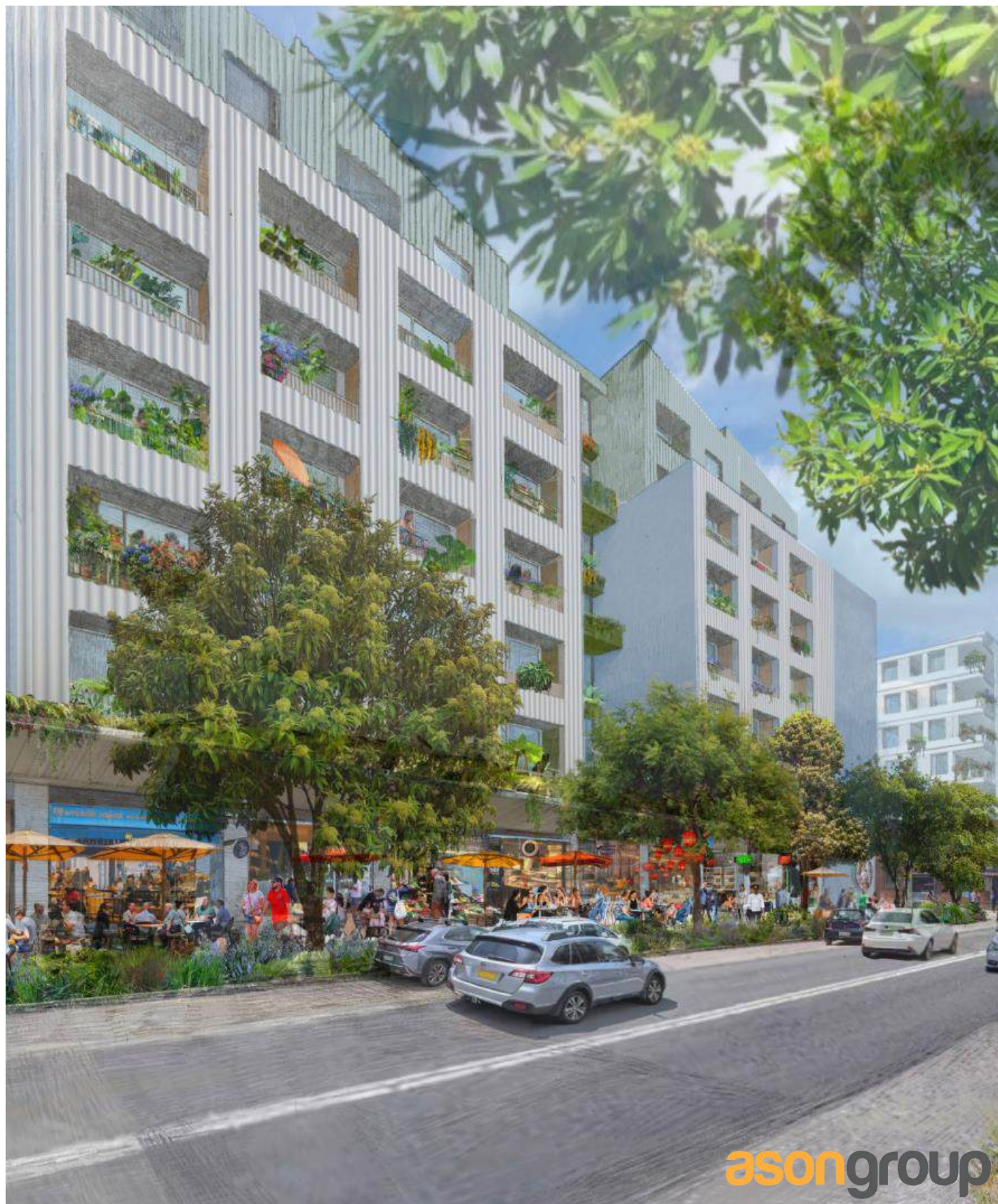




The Timberyards, Marrickville

Transport and Accessibility Impact Assessment

17 January 2025
Ref: 2549r02v05

Document Control

Project No	P2549
Project	The Timberyards by RTL Co.
Client	Varsity Assets Management Pty Ltd (Developer) on behalf of RTL Investments 2 Pty Ltd as trustee for RTL Marrickville Property Trust ('RTL Co.')
File Reference	P2549r02v05 SSD TAIA Timber Yards Marrickville

Revision History

Revision No.	Date	Details	Author	Approved by
v03	10/12/2024	Final	C. Hoang, R. Hazell	R. Hazell
v04	12/12/2024	Updated to include minor amendments	C. Hoang, R. Hazell	R. Hazell
v05	17/01/2025	Updated to include minor amendments	C. Hoang, R. Hazell	R. Hazell

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1 Introduction

1.1 Background and Proposal

This Transport and Accessibility Impact Assessment (TAIA) has been prepared on behalf of Varsity Assets Management Pty Ltd (**Developer**) on behalf of RTL Investments 2 Pty Ltd as trustee for RTL Marrickville Property Trust ('RTL Co.') (**the Applicant**) to support a State Significant Development Application (SSDA) for the proposed Timberyards development. The SSDA (SSD-76927247) seeks consent for a diverse rental housing precinct comprising build-to-rent (BTR), co-living and affordable housing. The precinct development comprises seven buildings ranging from eight to thirteen storeys, with open space that includes a pocket park, through site links and communal open spaces. Specifically, consent is sought for the following:

- Site preparation (including remediation), demolition and bulk excavation for basement parking.
- Residential accommodation (shop top housing, residential flat buildings and mixed-use buildings) that includes BTR, co-living and affordable housing.
- Retail premises on the ground floor within the MU1 zoned land and extending up to 25m into the R4 zoned land.
- Publicly accessible recreation area (pocket park) and through site links.
- Neighbourhood shop (within the R4 zoned land).
- Associated landscaping and public domain works.
- Augmentation of, and connection to, existing utilities as required.

A detailed description of the proposal is provided in the Environmental Impact assessment (EIS) by Ethos Urban. The development is declared State Significant by virtue of being a BTR development on land in Greater Sydney with an Estimated Development Cost (EDC) of greater than \$50 million, with the tenanted component representing greater than 60 per cent of the EDC (Schedule 1, State Environmental Planning Policy (Planning Systems) 2021).

1.2 Project vision

RTL Co. aim to deliver Sydney's premier neo-industrial residential neighbourhood – a global benchmark for imaginative urbanism. The Timberyards aims to seamlessly integrate diverse residential offerings into the distinctive character of Marrickville, fostering a sense of pride among residents and the local community. The project will deliver a wide range of rental living solutions, complemented by recreation spaces and local retail, all underpinned by Connection to Country and environmentally sustainable design principles.

1.3 Site description

The site is known as the 'Timberyards', located in Marrickville within the Inner West Local Government Area (LGA). The site comprises 39 lots and has a total area of 22,770m² or, for the purpose of calculation of floor space, an area of 22,564m² (excluding the SP2-zoned Victoria Road widening land, which is within the site boundary). The site is located within Precinct 47 Victoria Road in the Marrickville Development Control Plan 2011 (MDCP 2011). The site is primarily contained in the Timberyards sub-precinct of Precinct 47, with the lots fronting Victoria Road falling within the Victoria Road Corridor sub-precinct.

The site is an approximate 700m walk from the newly opened Sydenham Metro Station, with a 7-minute travel time to Sydney CBD. It currently comprises primarily industrial and light industrial uses, with residential dwellings to a minor portion of the site on Farr Street (western boundary) and Victoria Road (eastern boundary). The site also has frontage to Sydenham Road to the south and Mitchell Street to the north (and encompassing a small lane off Mitchell Street).

The site location and immediate surrounds are shown in **Figure 1** and the regional surrounds in **Figure 2**.



Figure 1: Site Location

Base image source: Nearmap, Ethos Urban



Figure 2: Regional Context

Base image source: Nearmap

The proposal incorporates 599 BTR and 589 co-living apartments with 2,397 square metres GFA of ground floor retail and food and beverage (F&B) and co-working space across seven buildings dispersed across the consolidated site. Several communal areas in the form of rooftop terraces, co-working space, expansive public domain, pocket park, wellness rooms and creative hubs are also included. The ground level layout of the proposal is shown in **Figure 3**.

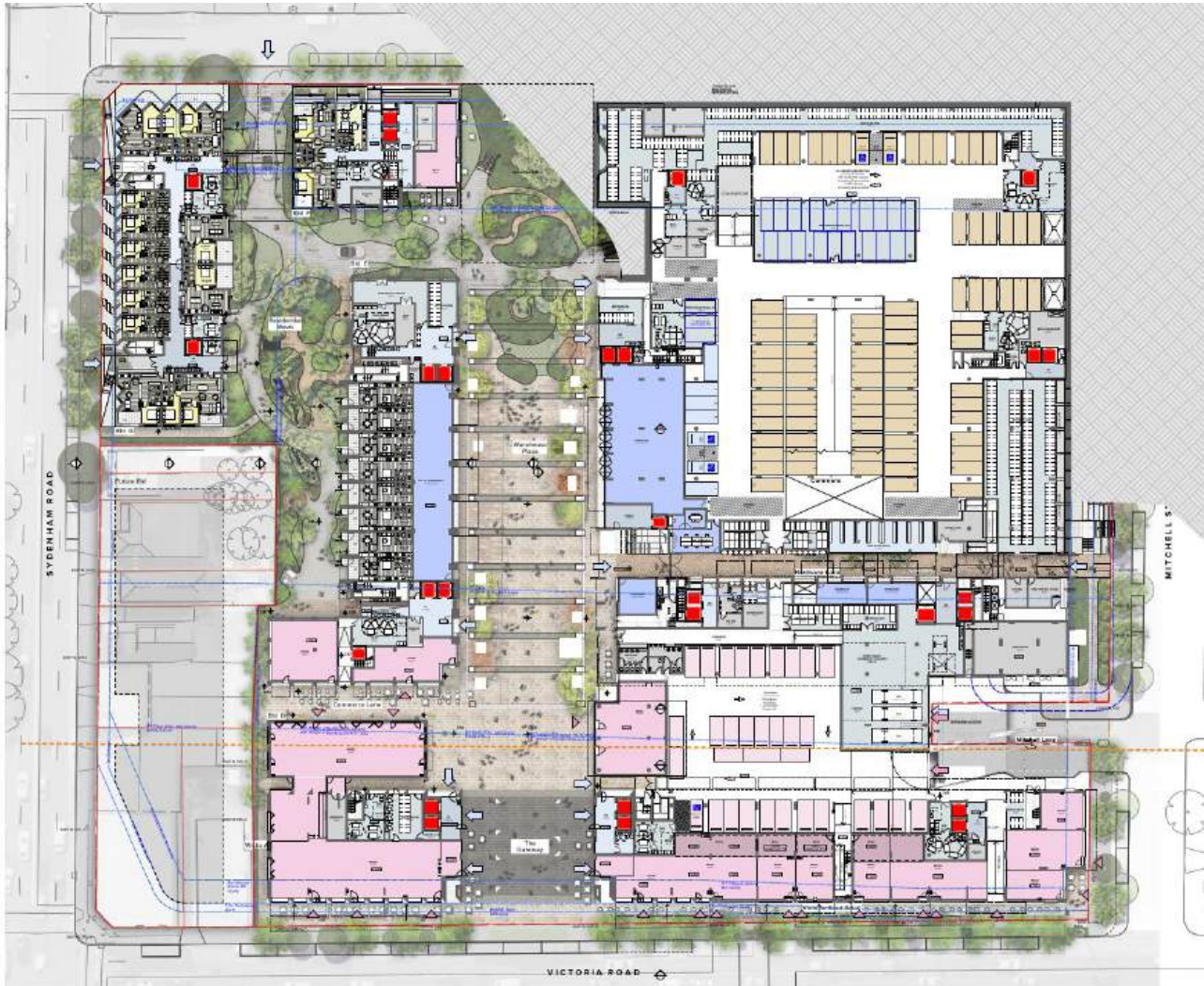


Figure 3: Ground Floor Layout

Source: Turner Architects, project no. 23068, drawing no. DA-110-007, rev. O, dated 28/11/2024

1.4 Purpose

This TAIA has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Housing and Infrastructure (DPHI) for the subject SSDA, with specific SEARs included in **Table 1** and relevant reference within this report.

TABLE 1: SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

SEAR	SEAR Description	Report Section
11. Traffic, Transport and Accessibility	Provide a transport and accessibility impact assessment, which includes: an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections	Section 3
	details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/ pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading	Section 4, Section 7.1, Section 10, Appendix B
	analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments	Section 8, Section 8.4.1, Section 11,
	measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure (including road widening or intersection upgrades) to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards	Section 2.6, Section 8
	details proposed internal pedestrian circulation, including but not limited to: - paths of travel within and outside the precinct - access to resident car parking and ride sharing - route of travel and set/down locations for visitors and deliveries	Section 5, Section 6, Section 8.4,
	proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities, and implementing a Green Travel Plan	Section 6
	Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated	Section 11

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- strategic context and overarching alignment with the planning intent of the precinct
- existing transport and parking conditions surrounding the site
- summary of the proposal
- suitability of the proposed travel demand management approach

- active travel connectivity and pedestrian and bicycle requirements
- activation along the key site frontages and connections with the immediate surrounding area
- suitability of the proposed parking supply, access strategy and overall layout
- on-street parking arrangements surrounding the site
- service vehicle requirements
- transport impacts on the surrounding networks
- traffic generating characteristics of the proposed development
- preliminary green travel initiatives and objectives
- preliminary construction and pedestrian management measures.

1.5 References

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

- several inspections of the site and surrounding precinct throughout 2024
- traffic surveys completed by Matrix in August 2024 (and historical surveys)
- Victoria Road Precinct [Precinct 47] Rezoning Proposal Traffic and Transport Assessment, Arcadis, 31 July 2015
- Addendum Victoria Road Precinct Rezoning Proposal Marrickville Addendum to Traffic and Transport Assessment, Arcadis, 29 March 2017
- Victoria Road Precinct Remodelling Report, ptc., 11 May 2018
- Victoria Road Precinct Modelling, Traffic Response, ptc., 22 August 2018
- Victoria Road Precinct Modelling, Additional Modelling Scenario, ptc., 25 October 2018
- Precinct 47 – Victoria Road Precinct Traffic and Transport Needs Analysis, Cardno, 9 November 2018
- Inner West Integrated Transport Strategy, Inner West Council, March 2020
- Inner West Local Strategic Planning Statement, Inner West Council, 20 March 2020
- Victoria Road Precinct Planning – Review of previous transport studies, Stantec, 18 June 2021
- Inner West Cycling Strategy, Inner West Council, November 2023
- State Environmental Planning Policy (Housing) 2021
- Marrickville Development Control Plan (DCP) 2011
- Marrickville Local Environmental Plan (LEP) 2011
- Australian Standard, Parking Facilities, Part 1: Off-Street Car Parking AS2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS2890.2:2018
- Australian Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS2890.6:2022
- plans for the proposed development prepared by Turner Architects, project no. 23068, December 2024 and Arcadia landscape plan set.

2 Strategic Context

2.1 Overview

The following key strategies and plans have influenced development opportunities in Marrickville and broader Inner West region, together with real effects on future travel demand and travel mode splits.

Inner West Council has identified various growth precincts within the LGA with the site and immediate surrounds earmarked for transformation to a vibrant and sustainable mixed-use precinct, which has naturally guided overall planning and detailed design intent of the proposal.

The key trigger for real growth in the area is the introduction of Sydney Metro City and Southwest services. Services commenced in August 2024 and extended existing metro services in Chatswood to Sydenham via Crows Nest, North Sydney and several stations in Sydney CBD. The next stage involves converting the existing T3 Bankstown line between Sydenham and Bankstown to facilitate metro services and is planned for completion in mid-2025. Sydney Metro has delivered on the promise to improve travel times and reliability and reduce costs compared with private vehicle travel to key employment areas across Sydney's Eastern Economic Corridor (Sydney CBD, North Sydney, Chatswood, and Macquarie Park). Metro services have been delivered in conjunction with other major infrastructure projects including WestConnex and in combination have resulted in a significant reduction in traffic volumes through the area.

2.2 Sydney's Eastern Economic Corridor

Sydney's Eastern Economic Corridor is designated as an urban strip about 25 kilometres long and five kilometres wide including some of Australia's most productive and globally connected workforce. The area extends between Macquarie Park to Kingsford Smith Airport and Port Botany (via the Sydney CBD). The corridor is connected by the heavy rail/ metro line and contributed to two-thirds of NSW's yearly economic growth in 2015/2016¹. It contains many high-value knowledge-based firms including engineering, information technology, finance, research, health and other professional services. The Metro (both recently opened line from Chatswood to Sydenham and future line between Sydenham to Bankstown) will better connect this corridor in a more integrated way and the site is optimally positioned placing it on the doorstep of the Eastern Economic Corridor providing residents with access to Sydney's major employment hubs.

2.3 Inner West Integrated Transport Strategy

The Inner West Council Integrated Transport Strategy provides a framework for future developments and priorities within the LGA. The key aspects of the strategy include the following:

- Accommodating Increased Travel Demand:
 - Anticipate up to 900,000 daily trips by 2036.
 - Focus on active and sustainable transport modes to manage this increase.
- Major Transport Projects:
 - Address impacts of projects like the WestConnex and Bankstown Line conversion.
 - Develop strategies around new Metro projects and the Sydney South-West Metro.
 - Maximise connectivity and access.
- Transport Vision, Values, Priorities, and Principles:

¹ Financial year 2015-2016. Source: Western Harbour Tunnel and Warringah Freeway Upgrade EIS, January 2020, TfNSW

- Promote walking, cycling, and public transport usage.
- Ensure safe, equitable, and environmentally friendly transport.
- Prioritise active transport and reduce negative environmental impacts.
- Promote usage of car share schemes (the strategy acknowledges that over the past ten years, car share usage in Inner West has grown by an average rate of over 35% per year (Kinesis, 2018)).
- Key Strategic Principles:
 - Integrate land use with transport planning for shorter travel times and distances.
 - Improve safety and access for all community members.
 - Focus on revitalising key roads and prioritise pedestrians and cyclists.
 - Commit to enhancing active transport infrastructure and services.
- Encourage sustainable transport use in new developments and redeveloped sites and reduce the impacts of congestion and parking. Council has addressed the need to implement maximum car parking provisions in areas within close proximity to high frequency public transport.
- For a new mixed-use development in Marrickville, these priorities suggest a strong emphasis on integrating the development with sustainable and active transport options, ensuring good accessibility, and aligning with environmental goals. The development should consider the impact on local traffic and seek to enhance community connectivity and safety, aligning with the council's broader strategic vision.
- The Inner West Integrated Transport Strategy is supported by other NSW Government and Department of Planning, Housing and Infrastructure (DPHI) initiatives such as the Greener Places framework (dated 2020) and the Sydney Green Grid.

2.4 Inner West Local Strategic Planning Statement

The Inner West Local Strategic Planning Statement (LSPS) provides a planning framework for the Inner West, linking with previous planning intent as part of the Greater Sydney Commission Eastern City District Plan and the community's strategic plan. It is geared towards sustainability and resilience, with a strong emphasis on reducing greenhouse emissions and adapting to climate change.

- Population Growth and Housing:
 - Plans for a 42,000 population increase by 2036 with an average of 1,000 new dwellings per year, aiming to maintain the unique character of the Inner West.
 - Development leveraged to achieve strategic objectives, not solely driven by dwelling growth.
- Housing Affordability:
 - Identifies housing affordability as a critical issue and includes actions to address the widening affordability gap, acknowledging the need for support from other government levels.
- Active Transport Infrastructure:
 - A commitment to invest in and prioritise active transport infrastructure and land-use planning that supports 10-minute walkable neighbourhoods, improved cycling infrastructure, a 30-minute public transport city, and a connected public transport grid.
- Sustainable Transport Hierarchy:
 - The transport hierarchy developed under the Integrated Transport Strategy puts people first, suggesting a focus on increasing walking and cycling trips to reduce carbon footprint, improve health, and foster community.
- 30-Minute City Vision:

- Aims to achieve the '30-minute city' and '10-minute neighbourhoods' concept, with most residents within walking distance to frequent public transport services, facilitating sustainable transport options.
- Implementation of the Integrated Transport Strategy:
 - Actions to develop an active transport plan that enhances walkable neighbourhoods, improves safety through a Road Safety Action Plan, and supports public domain plans that prioritise pedestrians and cyclists.

2.5 Victoria Road Precinct (Precinct 47)

The Victoria Road Precinct (Precinct 47) Amendments to Marrickville DCP 2011 establishes a framework to guide development in Precinct 47 – Victoria Road (the precinct). The precinct is comprised of various sub-precincts, as shown in **Figure 4**.

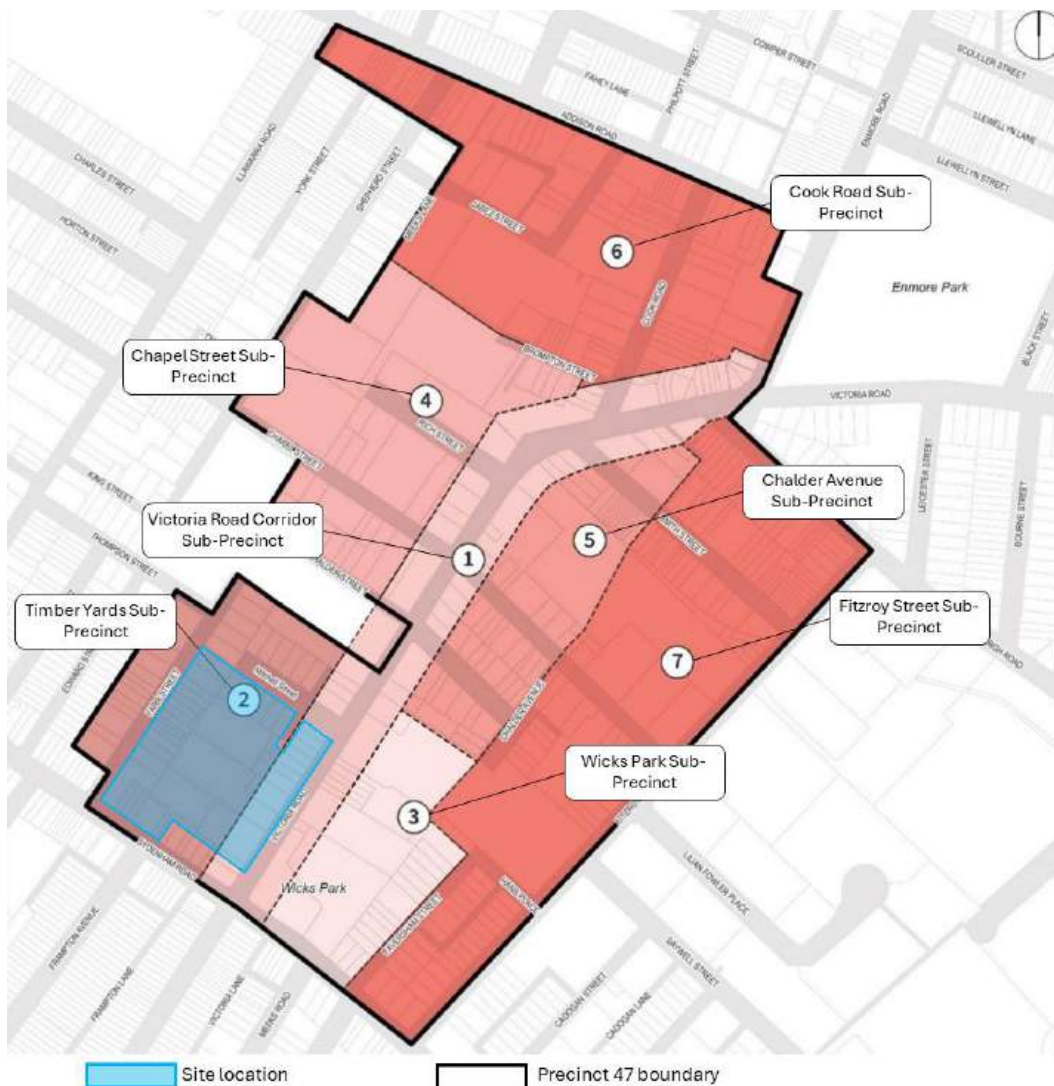


Figure 4: Precinct 47 Identified Sub-Precincts

Base image source: Victoria Road Precinct (Precinct 47) Amendments to the Marrickville DCP 2011

The vision for the Victoria Road Precinct is to support the long-term transition of the precinct into a vibrant, and sustainable mixed-use precinct that realises the envisaged built form, including high quality public spaces, improved connectivity and increased employment opportunities that will make the precinct a highly desirable place to work and live. Mixed land uses will increase opportunities for residents to work locally and

use local retail and leisure facilities. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in encouraging further activation and overall pedestrian amenity.

The subject site is located primarily within the Timberyards sub-precinct with a small portion within the Victoria Road Corridor sub-precinct. The Timberyards sub-precinct is proposed to become a new residential area with enhanced footpaths, shareways and pocket parks with a view to increasing pedestrian amenity and activity. The Victoria Road Corridor sub-precinct will form a new central commercial spine comprising commercial, retail, showroom and other non-residential uses. Specifically, areas south of Chalder Street will transition into a vibrant mix of ground floor non-residential uses, thus contributing to meaningful change along the corridor.

The Timberyards sub-precinct will also obviously support the function of the Victoria Road commercial corridor with the streetscape and street network improvements to facilitate direct links and enhance the permeability of the sub-precinct. The amendment to Marrickville DCP 2011 details a “green link” connecting Victoria Road with Farr Street by way of a key pedestrian connection with the opportunity for active spaces such as F&B, small retailer and co-working space. The proposed green links internal to the site and Precinct 47 more broadly are shown in **Figure 5**.

The amendment to Marrickville DCP 2011 further details the below objectives and controls relevant to the site:

- To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling.
- To ensure new streets are integrated with the surrounding street network, in particular within the Timberyards and Wicks Park Sub-precincts and establish a clear and legible street hierarchy interconnecting with Victoria Road.
- To improve connectivity and circulation within the precinct and to local activities, parks, public spaces and schools.
- To provide up to 1,100 dwellings within the Precinct concentrated toward the south-western corner of the Precinct (as discussed in **Section 8**). The site was planned to contain 650 build to sell apartments, based on the breakdown assumed by Cardno in the Precinct 47 – Victoria Road Precinct Traffic and Transport Needs Analysis (9 November 2018).



Figure 5: Public Open Space Network

Base image source: Victoria Road Precinct (Precinct 47) Amendments to Marrickville DCP 2011

2.6 Victoria Road/ Sydenham Road Voluntary Planning Agreement

The Sydenham Road/ Victoria Road intersection was subject to a Voluntary Planning Agreement (VPA) tied to Precinct 47, with intersection upgrades previously documented to deliver increased capacity based on data collected in 2015. Such intersection upgrades were also documented within the Precinct 47 Amendments to Marrickville DCP 2011, as discussed at **Section 2.2**.

The works primarily aimed to increase capacity by way of dedicated right turn bays on the Sydenham Road east approach and Victoria Road north approach, plus a left turn slip lane on the Sydenham Road west approach. The project team has engaged with DPHI and TfNSW in 2024 with agreement that due to several critical factors, the upgrade works were no longer necessary. This includes the planned benefits associated with the staged delivery of WestConnex, extension of Metro services to Sydenham and the changing nature of the area with respect to travel behaviour. The outcome was facilitated by several traffic-based studies and associated traffic modelling over recent years, as summarised below.

The original traffic model was completed by Arcadis in 2015 for the Victoria Road Precinct² with subsequent assessments by ptc. on behalf of Danias Holdings (previous Timberyards owner) in 2018³ and Cardno, for Inner West Council, also in 2018⁴ (with the Cardno assessment being the primary traffic assessment linked to the Precinct 47 Amendments to Marrickville DCP 2011). Based on the traffic volume data and applying a standard traffic-based approach to the development potential of Precinct 47, these assessments collectively indicated that the intersection upgrades were necessary.

It is understood that the extent of the originally proposed intersection upgrades was scaled back in 2018 to remove works along Sydenham Road. GTA Consultants and Stantec then subsequently completed a revised assessment for TOGA in 2021⁵, with the new traffic data confirming that traffic volumes through the precinct had noticeably reduced. While the data may have been marginally Covid-19 affected (noting the surveys were completed well prior to the 2021 lockdowns) it does also confirm the positive impacts associated with the 2020 opening of WestConnex M8. The reduced volumes were also consistent with the WestConnex EIS which estimated a reduction in traffic volumes on Sydenham Road of around 10 per cent in 2023. Overall, the 2021 traffic volumes through the intersection were between 6.7 and 11 per cent lower than 2018. The GTA-Stantec assessment recognised more significant reductions in traffic volumes for the Victoria Road north approach and concluded that with the intersection operating at Level of Service (LOS) B in the weekday morning and evening peak hours, intersection upgrades of any kind were unlikely necessary.

The letter also confirmed that when applying the planned uplift of development envisaged in Precinct 47, the future traffic volumes would remain below the original traffic volumes through the intersection, as surveyed in 2015. The intersection upgrades that are now the subject of the VPA were included in the GTA-Stantec letter with opportunities considered to redirect any such necessary contributions to other active and public transport infrastructure that may better serve the planned intent of Precinct 47.

As part of due diligence associated with the Timberyards site and to understand development potential, additional transport focused assessments have again raised several matters in relation to the traffic-based assessments previously adopted, with a new focus on travel demand management practices. With a perhaps inappropriate traffic focused history dictating development potential and recognising the continued shift to more flexible work arrangements, time of day travel demand, commencement of Metro services and delivery of WestConnex, it is appropriate to revisit traffic volumes through the area to ensure an appropriate approach to any VPA.

Traffic surveys at the Victoria Road/ Sydenham Road intersection were again completed in April and August 2024 during the weekday AM and PM peak periods. This data and comparison with all data collected between 2018 and 2024 is summarised in **Table 2**. The August 2024 surveys were completed specifically for the SSDA, with the results of these surveys included below and further emphasise the ongoing declining trend in traffic volumes through the area. These traffic related details are discussed in **Section 3.7** and shown in **Table 7**.

TABLE 2: VICTORIA ROAD/ SYDENHAM ROAD INTERSECTION TRAFFIC VOLUMES

Assessment	Survey data year	AM peak hour traffic volumes	Relative change	PM peak hour traffic volumes	Relative change
ptc.	2018	2,499	-	2,716	-
GTA and Stantec	2019	2,395	-4.3%	2,794	2.8%
	2021	2,224	-7.7%	2,532	-10.3%
Ason Group	April 2024	2,185	-1.8%	2,429	-4.2%
Total change	2018-2024	-314	-12.6%	-287	-10.6%

² Victoria Road Precinct [Precinct 47] Rezoning Proposal Traffic and Transport Assessment, 31 July 2015 and Addendum Victoria Road Precinct Rezoning Proposal Marrickville Addendum to Traffic and Transport Assessment, 29 March 2017.

³ Victoria Road Precinct Remodelling Report, ptc., 11 May 2018. Victoria Road Precinct Modelling, Traffic Response, ptc., 22 August 2018. Victoria Road Precinct Modelling, Additional Modelling Scenario, ptc., 25 October 2018.

⁴ Precinct 47 – Victoria Road Precinct Traffic and Transport Needs Analysis report, Cardno, 9 November 2018

⁵ Victoria Road Precinct Planning – Review of previous transport studies, Stantec, 18 June 2021.

Table 2 confirms the continued decline in traffic volumes through the intersection since 2018. Overall, the decline totals between 10.5 per cent and 12.5 per cent. This equates to an annual decline of 1.75 to 2 per cent across the seven years of data and exceeds the WestConnex EIS estimated reductions of 10 per cent by 2023.

The previous traffic studies indicate that the critical left turn and through movements on the west approach occurred during the weekday AM peak hour and the critical right turn and through movements on the north approach occurred during the PM peak hour. The 2024 survey results now indicate that the west approach traffic volumes have decreased by 12-14 per cent and the north approach volumes by about 10 per cent. The data also confirms that the critical movements, on which the intersection upgrades relied, have similarly reduced.

2.7 Intersection Operation

SIDRA INTERSECTION modelling has been completed to establish the baseline operation of the study intersections. In this regard, the SIDRA modelling outputs include a range of performance measures relevant to this assessment, including:

- Degree of Saturation (DOS) – The DOS is used to measure the performance of intersections where a value of 1.0 represents an intersection at theoretical capacity. As the performance of an intersection approaches DOS of 1.0, queue lengths and delays increase rapidly. It is recommended that DOS to be less than 0.9, with satisfactory intersection operation generally achieved with a DOS below 0.8.
- Average Vehicle Delay (AVD) – The AVD (or average delay per vehicle in seconds) for intersections also provides a measure of the operational performance and is used to determine an intersection's Level of Service (see below). For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is that for the movement with the highest AVD.
- Level of Service (LOS) – This is a comparative measure that provides an indication of the operating performance, based on AVD.

Table 3 shows the criteria that SIDRA adopts in assessing level of service. The SIDRA modelling results related to the previous traffic assessment and survey data outlined in **Table 2** are summarised in **Table 4** with movement summaries included in **Appendix D**.

TABLE 3: LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS			
Level of Service	Average Delay per Vehicle (sec/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity, at signals, incidents will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

TABLE 4: EXISTING VICTORIA ROAD/ SYDENHAM ROAD INTERSECTION OPERATION

Assessment	Year	Peak	Degree of Saturation (DOS)	Average Delay (AVD)/ seconds	Level of Service (LOS)
ptc.	2018	AM	0.99	55	D
		PM	0.80	32	C
GTA	2019	AM	0.76	32	C
		PM	0.88	31	C
Stantec	2021	AM	0.73	27	B
		PM	0.76	28	B
Ason Group	April 2024	AM	0.75	25	B
		PM	0.75	26	B

While it is recognised that variances in the modelling results could be partially attributed to subtle variations in traffic signal phasing and timing, traffic survey dates and SIDRA modelling software versions, it is obvious that as traffic volumes have declined over recent years, the intersection operation has similarly improved. This is an obvious and positive outcome.

3 Existing Conditions

3.1 Site Overview

The site is located on the western side of Victoria Road and is fronted on four sides by regional and local roads, including Victoria Road, Sydenham Road, Farr Street and Mitchell Street. It is highly connected, with walking access to metro, train and bus stations and is within close proximity to Marrickville town centre. The site is predominantly zoned R4 High Density Residential and MU1 Mixed Use.

A combination of existing and future rail, bus and metro services travel through the local area and ensure the precinct lends itself to realising greater density, as previously evidenced by the rezoning of Precinct 47, in which the site is located.

The precinct is currently undergoing significant change with the opening of the Wicks Place mixed-use development opposite the site adjacent to Wicks Park and the Faversham light industrial mixed-use development under construction further to the east. Other land use changes are afoot, including new retail/light industrial tenancies and residential developments replacing the traditional industrial focused land uses of the past (including conversion of the Malco steel factory into Messina's new headquarters just north of the site). A mix of residential properties remain to the west.

The location of the site in the context of the surrounding environment is shown in **Figure 6** with aerial view of the site shown in **Figure 7**.

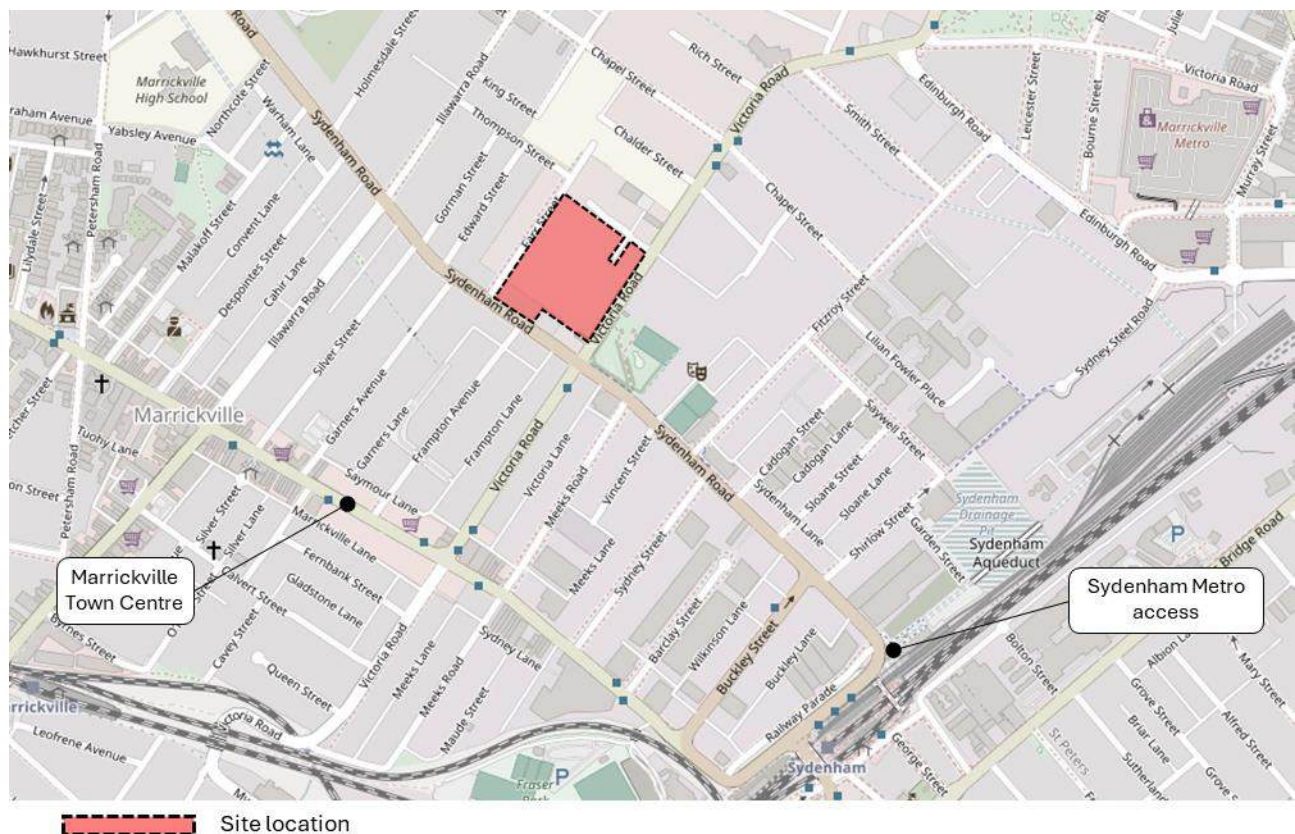


Figure 6: Site location

Base image source: Open Street Maps



Figure 7: Aerial View and Adjacent Development Sites

Base image source: Nearmap

3.2 Surrounding Road Network

The surrounding road network is characterised by Victoria Road and Sydenham Road that form the key roads dissecting the area together with Farr Steet and Mitchell Street as the local access roads.

3.2.1 Victoria Road

Victoria Road is a Regional Road functioning as a sub-arterial road aligned in a north-south direction along the eastern boundary of the site. Victoria Road connects with Enmore Road to the north, providing a connection to Princes Highway and King Street in Newtown. It connects with Marrickville Station and town centre to the south.

It is a two-way road generally configured with one travel lane and one parking lane in each direction set within an approximately 11-metre-wide carriageway. No parking restrictions are imposed on Victoria Road with weekday kerbside parking not permitted in the northbound direction between 7:00am and 9:00am and southbound between 4:00pm and 6:00pm in the vicinity of the site. Unrestricted kerbside parking is permitted on both sides of the road outside peak periods. Victoria Road is shown in **Figure 8**.



Figure 8: Victoria Road (looking north)

3.2.2 Sydenham Road

Sydenham Road is a State Road that functions as a collector road providing an east-west connection between Sydenham and Petersham. It is a two-way road generally configured with one traffic lane and one parking lane in each direction.

Kerbside parking is generally unrestricted and limited to areas removed from key intersections. Similar no parking restrictions are imposed on Sydenham Road with weekday parking not permitted in the westbound direction 3:30pm to 5:30pm and 6:30am to 9:30am and 3:30pm to 6:30pm in the eastbound direction near the site.

Traffic surveys completed in August 2024 indicate that Sydenham Road carries between about 14,000 and 18,000 vehicles per day. This is based on the weekday AM and PM peak hour volumes and factored up to estimate daily volumes based on any peak hour representing between 8.5 per cent and 10 per cent of daily volumes.

Sydenham Road has a posted speed limit of 60km/h and is shown in **Figure 9**.



Figure 9: Sydenham Road (looking west)

3.2.3 Farr Street

Farr Street is a local road and runs north-south along the western boundary of the site. It provides an approximate 10-metre-wide carriageway with kerbside parking permitted on both sides. Several wide industrial property driveways generally reduce the availability of on-street parking. Farr Street connects with Sydenham Road at its southern end at a signalised intersection.

Farr Street has a posted speed limit of 50 kilometres per hour, with a 40-kilometre school zone in place to the north, close to Marrickville Primary School. Farr Street is shown in **Figure 10**.



Figure 10: Farr Street (looking south)

3.2.4 Mitchell Street

Mitchell Street is a local road running east-west along the northern boundary of the site. It provides an approximate 13-metre-wide carriageway with kerbside parking generally permitted on both sides. Mitchell Street provides access to industrial properties, and similarly contains wide crossovers which reduce the practical availability of on-street parking. The mid-block 'kink' in alignment does not materially affect the function of the road nor availability of parking.

Mitchell Street connects to Victoria Road at its eastern end at a priority-controlled intersection and terminates at its western end, with no connection to Farr Street. Mitchell Street is shown in **Figure 11**.



Figure 11: Mitchell Street (looking west)

3.2.5 Mitchell Street Laneway

A small laneway is located off Mitchell Street and currently provides for property access and informal loading activity. The Council owned laneway is about five-metres wide and orientated in a north-south direction terminating about 30 metres south of Mitchell Street. The Mitchell Street Laneway is shown in **Figure 12**.



Figure 12: Mitchell Street Laneway (looking south)

3.3 Public Transport

3.3.1 Existing Public Transport

The site has excellent access to various public transport options including bus, train and metro services. Bus stops are located on Victoria Road between 100 to 200 metres north and south of the site, with Sydenham Metro and heavy rail Station about 850 metres south-east of the site. The surrounding public transport network is summarised in **Table 5** and shown in **Figure 13**.

TABLE 5: SURROUNDING PUBLIC TRANSPORT

Public Transport	Route	Description	Frequency (peak/ off-peak)
Bus	358	Sydenham to Randwick (loop service)	10 mins/ 20 mins
	418	Sydenham to Burwood	20 mins/ 30 mins
	423	Kingsgrove to City Martin Place	10 mins/ 15 mins
	425	Dulwich Hill to Tempe	15 mins/ 60 mins
	426	Dulwich Hill to City Martin Place	15 mins/ 20 mins
	430	Sydenham to City Martin Place	10 mins/ 15 mins
Train	T4	Eastern Suburbs & Illawarra Line	5 mins/ 10 mins
	T8	Airport & South Line	5 mins/ 10 mins
Metro	M1	Metro North West & Bankstown Line	4 mins/ 5 mins/ 10 mins [1]

[1] during peak periods, between peak periods, and all other times

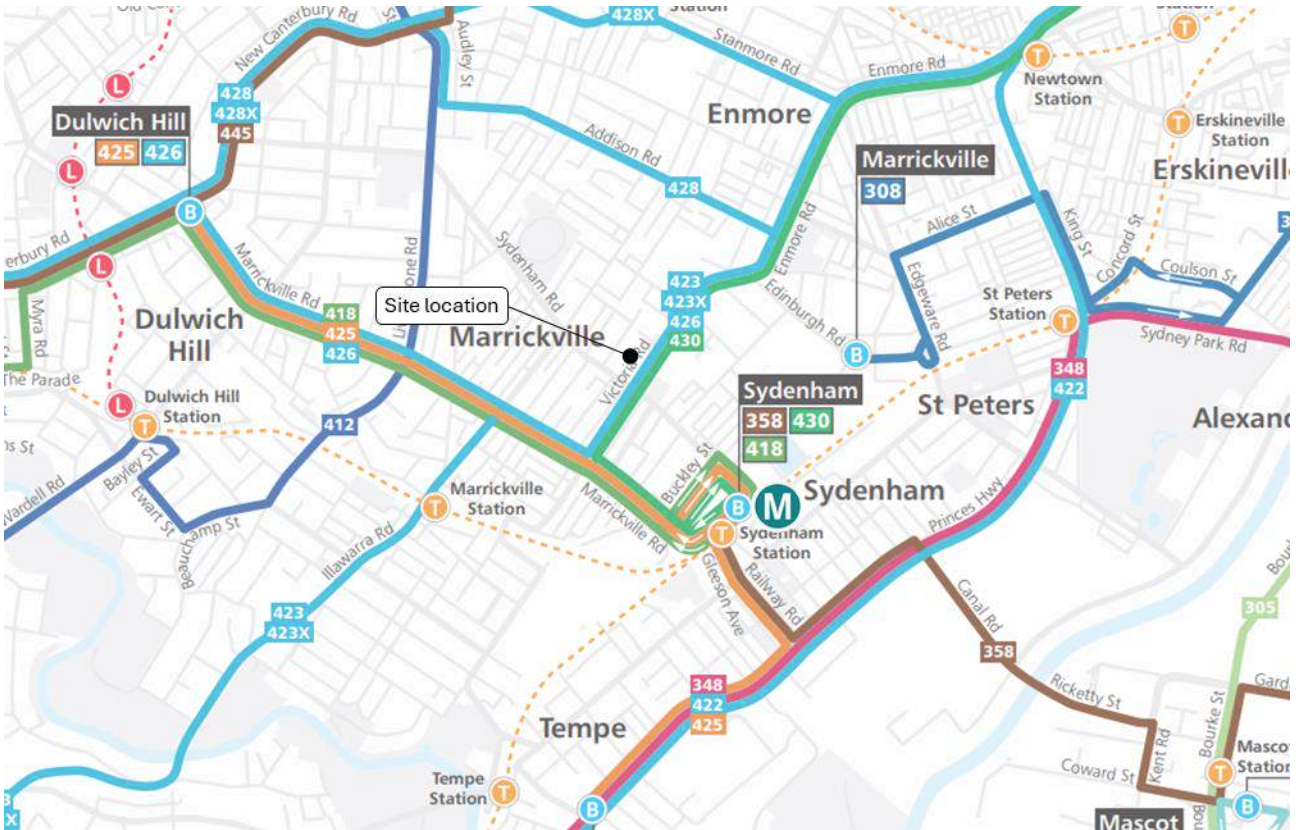


Figure 13: Surrounding Public Transport Network

Base image source: transportnsw.info/document/5670/21569_TS_R6_network_map

3.3.2 Future Transport Network

Sydney Metro is currently converting the existing T3 Bankstown line between Sydenham to Bankstown stations to provide an extension by mid-2025 to the recently opened metro services. Temporary bus replacement services are available between Sydenham Station and Bankstown Station throughout these upgrades.

When the conversion is complete, passengers will have access to a high-tech, frequent and reliable metro line with a train every 4 minutes during peaks, along with fully accessible stations and services. Currently, there are some stations on the T3 line that only receive four trains an hour in the peak. The extended metro line will connect seamlessly into the recently constructed M1 line facilitating a continuous metro line from Bankstown in Sydney's south-west and Tallawong in the north-west through Sydenham and Sydney CBD. The current and planned future Metro network is shown in **Figure 14**.

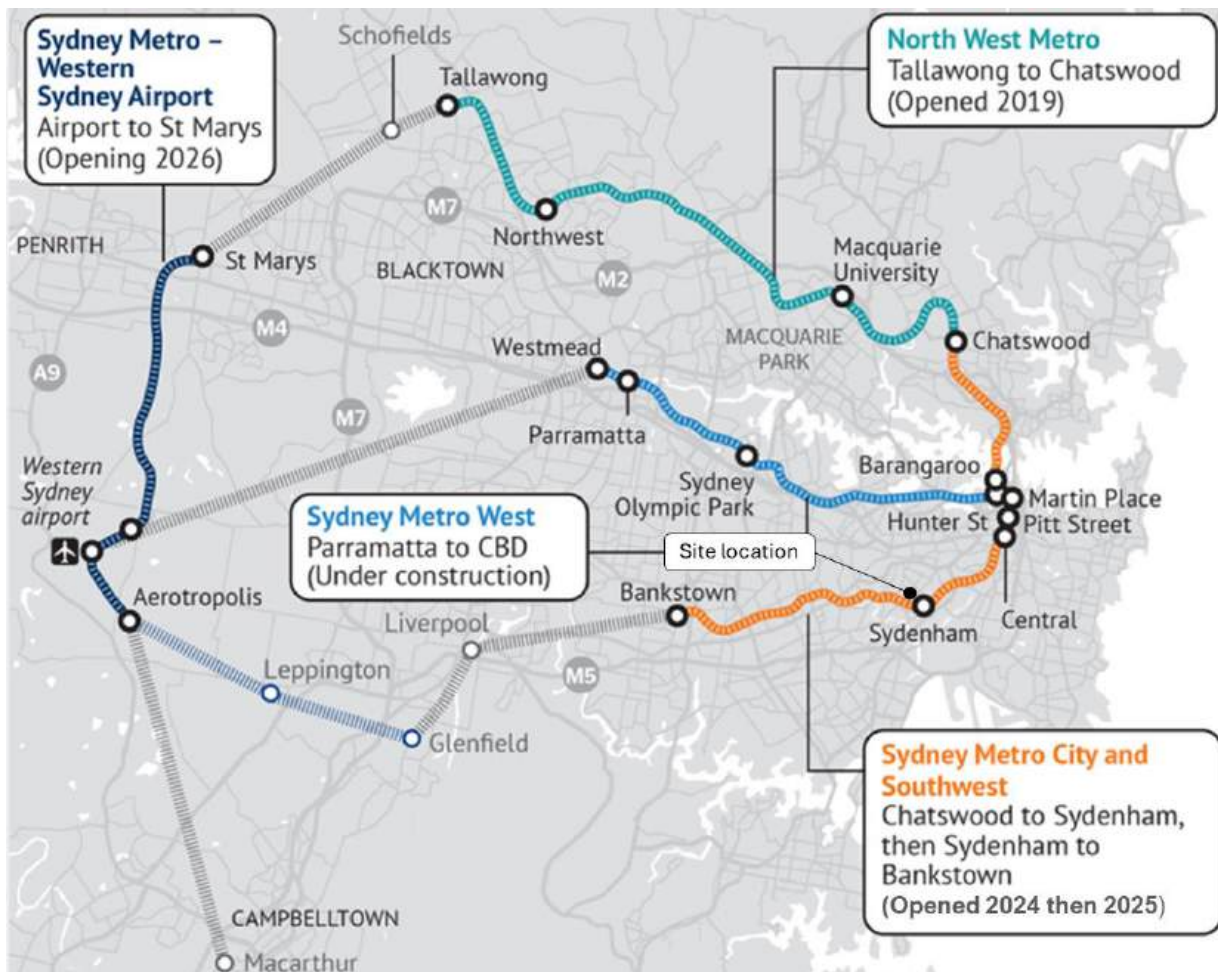


Figure 14: Existing and Future Sydney Metro Network

3.4 Active Transport

Well established pedestrian paths are generally provided on both sides of most surrounding roads, including Sydenham Road and Victoria Road, providing an acceptable level of pedestrian amenity. Signalised pedestrian crossings are also provided on all legs of surrounding intersections near the site. Level travel paths are provided through Wicks Park and along the northern side of Sydenham Road to allow for practical connection with Sydenham Metro. The surrounding cycle network is presented in **Figure 15**.

Pedestrian and cyclist activity has noticeably improved over recent years with the changing nature of land uses and businesses in the local area together with the extension of Sydney Metro to Sydenham. The recently completed upgraded Sydenham Station includes 90 secure spaces in an Opal enabled bike shed as well as bicycle racks within the public domain, as shown in **Figure 16**.

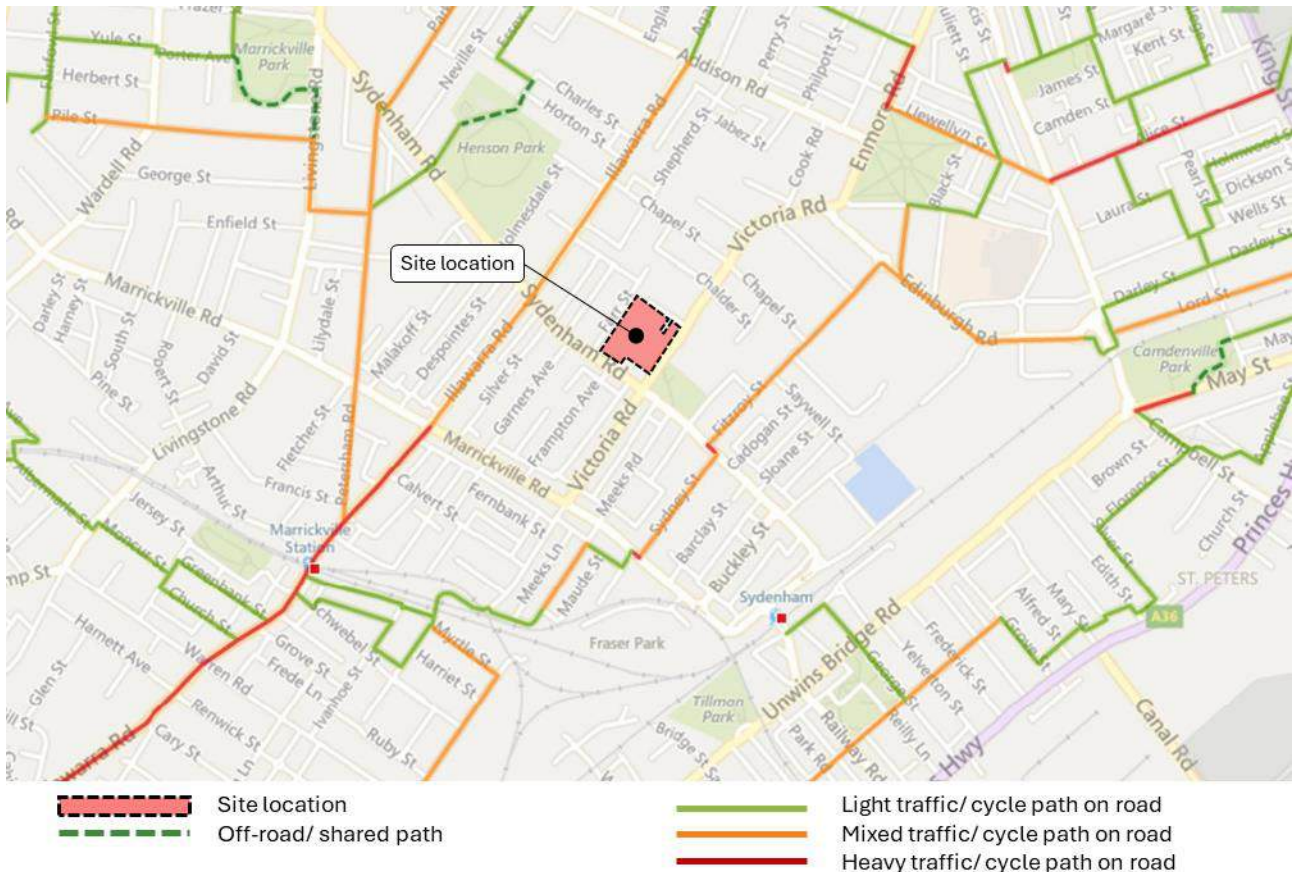


Figure 15: Surrounding Cycling Network

Base image source: Inner West Council



Figure 16: Sydenham Metro Station Bicycle Facilities

The Inner West Cycling Strategy identifies the need to increase the number of people cycling by expanding and improving the cycling network to provide safe, comfortable and direct cycling links for the community. Prioritised cycling routes are identified on Victoria Road and Sydenham Road in vicinity of the site, as shown in **Figure 17**. Such networks would support the future development, improving access to the Sydenham Station, as well as other key locations and/ or local places of work.

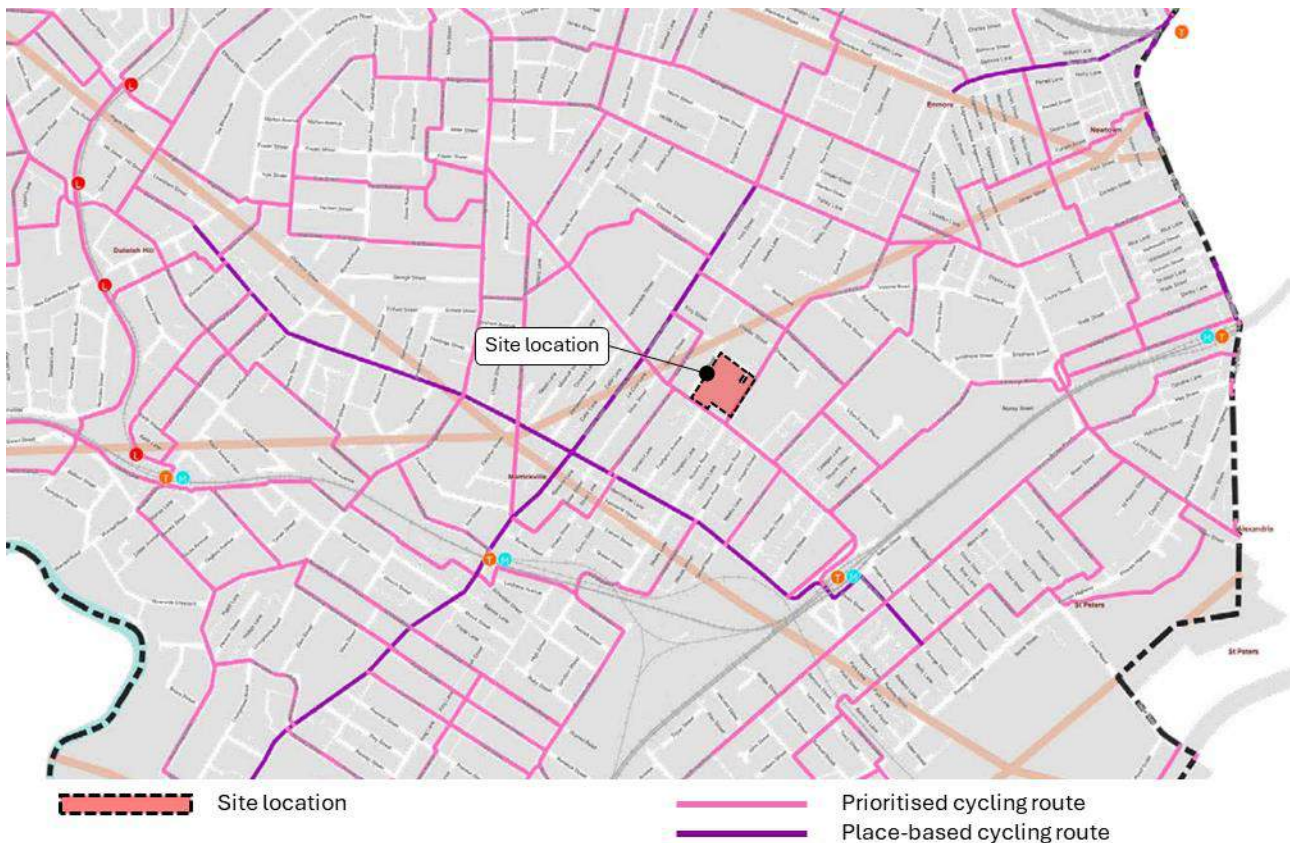


Figure 17: Prioritised Future Cycling Routes

Base image source: Figure 1, Inner West Cycling Strategy, November 2023

3.5 Local Car Share Initiatives

GoGet (along with other car share providers) has become increasingly common throughout Sydney and is now recognised as a viable transport option for drivers throughout Sydney. They are now a well-utilised service especially in the inner suburbs due to limited parking availability and the expense involved in parking close to the Sydney CBD. GoGet offer a viable alternative to the private car for trips where distances are short and are likely to be of benefit to future residents of the proposed development.

Research suggests that a single car share vehicle can replace 7-10 private vehicles and on average services 23 members. On this basis, the provision of car share vehicles on-site has the potential to significantly reduce private car ownership and/ or usage (as discussed in **Section 7.2.2**).

GoGet car share pods located close to the site are shown in **Figure 18**, with the closest pod located within the Wicks Place development directly opposite the site and others located on Silver Street, Chapel Street, and Frampton Avenue within a 200 to 300 metre walk of the site.

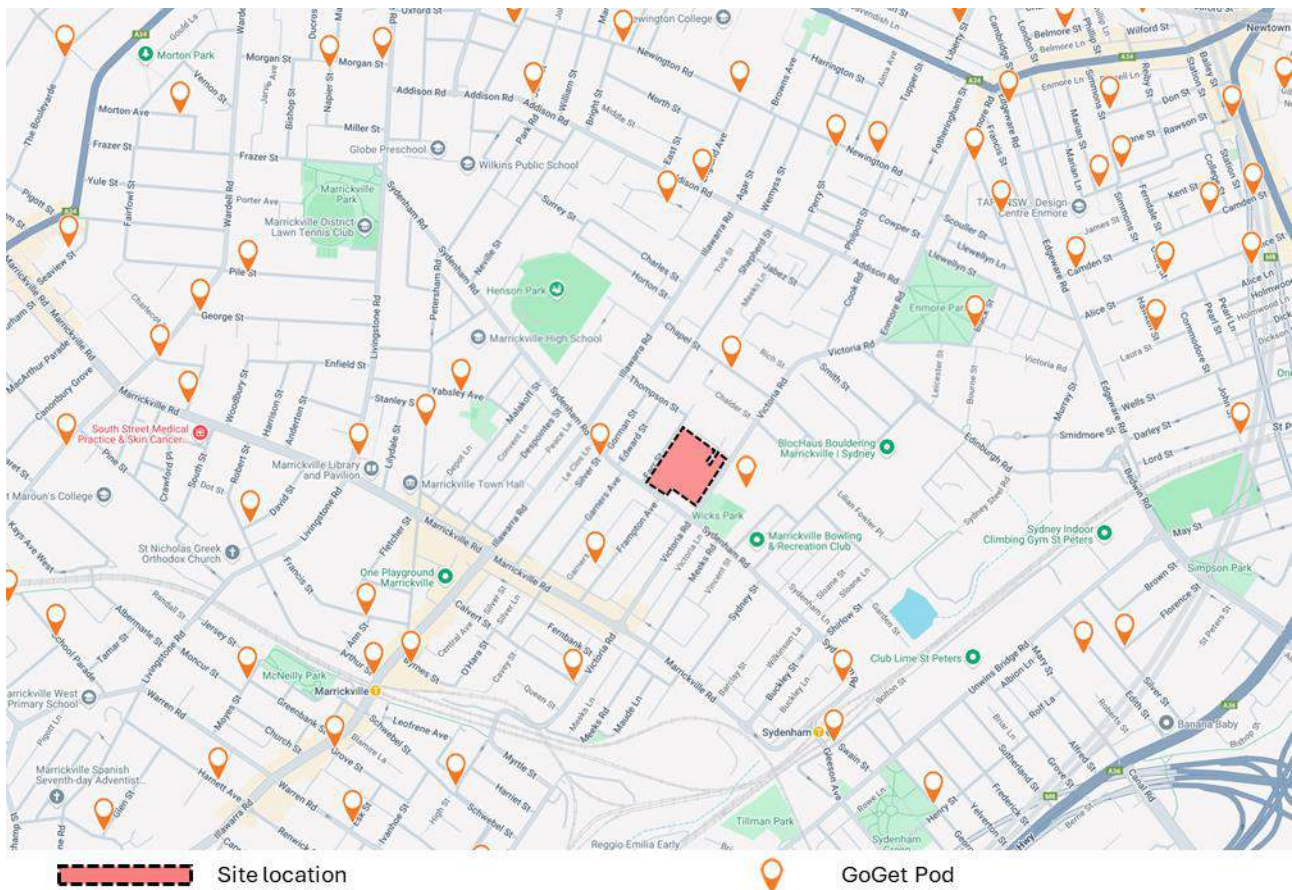


Figure 18: Surrounding GoGet Pods

Base image source: GoGet, accessed October 2024

3.6 Existing Travel Behaviour

The 2016 Australian Bureau of Statistics (ABS) journey to work data for existing residents in the Statistical Area surrounding the site is provided in **Table 6** with the primary locations of work shown in **Figure 19**. Given the impacts of the COVID-19 pandemic on travel patterns during this period, reference was not made to 2021 ABS journey to work data.

TABLE 6: ABS JOURNEY TO WORK (FROM THE SITE) – 2016

Mode of Travel	Mode Share [1]
Car (as driver & passenger)	45%
Train	37%
Bus	9%
Walk	6%
Cycle	3%

[1] Not considering those that worked at home or didn't work.

3.7 Traffic Volumes

Despite the history of detailed traffic data in the area, Ason Group commissioned additional traffic surveys at key locations in the vicinity of the site on Thursday 15 August and Saturday 17 August 2024.

The peak hours were found to occur from 8:00am to 9:00am and 5:15pm to 6:15pm on Thursday and 1:00pm to 2:00pm on Saturday, with the traffic volumes summarised in **Figure 20** to **Figure 22**. Full survey results are included in **Appendix A**.

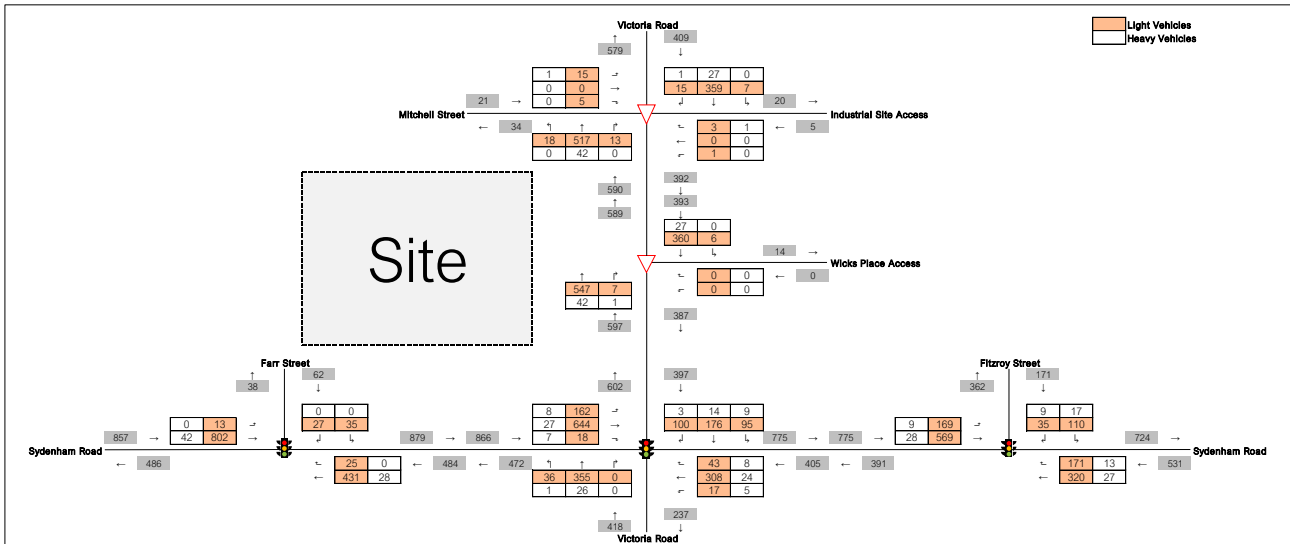


Figure 20: AM Peak Hour Volumes

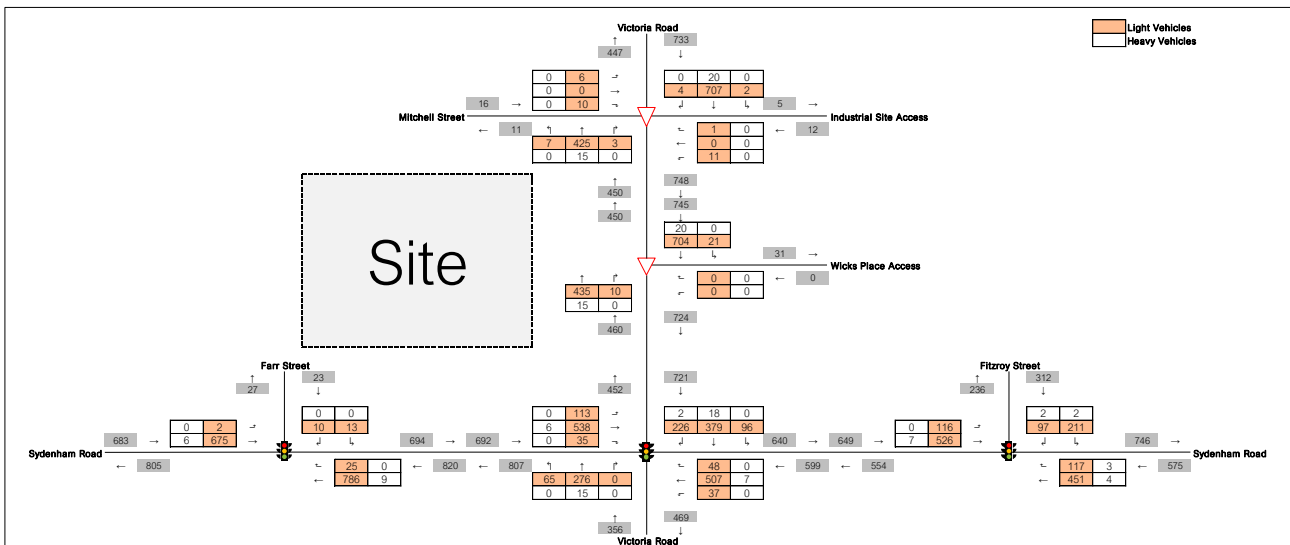


Figure 21: PM Peak Hour Volumes

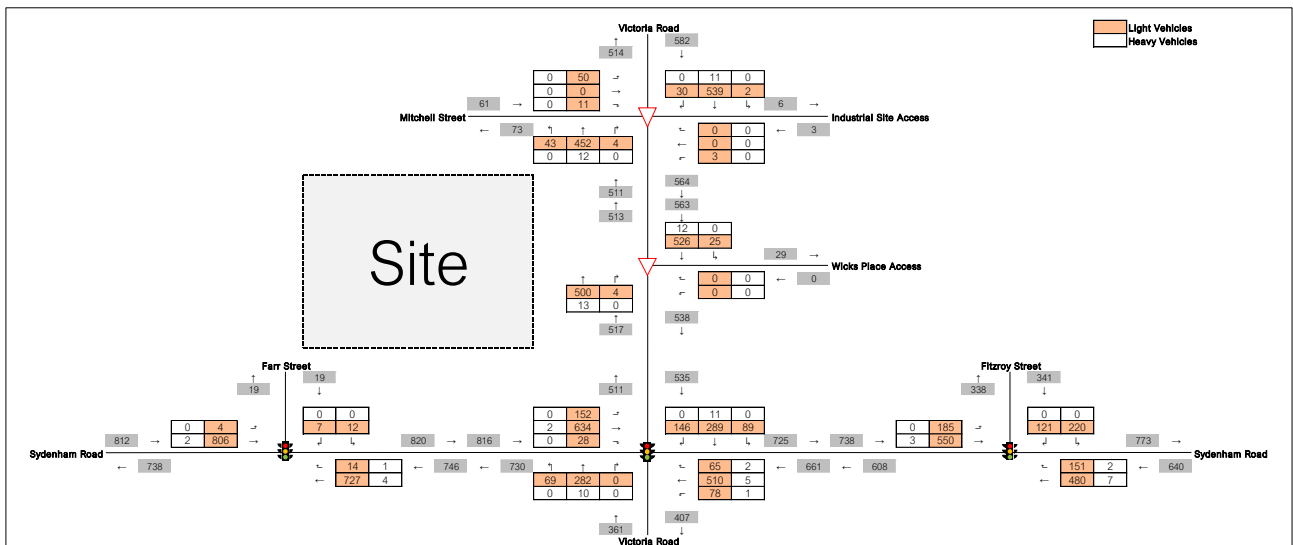


Figure 22: Saturday Peak Hour Volumes

As discussed in **Section 2.6**, the historic traffic surveys and modelling completed at the Victoria Road/ Sydenham Road intersection showed a continual decline in traffic volumes and resultant steady improvement in intersection operation over a seven year period to April 2024. The data is reproduced in **Table 7** with inclusion of the August 2024 data. Similarly, this data shows a further decrease in traffic volumes through the intersection.

TABLE 7: VICTORIA ROAD/ SYDENHAM ROAD INTERSECTION TRAFFIC VOLUMES

Assessment	Survey data year	AM peak hour traffic volumes	Relative change	PM peak hour traffic volumes	Relative change
ptc.	2018	2,499	-	2,716	-
GTA-Stantec	2019	2,395	-4.3%	2,794	+2.8%
	2021	2,224	-7.7%	2,532	-10.3%
Ason Group	April 2024	2,185	-1.8%	2,429	-4.2%
	August 2024	2,086	-4.7%	2,368	-2.6%
Total change	2018-2024	-413	-16.5%	-348	-12.8%

Table 8 presents a summary of the existing operation of the intersection based on the August 2024 traffic survey data. The site inspections also confirm accurate model calibration as it relates to queuing for each approach during the PM peak. Each signal cycle is timed as such to clear any minor queuing. This is consistent with the SIDRA modelling results.

TABLE 8: EXISTING INTERSECTION OPERATION

Intersection	Peak	DoS	AVD (s)	95 th Percentile Queue	LoS
Sydenham Road/ Victoria Road	AM	0.70	30	156	C
	PM	0.75	29	133	C
	SAT	0.76	35	172	C
Sydenham Road/ Farr Street	AM	0.37	8	59	A
	PM	0.58	8	110	A
	SAT	0.58	8	105	A
Victoria Road/ Mitchell Street	AM	0.03	24	1	B
	PM	0.06	24	2	B
	SAT	0.09	15	2	B
Sydenham Road/ Fitzroy Street	AM	0.82	131	22	F
	PM	0.88	92	36	F
	SAT	0.93	88	43	F

The modelling results indicate the following:

- The Victoria Road/ Sydenham Road intersection currently operates well at LoS C with acceptable delays and spare capacity during the weekday and weekend peak hours.
- The Sydenham Road Road/ Farr Street and Victoria Road/ Mitchell Street intersection operates below capacity at LoS A and LoS B, respectively during all peak hours. Queues on Farr Street and Mitchell Street are minimal during each peak period, only extending up to one to two vehicles.
- The Sydenham Road/ Fitzroy Street intersection currently experiences long delays, with the right turn out of Fitzroy Street being the critical movement. Such delays are common for minor approaches to busier collector roads, though, the pedestrian crossing does impact operation of the intersection.

4 Development Proposal

4.1 Overview and Key Objectives

The proposed Timberyards development seeks consent for a diverse rental housing precinct comprising BTR, co-living and affordable housing. The precinct development comprises seven buildings ranging from eight to thirteen storeys, with open space that includes a pocket park, through site links and communal open spaces. It aims to seamlessly integrate diverse residential offerings into the distinctive character of Marrickville with delivery of a wide range of rental living solutions, complemented by recreation spaces and local retail, all underpinned by Connection to Country and environmentally sustainable design principles.

The proposal incorporates 599 BTR and 589 co-living apartments with 2,397 square metres GFA of ground level retail and F&B across seven buildings dispersed across the consolidated site. Several communal areas in the form of rooftop terraces, co-working space, expansive public domain, pocket park, wellness rooms and creative hubs are also included.

The consolidated site covers the block bound by Victoria Road, Sydenham Road, Farr Street and Mitchell Street. The BTR housing would primarily front Farr Street, with co-living and retail fronting Victoria Road.

Specifically, consent is sought for the following, with the breakdown detailed in **Table 9**:

- Site preparation and remediation, demolition and bulk excavation for basement parking.
- Residential accommodation that includes BTR, co-living and affordable housing.
- Retail premises on the ground floor.
- Publicly accessible recreation area, including a pocket park and through site links.
- Associated landscaping and public domain works.

TABLE 9: PROPOSED DEVELOPMENT SCHEDULE

Land Use	Yield
Build to Rent	
Studio	83
1-bedroom	201
2-bedroom	275
3-bedroom	40
Co-living	599 apartments
2-bedroom	350
3-bedroom	221
4-bedroom	18
Sub-total	589 apartments
Non-residential	
Retail	2,073m ²
Commercial	324m ²
Communal	3,170m ²

The BTR includes almost 50 per cent studio and one-bedroom dwellings with 77 per cent of all dwellings being studios through to two-bedroom dwellings.

The proposed site layout is shown in **Figure 23** and **Figure 24**, with the distribution of land uses across the site shown in **Figure 25**.

The proposal also incorporates preference for a new safe crossing of Victoria Road by way of mid-block pedestrian signals located about 90 metres north of Sydenham Road. The location of these signals is key, with early TfNSW engagement indicating general support for such initiatives given the scale of the development and future population. The signals would need to ensure separation from adjacent intersections and appropriately accommodate the future pedestrian desire lines through Wicks Park and connection with the Wicks Place development on the eastern side of Victoria Road.

The through site links will ensure a high level of pedestrian permeability and consistency with Precinct 47 planning. The expansive public domain extending through the centre of the site connects Victoria Road and Farr Street and ensures future residents and the local community would benefit in terms of available quality public space and activation. The retail space and F&B mostly fronts Victoria Road, with secondary pedestrian access provided via a north-south connection with Mitchell Street. The proposal also strives to improve the on-street public amenity, footpath environment and landscaping together with rationalising (and increasing) on-street parking along the site frontages.



Figure 23: Proposed Site Layout

Source: Turner Architects, project no. 23068, presentation pack, 22/11/2024



Figure 24: Proposed Site Layout – Precinct Plan

Source: Turner Architects, project no. 23068, site plan, 06/12/2024



Figure 25: Distribution of Housing Types

Source: Marrickville Timberryards State Design Review Panel Session No. 2 Submission Report, RTL Co.

4.2 Build to Rent Housing

In the context of the proposal, it is important to highlight that BTR housing is a growing asset class in Australia that improves housing diversity and quality for both renters and institutional investors. BTR schemes are defined as housing that is purpose designed and built for renting, typically offering longer rental terms and on-site support, with leases centrally and professionally managed by a single entity. It is a major contributor to housing supply globally, with widespread adoption in the US and Europe.

The State Environmental Planning Policy (Housing) 2021 (Housing SEPP) sets parameters that define BTR housing and establishes the relevant non-discretionary development standards for designing and assessing BTR housing. Further, the Housing SEPP enables flexible application of certain provisions of the NSW Apartment Design Guide (ADG) to reflect the more communal nature and management of BTR housing. While the Housing SEPP includes provision for a BTR development to remain as such for a minimum of 15 years (after which individual apartments may be sold), RTL Co. will operate the proposed development as a rental housing precinct in perpetuity.

The Housing SEPP provides a set of 'non-discretionary development standards' for BTR housing. Such standards, if complied with, prevent the consent authority from requiring more onerous standards for the matters. An example standard is to provide 0.2 parking spaces for each dwelling (for land in an accessible area). The proposed development complies with this development standard, and as such a consent authority cannot request additional residential parking for the BTR apartments. Parking will be made available to tenants that request as such and will form part of individual rental agreements. This flexible approach to parking allocation ensures that residents will have access to a parking space, if and as required rather than strictly allocating specific parking spaces to specific dwellings. This approach will minimise the likelihood of the proposed development imposing any such loss to on-street parking in the precinct.

4.3 Vehicle Access Strategy

The proposal includes separated retail and residential vehicle accesses, defined as follows and illustrated in **Figure 26**.

- A shared retail and service vehicle access to the loading dock is provided on Mitchell Street with a wide crossover to accommodate independent entry and exit of large service vehicles. The retail car park includes capacity for 33 vehicles and incorporates two drop-off and pick-up areas to ensure practical use and convenience for a range of users. The consolidated loading dock has capacity for four service vehicles up to 8.8m medium rigid vehicles (MRV) and 12.5m heavy rigid vehicles (HRV).
- Access to the residential undercroft and basement car park is proposed on Farr Street with capacity for 238 resident parking spaces, including 22 privately RTL Co. operated car share spaces. Resident parking is provided in accordance with the Housing SEPP 2021 requirements for BTR and co-living dwellings. This represents an appropriate reduction when compared with both DCP and TfNSW requirements and further supports the active travel objectives (see **Section 7**). In addition, designated loading areas for four small move-in/ move-out vans are also provided for use by residents, together with two car wash bays and seven spaces for use by RTL Co. staff.
- A secondary access on Farr Street about 25m north of Sydenham Road provides convenient access to a shared area and designed to facilitate bump-in/ bump-out activities and small deliveries (Uber eats, home deliveries, etc.) with capacity for all vehicles up to MRVs. This area would be managed to ensure a safe environment at infrequent times when rigid trucks are manoeuvring.

The site access strategy is well considered and ensures an equitable distribution of traffic across the site. This works in well with the known surrounding road network and supports arrival and departure routes without concentrating any such vehicle activity in a single location or through surrounding intersection. It is important to separate retail and resident vehicles and ensures Farr Street can continue to serve as a local access street with Victoria Road and Sydenham Road facilitating most site generated traffic. Impacts on Mitchell Street are also expected to be minor with nominal impacts on the surrounding existing light industrial land uses.

The proposal would result in the consolidation of about 22 existing driveways across all frontage streets into three well located and separated accesses, with a corresponding net increase in on-street parking. A detailed assessment of the on-street parking environment across the frontage streets has been completed and confirms a net increase of about six spaces. In this regard, there is opportunity to modify the on-street parking restrictions in Precinct 47 to better accommodate the change in land use in to enable turnover of parking through signposted restrictions and to rectify the all-day parking issues that have plagued the area in recent years.

It is understood that Inner West Council is investigating options to undertake a detailed on-street parking assessment within and surrounding Precinct 47 to better facilitate the broader planning intent of Precinct 47. This could include a resident parking scheme to ensure existing residents are not impacted by development in the precinct while guaranteeing future residents of the proposal (and other proposals in the precinct) are not afforded such parking benefits. Such arrangements are common and acceptable.



Figure 26: Site Access Strategy

4.4 Corner Site

The subject site does not incorporate several lots on the corner of Sydenham Road and Victoria Road, identified in blue in **Figure 26**. Collectively, these lots are referred to as the Sydenham Road and Victoria Road Corner Site (Corner Site). Given that RTL Co. is continuing to negotiate to acquire the Corner Site, it remains possible that negotiations may allow for the successful acquisition and integration of that site into the broader precinct. With negotiations with the existing landowners not yet sufficiently progressed to allow this to occur, should this ultimately be achieved in the future, these properties would be subject to a separate DA.

In this regard and from a transport and access perspective, any DA on the Corner Site would require vehicle access to be via Sydenham Road and sufficiently setback from the Sydenham Road/ Victoria Road signalised intersection. The narrow frontage to Victoria Road is not sufficient to facilitate vehicle access. Given the respective road hierarchies, consultation with TfNSW would be necessary as part of any DA and with no local road frontage, Sydenham Road is the most appropriate. With the six existing driveway crossovers across the two frontages potentially replaced with a single consolidated driveway, any DA on the Corner Site would improve pedestrian amenity, on-road conditions and façade generally. This potential for separate amalgamation of the Corner Site is also consistent with Council's Precinct 47 DCP.

5 Sustainable Transport

5.1 Overview

BTR and co-living dwellings are typically smaller than traditional build-to-sell apartments and known to attract a diverse young and increasingly mobile population more reliant on active and public transport to meet their daily travel needs. A travel demand management approach will be key in the precinct and critical in realising the significant benefits afforded by Sydney's expanding Metro services.

A key strategic priority of the proposal is the objective to leverage the behaviours of future residents and promote sustainable modes of daily travel. This aligns with the objectives detailed in critical Council and Government planning (as discussed at **Section 2**), including the Inner West Integrated Transport Strategy, Council's Local Strategic Planning Statement, Cycling Strategy and DPHI's Greener Places framework and the Sydney Green Grid.

5.2 Pedestrian Amenity

The seven buildings are well separated with generous public domain ensuring good permeability throughout while facilitating east-west and north-south pedestrian access. More than 50 per cent of the site area is provided as resident and publicly accessible open space within the R4 zoning and 35 per cent in the mixed uses zoning. Retail shops fronting Victoria Road will also further improve street activation.

As discussed, a signalised pedestrian crossing is proposed on Victoria Road a minimum 100 metres north of Sydenham Road and adjacent to the proposed retail tenancies. Early consultation with TfNSW indicates initial support and agreement on the positive intent. The crossing will be subject to further detailed design as part of ongoing design development and stakeholder engagement and will be designed in accordance with relevant Austroads guidelines and observing the necessary separation of traffic signals to maintain road safety and traffic flow. There would be a minor loss of three on-street parking spaces along the Victoria Road western kerb, however this is minor when compared with the broader benefits of fostering safe and convenient pedestrian connectivity within the immediate precinct, including connecting the site with Wicks Place and Wicks Park together with a focus on formalising the natural desire lines to connect with bus and Metro services.

Such design principles aim to increase walking and cycling in accessible areas and further encourages the continued mode shift away from private vehicles. With resident parking provided in accordance with the Housing SEPP 2021 requirements for BTR and co-living dwellings, the meaningful reduction in parking supply when compared with both DCP and TfNSW requirements further supports such active travel objectives. Overall, the interface with the frontage streets is noticeably improved over the existing vehicle crossovers and industrial land uses.

There is further opportunity to improve amenity and connectivity along the Sydenham Road corridor by improving pedestrian footpaths and cycling lanes. The development is committed to aid delivery of some of these active travel improvements in the surrounding precinct and to ensure alignment with the Inner West Cycling Strategy that identifies Sydenham Road and Victoria Road as priority cycling routes for future funding.

5.3 Bicycle Parking

5.3.1 DCP Requirements

Bicycle parking requirements for different development types are set out in DCP 2011 which details the following applicable bicycle parking rates:

- Residential: 1 space per 2 apartments for residents and 1 space per 10 apartments for visitors.
- Retail: 1 space per 300m² GFA for staff and 1 space per 500m² GFA if over 1,000m² GFA.

A review of the bicycle parking rates and the floor area schedule results in a DCP 2011 parking requirement for the proposed development as summarised in **Table 10**.

TABLE 10: DCP 2011 BICYCLE PARKING REQUIREMENTS

Use	Yield (GFA)	Requirement	
		Resident Long Stay	Visitor Short Stay
Residential	1,188 dwellings	594	119
Retail	2,397m ² GFA	8	5
Total		602 spaces	124 spaces

Based on the above the proposed development generates a bicycle parking requirement for 602 long stay spaces and 124 short-stay spaces.

5.3.2 Austroads Guidelines

Austroads Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management (October 2016) also provides bicycle parking rates for various land uses, as follows:

- Residential: 1 space per 50 apartments for visitors with no rate defined for residents (based on ownership levels per dwelling).
- Retail: 1 space per 100m² GFA for staff and 0.4 spaces per 100m² GFA for visitors.

Adoption of the above rates results in a recommended provision of 24 spaces for resident visitors, 24 retail staff, and 10 retail customer bicycle spaces.

5.3.3 Bicycle Parking Adequacy

The proposal includes an abundant supply of resident, staff and visitor bicycle spaces within the undercroft car park and as part of the public domain and landscaping areas in well-lit areas near the main entrances for use by all visitors. The overall provision of 748 spaces, comprising 618 long stay spaces and 130 short stay spaces, would be appropriately dispersed across the various user groups with secure resident spaces equating to a rate of one bicycle space per 1-2 dwellings. This meets DCP 2011 requirements and is appropriate having regard to the scale and location of the development.

With most future residents likely working within Sydney's Eastern Economic Corridor (dominated by the CBD) Metro services through Sydenham are likely to facilitate much of the daily travel needs. The provision of bicycle facilities also supports the ongoing adoption of cycling as a means of travel given the secure storage cages available for daily use at Sydenham Metro station and recognises the existing and planned cycling network throughout the Inner West. The provision allows for significant growth in cycling travel mode share with the estimated 2,250-2,300 residents meaningfully able to elevate cycling as a legitimate form of daily travel.

End of trip facilities are also incorporated for use by the non-residential land uses with provision of one locker for every three staff spaces and a minimum one shower and change facility.

5.4 Car Share

Though DCP 2011 does not stipulate parking requirements for car share schemes, it is recognised there exists a real opportunity to provide car share vehicles within the development to ensure quality provision for residents who do not require daily use of a private vehicle.

The proposal includes 22 car share spaces to be managed by RTL Co. for exclusive use by residents. The benefits of car share systems are well recognised and will be implemented to support the sustainable travel objectives identified for the site given they provide the convenience of car use without the responsibility (and cost) of personal ownership. As discussed in **Section 3.5**, research suggests that a single car share vehicle can replace 7 to 10 private vehicles and on average services 23 members, which will naturally and meaningfully support residents. Based on the estimated 2,260 resident population (as detailed in **Section 8.4.1**) the proposed car share could practically provide for at least 20 per cent of all residents. This will further incentivise less car ownership and further encourage daily sustainable travel habits of future residents.

5.5 Electric Vehicle Charging Infrastructure

Reference has been made to Clause J9D4 of the National Construction Code (NCC) which stipulates a development should be constructed to support the future installation of a 7kW (32A) Type 2 electric vehicle charge in:

- 100 per cent of the car parking spaces associated with a Class 2 building; or
- 10 per cent of car parking spaces associated with a Class 5 or 6 building; or
- 20 per cent of car parking spaces associated with a Class 3, 7b, 8 or 9 building and Class 2 Building 100 per cent.

Car parking would be future proofed to provide 90 per cent electric vehicle charging capability which exceeds that required under the NCC (noting co-living, which accounts for roughly half of the residential yield are classified as a Class 3 building).

6 Preliminary Green Travel Plan

6.1 Introduction

Transport is an essential aspect of daily life, impacting the economy, public health, and the environment. The transportation sector stands out as one of the rapidly growing sources of emissions in Australia, presenting a significant opportunity for reducing greenhouse gases. Beyond environmental considerations, offering diverse travel options, prioritising walking, cycling, and public transport, holds substantial public health advantages and contributes to the development of a strong and prosperous community.

While the physical infrastructure discussed in **Section 5** integrated into the development is a crucial component, it represents only a portion of the overall solution. A Green Travel Plan (GTP) will ensure that the transportation infrastructure, services, and policies both within and beyond the site are tailored to user needs and strategically coordinated to achieve the highest level of sustainability.

6.1.1 Context

This Preliminary GTP has been prepared to reinforce the client's commitment towards sustainable development and to ensure that the proposed development not only integrates into, but also enhances the existing public and active transport networks.

Given the proposal is in its early stages, the purpose of this Preliminary GTP is to outline the overarching requirements for a future GTP. Noting the proposed use of the site, the focus of the future GTP will be to effect changes in resident, visitor, and staff travel to and from the site, and assist in:

- Removing barriers to active travel for all.
- Maximising the number of people who walk, cycle or utilise public transport to and from the site.

This GTP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. In this regard, this plan sets out objectives and strategies to assist the Council in achieving its goal to improve sustainability. These targets are to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes.

As a 'living' document, the GTP should be updated regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

6.1.2 Objectives of GTP

Underpinning this GTP comprises a package of measures which could be adopted and designed to address the specific travel needs of the site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the site.

The primary objectives of the future GTP will be to:

- Reduce the environmental footprint of the site.
- Set future staff travel mode share targets.
- Improve access, amenity, convenience, and safety of sustainable transport modes to/from the site.
- Promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys.
- Reduce reliance on the use of private vehicles for all journeys.
- Encourage a healthier, happier, and more active & public transport use culture.

Having regard for the above, this GTP seeks to adopt the movement hierarchy shown in **Figure 27** (noting this is a standard hierarchy and not necessarily site specific), with priority given to ‘active transport’ such as walking and cycling.

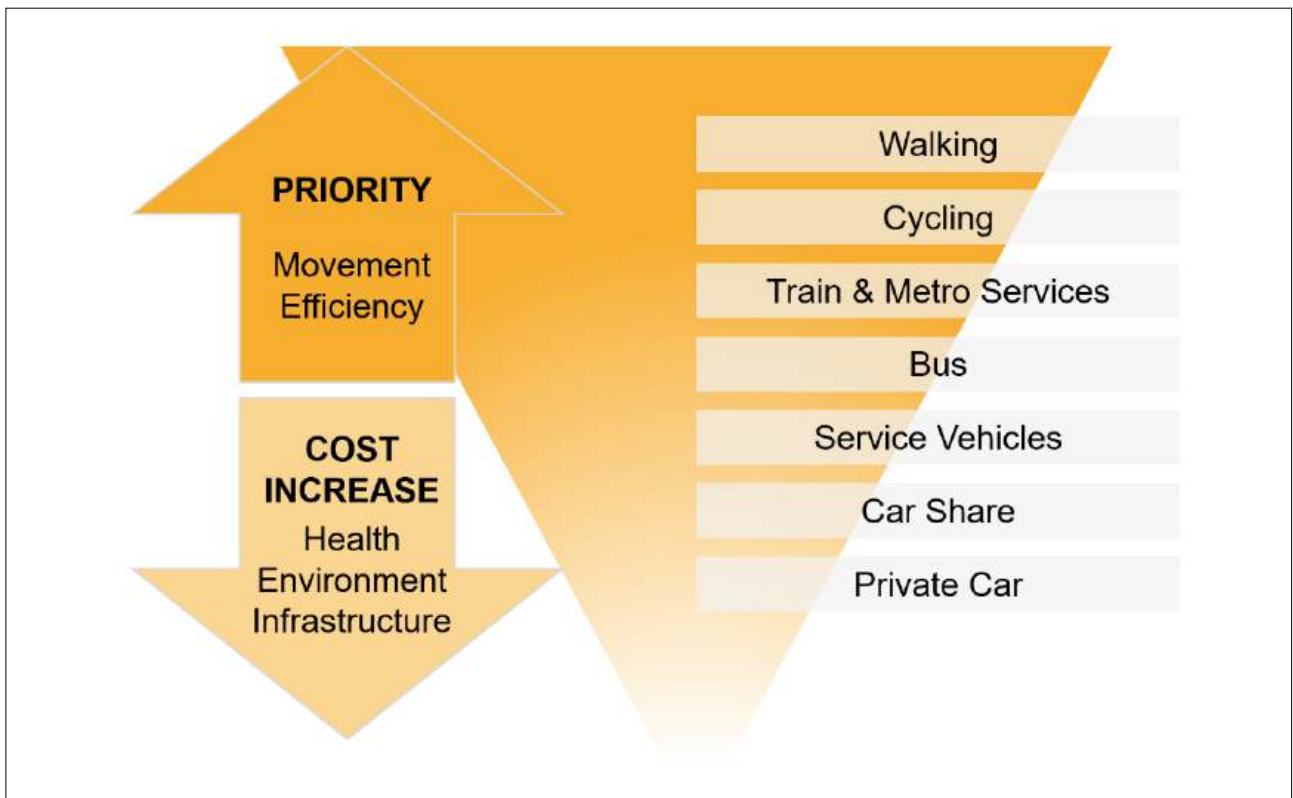


Figure 27: Movement Hierarchy

6.2 Travel Mode Targets

6.2.1 Introduction

An audit of the site is required to determine the existing facilities in the area and review existing transport choices. This section will need to be updated prior to implementation of the future site-specific GTP, and at appropriate times, during the period of monitoring and review. The audit should consider the following:

- Site conditions, once the development is complete.
- Public transport services in the area, including proximity to the site, frequency of services and accessibility.
- Bicycle and pedestrian facilities, including accessibility, connectivity and safety.
- Mode-split data for the site and local area.

6.2.2 Existing Travel Patterns

The baseline travel characteristics of the area collected from the 2016 ABS Census, inclusive of the site were presented in **Table 6** and reproduced in **Table 11**.

TABLE 11: ABS JOURNEY TO WORK (FROM THE SITE)

Mode of Travel	Mode Share [1]
Car (as driver)	41%
Car (as passenger)	3%
Train	37%
Bus	9%
Walk	6%
Cycle	3%

[1] Excludes those that worked at home or didn't work.

6.2.3 Travel Mode Targets

The ABS data indicated that in 2016, many residents living within the Statistical Area utilised active and public transport methods to travel to work with heavy rail/ bus services accounting for 46 per cent and walking/ cycling accounting for nine per cent. Most residents worked within Sydney's Eastern Economic Corridor (Sydney CBD, North Sydney, St Leonards, Macquarie Park, Mascot, etc.) or within Marrickville and surrounding Inner West. With the recent extension of the Sydney Metro network and 2025 conversion of the T3 Bankstown Line to further expand metro services providing increasingly frequent, reliable and efficient connectivity to the economic corridor and the site proactively incorporating measures to promote alternative forms of daily travel, public and active transport mode share is only expected to increase.

The mode share targets, as set out in this report are indicative only and to be confirmed as part of the future detailed GTP for the site. However, the targets place a focus on encouraging modal shift away from private vehicles to utilising public and active transport networks.

Table 12 shows the target mode share of the entire site, estimated based on the anticipated number of person trips for each travel mode considering both residents and retail land uses. These mode shares have considered the impacts of the recently opened and future Sydney Metro and factored in the restricted provision of private vehicle parking on-site (discussed further at **Section 7**), in line with the Housing SEPP 2021 car parking rates. Measures and strategies to achieve these targets are discussed in **Section 6.3**.

TABLE 12: OVERALL SITE TARGET MODE SHARE

Travel Mode	Residential Target Mode Share	Retail Target Mode Share
Car (as driver & passenger)	16%	32%
Public Transport	65%	48%
Active Transport	20%	20%

6.3 Measures and Action Strategies

6.3.1 Measures

The below includes a range of measures which could achieve the objectives of this GTP with any such details to be reviewed and confirmed prior to implementation of any future plan.

- An introduction to the plan for all residents and staff, setting out its purpose and objectives.
- Provision of public transport travel information for residents, staff and visitors.
- Encouragement of carpooling, both amongst staff and residents on site and in the wider context.
- Assisted cycle purchase schemes for residents and staff.

- Interest free loans to assist with cycle purchase, cycle equipment purchase etc. for residents and staff.
- A transport section on the building website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the site.

6.3.2 Site Specific Measures

Numerous possibilities exist to incentivise users to consider alternative travel modes to and from the site. The following potential measures and initiatives could be implemented to encourage more sustainable travel modes:

Active Travel

- Establish high-quality, prominent bicycle parking.
- Foster cultural change through initiatives such as:
 - Creating a bike user group, targeting staff residing within five kilometres of the site or residents working within five kilometres of the site.
 - Providing information outlining opportunities and facilities available to users, including maps of available cycling routes to the site.

Promote Carpooling

- Encourage carpooling through the establishment of a carpooling club or registry/ forum.
- Conduct community programs to encourage carpooling for residents.

Public Transport

- Develop a Travel Access Guide (TAG) for resident and staff access, incorporating details on site facilities and surrounding public transport services and active transport initiatives. Update the TAG as the surrounding transport environment evolves.
- Install public transport information boards/ apps to inform residents and visitors about alternative transport options, utilising the TAG as a reference.
- Display a copy of the TAG in communal areas of the site including (but not limited to):
 - Resident lobby.
 - Staff lunchroom.
 - Lift lobby area and entrances to buildings.
 - Any marketing material associated with the site, such as websites and newsletters.

Welcome Packs

- New staff and residents shall be provided with a 'welcome pack' as part of the on-site induction process or when they first providing information in relation to sustainable transport choices. This pack shall include copy of the GTP and a TAG, as well as general information regarding the health and social benefits of active transport and advice on where to seek further information. It is recommended that an electric copy of the welcome pack be created and made available to staff.

Additional Travel Demand Initiatives

- Establish quality pedestrian connections between the site and existing bus routes, engaging with service providers to assess the feasibility of increasing frequency and timing.
- Explore opportunities for new local bus routes to ensure convenient bus services near the site, utilising the dedicated bus facilities proposed in ongoing design planning.

- Maintain ongoing engagement with TfNSW and Council to capture any additional demand generated by the subject site as part of ongoing train and bus planning for the area.
- Provision of electric vehicle charge points to encourage employee and visitor uptake of electric vehicles.
- Providing facilities such as showers, change rooms, lockers. For the initial stages of the development, it is recommended to provide facilities compliant with the relevant controls, and as the site develops further, they should be reviewed as part of monitoring process to meet any increase in demand.

6.4 Implementation and Monitoring

6.4.1 Responsibility for Implementation

The Travel Plan Coordinator (TPC) will be responsible for the running of the future GTP, including its administration and all liaison with interested parties. The role is likely to be undertaken by site/ building Management, or an independent consultant, appointed by building management. The TPC will be appointed following occupation of the development, who will liaise with Council as part of the monitoring process.

6.4.2 Travel Plan Coordinator

The TPC should be appointed to act as the primary point of contact for enquiries relating to the progress of the future GTP. The TPC will manage all aspects of the future GTP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future GTP from and will work in partnership with all stakeholders to deliver the strategies and actions.

The TPC should be appointed within one month of the site becoming occupied. Contact details for the TPC should be provided in the implemented GTP.

6.4.3 Plan Maintenance

So as to record the overall success, as well as the effectiveness of the individual measures, monitoring and review of the GTP is to be conducted at regular intervals. The TPC will act as the primary point of contact for all enquiries relating to the GTP's progress.

The GTP will be monitored around every one to two years, with the first survey being carried out shortly after first occupation of the Development (approximately six months). Travel mode surveys would determine the proportion of persons travelling to/from the site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable.

The key considerations when reviewing or monitoring the GTP are as follows:

- Update baseline conditions to reflect any changes to the transport environment in the vicinity of the site such as changes to public transport services, new cycle routes etc.
- Track progress against target travel mode targets.
- Identify any shortfalls and develop an updated action plan to address issues.
- Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

If targets are not met at the end of the initial period of monitoring, the GTP will be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

6.4.4 Consultation

It is essential that any parties that may play a part in the future of GTP's and their actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising their overall efficacy. For this reason, a coordinated approach to GTPs should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department.
- Traffic Committee.
- Local Bus Operators.
- Transport for New South Wales.

Other organisations may be added to this list as the plans evolve.

7 Parking Assessment

7.1 Car Parking

7.1.1 Residential

As discussed, Housing SEPP 2021 stipulates a non-discretionary development standard for BTR and co-living developments on land within an accessible area. Should parking be provided at a rate of at least 0.2 spaces per dwelling, the consent authority is not permitted to enforce more onerous parking requirements. No visitor parking rate is stipulated in the Housing SEPP 2021. In this regard, the proposed development is required to provide a minimum 238 parking spaces for the residential component.

The proposed development includes a total of 238 resident parking spaces including 22 privately operated car share spaces plus seven RTL Co. staff spaces. No provision has been made for visitor parking, consistent with Housing SEPP 2021 requirements. Equitable provision and distribution of drop-off and pick-up areas across the site include adjacent to and within the small retail car park accessed via Mitchell Street and on the frontage streets by way of short-stay parking signage to encourage turnover and appropriate use that reflects the changing land uses. Notwithstanding, the sites' location close to high frequency and reliable public transport services would further benefit visitors.

It is also noted that application of the Housing SEPP rate of 0.2 parking spaces per dwelling is also appropriate for all Affordable Housing units. This recognises that the affordable housing component is part of a wider rental housing precinct where development standards are applied consistently to ensure all residents have equal access to parking. While this approach represents a technical departure from the non-discretionary development standard, it is appropriate and supported on transport grounds.

Overall, the residential car parking provision satisfies the Housing SEPP 2021 requirements with all provided on-site within the undercroft and basement car park accessed via Farr Street. All spaces will be allocated and linemarked in accordance with the respective users with secure access measures in place to ensure authorised access only.

7.1.2 Retail and Co-Working

Car parking rates for the retail, F&B and co-working land uses as specified in DCP 2011 are summarised in Table 13.

TABLE 13: DCP 2011 AREA 2 RETAIL PARKING REQUIREMENTS

Description	Yield	Parking Rate	Parking Requirement
Retail Shop	775m² GFA	12 + 1/ 35m² GFA over 750m² GFA	13
Food & Beverage	1,298m² GFA	1 space/ 80m² GFA	16
Office Premises	324m² GFA		4
Total			33 spaces

Table 13 indicates that the proposal generates a maximum DCP Parking Area 2 parking requirement of 33 spaces with this met with provision of such parking in the retail car park with access via Mitchell Street.

With this in mind, it is noted that the parking rates detailed in the DCP are based on the identified Parking Areas within the LGA considering the relative accessibility and constraints prior to 2011. With the site formally located in Parking Area 2 and with Parking Area 1 identified as local centres and/ or within 200 metres of a railway station, it is recognised that the site and Precinct 47 generally are inherently different to the 2011 environment and will continue to transition into a vibrant and sustainable mixed-use precinct filled with high quality public spaces, improved connectivity and increased employment opportunities. Mixed uses

will increase opportunities for residents to work locally with active uses such as cafes, studios and small retail opportunities stretching along the Victoria Road. With considerable improvements to public transport through delivery of Sydney Metro and extension to Bankstown, the precinct is definitively transitioning into a vibrant local centre indicative of those identified under Parking Area 1. As such, application of these rates to the retail land uses could be considered more applicable and would result in the need for a maximum 26 parking spaces⁶.

The following aspects are also recognised as part of an overarching approach to travel demand measures:

- Equitable provision and distribution of drop-off/ pick-up bays across the site located within the accessway to the retail car park and Farr Street shared area will aid visitor convenience.
- Precinct proximity to high-quality, frequent and reliable public transport systems.
- The DCP recognises that parking provision and design can be complemented by parking management measures, such as provision of drop-off/ pick-up facilities.
- The intent of the Victoria Road Corridor and Timberyards sub-precincts are to combine residential space with places of work and retail activation. The proposed mixed-use nature of the development encourages internal trips and pedestrian activity from the surrounding residents and workers, thus further reducing demand for on-site retail parking.
- Council is understood to be in the process of reviewing both development parking rates and on-street parking restrictions in the precinct which will further align with the development intent.
- Retail parking restrictions and access control to manage car park operation and ensure it is reserved for use by retail customers.

7.2 Other Parking Requirements

7.2.1 Accessible Car Parking

The National Construction Code (NCC) stipulates that accessible parking for residential uses should be equivalent to the portion of adaptable dwellings to the total number of dwellings. The proposal includes at least four per cent of all dwellings as accessible and with the development including 238 resident parking spaces, this equates to about nine accessible and adaptable spaces. These spaces are provided in convenient locations in the resident only car park accessed via Farr Street.

The NCC also stipulates that one accessible space per 50 standard car parking spaces should be provided for retail uses, resulting in a minimum requirement of one accessible space.

All accessible and adaptable parking spaces will be provided in accordance with AS2890.6.

7.2.2 Motorcycle Parking

Motorcycle parking is to be provided at a rate of one space per 20 car parking spaces. This results in a requirement of 14 spaces (12 spaces for residents and two spaces for retail customers) based on a total provision of 278 spaces across the resident and retail car parks. The provision and location of motorcycle parking will form part of design development, with both car parks including adequate space to accommodate such provision.

⁶ Based on DCP 2011 Parking Area 2 rates of 15 + 1/ 35m² GFA over 1,000m² GFA (retail) and 1/ 100m² GFA (F&B).

8 Traffic Assessment

8.1 Overview

The proposal represents a genuine mixed-use development in an area that has historically encountered some levels of traffic congestion, though has more recently shown continued decline in traffic volumes due to the completion of regional infrastructure projects such as WestConnex.

Precinct 47 planned to facilitate a significant shift in the mix of land uses from the existing industrial warehouses with mixed-use residential (build-to-sell apartments) targeted for the site. The development potential of the site now lends itself to an alternative housing type and a move away from traditional build to sell apartments to BTR and co-living apartments (with allowances for affordable housing). These residential land uses approach parking in a very different manner, with the Housing SEPP 2021 requirements of 0.2 spaces per apartment representing a significant reduction to those applicable under Council DCP rates for this area.

As such, it is necessary to evaluate the traffic generating potential of the site from an alternate perspective to that completed as part of the Precinct 47 traffic assessment.

8.2 Precinct 47 Site Yields

As discussed in **Section 2.5**, Precinct 47 traffic modelling considered provision of up to 1,100 dwellings across the entire precinct concentrated in the south-western corner, as shaded yellow and orange in **Figure 28**. Based on the Precinct 47 – Victoria Road Precinct Traffic and Transport Needs Analysis prepared by Cardno, the site was indicatively estimated to accommodate around 650 build to sell dwellings. The adopted dwelling mix and applicable parking rates referenced as part of the assessment are summarised in **Table 14**.

TABLE 14: 650 BUILD TO SELL DWELLINGS PARKING REQUIREMENT

Unit Type/ User	Dwelling Mix	Yield	Parking Rate	Parking Requirement
Studio	10%	65	0.4/ dwelling	26
1-Bedroom	30%	195	0.5/ dwelling	98
2-Bedroom	50%	325	1/ dwelling	325
3-Bedroom	10%	65	1.2/ dwelling	78
Visitor	-	650 dwellings	1/ 10 dwellings	65
Total				592 spaces

Based on 650 build to sell dwellings on the site, this would equate to the need to provide about 595 residential parking spaces. In this regard and while the proposal represents a notable increase in the number of dwellings from 650 to 1,188 dwellings, with significantly less parking required in accordance with the 0.2 spaces per dwelling Housing SEPP rates, the traffic related impacts will be significantly less when compared to those previously found acceptable based on a build to sell development scheme.

As such, estimations of the likely traffic generation of the proposed development based on turnover of parking is necessary, as detailed in the following sections.



Figure 28: Precinct 47 Structure Plan

Base image source: Figure 4, Victoria Road Precinct (Precinct 47) Amendments to the Marrickville DCP 2011

8.3 Vehicle Trip Assessment

8.3.1 Residential

Traffic generation estimates for the proposed development have been sourced from a combination of TfNSW Guide to Transport Impact Assessment (GTIA) 2024 and Technical Direction TDT 2013/ 04 together with a first principles assessment based on turnover of parking. This approach recognises the low parking supply relative to residential apartments, which effectively equates to about one parking space per five apartments.

The GTIA 2024 and TDT 2013/ 04 considers traffic generation rates based on 2012 survey data for high-density residential flat dwellings, including those close to public transport services and exceeding six storeys. When assessing vehicle trip generation based on total parking supply, the average morning and evening

peak hour trip generation is 0.15 and 0.12 trips per car space. Based on the proposed 238 parking spaces, the proposed development would generate up to 36 vehicle trips in the morning peak hour and 29 vehicles in the evening peak hour.

However, given the proposal includes a reduced parking provision in accordance with the Housing SEPP 2021, higher utilisation of each parking space is naturally expected. When accounting for a higher generation of 0.30 trips per car space and recognising other car-based trips (such as ride share, taxis, etc.), the residential component of the proposal is estimated to generate up to about 80 vehicle trips in any peak hour (weekday and weekend peak hours).

8.3.2 Retail and Co-Working

Retail traffic generation is based on expected average duration of stay being 45 minutes. This correlates to a single parking space accommodating up to 1.33 vehicles per hour or 2.67 vehicles trips (inbound and outbound) per hour during peak Saturday periods. Conservatively, reduction factors of 70 per cent and 40 per cent have been applied to the weekday AM and PM peak hours respectively to account for lower visitations during these periods.

On the above basis, the retail component of the site could generate about:

- 26 vehicle trips during the AM peak hour
- 53 vehicle trips during the PM peak hour
- 88 vehicle trips during the Saturday midday peak hour.

8.4 Person Trip Assessment

It is important to acknowledge that both the housing product and public transport accessibility will not be the same as those historically provided in the area. With more apartment living and convenient access to Sydney Metro, the area will undergo significant change, particularly with respect to housing mix, population density and daily travel habits. With more frequent, reliable and efficient connectivity to the economic corridor through improved public transport systems and the site definitively adopting measures to promote alternative forms of travel, public and active transport mode share is only expected to increase.

Table 12 detailed the peak period travel mode share targets for the site, with these reproduced in **Table 15**. These are estimated based on consideration of several factors including:

- Lower parking provision correlates to less vehicle trips by residents.
- Metro services through Sydenham will actively encourage more proportional public transport trips.
- Higher proportion of vehicle trips for retail uses when compared with residential uses to account for those driving or using rideshare services for the retail and F&B uses.
- Improvements to the public domain, accessibility and pedestrian infrastructure would generally result in greater activation and further encourage sustainable forms of travel.
- Retail uses are considered relatively ancillary of the development itself with a larger proportion walking and cycling the local area when using the retail and co-working space.

TABLE 15: LONG TERM PEAK HOUR TARGET MODE SHARE

Travel Mode	Residential Target Mode Share	Retail Target Mode Share
Car (as driver & passenger)	16%	32%
Public Transport	65%	48%
Active Transport	20%	20%

8.4.1 Person Trip Assessment

To better understand the likely trip generation associated with the proposed development, it is important to estimate the anticipated future population, with the following estimations adopted to determine a theoretical population:

- Residential dwellings – average of 1.9 people per dwelling (based on information provided by RTL Co.), equating to 2,260 residents in the proposed 1,188 dwellings.
- Retail – average of one person per 15 square metres GFA, equating to about 160 people.

As such, the proposal is anticipated to have a theoretical peak population of about 2,420 people across any day.

Based on this, the following assumptions have been adopted to understand the potential weekday and Saturday peak hour trips generated by the development:

- Residential:
 - 25 per cent travelling during the peak hour.
 - Vehicle occupancy of 1.25 people per vehicle.
- Retail:
 - Average duration of stay for being 45 minutes per patron/ visitor correlating to a retail population turnover rate of 2.67 times per hour.
 - Reduction factors of 70 per cent and 40 per cent have been applied to the weekday AM and PM peak hours, respectively to account for lower visitations during these periods.
 - Vehicle occupancy of 1.5 people per vehicle.

On the basis that the development could achieve the target mode shares detailed in **Table 15**, the anticipated weekday and Saturday peak hour trips by the theoretical peak population has been estimated considering the assumptions above, and summarised in **Table 16**. The mode share targets adopted are generally consistent with the vehicle trips detailed in **Section 8.2** and rounded up where relevant to ensure a robust approach that recognises variations in peak activity and daily fluctuations.

TABLE 16: PERSON TRIP ASSESSMENT

User	Car	Public Transport	Active Transport
AM Peak Hour			
Residential	78	394	115
Retail	26	53	31
AM Peak Hour Total	104	447	146
PM Peak Hour			
Residential	78	394	115
Retail	53	107	62
PM Peak Hour Total	131	501	177
Saturday Peak Hour			
Residential	78	394	115
Retail	88	178	103
Saturday Peak Hour Total	166	572	218

8.5 Traffic Distribution

Broad arrival and departure routes adopted are consistent with those adopted for previous traffic assessments related to Precinct 47 including by Arcadia, Cardno and .ptc, with the AM peak hour distributions shown in **Figure 29** and **Figure 30**. Inbound and outbound distributions for the PM peak hour have been reversed, with those for the Saturday peak hour assumed as an average.

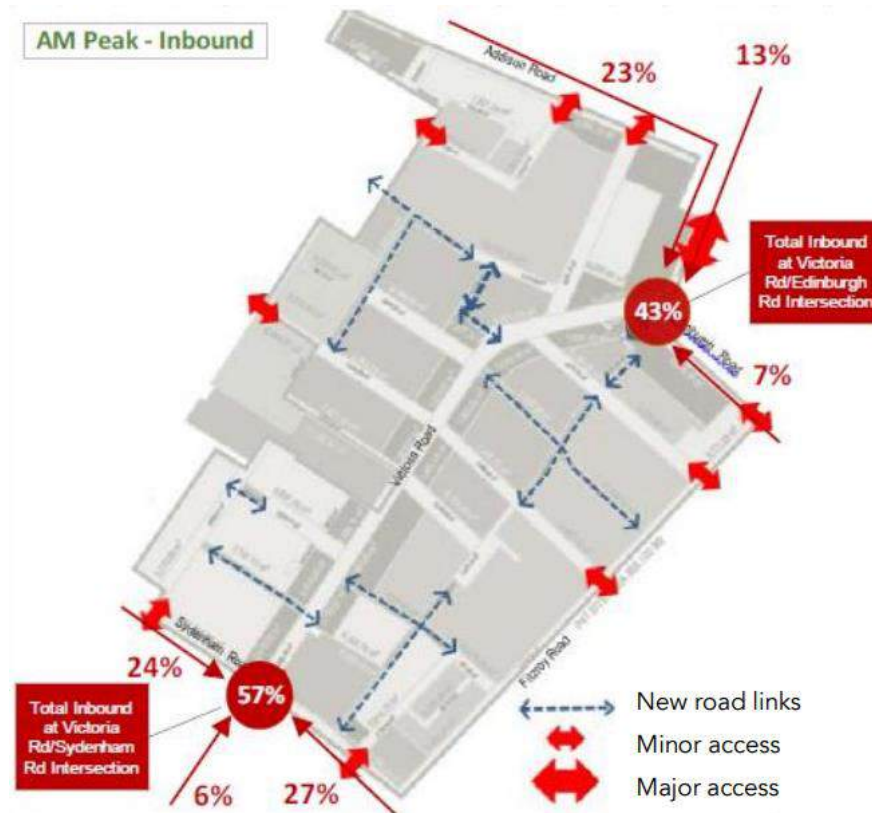


Figure 29: AM Inbound Distribution

Source: Victoria Road Precinct Remodelling Report, .ptc, dated 3 April 2018

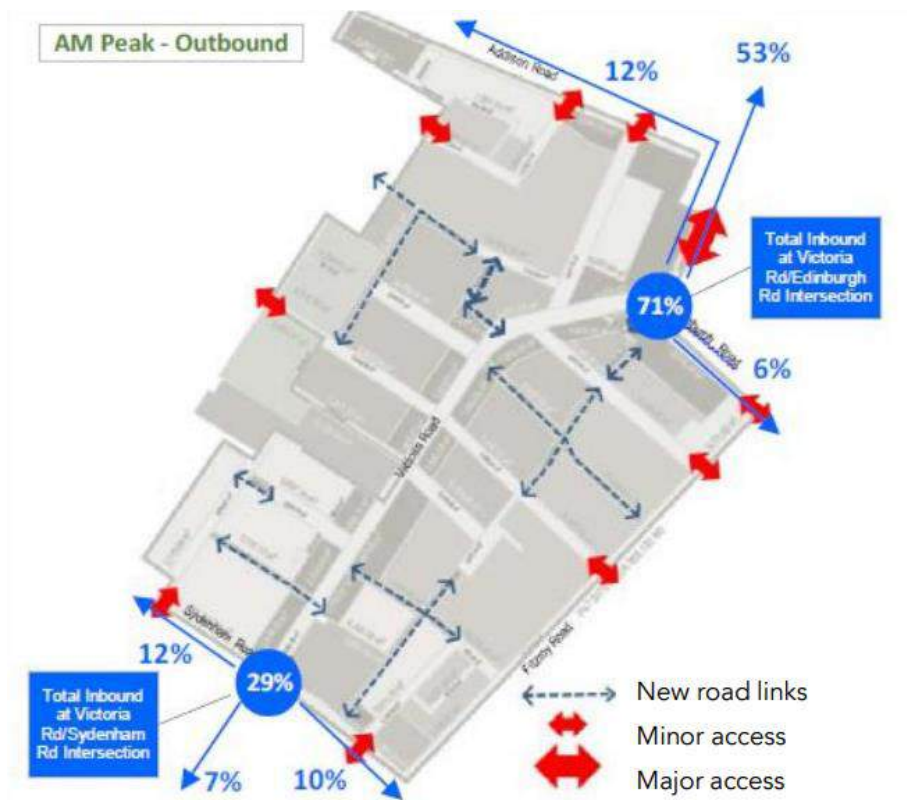


Figure 30: AM Outbound Distribution

Source: Victoria Road Precinct Remodelling Report, .ptc, dated 3 April 2018

It is recognised that some residents would likely use the local streets such as Thompson Street, Illawarra Street and Addison Street when travelling to and from the north with this assessment conservatively assuming 40 per cent of all those travelling to/ from the north would use these local routes.

In addition, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) of 80 per cent outbound and 20 per cent inbound has been applied to residential trips during the weekday AM peak hour (reversed for the weekday PM and 50:50 for the weekend peak hour). A 50:50 directional split has been applied to retail trips in all peak hours.

8.6 Traffic Growth

As discussed in **Section 2.6** and **Section 3.7**, the surrounding road network has experienced a gradual and consistent decline in traffic volumes over recent years. On this basis, it is not appropriate to apply any such background traffic growth rates for this assessment. This is consistent with the approach taken by Cardno for the Precinct 47 traffic assessment.

8.7 Traffic Impacts

With consideration to the estimated traffic generation and distribution, the post-development intersection operation has been modelled through the key intersections close to the site to confirm if there are any such traffic related impacts. The SIDRA results are summarised in **Table 17**, with the SIDRA outputs available upon request. The future network includes the proposed mid-block signalised pedestrian crossing on Victoria Road, with an estimated 100 pedestrians adopted during each peak hour. The movement summaries are also included in **Appendix D**.

TABLE 17: FUTURE INTERSECTION OPERATION

Intersection	Peak	DoS	AVD (s)	95 th Percentile Queue	LoS
Sydenham Road/ Victoria Road	AM	0.79	33	172	C
	PM	0.80	30	143	C
	SAT	0.82	38	196	C
Sydenham Road/ Farr Street	AM	0.41	10	72	A
	PM	0.67	10	135	A
	SAT	0.68	12	131	A
Victoria Road/ Mitchell Street	AM	0.03	32	1	C
	PM	0.20	30	5	C
	SAT	0.21	19	5	B
Sydenham Road/ Fitzroy Street	AM	0.83	135	23	F
	PM	0.91	102	40	F
	SAT	0.96	102	50	F
Victoria Road Mid-block Crossing	AM	0.29	4	47	A
	PM	0.35	5	58	A
	SAT	0.46	4	74	A

The modelling results indicate the following:

- The Victoria Road/ Sydenham Road intersection is expected to operate at LoS C post-development consistent with current conditions with negligible increases to average delay across the intersection.
- The Sydenham Road Road/ Farr Street intersection is expected to operate at LoS A post-development consistent with current conditions. During the AM peak hour, a queue of up to five vehicles is expected on Farr Street due to increased traffic associated with residents leaving in the morning. This is considered acceptable and shown to not noticeably impact overall intersection operation.
- The Victoria Road/ Mitchell Street intersection would continue to operate well with a minor increase in delays for vehicles on Mitchell Street, noting that queues are shown to be minor during all peak hours and extending up to one vehicle. The modelling results confirm no requirement of traffic signals at this intersection as a result of the proposed development.
- The impact on the Sydenham Road/ Fitzroy Street intersection would be minor, with the right turn from Fitzroy Street remaining the critical movement. The proposal is not anticipated to worsen these delays, with the intersection expected to continue operating at a similar overall LoS to existing conditions.
- The proposed mid-block pedestrian crossing is anticipated to operate well, with no noticeable queuing along Victoria Road on account of the expected need to link signal timing with the Victoria Road/ Sydenham Road traffic signals.

Overall, the proposed development is not expected to have a material impact on the surrounding road network. Notwithstanding, the existing site contains several industrial, residential and commercial lots which naturally contain some level of existing traffic. Modelling has conservatively not considered any discounts through removal of these existing land uses.

9 Waste and Loading Requirements

9.1 Service Vehicle Requirements

9.1.1 Urban Freight Forecaster Tool

The TfNSW Urban Freight Forecasting Model (UFFM) is a useful planning tool which performs two main functions:

- Provides daily profiles of the volume and types of freight and servicing activity that a building is likely to generate across a typical weekday, based on building information entered by the user.
- Assesses the performance of loading dock parking spaces provided by a development to manage the freight demand generated by the building.

The objective of the model is to assist in understanding the facilities that will be appropriate for a development to be self-sufficient in managing its own freight and servicing activity. It relies on various inputs including number of floors, number of residential apartments and retail area.

The TfNSW UFFM is based on a comprehensive data collection effort conducted of 44 buildings of varying sizes, locations, land use sizes and types. The buildings included commercial, residential, retail and hotels with retail being up to 3,000 square metres. It is considered an acceptable tool to understand loading dock requirements for a development and an alternative method to statutory documents such as the DCP 2011.

Based on the proposed yields the UFFM recommends the following loading provisions:

- Small (B99, vans, utes): 10 spaces
- Medium (SRVs, smaller trucks): 6 spaces
- Large (MRVs, HRVs, larger trucks): 2 spaces.

9.1.2 DCP Requirements

The DCP 2011 also specifies a rate for service/ waste vehicles for various land uses are summarised below:

- **Residential:** One service vehicle space per 50 apartments (above first 50) up to 200 apartments plus one space per 100 apartments thereafter.
- **Retail:** One truck space per 400m² GFA up to 2,000m² GFA plus one truck space per 1,000m² thereafter (all spaces adequate for trucks).

Application of the DCP rates suggests the development would generate a loading requirement of up to 19 loading spaces and is considered overtly conservative and not reflective of the site land uses and location.

9.2 Waste and Loading Strategy

Service vehicles will primarily use the loading dock adjacent to the retail car park and accessed via Mitchell Street for waste collection, large vehicle resident move-in/ move-out and daily retail deliveries. The formal loading dock has been designed to accommodate four service vehicles, including one SRV, two MRVs, and one for Council's 9.5 metre waste truck. The design check vehicle is a 12.5-metre HRV. These vehicles will stand in the loading dock clear of the retail car park access and manoeuvre in the hardstand area in front of the loading dock. Larger trucks (including Council's waste truck) will require some form of basic loading dock management when manoeuvring on entry.

Loading dock management measures would be detailed in a separate Loading Dock Management Plan (LDMP) and endorsed by relevant stakeholders prior to occupation.

An additional four designated loading areas are provided in the undercroft car park adjacent to building lift cores providing additional loading capacity for smaller vehicles (vans, utes, etc.). This is further supported by the shared area with access via Farr Street for bump-in/ bump-out requirements (with storage rooms facilitating practical use). The area can accommodate a single rigid truck (up to an 8.8m MRV) to stand independent of other vehicle movements in the area. A summary of loading provision across the site is summarised in **Table 18** with a practical capacity for a variety of vehicles and up to 12 at any one time, under management.

TABLE 18: SITE LOADING PROVISION SUMMARY

Loading Location	Vehicle Size	Quantum / Yield
Mitchell Street loading dock	SRV	1
	MRV	2
	HRV	1
Undercroft car park	Vans/ Utes	4
Farr Street shared area	Vans/ Utes	3
	MRV	1

The co-living dwellings comprise half the total residential yield are understood to typically come furnished thus removing any demand for larger removalist trucks. Practical use of several smaller loading spaces in the undercroft car park would accommodate all vans and utes expected for the move-in/ move-out requirements of these residents.

Overall, the proposed site loading strategy positively responds to the challenges associated with facilitating service vehicle access given the significant size of the proposal. Logical and efficient placement of loading areas throughout the site has been considered without detracting from the public domain and communal areas which boast considerable benefits for residents and the general public.

Notwithstanding, implementation of a LDMP to efficiently manage utilisation of all on-site loading spaces, requiring vehicles to be booked to controlled and defined timeslots would ensure a more equitable distribution of vehicles across the day rather than concentrated to shorter peaks and that all land uses are well serviced, with practical paths of travel. Further details on loading requirements, other referenced material and loading dock management/ dock booking systems would form part of the future LDMP.

10 Design Commentary

10.1 Site Layout Review

The car park layout has been reviewed against the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2022) and Parking Facilities Off-Street Commercial Vehicle Facilities (AS2890.2- 2018). This assessment included a review of the following:

- bay and aisle widths
- adjacent structures
- circulation roads and ramps
- parking for persons with disabilities.

This review indicates that the car park layout is consistent with the Australian Standards and is expected to operate satisfactorily. Ramp grades have been designed in accordance with the requirements of AS/NZS2890.1:2004. The circulation aisles and car space dimensions meet or exceed Australian Standards and ensure independent movements throughout. The general car park circulation is simple and appropriate given the proposed land uses and expected generation. The move-in/ move-out loading bays for use by cars, vans and utes are designed well and appropriate for their intended use. All car spaces would be designated for specific use by tenants under lease agreement. No visitor parking is provided, with all vehicles afforded authorised access. This will ensure no risk of any such queuing external to the site. All resident vehicles will enter and exit the site via Farr Street in a forward direction.

Access to the resident car park will be adequately controlled through usage of an intercom and security roller shutter, with secure access arrangements to control access to the retail car park. The car park will remain open during operational hours and closed after hours. Any additional parking management measures for the retail car park (license plate recognition, parking meters, boom gates, etc.) will be investigated as part of design development and in consultation with stakeholders.

Appropriate measures (such as warning lights, signage, and building management) will allow appropriate use of the loading dock and interaction between pedestrians, vehicles using the adjacent retail car park and service vehicles generally, especially for larger waste trucks manoeuvring on entry to the loading bays.

The shared area with access via Farr Street about 25 metres north of Sydenham Road will be managed and controlled by on-site management to ensure appropriate use. This area would be used for bump-in/ bump-out activity and for the purposes of food delivery services by light vehicles and motorcycles etc. All manoeuvring of larger vehicles would be managed, as necessary to ensure user safety.

Vehicle swept paths at key locations confirm appropriate design and are included in **Appendix B**.

11 Overview Construction Pedestrian and Traffic Management Plan

11.1 Overview

This section seeks to provide an overview of the Construction Pedestrian and Traffic Management Plan (CPTMP) initiatives to be implemented as part of the construction works associated with the proposed development. Specifically, this overview CPTMP considers the following:

- estimated truck routes to/ from the site
- anticipated truck volumes during all construction stages
- potential construction site access arrangements
- estimated works zones
- pedestrian and cyclist access
- worker parking (if any)
- traffic control measures
- overview of CPTMP requirements.

A detailed CPTMP, confirming the details within this overview CPTMP, will form part of subsequent planning stages.

11.2 Principles of Traffic Management

The general principles of traffic management during construction activities are as follows:

- minimise the impact on pedestrian and cyclist movements
- maintain appropriate public transport access
- minimise the loss of on-street parking
- minimise the impact on adjacent and surrounding buildings
- maintain access to/ from adjacent buildings
- restrict construction vehicle movements to designated routes to/ from the site
- manage and control construction vehicle activity near the site
- carry out construction activity in accordance with approved hours of works.

11.3 Description of Works

Despite the early planning stages of the proposed development, estimates associated with construction activity have been completed to ensure a robust assessment. Overall, all construction works are estimated to cover a period of about 2.5 years, with early works and excavation potentially commencing in January 2026 and theoretical completion around April 2029. The early and indicative construction staging is shown in **Table 19**.

TABLE 19: INDICATIVE CONSTRUCTION STAGING

Stage	Description	Start Date	Completion Date
Phase 1	- Demolition - Remediation - Inground infrastructure	beginning Q1 2026	end Q2 2026
Phase 2	- Basement & ground floor basement level - Construction of Building A and B - Pocket Park and adjoining landscape	beginning Q3 2026	beginning Q2 2029
Phase 3	Construction of Building C and D	beginning Q3 2026	end Q2 2028
Phase 4	- Construction of Building E, F and G - Adjoining landscape	end Q4 2026	Q4 2028

11.4 Work Hours

The works will be carried out during the approved work hours, though Council's recommended work hours are as follows:

- Weekdays: 7:00am – 6:00pm
- Saturdays: 8:00am – 1:00pm
- Sundays and public holidays: no work permitted.

Workers would be advised of the approved work hours during induction. Any works outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plant or equipment required on the site that require oversize vehicle access.

11.5 Worker Induction

All workers and subcontractors engaged on-site will be required to complete site induction. The induction will include permitted arrival and departure routes for all vehicle types, as well as standard environmental, work health and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain will be suitably qualified and covered by all necessary insurances.

11.6 Site Access, Loading, and On-Street Works Zones

Given the considerable footprint of the site and building arrangement, a combination of internal site loading and works zone are key to support the construction timelines, ensure efficient loading/ unloading activities, and mitigate the effects on the immediate surrounding area. Works zones and loading areas have also been selected with consideration to crane locations.

The proposed construction vehicle access locations are summarised below (with the construction site layout shown in **Appendix C**) and are subject to consultation with relevant stakeholders in regard to location, extent, and traffic control measures.

- Mitchell Street (North) – Providing entry and exit at the northern extent of Mitchell Street with a vehicle turnaround and loading/ unloading area located centrally adjacent to the Building B footprint.

- Mitchell Street Laneway – Use of the public laneway connecting to Mitchell Street with vehicles proposed to reverse into the laneway.
- Sydenham Road and Farr Street – Entry via Sydenham Road with a loading/ unloading area adjacent to Building G with exit via Farr Street.

Works zones are proposed on all frontages with extents, locations, and operational times (noting morning no parking restrictions on Sydenham Road and Victoria Road) to be confirmed in consultation with relevant stakeholders. **Appendix C** includes construction vehicle swept path of approach/ departure manoeuvres to and from each construction site access. It is noted that not all site accesses and works zones would be operational across the entire construction timeline. This will be confirmed as part of the future detailed CPTMP.

All loading is expected to take place internal to the site or within approved on-street work zones (with the exception of loading/ unloading via the Mitchell Street laneway).

As part of the detailed CPTMP, Traffic Guidance Schemes (TGS) will be prepared in accordance with the principles of the Traffic Control at Work Sites manual (TfNSW, 2020). The TGS will primarily show where construction signs will be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.

Access to the neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontages would be unaffected. Emergency protocols on the site would include a requirement for site personnel to assist with emergency access from the street. All truck movements to the site and/ or incident point would be suspended and cleared.

11.7 Construction Worker Parking

The anticipated construction workforce is summarised below:

- Building A and B
 - Basement (retention and bulk excavation): 50 workers
 - Structure/ façade: 100-120 workers
 - Peak: 200-220 workers.
- Building C and D:
 - Structure/ facade: 80-90 workers
 - Peak: 120 workers.
- Building E, F, and G:
 - Structure/ façade: 100 workers
 - Peak: 140 workers.

These are initial estimates and subject to change based on the final site establishment, demolition and construction staging to be confirmed by the appointed contractor. Final worker numbers broken down by the construction stages will form part of the detailed CPTMP.

No construction worker parking will be provided on-site. Given the site's location to high-frequency public transport services (including metro services), workers will be encouraged to use public transport to access the site. During site induction, workers will be informed of the existing bus and metro network servicing the site. Appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

11.8 Heavy Vehicle Generation and Access Routes

Construction vehicles generated by the site would generally include vehicles up to 12.5-metre heavy rigid trucks, 18.1-metre truck and dog combinations and 19-metre-metre semi-trailers. The anticipated daily construction vehicle volumes are summarised below:

- Building A and B
 - Basement (retention and bulk excavation): 50-60 vehicles.
 - Construction (non-pour days): 20-25 vehicles.
 - Construction (pour days): 35-40 vehicles.
- Building C and D:
 - Construction (non-pour days): 25-30 vehicles.
 - Construction (pour days): 35-40 vehicles.
- Building E, F, and G:
 - Construction (non-pour days): 30-40 vehicles.
 - Construction (pour days): 35-40 vehicles.

Specific approval would be sought from relevant authorities for use of the above vehicles. Any oversize vehicles using local roads to access the site would require additional Council and/ or TfNSW approval.

Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. Truck routes to/ from the site have been identified with the aim of providing the most direct routes to/ from the site as well as minimising the impact of heavy vehicles on local roads, as shown in **Figure 31**. Use of Farr Street would be confirmed in consultation with relevant stakeholders to ensure appropriate size vehicles, volumes and time of day demand.

The construction vehicle routes, construction site access locations and on-street work zones would be finalised as part of the detailed CPTMP. The below routes aim to provide the most direct access via St Peters Interchange and in-turn, WestConnex, M4 and M5. The routes also avoid passing existing residential areas in the vicinity as much as feasible.

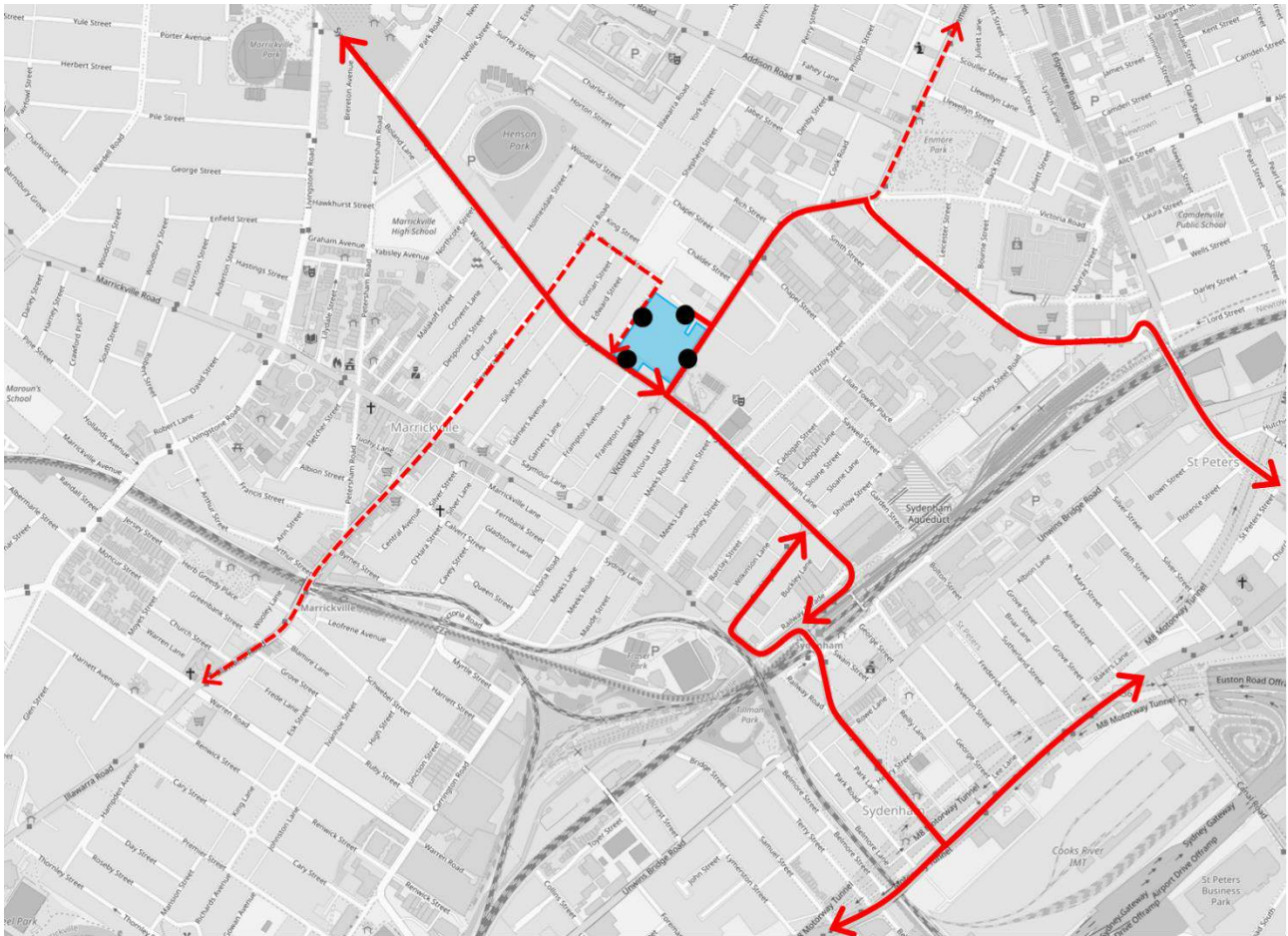


Figure 31: Estimated Heavy Vehicle Approach and Departure Routes

Base image source: TfNSW

11.9 Pedestrian and Cyclist Access

An appropriate mixture of A-Class and B-Class hoardings will be installed along the perimeter of the site where overhead works are occurring to maintain safe pedestrian and cyclist movement adjacent to the site. The future CPTMP will detail how the construction impacts to pedestrian and cyclist movements will be minimised or any mitigation required to offset any such impacts.

Construction vehicle movements will be minimised during peak hours where possible to minimise the impact on pedestrians and cyclists.

12 Conclusion

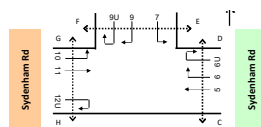
Based on the analysis and discussions presented within this report, the following conclusions are made:

- This Transport and Accessibility Impact Assessment has been prepared to support the to support a State Significant Development Application for the proposed Timberyards development in Marrickville which seeks consent for a diverse rental housing precinct comprising build-to-rent, co-living and affordable housing.
- The precinct development comprises seven buildings ranging from eight to thirteen storeys, with open space that includes a pocket park, through site links and communal open spaces.
- RTL Co. aim to deliver Sydney's premier neo-industrial residential neighbourhood – a global benchmark for imaginative urbanism. The Timberyards aims to seamlessly integrate diverse residential offerings into the distinctive character of Marrickville, fostering a sense of pride among residents and the local community.
- The site is primarily contained in the Timberyards sub-precinct of Precinct 47 planned as part of Development Control Plan 2011, with the lots fronting Victoria Road falling within the Victoria Road Corridor sub-precinct.
- The vision for Precinct 47 is to support the long-term transition into a vibrant, and sustainable mixed-use precinct that realises the envisaged built form, including high quality public spaces, improved connectivity and increased employment opportunities that will make the precinct a highly desirable place to work and live.
- The site was originally planned to contain 650 build to sell apartments, based on the breakdown assumed by Cardno in the Precinct 47 – Victoria Road Precinct Traffic and Transport Needs Analysis.
- The Sydenham Road/ Victoria Road intersection was also previously subject to a Voluntary Planning Agreement tied to Precinct 47, with intersection upgrades previously documented to deliver increased capacity based on data collected in 2015. DPHI and TfNSW engagement across 2024 has resulted in agreement that the upgrade works are no longer necessary with this outcome informed by the staged delivery of WestConnex, extension of Metro services to Sydenham and the changing nature of the area with respect to travel behaviour. Traffic data collection over several years confirms less traffic in the area to the point where upgrades were not necessary.
- The key trigger for real growth in the area has been the introduction of Sydney Metro City and Southwest services with the proposal aligned in terms of attracting a diverse young and increasingly mobile population more reliant on active and public transport to meet their daily travel needs.
- The proposal incorporates 599 build to rent and 589 co-living apartments with 2,397 square metres GFA of ground level retail and F&B across seven buildings dispersed across the consolidated site. Several communal areas in the form of rooftop terraces, co-working space, expansive public domain, pocket park, wellness rooms and creative hubs are also included.
- A key strategic priority of the proposal is the objective to leverage the behaviours of future residents and promote sustainable modes of daily travel. This aligns with the objectives detailed in critical Council and Government planning.
- The proposal also incorporates preference for a new safe crossing of Victoria Road by way of mid-block pedestrian signals located about 90 metres north of Sydenham Road. The location of these signals is key, with early TfNSW engagement indicating general support for such initiatives given the scale of the development and future population.
- The through site links will ensure a high level of pedestrian permeability and consistency with Precinct 47 planning. The expansive public domain extending through the centre of the site connects Victoria Road and Farr Street and ensures future residents and the local community would benefit in terms of available quality public space and activation.

- The State Environmental Planning Policy (Housing) 2021 provides a set of 'non-discretionary development standards' for BTR housing. Such standards, if complied with, prevent the consent authority from requiring more onerous standards for the matters. This includes the need to provide 0.2 parking spaces for each dwelling for land in an accessible area.
- The proposed development includes a total of 238 resident parking spaces including 22 privately operated car share spaces plus seven RTL Co. staff spaces and complies with the SEPP Housing requirements. Access to resident parking is proposed on Farr Street only.
- Applying the Housing SEPP parking rate is also appropriate for the Affordable Housing component in recognition that it is part of a wider rental housing precinct where development standards are applied consistently to ensure all residents have equal access to parking.
- The private car share scheme is planned to be operated by RTL Co. and for exclusive use by residents. With research indicating that a single car share vehicle can replace 7 to 10 private vehicles and on average services 23 members, this will definitively support residents. When considering the estimated 2,260 resident population, the proposed car share could provide for the travel needs of at least 20 per cent of all residents.
- The retail parking supply is proposed in accordance with the maximum DCP Parking Area 2 requirement of 33 spaces, with dedicated access via Mitchell Street. This area has also been designed to accommodate service vehicle activity together with drop-off/ pick-up activity, as required. The proposed mixed-use nature of the proposal encourages internal trips and pedestrian activity from the surrounding residents and workers, thus further reducing demand for on-site retail parking.
- Separate access from Farr Street to a shared area is key to ensuring practical use of the site for the purposes of move-in/ move-out activity and food delivery services.
- The proposed 1,188 dwellings and retail floor space generates a bicycle parking requirement for 602 long stay spaces and 124 short-stay spaces. The proposed provision of 748 spaces, comprising 618 long stay spaces and 130 short stay spaces, would be appropriately dispersed across the various user groups and therefore meets DCP 2011 requirements.
- The provision of loading facilities has also been assessed against the relevant guidelines. The TfNSW Urban Freight Forecasting Model tool has been referenced to estimate the breakdown of vehicle size and type to ensure equitable use. With up to 12 loading bays dispersed across the site, the proposal will be able to accommodate the daily and weekly demands of the site. The largest design check vehicle is the 12.5m heavy rigid vehicle.
- The residential component of the proposal is estimated to generate up to about 80 vehicle trips in any peak hour when assessed against a conservatively high parking turnover rate as defined by Transport for NSW. The retail car park is estimated to generate up to 88 vehicle trips on a Saturday midday peak. Given the separation of site accesses, this traffic has been well distributed across the surrounding road network.
- Future SIDRA Network modelling has been completed to understand the impacts on the surrounding road network. Overall, there is not expected to be a material impact on the surrounding road network with confirmation that the previously required upgrades are no longer necessary.
- Overall, the proposed State Significant Development is well considered and readily supported from a transport perspective based on a definitive travel demand approach that appropriately addresses the key objectives.

Appendix A. Traffic Survey Data

Day/Date	: Thursday, 15th August 2024
Weather	: Partly rain
Description	: Classified Intersection Count : 15 mins Data



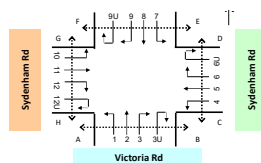
	Class 1	Class 2	Class 3	Ped Class 1	Ped Class 2
Classifications	Lights	Heavies	Cyclists	Peds	Cyclists

Approach	Sydenham Rd															
Direction																
Time Period																
7:00 to 7:15																
7:15 to 7:30																
7:30 to 7:45																
7:45 to 8:00																
8:00 to 8:15																
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16:45 to 17:00																
17:00 to 17:15																
17:15 to 17:30																
PM Totals																

Approach	Farr St												Sydenham Rd												Crossing Pedestrians																																			
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)				D to C						C to D						F to E						E to F						H to G						G to H					
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total															
7:00 to 7:15	2	0	0	2	2	0	0	2	0	0	0	0	2	0	0	2	136	7	3	143	0	0	0	0	1	0	1	1	0	1	5	0	5	6	0	6	0	0	0	0	0	0	0	0	0	0	0													
7:15 to 7:30	4	0	0	4	1	0	0	1	0	0	0	0	4	0	1	4	182	8	2	190	0	0	0	0	0	0	3	1	0	1	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
7:30 to 7:45	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	209	15	0	224	0	0	0	0	0	0	1	0	1	1	3	0	3	0	0	0	0	0	0	0	1	0	1	0	1	0	1													
7:45 to 8:00	1	0	0	1	1	0	0	1	1	0	0	0	1	1	0	1	204	6	1	210	0	0	0	0	0	1	0	1	0	0	7	1	8	4	0	4	2	0	2	0	2	0	0	0	0															
8:00 to 8:15	2	0	0	2	3	0	0	3	0	0	0	0	1	0	0	1	171	9	0	180	0	0	0	0	0	0	3	0	3	3	10	0	10	1	0	1	2	0	2	2	0	2	0	2	0															
8:15 to 8:30	1	0	0	1	3	0	0	3	0	0	0	0	5	0	0	5	186	8	2	194	0	0	0	0	0	0	3	0	3	4	0	4	10	1	11	5	0	5	1	0	1	0	1	0	0	0														
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8:45 to 9:00	13	0	0	13	11	0	0	11	0	0	0	0	2	0	0	2	221	9	0	230	0	0	0	0	0	0	3	0	3	4	0	4	7	1	8	0	0	6	0	6	2	0	6	2	0	2														
9:00 to 9:15	14	0	0	14	8	0	0	8	0	0	0	0	0	0	0	0	203	16	1	219	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	1	5	0	5	2	0	2	0	2															
9:15 to 9:30	5	0	0	5	2	0	0	2	0	0	0	0	4	0	0	4	165	7	0	172	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	2	0	2	0	2														
AM Totals	53	0	0	53	36	0	0	36	0	0	0	0	27	0	1	27	1,869	94	10	1,963	0	0	0	0	0	0	12	0	12	16	0	16	55	5	60	26	0	26	22	0	22	13	0	13	0	13														
14:30 to 14:45	4	0	0	4	3	0	0	3	0	0	0	0	0	0	0	0	151	10	1	161	0	0	0	0	0	0	0	0	1	0	1	3	0	3	0	0	0	2	0	2	0	0	0	0	0															
14:45 to 15:00	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	162	6	2	168	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	3	0	0	0	0	0	0	0	0	0														
15:00 to 15:15	8	1	0	9	1	1	0	2	0	0	0	0	3	0	0	3	153	3	0	156	0	0	0	0	0	0	1	0	1	1	0	1	13	0	13	2	0	2	4	0	4	0	0	0	0															
15:15 to 15:30	13	0	0	13	11	0	0	11	0	0	0	0	0	0	0	0	149	4	0	153	0	0	0	0	0	0	6	0	6	4	0	4	7	0	7	3	0	3	1	0	1	17	0	17	0	17														
15:30 to 15:45	3	0	0	3	3	0	0	3	0	0	0	0	2	1	0	3	167	7	0	174	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	1	1	0	1	8	0	8	0	8															
15:45 to 16:00	3	0	0	3	3	1	0	4	0	0	0	0	2	0	0	2	155	7	1	162	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0															
16:00 to 16:15	4	0	0	4	2	0	0	2	0	0	0	0	0	0	0	0	190	6	0	196	0	0	0	0	0	0	1	1	2	1	0	1	1	1	1	2	1	0	1	5	0	5	0	5																
16:15 to 16:30	3	0	0	3	1	0	0	1	0	0	0	0	1	0	0	1	180	2	0	182	0	0	0	0	0	0	0	0	0	2	0	2	4	0	4	0	1	1	0	0	0	3	1	4	0	3														
16:30 to 16:45	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	164	6	2	170	0	0	0	0	0	0	6	0	6	3	0	3	4	0	4	3	0	3	2	0	2	12	0	12	0	12														
16:45 to 17:00	3	0	0	3	2	0	0	2	0	0	0	0	2	0	0	2	154	3	1	157	0	0	0	0	0	0	5	0	5	2	0	2	6	0	6	3	0	3	4	0	4	6	0	6	0	6														
17:00 to 17:15	5	0	0	5	3	0	0	3	0	0	0	0	0	0	0	0	161	2	0	163	0	0	0	0	0	0	3	0	3	1	1	2	3	0	3	4	0	4	2	0	2	2	0	2	0															
17:15 to 17:30	5	0	0	5	2	0	0	2	0	0	0	0	1	0	0	1	170	0	0	170	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	8	0	8	3	1	4	1	1	2	0															
PM Totals	58	1	2	59	38	2	0	40	0	0	0	0	11	2	0	13	1,956	56	7	2,012	0	0	0	0	0	0	23	1	24	16	1	17	45	1	46	28	4	32	20	1	21	54	2	56	0	56														

	Class 1	Class 2	Class 3
Classifications	Lights	Heavies	Cyclists

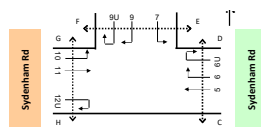
Ped Class 1	Ped Class 2
Peds	Cyclists



Approach	Victoria Rd												Sydenham Rd																					
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)					
Time Period	lights	vehicles	cyclists	Total	lights	vehicles	cyclists	Total	lights	vehicles	cyclists	Total	lights	vehicles	cyclists	Total	lights	vehicles	cyclists	Total	lights	vehicles	cyclists	Total	lights	vehicles	cyclists	Total	lights	vehicles	cyclists	Total		
7:00 to 7:15	6	3	1	9	80	8	0	88	0	0	0	0	0	0	0	0	1	2	0	3	60	12	1	72	9	1	0	10	0	0	0	0		
7:15 to 7:30	9	1	1	10	78	10	2	88	0	0	0	0	0	0	0	0	1	0	0	1	76	5	0	81	8	1	0	9	0	0	0	0		
7:30 to 7:45	8	1	1	9	103	9	0	112	0	0	0	0	0	8	0	0	8	72	2	0	74	3	2	0	5	0	0	0	0	0	0	0		
7:45 to 8:00	13	0	0	13	101	10	6	111	0	0	1	0	0	0	5	1	0	6	78	7	0	85	14	1	0	15	0	0	0	0	0	0		
8:00 to 8:15	11	0	0	11	111	6	2	117	0	0	0	0	0	0	5	0	0	5	74	9	0	83	11	0	0	11	0	0	0	0	0	0		
8:15 to 8:30	12	1	0	13	123	7	1	130	0	0	0	0	0	0	7	2	0	9	71	5	0	76	4	0	0	4	0	0	0	0	0	0		
8:30 to 8:45	8	0	0	8	77	8	4	85	0	0	0	0	0	0	2	1	0	3	89	4	0	93	17	2	0	19	0	0	0	0	0	0		
8:45 to 9:00	10	0	0	10	88	6	1	94	0	0	1	0	0	0	0	1	0	4	76	8	0	84	11	1	0	12	0	0	0	0	0	0		
9:00 to 9:15	6	0	0	6	67	5	2	72	0	0	0	0	0	0	5	1	0	6	72	7	1	79	11	5	0	16	0	0	0	0	0	0		
9:15 to 9:30	2	0	0	2	87	3	1	90	0	0	0	0	0	0	10	0	0	10	76	7	0	83	8	0	0	8	0	0	0	0	0	0	0	
AM Totals	85	6	1	91	915	72	19	987	0	0	2	0	0	0	47	8	0	55	744	66	2	810	96	13	0	109	0	0	2	0	0	0	0	
14:30 to 14:45	10	0	1	10	58	4	0	62	0	0	0	0	0	0	13	0	0	13	98	8	1	106	6	0	0	6	0	0	0	0	0	0	0	
14:45 to 15:00	11	0	0	11	52	3	1	55	1	0	0	1	0	0	0	9	0	0	9	114	7	1	121	10	0	0	10	0	0	0	0	0	0	
15:00 to 15:15	13	1	0	14	75	4	2	79	0	0	0	0	0	0	14	0	0	14	107	5	0	112	4	2	0	6	0	0	0	0	0	0	0	
15:15 to 15:30	7	1	0	8	72	3	1	75	0	0	0	0	0	0	3	1	0	4	139	8	2	147	15	0	0	15	0	0	0	0	0	0	0	
15:30 to 15:45	13	1	0	14	75	4	0	79	0	0	0	0	0	0	11	0	3	11	103	5	0	108	11	0	0	11	0	0	0	0	0	0	0	
15:45 to 16:00	12	1	0	13	68	7	0	75	0	0	1	0	0	0	9	0	0	9	118	5	0	123	18	0	0	18	0	0	0	0	0	0	0	
16:00 to 16:15	7	2	0	9	51	2	0	53	0	0	0	0	0	0	7	0	0	7	122	4	0	126	10	0	0	10	0	0	0	0	0	0	0	
16:15 to 16:30	8	1	0	9	65	7	0	72	0	0	0	0	0	0	12	0	0	12	106	4	2	110	5	0	0	5	0	0	0	0	0	0	0	
16:30 to 16:45	8	1	0	9	84	4	4	88	0	0	0	0	0	0	10	0	0	10	114	2	0	116	12	0	0	12	0	0	0	0	0	0	0	0
16:45 to 17:00	11	0	0	11	79	4	0	83	0	0	0	0	0	0	6	1	0	7	121	1	2	122	11	0	0	11	0	0	0	0	0	0	0	
17:00 to 17:15	14	0	0	14	69	3	0	72	0	0	0	0	0	0	13	0	0	13	123	1	2	124	9	0	0	9	0	0	0	0	0	0	0	
17:15 to 17:30	20	0	0	20	69	3	0	72	0	0	0	0	0	0	7	0	0	7	120	3	0	123	13	0	0	13	0	0	0	0	0	0	0	0
PM Totals	134	8	1	142	817	48	8	865	1	0	1	1	0	0	114	2	3	116	1,385	53	12	1,438	124	2	0	126	0	0	0	0	0	0	0	

[illegible]

Day/Date	: Thursday, 15th August 2024
Weather	: Partly rain
Description	: Classified Intersection Count : 15 mins Data

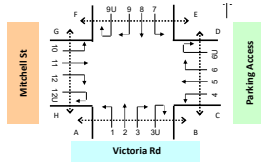


	Class 1	Class 2	Class 3	Ped Class 1	Ped Class 2
Classifications	Lights	Heavies	Cyclists	Peds	Cyclists

Approach	Sydenham Rd															
Direction																
Time Period																
7:00 to 7:15																
7:15 to 7:30																
7:30 to 7:45																
7:45 to 8:00																
8:00 to 8:15																
8:15 to 8:30																
8:30 to 8:45																
8:45 to 9:00																
9:00 to 9:15																
9:15 to 9:30																
AM Totals																
14:30 to 14:45																
14:45 to 15:00																
15:00 to 15:15																
15:15 to 15:30																
15:30 to 15:45																
15:45 to 16:00																
16:00 to 16:15																
16:15 to 16:30																
16:30 to 16:45																
16:45 to 17:00																
17:00 to 17:15																
17:15 to 17:30																
PM Totals																

Approach	Fitzroy St												Sydenham Rd												Crossing Pedestrians																																			
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)				D to C						C to D						F to E						E to F						H to G						G to H					
Time Period	Lights	Heaven	Cyclists	Total	Lights	Heaven	Cyclists	Total	Lights	Heaven	Cyclists	Total	Lights	Heaven	Cyclists	Total	Lights	Heaven	Cyclists	Total	Lights	Heaven	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total															
7:00 to 7:15	15	2	0	17	4	3	0	7	0	0	0	0	26	2	1	28	97	9	1	106	0	0	0	0	1	0	1	0	0	0	0	11	0	11	9	1	10	2	0	2	1	0	1	0	0	0	0	0	0											
7:15 to 7:30	19	5	0	24	8	1	0	9	0	0	0	0	30	1	1	31	132	10	0	142	0	0	0	0	0	0	0	0	0	0	10	2	12	7	1	8	0	0	0	0	0	0	0	0	0	0	0	0												
7:30 to 7:45	31	4	0	35	9	1	0	10	0	0	0	0	35	2	0	37	146	11	0	157	0	0	0	0	0	0	0	0	0	0	11	1	12	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0												
7:45 to 8:00	26	5	0	31	11	0	0	11	0	0	0	0	52	2	2	54	134	3	2	137	0	0	0	0	0	0	0	0	0	0	18	0	18	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0												
8:00 to 8:15	35	4	0	39	11	3	0	14	1	0	0	1	37	2	1	39	99	10	0	109	0	0	0	0	0	0	0	0	0	0	27	1	28	10	2	32	1	0	1	0	0	0	0	0	0	0	0	0												
8:15 to 8:30	21	3	0	24	8	1	0	9	0	0	0	0	42	3	2	45	136	5	1	141	0	0	0	0	0	0	0	0	0	0	30	2	32	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:30 to 8:45	24	4	0	28	14	3	0	17	0	0	0	0	37	2	1	39	140	6	1	146	0	0	0	0	0	0	0	0	0	0	1	0	1	16	0	16	18	0	18	0	0	0	0	0	0	0	0	0	0	0										
8:45 to 9:00	33	4	0	37	5	3	0	8	0	0	0	0	43	1	1	44	154	8	1	162	0	0	0	0	0	0	0	0	0	0	16	0	16	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
9:00 to 9:15	32	6	0	38	8	2	0	10	0	0	0	0	47	3	1	50	139	9	0	148	0	0	0	0	0	0	0	0	0	0	12	1	13	11	0	11	0	1	1	0	0	0	0	0	0	0	0	0	0	0										
9:15 to 9:30	37	4	0	41	11	3	0	14	0	0	0	0	38	0	1	38	117	9	1	126	0	0	0	0	0	0	0	0	0	0	7	0	7	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
AM Totals	273	41	0	314	89	20	0	109	1	0	0	1	387	18	11	405	1,294	80	7	1,374	0	0	0	0	0	0	0	0	0	0	1	0	1	158	7	165	124	5	129	3	1	4	1	0	0	1	0	0	0	0	0	0	0							
14:30 to 14:45	54	7	0	61	23	3	0	26	0	0	0	0	31	1	0	32	124	8	1	132	0	0	0	0	0	0	0	0	0	0	9	0	9	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
14:45 to 15:00	34	3	1	37	20	1	0	21	0	0	0	0	33	0	0	33	110	10	1	120	0	0	0	0	0	0	0	0	0	0	7	0	7	11	0	11	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0									
15:00 to 15:15	55	4	1	59	25	2	1	27	0	0	0	0	36	1	0	37	126	1	0	127	0	0	0	0	0	0	0	0	0	0	20	0	20	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
15:15 to 15:30	49	2	0	51	27	4	0	31	0	0	0	0	27	2	2	29	119	1	0	120	0	0	0	0	0	0	0	0	0	0	15	0	15	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
15:30 to 15:45	50	0	0	50	25	2	3	27	0	0	0	0	28	3	0	31	125	6	0	131	0	0	0	0	0	0	0	0	0	0	10	1	11	7	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
15:45 to 16:00	42	3	0	45	25	0	0	25	0	0	0	0	41	1	0	42	129	7	2	136	0	0	0	0	0	0	0	0	0	0	10	0	10	6	1	7	1	0	1	2	0	0	0	0	0	0	0	0	0	0										
16:00 to 16:15	48	1	0	49	24	1	1	25	0	0	0	0	29	0	0	29	151	9	1	160	0	0	0	0	0	0	0	0	0	0	20	0	20	6	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
16:15 to 16:30	53	0	1	53	29	0	1	29	0	0	0	0	37	1	0	38	143	1	0	144	0	0	0	0	0	0	0	0	0	0	6	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
16:30 to 16:45	45	1	0	46	25	1	1	26	0	0	0	0	33	1	1	34	132	5	0	137	0	0	0	0	0	0	0	0	0	0	17	0	17	9	4	13	0	1	1	0	0	0	0	0	0	0	0	0	0	0										
16:45 to 17:00	51	0	1	51	30	2	0	32	0	0	0	0	21	1	0	22	105	1	0	106	0	0	0	0	0	0	0	0	0	0	8	0	8	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
17:00 to 17:15	62	0	1	62	23	0	1	23	0	0	0	0	32	0	2	32	145	4	1	149	0	0	0	0	0	0	0	0	0	0	1	0	1	22	2	24	10	1	11	0	0	0	0	0	0	0	0	0	0	0										
17:15 to 17:30	57	1	0	58	26	2	0	28	0	0	0	0	38	0	0	38	125	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0									
PM Totals	600	22	5	622	302	18	8	320	0	0	0	0	386	11	5	397	1,534	53	6	1,587	0	0	0	0	0	0	0	0	0	0	1	0	1	159	3	162	100	15	115	2	1	3	6	0	0	0	0	0	0	0	0	0								

Job No. : AUNSW10157
Client : Ason Pty Ltd
Suburb : Marrickville
Location : 4, Victoria Rd / Mitchell St
Day/Date : Thursday, 15th August 2024
Weather : Partly rain
Description : Classified Intersection Count
: 15 mins Data



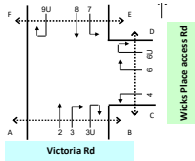
Classifications	Class 1 Lights	Class 2 Heavies	Class 3 Cyclists	Ped Class 1 Peds	Ped Class 2 Cyclists
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Approach	Victoria Rd																Parking Access																
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)				
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	
7:00 to 7:15	3	0	0	3	101	10	0	111	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	6	0	1	6	122	11	1	133	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	5	2	0	7	129	12	0	141	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	
7:45 to 8:00	3	0	0	3	164	11	6	175	2	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	6	0	0	6	151	6	2	157	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	5	0	0	5	153	8	1	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
8:30 to 8:45	6	0	0	6	124	12	4	136	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	3	0	0	3	120	9	1	129	6	0	0	6	1	0	0	1	1	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	
9:00 to 9:15	4	0	0	4	120	13	3	133	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	
9:15 to 9:30	2	0	0	2	125	3	1	128	3	0	0	3	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
AM Totals	43	2	1	45	1,309	95	19	1,404	24	0	0	24	5	0	0	5	5	1	6	0	0	0	0	0	4	1	0	5	0	0	0	0	
14:30 to 14:45	3	1	1	4	77	4	0	81	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	4	0	0	4	93	3	2	96	0	1	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	3	0	0	3	99	4	2	103	0	0	0	0	1	0	0	1	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	
15:15 to 15:30	3	0	0	3	120	5	0	125	0	1	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	2	0	0	2	114	5	0	119	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	
15:45 to 16:00	2	0	0	2	115	7	0	122	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	1	0	0	1	88	2	1	90	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	1	0	0	1	84	7	0	91	1	0	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 to 16:45	0	0	0	0	112	4	5	116	1	0	0	1	0	0	0	3	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	
16:45 to 17:00	1	0	0	1	117	4	0	121	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0	
17:00 to 17:15	1	0	0	1	92	3	0	95	0	0	0	0	0	0	0	1	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	
17:15 to 17:30	1	0	0	1	112	3	1	115	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Totals	22	1	1	23	1,223	51	11	1,274	4	2	0	6	1	0	0	1	26	0	26	1	1	0	2	3	1	1	4	0	0	0	0	0	0

Approach	Victoria Rd																Mitchell St																Crossing Pedestrians																								
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				B to A			A to B			D to C			C to D			F to E			E to F			H to G			G to H			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total							
7:00 to 7:15	1	0	0	1	48	6	2	54	0	1	0	1	1	0	0	0	1	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3	0	3	2	0	2	2	0	2	8	0	8	4	0	4			
7:15 to 7:30	0	0	0	0	57	5	0	62	2	0	0	2	0	0	0	0	2	0	1	2	0	0	0	0	1	1	0	2	0	0	0	0	1	0	1	6	0	6	7	0	7	1	0	1	2	0	2	3	0	3	1	1	2				
7:30 to 7:45	2	1	0	3	78	8	0	86	5	0	0	5	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1	0	0	8	0	8	4	0	4	3	0	3	2	0	2	3	0	2	2				
7:45 to 8:00	0	0	0	0	70	3	0	73	8	1	0	9	0	0	0	0	5	1	0	6	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	1	0	1	3	0	3	6	0	6	2	0	2	5	0	5	3	0	3				
8:00 to 8:15	1	1	0	2	76	9	1	85	4	1	0	5	1	0	0	0	1	2	1	0	3	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	0	11	1	1	2	4	0	4	0	0	2	0	2	3	0	3				
8:15 to 8:30	2	0	0	2	83	5	3	88	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1	0	0	7	0	7	10	0	10	0	0	5	0	5	7	0	7	4	0	4			
8:30 to 8:45	1	0	0	1	103	7	0	110	4	0	0	4	0	0	0	0	2	1	0	3	0	0	0	0	1	0	0	1	0	0	0	0	3	0	3	2	0	2	9	0	9	12	0	12	2	0	2	5	0	5	6	0	6	2	0	2	
8:45 to 9:00	3	0	0	3	88	7	1	95	1	0	0	1	1	0	0	0	1	7	0	7	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	5	6	0	6	5	0	5	3	0	3	11	1	12	4	0	4			
9:00 to 9:15	1	0	0	1	85	8	1	93	5	1	0	6	1	0	0	0	1	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	0	3	7	1	8	2	0	2	4	0	4	5	0	5			
9:15 to 9:30	0	0	0	0	99	12	0	111	6	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	1	1	0	2	0	0	0	0	1	0	1	0	0	0	5	0	5	5	0	5	3	0	3	1	0	1	5	0	5	6	0	6	
AM Totals	11	2	0	13	787	70	8	857	38	4	0	42	4	0	0	4	38	3	1	41	0	0	0	0	20	3	0	23	0	0	0	0	0	8	0	8	4	0	4	60	0	60	60	2	62	24	0	24	29	0	29	54	1	55	34	1	35
14:30 to 14:45	1	0	0	1	140	11	0	151	3	0	0	3	1	0	0	0	1	4	1	0	5	0	0	1	0	4	0	4	0	0	0	0	1	0	1	1	0	1	8	0	8	2	0	2	2	0	2	1	0	1	4	0	4	2	0	2	
14:45 to 15:00	1	0	0	1	143	8	1	151	3	0	0	3	0	0	0	0	0	5	0	0	5	0	0	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	4	0	4	5	0	5	1	0	1	1	0	1	2	0	2	4	0	4	
15:00 to 15:15	0	0	0	0	141	7	1	148	2	0	0	2	1	0	0	0	1	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	2	1	0	1	2	0	2	5	0	5	0	0	0	0	4	0	4	4	0	4	
15:15 to 15:30	0	0	0	0	156	7	1	163	6	0	0	6	0	0	0	0	4	1	0	5	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	2	2	0	2	12	0	12	3	0	3	0	0	0	0	0	4	0	4	2	0	2	
15:30 to 15:45	1	0	0	1	172	10	3	182	3	0	0	3	0	0	0	0	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0	2	0	2	2	0	2	8	1	9	7	0	7	0	0	0	1	0	1	3	0	3	1	0	1	
15:45 to 16:00	0	1	0	1	156	6	0	162	2	0	0	2	1	0	0	0	1	3	0	0	3	0	0	0	2	0	0	2	0	0	0	0	1	0	1	0	0	2	0	2	10	1	11	0	0	0	1	0	1	3	0	3	6	1	7		
16:00 to 16:15	0	0	0	0	167	8	5	175	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	9	0	9	7	0	7	2	0	2	0	0	0	0	0	0	0	19	0	19		
16:15 to 16:30	0	0	0	0	190	7	2	197	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	4	1	5	4	0	4	0	0	0	0	0	0	2	3	0	3				
16:30 to 16:45	0	0	0	0	160	7	3	167	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	0	0	9	0	9	6	3	9	0	0	0	0	0	4	0	4	2	1	3		
16:45 to 17:00	0	0	0	0	164	7	3	171	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	6	8	0	8	0	0	0	0	0	0	7	0	7	3	0	3			
17:00 to 17:15	0	0	0	0	184	4	1	188	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	6	3	9	7	0	7	2	0	2	3	0	3	10	0	10	6	0	6			
17:15 to 17:30	2	0	0	2	189	5	4	194	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	9	0	9	16	1	17	0	0	0	1	0	1	4	0	4	3	0	3			
PM Totals	5	1	0	6	1,962	87	23	2,049	23	0	0	23	3	0	0	3	39	2	0	41	1	0	1	1	30	0	0	30	0	0	0	0	0	12	0	12	7	0	7	79	5	84	80	5	85	7	0	7	8	0	8	46	1	47	55	2	57

Job No. : AUNSW10157
Client : Ason Pty Ltd
Suburb : Marrickville
Location : 5. Victoria Rd / Wicks Place access Rd - entry only

Day/Date : Thursday, 15th August 2024
Weather : Partly rain
Description : Classified Intersection Count
: 15 mins Data



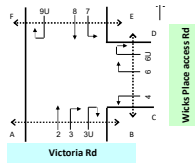
Classifications	Class 1 Lights	Class 2 Heavies	Class 3 Cyclists	Ped Class 1 Peds	Ped Class 2 Cyclists
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Approach	Victoria Rd												Wicks Place access Rd											
Direction	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total
7:00 to 7:15	107	10	0	117	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	127	11	2	138	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	139	14	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	169	11	6	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	160	6	2	166	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	157	8	1	165	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	132	12	4	144	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	129	9	1	138	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	129	13	3	142	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	129	3	1	132	2	0	0	2	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
AM Totals	1,378	97	20	1,475	11	1	0	12	7	1	0	8	0	0	0	0	1	0	0	1	0	0	0	0
14:30 to 14:45	81	5	1	86	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	95	4	2	99	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	103	4	2	107	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	123	6	0	129	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	116	5	0	121	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	116	7	0	123	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	89	2	0	91	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	85	7	1	92	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	113	4	5	117	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	118	4	0	122	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	93	3	0	96	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
17:15 to 17:30	115	3	0	118	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	1,247	94	11	1,381	34	1	0	35	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0

Approach	Victoria Rd												Wicks Place access Rd											
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9U (U Turn)				Direction 6 (Right Turn)				Direction 6U (U Turn)				Direction 4 (Left Turn)			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total
7:00 to 7:15	2	0	0	2	45	6	2	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	2	0	0	2	56	6	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	3	0	0	3	77	9	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	4	0	0	4	71	4	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	1	0	0	1	81	9	1	90	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	1	84	5	3	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	2	0	0	2	102	7	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	1	0	0	1	91	7	1	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	2	83	8	1	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	1	101	13	0	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Totals	19	0	0	19	795	74	8	869	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	2	0	0	2	147	11	0	158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	2	0	0	2	144	8	1	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	0	0	0	0	147	7	1	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	3	0	0	3	157	7	1	164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	5	1	0	6	166	9	3	175	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	4	0	0	4	156	6	0	162	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	2	0	0	2	181	8	5	189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	4	0	0	4	179	7	2	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	3	0	0	3	161	7	3	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	6	0	1	6	162	7	1	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	8	0	0	8	186	4	1	190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	7	0	0	7	183	5	4	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	46	1	1	47	1,969	86	22	2,055	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

Crossing Pedestrians																							
B to A			A to B			D to C			C to D			F to E			E to F								
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total
1	0	1	0	0	0	6	0	6	2	1	3	3	0	3	2	0	2						
0	0	0	0	0	0	6	6	12	6	1	7	0	0	0	1	0	1						
0	0	0	0	0	0	7	0	7	1	0	1	1	0	1	0	0	0						
1	0	1	0	0	0	3	0	3	9	1	10	0	0	0	5	0	5						
2	0	2	3	0	3	7	0	7	2	2	4	0	0	0	0	0	0						
0	0	0	0	0	0	8	0	8	11	0	11	0	0	0	2	0	2						
1	0	1	0	0	0	8	0	8	17	0	17	3	0	3	7	0	7						
0	0	0	3	0	3	5	0	5	8	0	8	0	0	0	0	0	0						
1	0	1	0	0	0	6	0	6	13	1	14	1	0	1	0	0	0						
1	0	1	0	0	0	5	0	5	5	0	5	0	0	0	1	0	1						
7	0	7	6	0	6	61	0	61	74	6	80	8	0	8	18	0	18						
0	0	0	0	0	0	8	0	8	1	0	1	0	0	1	1	0	0						
0	0	0	1	0	1	5	0	5	3	0	3	0			0	0	0						
3	0	3	1	0	1	4	1	5	1	0	1	2	0	2	0	0	0						
2	0	2	0	0	0	14	0	14	3	0	3	2	0	2	0	0	0						
0	0	0	0	0	0	10	1	11	6	1	7	0	0	0	0	0	0						
0	0	0	1	0	1	2	0	2	9	1	10	1	0	1	0	0	0						
0	0	0	4	3	7	10	0	10	5	1	6	1	0	1	0	0	0						
1	0	1	0	0	0	5	1	6	5	0	5	0	0	0	0	0	0						
0	0	0	0	0	0	10	0	10	6	0	6	0	0	0	0	0	0						
2	0	2	2	0	2	4	0	4	7	0	7	0	0	0	0	0	0						
0	0	0	0	0	0	7	3	10	10	0	10	1	0	1	0	0	0						
0	0	0	0	0	0	8	1	9	14	1	15	1	0	1	0	0	0						
8	0	8	9	3	12	87	7	94	70	4	74	8	1	9	0	0	0						

Job No. : AUNSW10157
Client : Ason Pty Ltd
Suburb : Marrickville
Location : 5. Victoria Rd / Wicks Place access Rd - entry only
Day/Date : Saturday, 17 August 2024
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



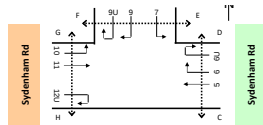
Classifications	Class 1 Lights	Class 2 Heavies	Class 3 Cyclists	Ped Class 1 Peds	Ped Class 2 Cyclists
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Approach	Victoria Rd												Wicks Place access Rd											
Direction	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total
10:00 to 10:15	130	3	4	133	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	157	2	1	159	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	132	2	3	134	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	131	5	4	136	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	140	4	5	144	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	125	3	2	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	134	2	1	136	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
11:45 to 12:00	129	5	3	134	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	128	4	2	132	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	117	3	1	120	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	140	2	1	142	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	125	4	2	129	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	143	3	1	146	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	114	4	2	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	120	3	1	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00	123	3	2	126	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2,088	52	35	2,140	33	0	0	33	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0

Approach	Victoria Rd											
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9U (U Turn)			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total
10:00 to 10:15	4	0	0	4	113	1	3	114	0	0	0	0
10:15 to 10:30	5	0	0	5	110	4	1	114	0	0	0	0
10:30 to 10:45	6	0	0	6	138	3	1	141	0	0	0	0
10:45 to 11:00	3	0	0	3	133	4	0	137	0	0	0	0
11:00 to 11:15	2	0	0	2	136	3	2	139	0	0	0	0
11:15 to 11:30	1	0	0	1	128	6	3	134	0	0	0	0
11:30 to 11:45	6	0	0	6	117	5	4	122	0	0	0	0
11:45 to 12:00	8	0	0	8	136	3	2	139	0	0	0	0
12:00 to 12:15	6	0	0	6	132	3	0	135	0	0	0	0
12:15 to 12:30	5	0	1	5	114	5	1	119	0	0	0	0
12:30 to 12:45	5	0	0	5	112	2	1	114	0	0	0	0
12:45 to 13:00	5	0	0	5	126	4	2	130	0	0	0	0
13:00 to 13:15	2	0	0	2	134	2	3	136	0	0	0	0
13:15 to 13:30	13	0	0	13	136	2	4	138	0	0	0	0
13:30 to 13:45	6	0	0	6	134	4	2	138	0	0	0	0
13:45 to 14:00	4	0	0	4	122	4	1	126	0	0	0	0
Totals	81	0	1	81	2,021	55	30	2,076	0	0	0	0

Crossing Pedestrians																							
B to A			A to B			D to C			C to D			F to E			E to F								
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total
0	0	0	2	0	2	11	0	11	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0
1	0	1	3	0	3	8	0	8	7	0	7	6	0	6	6	0	6	0	0	0	0	0	0
6	0	6	2	0	2	9	0	9	8	0	8	2	0	2	0	0	0	0	0	0	0	0	0
1	0	1	2	0	2	14	0	14	17	0	17	4	0	4	2	0	2	0	0	0	0	0	0
1	0	1	3	0	3	12	0	12	2	0	2	2	0	2	0	0	0	0	0	0	0	0	0
0	0	0	3	0	3	9	1	10	6	0	6	1	0	1	2	0	2	0	0	0	0	0	0
4	0	4	5	0	5	14	0	14	9	0	9	2	0	2	0	0	0	0	0	0	0	0	0
0	0	0	2	0	2	10	3	13	17	0	17	3	0	3	2	0	2	0	0	0	0	0	0
0	0	0	0	0	0	8	0	8	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
9	0	9	0	0	0	5	0	5	9	0	9	1	0	1	0	0	0	0	0	0	0	0	0
1	0	1	1	0	1	11	0	11	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	13	4	17	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	12	0	12	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	13	0	13	14	1	15	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	7	2	9	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	3	0	3	21	1	22	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
26	0	26	26	0	26	177	11	188	175	1	176	25	0	25	12	0	12	0	0	0	0	0	0

Job No. : AUNSW10157
Client : Ason Pty Ltd
Suburb : Marrickville
Location : 1. Sydenham Rd / Farr St
Day/Date : Saturday, 17 August 2024
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



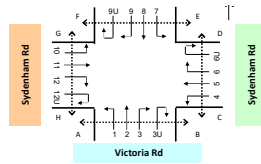
Classifications	Class 1 Lights	Class 2 Heavies	Class 3 Cyclists	Ped Class 1 Peds	Ped Class 2 Cyclists
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Approach	Sydenham Rd											
Direction												
Time Period												
10:00 to 10:15												
10:15 to 10:30												
10:30 to 10:45												
10:45 to 11:00												
11:00 to 11:15												
11:15 to 11:30												
11:30 to 11:45												
11:45 to 12:00												
12:00 to 12:15												
12:15 to 12:30												
12:30 to 12:45												
12:45 to 13:00												
13:00 to 13:15												
13:15 to 13:30												
13:30 to 13:45												
13:45 to 14:00												
Totals												

Approach	Farr St												Sydenham Rd												Crossing Pedestrians																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Direction	Direction 7 (Left Turn)								Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)								Direction 12U (U Turn)								D to C				C to D				F to E				E to F				H to G				G to H																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
10:00 to 10:15	4	0	0	4					1	0	0	1	0	0	0	0	4	0	0	0	4	211	1	1	212	0	0	0	0	2	0	2	0	0	9	3	12	3	0	3	2	0	2	1	0	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																

Job No. : AUNSW10157
Client : Ason Pty Ltd
Suburb : Marrickville
Location : 2. Sydenham Rd / Victoria Rd

Day/Date : Saturday, 17 August 2024
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

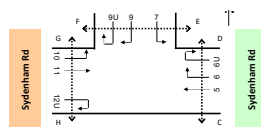


Class 1	Class 2	Class 3	Ped Class 1	Ped Class 2
Lights	Heavies	Cyclists	Peds	Cyclists

Approach	Victoria Rd																Sydenham Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total
10:00 to 10:15	9	0	0	9	73	3	5	76	0	0	0	0	0	0	0	0	18	0	0	18	95	4	0	99	19	0	0	19	0	0	0	0
10:15 to 10:30	17	0	0	17	111	2	1	113	0	0	0	0	0	0	0	0	11	0	0	11	119	0	0	119	12	0	0	12	0	0	0	0
10:30 to 10:45	4	0	0	4	80	1	1	81	0	0	0	0	0	0	0	0	4	0	0	4	111	1	4	112	25	0	2	25	0	0	0	0
10:45 to 11:00	11	0	1	11	82	4	3	86	0	0	0	0	0	0	0	0	14	0	0	14	126	1	0	127	13	0	0	13	0	0	0	0
11:00 to 11:15	8	1	0	9	91	4	3	95	0	0	1	0	0	0	0	0	17	0	0	17	118	3	0	121	9	0	0	9	0	0	0	0
11:15 to 11:30	20	0	0	20	68	2	1	70	0	0	1	0	0	0	0	0	11	1	1	12	118	1	0	119	16	1	0	17	0	0	0	0
11:30 to 11:45	10	0	0	10	80	2	1	82	0	0	0	0	0	0	0	0	18	0	0	18	111	4	0	115	18	0	0	18	0	0	0	0
11:45 to 12:00	14	0	0	14	86	3	3	89	0	0	0	0	0	0	0	0	13	0	1	13	98	2	2	100	12	2	0	14	0	0	0	0
12:00 to 12:15	11	0	0	11	67	3	3	70	0	0	0	0	0	0	0	0	10	0	0	10	115	2	3	117	17	0	0	17	0	0	0	0
12:15 to 12:30	19	1	0	20	74	4	1	78	0	0	0	0	0	0	0	0	18	0	0	18	112	6	0	118	18	0	0	18	0	0	0	0
12:30 to 12:45	5	0	1	5	68	1	2	69	0	0	0	0	0	0	0	0	13	0	0	13	135	1	0	136	24	0	0	24	0	0	0	0
12:45 to 13:00	15	0	0	15	69	4	1	73	0	0	0	0	0	0	0	0	18	0	0	18	108	2	2	110	19	0	0	19	0	0	0	0
13:00 to 13:15	11	0	5	11	89	3	1	92	0	0	0	0	0	0	0	0	12	0	0	12	112	1	0	113	15	0	0	15	0	0	0	0
13:15 to 13:30	25	0	0	25	70	4	2	74	0	0	0	0	0	0	0	0	20	0	0	20	112	1	0	113	15	0	0	15	0	0	0	0
13:30 to 13:45	13	0	0	13	52	2	1	54	0	0	0	0	0	0	0	0	25	0	0	25	152	2	3	154	15	0	0	15	0	0	0	0
13:45 to 14:00	20	0	0	20	71	1	1	72	0	0	0	0	0	0	0	0	21	1	0	22	134	1	0	135	20	2	0	22	0	0	0	0
Totals	212	2	7	214	1,231	43	30	1,274	0	0	2	0	0	0	0	0	243	2	2	245	1,876	32	14	1,908	267	5	2	272	0	0	0	0

Approach	Victoria Rd																Sydenham Rd												Crossing Pedestrians																											
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				B to A			A to B			D to C			C to D			F to E			E to F			H to G			G to H		
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total						
10:00 to 10:15	22	0	0	22	71	2	2	73	33	0	0	33	0	0	0	0	43	0	0	43	167	1	1	168	9	0	0	9	0	0	0	0	5	0	5	7	0	7	6	0	6	5	0	5	8	0	8	17	0	17	8	0	8	14	0	14
10:15 to 10:30	18	1	0	19	60	3	1	63	21	0	0	21	0	0	0	0	40	0	0	40	169	1	1	170	8	0	0	8	0	0	0	0	4	0	4	4	0	4	2	0	2	3	0	3	11	0	11	10	0	10	19	0	19	11	0	11
10:30 to 10:45	21	0	0	21	82	3	0	85	34	0	0	34	0	0	0	0	33	1	0	34	139	7	1	146	6	0	0	6	0	0	0	0	12	0	12	1	3	4	10	0	10	7	2	9	11	3	14	6	0	6	17	0	17	12	0	12
10:45 to 11:00	21	0	0	21	64	2	0	66	37	0	0	37	0	0	0	0	31	0	2	31	160	3	1	163	2	0	0	2	0	0	0	0	4	0	4	8	0	8	5	0	5	3	0	3	9	2	11	14	1	15	16	2	18	4	0	4
11:00 to 11:15	22	0	0	22	88	3	2	91	40	1	0	41	0	0	0	0	41	1	0	42	127	2	1	129	6	0	0	6	0	0	0	0	6	0	6	11	0	11	11	0	11	6	0	6	11	0	11	7	0	7	10	2	12	4	0	4
11:15 to 11:30	10	1	0	11	68	3	3	71	40	1	0	41	0	0	0	0	33	0	0	33	160	2	4	162	6	0	0	6	0	0	0	0	18	0	18	6	1	7	11	0	11	4	0	4	10	1	11	9	2	11	7	0	7	10	0	10
11:30 to 11:45	14	1	0	15	69	1	6	70	42	1	0	43	0	0	0	0	39	0	0	39	158	3	0	161	5	0	0	5	0	0	0	0	3	0	3	5	0	5	11	0	11	9	1	10	13	0	13	4	1	5	12	1	13	11	0	11
11:45 to 12:00	14	1	0	15	75	5	2	80	42	1	0	43	0	0	0	0	39	0	1	39	152	1	1	153	7	1	0	8	0	0	0	0	21	0	21	5	0	5	11	0	11	6	0	6	12	2	14	9	1	10	15	6	21	5	0	5
12:00 to 12:15	20	2	0	22	79	2	0	81	38	0	0	38	0	0	0	0	43	1	0	44	162	0	0	162	7	0	0	7	0	0	0	0	16	1	17	9	0	9	17	0	17	4	0	4	3	0	3	10	0	10	14	0	14	15	0	15
12:15 to 12:30	13	0	0	13	62	4	0	66	33	0	0	33	0	0	0	0	28	0	1	28	177	1	0	178	7	0	0	7	0	0	0	0	5	0	5	6	0	6	10	0	10	10	0	10	9	2	11	4	0	4	5	1	6	13	1	14
12:30 to 12:45	12	0	0	12	58	2	0	60	40	0	0	40	0	0	0	0	53	0	0	53	155	1	0	156	9	0	0	9	0	0	0	0	13	1	14	17	1	18	6	0	6	10	0	10	10	0	10	8	1	9	22	1	23	16	1	17
12:45 to 13:00	20	0	0	20	68	5	3	73	41	0	0	41	0	0	0	0	40	1	1	41	137	0	1	137	6	0	0	6	0	0	0	0	13	0	13	6	0	6	4	1	5	12	0	12	9	0	9	13	0	13	17	0	17	8	0	8
13:00 to 13:15	29	0	0	29	72	1	4	73	41	0	1	41	0	0	0	0	39	0	0	39	155	1	0	156	11	0	0	11	0	0	0	0	10	0	10	9	0	9	15	1	16	15	0	15	15	0	15	8	1	9	11	0	11	11	0	11
13:15 to 13:30	23	0	0	23	81	3	2	84	35	0	0	35	0	0	0	0	32	0	0	32	142	1	1	143	5	0	0	5	0	0	0	0	9	0	9	7	1	8	18	0	18	14	1	15	15	0	15	9	1	10	12	0	12	17	0	17
13:30 to 13:45	19	0	1	19	62	4	1	66	40	0	0	40	0	0	0	0	48	0	1	48	172	0	1	172	3	0	0	3	0	0	0	0	9	0	9	14	0	14	10	0	10	14	0	14	16	0	16	8	6	14	6	0	11	1	12	
13:45 to 14:00	18	0	0	18	74	3	0	77	30	0	0	30	0	0	0	0	33	0	0	33	165	0	1	165	9	0	2	9	0	0	0	0	5	0	5	10	1	11	12	1	13	16	0	16	27	0	27	7	1	8	27	0	27	8	1	9
Totals	296	6	1	302	1,133	46	26	1,179	587	4	1	591	0	0	0	0	615	4	6	619	2,497	24	16	2,521	106	1	2	107	0	0	0	0	153	2	155	125	7	132	159	3	162	138	4	142	189	10	199	143	15	158	218	13	231	170	4	179

Day/Date	: Saturday, 17 August 2024
Weather	: Fine
Description	: Classified Intersection Count : 15 mins Data



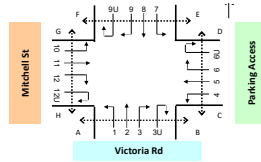
	Class 1	Class 2	Class 3	Ped Class 1	Ped Class 2
Classifications	Lights	Heavies	Cyclists	Peds	Cyclists

Approach		Sydenham Rd															
Direction						Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period		Lights	Heavy's	Cyclists	Pedal	Lights	Heavy's	Cyclists	Pedal	Lights	Heavy's	Cyclists	Pedal	Lights	Heavy's	Cyclists	Pedal
10:00 to 10:15		91	3	0	94	34	0	0	34	0	0	0	0	0	0	0	0
10:15 to 10:30		94	0	0	94	64	0	0	64	0	0	0	0	0	0	0	0
10:30 to 10:45		109	1	2	110	40	2	0	42	0	0	0	0	0	0	0	0
10:45 to 11:00		99	0	0	99	39	0	0	39	0	0	0	0	0	0	0	0
11:00 to 11:15		112	2	0	114	38	1	0	39	0	0	0	0	0	0	0	0
11:15 to 11:30		99	3	1	102	33	1	1	34	0	0	0	0	0	0	0	0
11:30 to 11:45		97	3	0	100	32	0	0	32	0	0	0	0	0	0	0	0
11:45 to 12:00		92	3	2	95	56	1	1	57	0	0	0	0	0	0	0	0
12:00 to 12:15		96	1	0	97	44	0	0	44	0	0	0	0	0	0	0	0
12:15 to 12:30		103	5	0	108	46	1	0	47	0	0	0	0	0	0	0	0
12:30 to 12:45		118	1	0	119	52	2	1	54	0	0	0	0	0	0	0	0
12:45 to 13:00		106	1	2	107	32	0	0	32	0	0	0	0	0	0	0	0
13:00 to 13:15		109	1	1	110	44	0	2	44	0	0	0	0	0	0	0	0
13:15 to 13:30		107	1	0	108	26	2	1	28	0	0	0	0	0	0	0	0
13:30 to 13:45		155	3	1	158	40	0	1	40	0	0	0	0	0	0	0	0
13:45 to 14:00		109	2	1	111	41	0	0	41	0	0	0	0	0	0	0	0
Totals		1,686	30	10	1,726	661	10	7	671	0	0	0	0	0	0	0	0

154
136
198
152

Approach	Fitzroy St																Sydenham Rd																Crossing Pedestrians																																	
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12U (U Turn)				D to C							C to D							F to E							E to F							H to G							G to H						
Time Period	Lights	Heaves	Cyclists	Total	Lights	Heaves	Cyclists	Total	Lights	Heaves	Cyclists	Total	Lights	Heaves	Cyclists	Total	Lights	Heaves	Cyclists	Total	Lights	Heaves	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total																		
10:00 to 10:15	55	0	0	55	29	1	0	30	0	0	0	0	56	0	0	56	133	1	1	134	0	0	0	0	0	0	0	2	0	2	14	0	14	6	0	6	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0												
10:15 to 10:30	45	1	1	46	27	0	0	27	0	0	0	0	55	0	0	55	132	2	1	134	0	0	0	0	0	0	0	7	0	7	6	0	6	1	0	1	1	1	0	1	1	0	1	1	0	1	0	1	0	1	0	1														
10:30 to 10:45	57	0	0	57	31	0	0	31	0	0	0	0	45	1	1	46	126	6	3	132	0	0	0	0	0	0	0	0	0	0	10	3	13	13	0	13	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0														
10:45 to 11:00	52	0	1	52	30	1	0	31	0	0	0	0	53	0	0	53	132	3	1	135	0	0	0	0	0	0	0	0	0	0	5	0	5	14	0	14	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1															
11:00 to 11:15	48	0	1	48	31	1	2	32	0	0	0	0	48	2	1	50	101	1	1	102	1	0	0	0	1	0	0	0	0	0	0	16	0	16	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:15 to 11:30	49	1	1	50	24	0	2	24	0	0	0	0	36	1	5	37	132	2	1	134	0	0	0	0	0	0	0	1	0	1	6	0	6	17	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
11:30 to 11:45	56	1	0	57	35	1	0	36	0	0	0	0	45	1	1	46	133	2	1	135	0	0	0	0	0	0	0	0	0	0	9	0	9	11	1	12	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1															
11:45 to 12:00	56	1	0	57	30	1	0	31	0	0	0	0	43	0	3	43	142	2	0	144	0	0	0	0	0	0	0	1	0	1	19	0	19	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
12:00 to 12:15	68	0	1	68	35	1	1	36	0	0	0	0	56	0	0	56	132	2	0	134	0	0	0	0	0	0	0	1	0	1	12	0	12	9	0	9	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4															
12:15 to 12:30	55	0	0	55	30	1	0	31	0	0	0	0	58	1	1	59	132	1	1	133	0	0	0	0	0	0	0	0	0	0	10	2	12	42	1	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
12:30 to 12:45	61	2	1	63	38	0	1	38	0	0	0	0	48	0	0	48	134	1	0	135	0	0	0	0	0	0	0	0	0	0	6	0	6	15	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
12:45 to 13:00	44	0	0	44	40	1	0	41	0	0	0	0	50	0	0	50	119	0	1	119	0	0	0	0	0	0	0	0	0	0	9	0	9	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
13:00 to 13:15	63	0	2	63	27	0	1	27	0	0	0	0	41	0	0	41	134	1	0	135	0	0	0	0	0	0	0	0	0	0	18	1	19	18	2	20	1	0	1	0	1	0	1	0	1	0	1	0	1																	
13:15 to 13:30	50	0	2	50	40	0	1	40	0	0	0	0	43	0	0	43	143	1	1	144	0	0	0	0	0	0	0	0	0	0	23	0	23	21	3	24	1	0	1	0	1	0	1	0	1	0	1	0	1																	
13:30 to 13:45	42	0	0	42	25	0	1	25	0	0	0	0	45	0	0	45	135	0	0	135	0	0	0	0	0	0	0	0	0	0	1	0	1	9	1	10	15	1	16	4	0	4	2	0	2	0	2	0	2	0	2															
13:45 to 14:00	65	0	0	65	29	0	0	29	0	0	0	0	56	0	0	56	138	1	2	139	0	0	0	0	0	0	0	0	0	0	1	0	1	17	0	17	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0														
Totals	866	9	10	875	501	8	9	509	0	0	0	0	778	6	12	784	2,098	26	17	2,124	1	0	0	0	1	0	0	0	7	0	7	190	7	197	253	12	265	15	0	15	5	0	15	5	0	15	5	0	15	5	0	15	5	0												

Job No. : AUNSW10157
Client : Ason Pty Ltd
Suburb : Marrickville
Location : 4. Victoria Rd / Mitchell St
Day/Date : Saturday, 17 August 2024
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



Classifications	Class 1 Lights	Class 2 Heavies	Class 3 Cyclists	Ped Class 1 Peds	Ped Class 2 Cyclists
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Approach	Victoria Rd																Parking Access															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total
10:00 to 10:15	8	0	0	8	123	3	4	126	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	10	0	0	10	151	2	1	153	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0
10:30 to 10:45	11	0	0	11	119	2	3	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	9	0	0	9	119	4	6	123	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	6	0	0	6	133	5	3	138	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0
11:15 to 11:30	7	0	0	7	117	3	1	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
11:30 to 11:45	7	0	0	7	129	2	1	131	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
11:45 to 12:00	6	0	0	6	124	4	3	128	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	5	0	0	5	121	5	2	126	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	4	0	0	4	111	4	2	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	7	0	0	7	138	1	0	139	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	8	0	0	8	115	5	2	120	0	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	10	0	0	10	135	3	1	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	11	0	0	11	99	3	3	102	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	12	0	0	12	106	3	1	109	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00	10	0	0	10	112	3	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	131	0	0	131	1,952	52	33	2,004	8	0	2	8	1	0	1	1	16	0	0	16	0	0	0	0	6	0	0	6	0	0	0	0

Approach	Victoria Rd																Mitchell St																Crossing Pedestrians																								
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				B to A			A to B			D to C			C to D			F to E			E to F			H to G			G to H			
Time Period	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Lights	Heavies	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total							
10:00 to 10:15	1	0	0	1	114	1	2	115	9	0	0	9	0	0	0	0	11	0	0	11	0	0	0	0	5	0	0	5	0	0	0	0	2	0	2	4	0	4	10	0	10	4	0	4	0	1	1	0	0	0	9	1	10	7	0	7	
10:15 to 10:30	1	0	0	1	111	4	1	115	5	0	0	5	0	0	0	0	10	0	0	10	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	6	0	6	5	0	5	8	0	8	0	0	0	2	0	2	13	0	13	17	0	17	
10:30 to 10:45	0	0	0	0	138	3	0	141	5	0	0	5	0	0	0	0	10	0	0	10	0	0	0	0	6	0	0	6	0	0	0	0	1	0	1	4	0	4	9	0	9	10	0	10	1	0	1	2	0	2	19	0	19	14	0	14	
10:45 to 11:00	2	0	0	2	133	3	0	136	3	0	0	3	0	0	0	0	9	0	0	9	0	0	0	0	2	0	0	2	0	0	0	0	8	0	8	8	0	8	13	0	13	18	0	18	1	0	1	5	0	5	20	0	20	1	0	1	
11:00 to 11:15	0	0	0	0	137	3	2	140	5	0	0	5	0	0	0	0	9	0	0	9	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1	3	0	3	10	0	10	2	0	2	0	0	0	3	0	3	11	0	11				
11:15 to 11:30	0	0	0	0	126	7	3	133	10	0	0	10	1	0	0	1	13	0	0	13	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	11	1	12	4	0	4	1	0	1	1	0	1	9	0	9	10	0	10	
11:30 to 11:45	2	0	0	2	116	5	6	121	11	0	0	11	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	0	0	0	0	2	0	2	2	0	2	20	0	20	11	0	11	6	0	6	2	0	2	9	1	10	4	0	4	
11:45 to 12:00	0	0	0	0	137	3	2	140	6	0	0	6	0	0	0	0	11	0	0	11	0	0	0	0	5	0	0	5	0	0	0	0	1	0	1	6	0	6	8	0	8	20	0	20	0	0	0	9	0	9	13	5	18	5	0	5	
12:00 to 12:15	0	0	0	0	130	3	0	133	6	0	0	6	0	0	0	0	9	0	0	9	0	0	0	0	4	0	0	4	0	0	0	0	5	0	5	4	0	4	13	0	13	12	1	13	5	0	5	6	0	6	14	1	15	11	0	11	
12:15 to 12:30	0	0	0	0	112	5	0	117	7	0	0	7	0	0	0	0	4	0	0	4	0	0	0	0	6	0	0	6	0	0	0	0	9	0	9	0	0	8	0	8	14	0	14	0	0	0	3	0	3	16	0	16	6	1	7		
12:30 to 12:45	2	0	0	2	113	2	0	115	8	0	0	8	0	0	0	0	11	0	0	11	0	0	0	0	3	0	0	3	0	0	0	0	4	0	4	3	0	3	8	1	9	14	0	14	0	0	0	1	0	1	17	1	18	7	0	7	
12:45 to 13:00	1	0	0	1	122	5	2	127	7	0	0	7	0	0	0	0	9	0	0	9	0	0	0	0	7	0	0	7	0	0	0	0	15	0	15	2	0	2	16	5	21	8	0	8	0	0	0	3	0	3	16	0	16	7	1	8	
13:00 to 13:15	1	0	0	1	136	2	4	138	5	0	0	5	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	3	0	3	19	0	19	20	1	21	6	0	6	8	0	8	6	0	6	9	0	9	
13:15 to 13:30	1	0	0	1	147	2	3	149	8	0	0	8	2	0	0	2	10	0	0	10	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1	2	0	2	17	0	17	14	1	15	3	0	3	2	0	2	6	0	6	22	0	22
13:30 to 13:45	0	0	0	0	135	4	2	139	8	0	0	8	0	0	0	0	15	0	0	15	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	6	0	6	10	0	10	18	0	18	2	0	2	6	0	6	10	0	10	13	1	14
13:45 to 14:00	0	0	0	0	121	3	0	124	6	0	0	6	1	0	0	1	10	0	0	10	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1	0	0	0	21	1	22	15	0	15	1	0	1	4	0	4	11	0	11	7	1	8	
Totals	11	0	0	11	2,028	55	27	2,083	109	0	0	109	4	0	0	4	162	0	0	162	0	0	0	0	60	0	0	60	0	0	0	0	55	0	55	55	0	55	18	0	18	206	192	3	195	26	1	27	57	0	57	191	9	200	151	4	155

Appendix B. Vehicle Swept Paths

Technical drawing of a truck chassis showing dimensions in meters. The overall length is 9.54. The wheelbase is 5.022. The front overhang is 1.506, the wheelbase is 4.35, and the rear overhang is 1.344.

500mm CLEARANCE

Overall Length	9,540m
Overall Width	2,500m
Overall Body Height	4,000m
Min Body Ground Clearance	0.427m
Track Width	2,500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	12,500m

MINOR MODIFICATIONS
REQUIRED TO ISLAND.

WASTE COLLECTION TO OCCUR UNDER MANAGEMENT.

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Turner Architects.
Nearmap aerial dated 7 December 2023.

SCALE
1:400

A horizontal number line with arrows at both ends. It has three major tick marks labeled 0, 4, and 8. A solid vertical line segment is drawn from the 0 tick mark to the 4 tick mark.

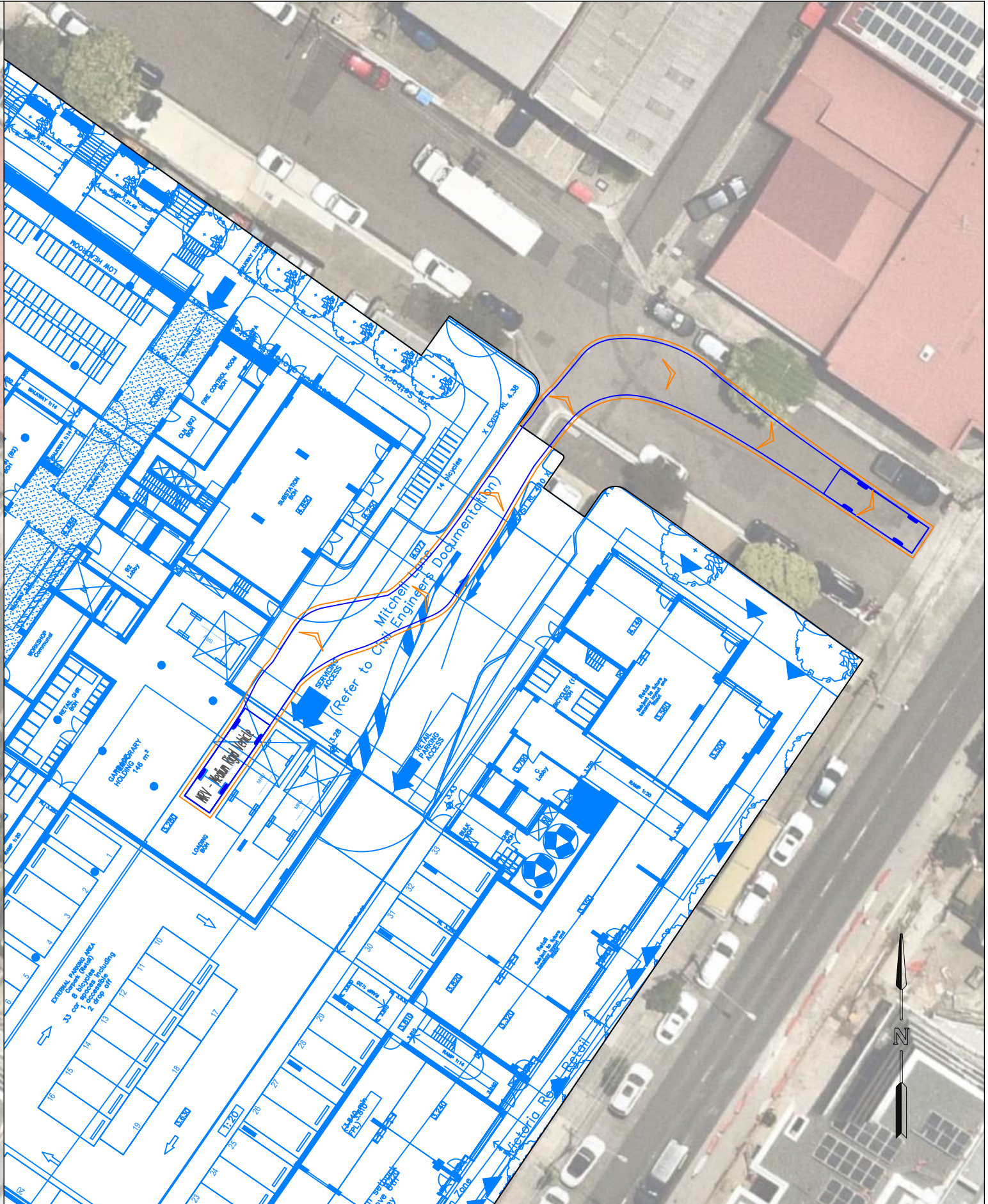
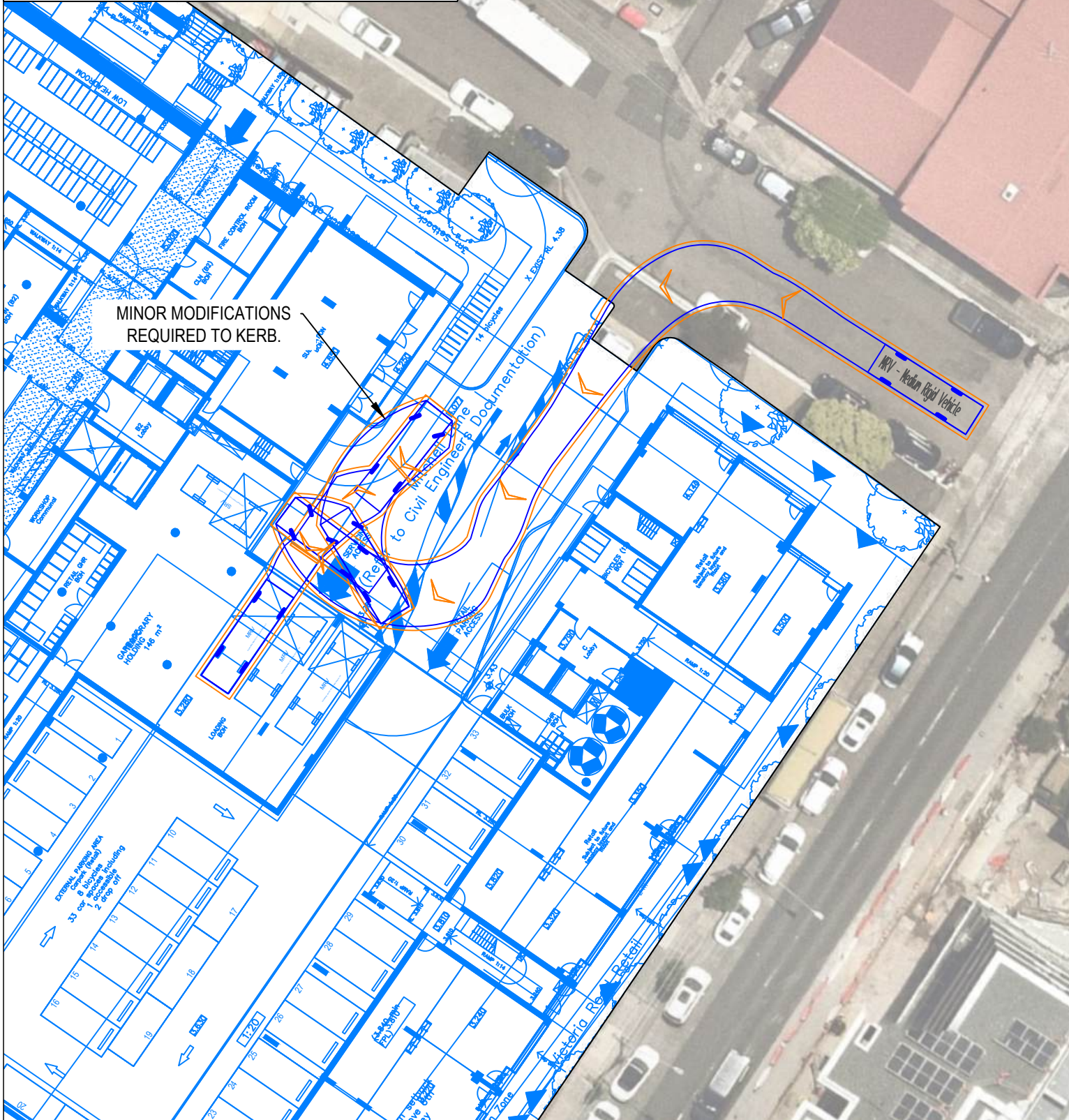
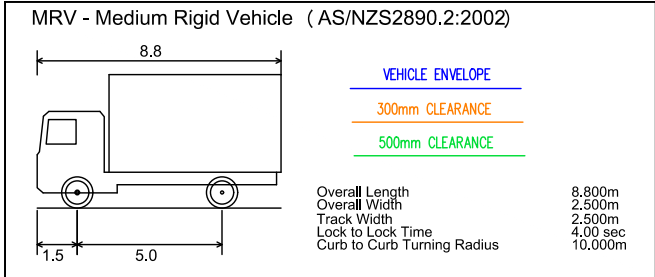
Marrickville Timber Yards

Swept Path Assessment

FILE NAME
AG2549-05v02.dwg

SHEET
AG01

Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



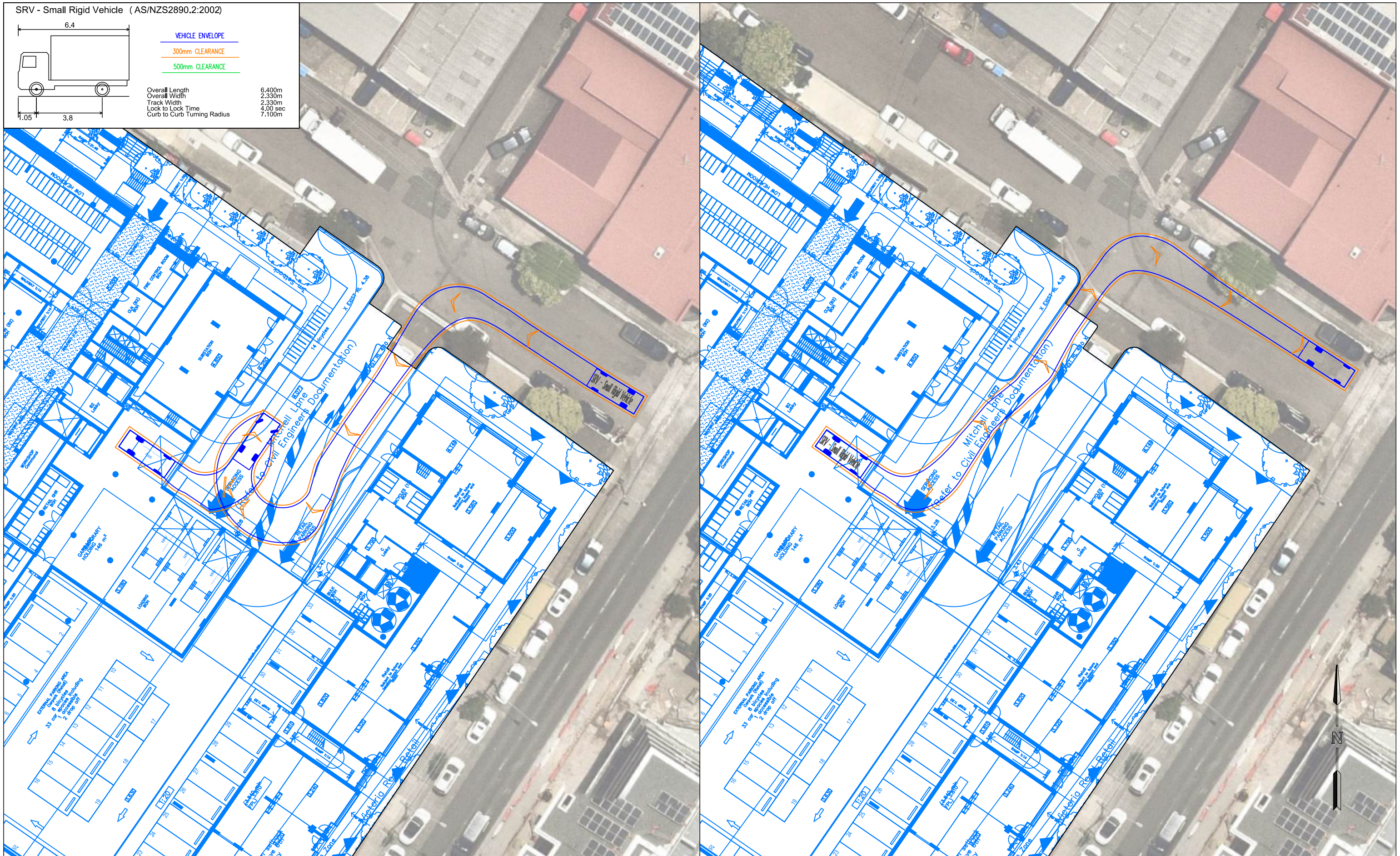
GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner Architects. Nearmap aerial dated 7 December 2023.	DESIGNED Connor Hoang	PAPER SIZE A3	CLIENT Scape	DOCUMENT INFORMATION Swept Path Assessment		asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au
	APPROVED BY Rhys Hazell	DATE 15.01.2025	PROJECT P2549			
	SCALE 1:400	048		Marrickville Timber Yards	FILE NAME AG2549-05v02.dwg	

A diagram of a truck with the following dimensions:

- Total length: 6.4
- Wheelbase (distance between wheels): 3.8
- Front overhang (distance from front wheel to front of truck): 1.05

500mm CLEARANCE

Overall Length	6.400m
Overall Width	2.330m
Track Width	2.330m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	7.100m



This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Turner Architects.
Nearmap aerial dated 7 December 2023.

APPROVED BY
Rhys Hazell

DATE	15.01.2025
------	------------

A horizontal number line with tick marks at 0, 4, and 8. The segment between 0 and 4 is shaded with a solid black bar.

PROJECT
P2549

Marrickville Timber Yards

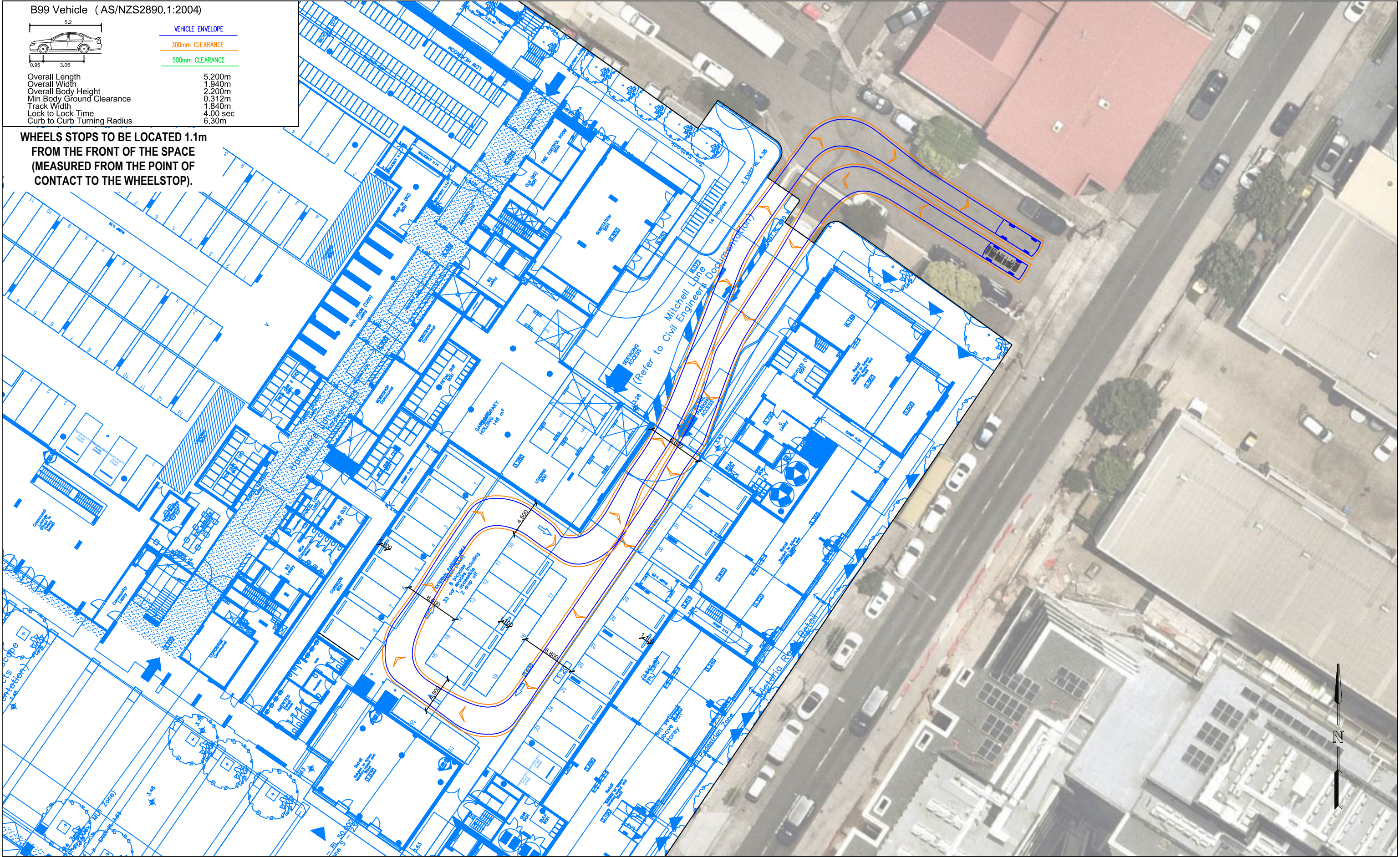
	Swept Path Assessment
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FILE NAME
AG2549-05v02.dwg

SHEET
AG03

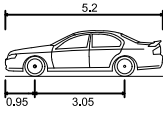
asongroup

Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



GENERAL NOTES		DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner Architects. Nearmap aerial dated 7 December 2023.		Connor Hoang	A3	Scape	Swept Path Assessment	
		APPROVED BY Rhys Hazell	DATE 15.01.2025	PROJECT P2549	Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	
		SCALE 1:400	0 4 8	Marrickville Timber Yards	FILE NAME AG2549-05v02.dwg	SHEET AG04

B99 Vehicle (AS/NZS2890.1:2004)



VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Turner Architects.
Nearmap aerial dated 7 December 2023.

DESIGNED
Connor Hoang

APPROVED BY
Rhys Hazell

SCALE
1:400

PAPER SIZE
A3

DATE
15.01.2025

0 4 8

CLIENT
Scape

PROJECT
P2549

Marrickville Timber Yards

DOCUMENT INFORMATION

Swept Path Assessment

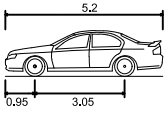
FILE NAME
AG2549-05v02.dwg

SHEET
AG05

asongroup

Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

B99 Vehicle (AS/NZS2890.1:2004)

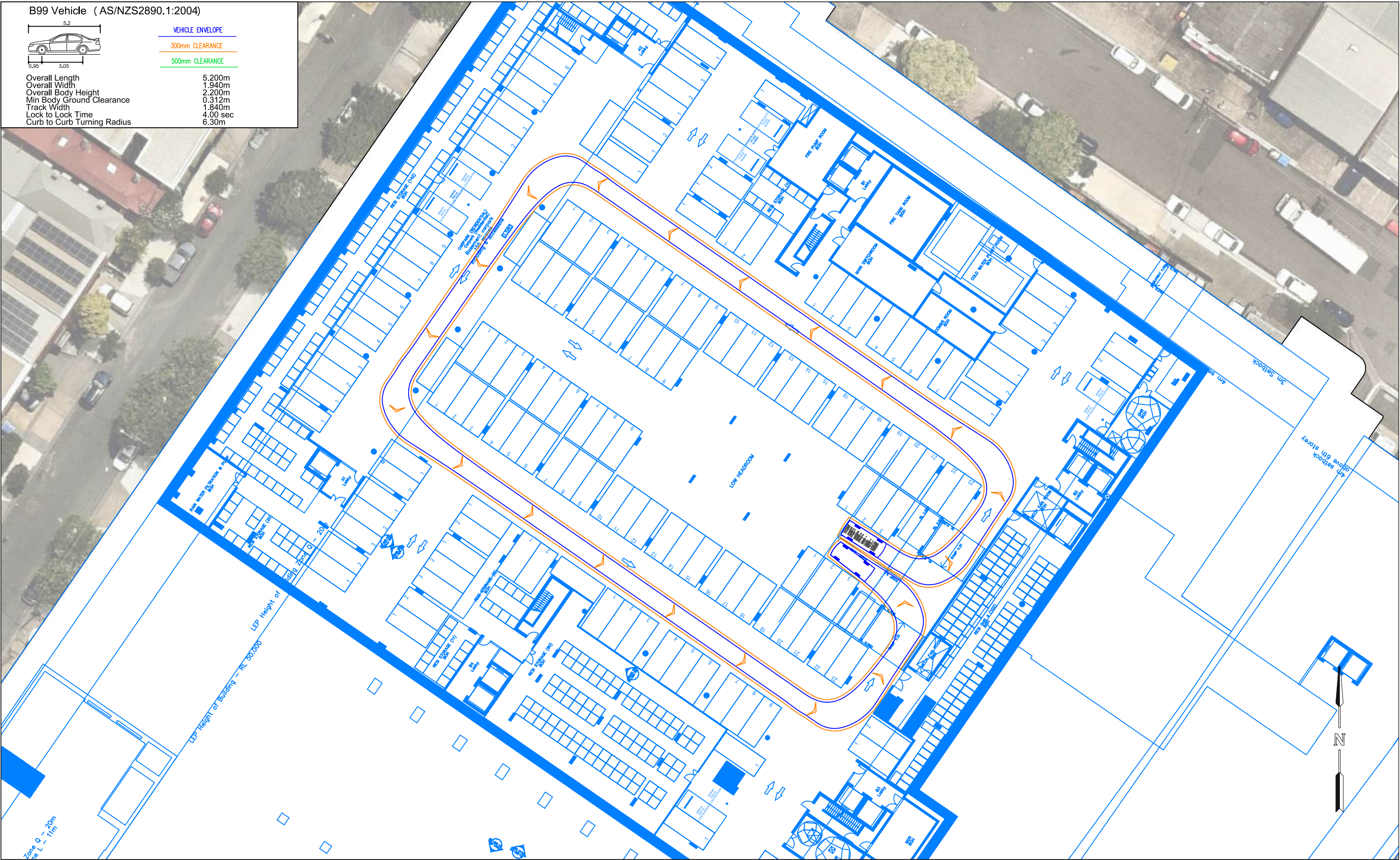


VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Turner Architects.
Nearmap aerial dated 7 December 2023.

DESIGNED	PAPER SIZE
Connor Hoang	A3
APPROVED BY	DATE
Rhys Hazell	15.01.2025
SCALE	
1:400	0 4 8

CLIENT
Scape
PROJECT
P2549
Marrickville Timber Yards

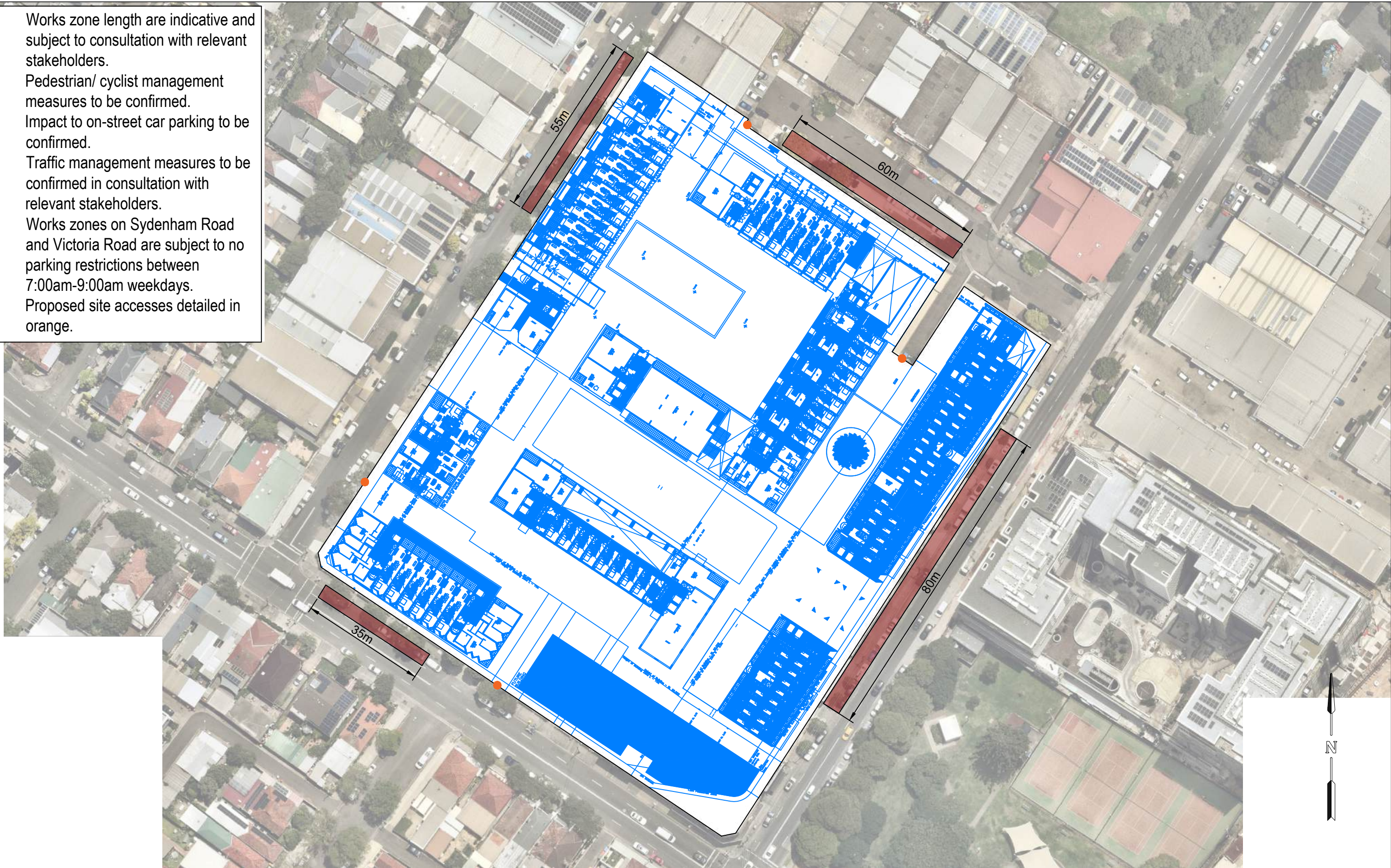
DOCUMENT INFORMATION	
Swept Path Assessment	
FILE NAME	SHEET
AG2549-05v02.dwg	AG06

asongroup

Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

Appendix C. Construction Access Vehicle Swept Paths

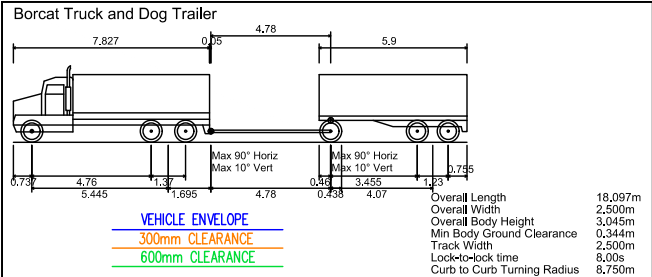
- Works zone length are indicative and subject to consultation with relevant stakeholders.
- Pedestrian/ cyclist management measures to be confirmed.
- Impact to on-street car parking to be confirmed.
- Traffic management measures to be confirmed in consultation with relevant stakeholders.
- Works zones on Sydenham Road and Victoria Road are subject to no parking restrictions between 7:00am-9:00am weekdays.
- Proposed site accesses detailed in orange.



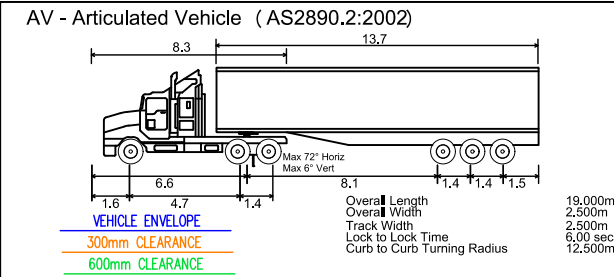
GENERAL NOTES

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Base Plan prepared by Turner Architects.
Nearmap aerial dated 7 December 2023.

DESIGNED Connor Hoang	PAPER SIZE A3	CLIENT Scape	DOCUMENT INFORMATION	
APPROVED BY Rhys Hazell	DATE 28.10.2024	PROJECT P2549	Construction vehicle access swept path review	
SCALE 1:1000	0 10 20	Marrickville Timber Yards	FILE NAME AG2549-07v01.dwg	SHEET AG01
			asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	



ENTRY/ EXIT BY LARGE
VEHICLES TO BE MANAGED/
CONTROLLED.



ENTRY/ EXIT BY LARGE
VEHICLES TO BE MANAGED/
CONTROLLED.



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Turner Architects.
Nearmap aerial dated 7 December 2023.

DESIGNED
Connor Hoang

PAPER SIZE
A3

CLIENT
Scape

DOCUMENT INFORMATION

Construction vehicle access swept path review

APPROVED BY
Rhys Hazell

DATE
28.10.2024

PROJECT

P2549

Marrickville Timber Yards

SCALE
1:500_m

0 10 20

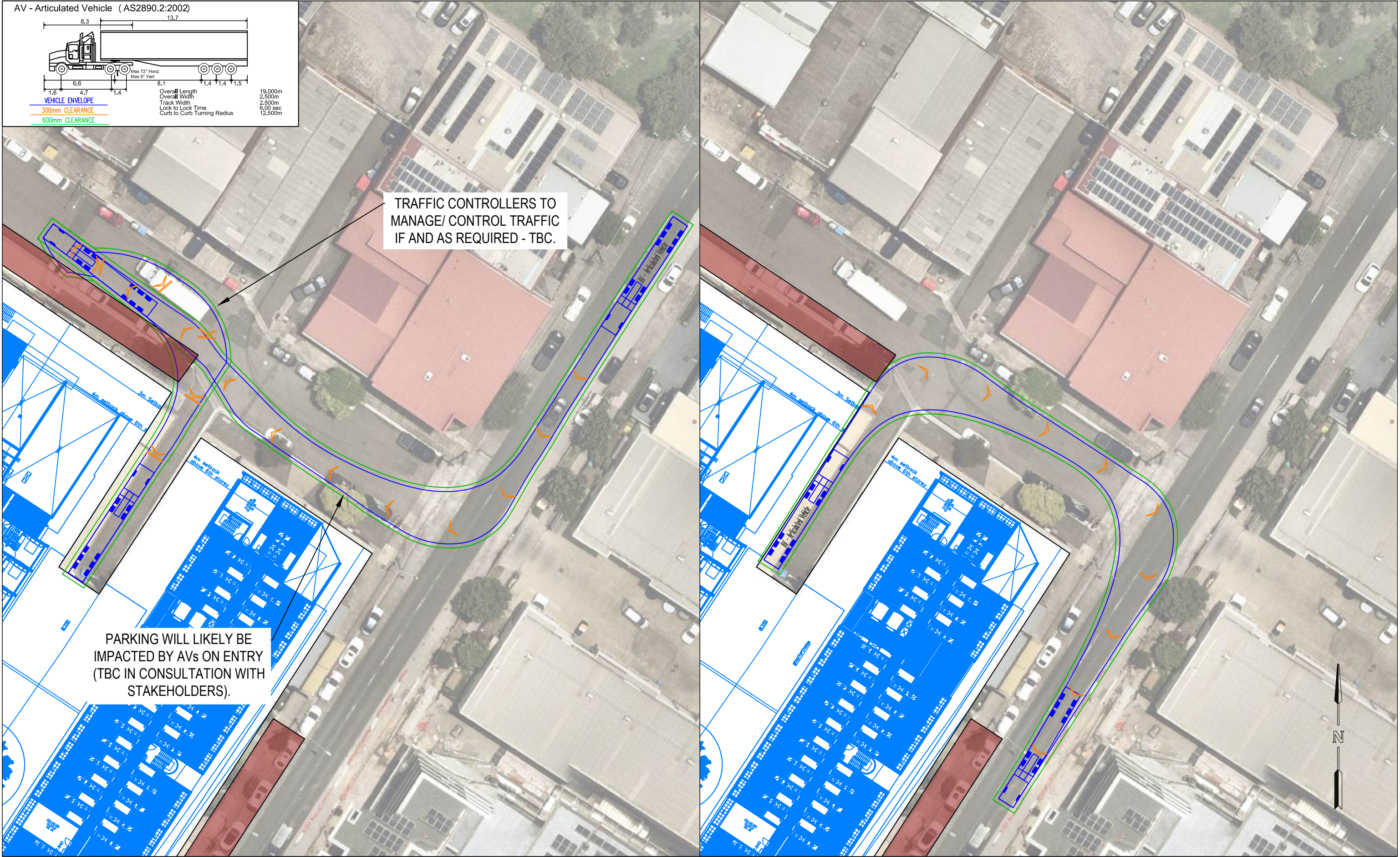
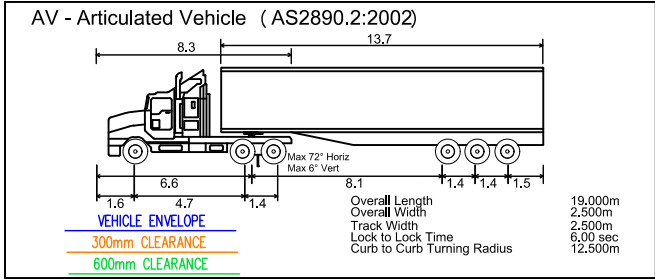
FILE NAME
AG2549-07v01.dwg

SHEET
AG02

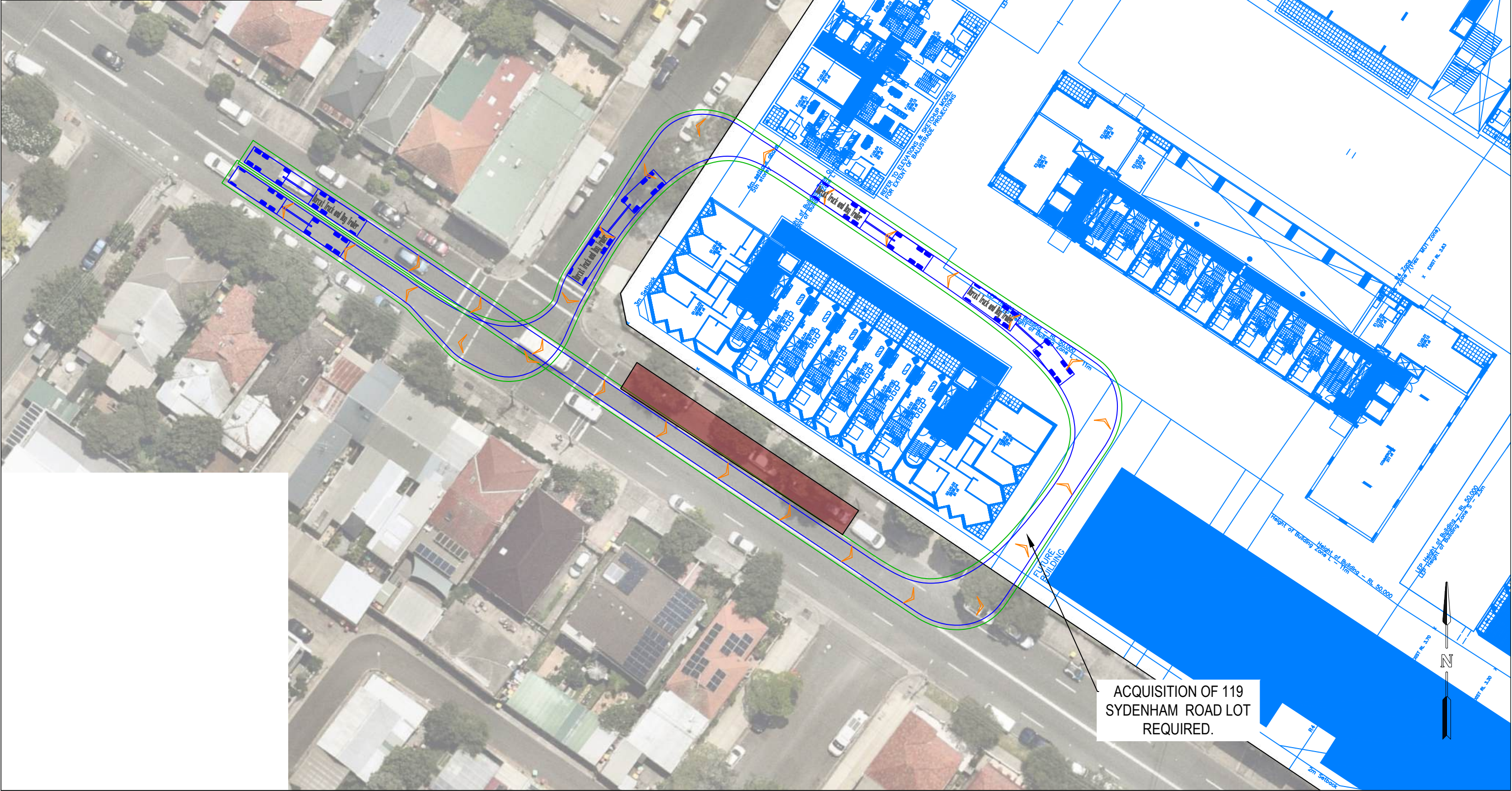
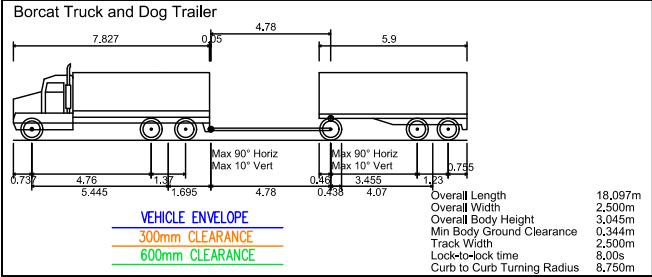
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Sydney NSW 2000

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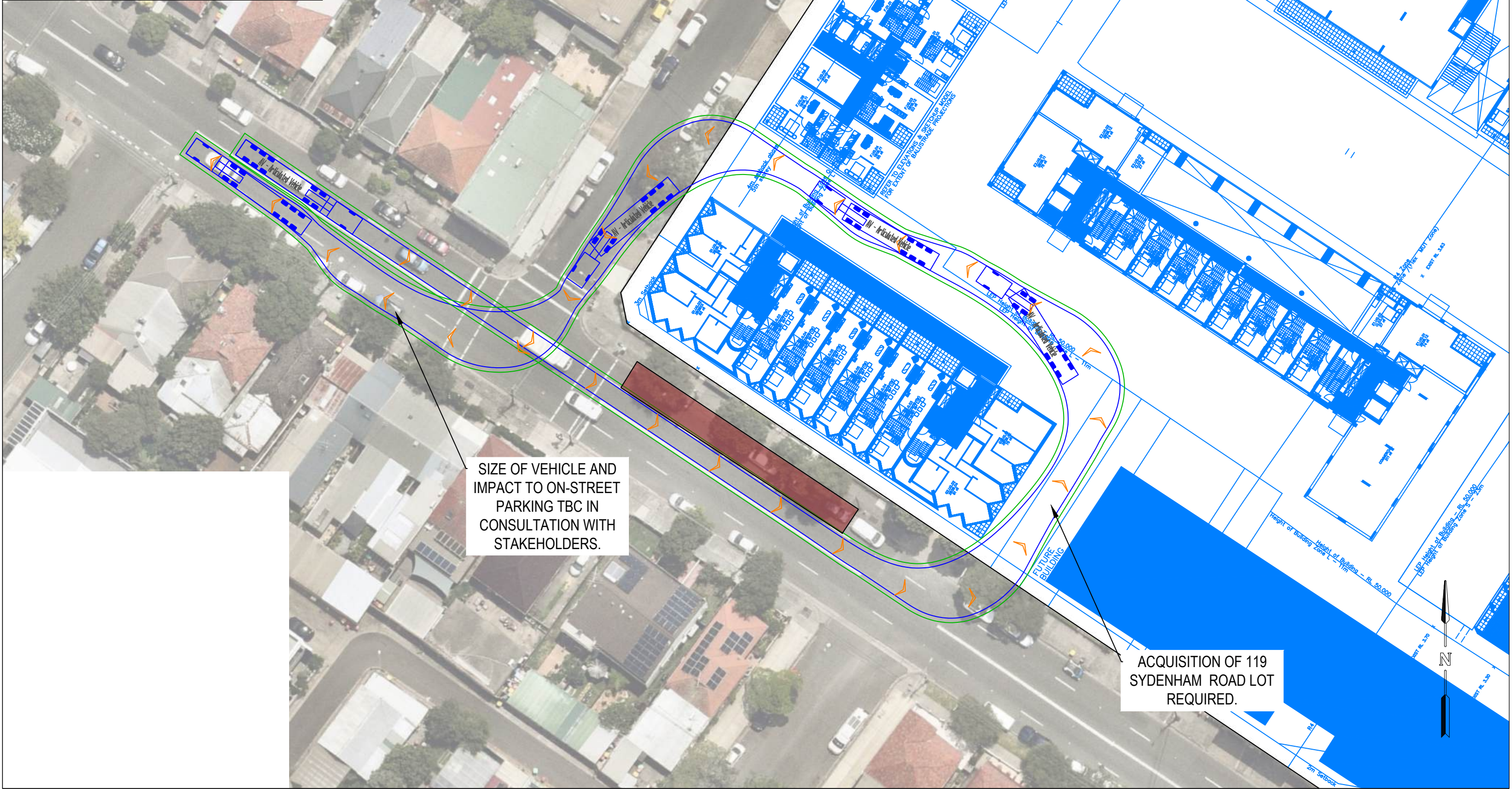
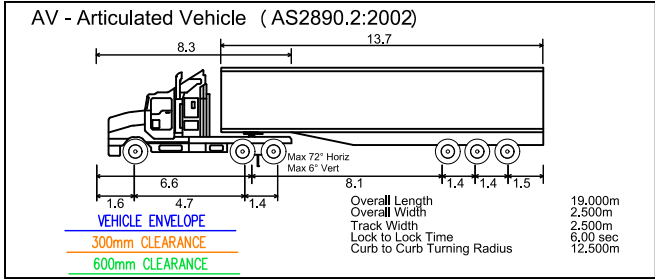


GENERAL NOTES		DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner Architects. Nearmap aerial dated 7 December 2023.		Connor Hoang	A3	Scape	Construction vehicle access swept path review	
		APPROVED BY	DATE	PROJECT		
		Rhys Hazell	28.10.2024	P2549		
		SCALE	0 10 20		FILE NAME	SHEET
		1:500_m			AG2549-07v01.dwg	AG03
				Marrickville Timber Yards	asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	



ACQUISITION OF 119
SYDENHAM ROAD LOT
REQUIRED.

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner Architects. Nearmap aerial dated 7 December 2023.	DESIGNED Connor Hoang	PAPER SIZE A3	CLIENT Scape	DOCUMENT INFORMATION Construction vehicle access swept path review	
	APPROVED BY Rhys Hazell	DATE 28.10.2024	PROJECT P2549		
	SCALE 1:500_m	0 10 20	Marrickville Timber Yards	FILE NAME AG2549-07v01.dwg	SHEET AG04
				asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	



SIZE OF VEHICLE AND
IMPACT TO ON-STREET
PARKING TBC IN
CONSULTATION WITH
STAKEHOLDERS.

ACQUISITION OF 119
SYDENHAM ROAD LOT
REQUIRED.

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner Architects. Nearmap aerial dated 7 December 2023.	DESIGNED Connor Hoang	PAPER SIZE A3	CLIENT Scape	DOCUMENT INFORMATION Construction vehicle access swept path review		asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au
	APPROVED BY Rhys Hazell	DATE 28.10.2024	PROJECT P2549			
	SCALE 1:500_m	01020		Marrickville Timber Yards	FILE NAME AG2549-07v01.dwg	

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)

12.5

2.4

5.9

1.4

VEHICLE ENVELOPE

300mm CLEARANCE

600mm CLEARANCE

Overall Length
12.500m

Overall Width
2.500m

Track Width
2.500m

Lock to Lock Time
6.00 sec

Curb to Curb Turning Radius
12.500m

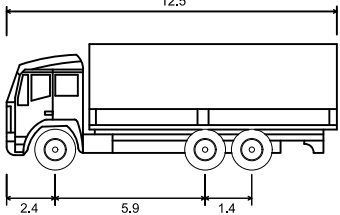
An aerial photograph of an urban area with blue architectural overlays. The overlays show building footprints, streets, and proposed vehicle paths. A red-shaded area represents a vehicle's envelope. Orange arrows indicate the path of a vehicle. A green line shows a proposed site access. A blue line shows a proposed turnaround. A callout box points to a specific area with the text 'VEHICLE TO REMAIN CLEAR OF ADJACENT LAND USES.'. Another callout box points to a specific area with the text 'USAGE OF PROPOSED SITE ACCESS TO TURNAROUND.'. A third callout box points to a specific area with the text 'MULTIPLE MANOEUVRES REQUIRED.'. The map also shows various other features like trees, parking lots, and other buildings.

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner Architects. Nearmap aerial dated 7 December 2023.	DESIGNED Connor Hoang	PAPER SIZE A3	CLIENT Scape	DOCUMENT INFORMATION Construction vehicle access swept path review		 Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au
	APPROVED BY Rhys Hazell	DATE 28.10.2024	PROJECT P2549			
	SCALE 1:500_m	0 10 20	Marrickville Timber Yards	FILE NAME AG2549-07v01.dwg	SHEET AG06	

PLOT DATE: 28/10/2024 2:33:00 PM | CAD REFERENCE: C:\Users\Connor Hoang\OneDrive - Ason Group\ACTIVE PROJECTS\2549 - Timberyards, Marrickville\Projects\Design\AG2549-07v01.dwg | Connor Hoang |

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)

12.5



Overall Length

Overall Width

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

12.500m

2.500m

2.500m

6.00 sec

12.500m

VEHICLE ENVELOPE

300mm CLEARANCE

600mm CLEARANCE

SIZE OF VEHICLE AND
ACCESS PATH OF
TRAVEL TBC WITH
STAKEHOLDERS.

GENERAL NOTES	DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
	Connor Hoang	A3	Scape		
	APPROVED BY	DATE	PROJECT	FILE NAME	SHEET
This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Turner Architects. Nearmap aerial dated 7 December 2023.	Rhys Hazell	28.10.2024	P2549	AG2549-07v01.dwg	AG07
	SCALE	0 10 20		Marrickville Timber Yards	
				asongroup	
				Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	

PLOT DATE: 28/10/2024 2:33:04 PM | CAD REFERENCE: C:\Users\Connor Hoang\OneDrive - Ason Group\ACTIVE PROJECTS\2549 - Timberyards, Marrickville\Projects\Design\AG2549-07v01.dwg | Connor Hoang |

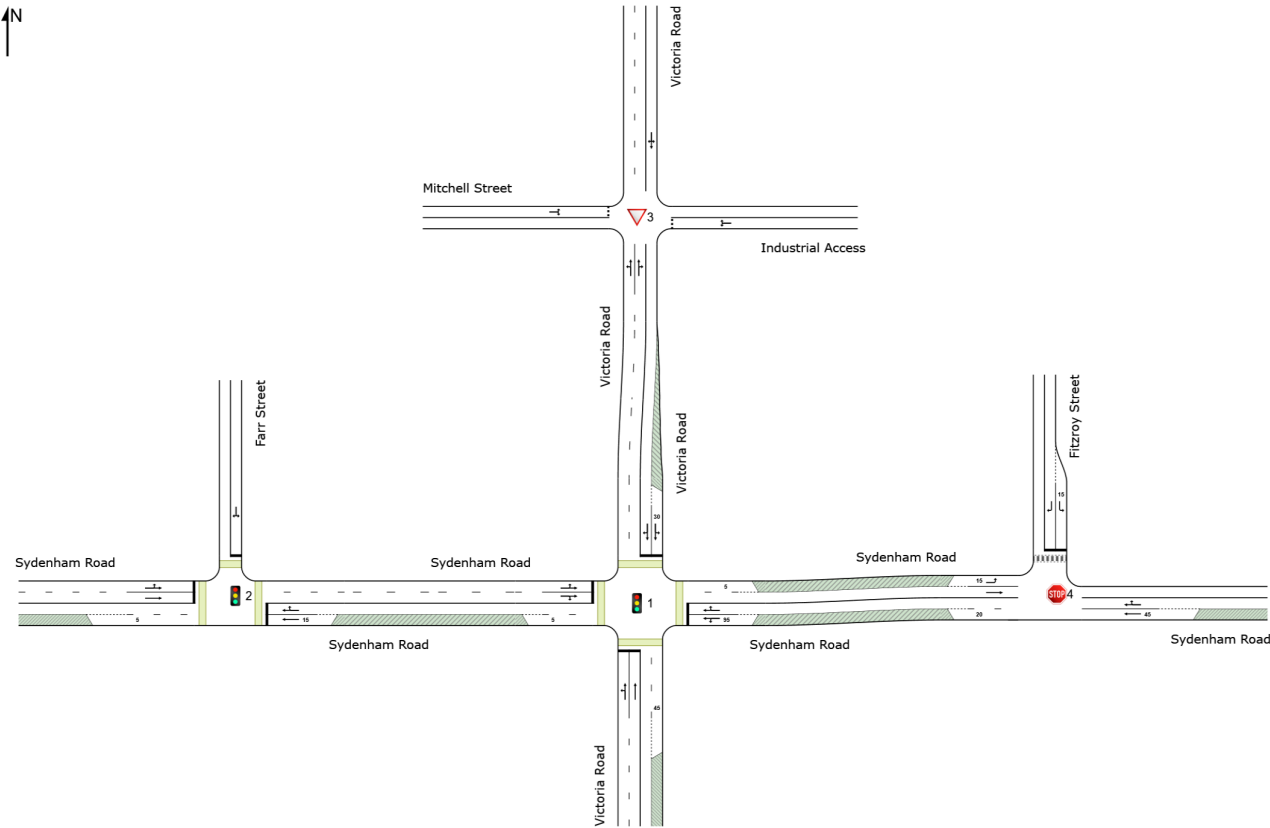
Appendix D. SIDRA Outputs

NETWORK LAYOUT

Network: N101 [EXISTING AM (Network Folder: EXISTING)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
1	NA	1. Victoria Rd/ Sydenham Rd - AM
2	NA	2. Sydenham Rd/ Farr St - AM
3	NA	3. Victoria Rd/ Mitchell St - AM
4	NA	4. Sydenham Rd/ Fitzroy St - AM

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Organisation: ASON GROUP PTY LTD | Licence: NETWORK / FLOATING | Created: Thursday, 16 January 2025 9:37:31 AM
Project: C:\Users\Connor Hoang\OneDrive - Ason Group\ACTIVE PROJECTS\2549 - Timberyards, Marrickville\Projects\Modelling\P2549m02
SSD_Timberyards Model - Copy.sip9

Site: 1 [1. Victoria Rd/ Sydenham Rd - AM (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Cycle Time)

- * Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Victoria Road											
P1	Full	60	46.8	LOS E	0.2	0.2	0.95	0.95	200.6	200.0	1.00
East: Sydenham Road											

P2 Full	53	46.8	LOS E	0.1	0.1	0.94	0.94	200.6	200.0	1.00
North: Victoria Road										
P3 Full	84	46.8	LOS E	0.2	0.2	0.95	0.95	200.7	200.0	1.00
West: Sydenham Road										
P4 Full	76	46.8	LOS E	0.2	0.2	0.95	0.95	200.7	200.0	1.00
All Pedestrians	273	46.8	LOS E	0.2	0.2	0.95	0.95	200.7	200.0	1.00

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 2 [2. Sydenham Rd/ Farr St - AM (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [EXISTING
AM (Network Folder:
EXISTING)]

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m			km/h	
East: Sydenham Road															
5	T1	All MCs	483	6.1	483	6.1	0.370	6.8	LOS A	7.2	53.2	0.34	0.32	0.34	53.4
6	R2	All MCs	26	0.0	26	0.0	*0.370	16.1	LOS B	7.2	53.2	0.37	0.35	0.37	44.8
Approach			509	5.8	509	5.8	0.370	7.3	LOS A	7.2	53.2	0.35	0.32	0.35	50.3
North: Farr Street															
7	L2	All MCs	37	0.0	37	0.0	*0.306	53.5	LOS D	3.3	23.2	0.95	0.76	0.95	20.4
9	R2	All MCs	28	0.0	28	0.0	0.306	54.5	LOS D	3.3	23.2	0.95	0.76	0.95	29.5
Approach			65	0.0	65	0.0	0.306	53.9	LOS D	3.3	23.2	0.95	0.76	0.95	25.0
West: Sydenham Road															
10	L2	All MCs	14	0.0	14	0.0	0.338	10.6	LOS A	8.2	59.4	0.34	0.32	0.34	49.8
11	T1	All MCs	888	5.0	888	5.0	0.338	4.4	LOS A	8.2	59.4	0.34	0.31	0.34	52.4
Approach			902	4.9	902	4.9	0.338	4.5	LOS A	8.2	59.4	0.34	0.31	0.34	52.3
All Vehicles			1477	5.0	1477	5.0	0.370	7.6	LOS A	8.2	59.4	0.37	0.34	0.37	48.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
						m					
East: Sydenham Road											
P2	Full	18	49.2	LOS E	0.1	0.1	0.95	0.95	203.0	200.0	0.98
North: Farr Street											
P3	Full	39	49.2	LOS E	0.1	0.1	0.95	0.95	203.1	200.0	0.98
West: Sydenham Road											
P4	Full	27	49.2	LOS E	0.1	0.1	0.95	0.95	203.1	200.0	0.98
All Pedestrians		84	49.2	LOS E	0.1	0.1	0.95	0.95	203.1	200.0	0.98

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

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

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

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Project: C:\Users\Connor Hoang\OneDrive - Ason Group\ACTIVE PROJECTS\2549 - Timberyards, Marrickville\Projects\Modelling\IP2549m02
SSD_Timberyards Model - Copy.sip9

MOVEMENT SUMMARY

▼ Site: 3 [3. Victoria Rd/ Mitchell St - AM (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [EXISTING
AM (Network Folder:
EXISTING)]

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]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: Victoria Road															
1	L2	All MCs	19	0.0	19	0.0	0.169	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	55.9
2	T1	All MCs	588	7.5	588	7.5	0.169	0.1	LOS A	0.1	0.8	0.02	0.05	0.02	59.4
3	R2	All MCs	14	0.0	14	0.0	0.169	7.2	LOS A	0.1	0.8	0.04	0.06	0.04	49.6
Approach			621	7.1	621	7.1	0.169	0.4	NA	0.1	0.8	0.02	0.05	0.02	59.0
East: Industrial Access															
4	L2	All MCs	1	0.0	1	0.0	0.025	6.0	LOS A	0.1	0.6	0.75	0.83	0.75	32.2
6	R2	All MCs	4	25.0	4	25.0	0.025	24.1	LOS B	0.1	0.6	0.75	0.83	0.75	39.7
Approach			5	20.0	5	20.0	0.025	20.5	LOS B	0.1	0.6	0.75	0.83	0.75	38.7
North: Victoria Road															
7	L2	All MCs	7	0.0	7	0.0	0.243	8.4	LOS A	0.3	2.3	0.08	0.09	0.08	52.5
8	T1	All MCs	406	7.0	406	7.0	0.243	0.3	LOS A	0.3	2.3	0.08	0.09	0.08	58.6
9	R2	All MCs	17	6.3	17	6.3	0.243	8.9	LOS A	0.3	2.3	0.08	0.09	0.08	52.3
Approach			431	6.8	431	6.8	0.243	0.7	NA	0.3	2.3	0.08	0.09	0.08	57.8
West: Mitchell Street															
10	L2	All MCs	17	6.3	17	6.3	0.033	5.7	LOS A	0.1	1.0	0.51	0.57	0.51	46.6
12	R2	All MCs	5	0.0	5	0.0	0.033	16.8	LOS B	0.1	1.0	0.51	0.57	0.51	40.9
Approach			22	4.8	22	4.8	0.033	8.3	LOS A	0.1	1.0	0.51	0.57	0.51	45.7
All Vehicles			1079	7.0	1079	7.0	0.243	0.8	NA	0.3	2.3	0.06	0.08	0.06	57.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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.

MOVEMENT SUMMARY

 Site: 4 [4. Sydenham Rd/ Fitzroy St - AM (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ ■ Network: N101 [EXISTING
AM (Network Folder:
EXISTING)]

NA
Site Category: NA
Stop (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]	[Veh. veh	Dist]									
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
2	T1	All MCs	365	7.8	365	7.8	0.502	5.9	LOS A	4.9	36.7	0.36	0.44	0.62	48.6
3	R2	All MCs	194	7.1	194	7.1	0.502	18.3	LOS B	4.9	36.7	0.76	0.92	1.31	43.3
Approach			559	7.5	559	7.5	0.502	10.2	NA	4.9	36.7	0.50	0.61	0.86	45.8
North: Fitzroy Street															
4	L2	All MCs	134	13.4	134	13.4	0.345	18.5	LOS B	1.5	11.8	0.73	1.08	0.93	42.0
6	R2	All MCs	46	20.5	46	20.5	0.819	131.0	LOS F	2.7	22.3	0.98	1.25	1.83	11.2
Approach			180	15.2	180	15.2	0.819	47.5	LOS D	2.7	22.3	0.80	1.12	1.16	29.8
West: Sydenham Road															
7	L2	All MCs	187	5.1	187	5.1	0.154	6.3	LOS A	0.6	4.2	0.21	0.57	0.21	44.9
8	T1	All MCs	628	4.7	628	4.7	0.332	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			816	4.8	816	4.8	0.332	1.5	NA	0.6	4.2	0.05	0.13	0.05	55.6
All Vehicles			1555	7.0	1555	7.0	0.819	9.9	NA	4.9	36.7	0.30	0.42	0.47	46.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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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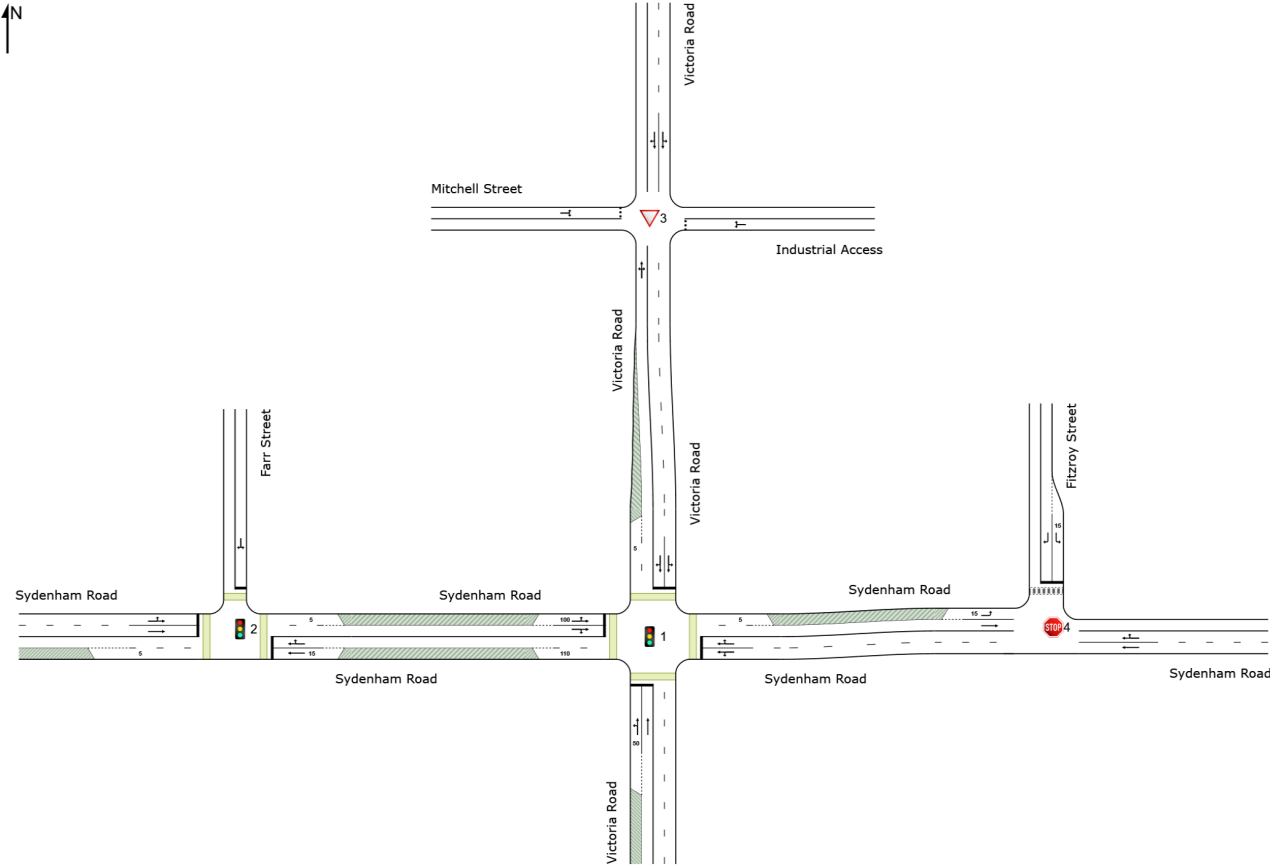
SSD_Timberyards Model - Copy.sip9

NETWORK LAYOUT

Network: N101 [EXISTING PM (Network Folder: EXISTING)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
1	NA	1. Victoria Rd/ Sydenham Rd - PM
2	NA	2. Sydenham Rd/ Farr St - PM
3	NA	3. Victoria Rd/ Mitchell St - PM
4	NA	4. Sydenham Rd/ Fitzroy St - PM

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Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Victoria Road											
P1	Full	53	41.8	LOS E	0.1	0.1	0.94	0.94	195.6	200.0	1.02
East: Sydenham Road											

P2 Full	28	41.7	LOS E	0.1	0.1	0.94	0.94	195.6	200.0	1.02
North: Victoria Road										
P3 Full	81	41.8	LOS E	0.2	0.2	0.94	0.94	195.7	200.0	1.02
West: Sydenham Road										
P4 Full	71	41.8	LOS E	0.2	0.2	0.94	0.94	195.7	200.0	1.02
All Pedestrians	233	41.8	LOS E	0.2	0.2	0.94	0.94	195.6	200.0	1.02

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 2 [2. Sydenham Rd/ Farr St - PM (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [EXISTING
PM (Network Folder:
EXISTING)]

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
5	T1	All MCs	837	1.1	837	1.1	0.583	9.2	LOS A	15.5	109.8	0.41	0.38	0.41	52.8
6	R2	All MCs	26	0.0	26	0.0	* 0.583	20.7	LOS B	15.5	109.8	0.45	0.42	0.45	44.3
Approach			863	1.1	863	1.1	0.583	9.6	LOS A	15.5	109.8	0.41	0.38	0.41	48.3
North: Farr Street															
7	L2	All MCs	14	0.0	14	0.0	0.125	57.6	LOS E	1.3	8.9	0.94	0.71	0.94	19.9
9	R2	All MCs	11	0.0	11	0.0	* 0.125	56.2	LOS D	1.3	8.9	0.94	0.71	0.94	29.0
Approach			24	0.0	24	0.0	0.125	57.0	LOS E	1.3	8.9	0.94	0.71	0.94	24.5
West: Sydenham Road															
10	L2	All MCs	2	0.0	2	0.0	0.079	9.1	LOS A	1.5	10.7	0.25	0.21	0.25	50.8
11	T1	All MCs	717	0.9	717	0.9	0.396	4.2	LOS A	10.3	72.9	0.33	0.29	0.33	53.1
Approach			719	0.9	719	0.9	0.396	4.2	LOS A	10.3	72.9	0.32	0.29	0.32	53.1
All Vehicles			1606	1.0	1606	1.0	0.583	7.9	LOS A	15.5	109.8	0.38	0.35	0.38	49.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
						m					
East: Sydenham Road											
P2	Full	15	51.7	LOS E	0.0	0.0	0.95	0.95	205.5	200.0	0.97
North: Farr Street											
P3	Full	40	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97
West: Sydenham Road											
P4	Full	17	51.7	LOS E	0.1	0.1	0.95	0.95	205.5	200.0	0.97
All Pedestrians		72	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97

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

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

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

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MOVEMENT SUMMARY

Site: 3 [3. Victoria Rd/ Mitchell St - PM (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [EXISTING PM (Network Folder: EXISTING)]

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]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Victoria Road															
1	L2	All MCs	7	0.0	7	0.0	0.252	7.8	LOS A	0.1	0.6	0.02	0.03	0.02	50.1
2	T1	All MCs	463	3.4	463	3.4	0.252	0.1	LOS A	0.1	0.6	0.02	0.03	0.02	59.6
3	R2	All MCs	3	0.0	3	0.0	0.252	10.1	LOS A	0.1	0.6	0.02	0.03	0.02	50.0
Approach			474	3.3	474	3.3	0.252	0.3	NA	0.1	0.6	0.02	0.03	0.02	59.4
East: Industrial Access															
4	L2	All MCs	12	0.0	12	0.0	0.016	5.9	LOS A	0.1	0.4	0.49	0.58	0.49	41.8
6	R2	All MCs	1	0.0	1	0.0	0.016	23.2	LOS B	0.1	0.4	0.49	0.58	0.49	47.3
Approach			13	0.0	13	0.0	0.016	7.3	LOS A	0.1	0.4	0.49	0.58	0.49	42.5
North: Victoria Road															
7	L2	All MCs	2	0.0	2	0.0	0.202	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
8	T1	All MCs	765	2.8	765	2.8	0.202	0.0	LOS A	0.1	0.4	0.01	0.01	0.01	59.8
9	R2	All MCs	4	0.0	4	0.0	0.202	6.6	LOS A	0.1	0.4	0.02	0.01	0.02	52.7
Approach			772	2.7	772	2.7	0.202	0.1	NA	0.1	0.4	0.01	0.01	0.01	59.7
West: Mitchell Street															
10	L2	All MCs	6	0.0	6	0.0	0.064	6.3	LOS A	0.2	1.5	0.73	0.82	0.73	42.0
12	R2	All MCs	11	0.0	11	0.0	0.064	23.9	LOS B	0.2	1.5	0.73	0.82	0.73	34.1
Approach			17	0.0	17	0.0	0.064	17.3	LOS B	0.2	1.5	0.73	0.82	0.73	37.9
All Vehicles			1275	2.9	1275	2.9	0.252	0.5	NA	0.2	1.5	0.03	0.03	0.03	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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.

MOVEMENT SUMMARY

 Site: 4 [4. Sydenham Rd/ Fitzroy St - PM (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [EXISTING
PM (Network Folder:
EXISTING)]

NA
Site Category: NA
Stop (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]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
2	T1	All MCs	479	0.9	479	0.9	0.222	0.6	LOS A	1.2	8.4	0.07	0.08	0.07	58.1
3	R2	All MCs	126	2.5	126	2.5	0.222	10.9	LOS A	1.2	8.4	0.65	0.77	0.65	46.7
Approach			605	1.2	605	1.2	0.222	2.7	NA	1.2	8.4	0.19	0.22	0.19	53.6
North: Fitzroy Street															
4	L2	All MCs	224	0.9	224	0.9	0.428	15.8	LOS B	2.4	16.7	0.69	1.11	0.98	43.5
6	R2	All MCs	104	2.0	104	2.0	0.876	91.6	LOS F	5.1	36.3	0.98	1.40	2.40	14.6
Approach			328	1.3	328	1.3	0.876	39.9	LOS C	5.1	36.3	0.78	1.20	1.43	31.6
West: Sydenham Road															
7	L2	All MCs	122	0.0	122	0.0	0.097	6.1	LOS A	0.3	2.4	0.19	0.56	0.19	45.1
8	T1	All MCs	561	1.3	561	1.3	0.290	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			683	1.1	683	1.1	0.290	1.1	NA	0.3	2.4	0.03	0.10	0.03	56.5
All Vehicles			1617	1.2	1617	1.2	0.876	9.6	NA	5.1	36.3	0.24	0.37	0.38	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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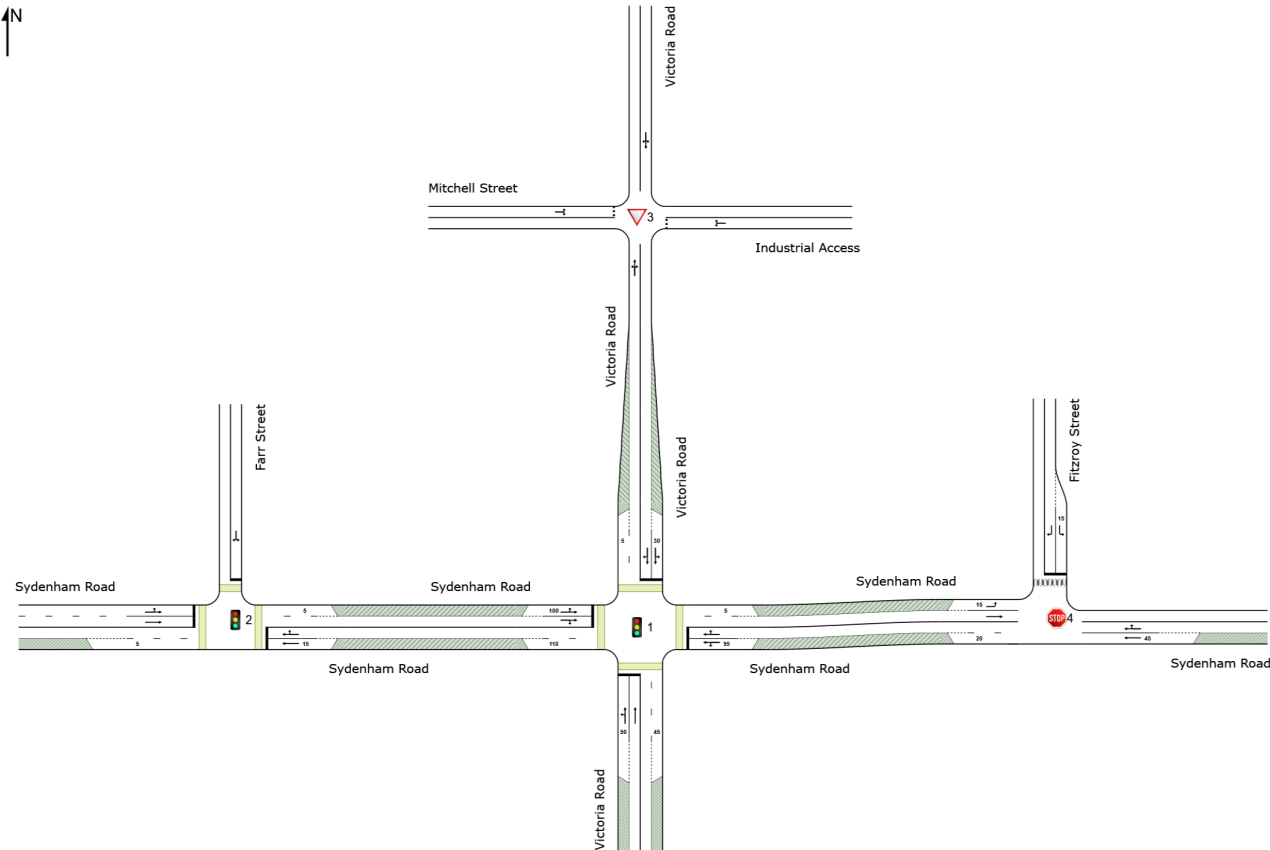
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NETWORK LAYOUT

Network: N101 [EXISTING SAT (Network Folder: EXISTING)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
 1	NA	1. Victoria Rd/ Sydenham Rd - SAT
 2	NA	2. Sydenham Rd/ Farr St - SAT
 3	NA	3. Victoria Rd/ Mitchell St - SAT
 4	NA	4. Sydenham Rd/ Fitzroy St - SAT

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Victoria Road											
P1	Full	77	49.3	LOS E	0.2	0.2	0.95	0.95	203.2	200.0	0.98
East: Sydenham Road											

P2 Full	120	49.4	LOS E	0.4	0.4	0.95	0.95	203.3	200.0	0.98
North: Victoria Road										
P3 Full	111	49.4	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98
West: Sydenham Road										
P4 Full	108	49.4	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98
All Pedestrians	416	49.4	LOS E	0.4	0.4	0.95	0.95	203.2	200.0	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 2 [2. Sydenham Rd/ Farr St - SAT (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [EXISTING
SAT (Network Folder:
EXISTING)]

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
5	T1	All MCs	769	0.5	769	0.5	0.528	8.9	LOS A	13.5	95.2	0.39	0.36	0.39	53.0
6	R2	All MCs	16	6.7	16	6.7	* 0.528	26.5	LOS B	13.5	95.2	0.43	0.40	0.43	44.2
Approach			785	0.7	785	0.7	0.528	9.2	LOS A	13.5	95.2	0.39	0.36	0.39	48.7
North: Farr Street															
7	L2	All MCs	13	0.0	13	0.0	0.103	57.7	LOS E	1.0	7.3	0.94	0.70	0.94	19.9
9	R2	All MCs	7	0.0	7	0.0	* 0.103	56.0	LOS D	1.0	7.3	0.94	0.70	0.94	29.0
Approach			20	0.0	20	0.0	0.103	57.0	LOS E	1.0	7.3	0.94	0.70	0.94	23.9
West: Sydenham Road															
10	L2	All MCs	4	0.0	4	0.0	0.116	9.2	LOS A	2.3	16.2	0.25	0.22	0.25	50.7
11	T1	All MCs	851	0.2	851	0.2	0.582	5.2	LOS A	15.0	105.0	0.40	0.36	0.40	51.7
Approach			855	0.2	855	0.2	0.582	5.2	LOS A	15.0	105.0	0.40	0.36	0.40	51.7
All Vehicles			1660	0.4	1660	0.4	0.582	7.7	LOS A	15.0	105.0	0.40	0.37	0.40	49.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
						m					
East: Sydenham Road											
P2	Full	15	51.7	LOS E	0.0	0.0	0.95	0.95	205.5	200.0	0.97
North: Farr Street											
P3	Full	40	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97
West: Sydenham Road											
P4	Full	17	51.7	LOS E	0.1	0.1	0.95	0.95	205.5	200.0	0.97
All Pedestrians		72	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97

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

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

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

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MOVEMENT SUMMARY

Site: 3 [3. Victoria Rd/ Mitchell St - SAT (Site Folder: EXISTING)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [EXISTING SAT (Network Folder: EXISTING)]

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]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Victoria Road															
1	L2	All MCs	45	0.0	45	0.0	0.283	5.8	LOS A	0.1	0.5	0.02	0.07	0.02	49.8
2	T1	All MCs	488	2.6	488	2.6	0.283	0.0	LOS A	0.1	0.5	0.02	0.07	0.02	59.1
3	R2	All MCs	4	0.0	4	0.0	0.283	7.6	LOS A	0.1	0.5	0.02	0.07	0.02	49.4
Approach			538	2.3	538	2.3	0.283	0.6	NA	0.1	0.5	0.02	0.07	0.02	58.1
East: Industrial Access															
4	L2	All MCs	3	0.0	3	0.0	0.007	6.8	LOS A	0.0	0.2	0.57	0.65	0.57	40.4
6	R2	All MCs	1	0.0	1	0.0	0.007	14.7	LOS B	0.0	0.2	0.57	0.65	0.57	46.3
Approach			4	0.0	4	0.0	0.007	8.8	LOS A	0.0	0.2	0.57	0.65	0.57	42.6
North: Victoria Road															
7	L2	All MCs	2	0.0	2	0.0	0.331	8.3	LOS A	0.5	3.3	0.09	0.10	0.09	52.6
8	T1	All MCs	579	2.0	579	2.0	0.331	0.3	LOS A	0.5	3.3	0.09	0.10	0.09	58.6
9	R2	All MCs	32	0.0	32	0.0	0.331	8.3	LOS A	0.5	3.3	0.09	0.10	0.09	52.3
Approach			613	1.9	613	1.9	0.331	0.7	NA	0.5	3.3	0.09	0.10	0.09	57.9
West: Mitchell Street															
10	L2	All MCs	53	0.0	53	0.0	0.088	6.5	LOS A	0.3	2.4	0.56	0.67	0.56	46.9
12	R2	All MCs	12	0.0	12	0.0	0.088	15.4	LOS B	0.3	2.4	0.56	0.67	0.56	41.0
Approach			64	0.0	64	0.0	0.088	8.1	LOS A	0.3	2.4	0.56	0.67	0.56	46.3
All Vehicles			1219	2.0	1219	2.0	0.331	1.1	NA	0.5	3.3	0.08	0.12	0.08	56.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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.

MOVEMENT SUMMARY

 **Site: 4 [4. Sydenham Rd/ Fitzroy St - SAT (Site Folder: EXISTING)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 **Network: N101 [EXISTING SAT (Network Folder: EXISTING)]**

NA
Site Category: NA
Stop (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]	[Veh. veh	Dist]									
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
2	T1	All MCs	513	1.4	513	1.4	0.454	5.0	LOS A	4.8	33.7	0.39	0.46	0.61	49.9
3	R2	All MCs	161	1.3	161	1.3	0.454	14.7	LOS B	4.8	33.7	0.60	0.70	0.94	46.5
Approach			674	1.4	674	1.4	0.454	7.3	NA	4.8	33.7	0.44	0.51	0.69	48.6
North: Fitzroy Street															
4	L2	All MCs	232	0.0	232	0.0	0.450	16.2	LOS B	2.5	17.7	0.71	1.12	1.03	43.3
6	R2	All MCs	127	0.0	127	0.0	0.925	87.9	LOS F	6.1	42.6	0.99	1.52	2.86	15.0
Approach			359	0.0	359	0.0	0.925	41.6	LOS C	6.1	42.6	0.81	1.26	1.68	30.7
West: Sydenham Road															
7	L2	All MCs	195	0.0	195	0.0	0.154	6.1	LOS A	0.6	4.0	0.20	0.57	0.20	45.1
8	T1	All MCs	582	0.5	582	0.5	0.300	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			777	0.4	777	0.4	0.300	1.6	NA	0.6	4.0	0.05	0.14	0.05	55.3
All Vehicles			1809	0.7	1809	0.7	0.925	11.7	NA	6.1	42.6	0.35	0.50	0.61	44.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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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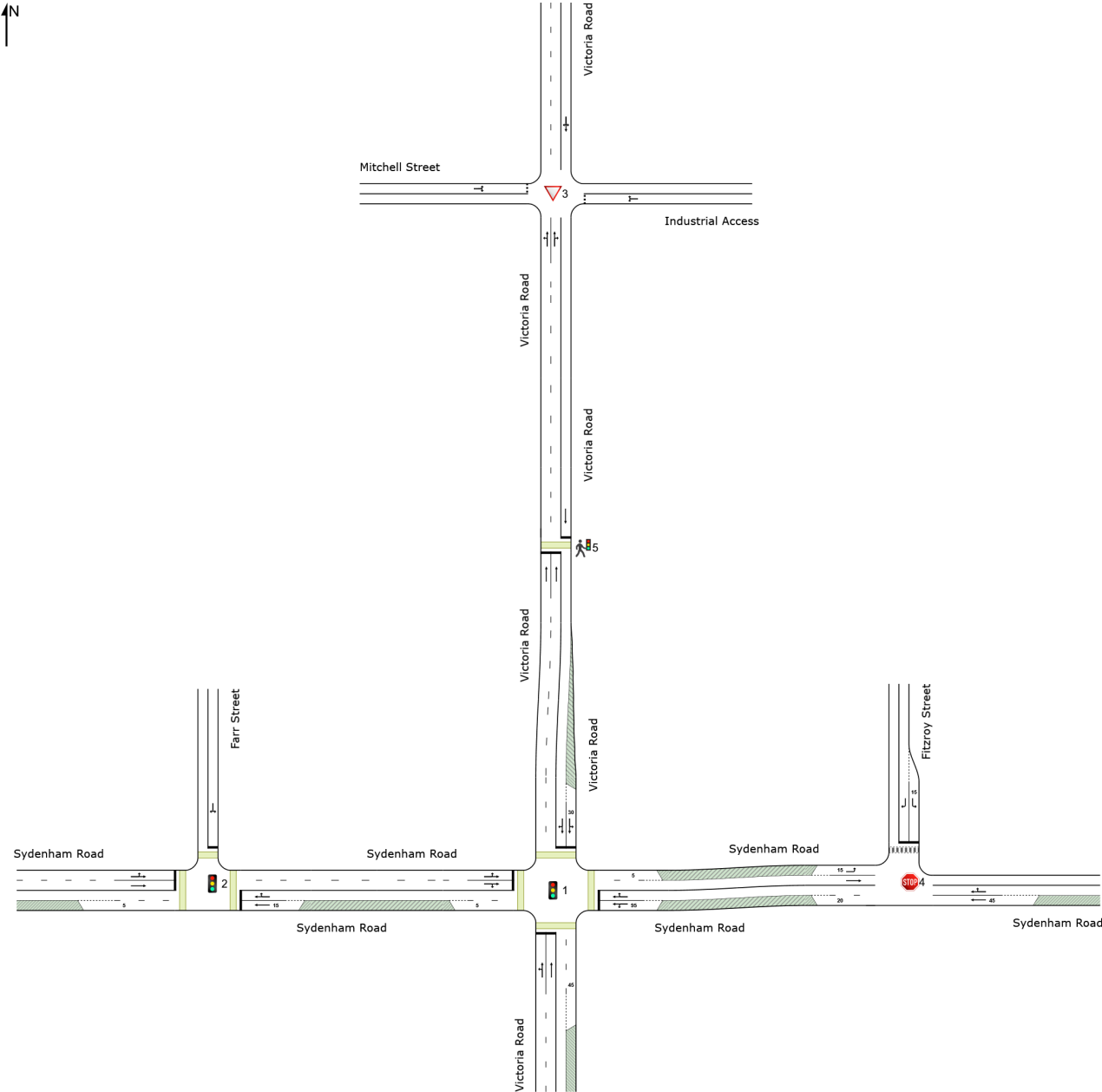
SSD_Timberyards Model - Copy.sip9

NETWORK LAYOUT

■ Network: N101 [FUTURE AM (Network Folder: FUTURE BASE - No Growth)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
1	NA	1. Victoria Rd/ Sydenham Rd - AM
2	NA	2. Sydenham Rd/ Farr St - AM
3	NA	3. Victoria Rd/ Mitchell St - AM
4	NA	4. Sydenham Rd/ Fitzroy St - AM
5	NA	5. Victoria Road Signalised Crossing - AM

Site: 1 [1. Victoria Rd/ Sydenham Rd - AM (Site Folder: FUTURE w DEV - No Growth)]

■ ■ Network: N101 [FUTURE AM
(Network Folder: FUTURE
BASE - No Growth)]

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Cycle Time)

- * Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Victoria Road											
P1	Full	60	46.8	LOS E	0.2	0.2	0.95	0.95	200.6	200.0	1.00
East: Svdenham Road											

P2 Full	53	46.8	LOS E	0.1	0.1	0.94	0.94	200.6	200.0	1.00
North: Victoria Road										
P3 Full	84	46.8	LOS E	0.2	0.2	0.95	0.95	200.7	200.0	1.00
West: Sydenham Road										
P4 Full	76	46.8	LOS E	0.2	0.2	0.95	0.95	200.7	200.0	1.00
All Pedestrians	273	46.8	LOS E	0.2	0.2	0.95	0.95	200.7	200.0	1.00

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 2 [2. Sydenham Rd/ Farr St - AM (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [FUTURE AM (Network Folder: FUTURE BASE - No Growth)]

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
East: Sydenham Road															
5	T1	All MCs	485	6.1	485	6.1	0.413	9.4	LOS A	8.6	62.9	0.40	0.37	0.40	51.5
6	R2	All MCs	34	0.0	34	0.0	* 0.413	20.2	LOS B	8.6	62.9	0.43	0.41	0.43	43.3
Approach			519	5.7	519	5.7	0.413	10.1	LOS A	8.6	62.9	0.40	0.38	0.40	47.3
North: Farr Street															
7	L2	All MCs	72	0.0	72	0.0	* 0.404	51.4	LOS D	5.4	37.6	0.95	0.78	0.95	20.9
9	R2	All MCs	36	0.0	36	0.0	0.404	52.4	LOS D	5.4	37.6	0.95	0.78	0.95	30.0
Approach			107	0.0	107	0.0	0.404	51.8	LOS D	5.4	37.6	0.95	0.78	0.95	24.6
West: Sydenham Road															
10	L2	All MCs	18	0.0	18	0.0	0.372	11.9	LOS A	9.9	71.8	0.39	0.36	0.39	49.0
11	T1	All MCs	892	5.0	892	5.0	0.372	5.6	LOS A	9.9	71.8	0.39	0.36	0.39	50.6
Approach			909	4.9	909	4.9	0.372	5.7	LOS A	9.9	71.8	0.39	0.36	0.39	50.5
All Vehicles			1536	4.8	1536	4.8	0.413	10.4	LOS A	9.9	71.8	0.43	0.39	0.43	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
						m					
East: Sydenham Road											
P2	Full	18	49.2	LOS E	0.1	0.1	0.95	0.95	203.0	200.0	0.98
North: Farr Street											
P3	Full	39	49.2	LOS E	0.1	0.1	0.95	0.95	203.1	200.0	0.98
West: Sydenham Road											
P4	Full	27	49.2	LOS E	0.1	0.1	0.95	0.95	203.1	200.0	0.98
All Pedestrians		84	49.2	LOS E	0.1	0.1	0.95	0.95	203.1	200.0	0.98

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

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

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

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MOVEMENT SUMMARY

▼ Site: 3 [3. Victoria Rd/ Mitchell St - AM (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [FUTURE AM (Network Folder: FUTURE BASE - No Growth)]

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]	[Veh. veh	Dist]									
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: Victoria Road															
1	L2	All MCs	27	0.0	27	0.0	0.177	5.0	LOS A	0.0	0.0	0.00	0.05	0.00	55.1
2	T1	All MCs	612	7.2	612	7.2	0.177	0.1	LOS A	0.1	0.9	0.02	0.06	0.02	59.2
3	R2	All MCs	14	0.0	14	0.0	0.177	6.7	LOS A	0.1	0.9	0.05	0.06	0.05	48.2
Approach			653	6.8	653	6.8	0.177	0.4	NA	0.1	0.9	0.02	0.06	0.02	58.8
East: Industrial Access															
4	L2	All MCs	1	0.0	1	0.0	0.034	6.0	LOS A	0.1	0.8	0.80	0.90	0.80	29.2
6	R2	All MCs	4	25.0	4	25.0	0.034	31.7	LOS C	0.1	0.8	0.80	0.90	0.80	37.3
Approach			5	20.0	5	20.0	0.034	26.5	LOS B	0.1	0.8	0.80	0.90	0.80	36.2
North: Victoria Road															
7	L2	All MCs	7	0.0	7	0.0	0.256	9.3	LOS A	0.4	3.2	0.11	0.13	0.11	52.3
8	T1	All MCs	408	7.0	408	7.0	0.256	0.5	LOS A	0.4	3.2	0.11	0.13	0.11	57.9
9	R2	All MCs	23	4.5	23	4.5	0.256	9.7	LOS A	0.4	3.2	0.11	0.13	0.11	52.1
Approach			439	6.7	439	6.7	0.256	1.1	NA	0.4	3.2	0.11	0.13	0.11	57.1
West: Mitchell Street															
10	L2	All MCs	26	4.0	26	4.0	0.065	5.7	LOS A	0.2	1.7	0.58	0.64	0.58	45.9
12	R2	All MCs	9	0.0	9	0.0	0.065	20.9	LOS B	0.2	1.7	0.58	0.64	0.58	39.6
Approach			36	2.9	36	2.9	0.065	9.7	LOS A	0.2	1.7	0.58	0.64	0.58	44.8
All Vehicles			1133	6.7	1133	6.7	0.256	1.1	NA	0.4	3.2	0.08	0.11	0.08	57.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 4 [4. Sydenham Rd/ Fitzroy St - AM (Site Folder: FUTURE w DEV - No Growth)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 **Network: N101 [FUTURE AM (Network Folder: FUTURE BASE - No Growth)]**

NA
Site Category: NA
Stop (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]	[Veh. veh	Dist]									
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
2	T1	All MCs	374	7.6	374	7.6	0.504	6.0	LOS A	5.1	37.9	0.36	0.44	0.63	48.4
3	R2	All MCs	194	7.1	194	7.1	0.504	18.4	LOS B	5.1	37.9	0.76	0.92	1.31	43.3
Approach			567	7.4	567	7.4	0.504	10.3	NA	5.1	37.9	0.50	0.61	0.86	45.7
North: Fitzroy Street															
4	L2	All MCs	134	13.4	134	13.4	0.345	18.6	LOS B	1.5	11.9	0.73	1.08	0.93	42.0
6	R2	All MCs	46	20.5	46	20.5	0.830	135.0	LOS F	2.8	22.9	0.99	1.26	1.87	10.9
Approach			180	15.2	180	15.2	0.830	48.6	LOS D	2.8	22.9	0.80	1.12	1.17	29.5
West: Sydenham Road															
7	L2	All MCs	187	5.1	187	5.1	0.154	6.3	LOS A	0.6	4.2	0.21	0.57	0.21	45.0
8	T1	All MCs	637	4.6	637	4.6	0.336	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			824	4.7	824	4.7	0.336	1.5	NA	0.6	4.2	0.05	0.13	0.05	55.6
All Vehicles			1572	6.9	1572	6.9	0.830	10.0	NA	5.1	37.9	0.30	0.42	0.47	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 5 [5. Victoria Road Signalised Crossing - AM (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ ■ Network: N101 [FUTURE AM
(Network Folder: FUTURE
BASE - No Growth)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Victoria Road															
2	T1	All MCs	660	6.9	660	6.9	0.232	3.8	LOS A	4.8	35.4	0.31	0.27	0.31	38.1
Approach			660	6.9	660	6.9	0.232	3.8	LOS A	4.8	35.4	0.31	0.27	0.31	38.1
North: Victoria Road															
8	T1	All MCs	414	6.9	414	6.9	* 0.291	4.0	LOS A	6.3	47.0	0.33	0.29	0.33	33.5
Approach			414	6.9	414	6.9	0.291	4.0	LOS A	6.3	47.0	0.33	0.29	0.33	33.5
All Vehicles			1074	6.9	1074	6.9	0.291	3.9	LOS A	6.3	47.0	0.32	0.28	0.32	36.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m					
South: Victoria Road											
P1	Full	105	46.9	LOS E	0.3	0.3	0.95	0.95	200.7	200.0	1.00
All Pedestrians		105	46.9	LOS E	0.3	0.3	0.95	0.95	200.7	200.0	1.00

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

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

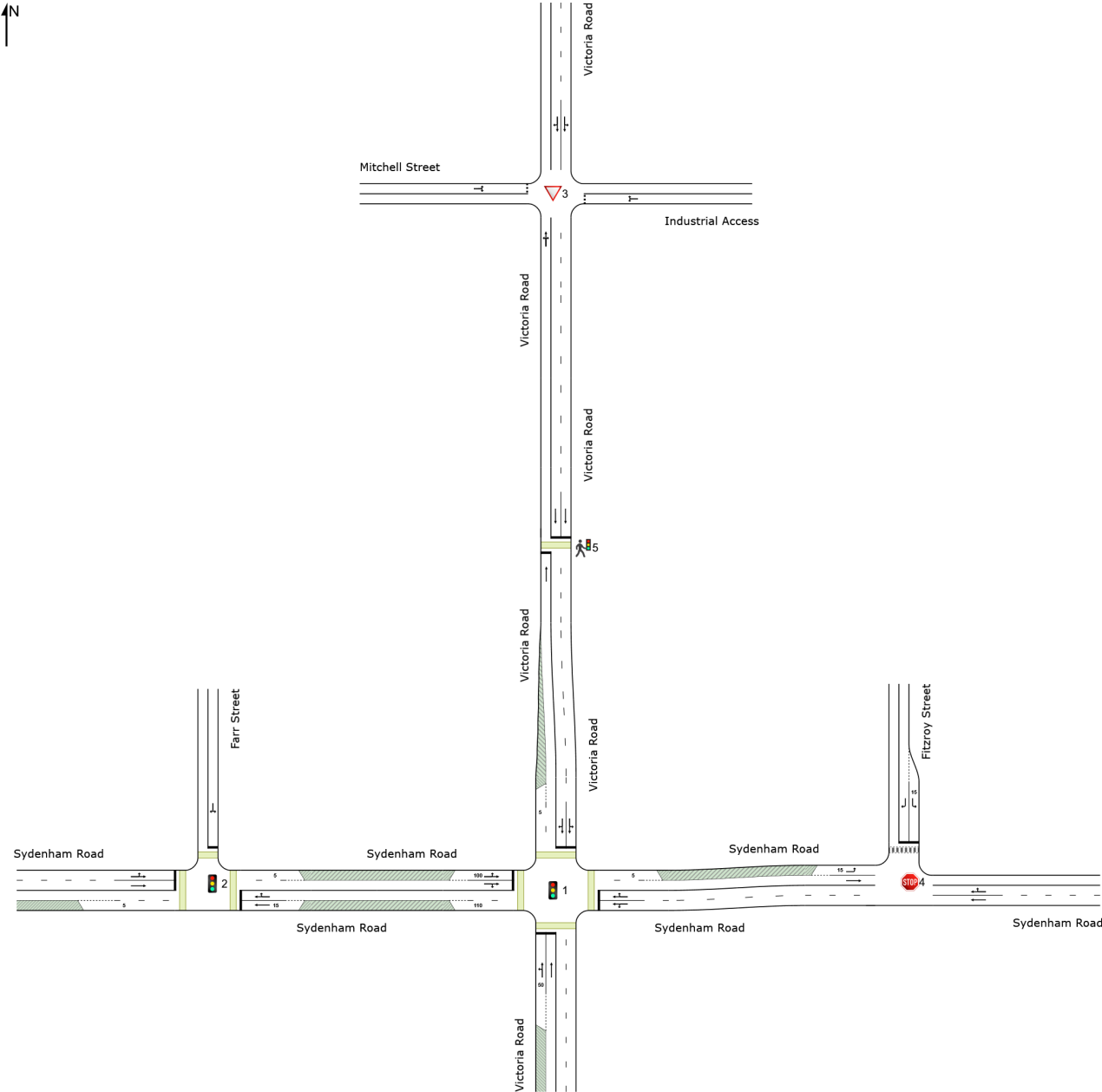
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

NETWORK LAYOUT

■ ■ Network: N101 [FUTURE PM (Network Folder: FUTURE BASE - No Growth)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
1	NA	1. Victoria Rd/ Sydenham Rd - PM
2	NA	2. Sydenham Rd/ Farr St - PM
3	NA	3. Victoria Rd/ Mitchell St - PM
4	NA	4. Sydenham Rd/ Fitzroy St - PM
5	NA	5. Victoria Road Signalised Crossing - PM

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Victoria Road											
P1	Full	53	41.8	LOS E	0.1	0.1	0.94	0.94	195.6	200.0	1.02
East: Sydenham Road											

P2 Full	28	41.7	LOS E	0.1	0.1	0.94	0.94	195.6	200.0	1.02
North: Victoria Road										
P3 Full	81	41.8	LOS E	0.2	0.2	0.94	0.94	195.7	200.0	1.02
West: Sydenham Road										
P4 Full	71	41.8	LOS E	0.2	0.2	0.94	0.94	195.7	200.0	1.02
All Pedestrians	233	41.8	LOS E	0.2	0.2	0.94	0.94	195.6	200.0	1.02

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 2 [2. Sydenham Rd/ Farr St - PM (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [FUTURE PM (Network Folder: FUTURE BASE - No Growth)]

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
5	T1	All MCs	843	1.1	843	1.1	0.671	11.6	LOS A	19.1	135.0	0.47	0.45	0.47	51.2
6	R2	All MCs	61	0.0	61	0.0	* 0.671	25.4	LOS B	19.1	135.0	0.54	0.52	0.54	42.7
Approach			904	1.0	904	1.0	0.671	12.5	LOS A	19.1	135.0	0.47	0.45	0.47	45.3
North: Farr Street															
7	L2	All MCs	21	0.0	21	0.0	0.185	58.1	LOS E	1.9	13.2	0.95	0.73	0.95	19.8
9	R2	All MCs	15	0.0	15	0.0	* 0.185	56.7	LOS E	1.9	13.2	0.95	0.73	0.95	28.9
Approach			36	0.0	36	0.0	0.185	57.5	LOS E	1.9	13.2	0.95	0.73	0.95	24.2
West: Sydenham Road															
10	L2	All MCs	9	0.0	9	0.0	0.085	9.0	LOS A	1.6	11.5	0.25	0.24	0.25	50.6
11	T1	All MCs	720	0.9	720	0.9	0.426	4.3	LOS A	10.8	75.9	0.34	0.31	0.34	52.8
Approach			729	0.9	729	0.9	0.426	4.4	LOS A	10.8	75.9	0.33	0.31	0.33	52.8
All Vehicles			1669	0.9	1669	0.9	0.671	9.9	LOS A	19.1	135.0	0.42	0.39	0.42	46.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
East: Sydenham Road											
P2	Full	15	51.7	LOS E	0.0	0.0	0.95	0.95	205.5	200.0	0.97
North: Farr Street											
P3	Full	40	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97
West: Sydenham Road											
P4	Full	17	51.7	LOS E	0.1	0.1	0.95	0.95	205.5	200.0	0.97
All Pedestrians		72	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97

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

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

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

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MOVEMENT SUMMARY

▼ Site: 3 [3. Victoria Rd/ Mitchell St - PM (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [FUTURE PM (Network Folder: FUTURE BASE - No Growth)]

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]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Victoria Road															
1	L2	All MCs	16	0.0	16	0.0	0.258	6.5	LOS A	0.1	0.6	0.02	0.04	0.02	48.6
2	T1	All MCs	465	3.4	465	3.4	0.258	0.1	LOS A	0.1	0.6	0.02	0.04	0.02	59.4
3	R2	All MCs	3	0.0	3	0.0	0.258	10.2	LOS A	0.1	0.6	0.02	0.04	0.02	48.5
Approach			484	3.3	484	3.3	0.258	0.4	NA	0.1	0.6	0.02	0.04	0.02	58.9
East: Industrial Access															
4	L2	All MCs	12	0.0	12	0.0	0.018	6.0	LOS A	0.1	0.4	0.53	0.60	0.53	41.3
6	R2	All MCs	1	0.0	1	0.0	0.018	28.2	LOS B	0.1	0.4	0.53	0.60	0.53	47.0
Approach			13	0.0	13	0.0	0.018	7.8	LOS A	0.1	0.4	0.53	0.60	0.53	42.1
North: Victoria Road															
7	L2	All MCs	2	0.0	2	0.0	0.217	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
8	T1	All MCs	788	2.7	788	2.7	0.217	0.1	LOS A	0.3	2.0	0.04	0.05	0.04	59.2
9	R2	All MCs	24	0.0	24	0.0	0.217	7.6	LOS A	0.3	2.0	0.09	0.10	0.09	52.3
Approach			815	2.6	815	2.6	0.217	0.4	NA	0.3	2.0	0.04	0.05	0.04	58.8
West: Mitchell Street															
10	L2	All MCs	18	0.0	18	0.0	0.195	6.7	LOS A	0.7	4.6	0.79	0.91	0.82	40.3
12	R2	All MCs	26	0.0	26	0.0	0.195	30.4	LOS C	0.7	4.6	0.79	0.91	0.82	32.0
Approach			44	0.0	44	0.0	0.195	20.8	LOS B	0.7	4.6	0.79	0.91	0.82	36.3
All Vehicles			1356	2.7	1356	2.7	0.258	1.1	NA	0.7	4.6	0.06	0.08	0.06	57.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 4 [4. Sydenham Rd/ Fitzroy St - PM (Site Folder: FUTURE w DEV - No Growth)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 **Network: N101 [FUTURE PM (Network Folder: FUTURE BASE - No Growth)]**

NA
Site Category: NA
Stop (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]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
East: Sydenham Road															
2	T1	All MCs	488	0.9	488	0.9	0.225	0.6	LOS A	1.2	8.7	0.07	0.08	0.07	58.0
3	R2	All MCs	126	2.5	126	2.5	0.225	11.0	LOS A	1.2	8.7	0.66	0.77	0.66	46.7
Approach			615	1.2	615	1.2	0.225	2.7	NA	1.2	8.7	0.19	0.22	0.19	53.6
North: Fitzroy Street															
4	L2	All MCs	224	0.9	224	0.9	0.434	16.1	LOS B	2.4	17.1	0.70	1.11	0.99	43.3
6	R2	All MCs	104	2.0	104	2.0	0.907	102.1	LOS F	5.6	40.1	0.99	1.46	2.60	13.5
Approach			328	1.3	328	1.3	0.907	43.4	LOS D	5.6	40.1	0.79	1.22	1.50	30.5
West: Sydenham Road															
7	L2	All MCs	122	0.0	122	0.0	0.097	6.1	LOS A	0.3	2.4	0.19	0.56	0.19	45.1
8	T1	All MCs	573	1.3	573	1.3	0.296	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			695	1.1	695	1.1	0.296	1.1	NA	0.3	2.4	0.03	0.10	0.03	56.6
All Vehicles			1638	1.2	1638	1.2	0.907	10.2	NA	5.6	40.1	0.24	0.37	0.39	46.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: 5 [5. Victoria Road Signalised Crossing - PM (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [FUTURE PM (Network Folder: FUTURE BASE - No Growth)]

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
veh/h															
%															
v/c															
sec															
km/h															
South: Victoria Road															
2	T1	All MCs	495	3.2	495	3.2	* 0.351	4.7	LOS A	8.0	57.5	0.38	0.34	0.38	35.1
Approach			495	3.2	495	3.2	0.351	4.7	LOS A	8.0	57.5	0.38	0.34	0.38	35.1
North: Victoria Road															
8	T1	All MCs	801	2.6	801	2.6	0.332	4.6	LOS A	7.4	53.2	0.37	0.33	0.37	31.5
Approach			801	2.6	801	2.6	0.332	4.6	LOS A	7.4	53.2	0.37	0.33	0.37	31.5
All Vehicles			1296	2.8	1296	2.8	0.351	4.6	LOS A	8.0	57.5	0.38	0.34	0.38	33.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m					
South: Victoria Road											
P1	Full	105	41.9	LOS E	0.3	0.3	0.94	0.94	195.7	200.0	1.02
All Pedestrians		105	41.9	LOS E	0.3	0.3	0.94	0.94	195.7	200.0	1.02

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

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

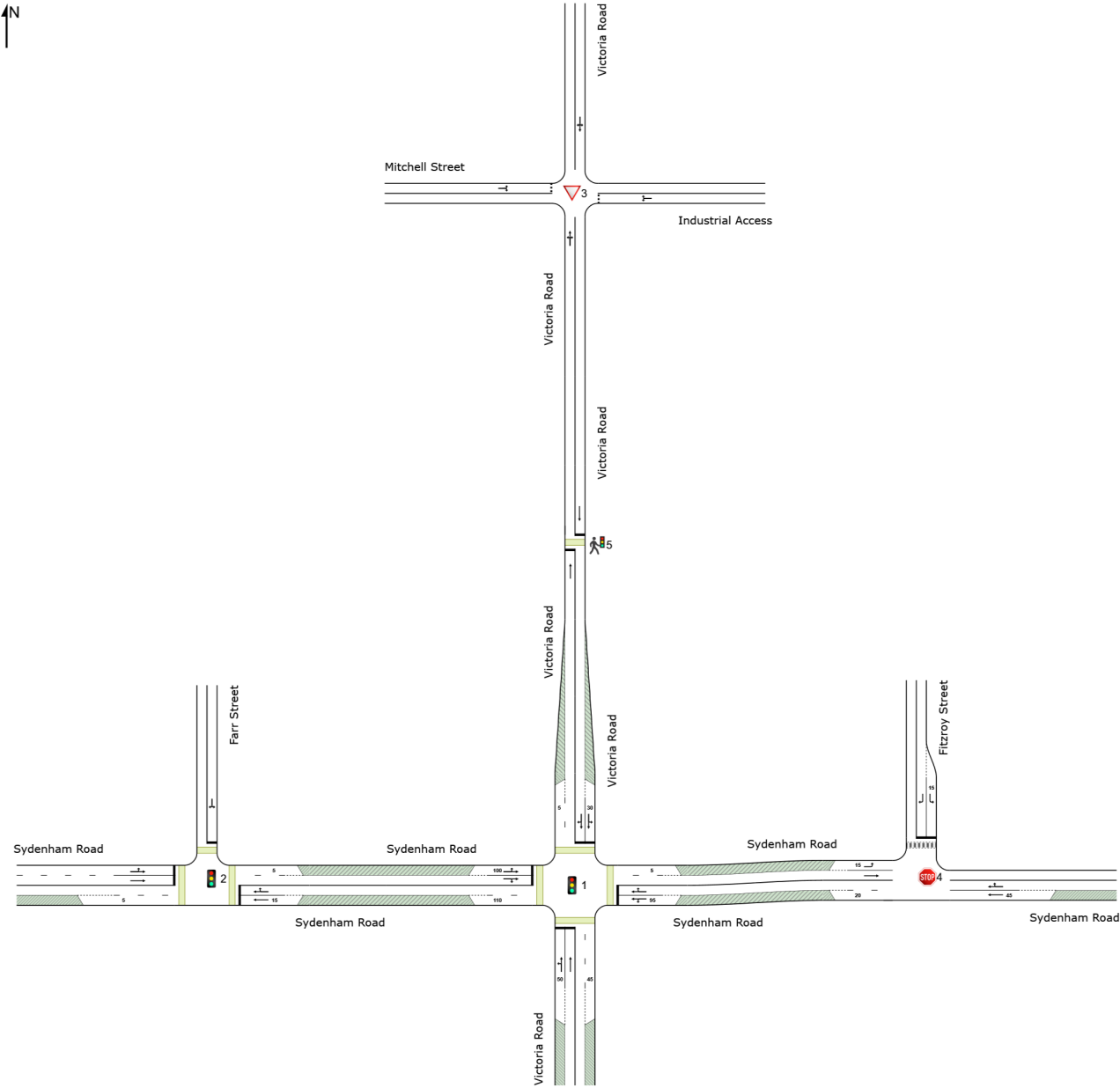
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

NETWORK LAYOUT

■ ■ Network: N101 [FUTURE SAT (Network Folder: FUTURE BASE - No Growth)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
1	NA	1. Victoria Rd/ Sydenham Rd - SAT
2	NA	2. Sydenham Rd/ Farr St - SAT
3	NA	3. Victoria Rd/ Mitchell St - SAT
4	NA	4. Sydenham Rd/ Fitzroy St - SAT
5	NA	5. Victoria Road Signalised Crossing - SAT

 Site: 1 [1. Victoria Rd/ Sydenham Rd - SAT (Site Folder: FUTURE w DEV - No Growth)]

■ ■ Network: N101 [FUTURE SAT (Network Folder: FUTURE BASE - No Growth)]

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

- * Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist]		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		ped	m			sec	m	m/sec
South: Victoria Road											
P1	Full	77	49.3	LOS E	0.2	0.2	0.95	0.95	203.2	200.0	0.98
East: Svdenham Road											

P2	Full	120	49.4	LOS E	0.4	0.4	0.95	0.95	203.3	200.0	0.98
North: Victoria Road											
P3	Full	111	49.4	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98
West: Sydenham Road											
P4	Full	108	49.4	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98
All Pedestrians		416	49.4	LOS E	0.4	0.4	0.95	0.95	203.2	200.0	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 2 [2. Sydenham Rd/ Farr St - SAT (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [FUTURE SAT (Network Folder: FUTURE BASE - No Growth)]

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
East: Sydenham Road															
5	T1	All MCs	778	0.5	778	0.5	0.629	14.8	LOS B	18.6	130.9	0.51	0.47	0.51	49.2
6	R2	All MCs	36	2.9	36	2.9	* 0.629	50.4	LOS D	18.6	130.9	0.59	0.55	0.59	40.8
Approach			814	0.6	814	0.6	0.629	16.3	LOS B	18.6	130.9	0.51	0.47	0.51	42.3
North: Farr Street															
7	L2	All MCs	33	0.0	33	0.0	0.244	58.9	LOS E	2.5	17.7	0.96	0.74	0.96	19.7
9	R2	All MCs	15	0.0	15	0.0	* 0.244	57.2	LOS E	2.5	17.7	0.96	0.74	0.96	28.8
Approach			47	0.0	47	0.0	0.244	58.4	LOS E	2.5	17.7	0.96	0.74	0.96	23.1
West: Sydenham Road															
10	L2	All MCs	12	0.0	12	0.0	0.136	9.2	LOS A	2.7	19.2	0.26	0.25	0.26	50.5
11	T1	All MCs	859	0.2	859	0.2	0.679	5.9	LOS A	17.1	120.2	0.45	0.41	0.45	50.8
Approach			871	0.2	871	0.2	0.679	5.9	LOS A	17.1	120.2	0.45	0.41	0.45	50.7
All Vehicles			1732	0.4	1732	0.4	0.679	12.3	LOS A	18.6	130.9	0.49	0.45	0.49	44.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: Sydenham Road											
P2	Full	15	51.7	LOS E	0.0	0.0	0.95	0.95	205.5	200.0	0.97
North: Farr Street											
P3	Full	40	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97
West: Sydenham Road											
P4	Full	17	51.7	LOS E	0.1	0.1	0.95	0.95	205.5	200.0	0.97
All Pedestrians		72	51.7	LOS E	0.1	0.1	0.95	0.95	205.6	200.0	0.97

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

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

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

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MOVEMENT SUMMARY

▼ Site: 3 [3. Victoria Rd/ Mitchell St - SAT (Site Folder: FUTURE w DEV - No Growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [FUTURE SAT (Network Folder: FUTURE BASE - No Growth)]

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]	[Veh. veh	Dist]									
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: Victoria Road															
1	L2	All MCs	65	0.0	65	0.0	0.299	5.1	LOS A	0.1	0.5	0.02	0.09	0.02	48.3
2	T1	All MCs	498	2.5	498	2.5	0.299	0.0	LOS A	0.1	0.5	0.02	0.09	0.02	58.9
3	R2	All MCs	4	0.0	4	0.0	0.299	7.1	LOS A	0.1	0.5	0.02	0.09	0.02	47.9
Approach			567	2.2	567	2.2	0.299	0.7	NA	0.1	0.5	0.02	0.09	0.02	57.3
East: Industrial Access															
4	L2	All MCs	3	0.0	3	0.0	0.008	6.9	LOS A	0.0	0.2	0.60	0.66	0.60	39.7
6	R2	All MCs	1	0.0	1	0.0	0.008	17.7	LOS B	0.0	0.2	0.60	0.66	0.60	45.9
Approach			4	0.0	4	0.0	0.008	9.6	LOS A	0.0	0.2	0.60	0.66	0.60	41.9
North: Victoria Road															
7	L2	All MCs	2	0.0	2	0.0	0.367	8.6	LOS A	0.8	5.6	0.15	0.18	0.15	52.2
8	T1	All MCs	588	2.0	588	2.0	0.367	0.5	LOS A	0.8	5.6	0.15	0.18	0.15	57.6
9	R2	All MCs	58	0.0	58	0.0	0.367	8.5	LOS A	0.8	5.6	0.15	0.18	0.15	51.9
Approach			648	1.8	648	1.8	0.367	1.3	NA	0.8	5.6	0.15	0.18	0.15	56.6
West: Mitchell Street															
10	L2	All MCs	79	0.0	79	0.0	0.207	6.7	LOS A	0.7	5.2	0.64	0.78	0.64	45.7
12	R2	All MCs	32	0.0	32	0.0	0.207	19.2	LOS B	0.7	5.2	0.64	0.78	0.64	39.1
Approach			111	0.0	111	0.0	0.207	10.3	LOS A	0.7	5.2	0.64	0.78	0.64	44.4
All Vehicles			1331	1.8	1331	1.8	0.367	1.8	NA	0.8	5.6	0.13	0.19	0.14	55.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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: C:\Users\Connor Hoang\OneDrive - Ason Group\ACTIVE PROJECTS\2549 - Timberyards, Marrickville\Projects\Modelling\P2549m02

SSD_Timberyards Model - Copy.sip9

MOVEMENT SUMMARY

 **Site: 4 [4. Sydenham Rd/ Fitzroy St - SAT (Site Folder: FUTURE w DEV - No Growth)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 **Network: N101 [FUTURE SAT (Network Folder: FUTURE BASE - No Growth)]**

NA
Site Category: NA
Stop (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]	%				[Veh. veh	Dist]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
East: Sydenham Road															
2	T1	All MCs	528	1.4	528	1.4	0.298	0.6	LOS A	1.5	10.6	0.02	0.03	0.02	59.2
3	R2	All MCs	161	1.3	161	1.3	0.298	12.5	LOS A	1.5	10.6	0.69	0.89	0.81	45.1
Approach			689	1.4	689	1.4	0.298	3.4	NA	1.5	10.6	0.18	0.23	0.21	53.0
North: Fitzroy Street															
4	L2	All MCs	232	0.0	232	0.0	0.456	16.5	LOS B	2.6	18.2	0.71	1.12	1.05	43.1
6	R2	All MCs	127	0.0	127	0.0	0.960	102.5	LOS F	7.1	49.6	0.99	1.61	3.20	13.4
Approach			359	0.0	359	0.0	0.960	47.0	LOS D	7.1	49.6	0.81	1.29	1.81	29.1
West: Sydenham Road															
7	L2	All MCs	195	0.0	195	0.0	0.154	6.1	LOS A	0.6	4.0	0.20	0.57	0.20	45.1
8	T1	All MCs	598	0.5	598	0.5	0.308	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			793	0.4	793	0.4	0.308	1.5	NA	0.6	4.0	0.05	0.14	0.05	55.4
All Vehicles			1841	0.7	1841	0.7	0.960	11.1	NA	7.1	49.6	0.25	0.40	0.45	45.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data 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.

MOVEMENT SUMMARY

 **Site: 5 [5. Victoria Road Signalised Crossing - SAT (Site Folder: FUTURE w DEV - No Growth)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 **Network: N101 [FUTURE SAT (Network Folder: FUTURE BASE - No Growth)]**

New Site
Site Category: (None)
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
veh/h															
%															
v/c															
sec															
km/h															
South: Victoria Road															
2	T1	All MCs	574	2.4	574	2.4	0.378	3.6	LOS A	9.0	64.1	0.32	0.29	0.32	38.8
Approach			574	2.4	574	2.4	0.378	3.6	LOS A	9.0	64.1	0.32	0.29	0.32	38.8
North: Victoria Road															
8	T1	All MCs	596	2.1	596	2.1	* 0.460	4.0	LOS A	10.3	73.6	0.36	0.32	0.36	33.6
Approach			596	2.1	596	2.1	0.460	4.0	LOS A	10.3	73.6	0.36	0.32	0.36	33.6
All Vehicles			1169	2.3	1169	2.3	0.460	3.8	LOS A	10.3	73.6	0.34	0.31	0.34	36.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m					
South: Victoria Road											
P1	Full	105	49.4	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98
All Pedestrians		105	49.4	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98

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

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

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