

Transport Impact Assessment

85-91 Thomas Street, Parramatta

Proposed Residential Development

25093

Prepared for

Century 888 Pty Ltd

17 October 2025



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Document Information

Report	Transport Impact Assessment
Client	Century 888 Pty Ltd
Proposal	Proposed Residential Development
Architect	PTI Architecture
Project Location	85-91 Thomas Street, Parramatta
Council	City of Parramatta
Job Number	25093
Date	17/10/2025

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	16/05/2025	Draft	EL	BL
2	23/06/2025	For Issue	AX, LN	BL
3	1/07/2025	For Issue	BB	BL
4	17/10/2025	For Issue	LN	BL



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1 Introduction

1.1 Background

This Transport Impact Assessment (TIA) has been prepared by Genesis Traffic to accompany a State Significant Development Application (SSD-81300458) which seeks development consent for a proposed residential development scheme at 85-91 Thomas Street, Parramatta (Figure 1-1).

Figure 1-1 Site Context



Source: Mecone (Modified by Genesis Traffic)

This report addresses the following item required by the Secretary's Environmental Assessment Requirements (SEARs).

9. Transport

- Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (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



1.2 Scope of Assessment

The assessment considers a range of traffic, transport, and parking-related matters in conjunction with the TfNSW Guide to Traffic Generating Development and the SEARs criteria. The report is structured in the following manner:

Section 1	Introduction
Section 2	Proposal Description
Section 3	Existing Site & Traffic Circumstances
Section 4	Parking Assessment
Section 5	Access & Circulation Design Assessment
Section 6	Traffic Assessment
Section 7	Preliminary Construction Traffic Management Plan
Section 8	Green Travel Plan
Section 9	TfNSW Consultation
Section 10	Conclusion

1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan 2023 (City of Parramatta)
- Guide to Transport Impact Assessment, NSW Government, 2024
- State Environmental Planning Policy (Housing) 2021, NSW
- Traffic and Access Assessment Report (Report No: PT16051ro2_Final), Positive Traffic Pty Ltd, May 2024



2 Development Scheme

2.1 Approved Development

The site has an existing development consent approved by City of Parramatta Council (DA/344/2023) for a residential development and the approved scheme is summarised below:

- 52 apartments
- Basement car park with 79 car spaces

Vehicle access is to be provided at Thomas Street.

2.2 Proposed Development

The proposal seeks approval to increase the number of approved residential units from 52 to 125, along with the inclusion of a range of ancillary facilities, such as a gym, residential lounge, and wellness rooms. The revised development outcome is outlined below:

- A total of 125 apartments, in the following composition
 - 36 x studio/one-bed apartments
 - 50 x two-bed apartments
 - 39 x three-bed apartments
- Basement car park that accommodates 179 car spaces and a loading bay

Vehicle access to the basement car park at Thomas Street will be retained as per approved arrangement.

Details of the proposal are indicated in the architectural plans prepared by PTI Architecture which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lots 13, 15 and 16 in DP1239, and lots 141 and 142 in DP537053, located at 85-91 Thomas Street, Parramatta. The site is an irregular shaped allotment with a site area of 5,791m² and has a frontage to Thomas Street.

Figure 3-1 Site Aerial



Source: Metromap (Modified by Genesis Traffic)

The site is occupied by 3 residential dwellings at present, with vehicle access points located at Thomas Street.

The adjoining and surrounding land uses include:

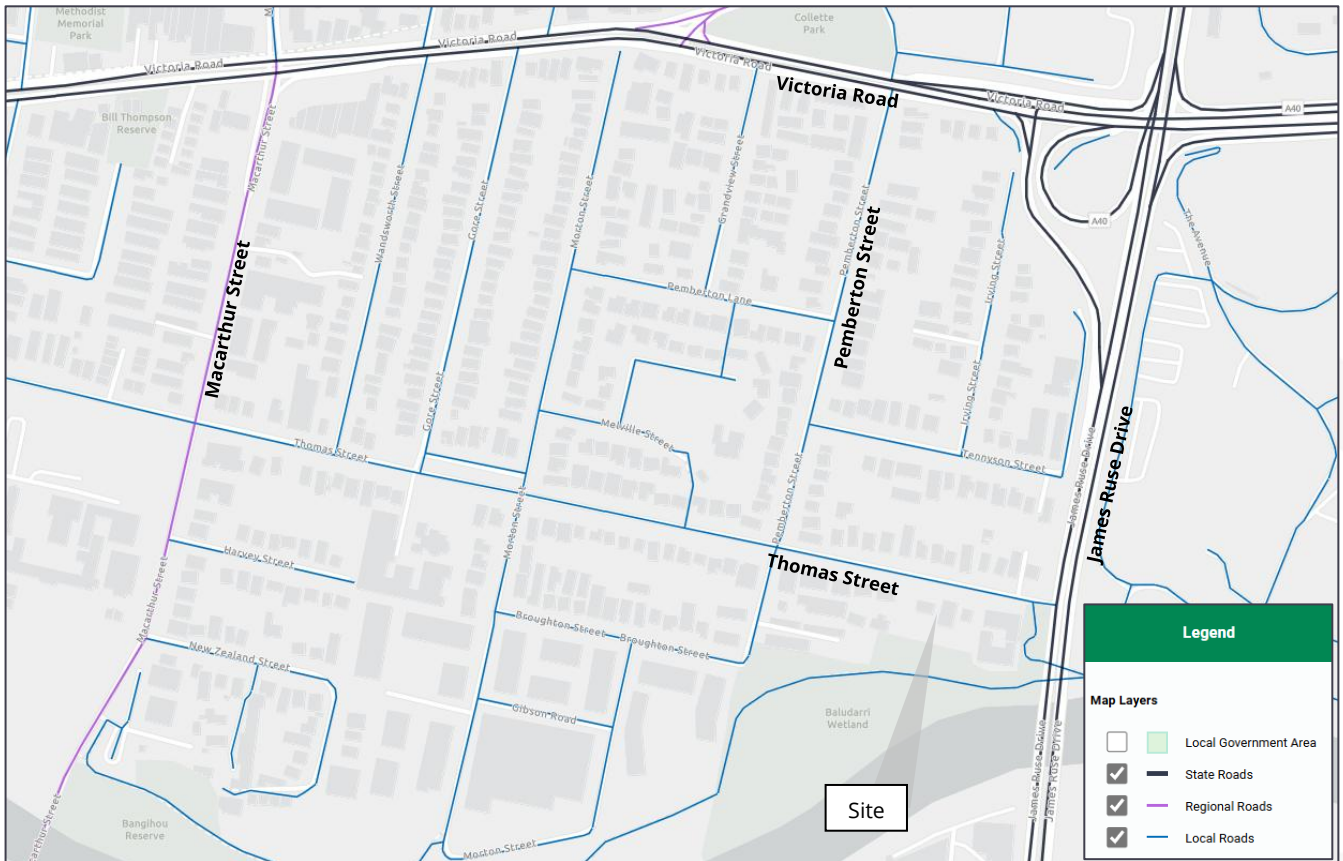
- townhouses and medium density residential developments adjoining the site
- Low and medium density residential developments predominantly surrounding the site
- Western Sydney University Parramatta campus 200m to the northeast
- Parramatta CBD 1.5km southwest across Parramatta River



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Victoria Road (A40)	<ul style="list-style-type: none"> State Road Speed limit 60 km/h 2 lanes and a bus lane in each direction Clearway restriction between 6am - 7pm Monday to Friday, and 9am - 6pm Saturday, Sunday and Public Holidays along both sides of the street
James Ruse Drive	<ul style="list-style-type: none"> State Road Speed limit 70 km/h travel speed and 60 km/h exit speed 2 - 3 lanes in each direction Clearway restriction at all times along both sides of the street
Macarthur Street	<ul style="list-style-type: none"> Regional Road



	<ul style="list-style-type: none"> Speed limit 60 km/h 1 – 2 lanes in each direction No Parking restrictions typically apply between 6am – 10am and 3pm-7pm Monday to Friday within the site’s vicinity
Pemberton Street	<ul style="list-style-type: none"> Local Road Speed limit 50 km/h 1 lane in each direction Unrestricted on-street parking along eastern side of street, and Time Restricted (2P) parking along the western side of the street
Thomas Street	<ul style="list-style-type: none"> Local Road Speed limit 50 km/h 1 lane in each direction Unrestricted on-street parking along northern side of street, and Time Restricted (2P) parking along the southern side of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

Table 3-2 Surrounding Traffic Controls

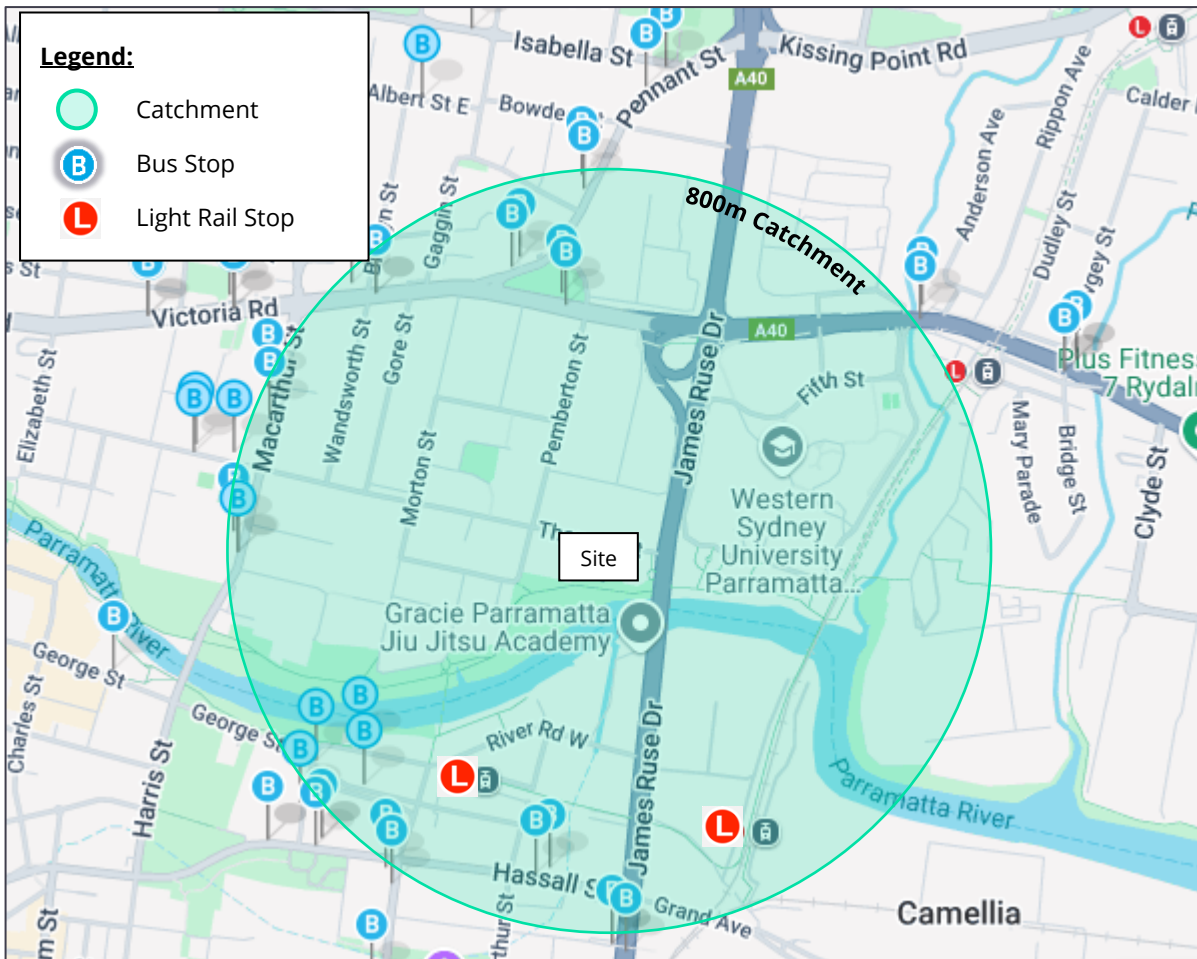
Traffic Control	Location
Traffic Signal	<ul style="list-style-type: none"> Intersections of: <ul style="list-style-type: none"> James Ruse Drive and Victoria Road Victoria Road and Macarthur Street Thomas Street and Macarthur Street
Give-way / Stop Control	<ul style="list-style-type: none"> Intersections of: <ul style="list-style-type: none"> James Ruse Drive and Thomas Street Victoria Road and Pemberton Street Pemberton Street and Thomas Street
No Right Turn	<ul style="list-style-type: none"> Intersections of: <ul style="list-style-type: none"> James Ruse Drive and Thomas Street Victoria Road and Pemberton Street
Bus Lane	<ul style="list-style-type: none"> Along parts of Victoria Road
School Zone	<ul style="list-style-type: none"> Along parts of Macarthur Street and Thomas Street
Pedestrian Crossing	<ul style="list-style-type: none"> Along parts of Macarthur Street and Thomas Street



3.4 Existing Public Transport Infrastructure

The NSW Guidelines to Walking & Cycling (2004) nominates a comfortable walking distance as being between 400m and 800m. The available public transport services within the 400m catchment are shown in Figure 3-3.

Figure 3-3 Local Public Transport



Source: Google Maps (Modified by Genesis Traffic)

3.4.1 Light Rail Services

The site is located 750m walking distance from Tramway Avenue Station, providing connections to Parramatta Railway Station via the Sydney Light Rail L4 (Westmead & Carlingford Line). This service operates every 7 to 8 minutes during peak periods.

3.4.2 Train Services

No train station is available within the vicinity of the site. The nearest train station, Parramatta Railway Station is located approximately 1.5km southwest of the site. Notwithstanding, there are light rail services that provide connections to Parramatta Railway Station. Table 3-3 outlines the available train service information.



Table 3-3 Train Service Provision

Train Line	Route	Peak Frequency (Trips per hour)	
		AM Peak	PM Peak
T1 North Shore Western Line	Emu Plains or Richmond to City	12	14
	& Berowra to City	14	13
	City to Emu Plains or Richmond	4	11
	City to Berowra	16	16
T2 Inner West Leppington Line	Parramatta or Leppington to City	10	6
	& City to Parramatta or Leppington	6	10
	City to Liverpool or Lidcombe	4	6
	Bondi Junction to Waterfall or Cronulla	13	4
T5 Cumberland Line	Leppington to Richmond	3	1
	Richmond to Leppington	2	2
T7 Olympic Park Line	Olympic Park to Lidcombe	6	6
	Lidcombe to Olympic Park	6	6

3.4.3 Bus Services

The subject site is conveniently situated within walking distance of high-frequency bus services operating in the locality. The nearest bus stop is located 600m from the site on Victoria Road. The locations of local bus stops are identified in Figure 3-3 and the available bus services are outlined in Table 3-4.

Table 3-4 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
501	Parramatta to Central Pitt Street via Victoria Road & Pyrmont	6 trips per hour
521	Parramatta to Eastwood via Park Road	1 trip per hour
523	Parramatta to West Ryde via Bartlett Street	3 trips per hour
524	Parramatta to West Ryde via Melrose Park & Ryde	3 trips per hour
525	Parramatta to Sydney Olympic Park via Newington	3 trips per hour
545	Parramatta to Macquarie Park via Telopea & Eastwood	6 trips per hour
920	Parramatta to Bankstown	7 trips per hour

3.4.4 Car Share

Car share is an established alternative mode of travel by which members join a car ownership club, choose a rate plan, and pay an annual fee. The fees cover fuel, insurance, maintenance, and cleaning. The vehicles

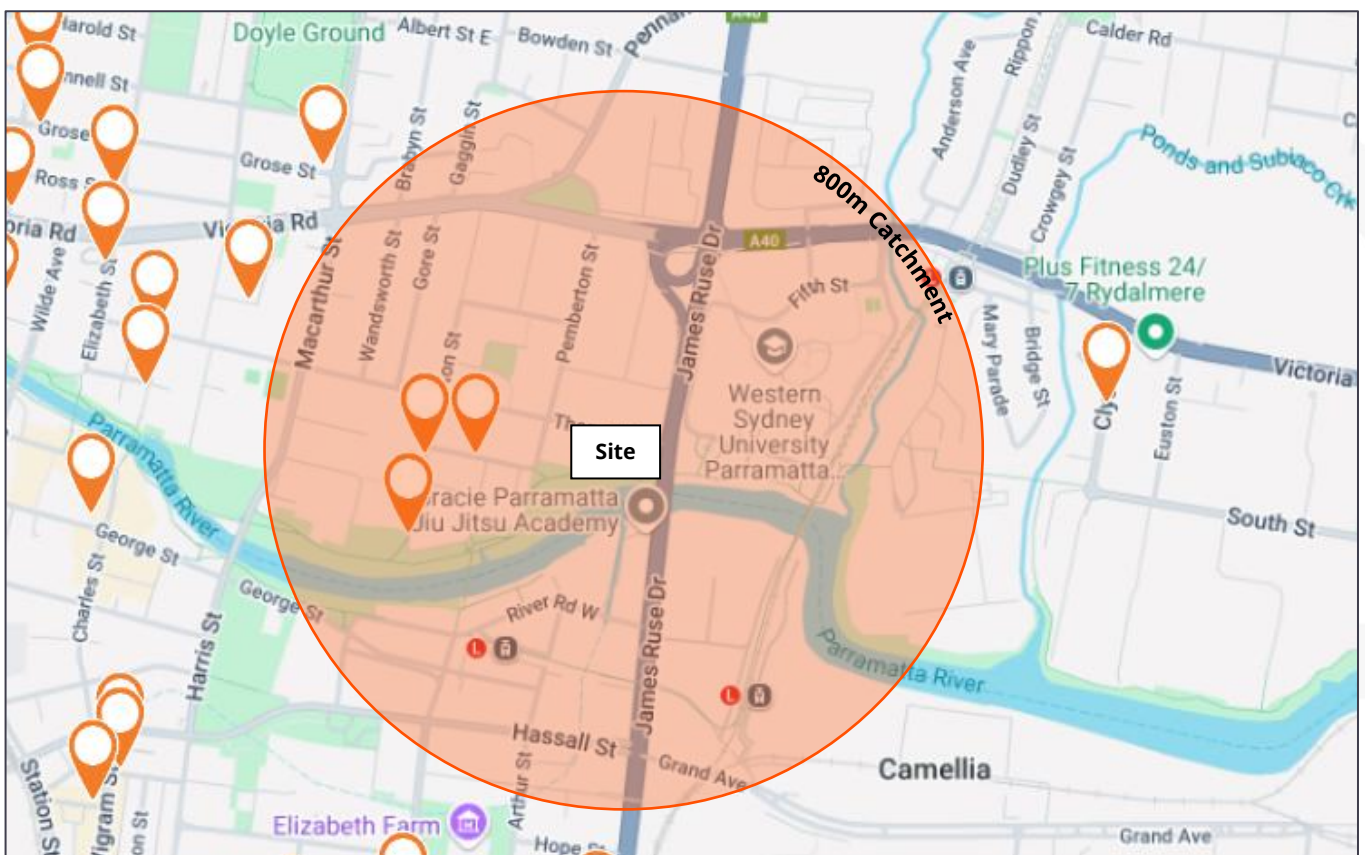


are mostly comprised of sedans and hatchbacks but also include SUVs, station wagons, trays, and utility vans. Each vehicle has a home location, referred to as a "pod", either in a parking lot or on a street, typically in a highly populated urban neighbourhood. Members reserve a car via the internet or telephone and use a key card to access the vehicle.

City of Parramatta Council DCP states that "1 car share can be provided in lieu of 3 car parking spaces".

GoGet, a pioneering car share company in Australia, has a substantial number of vehicles positioned in the city and also in close proximity to the site. GoGet' pods' location within the immediate vicinity of the site is shown in the extract below (Figure 3-4).

Figure 3-4 GoGet Locations



Source: GoGet (modified by Genesis Traffic)

Based on the above, GoGet currently operates approximately 3 GoGet pods within a walking catchment of approximately 800m from the site. The nearest pod is located at the site frontage on Broughton Street.

3.5 Existing Active Transport Infrastructure

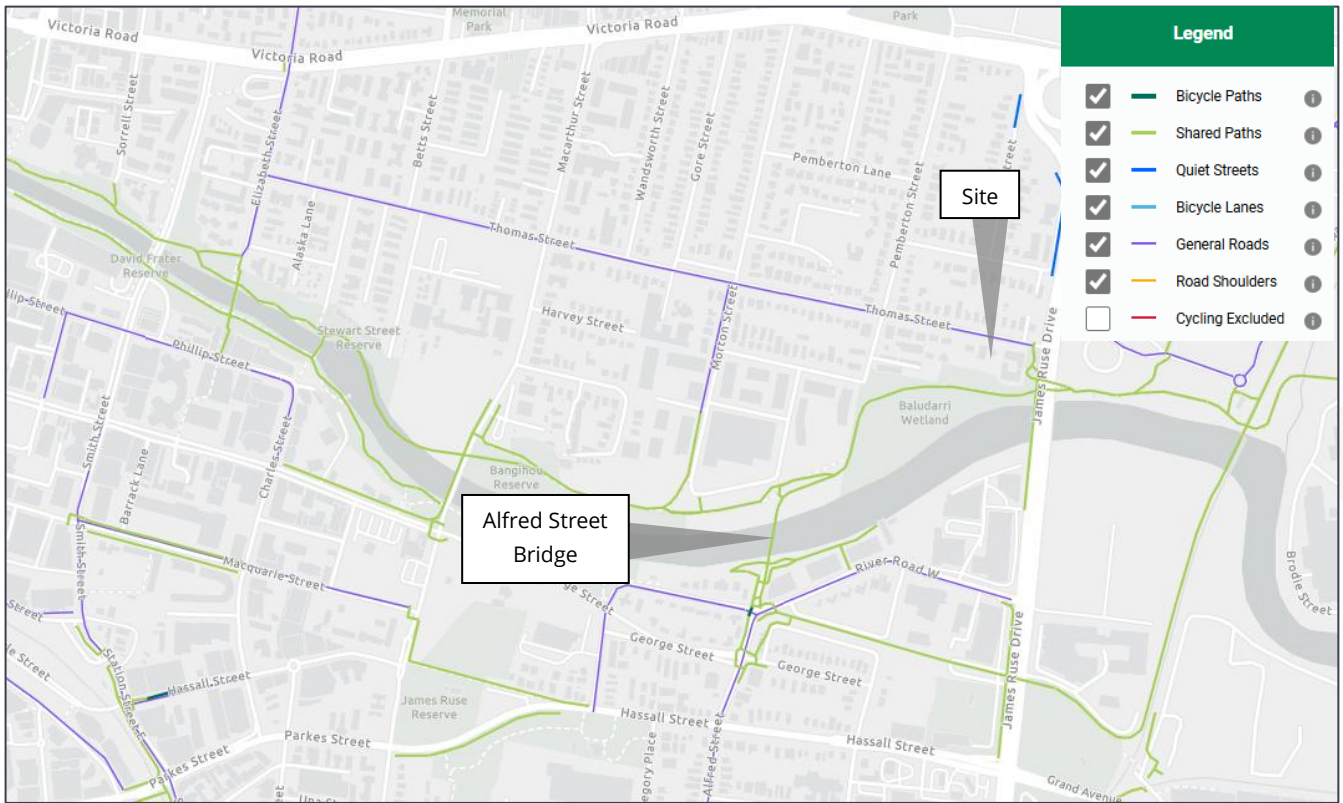
3.5.1 Bicycle Routes

The bicycle paths map (Figure 3-5) identifies the existing cycling infrastructure near the site. The site has ample cycling infrastructures in the surrounding area, providing connections to Parramatta CBD and public



transport infrastructure. Thus, it is expected that cycling would be a suitable alternative mode of transport for its occupants.

Figure 3-5 Cycling Path



Source: TfNSW (modified by Genesis Traffic)

3.5.2 Pedestrians

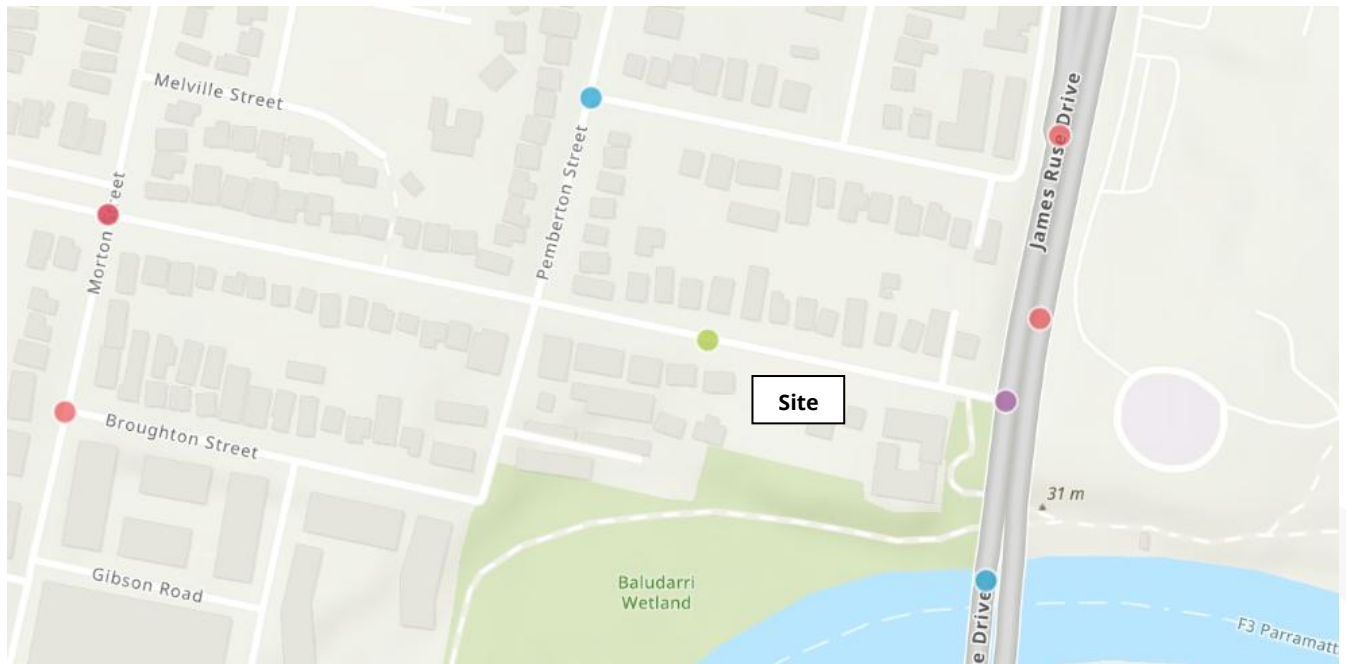
Formal pedestrian footpaths are available near the site. These footpaths have adequate lighting/illumination. In addition, there are appropriate pedestrian crossings for occupants to use when approaching/departing the local public transport services.

3.6 Crash History

Transport for NSW (TfNSW) provides a history of recorded crash data between 2019 and 2023 (data for 2024 is not available at the time of this assessment). The data reveal the following number of crashes within 5 years near the site (Figure 3-6 and Table 3-5).



Figure 3-6 Locations of the Recorded Crashes



Source: TfNSW

Table 3-5 Crash Data Record

Location	Year of Crash	RUM Code	RUM Description	Number Killed	Number Injured	Degree of Cash
James Ruse Drive	2023	35	Lane change left	-	1	Moderate Injury
	2023	39	Other same direction	-	1	Minor/Other Injury
	2023	30	Rear end	-	-	Non-casualty (towaway)
	2021	30	Rear end	-	-	Non-casualty (towaway)
Thomas Street	2022	11	2 right turning	-	1	Minor Injury
	2021	47	Emerging from drive	-	1	Serious Injury
	2019	11	Right far	-	-	Non-casualty (towaway)
Pemberton Street	2023	21	Right through	-	1	Moderate Injury
Morton Street	2019	71	Off rd => obj	-	-	Non-casualty (towaway)



The data recorded 9 crashes in the site's vicinity in the most recent 5-year period. The majority of these resulted in minor to moderate injuries, with 1 incident involving a serious injury and no fatalities were reported.

The record shows no incidents involved pedestrians, and no incidents involving cyclists were recorded over the 5-year period.

3.7 Existing Traffic Conditions

Traffic surveys were commissioned as part of this assessment to record the AM peak and PM peak traffic flows at the following intersections:

- James Ruse Drive and Thomas Street
- Macarthur Street and Thomas Street

The traffic survey data is reproduced in **Attachment 2**.

The existing intersection operation has been assessed using SIDRA traffic modelling program. SIDRA is a micro-analytical tool for individual and network intersection modelling based on collected traffic survey data. SIDRA provides a few performance indicators, as follows:

- Degree of Saturation – the total usage of the intersection expressed as a factor of 1, with 1 representing 100% use/saturation.
- Average Delay – the average delay encountered by all vehicles passing through the intersection.
- 95% Queue Length (Q95) – is defined to be the queue length in metres that has only a 5% probability of being exceeded during the analysis period. It transforms the average delays into measurable distance units.
- Level of Service (LOS) – this is a categorisation of average delay, intended for simple reference. The RMS adopts the following bands (Table 3-6)

Table 3-6 Intersection Performance – Levels of Service

Level of Service	Average Delay (s/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 would cause excessive delays. Roundabouts require other control mode	At capacity and requires other mode of control
F	> 70	Extra capacity required	Extreme delay, major treatment required

An indication of the prevailing traffic operations at the following intersections is provided in the SIDRA assessment (Table 3-7).

Table 3-7 Existing Intersection Traffic Circumstance

Intersection	AM Peak			PM Peak		
	LOS	AVD	DOS	LOS	AVD	DOS
James Ruse Drive and Thomas Street	A	14.2s (LT from Thomas Street)	0.534	A	14.4s (LT from Thomas Street)	0.500
Macarthur Street and Thomas Street	D	49.2s	0.948	C	40.1s	0.849

Details of SIDRA results are reproduced in **Attachment 3**.

The assessment found the local road network operating with capacity under existing traffic demand (including the site's existing traffic movements).

4 Parking Assessment

4.1 Car Parking Requirement

The assessment refers to the car parking rates outlined in the Guide to Transport Impact Assessment (GTIA) 2024. The subject site is located within Category 2 (Figure 4-1).

Figure 4-1 Car Parking Categorisation Map



Source: Guide to Transport Impact Assessment 2024

The assessment notes that these rates are consistent with the City of Parramatta DCP 2023 parking rates for residential flat buildings located within 800m walking distance to a railway station or a light rail stop.

The relevant rates are outlined in Table 4-1.

Table 4-1 Car Parking Rates from GTIA and DCP

Land Use	Element	Minimum Car Parking Rates
Residential	1-Bed	0.6 spaces per unit
	2-Bed	0.9 spaces per unit
	3-Bed	1.4 spaces per unit
Visitors		1 space per 5 units



Application of the proposal using the above criteria would indicate the following minimum requirements in Table 4-2.

Table 4-2 Required Car Parking Spaces

Land Use	Element	Unit/GFA	Requirement	Provision
Residential Flat	1-Bed	36 units	21.6 (22)	179
	2-Bed	50 units	45	
	3-Bed	39 units	54.6 (55)	
	Visitor	125 units	25	
Total			147 spaces	179 spaces

Accordingly, the minimum parking requirement is 147 car spaces. It is proposed to provide 179 car parking spaces to comply with the above criteria. These spaces are being:

- 154 x resident
- 25 x visitor

4.2 Bicycle Parking and End of Trip Facility Requirement

The applicable bicycle parking rates (Table 4-3) are provided in Part 7 of the DCP.

Table 4-3 Bicycle Parking Rates

Land Use	Element	Parking Rates
Residential Flat	Resident	1 space per dwelling
	Visitor	1 space per 10 dwellings

Application of the above DCP rates to the proposal indicates the following bicycle parking requirements (Table 4-4).

Table 4-4 Required Bicycle Storage/Parking Spaces

Land Use	Unit/GFA	Requirement	
		<u>Resident</u>	<u>Visitor</u>
Residential Flat	125 units	125	12.5(13)
Total		138 spaces	

It is proposed to provide 145 bicycle spaces to comply with the DCP requirement, in the following composition:



- 132 x Resident
- 13 x Visitor

4.3 Motorcycle Parking Requirement

The applicable motorcycle parking rate is:

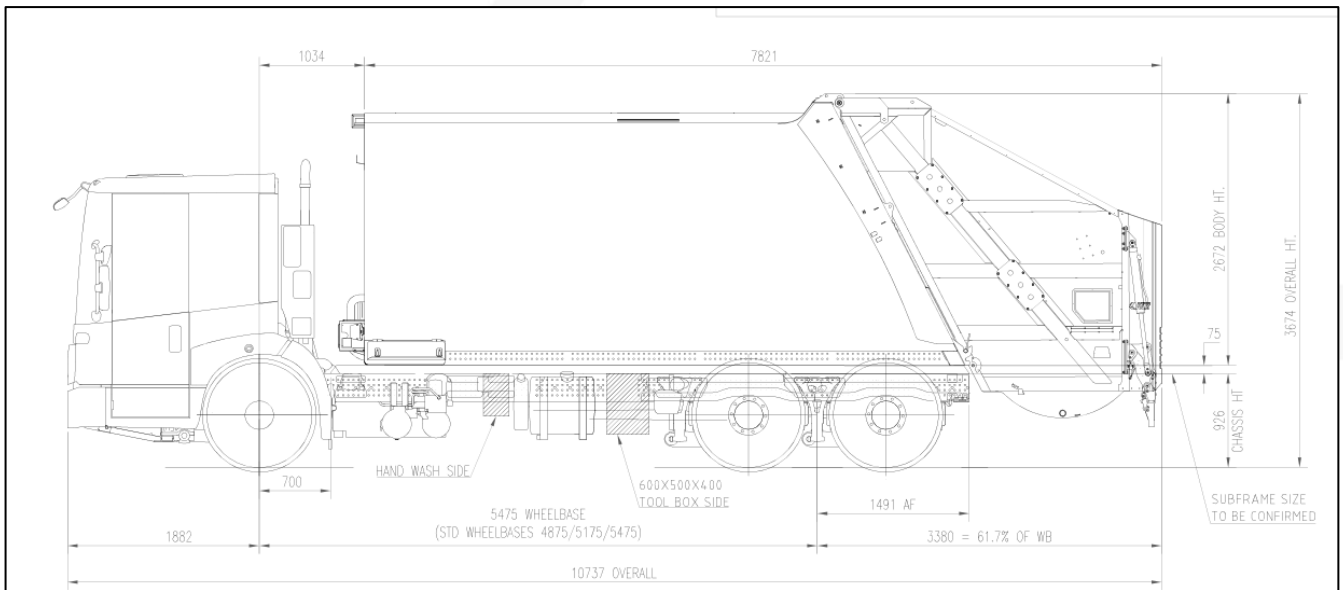
- 1 space per 50 car spaces

Therefore, the requirement based on the provided 179 car spaces is 4 motorcycle spaces. The proposal of 8 motorcycle spaces complies.

4.4 Loading and Servicing Requirement & Arrangement

The largest service vehicle that will serve the site is 10.74m long Council waste truck. A suitably sized loading bay will be provided on Basement 1 and the truck will access the site via Thomas Street. The relevant specification of the private waste truck is reproduced below for ease of reference (Figure 4-2).

Figure 4-2 Vehicle Dimension and Specification





5 Access and Circulation Design

5.1 Access

The access driveway at Thomas Street will be retained as approved.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	Provided	Yes	
Access Width	(Category 2) 6.0m – 9.0m	6.0m	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20) down Max 12.5% (1:8) up	5% @ 7m	Yes	
Straight Ramp / Driveway				
Ramp Grade (Private Carpark)	Up to 20m Max 25% (1:4)	25%	Yes	
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	12.5%	Yes	
Roadways Width (Two-way)	Min 5.5m	>5.5m	Yes	
Vertical Obstruction Clearance / Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m	>2.2m	Yes	
Parking Modules				
Car Space Dimension	User Class 1A 5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Aisle Width	5.8m (+ 300mm from wall)	6.1m	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	N/A	Yes	



Headroom Clearance	Min 2.2m	>2.2m	Yes	
Gradient	Max 5% (1:20)	5%	Yes	
Motorcycle Space Dimension	2.5m long x 1.2m wide	2.5m long x 1.2m wide	Yes	

Table 5-2 Off-street Commercial Vehicle Facilities (AS2890.2:2018) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways / Circulation Roadways				
First 7m Ramp Grade	Max 5% (1:20) down Max 6.25% (1:16) up	5% (1:20) down	Yes	
Ramp Grade	Max 15.4% (1:6.5)	1:6.5	Yes	
Transitions	Min 7.0m	7m	Yes	
Grade Transitions	Max 6.25% (1:16)	1:16	Yes	
Headroom Clearance	Min 4.5m	4.0m	Satisfactory	See Note 1
Parking Modules				
Space Dimension (Council Waste Truck)	10.74m long x 3.5m wide	10.74m long x 3.5m wide	Yes	
Headroom Clearance	Min 4.5m	4.5m	Yes	
Gradient	Max 4% (1:25)	Level	Yes	

Note 1:

The largest vehicle accessing the car park will be the Council waste truck, which is 10.74m long and 3.7m high. The headroom provision of 4m along the travel path is therefore considered sufficient to accommodate this vehicle. A 4.5m headroom will be provided within the loading bay.

A low headroom signage of 4m will be installed at the access driveway entry.

Table 5-3 Bicycle Parking (AS2890.3:2015) Criteria

Features	Requirement	Provision	Compliance	Notes
Horizontal Bicycle Parking				
Space Dimension	1.8m long x 0.5m wide	1.8m long x 0.5m wide	Yes	
Aisle	1.5m	1.5m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Height Clearance	Min 2.2m	>2.2m	Yes	



2-tier Bicycle Parking (As Per Manufacturer's Specification)				
Space Dimension (Staggered Layout)	2m long x 0.4m wide	2m long x 0.4m wide	Yes	
Aisle	2.0m	2.2m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Height Clearance	Min 2.7m	>2.7m	Yes	

Table 5-4 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

Features	Requirement	Provision	Compliance	Notes
Space Dimension	5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Shared Zone + Bollard	5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Height Clearance	Min 2.5m	>2.5m	Yes	
Gradient	Max 2.5% (1:40)	Level	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.

5.3 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 4**.



6 Traffic Assessment

6.1 Existing Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average weekday peak hour traffic generation rates for low-density residential dwellings in Sydney areas, as follows:

- 0.68 vehicle trips per hour (vtph) per unit during the AM peak hour
- 0.77 vehicle trips per hour (vtph) per unit during the PM peak hour

Applying this rate to the existing 3 residential dwellings would result in a traffic generation outcome of 3 vtph. Notwithstanding, the assessment will not discount the existing trips as a conservative approach.

6.2 10/17/2025 Development Traffic Generation

The Guide to Transport Impact Assessment (2024) provides trip generation rates for high-density residential apartment blocks in Sydney Metropolitan areas. The relevant trip rates are as follows:

- 0.19 vehicle trips per hour (vtph) per unit during the AM peak hour
- 0.15 vehicle trips per hour (vtph) per unit during the PM peak hour

Application of these trip rates to the proposed 125 residential units would indicate a peak hour traffic generation outcome in Table 6-1.

Table 6-1 Traffic Generation During Peak Hour

Period	Total	In	Out
AM peak	24 vtph	5 vtph	19 vtph
PM peak	19 vtph	15 vtph	4 vtph

6.3 Development Trip Distribution

The 2021 Journey to Work Data provides insights into the commuting patterns in the Parramatta area, outlining the LGA where residents work (Table 6-2).

Table 6-2 2021 Journey to Work Data

LGA	Proportion
Parramatta	27.9%
Sydney	19.2%
Ryde	8.1%
Cumberland	5.2%
Blacktown	4.6%



The Hills Shire	3.9%
North Sydney	3.4%
Willoughby	2.8%
Canterbury-Bankstown	2.4%
Canada Bay	2.0%

Source: Profile id

Accordingly, the proportion of each direction is tabulated in Table 6-3.

Table 6-3 Proportion of Inbound and Outbound Traffic

Direction	Proportion
North	15%
East	50%
South	20%
West	15%

The nominal route choices from/to each direction are illustrated in Figure 6-1.

Figure 6-1 Approach Route Distribution

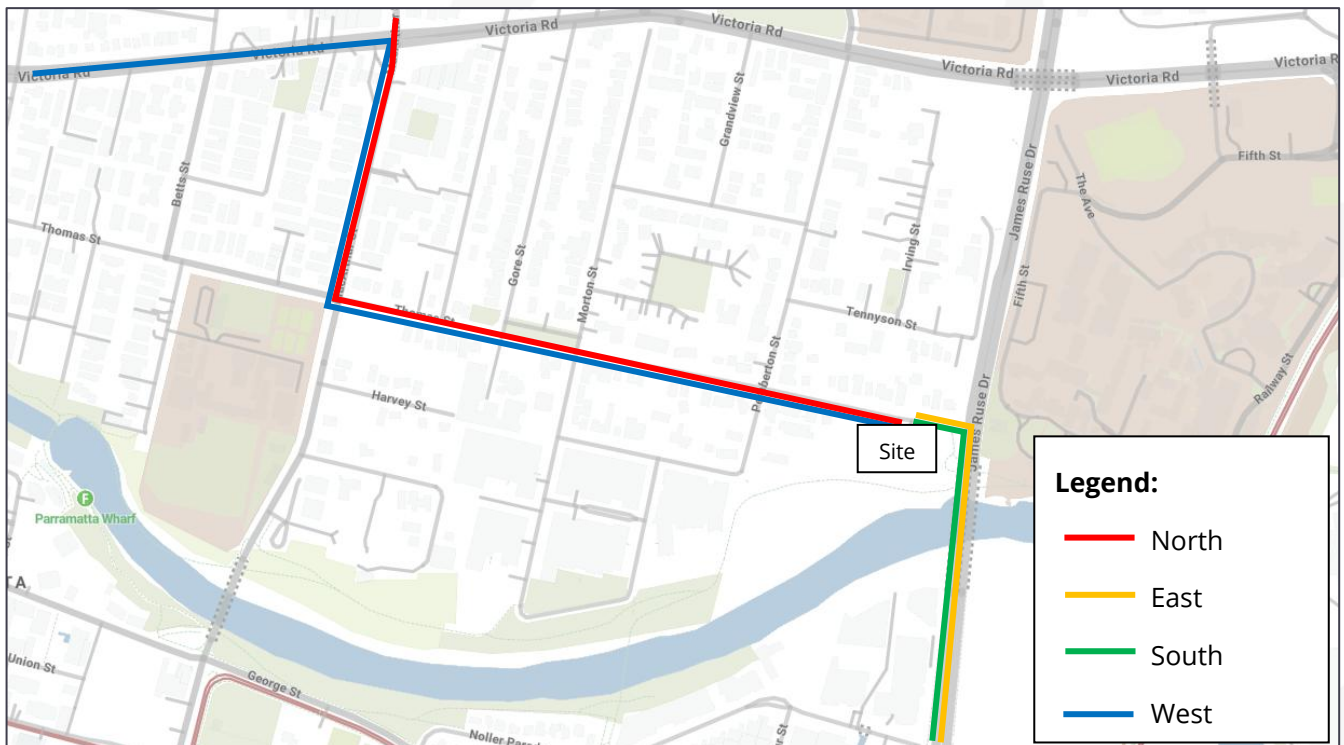
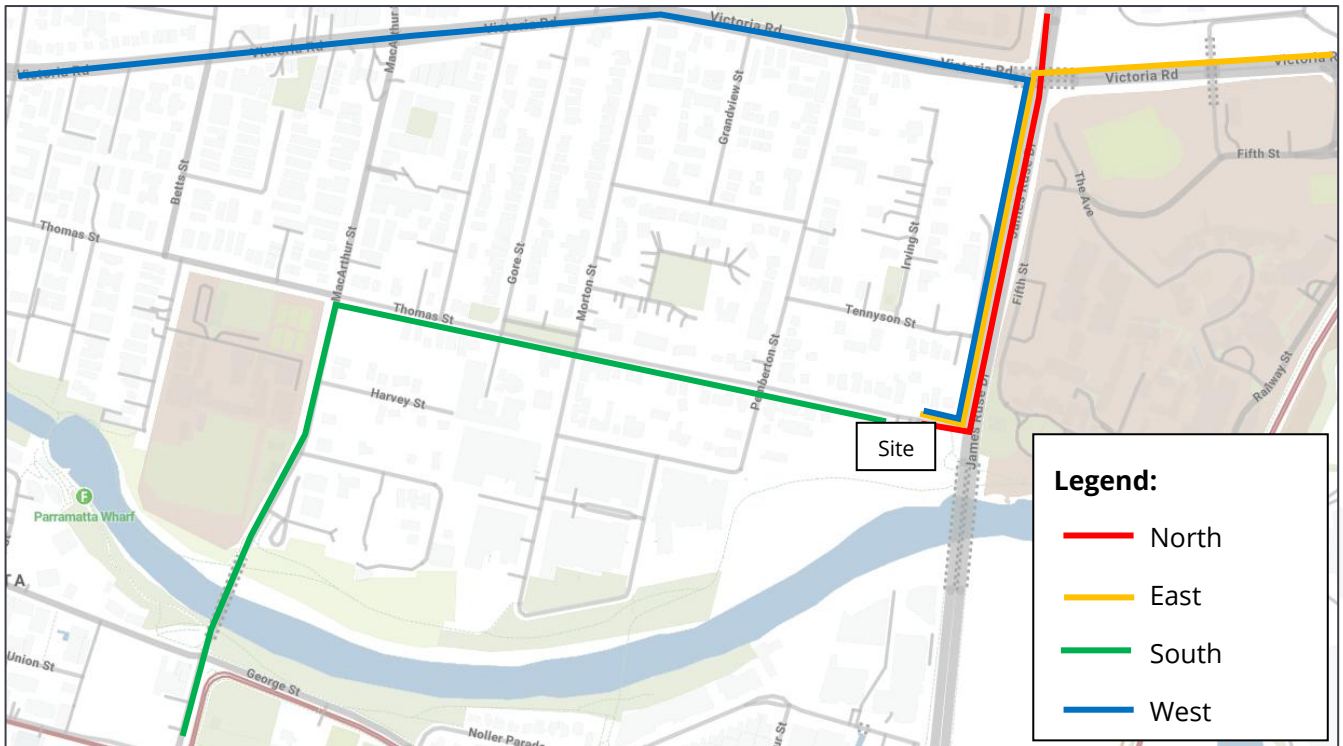




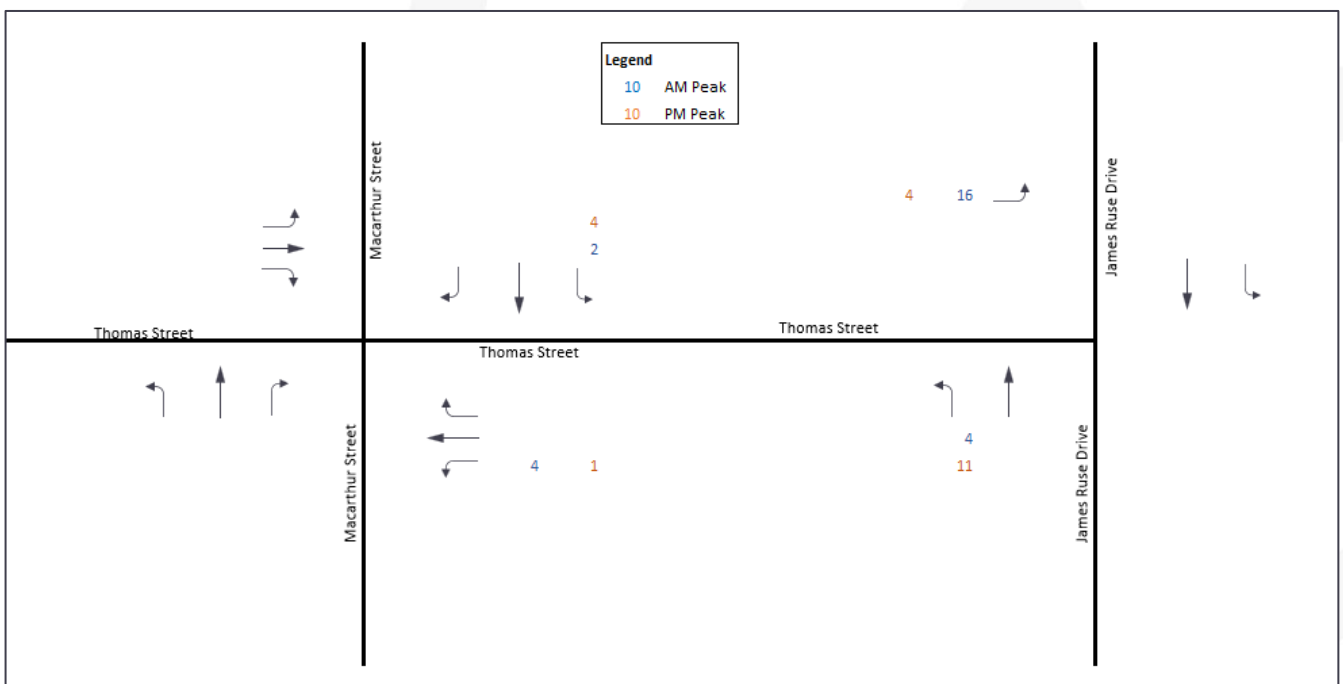
Figure 6-2 Departure Route Distribution



Source: Mecone (modified by Genesis Traffic)

On this basis, the development generated traffic movement in each direction are illustrated in Figure 6-3.

Figure 6-3 Inbound and Outbound Traffic during AM and PM Peak



Source: Genesis Traffic



The projected development traffic are then added onto the background traffic and reanalysed using SIDRA. The assessment considers the existing state and post development state to provide an objective comparison in terms of traffic generation impact on the network. The assessed model outcome is summarised in Table 6-4.

Table 6-4 Existing and Post-Development SIDRA Assessment Outcome

Intersection	AM Peak			PM Peak		
	LOS	AVD	DOS	LOS	AVD	DOS
Pre-development						
James Ruse Drive and Thomas Street	A	14.2s (LT from Thomas Street)	0.534	A	14.4s (LT from Thomas Street)	0.500
Macarthur Street and Thomas Street	D	49.2s	0.948	C	40.1s	0.849
Post Development						
James Ruse Drive and Thomas Street	A	14.5s (LT from Thomas Street)	0.544	A	14.3s (LT from Thomas Street)	0.502
Macarthur Street and Thomas Street	D	50.0s	0.968	C	40.3s	0.857

The SIDRA output is reproduced in **Attachment 3**.

The assessment found that the existing road network will continue to operate within capacity and the existing level of service will be maintained following the addition of the subject development.

On this basis, the assessment concludes that the development would not adversely impact the existing road network operation. Therefore, no infrastructure upgrades are required.



7 Preliminary Construction Traffic Management Plan

This Preliminary Construction Traffic Management Plan (CTMP) presents the proposed construction activities associated with the proposal. It is noted however that a detailed CTMP cannot be produced without the involvement of a builder and consideration of all final design selections. The Preliminary CTMP is intended to provide a framework within which a future CTMP can be prepared.

7.1 Scope of Works

The scope of this Preliminary CTMP includes the following:

- Provides details of construction programs detailing the anticipated construction duration, construction truck movement and number of workers
- Identify heavy vehicle routes to and from the site that have the minimal impact on the surrounding local road network
- Identify heavy vehicle access points to and from the site
- Identify any major construction activities of other developments in the surrounding area
- Identify temporary on-street parking for construction workers
- Assess potential impacts on existing traffic, pedestrian, and bicycle networks

7.2 Overview of Construction Works

7.2.1 Construction Program

Table 7-1 indicates a preliminary phasing outline of each construction stage, including estimated duration, volumes and the approximate number of workers per day. These estimations may be subject to change following the appointment of a contractor.

Table 7-1 Works Program

Phase	Program	Estimated Period (Weeks)	Estimated Trips per Day	Estimated No. of Workers per Day
1	Site Establishment	4	5	8
2	Demolition	10	10	15
3	Excavation / Earthworks	20	20	15
4	Construction / Concrete Pouring	20	30	80
5	Fitout	20	30	80



7.2.2 Construction Hours

The proposed work hours will accord with the consent details; however, it is expected that construction activities will be limited to the following period (Table 7-2):

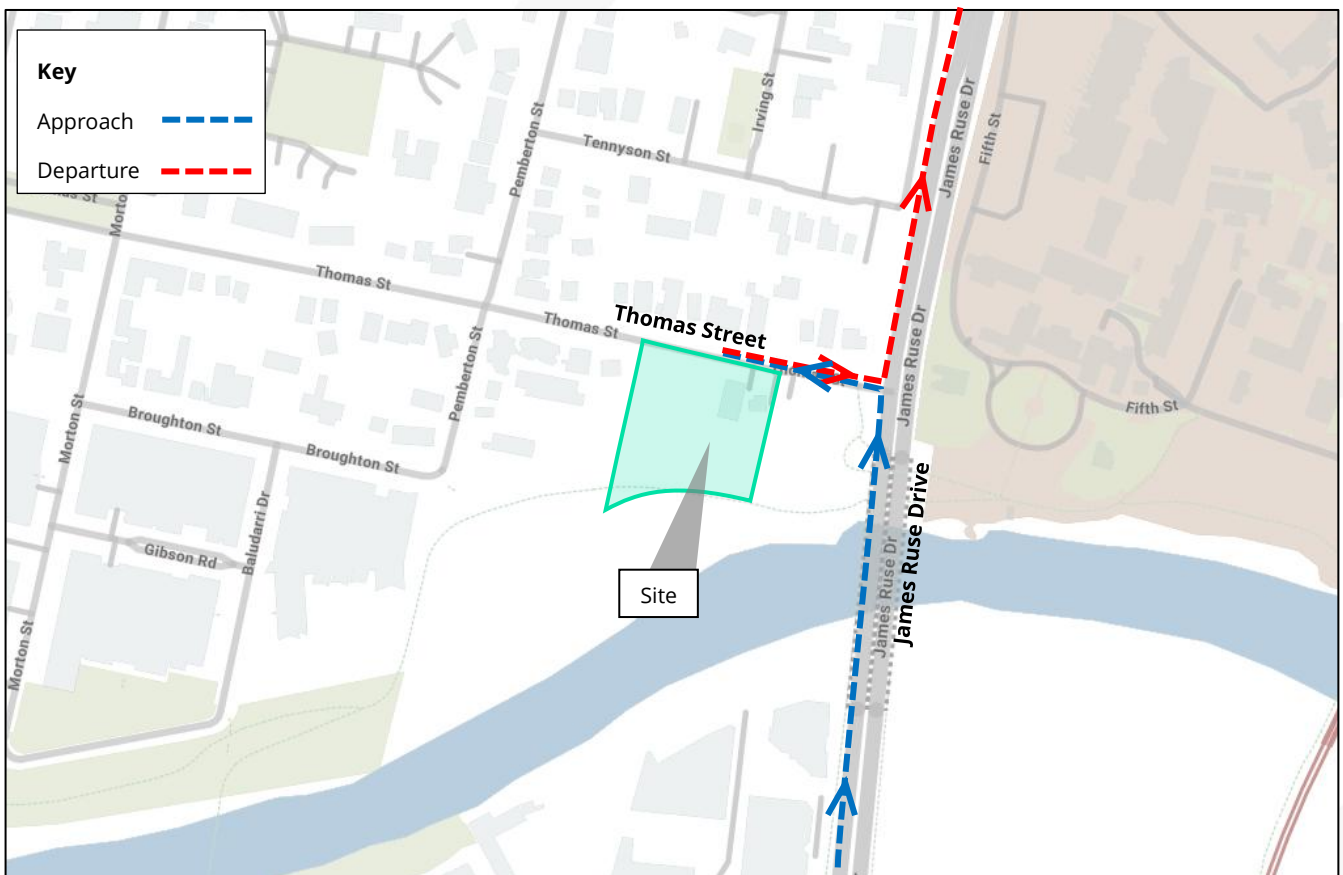
Table 7-2 Permitted Work Hours

Day(s)	Permitted Work Hours
Mondays to Friday	7.00am to 6.00pm
Saturday	8.00am to 1.00pm
Sunday and Public Holidays	No Work

7.2.3 Construction Vehicle Route

Truck movements associated with the construction processes will approach and depart the site via James Ruse Drive, as illustrated in Figure 7-1. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council or TfNSW.

Figure 7-1 Truck Approach Route



Source: Mecone (modified by Genesis Traffic)

During the course of construction, all trucks will approach and depart the site in a forward direction. In the event where construction vehicles are unable to manoeuvre from/to the site, a Works Zone will be



established along the site frontage. Vehicles will approach, stand within the Works Zone and depart forwards. All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

7.2.4 Emergency Vehicle Access

All site access points will be gated and manned by traffic personnel during work hours. Emergency vehicles will be able to access the site via all construction access points. Contact details of the site-nominated supervisor must be displayed prominently adjacent to each site gate.

7.2.5 Materials Handling

All materials must be loaded/off-loaded and stored within the site boundary at all times. During the excavation of the site, the excavated materials will be loaded/unloaded on site. No materials are to be stored outside the site boundary at any time.

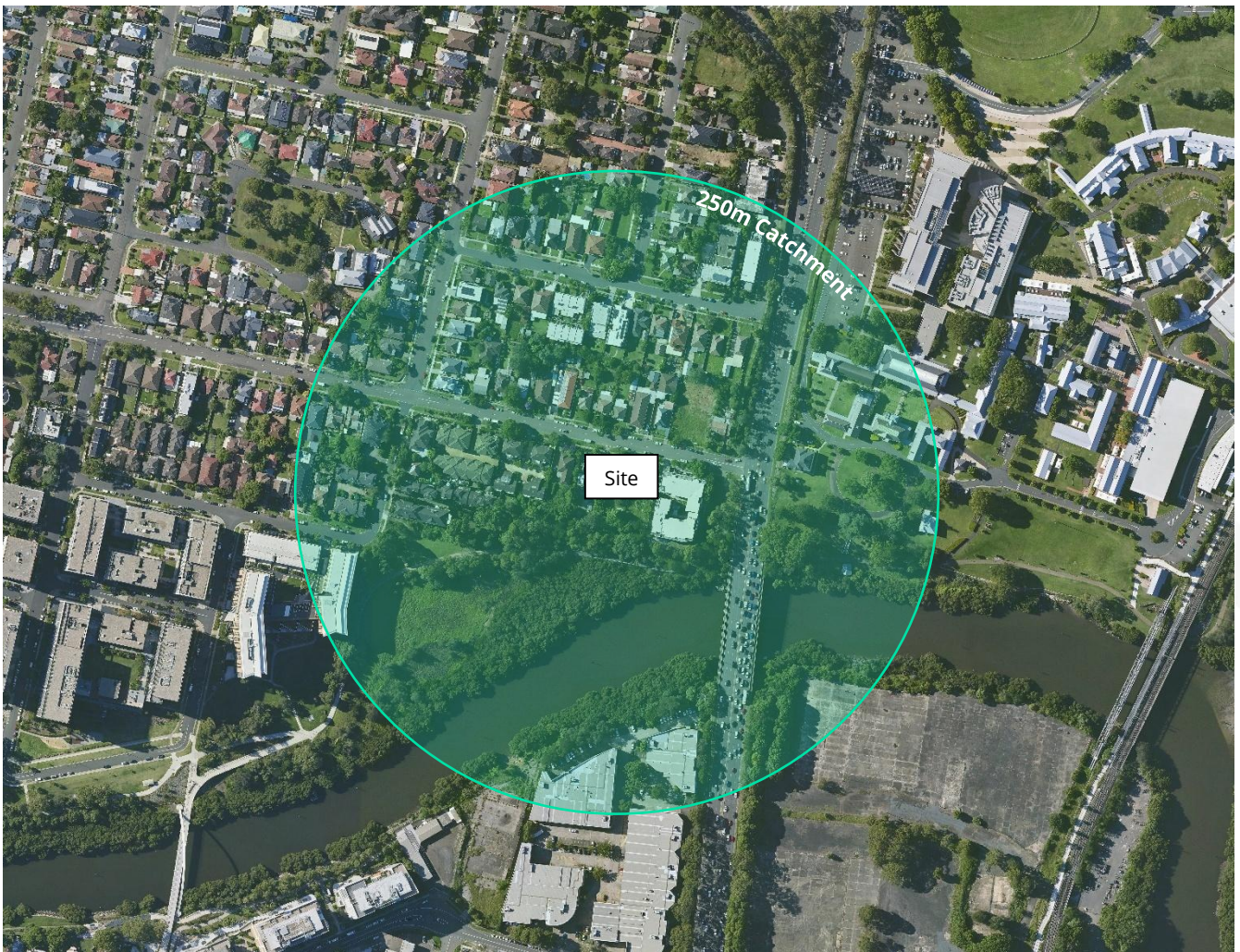
7.2.6 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) will be developed in due course. TGSs shall be developed in accordance with the TfNSW Traffic Control at Work Sites Technical Manual. The control of traffic at work sites must be undertaken with reference to Workcover requirements and the contractor's Constructions Workplace Health and Safety Manuals.

7.2.7 Other Construction Activities

There is no major construction activity within 250m from the site (Figure 7-2).

Figure 7-2 Surrounding Construction Activities



Source: Metromap (modified by Genesis Traffic)

7.2.8 Construction Worker Parking

There will be no on-site car parking available for workers during the earlier construction stage. Once the internal driveway and basement car park are built (and when construction activity is most intensive), workers can park in the basement.

Given the proximity of the site to high-frequency public transport services, all workers will be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site or to carpool wherever possible.

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop-off and store their tools and machinery, allowing them to use public transport to travel to/ from the site daily.

Workers will also be informed of appropriate tool/equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.



7.2.9 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal 'site induction' process and all inductions will be performed specifically to each trade according to SafeWork OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

7.3 Construction Impact

7.3.1 Public Notification & Communication

The nominated contractor shall prepare notification letters to advise the following neighbouring properties of the proposed construction works and timing thereof. A minimum notice period of 14 days shall be applicable for all external communications.

The nominated contractor shall also engage with the surrounding building teams at the time of construction to establish the extent of truck delivery movements with an aim to minimise overlapping movements on the same routes.

The following addresses will be notified by letterbox drop prior to the start of works, providing information relating to the project schedule:

Adjacent to the site	81-83, 93-95 Thomas Street
Opposite the site	122-132 Thomas Street

7.3.2 Road Serviceability

The nominated contractor will be responsible for ensuring that the road pavement, kerb, gutter and footpath along each road frontage shall remain in clean and serviceable states during the course of the construction at no cost to Council.

7.3.3 Impact on Public Transport Services

The nominated heavy vehicle haulage routes will largely be limited to State Roads and Regional Roads which are designed to accommodate heavy vehicle movements. As such, there will be no adverse impact on existing public transport services.

While the nominated truck routes will overlap with bus routes during the construction period, it is not expected that estimated truck movements would have no material effect on the existing bus services.



7.3.4 Impact on Emergency Vehicle Access

A site personnel will be on-site regularly with contact details prominently displayed and visible from the road frontage. Access to the site and neighbouring sites by emergency vehicles would not be affected by the construction activities. There will be no adverse impact on emergency vehicle access to the site or other neighbouring properties as a result of the proposed activities.

7.3.5 Impact on Road Network

The nominated heavy vehicle haulage routes will largely be limited to State Roads and Regional Roads which are designed to accommodate heavy vehicle movements to minimise the impact on immediate local road network. As such, it is not expected to have an adverse impact onto the surrounding road users including cyclists.

7.3.6 Impact on Pedestrians

To ensure the pedestrian's safety, temporary fencings will be established along the construction site perimeter to cordon off the site from pedestrian movements along the site frontages and neighbouring properties where applicable. All construction-related traffic movements along the frontages will occur under the supervision of on-site trained personnel, with trucks escorted between the site access and associated frontage to ensure pedestrian safety.



8 Green Travel Plan

This Green Travel Plan (GTP) is designed to reduce the impact of developments by maximising the use of sustainable travel modes. It highlights and promotes a range of actions and incentives to increase the uptake of walking, cycling, public transport, car-sharing and carpooling to reduce dependency on private vehicles.

The primary objectives of the GTP are to:

- reduce single-occupancy motor vehicles trips to and from the site
- set future travel mode share targets
- promote active transport such as walking and cycling
- promote public transport and car-sharing/pooling
- improve amenity, facilities, accessibility and safety of sustainable transport modes to/from the site

8.1 Scope of Works

The purpose of this GTP is outlined below.

- Identify the existing and future sustainable transportation on-site and surrounding the site
- Identify the current mode share of transportation
- Determine realistic and reasonable site-specific targets for future mode share
- Appoint a Travel Plan Coordinator (TPC) to implement this GTP
- Develop a guideline and strategy for TPC to manage the transport needs of occupants.
- Identify potential strategies that may encourage reduced use of private motor vehicles
- Promote currently available transport options, including sustainable travel infrastructures to future occupants
- Establish a monitoring strategy to track the performance of the policy and programs prepared as part of the GTP



8.2 Mode Share

8.2.1 Existing Travel Behaviour

2011 census data from Australia Bureau Statistics reveals the current travel mode in the City of Parramatta area (summarised in Figure 8-1).

Figure 8-1 Travel Mode in City of Parramatta

Method of travel to work							
City of Parramatta - Employed persons (Usual residence)	2021			2016			Change
Main method of travel	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2016 to 2021
Train	6,824	5.5	4.1	22,946	21.5	16.2	-16,122
Bus	1,940	1.6	1.4	6,237	5.9	6.1	-4,297
Tram	9	0.0	0.1	26	0.0	0.1	-17
Ferry	33	0.0	0.0	136	0.1	0.3	-103
Taxi/ride-share	163	0.1	0.1	166	0.2	0.2	-3
Car - as driver	35,882	29.2	34.2	54,770	51.4	52.7	-18,888
Car - as passenger	2,938	2.4	2.6	3,905	3.7	3.9	-967
Truck	373	0.3	0.6	605	0.6	0.9	-232
Motorbike	401	0.3	0.4	552	0.5	0.7	-151
Bicycle	299	0.2	0.4	453	0.4	0.7	-154
Walked only	2,413	2.0	2.3	3,760	3.5	4.0	-1,347
Other	949	0.8	0.8	990	0.9	1.1	-41
Worked at home	54,036	43.9	38.9	3,652	3.4	4.4	+50,384
Did not go to work	16,250	13.2	13.6	7,569	7.1	7.8	+8,681
Not stated	524	0.4	0.4	819	0.8	0.9	-295
Total employed persons aged 15+	123,034	100	100	106,586	100	100	+16,448

Source: Profile id

In 2021, due to the COVID-19 lockdowns, the number of people working from home significantly increased, leading to higher private vehicle usage compared to public transport due to social distancing measures.

In 2016, prior to the COVID-19 lockdowns, public transport uptake was higher than private vehicles. It is anticipated that the public transport usage will increase in the future as conditions return to normal.

8.2.2 Recommended Future Target

When promoting green travel initiatives like public transport, it is imperative to inform occupants about various benefits associated with changes in travel behaviour. These benefits include, however, are not limited to:

- the hands-free nature of public transport which can lead to other tasks being completed during travelling hours or having some down time i.e., watching movies, TV shows, etc.
- the cost effectiveness of public/active transport compared to using a private vehicle.



- the convenience of incorporating daily exercise into the commute to/from work
- the provision of sustainable transport facilities within the site

On this basis, the preliminary proposed targets of travel mode for the development through this GTP is presented in Table 8-1.

Table 8-1 Proposed and Targeted Travel Mode

Travel Mode	Proportion
Public Transport	35%
Vehicle	45%
Active Transport (Walking, Cycling)	10%
Worked at home, Did not go to work	10%

The targets should be revisited and updated during the occupancy of the development as parts of the monitoring process.

8.3 Implementation

This Green Travel Plan is to be implemented by a Travel Plan Coordinator (TPC). The TPC will be appointed by the building's strata representatives upon occupation. The TPC will be the primary contact for any inquiries in relation to GTP and manage all principles set out in GTP. The main responsibilities of the TPC are provided in the following:

- Ensure information included in Information Packs are up to date by the time of delivery to prospective occupants.
- Ensure the information provided, such as links to websites and travel apps feature the most up to date travel planning tools. This pack shall include a copy of the final GTP as well as general information regarding the health and social benefits of active transport and advice on where to seek further information, such as links to Council's cycle route website, TfNSW, Bike Sydney, etc.
- Following reviews, consider additional actions which may assist in achieving mode share targets and improved environmental outcomes for transport such as the provision of Electric Vehicle charging infrastructure
- To regularly promote (through email circulars) up-to-date information on sustainable transport initiatives/programs.
- Conduct surveys/questionnaires to measure progress toward targeted mode split
- Monitor, review and update (if necessary) GTP to ensure the information is up-to-date for occupants
- Be the main liaison between stakeholders to promote the GTP and drive continuous improvement in the targeted mode split.



The TPC will review and analyse the progress towards the targeted mode share for public/active travel options and private vehicle usage annually.

8.4 Strategies

Strategies for implementing the GTP are divided into 2 categories: Promotion and Monitoring/Evaluation.

8.4.1 Promotion

Each new initiative within the plan should be actively promoted by the TPC through effective marketing. The GTP should include a range of actions that support strategies for promotion, facilities, and policies aimed at encouraging sustainable travel behaviour. Details of the proposed initiatives and actions are outlined in Section 8.5.

To raise awareness among occupants, a Transport Access Guide (TAG) will be developed, providing information on surrounding public transport options, walking distances, and available facilities. A copy of the site-specific TAG is provided in **Attachment 5**.

8.4.2 Monitoring and Evaluation

The GTP not only sets out actions and strategies but also ensures ongoing monitoring and evaluation of these initiatives. The GTP will be in place for the lifetime of the development's operation. The initial timeframe in which targets need to be monitored and reviewed for each of the buildings will be annual, for a minimum of 5 years after receiving the Occupation Certificate for the proposed building under this development application. The GTP review shall demonstrate progress towards the proposed travel targets and objectives and include the following information:

- 1) Basic information about the site, including the approximate number of occupants;
- 2) Details of mode-splits and progress towards targets (obtained from an annual survey);
- 3) Details of the initiatives implemented since the last review;
- 4) An assessment of whether initiatives have been successful in terms of meeting Travel Plan objectives and targets; and
- 5) Details of future initiatives to be undertaken or other changes required to meet targets and objectives

The TPC will prepare the travel mode surveys/questionnaires and then circulate them to occupants for feedback. This data will be subsequently reviewed to determine the mode split of all occupants and visitors of the building and the effectiveness of the action strategies implemented above.

A questionnaire sample is provided overleaf.



Sample Survey

1. Are you one of the following?

- Residents
 Visitors
 Other (Please specify) _____

2. What is your local postcode? _____

3. How do you travel to/from the site?

- Walk/run
 Bicycle
 Bus
 Train
 Combination of bicycle and train
 Taxi
 Car Share
 Car (as passenger)
 Car (as driver)
 Other (Please specify) _____

4. If you drove to the site, where did you park?

- On-site If so, where? _____
 On-street If so, where? _____

5. If you drove, do you need to drive to work for another reason? (e.g. shopping on the way home, when raining, etc)

6. What time do you usually arrive at the site? _____

7. What time do you usually leave at the site? _____

8. Have you heard of car share? Do you know where the nearby car share locations are? If yes, would you use it?

9. Any suggestions/recommendations to encourage sustainable transport?



8.5 Action Plan

A number of initiatives among occupants are outlined in Section 8.5.1.

8.5.1 Residents and Visitors

Action	Why	How	Who	When
Implementation				
Provide Transport Access Guide (TAG)	Promote the surrounding sustainable transport and ensure the information is available to all residents	Prepare information sheet and post it on the noticeboard in the common area (eg. lobby area) Issue information sheet via mail, email and move-in pack	Building Manager	During occupancy
Undertake annual survey	Monitor and evaluate the progress towards the targeted model split	Conduct questionnaires via mail and online Monitor the utilisation of parking spaces	TPC	During occupancy annually
Review and update GTP	Evaluate the success of GTP implementation and improve if necessary	Meetings with resident committee to suggest any necessary changes	TPC	During occupancy every year
Walking				
Advertise the walking route to surrounding facilities	Promote the accessibility of the development	Include walking time and distance to surrounding public transport stops in TAG	TPC	During occupancy
Review the condition of existing footpaths and surrounding lighting regularly	Ensure footpaths are safe for people to walk	Inspect the surrounding footpaths and lighting regularly and inform Council if maintenance is required	TPC, Building Manager	During occupancy regularly
Cycling				
Provide and advertise bicycle spaces	Promote available bicycle facilities on site	Include the location of bicycle parking in TAG Include bicycle parking signage in the development	TPC	During occupancy
Create/Promote a Bicycle Users Group (BUG)	Encourage residents to cycle to work or errand	Identify like-minded bike riders and encourage them to cycle to work together	TPC	During occupancy



Promote bicycle initiatives	Encourage residents to cycle to surrounding facilities	Promote events eg. NSW Bike Week, World Bicycle Day	TPC	During occupancy annually
Public Transport				
Place and update available public transport information on the intranet	Ensure information is available for residents at all times	Prepare useful links such as transportnsw.info and post it on intranets/apps	Building Manager	During occupancy
Illustrate the safe walking route to/from the public transport stops	Promote the surrounding public transport in the vicinity	Include walking time and distance to surrounding public transport stops in TAG	TPC	During occupancy
Car Sharing				
Approach third-party car sharing companies	Ensure car sharing services are available to public	Liaise with car sharing companies such as GoGet and Uber Carshare	TPC	Prior to occupancy
Promote car sharing company	Reduce private car ownerships	Include the information/ flyers in intranet and noticeboard in the common area	TPC, Car Sharing Company	During occupancy
Provide incentive	Promote car sharing	Car sharing company to provide discount for residents	Car Sharing Company	During occupancy



9 TfNSW Consultation

In satisfaction of the SEARs requirement, a package of the proposed development's information is issued to the TfNSW via its official development portal Development.Sydney@transport.nsw.gov.au on 20th June 2025.

Details of the consultation package and correspondence are provided in **Attachment 6**.





10 Conclusion

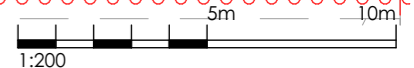
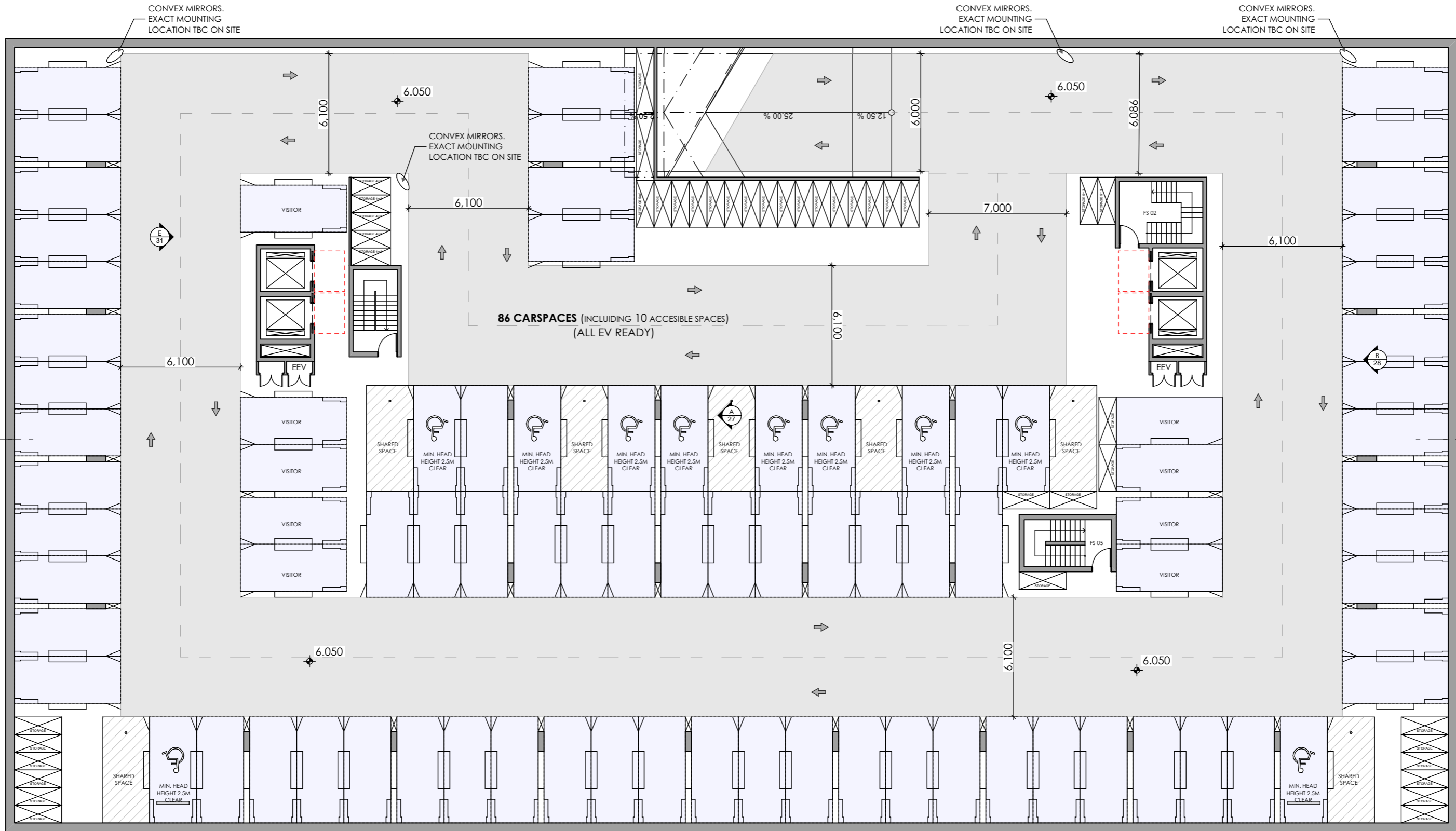
The traffic and parking assessment undertaken for the Proposed Residential Development at 85-91 Thomas Street, Parramatta has concluded that:

- the proposed parking provision will comply with the Council's DCP and GTIA criteria, and will adequately serve the development.
- the proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria.
- The provision of 4m headroom along the travel path does not meet the AS2890.2:2018 of 4.5m headroom. Notwithstanding, it is deemed sufficient, as the largest vehicle accessing the car park (Council waste truck) has a height of 3.7m.
- the loading and servicing arrangement will be retained as per approved.
- the traffic generation of the proposed development will not present any adverse traffic implications. Therefore, the surrounding road infrastructure does not require any upgrades.



Attachment 1

Architectural Plan



Main Office: Level 2, 88 Sophia Street, Surry Hills NSW 2010
 Parramatta Office: Level 3, 90 Phillip Street, Parramatta NSW 2150
 + 61 2 9283 0860 | www.ptiarchitecture.com.au
 Nominated Registered Architect: Peter Israel (reg no 5064)
 ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE
01	Issue for SSSA		20/06/2025
P01	Preliminary drawings for consultants		13/10/2025
P02	Preliminary drawings for consultants		15/10/2025
P03	Preliminary drawings for consultants		16/10/2025

CLIENT: CENTURY 888 PTY LTD

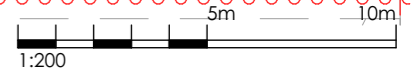
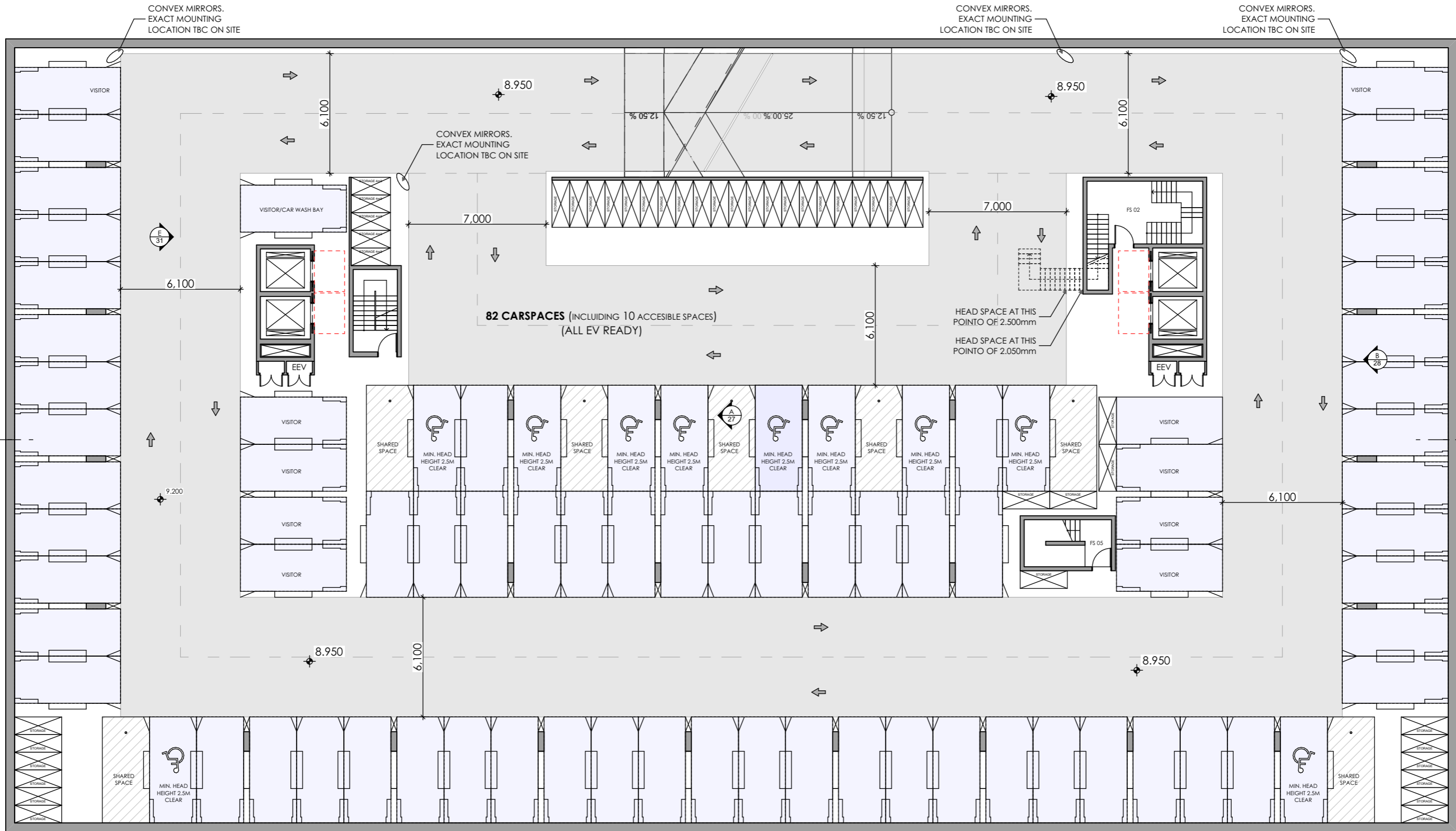
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PROJECT TITLE:
 PROPOSED RESIDENTIAL APARTMENTS
 85 TO 91 THOMAS STREET,
 PARRAMATTA
 DRAWING TITLE:
 BASEMENT -2

NORTH POINT:

DRAWN BY: JR
 CHECKED BY: PI
 SCALE: 1:200 AT A3
 PROJECT No: P541.3

SSDA 14 P03
 stage. dwg no. revision



Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
 Parramatta Office: Level 3, 90 Phillip Street, Parramatta NSW 2150
 + 61 2 9283 0860 | www.ptiarchitecture.com.au
 Nominated Registered Architect: Peter Israel (reg no 5064)
 ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE
01	Issue for SSDA		20/06/2025
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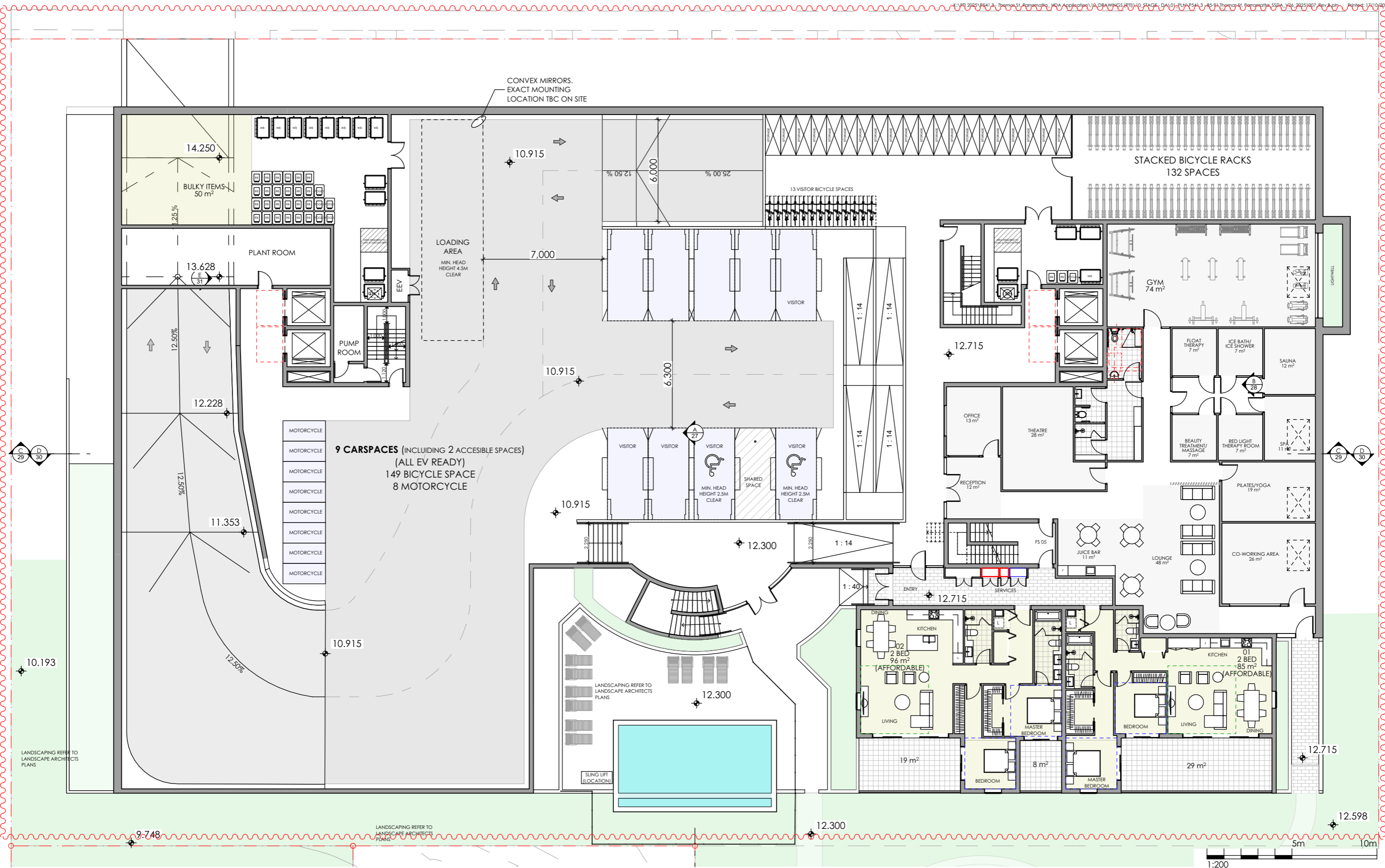
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PROPOSED RESIDENTIAL APARTMENTS
85 TO 91 THOMAS STREET,
PARRAMATTA
 DRAWING TITLE:
BASEMENT -1

NORTH POINT:

DRAWN BY: JR
 CHECKED BY: PI
 SCALE: 1:200 AT A3
 PROJECT No: P541.3

SSDA 15 P03
 stage. dwg no. revision

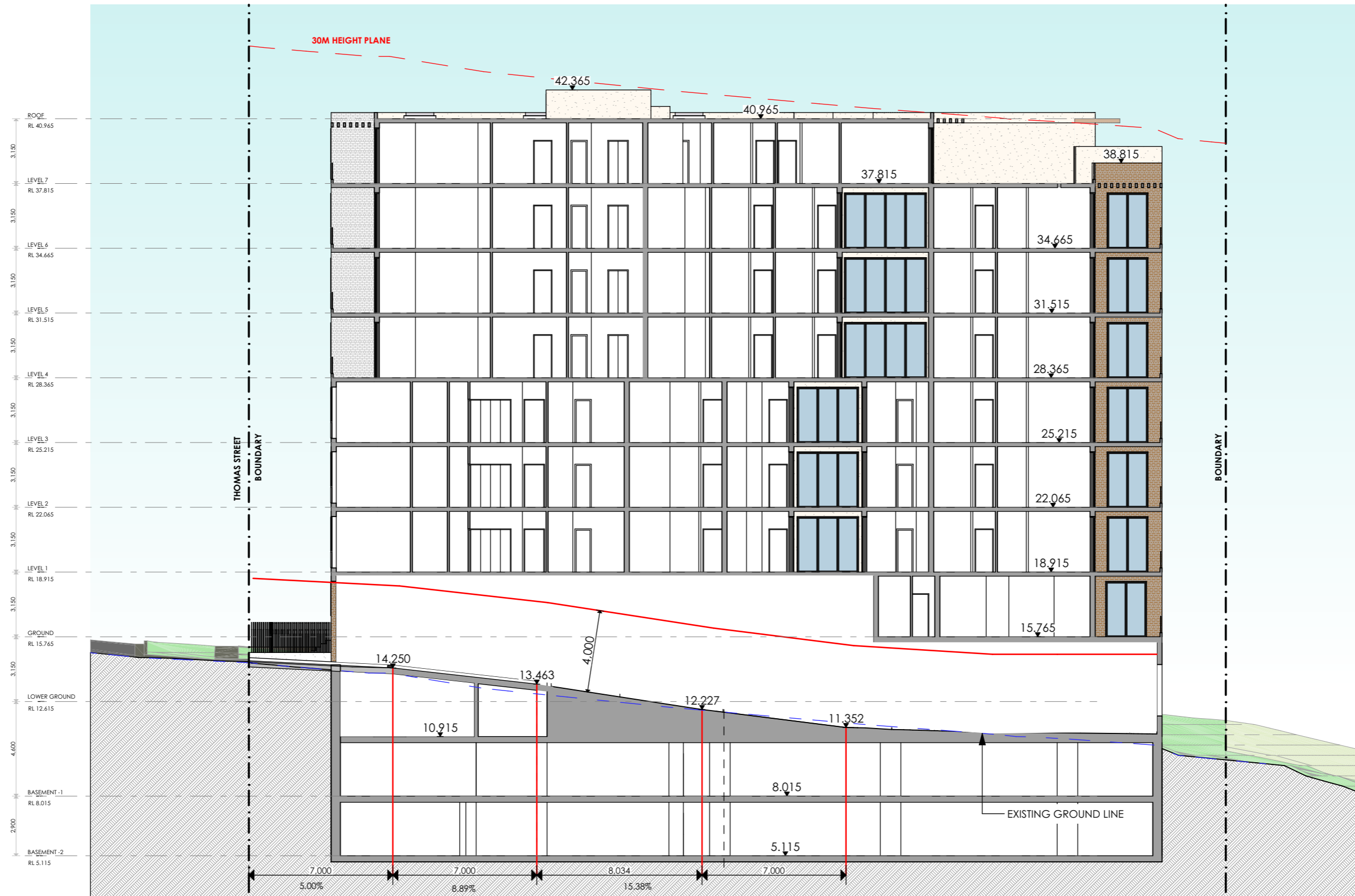


REV	DESCRIPTION	BY	DATE	CLIENT:
01	Issue for SSDA		20/06/2025	CENTURY 888 PTY LTD
P01	Preliminary drawings for consultants		13/10/2025	
P02	Preliminary drawings for consultants		15/10/2025	
P03	Preliminary drawings for consultants		16/10/2025	

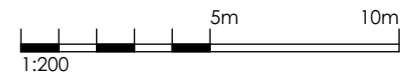
DRAFT

PROJECT TITLE:
**PROPOSED RESIDENTIAL APARTMENTS
85 TO 91 THOMAS STREET,
PARRAMATTA**
DRAWING TITLE:
LOWER GROUND FLOOR PLAN

NORTH POINT:
DRAWN BY: JR
CHECKED BY: PI
SCALE: 1:200 AT A3
PROJECT No: P541.3
SSDA 16 P03
stage. dwg no. revision



1 SECTION E
1:200



REV	DESCRIPTION	BY	DATE
01	Issue for SSDA		20/06/2025
P01	Preliminary drawings for consultants		13/10/2025
P02	Preliminary drawings for consultants		15/10/2025
P03	Preliminary drawings for consultants		16/10/2025

CLIENT: CENTURY 888 PTY LTD

DRAFT

PROJECT TITLE:
PROPOSED RESIDENTIAL APARTMENTS
85 TO 91 THOMAS STREET,
PARRAMATTA
DRAWING TITLE:
SECTION E

DRAWN BY: JR
CHECKED BY: PI
SCALE: 1:200 AT A3
PROJECT No: P541.3

SSDA 31 P03
stage. dwg no. revision



Attachment 2

Traffic Survey

Location James Ruse Drive Duration 7:00 - 09:00
 - - -
 James Ruse Drive 16:00 - 18:00
 Thomas Street Date Thursday, 1 May 2025
 Suburb PARRAMATTA Weather -

All Vehicles Time Per 15 Mins	NORTH James Ruse Drive										EAST -										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
7:00 - 7:15				574	49	623				623											1249	114	1363
7:15 - 7:30				588	31	619				619											1156	73	1229
7:30 - 7:45				614	24	638				638											1290	68	1358
7:45 - 8:00				590	27	617				617											1228	66	1294
8:00 - 8:15				579	27	606				606											1235	73	1308
8:15 - 8:30				533	38	571				571											1209	91	1300
8:30 - 8:45				484	33	517				517											1120	72	1192
8:45 - 9:00				479	49	528				528											1096	92	1188
Period End				4441	278	4719				4719											9583	649	10232
16:00 - 16:15				601	28	629				629											1323	47	1370
16:15 - 16:30				566	26	592				592											1339	45	1384
16:30 - 16:45				541	29	570				570											1275	48	1323
16:45 - 17:00				596	18	614				614											1328	37	1365
17:00 - 17:15				522	28	550				550											1302	39	1341
17:15 - 17:30				539	13	552				552											1294	31	1325
17:30 - 17:45				532	15	547				547											1345	29	1374
17:45 - 18:00				539	14	553				553											1217	24	1241
Period End				4436	171	4607				4607											10423	300	10723

All Vehicles Time Per 15 Mins	SOUTH James Ruse Drive										WEST Thomas Street										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
7:00 - 7:15	13	1	14	628	64	692				706	34	0	34				34			34	1249	114	1363
7:15 - 7:30	13	1	14	524	41	565				579	31	0	31				31			31	1156	73	1229
7:30 - 7:45	21	2	23	601	41	642				665	54	1	55				55			55	1290	68	1358
7:45 - 8:00	20	2	22	583	36	619				641	35	1	36				36			36	1228	66	1294
8:00 - 8:15	19	0	19	603	46	649				668	34	0	34				34			34	1235	73	1308
8:15 - 8:30	23	0	23	609	53	662				685	44	0	44				44			44	1209	91	1300
8:30 - 8:45	27	0	27	566	39	605				632	43	0	43				43			43	1120	72	1192
8:45 - 9:00	39	0	39	541	43	584				623	37	0	37				37			37	1096	92	1188
Period End	175	6	181	4655	363	5018				5199	312	2	314				314			314	9583	649	10232
16:00 - 16:15	32	1	33	664	18	682				715	26	0	26				26			26	1323	47	1370
16:15 - 16:30	26	0	26	731	19	750				776	16	0	16				16			16	1339	45	1384
16:30 - 16:45	24	0	24	681	18	699				723	29	1	30				30			30	1275	48	1323
16:45 - 17:00	24	2	26	687	17	704				730	21	0	21				21			21	1328	37	1365
17:00 - 17:15	31	0	31	723	11	734				765	26	0	26				26			26	1302	39	1341
17:15 - 17:30	33	1	34	696	17	713				747	26	0	26				26			26	1294	31	1325
17:30 - 17:45	46	0	46	742	14	756				802	25	0	25				25			25	1345	29	1374
17:45 - 18:00	38	1	39	616	9	625				664	24	0	24				24			24	1217	24	1241
Period End	254	5	259	5540	123	5663				5922	193	1	194				194			194	10423	300	10723

Location James Ruse Drive Duration 7:00 - 09:00
 - - -
 James Ruse Drive 16:00 - 18:00
 Thomas Street Date Thursday, 1 May 2025
 Suburb PARRAMATTA Weather -

All Vehicles Time Per Hour	NORTH James Ruse Drive										EAST -										TOTAL				
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL		TOTAL		
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY			
7:00 - 8:00				2366	131	2497				2497													4923	321	5244
7:15 - 8:15				2371	109	2480				2480													4909	280	5189
7:30 - 8:30				2316	116	2432				2432													4962	298	5260
7:45 - 8:45				2186	125	2311				2311													4792	302	5094
8:00 - 9:00				2075	147	2222				2222													4660	328	4988
Period End																									
16:00 - 17:00				2304	101	2405				2405													5265	177	5442
16:15 - 17:15				2225	101	2326				2326													5244	169	5413
16:30 - 17:30				2198	88	2286				2286													5199	155	5354
16:45 - 17:45				2189	74	2263				2263													5269	136	5405
17:00 - 18:00				2132	70	2202				2202													5158	123	5281
Period End																									

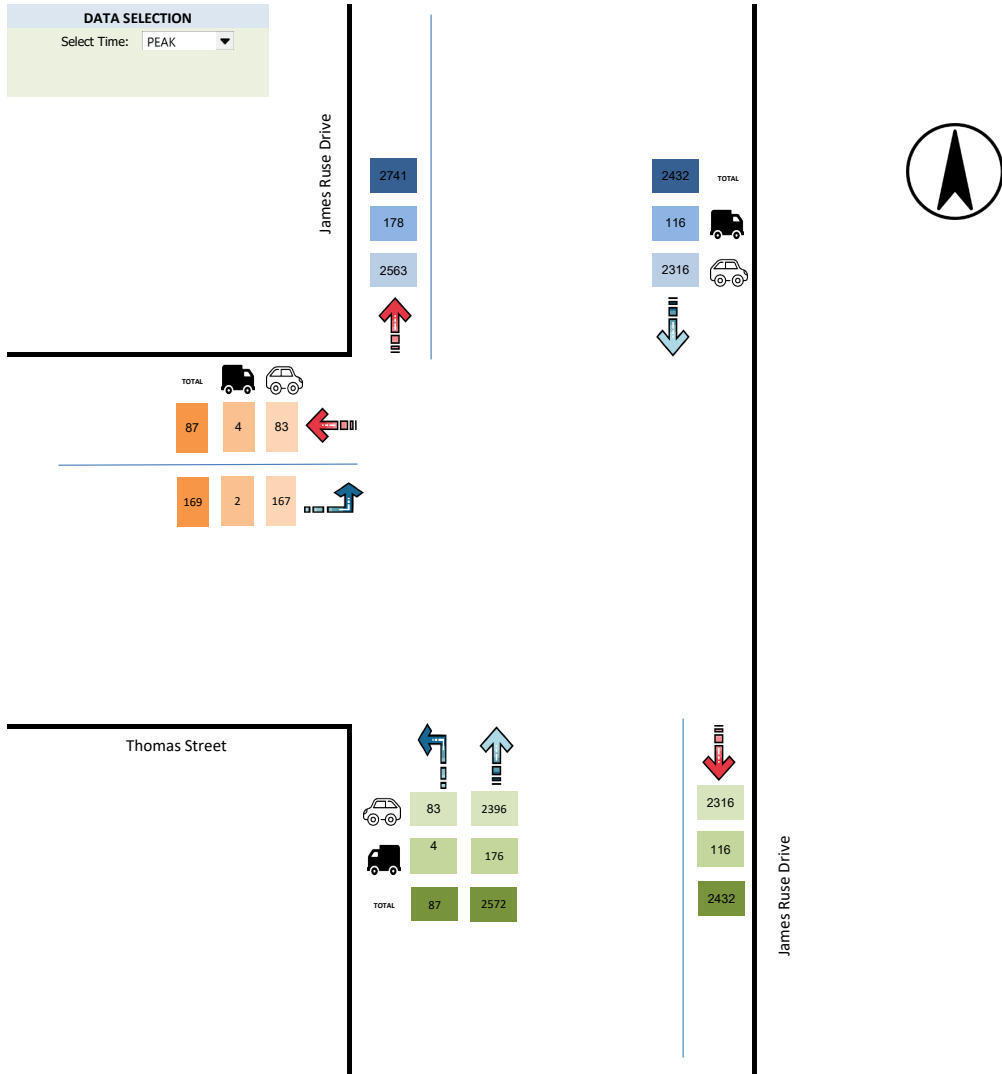
All Vehicles Time Per Hour	SOUTH James Ruse Drive										WEST Thomas Street										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
7:00 - 8:00	67	6	73	2336	182	2518				2591	154	2	156				156	4923	321	5244			
7:15 - 8:15	73	5	78	2311	164	2475				2553	154	2	156				156	4909	280	5189			
7:30 - 8:30	83	4	87	2396	176	2572				2659	167	2	169				169	4962	298	5260			
7:45 - 8:45	89	2	91	2361	174	2535				2626	156	1	157				157	4792	302	5094			
8:00 - 9:00	108	0	108	2319	181	2500				2608	158	0	158				158	4660	328	4988			
Period End																							
16:00 - 17:00	106	3	109	2763	72	2835				2944	92	1	93				93	5265	177	5442			
16:15 - 17:15	105	2	107	2822	65	2887				2994	92	1	93				93	5244	169	5413			
16:30 - 17:30	112	3	115	2787	63	2850				2965	102	1	103				103	5199	155	5354			
16:45 - 17:45	134	3	137	2848	59	2907				3044	98	0	98				98	5269	136	5405			
17:00 - 18:00	148	2	150	2777	51	2828				2978	101	0	101				101	5158	123	5281			
Period End																							

Location James Ruse Drive
 -
 James Ruse Drive
 Thomas Street
 Suburb PARRAMATTA

Duration 7:00 - 09:00
 -
 16:00 - 18:00
 Date Thursday, 1 May 2025
 Weather -

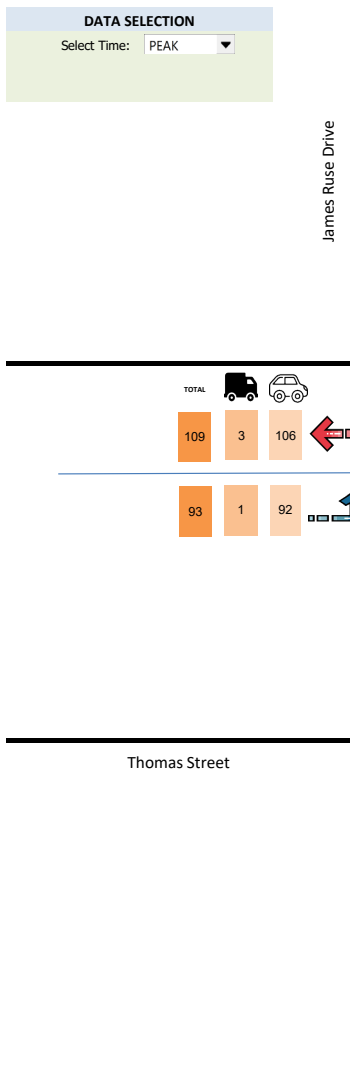
DATA SELECTION
 Select Time: PEAK

TIME RANGE		
PEAK	-	AM
PEAK		
7:30	-	8:30



Location James Ruse Drive
 -
 James Ruse Drive
 Thomas Street
Suburb PARRAMATTA

Duration 7:00 - 09:00
 -
 16:00 - 18:00
Date Thursday, 1 May 2025
Weather -



TIME RANGE		
PEAK	-	PM
PEAK		
16:00	-	17:00



Location Macarthur Street Duration 7:00 - 09:00
 Thomas Street -
 Macarthur Street 16:00 - 18:00
 Thomas Street Date Thursday, 1 May 2025
 Suburb PARRAMATTA Weather -

All Vehicles Time Per 15 Mins	NORTH Macarthur Street										EAST Thomas Street										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL	TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
7:00 - 7:15	7	0	7	68	3	71	6	0	6	84	32	1	33	4	0	4	10	0	10	47	227	7	234
7:15 - 7:30	12	0	12	105	4	109	9	2	11	132	33	2	35	11	0	11	5	0	5	51	291	9	300
7:30 - 7:45	8	1	9	144	4	148	7	0	7	164	36	0	36	10	2	12	21	0	21	69	348	11	359
7:45 - 8:00	9	0	9	185	7	192	10	0	10	211	38	1	39	11	0	11	16	0	16	66	411	10	421
8:00 - 8:15	10	0	10	164	5	169	11	1	12	191	54	0	54	15	0	15	20	0	20	89	443	11	454
8:15 - 8:30	22	0	22	171	5	176	16	0	16	214	38	0	38	11	0	11	13	0	13	62	424	12	436
8:30 - 8:45	16	0	16	126	5	131	24	0	24	171	59	1	60	19	0	19	25	0	25	104	431	13	444
8:45 - 9:00	22	0	22	152	5	157	26	0	26	205	38	0	38	15	0	15	27	0	27	80	486	11	497
Period End	106	1	107	1115	38	1153	109	3	112	1372	328	5	333	96	2	98	137	0	137	568	3061	84	3145
16:00 - 16:15	21	0	21	166	5	171	8	0	8	200	25	0	25	17	0	17	19	0	19	61	431	8	439
16:15 - 16:30	32	0	32	153	4	157	10	0	10	199	30	0	30	15	0	15	11	0	11	56	469	7	476
16:30 - 16:45	20	0	20	156	4	160	22	0	22	202	27	0	27	10	0	10	13	0	13	50	471	7	478
16:45 - 17:00	23	1	24	133	5	138	4	0	4	166	28	0	28	12	0	12	17	0	17	57	426	10	436
17:00 - 17:15	25	0	25	172	2	174	10	0	10	209	30	0	30	15	0	15	20	0	20	65	504	4	508
17:15 - 17:30	33	0	33	152	3	155	12	0	12	200	29	0	29	14	0	14	21	0	21	64	493	4	497
17:30 - 17:45	34	0	34	112	4	116	10	0	10	160	31	0	31	14	0	14	16	0	16	61	428	6	434
17:45 - 18:00	21	0	21	139	2	141	9	0	9	171	32	0	32	20	0	20	24	0	24	76	458	2	460
Period End	209	1	210	1183	29	1212	85	0	85	1507	232	0	232	117	0	117	141	0	141	490	3680	48	3728

All Vehicles Time Per 15 Mins	SOUTH Macarthur Street										WEST Thomas Street										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL	TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
7:00 - 7:15	4	0	4	60	3	63	8	0	8	75	16	0	16	4	0	4	8	0	8	28	227	7	234
7:15 - 7:30	7	0	7	58	1	59	20	0	20	86	9	0	9	4	0	4	18	0	18	31	291	9	300
7:30 - 7:45	5	0	5	76	3	79	11	0	11	95	13	1	14	3	0	3	14	0	14	31	348	11	359
7:45 - 8:00	15	0	15	91	2	93	13	0	13	121	13	0	13	4	0	4	6	0	6	23	411	10	421
8:00 - 8:15	17	0	17	95	4	99	22	1	23	139	16	0	16	6	0	6	13	0	13	35	443	11	454
8:15 - 8:30	21	0	21	90	7	97	9	0	9	127	17	0	17	7	0	7	9	0	9	33	424	12	436
8:30 - 8:45	24	2	26	67	3	70	21	0	21	117	30	1	31	8	0	8	12	1	13	52	431	13	444
8:45 - 9:00	26	1	27	68	5	73	25	0	25	125	51	0	51	10	0	10	26	0	26	87	486	11	497
Period End	119	3	122	605	28	633	129	1	130	885	165	2	167	46	0	46	106	1	107	320	3061	84	3145
16:00 - 16:15	9	0	9	118	3	121	20	0	20	150	13	0	13	4	0	4	11	0	11	28	431	8	439
16:15 - 16:30	9	0	9	129	3	132	37	0	37	178	19	0	19	13	0	13	11	0	11	43	469	7	476
16:30 - 16:45	6	0	6	144	2	146	40	1	41	193	15	0	15	7	0	7	11	0	11	33	471	7	478
16:45 - 17:00	8	0	8	136	3	139	23	0	23	170	16	0	16	13	1	14	13	0	13	43	426	10	436
17:00 - 17:15	11	0	11	163	2	165	20	0	20	196	10	0	10	14	0	14	14	0	14	38	504	4	508
17:15 - 17:30	7	0	7	157	1	158	34	0	34	199	13	0	13	6	0	6	15	0	15	34	493	4	497
17:30 - 17:45	10	0	10	139	2	141	38	0	38	189	12	0	12	3	0	3	9	0	9	24	428	6	434
17:45 - 18:00	18	0	18	132	0	132	30	0	30	180	13	0	13	10	0	10	10	0	10	33	458	2	460
Period End	78	0	78	1118	16	1134	242	1	243	1455	111	0	111	70	1	71	94	0	94	276	3680	48	3728

Location Macarthur Street Duration 7:00 - 09:00
 Thomas Street
 Macarthur Street 16:00 - 18:00
 Thomas Street Date Thursday, 1 May 2025
 Suburb PARRAMATTA Weather -

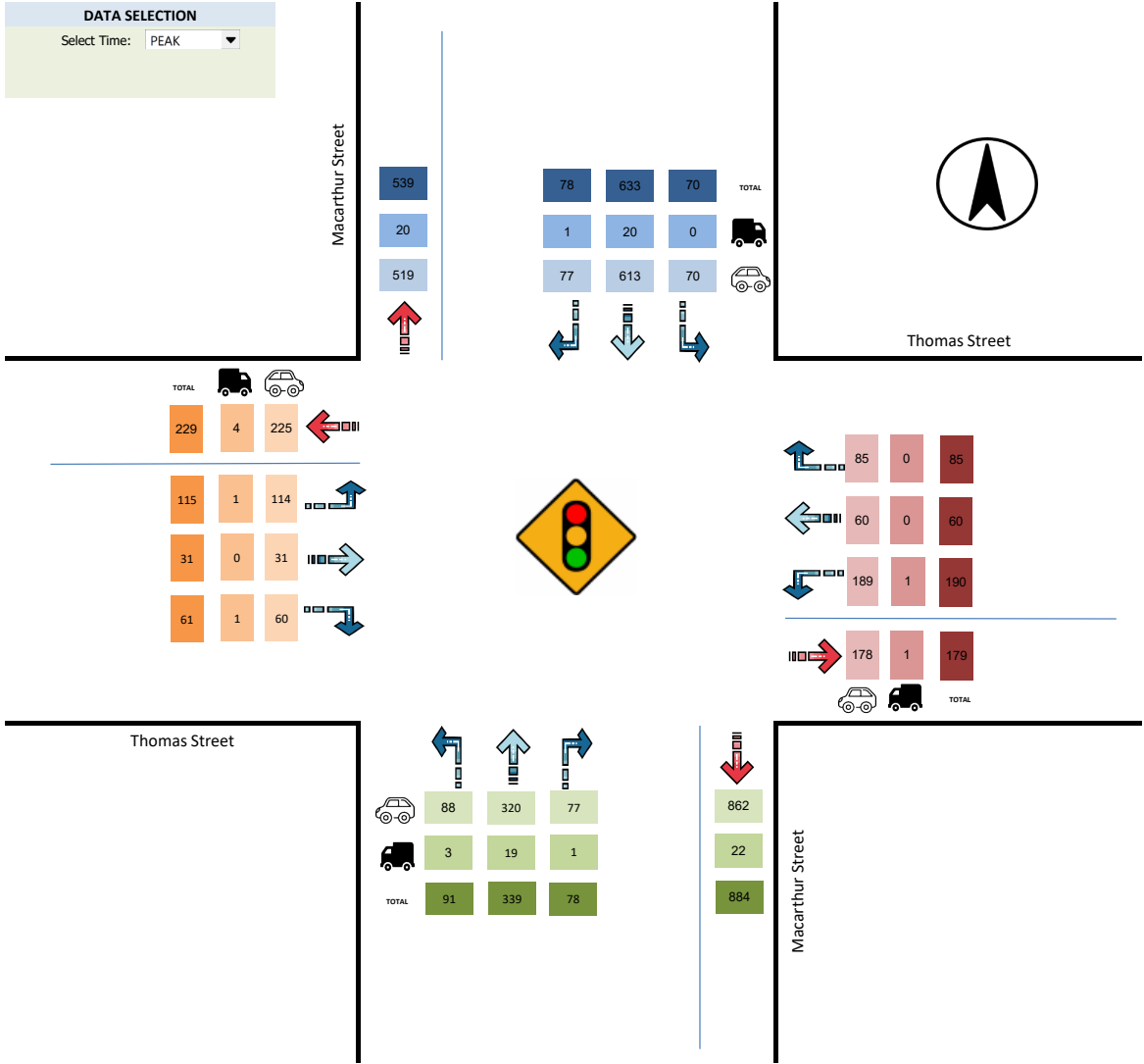
All Vehicles Time Per Hour	NORTH Macarthur Street										EAST Thomas Street										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
7:00 - 8:00	36	1	37	502	18	520	32	2	34	591	139	4	143	36	2	38	52	0	52	233	1277	37	1314
7:15 - 8:15	39	1	40	598	20	618	37	3	40	698	161	3	164	47	2	49	62	0	62	275	1493	41	1534
7:30 - 8:30	49	1	50	664	21	685	44	1	45	780	166	1	167	47	2	49	70	0	70	286	1626	44	1670
7:45 - 8:45	57	0	57	646	22	668	61	1	62	787	189	2	191	56	0	56	74	0	74	321	1709	46	1755
8:00 - 9:00	70	0	70	613	20	633	77	1	78	781	189	1	190	60	0	60	85	0	85	335	1784	47	1831
Period End																							
16:00 - 17:00	96	1	97	608	18	626	44	0	44	767	110	0	110	54	0	54	60	0	60	224	1797	32	1829
16:15 - 17:15	100	1	101	614	15	629	46	0	46	776	115	0	115	52	0	52	61	0	61	228	1870	28	1898
16:30 - 17:30	101	1	102	613	14	627	48	0	48	777	114	0	114	51	0	51	71	0	71	236	1894	25	1919
16:45 - 17:45	115	1	116	569	14	583	36	0	36	735	118	0	118	55	0	55	74	0	74	247	1851	24	1875
17:00 - 18:00	113	0	113	575	11	586	41	0	41	740	122	0	122	63	0	63	81	0	81	266	1883	16	1899
Period End																							

All Vehicles Time Per Hour	SOUTH Macarthur Street										WEST Thomas Street										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
7:00 - 8:00	31	0	31	285	9	294	52	0	52	377	51	1	52	15	0	15	46	0	46	113	1277	37	1314
7:15 - 8:15	44	0	44	320	10	330	66	1	67	441	51	1	52	17	0	17	51	0	51	120	1493	41	1534
7:30 - 8:30	58	0	58	352	16	368	55	1	56	482	59	1	60	20	0	20	42	0	42	122	1626	44	1670
7:45 - 8:45	77	2	79	343	16	359	65	1	66	504	76	1	77	25	0	25	40	1	41	143	1709	46	1755
8:00 - 9:00	88	3	91	320	19	339	77	1	78	508	114	1	115	31	0	31	60	1	61	207	1784	47	1831
Period End																							
16:00 - 17:00	32	0	32	527	11	538	120	1	121	691	63	0	63	37	1	38	46	0	46	147	1797	32	1829
16:15 - 17:15	34	0	34	572	10	582	120	1	121	737	60	0	60	47	1	48	49	0	49	157	1870	28	1898
16:30 - 17:30	32	0	32	600	8	608	117	1	118	758	54	0	54	40	1	41	53	0	53	148	1894	25	1919
16:45 - 17:45	36	0	36	595	8	603	115	0	115	754	51	0	51	36	1	37	51	0	51	139	1851	24	1875
17:00 - 18:00	46	0	46	591	5	596	122	0	122	764	48	0	48	33	0	33	48	0	48	129	1883	16	1899
Period End																							

Location **Macarthur Street** Duration **7:00 - 09:00**
Thomas Street - -
Macarthur Street **16:00 - 18:00**
Thomas Street **Date Thursday, 1 May 2025**
Suburb **PARRAMATTA** Weather -

DATA SELECTION
Select Time: **PEAK**

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00

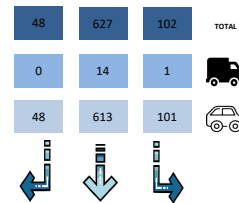


Location **Macarthur Street** Duration **7:00 - 09:00**
Thomas Street - -
Macarthur Street Duration **16:00 - 18:00**
Thomas Street Date **Thursday, 1 May 2025**
Suburb **PARRAMATTA** Weather -

DATA SELECTION
Select Time: **PEAK**

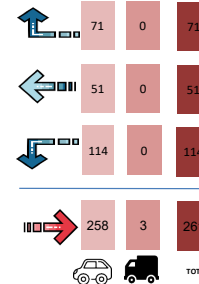
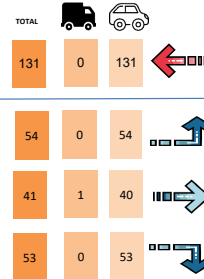
Macarthur Street

733
8
725



TIME RANGE

PEAK	-	PM
PEAK		
16:30	-	17:30



Thomas Street

	32	600	117
	0	8	1
TOTAL	32	608	118

Macarthur Street

780
14
794



Attachment 3

SIDRA Result

MOVEMENT SUMMARY

Site: [101] Macarthur Street | Thomas Street- AM Peak
 (Existing Development-AM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak 8:00am-9:00am

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)

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

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Macarthur Street (S)															
1	L2	All MCs	96	3.3	96	3.3	0.518	29.8	LOS C	17.9	131.1	0.74	0.68	0.74	29.6
2	T1	All MCs	357	5.6	357	5.6	0.518	26.4	LOS B	17.9	131.1	0.74	0.68	0.74	29.8
3	R2	All MCs	82	1.3	82	1.3	0.948	92.0	LOS F	6.1	42.9	1.00	1.14	1.65	23.8
Approach			535	4.5	535	4.5	0.948	37.1	LOS C	17.9	131.1	0.78	0.75	0.88	27.8
West: Thomas Street (W)															
10	L2	All MCs	121	0.9	121	0.9	0.159	27.0	LOS B	4.4	31.0	0.67	0.69	0.67	27.8
11	T1	All MCs	33	0.0	33	0.0	0.356	25.9	LOS B	4.1	28.8	0.74	0.68	0.74	29.0
12	R2	All MCs	64	1.6	64	1.6	0.356	35.9	LOS C	4.1	28.8	0.74	0.68	0.74	26.9
Approach			218	1.0	218	1.0	0.356	29.5	LOS C	4.4	31.0	0.70	0.69	0.70	27.7
North: Macarthur Street (N)															
7	L2	All MCs	82	1.3	82	1.3	0.927	75.1	LOS F	50.4	361.8	1.00	1.07	1.20	31.7
8	T1	All MCs	666	3.2	666	3.2	*0.927	71.6	LOS F	50.4	361.8	1.00	1.07	1.20	29.9
9	R2	All MCs	74	0.0	74	0.0	0.239	59.0	LOS E	3.3	22.8	0.78	0.73	0.78	26.4
Approach			822	2.7	822	2.7	0.927	70.9	LOS F	50.4	361.8	0.98	1.04	1.16	25.1
East: Thomas Street (E)															
4	L2	All MCs	200	0.5	200	0.5	0.262	28.2	LOS B	7.6	53.7	0.70	0.72	0.70	27.9
5	T1	All MCs	63	0.0	63	0.0	0.367	26.1	LOS B	6.3	44.4	0.74	0.69	0.74	27.6
6	R2	All MCs	89	0.0	89	0.0	*0.367	34.4	LOS C	6.3	44.4	0.74	0.69	0.74	27.4
Approach			353	0.3	353	0.3	0.367	29.4	LOS C	7.6	53.7	0.72	0.71	0.72	27.7
All Vehicles			1927	2.6	1927	2.6	0.948	49.2	LOS D	50.4	361.8	0.84	0.86	0.95	26.6

Site Level of Service (LOS) Method: Delay (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. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped Dist]					

		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Macarthur Street (S)												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Thomas Street (W)												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Macarthur Street (N)												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
East: Thomas Street (E)												
P2	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All		200	211	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
Pedestrians												

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: G:\2025\25093 - 85-91 Thomas Street, Parramatta\Modell\25093-V1.1-SIDRA\85-91 Thomas Street, Parramatta.sipx

MOVEMENT SUMMARY

Site: [102] James Ruse Drive | Thomas Street - AM Peak
 (Existing Development-AM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak 7:30-8:30

Site Category: Base Year

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%				veh	m				
South: James Ruse Drive (S)															
1	L2	All MCs	115	2.8	115	2.8	0.543	6.6	LOS A	0.0	0.0	0.00	0.07	0.00	63.5
2	T1	All MCs	3003	2.5	3003	2.5	0.543	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	69.2
Approach			3118	2.5	3118	2.5	0.543	0.4	NA	0.0	0.0	0.00	0.02	0.00	68.9
West: Thomas Street (W)															
10	L2	All MCs	98	1.1	98	1.1	0.261	14.2	LOS A	0.9	6.5	0.77	0.92	0.88	44.2
Approach			98	1.1	98	1.1	0.261	14.2	LOS A	0.9	6.5	0.77	0.92	0.88	44.2
North: James Ruse Drive (N)															
8	T1	All MCs	2532	4.2	2532	4.2	0.445	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.6
Approach			2532	4.2	2532	4.2	0.445	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.6
All Vehicles			5747	3.2	5747	3.2	0.543	0.5	NA	0.9	6.5	0.01	0.03	0.01	68.6

Site Level of Service (LOS) Method: Delay (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: G:\2025\25093 - 85-91 Thomas Street, Parramatta\Model\25093-V1.1-SIDRA\85-91 Thomas Street, Parramatta.sipx

MOVEMENT SUMMARY

Site: [101 (2)] Macarthur Street | Thomas Street - PM Peak
 (Existing Development-PM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak 16:30pm-17:30pm

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)

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

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Macarthur Street (S)															
1	L2	All MCs	34	0.0	34	0.0	0.776	35.8	LOS C	30.8	217.6	0.85	0.78	0.85	30.6
2	T1	All MCs	640	1.3	640	1.3	0.776	32.4	LOS C	30.8	217.6	0.85	0.78	0.85	30.9
3	R2	All MCs	124	0.8	124	0.8	*0.849	79.7	LOS F	8.5	59.9	1.00	1.04	1.35	25.7
Approach			798	1.2	798	1.2	0.849	39.9	LOS C	30.8	217.6	0.87	0.82	0.93	27.8
West: Thomas Street (W)															
10	L2	All MCs	57	0.0	57	0.0	0.087	31.0	LOS C	2.2	15.4	0.70	0.68	0.70	27.0
11	T1	All MCs	43	2.4	43	2.4	0.282	30.3	LOS C	4.3	30.4	0.77	0.69	0.77	28.7
12	R2	All MCs	56	0.0	56	0.0	0.282	38.3	LOS C	4.3	30.4	0.77	0.69	0.77	26.7
Approach			156	0.7	156	0.7	0.282	33.4	LOS C	4.3	30.4	0.75	0.68	0.75	27.3
North: Macarthur Street (N)															
7	L2	All MCs	107	1.0	107	1.0	0.816	44.8	LOS D	37.1	264.5	0.89	0.83	0.90	32.8
8	T1	All MCs	660	2.2	660	2.2	0.816	41.4	LOS C	37.1	264.5	0.89	0.83	0.90	30.9
9	R2	All MCs	51	0.0	51	0.0	0.279	64.3	LOS E	2.6	18.1	0.88	0.75	0.88	25.0
Approach			818	1.9	818	1.9	0.816	43.2	LOS D	37.1	264.5	0.88	0.82	0.90	26.9
East: Thomas Street (E)															
4	L2	All MCs	120	0.0	120	0.0	0.184	32.2	LOS C	4.8	33.8	0.73	0.72	0.73	27.0
5	T1	All MCs	54	0.0	54	0.0	0.299	30.9	LOS C	5.7	40.1	0.80	0.71	0.80	26.9
6	R2	All MCs	75	0.0	75	0.0	*0.299	39.9	LOS C	5.7	40.1	0.80	0.71	0.80	26.7
Approach			248	0.0	248	0.0	0.299	34.2	LOS C	5.7	40.1	0.77	0.71	0.77	26.9
All Vehicles			2020	1.3	2020	1.3	0.849	40.1	LOS C	37.1	264.5	0.86	0.80	0.88	27.3

Site Level of Service (LOS) Method: Delay (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. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped]	[Dist]					

		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Macarthur Street (S)												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Thomas Street (W)												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Macarthur Street (N)												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
East: Thomas Street (E)												
P2	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All		200	211	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
Pedestrians												

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: G:\2025\25093 - 85-91 Thomas Street, Parramatta\Modell\25093-V1.1-SIDRA\85-91 Thomas Street, Parramatta.sipx

MOVEMENT SUMMARY

Site: [102 (2)] James Ruse Drive | Thomas Street- PM Peak
(Existing Development-PM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak 16:00pm-17:00pm

Site Category: Base Year

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%				veh	m				
South: James Ruse Drive (S)															
1	L2	All MCs	92	4.6	92	4.6	0.500	6.6	LOSA	0.0	0.0	0.00	0.06	0.00	63.0
2	T1	All MCs	2707	6.8	2707	6.8	0.500	0.2	LOSA	0.0	0.0	0.00	0.02	0.00	69.3
Approach			2799	6.8	2799	6.8	0.500	0.4	NA	0.0	0.0	0.00	0.02	0.00	69.0
West: Thomas Street (W)															
10	L2	All MCs	178	1.2	178	1.2	0.418	14.4	LOSA	1.8	12.6	0.78	0.99	1.06	44.8
Approach			178	1.2	178	1.2	0.418	14.4	LOSA	1.8	12.6	0.78	0.99	1.06	44.8
North: James Ruse Drive (N)															
8	T1	All MCs	2560	4.8	2560	4.8	0.451	0.1	LOSA	0.0	0.0	0.00	0.00	0.00	69.6
Approach			2560	4.8	2560	4.8	0.451	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.6
All Vehicles			5537	5.7	5537	5.7	0.500	0.7	NA	1.8	12.6	0.03	0.04	0.03	68.1

Site Level of Service (LOS) Method: Delay (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: G:\2025\25093 - 85-91 Thomas Street, Parramatta\Modell\25093-V1.1-SIDRA\85-91 Thomas Street, Parramatta.sipx

MOVEMENT SUMMARY

Site: [101 (4)] Macarthur Street | Thomas Street- AM Peak (Post Development-AM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak 8:00am-9:00am

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)

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

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Macarthur Street (S)															
1	L2	All MCs	96	3.3	96	3.3	0.518	29.9	LOS C	18.0	131.3	0.74	0.68	0.74	29.6
2	T1	All MCs	357	5.6	357	5.6	0.518	26.5	LOS B	18.0	131.3	0.74	0.68	0.74	29.8
3	R2	All MCs	82	1.3	82	1.3	0.968	97.3	LOS F	6.3	44.3	1.00	1.16	1.72	23.7
Approach			535	4.5	535	4.5	0.968	38.0	LOS C	18.0	131.3	0.78	0.75	0.89	27.8
West: Thomas Street (W)															
10	L2	All MCs	121	0.9	121	0.9	0.158	27.0	LOS B	4.4	31.0	0.66	0.69	0.66	27.8
11	T1	All MCs	33	0.0	33	0.0	0.358	25.9	LOS B	4.1	28.8	0.74	0.68	0.74	29.0
12	R2	All MCs	64	1.6	64	1.6	0.358	36.1	LOS C	4.1	28.8	0.74	0.68	0.74	26.9
Approach			218	1.0	218	1.0	0.358	29.5	LOS C	4.4	31.0	0.70	0.69	0.70	27.7
North: Macarthur Street (N)															
7	L2	All MCs	84	1.2	84	1.2	0.931	76.4	LOS F	51.1	366.9	1.00	1.08	1.21	31.6
8	T1	All MCs	666	3.2	666	3.2	*0.931	73.0	LOS F	51.1	366.9	1.00	1.08	1.21	29.8
9	R2	All MCs	74	0.0	74	0.0	0.239	59.2	LOS E	3.3	22.8	0.78	0.73	0.78	26.4
Approach			824	2.7	824	2.7	0.931	72.1	LOS F	51.1	366.9	0.98	1.05	1.17	25.1
East: Thomas Street (E)															
4	L2	All MCs	204	0.5	204	0.5	0.267	28.2	LOS B	7.8	54.9	0.70	0.73	0.70	27.9
5	T1	All MCs	63	0.0	63	0.0	0.366	26.0	LOS B	6.3	44.3	0.74	0.69	0.74	27.7
6	R2	All MCs	89	0.0	89	0.0	*0.366	34.3	LOS C	6.3	44.3	0.74	0.69	0.74	27.4
Approach			357	0.3	357	0.3	0.366	29.4	LOS C	7.8	54.9	0.72	0.71	0.72	27.7
All Vehicles			1934	2.6	1934	2.6	0.968	50.0	LOS D	51.1	366.9	0.84	0.87	0.95	26.5

Site Level of Service (LOS) Method: Delay (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. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped]	[Dist]					

		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Macarthur Street (S)												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Thomas Street (W)												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Macarthur Street (N)												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
East: Thomas Street (E)												
P2	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All		200	211	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
Pedestrians												

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: [102 (4)] James Ruse Drive | Thomas Street - AM Peak
(Post Development-AM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak 7:30-8:30

Site Category: Base Year

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: James Ruse Drive (S)															
1	L2	All MCs	119	2.7	119	2.7	0.544	6.6	LOS A	0.0	0.0	0.00	0.07	0.00	63.5
2	T1	All MCs	3003	2.5	3003	2.5	0.544	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	69.2
Approach			3122	2.5	3122	2.5	0.544	0.5	NA	0.0	0.0	0.00	0.02	0.00	68.9
West: Thomas Street (W)															
10	L2	All MCs	115	0.9	115	0.9	0.303	14.5	LOS B	1.1	7.9	0.78	0.94	0.93	44.3
Approach			115	0.9	115	0.9	0.303	14.5	LOS B	1.1	7.9	0.78	0.94	0.93	44.3
North: James Ruse Drive (N)															
8	T1	All MCs	2532	4.2	2532	4.2	0.445	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.6
Approach			2532	4.2	2532	4.2	0.445	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.6
All Vehicles			5768	3.2	5768	3.2	0.544	0.6	NA	1.1	7.9	0.02	0.03	0.02	68.5

Site Level of Service (LOS) Method: Delay (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: G:\2025\25093 - 85-91 Thomas Street, Parramatta\Model\25093-V1.1-SIDRA\85-91 Thomas Street, Parramatta.sipx

MOVEMENT SUMMARY

Site: [101 (3)] Macarthur Street | Thomas Street - PM Peak
 (Post Development-PM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak 16:30pm-17:30pm

Site Category: Base Year

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site User-Given Cycle Time)

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

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]			v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
South: Macarthur Street (S)															
1	L2	All MCs	34	0.0	34	0.0	0.776	35.8	LOS C	30.8	217.7	0.85	0.78	0.85	30.6
2	T1	All MCs	640	1.3	640	1.3	0.776	32.4	LOS C	30.8	217.7	0.85	0.78	0.85	30.9
3	R2	All MCs	124	0.8	124	0.8	*0.857	81.0	LOS F	8.6	60.5	1.00	1.05	1.37	25.6
Approach			798	1.2	798	1.2	0.857	40.1	LOS C	30.8	217.7	0.87	0.82	0.93	27.7
West: Thomas Street (W)															
10	L2	All MCs	57	0.0	57	0.0	0.087	31.0	LOS C	2.2	15.4	0.70	0.68	0.70	27.0
11	T1	All MCs	43	2.4	43	2.4	0.282	30.3	LOS C	4.3	30.4	0.77	0.69	0.77	28.7
12	R2	All MCs	56	0.0	56	0.0	0.282	38.2	LOS C	4.3	30.4	0.77	0.69	0.77	26.7
Approach			156	0.7	156	0.7	0.282	33.4	LOS C	4.3	30.4	0.75	0.68	0.75	27.3
North: Macarthur Street (N)															
7	L2	All MCs	109	1.0	109	1.0	0.818	45.1	LOS D	37.5	266.8	0.89	0.83	0.90	32.8
8	T1	All MCs	660	2.2	660	2.2	0.818	41.7	LOS C	37.5	266.8	0.89	0.83	0.90	30.9
9	R2	All MCs	51	0.0	51	0.0	0.279	64.4	LOS E	2.6	18.1	0.88	0.75	0.88	25.0
Approach			820	1.9	820	1.9	0.818	43.6	LOS D	37.5	266.8	0.89	0.83	0.90	26.9
East: Thomas Street (E)															
4	L2	All MCs	121	0.0	121	0.0	0.185	32.2	LOS C	4.9	34.1	0.73	0.72	0.73	27.0
5	T1	All MCs	54	0.0	54	0.0	0.298	30.9	LOS C	5.7	40.1	0.80	0.71	0.80	26.9
6	R2	All MCs	75	0.0	75	0.0	*0.298	39.9	LOS C	5.7	40.1	0.80	0.71	0.80	26.7
Approach			249	0.0	249	0.0	0.298	34.2	LOS C	5.7	40.1	0.77	0.71	0.77	26.9
All Vehicles			2023	1.3	2023	1.3	0.857	40.3	LOS C	37.5	266.8	0.86	0.80	0.89	27.3

Site Level of Service (LOS) Method: Delay (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. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[Ped Dist]					

		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Macarthur Street (S)												
P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
West: Thomas Street (W)												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
North: Macarthur Street (N)												
P3	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
East: Thomas Street (E)												
P2	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All		200	211	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
Pedestrians												

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: [102 (3)] James Ruse Drive | Thomas Street- PM Peak
(Post Development-PM PEAK)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak 16:00pm-17:00pm

Site Category: Base Year

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows	Arrival Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed			
			[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h			
			veh/h	%	veh/h	%		veh	m						
South: James Ruse Drive (S)															
1	L2	All MCs	103	4.1	103	4.1	0.502	6.6	LOSA	0.0	0.0	0.00	0.07	0.00	63.1
2	T1	All MCs	2707	6.8	2707	6.8	0.502	0.2	LOSA	0.0	0.0	0.00	0.02	0.00	69.2
Approach			2811	6.7	2811	6.7	0.502	0.4	NA	0.0	0.0	0.00	0.02	0.00	69.0
West: Thomas Street (W)															
10	L2	All MCs	182	1.2	182	1.2	0.421	14.3	LOSA	1.8	12.8	0.78	0.99	1.07	44.8
Approach			182	1.2	182	1.2	0.421	14.3	LOSA	1.8	12.8	0.78	0.99	1.07	44.8
North: James Ruse Drive (N)															
8	T1	All MCs	2560	4.8	2560	4.8	0.451	0.1	LOSA	0.0	0.0	0.00	0.00	0.00	69.6
Approach			2560	4.8	2560	4.8	0.451	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.6
All Vehicles			5553	5.6	5553	5.6	0.502	0.7	NA	1.8	12.8	0.03	0.04	0.03	68.1

Site Level of Service (LOS) Method: Delay (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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Attachment 4

Turning Path Assessment

PROJECT
85-91 THOMAS STREET,
PARRAMATTA

TITLE
COMPLIANCE ASSESSMENT

GROUND FLOOR



DESIGNED BY
J.PHAM

REVIEWED BY
L.NG

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TRAFFIC SOLUTIONS\GENESIS
PROJECTS -
DOCUMENTS\2025\25093 - 85-91
THOMAS STREET,

PARRAMATTA\DRAWINGS\DA\20251018

ISSUE DATE 17 October 2025

SHEET NO. 1 OF 8

DRAWING REF NO. 25093-V1.7-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004
- ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER

ENSURE ALL STRUCTURES WITHIN SIGHT TRIANGLE ARE BELOW 1.0m TO PRESERVE SIGHTLINES

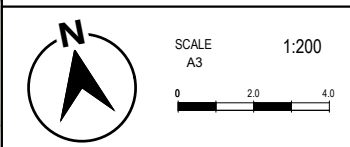
Plotted by Jimmy Pham C:\Users\jimmypham\Genesis Traffic Solutions\Genesis Projects - Documents\2025\25093 - 85-91 Thomas Street, Parramatta\Drawings\DA\25093-V1.7-SP.dwg

PROJECT
**85-91 THOMAS STREET,
 PARRAMATTA**

TITLE
SWEPT PATH ASSESSMENT

B85 & B99 PASSING
 PROVISION

GROUND FLOOR



DESIGNED BY
 J.PHAM

REVIEWED BY
 LNG

DRAWING REFERENCE (SOURCE):
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 TRAFFIC SOLUTIONS\GENESIS
 PROJECTS -
 DOCUMENTS\2025\25093 - 85-91
 THOMAS STREET,
 PARRAMATTA\DRAWINGS\DA\20251018

ISSUE DATE
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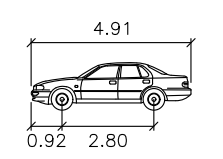
SHEET NO. 2 OF 8

DRAWING REF NO. 25093-V1.7-SP

LEGENDS/NOTES

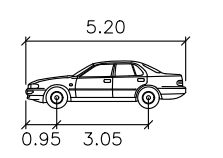
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

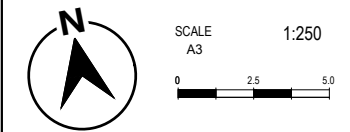
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 Steering Angle : 34.1



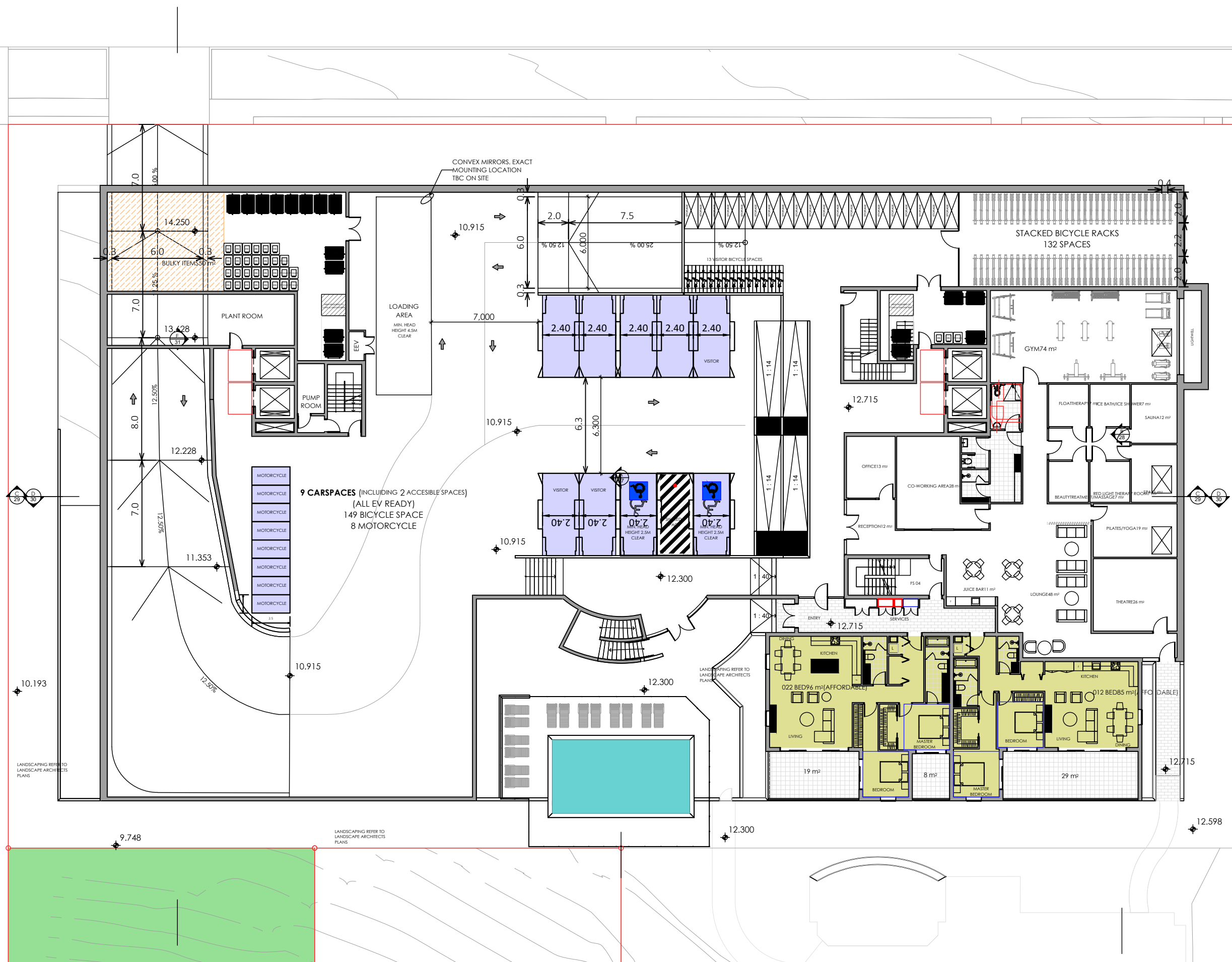
B99

Width : 1.94 meters
 Track : 1.84
 Lock to Lock Time : 6.0
 Steering Angle : 33.9

ENSURE ALL STRUCTURES WITHIN SIGHT TRIANGLE ARE BELOW 1.0m TO PRESERVE SIGHTLINES



- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004
- ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER



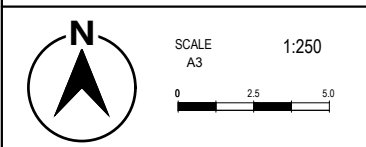
Plotted by Jimmy Pham C:\Users\jimmypham\Genesis Traffic Solutions\Genesis Projects - Documents\2025\25093 - 85-91 Thomas Street, Parramatta\Drawings\DA\25093-V1.7-SP.dwg

PROJECT
85-91 THOMAS STREET, PARRAMATTA

TITLE
SWEPT PATH ASSESSMENT

10.74m WASTE TRUCK AND B99 PASSING PROVISION

LOWER GROUND FLOOR



DESIGNED BY
 J.PHAM

REVIEWED BY
 LNG

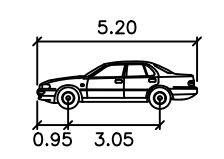
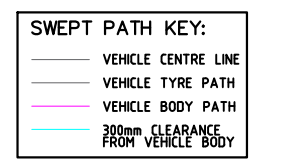
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ISSUE DATE
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SHEET NO. 4 OF 8

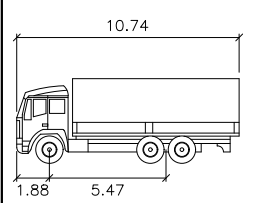
DRAWING REF NO. 25093-V1.7-SP

LEGENDS/NOTES



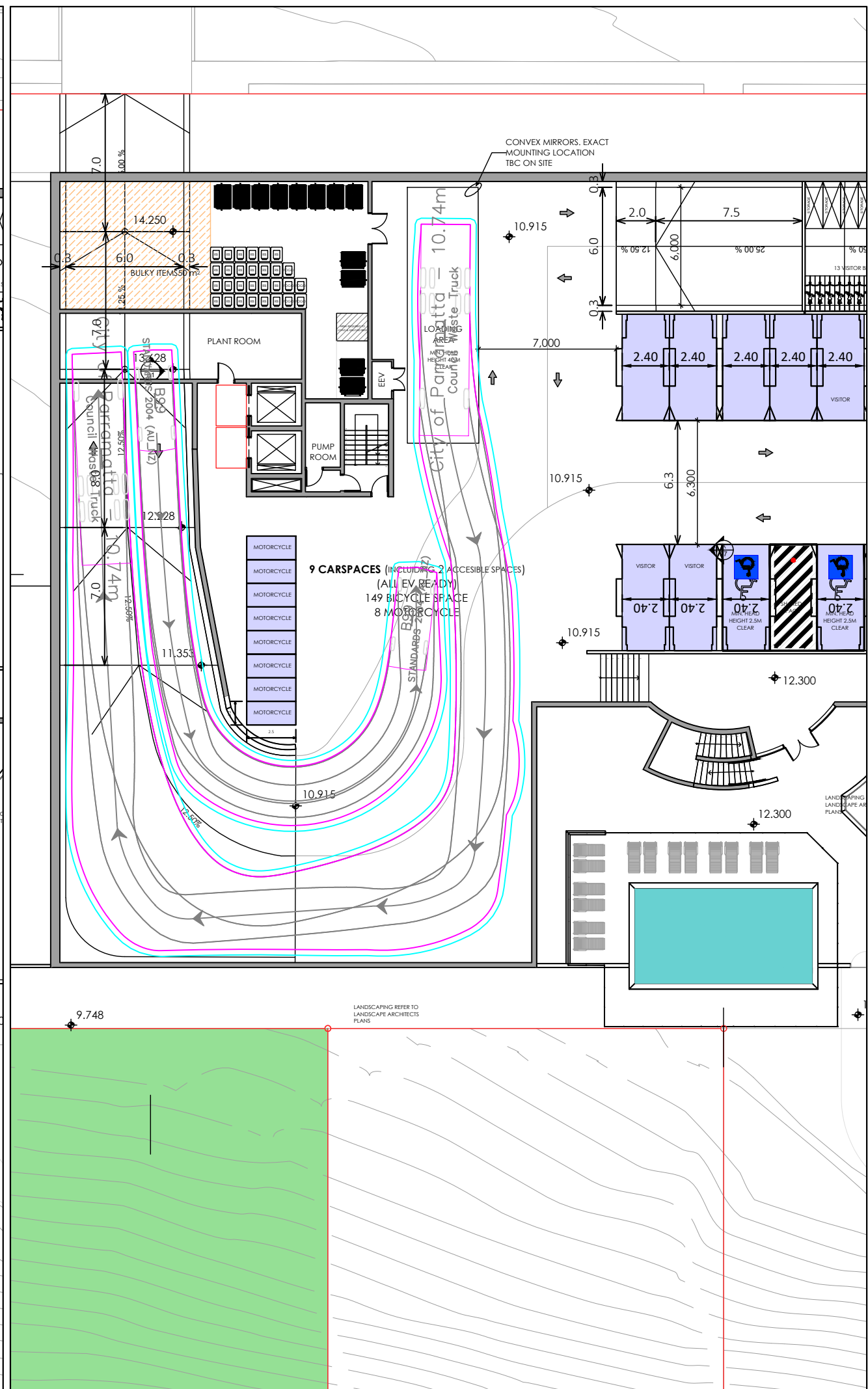
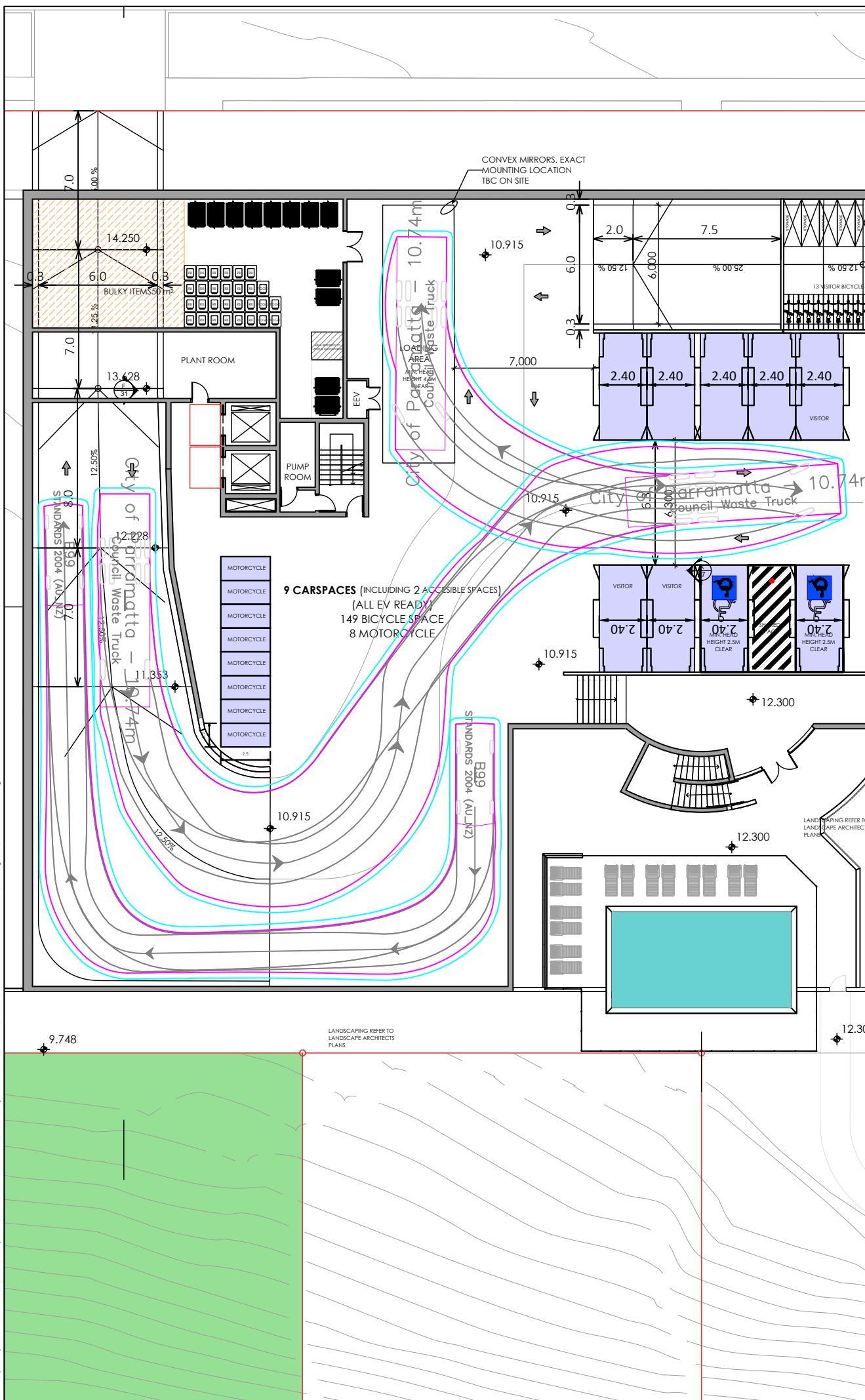
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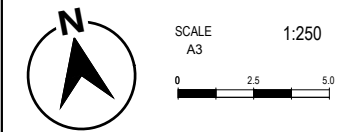
	units
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



City of Parramatta - 10.74m

	units
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 48.5





DESIGNED BY
J. PHAM

REVIEWED BY
L. NG

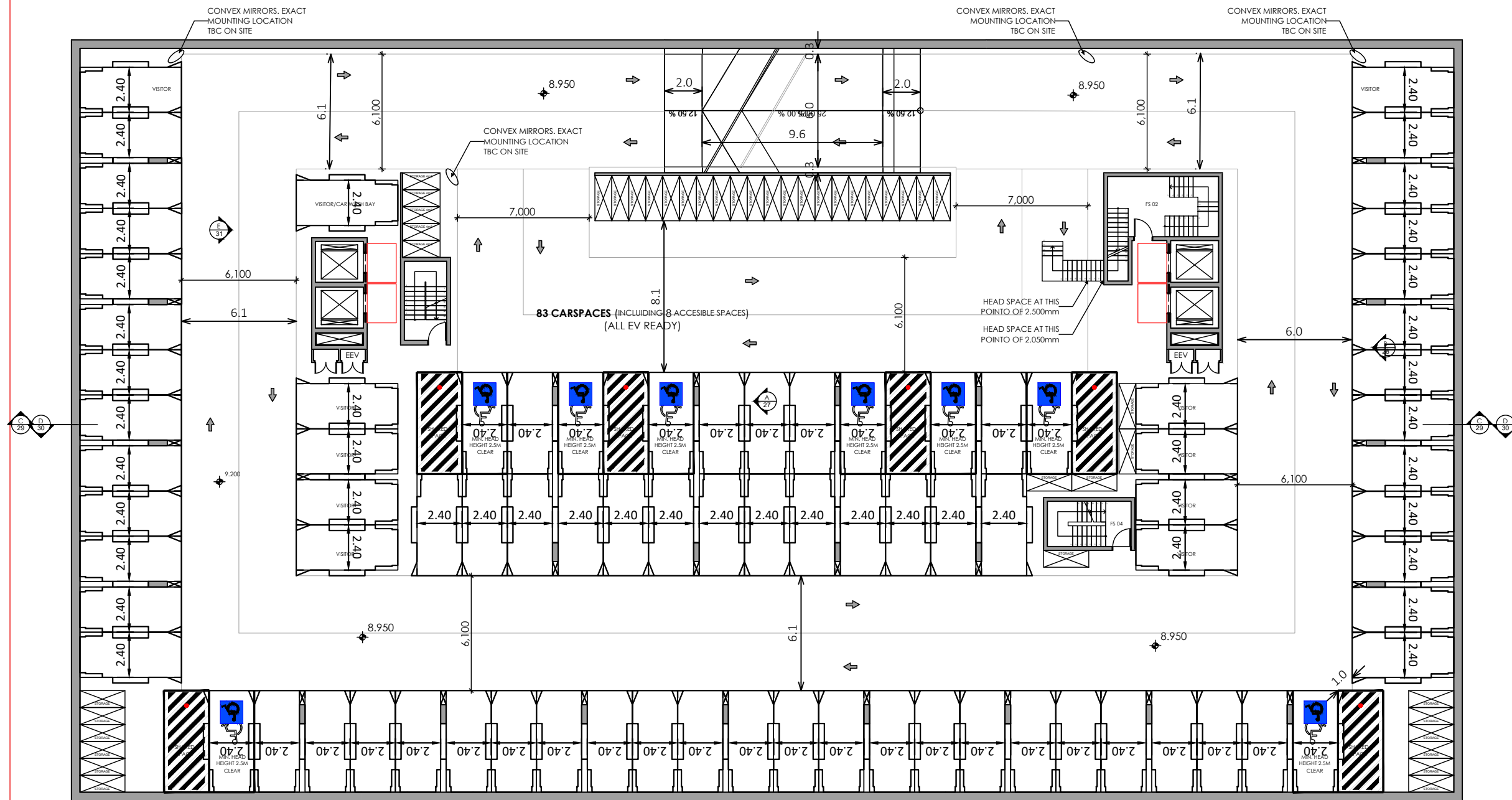
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ISSUE DATE
17 October 2025

SHEET NO. 5 OF 8
DRAWING REF NO. 25093-V1.7-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004
- ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER

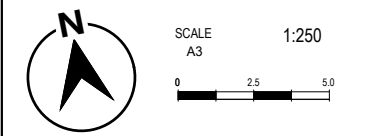


PROJECT
**85-91 THOMAS STREET,
 PARRAMATTA**

TITLE
SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

BASEMENT 1



DESIGNED BY
 J.PHAM

REVIEWED BY
 LNG

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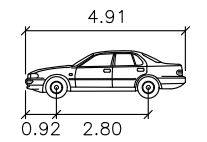
SHEET NO. 6 OF 8

DRAWING REF NO. 25093-V1.7-SP

LEGENDS/NOTES

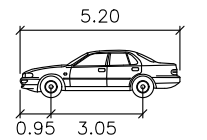
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



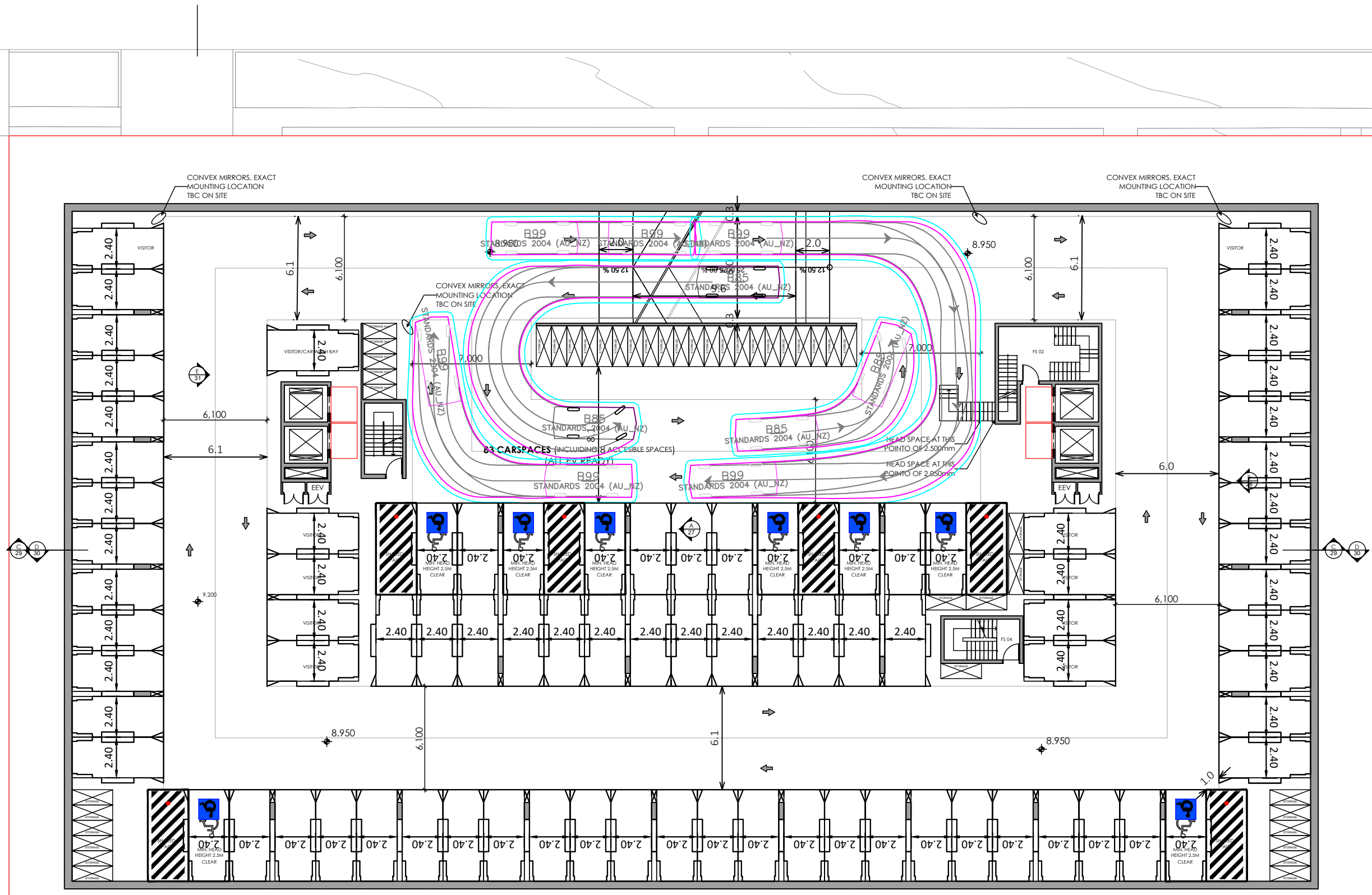
B85

Width : 1.87 meters
 Track : 1.77 meters
 Lock to Lock Time : 6.0
 Steering Angle : 34.1



B99

Width : 1.94 meters
 Track : 1.84 meters
 Lock to Lock Time : 6.0
 Steering Angle : 33.9

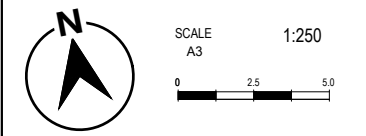


PROJECT
**85-91 THOMAS STREET,
 PARRAMATTA**

TITLE
SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

BASEMENT 1



DESIGNED BY
 J.PHAM

REVIEWED BY
 LNG

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ISSUE DATE
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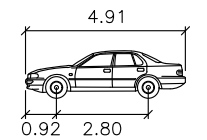
SHEET NO. 7 OF 8

DRAWING REF NO. 25093-V1.7-SP

LEGENDS/NOTES

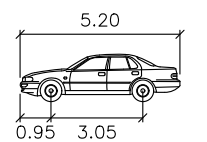
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



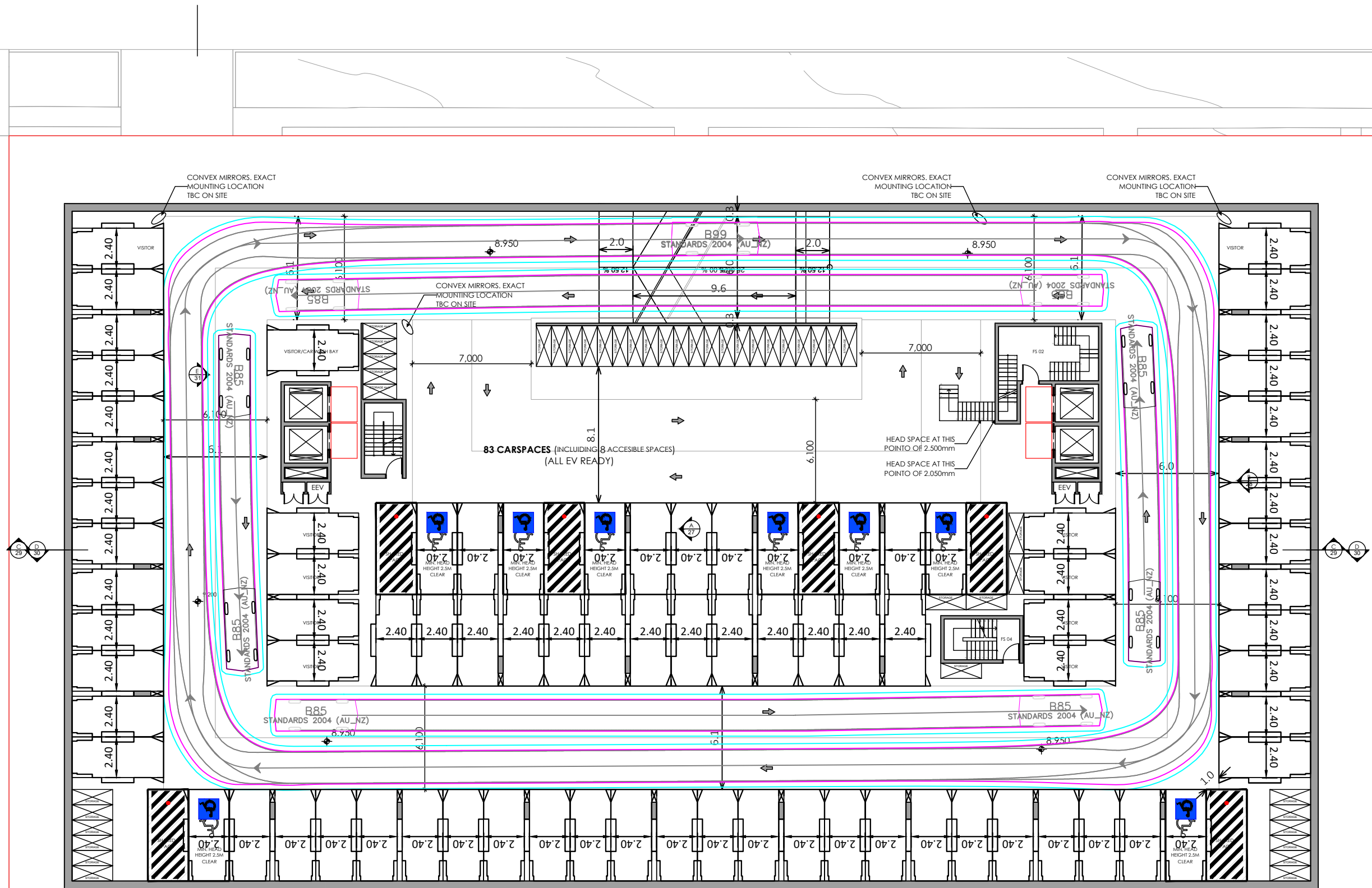
B85

Width : 1.87 meters
 Track : 1.77 meters
 Lock to Lock Time : 6.0
 Steering Angle : 34.1



B99

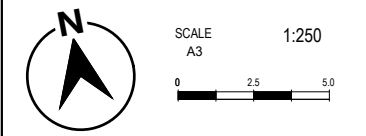
Width : 1.94 meters
 Track : 1.84 meters
 Lock to Lock Time : 6.0
 Steering Angle : 33.9



PROJECT
**85-91 THOMAS STREET,
 PARRAMATTA**

TITLE
COMPLIANCE ASSESSMENT

BASEMENT 2



DESIGNED BY
 J.PHAM

REVIEWED BY
 LNG

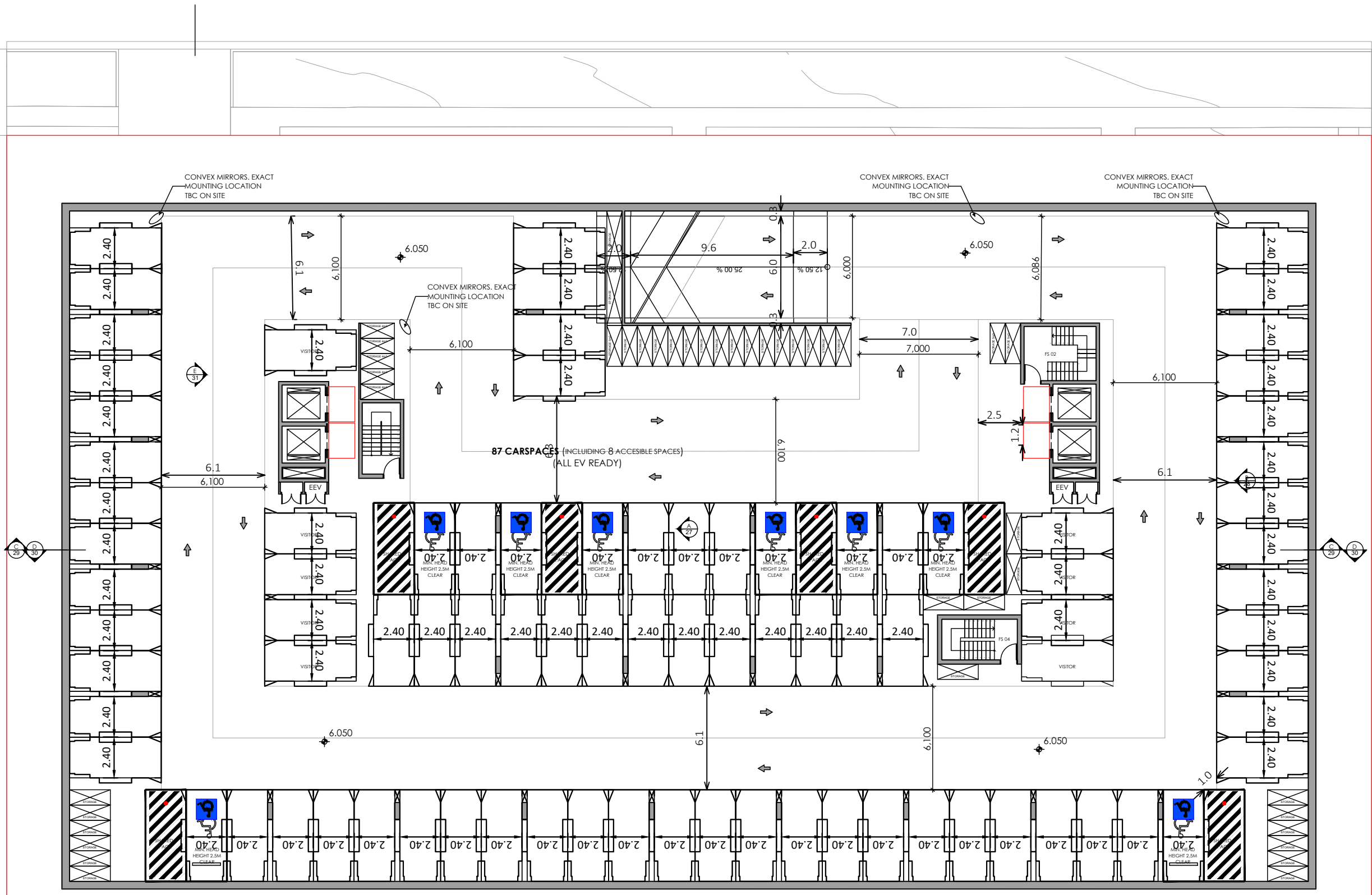
DRAWING REFERENCE (SOURCE):
 C:\USERS\JIMMYPHAM\GENESIS TRAFFIC SOLUTIONS\GENESIS PROJECTS - DOCUMENTS\2025\25093 - 85-91 THOMAS STREET, PARRAMATTA\DRAWINGS\DA\20251018

ISSUE DATE
 17 October 2025

SHEET NO. 8 OF 8
 DRAWING REF NO. 25093-V1.7-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004
- ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER





Attachment 5

Transport Access Guide (TAG)



85-91 Thomas Street, Parramatta

Proposed Residential Development

Travel Access Guide





Getting to Parramatta

Light Rail and Train Services

Light Rail L4 line stops at Tramway Avenue and Sydney Trains T1, T2, T5 and T7 lines stop at Parramatta Station, providing the following services and connection.

		<u>AM Peak</u>	<u>PM Peak</u>
L4	Westmead & Carlingford Line	Every 7-8 minutes	Every 7-8 minutes
T1	North Shore & Western Line	Every 4-5 minutes	Every 4-5 minutes
T2	Leppington & Inner West Line	Every 5-15 minutes	Every 5-15 minutes
T5	Cumberland Line	Every 20-30 minutes	Every 20-30 minutes
T7	Olympic Park Line	Every 10 minutes	Every 10 minutes

For more information, use the Trip Planner or visit transportnsw.info.

Bus Services

Bus Line	Bus Route	Bus Stop Location	Stop ID	Peak Frequency
501	Parramatta to Central Pitt Street via Victoria Road & Pyrmont	Victoria Rd opp Collett Park	215096	6 trips per hour
		Victoria Rd at Wandsworth St	215068	
521	Parramatta to Eastwood via Park Road	Collett Park, Victoria Rd	215095	1 trip per hour
523	Parramatta to West Ryde via Bartlett Street	Collett Park, Victoria Rd	215095	3 trips per hour
		Victoria Rd at Brabyn St	215067	
524	Parramatta to West Ryde via Melrose Park & Ryde	Victoria Rd opp Collett Park	215096	3 trips per hour
		Victoria Rd at Wandsworth St	215068	
525	Parramatta to Sydney Olympic Park via Newington	Collett Park, Victoria Rd	215095	3 trips per hour
		Victoria Rd at Brabyn St	215067	

545	Parramatta to Macquarie Park via Telopea & Eastwood	Collett Park, Pennant St	2150139	6 trips per hour
		Victoria Rd at Wandsworth St	215068	
		Macarthur St before Thomas St	215044	
920	Parramatta to Bankstown	Rosehill Gardens, James Ruse Dr	2142151	7 trips per hour
		Hassall St after Arthur St	2150266	

For more information, use the Trip Planner or visit transportnsw.info.

Getting to 85-91 Thomas Street, Parramatta

Cycling

In the surrounding site, there are on-road cycling routes available on:

- Thomas Street
- Morton Street
- Alfred Street Bridge

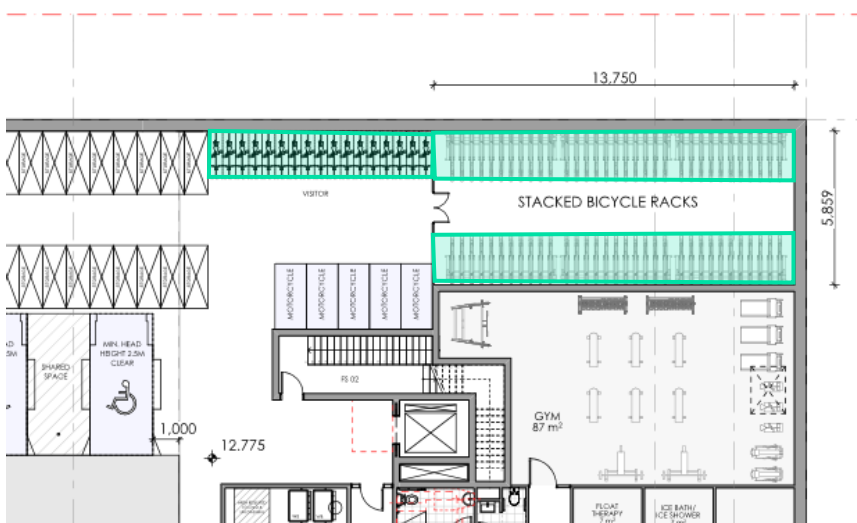
There are a number of Bike User Groups (BUGs) available within the area such as BIKE Sydney.

Walking

The preferred walking route between the site and surrounding public transport is to walk along Alfred Street Bridge, Thomas Street, Pemberton Street and Victoria Road.

Bicycle Parking

Secure bicycle parking facilities are available on Lower Ground within the building.



Travel Access Guide

85-91 Thomas Street, Parramatta

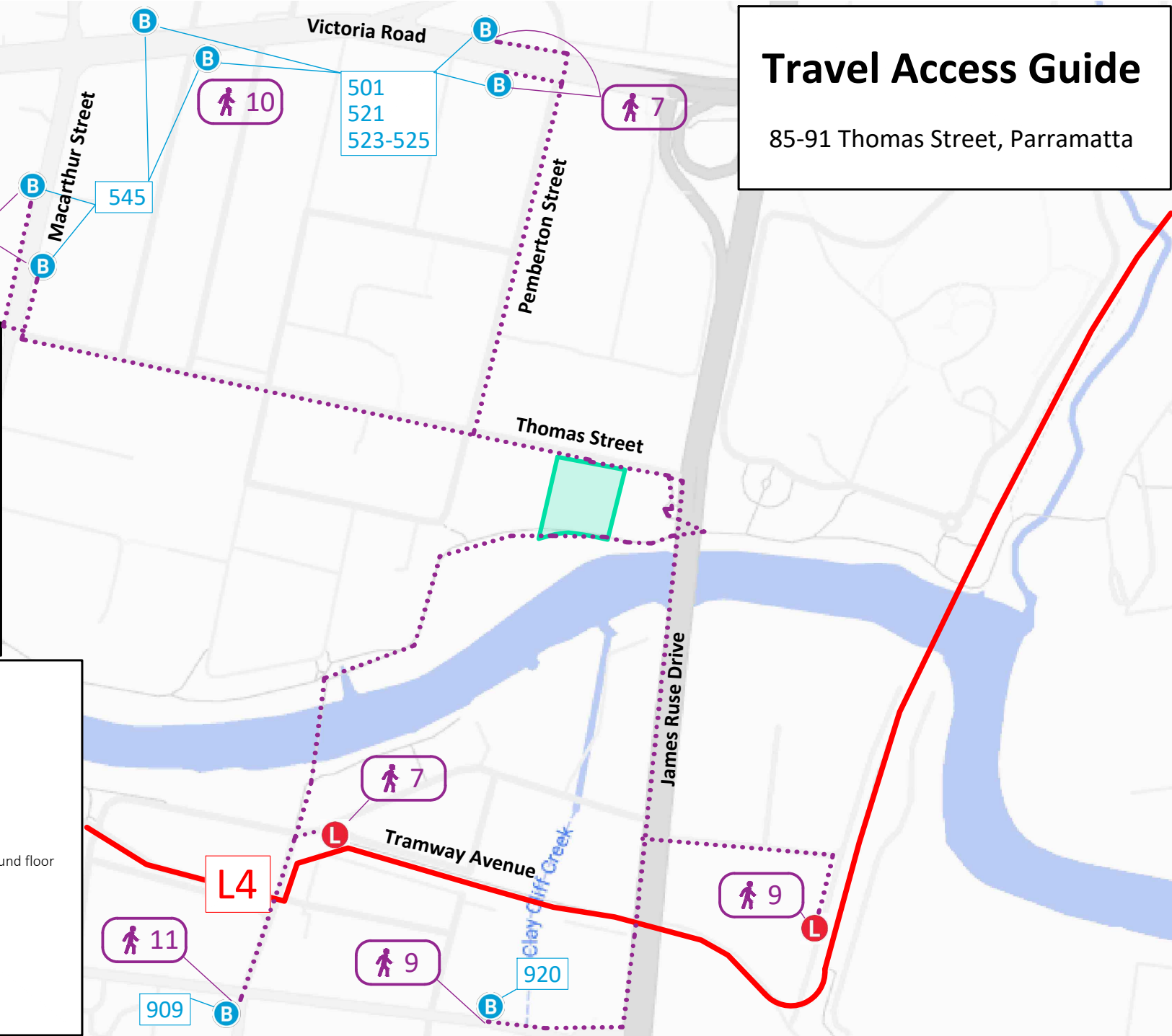
Legend

- 85-91 Thomas Street, Parramatta
- Pedestrian and Cycling Route to/from Public Transport Service
- Approximate Walking Time in Minutes
- Light Rail Service
- Light Rail Route
- Bus Service
- Bus Route

Entry
 Exit

Thomas Street

 in lower ground floor





Attachment 6

TfNSW Consultation

Documents/Correspondence

Lamone Ng

From: Lamone Ng
Sent: Friday, 20 June 2025 4:53 PM
To: Development Sydney
Cc: Bernard Lo
Subject: Proposed Residential Development at 85-91 Thomas Street, Parramatta

Dear colleague,

I am writing to address the subject matter above, which pertains to a proposed residential development at 85-91 Thomas Street, Parramatta, comprising:

- 126 apartments
- Car park: 188 car spaces
- Vehicle access: Thomas Street

This communication is part of the consultation process required by the SSDA SEARs.

As part of the submission, Genesis Traffic has prepared a Traffic Impact Assessment (TIA) for this proposal, available in the link below.

 [25093 - 85-91 Thomas Street, Parramatta - SSDA TIA - Issue 2 \(For Issue\) - 20062025.pdf](#)

TfNSW's feedback is highly appreciated as part of the engagement process. Should you wish to speak with us, please don't hesitate to contact us at 7255 8198. Alternatively, I await your advice via email.

Thank you.

Kind Regards,

Lamone Ng
Senior Consultant
T 02 7255 8198
E lamone@genestraffic.com.au



Suite 3, 53 G



Better Developments with
Genesis Traffic