

S4.55 Traffic Impact Assessment 61 Milperra Road, Revesby



Stantec Australia Pty Ltd

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Executive Summary

This Transport and Accessibility Impact Assessment has been prepared by Stantec to accompany a Section 4.55 modification, for the approved two-storey warehouse and distribution centre development located at 61 Milperra Road, Sydney. The site is legally described as Lot 12 in Deposited Plan (DP) 734453.

Modifications to the approved development application (DA) scheme include a reduction in total gross floor area, reduction in the maximum building height, reduction in estimated operational jobs and a reduction in the total proposed car parking provision.

It has been advised that the prospective tenant for the ground floor warehouses has an anticipated workforce of 60 employees resulting in the significant reduction in estimated operational jobs. Thus, the operational staff requirement for the development is a total of 440 staff which is a reduction compared to the approved DA which outlined an operational staff requirement of 724 staff, resulting an overall reduction in 284 staff. Noting also that the reduction of total car parking provision is reflective of the reduction in gross floor area and of estimated operational jobs.

Furthermore, the S4.55 proposes a reduction in total gross floor area and therefore does not propose an increase in heavy vehicle generation with access arrangements and commercial vehicle servicing remaining per the approved DA.



1 Introduction

1.1 Background

Stantec was commissioned by Buildcorp Group Pty Ltd to prepare an updated Transport and Accessibility Impact Assessment (TIA) to support a Section 4.55 modification application for the approved two-storey warehouse and distribution centre development located at 61 Milperra Road, Revesby (hereby referred to as the modified Proposed Development). The site is legally described as Lot 12 in Deposited Plan (DP) 734453.

The Transport and Accessibility Impact Assessment (TIA) study examines the impacts of the modified Proposed Development on the surrounding road network. The proposed Section 4.55 modifications are outlined in Table 1-1 below.

Table 1-1: Proposed S4.55 Modifications

Proposed S4.55 Modification Description
<ul style="list-style-type: none"> • Extension to the northern side of the proposed warehouse at ground level, specifically to the Warehouse 1C footprint.
<ul style="list-style-type: none"> • Removal of internal walls dividing Warehouses 1A and 1B, and Warehouses 2A, 2B, 2C and 2D on the ground floor of the building. This will reduce the number of separate warehouse spaces on the ground floor from seven to three.
<ul style="list-style-type: none"> • Rationalisation of office and amenities spaces associated with the ground floor warehouses. Specifically, this involves the following: <ul style="list-style-type: none"> ○ Deletion of all ground floor and ground floor mezzanine offices, apart from the mezzanine office associated with the approved Warehouse 1C. ○ Removal of all amenities associated with the approved Warehouses 1B, 2A, 2B & 2C at both ground floor and ground floor mezzanine level, as well as 1C and 2D (at mezzanine level only). ○ Reduction in the size of the amenities associated with Warehouses 1A, 1C and 2D at ground level.
<ul style="list-style-type: none"> • Minor increase to the size of the first-floor offices associated with Warehouses 2E and 2F.
<ul style="list-style-type: none"> • Amendment to the internal building layout to create a new ground floor and ground floor mezzanine office adjacent to warehouse 2A.
<ul style="list-style-type: none"> • Minor external façade amendments associated with the internal alterations and additions, including the provision of additional glazing on the southern facade associated with the new office space, and the removal of glazing on the eastern and western façades associated with the removed ground floor offices.
<ul style="list-style-type: none"> • Removal of 48 car parking spaces associated with the extension of the northern side of the warehouse and removal of deferred parking spaces located within the loading dock.
<ul style="list-style-type: none"> • Increase in the width of the northernmost down ramp providing egress for trucks from the first floor.
<ul style="list-style-type: none"> • Minor refinements to the car parking layout across the site (excluding the removal of parking spaces described above).
<ul style="list-style-type: none"> • Relocation of approved substation on the Mons Street frontage from the south-east corner of the site to adjacent to the northernmost egress ramp and associated crossover, including removal of 1 tree to suit new location.
<ul style="list-style-type: none"> • Addition of gate house on the southern portion of the site adjacent to the primary site access point.
<ul style="list-style-type: none"> • Reduction in the roof level of the western portion of the development by approximately 1.25m (to RL43.45).



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1 Introduction

- Redesign of the grades of pedestrian access ramp on the Mons Street frontage.
- Minor changes to the landscape design throughout the site. to reflect the changes to the footprint of the warehouse and to address BCA compliance matters.
- Additional staging location and booster assembly required to the southeast corner of the site (2 in total now) due to insufficient pressure identified at the nearest water main.

In summary, modified development consent is sought for:

- Design, construction and operation of a two-storey warehouse and distribution centre including 43,088 m² GFA of total GFA comprising:
 - 39,793 m² GFA of warehouse and distribution.
 - 3021 m² GFA of ancillary office space; and
 - 265 m² GFA of lobby space and 9 m² GFA for the Gate House.
- Provision of 174 car parking spaces

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the modified Proposed Development, including consideration of the following:

- existing transport and parking conditions surrounding the site
- future planning requirements for the area
- suitability of the proposed parking supply
- the traffic generating characteristics of the modified Proposed Development
- suitability of the proposed access arrangements for the site
- on-site car parking provision, location, access, and operation
- loading / unloading arrangements
- operation of emergency vehicle facilities
- Pedestrian and bicycle infrastructure and facilities
- the impact of the modified Proposed Development on the surrounding transport network.
- The Green Travel Plan required for the modified Proposed Development

1.3 References

In preparing this report, reference has been made to the following:

- Canterbury-Bankstown Council Development Control Plan (DCP) 2023
- Australian/New Zealand Standard, Parking Facilities (AS 2890)
- traffic and car parking surveys undertaken by as referenced in the context of this report
- plans for the modified Proposed Development prepared by Watson Young



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1 Introduction

- 61 Milperra Road, Revesby Transport and Accessibility Impact Assessment, prepared by Stantec, dated 05 July 2024 (Previous TIA)
- 61 Milperra Rd, Revesby CTMP, prepared by Stantec, dated 27 January 2026 (CTMP)
- other documents and data as referenced in this report.



2 Existing Conditions

2.1 Subject Site

The subject site is located at 61 Milperra Road, Revesby on the north-western corner of the Milperra Street / Mons Street intersection. The site is a single allotment identified as 61 Milperra Road, Revesby and legally described as Lot 12 in Deposited Plan 734453. The site has an area of 5.03ha (or 50,339m²) and is identified in Figure 2.1.

The site is located in the northern portion of Revesby, approximately 13km south of the Parramatta CBD and 19km south-west of the Sydney CBD. Bankstown Airport is located approximately 2.5km to the north-west. Specifically, the east-west runway of the Bankstown Airport is located approximately 1.5km to the north-west. The surrounding buildings are characterised by a mix of industrial uses to the north, east and west. Low-density residential areas are located to the south and adjoining the site to the north-east. The site has a primary frontage to Milperra Road which is a classified road.

The site is currently occupied by two detached single-storey warehouse building components used for steel manufacturing purposes. The secondary warehouse building runs along the northern boundary. The main warehouse building is surrounded by a ring road for large vehicle access, and a large hardstand area is situated in the eastern portion of the site for storage of steel materials. A large hardstand area for car parking is within the front setback to Milperra Road with some lawn space. An ancillary administration building is located in the south-east corner of the site with a hardstand parking area for staff situated to the north.

Large canopy tree planting runs along the southern boundary of the site fronting Milperra Road. Other tree planting exists along the eastern property boundary with scattered tree planting throughout the site.

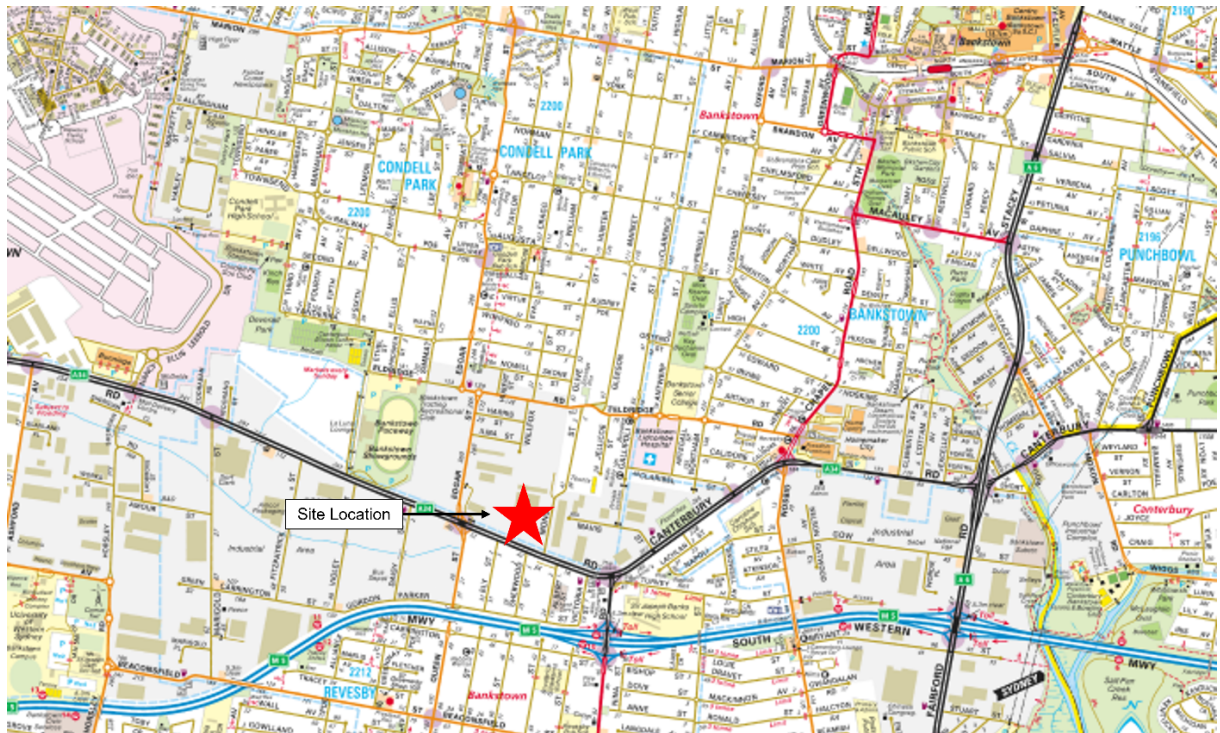
This site is further located near two bus stops on Milperra Road one of which is only 100m walking distance to the east whilst the other is only 200m walking distance to the west however the Bankstown Train Station is located some 3.6km to the north. The site has an area of 50,339m² and is designated as IN1 General Industry and IN2 Light Industry. It is bounded by large industrial / warehouse style developments directly to the north, east, and west however it is noted that detached housing, zoned as R2 – Low Density Housing is located to the north-east of the site.

The location of the subject site and its surrounding environs is shown in Figure 2.1, while an aerial view of the site is shown in Figure 2.2.



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Figure 2-1: Site Location



Source: Base Image, Street Directory (accessed December 2025)

Figure 2-2: Aerial view of the existing site



Source: Base Image, Nearmap (accessed December 2025)



2.2 Road Network

2.2.1 Road Hierarchy

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranked from high mobility and low accessibility to high accessibility and low mobility. These road classes are:

- Arterial Roads - Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres
- Sub-Arterial Roads - Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links)
- Collector Roads - Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day
- Local Roads - Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day

2.3 Adjoining Roads

The road hierarchy surrounding the site is provided below noting that Mons Street has two road hierarchy functions.

Milperra Road

A classified 'principal arterial' road under management of Transport for NSW (TfNSW), extending in an east-west direction between Remembrance Driveway and The River Road. In the vicinity of the site, it accommodates three (3) lanes of traffic in each direction within a median divided carriageway. Additional left and right turn lanes are provided on approach to key intersections. The road has a posted speed limit of 70 km/h and has clearways present on both sides of the road. Within the vicinity of the site, additional no stopping restrictions are in place on the northern side of Milperra Road, however limited kerbside parking is permitted on the southern side of the road according to the clearway restrictions.



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Mons Street

An industrial local road extending in a north-south direction between Milperra Road to the south and the northern site boundary to the north. In the vicinity of the site, it accommodates a single marked lane of traffic in each direction with kerbside parking permitted on both sides of the road. Due north of the site, Mons Street changes road environments to a local residential street with kerbside parking. The posted speed limit of Mons Street is 50km/h. For the industrial section of Mons Street, two large lots with road frontages of approximately 250 m currently have access via multiple (more than four access points).

2.4 On street parking

On street parking is available on Mons Street to the east of the site, on both sides of the road. The southern section of Mons Street, approximately 135 metres extending from Milperra Rd is restricted to vehicles under 6 metres only and is unrestricted elsewhere. On-street parking on Mons Street is time unrestricted during both weekdays and weekends.

2.5 Public Transport

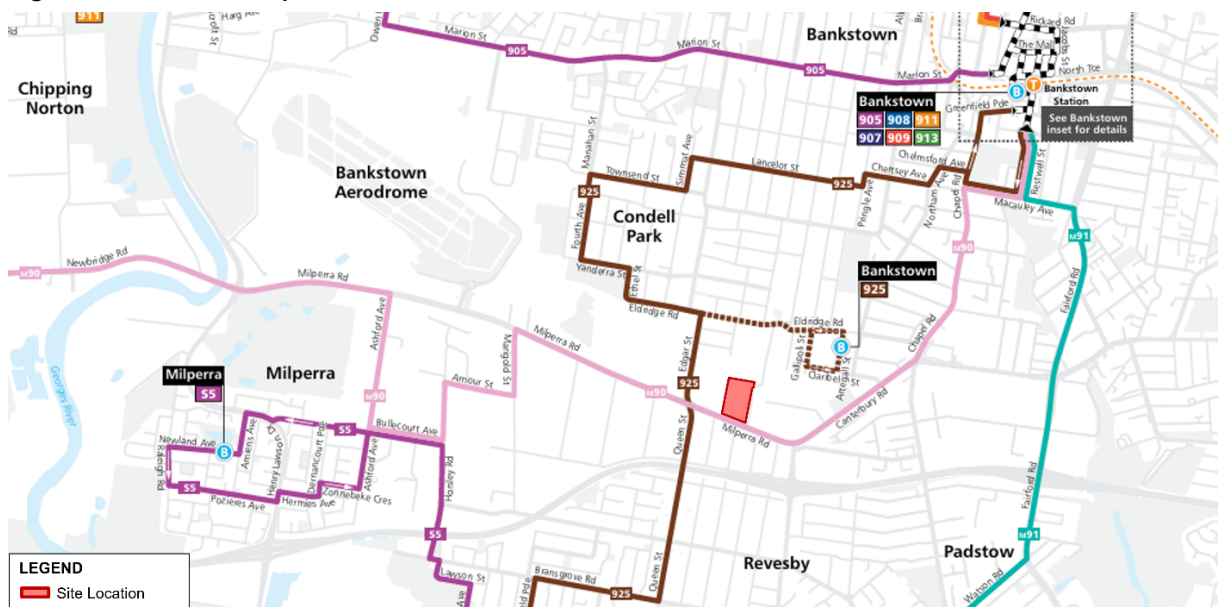
The site is located in close proximity to the M90 bus route and 925 bus route which provide regular services to Bankstown (and Train Station) as well as Panania (and Train Station) outlined in Table 2-1 and shown within Figure 2-3.

Table 2-1: Public Transport Services

Service	Route No.	Route Description	Bus Stops	Frequency
Bus	M90	Burwood to Liverpool	Milperra Rd Opp Albert St, Milperra Rd at Sherwood St	10 – 15 minutes
	925	East Hills to Lidcombe via Bankstown	Edgar St before Milperra Rd	30 – 60 minutes

Source: Transport for NSW, Routes and Timetables (accessed December 2025)

Figure 2-3: Public Transport Network



Source: Transport for NSW, Bus network and operator maps (accessed December 2025)

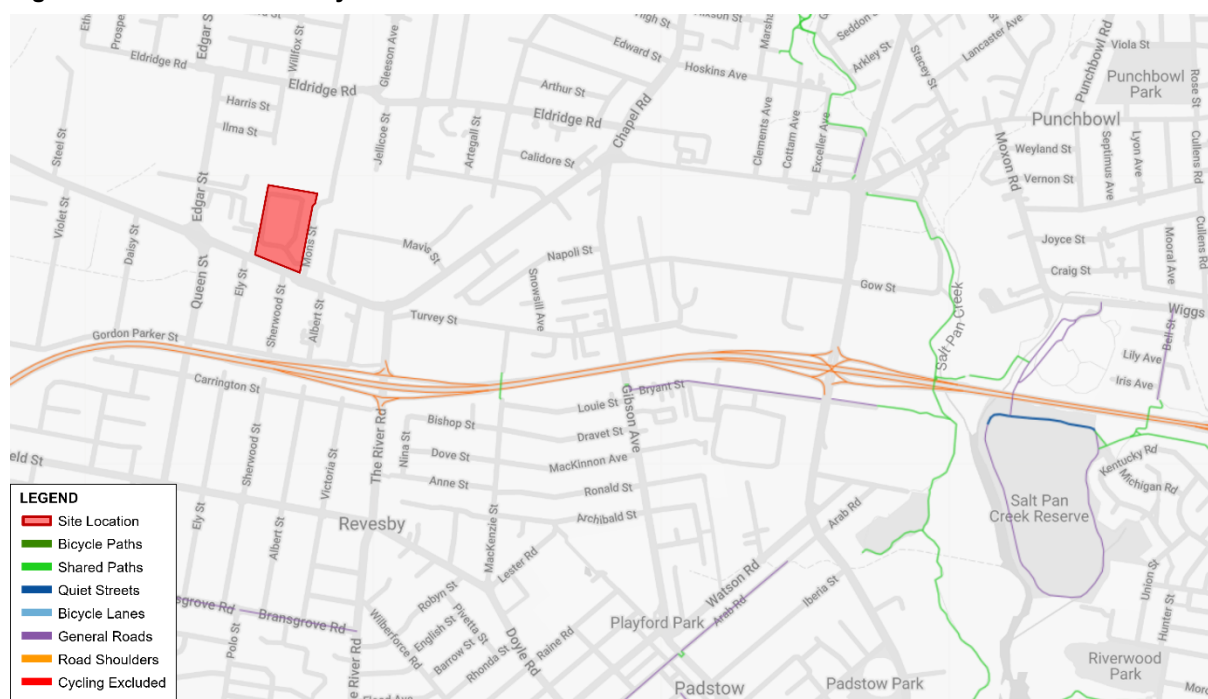


2.6 Cycling and Pedestrian Infrastructure

The surrounding land uses do not appear to generate significant levels of pedestrian demand particularly when considering the adjacent road environment which when combined do not encourage pedestrian activity. As such, pedestrian paths have not been provided along the verges in the general vicinity of the site however there are pedestrian paths on the north-east corner of the Mons Street/Milperra Road Intersection to guide pedestrians to the bus stop.

Notwithstanding, whilst there does not appear to be any dedicated cycling facilities near the site, there are a multitude of local roads that connect to the Salt Pan Creek Bicycle Path which connects to Greater Sydney Region (as shown within Figure 2-4). The local roads are considered to be an acceptable environment when travelling between the site and the Salt Pan Creek Bicycle Path due to the low volume/low speed shared road environment. It is therefore considered that the site has good accessibility for cyclists.

Figure 2-4: Pedestrian and Cycle Routes



Source: Cycleway Finder (nsw.gov.au)

2.7 Traffic Volumes

Link count surveys were undertaken on 9 June 2023 to the 16 June 2023 at the locations presented within Figure 2.6.



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 2 Existing Conditions

Figure 2-5: Traffic Counts (T1 and T2)



The results of the traffic surveys are contained within Table 2.2 which show the Average Annual Daily Traffic (AADT), Peak Volumes and Heavy Vehicle (%).

Table 2-2: Indicative Concept Scheme

Road	Peak	AADT	Peak Times	Peak Volumes	Heavy Vehicle (%)
Milperra Road	AM	49,208vpd	06:00 – 07:00	2,739vph	11%
	PM		16:00 – 17:00	3,195vph	
Mons Street	AM	2,495vpd	08:00 – 09:00	235vph	15.5%
	PM		16:00 – 17:00	293vph	

Appendix A provides details of the Traffic Surveys. It is further noted that the traffic volumes contained for the Acoustic Consultant are provided within Appendix C noting that the anticipated heavy vehicles include 12.5m Heavy Rigid Vehicles, 19m long Articulated Vehicles and 25m long B-Double Vehicles.



3 Proposed Development

3.1 Development Yield Statistics

The proposal includes the construction of a Multi-Level Warehouse at 61 Milperra Road, Revesby, with construction of a two-storey warehouse and distribution centre, including ancillary office space, car parking and loading areas. The land uses are summarised in Table 3-1, with the modified proposed layout illustrated in Figure 3-1 and Figure 3-2.

Table 3-1: Development Schedule

Level	Use	Size
Ground Floor Tenancy	Gate House	9 m ²
	Lobby	126 m ²
	Office	420 m ²
	Warehouse	19,899 m ²
Ground Floor Sub Total		20,454 m²
Level 1 Tenancy	Lobby	139 m ²
	Office	2,601 m ²
	Warehouse	19,894 m ²
Level 1 Sub Total		22,634 m²
Total		43,088 m²

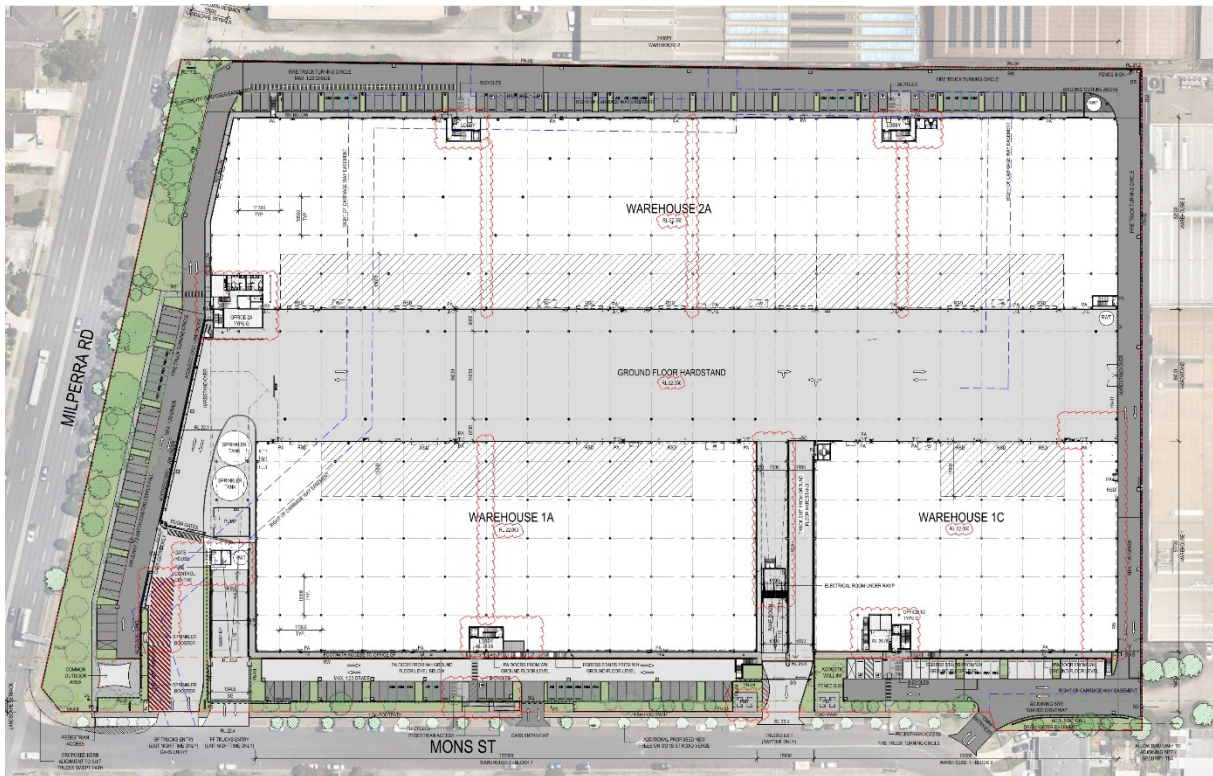
Further to these land uses, the modified Proposed Development also includes the following transportation infrastructure:

- The modified Proposed Development will provide a total of 174 car parking spaces (Ground Floor: 167 spaces, Level 1: 7 spaces)
- Accessible Parking: 11 Spaces
- Bicycle Parking: 32 spaces
- Hardstand area for truck loading
- Footpaths: around the site to guide pedestrians from parking/external road network to the lobby areas.



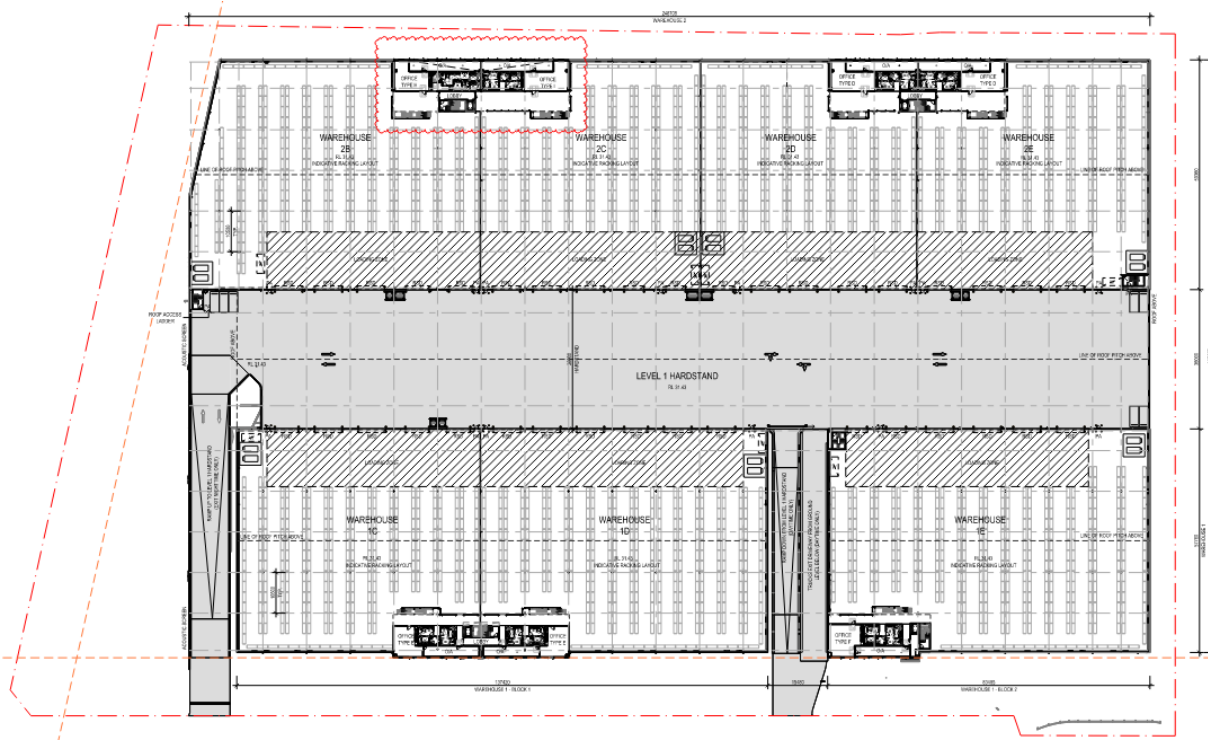
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Figure 3-1: Modified Proposed Development – Ground Floor Site Plan



Source: Watson Young, Drawing DA06, Revision D, Dated August 2025

Figure 3-2: Modified Proposed Development – Level 1 Site Plan



Source: Watson Young, Drawing DA09, Revision R1, Dated 05/03/2026



3.2 Access Arrangements

Vehicle access arrangements remain as per the approved SSDA scheme as outlined below.

During standard business hours, the modified Proposed Development provides the following arrangements for access:

- Truck and car entry driveway to Ground level truck hardstand area and southern/western perimeter staff vehicle parking.
- Truck entry to Level 1 hardstand area.
- Entry/exit driveway to staff car park at the front of Warehouse 1A.
- Truck exit from Ground Level and Level 1 hardstand area (day time conditions only).
- No driveway splays on the northern side of the truck driveways so that exiting trucks are strongly discouraged from travel north up Mons Street.
- Combined entry / exit driveway for private vehicles at front of Warehouse 1C.

However, due to acoustic constraints on the site operation (refer to Acoustic Report), truck access/egress movements near the residential properties to the north are required to be restricted along Mons Street during evening / early morning periods (10PM-7AM). This includes the entry / exit driveway to car park at the front of Warehouse 1A. The modified Proposed Development access arrangements has been specifically designed to manage the competing interests of:

- The acoustic requirements (truck access restrictions at the north-east frontage of the site)
- The operation of the modified Proposed Development requiring 24-hour access
- Separating light and heavy vehicles were possible
- Separation distances to intersections and nearby driveways
- The access arrangements for the easement in the north-east corner of the site is planned to be maintained for the adjacent properties.

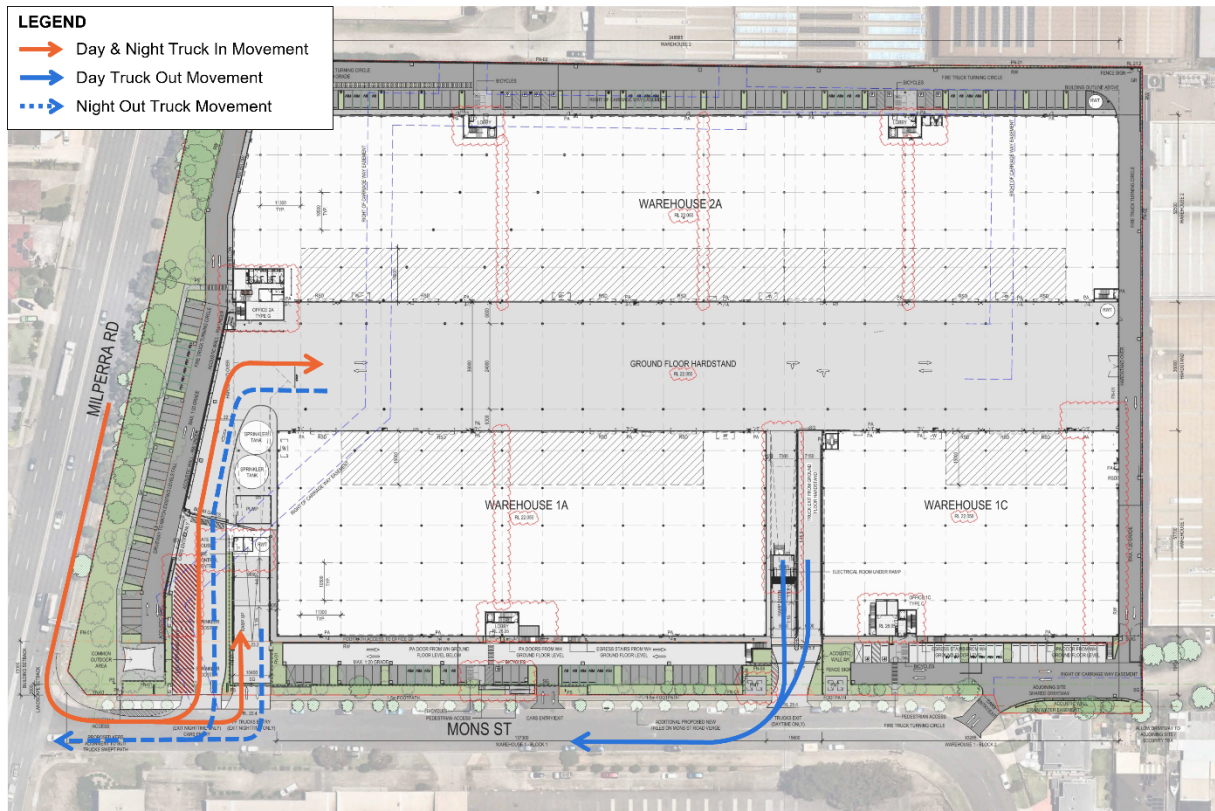
The modified Proposed Development therefore proposes to utilise the accesses near the Milperra Road / Mons Street Intersection for two-way movements when truck generation is minimal 2-3 two-way truck movements per hour (as calculated within Appendix A containing the forecast 24 hour traffic volumes utilised the acoustic calculations). The swept paths contained within Appendix D indicate that on the unlikely chance of two opposing trucks arriving simultaneously, one will be able to visualise the other, pause whilst the other vehicle manoeuvres into the site, before exiting the site in a forward direction. Furthermore, the swept paths shown within Appendix D also indicate that one full B-Double vehicle length is available on Mons Street before the Milperra Road and therefore queuing through the intersection is considered highly unlikely during evening / early morning operations. As such, the probability of two on-coming vehicle arriving at the same access is highly unlikely and therefore negligible queuing is expected to occur as a result of night time access arrangements.

The access arrangements for both the trucks and private vehicles are displayed within Figure 3-3 to Figure 3-6 noting that private vehicles are not subject to the same restrictions.



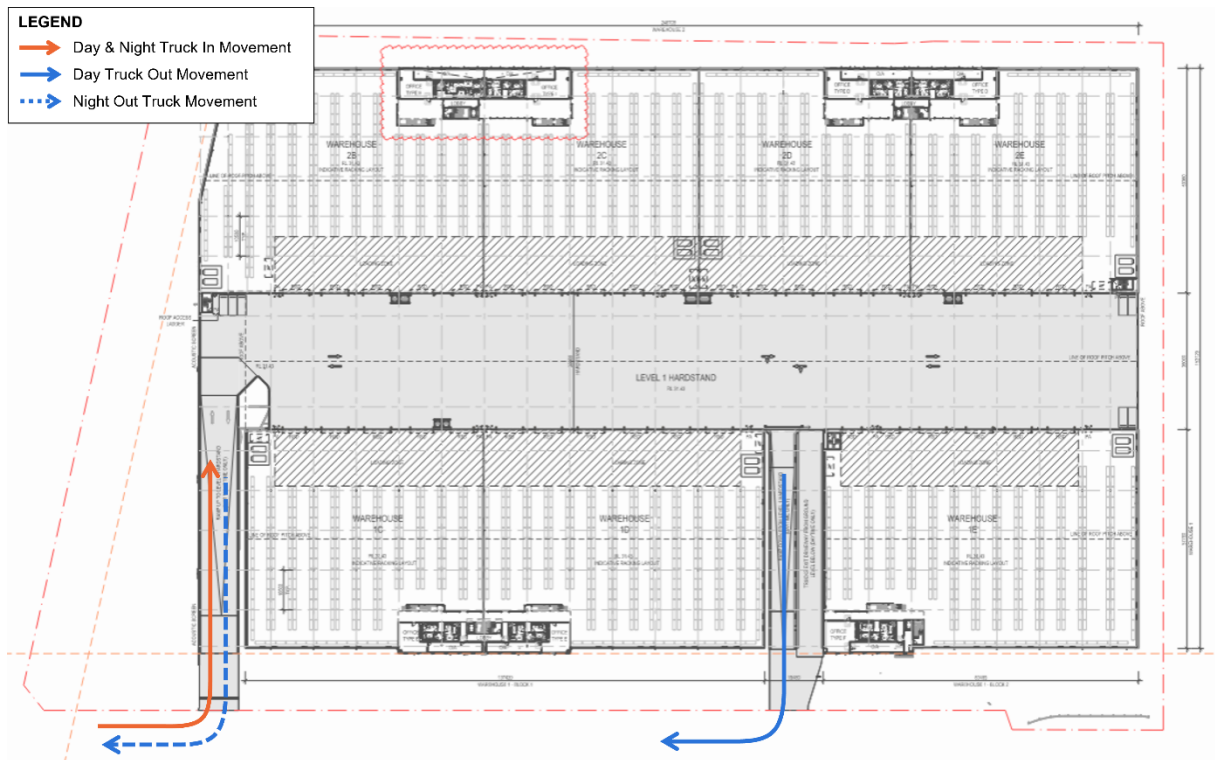
S4.55 Traffic Impact Assessment - 61 Milperra Road, Revesby 3 Proposed Development

Figure 3-3: Ground Floor Truck Access



Source: Watson Young, Drawing DA06, Revision D, Dated August 2025

Figure 3-4: Level 1 Truck Access

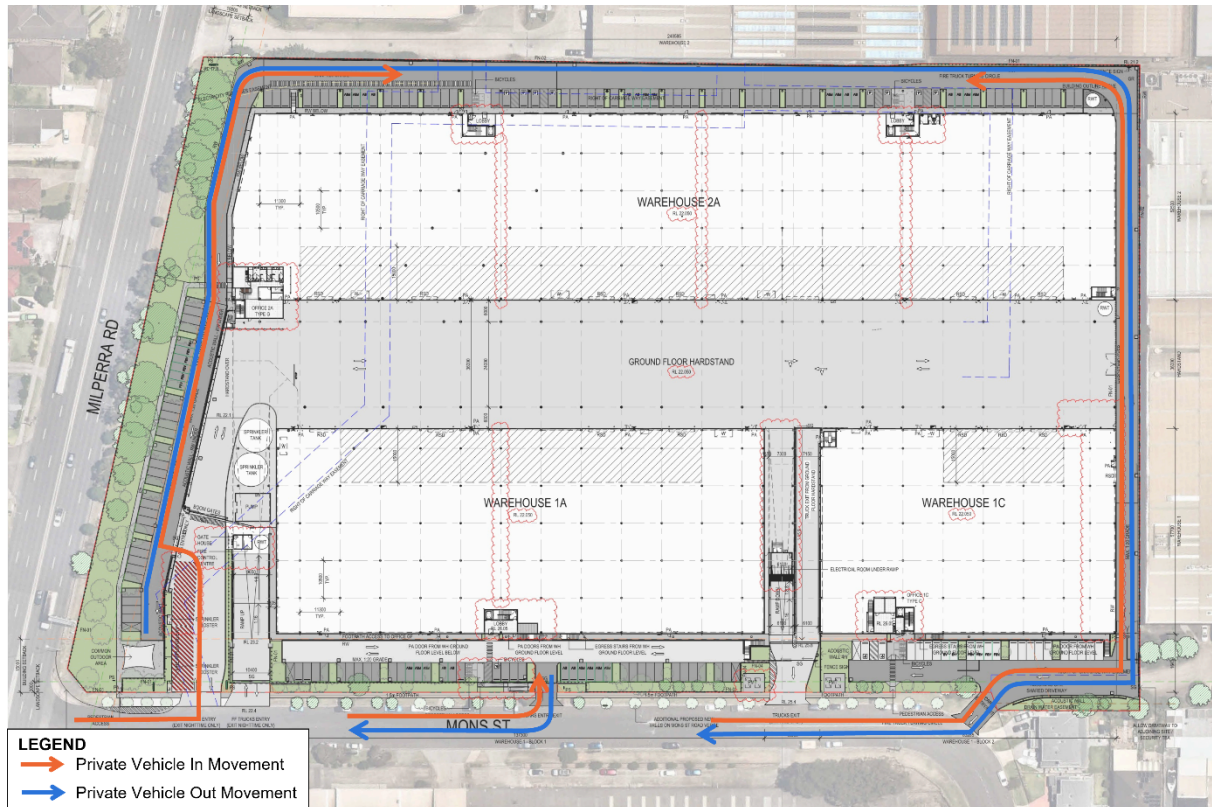


Source: Watson Young, Drawing DA09, Revision R1, Dated 05/03/2026



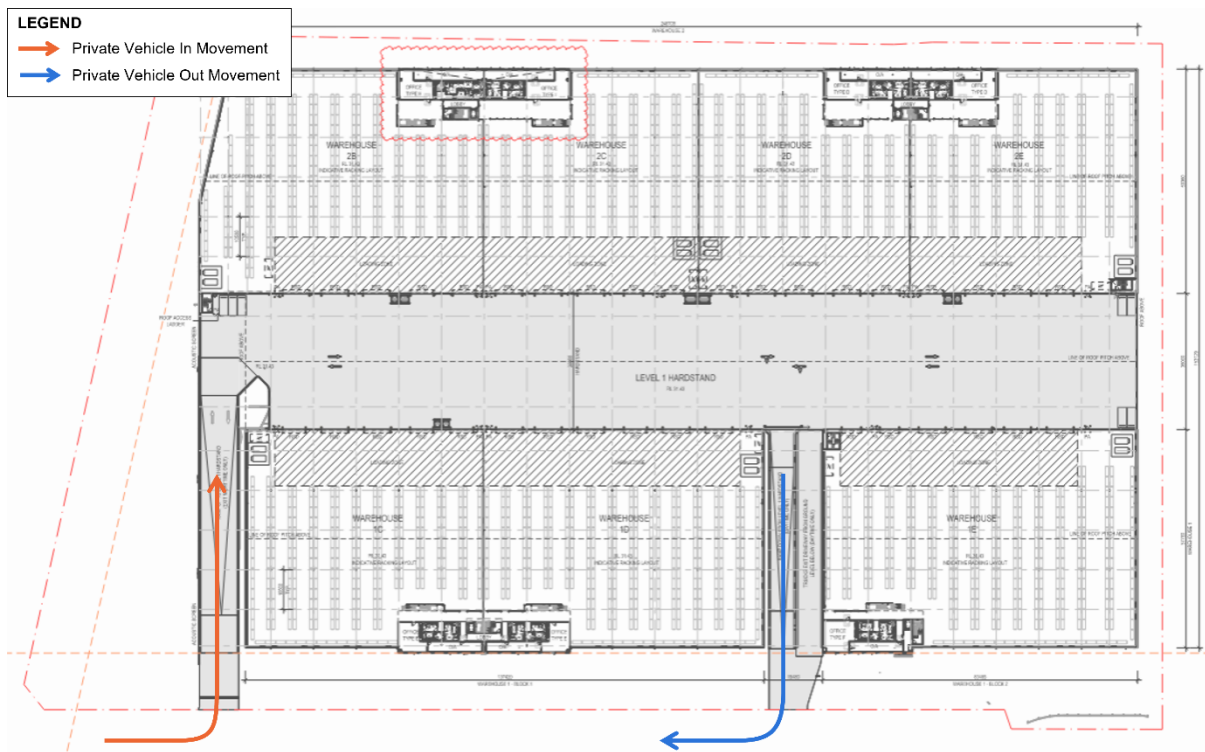
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Figure 3-5: Ground Floor Private Vehicle Access Arrangements



Source: Watson Young, Drawing DA06, Revision D, Dated August 2025

Figure 3-6: Level 1 Private Vehicle Access Arrangements



Source: Watson Young, Drawing DA09, Revision R1, Dated 05/03/2026



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3 Proposed Development

Whilst multiple accesses have been proposed, it is important to highlight that it is common place for industrial style developments typically to have multiple access points. Particularly large warehouse developments with large frontage roads such as the modified Proposed Development which is a length of approximately 250m. Whilst the modified Proposed Development provides multiple access points, the Mons Street Road environments is not expected to be impacted as:

- One of the accesses is an easement which the modified Proposed Development is required to maintain access.
- The modified Proposed Development provides an average access spacing of 50m which is consistent with the existing road environment.
- As the development directly opposite the modified Proposed Development site also has five (5) access points, the modified Proposed Development's access arrangements are not expected to adversely impact the existing road environment safety or operation.
- Three of the crossovers will be one-way during daily operations
- Appropriate separation distances have been provided between all accesses and intersections
- The driveways have been designed to encourage trucks to travel south towards Milperra Road by not providing splays on the northern side of driveways.

Furthermore, it is important to highlight that there is more than one (1) B-Double vehicle length between the site access and Milperra Road along Mons Street. As such, it is expected that minimal queueing (if any) would occur particularly when considering the low traffic volumes expected during evening periods when opposing vehicles at these access points are expected.



4 Site Layout Review

4.1 Car Parking Requirements

The car parking provision requirements for different development types are set out in Canterbury-Bankstown Council's Development Control Plan 2023. A review of the car parking requirement rates and the floor area schedule results in a statutory parking requirement for the modified Proposed Development is summarised in Table 4-1 below.

Table 4-1: Car Parking Requirements (Canterbury-Bankstown DCP)

Use	Yield	Statutory Parking Rate	Statutory Parking Requirement
Warehouse	39,793 m ² GFA	1 space per 300 m ² GFA	133 spaces
Office	3021 m ² GFA	1 space per 100 m ² GFA	31 spaces
Total Car Parking Requirement			164 spaces
Accessible Parking	164 car parking spaces	1 accessible space per 50 car spaces	4 accessible spaces
Bicycle Parking	264 staff ¹	1 per 20 staff	13 Bicycle Spaces
Storage Lockers	13 Bicycle Spaces	1 per 10 bicycle parking space (for more than 10)	None – individual tenancies require less than 10 spaces
Change Rooms	13 Bicycle Spaces	1 per 10 bicycle parking space	None – individual tenancies require less than 10 spaces
Showers	13 Bicycle Spaces	1 per 10 bicycle parking space	None – individual tenancies require less than 10 spaces

[1] 60% of staff are assumed to be on site at any given time, with a total of 440 estimated occupational jobs

Based on the above, the modified Proposed Development is required to provide a total of 164 car parking spaces. The development proposes a total of 174 parking spaces and therefore complies with the Canterbury-Bankstown DCP which specifies a minimum parking requirement for the site. Noting public transport options are limited during certain hours of the day, additional car parking spaces have been provided to ensure adequate parking is provided on-site.

A total of 4 accessible parking spaces are required. 11 accessible parking spaces are provided in total, which is considered adequate and complies with the Canterbury-Bankstown Council's requirements.

Additionally, the development proposes a total of 32 bicycle parking spaces, which complies with the Canterbury-Bankstown Council's Bicycle parking requirements.

It is further important to highlight that whilst the minimum statutory parking requirements have been met, an empirical assessment of the parking requirement has been undertaken. In undertaking this work, the private vehicle mode share for Revesby was sourced from the 2016 journey-to-work data as the 2021 is considered to be heavily influenced by the effects of Covid and work from home practices which is not appropriate for a development of this nature. The journey to work data indicates that Canterbury Bankstown has a private vehicle mode share of approximately 55%. Applying this mode share of 55% to the assumed number of employees likely to be on site at any one time (264 staff) and applying a conservative vehicle occupancy of 1 person per vehicle, indicates that the modified Proposed Development, would have a parking demand of 146 parking spaces. As such the proposed supply of 174 spaces is considered appropriate to meet the demands of the modified Proposed Development.



4.2 Car Parking Layout Review

The car park layout and arrangement for the modified Proposed Development remains similar to the approved DA scheme, with a reduction in total parking spaces.

The car park layout has been reviewed against the requirements of AS 2890. This assessment included a review of the following:

- bay and aisle widths
- adjacent structures
- turnaround facilities
- circulation roads and ramps
- ramp grades
- height clearances
- internal queuing
- parking for persons with disabilities

Details of this review are provided in Appendix E, from which it is concluded that the modified Proposed Development is generally in accordance with AS/ NZS2890.1:2004 and AS/ NZS2890.6:2022. Where further changes to the design layout are recommended, these can be readily incorporated during the next stage of the project as part of its detailed design development. The design layout as currently proposed is therefore considered to be supportable from a transport engineering perspective with minor modifications as shown within Appendix E.

Swept paths have been completed for key circulation movements and manoeuvring. The assessment included in Appendix E confirms that the car park layouts are consistent with the relevant Australian Standards and are expected to operate satisfactorily.

4.3 Commercial Vehicle Servicing

Vehicle servicing for the modified Proposed Development will remain as per the approved SSDA scheme, as outlined below.

The design scheme proposes access to the hard stand areas where loading is undertaken via two strategies, day time and night time (please refer to Acoustic Report for operation times) to avoid acoustic impacts to the residential areas. The operation will work as follows:

- **Day Time (7AM-10PM):** Entry movements into the site will occur by the southern accesses whilst exit movements will occur via the centre truck egress driveway. The exit movements will be signalised to minimise trucks exiting the site at the same time.



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 4 Site Layout Review

- **Night Time(10PM-7AM):** The accesses located near the south of the site will function as a two-way signalised ramp noting that the site is expected to generate a limited number of truck movements during this time (approximately one truck trip per hour to any movement).

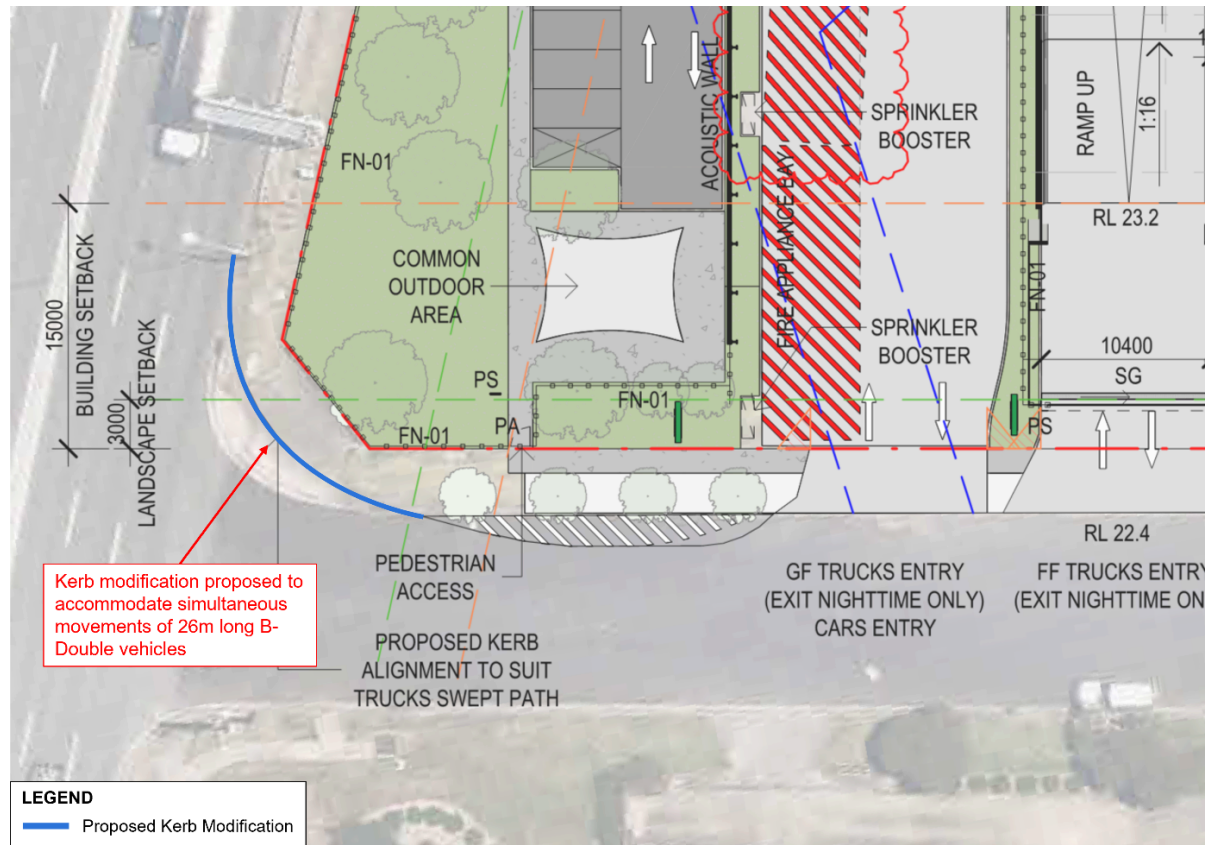
A swept path analysis has been undertaken for service vehicle manoeuvres, with the results presented in Appendix E. It is evident from this assessment that the proposed layout complies with all specific requirements for major road access under the Commercial Off-street Parking Standard AS2890.2 in which an assessment is contained within Appendix E.

Additionally, the ramps satisfy all relevant provisions of AS2890.2 which are designed to minimise impacts to the major frontage road. They are provided with maximum 1:8.3 ramp grades with 1:16 transitions. Notwithstanding, a flat area has been provided at the bottom of the ramp to ensure both vehicles can visualise one another, give-way, and exit the site in a safe and efficient manner.

It is important to highlight that the driveway splays on the northern side of the accesses have been removed to discourage trucks from travelling north up Mons Street. Notwithstanding, trucks are not permitted to travel north along Mons Street as outlined in the CTMP.

Furthermore, the corner of the Milperra Street / Mons Street intersection does not currently have sufficient corner radii to allow simultaneous movement of heavy vehicles. However, this is to be mitigated by the proposed kerb modification to accommodate simultaneous movements by 26.0m long B-Doubles. The proposed modification to the radius of the western kerb return at the intersection of Milperra Road / Mons Street are captured on proposed plans and see Figure 4-1 below.

Figure 4-1: Proposed Kerb Modification



Source: Watson Young, Drawing DA06, Revision D, Dated August 2025



5 Traffic Impact Assessment

5.1 Trip Generation

Updated traffic generation estimates for the modified Proposed Development have been sourced from the Transport for New South Wales (TfNSW) Guide to Transport Impact Assessment 2024 (GTIA 2024).

The trip generation is summarised in Table 5-1.

Table 5-1: Estimated Development Traffic Generation

Use	Area	Design Generation Rates		Traffic Generation Estimates	
		AM Peak	PM Peak	AM Peak	PM Peak
Warehouse	39,793 m ²	0.17 vehicle trips/100 m ² GFA	0.21 vehicle trips/100 m ² GFA	68	84
Office	3,021 m ²	1.69 vehicle trips/100 m ² GFA	1.20 vehicle trips/100 m ² GFA	52	37
Total				120	121

Table 5-1 indicates the modified Proposed Development could be expected to generate approximately 120 vehicle movements in the AM peak period and 121 vehicle movements in the PM peak period. This results in a decrease of generated trips compared to the previous TIA which estimated 176 vehicle trips per hour in both the AM and PM Peak periods. The net development traffic generation due to the proposed modification is summarised in Table 5-2.

Table 5-2: Net Development Traffic Generation

Source	Traffic Generation Estimates	
	AM Peak	PM Peak
Traffic Generation – Approved Development	176	176
Traffic Generation – Modified Development	120	121
Net Traffic Generation	-56 trips	-55 trips

As outlined in Table 5-2, the modified development results in a net decrease of 56 vehicle trips in the AM Peak and a net decrease of 55 vehicle trips in the PM Peak period.

5.2 Trip Distribution and Assignment

The directional distribution and assignment of traffic generated by the modified Proposed Development will be influenced by a number of factors, including the:

- configuration of the arterial road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network
- distribution of households in the vicinity of the site
- likely distribution of employee's residences in relation to the site
- configuration of access points to the site



S4.55 Traffic Impact Assessment - 61 Milperra Road, Revesby

5 Traffic Impact Assessment

Having consideration to the above, for the purposes of estimating vehicle movements, the following directional distributions have been assumed:

- Milperra Road 95%
- Mons Road 5%

The vehicular trips were assigned to the network based on the aforementioned trip generation, mode share and distribution assumptions. In assigning the trips to the road network the following in and out splits were adopted:

- AM Peak: 75% trips in and 25% trips out
- PM Peak: 25% trips in and 75% trips out.

5.3 Transport Modelling Summary

Traffic flow diagrams presenting the forecast vehicular traffic volumes at the Milperra Road/Mons Street intersection are presented within Appendix B for the AM and PM peak hours as well as the volumes entering into and out of the site.



6 Transport Appraisal

The following transport appraisal has been undertaken to determine the impact of the modified Proposed Development's vehicular trip generation on the Milperra Road/Mons Street Intersection. Noting that the heavy vehicle generation for the modified proposal remains the same as the approved SSDA scheme.

6.1 Analysis Years

Transport modelling has been based on the Year of Opening, which is anticipated to be 2027, and a 10-year design horizon (2037). The assessment focuses on the potential impacts arising from the additional trips generated by the modified Proposed Development on the Milperra Road/Mons Street intersection.

6.2 Transport Volumes

The Milperra Road / Mons Street Intersection has been assessed for the following scenarios:

- 2027 Opening Year Scenario – Without Development
- 2027 Opening Year Scenario – With Development
- 2037 Future Year Scenario – Without Development
- 2037 Future Year Scenario – With Development

For the 2027 Without Development scenario and the 2037 Without Development scenario the traffic volumes were calculated by applying a 1% per annum growth rate to the 2023 existing traffic volumes. The traffic forecasts for the With Development scenarios were then calculated by adding the development-generated traffic detailed within Section 5 and presented in Appendix B.

6.3 Intersection Analysis

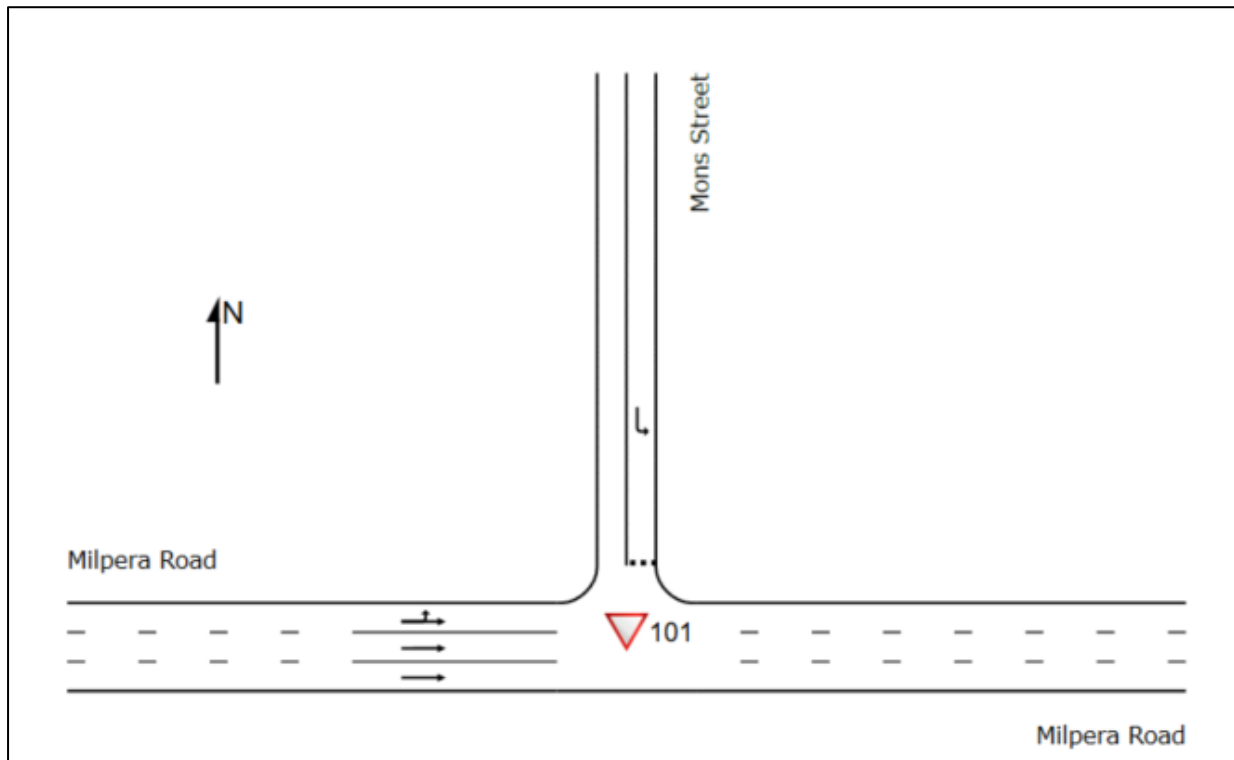
The Milperra Road / Mons Street Intersection was analysed using the SIDRA Intersection software, with the intersection modelled including the proposed site access and the Milperra Road/Mons Road intersection. A summary of the intersection analysis results is provided in the following sections, with more detailed SIDRA outputs provided in Appendix C.

The Milperra Road/Mons Road Intersection was analysed in SIDRA Intersection for the 2027 opening year scenario and 2037 future year scenario with and without the Proposed Development and the analysis results are presented within Table 6-1 and Table 6-2. The analysis results indicate that all approaches are expected to operate at acceptable performance levels.



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6 Transport Appraisal

Figure 6-1: Milperra Road/Mons Street Intersection Layout



Source: SIDRA Intersection 9.1

Table 6-1: 2027 Opening Year Scenarios

Intersection	Peak	Approach	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Without Development	AM	North	0.05	6	1	A
		West	0.32	6	0	A
	PM	North	0.08	6	2	A
		West	0.36	6	0	A
With Development	AM	North	0.07	8	2	A
		West	0.34	7	0	A
	PM	North	0.17	7	5	A
		West	0.37	7	0	A

The results outlined in Table 6-1 indicate that the intersection is predicted to operate satisfactorily for the 2027 opening year scenario, with and without development traffic. The results also indicate that the addition of development traffic due to the proposal does not significantly impact the intersection, as observed from the SIDRA outputs.



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6 Transport Appraisal

Table 6-2: 2037 Future Year Scenario

Intersection	Peak	Approach	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Without Development	AM	North	0.05	6	1	A
		West	0.35	6	0	A
	PM	North	0.09	7	3	A
		West	0.40	6	0	A
With Development	AM	North	0.08	6	2	A
		West	0.37	7	0	A
	PM	North	0.19	7	6	A
		West	0.41	7	0	A

The results outlined in Table 6-2 indicate that the intersection is predicted to operate satisfactorily for the 2037 future year scenario, with and without development traffic. The results also indicate that the addition of development traffic due to the proposal does not significantly impact the intersection, as observed from the SIDRA outputs.

Based on the SIDRA Intersection analysis contained within this section, the intersection is predicted to operate satisfactorily for all scenarios. It is considered that the additional vehicular trips forecast to be generated by the Proposed Development is expected to have a minimal impact on the safety and operation of the Milperra Road/Mons Street Intersection. As such, no mitigation of the intersection is considered necessary.

6.4 Internal Queuing Analysis

In order to understand the impacts of queuing at the modified Proposed Development’s access point, queueing analysis at the site accesses was undertaken using the vehicular trips forecast to be generated by the modified Proposed Development (refer to Appendix B). In determining an appropriate entry volume, the maximum trips forecast to travel into the site (refer to Appendix B for volumes) were converted into passenger car unit trips using the heavy vehicle percentage (15.5%). The 95th percentile queue was then calculated by applying this value the queuing formula provided in the Austroads Guide to Traffic Management Part 2: Traffic Theory (refer to Appendix D for calculations).

The results indicate a 95th percentile queue of two (2) car lengths or 12 meters. As the modified Proposed Development’s car park provides more than two (2) car lengths before the first point of conflict (intersection or car parking bay), it is considered that there is more than sufficient internal queuing area to cater to the forecast trip demands of the modified Proposed Development.



7 Green Travel Plan

7.1 Introduction

7.1.1 Travel Plan Framework

Transport is a necessary part of life, but it has economic, public health and environmental consequences. The transport sector is one of the fastest growing emissions sectors in Australia and therefore is one of the key opportunities for reducing greenhouse gases. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure a strong and prosperous community.

The physical infrastructure being provided as part of the development is only part of the solution. A green travel plan (GTP) will ensure that the transport infrastructure, services, and policies both within and external to the site are tailored to the users and coordinated to achieve the most sustainable outcome possible.

7.1.2 Green Travel Plan Purpose

A GTP is a package of measures aimed at promoting sustainable travel and reducing reliance on the private car. It is not designed to be 'anti-car' however it will encourage and support people's aspirations for conducting their daily business in a more sustainable way.

Travel plans can provide both:

- measures which restrict car use (disincentives or 'sticks')
- measures which encourage or support sustainable travel, reduce the need to travel or make travelling more efficient (incentives or 'carrots').

The travel plan would promote the use of transport, other than the private car, provide choice for staff to travel to and from the site, which is more sustainable and environmentally friendly.

Indeed, there are a range of "non-car" transport options that are available at the site which have been described in this report.

Given the developments aim to reduce private travel to the site, the implementation of a GTP would be beneficial.



7.2 Key Objectives

The aim of the GTP is to bring about better transport arrangements for living and working at the site.

The key objectives of the Travel Plan are:

- To encourage walking
- To encourage cycling
- To encourage the use of public transport
- To reduce the use of the car, in particular single car occupancy
- Where it is necessary to use the car, encourage more efficient use.

It is the intention therefore that the travel plan will deliver the following benefits:

- Enable higher public and active travel mode share targets to be achieved
- Contribute to greenhouse gas emission reductions and carbon footprint minimisation
- Contribute to healthy living for all
- Contribute to social equity and reduction in social exclusion
- Improve knowledge and contribute to learning.

7.3 Site Specific Measures

Several opportunities exist to provide the modified Proposed Development staff and visitors with incentives to consider alternative modes of travel to and from site. The following potential measures and initiatives could be implemented to encourage more sustainable travel modes:

Active Travel

- Provide high quality and prominent bicycle parking and change/ shower facilities
- Provide clear pedestrian and cyclist wayfinding
- Provide shelters along walkways or near bus stops and street lighting
- Encourage cultural change through:
 - creating a bike user group (targeting staff living within five kilometres of the site)
 - events such as annual 'ride to work' day
 - providing information detailing opportunities and facilities available to staff. This may include providing maps of the available cycling routes to and within the modified Proposed Development.



Promote Car-Pooling

- Provide prioritised carpool parking spaces on-site, including consideration for incentives such as prices, location, and proximity to services
- Limiting on-site parking allocation to staff
- Encouraging staff that drive to work and park on surrounding roads to carpool through creation of a carpooling club or registry/ forum.

Public Transport

- Create a Travel Access Guide (TAG) following construction to be provided to all staff and publicly available to all visitors. The document would be based on facilities available at the site and include detail on the surrounding public transport services and active transport initiatives. The TAG would be updated as the surrounding transport environment changes
- Providing public transport information boards/ apps to inform staff and visitors of alternative transport options (the format of such information boards would be based upon the TAG).

7.3.1 Travel Access Guide

A TAG provides information to staff and visitors on how to travel to the site using sustainable transport modes such as walking and public transport. The information is presented visually in the format of a map (or app) showing the site location and nearby transport modes highlighting available pedestrian and cycle routes. The information is usually presented as a brochure (or app) to be included in a welcome pack or on the back of company stationery and business cards.

7.3.2 Information and Communication

Several opportunities exist to provide staff and visitors with information about nearby transport options. Connecting staff and visitors with information would help to facilitate journey planning and increase their awareness of convenient and inexpensive transport options which support change in travel behaviour.

These include:

- Transport NSW provides bus, train and ferry routes, timetables, and journey planning through their Transport Info website: <http://www.transportnsw.info>
- Council provides a number of services and a range of information and events to encourage people of all levels of experience to travel by bicycle: Walking and cycling (nsw.gov.au).

In addition, connecting staff and visitors via social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.



7.3.3 Monitoring of the GTP

There is no standard methodology for monitoring the GTP, but it is recommended it be monitored to ensure that it is achieving the desired benefits and modify it if required. It will not be possible at this stage to state what additional modifications might be made as this will be dependent upon the particular circumstances prevailing at that time.

The GTP should be monitored on a regular basis, e.g., yearly, by conducting travel surveys. Travel surveys will allow the most effective initiatives of the GTP to be identified, and conversely less effective initiatives can be modified or replaced to ensure the best outcomes are achieved. It will clearly be important to understand people's reasons for travelling the way they do; any barriers to changing their behaviour, and their propensity to change.

The GTP should be coordinated with stakeholders and building management to ensure the successful implementation.

7.4 Summary

The proposal would be able to develop and use a travel plan to actively promote increased use of sustainable transport modes. The above measures provide a framework for the site and implementation of a future travel plan to encourage a mode share transition away from private vehicle travel to active and public transport.



8 Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The modified Proposed Development generates a statutory parking requirement of 164 car parking spaces.
- The proposed supply of 174 spaces meets the statutory requirement.
- The proposed parking layout is generally consistent with the dimensional requirements as set out in AS 2890. Where further changes to the design layout are recommended, these can readily be incorporated during the next stage of the project as part of its detailed design development.
- Swept paths have been completed for key circulation movements and manoeuvring. The assessment confirms that the car park layouts are consistent with the relevant Australian Standards and are expected to operate satisfactorily.
- The design scheme proposes access to the hard stand areas where loading is undertaken via two strategies, day time and night time to avoid acoustic impacts to the residential areas. The operation will work as follows:
 - a. Day Time: Entry movements into the site will occur by the southern accesses whilst exit movements will occur via the centre truck egress driveway. The exit movements will be signalised to minimise trucks exiting the site at the same time.
 - b. Night Time: The accesses located near the south of the site will function as a two-way signalised ramp noting that the site is expected to generate a limited number of truck movements during this time (approximately one truck trip per hour to any movement).
- The site is expected to generate up to 120 vehicle movements in the AM peak and 121 vehicle movements in the PM peak which results in a reduction of 56 and 55 vehicle trips in the AM and PM peak periods respectively when compared to the approved Proposed Development.
- The heavy vehicles accesses have been designed to encourage trucks to travel to and from the site via the Milperra Road / Mons Street Intersection and not north along Mons Street.
- The corner of the Milperra Street / Mons Street intersection does not currently have sufficient corner radii to allow simultaneous movement of heavy vehicles. However, this is to be mitigated by the proposed kerb modification to accommodate simultaneous movements by 26.0m long B-Doubles.
- It is considered that the vehicular trips forecast to be generated by the modified Proposed Development is expected to have a minimal impact on the safety and operation of the Milperra Road / Mons Street Intersection for the 2027 opening year of the modified Proposed Development or the 10 year design horizon as the intersection is expected to operate within acceptable performance limits.
- The results indicate a 95th percentile queue of two (2) car lengths or 12 meters. As the modified Proposed Development's car park provides more than two (2) car lengths before the first point of conflict (intersection or car parking bay), it is considered that there is more than sufficient internal queuing area to cater to the forecast trip demands of the modified Proposed Development.



S4.55 Traffic Impact Assessment - 61 Milperra Road, Revesby

8 Conclusion

- The proposal would be able to develop and utilise a travel plan to actively promote increased use of sustainable transport modes. The above measures provide a framework for the site and implementation of a future travel plan to encourage a mode share transition away from private vehicle travel to active and public transport.
- The modified Proposed Development should include a proposal to develop and utilise a green travel plan to actively promote increased use of sustainable transport modes. This document provides the measures to provide a framework for the site and implementation of a future travel plan to encourage a mode share transition away from private vehicle travel to active and public transport.

Overall, the modified Proposed Development is supported from a traffic and transport perspective.





Appendices



Appendix A Traffic Survey Results



Table 1: Exiting Volumes

Location	Road	Parameter	Day	Night	Total
			15hr	9hr	
ATC 3	Mons Road	Total Volumes	2541	371	2912
		Heavy Vehicle Volumes	115	6	121
		HV%	4.53%	1.62%	4.16%
ATC 2		Total Volumes	2224	271	2495
		Heavy Vehicle Volumes	304	46	350
		HV%	13.67%	16.97%	14.03%
ATC 1	Milpera Road	Total Volumes	38776	10432	49208
		Heavy Vehicle Volumes	4212	1057	5269
		HV%	10.86%	10.13%	10.71%



Job No	AUNSW6918
Client	Gateway Capital
Site	Milperra Rd, Milperra
Location	Just After Ely St
Site No	ATC 1
Start Date	16-Jun-23
Description	Volume Summary
Direction	Combined



Select Site

ATC 1, Milperra Rd, Milperra ▼

Select Direction

Combined ▼

15Min Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	19-Jun	20-Jun	21-Jun	22-Jun	16-Jun	17-Jun	18-Jun		
AM Peak	0	0	0	0	886	718	693		
PM Peak	0	0	0	0	910	842	759	11127	20575
0:00	0	0	0	0	160	276	285	32	103
0:15	0	0	0	0	156	242	266	31	95
0:30	0	0	0	0	142	207	262	28	87
0:45	0	0	0	0	119	188	216	24	75
1:00	0	0	0	0	113	174	204	23	70
1:15	0	0	0	0	119	142	164	24	61
1:30	0	0	0	0	101	159	157	20	60
1:45	0	0	0	0	110	96	126	22	47
2:00	0	0	0	0	72	114	127	14	45
2:15	0	0	0	0	108	105	107	22	46
2:30	0	0	0	0	114	122	112	23	50
2:45	0	0	0	0	102	121	104	20	47
3:00	0	0	0	0	99	106	88	20	42
3:15	0	0	0	0	133	105	81	27	46
3:30	0	0	0	0	158	123	89	32	53
3:45	0	0	0	0	142	94	100	28	48
4:00	0	0	0	0	172	110	93	34	54
4:15	0	0	0	0	230	134	101	46	66
4:30	0	0	0	0	282	170	110	56	80
4:45	0	0	0	0	311	174	112	62	85
5:00	0	0	0	0	392	193	124	78	101
5:15	0	0	0	0	504	239	118	101	123
5:30	0	0	0	0	647	310	145	129	157
5:45	0	0	0	0	732	379	142	146	179
6:00	0	0	0	0	720	380	154	144	179
6:15	0	0	0	0	875	480	186	175	220
6:30	0	0	0	0	815	477	205	163	214
6:45	0	0	0	0	834	485	215	167	219
7:00	0	0	0	0	820	438	188	164	207
7:15	0	0	0	0	806	471	213	161	213
7:30	0	0	0	0	834	530	276	167	234
7:45	0	0	0	0	824	486	310	165	231
8:00	0	0	0	0	812	535	301	162	235
8:15	0	0	0	0	842	577	378	168	257
8:30	0	0	0	0	886	631	403	177	274
8:45	0	0	0	0	752	655	498	150	272
9:00	0	0	0	0	812	651	460	162	275
9:15	0	0	0	0	719	657	549	144	275
9:30	0	0	0	0	718	636	573	144	275
9:45	0	0	0	0	753	705	558	151	288
10:00	0	0	0	0	669	696	573	134	277
10:15	0	0	0	0	760	686	559	152	286
10:30	0	0	0	0	715	658	628	143	286
10:45	0	0	0	0	738	718	615	148	296
11:00	0	0	0	0	673	696	677	135	292
11:15	0	0	0	0	691	699	629	138	288
11:30	0	0	0	0	715	711	693	143	303
11:45	0	0	0	0	656	699	691	131	292

12:00	0	0	0	0	692	770	636	138	300
12:15	0	0	0	0	756	717	713	151	312
12:30	0	0	0	0	771	734	759	154	323
12:45	0	0	0	0	666	806	664	133	305
13:00	0	0	0	0	743	752	718	149	316
13:15	0	0	0	0	677	747	687	135	302
13:30	0	0	0	0	749	808	758	150	331
13:45	0	0	0	0	726	699	713	145	305
14:00	0	0	0	0	754	819	650	151	318
14:15	0	0	0	0	798	720	758	160	325
14:30	0	0	0	0	775	754	694	155	318
14:45	0	0	0	0	782	750	691	156	318
15:00	0	0	0	0	782	689	683	156	308
15:15	0	0	0	0	855	718	653	171	318
15:30	0	0	0	0	892	732	663	178	327
15:45	0	0	0	0	795	759	633	159	312
16:00	0	0	0	0	838	759	653	168	321
16:15	0	0	0	0	759	668	629	152	294
16:30	0	0	0	0	857	730	640	171	318
16:45	0	0	0	0	834	682	718	167	319
17:00	0	0	0	0	869	688	671	174	318
17:15	0	0	0	0	890	767	699	178	337
17:30	0	0	0	0	906	747	633	181	327
17:45	0	0	0	0	910	789	673	182	339
18:00	0	0	0	0	848	842	645	170	334
18:15	0	0	0	0	861	785	577	172	318
18:30	0	0	0	0	772	776	541	154	298
18:45	0	0	0	0	722	614	544	144	269
19:00	0	0	0	0	786	600	495	157	269
19:15	0	0	0	0	649	554	498	130	243
19:30	0	0	0	0	615	518	476	123	230
19:45	0	0	0	0	594	532	502	119	233
20:00	0	0	0	0	579	484	459	116	217
20:15	0	0	0	0	491	460	398	98	193
20:30	0	0	0	0	454	461	392	91	187
20:45	0	0	0	0	472	465	396	94	190
21:00	0	0	0	0	507	495	398	101	200
21:15	0	0	0	0	465	430	378	93	182
21:30	0	0	0	0	445	486	403	89	191
21:45	0	0	0	0	437	515	368	87	189
22:00	0	0	0	0	490	479	350	98	188
22:15	0	0	0	0	509	467	383	102	194
22:30	0	0	0	0	443	462	268	89	168
22:45	0	0	0	0	396	424	245	79	152
23:00	0	0	0	0	366	426	218	73	144
23:15	0	0	0	0	370	405	201	74	139
23:30	0	0	0	0	341	325	178	68	121
23:45	0	0	0	0	290	326	145	58	109
Total	0	0	0	0	55635	48575	39812	11127	20575

7-19	0	0	0	0	37474	33356	28468	7495	14185
6-22	0	0	0	0	47212	41178	34391	9442	17540
6-24	0	0	0	0	50417	44492	36379	10083	18755
0-24	0	0	0	0	55635	48575	39812	11127	20575

Job No	AUNSW6918
Client	Gateway Capital
Site	Mons St, Milperra
Location	South Of Existing Driveway
Site No	ATC 2
Start Date	16-Jun-23
Description	Volume Summary
Direction	Combined



Select Site

ATC 2. Mons St, Milperra ▼

Select Direction

Combined ▼

15Min Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	0	0	0	0	74	43	29	598	866
PM Peak	0	0	0	0	83	71	37		
0:00	0	0	0	0	2	4	3	0	1
0:15	0	0	0	0	2	6	3	0	2
0:30	0	0	0	0	0	3	1	0	1
0:45	0	0	0	0	3	3	2	1	1
1:00	0	0	0	0	1	3	2	0	1
1:15	0	0	0	0	2	2	0	0	1
1:30	0	0	0	0	2	0	1	0	0
1:45	0	0	0	0	2	1	2	0	1
2:00	0	0	0	0	2	0	2	0	1
2:15	0	0	0	0	3	2	5	1	1
2:30	0	0	0	0	5	11	2	1	3
2:45	0	0	0	0	2	1	0	0	0
3:00	0	0	0	0	3	1	1	1	1
3:15	0	0	0	0	0	2	0	0	0
3:30	0	0	0	0	1	7	1	0	1
3:45	0	0	0	0	2	2	3	0	1
4:00	0	0	0	0	4	3	1	1	1
4:15	0	0	0	0	4	3	2	1	1
4:30	0	0	0	0	12	5	3	2	3
4:45	0	0	0	0	9	4	2	2	2
5:00	0	0	0	0	6	5	2	1	2
5:15	0	0	0	0	20	4	2	4	4
5:30	0	0	0	0	24	5	3	5	5
5:45	0	0	0	0	23	14	9	5	7
6:00	0	0	0	0	24	15	5	5	6
6:15	0	0	0	0	21	11	4	4	5
6:30	0	0	0	0	36	16	0	7	7
6:45	0	0	0	0	25	19	6	5	7
7:00	0	0	0	0	38	13	10	8	9
7:15	0	0	0	0	48	17	4	10	10
7:30	0	0	0	0	51	15	4	10	10
7:45	0	0	0	0	51	7	9	10	10
8:00	0	0	0	0	54	18	9	11	12
8:15	0	0	0	0	71	19	4	14	13
8:30	0	0	0	0	67	34	10	13	16
8:45	0	0	0	0	74	29	16	15	17
9:00	0	0	0	0	49	41	13	10	15
9:15	0	0	0	0	37	17	13	7	10
9:30	0	0	0	0	30	32	26	6	13
9:45	0	0	0	0	41	35	21	8	14
10:00	0	0	0	0	39	32	9	8	11
10:15	0	0	0	0	27	43	22	5	13
10:30	0	0	0	0	39	36	28	8	15
10:45	0	0	0	0	23	34	25	5	12
11:00	0	0	0	0	23	38	20	5	12
11:15	0	0	0	0	22	42	29	4	13
11:30	0	0	0	0	44	21	20	9	12
11:45	0	0	0	0	45	25	26	9	14

12:00	0	0	0	0	38	71	23	8	19
12:15	0	0	0	0	47	66	37	9	21
12:30	0	0	0	0	54	51	31	11	19
12:45	0	0	0	0	40	39	34	8	16
13:00	0	0	0	0	51	39	27	10	17
13:15	0	0	0	0	52	42	18	10	16
13:30	0	0	0	0	69	32	23	14	18
13:45	0	0	0	0	35	43	28	7	15
14:00	0	0	0	0	65	34	19	13	17
14:15	0	0	0	0	57	37	22	11	17
14:30	0	0	0	0	65	35	24	13	18
14:45	0	0	0	0	73	32	12	15	17
15:00	0	0	0	0	75	26	22	15	18
15:15	0	0	0	0	64	35	15	13	16
15:30	0	0	0	0	75	25	16	15	17
15:45	0	0	0	0	70	23	15	14	15
16:00	0	0	0	0	72	43	21	14	19
16:15	0	0	0	0	71	34	21	14	18
16:30	0	0	0	0	83	30	20	17	19
16:45	0	0	0	0	73	26	22	15	17
17:00	0	0	0	0	78	27	13	16	17
17:15	0	0	0	0	75	37	27	15	20
17:30	0	0	0	0	68	28	16	14	16
17:45	0	0	0	0	38	24	23	8	12
18:00	0	0	0	0	35	34	17	7	12
18:15	0	0	0	0	34	24	18	7	11
18:30	0	0	0	0	40	22	15	8	11
18:45	0	0	0	0	27	27	16	5	10
19:00	0	0	0	0	25	13	13	5	7
19:15	0	0	0	0	22	23	15	4	9
19:30	0	0	0	0	26	12	18	5	8
19:45	0	0	0	0	16	16	17	3	7
20:00	0	0	0	0	16	15	10	3	6
20:15	0	0	0	0	16	13	6	3	5
20:30	0	0	0	0	13	13	9	3	5
20:45	0	0	0	0	14	14	12	3	6
21:00	0	0	0	0	21	13	11	4	6
21:15	0	0	0	0	5	10	13	1	4
21:30	0	0	0	0	13	9	12	3	5
21:45	0	0	0	0	8	11	12	2	4
22:00	0	0	0	0	9	14	4	2	4
22:15	0	0	0	0	10	11	7	2	4
22:30	0	0	0	0	11	7	7	2	4
22:45	0	0	0	0	5	3	4	1	2
23:00	0	0	0	0	7	11	4	1	3
23:15	0	0	0	0	8	5	5	2	3
23:30	0	0	0	0	5	8	1	1	2
23:45	0	0	0	0	3	5	1	1	1
Total	0	0	0	0	2990	1912	1161	598	866

7-19	0	0	0	0	2497	1534	913	499	706
6-22	0	0	0	0	2798	1757	1076	560	804
6-24	0	0	0	0	2856	1821	1109	571	827
0-24	0	0	0	0	2990	1912	1161	598	866

Job No	AUNSW6918
Client	Gateway Capital
Site	Mons St, Milperra
Location	North Of Existing Driveway
Site No	ATC 3
Start Date	16-Jun-23
Description	Volume Summary
Direction	Combined



Select Site

ATC 3. Mons St, Milperra ▼

Select Direction


Combined ▼

15Min Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	0	0	0	0	89	52	39	698	1044
PM Peak	0	0	0	0	101	77	47		
0:00	0	0	0	0	5	7	3	1	2
0:15	0	0	0	0	3	10	4	1	2
0:30	0	0	0	0	1	6	3	0	1
0:45	0	0	0	0	3	2	3	1	1
1:00	0	0	0	0	2	2	4	0	1
1:15	0	0	0	0	5	2	1	1	1
1:30	0	0	0	0	1	0	1	0	0
1:45	0	0	0	0	1	6	5	0	2
2:00	0	0	0	0	0	1	5	0	1
2:15	0	0	0	0	3	1	3	1	1
2:30	0	0	0	0	3	11	2	1	2
2:45	0	0	0	0	2	1	0	0	0
3:00	0	0	0	0	3	1	2	1	1
3:15	0	0	0	0	1	2	1	0	1
3:30	0	0	0	0	1	6	2	0	1
3:45	0	0	0	0	3	4	6	1	2
4:00	0	0	0	0	8	4	2	2	2
4:15	0	0	0	0	4	5	3	1	2
4:30	0	0	0	0	13	3	3	3	3
4:45	0	0	0	0	9	5	2	2	2
5:00	0	0	0	0	6	5	4	1	2
5:15	0	0	0	0	13	4	2	3	3
5:30	0	0	0	0	32	5	3	6	6
5:45	0	0	0	0	28	13	7	6	7
6:00	0	0	0	0	31	13	7	6	7
6:15	0	0	0	0	28	15	7	6	7
6:30	0	0	0	0	42	18	1	8	9
6:45	0	0	0	0	39	23	9	8	10
7:00	0	0	0	0	39	14	9	8	9
7:15	0	0	0	0	42	18	5	8	9
7:30	0	0	0	0	58	18	6	12	12
7:45	0	0	0	0	71	10	9	14	13
8:00	0	0	0	0	52	22	9	10	12
8:15	0	0	0	0	74	20	8	15	15
8:30	0	0	0	0	79	35	12	16	18
8:45	0	0	0	0	89	34	19	18	20
9:00	0	0	0	0	64	43	17	13	18
9:15	0	0	0	0	41	28	18	8	12
9:30	0	0	0	0	35	31	30	7	14
9:45	0	0	0	0	38	41	23	8	15
10:00	0	0	0	0	40	34	18	8	13
10:15	0	0	0	0	36	44	31	7	16
10:30	0	0	0	0	38	43	31	8	16
10:45	0	0	0	0	28	36	33	6	14
11:00	0	0	0	0	34	47	27	7	15
11:15	0	0	0	0	27	52	39	5	17
11:30	0	0	0	0	44	20	26	9	13
11:45	0	0	0	0	47	30	31	9	15

12:00	0	0	0	0	45	77	28	9	21
12:15	0	0	0	0	55	73	47	11	25
12:30	0	0	0	0	48	55	35	10	20
12:45	0	0	0	0	44	45	43	9	19
13:00	0	0	0	0	55	48	37	11	20
13:15	0	0	0	0	69	50	29	14	21
13:30	0	0	0	0	67	35	38	13	20
13:45	0	0	0	0	42	54	28	8	18
14:00	0	0	0	0	79	46	32	16	22
14:15	0	0	0	0	71	47	30	14	21
14:30	0	0	0	0	64	34	29	13	18
14:45	0	0	0	0	96	33	20	19	21
15:00	0	0	0	0	77	42	28	15	21
15:15	0	0	0	0	78	43	24	16	21
15:30	0	0	0	0	91	38	19	18	21
15:45	0	0	0	0	82	36	20	16	20
16:00	0	0	0	0	79	43	31	16	22
16:15	0	0	0	0	85	46	28	17	23
16:30	0	0	0	0	101	39	21	20	23
16:45	0	0	0	0	78	38	30	16	21
17:00	0	0	0	0	98	24	23	20	21
17:15	0	0	0	0	82	53	37	16	25
17:30	0	0	0	0	85	35	19	17	20
17:45	0	0	0	0	48	32	31	10	16
18:00	0	0	0	0	50	37	16	10	15
18:15	0	0	0	0	45	31	27	9	15
18:30	0	0	0	0	49	23	23	10	14
18:45	0	0	0	0	34	34	18	7	12
19:00	0	0	0	0	35	15	14	7	9
19:15	0	0	0	0	26	30	22	5	11
19:30	0	0	0	0	27	14	21	5	9
19:45	0	0	0	0	21	17	15	4	8
20:00	0	0	0	0	23	22	14	5	8
20:15	0	0	0	0	21	15	11	4	7
20:30	0	0	0	0	18	15	12	4	6
20:45	0	0	0	0	15	19	18	3	7
21:00	0	0	0	0	26	25	17	5	10
21:15	0	0	0	0	10	12	18	2	6
21:30	0	0	0	0	20	15	16	4	7
21:45	0	0	0	0	7	20	14	1	6
22:00	0	0	0	0	13	21	7	3	6
22:15	0	0	0	0	10	11	10	2	4
22:30	0	0	0	0	15	12	9	3	5
22:45	0	0	0	0	9	7	6	2	3
23:00	0	0	0	0	10	9	7	2	4
23:15	0	0	0	0	10	5	7	2	3
23:30	0	0	0	0	8	9	1	2	3
23:45	0	0	0	0	4	11	1	1	2
Total	0	0	0	0	3491	2290	1527	698	1044

7-19	0	0	0	0	2873	1811	1192	575	839
6-22	0	0	0	0	3262	2099	1408	652	967
6-24	0	0	0	0	3341	2184	1456	668	997
0-24	0	0	0	0	3491	2290	1527	698	1044

Job No AUNSW6918
Client Gateway Capital
Site Milperra Rd, Milperra
Location Just After Ely St
Site No ATC 1
Start Date 9-Jun-23
Description Volume Summary
Direction Combined




Select Site
 ATC 1, Milperra Rd, Milperra

Select Direction
 Combined

15Min Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
AM Peak	605	819	903	901	823	797	683	49208	47393
PM Peak	659	893	907	963	934	807	724		
0:00	229	139	147	185	152	251	277	170	197
0:15	203	134	117	199	158	259	282	162	193
0:30	200	109	122	129	124	210	276	137	167
0:45	167	92	104	126	121	205	223	122	148
1:00	152	78	97	78	121	159	168	105	122
1:15	122	67	110	97	101	148	141	99	112
1:30	97	82	99	84	90	149	151	90	107
1:45	108	74	89	98	70	125	148	88	102
2:00	87	50	77	65	78	104	83	71	78
2:15	87	58	75	114	100	120	123	87	97
2:30	105	67	111	86	92	133	108	92	100
2:45	83	80	79	104	129	119	111	95	101
3:00	80	85	106	119	96	105	79	97	96
3:15	72	133	100	119	119	100	64	109	101
3:30	71	117	145	157	125	119	108	123	120
3:45	94	156	142	169	138	100	105	140	129
4:00	77	135	166	159	161	108	88	140	128
4:15	95	178	216	220	191	115	105	180	160
4:30	76	251	275	285	266	124	85	231	195
4:45	93	270	338	306	284	156	106	258	222
5:00	80	315	357	415	382	148	120	310	260
5:15	144	486	551	589	450	198	139	444	365
5:30	150	525	661	660	535	221	157	506	416
5:45	148	655	818	796	649	293	142	613	500
6:00	187	691	733	803	700	314	152	623	511
6:15	193	816	841	887	795	421	191	706	592
6:30	186	819	903	901	823	414	192	726	605
6:45	218	819	768	864	748	415	199	683	576
7:00	165	782	844	850	768	401	195	682	572
7:15	211	739	813	845	738	414	211	669	567
7:30	231	753	816	805	714	473	252	664	578
7:45	218	802	777	792	702	436	292	658	574
8:00	208	676	792	781	765	506	274	644	572
8:15	312	707	817	749	688	503	332	655	587
8:30	317	778	788	896	751	532	399	706	637
8:45	346	748	761	684	677	614	421	643	607
9:00	364	715	679	766	773	569	433	659	614
9:15	363	709	724	737	702	634	496	647	624
9:30	444	702	735	735	666	639	485	656	629
9:45	443	675	670	780	689	695	579	651	647
10:00	441	732	743	676	709	671	557	660	647
10:15	462	717	661	660	696	712	588	639	642
10:30	516	699	757	659	706	631	567	667	648
10:45	502	655	666	703	708	748	604	647	655
11:00	549	761	695	685	704	700	641	679	676
11:15	543	726	752	740	734	689	659	699	692
11:30	605	675	680	752	706	719	638	684	682
11:45	545	694	719	755	704	797	683	683	700

12:00	589	727	701	679	775	725	642	694	691
12:15	659	685	670	738	724	799	693	695	710
12:30	594	733	770	769	714	746	670	716	714
12:45	557	745	692	744	714	750	641	690	692
13:00	626	721	730	694	777	750	681	710	711
13:15	609	763	796	833	773	756	670	755	743
13:30	592	808	771	738	739	758	694	730	729
13:45	579	739	698	737	739	751	680	698	703
14:00	561	802	781	789	767	727	662	740	727
14:15	573	817	783	756	758	699	638	737	718
14:30	585	749	752	750	833	807	622	734	728
14:45	580	821	762	827	762	709	623	750	726
15:00	599	706	847	757	857	730	603	753	728
15:15	617	818	839	814	778	708	668	773	749
15:30	602	803	846	775	854	754	632	776	752
15:45	618	832	728	753	822	666	632	751	722
16:00	583	876	881	851	820	683	633	802	761
16:15	651	820	782	737	863	705	654	771	745
16:30	625	842	894	936	844	728	644	828	788
16:45	624	758	875	818	893	731	633	794	762
17:00	658	893	859	963	799	754	724	834	807
17:15	579	823	907	847	934	709	679	818	783
17:30	567	847	770	854	835	742	644	775	751
17:45	534	729	826	821	866	723	602	755	729
18:00	569	855	797	791	887	653	628	780	740
18:15	503	847	837	702	806	703	616	739	716
18:30	516	663	678	695	722	621	574	655	638
18:45	542	616	634	673	689	633	509	631	614
19:00	501	560	628	597	649	588	555	587	583
19:15	471	528	558	605	602	568	482	553	545
19:30	427	523	486	545	558	455	482	508	497
19:45	489	428	536	469	508	482	445	486	480
20:00	431	420	496	522	485	477	433	471	466
20:15	392	432	467	467	494	409	428	450	441
20:30	371	381	419	488	455	464	429	423	430
20:45	393	405	470	473	447	472	408	438	438
21:00	320	439	454	471	428	450	392	422	422
21:15	380	416	430	486	454	464	410	433	434
21:30	351	385	401	420	430	470	410	397	410
21:45	275	313	414	397	437	411	412	367	380
22:00	296	338	374	401	504	425	396	383	391
22:15	296	316	373	385	399	435	376	354	369
22:30	258	308	281	319	414	408	370	316	337
22:45	232	239	271	281	392	428	349	283	313
23:00	237	247	279	279	399	386	298	288	304
23:15	163	210	247	250	365	352	288	247	268
23:30	186	197	205	226	298	350	269	222	247
23:45	147	165	174	193	285	297	230	193	213
Total	34496	51014	53105	53979	53445	46427	39282	49208	47393
7-19	24276	36283	36795	36891	36644	32303	27297	34178	32927
6-22	29861	44658	45799	46286	45657	39577	33317	42452	40736
6-24	31676	46678	48003	48620	48713	42658	35893	44738	43177
0-24	34496	51014	53105	53979	53445	46427	39282	49208	47393

Job No AUNSW6918
Client Gateway Capital
Site Mons St, Milperra
Location South Of Existing Driveway
Site No ATC 2
Start Date 9-Jun-23
Description Volume Summary
Direction Combined




Select Site
 ATC 2, Mons St, Milperra

Select Direction
 Combined

15Min Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon 12-Jun	Tue 13-Jun	Wed 14-Jun	Thu 15-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	25	86	89	79	86	35	26	2495	2172
PM Peak	27	103	100	96	88	38	37		
0:00	5	1	1	1	5	4	2	3	3
0:15	1	3	0	1	3	3	1	2	2
0:30	3	2	1	2	1	5	4	2	3
0:45	0	1	2	0	2	2	5	1	2
1:00	2	0	1	2	3	2	1	2	2
1:15	0	2	0	4	1	4	1	1	2
1:30	2	3	1	1	1	0	1	2	1
1:45	0	1	1	1	3	0	5	1	2
2:00	0	3	1	0	0	3	1	1	1
2:15	1	1	1	2	4	0	1	2	1
2:30	0	2	5	5	2	0	1	3	2
2:45	2	3	1	3	2	1	2	2	2
3:00	1	0	0	2	1	2	1	1	1
3:15	0	0	3	1	0	0	0	1	1
3:30	1	1	2	2	1	2	3	1	2
3:45	0	0	3	5	1	3	5	2	2
4:00	4	3	3	3	3	2	2	3	3
4:15	3	3	3	14	4	4	2	5	5
4:30	5	8	9	6	11	7	5	8	7
4:45	1	8	13	10	9	7	3	8	7
5:00	4	10	4	4	5	5	3	5	5
5:15	2	11	15	13	12	5	4	11	9
5:30	3	20	24	21	17	2	4	17	13
5:45	7	23	32	31	21	14	5	23	19
6:00	7	25	30	30	24	4	1	23	17
6:15	13	31	50	38	32	12	4	33	26
6:30	3	47	44	45	42	10	3	36	28
6:45	5	37	33	42	28	15	7	29	24
7:00	9	42	33	50	47	12	4	36	28
7:15	6	25	45	34	33	23	6	29	25
7:30	10	54	44	49	42	14	6	40	31
7:45	10	59	78	61	52	19	9	52	41
8:00	11	78	68	53	63	17	8	55	43
8:15	14	70	74	56	56	20	8	54	43
8:30	8	86	89	79	86	27	17	70	56
8:45	5	72	76	69	60	31	14	56	47
9:00	9	50	49	42	41	35	9	38	34
9:15	18	23	44	50	36	20	17	34	30
9:30	21	37	37	28	32	32	16	31	29
9:45	16	43	24	32	38	26	14	31	28
10:00	12	32	28	33	28	22	23	27	25
10:15	14	3	38	26	24	34	26	21	24
10:30	18	25	29	23	25	33	18	24	24
10:45	17	23	32	31	35	30	23	28	27
11:00	20	25	30	25	27	24	25	25	25
11:15	25	30	30	33	42	30	22	32	30
11:30	22	28	40	33	39	20	15	32	28
11:45	13	23	23	26	50	32	26	27	28

12:00	27	33	27	33	37	35	19	31	30
12:15	24	31	32	36	49	38	27	34	34
12:30	18	32	21	23	39	36	24	27	28
12:45	24	35	32	31	26	25	15	30	27
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14:00	25	47	48	51	71	25	14	48	40
14:15	11	53	55	46	61	30	16	45	39
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14:45	19	51	54	52	57	24	20	47	40
15:00	14	65	76	55	88	25	19	60	49
15:15	23	55	72	68	69	22	20	57	47
15:30	18	85	65	65	86	19	22	64	51
15:45	16	69	72	89	73	18	24	64	52
16:00	14	103	79	91	75	21	21	72	58
16:15	6	89	96	82	76	18	18	70	55
16:30	22	93	95	96	72	21	24	76	60
16:45	27	87	100	92	72	28	17	76	60
17:00	18	73	84	67	63	31	19	61	51
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17:30	17	60	68	66	53	37	23	53	46
17:45	16	52	53	42	40	28	22	41	36
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18:30	19	26	36	31	24	20	23	27	26
18:45	9	23	34	26	22	19	8	23	20
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21:30	8	7	8	9	6	7	11	8	8
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22:00	5	10	5	10	8	8	12	8	8
22:15	5	7	5	8	6	11	8	6	7
22:30	4	26	18	19	4	10	6	14	12
22:45	2	2	5	8	2	11	0	4	4
23:00	2	2	5	4	3	4	3	3	3
23:15	5	2	5	3	2	5	4	3	4
23:30	2	6	2	5	1	8	6	3	4
23:45	0	5	2	2	5	6	4	3	3
Total	1048	2810	2935	2843	2838	1568	1160	2495	2172
7-19	804	2348	2455	2346	2404	1226	892	2071	1782
6-22	976	2641	2762	2650	2695	1428	1055	2345	2030
6-24	1001	2701	2809	2709	2726	1491	1098	2389	2076
0-24	1048	2810	2935	2843	2838	1568	1160	2495	2172

Job No AUNSW6918
Client Gateway Capital
Site Mons St, Milperra
Location North Of Existing Driveway
Site No ATC 3
Start Date 9-Jun-23
Description Volume Summary
Direction Combined



Select Site
 ATC 3, Mons St, Milperra

Select Direction
 Combined

15Min Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
AM Peak	28	97	98	84	99	40	32		
PM Peak	34	107	108	111	91	48	40	2912	2570
0:00	5	3	1	1	8	5	1	4	3
0:15	3	3	2	2	5	6	3	3	3
0:30	3	4	2	1	0	3	5	2	3
0:45	1	1	1	3	3	1	7	2	2
1:00	1	0	0	0	6	4	1	1	2
1:15	0	3	1	1	2	4	2	1	2
1:30	2	2	1	1	0	0	2	1	1
1:45	1	2	1	1	4	0	2	2	2
2:00	0	3	0	2	1	4	6	1	2
2:15	2	0	2	2	2	1	1	2	1
2:30	0	2	3	4	4	0	1	3	2
2:45	2	5	2	2	2	0	2	3	2
3:00	0	0	0	3	1	2	1	1	1
3:15	0	0	3	2	0	0	0	1	1
3:30	1	1	2	2	1	3	5	1	2
3:45	0	2	4	5	1	4	6	2	3
4:00	4	3	3	1	5	3	1	3	3
4:15	3	2	1	5	2	3	3	3	3
4:30	5	7	8	8	11	5	5	8	7
4:45	5	11	16	10	12	4	4	11	9
5:00	4	11	4	9	10	5	4	8	7
5:15	2	11	12	10	11	5	4	9	8
5:30	3	22	27	23	16	5	3	18	14
5:45	8	28	34	34	27	12	4	26	21
6:00	9	28	33	33	25	6	1	26	19
6:15	12	33	56	38	36	10	5	35	27
6:30	4	51	50	52	50	12	3	41	32
6:45	6	42	42	46	41	15	9	35	29
7:00	6	41	40	44	54	16	4	37	29
7:15	7	29	44	38	27	24	8	29	25
7:30	11	56	43	51	46	21	7	41	34
7:45	11	58	75	69	60	21	11	55	44
8:00	13	76	75	61	71	17	11	59	46
8:15	17	82	86	64	64	23	9	63	49
8:30	12	97	98	84	99	28	25	78	63
8:45	9	78	87	76	73	29	17	65	53
9:00	12	66	64	61	54	34	17	51	44
9:15	15	31	49	57	42	26	20	39	34
9:30	24	50	43	32	40	37	23	38	36
9:45	17	46	25	40	43	30	15	34	31
10:00	15	50	36	37	38	23	24	35	32
10:15	16	26	38	29	33	36	30	28	30
10:30	22	39	29	24	27	36	22	28	28
10:45	28	29	36	33	32	36	25	32	31
11:00	26	26	35	29	25	35	32	28	30
11:15	28	34	30	43	50	40	28	37	36
11:30	28	33	43	34	46	30	20	37	33
11:45	16	30	36	33	62	39	28	35	35

12:00	34	33	28	32	50	46	23	35	35
12:15	27	39	36	34	51	47	33	37	38
12:30	18	37	32	26	42	43	30	31	33
12:45	33	42	36	33	37	36	23	36	34
13:00	23	42	38	55	71	35	30	46	42
13:15	24	47	38	50	44	33	28	41	38
13:30	31	42	37	50	48	48	40	42	42
13:45	22	61	55	48	61	32	24	49	43
14:00	30	49	47	53	75	34	25	51	45
14:15	17	60	63	58	70	38	25	54	47
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15:00	25	73	89	67	88	32	24	68	57
15:15	27	52	78	70	87	37	31	63	55
15:30	24	92	74	70	91	32	26	70	58
15:45	19	86	76	96	79	23	24	71	58
16:00	21	107	78	111	89	28	29	81	66
16:15	15	92	98	93	89	29	22	77	63
16:30	25	94	108	100	83	20	33	82	66
16:45	30	93	106	103	85	36	20	83	68
17:00	17	94	103	81	86	32	24	76	62
17:15	21	97	107	87	72	32	36	77	65
17:30	20	72	81	72	59	42	25	61	53
17:45	21	54	64	48	45	39	25	46	42
18:00	20	58	52	49	53	29	23	46	41
18:15	26	35	44	33	42	24	26	36	33
18:30	21	35	46	36	33	26	34	34	33
18:45	14	27	40	32	37	19	18	30	27
19:00	16	24	21	31	29	21	24	24	24
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19:30	18	19	26	17	17	26	26	19	21
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20:30	15	16	16	17	6	10	8	14	13
20:45	11	10	10	15	18	21	11	13	14
21:00	9	13	17	16	26	21	8	16	16
21:15	11	11	15	17	17	18	15	14	15
21:30	8	7	6	12	8	14	16	8	10
21:45	16	14	17	19	7	12	17	15	15
22:00	12	15	7	12	16	11	19	12	13
22:15	10	12	6	11	11	12	12	10	11
22:30	5	25	20	25	5	11	9	16	14
22:45	8	3	7	13	1	14	2	6	7
23:00	4	4	6	8	5	5	6	5	5
23:15	10	1	8	6	5	9	10	6	7
23:30	5	8	2	4	1	13	5	4	5
23:45	1	8	2	2	11	8	3	5	5
Total	1309	3278	3355	3271	3346	1933	1497	2912	2570

7-19	992	2723	2792	2661	2785	1513	1136	2391	2086
6-22	1199	3076	3167	3058	3157	1771	1358	2731	2398
6-24	1254	3152	3225	3139	3212	1854	1424	2796	2466
0-24	1309	3278	3355	3271	3346	1933	1497	2912	2570

Appendix B Turning Movement Diagrams



AM Peak hour: 8:00 - 9:00

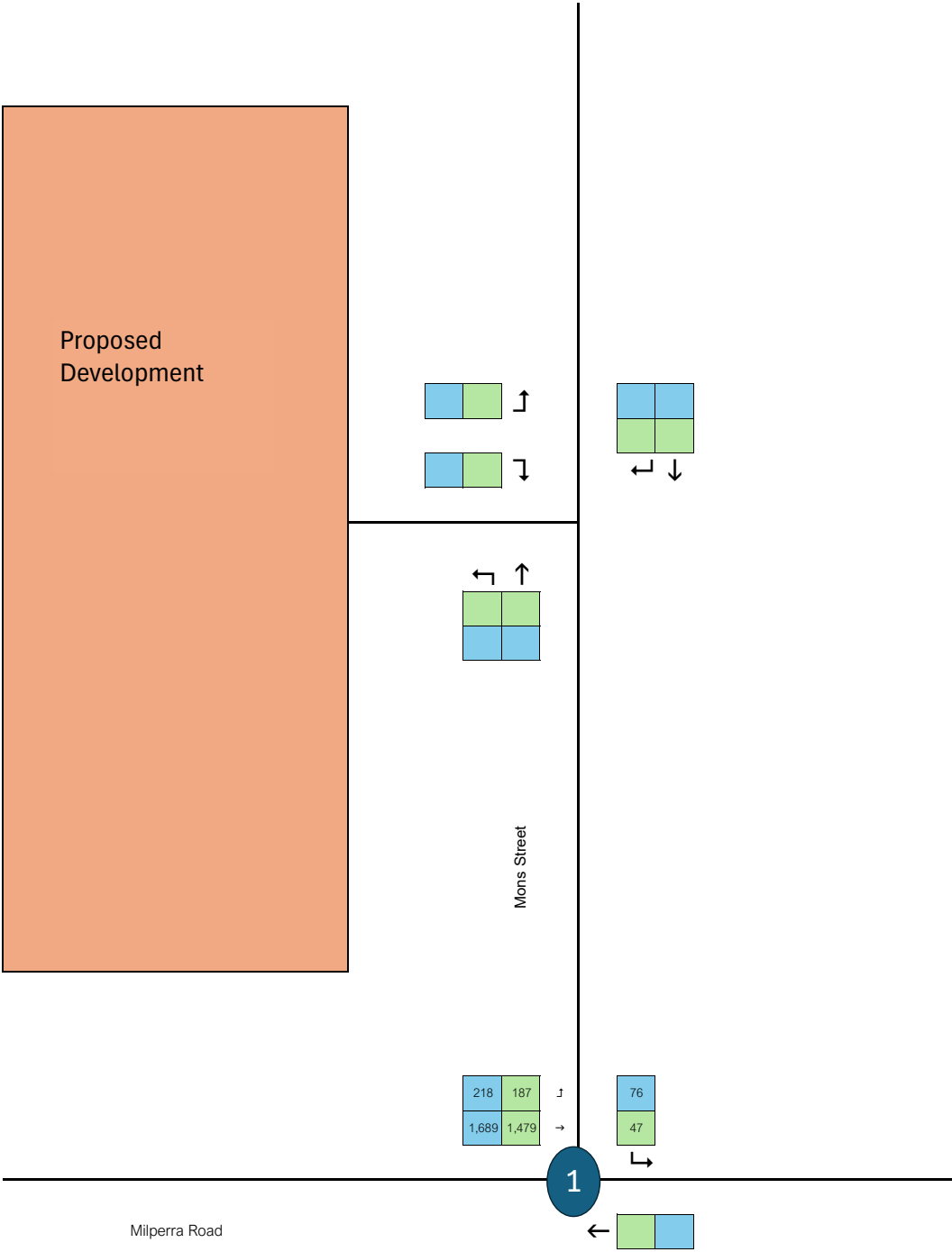
PM Peak hour: 16:00 - 17:00

Base Year 2023

Future year

Background Growth

Factor



1

Milperra Road



Figure

2023 BG Volumes

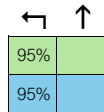
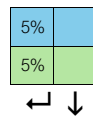
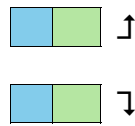
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx\2023 BG Volumes				

Legend

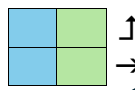
- AM Peak Volume
- PM Peak Volume
- No movement
- U-turn
- Right turn
- Through
- Left Turn



Proposed Development



Mons Street



1

Milperra Road



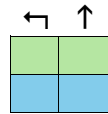
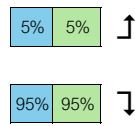
Figure	Distribution IN				
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx\Distribution IN				

Legend

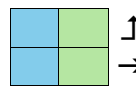
- U-turn AM Peak Volume
- Right turn PM Peak Volume
- Through No movement
- Left Turn



Proposed Development



Mons Street



Milperra Road



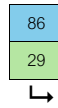
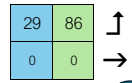
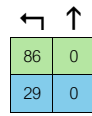
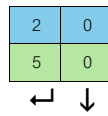
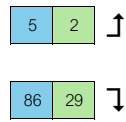
Figure	Distribution OUT				
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\[300305994_260325_Traffic_Gen_Dist.xlsx]Distribution OUT				

Legend

- U-turn AM Peak Volume
- Right turn PM Peak Volume
- Through No movement
- Left Turn



Proposed Development



1

Milperra Road

Mons Street

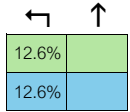
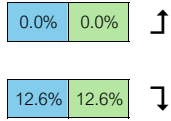


Figure	Total Dev. Volumes				
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx\Total Dev. Volumes				

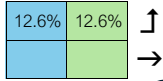
Legend	
↻	U-turn
↗	Right turn
←	Through
↙	Left Turn
■ (Green)	AM Peak Volume
■ (Blue)	PM Peak Volume
■ (Grey)	No movement



Proposed Development



Mons Street



1

Milperra Road

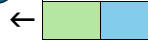
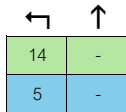
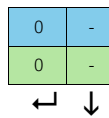
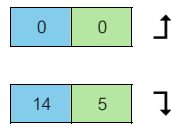


Figure	Dev Heavy Vehicle %				
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\[300305994_260325_Traffic_Gen_Dist.xlsx]Dev Heavy Vehicle %				

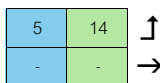
Legend	
	U-turn
	Right turn
	Through
	Left Turn
	AM Peak Volume
	PM Peak Volume
	No movement



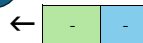
Proposed Development



Mons Street



1



Milperra Road



Figure	Dev Heavy Vehicle Generation				
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx\Dev Heavy Vehicle Generation				

Legend

- ↻ U-turn
- ↗ Right turn
- ← Through
- ↙ Left Turn
- AM Peak Volume
- PM Peak Volume
- No movement

AM Peak hour: 8:00 - 9:00

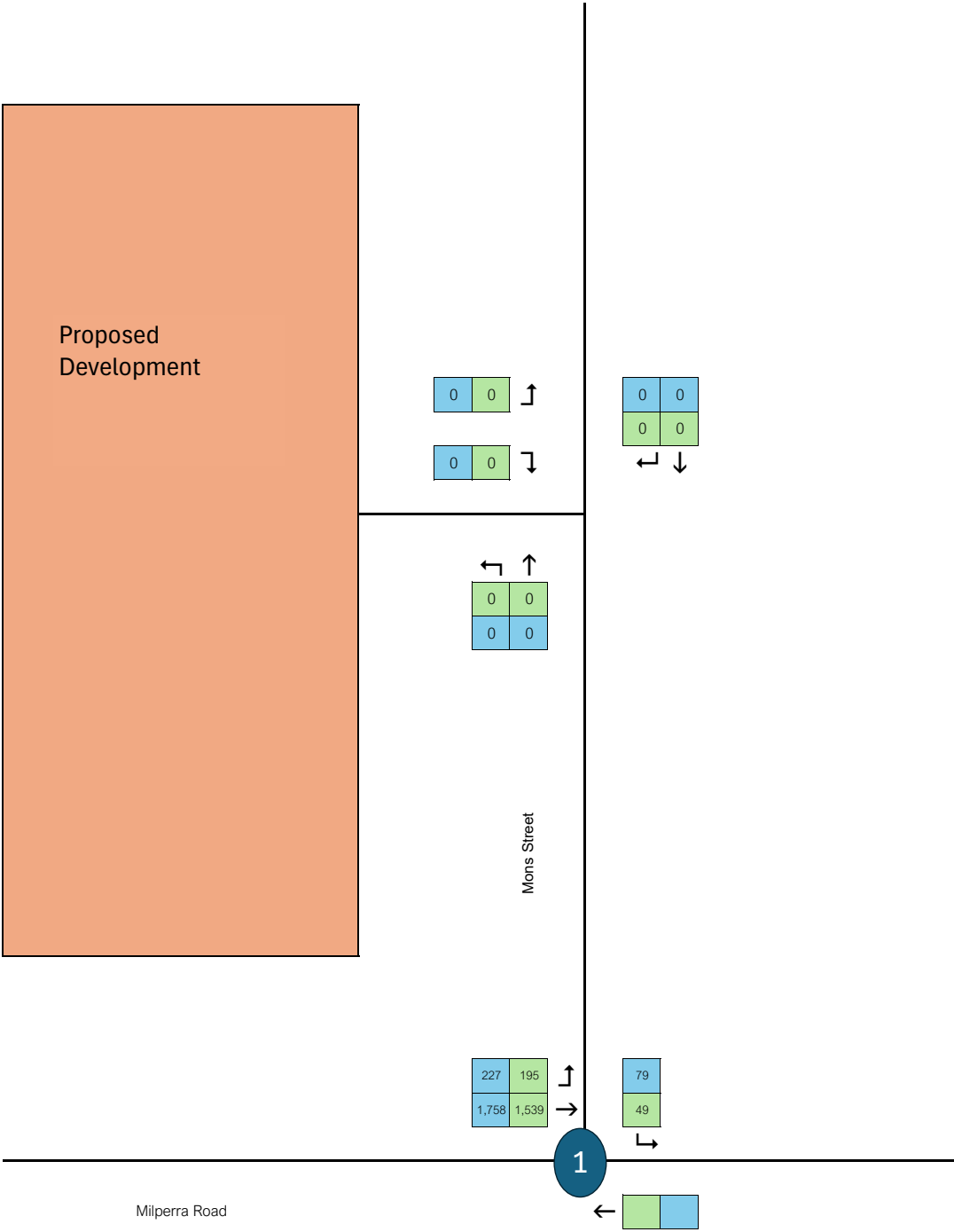
PM Peak hour: 16:00 - 17:00

Base Year 2023

Future year 2027

Background Growth 1%

Factor 1.041



Figure

2027 BG Vol

Project no.

300305994

Project

61 Milperra Rd, Revesby

Source:

-

Prepared by

Reviewed by

Date

#####

File Location

U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx\2027 BG Vol

Legend



U-turn



AM Peak Volume



Right turn



PM Peak Volume



Through



No movement



Left Turn

AM Peak hour: 8:00 - 9:00

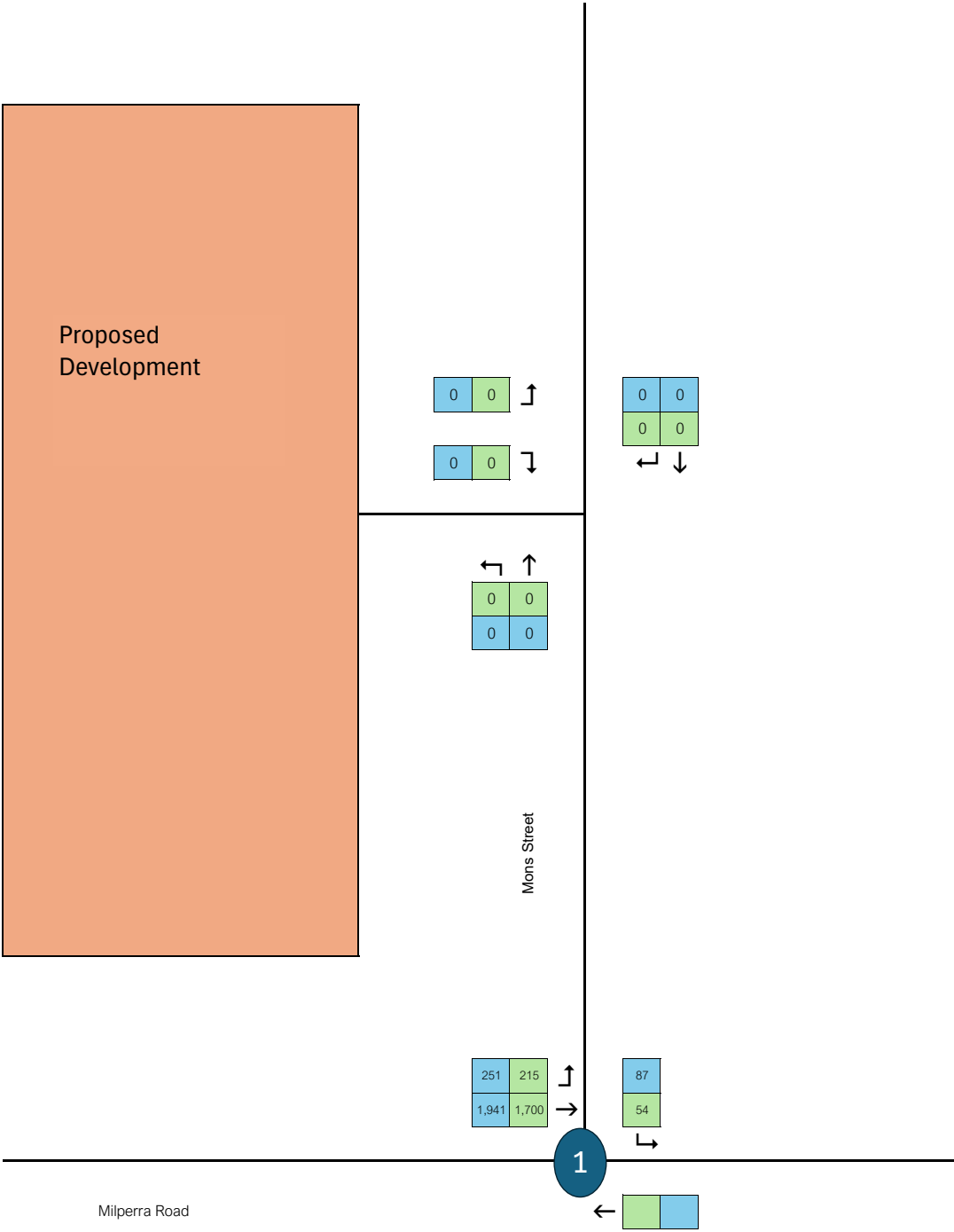
PM Peak hour: 16:00 - 17:00

Base Year 2023

Future year 2037

Background Growth 1%

Factor 1.149



Figure

2037 BG Vol

Project no.

300305994

Project

61 Milperra Rd, Revesby

Source:

-

Prepared by

Reviewed by

Date

#####

File Location

U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx\2037 BG Vol

Legend



U-turn



AM Peak Volume



Right turn



PM Peak Volume



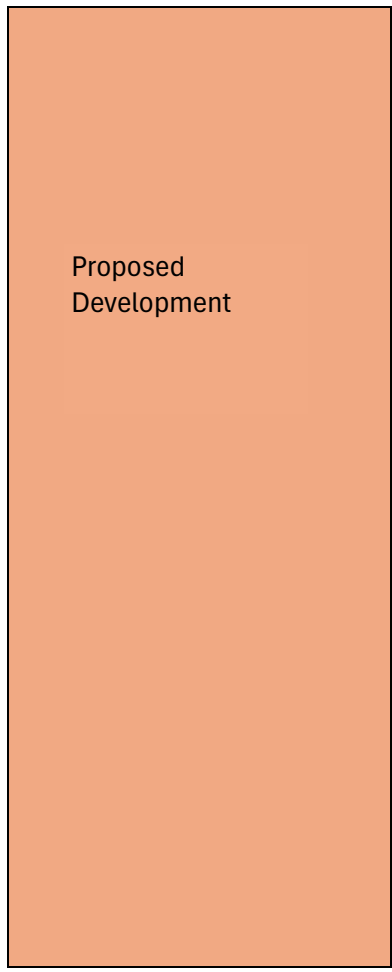
Through



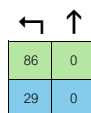
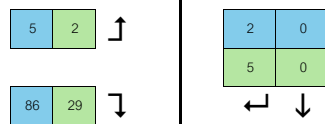
No movement



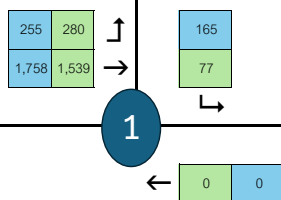
Left Turn



Proposed Development



Mons Street



Milperra Road

1



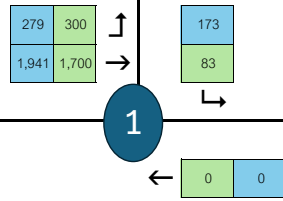
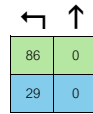
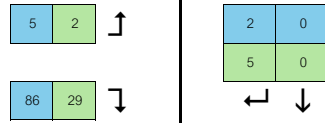
Figure	2027 with Dev Vol				
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx 2027 with Dev Vol				

Legend

	U-turn		AM Peak Volume
	Right turn		PM Peak Volume
	Through		No movement
	Left Turn		



Proposed Development



1








Milperra Road

Mons Street



Figure	2037 with Dev Vol				
Project no.	300305994	Project	61 Milperra Rd, Revesby	Source:	-
Prepared by		Reviewed by		Date	#####
File Location	U:\300305994\technical\modelling\300305994_260325_Traffic_Gen_Dist.xlsx\2037 with Dev Vol				

Legend

-  U-turn  AM Peak Volume
-  Right turn  PM Peak Volume
-  Through  No movement
-  Left Turn

Appendix C SIDRA Outputs



MOVEMENT SUMMARY

Site: 101 [2023 BG AM (Site Folder: 2023 BG)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	49	0.0	49	0.0	0.043	5.9	LOS A	0.2	1.2	0.41	0.59	0.41	50.4
Approach			49	0.0	49	0.0	0.043	5.9	LOS A	0.2	1.2	0.41	0.59	0.41	50.4
West: Milpera Road															
10	L2	All MCs	197	2.0	197	2.0	0.305	6.4	LOS A	0.0	0.0	0.00	0.21	0.00	61.5
11	T1	All MCs	1557	2.0	1557	2.0	0.305	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	69.0
Approach			1754	2.0	1754	2.0	0.305	0.8	NA	0.0	0.0	0.00	0.07	0.00	68.1
All Vehicles			1803	1.9	1803	1.9	0.305	0.9	NA	0.2	1.2	0.01	0.08	0.01	67.3

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: U:\300305994\technical\modelling\300304808_260303_Milperra_updated_model.sip9

MOVEMENT SUMMARY

Site: 101 [2023 BG PM (Site Folder: 2023 BG)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	80	0.0	80	0.0	0.074	6.2	LOS A	0.3	2.0	0.45	0.63	0.45	50.3
Approach			80	0.0	80	0.0	0.074	6.2	LOS A	0.3	2.0	0.45	0.63	0.45	50.3
West: Milpera Road															
10	L2	All MCs	229	0.0	229	0.0	0.349	6.4	LOS A	0.0	0.0	0.00	0.22	0.00	62.1
11	T1	All MCs	1778	2.0	1778	2.0	0.349	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	68.9
Approach			2007	1.8	2007	1.8	0.349	0.8	NA	0.0	0.0	0.00	0.07	0.00	68.1
All Vehicles			2087	1.7	2087	1.7	0.349	1.0	NA	0.3	2.0	0.02	0.09	0.02	67.1

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 101 [2027 BG AM (Site Folder: 2027 BG)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	52	0.0	52	0.0	0.046	6.0	LOS A	0.2	1.2	0.42	0.60	0.42	50.4
Approach			52	0.0	52	0.0	0.046	6.0	LOS A	0.2	1.2	0.42	0.60	0.42	50.4
West: Milpera Road															
10	L2	All MCs	205	2.0	205	2.0	0.318	6.4	LOS A	0.0	0.0	0.00	0.21	0.00	61.5
11	T1	All MCs	1620	2.0	1620	2.0	0.318	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	69.0
Approach			1825	2.0	1825	2.0	0.318	0.8	NA	0.0	0.0	0.00	0.07	0.00	68.1
All Vehicles			1877	1.9	1877	1.9	0.318	0.9	NA	0.2	1.2	0.01	0.09	0.01	67.3

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: U:\300305994\technical\modelling\300304808_260303_Milperra_updated_model.sip9

MOVEMENT SUMMARY

Site: 101 [2027 BG PM (Site Folder: 2027 BG)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	83	0.0	83	0.0	0.079	6.3	LOS A	0.3	2.1	0.46	0.64	0.46	50.3
Approach			83	0.0	83	0.0	0.079	6.3	LOS A	0.3	2.1	0.46	0.64	0.46	50.3
West: Milpera Road															
10	L2	All MCs	239	0.0	239	0.0	0.363	6.4	LOS A	0.0	0.0	0.00	0.22	0.00	62.1
11	T1	All MCs	1851	2.0	1851	2.0	0.363	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	68.9
Approach			2089	1.8	2089	1.8	0.363	0.8	NA	0.0	0.0	0.00	0.07	0.00	68.1
All Vehicles			2173	1.7	2173	1.7	0.363	1.0	NA	0.3	2.1	0.02	0.09	0.02	67.0

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

Site: 101 [2027 w/ Dev AM (Site Folder: 2027 w/ Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	81	6.0	81	6.0	0.069	7.6	LOS A	0.3	2.0	0.38	0.63	0.38	50.5
Approach			81	6.0	81	6.0	0.069	7.6	LOS A	0.3	2.0	0.38	0.63	0.38	50.5
West: Milpera Road															
10	L2	All MCs	295	12.0	295	12.0	0.338	6.6	LOS A	0.0	0.0	0.00	0.30	0.00	57.3
11	T1	All MCs	1620	2.0	1620	2.0	0.338	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	68.9
Approach			1915	3.5	1915	3.5	0.338	1.1	NA	0.0	0.0	0.00	0.10	0.00	66.8
All Vehicles			1996	3.6	1996	3.6	0.338	1.3	NA	0.3	2.0	0.02	0.12	0.02	65.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: U:\300305994\technical\modelling\300304808_260303_Milperra_updated_model.sip9

MOVEMENT SUMMARY

Site: 101 [2027 w/ Dev PM (Site Folder: 2027 w/ Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	174	9.0	174	9.0	0.170	6.6	LOSA	0.7	5.3	0.48	0.66	0.48	48.4
Approach			174	9.0	174	9.0	0.170	6.6	LOSA	0.7	5.3	0.48	0.66	0.48	48.4
West: Milpera Road															
10	L2	All MCs	268	10.0	268	10.0	0.372	6.6	LOSA	0.0	0.0	0.00	0.24	0.00	58.5
11	T1	All MCs	1851	2.0	1851	2.0	0.372	0.1	LOSA	0.0	0.0	0.00	0.06	0.00	68.9
Approach			2119	3.0	2119	3.0	0.372	0.9	NA	0.0	0.0	0.00	0.08	0.00	67.4
All Vehicles			2293	3.5	2293	3.5	0.372	1.3	NA	0.7	5.3	0.04	0.12	0.04	65.2

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: U:\300305994\technical\modelling\300304808_260303_Milperra_updated_model.sip9

MOVEMENT SUMMARY

Site: 101 [2037 BG AM (Site Folder: 2037 BG)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	57	0.0	57	0.0	0.053	6.2	LOS A	0.2	1.4	0.44	0.62	0.44	50.3
Approach			57	0.0	57	0.0	0.053	6.2	LOS A	0.2	1.4	0.44	0.62	0.44	50.3
West: Milpera Road															
10	L2	All MCs	226	2.0	226	2.0	0.351	6.4	LOS A	0.0	0.0	0.00	0.21	0.00	61.5
11	T1	All MCs	1789	2.0	1789	2.0	0.351	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	69.0
Approach			2016	2.0	2016	2.0	0.351	0.8	NA	0.0	0.0	0.00	0.07	0.00	68.0
All Vehicles			2073	1.9	2073	1.9	0.351	0.9	NA	0.2	1.4	0.01	0.09	0.01	67.3

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: U:\300305994\technical\modelling\300304808_260303_Milperra_updated_model.sip9

MOVEMENT SUMMARY

Site: 101 [2037 BG PM (Site Folder: 2037 BG)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	92	0.0	92	0.0	0.092	6.6	LOS A	0.4	2.5	0.49	0.67	0.49	50.2
Approach			92	0.0	92	0.0	0.092	6.6	LOS A	0.4	2.5	0.49	0.67	0.49	50.2
West: Milpera Road															
10	L2	All MCs	264	0.0	264	0.0	0.401	6.4	LOS A	0.0	0.0	0.00	0.22	0.00	62.1
11	T1	All MCs	2043	2.0	2043	2.0	0.401	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	68.9
Approach			2307	1.8	2307	1.8	0.401	0.8	NA	0.0	0.0	0.00	0.07	0.00	68.0
All Vehicles			2399	1.7	2399	1.7	0.401	1.0	NA	0.4	2.5	0.02	0.09	0.02	67.0

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: U:\300305994\technical\modelling\300304808_260303_Milperra_updated_model.sip9

MOVEMENT SUMMARY

Site: 101 [2037 w/ Dev AM (Site Folder: 2037 w/ Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
North: Mons Street															
7	L2	All MCs	87	5.0	87	5.0	0.078	6.0	LOSA	0.3	2.2	0.41	0.60	0.41	49.4
Approach			87	5.0	87	5.0	0.078	6.0	LOSA	0.3	2.2	0.41	0.60	0.41	49.4
West: Milperra Road															
10	L2	All MCs	316	12.0	316	12.0	0.371	6.6	LOSA	0.0	0.0	0.00	0.29	0.00	57.4
11	T1	All MCs	1789	2.0	1789	2.0	0.371	0.1	LOSA	0.0	0.0	0.00	0.06	0.00	68.9
Approach			2105	3.5	2105	3.5	0.371	1.1	NA	0.0	0.0	0.00	0.09	0.00	66.9
All Vehicles			2193	3.6	2193	3.6	0.371	1.3	NA	0.3	2.2	0.02	0.11	0.02	65.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: U:\300305994\technical\modelling\300304808_260303_Milperra_updated_model.sip9

MOVEMENT SUMMARY

Site: 101 [2037 w/ Dev PM (Site Folder: 2037 w/ Dev)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
North: Mons Street															
7	L2	All MCs	182	8.0	182	8.0	0.188	6.9	LOS A	0.8	5.7	0.50	0.69	0.50	48.4
Approach			182	8.0	182	8.0	0.188	6.9	LOS A	0.8	5.7	0.50	0.69	0.50	48.4
West: Milpera Road															
10	L2	All MCs	294	9.0	294	9.0	0.410	6.6	LOS A	0.0	0.0	0.00	0.24	0.00	58.8
11	T1	All MCs	2043	2.0	2043	2.0	0.410	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	68.9
Approach			2337	2.9	2337	2.9	0.410	0.9	NA	0.0	0.0	0.00	0.08	0.00	67.4
All Vehicles			2519	3.2	2519	3.2	0.410	1.3	NA	0.8	5.7	0.04	0.12	0.04	65.3

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Appendix D Internal Queue Results





Austrroads Queuing Analysis

Sourced from: 'Austrroads Guide to Traffic Management Part 2: Traffic Theory'

Assignment Code:	
Assignment Name:	
Date:	
Consultant:	

Input
Output

Arrivals	r value	120 veh/hr	
Service Time	s	10 sec/veh	
		360 veh/hr	
Degree of Saturation	ρ	0.33	
Nominated Percentile		95 th %ile	
		0.05	
Queue (Nominated Percentile)		1.7 veh	(includes vehicle using facility)
Queue (Mean)	E(n)	0.5 veh	(includes vehicle using facility)
	E(m)	0.2 veh	(excludes vehicle using facility)
Standard Deviation of queue	σ	0.9 veh	(includes vehicle using facility)
Average Delay	E(τ)	15.0 sec	(includes time using facility)
	E(w)	5.0 sec	(excludes time using facility)
Probability of zero queue	P ₀	66.7 %	(includes vehicle using facility)
Probability of exactly X vehicles in queue	P _x	7.4 %	(includes vehicle using facility)
	(where X=	2 veh)	
Probability of more than Y vehicles in queue		3.7 %	(includes vehicle using facility)
	(where Y=	2 veh)	
Probability of waiting >Z sec to reach front of queue		0.6 %	
	(where Z=	60 sec)	

Appendix E Design Review and Swept Paths



MINIMUM HEIGHT CLEARANCES TO STRUCTURE AND SERVICES SHOULD BE PROVIDED AT:
 4.5m ABOVE SERVICE VEHICLE ACCESS AND LOADING DOCK AREAS
 2.5m ABOVE DISABLED PARKING BAYS (AS2890.6:2022)
 2.2m ABOVE CIRCULATION AISLES AND PARKING SPACES.
 - ADDITIONAL 0.05m-0.1m CLEARANCE IS RECOMMENDED ABOVE CARPARK AREAS, IN DESIGN, TO ENSURE COMPLIANCE IS PROVIDED IN OCCUPATION CERTIFICATION STAGE
 -ADDITIONAL CLEARANCE REQUIRED NEAR TRANSITIONS ON RAMPS AND SLABS - SUBJECT TO ASSESSMENT

WHEEL STOPS TO BE PROVIDED IN SPACES WHERE IT IS DEEMED REQUIRED. WHEEL STOPS SHOULD BE LOCATED 0.9m FROM THE END OF SPACE WITH NO OR LOW KERB (<150mm), OR 1.1m FROM A HIGH WALL OR KERB (>150mm) FOR REAR IN PARKING. MEASURED TO THE POINT OF CONTACT WITH VEHICLE TYRE.

MINIMUM WIDTH OF A TWO-WAY CIRCULATION AISLE FOR CARS SHOULD BE 6.1m BETWEEN STRUCTURE. HOWEVER, SWEEP PATHS DEMONSTRATE THAT CARS CAN SIMULTANEOUSLY PASS AT THIS PINCH POINT AND IT IS CONSIDERED SUPPORTABLE.

MINIMUM WIDTH ON A TWO-WAY STRAIGHT SECTION OF CIRCULATION ROADWAY SHOULD BE 5.5m PLUS CLEARANCES OF 0.3m EITHER SIDE TO STRUCTURE (6.1m BETWEEN STRUCTURE), AND ACCOMMODATE VEHICLE SWEEP PATHS

RELOCATE BICYCLE PARKING SPACES (AS SHOWN). BICYCLE PARKING SPACES SHOULD BE 0.5m CLEAR OF VEHICLE TRAFFICABLE AREAS (PARKING AISLES AND SPACES), IN ACCORDANCE WITH AS2890.3:2015

PARKING SPACES SHOULD BE CLEAR OF STRUCTURE. RELOCATE PARKING SPACES TO PROVIDE 5.4m LENGTH CLEAR OF STRUCTURE (RAIL) BEHIND.

PROVIDE 0.3m CLEARANCE TO STRUCTURE IN THE DOOR OPENING ZONE, AS SHOWN IN THE VEHICLE DESIGN ENVELOPE, FIGURE 5.2 AS2890.1-2004

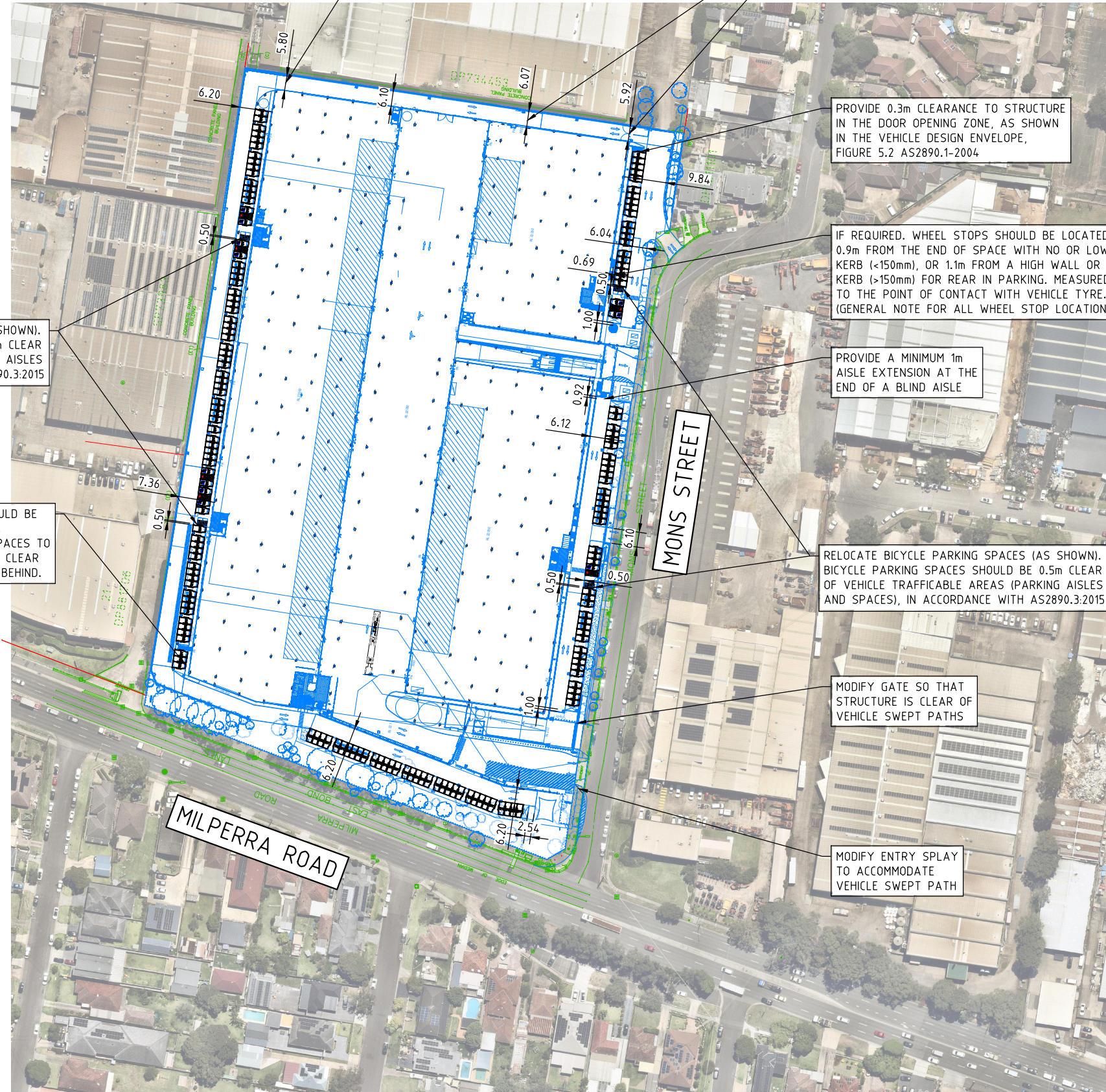
IF REQUIRED. WHEEL STOPS SHOULD BE LOCATED 0.9m FROM THE END OF SPACE WITH NO OR LOW KERB (<150mm), OR 1.1m FROM A HIGH WALL OR KERB (>150mm) FOR REAR IN PARKING. MEASURED TO THE POINT OF CONTACT WITH VEHICLE TYRE. (GENERAL NOTE FOR ALL WHEEL STOP LOCATIONS)

PROVIDE A MINIMUM 1m AISLE EXTENSION AT THE END OF A BLIND AISLE

RELOCATE BICYCLE PARKING SPACES (AS SHOWN). BICYCLE PARKING SPACES SHOULD BE 0.5m CLEAR OF VEHICLE TRAFFICABLE AREAS (PARKING AISLES AND SPACES), IN ACCORDANCE WITH AS2890.3:2015

MODIFY GATE SO THAT STRUCTURE IS CLEAR OF VEHICLE SWEEP PATHS

MODIFY ENTRY SPYLA TO ACCOMMODATE VEHICLE SWEEP PATH



SURVEY BASE IN GREEN
 DRAWING SY075685.001
 REVISION 1
 BY LAND PARTNERS
 DATED 19.08.2025

ARCHITECTURAL BASE IN BLUE
 DRAWING DA06
 REVISION D
 BY WATSON YOUNG
 DATE RECEIVED 25.03.2026

NEARMAP AERIAL IMAGE
 DATED 28.01.2025



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES ONLY
 SUBJECT TO CHANGE WITHOUT
 NOTIFICATION

WARNING
 BEWARE OF UNDERGROUND SERVICES
 THE LOCATIONS OF UNDERGROUND SERVICES ARE
 APPROXIMATE ONLY AND THEIR EXACT POSITION
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
 M.RIMAC

DESIGN CHECK
 A.BARUA

APPROVED BY
 A.BARUA

DATE ISSUED
 26 MARCH 2026

SCALE
 A3 0 10 20 40 1:2000

CAD FILE NO.
 300305994-08-P1.DWG

61 MILPERRA ROAD, REVESBY
 GROUND FLOOR

CAR PARK COMPLIANCE REVIEW

DRAWING NO. 300305994-08-01 SHEET 01 OF 11 ISSUE P1

\\AU2012-NTAP01_CIF502_SHARED_PROJECTS\300305994\TECHNICAL_DRAWINGS\300305994-08-P1.DWG PLOTTED BY RIMAC, MARKO ON 26/03/2026 AT 14:26

MINIMUM HEIGHT CLEARANCES TO STRUCTURE AND SERVICES SHOULD BE PROVIDED AT:
 4.5m ABOVE SERVICE VEHICLE ACCESS AND LOADING DOCK AREAS
 2.5m ABOVE DISABLED PARKING BAYS (AS2890.6:2022)
 2.2m ABOVE CIRCULATION AISLES AND PARKING SPACES.
 - ADDITIONAL 0.05m-0.1m CLEARANCE IS RECOMMENDED ABOVE CARPARK AREAS, IN DESIGN, TO ENSURE COMPLIANCE IS PROVIDED IN OCCUPATION CERTIFICATION STAGE
 -ADDITIONAL CLEARANCE REQUIRED NEAR TRANSITIONS ON RAMPS AND SLABS - SUBJECT TO ASSESSMENT

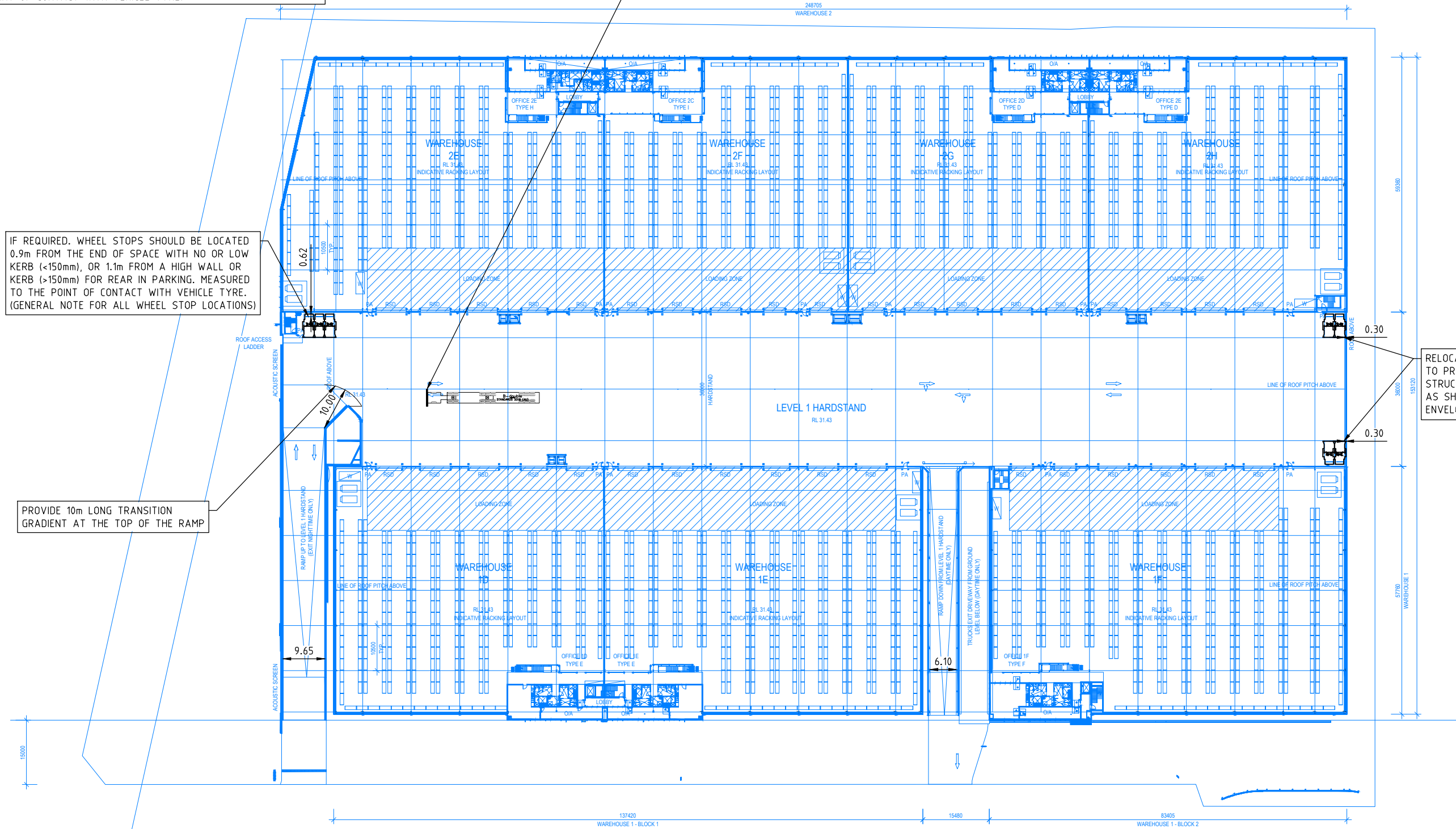
WHEEL STOPS TO BE PROVIDED IN SPACES WHERE IT IS DEEMED REQUIRED. WHEEL STOPS SHOULD BE LOCATED 0.9m FROM THE END OF SPACE WITH NO OR LOW KERB (<150mm), OR 1.1m FROM A HIGH WALL OR KERB (>150mm) FOR REAR IN PARKING. MEASURED TO THE POINT OF CONTACT WITH VEHICLE TYRE.

PROVIDE A HOLD LINE AND SIGNAL SYSTEM (SIMILAR TO GROUND FLOOR) TO MANAGE VEHICLE MOVEMENTS

IF REQUIRED, WHEEL STOPS SHOULD BE LOCATED 0.9m FROM THE END OF SPACE WITH NO OR LOW KERB (<150mm), OR 1.1m FROM A HIGH WALL OR KERB (>150mm) FOR REAR IN PARKING. MEASURED TO THE POINT OF CONTACT WITH VEHICLE TYRE. (GENERAL NOTE FOR ALL WHEEL STOP LOCATIONS)

PROVIDE 10m LONG TRANSITION GRADIENT AT THE TOP OF THE RAMP

RELOCATE PARKING SPACES (AS SHOWN), TO PROVIDE 0.3m CLEARANCE TO STRUCTURE IN THE DOOR OPENING ZONE, AS SHOWN IN THE VEHICLE DESIGN ENVELOPE, FIGURE 5.2 AS2890.1-2004



ARCHITECTURAL BASE IN BLUE
 DRAWING DA09
 REVISION C
 BY WATSON YOUNG
 DATE RECEIVED 25.03.2026



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DESIGNED
 M.RIMAC

DESIGN CHECK
 A.BARUA

APPROVED BY
 A.BARUA

DATE ISSUED
 26 MARCH 2026

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 A3 0 10 20 40 1:2000

CAD FILE NO.
 300305994-08-P1.DWG

61 MILPERRA ROAD, REVESBY
 LEVEL 1





CAR PARK COMPLIANCE REVIEW

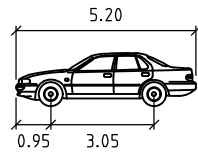
DRAWING NO. 300305994-08-02

SHEET 02 OF 11

ISSUE P1

SWEPT PATH KEY

-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h

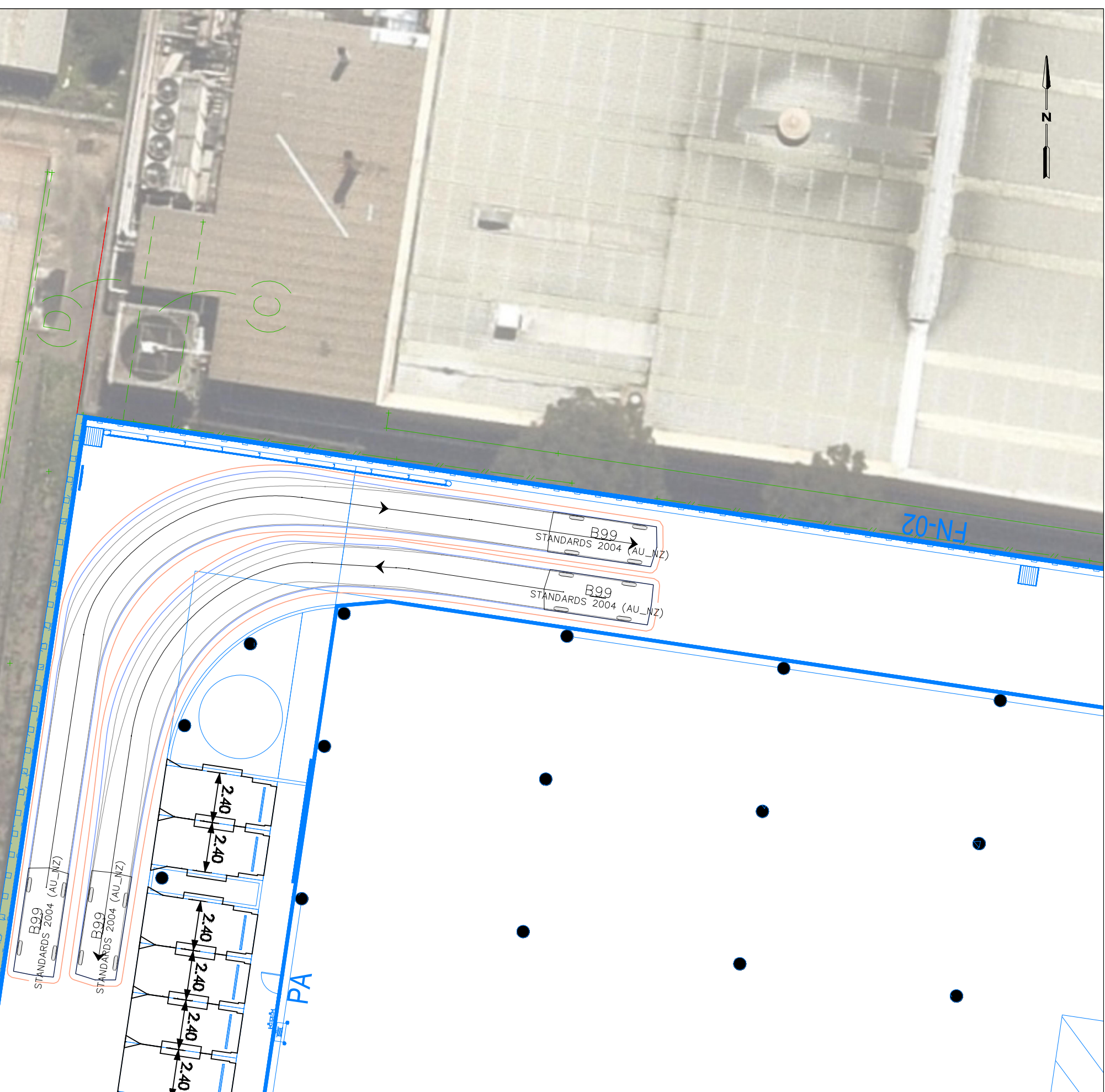


B99

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

\\AU2012-NTA\PO1_CIF502\SHARED_PROJECTS\300305994\TECHNICAL_DRAWINGS\300305994-08-P1.DWG PLOTTED BY RIMAC, MARKO ON 26/03/2026 AT 14:26

CONCRETE PANEL BUILDING



PRELIMINARY PLAN
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DESIGNED
M.RIMAC

DESIGN CHECK
A.BARUA

APPROVED BY
A.BARUA

DATE ISSUED
26 MARCH 2026

SCALE
A3 0 1 2 4 1:200

CAD FILE NO.
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61 MILPERRA ROAD, REVESBY
GROUND FLOOR CIRCULATION

VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300305994-08-03

SHEET 03 OF 11

ISSUE P1