

Transport Impact Assessment

300 Burns Bay Road, Lane Cove

Proposed Residential Development

24177

Prepared for

Lane Cove Developments No.1 Pty td

18 February 2026



Contact Information

Genesis Traffic	Suite 3, 53 Grandview Street, Pymble NSW 2073
	www.genestrtraffic.com.au
	ABN 34 660 055 532
Email	bernard@genestrtraffic.com.au
Approved By	Bernard Lo

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1 Introduction

1.1 Background

This Traffic Impact Assessment (TIA) prepared by Genesis Traffic on behalf of Lane Cove Developments no,1 Pty Ltd ('the Applicant') in support of a concurrent Rezoning Proposal and State Significant Development Application (Rezoning and SSDA) for a mixed-use development for the site at 300 Burns Bay Road, Lane Cove (the site).

This SSDA seeks approval for:

- Demolition of existing structures on the site, tree removal and site excavation for basement levels.
- Construction of a new residential flat building ranging from 7-15 storeys and comprising 225 apartments including:
 - 191 market apartments;
 - 34 affordable apartments; and
 - Communal areas at lower ground, ground level with new recreation park at the eastern edge of the site, rooftop levels including a pool.
- Car and bicycle parking for residents and visitors at lower ground and two (2) basement levels, including:
 - 237 car parking spaces;
 - Garbage storage; and
 - Plant rooms and other associated services.
- Public domain and landscaping improvements, including:
 - New open space at the eastern edge of the site; and
 - Hard and soft landscaping works.

The concurrent Rezoning seeks the following amendments to the *Lane Cove Local Environmental Plan 2010* (LCLEP 2010) to facilitate the proposed development:

- Amend the Height of Buildings Map under Clause 4.3 to increase the building height from 21m to 54m; and
- Amend the Maximum Floor Space Ratio Map under Clause 4.4 to change the maximum Floorspace Ratio (FSR) from 2:1 to 3.22:1.

For a further detailed project description, please refer to the Environmental Impact Statement and Rezoning Report prepared by Colliers Urban Planning.

This report should be read in conjunction with the Rezoning Request and Environmental Impact Statement prepared by Colliers Urban Planning, the Architectural Plans prepared by PBD Architects, and the other accompanying technical documents that form part of the State Significant Development Application.



This report addresses the following item tabulated in Table 1-1 required by the Secretary's Environmental Assessment Requirements (SEARs).

Table 1-1 Response to SEARs

SEAR	Response Reference
<p>9. Transport</p> <p>Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.</p>	<p>Sections 3-6</p>
<p>If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.</p>	<p>Section 7</p>

1.2 Scope of Assessment

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

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



1.3 Reference Documents

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

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan (Lane Cove Municipal Council)
- Guide to Transport Impact Assessment, NSW Government, 2024
- State Environmental Planning Policy (Housing) 2021, NSW



2 Proposed Development

The proposal seeks consent for the demolition of existing structures, excavation, and construction and operation of a residential apartment complex, basement car parking, landscape, and public domain works.

Table 2-1 below identifies of the development composition.

Table 2-1 Proposed Development Yield

Component	Details
Residential	39 x one-bed apartments 123 x two-bed apartments 63 x three-bed apartments Total: 225 x apartments
Parking	223 x residential spaces 14 x visitor spaces Total: 237 x spaces
Access	Vehicular access to basement car park via Burns Bay Road

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

3 Existing Conditions

3.1 Site and Surrounding Context

The site is located at 300 Burns Bay Road, Lane Cove NSW 2066 and is legally described as Lot 15 DP1230609. Situated within the Lane Cove Council (LCC) Local Government Area (LGA), the site is zoned R4 High Density Residential within the Lane Cove Local Environmental Plan 2009 (LCLEP). It has an area of 7,595 m² and comprises an existing office building and warehouse extension on the eastern portion of the site. A single storey structure providing car parking occupies the western part of the site. Car parking is also provided at grade along the southern site boundary and a tennis court is located on the western part of the site.

The site has a sloping topography, with a high point at 22.15m (AHD) along the boundary with the properties to the north, sloping south to a low point of 18.83m (AHD) along the southern boundary, representing an approx. 3.5m level change across the site from north to south.

Vehicle and pedestrian access to the site is via Burns Bay Road. A right of carriageway extends along the western site boundary for driveway access to the neighbouring buildings at 292-298 Burns Bay Road.

An aerial photo of the site is shown at Figure 3-1 below.

Figure 3-1 Site Aerial



Source: Metromap (Modified by Genesis Traffic)



3.2 Road Network

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

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Burns Bay Road	<ul style="list-style-type: none"> State Road Speed limit 60 km/h 2 lane(s) in each direction Clearway restriction between 6am - 7pm Monday to Friday along both sides of the street
Burns Bay Road	<ul style="list-style-type: none"> Local Road (site frontage) Speed limit 50 km/h 1 lane in each direction No Parking restriction along both sides of the street
Waterview Drive	<ul style="list-style-type: none"> Local Road Speed limit 50 km/h 2 lanes in each direction Time restricted (2P) on-street parking along both sides of the street



3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site are detailed in Table 3-2:

Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	<ul style="list-style-type: none">· Intersection of:<ul style="list-style-type: none">○ Burns Bay Road (State) and Burns Bay Road (Local)
Roundabout	<ul style="list-style-type: none">· Intersection of:<ul style="list-style-type: none">○ Burns Bay Road and Waterview Drive
Give-way / Stop Control	<ul style="list-style-type: none">· Intersection of:<ul style="list-style-type: none">○ Burns Bay Road and Waterview Drive
Bus Lane	<ul style="list-style-type: none">· Along part of<ul style="list-style-type: none">○ Burns Bay Road

3.4 Existing Public Transport Infrastructure

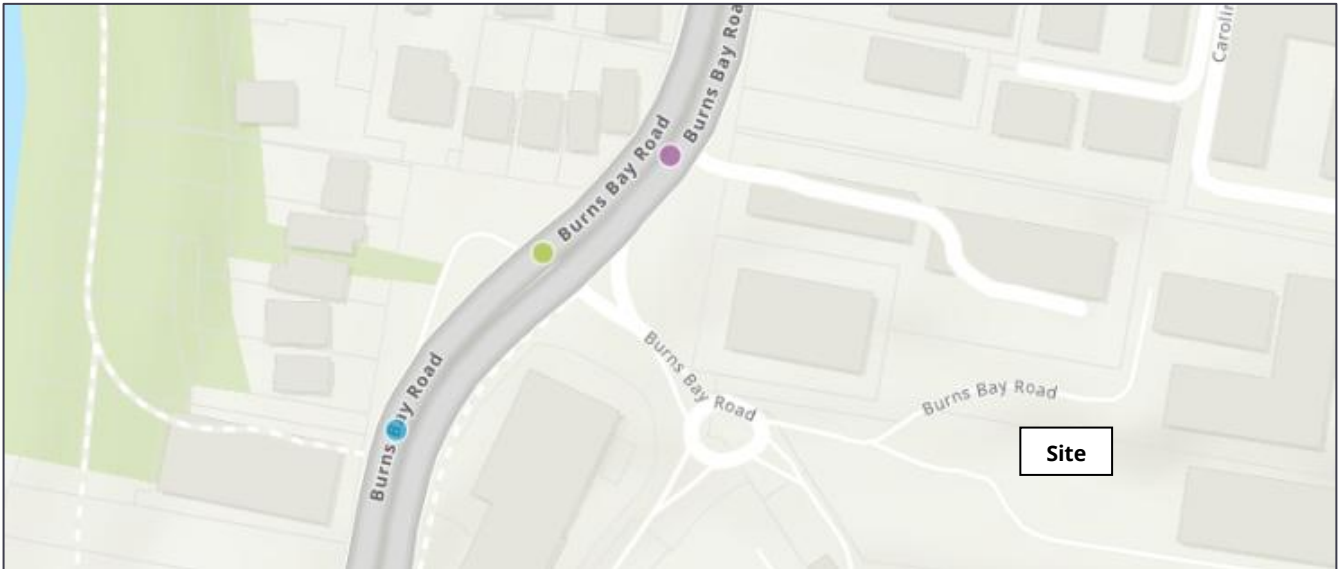
A separately documented Green Travel plan (**Attachment 2**) accompanies this submission.



3.5 Crash History

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

Figure 3-3 Locations of the Recorded Crashes



Source: TfNSW

Table 3-3 Crash Data Record

Location	Year of Crash	RUM Code	RUM Description	Number Killed	Number Injured	Degree of Cash
Burns Bay Road / Burns Bay Road	2021	81	Off left on right bend into object	-	2	Serious Injury
Burns Bay Road	2022	49	Other manoeuvring	-	1	Minor/other injury
	2024	81	Off left on right bend into object	-	1	Moderate injury

Over the most recent five-year period, three crashes were recorded in the vicinity of the site. Only one of these incidents resulted in a serious injury, with the remaining crashes involving minor or moderate injuries. The frequency of crashes has remained relatively consistent over this period, and no collisions involving pedestrians or cyclists were reported.



3.6 Existing Traffic Conditions

Traffic surveys were commissioned in 2024 as part of this assessment to record the AM peak and PM peak traffic flows at the following intersections:

- Burns Bay Road (north-south) and Burns Bay Road (east-west)
- Burns Bay Road and Waterview Drive

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

The background traffic volumes will be projected to the current year (2025) using a conservative annual growth rate of 2%.

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

- Degree of Saturation – the total usage of the intersection expressed as a factor of 1, with 1 representing 100% use/saturation.
- Average Delay – the average delay encountered by all vehicles passing through the intersection.
- 95% Queue Length (Q95) – is defined to be the queue length in metres that has only a 5% probability of being exceeded during the analysis period. It transforms the average delays into measurable distance units.
- Level of Service (LOS) – this is a categorisation of average delay, intended for simple reference. The RMS adopts the following bands (Table 3-4)

Table 3-4 Intersection Performance – Levels of Service

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



F	> 70	Extra capacity required	Extreme delay, major treatment required
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An indication of the prevailing traffic operations at the following intersections is provided in the SIDRA assessment (Table 3-5).

Table 3-5 Existing Intersection Traffic Circumstance

Intersection	AM Peak			PM Peak		
	LOS	AVD	DOS	LOS	AVD	DOS
Burns Bay Road / Burns Bay Road	B	23.1s	0.911	C	31.0s	0.942
Burns Bay Road / Waterview Drive	A	8.8s (SE.UT)	0.082	A	8.9s (E.UT)	0.119

Note:

The worst movement of the Burns Bay Road/Waterview Drive roundabout is also reported in the above table. For example, the U-Turn movement from the North East approach is abbreviated and expressed as (NE.UT).

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

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

The assessment notes that while the overall Burns Bay Road/Burns Bay Road intersection operate with spare capacity, the minor legs (northwest and southeast) within the intersection operate at a LOS E during both the AM and PM peak periods. This outcome is a typical event in a SCATS controlled corridor where green time is prioritised for the major road – in this case, Burns Bay Road (northeast - southwest) which generally operate at a LOS B during the AM and PM peaks.



4 Parking Assessment

4.1 Car Parking Requirement

Reference is made to the non-discretionary development standards in Chapter 2, Part 2 (In-fill Affordable Housing) of SEPP 2021, specifically section 19. The relevant car parking rates are provided in Table 4-1.

It is noted that the SEPP Housing does not stipulate these rates as maximum car parking rates.

Table 4-1 Car Parking Rates

Land Use	Element	Minimum Parking Rates
Affordable Housing (SEPP)	One-Bed	0.4 spaces per unit
	Two-Bed	0.5 spaces per unit
	Three-Bed	1.0 space per unit
Non-affordable Housing (SEPP)	One-Bed	0.5 spaces per unit
	Two-Bed	1.0 space per unit
	Three-Bed	1.5 spaces per unit

Application of the proposal using the above criteria would indicate the following requirement(s) in Table 4-2.

Table 4-2 Required Car Parking Spaces

Element	Unit/GFA	Requirement
Affordable Housing	One-Bed	5 unit(s) 2
	Two-Bed	19 unit(s) 9.5 (10)
	Three-Bed	10 unit(s) 10
		Sub Total: 22 spaces
Non-Affordable Housing	One-Bed	34 unit(s) 17
	Two-Bed	104 unit(s) 104
	Three-Bed	53 unit(s) 79.5 (80)
		Sub Total: 201 spaces
Visitors	225 unit(s)	No Requirement
Total		223 spaces

Accordingly, the proposal provides **237** parking spaces in the carpark to comply with the SEPP requirements in the following composition:



- 223 x residents
- 14 x visitors

The assessment notes that under Clause 2.10 of State Environmental Planning Policy (Planning Systems) 2021, DCPs do not apply to State Significant Developments. Notwithstanding, the proposal offers 14 visitor spaces to meet the occasional visitation need by the residential occupants.

4.2 Bicycle and Motorcycle Parking Requirement

The applicable bicycle parking rates (Table 4-3) are provided in Part R Table 3 of the Lane Cove DCP

Table 4-3 Bicycle Parking Rates

Development Type	Element	Parking Rates
Residential	Resident	1 space per 4 dwellings
	Visitor	1 rack + 1 rack per 10 dwellings

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

Table 4-4 Required Bicycle Storage/Parking Spaces

Element	Unit/GFA	Requirement	
		<u>Resident/Employee</u>	<u>Visitor</u>
Residential	225 units	57	24
Total		81 spaces	

It is proposed to provide **81** bicycle spaces to comply with the DCP requirement.

4.3 Motorcycle Parking Requirement

The applicable motorcycle parking rate is provided in Part R Section 2.8 of the Lane Cove DCP:

- *1 motorcycle parking space per 15 car spaces*

Therefore, the requirement based on the provided 237 car spaces is 16 motorcycle spaces. The proposal of **16** motorcycle spaces complies.



4.4 Loading and Servicing Requirement & Arrangement

The carpark and onsite loading facility has been designed to accommodate an 8.8m long Medium Rigid Vehicle (MRV). A suitably sized loading area will be provided on the lower ground floor and the truck will access the site via Burns Bay Road.

Vehicle access movements to and from the site will occur in a forward direction.



5 Access and Circulation Design

5.1 Access

The proposed access driveway will be located at Burns Bay Road.

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

5.2 Design Assessment and Internal Circulation

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

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

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	>6.0m	Yes	
Access Width	(Category 2) 6.0m – 9.0m	6.2m	Yes	
Passing Provision	1 per 30m	Provided	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20) down Max 12.5% (1:8) up	1:20	Yes	
Vehicular Control Point	Max 5% (1:20)	1:9	No	Note 1
Type of Vehicular Control Point	Island with Intercom / Security Gate	Roller Shutter	Yes	
Straight Ramp / Driveway				
Ramp Grade (Private Carpark)	Up to 20m Max 25% (1:4)	1:4	Yes	
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	1:8	Yes	
Roadways Width (Two-way)	Min 5.5m	Min 5.8m	Yes	
Headroom Clearance	Min 2.2m Min 2.26m (Close to Transition)	>2.2m	Yes	
Internal Circulation	B85 and B99 Passing	Provided	Yes	
Curved Ramp				



Outside Radius	Two-way: Min 11.8m	10.8m	Satisfied	Note 2
Inside Radius	Min 4.0m	4.3m	Yes	
Kerbs	Outside kerb: 500mm Inside kerb: 300mm Between kerb: 600mm	Outside kerb: 500mm Inside kerb: 300mm	Yes	
Lane Width (Two-way)	Two-way: Min 6.7m	6.5m	Satisfied	Note 2
Parking Modules				
Car Space Dimension	User Class 1A 5.4m long x 2.4m wide	Provided	Yes	
Aisle Width	User Class 1A 5.8m (+ 300mm from wall)	Min 5.8m	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	>1.0m	Yes	
Headroom Clearance	Min 2.2m	>2.2m	Yes	
Gradient	Max 5% (1:20) parallel to direction of parking Max 6.25% (1:16) any other direction	Level	Yes	

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

Features	Requirement	Provision	Compliance	Notes
Parking Modules				
Space Dimension	8.8m long x 3.5m wide	Provided	Yes	
Headroom Clearance	Min 4.5m	4.5m	Yes	
Gradient	Max 4% (1:25)	Level	Yes	

Table 5-3 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

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



Note 1:

The assessment notes that the roller shutter is placed on a 1:9 gradient, departing from the AS2890.1 requirement of 1:20. The design intent of this 1:20 requirement is to allow for a queueing bay for vehicles to wait for the roller shutter to open. In this case, the entering vehicle will have a 1:20 standing surface while the outbound traffic approaches the shutter at 1:9. It is recommended that a sensor be placed further inside the driveway enabling the roller shutter to open prior to vehicles approaching the top of the ramp.

Note 2:

The assessment notes that the proposed ramp geometry departs from the AS2890.1 requirements. Nevertheless, a swept path analysis was conducted and has demonstrated that a B85 and B99 can independently pass one another without undue difficulty. On this basis, the assessment deems the proposed ramp to be adequate and acceptable. Details of the swept path diagrams demonstrating the associated B85 and B99 movement is provided in **Attachment 5**.

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

5.3 Loading and Servicing Circulation

The proposed loading arrangement complies with the requirements of AS2890.2:2018 as demonstrated in Table 5-2. The designated service vehicle(s) can enter and exit the site and loading area in a satisfactory manner (refer to Section 5.4: Swept Path Analysis).

5.4 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 5**.



6 Traffic Assessment

6.1 Existing Traffic Generation

The assessment notes that the site is currently occupied by an operational office building and associated warehouse component. To ensure a conservative analysis, the assessment will assume that the existing premises have ceased operations and therefore, will not discount any potential existing traffic generation when evaluating the proposed development's traffic impacts.

6.2 Development Traffic Generation

The Guide to Transport Impact Assessment (2024) provides regression formulae for high-density residential dwellings with low public transport accessibility in Sydney Metropolitan areas. The relevant formulae are as follows:

Metropolitan Area

AM Peak $0.134P + 4.9$ (where $P > 147$)

PM Peak $0.20P$

where P = Number of off-street parking spaces

Application of these trip rates to the proposed 237 off-street parking spaces would indicate a peak hour traffic generation outcome in Table 6-1.

Table 6-1 Development Traffic Generation During Peak Hour

Period	Total	In	Out
AM peak	37 vtpH	7 vtpH	30 vtpH
PM peak	47 vtpH	38 vtpH	9 vtpH

6.3 Overall Traffic Generation

The expected overall net traffic generation outcome is tabulated in Table 6-2.

Table 6-2 Net Peak Hour Traffic Generation

Period	AM Peak (vtpH)		PM Peak (vtpH)	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Residential	7	30	38	9



6.4 Development Trip Distribution

The 2021 Journey to Work Data provides insights into the commuting patterns in the Lane Cove area, outlining the LGA where residents work and where workers in the area reside (Table 6-3).

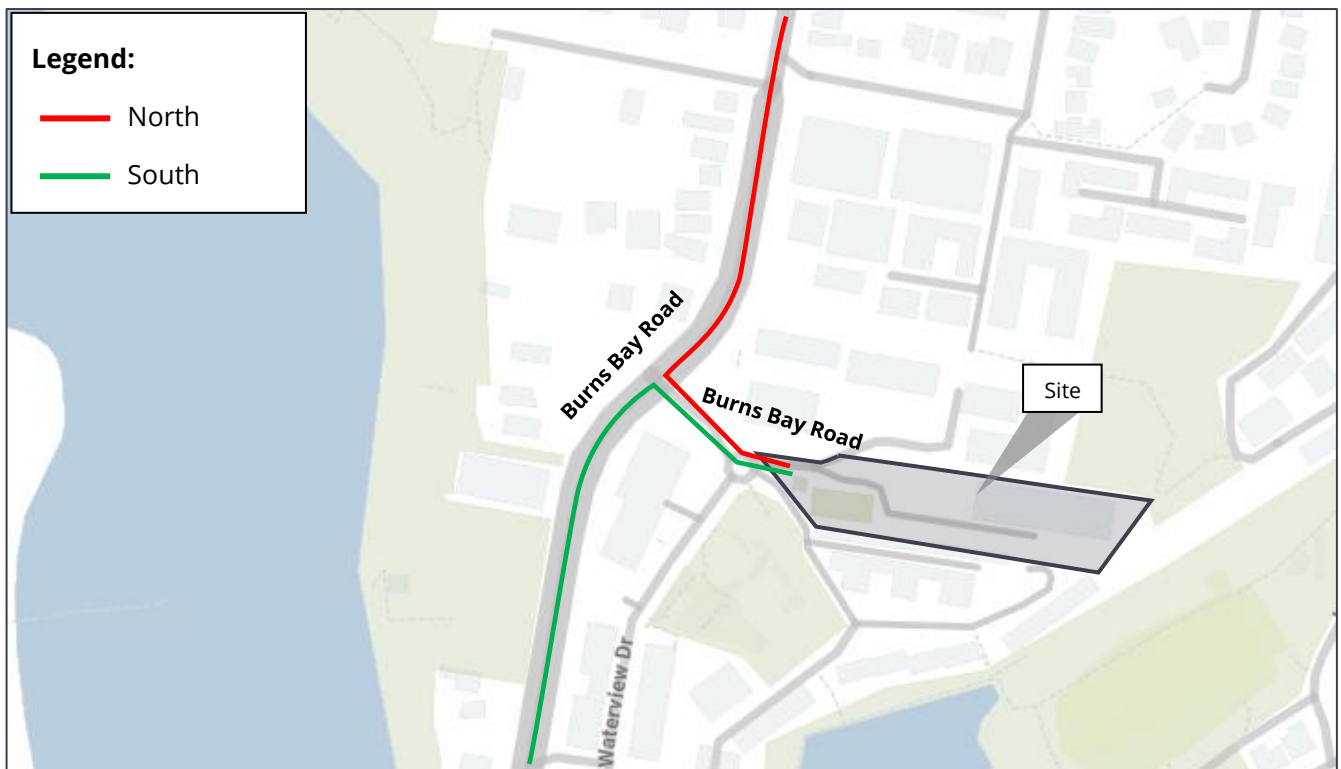
Table 6-3 2021 Journey to Work Data

Residents' Place of Work (POW)		Workers' Place of Residence (POR)	
LGA	Proportion	LGA	Proportion
Sydney	27%	Hornsby	12%
Ryde	10%	Ku-ring-gai	9%
Willoughby	9%	Ryde	9%
North Sydney	9%	Parramatta	7%
Hornsby	8%	Northern Beaches	6%
Ku-ring-gai	7%	Willoughby	5%
Parramatta	4%	North Sydney	5%
Northern Beaches	4%	Blacktown	5%

Source: Profile id

Accordingly, the directional distribution of traffic assigns 60% of movements to the north on Burns Bay Road and 40% to the south. The nominal route choices from/to each direction are illustrated in Figure 6-1.

Figure 6-1 Approach and Depart Route Distribution

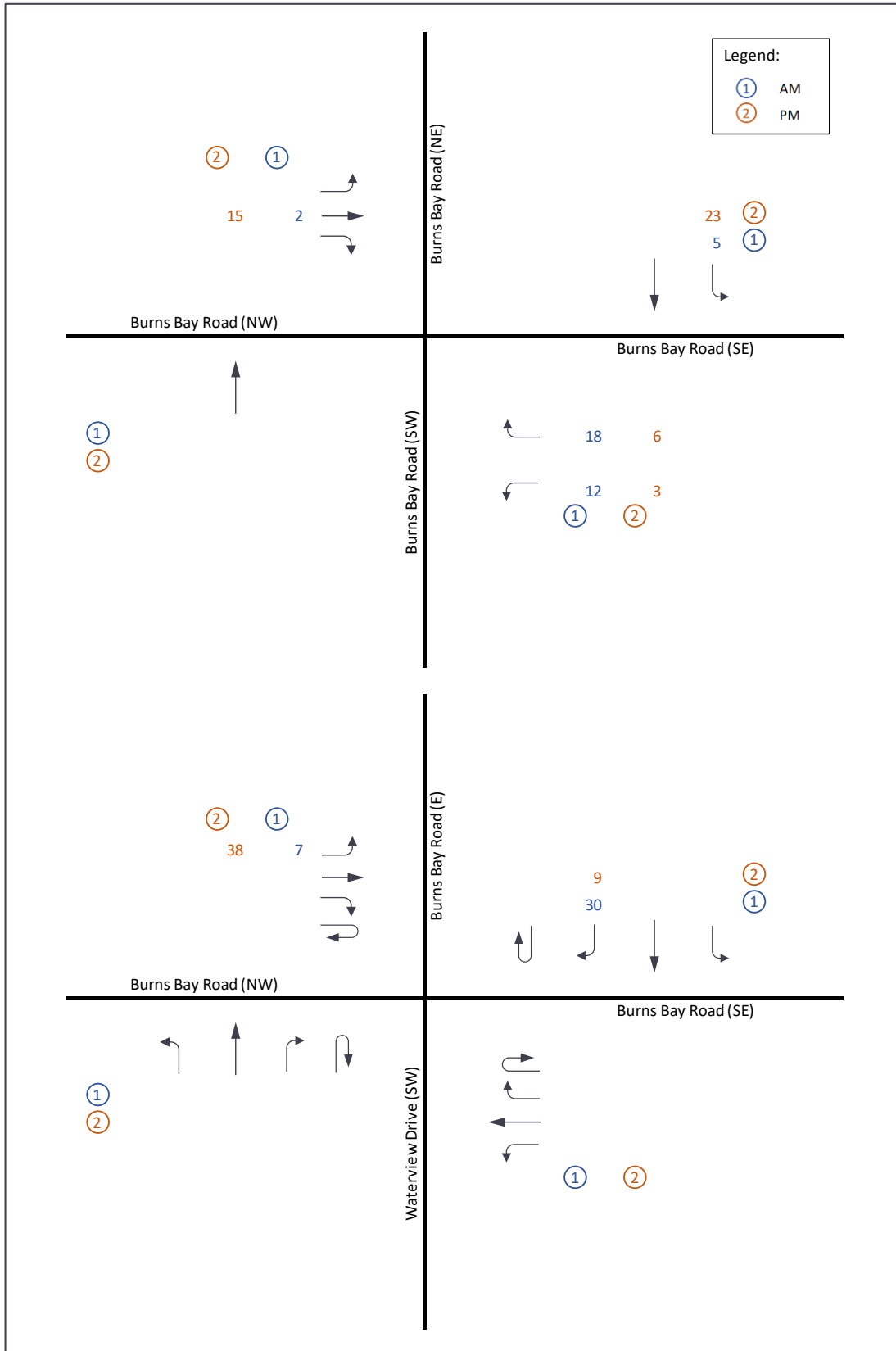


Source: Mecone (modified by Genesis Traffic)



On this basis, the development generated traffic movement in each direction are illustrated in Figure 6-2.

Figure 6-2 Inbound and Outbound Traffic during AM and PM Peak





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

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

Intersection	AM Peak			PM Peak		
	LOS	AVD	DOS	LOS	AVD	DOS
Pre-development						
Burns Bay Road / Burns Bay Road	B	23.1s	0.911	C	31.0s	0.942
Burns Bay Road / Waterview Drive	A	8.8s (SE.UT)	0.082	A	8.9s (E.UT)	0.119
Post Development						
Burns Bay Road / Burns Bay Road	B	23.4s	0.911	C	35.6s	0.961
Burns Bay Road / Waterview Drive	A	8.9s (SE.UT)	0.085	A	8.9s (E.UT)	0.125

Note:

The worst movement of the Burns Bay Road/Waterview Drive roundabout is also reported in the above table. For example, the U-Turn movement from the North East approach is abbreviated and expressed as (NE.UT).

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

The assessment found the existing road network operate with satisfactory capacity and the existing level of service will be maintained following the addition of the subject development.

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

6.5 Sensitivity Analysis – 10 Year Design Horizon

A sensitivity analysis was also conducted to evaluate conditions over a 10-year horizon, assuming a conservative annual background traffic growth rate of 2%. The results of this analysis are presented in Table 6-5.



Table 6-5 Existing and Post Development SIDRA Assessment Outcome - 2035

Intersection	AM Peak			PM Peak		
	LOS	AVD	DOS	LOS	AVD	DOS
Pre-development						
Burns Bay Road / Burns Bay Road	F	102.7s	1.131	F	124.2s	1.178
Burns Bay Road / Waterview Drive	A	8.9s (SE.UT)	0.100	A	9.0s (E.UT)	0.141
Post Development						
Burns Bay Road / Burns Bay Road	F	102.5s	1.131	F	133.7s	1.199
Burns Bay Road / Waterview Drive	A	9.1s (SE.UT)	0.103	A	9.0s (E.UT)	0.148

Note:

The worst movement of the Burns Bay Road/Waterview Drive roundabout is also reported in the above table. For example, the U-Turn movement from the North East approach is abbreviated and expressed as (NE.UT).

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

The assessment found that the projected traffic load resulting from the proposal will retain the road network's levels of service in 2035. However, as the background traffic grows further, the Burns Bay Road/Burns Bay Road intersection is expected to fail in 2035 under background traffic demand (no development traffic) during the AM and PM peak periods. Specifically, the northbound through movement is expected to operate at a LOS F during the AM peak, while the southbound through movement is expected to operate at a LOS F during the PM Peak.

As the Burns Bay Road/Burns Bay Road intersection's failure is not directly caused by the development traffic, the assessment recommends the relevant road authority to consider a potential capacity upgrade to the intersection's through movements to alleviate future capacity constraint.

6.6 Cumulative Impact Assessment

There are no recently approved major developments surrounding the site. However, this will be subject to further consultation with TfNSW or Council.



7 Preliminary Construction Traffic Management Plan

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

7.1 Scope of Works

The scope of this Preliminary CTMP includes the following:

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

7.2 Overview of Construction Works

7.2.1 Construction Program

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

Table 7-1 Works Program (estimate)

Phase	Program	Estimated Period (Weeks)	Estimated Trips per Day	Estimated No. of Workers per Day
1	Site Establishment	3	1-2	10
2	Demolition	12	5-7	20
3	Excavation / Earthworks	26	10-15	20
4	Construction / Concrete Pouring	35	15-20	60-80
5	Fitout	20	5-10	60-80



7.2.2 Construction Hours

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

Table 7-2 Permitted Work Hours

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

7.2.3 Construction Vehicle Route

Truck movements associated with the construction processes will approach and depart the site using the existing vehicular access via Burns Bay Road, as illustrated in Figure 7-1 and Figure 7-2. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council or TfNSW.

Figure 7-1 Truck Approach Route

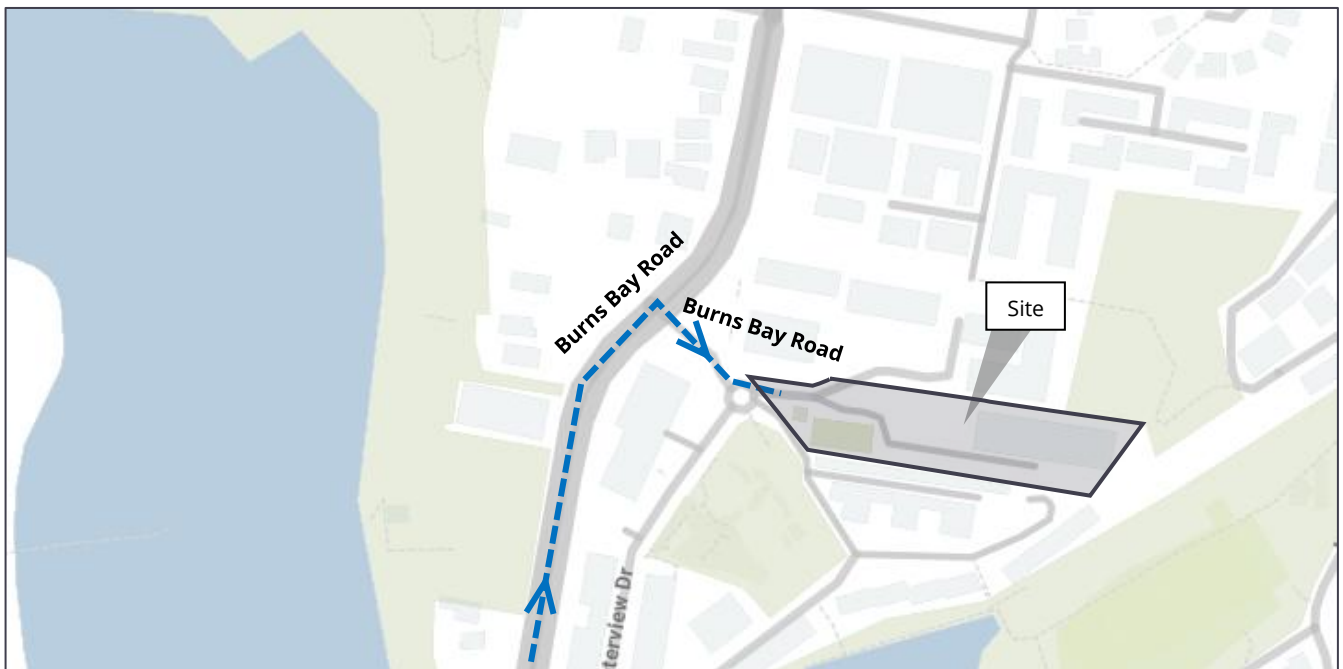
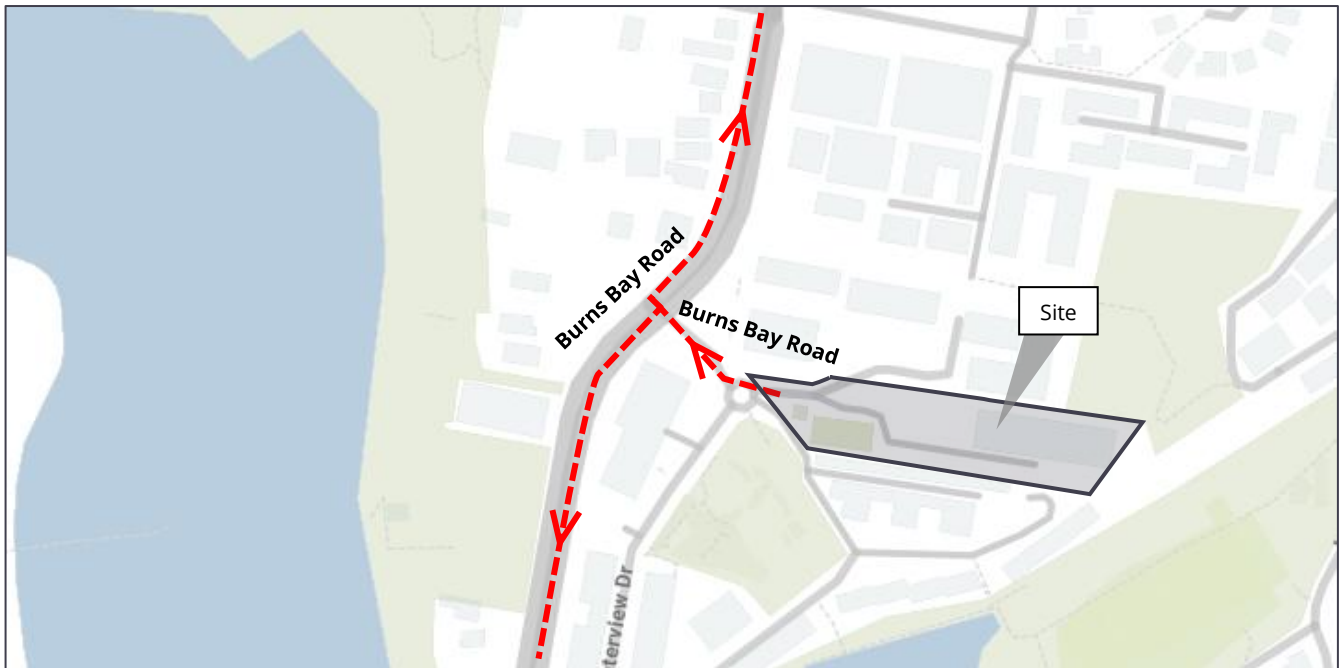




Figure 7-2 Truck Departure Route



Source: Mecone (modified by Genesis Traffic)

During the course of construction, all trucks will approach and depart the site in a forward direction. In the event where construction vehicles are unable to manoeuvre from/to the site, a Works Zone will be established along the site frontage. Vehicles will approach, stand within the Works Zone and depart forwards. All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

7.2.4 Emergency Vehicle Access

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

7.2.5 Materials Handling

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

7.2.6 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) will be developed in due course. TGSs shall be developed in accordance with the TfNSW Traffic Control at Work Sites Technical Manual. The control of traffic at work sites must be

undertaken with reference to Workcover requirements and the contractor's Constructions Workplace Health and Safety Manuals.

7.2.7 Other Construction Activities

There is no major construction activity within 250m from the site (Figure 7-3).

Figure 7-3 Surrounding Construction Activities



Source: Metromap (modified by Genesis Traffic)

7.2.8 Construction Worker Parking

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

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

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



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

7.2.9 Site Induction

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

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

7.3 Construction Impact

7.3.1 Public Notification & Communication

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

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

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

Adjacent to the site	290, 292-298, 300A Burns Bay Road
Opposite the site	2 Waterview Drive

7.3.2 Road Serviceability

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

7.3.3 Impact on Public Transport Services

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



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

7.3.4 Impact on Emergency Vehicle Access

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

7.3.5 Impact on Road Network

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

7.3.6 Impact on Pedestrians

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



8 TfNSW Consultation

In accordance with Schedule 3 of the Transport and Infrastructure SEPP, the proposed development is categorised as a traffic generating development, as it comprises more than 75 dwellings within 90m of a classified road. Consequently, referral to TfNSW is required as part of the SSDA. A package of the proposed development's information was issued to the TfNSW via its official development portal Development.Sydney@transport.nsw.gov.au on 28 August 2025. A response from TfNSW was received on 10 September 2025.

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



9 Conclusion

The traffic and parking assessment undertaken for the Proposed Residential Development at 300 Burns Bay Road, Lane Cove has concluded that:

- The traffic generation of the proposed development is expected to be in the order of 37 vtpm in the AM peak hour and 47 vtpm in the PM peak hour.
- The existing road network is subject to high traffic activity on Burns Bay Road (arterial road). Site observations, data collected as part of this assessment, and SIDRA modelling reveals a satisfactory overall intersection level of service due in large part to the efficiency afforded by the Sydney Coordinated Adaptive Timing Signals (SCATS) which optimises traffic flows on the arterial Burns Bay Road corridor.
- Further SIDRA assessment found the proposal's expected traffic generation will not present any adverse traffic implications. In particular, the analysis reveals the post-development circumstance will retain the pre-development network operation and will not downgrade existing intersection performance. On this basis, the assessment determines the existing available road infrastructures do not require further capacity upgrades.
- A sensitivity analysis was carried out to determine whether the existing road network would have ample capacity to accommodate the development traffic over a 10-year design horizon. The assessment found the growth of background traffic (no development traffic) in the wider road network is anticipated to exceed the existing intersection capacity at the Burns Bay Road traffic signal in 2035 (from LOS B/C to F). As such, the assessment recommends the relevant road authority to consider a potential upgrade at this intersection in due course to accommodate the anticipated growth in the area.
- The proposed parking provision will comply with the SEPP (Housing) 2021 and will adequately serve the development.
- The proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria.
- An adequately documented Green Travel Plan (GTP) accompanies the submission.
- An adequately documented Preliminary Construction Traffic Management Plan (CTMP) accompanies the submission.



Attachment 1

Architectural Plan

LEGEND:

- AW AWNING
- AH ACCESS HATCH
- AC A/C CONDENSER UNITS
- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- FS FIRE STAIRS
- GC GARBAGE CHUTE
- HW HIGHLIGHT WINDOW
- MV MECHANICAL RISER TO FUTURE DETAIL
- MB MAILBOX TO FUTURE DETAIL
- SK SKYLIGHT

- STR STORAGE
- HWU HOT WATER UNITS
- (AH) AFFORDABLE HOUSING UNITS

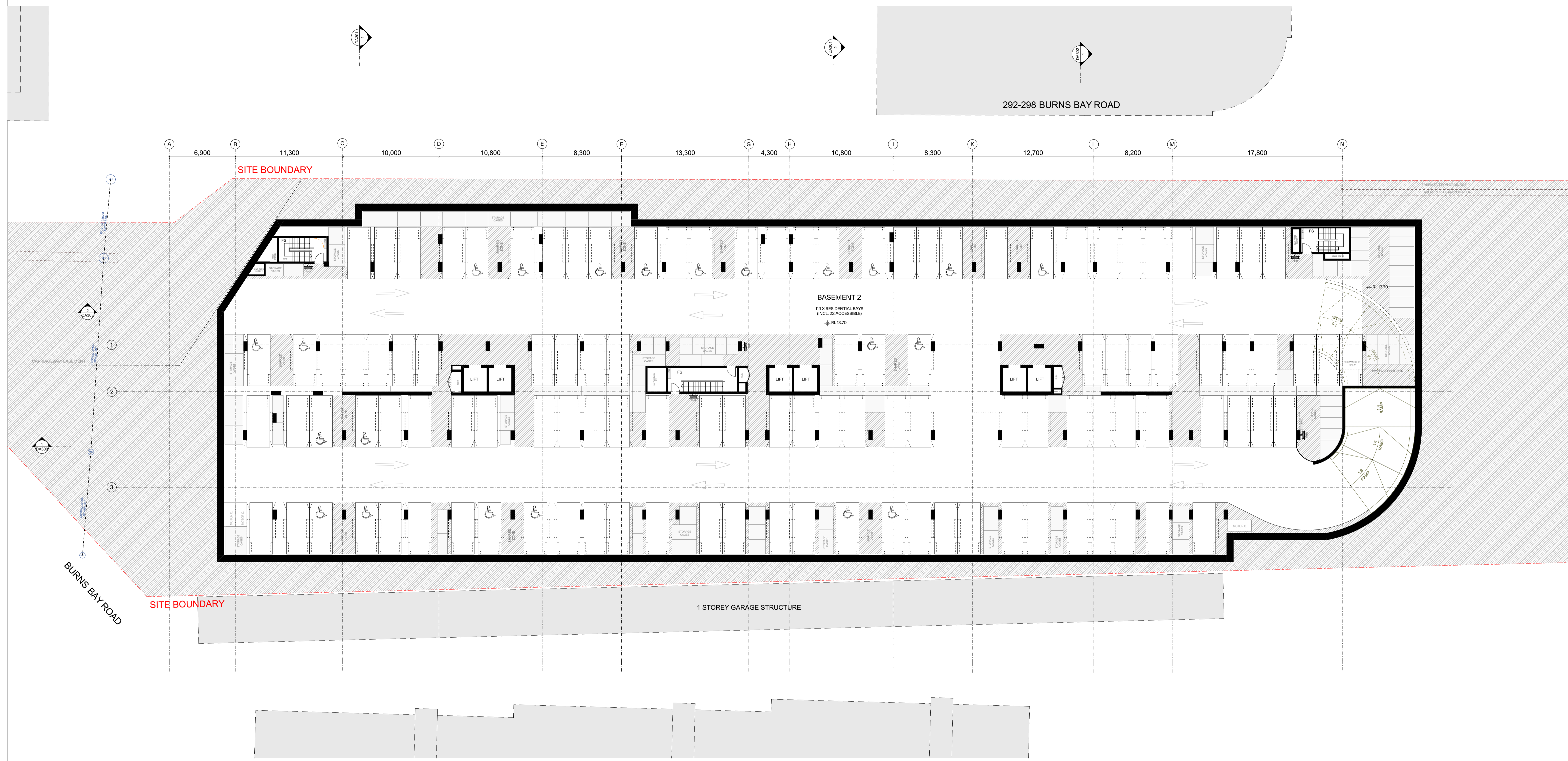
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- AFG ALUMINIUM FRAMED GLAZING
- LV ALUMINIUM ELLIPTICAL FIXED LOUVERS
- AW AWNING (TO FUTURE DETAIL)
- CONC CONCRETE
- GB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
- MB METAL BALUSTRADE
- MC METAL CLADDING
- MF METAL FENCING (TO FUTURE SELECTION)

- PSK PRIVACY SCREEN (TO FUTURE SELECTION)
- PTX PAINT FINISH TYPE2
- RP ROOF RIVER PEBBLES
- RW RENDERED FINISH/SELECTED PAINT FINISH

TREE LEGEND:

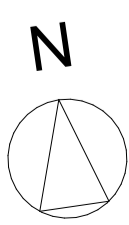
- TREE TPZ



GENERAL NOTES:

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Issue	Date	Description
01	30/01/2026	Issue For SSDA Submission



pbd architects

P - 02 9698 8140
 E - info@pbdarchitects.com.au
 W - pbdarchitects.com.au

Level 2, 55 Albion Street,
 Surry Hills NSW 2010

ABN: 36 147 035 550
 Nominated Architect:
 Paul Buljevic NSW 7768

PROJECT:
 PROPOSED RESIDENTIAL FLAT BUILDING
 300 Burns Bay Road, Lane Cove, NSW 2066

CLIENT:
 Lane Cove Developments No.1 Pty Ltd

DRAWING TITLE:
 Basement 2 Plan

DRAWING BY: ALHK	CHECKED BY: KS	DATE: 30/01/2026
SCALE: 1:200@A1	DRAWING NO.: DA100	ISSUE: 01
PROJECT NO.: 2424		

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- AH ACCESS HATCH
- AC A/C CONDENSER UNITS
- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- FS FIRE STAIRS
- GC GARBAGE CHUTE
- HW HIGHLIGHT WINDOW
- MV MECHANICAL RISER TO FUTURE DETAIL
- MB MAILBOX TO FUTURE DETAIL
- SK SKYLIGHT

- STR STORAGE
- HWU HOT WATER UNITS
- (AH) AFFORDABLE HOUSING UNITS

MATERIALS LEGEND:

- AFG ALUMINIUM FRAMED GLAZING
- LV ALUMINIUM ELLIPTICAL FIXED LOUVERS
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- PSK PRIVACY SCREEN (TO FUTURE SELECTION)
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- RW RENDERED FINISH/SELECTED PAINT FINISH

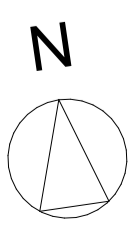
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pbd architects

P - 02 9698 8140
 E - info@pbdarchitects.com.au
 W - pbdarchitects.com.au

Level 2, 55 Albion Street,
 Surry Hills NSW 2010

ABN: 36 147 035 550
 Nominated Architect:
 Paul Buljevic NSW 7768

PROJECT:
PROPOSED RESIDENTIAL FLAT BUILDING
 300 Burns Bay Road, Lane Cove, NSW 2066

CLIENT:
Lane Cove Developments No.1 Pty Ltd

DRAWING TITLE:
Basement 1 Plan

DRAWING BY: ALHK	CHECKED BY: KS	DATE: 30/01/2026
SCALE: 1:200@A1	DRAWING NO: DA101	ISSUE: 01
PROJECT NO: 2424		

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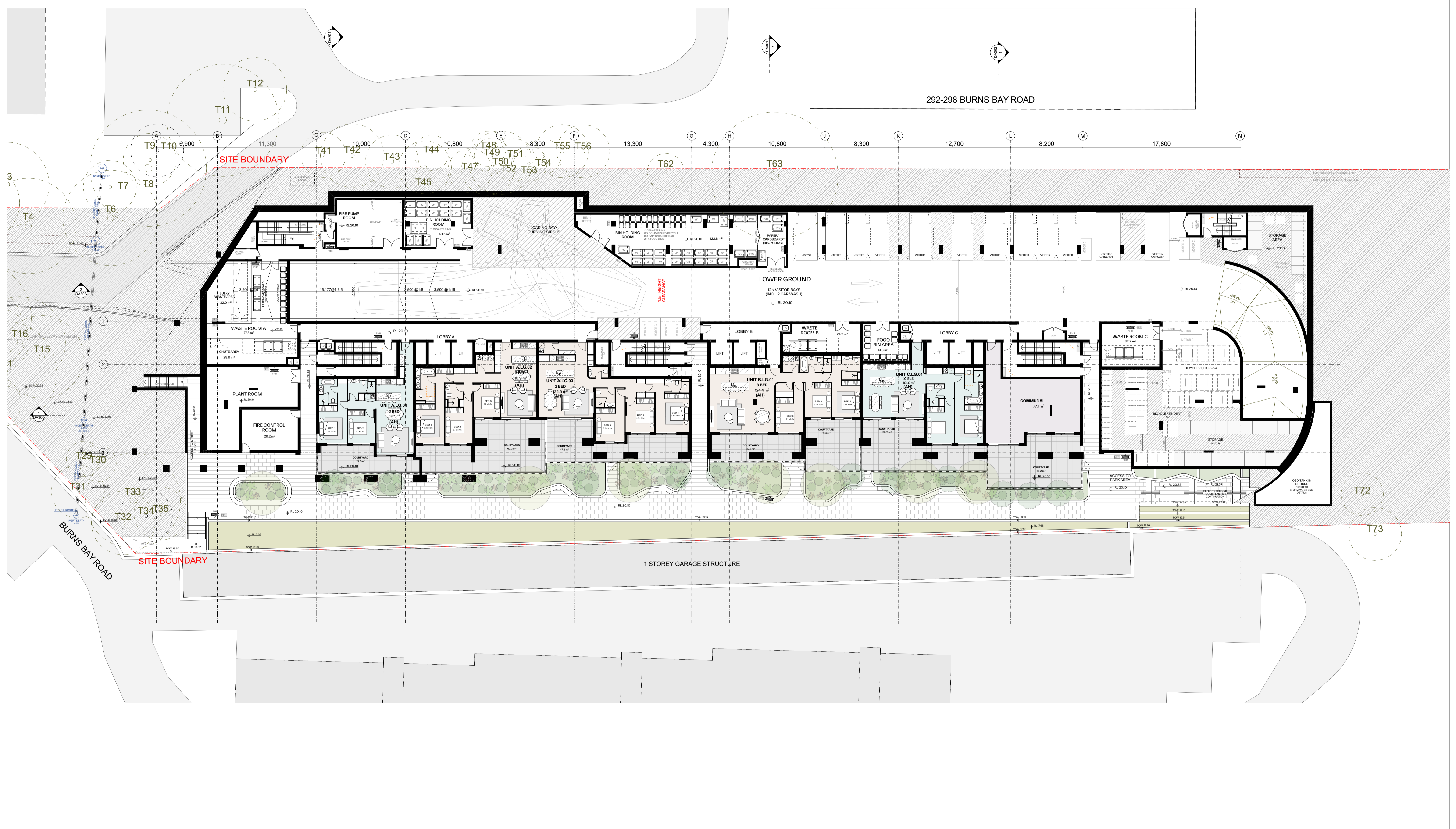
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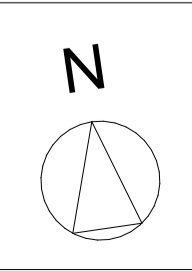
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pbd architects

P - 02 9698 8140
 E - info@pbdarchitects.com.au
 W - pbdarchitects.com.au

Level 2, 55 Albion Street,
 Surry Hills NSW 2010

ABN: 36 147 035 550
 Nominated Architect:
 Paul Buljevic NSW 7768

PROJECT:
 PROPOSED RESIDENTIAL FLAT BUILDING
 300 Burns Bay Road, Lane Cove, NSW 2066

CLIENT:
 Lane Cove Developments No.1 Pty Ltd

DRAWING TITLE:
 Lower Ground Floor Plan

DRAWING BY: ALHK	CHECKED BY: KS	DATE: 30/01/2026
SCALE: 1:200@A1	DRAWING NO.: DA102	ISSUE: 01
PROJECT NO.: 2424		

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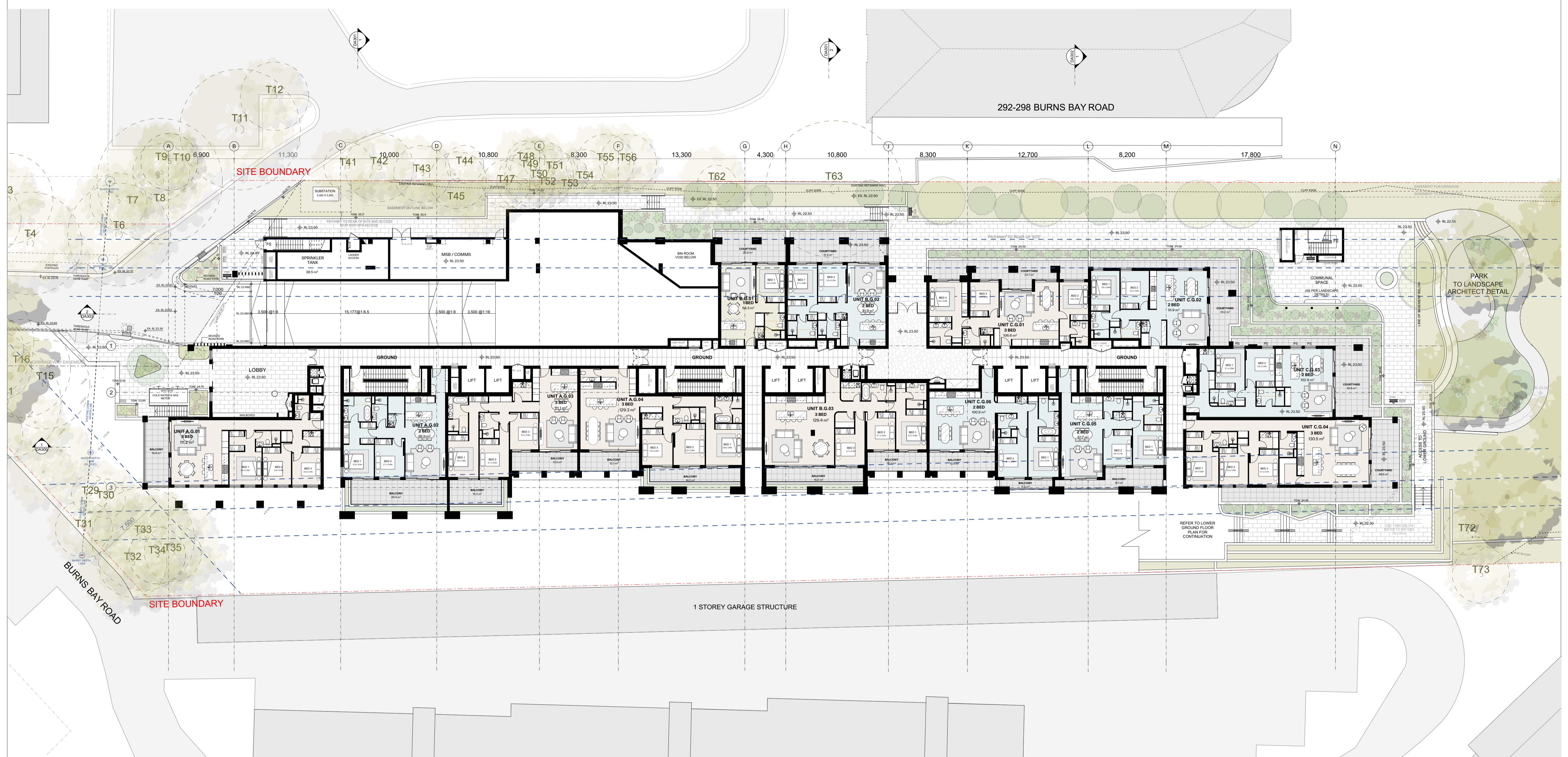
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MATERIALS LEGEND:

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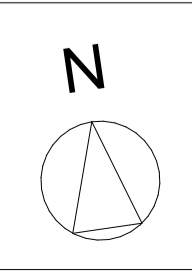
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pbd architects

P - 02 9698 8140
 E - info@pbdarchitects.com.au
 W - pbdarchitects.com.au

Level 2, 55 Albion Street,
 Surry Hills, NSW 2010

ABN: 36 147 035 560
 Nominated Architect:
 Paul Buljevic NSW 7768

PROJECT:
 PROPOSED RESIDENTIAL FLAT BUILDING
 300 Burns Bay Road, Lane Cove, NSW 2066

CLIENT:
 Lane Cove Developments No.1 Pty Ltd

DRAWING TITLE:
 Ground Floor Plan

DRAWING BY:
 ALHK

SCALE:
 1:200@A1

PROJECT NO:
 2424

CHECKED BY:
 KS

DRAWING NO:
 DA103

DATE:
 30/01/2026

ISSUE:
 01

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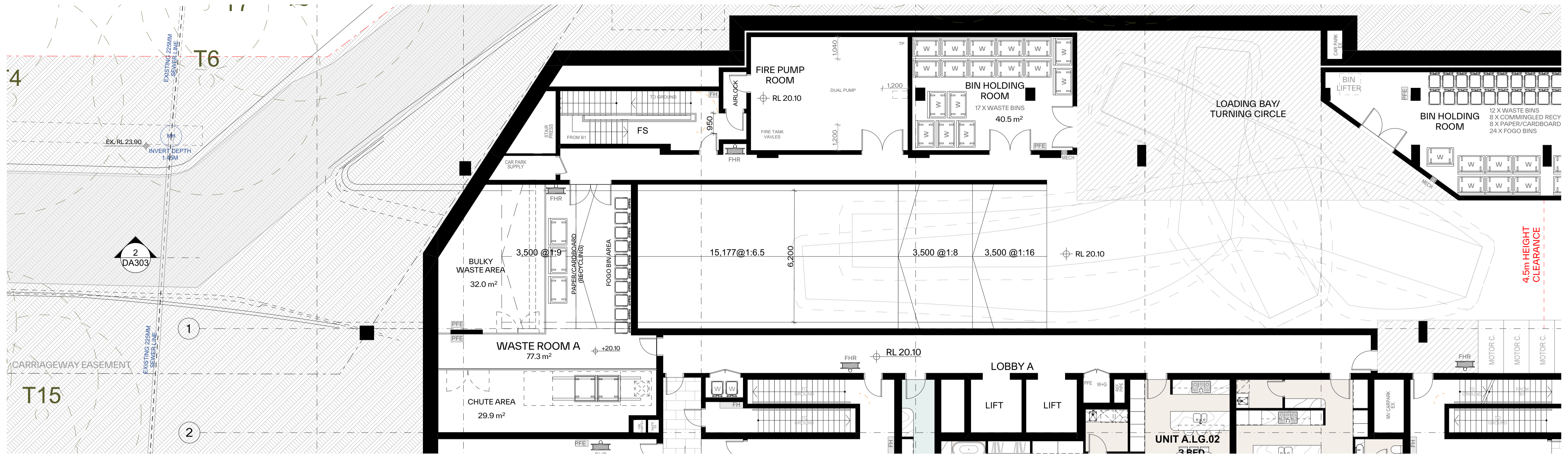
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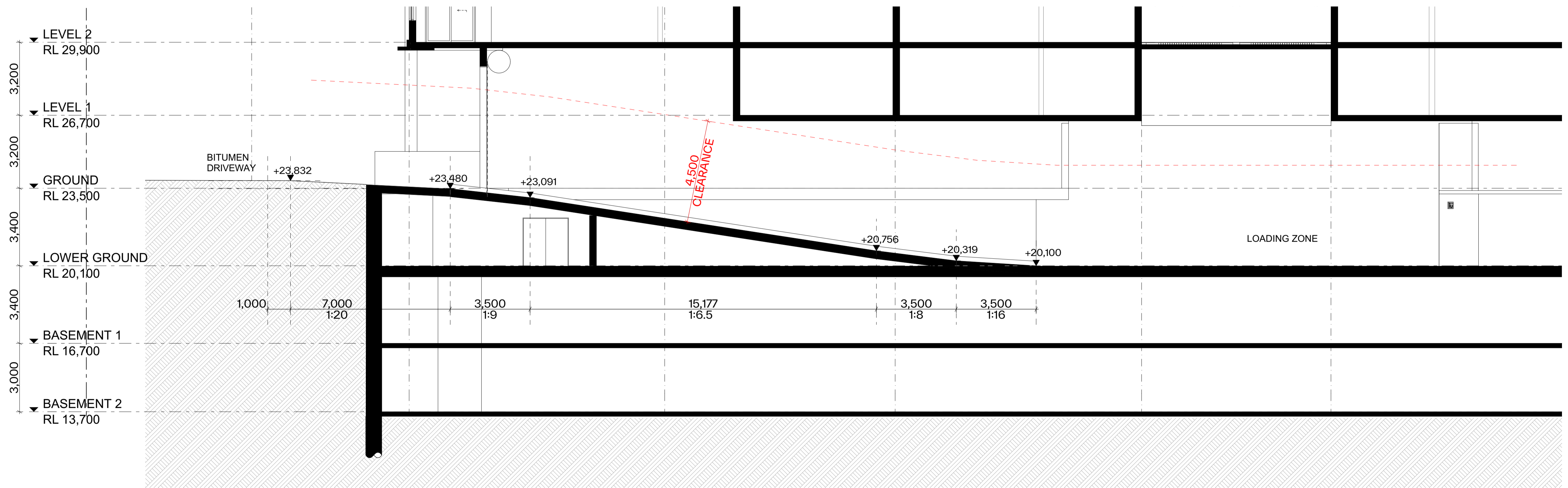
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- RP ROOF RIVER PEBBLES
- RW RENDERED FINISH/SELECTED PAINT FINISH

TREE LEGEND:

- TREE TPZ



1 LOWER GROUND
Scale 1:100



2 Driveway Section
Scale 1:100

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Issue	Date	Description
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pbd architects

P - 02 9698 8140
E - info@pbdarchitects.com.au
W - pbdarchitects.com.au
Level 2, 52 Albion Street,
Surry Hills NSW 2150
ABN: 36 147 035 550
Nominated Architect:
Paul Buljevic NSW 7768

PROJECT:
PROPOSED RESIDENTIAL FLAT BUILDING
300 Burns Bay Road, Lane Cove, NSW 2066

CLIENT:
Lane Cove Developments No.1 Pty Ltd

DRAWING TITLE: Driveway Section	DRAWING BY: AL, HK	CHECKED BY: KS	DATE: 30/01/2026
	SCALE: 1:100@A1	DRAWING NO.:	ISSUE:
	PROJECT NO.:	DA303	01
	2424		



Attachment 2

Green Travel Plan

Green Travel Plan

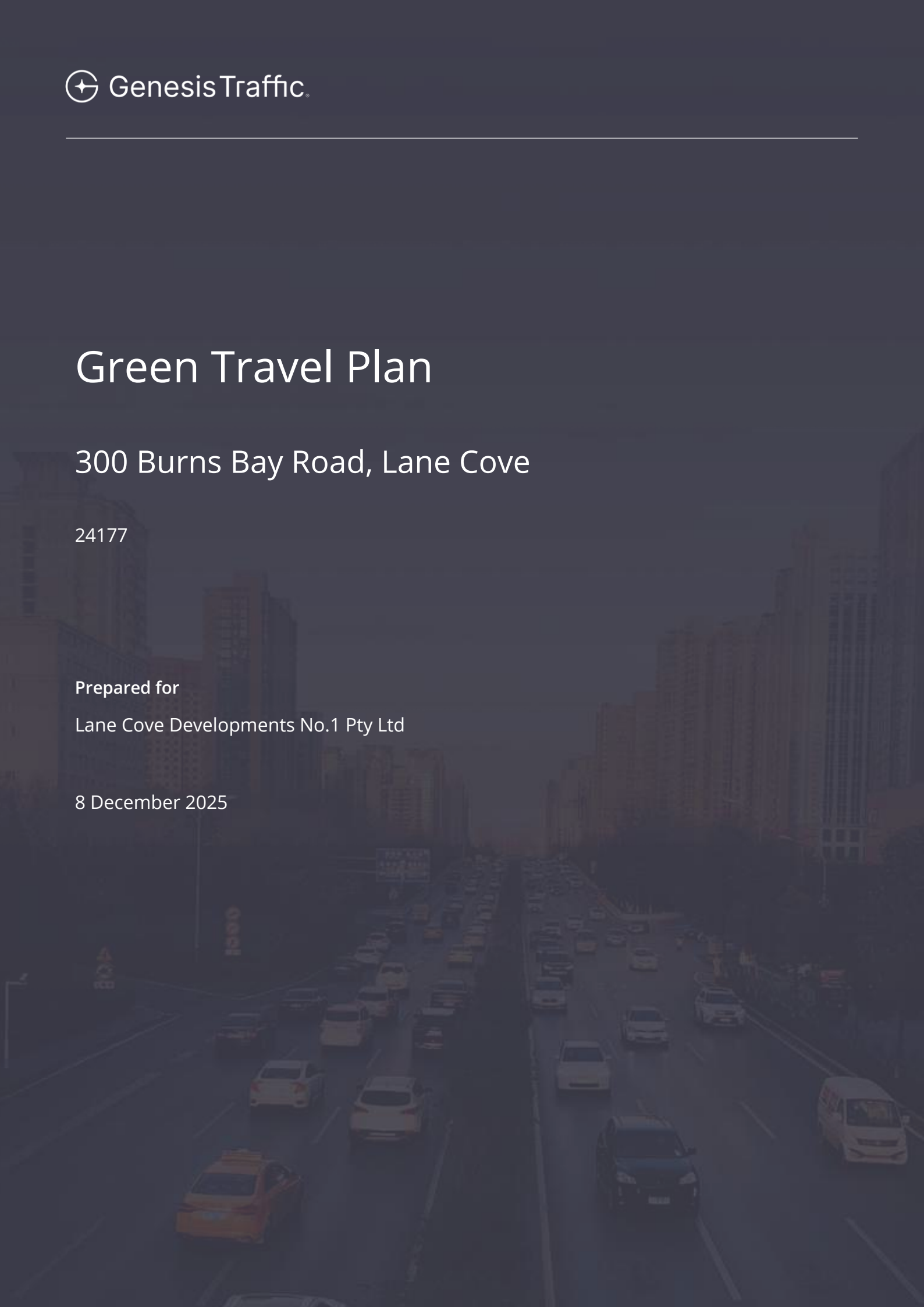
300 Burns Bay Road, Lane Cove

24177

Prepared for

Lane Cove Developments No.1 Pty Ltd

8 December 2025





Contact Information

Genesis Traffic	Suite 3, 53 Grandview Street, Pymble
	www.genesistraffic.com.au
	ABN 34 660 055 532
Email	bernard@genesistraffic.com.au
Approved By	Bernard Lo

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1 Introduction

1.1 Background

A Green Travel Plan (GTP) has been developed as part of the documentation process to accompany a State Significant Development Application to Lane Cove Council for a proposed residential development at 300 Burns Bay Road.

1.2 Objectives of GTP

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

The primary objectives of the GTP are to:

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

1.3 Scope of Works

The purpose of this GTP is outlined below.

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



2 Proposed Development

The proposal seeks consent for the demolition of existing structures, excavation, and construction and operation of a residential apartment complex, basement car parking, landscape, and public domain works.

Table 2-1 below identifies of the development composition.

Table 2-1 Proposed Development Yield

Component	Details
Residential	39 x one-bed apartments
	123 x two-bed apartments
	63 x three-bed apartments
	Total: 225 x apartments
Parking	226 x residential spaces
	11 x visitor spaces
	Total: 237 x spaces
Access	Vehicular access to basement car park via Burns Bay Road

The development provides the following sustainable transport infrastructures.

- 81 x bicycle spaces located at:
 - Lower Ground Floor and Basement 1 for visitors
 - Basements 1 and 2 for residents

Details of the proposal are indicated in the architectural plans prepared by (PBD Architects) which accompany the submission.



3 Site Audit

3.1 Site and Surrounding Context

The site is located at 300 Burns Bay Road, Lane Cove NSW 2066 and is legally described as Lot 15 DP1230609. Situated within the Lane Cove Council (LCC) Local Government Area (LGA), the site is zoned R4 High Density Residential within the Lane Cove Local Environmental Plan 2009 (LCLEP). It has an area of 7,595 m² and comprises an existing office building and warehouse extension on the eastern portion of the site. A single storey structure providing car parking occupies the western part of the site. Car parking is also provided at grade along the southern site boundary and a tennis court is located on the western part of the site.

The site has a sloping topography, with a high point at 22.15m (AHD) along the boundary with the properties to the north, sloping south to a low point of 18.83m (AHD) along the southern boundary, representing an approx. 3.5m level change across the site from north to south.

Vehicle and pedestrian access to the site is via Burns Bay Road. A right of carriageway extends along the western site boundary for driveway access to the neighbouring buildings at 292-298 Burns Bay Road.

An aerial photo of the site is shown at Figure 3-1 below.

Figure 3-1 Site Aerial



Source: Metromap (Modified by Genesis Traffic)



3.2 Road Network

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

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

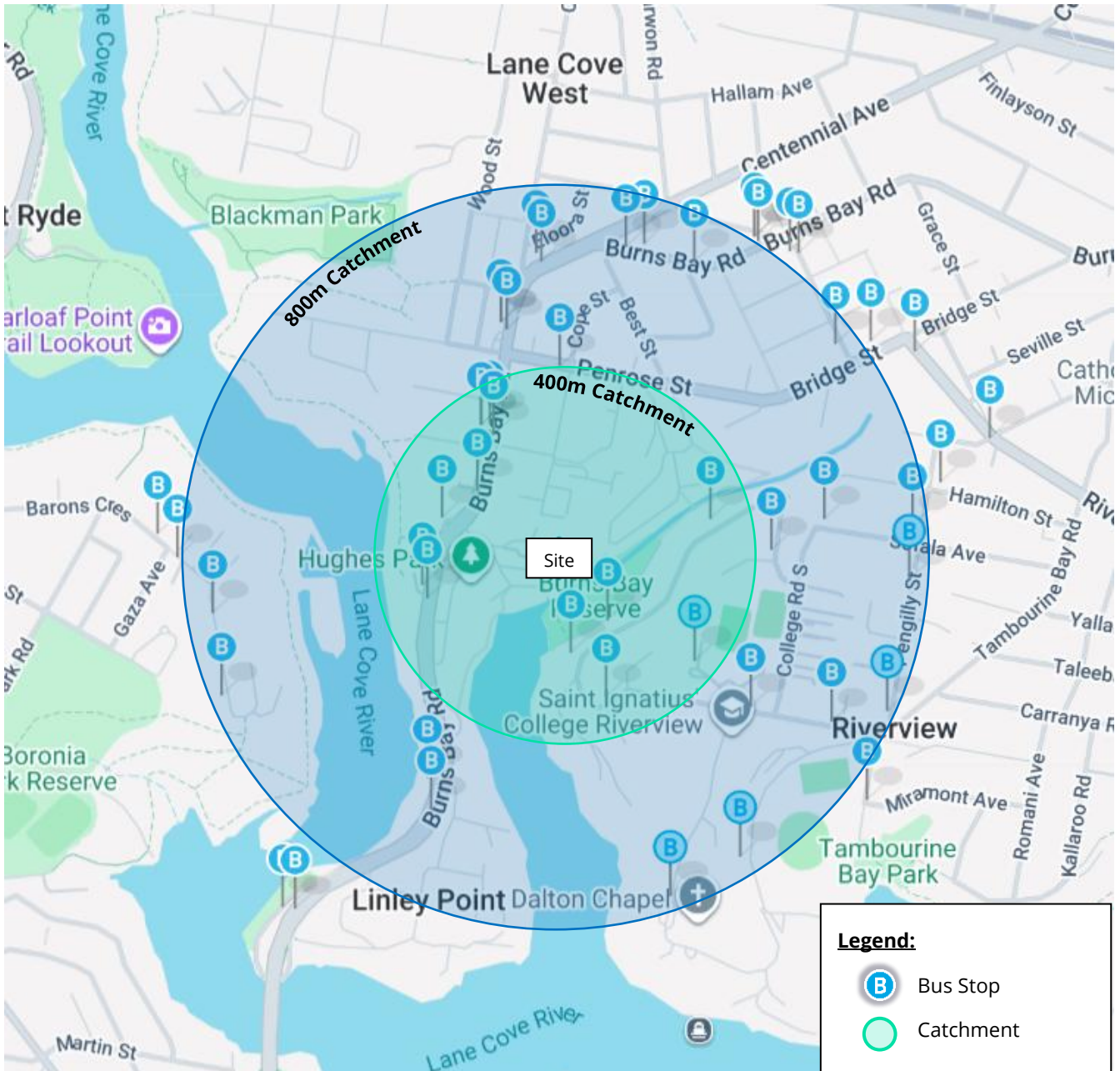
Road Name	Description
Burns Bay Road	<ul style="list-style-type: none"> State Road Speed limit 60 km/h 2 lane(s) in each direction Clearway restriction between 6am - 7pm Monday to Friday along both sides of the street
Burns Bay Road	<ul style="list-style-type: none"> Local Road (site frontage) Speed limit 50 km/h 1 lane in each direction No Parking restriction along both sides of the street
Waterview Drive	<ul style="list-style-type: none"> Local Road Speed limit 50 km/h 2 lanes in each direction Time restricted (2P) on-street parking along both sides of the street



3.3 Existing Public Transport Infrastructure

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

Figure 3-3 Local Public Transport



Source: Google Map (Modified by Genesis Traffic)



3.3.1 Bus Services

The subject site is conveniently situated within walking distance of high-frequency bus services operating in the locality. The nearest bus stop is located 280mm from the site on Burns Bay Road. These bus services are tabulated in Table 3-2, and the location of the bus stops is presented in Figure 3-3.

Table 3-2 Bus Service Provision

Bus Line	Bus Route	Peak Frequency
251	Lane Cove West to City Wynyard via Freeway	4 trips every hour
252	Gladesville to North Sydney	3 trips every hour
253	Riverview to City Wynyard via Freeway	3 trips every hour
254	Riverview to McMahons Point via North Sydney	4 trips every hour
530	Burwood to Chatswood	3 trips every hour
536	Gladesville to Chatswood via Hunters Hill	4 trips every hour

3.3.2 Train Services

No train station is available within the vicinity of the site. The closest accessible train station is Chatswood Transit Station located approximately 4.8km from the site and provides access to the Sydney Central Business District (CBD) via the Sydney Train/Metro rail network. Table 3-3 shows the available train service information and details of the Sydney Trains network map are provided in **Attachment 1**.

Table 3-3 Train Service Provision

Train Line	Route	Peak Frequency (Trips per hour)	
		AM Peak	PM Peak
T1 North Shore & Western Line	Emu Plains or Richmond to City	12	14
	Berowra to City	14	13
	City to Emu Plains or Richmond	4	11
	City to Berowra	16	16
	Lidcombe to Olympic Park	6	6
	City to Macarthur	4	4
T9 Northern Line	Hornsby to North Shore	8	9
	North Shore to Hornsby	4	4
M1 Metro North West & Bankstown Line	Tallawong to Sydenham	15	15
	Sydenham to Tallawong	15	15

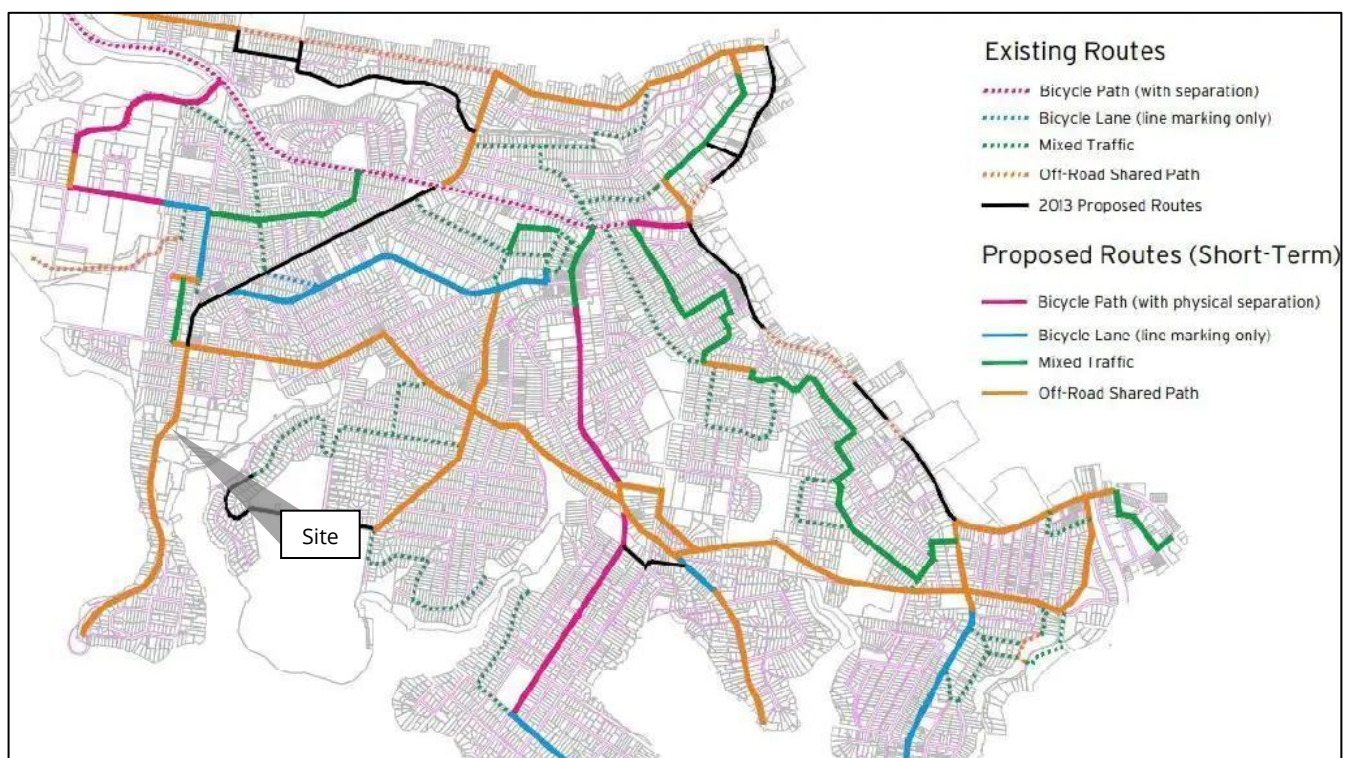


3.4 Existing Active Transport Infrastructure

3.4.1 Bicycle Routes

The bicycle paths map (Figure 3-4) shows the existing cycling infrastructure in the vicinity of the site and planned routes included in Lane Cove Council's Bicycle Plan. The subject site is provided with a mixture of on-road and off-road infrastructure in the surrounding area. Thus, it is expected that cycling would be a suitable alternative mode of transport for occupants.

Figure 3-4 Cycling Path



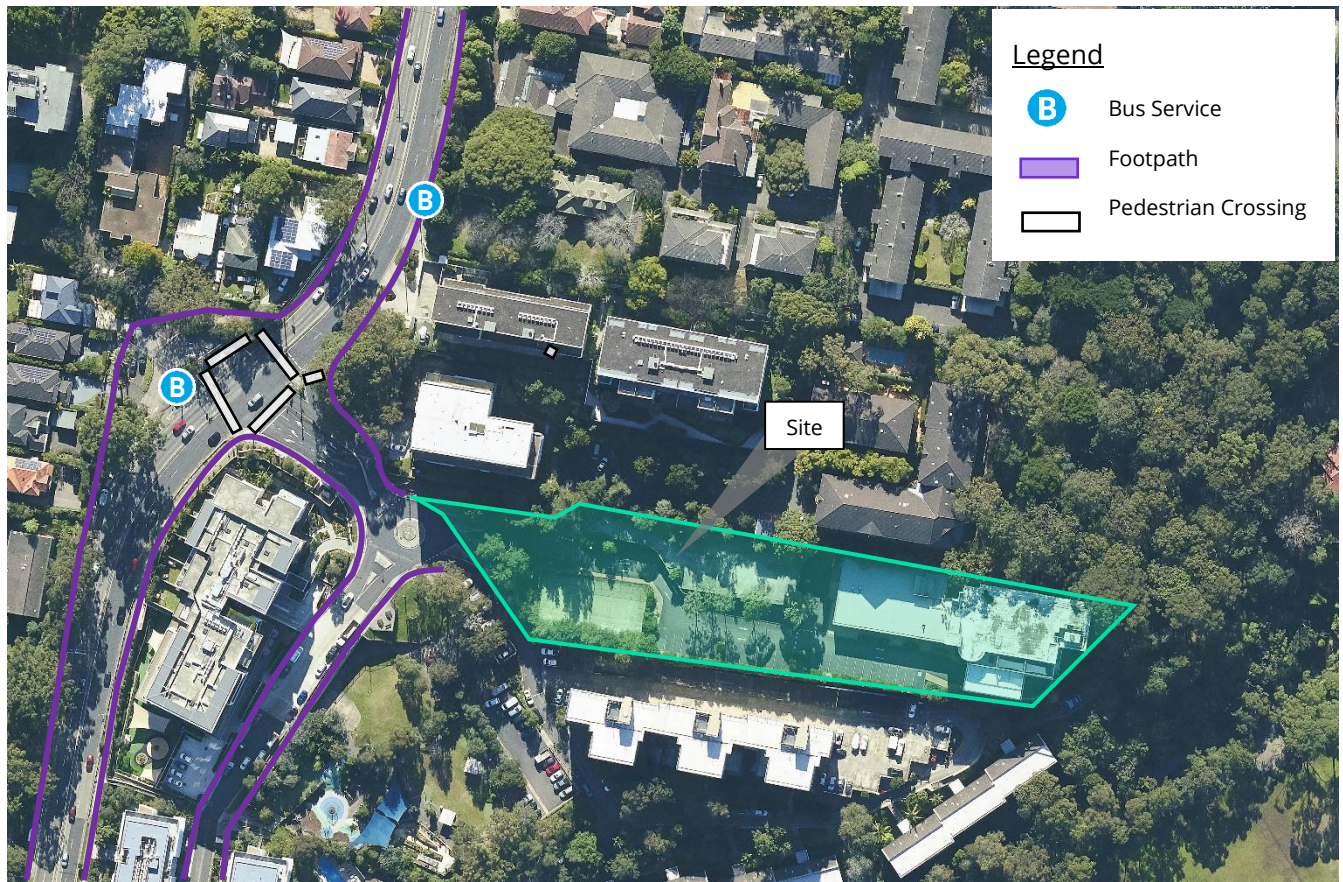
Source: Bicycle Network

3.4.2 Pedestrians

Formal pedestrian footpaths are available surrounding the site. The footpaths along Burns Bay Road to the west and Waterview Drive to the south have adequate lighting/illumination to allow safer travel at night. In addition, there are appropriate pedestrian crossings for occupants to use when approaching/departing the local public transport services. Figure 3-5 illustrates the pedestrian amenities and footpaths that connect the development to the public transport services.



Figure 3-5 Existing Pedestrian Footpaths



Source: Mecone (Modified by Genesis Traffic)



3.5 Existing Travel Behaviour

2021 census data from Australia Bureau of Statistics reveals the current travel mode in the Lane Cove Council area (summarised in Figure 3-6).

Figure 3-6 Travel Mode in Lane Cove Council

Method of travel to work on the day of the Census, top responses <i>Employed people aged 15 years and over</i>	Lane Cove	%	New South Wales	%	Australia	%
Car, as driver	4,946	22.7	1,587,613	43.1	6,347,498	52.7
Walked only	674	3.1	92,368	2.5	306,045	2.5
Bus	542	2.5	34,408	0.9	175,085	1.5
Car, as passenger	409	1.9	117,143	3.2	466,904	3.9
Train	172	0.8	62,460	1.7	170,326	1.4
Did not go to work	2,217	10.2	487,646	13.2	1,417,449	11.8
Worked at home	12,160	55.7	1,141,467	31.0	2,531,262	21.0
People who travelled to work by public transport (a)	1,005	4.6	147,492	4.0	554,711	4.6
People who travelled to work by car as driver or passenger (b)	5,489	25.1	1,737,359	47.2	6,961,762	57.8

Source: Australian Bureau of Statistics

It is evident that there is a relatively low uptake of public transport for people destined for Lane Cove at present (4.6%). Approximately 25.1% of citizens travelled to work by car as a driver or passenger. Notably, the proportion of workers working from home is relatively high compared to the New South Wales and/or Australia wide statistics. This GTP aims to further minimise private car trips over time by highlighting safe routes to areas of employment via public transport.



4 Targets

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

- the hands-free nature of public transport which can lead to other tasks being completed during travelling hours or having some down time i.e., watching movies, TV shows, etc.
- the cost effectiveness of public/active transport compared to using a private vehicle.
- the convenience of incorporating daily exercise into the commute to/from work
- the provision of sustainable transport facilities within the site

On this basis, the preliminary proposed targets of travel mode for the development through this GTP is presented in Table 4-1.

Table 4-1 Proposed and Targeted Travel Mode

Travel Mode	Proportion	Target Proportion
Public Transport	4.6%	15%
Vehicle	25.1%	15%
Active Transport (Walking, Cycling)	3.1%	14.3%
Worked at home, Did not go to work	55.7%	55.7% retained

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



5 Implementation

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

- Ensure information included in Information Packs are up to date by the time of delivery to prospective occupants.
- Ensure the information provided, such as links to websites and travel apps feature the most up to date travel planning tools. This pack shall include a copy of the final GTP as well as general information regarding the health and social benefits of active transport and advice on where to seek further information, such as links to Council's cycle route website, TfNSW, Bike Sydney, etc.
- Following reviews, consider additional actions which may assist in achieving mode share targets and improved environmental outcomes for transport such as the provision of Electric Vehicle charging infrastructure (which is not currently required by the Council's development consent)
- To regularly promote (through email circulars) up-to-date information on sustainable transport initiatives/programs.
- Conduct surveys/questionnaires to measure progress toward targeted mode split
- Monitor, review and update (if necessary) GTP to ensure the information is up-to-date for occupants
- Be the main liaison between stakeholders to promote the GTP and drive continuous improvement in the targeted mode split.

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



6 Strategies

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

6.1 Promotion

Each new initiative within the plan should be actively promoted by the TPC through effective marketing. The GTP should include a range of actions that support strategies for promotion, facilities, and policies aimed at encouraging sustainable travel behaviour. Details of the proposed initiatives and responsibilities are outlined in Section 7.

To raise awareness among occupants, a Transport Access Guide (TAG) will be developed, providing information on surrounding public transport options, walking distances, and available facilities. A copy of the site-specific Transport Access Guide (TAG) is provided in **Attachment 2**.

6.2 Monitoring and Evaluation

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

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

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

A questionnaire sample is provided overleaf.



Sample Survey

1. Are you one of the following?

- Residents
 Visitors Other (Please specify) _____

2. What is your local postcode? _____

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

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

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

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

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

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

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

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

9. Any suggestions/recommendations to encourage sustainable transport?



7 Action Plan

A number of initiatives among occupants are outlined in Section 7.1.

7.1 Residents

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



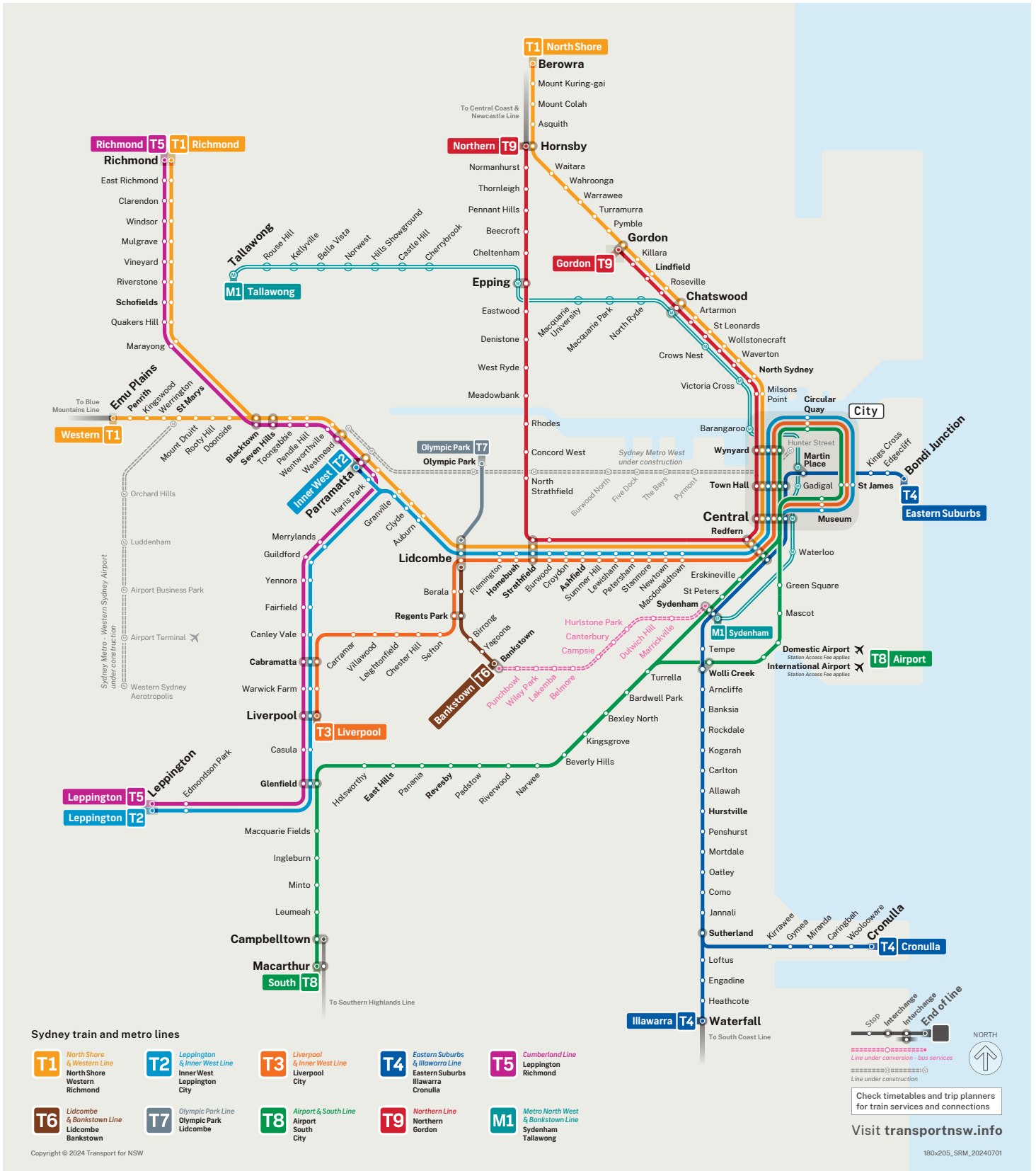
Promote bicycle initiatives	Encourage residents to cycle to surrounding facilities	Promote events eg. NSW Bike Week, World Bicycle Day	TPC	During occupancy annually
Public Transport				
Place and update available public transport information on the intranet	Ensure information is available for residents at all times	Prepare useful links such as transportnsw.info and post it on intranets/apps	Building Manager	During occupancy
Illustrate the safe walking route to/from the public transport stops	Promote the surrounding public transport in the vicinity	Include walking time and distance to surrounding public transport stops in TAG	TPC	During occupancy



Attachment 1

Train Network Map

Sydney rail network





Attachment 2

Travel Access Guide (TAG)



300 Burns Bay Road Lane Cove



Travel Access Guide



Getting to 300 Burns Bay Road Lane Cove



Train Services

Chatswood Station provides **M1 (Metro North West & Bankstown Line)**, **T1 (North Shore & Western Line)** and **T9 (Northern Line)** services. It is recommended to access Chatswood Station via nearby bus services such as the 530 and 536 services.



Bus Services

300 Burns Bay Road is conveniently served by various bus routes. For more information, see details below.

Bus Services

Regular Bus Services

251	City Wynyard
252	North Sydney
253	City Wynyard
254	McMahons Point
530	Chatswood
536	Chatswood

Riverview St before Koyoung Rd (Stop ID 2066172)

253	City Wynyard
253	McMahons Point

Burns Bay Rd before Waterview Dr (Stop ID 2066264)

252	Gladesville
530	Burwood Station (Railway Pde)

Burns Bay Rd opp Waterview Drive (Stop ID 206659)

252	North Sydney
530	Chatswood Station - Westside

Cope St opp Caroline Chisholm Aged Care Facility (Stop ID 206661)

251	City Wynyard
-----	--------------

Burns Bay Road opp 37 (Stop ID 206655)

252	Gladesville
530	Burwood Station (Railway Pde)
536	Gladesville



Cycling and Active Transport

300 Burns Bay Road is well-connected to local cycling infrastructure, with nearby dedicated cycleways. The Lane Cove Council cycleways website offers maps, guides and resources to help you plan your route, ride guides.

For detailed information on travelling to and from 300 Burns Bay Road, use [Trip Planner](#).



Parking

300 Burns Bay Road includes a total of 237 parking spaces, including 226 for residents (across basements 1 and 2) and 11 for visitors (across lower ground floor).

Find a travel planning app that works for you



Opal Travel

Top up your Opal card and see your weekly travel reward information wherever you are. You can also plan a trip to and from anywhere in NSW with Opal fare estimates.



Citymapper

This app shows your best travel options by comparing driving, walking and cycling with real-time public transport information.










Transport Info



Visit Transport's Trip Planner to plan your journey, find your nearest public transport connection

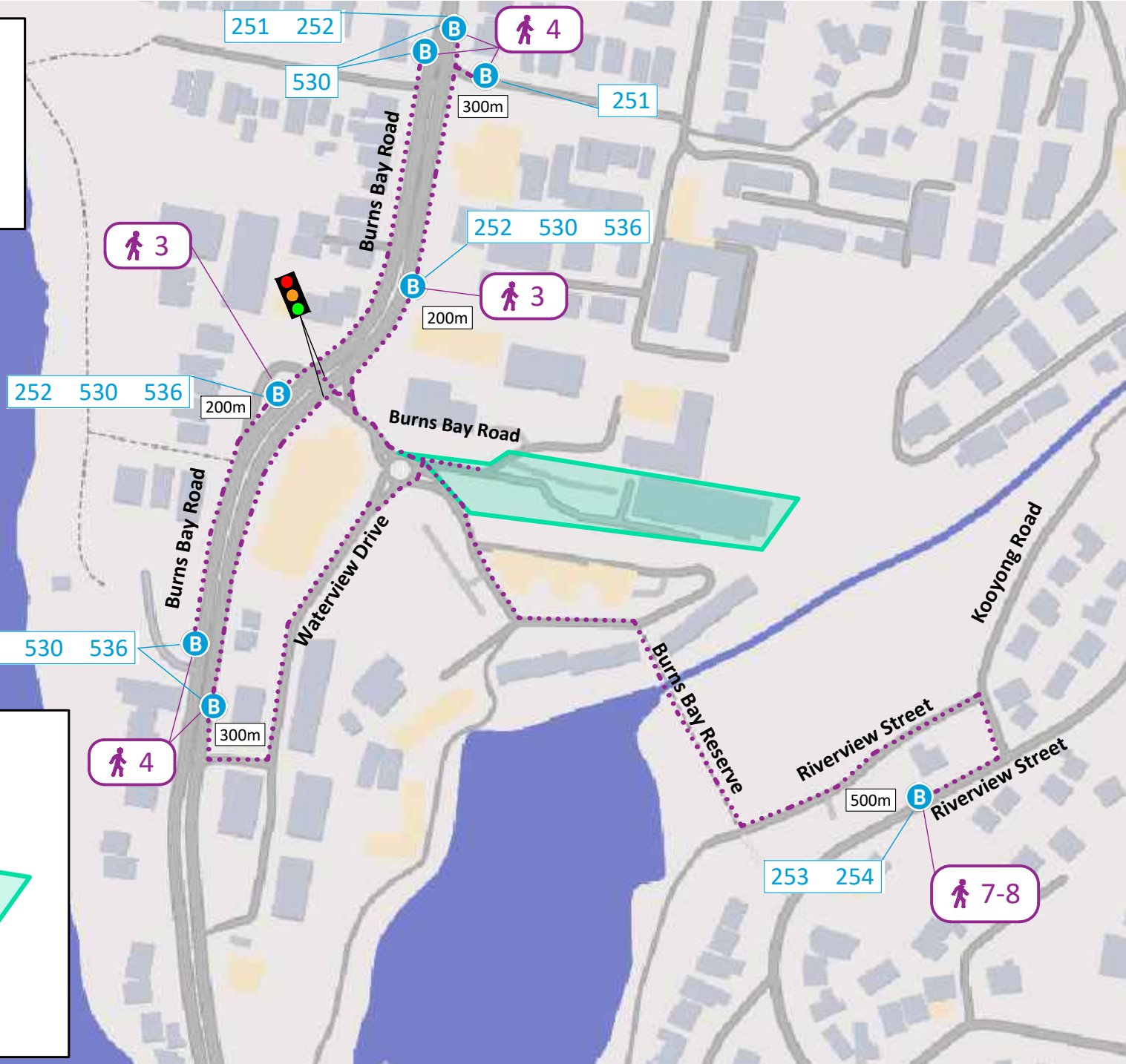
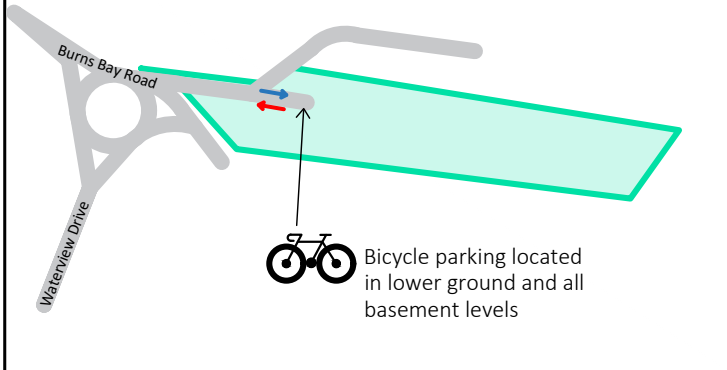
Travel Access Guide

300 Burns Bay Road, Lane Cove

Legend

-  300 Burns Bay Road, Lane Cove
-  Pedestrian and Cycling Route to/from Public Transport Service
-  Approximate Walking Time in Minutes
-  Approximate Walking Distance (m)
-  Bus Service
-  Bus Route
-  Signal Crossing

-  Entry
-  Exit





Better Developments with
Genesis Traffic



Attachment 3

Traffic Survey

Location Burns Bay Road Duration 7:00 - 09:00
 Burns Bay Road -
 Burns Bay Road 16:00 - 18:00
 Burns Bay Road
 Date Tuesday 10 September 2024
 Suburb LANE COVE Weather -

All Vehicles Time Per 15 Mins	NORTH Burns Bay Road									EAST Burns Bay Road									TOTAL				
	L			I			R			TOTAL	L			I			R			TOTAL	LIGHT	HEAVY	TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
7:00 - 7:15	12	0	12	176	12	188				200	1	0	1				26	0	26	27	719	30	749
7:15 - 7:30	10	0	10	284	4	288				298	0	0	0				13	0	13	13	895	24	919
7:30 - 7:45	10	1	11	239	9	248				259	6	0	6				30	0	30	36	789	25	814
7:45 - 8:00	9	0	9	292	13	305				314	7	0	7				44	0	44	51	937	25	962
8:00 - 8:15	18	0	18	307	10	317				335	6	1	7				36	1	37	44	919	29	948
8:15 - 8:30	25	0	25	303	4	307				332	9	0	9				35	0	35	44	922	15	937
8:30 - 8:45	19	0	19	305	10	315				334	3	0	3				40	0	40	43	896	28	924
8:45 - 9:00	22	0	22	249	7	256				278	4	0	4				28	0	28	32	840	23	863
Period End	125	1	126	2155	69	2224				2350	36	1	37				252	1	253	290	6917	199	7116
16:00 - 16:15	25	0	25	513	12	525				550	2	0	2				7	0	7	9	865	22	887
16:15 - 16:30	15	0	15	444	9	453				468	2	0	2				15	0	15	17	722	16	738
16:30 - 16:45	27	2	29	571	8	579				608	4	0	4				19	1	20	24	999	28	1027
16:45 - 17:00	31	0	31	521	8	529				560	3	0	3				18	0	18	21	900	17	917
17:00 - 17:15	28	1	29	490	10	500				529	6	0	6				20	0	20	26	871	20	891
17:15 - 17:30	32	0	32	535	8	543				575	4	0	4				13	0	13	17	977	12	989
17:30 - 17:45	31	0	31	495	6	501				532	5	0	5				15	0	15	20	870	11	881
17:45 - 18:00	35	0	35	584	5	589				624	6	0	6				13	0	13	19	1005	8	1013
Period End	224	3	227	4153	66	4219				4446	32	0	32				120	1	121	153	7209	134	7343

All Vehicles Time Per 15 Mins	SOUTH Burns Bay Road									WEST Burns Bay Road									TOTAL				
	L			I			R			TOTAL	L			I			R			TOTAL	LIGHT	HEAVY	TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
7:00 - 7:15				499	18	517				517	1	0	1	2	0	2	2	0	2	5	719	30	749
7:15 - 7:30				579	20	599				599	2	0	2	1	0	1	6	0	6	9	895	24	919
7:30 - 7:45				498	15	513				513	1	0	1	3	0	3	2	0	2	6	789	25	814
7:45 - 8:00				575	12	587				587	2	0	2	7	0	7	1	0	1	10	937	25	962
8:00 - 8:15				544	17	561				561	1	0	1	3	0	3	4	0	4	8	919	29	948
8:15 - 8:30				533	11	544				544	7	0	7	6	0	6	4	0	4	17	922	15	937
8:30 - 8:45				524	18	542				542	1	0	1	0	0	0	4	0	4	5	896	28	924
8:45 - 9:00				525	16	541				541	4	0	4	8	0	8	0	0	0	12	840	23	863
Period End				4277	127	4404				4404	19	0	19	30	0	30	23	0	23	72	6917	199	7116
16:00 - 16:15				305	10	315				315	2	0	2	8	0	8	3	0	3	13	865	22	887
16:15 - 16:30				243	7	250				250	0	0	0	2	0	2	1	0	1	3	722	16	738
16:30 - 16:45				367	17	384				384	0	0	0	8	0	8	3	0	3	11	999	28	1027
16:45 - 17:00				309	8	317				317	2	0	2	15	1	16	1	0	1	19	900	17	917
17:00 - 17:15				310	9	319				319	3	0	3	13	0	13	1	0	1	17	871	20	891
17:15 - 17:30				374	4	378				378	0	0	0	16	0	16	3	0	3	19	977	12	989
17:30 - 17:45				314	5	319				319	1	0	1	9	0	9	0	0	0	10	870	11	881
17:45 - 18:00				352	3	355				355	1	0	1	13	0	13	1	0	1	15	1005	8	1013
Period End				2574	63	2637				2637	9	0	9	84	1	85	13	0	13	107	7209	134	7343

Location Burns Bay Road Duration 7:00 - 09:00
 Burns Bay Road -
 Burns Bay Road 16:00 - 18:00
 Burns Bay Road
 Suburb LANE COVE Date Tuesday 10 September 2024
 Weather -

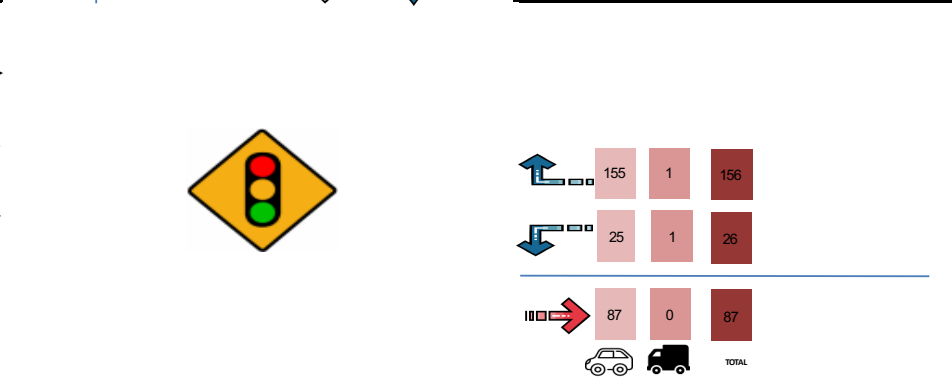
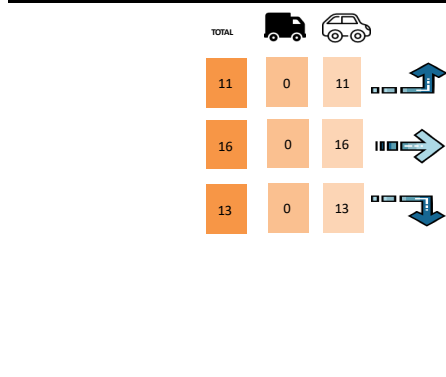
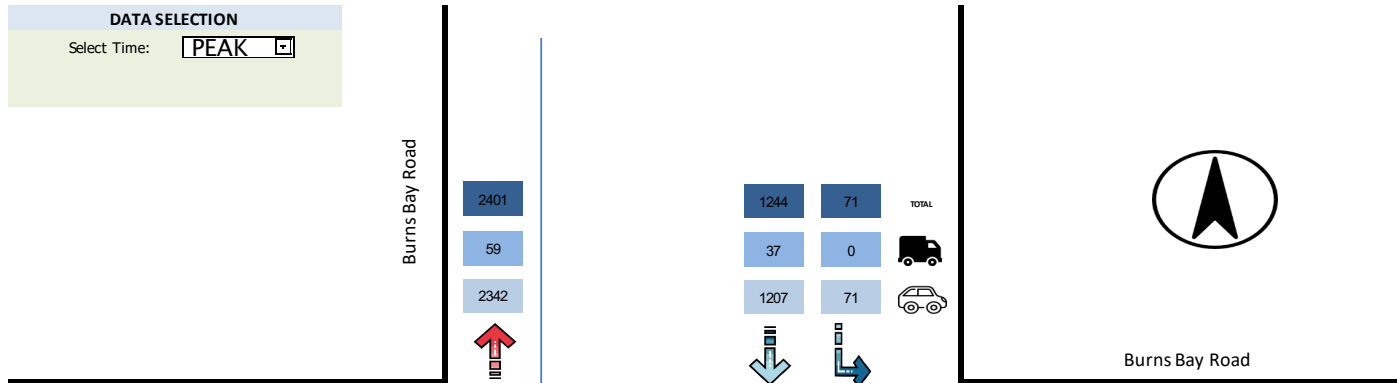
All Vehicles Time Per Hour	NORTH Burns Bay Road										EAST Burns Bay Road										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL	TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
7:00 - 8:00	41	1	42	991	38	1029				1071	14	0	14				113	0	113	127	3340	104	3444
7:15 - 8:15	47	1	48	1122	36	1158				1206	19	1	20				123	1	124	144	3540	103	3643
7:30 - 8:30	62	1	63	1141	36	1177				1240	28	1	29				145	1	146	175	3567	94	3661
7:45 - 8:45	71	0	71	1207	37	1244				1315	25	1	26				155	1	156	182	3674	97	3771
8:00 - 9:00	84	0	84	1164	31	1195				1279	22	1	23				139	1	140	163	3577	95	3672
Period End																							
16:00 - 17:00	98	2	100	2049	37	2086				2186	11	0	11				59	1	60	71	3486	83	3569
16:15 - 17:15	101	3	104	2026	35	2061				2165	15	0	15				72	1	73	88	3492	81	3573
16:30 - 17:30	118	3	121	2117	34	2151				2272	17	0	17				70	1	71	88	3747	77	3824
16:45 - 17:45	122	1	123	2041	32	2073				2196	18	0	18				66	0	66	84	3618	60	3678
17:00 - 18:00	126	1	127	2104	29	2133				2260	21	0	21				61	0	61	82	3723	51	3774
Period End																							

All Vehicles Time Per Hour	SOUTH Burns Bay Road										WEST Burns Bay Road										TOTAL		
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL	TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
7:00 - 8:00				2151	65	2216				2216	6	0	6	13	0	13	11	0	11	30	3340	104	3444
7:15 - 8:15				2196	64	2260				2260	6	0	6	14	0	14	13	0	13	33	3540	103	3643
7:30 - 8:30				2150	55	2205				2205	11	0	11	19	0	19	11	0	11	41	3567	94	3661
7:45 - 8:45				2176	58	2234				2234	11	0	11	16	0	16	13	0	13	40	3674	97	3771
8:00 - 9:00				2126	62	2188				2188	13	0	13	17	0	17	12	0	12	42	3577	95	3672
Period End																							
16:00 - 17:00				1224	42	1266				1266	4	0	4	33	1	34	8	0	8	46	3486	83	3569
16:15 - 17:15				1229	41	1270				1270	5	0	5	38	1	39	6	0	6	50	3492	81	3573
16:30 - 17:30				1360	38	1398				1398	5	0	5	52	1	53	8	0	8	66	3747	77	3824
16:45 - 17:45				1307	26	1333				1333	6	0	6	53	1	54	5	0	5	65	3618	60	3678
17:00 - 18:00				1350	21	1371				1371	5	0	5	51	0	51	5	0	5	61	3723	51	3774
Period End																							

Location Burns Bay Road
 Burns Bay Road
 Burns Bay Road
 Burns Bay Road
Suburb LANE COVE
Duration 7:00 - 09:00
 -
 16:00 - 18:00
Date Tuesday 10 September 2024
Weather -

DATA SELECTION
 Select Time:

TIME RANGE		
PEAK	-	AM
PEAK		
7:45	-	8:45



Location Burns Bay Road
 Burns Bay Road
 Burns Bay Road
 Burns Bay Road

Duration 7:00 - 09:00
 -
 16:00 - 18:00

Date Tuesday 10 September 2024

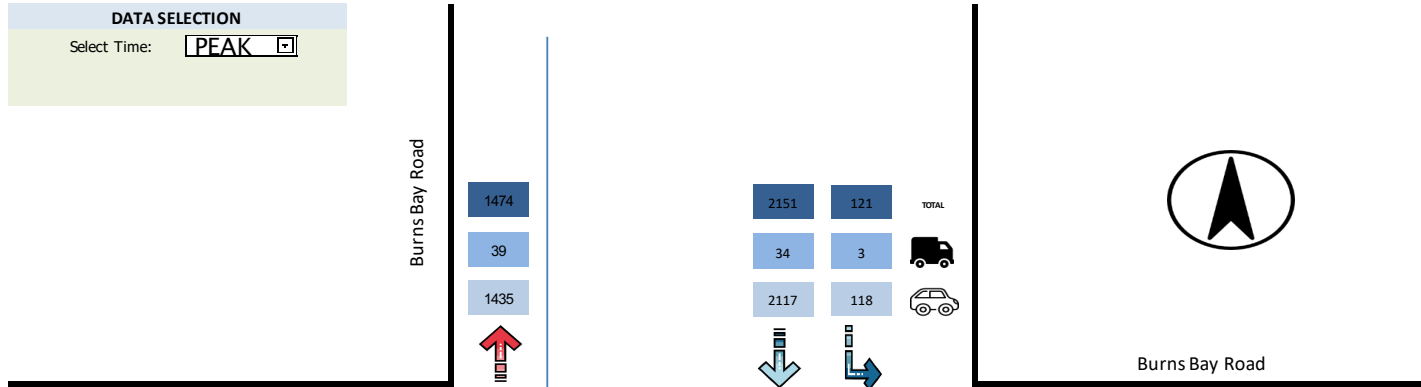
Suburb LANE COVE

Weather -

DATA SELECTION

Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
16:30	-	17:30

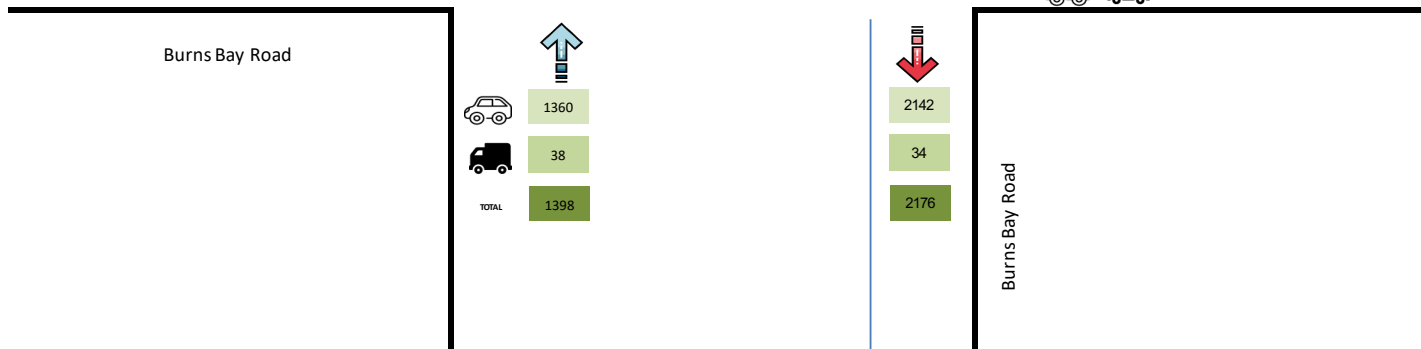


TOTAL	Truck	Car
5	0	5
53	1	52
8	0	8



70	1	71
17	0	17
170	4	174

TOTAL



Location Burns Bay Road Duration 7:00 - 09:00
 Burns Bay Road -
 Waterview Drive 16:00 - 18:00
 Burns Bay Road Date Tuesday 10 September 2024
 Suburb LANE COVE Weather -

All Vehicles Time Per 15 Mins	NORTHEAST Burns Bay Road												SOUTHEAST Burns Bay Road												TOTAL					
	L			I			R			U			TOTAL	L			I			R			U			TOTAL	TOTAL	TOTAL		
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ					
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	12	0	12	0	0	0	0	0	0	13	35	0	35
7:15 - 7:30	0	0	0	0	0	0	0	3	0	3	0	0	0	3	0	0	0	8	0	8	0	0	0	0	0	0	8	31	0	31
7:30 - 7:45	1	0	1	2	0	2	0	0	0	0	0	0	0	3	2	0	2	7	0	7	0	0	0	0	0	9	56	1	57	
7:45 - 8:00	0	0	0	0	0	0	9	0	9	0	0	0	9	0	0	0	9	0	9	1	0	1	0	0	0	10	63	1	64	
8:00 - 8:15	0	0	0	0	0	0	2	1	3	0	0	0	3	2	0	2	13	0	13	0	0	0	0	0	0	15	55	2	57	
8:15 - 8:30	0	0	0	0	0	0	1	0	1	0	0	0	1	2	0	2	15	0	15	0	0	0	0	0	0	17	70	0	70	
8:30 - 8:45	0	0	0	0	0	0	1	0	1	0	0	0	1	2	0	2	15	0	15	0	0	0	0	0	0	17	64	0	64	
8:45 - 9:00	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	12	0	12	0	0	0	0	0	0	12	61	0	61	
Period End	1	0	1	2	0	2	17	1	18	0	0	0	21	9	0	9	91	0	91	1	0	1	0	0	0	101	435	4	439	
16:00 - 16:15	1	0	1	0	0	0	2	0	2	0	0	0	3	1	0	1	4	0	4	0	0	0	0	0	0	5	38	0	38	
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3	30	1	31	
16:30 - 16:45	0	0	0	0	0	0	4	0	4	0	0	0	4	0	0	0	6	0	6	0	0	0	0	0	0	6	55	1	56	
16:45 - 17:00	1	0	1	0	0	0	3	0	3	0	0	0	4	2	0	2	3	0	3	1	0	1	0	0	0	6	70	1	71	
17:00 - 17:15	0	0	0	1	0	1	3	0	3	0	0	0	4	0	0	0	3	0	3	0	0	0	0	0	0	3	68	1	69	
17:15 - 17:30	0	0	0	0	0	0	2	0	2	0	0	0	2	1	0	1	5	0	5	0	0	0	0	0	0	6	58	0	58	
17:30 - 17:45	0	0	0	0	0	0	3	0	3	0	0	0	3	0	0	0	4	0	4	0	0	0	0	0	0	4	56	0	56	
17:45 - 18:00	0	0	0	1	0	1	3	0	3	0	0	0	4	1	0	1	9	0	9	0	0	0	0	0	0	10	69	0	69	
Period End	2	0	2	2	0	2	20	0	20	0	0	0	24	5	0	5	37	0	37	1	0	1	0	0	0	43	444	4	448	

All Vehicles Time Per 15 Mins	SOUTHWEST Waterview Drive												NORTHWEST Burns Bay Road												TOTAL					
	L			I			R			U			TOTAL	L			I			R			U			TOTAL	TOTAL	TOTAL		
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ					
7:00 - 7:15	8	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	2	8	0	8	4	0	4	14	35	0	35	
7:15 - 7:30	12	0	12	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0	1	4	0	4	3	0	3	8	31	0	31	
7:30 - 7:45	22	0	22	0	0	0	0	0	0	0	1	0	1	23	3	0	3	5	0	5	6	1	7	7	0	7	22	56	1	57
7:45 - 8:00	24	0	24	0	0	0	0	0	0	0	0	0	24	2	1	3	0	0	0	11	0	11	7	0	7	21	63	1	64	
8:00 - 8:15	17	1	18	0	0	0	0	0	0	0	0	0	18	3	0	3	1	0	1	10	0	10	7	0	7	21	55	2	57	
8:15 - 8:30	19	0	19	0	0	0	0	0	0	0	0	0	19	2	0	2	4	0	4	16	0	16	11	0	11	33	70	0	70	
8:30 - 8:45	24	0	24	0	0	0	0	0	0	0	0	0	24	2	0	2	3	0	3	12	0	12	5	0	5	22	64	0	64	
8:45 - 9:00	16	0	16	0	0	0	2	0	2	0	0	0	18	5	0	5	6	0	6	14	0	14	5	0	5	30	61	0	61	
Period End	142	1	143	0	0	0	2	0	2	1	0	1	146	17	1	18	22	0	22	81	1	82	49	0	49	171	435	4	439	
16:00 - 16:15	6	0	6	0	0	0	0	0	0	0	0	0	6	2	0	2	10	0	10	7	0	7	5	0	5	24	38	0	38	
16:15 - 16:30	7	0	7	0	0	0	0	0	0	0	1	0	1	8	0	0	0	7	0	7	10	1	11	2	0	2	20	30	1	31
16:30 - 16:45	7	0	7	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	6	26	0	26	6	1	7	39	55	1	56	
16:45 - 17:00	15	0	15	0	0	0	0	0	0	0	1	0	1	16	2	0	2	11	0	11	29	1	30	2	0	2	45	70	1	71
17:00 - 17:15	16	0	16	0	0	0	0	0	0	0	1	0	1	17	4	0	4	13	0	13	23	1	24	4	0	4	45	68	1	69
17:15 - 17:30	9	0	9	0	0	0	0	0	0	0	0	0	9	5	0	5	11	0	11	24	0	24	1	0	1	41	58	0	58	
17:30 - 17:45	9	0	9	0	0	0	1	0	1	0	0	0	10	2	0	2	7	0	7	26	0	26	4	0	4	39	56	0	56	
17:45 - 18:00	6	0	6	2	0	2	0	0	0	1	0	1	9	0	0	0	15	0	15	28	0	28	3	0	3	46	69	0	69	
Period End	75	0	75	2	0	2	1	0	1	4	0	4	82	15	0	15	80	0	80	173	3	176	27	1	28	299	444	4	448	

Location Burns Bay Road Duration 7:00 - 09:00
 Burns Bay Road -
 Waterview Drive 16:00 - 18:00
 Burns Bay Road Date Tuesday 10 September 2024
 Suburb LANE COVE Weather -

All Vehicles Time Per Hour	NORTHEAST Burns Bay Road										SOUTHEAST Burns Bay Road										TOTAL								
	L		I		R		U		TOTAL	L		I		R		U		TOTAL	TOTAL	TOTAL									
	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY		LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY												
7:00 - 8:00	1	0	1	2	0	2	12	0	12	0	0	0	15	3	0	3	36	0	36	1	0	1	0	0	0	40	185	2	187
7:15 - 8:15	1	0	1	2	0	2	14	1	15	0	0	0	18	4	0	4	37	0	37	1	0	1	0	0	0	42	205	4	209
7:30 - 8:30	1	0	1	2	0	2	12	1	13	0	0	0	16	6	0	6	44	0	44	1	0	1	0	0	0	51	244	4	248
7:45 - 8:45	0	0	0	0	0	0	13	1	14	0	0	0	14	6	0	6	52	0	52	1	0	1	0	0	0	59	252	3	255
8:00 - 9:00	0	0	0	0	0	0	5	1	6	0	0	0	6	6	0	6	55	0	55	0	0	0	0	0	0	61	250	2	252
Period End																													
16:00 - 17:00	2	0	2	0	0	0	9	0	9	0	0	0	11	3	0	3	16	0	16	1	0	1	0	0	0	20	193	3	196
16:15 - 17:15	1	0	1	1	0	1	10	0	10	0	0	0	12	2	0	2	15	0	15	1	0	1	0	0	0	18	223	4	227
16:30 - 17:30	1	0	1	1	0	1	12	0	12	0	0	0	14	3	0	3	17	0	17	1	0	1	0	0	0	21	251	3	254
16:45 - 17:45	1	0	1	1	0	1	11	0	11	0	0	0	13	3	0	3	15	0	15	1	0	1	0	0	0	19	252	2	254
17:00 - 18:00	0	0	0	2	0	2	11	0	11	0	0	0	13	2	0	2	21	0	21	0	0	0	0	0	0	23	251	1	252
Period End																													

All Vehicles Time Per Hour	SOUTHWEST Waterview Drive										NORTHWEST Burns Bay Road										TOTAL								
	L		I		R		U		TOTAL	L		I		R		U		TOTAL	TOTAL	TOTAL									
	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY		LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY												
7:00 - 8:00	66	0	66	0	0	0	0	0	0	1	0	1	67	5	1	6	8	0	8	29	1	30	21	0	21	65	185	2	187
7:15 - 8:15	75	1	76	0	0	0	0	0	0	1	0	1	77	8	1	9	7	0	7	31	1	32	24	0	24	72	205	4	209
7:30 - 8:30	82	1	83	0	0	0	0	0	0	1	0	1	84	10	1	11	10	0	10	43	1	44	32	0	32	97	244	4	248
7:45 - 8:45	84	1	85	0	0	0	0	0	0	0	0	0	85	9	1	10	8	0	8	49	0	49	30	0	30	97	252	3	255
8:00 - 9:00	76	1	77	0	0	0	2	0	2	0	0	0	79	12	0	12	14	0	14	52	0	52	28	0	28	106	250	2	252
Period End																													
16:00 - 17:00	35	0	35	0	0	0	0	0	0	2	0	2	37	4	0	4	34	0	34	72	2	74	15	1	16	128	193	3	196
16:15 - 17:15	45	0	45	0	0	0	0	0	0	3	0	3	48	6	0	6	37	0	37	88	3	91	14	1	15	149	223	4	227
16:30 - 17:30	47	0	47	0	0	0	0	0	0	2	0	2	49	11	0	11	41	0	41	102	2	104	13	1	14	170	251	3	254
16:45 - 17:45	49	0	49	0	0	0	1	0	1	2	0	2	52	13	0	13	42	0	42	102	2	104	11	0	11	170	252	2	254
17:00 - 18:00	40	0	40	2	0	2	1	0	1	2	0	2	45	11	0	11	46	0	46	101	1	102	12	0	12	171	251	1	252
Period End																													

Location Burns Bay Road
 Burns Bay Road
 Waterview Drive
 Burns Bay Road

Duration 7:00 - 09:00
 -
 16:00 - 18:00

Date Tuesday 10 September 2024

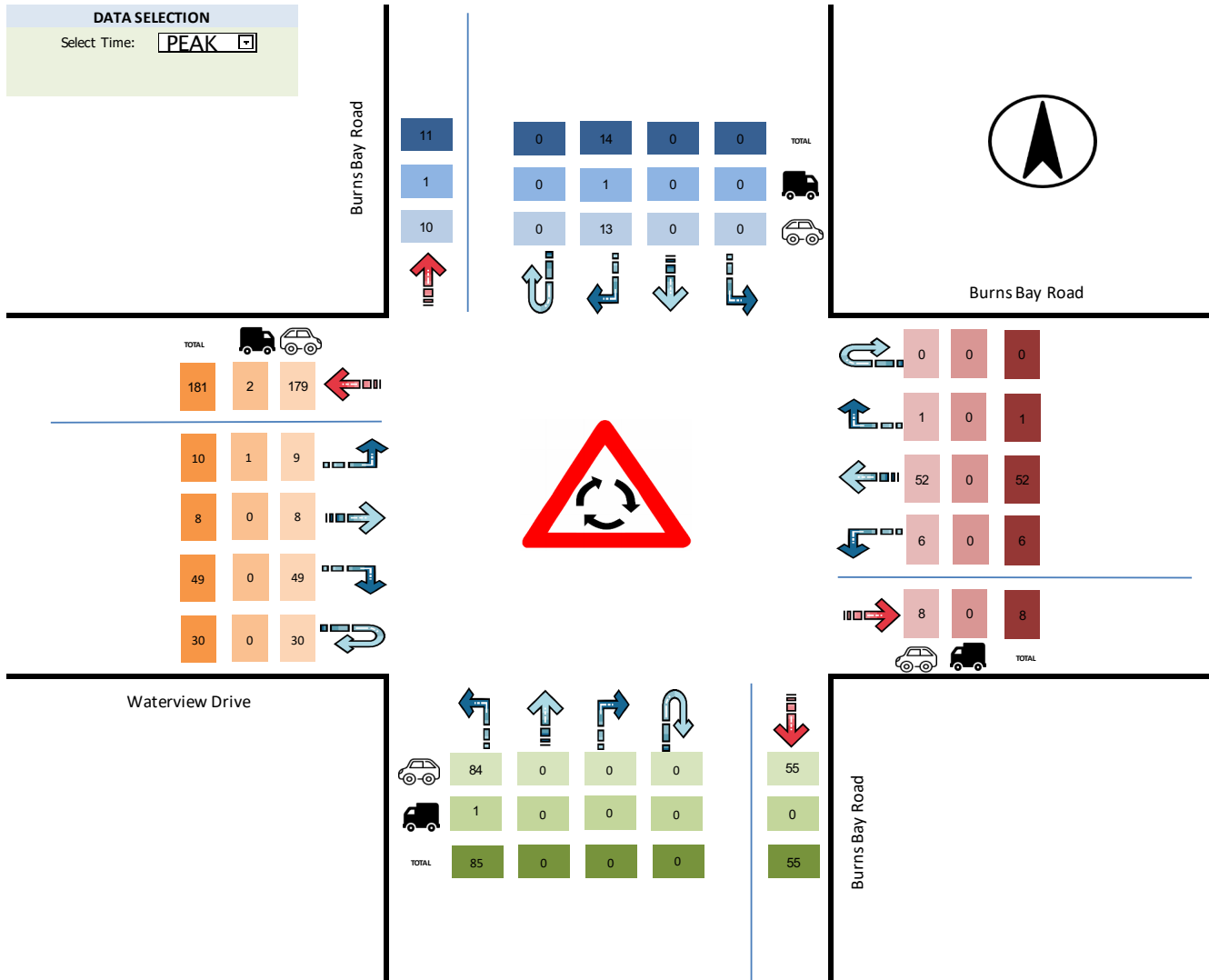
Suburb LANE COVE

Weather -

DATA SELECTION

Select Time:

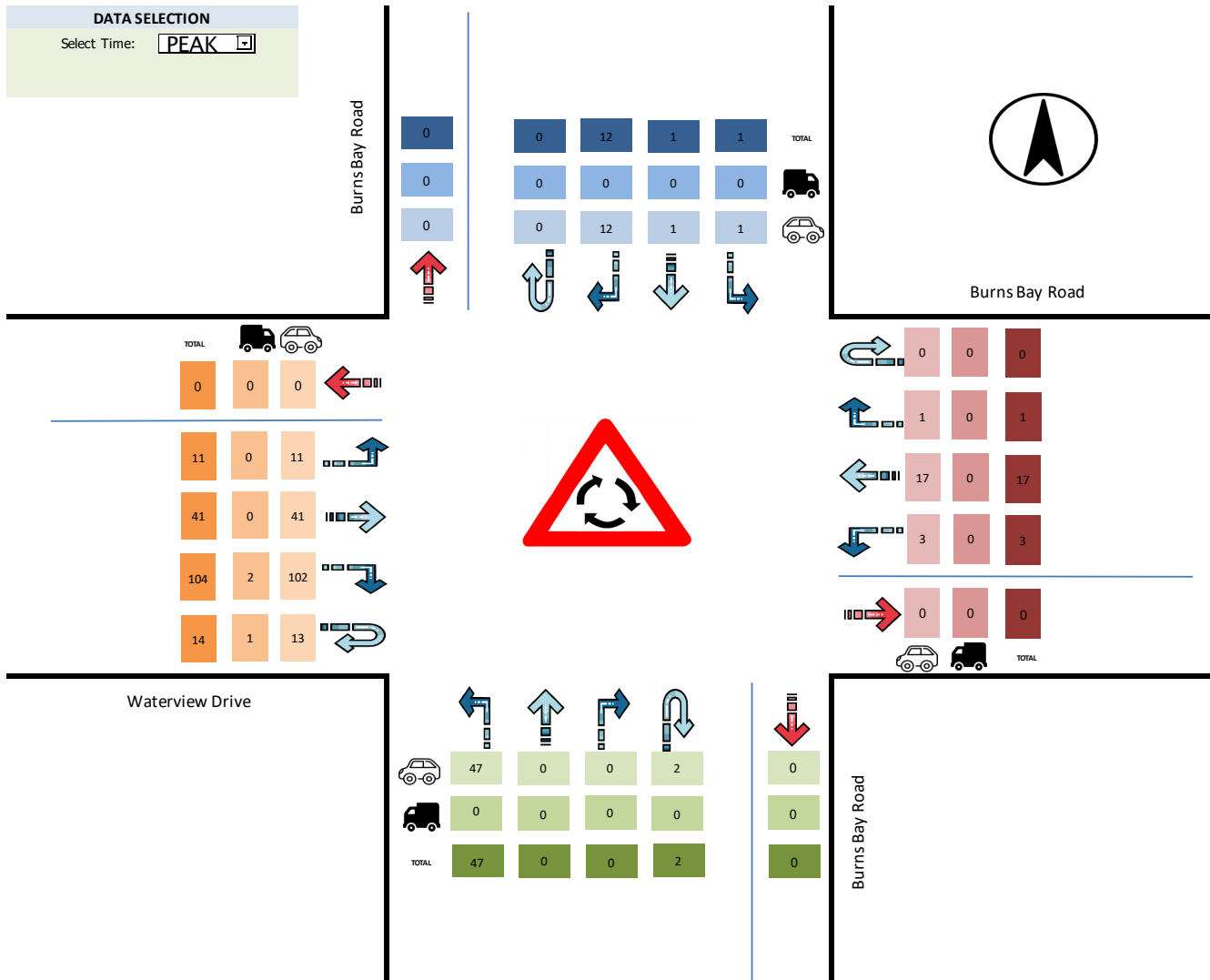
TIME RANGE		
PEAK	-	AM
PEAK		
7:45	-	8:45



Location **Burns Bay Road** Duration **7:00 - 09:00**
Burns Bay Road - -
Waterview Drive **16:00 - 18:00**
Burns Bay Road Date **Tuesday 10 September 2024**
Suburb **LANE COVE** Weather -

DATA SELECTION
Select Time: **PEAK**

TIME RANGE		
PEAK	-	PM
PEAK		
16:30	-	17:30





Attachment 4

SIDRA Result

MOVEMENT SUMMARY

 Site: [02 (5)] Burns Bay Road | Waterview Drive (2025 Post Dev - PM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak

Site Category: 2025

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh.] veh	[Dist] m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	51	0.0	51	0.0	0.045	4.1	LOS A	0.2	1.5	0.18	0.49	0.18	45.4
22	T1	All MCs	1	0.0	1	0.0	0.045	4.0	LOS A	0.2	1.5	0.18	0.49	0.18	25.5
23b	R3	All MCs	1	0.0	1	0.0	0.045	7.7	LOS A	0.2	1.5	0.18	0.49	0.18	45.2
23u	U	All MCs	2	0.0	2	0.0	0.045	8.5	LOS A	0.2	1.5	0.18	0.49	0.18	45.2
Approach			55	0.0	55	0.0	0.045	4.4	LOS A	0.2	1.5	0.18	0.49	0.18	45.0
East: Burns Bay Road (E)															
4b	L3	All MCs	3	0.0	3	0.0	0.028	5.0	LOS A	0.1	0.9	0.29	0.51	0.29	44.6
4a	L1	All MCs	18	0.0	18	0.0	0.028	4.1	LOS A	0.1	0.9	0.29	0.51	0.29	45.0
6a	R1	All MCs	9	0.0	9	0.0	0.028	6.7	LOS A	0.1	0.9	0.29	0.51	0.29	25.0
6u	U	All MCs	1	0.0	1	0.0	0.028	8.9	LOS A	0.1	0.9	0.29	0.51	0.29	44.5
Approach			32	0.0	32	0.0	0.028	5.1	LOS A	0.1	0.9	0.29	0.51	0.29	39.0
NorthWest: Burns Bay Road (NW)															
27a	L1	All MCs	40	0.0	40	0.0	0.050	3.4	LOS A	0.2	1.7	0.33	0.51	0.33	42.3
28	T1	All MCs	1	0.0	1	0.0	0.050	3.7	LOS A	0.2	1.7	0.33	0.51	0.33	42.3
29	R2	All MCs	13	0.0	13	0.0	0.050	6.7	LOS A	0.2	1.7	0.33	0.51	0.33	41.5
29u	U	All MCs	1	0.0	1	0.0	0.050	8.1	LOS A	0.2	1.7	0.33	0.51	0.33	8.1
Approach			55	0.0	55	0.0	0.050	4.3	LOS A	0.2	1.7	0.33	0.51	0.33	41.5
SouthWest: Waterview Drive (SW)															
30	L2	All MCs	12	0.0	12	0.0	0.125	3.9	LOS A	0.7	4.7	0.09	0.60	0.09	25.2
32a	R1	All MCs	44	0.0	44	0.0	0.125	6.1	LOS A	0.7	4.7	0.09	0.60	0.09	44.4
32	R2	All MCs	112	1.9	112	1.9	0.125	6.8	LOS A	0.7	4.7	0.09	0.60	0.09	44.4
32u	U	All MCs	15	7.1	15	7.1	0.125	8.3	LOS A	0.7	4.7	0.09	0.60	0.09	44.3
Approach			182	1.7	182	1.7	0.125	6.6	LOS A	0.7	4.7	0.09	0.60	0.09	43.2
All Vehicles			323	1.0	323	1.0	0.125	5.7	LOS A	0.7	4.7	0.17	0.56	0.17	42.9

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

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

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

Roundabout 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: [01 (3)] Burns Bay Road | Burns Bay Road (2025 Pre Dev - AM Peak)**

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	27	3.8	27	3.8	0.136	60.9	LOS E	1.6	11.6	0.94	0.71	0.94	19.8
23	R2	All MCs	167	0.6	167	0.6	*0.407	63.2	LOS E	5.1	35.8	0.97	0.77	0.97	19.9
Approach			195	1.1	195	1.1	0.407	62.9	LOS E	5.1	35.8	0.97	0.76	0.97	19.9
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	76	0.0	76	0.0	0.051	12.1	LOS A	0.3	1.9	0.06	0.78	0.06	36.8
25	T1	All MCs	1336	3.0	1336	3.0	0.534	13.6	LOS A	21.5	154.5	0.54	0.49	0.54	45.3
Approach			1412	2.8	1412	2.8	0.534	13.5	LOS A	21.5	154.5	0.51	0.51	0.51	43.3
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	12	0.0	12	0.0	0.191	67.0	LOS E	1.7	12.2	0.97	0.71	0.97	26.9
28	T1	All MCs	17	0.0	17	0.0	*0.191	62.5	LOS E	1.7	12.2	0.97	0.71	0.97	19.0
29	R2	All MCs	14	0.0	14	0.0	0.095	66.2	LOS E	0.8	5.8	0.96	0.69	0.96	26.3
Approach			42	0.0	42	0.0	0.191	64.9	LOS E	1.7	12.2	0.97	0.70	0.97	24.0
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	2399	2.6	2399	2.6	*0.911	24.8	LOS B	68.7	491.3	0.92	0.88	0.97	45.4
Approach			2399	2.6	2399	2.6	0.911	24.8	LOS B	68.7	491.3	0.92	0.88	0.97	45.4
All Vehicles			4047	2.6	4047	2.6	0.911	23.1	LOS B	68.7	491.3	0.78	0.74	0.81	42.8

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		200	211	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

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MOVEMENT SUMMARY

Site: [02 (3)] Burns Bay Road | Waterview Drive (2025 Pre Dev - AM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak
 Site Category: 2025
 Roundabout
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	92	1.1	92	1.1	0.082	4.4	LOS A	0.4	2.8	0.27	0.50	0.27	45.1
22	T1	All MCs	1	0.0	1	0.0	0.082	4.2	LOS A	0.4	2.8	0.27	0.50	0.27	25.4
23b	R3	All MCs	1	0.0	1	0.0	0.082	8.0	LOS A	0.4	2.8	0.27	0.50	0.27	44.9
23u	U	All MCs	1	0.0	1	0.0	0.082	8.8	LOS A	0.4	2.8	0.27	0.50	0.27	44.9
Approach			95	1.1	95	1.1	0.082	4.5	LOS A	0.4	2.8	0.27	0.50	0.27	44.9
East: Burns Bay Road (E)															
4b	L3	All MCs	6	0.0	6	0.0	0.055	4.8	LOS A	0.3	1.8	0.25	0.46	0.25	45.2
4a	L1	All MCs	56	0.0	56	0.0	0.055	3.9	LOS A	0.3	1.8	0.25	0.46	0.25	45.7
6a	R1	All MCs	1	0.0	1	0.0	0.055	6.5	LOS A	0.3	1.8	0.25	0.46	0.25	25.3
6u	U	All MCs	1	0.0	1	0.0	0.055	8.7	LOS A	0.3	1.8	0.25	0.46	0.25	45.2
Approach			64	0.0	64	0.0	0.055	4.1	LOS A	0.3	1.8	0.25	0.46	0.25	45.3
NorthWest: Burns Bay Road (NW)															
27a	L1	All MCs	1	0.0	1	0.0	0.016	3.0	LOS A	0.1	0.5	0.24	0.58	0.24	41.2
28	T1	All MCs	1	0.0	1	0.0	0.016	3.3	LOS A	0.1	0.5	0.24	0.58	0.24	41.2
29	R2	All MCs	15	7.1	15	7.1	0.016	6.3	LOS A	0.1	0.5	0.24	0.58	0.24	40.3
29u	U	All MCs	1	0.0	1	0.0	0.016	7.7	LOS A	0.1	0.5	0.24	0.58	0.24	8.4
Approach			18	5.9	18	5.9	0.016	6.0	LOS A	0.1	0.5	0.24	0.58	0.24	38.5
SouthWest: Waterview Drive (SW)															
30	L2	All MCs	11	10.0	11	10.0	0.069	3.9	LOS A	0.3	2.4	0.05	0.63	0.05	25.3
32a	R1	All MCs	8	0.0	8	0.0	0.069	6.0	LOS A	0.3	2.4	0.05	0.63	0.05	44.4
32	R2	All MCs	53	0.0	53	0.0	0.069	6.7	LOS A	0.3	2.4	0.05	0.63	0.05	44.4
32u	U	All MCs	33	0.0	33	0.0	0.069	8.2	LOS A	0.3	2.4	0.05	0.63	0.05	44.4
Approach			104	1.0	104	1.0	0.069	6.9	LOS A	0.3	2.4	0.05	0.63	0.05	42.5
All Vehicles			281	1.1	281	1.1	0.082	5.4	LOS A	0.4	2.8	0.18	0.54	0.18	43.8


Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout 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: [01 (4)] Burns Bay Road | Burns Bay Road (2025 Pre Dev**
 - PM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	18	0.0	18	0.0	0.087	60.3	LOS E	1.0	7.2	0.93	0.70	0.93	19.9
23	R2	All MCs	76	1.4	76	1.4	*0.185	61.3	LOS E	2.2	15.8	0.94	0.73	0.94	19.9
Approach			94	1.1	94	1.1	0.185	61.1	LOS E	2.2	15.8	0.94	0.72	0.94	19.9
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	129	2.4	129	2.4	0.087	21.4	LOS B	0.7	4.7	0.09	0.88	0.09	33.0
25	T1	All MCs	2309	1.6	2309	1.6	*0.942	42.3	LOS C	80.9	574.3	0.97	0.98	1.09	45.4
Approach			2439	1.6	2439	1.6	0.942	41.2	LOS C	80.9	574.3	0.92	0.98	1.04	41.0
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	5	0.0	5	0.0	0.415	68.7	LOS E	3.9	27.8	0.99	0.75	0.99	27.2
28	T1	All MCs	57	1.9	57	1.9	*0.415	64.1	LOS E	3.9	27.8	0.99	0.75	0.99	19.3
29	R2	All MCs	8	0.0	8	0.0	0.058	65.8	LOS E	0.5	3.5	0.95	0.67	0.95	26.3
Approach			71	1.5	71	1.5	0.415	64.6	LOS E	3.9	27.8	0.99	0.74	0.99	21.0
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	1501	2.7	1501	2.7	0.571	11.1	LOS A	24.0	172.1	0.56	0.51	0.56	45.3
Approach			1501	2.7	1501	2.7	0.571	11.1	LOS A	24.0	172.1	0.56	0.51	0.56	45.3
All Vehicles			4104	2.0	4104	2.0	0.942	31.0	LOS C	80.9	574.3	0.79	0.80	0.86	41.5

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		200	211	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

MOVEMENT SUMMARY

Site: [02 (4)] Burns Bay Road | Waterview Drive (2025 Pre Dev - PM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak
 Site Category: 2025
 Roundabout
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	51	0.0	51	0.0	0.045	4.1	LOS A	0.2	1.5	0.17	0.49	0.17	45.4
22	T1	All MCs	1	0.0	1	0.0	0.045	3.9	LOS A	0.2	1.5	0.17	0.49	0.17	25.6
23b	R3	All MCs	1	0.0	1	0.0	0.045	7.7	LOS A	0.2	1.5	0.17	0.49	0.17	45.2
23u	U	All MCs	2	0.0	2	0.0	0.045	8.4	LOS A	0.2	1.5	0.17	0.49	0.17	45.2
Approach			55	0.0	55	0.0	0.045	4.3	LOS A	0.2	1.5	0.17	0.49	0.17	45.1
East: Burns Bay Road (E)															
4b	L3	All MCs	3	0.0	3	0.0	0.021	5.0	LOS A	0.1	0.7	0.29	0.47	0.29	44.9
4a	L1	All MCs	18	0.0	18	0.0	0.021	4.0	LOS A	0.1	0.7	0.29	0.47	0.29	45.4
6a	R1	All MCs	1	0.0	1	0.0	0.021	6.7	LOS A	0.1	0.7	0.29	0.47	0.29	25.2
6u	U	All MCs	1	0.0	1	0.0	0.021	8.9	LOS A	0.1	0.7	0.29	0.47	0.29	44.9
Approach			23	0.0	23	0.0	0.021	4.5	LOS A	0.1	0.7	0.29	0.47	0.29	44.4
NorthWest: Burns Bay Road (NW)															
27a	L1	All MCs	1	0.0	1	0.0	0.014	3.4	LOS A	0.1	0.5	0.32	0.58	0.32	40.7
28	T1	All MCs	1	0.0	1	0.0	0.014	3.7	LOS A	0.1	0.5	0.32	0.58	0.32	40.7
29	R2	All MCs	13	0.0	13	0.0	0.014	6.6	LOS A	0.1	0.5	0.32	0.58	0.32	40.0
29u	U	All MCs	1	0.0	1	0.0	0.014	8.1	LOS A	0.1	0.5	0.32	0.58	0.32	8.3
Approach			16	0.0	16	0.0	0.014	6.3	LOS A	0.1	0.5	0.32	0.58	0.32	38.0
SouthWest: Waterview Drive (SW)															
30	L2	All MCs	12	0.0	12	0.0	0.119	3.8	LOS A	0.6	4.3	0.05	0.61	0.05	25.3
32a	R1	All MCs	44	0.0	44	0.0	0.119	6.0	LOS A	0.6	4.3	0.05	0.61	0.05	44.6
32	R2	All MCs	112	1.9	112	1.9	0.119	6.8	LOS A	0.6	4.3	0.05	0.61	0.05	44.6
32u	U	All MCs	15	7.1	15	7.1	0.119	8.3	LOS A	0.6	4.3	0.05	0.61	0.05	44.5
Approach			182	1.7	182	1.7	0.119	6.5	LOS A	0.6	4.3	0.05	0.61	0.05	43.4
All Vehicles			276	1.1	276	1.1	0.119	5.9	LOS A	0.6	4.3	0.11	0.57	0.11	43.6


Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout 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: [01 (6)] Burns Bay Road | Burns Bay Road (2025 Post Dev - AM Peak)**

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	40	2.6	40	2.6	0.197	61.4	LOS E	2.4	16.9	0.94	0.73	0.94	19.8
23	R2	All MCs	186	0.6	186	0.6	*0.453	63.6	LOS E	5.7	40.1	0.98	0.78	0.98	19.9
Approach			226	0.9	226	0.9	0.453	63.2	LOS E	5.7	40.1	0.97	0.77	0.97	19.9
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	81	0.0	81	0.0	0.054	12.1	LOS A	0.3	2.0	0.06	0.79	0.06	36.6
25	T1	All MCs	1336	3.0	1336	3.0	0.536	13.6	LOS A	21.6	155.4	0.54	0.49	0.54	45.3
Approach			1417	2.8	1417	2.8	0.536	13.5	LOS A	21.6	155.4	0.51	0.51	0.51	43.3
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	12	0.0	12	0.0	0.205	67.1	LOS E	1.9	13.1	0.97	0.71	0.97	26.9
28	T1	All MCs	19	0.0	19	0.0	*0.205	62.6	LOS E	1.9	13.1	0.97	0.71	0.97	19.0
29	R2	All MCs	14	0.0	14	0.0	0.095	66.2	LOS E	0.8	5.8	0.96	0.69	0.96	26.3
Approach			44	0.0	44	0.0	0.205	64.9	LOS E	1.9	13.1	0.97	0.70	0.97	23.8
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	2399	2.6	2399	2.6	*0.911	24.8	LOS B	68.7	491.3	0.92	0.88	0.97	45.4
Approach			2399	2.6	2399	2.6	0.911	24.8	LOS B	68.7	491.3	0.92	0.88	0.97	45.4
All Vehicles			4086	2.6	4086	2.6	0.911	23.4	LOS B	68.7	491.3	0.78	0.74	0.81	42.6

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		200	211	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

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MOVEMENT SUMMARY

Site: [02 (6)] Burns Bay Road | Waterview Drive (2025 Post Dev - AM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak
 Site Category: 2025
 Roundabout
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	92	1.1	92	1.1	0.085	4.6	LOS A	0.4	2.9	0.31	0.51	0.31	45.0
22	T1	All MCs	1	0.0	1	0.0	0.085	4.4	LOS A	0.4	2.9	0.31	0.51	0.31	25.3
23b	R3	All MCs	1	0.0	1	0.0	0.085	8.2	LOS A	0.4	2.9	0.31	0.51	0.31	44.8
23u	U	All MCs	1	0.0	1	0.0	0.085	8.9	LOS A	0.4	2.9	0.31	0.51	0.31	44.8
Approach			95	1.1	95	1.1	0.085	4.7	LOS A	0.4	2.9	0.31	0.51	0.31	44.7
East: Burns Bay Road (E)															
4b	L3	All MCs	6	0.0	6	0.0	0.081	4.8	LOS A	0.4	2.8	0.26	0.50	0.26	44.8
4a	L1	All MCs	56	0.0	56	0.0	0.081	3.9	LOS A	0.4	2.8	0.26	0.50	0.26	45.2
6a	R1	All MCs	32	0.0	32	0.0	0.081	6.6	LOS A	0.4	2.8	0.26	0.50	0.26	25.1
6u	U	All MCs	1	0.0	1	0.0	0.081	8.7	LOS A	0.4	2.8	0.26	0.50	0.26	44.7
Approach			95	0.0	95	0.0	0.081	4.9	LOS A	0.4	2.8	0.26	0.50	0.26	38.5
NorthWest: Burns Bay Road (NW)															
27a	L1	All MCs	7	0.0	7	0.0	0.021	3.0	LOS A	0.1	0.7	0.24	0.55	0.24	41.8
28	T1	All MCs	1	0.0	1	0.0	0.021	3.3	LOS A	0.1	0.7	0.24	0.55	0.24	41.8
29	R2	All MCs	15	7.1	15	7.1	0.021	6.3	LOS A	0.1	0.7	0.24	0.55	0.24	40.9
29u	U	All MCs	1	0.0	1	0.0	0.021	7.7	LOS A	0.1	0.7	0.24	0.55	0.24	8.3
Approach			24	4.3	24	4.3	0.021	5.2	LOS A	0.1	0.7	0.24	0.55	0.24	39.8
SouthWest: Waterview Drive (SW)															
30	L2	All MCs	11	10.0	11	10.0	0.080	4.1	LOS A	0.4	2.8	0.15	0.60	0.15	25.0
32a	R1	All MCs	8	0.0	8	0.0	0.080	6.2	LOS A	0.4	2.8	0.15	0.60	0.15	43.9
32	R2	All MCs	53	0.0	53	0.0	0.080	6.9	LOS A	0.4	2.8	0.15	0.60	0.15	43.9
32u	U	All MCs	33	0.0	33	0.0	0.080	8.4	LOS A	0.4	2.8	0.15	0.60	0.15	43.9
Approach			104	1.0	104	1.0	0.080	7.0	LOS A	0.4	2.8	0.15	0.60	0.15	42.0
All Vehicles			318	1.0	318	1.0	0.085	5.6	LOS A	0.4	2.9	0.24	0.54	0.24	41.7

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout 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: [01 (5)] Burns Bay Road | Burns Bay Road (2025 Post Dev**
 - PM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	21	0.0	21	0.0	0.102	60.4	LOS E	1.2	8.5	0.93	0.70	0.93	19.8
23	R2	All MCs	82	1.3	82	1.3	*0.201	61.4	LOS E	2.4	17.1	0.95	0.73	0.95	19.9
Approach			103	1.0	103	1.0	0.201	61.2	LOS E	2.4	17.1	0.94	0.73	0.94	19.9
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	154	2.1	154	2.1	0.104	22.0	LOS B	0.9	6.4	0.10	0.93	0.10	31.5
25	T1	All MCs	2309	1.6	2309	1.6	*0.961	50.3	LOS D	89.8	637.5	1.00	1.06	1.17	45.3
Approach			2463	1.6	2463	1.6	0.961	48.5	LOS D	89.8	637.5	0.94	1.05	1.10	40.7
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	5	0.0	5	0.0	0.519	69.3	LOS E	5.0	35.1	1.00	0.77	1.00	27.2
28	T1	All MCs	73	1.4	73	1.4	*0.519	64.8	LOS E	5.0	35.1	1.00	0.77	1.00	19.2
29	R2	All MCs	8	0.0	8	0.0	0.058	65.8	LOS E	0.5	3.5	0.95	0.67	0.95	26.3
Approach			86	1.2	86	1.2	0.519	65.2	LOS E	5.0	35.1	1.00	0.76	1.00	20.7
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	1501	2.7	1501	2.7	0.571	11.1	LOS A	24.0	172.1	0.56	0.51	0.56	45.3
Approach			1501	2.7	1501	2.7	0.571	11.1	LOS A	24.0	172.1	0.56	0.51	0.56	45.3
All Vehicles			4154	2.0	4154	2.0	0.961	35.6	LOS C	89.8	637.5	0.81	0.84	0.90	41.1

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	50	53	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		200	211	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

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MOVEMENT SUMMARY

 Site: [02 (10)] Burns Bay Road | Waterview Drive (2035 Post Dev - PM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak

Site Category: 2025

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Veh.]	[Dist]									
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	61	0.0	61	0.0	0.054	4.2	LOS A	0.3	1.8	0.20	0.49	0.20	45.3
22	T1	All MCs	1	0.0	1	0.0	0.054	4.0	LOS A	0.3	1.8	0.20	0.49	0.20	25.5
23b	R3	All MCs	1	0.0	1	0.0	0.054	7.8	LOS A	0.3	1.8	0.20	0.49	0.20	45.1
23u	U	All MCs	2	0.0	2	0.0	0.054	8.5	LOS A	0.3	1.8	0.20	0.49	0.20	45.1
Approach			65	0.0	65	0.0	0.054	4.4	LOS A	0.3	1.8	0.20	0.49	0.20	45.0
East: Burns Bay Road (E)															
4b	L3	All MCs	4	0.0	4	0.0	0.033	5.1	LOS A	0.2	1.1	0.32	0.51	0.32	44.5
4a	L1	All MCs	21	0.0	21	0.0	0.033	4.2	LOS A	0.2	1.1	0.32	0.51	0.32	45.0
6a	R1	All MCs	9	0.0	9	0.0	0.033	6.9	LOS A	0.2	1.1	0.32	0.51	0.32	25.0
6u	U	All MCs	1	0.0	1	0.0	0.033	9.0	LOS A	0.2	1.1	0.32	0.51	0.32	44.5
Approach			36	0.0	36	0.0	0.033	5.2	LOS A	0.2	1.1	0.32	0.51	0.32	39.6
NorthWest: Burns Bay Road (NW)															
27a	L1	All MCs	40	0.0	40	0.0	0.054	3.6	LOS A	0.3	1.8	0.36	0.53	0.36	42.0
28	T1	All MCs	1	0.0	1	0.0	0.054	3.9	LOS A	0.3	1.8	0.36	0.53	0.36	42.0
29	R2	All MCs	15	0.0	15	0.0	0.054	6.9	LOS A	0.3	1.8	0.36	0.53	0.36	41.3
29u	U	All MCs	1	0.0	1	0.0	0.054	8.3	LOS A	0.3	1.8	0.36	0.53	0.36	8.1
Approach			57	0.0	57	0.0	0.054	4.5	LOS A	0.3	1.8	0.36	0.53	0.36	41.2
SouthWest: Waterview Drive (SW)															
30	L2	All MCs	14	0.0	14	0.0	0.148	3.9	LOS A	0.8	5.7	0.09	0.60	0.09	25.2
32a	R1	All MCs	53	0.0	53	0.0	0.148	6.1	LOS A	0.8	5.7	0.09	0.60	0.09	44.4
32	R2	All MCs	134	1.6	134	1.6	0.148	6.8	LOS A	0.8	5.7	0.09	0.60	0.09	44.4
32u	U	All MCs	18	5.9	18	5.9	0.148	8.3	LOS A	0.8	5.7	0.09	0.60	0.09	44.3
Approach			218	1.4	218	1.4	0.148	6.6	LOS A	0.8	5.7	0.09	0.60	0.09	43.2
All Vehicles			376	0.8	376	0.8	0.148	5.7	LOS A	0.8	5.7	0.17	0.56	0.17	43.0

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

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

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

Roundabout 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: [01 (8)] Burns Bay Road | Burns Bay Road (2035 Pre Dev - AM Peak)**

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	33	3.2	33	3.2	0.156	60.5	LOS E	1.9	13.7	0.94	0.72	0.94	19.9
23	R2	All MCs	201	0.5	201	0.5	*0.472	63.3	LOS E	6.1	43.2	0.98	0.78	0.98	20.0
Approach			234	0.9	234	0.9	0.472	62.9	LOS E	6.1	43.2	0.97	0.77	0.97	19.9
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	91	0.0	91	0.0	0.061	15.6	LOS B	0.3	2.3	0.06	0.77	0.06	37.6
25	T1	All MCs	1603	3.0	1603	3.0	0.670	18.5	LOS B	32.0	229.7	0.66	0.60	0.66	44.5
Approach			1694	2.9	1694	2.9	0.670	18.3	LOS B	32.0	229.7	0.63	0.61	0.63	41.8
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	14	0.0	14	0.0	0.191	64.9	LOS E	2.0	14.2	0.96	0.71	0.96	27.2
28	T1	All MCs	20	0.0	20	0.0	*0.191	60.3	LOS E	2.0	14.2	0.96	0.71	0.96	19.3
29	R2	All MCs	17	0.0	17	0.0	0.099	64.1	LOS E	1.0	7.0	0.95	0.70	0.95	26.6
Approach			51	0.0	51	0.0	0.191	62.8	LOS E	2.0	14.2	0.95	0.71	0.95	24.3
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	2879	2.6	2879	2.6	*1.131	156.2	LOS F	160.8	1150.9	1.00	1.71	1.89	43.7
Approach			2879	2.6	2879	2.6	1.131	156.2	LOS F	160.8	1150.9	1.00	1.71	1.89	43.7
All Vehicles			4857	2.6	4857	2.6	1.131	102.7	LOS F	160.8	1150.9	0.87	1.27	1.40	41.4

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		240	253	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

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MOVEMENT SUMMARY

Site: [02 (8)] Burns Bay Road | Waterview Drive (2035 Pre Dev - AM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak
 Site Category: 2025
 Roundabout
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	109	1.0	109	1.0	0.100	4.5	LOS A	0.5	3.5	0.30	0.50	0.30	45.0
22	T1	All MCs	1	0.0	1	0.0	0.100	4.4	LOS A	0.5	3.5	0.30	0.50	0.30	25.3
23b	R3	All MCs	1	0.0	1	0.0	0.100	8.2	LOS A	0.5	3.5	0.30	0.50	0.30	44.8
23u	U	All MCs	1	0.0	1	0.0	0.100	8.9	LOS A	0.5	3.5	0.30	0.50	0.30	44.8
Approach			113	0.9	113	0.9	0.100	4.6	LOS A	0.5	3.5	0.30	0.50	0.30	44.8
East: Burns Bay Road (E)															
4b	L3	All MCs	7	0.0	7	0.0	0.067	4.9	LOS A	0.3	2.2	0.28	0.46	0.28	45.1
4a	L1	All MCs	67	0.0	67	0.0	0.067	4.0	LOS A	0.3	2.2	0.28	0.46	0.28	45.6
6a	R1	All MCs	1	0.0	1	0.0	0.067	6.7	LOS A	0.3	2.2	0.28	0.46	0.28	25.3
6u	U	All MCs	1	0.0	1	0.0	0.067	8.8	LOS A	0.3	2.2	0.28	0.46	0.28	45.1
Approach			77	0.0	77	0.0	0.067	4.2	LOS A	0.3	2.2	0.28	0.46	0.28	45.2
NorthWest: Burns Bay Road (NW)															
27a	L1	All MCs	1	0.0	1	0.0	0.019	3.1	LOS A	0.1	0.6	0.26	0.58	0.26	41.0
28	T1	All MCs	1	0.0	1	0.0	0.019	3.4	LOS A	0.1	0.6	0.26	0.58	0.26	41.0
29	R2	All MCs	18	5.9	18	5.9	0.019	6.4	LOS A	0.1	0.6	0.26	0.58	0.26	40.1
29u	U	All MCs	1	0.0	1	0.0	0.019	7.8	LOS A	0.1	0.6	0.26	0.58	0.26	8.3
Approach			21	5.0	21	5.0	0.019	6.1	LOS A	0.1	0.6	0.26	0.58	0.26	38.6
SouthWest: Waterview Drive (SW)															
30	L2	All MCs	13	8.3	13	8.3	0.082	3.9	LOS A	0.4	2.9	0.05	0.63	0.05	25.3
32a	R1	All MCs	11	0.0	11	0.0	0.082	6.0	LOS A	0.4	2.9	0.05	0.63	0.05	44.4
32	R2	All MCs	63	0.0	63	0.0	0.082	6.7	LOS A	0.4	2.9	0.05	0.63	0.05	44.4
32u	U	All MCs	39	0.0	39	0.0	0.082	8.2	LOS A	0.4	2.9	0.05	0.63	0.05	44.4
Approach			125	0.8	125	0.8	0.082	6.9	LOS A	0.4	2.9	0.05	0.63	0.05	42.5
All Vehicles			336	0.9	336	0.9	0.100	5.4	LOS A	0.5	3.5	0.20	0.54	0.20	43.8

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout 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: [01 (7)] Burns Bay Road | Burns Bay Road (2035 Pre Dev - PM Peak)**

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	21	0.0	21	0.0	0.099	59.9	LOS E	1.2	8.5	0.93	0.70	0.93	19.9
23	R2	All MCs	91	1.2	91	1.2	*0.214	61.0	LOS E	2.7	18.8	0.94	0.74	0.94	20.0
Approach			112	0.9	112	0.9	0.214	60.8	LOS E	2.7	18.8	0.94	0.73	0.94	20.0
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	156	2.7	156	2.7	0.106	26.1	LOS B	0.9	6.4	0.10	0.89	0.10	33.2
25	T1	All MCs	2772	1.6	2772	1.6	*1.178	205.4	LOS F	183.7	1303.3	1.00	1.89	2.12	43.7
Approach			2927	1.7	2927	1.7	1.178	195.8	LOS F	183.7	1303.3	0.95	1.84	2.01	38.8
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	6	0.0	6	0.0	0.422	66.7	LOS E	4.6	32.8	0.99	0.76	0.99	27.5
28	T1	All MCs	68	1.5	68	1.5	*0.422	62.1	LOS E	4.6	32.8	0.99	0.76	0.99	19.5
29	R2	All MCs	11	0.0	11	0.0	0.062	63.6	LOS E	0.6	4.3	0.94	0.68	0.94	26.6
Approach			85	1.2	85	1.2	0.422	62.6	LOS E	4.6	32.8	0.98	0.75	0.98	21.3
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	1801	2.7	1801	2.7	0.708	14.6	LOS B	35.5	254.5	0.69	0.63	0.69	44.6
Approach			1801	2.7	1801	2.7	0.708	14.6	LOS B	35.5	254.5	0.69	0.63	0.69	44.6
All Vehicles			4925	2.0	4925	2.0	1.178	124.2	LOS F	183.7	1303.3	0.86	1.35	1.49	39.9

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		240	253	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

MOVEMENT SUMMARY

Site: [02 (7)] Burns Bay Road | Waterview Drive (2035 Pre Dev - PM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak
 Site Category: 2025
 Roundabout
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate to Depart		km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	61	0.0	61	0.0	0.054	4.1	LOS A	0.3	1.8	0.18	0.49	0.18	45.4
22	T1	All MCs	1	0.0	1	0.0	0.054	4.0	LOS A	0.3	1.8	0.18	0.49	0.18	25.5
23b	R3	All MCs	1	0.0	1	0.0	0.054	7.8	LOS A	0.3	1.8	0.18	0.49	0.18	45.2
23u	U	All MCs	2	0.0	2	0.0	0.054	8.5	LOS A	0.3	1.8	0.18	0.49	0.18	45.2
Approach			65	0.0	65	0.0	0.054	4.3	LOS A	0.3	1.8	0.18	0.49	0.18	45.1
East: Burns Bay Road (E)															
4b	L3	All MCs	4	0.0	4	0.0	0.025	5.1	LOS A	0.1	0.8	0.32	0.48	0.32	44.8
4a	L1	All MCs	21	0.0	21	0.0	0.025	4.2	LOS A	0.1	0.8	0.32	0.48	0.32	45.2
6a	R1	All MCs	1	0.0	1	0.0	0.025	6.9	LOS A	0.1	0.8	0.32	0.48	0.32	25.1
6u	U	All MCs	1	0.0	1	0.0	0.025	9.0	LOS A	0.1	0.8	0.32	0.48	0.32	44.7
Approach			27	0.0	27	0.0	0.025	4.6	LOS A	0.1	0.8	0.32	0.48	0.32	44.4
NorthWest: Burns Bay Road (NW)															
27a	L1	All MCs	1	0.0	1	0.0	0.017	3.5	LOS A	0.1	0.5	0.35	0.59	0.35	40.5
28	T1	All MCs	1	0.0	1	0.0	0.017	3.9	LOS A	0.1	0.5	0.35	0.59	0.35	40.5
29	R2	All MCs	15	0.0	15	0.0	0.017	6.8	LOS A	0.1	0.5	0.35	0.59	0.35	39.8
29u	U	All MCs	1	0.0	1	0.0	0.017	8.3	LOS A	0.1	0.5	0.35	0.59	0.35	8.2
Approach			18	0.0	18	0.0	0.017	6.5	LOS A	0.1	0.5	0.35	0.59	0.35	38.0
SouthWest: Waterview Drive (SW)															
30	L2	All MCs	14	0.0	14	0.0	0.141	3.8	LOS A	0.7	5.2	0.05	0.61	0.05	25.3
32a	R1	All MCs	53	0.0	53	0.0	0.141	6.0	LOS A	0.7	5.2	0.05	0.61	0.05	44.6
32	R2	All MCs	134	1.6	134	1.6	0.141	6.8	LOS A	0.7	5.2	0.05	0.61	0.05	44.6
32u	U	All MCs	18	5.9	18	5.9	0.141	8.3	LOS A	0.7	5.2	0.05	0.61	0.05	44.5
Approach			218	1.4	218	1.4	0.141	6.5	LOS A	0.7	5.2	0.05	0.61	0.05	43.4
All Vehicles			328	1.0	328	1.0	0.141	5.9	LOS A	0.7	5.2	0.12	0.58	0.12	43.6


Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout 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: [01 (9)] Burns Bay Road | Burns Bay Road (2035 Post Dev - AM Peak)**

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	45	2.3	45	2.3	0.215	64.2	LOS E	2.7	19.0	0.94	0.74	0.94	19.9
23	R2	All MCs	220	0.5	220	0.5	*0.534	67.0	LOS E	6.8	48.1	0.99	0.79	0.99	19.9
Approach			265	0.8	265	0.8	0.534	66.5	LOS E	6.8	48.1	0.98	0.78	0.98	19.3
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	96	0.0	96	0.0	0.064	15.6	LOS B	0.4	2.5	0.06	0.78	0.06	37.4
25	T1	All MCs	1603	3.0	1603	3.0	0.672	18.5	LOS B	32.2	231.3	0.66	0.61	0.66	44.5
Approach			1699	2.9	1699	2.9	0.672	18.3	LOS B	32.2	231.3	0.63	0.62	0.63	41.8
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	14	0.0	14	0.0	0.203	65.0	LOS E	2.2	15.1	0.96	0.71	0.96	27.2
28	T1	All MCs	22	0.0	22	0.0	*0.203	60.4	LOS E	2.2	15.1	0.96	0.71	0.96	19.3
29	R2	All MCs	17	0.0	17	0.0	0.099	64.1	LOS E	1.0	7.0	0.95	0.70	0.95	26.6
Approach			53	0.0	53	0.0	0.203	62.8	LOS E	2.2	15.1	0.96	0.71	0.96	24.1
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	2879	2.6	2879	2.6	*1.131	156.2	LOS F	160.8	1150.9	1.00	1.71	1.89	43.7
Approach			2879	2.6	2879	2.6	1.131	156.2	LOS F	160.8	1150.9	1.00	1.71	1.89	43.7
All Vehicles			4896	2.6	4896	2.6	1.131	102.5	LOS F	160.8	1150.9	0.87	1.27	1.39	41.1

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		240	253	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

MOVEMENT SUMMARY

 Site: [02 (9)] Burns Bay Road | Waterview Drive (2035 Post Dev - AM Peak)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

AM Peak
 Site Category: 2025
 Roundabout
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles Rate to Depart	Number of Cycles	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]					
			veh/h	%	veh/h	%	v/c	sec			veh	m				km/h
SouthEast: Burns Bay Road (SE)																
21	L2	All MCs	109	1.0	109	1.0	0.103	4.7	LOS A	0.5	3.6	0.34	0.52	0.34	44.9	
22	T1	All MCs	1	0.0	1	0.0	0.103	4.5	LOS A	0.5	3.6	0.34	0.52	0.34	25.2	
23b	R3	All MCs	1	0.0	1	0.0	0.103	8.3	LOS A	0.5	3.6	0.34	0.52	0.34	44.7	
23u	U	All MCs	1	0.0	1	0.0	0.103	9.1	LOS A	0.5	3.6	0.34	0.52	0.34	44.7	
Approach			113	0.9	113	0.9	0.103	4.8	LOS A	0.5	3.6	0.34	0.52	0.34	44.7	
East: Burns Bay Road (E)																
4b	L3	All MCs	7	0.0	7	0.0	0.094	4.9	LOS A	0.5	3.2	0.29	0.50	0.29	44.8	
4a	L1	All MCs	67	0.0	67	0.0	0.094	4.0	LOS A	0.5	3.2	0.29	0.50	0.29	45.2	
6a	R1	All MCs	32	0.0	32	0.0	0.094	6.7	LOS A	0.5	3.2	0.29	0.50	0.29	25.1	
6u	U	All MCs	1	0.0	1	0.0	0.094	8.9	LOS A	0.5	3.2	0.29	0.50	0.29	44.7	
Approach			107	0.0	107	0.0	0.094	4.9	LOS A	0.5	3.2	0.29	0.50	0.29	39.3	
NorthWest: Burns Bay Road (NW)																
27a	L1	All MCs	7	0.0	7	0.0	0.024	3.1	LOS A	0.1	0.8	0.27	0.56	0.27	41.6	
28	T1	All MCs	1	0.0	1	0.0	0.024	3.4	LOS A	0.1	0.8	0.27	0.56	0.27	41.6	
29	R2	All MCs	18	5.9	18	5.9	0.024	6.4	LOS A	0.1	0.8	0.27	0.56	0.27	40.7	
29u	U	All MCs	1	0.0	1	0.0	0.024	7.8	LOS A	0.1	0.8	0.27	0.56	0.27	8.3	
Approach			27	3.8	27	3.8	0.024	5.4	LOS A	0.1	0.8	0.27	0.56	0.27	39.7	
SouthWest: Waterview Drive (SW)																
30	L2	All MCs	13	8.3	13	8.3	0.095	4.1	LOS A	0.5	3.5	0.15	0.60	0.15	25.0	
32a	R1	All MCs	11	0.0	11	0.0	0.095	6.2	LOS A	0.5	3.5	0.15	0.60	0.15	43.9	
32	R2	All MCs	63	0.0	63	0.0	0.095	6.9	LOS A	0.5	3.5	0.15	0.60	0.15	43.9	
32u	U	All MCs	39	0.0	39	0.0	0.095	8.4	LOS A	0.5	3.5	0.15	0.60	0.15	43.9	
Approach			125	0.8	125	0.8	0.095	7.0	LOS A	0.5	3.5	0.15	0.60	0.15	42.1	
All Vehicles			373	0.8	373	0.8	0.103	5.6	LOS A	0.5	3.6	0.25	0.54	0.25	41.9	

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: G:\2024\24177 - 300 Burns Bay Road, Lane Cove\Modell\24177-1.2-SIDRA\300 Burns Bay Road, Lane Cove.sipx

MOVEMENT SUMMARY

 **Site: [01 (10)] Burns Bay Road | Burns Bay Road (2035 Post Dev - PM Peak)**

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

PM Peak

Site Category: 2025

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
SouthEast: Burns Bay Road (SE)															
21	L2	All MCs	24	0.0	24	0.0	0.113	60.0	LOS E	1.4	9.8	0.93	0.71	0.93	19.9
23	R2	All MCs	97	1.1	97	1.1	*0.228	61.2	LOS E	2.9	20.2	0.95	0.74	0.95	20.0
Approach			121	0.9	121	0.9	0.228	60.9	LOS E	2.9	20.2	0.94	0.73	0.94	20.0
NorthEast: Burns Bay Road (NE)															
24	L2	All MCs	180	2.3	180	2.3	0.123	26.1	LOS B	1.2	8.4	0.11	0.94	0.11	31.7
25	T1	All MCs	2772	1.6	2772	1.6	*1.199	223.7	LOS F	194.1	1377.6	1.00	1.97	2.22	43.8
Approach			2952	1.6	2952	1.6	1.199	211.7	LOS F	194.1	1377.6	0.95	1.91	2.09	38.8
NorthWest: Burns Bay Road (NW)															
27	L2	All MCs	6	0.0	6	0.0	0.510	67.3	LOS E	5.7	40.1	1.00	0.77	1.00	27.5
28	T1	All MCs	84	1.2	84	1.2	*0.510	62.8	LOS E	5.7	40.1	1.00	0.77	1.00	19.6
29	R2	All MCs	11	0.0	11	0.0	0.062	63.6	LOS E	0.6	4.3	0.94	0.68	0.94	26.6
Approach			101	1.0	101	1.0	0.510	63.1	LOS E	5.7	40.1	0.99	0.76	0.99	21.1
SouthWest: Burns Bay Road (SW)															
31	T1	All MCs	1801	2.7	1801	2.7	0.708	14.6	LOS B	35.5	254.5	0.69	0.63	0.69	44.6
Approach			1801	2.7	1801	2.7	0.708	14.6	LOS B	35.5	254.5	0.69	0.63	0.69	44.6
All Vehicles			4975	2.0	4975	2.0	1.199	133.7	LOS F	194.1	1377.6	0.85	1.39	1.53	39.7

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

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

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

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

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

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
SouthEast: Burns Bay Road (SE)												
P5	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
NorthEast: Burns Bay Road (NE)												
P6	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94

NorthWest: Burns Bay Road (NW)												
P7	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
SouthWest: Burns Bay Road (SW)												
P8	Full	60	63	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
All		240	253	59.3	LOS E	0.2	0.2	0.96	0.96	213.1	200.0	0.94
Pedestrians												

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

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

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

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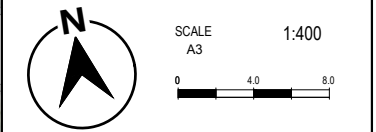
Attachment 5

Turning Path Assessment

PROJECT
**300 BURNS BAY ROAD,
 LANE COVE**

TITLE
COMPLIANCE ASSESSMENT

GROUND FLOOR



DESIGNED BY
 B.BUI

REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
 G:\2024\24177 - 300 BURNS BAY
 ROAD, LANE
 COVE\DRAWINGS\DA\20260218

ISSUE DATE 18 February 2026

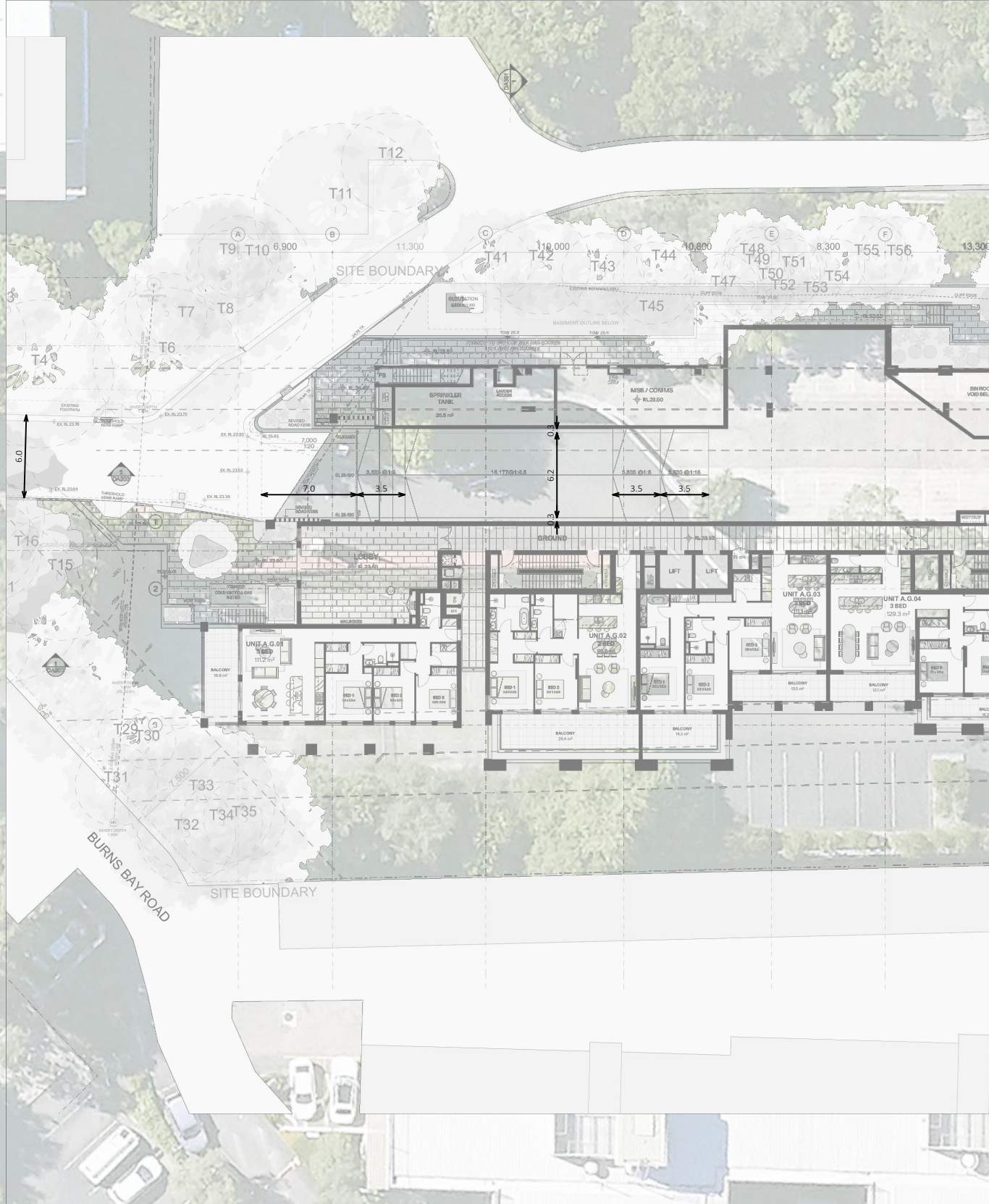
SHEET NO. 01 OF 09

DRAWING REF NO. 24177-V1.11-SP

LEGENDS/NOTES

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

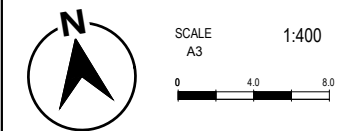
LEGEND:	STR STORAGE	MATERIALS LEGEND:	PS PRIVACY SCREEN (TO FUTURE SELECTION)	TREE LEGEND:
AW AWNING	HWU HOT WATER UNITS	AFG ALUMINUM FRAMED GLAZING	PTX PAINT FINISH TYPE X	TREE T2
AH ACCESS HATCH	(A)S AFFORDABLE HOUSING UNITS	AL ALUMINUM ELLIPTICAL FIXED LOUVERS	RP ROOF RIVER PEBBLES	
AC A/C CONDENSER UNITS		AW AWNING (TO FUTURE DETAIL)	RF ROOF FINISH	
FH FIRE HYDRANT		CONC CONCRETE	RS ROOF RIVER STONES	
FHR FIRE HOSE REEL		CB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)	RP ROOF RIVER PEBBLES	
FS FIRE STAIRS		MB METAL BALLUSTRADE	RS ROOF RIVER STONES	
GC GARBAGE CHUTE		M/C METAL CLADDING	RF ROOF FINISH	
HW HIGHLIGHT WINDOW		M/C METAL CLADDING	RS ROOF RIVER STONES	
MW MECHANICAL RISER TO FUTURE DETAIL		M/F METAL FENCINGS (TO FUTURE SELECTION)	RF ROOF FINISH	
MS MAIL BOX TO FUTURE DETAIL			RS ROOF RIVER STONES	
SK SKYLIGHT			RF ROOF FINISH	



PROJECT
**300 BURNS BAY ROAD,
 LANE COVE**

TITLE
COMPLIANCE ASSESSMENT

LOWER GROUND FLOOR



DESIGNED BY
 B.BUI

REVIEWED BY
 B.LO

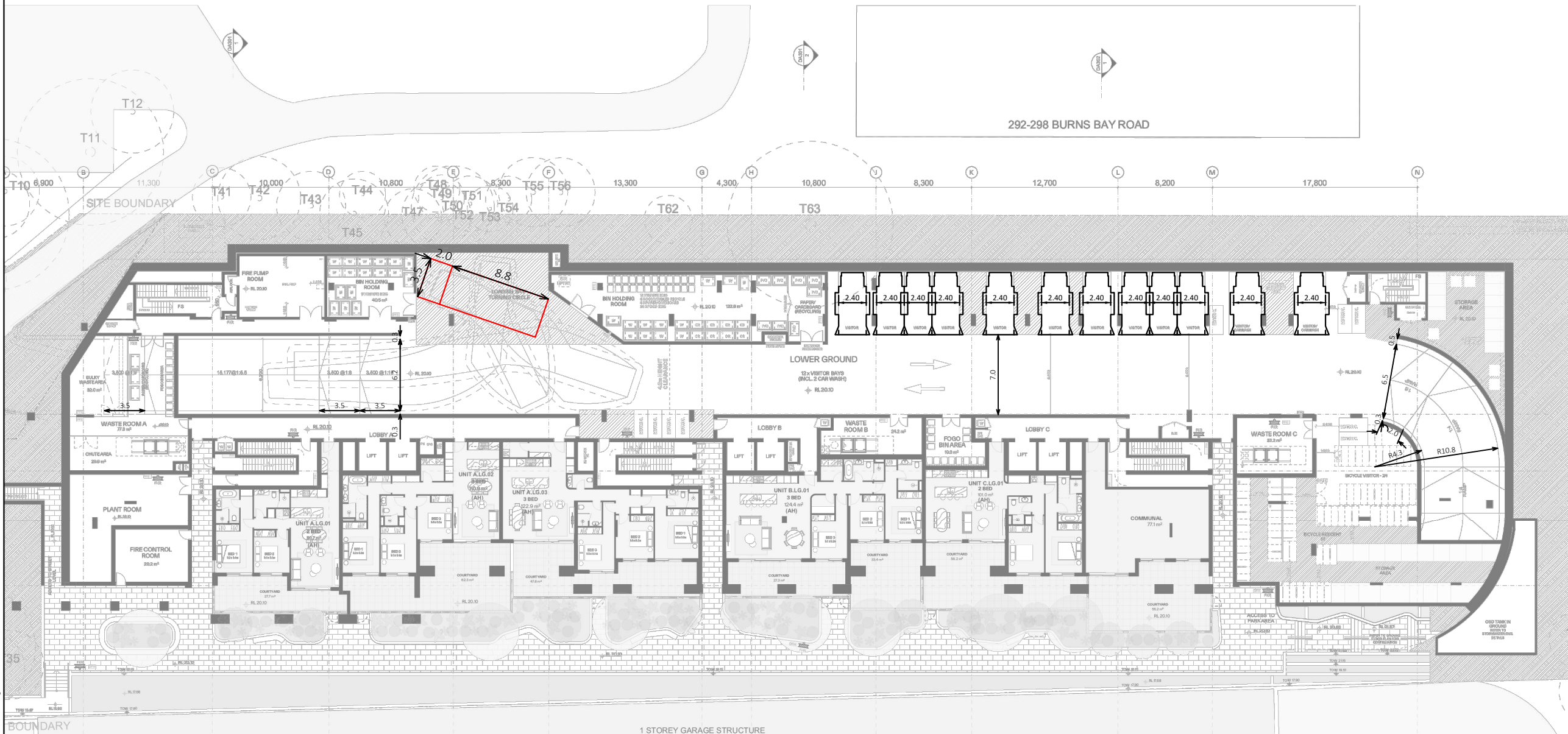
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 ROAD, LANE
 COVE\DRAWINGS\DA\20260218

ISSUE DATE 18 February 2026
 SHEET NO. 02 OF 09
 DRAWING REF NO. 24177-V1.11-SP

LEGENDS/NOTES

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

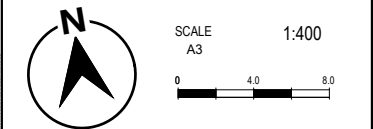
MATERIALS LEGEND:		TREE LEGEND:	
STORAGE	AFG ALUMINIUM FRAMED GLAZING	PSx PRIVACY SCREEN (TO FUTURE SELECTION)	○ TREE TPZ
HOT WATER UNITS	LV ALUMINIUM ELLIPTICAL FKED LOUVERS	PFx PAINT FINISH TYPEx	
	AW AWNING (TO FUTURE DETAIL)	RP ROOF RIVER PEBBLES	
AFFORDABLE HOUSING UNITS	CONC CONCRETE	RW RENDERED FINISH/SELECTED PAINT FINISH	
	GB FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)		
	MB METAL BALUSTRADE		
	MC METAL CLADDING		
	MF METAL FENCING (TO FUTURE SELECTION)		



PROJECT
**300 BURNS BAY ROAD,
 LANE COVE**

TITLE
COMPLIANCE ASSESSMENT

BASEMENT 1



DESIGNED BY
 B.BUI

REVIEWED BY
 B.LO

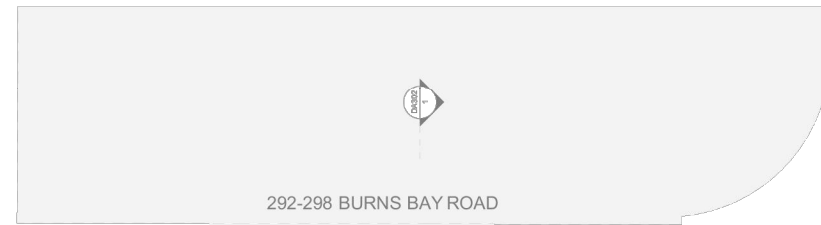
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ISSUE DATE 18 February 2026
 SHEET NO. 03 OF 09
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- LEGENDS/NOTES
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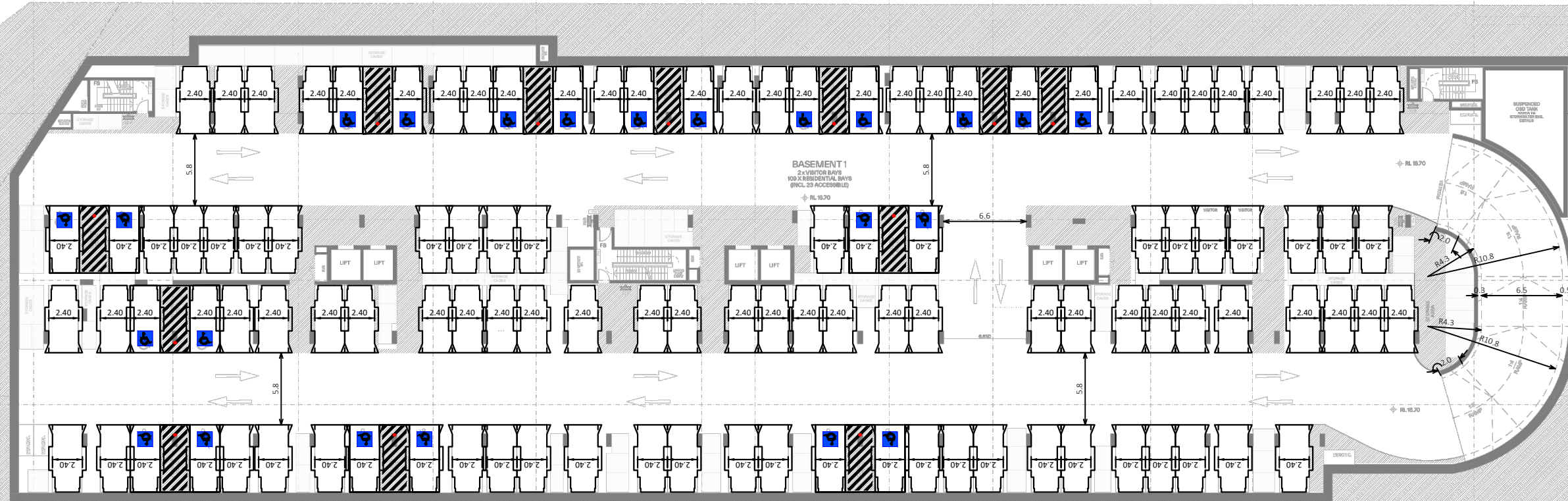
STR STORAGE		MATERIALS LEGEND:		TREE LEGEND:	
HWU HOT WATER UNITS	AFG ALUMINIUM FRAMED GLAZING	PSK PRIVACY SCREEN (TO FUTURE SELECTION)	ALUMINIUM ELLIPTICAL FIXED LOUVERS	TPZ TREE TPZ	
(AH) AFFORDABLE HOUSING UNITS	AV ALUMINIUM ELLIPTICAL FIXED LOUVERS	RP ROOF RIVER PEBBLES	CONCRETE FRAMELESS TOUCH-BENED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)		
	CONC CONCRETE	RW RENDERED FINISH/SELECTED PAINT FINISH	MB METAL BALLUSTRADE		
	GB FRAMELESS TOUCH-BENED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)		MC METAL CLADDING		
	MB METAL BALLUSTRADE		MF METAL FENCING (TO FUTURE SELECTION)		
	MC METAL CLADDING				
	MF METAL FENCING (TO FUTURE SELECTION)				

DETAIL



A 6,900 B 11,300 C 10,000 D 10,800 E 8,300 F 13,300 G 4,300 H 10,800 J 8,300 K 12,700 L 8,200 M 17,800 N

SITE BOUNDARY



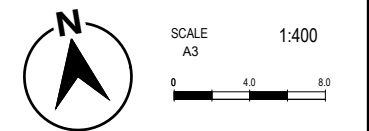
SITE BOUNDARY

1 STOREY GARAGE STRUCTURE

PROJECT
**300 BURNS BAY ROAD,
 LANE COVE**

TITLE
COMPLIANCE ASSESSMENT

BASEMENT 2



DESIGNED BY
 B.BUI

REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
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 ROAD, LANE
 COVE\DRAWINGS\DA\20260218

ISSUE DATE 18 February 2026
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- LEGENDS/NOTES
- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
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 - ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER

MATERIALS LEGEND:		TREE LEGEND:	
STR	STORAGE	AFG	ALUMINIUM FRAMED GLAZING
HWU	HOT WATER UNITS	LV	ALUMINIUM ELLIPTICAL FIXED LOUVERS
(AH)	AFFORDABLE HOUSING UNITS	AW	AWNING (TO FUTURE DETAIL)
		CONC	CONCRETE
		GB	FRAMELESS TOUCHED GLASS BALUSTRADE (TO BCA/AUS STANDARDS)
		MB	METAL BALUSTRADE
		MC	METAL CLADDING
		MF	METAL FENCING (TO FUTURE SELECTION)
		PSk	PRIVACY SCREEN (TO FUTURE SELECTION)
		PTx	PAINT FINISH TYPEx
		RF	ROOF FINDER PEBBLES
		RW	RENDERED FINISH/SELECTED PAINT FINISH
			TREE TPZ

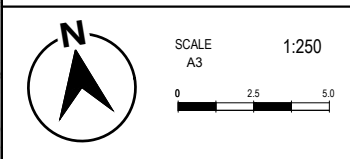


PROJECT
**300 BURNS BAY ROAD,
 LANE COVE**

TITLE
SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

GROUND FLOOR



DESIGNED BY
 B.BUI

REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
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 ROAD, LANE
 COVE\DRAWINGS\DA\20260218

ISSUE DATE 18 February 2026

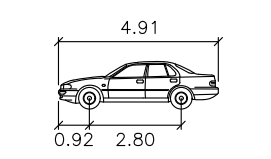
SHEET NO. 06 OF 09

DRAWING REF NO. 24177-V1.11-SP

LEGENDS/NOTES

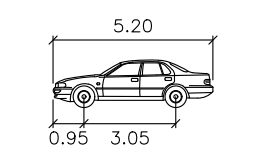
SWEPT PATH KEY:

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



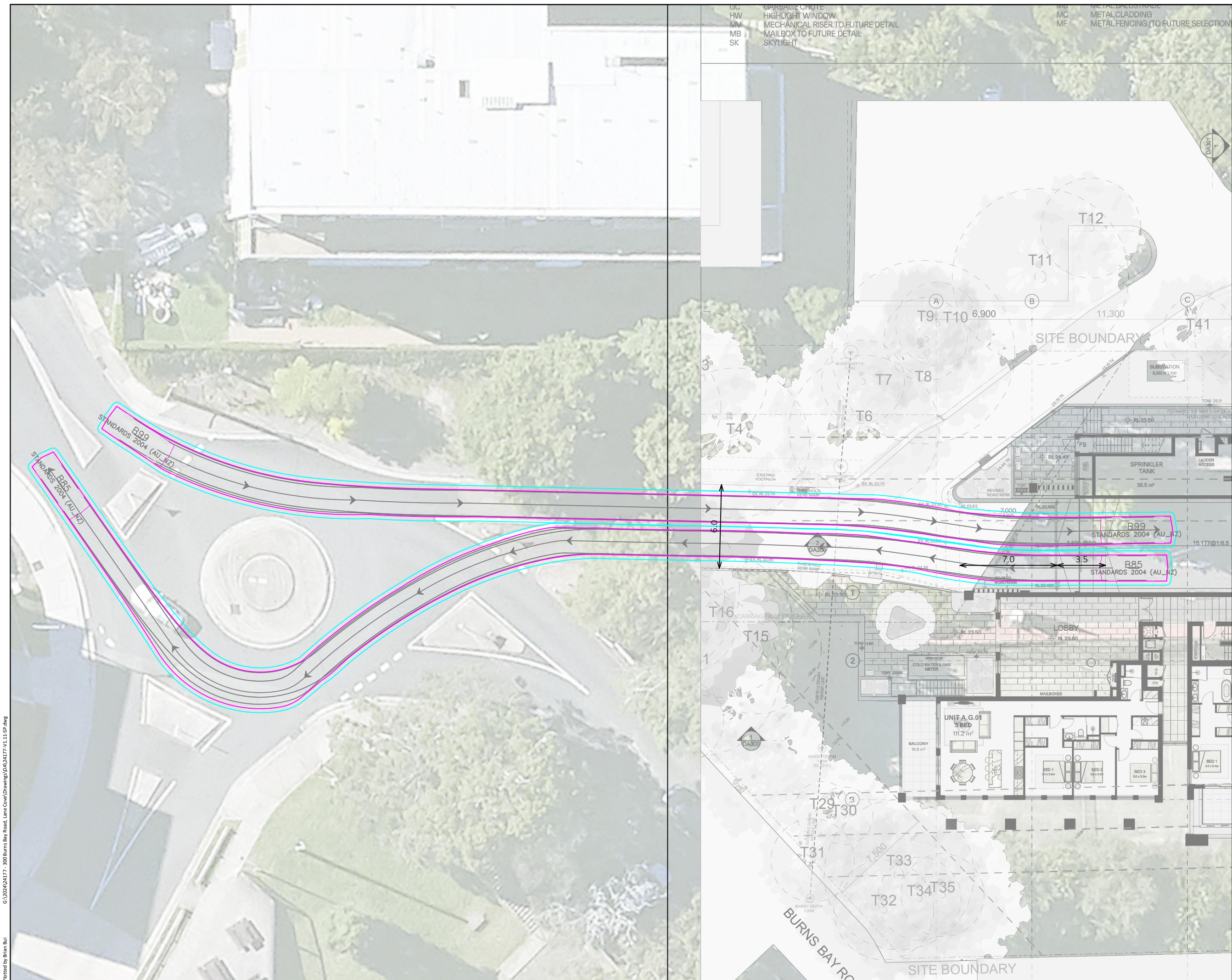
B85

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



B99

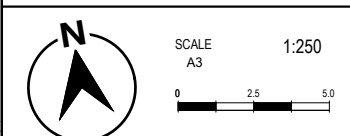
Width : 1.94 meters
 Track : 1.84
 Lock to Lock Time : 6.0
 Steering Angle : 33.9



PROJECT
300 BURNS BAY ROAD,
LANE COVE

TITLE
SWEEP PATH ASSESSMENT
8.8m MRV

LOWER GROUND FLOOR



DESIGNED BY
B.BUI

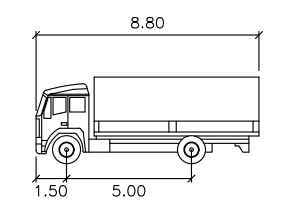
REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
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COVE\DRAWINGS\DA\20260218

ISSUE DATE 18 February 2026
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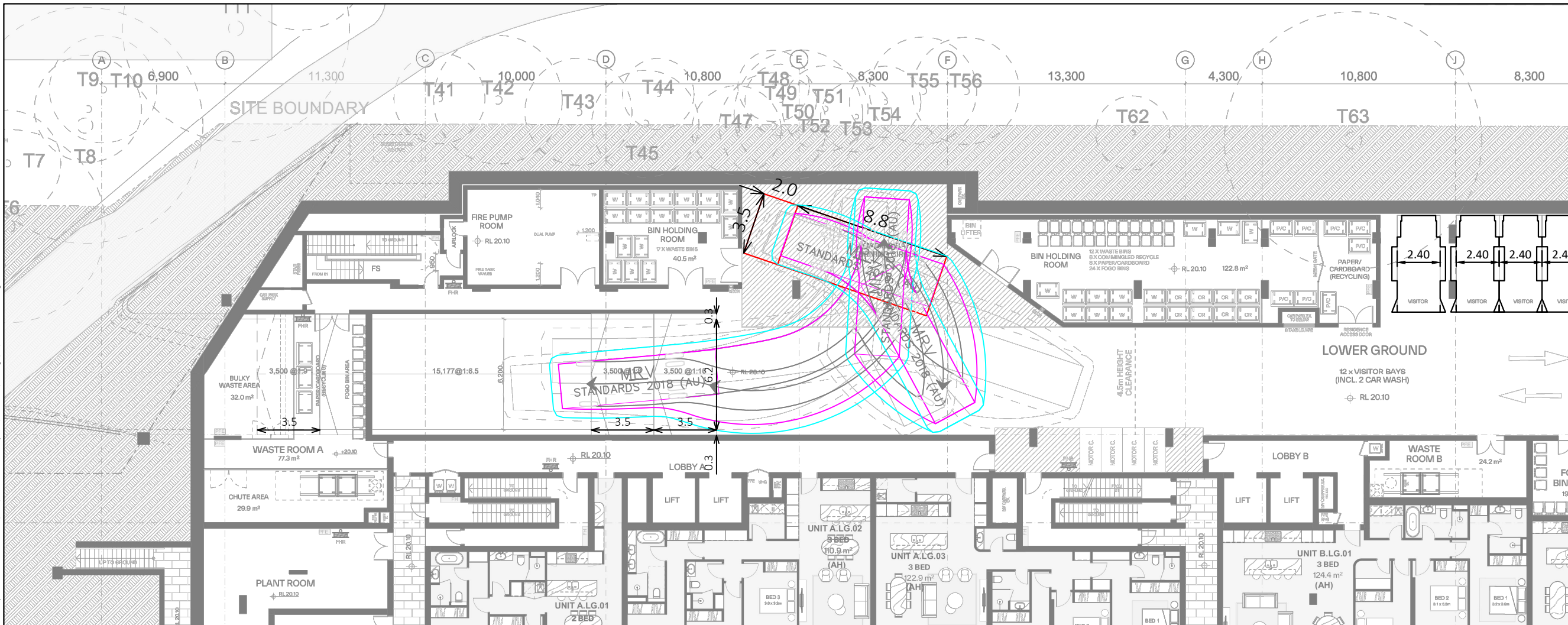
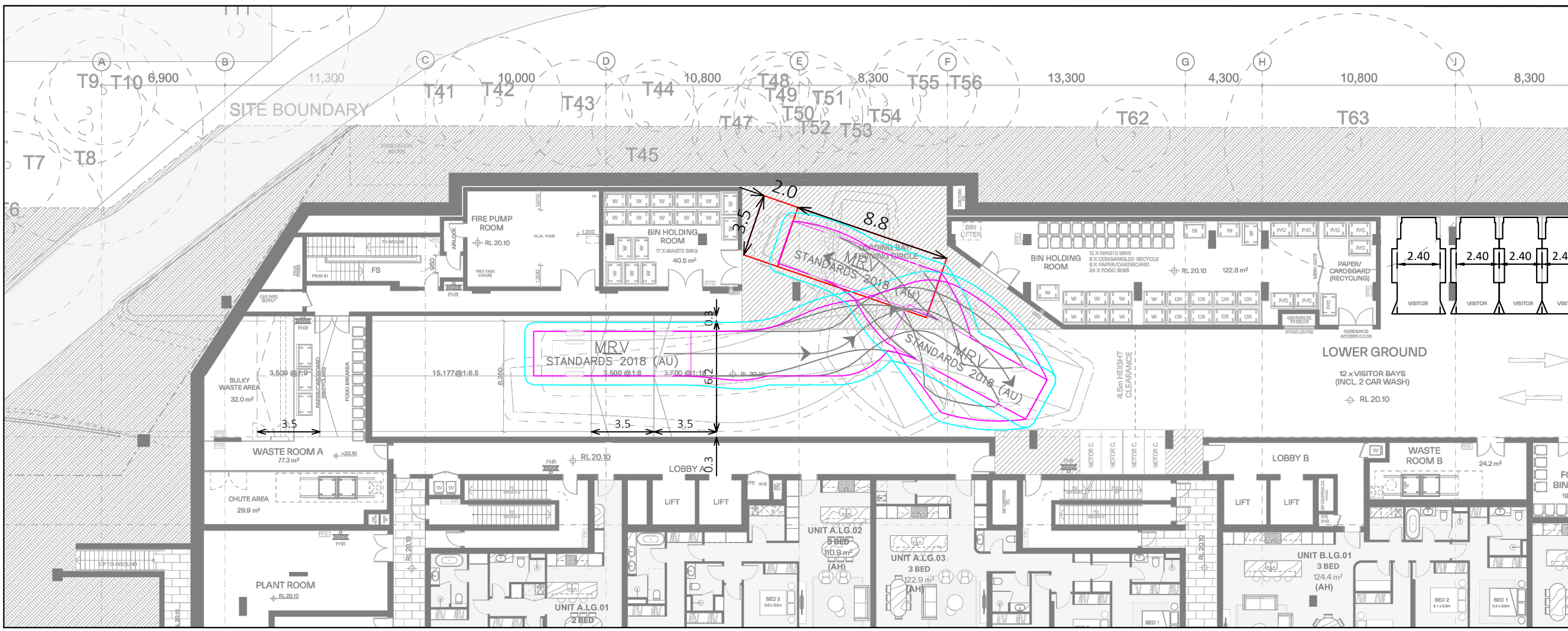
LEGENDS/NOTES

- SWEEP PATH KEY:**
- VEHICLE CENTRE LINE
 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 600mm CLEARANCE FROM VEHICLE BODY



MRV

Width : 2.50 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 34.0

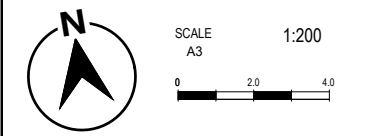


PROJECT
**300 BURNS BAY ROAD,
 LANE COVE**

TITLE
SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

BASEMENT LEVELS



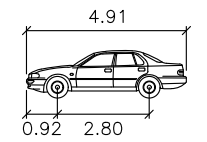
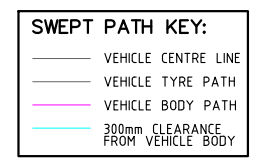
DESIGNED BY
 B.BUI

REVIEWED BY
 B.LO

DRAWING REFERENCE (SOURCE):
 G:\2024\24177 - 300 BURNS BAY
 ROAD, LANE
 COVE\DRAWINGS\DA\20260218

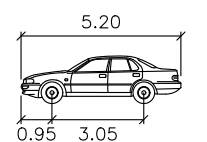
ISSUE DATE 18 February 2026
 SHEET NO. 08 OF 09
 DRAWING REF NO. 24177-V1.11-SP

LEGENDS/NOTES



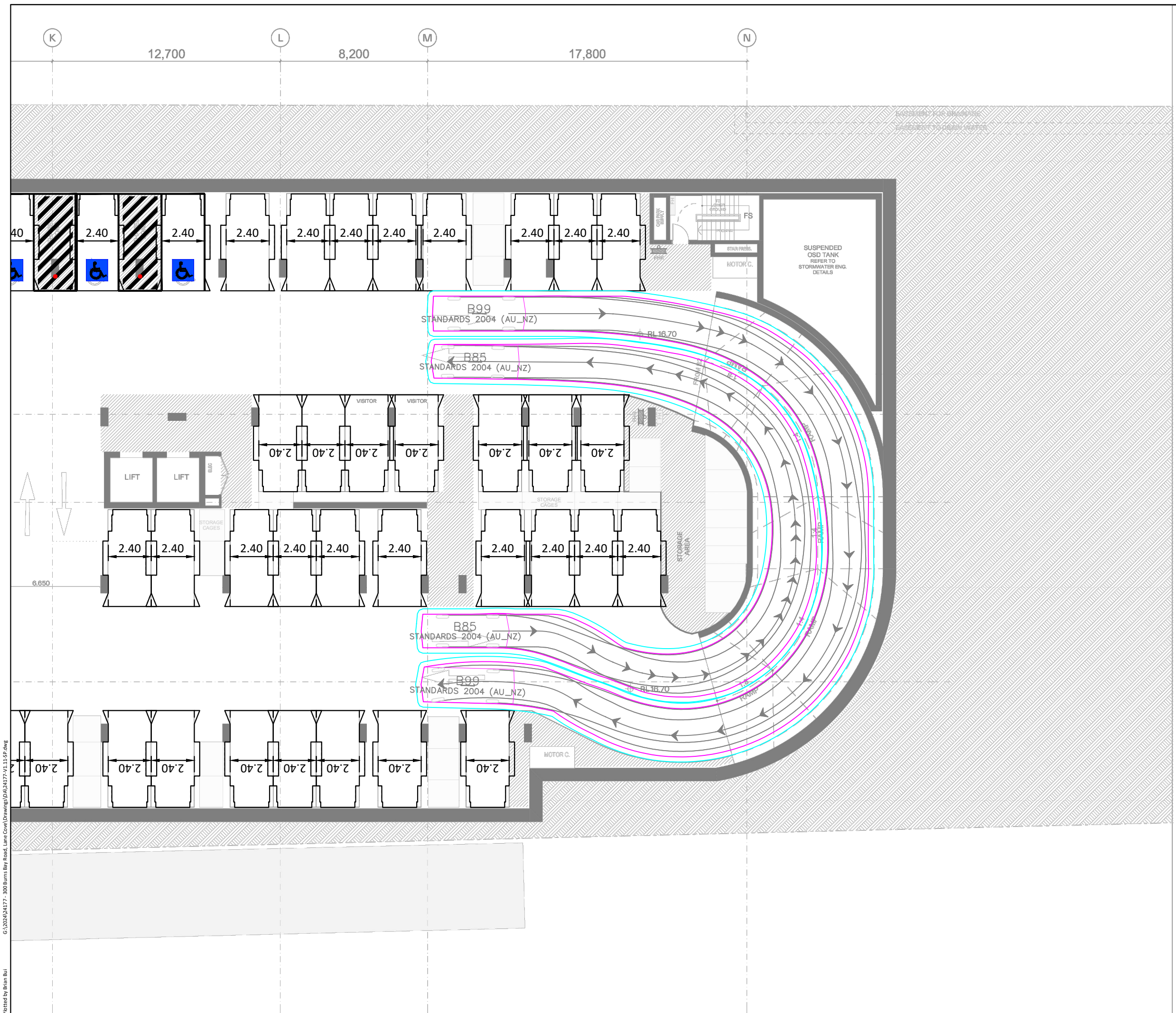
B85

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



B99

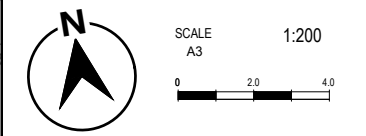
Width	: 1.94	meters
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	



PROJECT
300 BURNS BAY ROAD,
LANE COVE

TITLE
SWEPT PATH ASSESSMENT
B85 ENTERING AND EXITING
CAR SPACE

BASEMENT LEVELS



DESIGNED BY
B.BUI

REVIEWED BY
B.LO

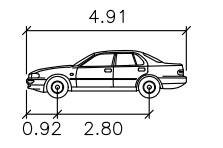
DRAWING REFERENCE (SOURCE):
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ROAD, LANE
COVE\DRAWINGS\DA\20260218

ISSUE DATE 18 February 2026
SHEET NO. 09 OF 09
DRAWING REF NO. 24177-V1.11-SP

LEGENDS/NOTES

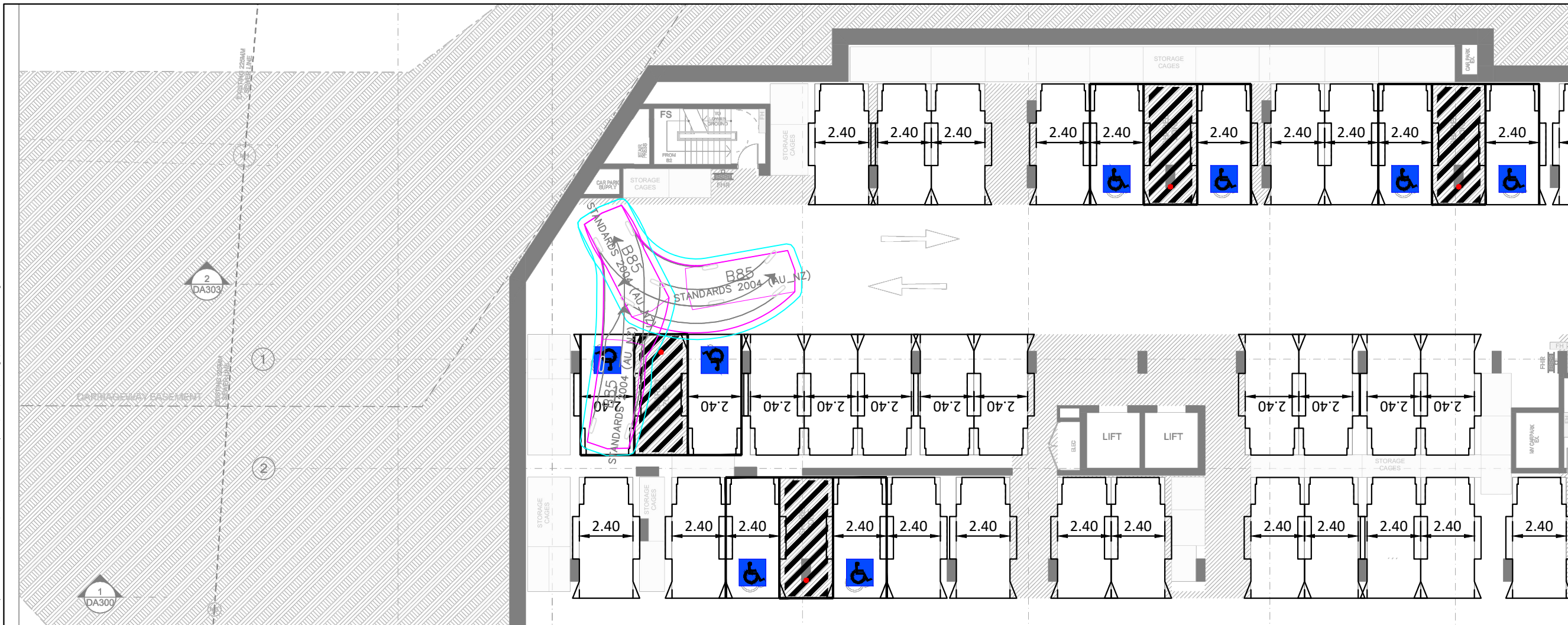
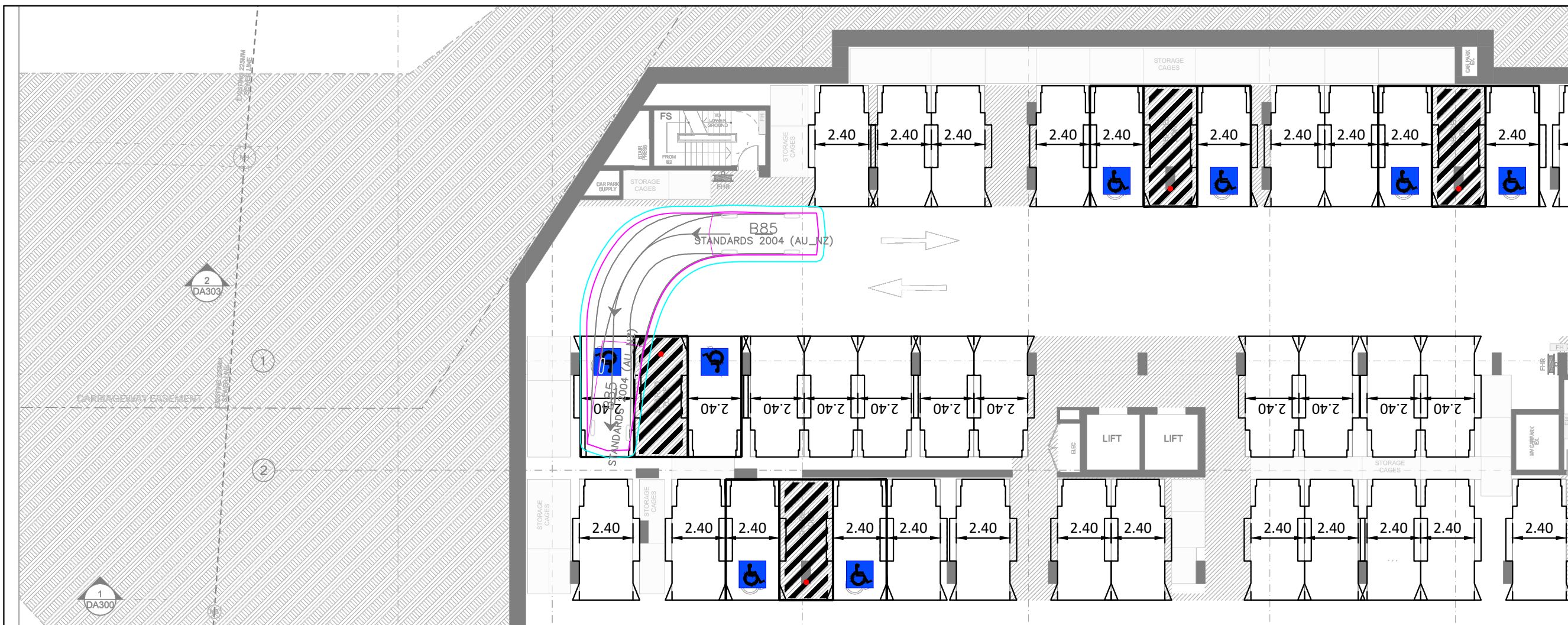
SWEPT PATH KEY:

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



B85

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





Attachment 6

TfNSW Consultation

Documents/Correspondence

Brian Bui

From: Claudine Malanum <claudine@level33.com.au>
Sent: Wednesday, 10 September 2025 10:10 AM
To: Sarah George
Cc: Ashley Lo; Henry Ky; Charbel Kazzi; Bernard Lo; Brian Bui; Karen Siu
Subject: Fwd: 20250910 - TfNSW Response: Invitation to comment - Proposed residential development, 300 Burns Bay Road, Lane Cove - SYD25-01079
Attachments: 20250909 - TfNSW Response - SYD25-01079 - Proposed Residential Development at 300 Burns Bay Road, Lane Cove.pdf

Thanks Sarah

Copying Architects and Traffic in.



Claudine Malanum Assistant Development Manager

☎ 02 8199 1144
📍 30a Eva Street, Riverwood NSW 2210
✉ PO Box 3, Roselands NSW 2196
🌐 level33.com.au



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----- Forwarded message -----

From: Sarah George <sgeorgeconsulting@gmail.com>
Date: Wed, Sep 10, 2025 at 9:40 AM
Subject: Fwd: 20250910 - TfNSW Response: Invitation to comment - Proposed residential development, 300 Burns Bay Road, Lane Cove - SYD25-01079
To: Claudine Malanum <claudine@level33.com.au>, Charbel Kazzi <charbel@level33.com.au>

Hi Claudine and Charbel,

Please find attached, the response from Transport for NSW re Lane Cove.

Regards,

Sarah

----- Forwarded message -----

From: **Hans Pilly mootanah** <Hans.PILLY.MOOTANAH@transport.nsw.gov.au>

Date: Wed, 10 Sept 2025 at 09:37

Subject: 20250910 - TfNSW Response: Invitation to comment - Proposed residential development, 300 Burns Bay Road, Lane Cove - SYD25-01079

To: Sarah George <sgeorgeconsulting@gmail.com>

Hi Sarah,

Please see attached TfNSW response to the Pre-SSD.

Kind regards,

Hans Pilly Mootanah

Land Use Planner

Planning and Programs

Greater Sydney

Transport for NSW

E Hans.Pilly.Mootanah@transport.nsw.gov.au

4 Parramatta Square, 12 Darcy Street

Parramatta NSW 2150



Transport
for NSW



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Sarah George <sgeorgeconsulting@gmail.com>
Sent: Thursday, 28 August 2025 1:42 PM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Subject: Invitation to comment - Proposed residential development, 300 Burns Bay Road, Lane Cove

You don't often get email from sgeorgeconsulting@gmail.com. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hello,

Please find attached a letter outlining a proposed residential development on the site at 300 Burns Bay Road, Lane Cove.

Community and stakeholder engagement is being undertaken as part of the preparation of a State Significant Development Application via the Housing Delivery Authority pathway.

Please feel free to get in touch if you require any additional information.

Regards,

Sarah

--

Sarah George
Social Planning Consultant

Ph: 0418 439 813

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 **Consider the environment. Please don't print this e-mail unless really necessary.**

--

Sarah George
Social Planning Consultant
Ph: 0418 439 813

10 September 2025

TfNSW Reference: SYD25/01079
Department Reference: Pre-SSD

Sarah George
Social Planning Consultant
sgeorgeconsulting@gmail.com

**PRE SSD – RESIDENTIAL DEVELOPMENT
300 BURNS BAY ROAD, LANE COVE**

Dear Ms George,

Reference is made to the Department of Planning, Housing and Infrastructure (DPH&I) referral dated 28 August 2025 on the Major Projects Portal regarding the abovementioned SEARs request, which was referred to Transport for NSW (TfNSW) for comment in accordance with Section 2.122 and Schedule 3 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the Pre-SSD and advises of the Agency's requirements as contained in **TAB A**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah, Land Use Planner on 0428 391 997 or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Vic Naidu
A/Senior Land Use Planner
Transport Planning Branch
Planning, Integration and Passenger

TAB A

1. **Transport and Accessibility Impact:** The Development Application (DA) submitted must include a Transport and Accessibility Impact Assessment prepared in accordance with the requirements of TfNSW's Guide to Transport Impact Assessment, version 1.1 or as updated. The Transport and Accessibility Impact Assessment will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages as well as the impacts from local road connections with the state classified road network as a consequence of increased vehicular, bus and active transport movements.
2. **Bicycle Parking:** Bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflect Transport Orientated Development design. For bicycle parking and end of trip facilities, the layout, design and security of bicycle facilities must comply with the minimum requirements of:
 - Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities;
 - 'Austroads Bicycle Parking Facilities: Guidelines for Design and Installation'; and;
 - Councils DCP.
3. **Active Transport:** The development should design streets that are reflective of NSW Futures and NSW Active Transport Strategy including:
 - Delivering integrated land use and transport planning connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
 - Enable 15-minute neighbourhoods;
 - Deliver connected and continuous cycling networks; and
 - Promote safer and better precincts and main streets.
4. **Green Travel Plan:** A Green Travel Plan (GTP) is to be provided to demonstrate a commitment to sustainable transport and modal shift. It is recommended that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP. TfNSW has developed a Travel Plan Toolkit designed for the person or group responsible for developing and implementing a Travel Plan. This toolkit provides the steps, templates and resources for developing a comprehensive Travel Plan.



Better Developments with
Genesis Traffic