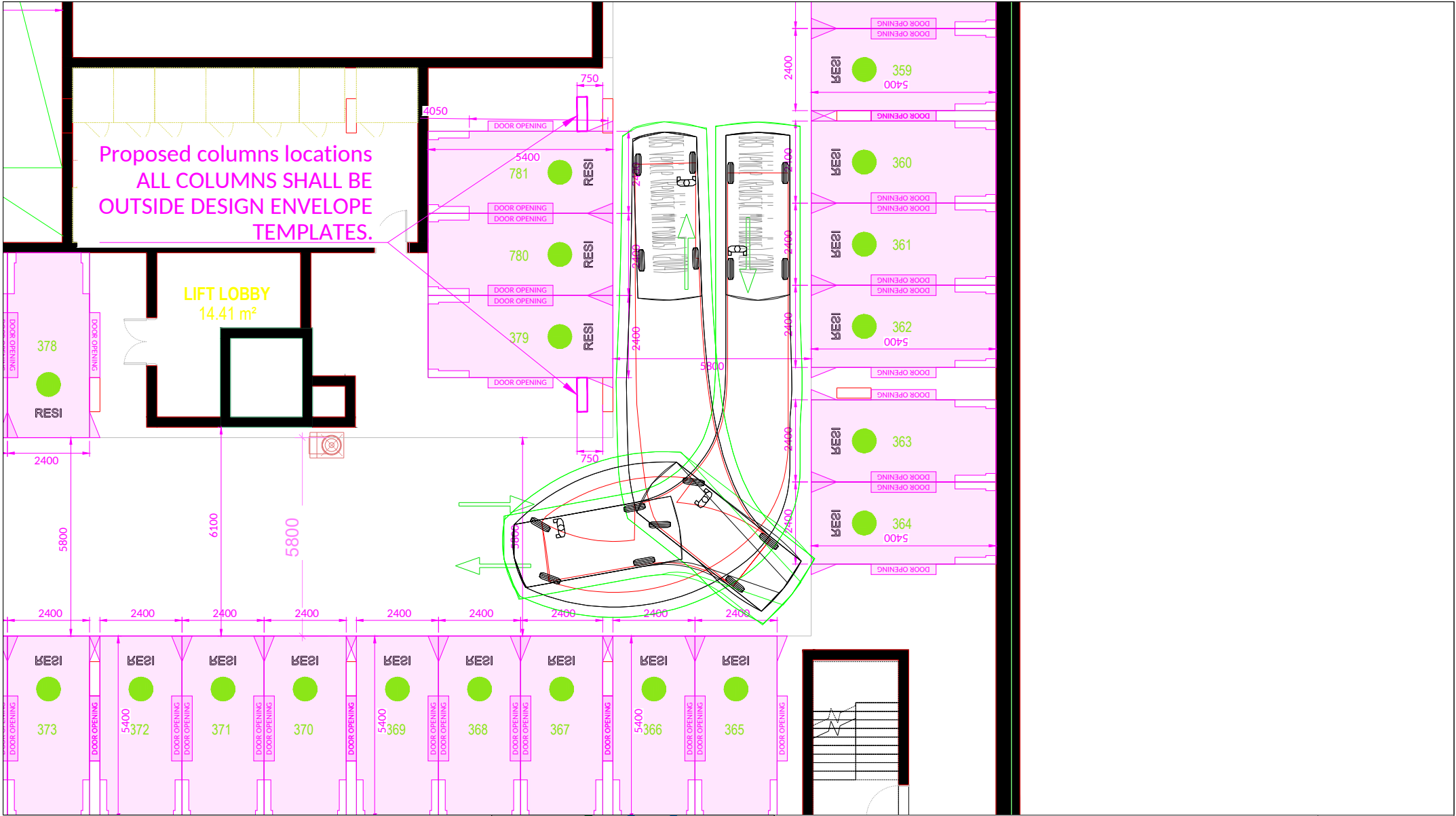
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Client:
LK Property Group

84 Tallawong Road Rouse Hill NSW 2762

Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 2 GROUND FLOOR

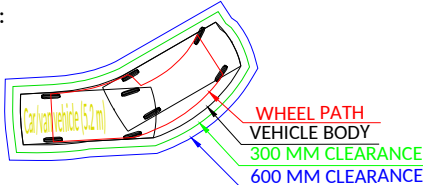
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Proposed columns locations
ALL COLUMNS SHALL BE
OUTSIDE DESIGN ENVELOPE
TEMPLATES.

LIFT LOBBY
14.41 m²

LEGEND:

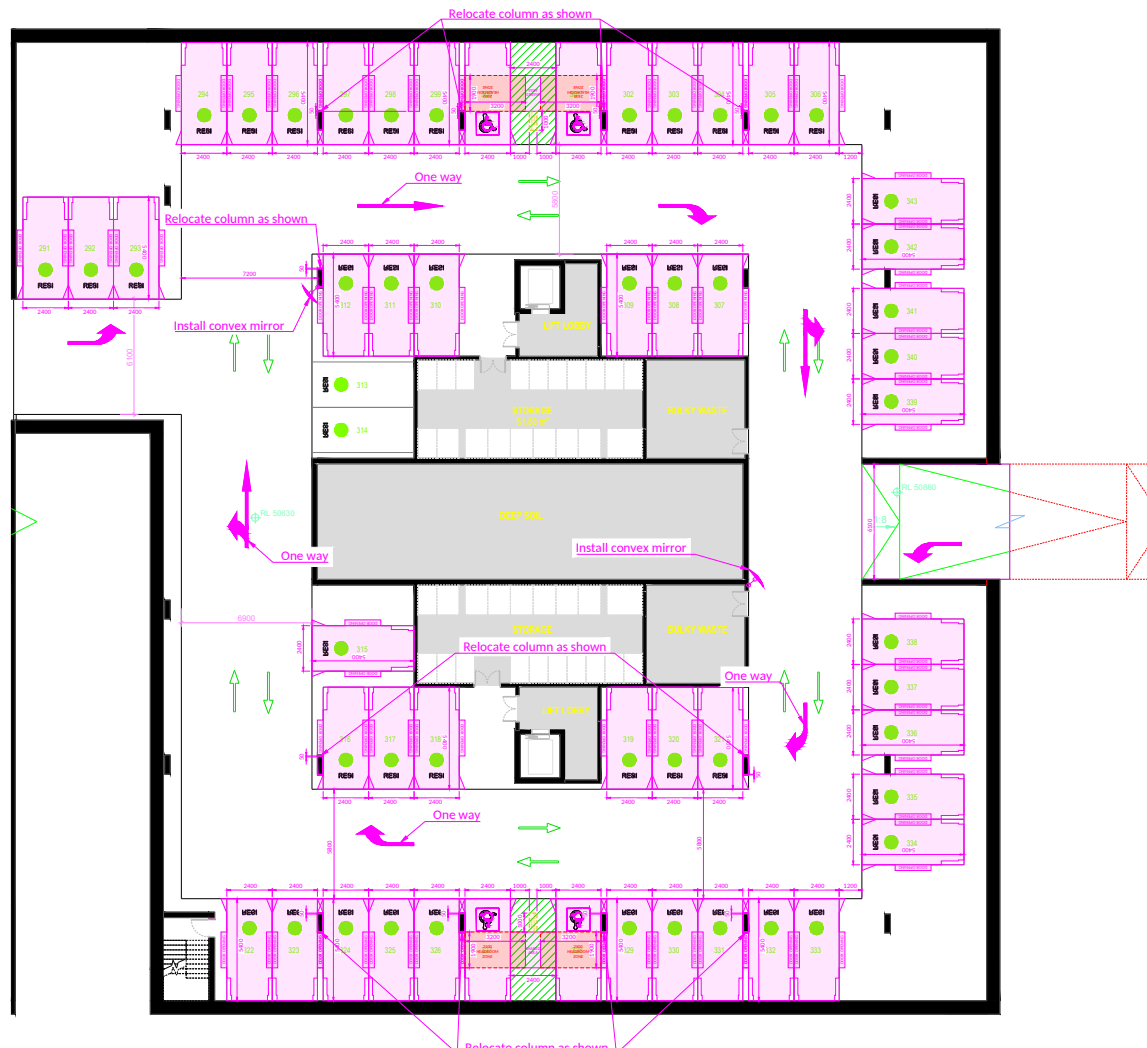


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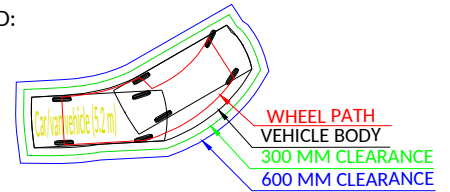
84 Tallawong Road Rouse Hill NSW 2762

SCALE 1:150@A4

Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 2 GROUND FLOOR



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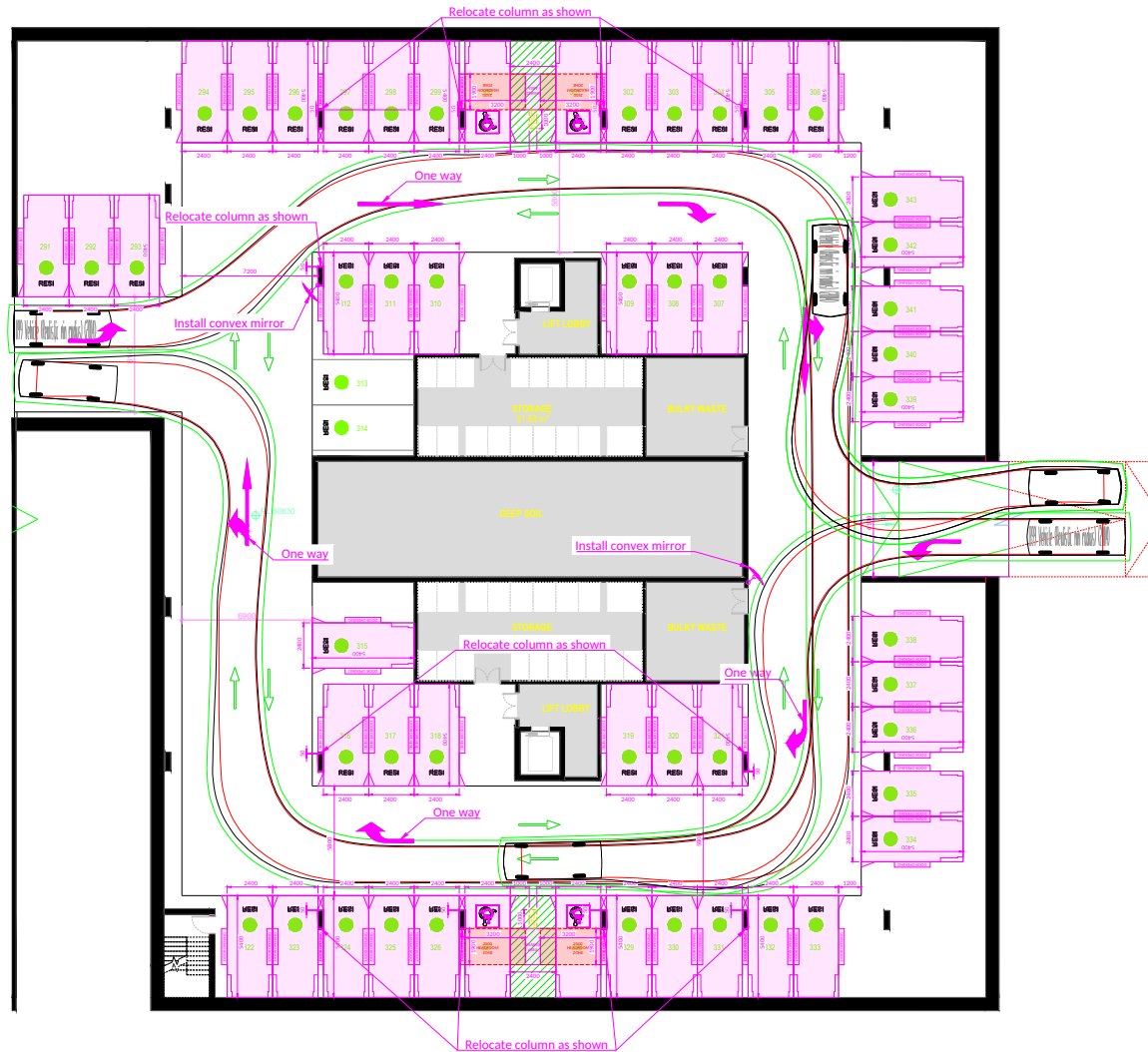


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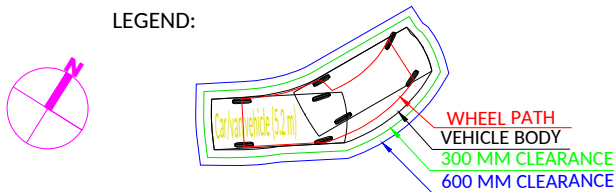
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SCALE 1:400@A4

Proposed car park layout
 Design checks as per AS/NZS 2890 series
 LOT 3 BASEMENT 03



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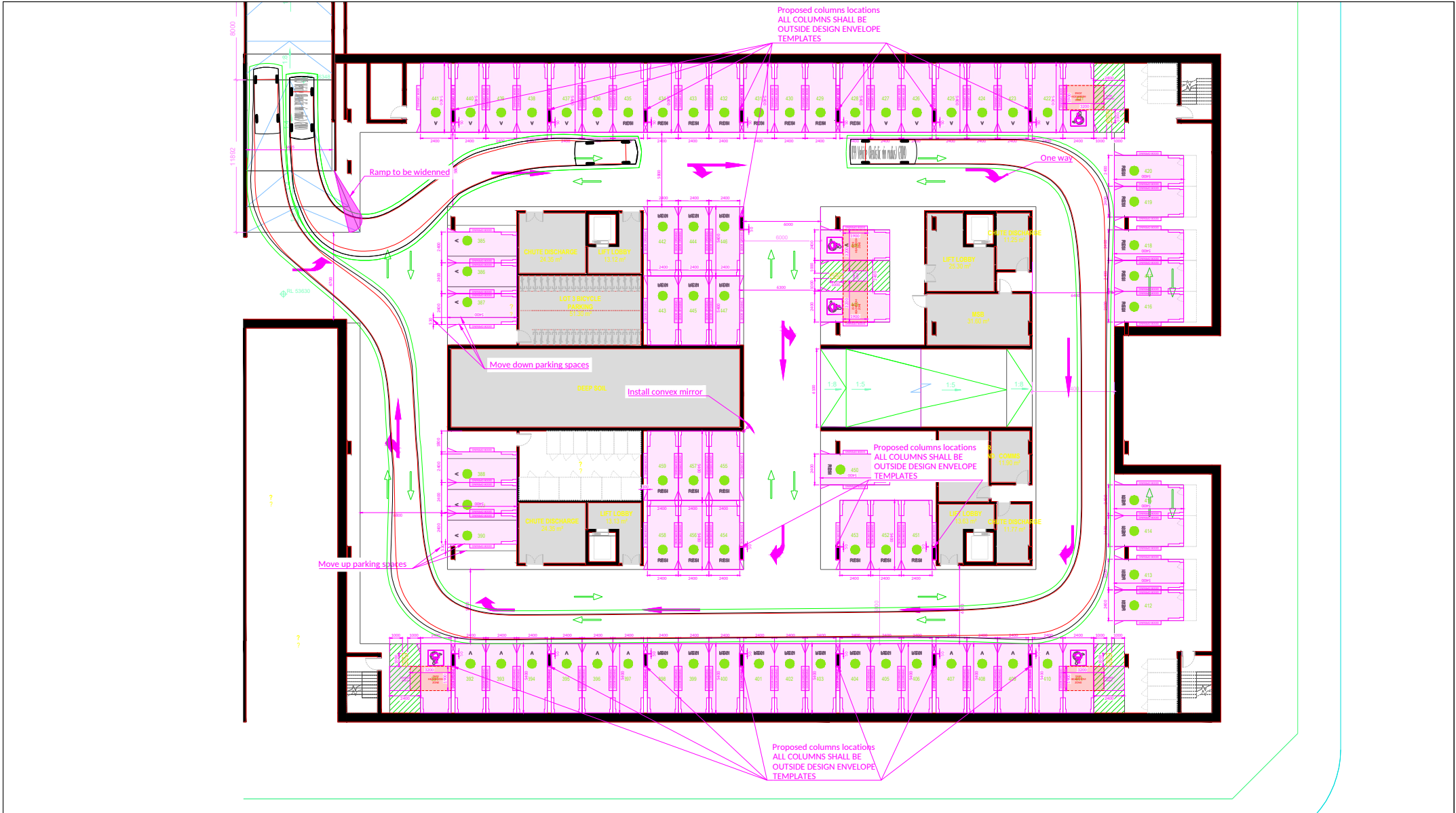
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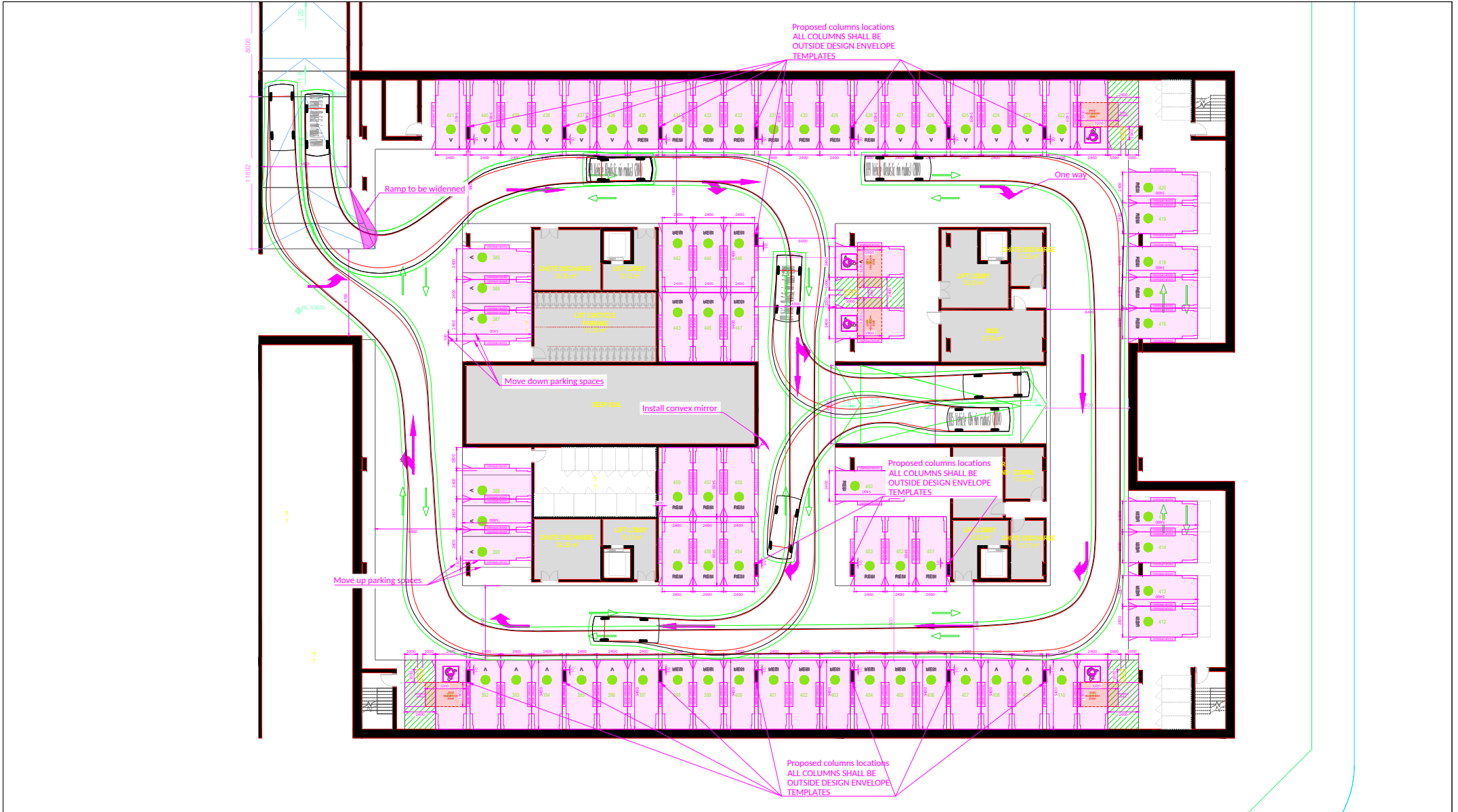
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84 Tallawong Road Rose Hill NSW 2762

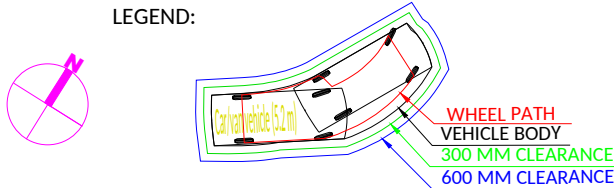
Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 3 BASEMENT 03

SCALE 1:400@A4





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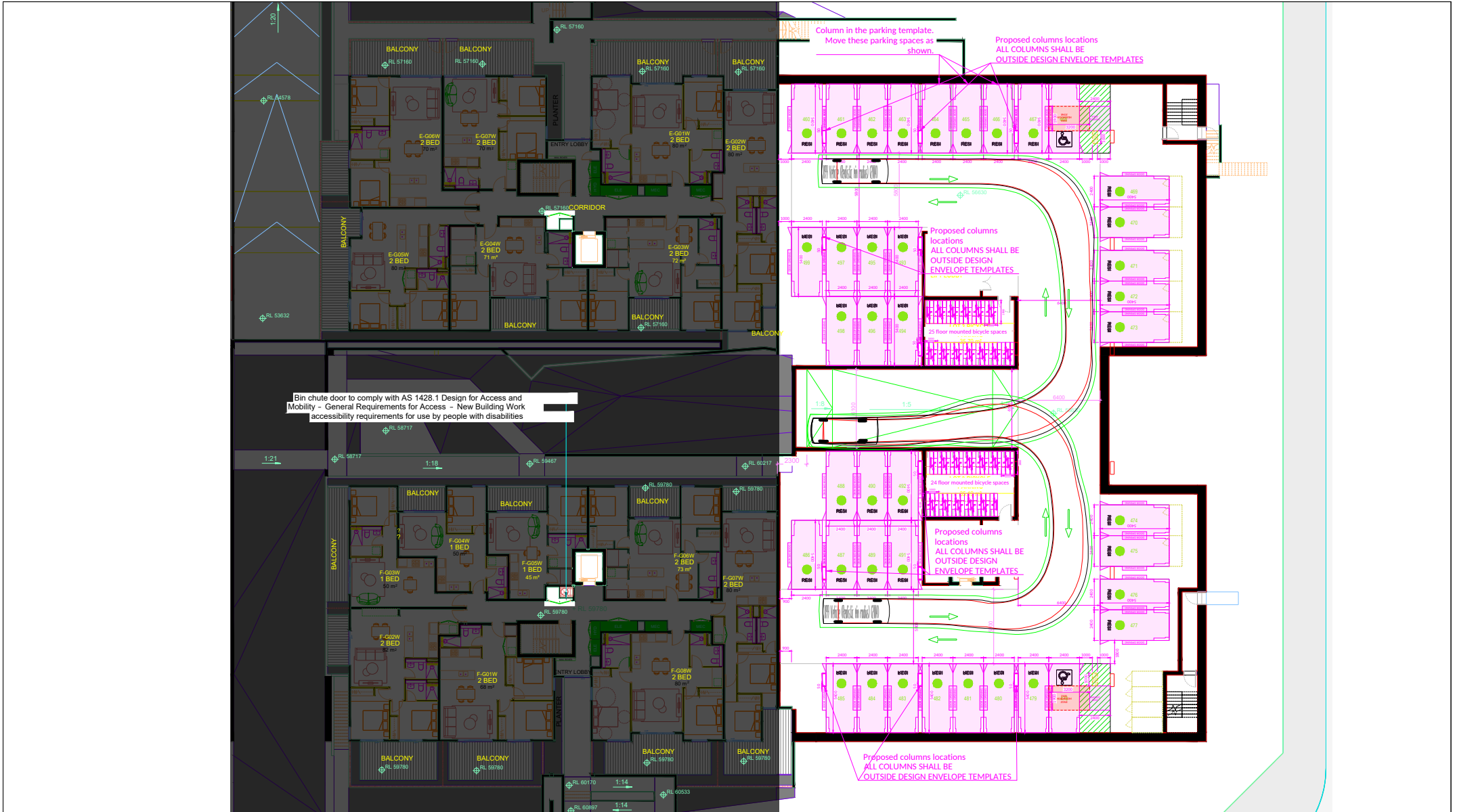
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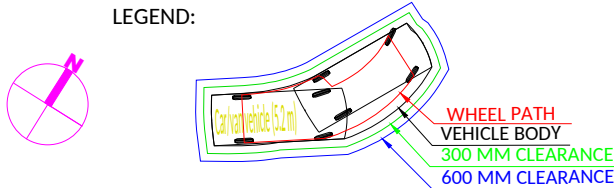
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Client:
LK Property Group

Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 3 BASEMENT 02



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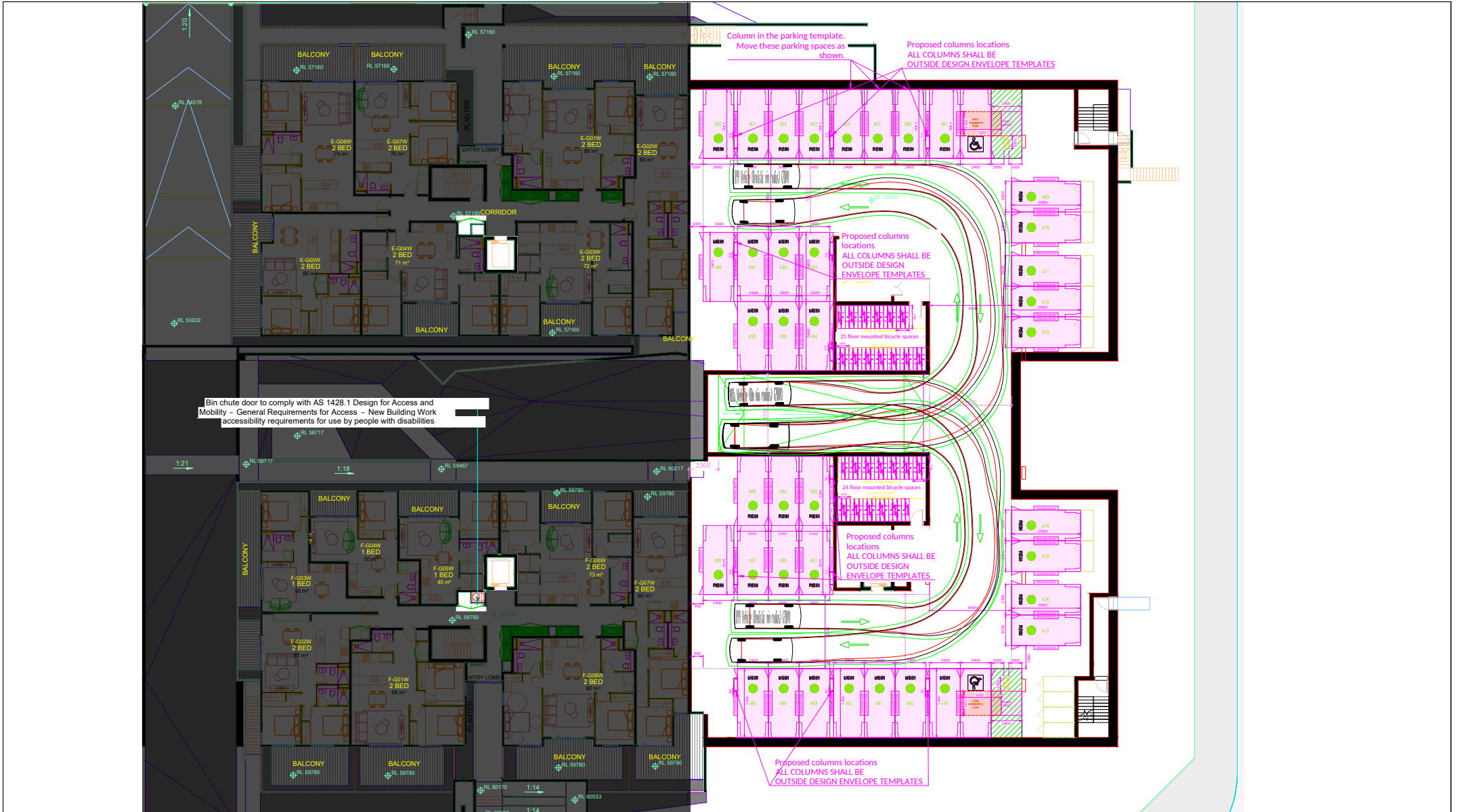
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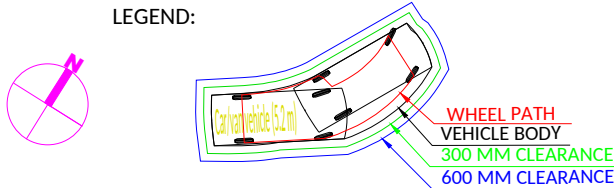
84 Tallawang Road Rouse Hill NSW 2762

SCALE 1:400@A4

Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 3 GROUND FLOOR



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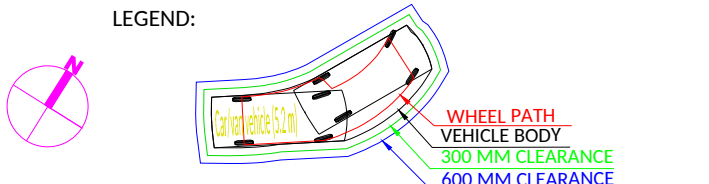
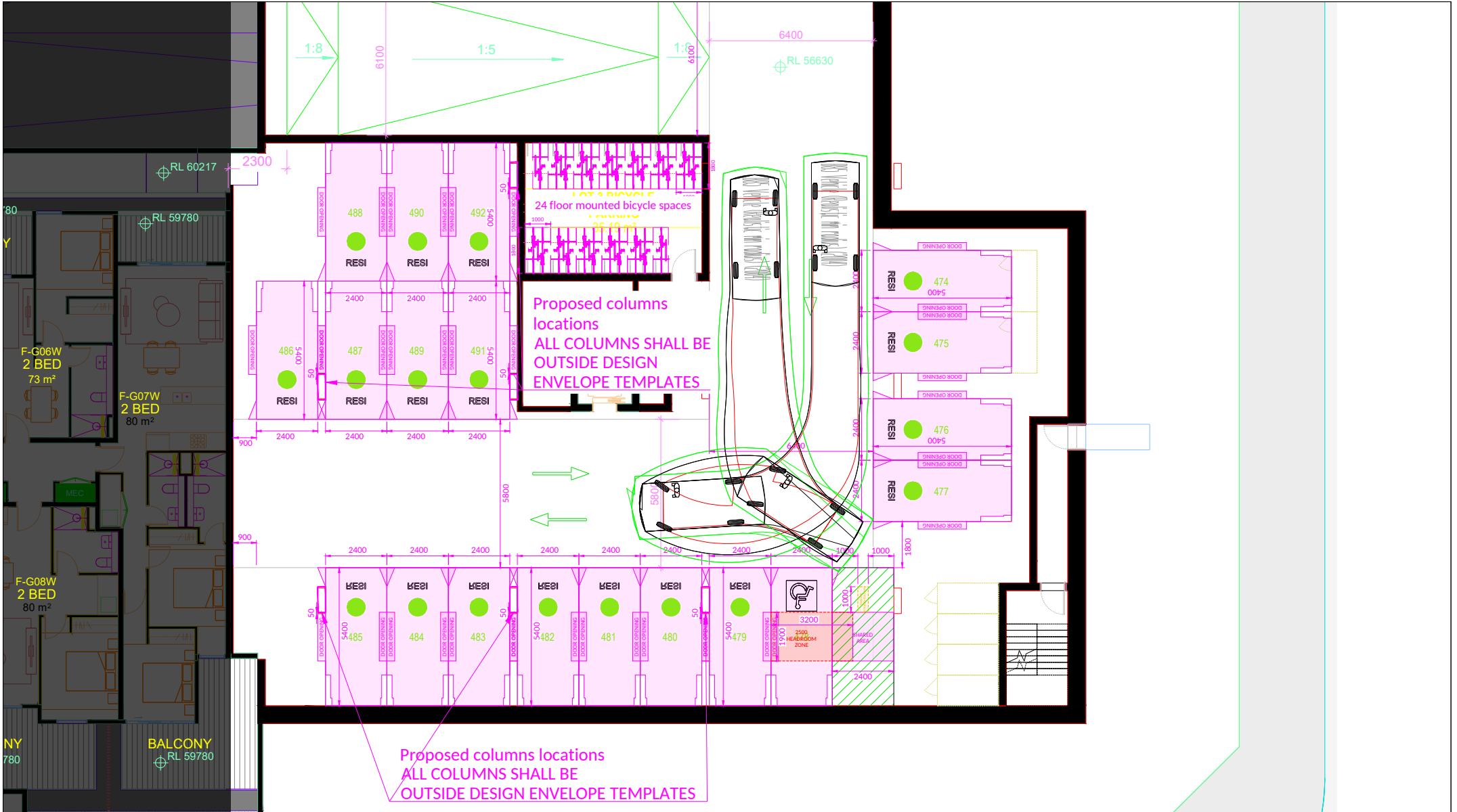
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Client:
LK Property Group

84 Tallawong Road Rouse Hill NSW 2762

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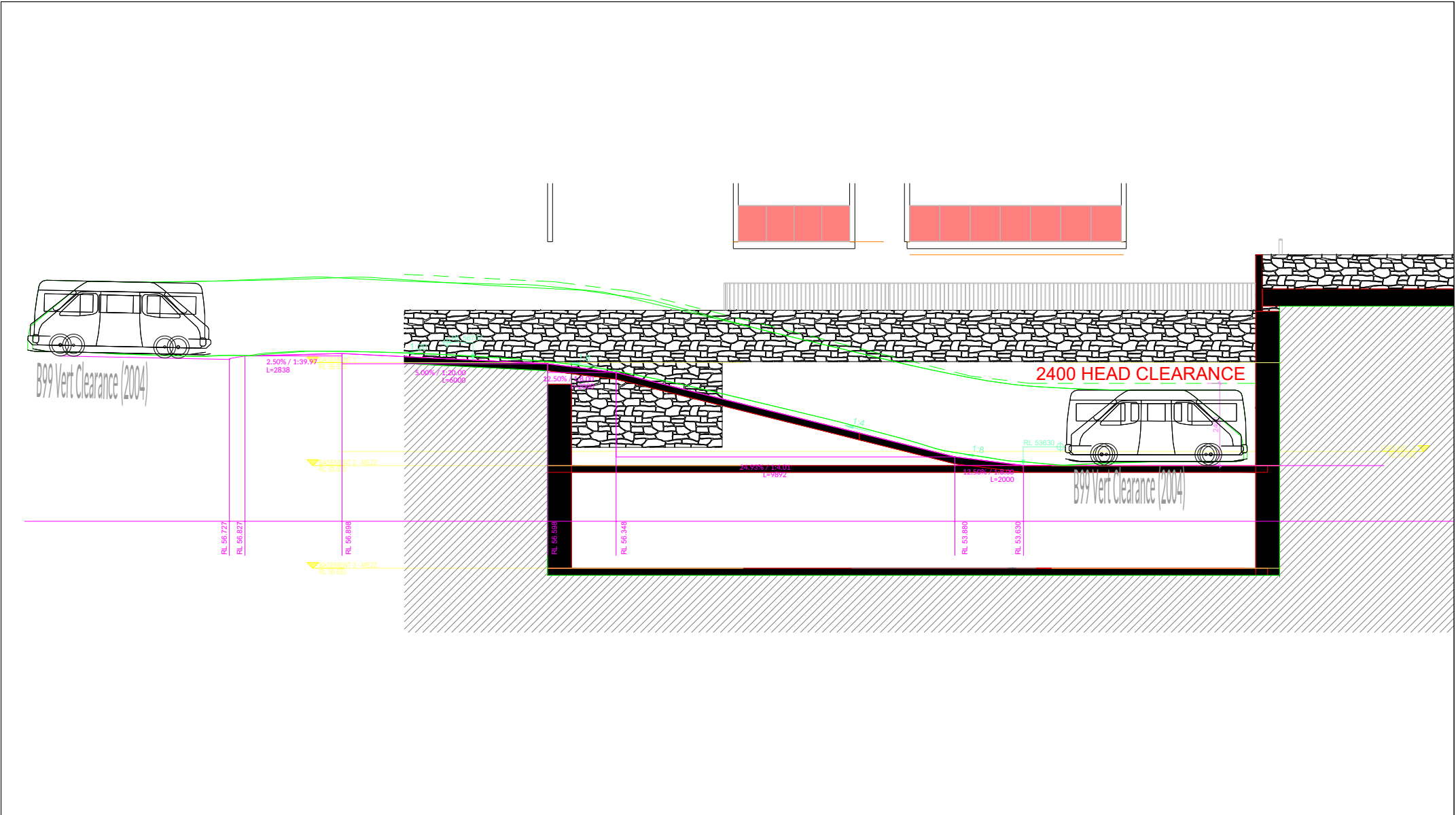
Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 3 GROUND FLOOR



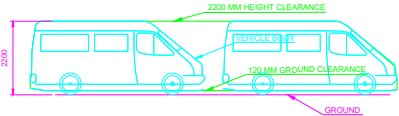
TEF
CONSULTING

Dwg No 25072/07	Rev. G	26/03/2026
Client: LK Property Group		

84 Tallawang Road Rouse Hill NSW 2762	SCALE 1:200@A4
Proposed car park layout Design checks as per AS/NZS 2890 series LOT 3 GROUND FLOOR	
PO Box 215 Bondi NSW 2026 ph:+61 (0)2 9332 2024 fax: +61 (0)2 9332 2022 mob: +61 (0)414 978 067 email: o.s@tefconsult.com.au www.tefconsult.com.au	



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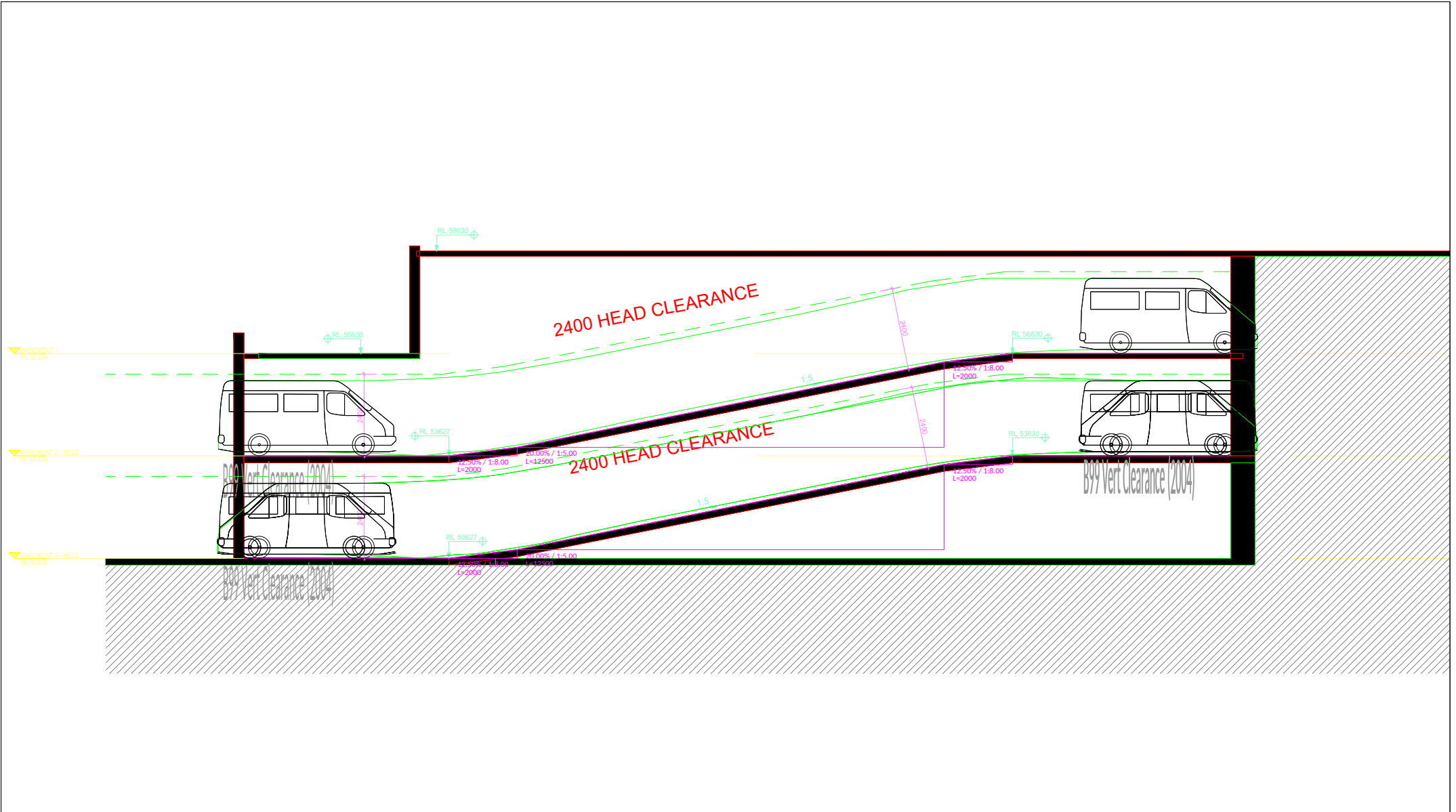


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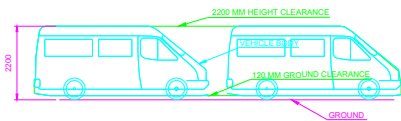
84 Tallawong Road Rouse Hill NSW 2762

SCALE 1:150@A4

Proposed car park layout
 Design checks as per AS/NZS 2890 series
 LOT 3 Ramp section



LEGEND:



Dwg No 25072/09 | Rev. G | 26/03/2026

Client:
LK Property Group

84 Tallawong Road Rouse Hill NSW 2762

SCALE 1:150@A4

Proposed car park layout
Design checks as per AS/NZS 2890 series
LOT 3 Ramp section

Updated car parking assessment

84 Tallawong Road, Rouse Hill NSW 2155 — SSD-80287510

TEF Consulting, Job No. 25072

The proposed development comprises 411 dwellings (70 affordable housing units in Building F and 341 market dwellings in Buildings A-E) and a retail tenancy of 118.2 m² GFA. Car parking requirements are assessed below against the State Environmental Planning Policy (Housing) 2021 (Housing SEPP) and the Blacktown City Council Growth Centre Precincts DCP 2018 (DCP).

Applicable standards

Section 19(2) of the Housing SEPP sets non-discretionary development standards for car parking. Section 19(1) provides that compliance with these standards prevents the consent authority from imposing more onerous requirements for those matters. As s.19(2)(e) and s.19(2)(f) together prescribe parking rates for both affordable and non-affordable dwellings, the DCP residential parking rates are not applicable. Retail parking is outside the scope of s.19 and the DCP rate of 1 space per 30 m² GFA applies.

Unit mix

Component	1-bed	2-bed	3-bed	Total
Affordable housing (Building F)	6	59	5	70
Market dwellings (Buildings A-E)	11	291	39	341
Total	17	350	44	411

Required parking — affordable housing (s.19(2)(e) of the Housing SEPP)

Dwelling type	Rate (spaces/dwelling)	Dwellings	Spaces required
1-bedroom	0.4	6	2.4
2-bedroom	0.5	59	29.5
3-bedroom or more	1.0	5	5.0
Total (rounded up)		70	37

Required parking — market dwellings (s.19(2)(f) of the Housing SEPP)

Dwelling type	Rate (spaces/dwelling)	Dwellings	Spaces required
1-bedroom	0.5	11	5.5
2-bedroom	1.0	291	291.0
3-bedroom or more	1.5	39	58.5
Total (rounded up)		341	355

Required parking — retail (DCP, 1 space per 30 m² GFA)

Component	Rate	GFA (m ²)	Spaces required
Retail tenancy (Building A)	1 per 30 m ²	118.2	4

Summary

Component	Required	Provided
Affordable housing — residential (s.19(2)(e))	37	
Market dwellings — residential (s.19(2)(f))	355	
Retail (DCP)	4	
Minimum total required	396	
Total spaces provided		500
Surplus above minimum requirement	104	

The minimum requirement under s.19 does not include visitor parking. The surplus of 104 spaces above the minimum requirement is sufficient to accommodate visitor parking at 0.2 spaces per dwelling for all 411 dwellings (83 spaces). The proposed 500 spaces are therefore allocated as follows:

Allocation	Spaces	
Residential — affordable housing (s.19(2)(e))	37	
Residential — market dwellings (s.19(2)(f))	355	
Retail (DCP)	4	
Visitor — all dwellings (0.2 spaces/dwelling × 411)	83	
Unallocated surplus	21	
Total	500	

The proposed provision of 500 spaces complies with the non-discretionary standards of s.19(2)(e) and s.19(2)(f) of the Housing SEPP and the DCP retail requirement. No separate on-plan allocation between affordable and market spaces is required at this stage; spaces will be allocated in accordance with the above schedule prior to the issue of a construction certificate.

Preliminary construction traffic management plan (updated)

84 Tallawong Road, Rouse Hill NSW 2155 — SSD-80287510

TEF Consulting, job 25072, 29/10/2025 (updated 10/03/2026)

Overview

The SEARs requirements include provision of a preliminary construction traffic (or transport) management plan (CTMP) should the construction of the development cause interruptions to regular pedestrian and transport routes (including public transport, active transport, or general traffic).

It is customary for a CTMP to be prepared following development approval, once a builder is appointed. At that stage, the builder is able to provide detailed information about the proposed method of construction, including crane positioning, material stockpiling locations, construction phasing and duration, the quantum of excavation material to be removed from the site, and the volume of construction materials to be delivered.

To assess the likely construction parameters for the proposed development at this stage, a CTMP for a development of similar size was used as a benchmark. Based on this comparison, it is estimated that construction of the proposed development will take approximately two years. The maximum combined number of truck movements is expected to be in the order of:

- 25 inbound and 25 outbound trips per hour during the excavation phase; and
- 20 inbound and 20 outbound trips per hour during the structural phase.

The above phases will be the busiest, each lasting approximately 30 weeks. It is noted, however, that these volumes will not occur every day, but only during the two to three busiest days in a typical week.

The projected construction traffic volumes are of the same order, albeit slightly lower, than the additional traffic generated by the development once operational. Accordingly, there will be no adverse impacts on the operation of the surrounding road network.

The most likely locations for temporary works zones (e.g. during construction of site access driveways) will be Road R1 and Pomany Street, along the northern and southern site boundaries. However, the majority of works will be contained within the site, with construction vehicles manoeuvring internally. This approach will minimise impacts on the surrounding road network, as well as on pedestrian and transport routes.

Additional provisions — Tallawong Public School

The site is adjacent to the proposed Tallawong Public School. The following measures will be incorporated into the detailed CTMP to be prepared post-consent:

- Construction vehicles will be prohibited from accessing and egressing the site during school drop-off and pick-up times, being 30 minutes before and after school start and finish times.
- Works zone locations on Road R1 and Pomany Street will be configured so as not to compromise pedestrian, cyclist or vehicular access to the school or its associated drop-off and pick-up spaces.
- Traffic controllers will be deployed to manage construction vehicle entry and exit movements at times when pedestrian and cyclist safety may be affected.
- Should any impacts to school bus services be identified during detailed CTMP preparation, mitigation measures will be developed and incorporated into the plan.

Additional provisions — construction traffic management

The following additional measures will be incorporated into the detailed CTMP:

- Construction vehicles will not access the site via the narrow residential streets adjoining the site.

- Temporary works zones will be managed to maintain all-times access for emergency vehicles.
- The detailed CTMP will include a construction vehicle route map, construction hours, dust and noise mitigation measures, and worker parking arrangements.
- The detailed CTMP will be submitted as a condition of consent prior to the commencement of works.

Additional provisions — air quality

Dust suppression and air quality management measures during construction will be addressed in the detailed CTMP, including:

- watering of exposed surfaces during dry and windy conditions;
- covering of stockpiles and loaded trucks where practicable; and
- installation of wheel wash facilities at the site exit as required.