



Traffic Solutions Pty Ltd

**MIXED USE DEVELOPMENT, 241-245
PENNANT HILLS ROAD, CARLINGFORD**

**TRAFFIC IMPACT
ASSESSMENT**

October 2025

REF: 23.24.034

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1. INTRODUCTION

SEARs Requirements Declaration: 241 – 245 Pennant Hills Road, Carlingford

Name	Craig Hazell
Qualifications	Associate Diploma of Engineering (Survey Drafting) – 1990

The undersigned declares that this Traffic Solutions has been prepared in response to the following SEARs requirements issued for the Project on 23 May 2025 for SSD- SSD-84699461:

SEARs item no.	SEARs Requirement	Relevant Section of this Report
9	Transport • Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the <i>Guide to Transport Impact Assessment</i> (GITA) published by TfNSW. • If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	• Part 4 • Appendix C

Signed



Dated	8 October 2025
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This Traffic report has been prepared by Traffic Solutions on behalf of Triple Eight Corporation at the Carlingford Unit for the construction and operation of a mixed-use development including infill affordable housing (the **proposal**) on land at 241-245 Pennant Hills Road, Carlingford (the **site**).

This report has been prepared to assess traffic impacts, vehicle movements and parking on-site.

This report accompanies a State Significant Development Application that seeks approval for the demolition and construction of a mixed-use residential and commercial development including infill affordable housing, which involves the following:

- Site preparation works, including demolition of existing structures, vegetation removal as necessary, and bulk excavation.
- Construction and operation of a mixed-use development comprising commercial premises, gymnasium, child care centre and shop top housing as follows:
 - One 18-storey building (Building A) in the Northeast corner of the site; and two 4-5 storey buildings (Building B & C) along the western edge of the site.
 - A publicly accessible through site link between Pennant Hills Road and Felton Road.
 - 6 commercial tenancies at ground floor
 - A three-storey gymnasium within the southern portion of Building C[JM1]
 - A 98 place child care centre located on level 01 of Building A
 - 2680m² of communal open space in the following locations:
 - the roof of Building A, B and C,
 - the two-storey podium of Building A
 - the publicly accessible through site link
 - A total of 136 residential apartments across the three buildings, including 25 infill affordable apartments,
 - Provision of three levels of basement parking with a total of 263 car parking spaces comprising:
 - 151 residential car parking spaces (including 24 accessible spaces);
 - 30 commercial car parking spaces (including 4 accessible spaces);
 - 25 child care parking spaces (including 4 accessible spaces);
 - 26 gymnasium parking spaces (including 2 accessible spaces);
 - 28 visitor car parking spaces (including 12 accessible spaces); and
 - 3 car share spaces.

Street tree planting and landscaping, extension and augmentation of services and infrastructure as required. For a detailed project description, refer to the Environmental Impact Statement prepared by Planning Direction.

This assessment has been undertaken with reference to architectural plans prepared by Kennedy Associates Architects with the following drawing numbers, issue P8 and dated 28 July 2025.

dwg no.	title
1804 - SD 0000	COVER SHEET
1804 - SD 0001	INTRODUCTION
1804 - SD 0013	DEVELOPMENT DATA
1804 - SD 0021	LAND ACQUISITION - PLANNING PROPOSAL
1804 - SD 0022	CONTEXT ANALYSIS
1804 - SD 0023	SITE ANALYSIS
1804 - SD 0050	SURVEY
1804 - SD 0051	DEMOLITION PLAN
1804 - SD 0091	SITE PLAN
1804 - SD 0097	BASEMENT PLAN 03
1804 - SD 0098	BASEMENT PLAN 02
1804 - SD 0099	BASEMENT PLAN 01
1804 - SD 0101	LEVEL 00
1804 - SD 0102	LEVEL 01
1804 - SD 0103	LEVEL 02
1804 - SD 0104	LEVEL 03
1804 - SD 0105	LEVEL 04
1804 - SD 0106	LEVEL 05-13

The mixed use development proposal that this report will assess is the potential yield of:

1. 136 residential units (comprising 20 x 1, 70 x 2, 45 x 3 and 1 x 4 bedroom dwellings) with 25 affordable housing units (comprising 3 x 1, 14 x 2 and 8 x 3 bedroom dwellings). The proposal also includes 25 affordable housing and 21 adaptable units.
2. Child Care Centre with approximately 98 places and 730m² of floor area.
3. Gymnasium with approximately 475m² floor area.
4. Commercial units with a total floor space of 858m².

The plans indicate 3 basement car parking levels with a total of 263 car spaces. Vehicle access to the basements is proposed via a 6.7m wide (splaying to 8.8m at the kerb) driveway to Felton Road. The separate ground floor loading area has a 6m wide (splaying to 8.0m) driveway also off Felton Road. The loading area is proposed with a 10m diameter turntable for garbage trucks to remove refuse and also for the use of delivery/removalist vehicles. No vehicle access is proposed to Pennant Hills Road.

This report examines the traffic implications of the proposal and will assess the:

- Proposed vehicle access location.
- Estimate the traffic generation of each component of the total proposal.

- Assess the potential impacts of the estimated traffic generation on the existing road network.

1.1 HISTORY OF SCHEME

The application was first conceived back in 2015 as a proposal to The Hills Council. Traffic Solutions Pty Ltd contacted Mr. Andrew King, Manager Traffic at that time to discuss the local traffic conditions to determine if there were any existing issues that Council was aware of. There were two issues arising from these discussions which were:

1. Parking issues along Felton Street at James Ruse Agricultural High school drop off and pick up times. During these times parking on both sides of the road reduced the trafficable area along Felton Road causing congestion.
2. Queuing along Baker Street from Pennant Hills Road intersection at peak school drop off and pick up times.

Since that time the parking congestion issue has been addressed by The Hills Shire Council with the introduction of No Parking restrictions along the northern side of Felton Road along the school frontage for the hour at drop off and pick up times. In addition, traffic signals have been installed at the intersection of Pennant Hills Road and Baker Street by TfNSW.

Prior to preparing the original Traffic assessment the RMS were consulted about vehicle access to the site and the road widening at the eastern end of the site and the proposed additional road dedication in the south-western corner of the site. The RMS was willing to support access from Pennant Hills Road only for commercial usage mirroring the current site circumstance, however preferred vehicle access was for Felton Road access only.

Attached as Appendix D is a copy of the correspondence received from the RMS regarding vehicle access and road widening requirements.

The subject site is now in the Parramatta City Council's jurisdiction after the state government Council mergers and boundary alterations.

The original proposal involved vehicle access off both Pennant Hills Road (utilising the slip lane that was there at that time) and Felton Road as means of vehicle access onto the site and reduce the impact upon Felton Road.

Prior to preparing the original Traffic assessment the RMS were consulted about vehicle access to the site and the road widening at the eastern end of the site and the proposed additional road dedication in the south-western corner of the site. The RMS was willing to support access from Pennant Hills Road only for commercial usage mirroring the current site circumstance, however preferred vehicle access was for Felton Road access only.

The up zoning application was first submitted to Parramatta Council and referred to the Department of Planning for review. The application included a revision which limited vehicle access to and from Felton Road only, adopting the RMS preference for all vehicle access to be from Felton Road. The upzoning was approved by the Department of Planning.

2. EXISTING DEVELOPMENT

2.1 SITE

The site is identified as 241-245 Pennant Hills Road, Carlingford within the City of Parramatta Local Government Area (LGA). It is situated in the western portion of the Carlingford Local Centre and is located approximately 18km northwest of the Sydney Central Business District (CBD).

The site is an irregular triangular shape and comprises approximate frontages of 140m to Pennant Hills Road to the southeast, 100m to Felton Road to the north and 135m to the adjoining properties to the west. The site comprises a total area of 6331m², with the entirety of the site under single ownership.

The site is described in the following figure and illustrated in the Site Aerial Map in Figure 1 following.

Reference	Street address	Legal description	Area
1	241-245 Pennant Hills Road	Lot 1 DP805059	-
2	241-245 Pennant Hills Road	Lot 2 DP805059	-
3	241-245 Pennant Hills Road	Lot 5 DP805059	-
4	241-245 Pennant Hills Road	Lot 6 DP805059	-
total			6331m ²



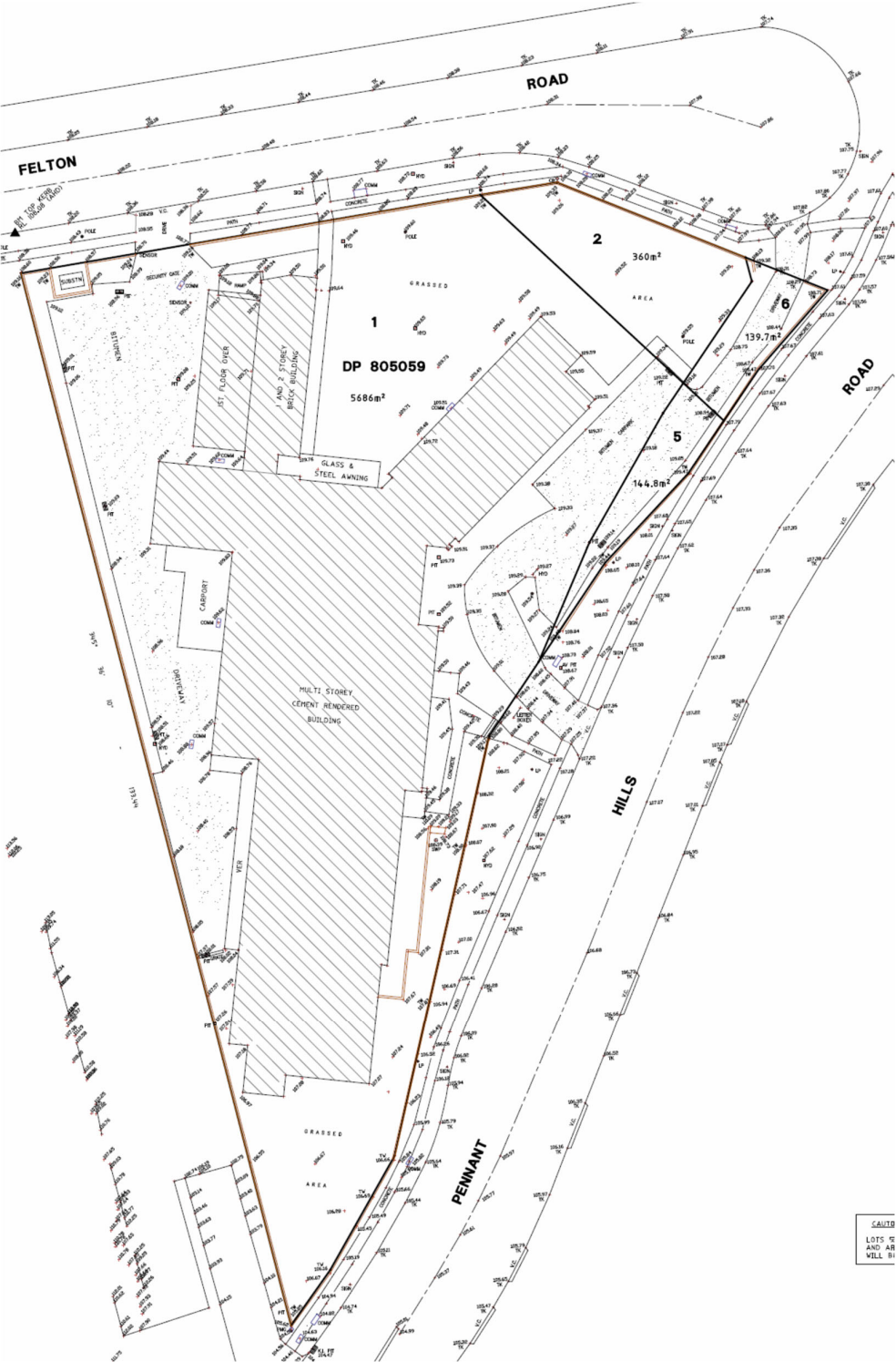
It should be noted that Lots 5 and 6 are required for future widening of Pennant Hills Road. An extract from the site survey is provided in Figure 2.

Vehicle access to the existing commercial car parking spaces is currently available from both Pennant Hills Road (entry and exit via a single driveway) and Felton Road via two entry and exit driveways.



LOCATION

Fig 1



SITE
Fig 2

3. EXISTING CONDITIONS

Pennant Hills Road is classified a State Road under the care and control of Transport for NSW Formerly known as the Roads and Maritime Services (RMS). Felton Road and Baker Street are classified Local Roads in this area.

The main features of the existing traffic controls in the vicinity of the site are:

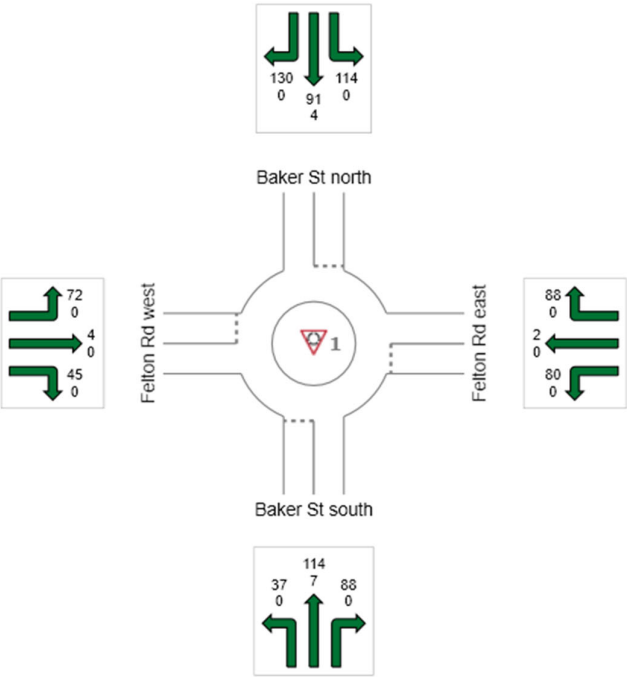
- Traffic signals at the intersection of Pennant Hills Road and Jenkins Road. These signals also provide an early start phase and lane for buses travelling easterly on Pennant Hills Road.
- Traffic signals at the intersection of Pennant Hills Road and Adderton Road.
- Traffic signals at the intersection of Pennant Hills Road and Baker Street.
- Felton Road is terminated at Pennant Hills Road with a cul-de-sac.
- A 60 Km/h speed limit exists on Pennant Hills Road.
- Roundabout at the intersection of Baker Street and Felton Road.
- A 50 km/h speed limit exists on Felton Road and Baker Street.
- A left turn bay on Pennant Hills Road at the front of the site.

The traffic signals at the intersection of Pennant Hills Road and Baker Street will have altered the trip routes of some drivers and affect the volumes on Baker Street, however, no forecast traffic volume transference has been forecast by Council at this time.

Data on the vehicle and pedestrian movements at Baker Street and Felton Road intersection have been collected by surveys undertaken by Roar Data Pty Ltd as part of this study from 7.00am - 9.00am and 2.30pm – 5.30pm on Tuesday 13th October 2020 (not during covid lockdowns) at the intersection of Baker Street and Felton Road. Conditions on this day were described by the traffic counting firm as partly cloudy with no unusual circumstances encountered. No new traffic volume surveys have been undertaken since 2020 as the recently installed traffic signals at Baker Street would have been designed with future growth considered.

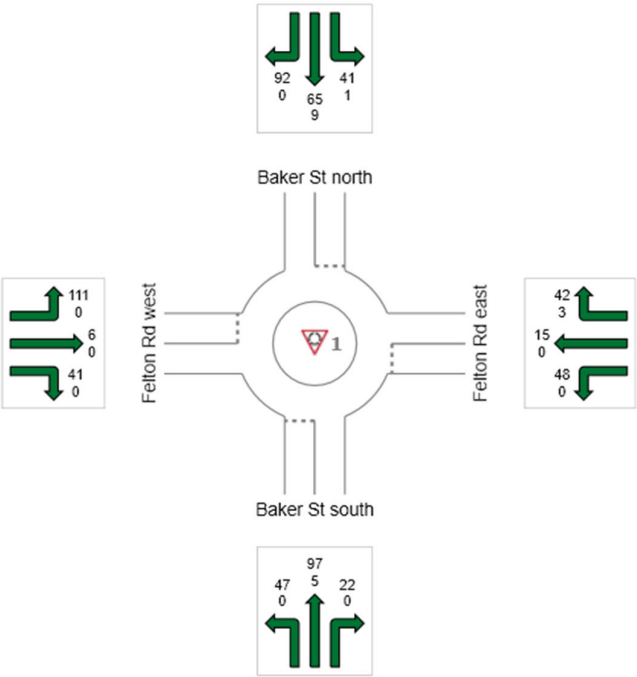
The detailed results of the survey are attached as Appendix A. As the traffic surveys were undertaken 5 years ago and with the signals at Baker Street the forecast traffic existing traffic flows along Baker Street have been increased by 10%. The morning and evening peak hour flows modelled at the intersection are depicted in Figure 3 and 4 in the following pages.

Previous, on site observations (prior to covid restrictions) indicated that during the drop off and pick up times associated with the start and finish times of the James Ruse School that Felton Road is experiencing some congestion for a short period, however, the peak hour traffic generation of the development proposal on the subject site is unlikely to coincide.



**Existing
Morning Peak
Hour Flows**

Fig 3



**Existing
Evening Peak
Hour Flows**

Fig 5

4. KEY ISSUES

4.1 VEHICLE ACCESS

Three basement levels will provide the required onsite parking spaces and vehicle access to the basements is proposed via a 6.8m wide (splaying to 8.8m at the kerb) driveway to Felton Road. The separate ground floor loading area has a 6m wide (splaying to 8.0m) driveway also off Felton Road. No vehicle access is proposed to Pennant Hills Road. The proposed driveway locations are satisfactory and will provide very good sight distance in both directions along Felton Road. The available sight distance easily exceeds the desirable 69m distance suggested by AS/NZS 2890.1:2004 for 50 km/h.

4.2 TRAFFIC

An estimation of the traffic generation of the proposed development can be calculated by reference to Transport for NSW 'Guide to Transport Impact Assessment TS 00085, Version 1.1 which applies to any Traffic Impact Assessments prepared after 4 November 2024. Utilising the newly released Guide to Transport Impact Assessment TS 00085, Version 1.1 which provides the following traffic generation rates applicable to this proposal:

Gymnasiums.

Metropolitan Regional (CBD) Centres.

Evening Peak Hour Vehicle Trips = 3 trips per 100m² GFA .

Metropolitan Sub Regional Areas.

Evening Peak Hour Vehicle Trips = 9 trips per 100m² GFA.

The peak generation generally occurs between 6.00pm and 7.00pm on a weekday evening.

Child Care Centres

Centre Type	Peak Vehicle Trips/Child		
	7.00-9.00am	2.30-4.00pm	4.00-6.00pm
Pre-school	1.4	0.8	--
Long day care	0.8	0.3	0.7
Before/after care	0.5	0.2	0.7

Office and Commercial

Evening peak hour vehicle trips = 2 per 100m² gross floor area

High Density Residential Flat dwellings in regional areas

AM Peak Hour Vehicle Trips = 0.27/unit

PM Peak Hour Vehicle Trips = 0.12/unit

Considering the location of the proposal, adjacent Carlingford Railway Station the metropolitan regional centre rate will be utilised for the gymnasium component of the proposal and the surveyed Parramatta High Density traffic generation rates have been utilised as it is the closest to the subject site. Accordingly, the estimated traffic generation of the site calculates as:

AM peak

475m ² gymnasium @ 3 trips/100m ²	= 14.3 trips (assumed to be same as 6.00pm – 7.00pm)
858m ² commercial @ 2 trips/100m ²	= 17.2 trips (assumed to be same as PM)
98 place child care centre @ 0.8 trips/child	= 78.4 trips
136 residential units @ 0.27 trips/unit	= 36.7 trips
POTENTIAL TOTAL TRIPS	= 146.6 peak hour trips

PM peak

475m ² Gymnasium @ 3 trips/100m ²	= 14.3 trips
858m ² commercial @ 2 trips/100m ²	= 17.2 trips
98 place child care centre @ 0.7 trips/child	= 68.6 trips
136 residential units @ 0.12 trips/unit	= 16.3 trips
POTENTIAL TOTAL TRIPS	= 116.4 peak hour trips

It should be noted that the above potential traffic generation rates are considered to be an absolute worst case scenario due to the fact that the peak hour generation of a gymnasium occurs before and after the weekday commuter peak hours. Further the existing traffic generation of the site has NOT been deducted from the road network modelling. Notwithstanding, the worst case scenario traffic generation rate will be modelled against the existing on street peak hours to ensure a robust assessment.

Forecast flow traffic generation distribution assumptions are as follows:

1. 80/20 split (depart/approach) for residential units in AM peak reverse in PM peak.
2. 20/80 split (depart/approach) for commercial floor space in AM peak reverse in PM peak.
3. 50/50 split (approach/depart) for gymnasium and child care centre components

Table 4.1 on the following page provides the estimated traffic flows for the proposal:

Table 4.1 – Proposed development forecast peak hour flows				
Road	AM Peak		PM Peak	
	Approach	Departure	Approach	Departure
Felton Road	69	78	55	60

To assess the impact of the potential traffic generation on the intersection of Felton Road and Baker Street the estimated peak hour approach and departure vehicle trips have been assigned proportionally to the roundabout on the basis of existing traffic movements.

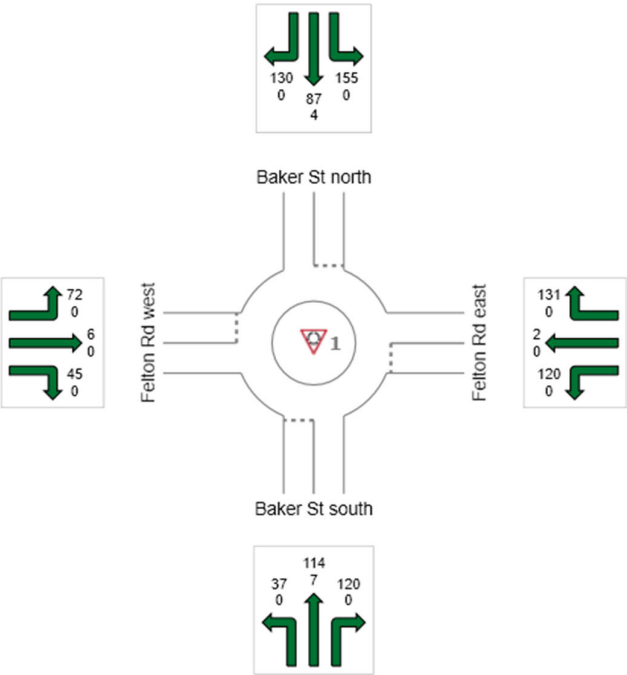
As the traffic surveys were undertaken 5 years ago and with the signals at Baker Street the forecast traffic existing traffic flows along Baker Street have been increased by 10%. Figures 5 and 6 depict the potential morning and afternoon peak hour traffic volumes modelled.

Using SIDRA a software programme developed for the purpose of analysing signalised, roundabout and sign controlled intersections, a comparison of intersection performance between the existing and projected traffic demands during the morning and evening peak hours upon the intersection has been modelled. The table below are the results of the intersection modelling and attached as Appendix B are the SIDRA summary result sheets.

	Results of SIDRA analysis – Intersection of Baker Street and Felton Road with 10% increase in flows along Baker Street			
	Existing		Proposed	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.309	0.178	0.358	0.216
Total Average Delay (sec/veh)	6.4s	5.6s	6.8s	5.9s

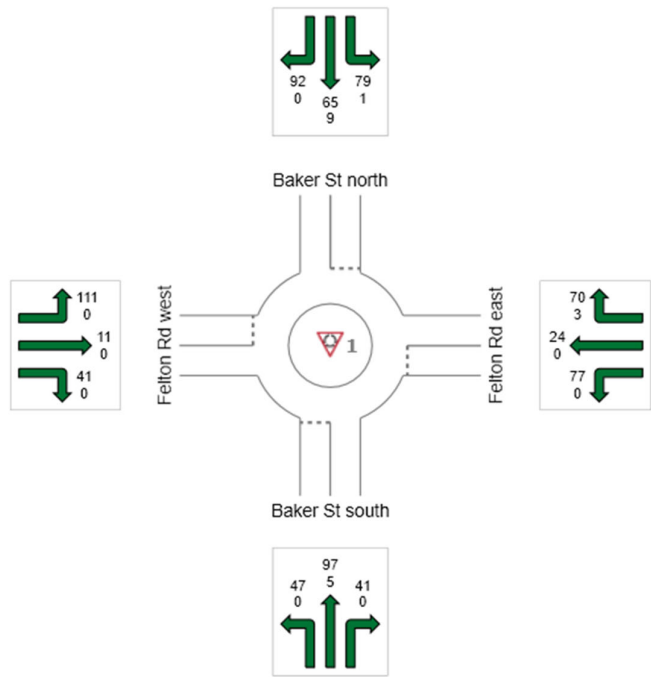
The results of the SIDRA analysis reveal that:

- The very good Level of Service at the intersection of Felton Road and Baker Street will not change with the estimated additional traffic generation of the development application.
- The additional traffic demand on the intersections of Felton Road and Baker Street, as a consequence of the development proposal will only alter the Degree of Saturation and Total Average Delay minutely at each intersection.
- The proposal traffic generation can easily be accommodated within the current road network. The road network has ample capacity for the proposal.



Potential morning
peak hour flows

Fig 5



**Potential evening
peak hour flows**

Fig 6

5. CONCLUSIONS

Traffic Solutions has been involved in the assessment of applications at the site for the past 10 years. The locality has benefitted greatly from the installation of traffic lights at the intersection of Baker Street and Pennant Hills Road recently. Notably traffic flow during peak periods associated with the schools has improved significantly of a weekday.

The proposed development design includes an increase of 39 apartments from previous reporting undertaken as part of the planning proposal for the rezoning of the site in 2022/23.

The proposed increase in traffic movements can be absorbed by the local road system. Suitably access is solely provided from Felton Road consistent with Transport for NSW requirements.

The preceding analysis has demonstrated that:

- The two vehicle access points proposed to serve the development are suitably located and will provide satisfactory sight distance along Felton Road.
- The very good Level of Service at the intersection of Felton Road and Baker Street will not change with the estimated additional traffic generation of the proposed development.
- The additional traffic demand on the intersections of Felton Road and Baker Street, as a consequence of the development proposal will only alter the Degree of Saturation and Total Average Delay minutely at each intersection.
- The proposal traffic generation can easily be accommodated within the current road network. The road network has ample capacity for the proposal and an increase in residential component of the proposal, at this location could be expanded to 120 units or greater.

It is understood that residents of Felton Road have raised concerns about traffic congestion in Felton Road at the recent Community Engagement meeting. Based on traffic modelling I am of the view that additional traffic from the proposed development can flow reasonably particularly outside of peak school traffic which is between 8.30AM and 9.15AM of a weekday morning and 3.00PM - 2.45PM of an afternoon. At all other times there will be ease of traffic flow.

Additionally, I anticipate that residents at the new development on the subject site will adapt to existing traffic conditions and arrive and leave the site outside of peak school pick-up and drop-off.

It is also understood that one resident requested that an opening be created at the head of the Cul de sac providing emergency access only into Felton Road. Based on my experience with Transport for NSW, consent to this proposal would be unlikely as it is policy to minimise the number of vehicle access locations to state roads for safety and

flow efficiency reasons. Limiting access to emergency vehicles only will be difficult to police and may lead to excessive traffic flows onto the main road.

In view of the above, the development proposal for the subject site is considered to be acceptable and is supported by Traffic Solutions Pty Ltd

APPENDIX A – TRAFFIC COUNTS



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Traffic Solutions Pty Ltd
Job No/Name : 7404 CARLINGFORD Baker St
Day/Date : Tuesday 13th October 2020

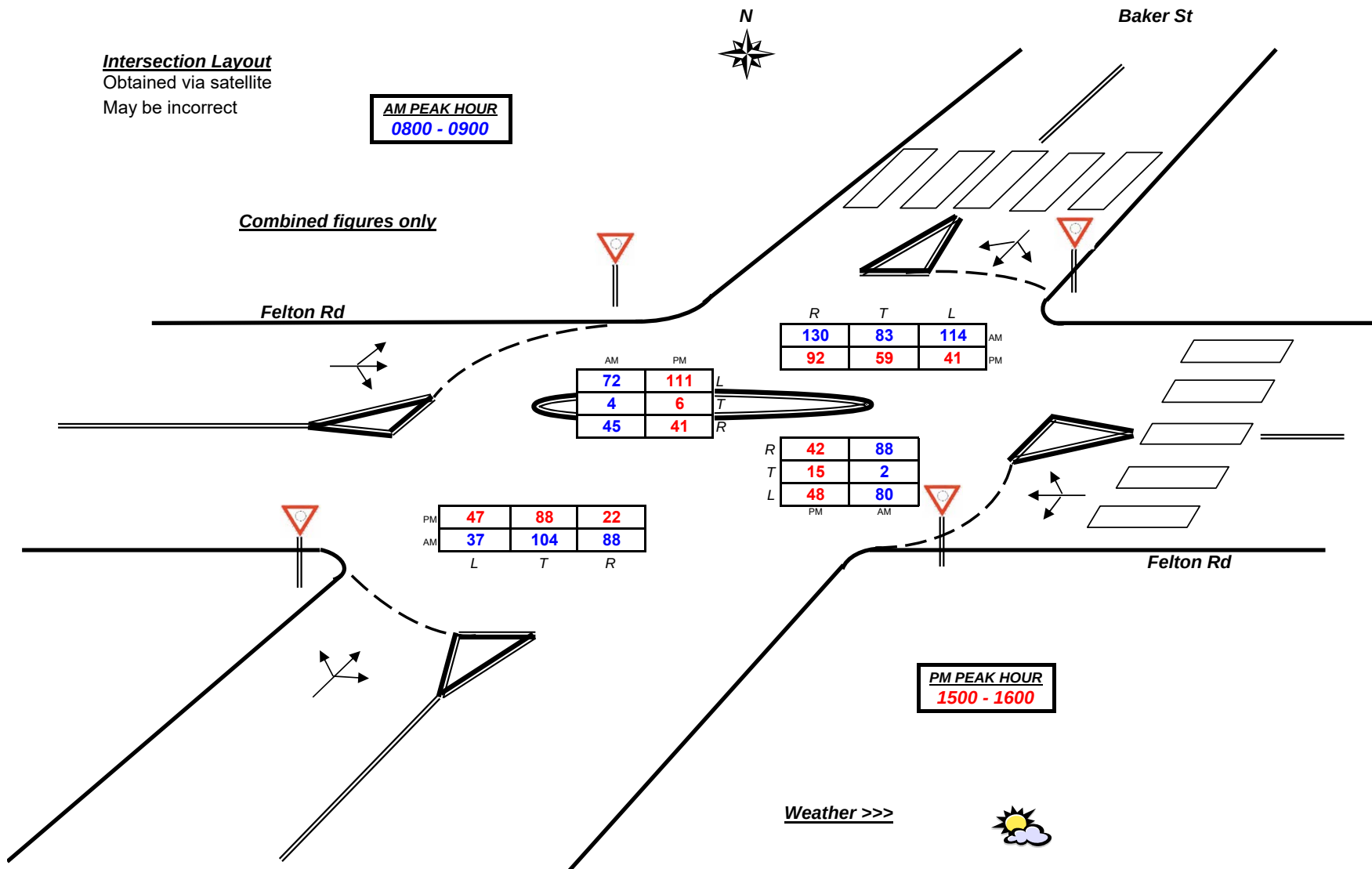
Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0800 - 0900

Combined figures only



C



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights

Lights	NORTH			WEST			SOUTH			EAST			
	Baker St			Felton Rd			Baker St			Felton Rd			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	1	7	8	8	0	4	4	8	2	3	0	2	47
0715 - 0730	5	7	12	12	1	8	7	12	5	2	0	2	73
0730 - 0745	10	12	18	4	1	10	7	25	7	74	1	8	177
0745 - 0800	14	14	21	7	0	7	15	18	9	21	0	3	129
0800 - 0815	21	13	15	15	1	11	6	19	16	23	0	10	150
0815 - 0830	29	22	19	11	1	19	7	26	25	37	0	21	217
0830 - 0845	49	31	40	11	2	7	5	36	26	20	0	38	265
0845 - 0900	15	13	56	35	0	8	19	17	21		2	19	205
Period End	144	119	189	103	6	74	70	161	111	180	3	103	1263

Client : Traffic Solutions Pty Ltd
 Job No/Name : 7404 CARLINGFORD Baker St
 Day/Date : Tuesday 13th October 2020

Lights

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Baker St			Felton Rd			Baker St			Felton Rd			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0800	30	40	59	31	2	29	33	63	23	100	1	15	426
0715 - 0815	50	46	66	38	3	36	35	74	37	120	1	23	529
0730 - 0830	74	61	73	37	3	47	35	88	57	155	1	42	673
0745 - 0845	113	80	95	44	4	44	33	99	76	101	0	72	761
0800 - 0900	114	79	130	72	4	45	37	98	88	80	2	88	837

PEAK HOUR	114	79	130	72	4	45	37	98	88	80	2	88	837
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Heavies

Time Per	NORTH <i>Baker St</i>			WEST <i>Felton Rd</i>			SOUTH <i>Baker St</i>			EAST <i>Felton Rd</i>			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	2
0800 - 0815	0	0	0	0	0	0	0	3	0	0	0	0	3
0815 - 0830	0	1	0	0	0	0	0	1	0	0	0	0	2
0830 - 0845	0	3	0	0	0	0	0	1	0	0	0	0	4
0845 - 0900	0	0	0	0	0	0	0	1	0	0	0	0	1
Period End	0	6	0	0	0	0	0	6	0	0	0	0	12

Heavies

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Baker St			Felton Rd			Baker St			Felton Rd			
Peak Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
0700 - 0800	0	2	0	0	0	0	0	0	0	0	0	0	2
0715 - 0815	0	2	0	0	0	0	0	3	0	0	0	0	5
0730 - 0830	0	3	0	0	0	0	0	4	0	0	0	0	7
0745 - 0845	0	6	0	0	0	0	0	5	0	0	0	0	11
0800 - 0900	0	4	0	0	0	0	0	6	0	0	0	0	10

PEAK HOUR	0	4	0	0	0	0	0	6	0	0	0	0	10
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Combined

Combined	NORTH			WEST			SOUTH			EAST			
	Baker St			Felton Rd			Baker St			Felton Rd			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	1	7	8	8	0	4	4	8	2	3	0	2	47
0715 - 0730	5	7	12	12	1	8	7	12	5	2	0	2	73
0730 - 0745	10	12	18	4	1	10	7	25	7	74	1	8	177
0745 - 0800	14	16	21	7	0	7	15	18	9	21	0	3	131
0800 - 0815	21	13	15	15	1	11	6	22	16	23	0	10	153
0815 - 0830	29	23	19	11	1	19	7	27	25	37	0	21	219
0830 - 0845	49	34	40	11	2	7	5	37	26	20	0	38	269
0845 - 0900	15	13	56	35	0	8	19	18	21	0	2	19	206
Period End	144	125	189	103	6	74	70	167	111	180	3	103	1275

Combined

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Baker St			Felton Rd			Baker St			Felton Rd			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0800	30	42	59	31	2	29	33	63	23	100	1	15	428
0715 - 0815	50	48	66	38	3	36	35	77	37	120	1	23	534
0730 - 0830	74	64	73	37	3	47	35	92	57	155	1	42	680
0745 - 0845	113	86	95	44	4	44	33	104	76	101	0	72	772
0800 - 0900	114	83	130	72	4	45	37	104	88	80	2	88	847

PEAK HOUR	114	83	130	72	4	45	37	104	88	80	2	88	847
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ROAR DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Traffic Solutions F
 Job No/Name : 7404 CARLINGFORD Baker St
 Day/Date : Tuesday 13th October 2020

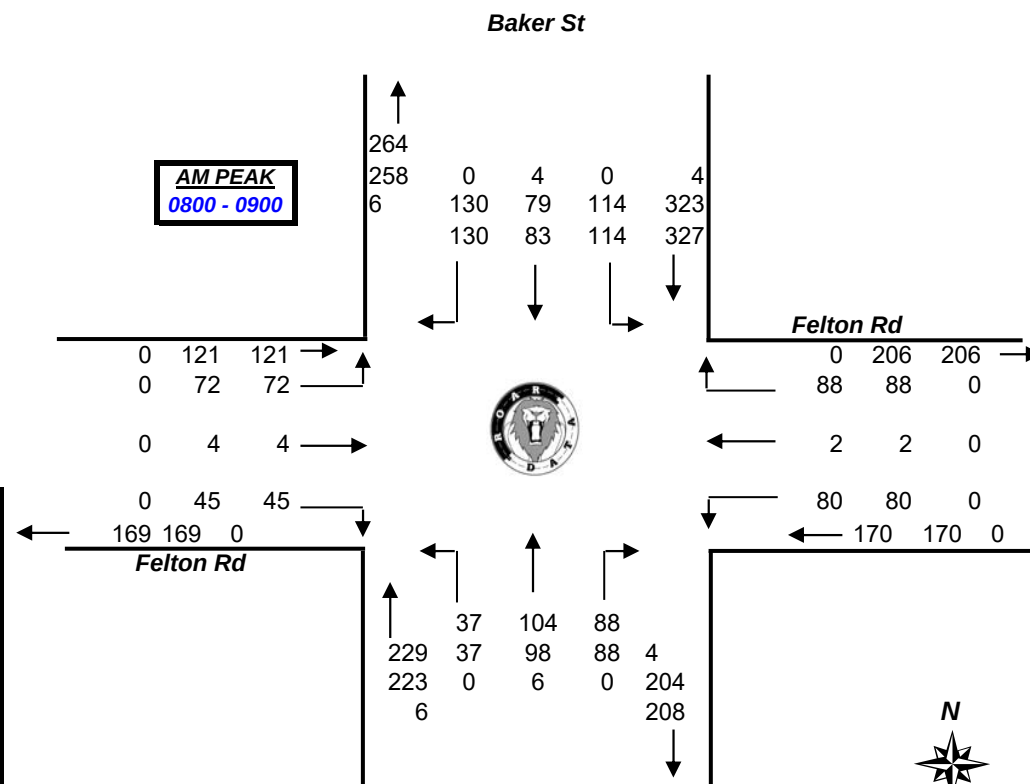
Peds

Time Per	NORTH Baker St	WEST Felton Rd	SOUTH Baker St	EAST Felton Rd	TOT
UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
0700 - 0715	3	1	1	0	5
0715 - 0730	5	3	0	2	10
0730 - 0745	6	2	1	2	11
0745 - 0800	2	4	2	0	8
0800 - 0815	19	3	7	1	30
0815 - 0830	17	16	22	10	65
0830 - 0845	18	24	28	12	82
0845 - 0900	29	20	17	11	77
Period End	99	73	78	38	288

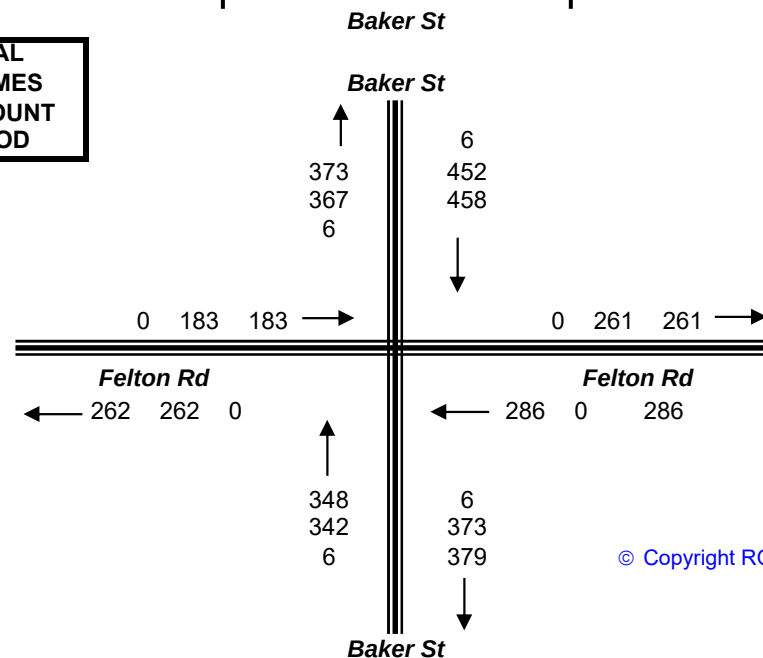
Peds

Peak Per	NORTH Baker St	WEST Felton Rd	SOUTH Baker St	EAST Felton Rd	TOT
UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
0700 - 0800	16	10	4	4	34
0715 - 0815	32	12	10	5	59
0730 - 0830	44	25	32	13	114
0745 - 0845	56	47	59	23	185
0800 - 0900	83	63	74	34	254

PEAK HR	83	63	74	34	254
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**TOTAL
VOLUMES
FOR COUNT
PERIOD**



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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights

Time Per	NORTH Baker St			WEST Felton Rd			SOUTH Baker St			EAST Felton Rd			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
1430 - 1445	4	9	6	9	1	3	9	7	8	2	2	4	64
1445 - 1500	7	10	21	5	0	3	15	13	9	1	0	0	84
1500 - 1515	12	16	32	4	0	7	18	16	6	21	2	18	152
1515 - 1530	18	15	24	13	2	6	20	20	7	7	2	12	146
1530 - 1545	7	12	27	33	2	8	4	25	3	13	10	7	151
1545 - 1600	3	8	9	61	2	20	5	23	4	7	1	2	145
1600 - 1615	6	8	4	10	0	8	8	13	2	4	0	1	64
1615 - 1630	13	2	5	6	0	6	8	10	4	3	0	1	58
1630 - 1645	9	6	12	3	0	3	6	12	7	11	0	18	87
1645 - 1700	6	4	9	9	0	5	4	13	5	4	0	0	59
1700 - 1715	5	5	8	5	0	5	3	12	3	11	0	1	58
1715 - 1730	6	5	6	8	0	4	5	21	7	10	0	6	78
Period End	96	100	163	166	7	78	105	185	65	94	17	70	1146

Heavies

Time Per	NORTH Baker St			WEST Felton Rd			SOUTH Baker St			EAST Felton Rd			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	1	3	0	0	0	0	0	1	1	0	0	2	8
1515 - 1530	0	5	0	0	0	0	0	3	1	0	0	1	10
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
Period End	1	8	0	0	0	0	0	4	2	0	0	3	18

Combined

Time Per	NORTH Baker St			WEST Felton Rd			SOUTH Baker St			EAST Felton Rd			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
1430 - 1445	4	9	6	9	1	3	9	7	8	2	2	4	64
1445 - 1500	7	10	21	5	0	3	15	13	9	1	0	0	84
1500 - 1515	13	19	32	4	0	7	18	17	7	21	2	20	160
1515 - 1530	18	20	24	13	2	6	20	23	8	7	2	13	156
1530 - 1545	7	12	27	33	2	8	4	25	3	13	10	7	151
1545 - 1600	3	8	9	61	2	20	5	23	4	7	1	2	145
1600 - 1615	6	8	4	10	0	8	8	13	2	4	0	1	64
1615 - 1630	13	2	5	6	0	6	8	10	4	3	0	1	58
1630 - 1645	9	6	12	3	0	3	6	12	7	11	0	18	87
1645 - 1700	6	4	9	9	0	5	4	13	5	4	0	0	59
1700 - 1715	5	5	8	5	0	5	3	12	3	11	0	1	58
1715 - 1730	6	5	6	8	0	4	5	21	7	10	0	6	78
Period End	97	108	163	166	7	78	105	189	67	94	17	73	1164

Client : Traffic Solutions Pty Ltd

Job No/Name : 7404 CARLINGFORD Baker St

Day/Date : Tuesday 13th October 2020

Lights

Peak Time	NORTH Baker St			WEST Felton Rd			SOUTH Baker St			EAST Felton Rd			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
1430 - 1530	41	50	83	31	3	19	62	56	30	31	6	34	446
1445 - 1545	44	53	104	55	4	24	57	74	25	42	14	37	533
1500 - 1600	40	51	92	111	6	41	47	84	20	48	15	39	594
1515 - 1615	34	43	64	117	6	42	37	81	16	31	13	22	506
1530 - 1630	29	30	45	110	4	42	25	71	13	27	11	11	418
1545 - 1645	31	24	30	80	2	37	27	58	17	25	1	22	354
1600 - 1700	34	20	30	28	0	22	26	48	18	22	0	20	268
1615 - 1715	33	17	34	23	0	19	21	47	19	29	0	20	262
1630 - 1730	26	20	35	25	0	17	18	58	22	36	0	25	282

PEAK HOUR	40	51	92	111	6	41	47	84	20	48	15	39	594
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Heavies

Peak Per	NORTH Baker St			WEST Felton Rd			SOUTH Baker St			EAST Felton Rd			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
1430 - 1530	1	8	0	0	0	0	0	4	2	0	0	3	18
1445 - 1545	1	8	0	0	0	0	0	4	2	0	0	3	18
1500 - 1600	1	8	0	0	0	0	0	4	2	0	0	3	18
1515 - 1615	0	5	0	0	0	0	0	3	1	0	0	1	10
1530 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR	1	8	0	0	0	0	0	4	2	0	0	3	18
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Combined

Peak Per	NORTH Baker St			WEST Felton Rd			SOUTH Baker St			EAST Felton Rd			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
1430 - 1530	42	58	83	31	3	19	62	60	32	31	6	37	464
1445 - 1545	45	61	104	55	4	24	57	78	27	42	14	40	551
1500 - 1600	41	59	92	111	6	41	47	88	22	48	15	42	612
1515 - 1615	34	48	64	117	6	42	37	84	17	31	13	23	516
1530 - 1630	29	30	45	110	4	42	25	71	13	27	11	11	418
1545 - 1645	31	24	30	80	2	37	27	58	17	25	1	22	354
1600 - 1700	34	20	30	28	0	22	26	48	18	22	0	20	268
1615 - 1715	33	17	34	23	0	19	21	47	19	29	0	20	262
1630 - 1730	26	20	35	25	0	17	18	58	22	36	0	25	282

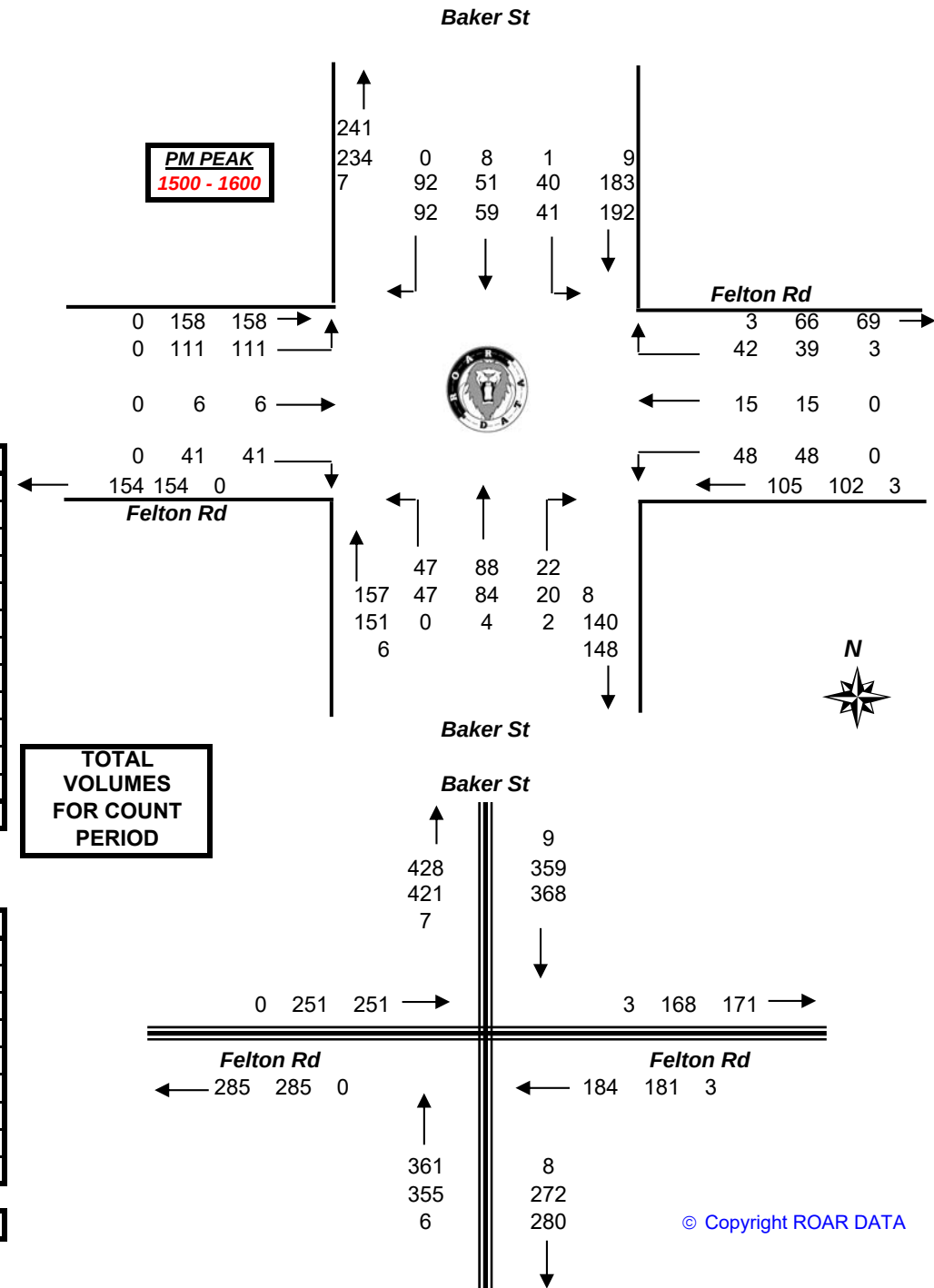
PEAK HOUR	41	59	92	111	6	41	47	88	22	48	15	42	612
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Ph.88196847, Mob.0418-239019

Client : Traffic Solutions
Job No/Name : 7404 CARLINGFORD Baker St
Day/Date : Tuesday 13th October 2020

<u>Peds</u>	NORTH	WEST	SOUTH	EAST	TOT
	<i>Baker St</i>	<i>Felton Rd</i>	<i>Baker St</i>	<i>Felton Rd</i>	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
1430 - 1530	201	72	57	15	345
1445 - 1545	588	151	218	14	971
1500 - 1600	637	156	228	14	1035
1515 - 1615	543	101	196	4	844
1530 - 1630	447	86	171	1	705
1545 - 1645	61	7	11	2	81
1600 - 1700	9	2	3	5	19
1615 - 1715	8	5	3	4	20
1630 - 1730	15	4	3	6	28
PEAK HR	637	156	228	14	1035



APPENDIX B – SIDRA OUTPUT SUMMARY FILES

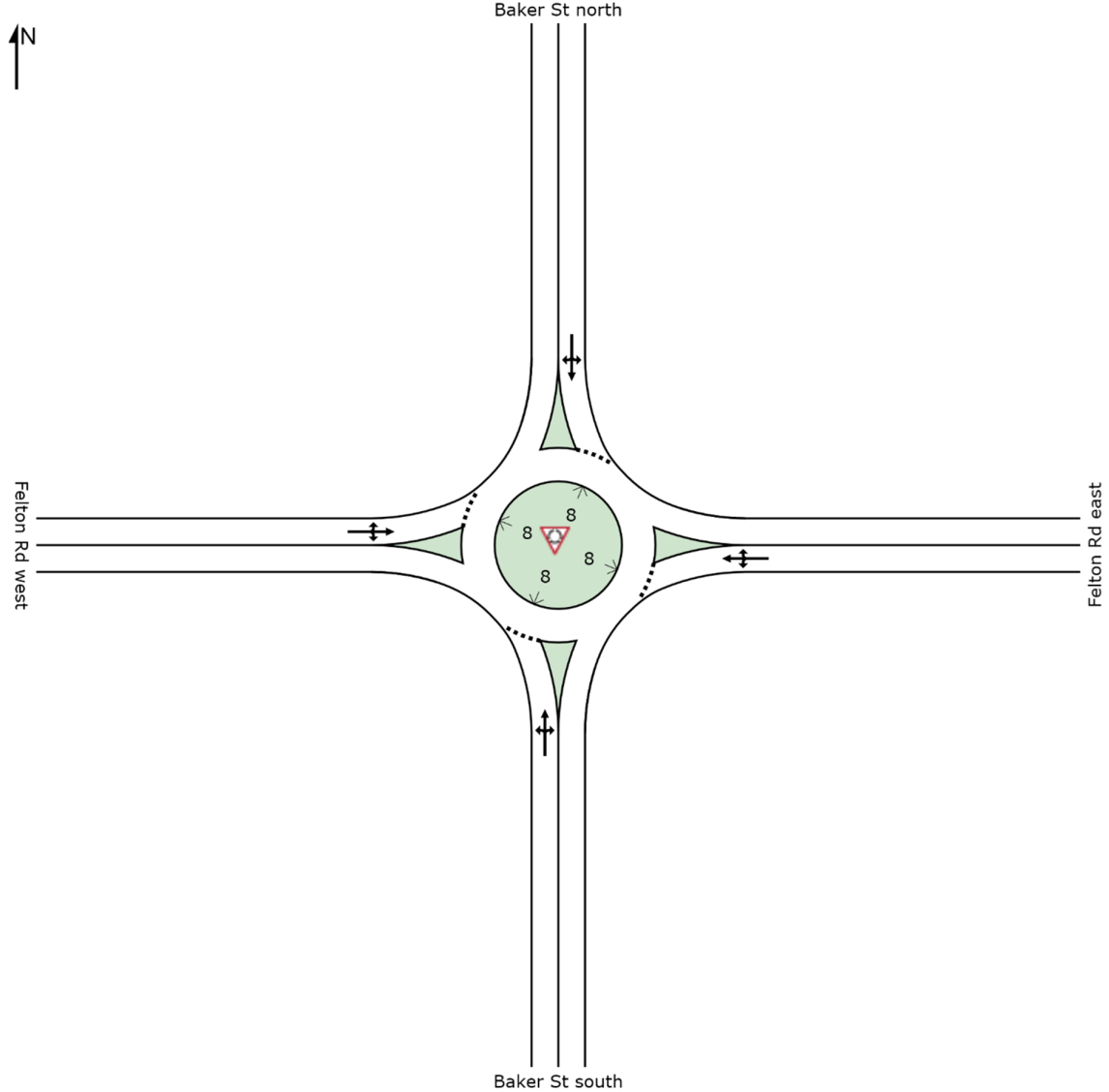
SITE LAYOUT



Site: Existing AM peak + 10%

Felton Rd and Baker St, Carlingford Roundabout with 1-lane

Roundabout



Created: Wednesday, 30 July 2025 11:47:01 AM
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8000870, 6016543, TRAFFIC SOLUTIONS PTY LTD, PLUS / 1PC

MOVEMENT SUMMARY

 Site: Existing AM peak + 10%

Felton Rd and Baker St, Carlingford Roundabout with 1-lane

Roundabout

Movement Performance - Vehicles											
Mov ID	ODMo	Demand Flows		Deg. Satn	Average	Level of	95% Back of Queue		Prop.	Effective	Average
	v	Total	HV		Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Baker St south											
1	L2	39	0.0	0.256	5.5	LOS A	1.5	10.5	0.46	0.61	45.1
2	T1	127	5.8	0.256	5.3	LOS A	1.5	10.5	0.46	0.61	45.7
3	R2	93	0.0	0.256	8.2	LOS A	1.5	10.5	0.46	0.61	45.6
Approach		259	2.8	0.256	6.4	LOS A	1.5	10.5	0.46	0.61	45.6
East: Felton Rd east											
4	L2	84	0.0	0.184	5.7	LOS A	1.0	7.1	0.49	0.65	44.9
5	T1	2	0.0	0.184	5.5	LOS A	1.0	7.1	0.49	0.65	45.5
6	R2	93	0.0	0.184	8.4	LOS A	1.0	7.1	0.49	0.65	45.3
Approach		179	0.0	0.184	7.1	LOS A	1.0	7.1	0.49	0.65	45.1
North: Baker St north											
7	L2	120	0.0	0.309	4.9	LOS A	1.9	13.7	0.39	0.57	45.3
8	T1	100	4.2	0.309	4.7	LOS A	1.9	13.7	0.39	0.57	45.9
9	R2	137	0.0	0.309	7.6	LOS A	1.9	13.7	0.39	0.57	45.7
Approach		357	1.2	0.309	5.9	LOS A	1.9	13.7	0.39	0.57	45.7
West: Felton Rd west											
10	L2	76	0.0	0.134	5.8	LOS A	0.7	5.0	0.49	0.64	45.1
11	T1	4	0.0	0.134	5.6	LOS A	0.7	5.0	0.49	0.64	45.7
12	R2	47	0.0	0.134	8.5	LOS A	0.7	5.0	0.49	0.64	45.5
Approach		127	0.0	0.134	6.8	LOS A	0.7	5.0	0.49	0.64	45.3
All Vehicles		922	1.3	0.309	6.4	LOS A	1.9	13.7	0.44	0.61	45.5

Level of Service (LOS) Method: Delay (RTA NSW).
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.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY



Site: Existing PM peak + 10%

Felton Rd and Baker St, Carlingford Roundabout with 1-lane

Roundabout

Movement Performance - Vehicles											
Mov ID	ODMo v	Demand Flows	Deg. Satn	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
		Total veh/h	HV %			v/c	Vehicles veh				Distance m
South: Baker St south											
1	L2	49	0.0	0.167	5.0	LOS A	0.9	6.3	0.36	0.53	45.7
2	T1	107	4.9	0.167	4.8	LOS A	0.9	6.3	0.36	0.53	46.3
3	R2	23	0.0	0.167	7.7	LOS A	0.9	6.3	0.36	0.53	46.1
Approach		180	2.9	0.167	5.2	LOS A	0.9	6.3	0.36	0.53	46.1
East: Felton Rd east											
4	L2	51	0.0	0.112	5.3	LOS A	0.6	4.0	0.40	0.59	45.3
5	T1	16	0.0	0.112	5.0	LOS A	0.6	4.0	0.40	0.59	45.9
6	R2	47	6.7	0.112	8.0	LOS A	0.6	4.0	0.40	0.59	45.6
Approach		114	2.8	0.112	6.4	LOS A	0.6	4.0	0.40	0.59	45.5
North: Baker St north											
7	L2	44	2.4	0.178	4.4	LOS A	1.0	7.2	0.24	0.54	45.5
8	T1	78	12.2	0.178	4.3	LOS A	1.0	7.2	0.24	0.54	46.1
9	R2	97	0.0	0.178	7.1	LOS A	1.0	7.2	0.24	0.54	46.0
Approach		219	4.8	0.178	5.5	LOS A	1.0	7.2	0.24	0.54	45.9
West: Felton Rd west											
10	L2	117	0.0	0.156	5.1	LOS A	0.8	5.8	0.38	0.57	45.5
11	T1	6	0.0	0.156	4.8	LOS A	0.8	5.8	0.38	0.57	46.2
12	R2	43	0.0	0.156	7.7	LOS A	0.8	5.8	0.38	0.57	45.9
Approach		166	0.0	0.156	5.7	LOS A	0.8	5.8	0.38	0.57	45.6
All Vehicles		679	2.8	0.178	5.6	LOS A	1.0	7.2	0.33	0.55	45.8

Level of Service (LOS) Method: Delay (RTA NSW).

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.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY



Site: Potential AM peak

Felton Rd and Baker St, Carlingford Roundabout with 1-lane

Roundabout

Movement Performance - Vehicles											
Mov ID	ODMo v	Demand Flows Total veh/h	Deg. Satn HV %		Average Delay v/c sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Baker St south											
1	L2	39	0.0	0.302	5.9	LOS A	1.8	12.9	0.52	0.65	44.9
2	T1	127	5.8	0.302	5.7	LOS A	1.8	12.9	0.52	0.65	45.4
3	R2	126	0.0	0.302	8.6	LOS A	1.8	12.9	0.52	0.65	45.3
Approach		293	2.5	0.302	7.0	LOS A	1.8	12.9	0.52	0.65	45.3
East: Felton Rd east											
4	L2	126	0.0	0.274	5.9	LOS A	1.6	11.4	0.52	0.67	44.8
5	T1	2	0.0	0.274	5.6	LOS A	1.6	11.4	0.52	0.67	45.5
6	R2	138	0.0	0.274	8.5	LOS A	1.6	11.4	0.52	0.67	45.2
Approach		266	0.0	0.274	7.3	LOS A	1.6	11.4	0.52	0.67	45.0
North: Baker St north											
7	L2	163	0.0	0.358	5.3	LOS A	2.4	16.7	0.46	0.60	45.2
8	T1	96	4.4	0.358	5.0	LOS A	2.4	16.7	0.46	0.60	45.8
9	R2	137	0.0	0.358	7.9	LOS A	2.4	16.7	0.46	0.60	45.6
Approach		396	1.1	0.358	6.1	LOS A	2.4	16.7	0.46	0.60	45.5
West: Felton Rd west											
10	L2	76	0.0	0.146	6.3	LOS A	0.8	5.5	0.55	0.67	44.8
11	T1	6	0.0	0.146	6.1	LOS A	0.8	5.5	0.55	0.67	45.4
12	R2	47	0.0	0.146	9.0	LOS A	0.8	5.5	0.55	0.67	45.2
Approach		129	0.0	0.146	7.3	LOS A	0.8	5.5	0.55	0.67	45.0
All Vehicles		1084	1.1	0.358	6.8	LOS A	2.4	16.7	0.50	0.64	45.3

Level of Service (LOS) Method: Delay (RTA NSW).

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.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY



Site: Potential PM peak

Felton Rd and Baker St, Carlingford Roundabout with 1-lane

Roundabout

Movement Performance - Vehicles											
Mov ID	ODMo v	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
		Total veh/h	HV %				Vehicles veh	Distance m			
South: Baker St south											
1	L2	49	0.0	0.193	5.3	LOS A	1.0	7.5	0.41	0.57	45.5
2	T1	107	4.9	0.193	5.0	LOS A	1.0	7.5	0.41	0.57	46.1
3	R2	43	0.0	0.193	7.9	LOS A	1.0	7.5	0.41	0.57	45.9
Approach		200	2.6	0.193	5.7	LOS A	1.0	7.5	0.41	0.57	45.9
East: Felton Rd east											
4	L2	81	0.0	0.179	5.4	LOS A	1.0	6.8	0.43	0.61	45.2
5	T1	25	0.0	0.179	5.1	LOS A	1.0	6.8	0.43	0.61	45.8
6	R2	77	4.1	0.179	8.1	LOS A	1.0	6.8	0.43	0.61	45.6
Approach		183	1.7	0.179	6.5	LOS A	1.0	6.8	0.43	0.61	45.4
North: Baker St north											
7	L2	84	1.3	0.216	4.6	LOS A	1.2	8.9	0.29	0.54	45.5
8	T1	78	12.2	0.216	4.4	LOS A	1.2	8.9	0.29	0.54	46.0
9	R2	97	0.0	0.216	7.3	LOS A	1.2	8.9	0.29	0.54	46.0
Approach		259	4.1	0.216	5.5	LOS A	1.2	8.9	0.29	0.54	45.8
West: Felton Rd west											
10	L2	117	0.0	0.168	5.4	LOS A	0.9	6.3	0.43	0.60	45.4
11	T1	12	0.0	0.168	5.1	LOS A	0.9	6.3	0.43	0.60	46.1
12	R2	43	0.0	0.168	8.0	LOS A	0.9	6.3	0.43	0.60	45.8
Approach		172	0.0	0.168	6.0	LOS A	0.9	6.3	0.43	0.60	45.6
All Vehicles		814	2.3	0.216	5.9	LOS A	1.2	8.9	0.38	0.57	45.7

Level of Service (LOS) Method: Delay (RTA NSW).

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.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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SIDRA INTERSECTION 6.0.24.4877

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**SIDRA
INTERSECTION 6**

Project: C:\Traffic solutions\20232024\034\sidra\2025 application\Baker and Felton2025.sip6
8000870, 6016543, TRAFFIC SOLUTIONS PTY LTD, PLUS / 1PC

**APPENDIX C – PRELIMINARY CONSTRUCTION TRAFFIC
MANAGEMENT PLAN**



Traffic Solutions Pty Ltd

**PROPOSED CONSTRUCTION OF A MIXED
USE DEVELOPMENT AT 241 – 245 PENNANT
HILLS ROAD, CARLINGFORD.**

**PRELIMINARY CONSTRUCTION
TRAFFIC MANAGEMENT PLAN**

8 October 2025

REF: 23.24.034

PROPOSED CONSTRUCTION OF A MIXED USE DEVELOPMENT AT 241 – 245 PENNANT HILLS ROAD, CARLINGFORD.

PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Prepared By: Craig Hazell, Director Traffic Solutions P/l
Accredited Level 3 (Lead Auditor) Road Safety
Auditor – Transport for NSW
M. 0417 262 057
craig@trafficsolutions.com.au



For: Mr Nigel White
Director
Triple Eight Pty Ltd
241-245 Pennant Hills Road
Carlingford NSW 2118
Ph. 0418 644 604
nigel@planningdirection.com.au

Report No.: 23.24.034

Date: 8 October 2025

Issue: PRELIMINARY

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10. ROAD RESERVE MAINTENANCE	8

FIGURE

1	LOCATION
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APPENDIX A INDICATIVE TRAFFIC CONTROL PLAN

1. INTRODUCTION

This Preliminary Construction Traffic Management Plan (CTMP) has been prepared to describe a method of demolition and construction for a mixed use development at 241 – 245 Pennant Hills Road, Carlingford. (See figure 1).

This plan will describe the proposed demolition, construction, traffic generation, vehicle approach/departure routes and impact upon the surrounding road network.



LOCATION

Fig 1

2. PROJECT DESCRIPTION

The proposal involves the demolition of the existing commercial building and construction of a mixed use development with 136 residential units, Child Care Centre, Gymnasium and commercial suites. This will involve the removal of an amount of material to provide for construction of the proposal.

All workers/contractors vehicles will be accommodated on site during demolition and construction. Workers will generally utilise their own utility vehicles with appropriate tools for both demolition and construction stages. The number of workers has not been determined at this stage as approval has not been granted and therefore a Project Manager, demolition team and builder have not been selected.

The largest vehicle expected at the site are 19m long (maximum) medium rigid trucks with super dogs for the removal of material, articulated vehicle for delivery of construction materials and equipment. No estimation of the number of trucks and contractor vehicle can be estimated at this stage. During demolition and construction trucks will enter and exit the site in a forward direction from Felton Road.

Areas for storage of, and delivery of material on site will be dedicated within the footprint of the proposed site.

3. PROJECT IMPACT

No cranes are proposed on the public footway for the excavation or construction phases of the project. No scaffolding will be required along the frontage of the site and pedestrian's pathway past the site will be maintained.

There are full time 'No Stopping' restrictions imposed around the Felton Road cul-de-sac and along the Felton Street frontage of the site. No works zone is being applied for or considered to be required at this stage.

3.1 Public Transport

No public transport service is impacted upon by this proposal.

3.2 Bicycles and Pedestrians

Construction activities will have some impact on the movement of pedestrians as a result of the required access to the site. During the activities that impact on pedestrian movements, appropriate traffic control should be provided to direct pedestrians and trucks safely at the vehicle entrance/exits. Attached as appendix A is an indicative Traffic Control Plan for the construction of a vehicle driveway.

3.3 Staff Numbers:

The number of workers has not been determined at this stage as approval has not been granted and therefore a Project Manager, demolition team and building contractors have

not been selected.

The majority of workers on site will be sub-contractors and therefore the average daily workers on site is not able to be estimated. Employees will park on the subject site.

3.4 Truck Numbers:

The number of trucks per day has not been determined at this stage as approval has not been granted and therefore a Project Manager, demolition team and building contractors have not been selected.

3.6 Operational times:

All truck/vehicle movements will occur during the hours conditioned by Council for activities on the site in accordance with any consent.

3.7 Types of Trucks:

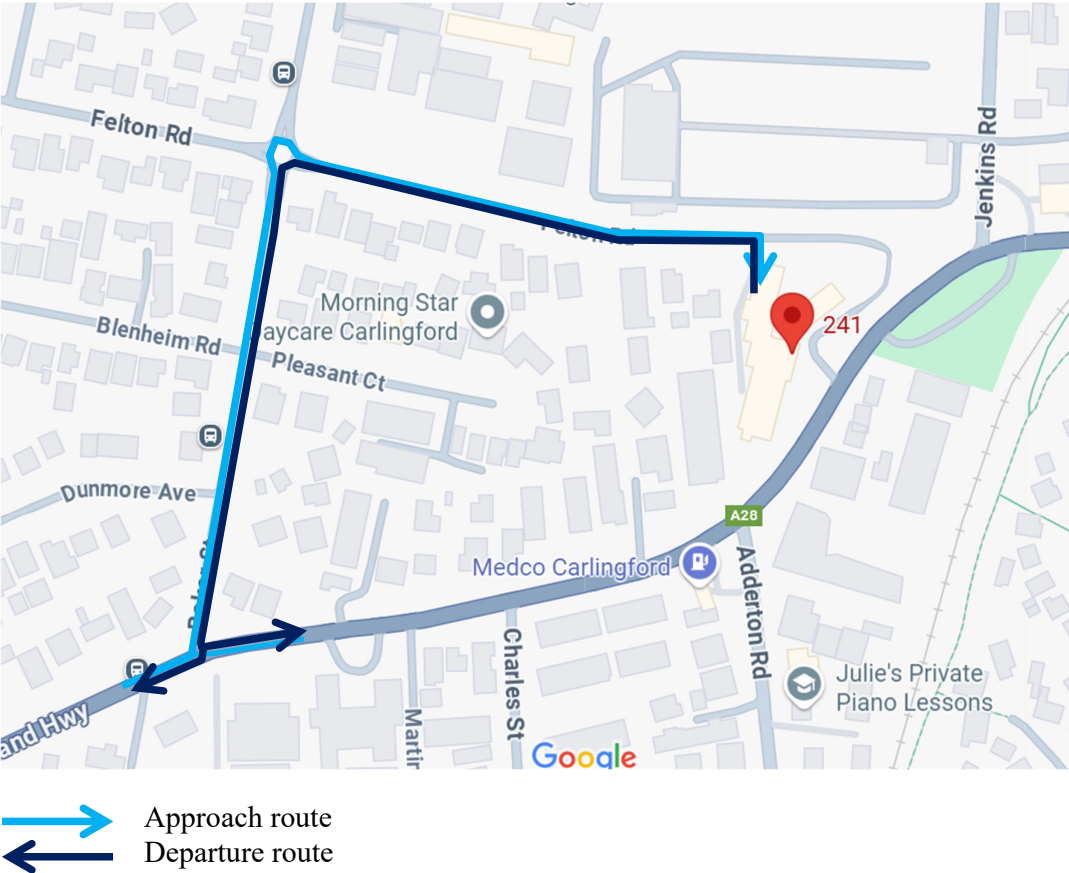
The largest vehicle expected at the site are medium rigid trucks with super dogs and articulated vehicles up to 19m in length for removal of material, delivery of construction materials and equipment. During demolition and construction trucks will enter and exit the site in a forward direction from Felton Road. Any larger transport vehicles if required would be subject to normal application process.

3.8 Truck Routes:

All drop off and pick up of materials will occur on site.

The approach and departure routes for heavy vehicle's proposed to/from the site will utilise the most direct suitable route to/from the state road Pennant Hills Road (See Figure 2). Trucks will approach from the north and south via Pennant Hills Road at the Traffic signals at Baker Street, then Felton Road via the roundabout on Baker Street. Departure will be vice versa.

The proposed route depicted in figure 2 for access to the site by construction traffic is recommended.



TRUCK ROUTES
Fig 2

5. MEASURES TO AMELIORATE

The Traffic impact assessment prepared by Traffic Solutions Pty Ltd of which this Preliminary Construction Traffic Management Plan is an appendix indicates that no traffic facilities or improvements to the existing surrounding road system are required for the expected traffic generation of the completed development. It is the opinion of this firm that the peak hour traffic generation during demolition and construction of the development will be considerably less than that of the completed proposal and therefore no amelioration to the road system is considered to be required.

6. PUBLIC TRANSPORT

No Public transport services are affected by this proposal. Construction personnel will be encouraged to use public transport wherever possible, however, given that most employees will be sub-contractors who require their own vehicle with tools this is unlikely to be realistic.

7. EMERGENCY VEHICLES

Emergency vehicles and other road users will not be affected by this proposal.

8. IMPACT UPON EXISTING AND FUTURE DEVELOPMENTS

The traffic generated by the construction of the proposal will not have any effect upon existing or known future development proposals.

9. TRAFFIC IMPACT UPON ADJOINING COUNCILS

The proposed truck routes, as a result of the need to dump spoil from the site at the receiving facility as well as receiving concrete from a batching plant, may impact on main roads within the adjoining council areas. This impact will be low given the low additional volumes that the construction is anticipated to generate.

10. PUBLIC CONSULTATION

All adjoining properties will be notified prior to works commencing.

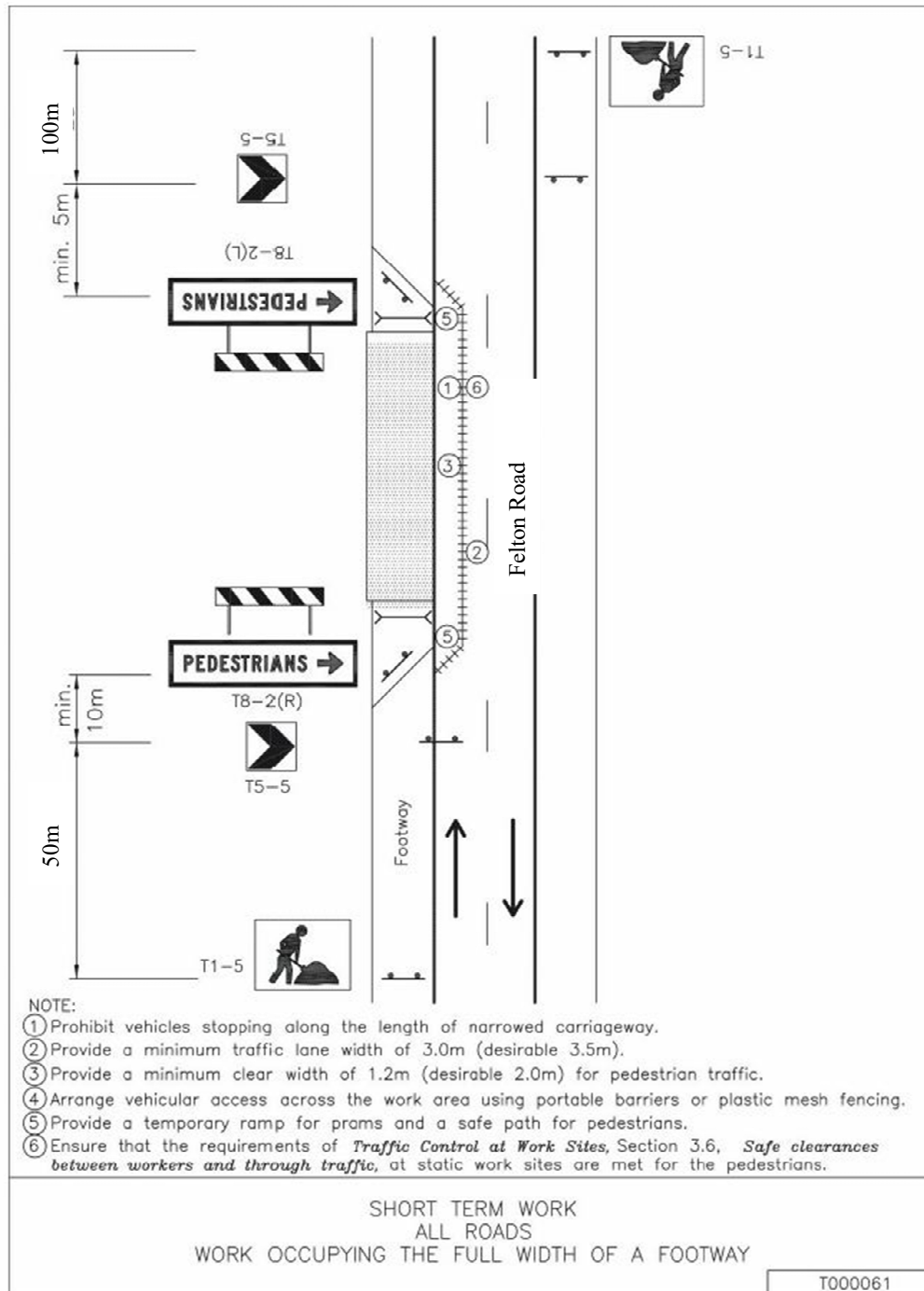
11. ROAD RESERVE MAINTENANCE

The reserve road is to be kept in a serviceable state during the project. At the direction of Council, the applicant will be required to undertake maintenance of the road reserve. This will be at no cost to Council.

APPENDIX A INDICATIVE TRAFFIC CONTROL PLAN



Traffic Control at Work Sites



TCP 61



Traffic Control at Work Sites

	Flashing Arrow Sign (Left)
	Flashing Arrow Sign (Right)
	Separation Line
	Single Barrier Line - (BS)
	Double Barrier Line - (BB)
	Edge Line
	Traffic Cones
	Delineators
	Grader or Snow Plough (with flashing yellow lamps)
	Work Vehicle and Trailer (with flashing yellow lamps)
	Linemarkers (with flashing yellow lamps)
	Tractor with Mower (with flashing yellow lamps)
	Work Vehicle or Truck (with flashing yellow lamps)
	Work Area
LIST OF STANDARD SYMBOLS SHEET 1 OF 3	
T000358	

T000358**C-2**September 2003
Issue 1



Traffic Control at Work Sites

	Antiglare screen
	Barrier Board Position
	Barrier Board
	Daytime Strobe
	Flashing Yellow Lamps (for sign mounting)
	Rotating Flashing Yellow Lamps (for vehicle mounting)
	Traffic Controller
	Reflector Carrier & Spotter
	Sign – single sided
	Sign – double sided
	Traffic Signal Position
	Traffic Signal Display
	Pedestrian Containment Fencing
LIST OF STANDARD SYMBOLS SHEET 2 OF 3	
T000359	

T000359

APPENDIX D RMS CORRESPONDENCE

From: RATHAN Pahee [Pahee.RATHAN@rms.nsw.gov.au]
Sent: Friday, April 04, 2014 2:48 PM
To: 'Danny Jones'
Subject: RE: 241-245 Pennant Hills Road Carlingford
Attachments: 04042014142744-0001.pdf

Hi Danny,

I refer to your email below regarding the proposed rezoning of land at 241-245 Pennant Hills Road, Carlingford and provides the following comments for your consideration:

1. Please find attached plans showing the road reservation (in grey colour) and land required for road widening (in pink colour).
2. The land included for FSR is determined by the consent authority. However, Roads and Maritime Services (Roads and Maritime) would support your application for the inclusion of land dedicated for road widening in FSR calculations.
3. Roads and Maritime would not object to left-in only garbage vehicle access from Pennant Hills Road to service the site. However, Roads and Maritime may consider a commercial traffic access if a deceleration lane is provided outside the land required for road widening. The access needs to be restricted to left-in and left-out only by means of physical measures.

I trust this information is of assistance.

If you like to discuss this matter further, please call me on 8849 2219.

Regards

Pahee Rathan

Senior Land Use Planner

Land Use | Network & Safety

T 02 8849 2219 F 02 8849 2918

www.rms.nsw.gov.au

Roads and Maritime Services
27 Argyle Street Parramatta NSW 2150 | PO Box 973 PARRAMATTA CBD NSW 2150

From: Danny Jones [<mailto:danny@planningdirection.com.au>]

Sent: Thursday, 27 March 2014 4:41 PM

To: Development Sydney

Subject: 241-245 Pennant Hills Road Carlingford

Hi Pahee

Thank you for your time today- appreciated.

Please find attached our initial planning concept plans. Please note that they will need to be revised to reflect the matters discussed today.

It would be appreciated if you could forward correspondence to me regarding the RTAs position/requirements as soon as possible so that I can progress the proposal with The Hills Council.

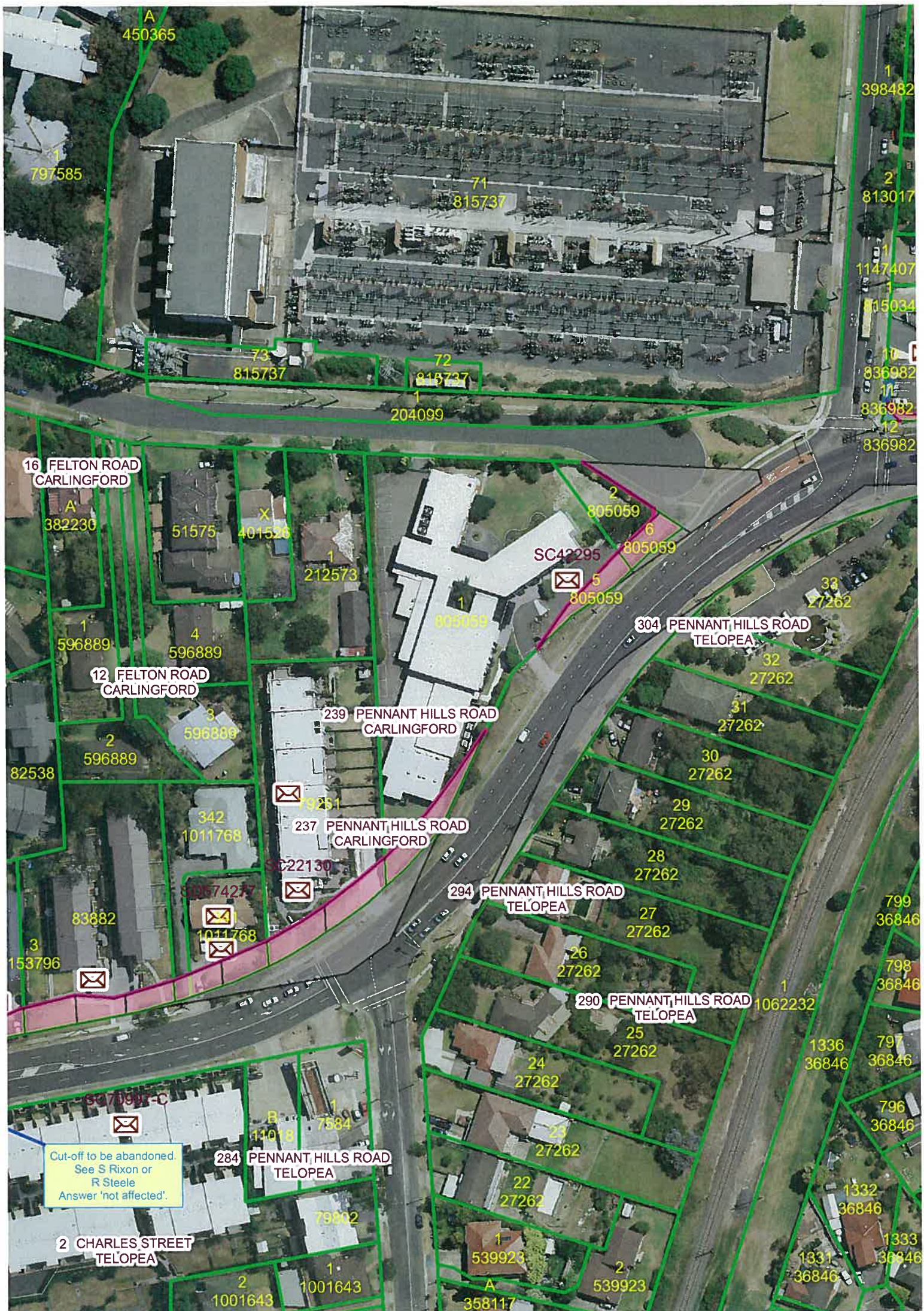
Can you confirm the following in your correspondence:

1. The dimensions/area of road widening affecting the southern corner of the site.
2. Confirmation as to whether road widening is required in the northern corner of the site (the area that is zoned B2 rather than proposed road widening). I would assume that if required it would correlate with lots 5 and 6 on the subdivision plan.
3. Confirmation that you support the ability of the developer to utilize the floor space potential of the road widening in the development of the site on the strict proviso that the land required for road widening is dedicated to the RTA as no cost at DA stage. As discussed this will ensure that the developer is not penalized by the road widening affectation, ensures that the RTA gets the widening at no cost, and avoids any potential for protracted negotiations and potential disagreements down the track about land values and compulsory acquisition. Basically it provides a clear cut solution whereby all parties achieve their desired outcome in a simple and straightforward manner.
4. Confirmation on the vehicle access restrictions to Pennant Hills Road. Basically I think the position was that the only access that would be considered was for commercial traffic (only if a slip lane was provided within the site boundaries as determined by the property boundaries after road widening) or garbage vehicle access only from Pennant Hills Road (a slip lane would not be required but the servicing hours would be limited so as not to conflict with peak traffic periods)

Thanks again for your assistance- once I have your response I can refine the design and hold further discussions with Council

Regards Danny
0414254882

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services (RMS) is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of RMS. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient.



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Cut-off to be abandoned.
See S Rixon or
R Steele
Answer 'not affected'.

