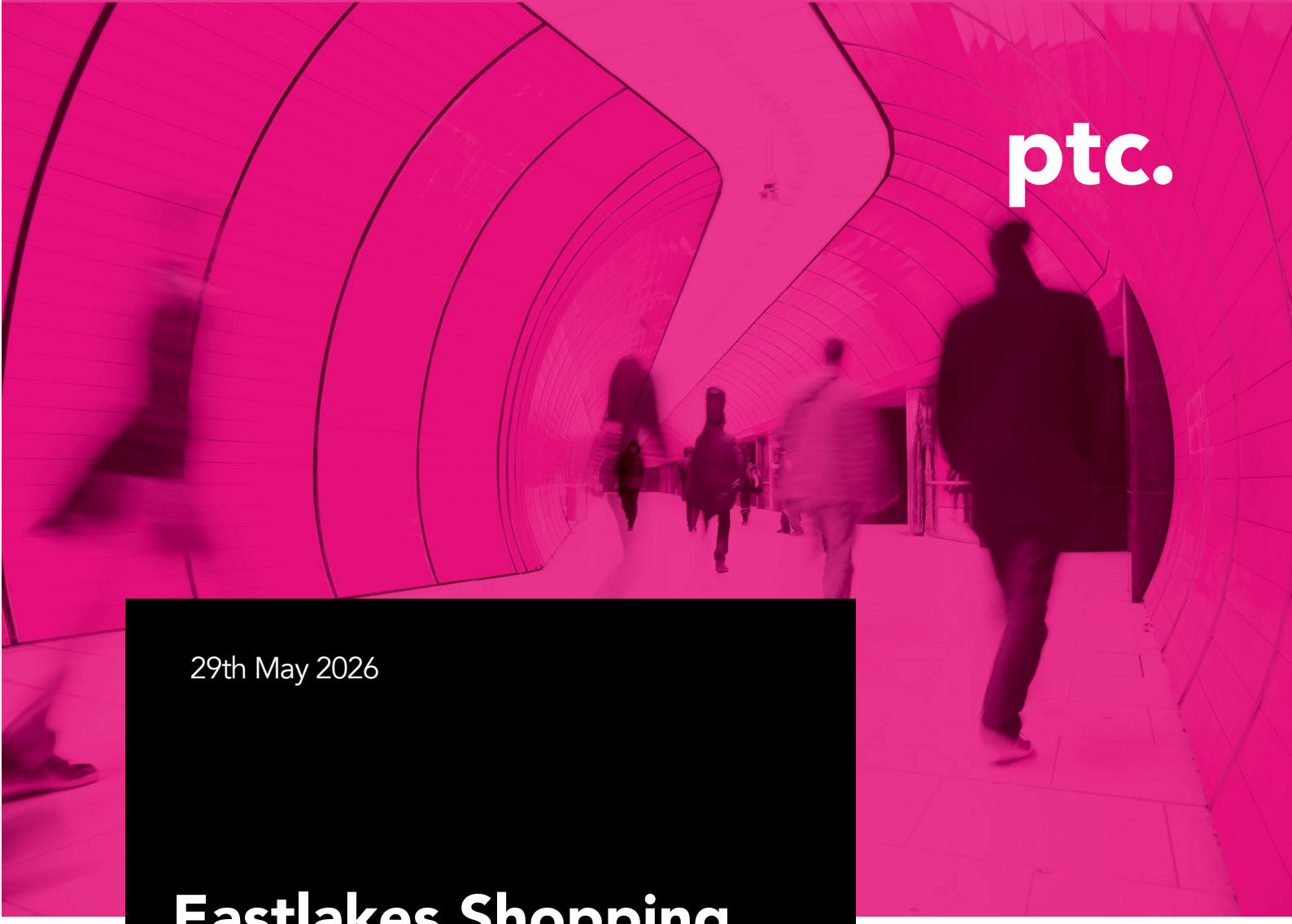


29th May 2026

Eastlakes Shopping Centre SSD-90572458

Conquest Transport Impact Assessment;

For: Conquest

Site Address: 19A Evans Avenue, Eastlakes

Document reference number: 25-1265



document control;

Issue:	Date	Issue details	Author	Reviewed
1	27/05/2026	Issue 1	MA/JJ	DP
2	29/05/2026	Issue 2	MA/JJ	DP

For the attention of:

Joseph Kazzi

Development Contract Manager

Conquest

Contact:

Dan Palmer
+61 2 8920 0800
+61 416 251 524
dan.palmer@ptcconsultants.co

Jake Jansen
+61 2 8920 0800
jake.jansen@ptcconsultants.co

Musstafa Abdullah
+61 2 8920 0800
musstafa.abdullah@ptcconsultants.co

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ptc.
Suite 502, 1 James Place, North Sydney NSW 2060
info@ptcconsultants.co I (+61) 2 8920 0800 I ptcconsultants.co
ABN 85 114 561 223



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1. Introduction

1.1. Background

This Transport Impact Assessment (TIA) has been prepared by ptc. on behalf of Conquest in support of a State Significant Development Application (SSD-90572458) submitted to the Department of Planning, Housing and Infrastructure (DPHI) under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979).

The SSDA seeks approval for a mixed-use development at 19A Evans Avenue, Eastlakes. The proposal comprises residential apartments above a retail and commercial podium, including supermarket, retail, food and beverage, commercial, childcare and associated uses. The development also includes basement car parking, loading and servicing facilities, bicycle parking, end-of-trip facilities, pedestrian connections and public domain works.

This report provides an assessment of the likely transport and parking impacts of the proposed development on the surrounding road network and considers the adequacy of the proposed access, parking, loading, servicing and sustainable transport arrangements in accordance with the relevant guidelines. This report also responds to the Secretary's Environmental Assessment Requirements (SEARs) issued by DPHI in relation to the project.

The Green Travel Plan and Preliminary Construction Traffic Management Plan (as required by the SEARs) are included as later sections of this report.

1.2. Reference Documents

This Transport Impact Assessment has been informed by the following documents and guidelines:

- Australian Standards, including:
    - AS 2890.1:2004 – Off-street car parking;
    - AS 2890.2:2018 – Off-street commercial vehicle facilities;
    - AS 2890.3:2015 – Bicycle parking;
    - AS 2890.6:2009 – Off-street parking for people with disabilities;
- Guide to Transport Impact Assessment (GTIA 2024), Transport for NSW, 2024;
- Bayside Development Control Plan 2022;
- Bayside Local Environmental Plan 2021;
- Secretary's Environmental Assessment Requirements for the project;
- Architectural drawings and development summary prepared by DKO Architecture;
- Operational Waste Management Plan prepared by Elephants Foot Consulting;
- Traffic survey and SIDRA modelling data prepared for the project; and
- Other supporting project documentation provided by the design team.

1.3. Scope of the TIA

This TIA aims to:

- assess the existing transport infrastructure surrounding the site, including the road, public transport, pedestrian and cycling networks;
- describe the proposed site access arrangements and internal vehicle circulation;
- assess the proposed car parking provision against the Bayside DCP and GTIA 2024;
- assess motorcycle, bicycle and accessible parking provision;
- assess the proposed loading, servicing and waste collection arrangements;
- estimate the traffic generation potential of the proposed development, including consideration of the mixed-use nature of the proposal and potential internal capture between the residential and retail components;
- assess the likely impacts of the proposed development on key intersections and the surrounding road network;
- identify opportunities to support travel by public transport, walking and cycling; and
- outline preliminary construction traffic management principles for the future construction stages.

This report follows the methodology set out in the Transport for NSW Guide to Transport Impact Assessment, with consideration given to multimodal transport impacts and the need to support sustainable travel outcomes.

1.4. Secretary's Environmental Assessment Requirements (SEARs)

The Secretary's Environmental Assessment Requirements (SEARs) for the proposed development were issued by the Department of Planning, Housing and Infrastructure. These requirements identify the specific transport-related matters to be addressed as part of the SSDA.

The purpose of this section is to demonstrate how each relevant transport-related SEAR has been addressed within this report. The TIA responds to the requirements relating to traffic, transport, parking, access, loading, servicing, active transport, public transport, Green Travel Plan measures and cumulative traffic impact, consistent with the Transport for NSW Guide to Transport Impact Assessment 2024.

Table 1 – SEARS Requirements

SEARs Requirement	Response
Transport Impact Assessment Provide a Transport Impact Assessment, developed in accordance with the Guide to Transport Impact Assessment ('GTIA') version 1.1, which includes the following:	
Ensure the assessment aligns with the requirements outlined in GTIA Table 3.2.	Noted
Baseline for existing and future transport network conditions to inform the assessment of impacts. This	Section 3

may include maps, illustrations and/or description of land uses and transport networks surrounding and within the development site. It should detail both existing and committed improvements to transport systems, identification of nearby transport facilities and evaluation of accessibility of the development by all transport modes, as well as existing road safety performance. (GTIA Section 3.3.1)	
Document the existing and proposed use of the site (if developed), including land use type(s), scale and access arrangements for each mode (GTIA Section 3.3.1).	Section 2
Document estimated trips generated by the development and mode share, deducting any trips generated by any removed uses in line with GTIA Chapter 5. The average or benchmarking method may be used (GTIA Section 5.5.3).	Section 5
Identify the requirements for parking for each mode of transport (GTIA Section 8.3 & 8.5) Document the number of parking spaces by mode proposed by the development. If statutory parking requirements are not satisfied, the assessment must provide justification.	Section 4
Assess the impact of the development on the safety and operational efficiency for transport users of all types at the year of completion (GTIA Chapter 6), including a performance assessment for each mode of transport per GTIA Section 6.2.3 Table 6.1. Intersection level of service should be provided for all scenarios agreed with DPHI. At a minimum, SIDRA intersection analysis should include the following intersections: • Gardeners Road / Racecourse Place • Maloney Street / Evans Avenue.	Section 5
Recommendations should address identified issues and reasonably manage the potential impacts of trips generated by the proposed development on the surrounding transport network, as well as public and active transport infrastructure. It is essential that the assessment clearly defines performance thresholds for key intersections and public/active transport facilities, with upgrade triggers appropriately aligned to support the dwelling numbers proposed under this development.	Section 5
Detail the safety and functionality of the development's proposed multimodal access arrangements and internal road/parking layout,	Section 4, 6

including service and parking areas for all user groups (e.g. freight and servicing, general traffic, visitor parking, disabled parking, car share and car charging), and pedestrians and cyclists. A comprehensive loading dock management plan must be provided to support the operation.	
The provision of well-designed active transport connections both within the site and linking to the surrounding area is essential. To support the best practice design, please refer to the following • Guidance documents: • Cycleway Design Toolbox (2020) • Walking Space Guide (2020) • Relevant Council public domain design guidelines or strategy.	Section 6
A statement by a chartered / registered engineer for any bicycle, car, commercial vehicle or mobility parking spaces that the parking spaces comply with AS2890 and that any new or modified driveway has sufficient sight distance and appropriate dimensions for the design vehicle (refer GTIA Section 7.3.1). If the facilities do not comply with standards, deficiencies should be documented and justified. Swept path plans should be provided as required to demonstrate compliance.	Section 4
If there are intersection upgrades required specifically as a result of the development on a State Road, new or intensified access arrangements on a State Road, or new traffic signals, evidence should be provided of consultation with Transport for NSW regarding these initiatives.	Noted
Construction Traffic Management Plan	
A preliminary Construction Transport Management Plan (CTMP) must be prepared to address the impact of construction traffic on the road network. The CTMP must include a detailed description of the proposed construction activities, anticipated vehicle types and volumes, designated truck routes, and construction access points. The plan must outline traffic control measures, parking arrangements, and loading zones, ensuring minimal disruption to public roads and safety. It should also identify responsible personnel, regulatory approvals required, and strategies for managing environmental impacts and community communication. All vehicle movements and site operations must comply with relevant council and TfNSW guidelines.	Section 7

Green Travel Plan	
A Green Travel Plan (GTP) is required to identify site-specific measures that promote and maximise the use of more sustainable modes of transport, such as walking, cycling, public transport, and carpooling. The preparation of the GTP should align with the principles and requirements outlined in Transport for NSW's Travel Demand Management framework (Travel Demand Management). This includes adopting a data-led, evidence-based approach tailored to the specific characteristics of the site, with the aim of influencing travel behaviour, reducing reliance on private vehicles, and supporting long-term mode shift. The plan should also include clear targets, implementation strategies, and monitoring mechanisms to ensure its effectiveness over time.	Section 8

2. The Proposal

2.1. Site Description

The subject site is located at 19A Evans Avenue, Eastlakes, within the Bayside Local Government Area. The site forms part of the Eastlakes local centre and is positioned between Evans Avenue and Barber Avenue, with frontage and access opportunities to both roads.

The site is located adjacent to Jack Mundey Reserve and opposite The Grand Eastlakes mixed-use development. The surrounding area comprises a mix of residential, retail, commercial and open space uses. Residential development in the immediate locality generally comprises low to medium density residential buildings, with retail and commercial activity focused around the Eastlakes local centre.

The site is currently cleared and is proposed to be redeveloped as a mixed-use development comprising residential apartments above non-residential, commercial and community-serving uses.

The site benefits from proximity to local shops, public open space, community facilities and existing bus services. Existing public transport services operate within the surrounding road network and provide connections to nearby centres and transport nodes, including Mascot Station, Green Square, Kingsford and the Sydney CBD. Refer to Figure 1 for a site aerial excerpt.



Figure 1 – Site Aerial Extract

2.2. Overview of Proposed Development

The SSDA seeks approval for a mixed-use development at 19A Evans Avenue, Eastlakes.

In summary, approval is sought for the following:

- construction of a mixed-use development with a podium level which may comprise of non-residential use, with residential buildings above;
- 736 residential apartments, comprising:
    - 2 studio apartments;

  - 233 one-bedroom apartments;
  - 347 two-bedroom apartments; and
  - 154 three-bedroom apartments;
- non-residential premises, including supermarket, specialty retail, food and beverage, commercial, and associated uses of a GFA approximately 21,863m^2;
- childcare centre accommodating 60 children and 10 staff;
- basement car parking to accommodate residential, residential visitor, non-residential, commercial, childcare and accessible parking;
- motorcycle and bicycle parking;
- car share spaces;
- loading, servicing and waste collection facilities;
- pedestrian connections through and around the site, including links to Evans Avenue, Barber Avenue and Jack Mundey Reserve;
- public domain and landscaping works; and
- associated infrastructure and services.

The residential apartment schedule adopted for this assessment is summarised in Table 2.

Table 2 – Proposed Residential Apartment Schedule (provided by Conquest)

Apartment Type	**Number of Apartments**
Studio	2
1-bedroom	233
2-bedroom	347
3-bedroom	154
Total	**736**

Of the 736 apartments, 147 apartments are identified as adaptable units. The accessible residential parking requirement and provision are assessed in Section 4 of this report.

The non-residential component may comprise retail, commercial, food and beverage, supermarket, childcare and associated uses within the podium levels. The current non-residential floor area adopted for this assessment is approximately 21,863m².

The proposed development is depicted in Figure 3, with full architectural plans in Appendix 1.

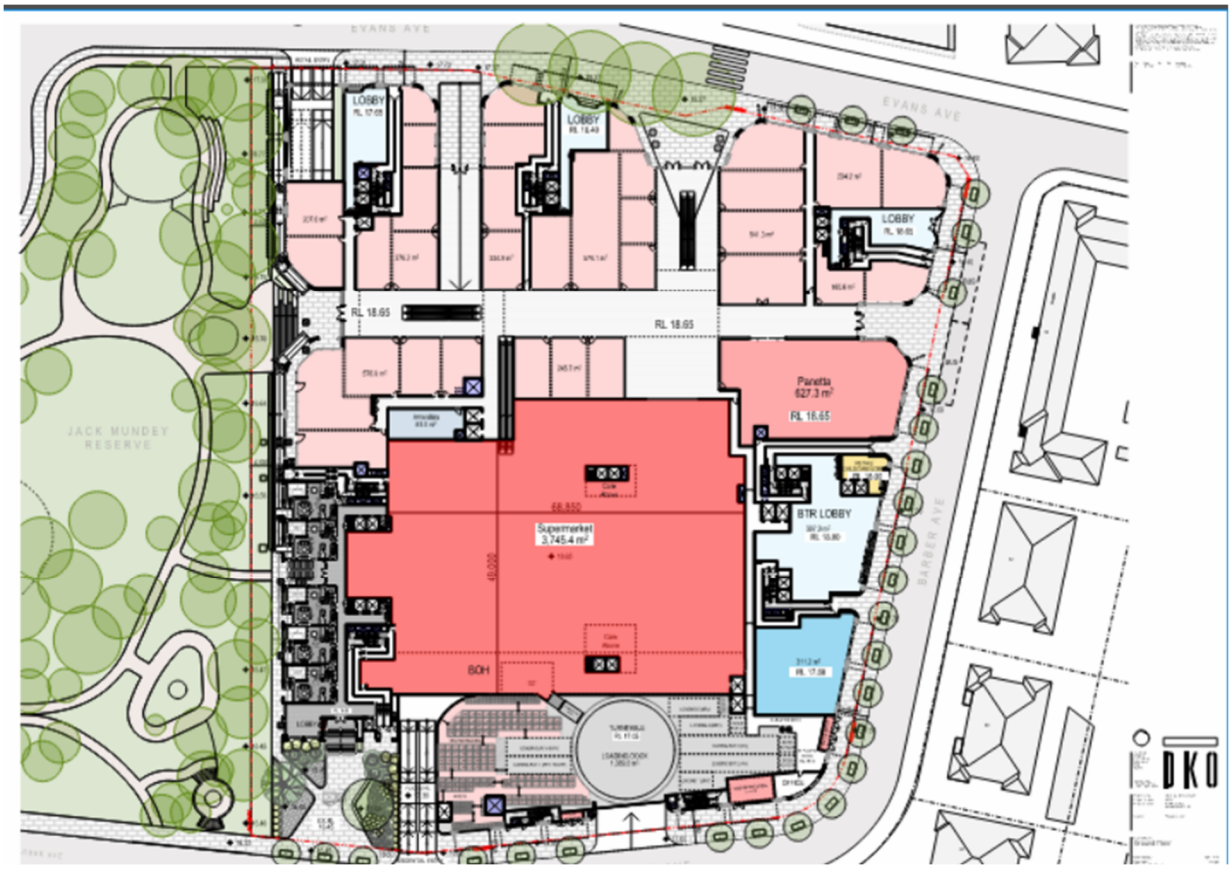


Figure 2 – Site Plan (Ground Floor)

2.3. Access and Parking Arrangements

The proposed development includes two vehicle access points, being one access from Barber Avenue and one access from Evans Avenue, in addition to a separated service vehicle access to the loading dock (refer to 2.4).

The proposed access arrangement is as follows:

- Barber Avenue access: residential entry and exit movements, and non-residential exit movements; and
- Evans Avenue access: non-residential entry and exit movements.

This arrangement separates the primary residential access from the main non-residential entry movements while still allowing non-residential vehicles to exit via Barber Avenue to service the nearby residents living to the south of the site. The arrangement has been considered in the traffic distribution, intersection assessment, parking operation and internal circulation review.

The proposed basement parking will provide a total of 1,223 car parking spaces, comprising:

- 699 residential and residential visitor spaces, including:
    - 506 residential spaces;
    - 105 residential visitor spaces;
    - 74 residential accessible spaces; and

    - 14 car share spaces.
- 524 non-residential spaces, including:
    - 496 non-residential spaces; and
    - 28 non-residential accessible spaces.

The proposed basement parking will provide a total of 86 motorcycle spaces, including;

- 46 residential spaces, and
- 40 non-residential spaces.

The residential and non-residential parking areas will be allocated within separate sections of the basements car park to assist with access control, wayfinding and operational management. Residential parking will be accessed primarily via the Barber Avenue access, while non-residential parking will be accessed via the Evans Avenue access, with non-residential vehicles also able to exit via Barber Avenue.

The basement car park will provide parking for the following user groups:

- residential parking;
- residential visitor parking;
- retail and commercial parking;
- childcare parking;
- accessible parking;
- car share spaces;
- motorcycle parking; and
- bicycle parking.

2.4. Loading and Servicing Arrangements

Loading and servicing will be accommodated on-site through the proposed loading dock and associated service areas.

The loading dock is intended to service the residential, retail, supermarket, commercial, childcare and waste collection requirements of the development. Servicing activity will include supermarket deliveries, retail and food and beverage deliveries, residential move-in / move-out activity, waste collection, courier activity and maintenance vehicles.

The loading provision will be assessed against the Bayside DCP loading requirements and the operational loading demand identified through the Freight Forecaster assessment. The loading assessment will also consider the operational waste collection requirements identified in the Operational Waste Management Plan.

A detailed assessment of loading and servicing is provided in Section 4.7 of this report.

3. Existing Transport Facilities

3.1. Site Context

With reference to the NSW Planning Portal Spatial Viewer, the subject site is located within the Bayside Local Government Area and is zoned E1 Local Centre. The site forms part of the established Eastlakes local centre and previously comprised of the former Eastlakes Shopping Centre site.

The surrounding land uses are categorised as follows:

- E1 Local Centre to the north and west, associated with the broader Eastlakes local centre and The Grand Eastlakes;
- R4 High Density Residential to the south, east and west of the site;
- RE1 Public Recreation immediately west of the site, comprising Jack Mundey Reserve, as well as other local reserves in the surrounding area;
- RE2 Private Recreation further east and north-east, associated with Eastlakes Sports Club, bowling greens and golf course land; and
- SP2 Classified Road further north and east, associated with Gardeners Road and Southern Cross Drive.

The land use context of the development site is illustrated in Figure 3 below.



Figure 3 – Local Land Use Map (Source: NSW Planning Portal Spatial Viewer)

The site is strategically located within the Eastlakes local centre and benefits from direct access to local retail, commercial, community and open space facilities. The site is adjacent to Jack Mundey Reserve and opposite The Grand Eastlakes, providing a strong local pedestrian catchment and direct access to everyday services.

The site is also located within proximity to existing bus services operating within the surrounding road network. These services provide connections to nearby centres and transport nodes, including Mascot Station, Green Square, Kingsford and the Sydney CBD. Previous public transport accessibility analysis undertaken for the site identified a Public Transport Accessibility Level (PTAL) rating of 6 – Very High during the AM and PM peak periods, confirming the site's strong public transport accessibility.

The combination of local retail services, surrounding residential catchments, public open space and available bus connections support the site's role as a mixed-use local centre. These characteristics are relevant to the assessment of parking demand, traffic generation and sustainable transport opportunities for the proposed development.

3.2. Road Hierarchy

The NSW administrative road hierarchy generally comprises the following classifications:

- State roads: major arterial roads managed by Transport for NSW;
- Regional roads: sub-arterial roads generally managed by Council with State funding support; and
- Local roads: collector and local access roads managed by Council.

The road hierarchy surrounding the site is shown in Figure 4. As shown, Gardeners Road and Southern Cross Drive form part of the classified road network, while Evans Avenue, Barber Avenue, Racecourse Place and Mascot Drive form part of the local road network surrounding the site.

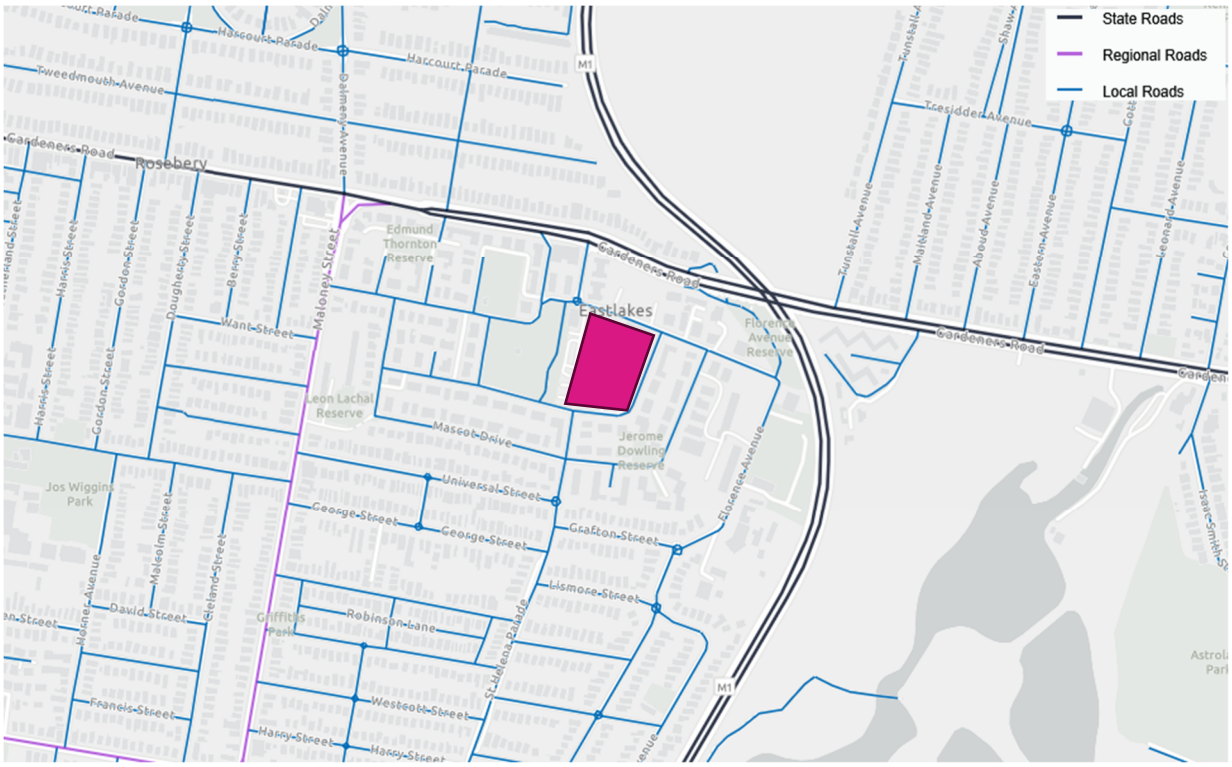


Figure 4 – Road Hierarchy (Source: TfNSW Road Network Classifications / NSW road hierarchy mapping

The key roads surrounding the site are summarised in Table 3.

Table 3 – Key Roads Surrounding

Road	Classification	General Function
Evans Avenue	Local road	Provides local access to the site, The Grand Eastlakes and surrounding residential streets. Retail entry and exit access is proposed from Evans Avenue.
Barber Avenue	Local road	Provides local access along the southern site frontage. Residential entry/exit and retail exit access is proposed from Barber Avenue.
Racecourse Place	Local road	Connects Evans Avenue with Gardeners Road and forms part of the local access route to the site.
Mascot Drive	Local road	Provides local east-west connectivity south of the site and connects to surrounding residential streets.
Gardeners Road	State road	Provides east-west arterial connectivity north of the site and connects to the broader classified road network.
Southern Cross Drive	State road	Provides regional north-south connectivity to Sydney Airport, the Sydney CBD and the broader eastern suburbs road network.

The subject site is bounded by Evans Avenue and Barber Avenue, which provide the immediate vehicle access points for the proposed development. The broader road network is supported by Gardeners Road to the north and Southern Cross Drive to the east, which provide connections to the wider metropolitan road network.

3.3. Public Transport

The locality has been assessed in the context of available public transport services that may be utilised by future residents, retail customers, staff and visitors. When defining accessibility, the NSW Planning Guidelines for Walking and Cycling identify 400m to 800m as a comfortable walking catchment.

Existing bus stops and services within approximately 400m of the site are shown in Figure 5.

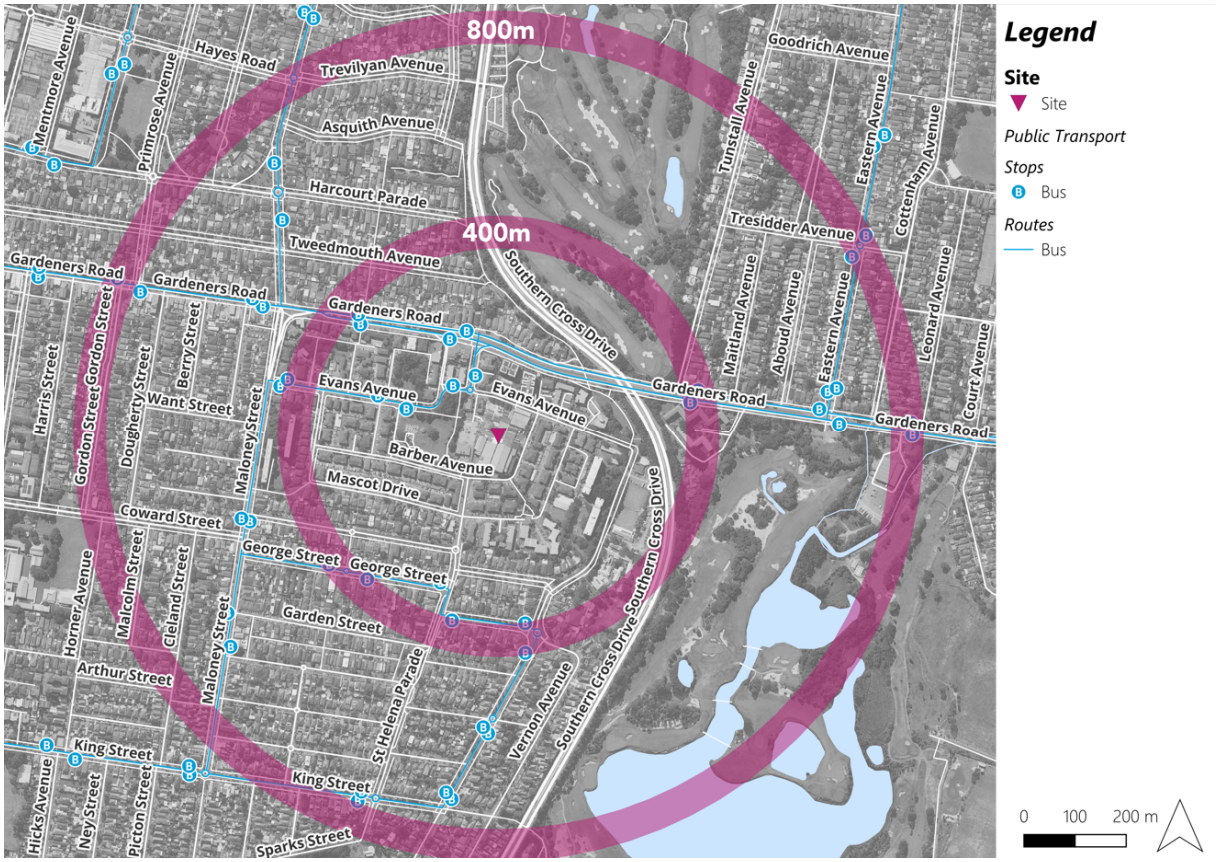


Figure 5 – Existing Bus Services within 400m of the Site

3.4. Bus Services

The site is serviced by several bus routes operating within the surrounding road network, with bus stops located within walking distance of the site on Evans Avenue / Racecourse Place and Gardeners Road / Racecourse Place.

The bus services identified within the surrounding 400m catchment are summarised in Table 4.

Table 4 – Bus Services

Route No.	Route / Destination	Nearby Stop Location	Indicative Frequency
303	Prince of Wales Hospital to Sans Souci	Racecourse Place / Evans Avenue, opposite Eastlakes Shopping Centre	Generally 5 to 30 minutes during peak periods, with highest peak frequency approximately every 15 minutes. Off-peak services operate approximately every 30 minutes.

306	Redfern to Mascot Station loop service	Racecourse Place / Evans Avenue, opposite Eastlakes Shopping Centre	Generally frequent during peak periods, with services operating approximately every 10 to 15 minutes during core peak periods. Off-peak services operate approximately every 20 minutes.
343	Kingsford to City Circular Quay	Gardeners Road / Racecourse Place	Approximately every 10 minutes in the AM peak and 5 to 10 minutes in the PM peak, with off-peak services approximately every 10 minutes.
358	Sydenham to Randwick loop service	Gardeners Road / Racecourse Place	Approximately every 10 minutes during peak periods, with off-peak services approximately every 20 minutes.

The available bus services provide direct and indirect connections to key destinations including Mascot Station, Redfern, Kingsford, Randwick, Prince of Wales Hospital, Sans Souci, Sydenham and the Sydney CBD. These services support travel to and from the site by public transport and reduce reliance on private vehicle use.

The site's existing bus accessibility is considered suitable for a mixed-use local centre development. Further, a preliminary bus accessibility review has been undertaken for the project, which considered potential improvements to bus access, including enhanced existing services, upgraded bus stop infrastructure and possible future routing changes. These opportunities are addressed further in the Green Travel Plan section of this report.

3.5. Rail and Light Rail Connectivity

The site is not located within immediate walking distance of a railway station or light rail stop. However, the surrounding bus network provides onward connections to nearby rail and light rail nodes, including Mascot Station, Redfern Station, Green Square Station and the Kingsford / Randwick light rail corridor.

Accordingly, public transport access to the site is primarily bus-based, with the bus network providing connections to the broader Sydney rail and light rail network.

3.6. Public Transport Accessibility Level

A Public Transport Accessibility Level (PTAL) assessment has been undertaken for the site to understand the level of accessibility provided by the surrounding public transport network. PTAL considers the proximity of public transport stops, service frequency and the number of available services within walking distance of the site.

The PTAL assessment for the site is shown in Figure 6 and Figure 7.

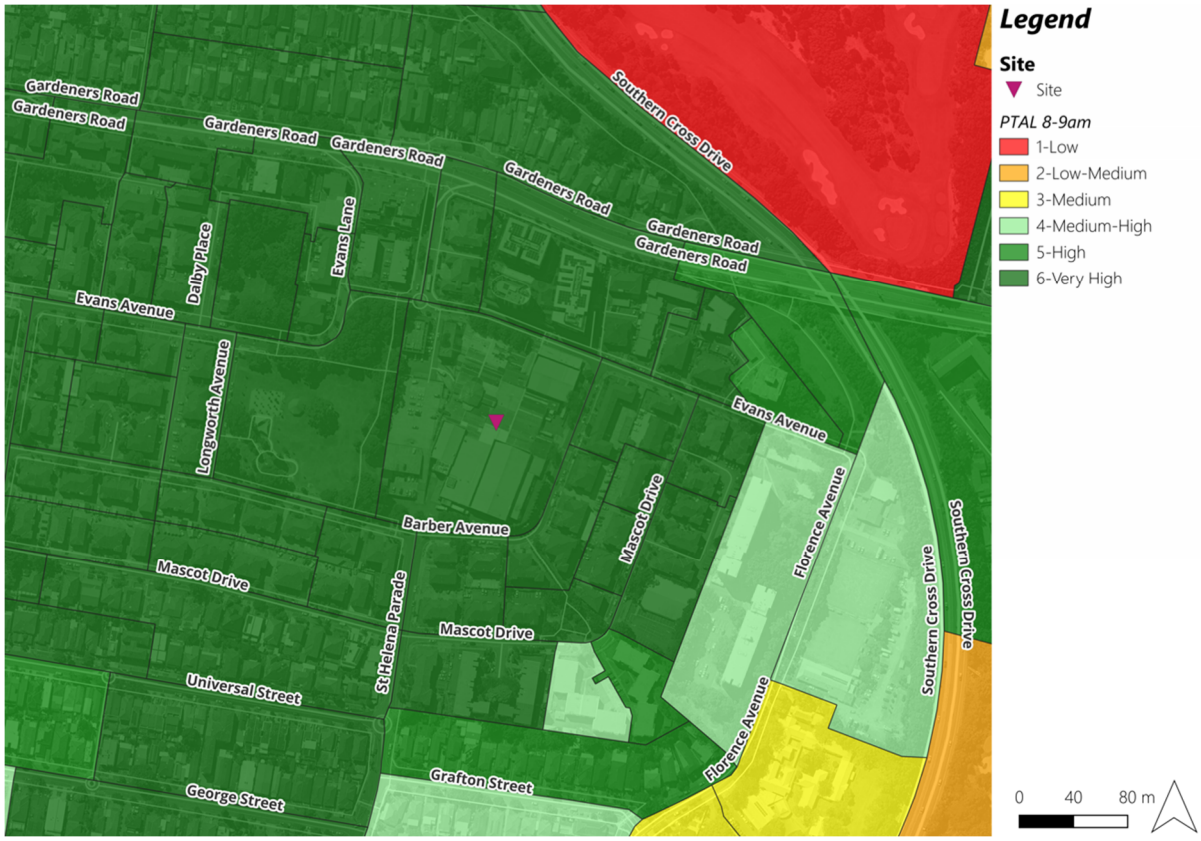


Figure 6 – Existing PTAL (AM Peak Hour)

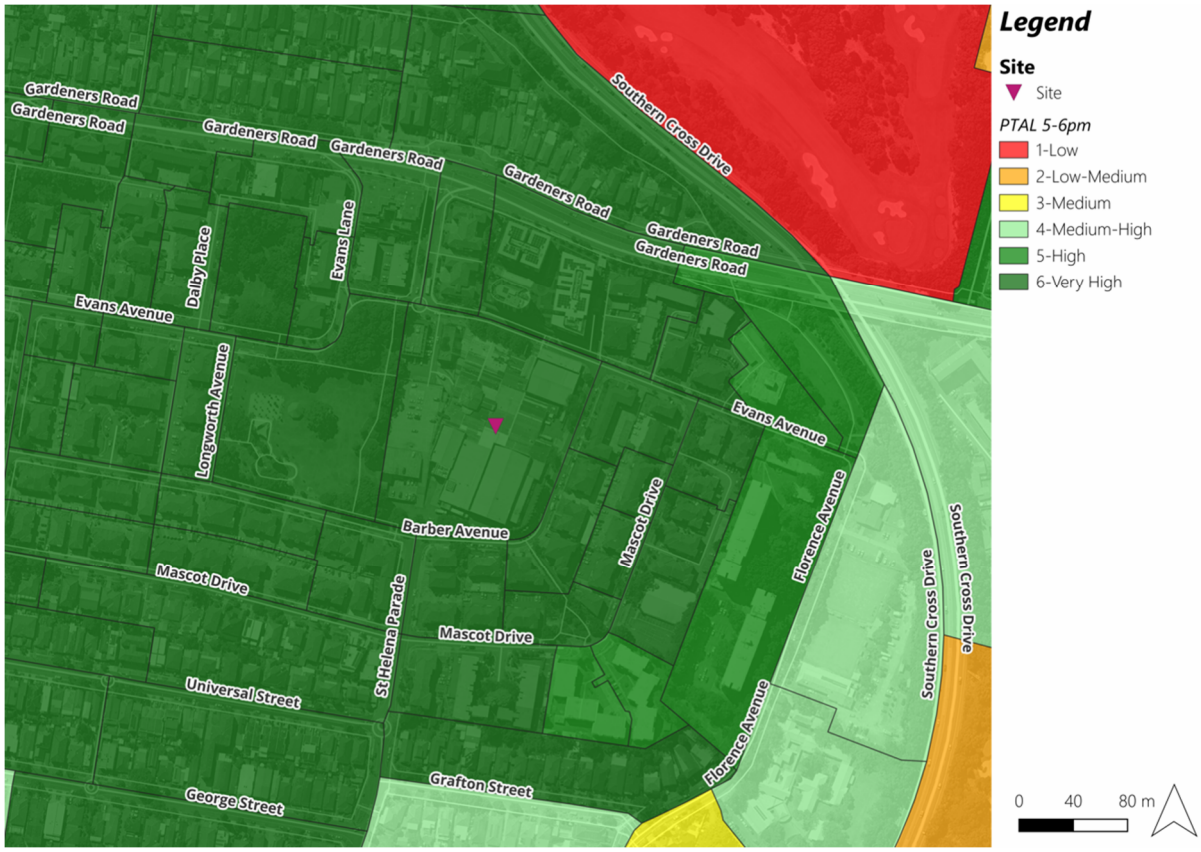


Figure 7 – Existing PTAL (PM Peak Hour)

The assessment identified that the site achieves a PTAL rating of 6, representing a very high level of public transport accessibility during both the AM and PM peak periods. This reflects the availability of frequent bus services within walking distance of the site, including services operating along Gardeners Road, Racecourse Place and Evans Avenue.

3.6.1. Pedestrian and Cycling Infrastructure

The pedestrian and cycling infrastructure surrounding the site is highlighted in Figure 8.

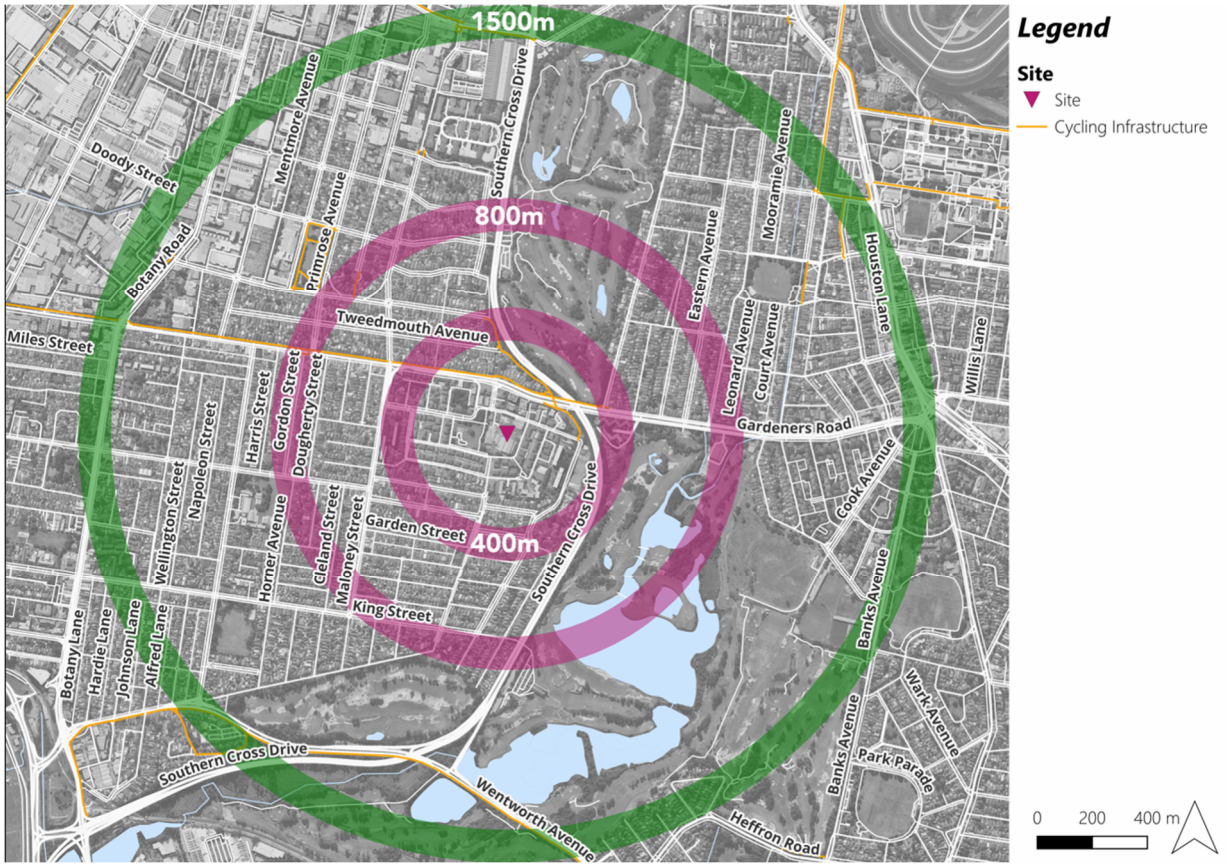


Figure 8 – Pedestrian and Cycling Infrastructure

3.7. Existing Traffic Conditions

Intersection traffic surveys were undertaken in May 2025 to establish existing traffic conditions within the surrounding road network. The surveys were undertaken during

- Thursday, 15 May 2025 (weekday conditions), and
- Saturday, 10 May 2025 (weekend peak conditions).

Analysis of the survey data identified the following peak hours:

- Weekday AM peak: 8:00am to 9:00am;
- Weekday PM peak: 4:45pm to 5:45pm; and
- Weekend peak: 11:30am to 12:30pm.

The following intersections were surveyed:

1. Gardeners Road / Racecourse Place
2. Racecourse Place / Evans Avenue
3. Evans Avenue / Maloney Street
4. Maloney Street / Gardeners Road / Dalmeny Avenue
5. Evans Avenue / Barber Avenue

The locations of the surveyed intersections are shown in Figure 9.



Figure 9 – Traffic Survey Intersections

The traffic surveys recorded light vehicles, heavy vehicles and pedestrian movements. The intersection traffic counts were used as the classified traffic demand inputs for the SIDRA modelling assessment.

It is noted that the May 2025 traffic surveys were undertaken while the former Eastlakes Shopping Centre was still operating, albeit below full capacity. The shopping centre has since ceased operation. On this basis, the surveyed traffic volumes are considered to provide a conservative representation of existing road network conditions, as they include traffic activity associated with an operating retail centre rather than a non-operational site.

The detailed traffic survey data and existing traffic volumes are provided in Appendix 2.

3.8. Existing Travel Patterns

3.8.1. Journey to Work Data Analysis

Based on 2016 census data, the following Journey to Work Data (residents living in Eastlakes traveling to place of employment) is presented:

Travel Mode	Percentage
Train	8%
Bus	4%
Ferry	0%
Tram	0%
Taxi	3%
Car, as driver	48%
Car, as passenger	3%
Truck	0%
Motorbike/scooter	0%
Bicycle	0%
Walked only	8%
Other Mode	3%
Worked at home	21%
Total	**100%**

As indicated, the primary mode of travel to work is private car, as a driver (48%). There is also a high portion of residents who indicate that they work from home (21%).

This information is used as a baseline for the Green Travel Plan and travel mode targets, presented in Section 8.3.

4. Parking Assessment

4.1. Car Parking

4.1.1. Adopted Parking Rates

The car parking requirements for the proposed development have been assessed against the Bayside Development Control Plan 2022. For the residential component, the assessment also considers the Guide to Transport Impact Assessment 2024, as it provides contemporary residential parking benchmarks for high density residential development.

The adopted parking rates are summarised in Table 5.

Table 5 – Adopted Parking Rates

Land Use / Component	Parking Rate
Bayside DCP	
Residential	
Studio apartments	1 space per dwelling
1-bedroom apartments	1 space per dwelling
2-bedroom apartments	2 spaces per dwelling
3-bedroom apartments	2 spaces per dwelling
Residential visitor parking	1 space per 5 dwellings
Retail / commercial premises	
Retail	1 space per 40m² GFA
Childcare	
Childcare staff parking	1 space per 2 employees
Childcare pick-up / set-down	1 space per 20 children
GTIA 2024, Category 1	
Residential	
Studio apartments	0.4 spaces per dwelling
1-bedroom apartments	0.4 spaces per dwelling
2-bedroom apartments	0.7 spaces per dwelling
3-bedroom apartments	1.2 spaces per dwelling
Residential visitor parking	1 space per 7 dwellings

4.1.2. Parking Requirement and Provision

Based on the adopted parking rates, the car parking requirement for the proposed development is summarised in Table 6. It is considered more appropriate to make use of the GTIA residential parking rates as a guide, given the sites public transport accessibility context, which is poorly represented by the DCP car parking rates.

Table 6 – Parking Requirement

Land Use / Component	Yield	Parking Rate	Parking Requirement
Bayside DCP			
Residential			
Studio apartments	2 dwellings	1 space per dwelling	2
1-bedroom apartments	233 dwellings	1 space per dwelling	233
2-bedroom apartments	347 dwellings	2 spaces per dwelling	694
3-bedroom apartments	154 dwellings	2 spaces per dwelling	308
Residential visitor parking	736 dwellings	1 space per 5 dwellings	148
Residential total			*1,385*
Non-Residential premises			
Retail	21,863m² GFA	1 space per 40m² GFA	547
Childcare			
Childcare staff parking	10 staff	1 space per 2 employees	5
Childcare pick-up / set-down	60 children	1 space per 20 children	3
Childcare total			*8*
Retail / non-residential total			*555*
Total Bayside DCP requirement			***1,940***
GTIA 2024, Category 1			
Residential			
Studio apartments	2 dwellings	0.4 spaces per dwelling	0.8
1-bedroom apartments	233 dwellings	0.4 spaces per dwelling	93.2
2-bedroom apartments	347 dwellings	0.7 spaces per dwelling	242.9
3-bedroom apartments	154 dwellings	1.2 spaces per dwelling	184.8
Residential visitor parking	736 dwellings	1 space per 7 dwellings	105.1
Residential total			***627***

As shown in Table 6, the Bayside DCP requires a total of 1,940 car parking spaces, comprising:

- 1,385 residential / residential visitor spaces; and
- 555 retail / non-residential spaces, including childcare spaces.

For the residential component, the GTIA 2024 Category 1 rates result in a lower residential parking requirement of 627 spaces. When this is combined with the Bayside DCP retail / non-residential requirement of 555 spaces, the combined parking requirement would be 1,182 spaces.

A summary of the car parking requirement and proposed provision is provided in Table 7.

Table 7 – Car Parking Requirement and Provision Summary

Component	Bayside DCP Requirement	GTIA	Proposed Provision
Residential / residential visitor	1,385	627	699[1]
Retail / non-residential	555	DCP rate referenced	524[2]
Total	**1,940**	**1,182**	**1,223[3]**

The proposed residential parking provision of 699 spaces is below the Bayside DCP requirement of 1,385 spaces. However, it exceeds the GTIA 2024 residential requirement of 627 spaces. The residential parking provision is therefore considered appropriate when assessed against the contemporary GTIA residential parking benchmark for high density residential development.

The reduced provision against the DCP is also considered appropriate given the site's accessibility and mixed-use context. The site achieves a PTAL rating of 6, representing a very high level of public transport accessibility, with frequent bus services available within walking distance of the site. Future residents will also have direct access to retail, supermarket, food and beverage, childcare, gym/wellness and other local services within the development itself. This reduces the need for residents to drive elsewhere for daily shopping, convenience, recreation and service-based trips. The development also seeks to provide car share parking within the basement. The combination of these factors may result in a lessened need for car ownership.

Providing parking at the full DCP residential rate would result in a substantial oversupply of parking when compared with the GTIA 2024 benchmark. Such an outcome would be inconsistent with the site's public transport accessibility and would encourage higher private vehicle ownership and use, contrary to the state governments' objectives of reducing car dependency and supporting more sustainable travel behaviour.

The proposed non-residential parking provision of 524 spaces is below the Bayside DCP requirement of 555 spaces, resulting in a shortfall of 31 car spaces. The childcare component requires 8 spaces under the DCP, and the proposal includes 9 childcare spaces within the non-residential allocation.

The non-residential parking provision is considered supportable in the context of the mixed-use nature of the development. A proportion of retail, supermarket, food and beverage, gym/wellness and service-based trips will be generated internally by residents living above the podium, or by people already visiting the centre for another purpose. These trips would not necessarily require a separate external vehicle trip or a car parking space.

All notes made within ptc.'s design review in relation to car parking compliance or functionality (see Appendix 5) shall be resolved during detailed design stages.

[1] Inclusive of accessible car parking, 14 car share spaces and 105 residential visitor spaces. 12 of the visitor spaces count as car wash bays.
[2] Inclusive of 9 childcare car parking spaces
[3] All compliance notes made in ptc.'s assessment of the proposed car parking design shall be resolved at detailed design stage

Overall, the proposed provision of 1,223 car parking spaces exceeds the combined GTIA / DCP requirement of 1,182 spaces by 41 spaces. While the proposal does not meet the full Bayside DCP requirement, the provision is considered supportable having regard to;

- the site's PTAL 6 rating,
- the mixed-use nature of the development,
- internal capture opportunities with access to everyday services within the site,
- car share provision,
- motorcycle parking provision,
- bicycle parking provision, and
- Green Travel Plan measures.

4.2. Accessible Parking

The Bayside DCP requires accessible parking to be provided for residential and non-residential uses.

For residential apartment developments, half of the adaptable dwellings are required to be provided with allocated accessible resident parking spaces. For retail and similar public-access uses, accessible parking is required at a rate of 5% of the car parking provision.

The accessible parking requirement and provision are summarised in Table 8.

Table 8 – Accessible Parking Requirement and Provision

Land Use / Component	Yield / Basis	Parking Rate	Requirement	Proposed Provision
Residential accessible parking	147 adaptable units	50% of adaptable dwellings	74	74
Retail accessible parking	524 non-residential spaces	5% of car parking spaces	26	28
Total			**100**	**102**

The proposed development includes 147 adaptable units, requiring 74 residential accessible spaces under the Bayside DCP. The proposal provides 74 residential accessible spaces, satisfying the requirement.

For the retail component, the DCP requires 5% of car parking spaces to be accessible. Based on the retail parking requirement of 524 spaces, this results in a requirement for 26 accessible spaces. The proposal provides 28 retail accessible spaces, satisfying the requirement.

Overall, the proposal provides 102 accessible parking spaces, satisfying the Bayside DCP requirement.

4.3. Car Wash Bays

The Bayside DCP requires one car wash bay per 60 dwellings or part thereof for multi-unit residential development. Based on 736 dwellings, the proposal requires 12 car wash bays.

The DCP permits car wash bays to be either dedicated spaces or shared with visitor parking spaces. The proposal provides the car wash bays as shared spaces within the residential visitor parking allocation. Accordingly, the 12 car wash bays proposed are counted within the proposed visitor parking provision and do not represent additional car parking spaces.

4.4. Car Share

The Bayside DCP requires the provision of car share at a rate of one space per 50 residential spaces. As such, a car share scheme is proposed for the development.

There is a DCP requirement for 14 car share spaces, and these will be provided within the residential basement car parking area, thus meeting the DCP requirement for car share provision.

Contemporary studies indicate that the provision of a car share space can eliminate the need for car ownership of circa 10-15 residential dwellings. The provision of car share is supportable as a means of reducing car ownership and promoting the everyday use of more sustainable forms of transport, with reduced car ownership and associated usage to an as-needs basis.

4.5. Bicycle Parking

The Bayside DCP requires bicycle parking to be provided for residential and non-residential uses, both tenant/staff and visitors. The bicycle parking requirement and provision are summarised in Table 9.

Table 9 – Bicycle Parking Requirement and Provision

Land Use / Component	Yield	Parking Rate	Requirement	Proposed Provision
Residential				
Resident bicycle parking	736 dwellings	1 space per dwelling	736	736
Residential visitor bicycle parking	736 dwellings	1 space per 10 dwellings	74	80
Retail / commercial				
Staff bicycle parking	21,863m² GFA	1 space per 150m² GFA	146	205
Visitor bicycle parking	21,863m² GFA	1 space per 400m² GFA	55	
Childcare bicycle parking	60 children	1 space per 10 children	6	
Total			**1,017**	**1021**[4]

The development requires a total of 1,017 bicycle parking spaces under the Bayside DCP requirements, comprising 810 residential bicycle spaces and 207 retail / childcare bicycle spaces.

The proposal seeks to provide 1,021 bicycle parking spaces, thereby satisfying the total DCP bicycle parking requirement.

[4] Proposed provision based on information supplied by Conquest

4.6. Motorcycle Parking

The Bayside DCP requires motorcycle parking to be provided for residential and non-residential uses at a rate of 1 motorcycle space per 15 car spaces.

The motorcycle parking requirement and provision are summarised in Table 10.

Table 10 – Motorcycle Parking Requirement and Provision

Land Use / Component	Car Parking Provision	Parking Rate	Requirement	Proposed Provision
Residential	699 spaces	1 motorcycle space per 15 car spaces	46	46[5]
Retail	524 spaces	1 motorcycle space per 15 car spaces	35	40
Total	**1,223 spaces**		**81**	**86**

The proposed development requires 81 motorcycle parking spaces under the Bayside DCP, comprising 46 residential motorcycle spaces and 35 retail motorcycle spaces.

The proposal is capable of providing 86 compliant motorcycle parking spaces, comprising 46 residential motorcycle spaces and 40 retail motorcycle spaces. The proposed provision therefore exceeds the DCP requirement by 5 motorcycle spaces.

The motorcycle parking provision is considered acceptable. Motorcycle spaces are to be designed in accordance with AS/NZS 2890.1:2004 and located within the relevant residential and retail parking areas to support clear allocation and wayfinding.

4.7. Loading and Servicing Assessment

4.7.1. Bayside DCP Loading Requirements

The Bayside DCP loading requirements have been assessed for the retail and residential components of the development.

For the retail component, the proposed retail floor area falls within the 15,000m² to 26,999m² GFA category. For the residential component, the proposal includes 736 dwellings, which requires one MRV service bay plus one additional MRV or larger bay for every additional 100 dwellings.

The DCP loading requirement and proposed provision are summarised in Table 11.

Table 11 – DCP Loading Requirement and Proposed Provision

Land Use	Yield	Vehicle Type	DCP Requirement	Proposed Provision
Retail	**21,863m² GFA**	Van	6	6[6]
		SRV	3	1
		MRV	3	2

[5] As shown in ptc. design review
[6] Located within the Basement 1 car parking area (non-residential)

		HRV	2	1
		AV	2	2
Residential	**736 dwellings**	MRV or larger	8	Shared use of loading dock bays, including residential waste bay

4.7.2. Urban Freight Forecaster Assessment

The TfNSW Urban Freight Forecaster was used to estimate the likely freight and servicing demand for the development and test the performance of the proposed loading arrangement.

The initial Freight Forecaster test assessed the provision of 6 small spaces, 1 medium space and 5 large spaces (as shown in the latest architectural plans provided to ptc.). The results are summarised in Table 12.

Table 12 – Freight Forecaster Results – Initial Scenario

Vehicle Class	**Tested Provision**	**Suggested Provision**
Small vehicles	6	14
Medium vehicles	1	7
Large vehicles	5	2
Overall performance	**74.94% average efficacy**	
Daily vehicle arrivals, excluding bikes	**503 vehicles**	
Daily vehicles serviced	**429 vehicles**	
Daily rejected vehicles	**74 vehicles**	
Peak hour vehicle arrivals	**58 vehicles**	
Peak hour vehicles serviced	**46 vehicles**	
Peak hour rejected vehicles	**12 vehicles**	

The initial Freight Forecaster results indicate that the tested loading arrangement achieves an average efficacy of 74.94%, with 74 rejected vehicles per day and 12 rejected vehicles in the peak hour. The results indicate that the key constraint is small vehicle capacity, with the model suggesting 14 small spaces compared with the 6 small spaces tested.

A second Freight Forecaster scenario was therefore tested with the small vehicle provision increased to 14 spaces, while maintaining 1 medium space and 5 large spaces. The results are summarised in Table 13.

Table 13 – Freight Forecaster Results – Increased Small Vehicle Provision

Vehicle Class	Tested Provision
Small vehicles	14
Medium vehicles	1
Large vehicles	5
Overall performance	**94.29% average efficacy**
Daily vehicle arrivals, excluding bikes	**503 vehicles**
Daily vehicles serviced	**489 vehicles**
Daily rejected vehicles	**14 vehicles**
Peak hour vehicle arrivals	**58 vehicles**
Peak hour vehicles serviced	**55 vehicles**
Peak hour rejected vehicles	**3 vehicles**

The second Freight Forecaster scenario demonstrates that increasing the small vehicle provision to 14 spaces significantly improves the loading performance, increasing the average efficacy from 74.94% to 94.29%. Rejected vehicles are also reduced from 74 to 14 vehicles per day, and from 12 to 3 vehicles during the peak hour.

The DCP loading requirement is not fully satisfied when assessed strictly by vehicle type. However, the DCP requirement is considered conservative for the expected operational profile of the development, particularly noting the high proportion of small vehicle, courier, van and ute activity expected for the retail and mixed-use components.

The TfNSW Last Mile Toolkit Freight Forecaster assessment indicates that loading performance is primarily influenced by the availability of small vehicle spaces, rather than large vehicle spaces. The model suggests that increasing the small vehicle / van provision to 14 spaces would significantly improve servicing performance and provide a more appropriate operational outcome.

Accordingly, it is recommended that the development provide 14 small vehicle / van spaces where practicable within the basement and service areas, supported by the main loading dock for larger vehicles. The loading dock should also be managed through appropriate operational controls, including scheduling of larger deliveries (such as a booking system), management of waste collection periods, and allocation of loading areas by vehicle type and user group.

A Loading Dock Management Plan should be developed during detailed design to support the operation of the dock and servicing of the building.

5. Traffic Impact Assessment

5.1. Trip Generation Methodology

Traffic generation for the proposed development has been assessed in accordance with the Guide to Transport Impact Assessment (GTIA 2024).

The proposed development comprises residential apartments and retail uses. The adopted trip generation rates are summarised in Table 14.

Table 14 – Trip Generation Rates

Land Use	Peak Period	Trip Generation Rate
High density residential, high public transport accessibility	AM peak	0.19 vehicle trips per dwelling
High density residential, high public transport accessibility	PM peak	0.15 vehicle trips per dwelling
Shopping centre, Sydney average	Network AM peak	1.78 vehicle trips per 100m² GLFA
Shopping centre, Sydney average	Network PM peak	3.71 vehicle trips per 100m² GLFA
Shopping centre, Sydney average	Saturday site peak	4.86 vehicle trips per 100m² GLFA

The residential rates are considered appropriate given the site's high level of public transport accessibility, including a PTAL rating of 6, and the availability of frequent bus services within walking distance of the site.

For the retail component, the GTIA shopping centre rates are based on Gross Leasable Floor Area (GLFA). As the architectural schedule provides GFA, the retail GLFA has been estimated as 75% of GFA, consistent with the GTIA guidance. On this basis, the proposed retail GLFA adopted for the assessment is:

21,863m² GFA x 75% = 16,397m² GLFA

The existing Eastlakes Shopping Centre had a GLFA of 10,200m². At the time of the May 2025 traffic surveys, the centre was observed to be operating at approximately 70% capacity. Accordingly, the existing active retail GLFA adopted for the net traffic generation assessment is:

10,200m² GLFA x 70% = 7,140m² GLFA

For the proposed retail component, a 20% internal capture allowance has been applied to reflect the mixed-use nature of the development. This recognises that a proportion of retail trips will be generated by residents living above the retail podium and will not result in new external vehicle movements on the surrounding road network.

Note that the site has SSDA (MP09_0146) approval for:

- 404 residential units,

- circa 14,000 sqm retail GFA, and
- 916 car parking spaces within a basement car park.

The current SSDA being sought involves an additional 332 residential units, circa 7,000 sqm of non-residential land use, and 307 additional car parking spaces over the existing approved SSDA. Notwithstanding, this traffic assessment has been undertaken in a conservative and robust manner and has assessed the potential traffic generation of the proposed SSDA site on its own accord.

5.2. Trip Generation

Trip generation has been calculated using the GTIA 2024 rates identified in Table 15. For the non-residential component, the proposed GFA has been converted to GLFA using the 75% factor identified in the GTIA. Existing retail activity has been deducted based on the former centre operating at approximately 70% capacity at the time of the surveys.

Table 15 – Trip Generation Calculation

Assessment Step	Yield / Area	AM Peak Trips	PM Peak Trips	Saturday Peak Trips
Residential				
Proposed residential trips	736 dwellings	140	110	N/A
Non-Residential				
Proposed non-resi trips before internal capture	16,397m² GLFA	292	608	797
Less 20% internal capture	20% of proposed non-resi trips	-58	-122	-159
Proposed external retail trips	80% of proposed non-resi trips	234	487	638
Less existing retail activity	7,140m² active GLFA	-127	-265	-347
Net retail trips		**106**	**222**	**291**

Table 16 – Net Trip Generation Summary

Component	AM Peak Trips	PM Peak Trips	Saturday Peak Trips
Residential	140	110	N/A
Retail	106	222	291
Total net trips	**246**	**332**	**291**

The results indicate that the proposed development could generate a net increase of approximately 246 vehicle trips in the AM peak hour and 332 vehicle trips in the PM peak hour.

The Saturday peak net increase is estimated at approximately 291 vehicle trips, associated with the retail component. The GTIA high density residential rates adopted for this assessment provide

weekday AM and PM peak hour rates only, and therefore a separate Saturday residential trip generation estimate has not been included.

The trip generation assessment adopts a net traffic generation approach. This is considered appropriate because the May 2025 traffic surveys were undertaken while the former Eastlakes Shopping Centre was still operating and therefore the traffic activity associated with the site was already accounted for in the surveys.

At the time of the surveys, the existing shopping centre was observed to be operating at approximately 70% capacity, which was confirmed during the site visit and survey period. Accordingly, the existing retail trip generation deduction has been based on 70% of the existing 10,200m² GLFA, equivalent to 7,140m² active GLFA. This approach is considered reasonable as it does not assume the previous centre was fully operational, but also recognises that the surveyed traffic volumes already included a meaningful level of retail activity from the site.

For the proposed retail component, the GTIA shopping centre trip rates are based on GLFA. As the current architectural schedule provides GFA, the proposed retail GLFA has been estimated as 75% of GFA, consistent with the GTIA guidance. This results in an adopted proposed retail GLFA of 16,397m².

A 20% internal capture allowance has also been applied to the proposed retail trips. This is considered appropriate given the mixed-use nature of the development, with 736 apartments located directly above the retail podium. A proportion of future retail, supermarket, food and beverage, gym/wellness and service-based trips will be made by residents within the development and will therefore not result in external vehicle trips on the surrounding road network. These trips may occur internally within the building or through the public domain, rather than by car.

The adopted 20% internal capture allowance is considered reasonable, noting that the development provides a substantial residential population directly above the retail component, while still assuming that the majority of retail trips will be external to the site. The assessment therefore remains conservative, as no additional reductions have been applied for public transport use, walking, cycling, car share or linked trips from the surrounding local centre catchment.

On this basis, the net traffic generation methodology is considered logical and appropriate for the assessment of the proposed development. It recognises the operating condition of the former shopping centre at the time of the surveys, adopts the GTIA method for converting GFA to GLFA, and makes a reasonable allowance for internal capture associated with the mixed-use nature of the proposal. The resulting net traffic generation estimates are therefore considered suitable for the traffic distribution and intersection modelling assessment.

5.3. Trip Distribution

The distribution of development traffic has been informed by 2016 Journey to Work data, the surrounding road hierarchy, existing traffic patterns, and the proposed site access arrangements.

The Journey to Work data was used to understand the likely broader origin and destination patterns for residential trips associated with the site. The data indicates that trips are generally distributed towards the Sydney CBD / north, Botany Bay / south, Randwick / east and the Inner West / north-west, with smaller proportions distributed to other surrounding areas.

The broad directional distribution adopted for the assessment is summarised in Table 17.

Table 17 – Adopted Broad Trip Distribution

Direction	Indicative Distribution
North	36%
South	27%
East	21%
North-west	7%
West	5%
North-east	2%
South-west	1%
Total	**100%**

The above distribution has been applied having regard to the surrounding road network and likely approach / departure routes, including Gardeners Road, Racecourse Place, Evans Avenue, Barber Avenue, Mascot Drive and Southern Cross Drive.

The site access arrangement has also been considered in the traffic assignment. Residential vehicles are proposed to enter and exit via the Barber Avenue access on the southern side of the site. Non-residential vehicles are proposed to enter and exit via Evans Avenue, with an additional exit location via Barber Avenue. This arrangement has been reflected in the SIDRA model assignment and the distribution of traffic through the surrounding intersections.

For non-residential trips, the distribution has also made regard to the local centre function of the development. Non-residential traffic is expected to be more localised than residential commuter traffic, with trips drawn from the surrounding Eastlakes, Rosebery, Mascot, Pagewood and broader eastern suburbs catchment. Accordingly, these trips have been assigned to the surrounding road network based on the expected local catchment, existing shopping centre access patterns and the proposed non-residential access arrangement.

5.4. SIDRA Modelling

In order to determine the performance of the identified key intersections, an assessment has been undertaken using the SIDRA modelling software, a micro-analytical tool for individual intersections and whole-network modelling. Typically, there are three performance indicators used to summarise the performance of an intersection, being:

- Degree of Saturation (DoS) – The total usage of the intersection expressed as a factor of 1, with 1 representing 100% vehicles/capacity (v/c). (e.g. 0.8 = 80% saturation)
- Average Delay – The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.
- 95% Queue Lengths (Q95) – is defined to be the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.

- Level of Service (LoS) – This is a categorisation of average delay, intended for simple reference. Transport for NSW (TfNSW) adopts the bands as shown in Table 18.

Table 18 – Level of Service Bands

LoS	Average delay (seconds)	Traffic signals, roundabouts	Give way & stop signs
A	<14	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, requires other control mode
F	>70	Extra capacity required	Extreme delay, major treatment required

5.5. Modelling Assumptions

The SIDRA modelling has been prepared based on the following assumptions:

1. Existing traffic volumes
   The existing traffic volumes adopted in the SIDRA models are based on the traffic surveys undertaken in May 2025. The adopted peak periods are:
   - Weekday AM peak: 8:00am to 9:00am;
   - Weekday PM peak: 4:45pm to 5:45pm; and
   - Weekend peak: 11:30am to 12:30pm.
2. Development traffic volumes
   The development traffic added to the road network is based on the net trip generation estimates presented in Section 5.2. This includes the net residential and non-residential trips calculated using GTIA 2024 rates, with allowance for existing shopping centre activity and internal capture associated with the mixed-use nature of the proposal.
   - Signalised intersections
     For the existing scenario, signal phasing and timing for the signalised intersections have been informed by SCATS data obtained for the same survey dates and peak periods as the traffic surveys. The SCATS data will be included in Appendix 3.
   - Future development scenarios
     For the development scenarios, the signalised intersections have been modelled using optimised phasing and signal timings to reflect the increase in traffic demand associated with the proposal. This allows the assessment to consider how the signalised intersections could

reasonably operate with the additional development traffic, or identify if changes to the signal phasing may improve vehicle traffic conditions.

- Roundabout modelling
  The existing roundabout scenario has been modelled based on the existing three-arm arrangement. For the development scenario, the roundabout has been modelled as a four-arm arrangement, with the additional arm representing the proposed site access. This reflects the future access arrangement associated with the proposed development.

These assumptions provide a consistent basis for comparing the existing and development scenarios and identifying the likely operational impacts of the proposal on the surrounding road network.

5.6. Modelling Scenarios

For the purpose of assessing the traffic implications of the proposal, the following modelling scenarios have been considered:

- Existing Base
  This scenario represents the existing traffic conditions within the surrounding road network, based on the weekday AM, weekday PM and Saturday peak hour traffic surveys undertaken in May 2025.
- Existing Base + Development
  This scenario represents the existing road network with the addition of the net traffic generated by the proposed development. This scenario has been used to assess the likely operational impact of the proposal under current traffic conditions.

The adopted modelling scenarios allow the assessment to consider both current and future road network performance, with and without the proposed development. The modelling results are presented in the following sections.

5.7. Traffic Modelling Results

The SIDRA modelling results are summarised in Table 19. The assessment compares the existing surveyed conditions with the Existing + Development scenario, which includes the net development traffic identified in Section 5.2. The SIDRA results are detailed in Appendix 4.

Table 19 – SIDRA Modelling Results Summary

Intersection	Peak Hour	Scenarios	Average LOS	Average delay (sec)	Highest DoS (v/c)	Highest Q95 (m)
Gardeners Road / Racecourse Place	AM	Existing	B	21.6	0.963	141.1
		Existing + Development	B	20.8	0.908	194.5
	PM	Existing	A	13.1	0.765	138.5
		Existing + Development	A	13.6	0.676	151.9
	Weekend	Existing	B	14.8	0.831	110.2
		Existing + Development	A	11.5	0.571	98.4
Racecourse Place / Evans Avenue	AM	Existing	A	7.6	0.703	232.5
		Existing + Development	A	10.2	0.870	139.4
	PM	Existing	A	5.4	0.390	14.4
		Existing + Development	A	5.8	0.457	23.5
	Weekend	Existing	A	5.8	0.502	19.6
		Existing + Development	A	6.0	0.429	21.0
Evans Avenue / Maloney Street	AM	Existing	NA (worst B)	16.9	0.336	9.7
		Existing + Development	NA (worst B)	18.5	0.413	13.6
	PM	Existing	NA (worst B)	18.4	0.369	18.3
		Existing + Development	NA (worst B)	19.5	0.369	21.7
	Weekend	Existing	NA (worst B)	20.0	0.379	18.3
		Existing + Development	NA (worst B)	20.1	0.395	20.2
Maloney Street / Gardeners Road /	AM	Existing	C	40.1	0.894	332.5
		Existing + Development	C	33.8	1.063	269.0
	PM	Existing	C	41.8	1.007	365.2

Dalmeny Avenue		Existing + Development	C	35.4	0.970	328.5
	Weekend	Existing	C	30.0	0.773	188.7
		Existing + Development	B	25.5	0.937	153.6
Evans Avenue / Barber Avenue	AM	Existing	NA (worst A)	6.6	0.330	8.8
		Existing + Development	NA (worst A)	6.8	0.330	10.8
	PM	Existing	NA (worst A)	5.8	0.119	4.0
		Existing + Development	NA (worst A)	6.2	0.153	5.5
	Weekend	Existing	NA (worst A)	5.7	0.102	3.3
		Existing + Development	NA (worst A)	5.8	0.109	3.6

For the signalised intersections, the existing models were informed by SCATS data from the same survey dates and adopted peak periods. The Existing + Development scenarios were then modelled using optimised signal phasing and timing to reflect the additional traffic demand associated with the proposal. As a result, some intersections show improved average delay, degree of saturation or queueing in the development scenario. Furthermore, as a result of the changes to signal phasing, pedestrian LoS improves in some of these post development scenarios, which is considered to be beneficial to supporting alternate modes of travel. This does not mean that the development reduces traffic volumes, but rather reflects the benefit of optimised signal operation under the modelled development conditions. Any changes to signal operation would ultimately be subject to review and approval by Transport for NSW.

Overall, the modelling indicates that the surrounding road network is expected to continue operating at an acceptable level of service with the proposed development in place. The key outcomes are summarised below.

Gardeners Road / Racecourse Place operates at LOS B or better in all modelled periods. In the AM peak, the average delay reduces slightly from 21.6 seconds to 20.8 seconds, with the highest DoS reducing from 0.963 to 0.908. The 95th percentile queue increases from 141.1m to 194.5m, however the intersection remains at LOS B. In the PM and weekend peaks, the intersection continues to operate at LOS A, with reduced or comparable DoS under the development scenario due to signal optimisation.

Racecourse Place / Evans Avenue continues to operate at LOS A in all peak periods. The AM peak DoS increases from 0.703 to 0.870, however the average delay remains low at 10.2 seconds. The PM and weekend results show only minor changes, with average delays remaining below 7 seconds and the intersection continuing to operate satisfactorily.

Evans Avenue / Maloney Street is a priority-controlled intersection and therefore average LOS is not reported in the same way as signalised intersections. The worst movement operates at LOS B or better in all scenarios. The development results in only minor increases in average delay and queueing, with the highest DoS remaining well below capacity in all peak periods.

Maloney Street / Gardeners Road / Dalmeny Avenue is the most constrained intersection within the modelled network. The intersection operates at LOS C in the AM and PM peaks under both existing and development scenarios, and improves from LOS C to LOS B in the weekend peak under the development scenario. The modelling indicates some existing capacity constraints, including a DoS of 1.007 in the existing PM peak and 1.063 in the AM development scenario. However, the average delay reduces under the development scenario due to the optimised signal phasing and timing adopted in the model. This indicates that the intersection is sensitive to signal operation, and that optimised signal settings can assist in managing the additional demand.

Evans Avenue / Barber Avenue continues to operate well in all peak periods. The worst movement operates at LOS A, with low average delays and short queues in both the existing and development scenarios. The development traffic results in only minor changes to intersection operation.

On this basis, the SIDRA modelling indicates that the vehicular traffic generated by the proposed development is expected to be accommodated by the surrounding road network, subject to the signal optimisation assumptions adopted for the development scenarios and the proposed access arrangements being implemented as modelled.

6. Parking and Access Design Assessment

The following section presents an assessment of the proposed development with reference to the requirements of:

- AS/NZS 2890.1:2004 Off-street Car Parking;
- AS/NZS 2890.2:2018 Off-street Commercial Vehicle Facilities;
- AS 2890.3:2015 Bicycle Parking; and
- AS/NZS 2890.6:2009 Off-street Parking for People with Disabilities.

The assessment should be read in conjunction with the architectural plans prepared for the development and ptc.'s review of the car parking layouts Refer to Appendix 5. It is noted that a detailed design review will be undertaken during the design development stage, prior to the issue of a Construction Certificate.

6.1. Pedestrian and Cyclists Access

Access to the site via active modes of travel is facilitated through the provision of wide plaza spaces connecting directly to street frontages. Furthermore, bicycle parking is to be provided within the public space at ground level for visitors to the site.

Pedestrian throughfare to the site is provided from both the north and south along the eastern edge of Jack Mundey Reserve, to facilitate ease of access for local residents living in close proximity to the site. This is expected to encourage reduced vehicle traffic to the retail component by providing improved pedestrian access to the non-residential facilities on the development site.

6.2. Vehicular Access

Vehicle access to the proposed development will be provided via two access points, being one access from Barber Avenue and one access from Evans Avenue.

The proposed access arrangement is as follows:

- Barber Avenue access: residential entry and exit movements, and non-residential exit movements; and
- Evans Avenue access: non-residential entry and exit movements.

The arrangement separates the primary residential access from the main non-residential entry movements, while allowing non-residential exit movements to also occur via Barber Avenue. The proposed access arrangement has been considered in the traffic distribution, SIDRA modelling, car park operation and internal circulation assessment.

It is advised that two access control points (boom gates with Licence Plate Recognition or similar) be provided within Basement 1 for the non-residential component of the development. A single egress control point shall also be provided at this point. Refer to ptc. design review in Appendix 5.

6.3. Sight Distance and Pedestrian Sight Lines

The proposed access driveways are to be designed to satisfy the relevant sight distance requirements of AS/NZS 2890.1:2004. This includes appropriate sight distance to approaching vehicles on the frontage roads and pedestrian sight triangles at the property boundary.

Pedestrian sight triangles are to be provided at the site access points to maintain visibility between exiting vehicles and pedestrians using the adjoining footpaths. Final confirmation of the sight distance and pedestrian sight line requirements will be undertaken during detailed design, having regard to the final driveway locations, boundary treatments, landscaping and any proposed signage.

6.4. Car Park User Classes

The basement car park includes different parking user groups and has therefore been assessed against the relevant AS/NZS 2890.1 user classes.

Residential parking is to be designed as User Class 1A, which applies to residential domestic parking. Non-residential parking is to be designed as User Class 3, which reflects higher turnover public parking associated with non-residential uses.

The relevant minimum parking bay dimensions are summarised below:

Parking Type	User Class / Standard	Minimum Bay Width	Minimum Bay Length
Residential parking	AS/NZS 2890.1 Class 1A	2.4m	5.4m
Non-residential parking	AS/NZS 2890.1 Class 3	2.6m	5.4m
Accessible parking	AS/NZS 2890.6	2.4m space plus 2.4m shared area	5.4m
Motorcycle parking	AS/NZS 2890.1	1.2m	2.5m
Bicycle parking	AS 2890.3	In accordance with AS2890.3	In accordance with AS2890.3

6.5. Accessible Parking

Accessible parking is to be designed in accordance with AS/NZS 2890.6:2009. Each accessible parking space is to be provided with an adjacent shared area, with both the parking space and shared area having minimum dimensions of 2.4m by 5.4m.

Accessible spaces are to include compliant bollards, pavement markings and signage. A minimum vertical clearance of 2.5m is to be provided above accessible spaces and along the relevant accessible vehicle paths, subject to final confirmation during detailed design.

6.6. Height Clearance

General car park areas are to provide a minimum clearance of 2.2m in accordance with AS/NZS 2890.1:2004.

Accessible parking spaces and adjacent shared bays are to provide a minimum clearance of 2.5m in accordance with AS/NZS 2890.6:2009.

Loading dock areas and service vehicle access paths are to provide appropriate clearance for the nominated design vehicles in accordance with AS/NZS 2890.2:2018, minimum 4.5m. The loading dock is to provide clearance suitable for the intended service vehicles, with final clearance to be confirmed on the detailed architectural and services drawings.

6.7. Service Vehicle Access

Service vehicle access will be accommodated through the proposed loading dock and associated basement service areas. The loading dock includes provision for a range of service vehicles, including SRV, MRV, HRV, AV and residential waste collection vehicles.

The loading dock and service vehicle paths are to be assessed by swept path analysis in accordance with AS/NZS 2890.2:2018. The final swept path assessment will confirm that the nominated design vehicles can enter, manoeuvre within and exit the site in a safe and practical manner. Swept paths analysis is show in Appendix 5.

6.8. Ramp Gradients and Internal Circulation

Ramp gradients, transitions and internal circulation are to be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.2:2018 where service vehicle access is required.

The final ramp grades, transitions, headroom clearances, circulation aisles and vehicle swept paths will be refined during detailed design. Any areas requiring local refinement will be addressed prior to Construction Certificate documentation.

7. Preliminary Construction Traffic Management Plan

7.1. Objective

This section provides a preliminary construction traffic management framework for the proposed mixed-use development at 19A Evans Avenue, Eastlakes.

The purpose of this section is to outline the key traffic management principles to be adopted during construction, including construction vehicle access, pedestrian management, work zone requirements and general mitigation measures. Note that at this stage, details are limited as there is no appointed contractor. A detailed Construction Traffic Management Plan will be prepared by the appointed contractor prior to the commencement of works, once the construction methodology, staging, vehicle types and construction programme are confirmed.

The objectives of the Traffic Management Plan are to:

- minimise the impact of construction vehicle traffic on the surrounding road network;
- maintain safe and efficient movement of traffic for the general public, pedestrians, cyclists and construction workers;
- provide safe construction vehicle access to and from the site;
- maintain pedestrian access around the site frontage where practicable;
- identify the likely construction vehicle routes to and from the site;
- manage potential impacts to on-street parking, bus operations and surrounding local access;
- ensure appropriate advance warning signage is installed to advise road users of changed traffic conditions;
- support the preparation of site-specific Traffic Guidance Schemes prior to the commencement of works; and
- establish a safe pedestrian environment in the vicinity of the site during construction.

7.2. Traffic Management Planning Process

Temporary Traffic Management for the project will be planned and implemented in accordance with the Transport for NSW Traffic Control at Work Sites Technical Manual, Issue No. 6.1, March 2022.

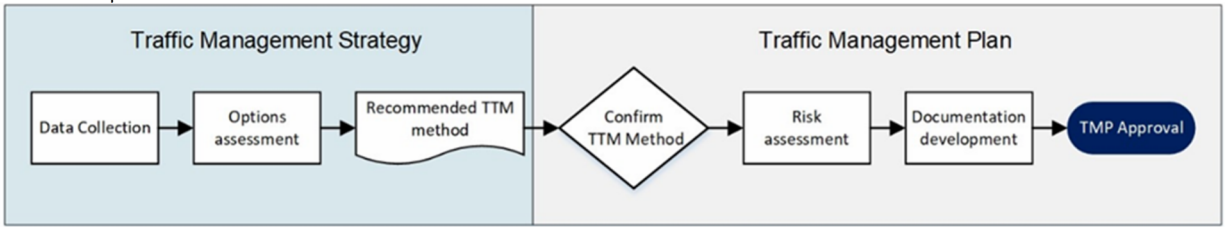


Figure 10 – Traffic Management Planning Process

The traffic management planning process will include:

- identification of construction stages and activities;
- assessment of construction vehicle types and access requirements;
- identification of appropriate construction vehicle routes;
- review of pedestrian, cyclist and local traffic movements around the site;
- preparation of Traffic Guidance Schemes for each relevant work stage;
- consultation with Council, Transport for NSW and other relevant stakeholders where required;
- implementation of traffic control measures by appropriately qualified personnel; and
- ongoing monitoring and refinement of traffic management measures during construction.

An iterative process will be adopted in collaboration with the project team, contractor and relevant authorities to ensure the traffic management approach remains appropriate for the construction methodology and surrounding road network conditions.

7.3. Traffic Management Strategy

A traffic management strategy has been chosen to support the appropriate allocation of time, funds and resources for the project, and to allow for consultation in determining the safest and most efficient way for road users to interact with the work site. The following matters have been considered in determining the temporary traffic management method:

- Detour Options - During various stages of the construction works, traffic management measures will be implemented as required. These may include short-term adjustments to traffic lanes, temporary changes to on-street parking, work zones, site access management and pedestrian management along the Evans Avenue and Barber Avenue frontages. No long-term detours or full road closures are anticipated, and disproportionate disruption to surrounding road users is not expected.
- Site Location - The site is located within the Eastlakes local centre and has frontages to Evans Avenue and Barber Avenue. The surrounding road network includes local residential streets, retail activity, bus stops, pedestrian movements and nearby open space at Jack Mundey Reserve. Existing street parking may obstruct signs and devices required for certain traffic management strategies. Traffic Guidance Schemes are to be set out by certified traffic controllers in accordance with TCAWS 6.1 to minimise these obstructions and maintain safe operation around the site.
- Work Area - The area required to safely undertake construction works may require temporary occupation of sections of the road reserve, including work zones, site entry and exit points, loading areas and footpath management areas. All construction vehicles are to enter the site or approved work zone to undertake loading, unloading and construction-related activities. Construction vehicles are not to queue within the surrounding road network unless managed under an approved traffic control arrangement.
- Vulnerable Road Users - Pedestrians, cyclists, motorcyclists and public transport users are present within the surrounding area, particularly along Evans Avenue, Barber Avenue and near Jack Mundey Reserve. Traffic management measures are to minimise conflict between construction vehicles and vulnerable road users, particularly at site access points. Safe pedestrian paths are to be maintained where practicable, with temporary diversions, signage and traffic control provided where required.

- Community Facilities and Needs - Access to surrounding residences, retail premises, Jack Mundey Reserve, bus stops and other nearby facilities is to remain available where practicable during the works. Signage or directions for any temporary changes to pedestrian routes, parking or local access are to be implemented where necessary. Any road occupancy, restricted access or out-of-hours works are to be kept to the minimum duration necessary and managed to limit disruption to nearby residents and businesses. Appropriate notice is to be provided by the principal contractor in accordance with relevant authority requirements.

7.4. Decision of TTM Method

The method selected in accordance with TCAWS is a combination of Around (Elimination) and Past (Isolation). For Around (Elimination), all truck, and excavation/construction activity will take place on site, including the delivery of plant and site goods, and traffic is fully separated from the works. For Past (Isolation), all truck activity shall take place in approved Work Zones.

7.5. General Requirements

In accordance with TfNSW requirements, all vehicles transporting loose materials must have their loads covered and/or secured to prevent large items, dust or debris from being deposited onto the roadway during travel to and from the site.

All subcontractors must be inducted by the principal contractor to ensure that these procedures are followed for all vehicles entering and exiting the construction site. The principal contractor will monitor roads leading to and from the site and take all reasonable steps to rectify any road deposits caused by construction vehicles.

Vehicles operating to, from and within the site must do so in a manner that does not create unnecessary noise or vibration.

No tracked vehicles will be permitted or required on public roads. Public roads and access points must not be obstructed by materials, vehicles, refuse skips or similar items unless approved by the relevant authority. Construction vehicles must not double park, park on public roads, or use public parking facilities.

No building, demolition, excavation or construction material, and no hoist, plant or machinery, including cranes, concrete pumps or lifts, is to be placed on Council footpaths, roadways, parks or grass verges without Council approval.

No trees, native shrubs or understorey vegetation on public property, including footpaths, roads and reserves, or on the development site, are to be removed or damaged during construction unless specifically approved, including for the erection of fences, hoardings or other temporary works.

7.6. Hours of Work

All works associated with excavation and construction, as well as any activities in the vicinity of the site generating noise associated with work preparation (e.g. loading/unloading of goods, transferring of tools, etc.), will generally be carried out in accordance with the approved construction hours. Should work be required beyond these standard hours, separate approval will be sought for the extended hours.

7.7. Construction Staging Overview

Staging is to be confirmed by the appointed contractor.

7.8. Wayfinding and Advance Warning Signage

A wayfinding strategy is to be agreed with council.

7.9. Construction Vehicle Volumes

At this stage, construction traffic volumes are unknown. At the time of appointment of a contractor for construction and the preparation of a detailed CTMP, construction volumes shall be included.

7.10. Construction Vehicle Routes

The proposed construction vehicle routes will be developed with consideration of the surrounding road hierarchy, traffic conditions, pedestrian activity, bus operations and nearby sensitive land uses.

Construction vehicle movements are expected to be directed to the higher-order road network where practicable, including Gardeners Road and Southern Cross Drive, before accessing the site via the local road network. Access to the site is expected to occur via Evans Avenue and/or Barber Avenue, subject to the final construction staging, vehicle types and site access arrangements confirmed by the appointed contractor.

Heavy vehicles are to avoid unnecessary travel through local residential streets where practical. Queuing or marshalling of construction vehicles on public roads will not be permitted. All loading and unloading activities are to occur within the site boundary or within approved work zones, subject to Council approval.

The final construction vehicle routes will be confirmed in the detailed Construction Traffic Management Plan once the construction methodology, staging and vehicle types are known. Swept path assessment is to be undertaken for the largest construction vehicles expected to access the site.

Refer to Figure 11for the indicative construction vehicle routes.

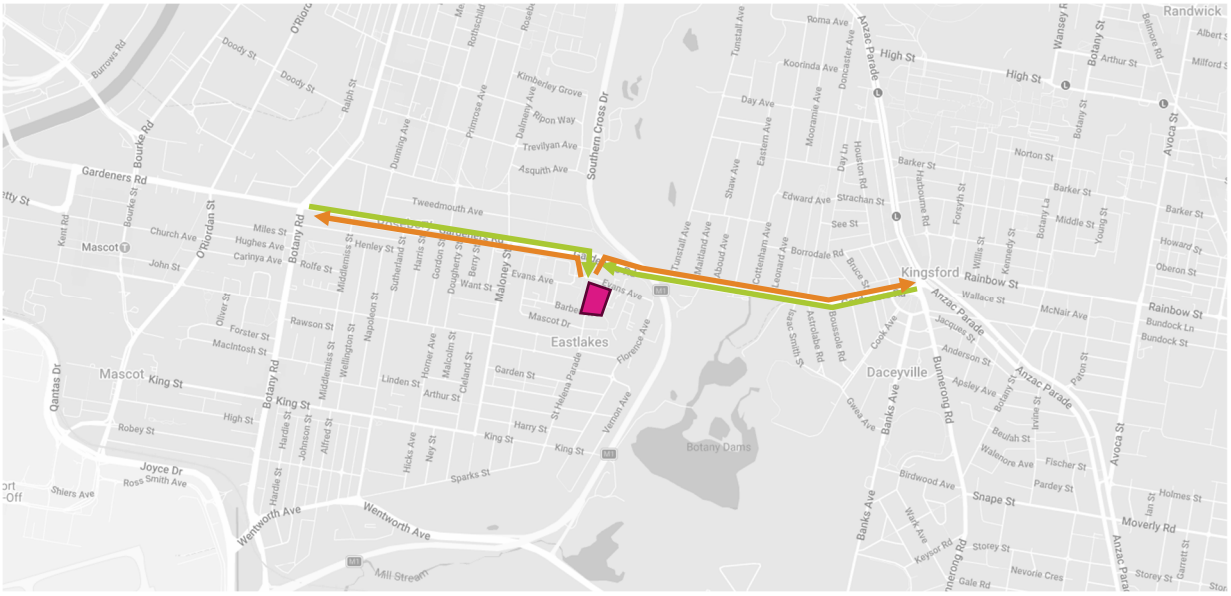


Figure 11 – Indicative Construction Vehicle Routes

7.11. Site Access Arrangement

The site access will be confirmed by appointed contractor.

7.12. Traffic Control Measures

There will be a need for traffic control measures to facilitate the entry and egress of the construction vehicles. This is to be confirmed by the appointed contractor.

7.13. Traffic Guidance Scheme (TGS)

Traffic Guidance Schemes (TGS) outline the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site. All TGS are to be set out in accordance with the TfNSW *Traffic Control at Work Sites*.

Any changes made to the TGS by the appointed traffic management contractor must be submitted to Council and TfNSW for approval. All Traffic Guidance Schemes associated with the CTMP must comply with the Australian Standards and Roads and TfNSW *Traffic Control at Work Sites Guidelines*, Issue 6.1 (2022).

The Principal Contractor shall provide appropriate traffic and pedestrian management at all site interfaces with the public road. This will ensure truck movements and deliveries are received efficiently and safely.

Where general truck access and egress to the site is occurring on a day-to-day basis, gate controllers (in the form of accredited Traffic Controllers (TCs)) shall manage construction traffic. Appropriate signage on public roads is required to advise drivers of the presence of Traffic Controllers.

TGS are to be prepared as part of the detailed CTMP upon appointment of a contractor and further rationalisation of construction methodology, including site access points, vehicle sizes etc.

Traffic Controllers

In instances where Traffic Controllers are required, they are to be implemented to ensure that no conflict arises between construction vehicles and public traffic.

Temporary Road Closure

No temporary road closures are anticipated as part of the proposed works. All works will be managed within the site boundaries or under traffic control measures that do not require full closure of the road. Appropriate traffic management will be implemented to ensure safe movement of vehicles and pedestrians in the vicinity of the site, with resident access to driveways to be maintained at all times.

7.14. Pedestrian Management

The general public will not be permitted to access the construction site. The contractor will ensure that the site perimeter is maintained in a clean, well-illuminated and safe condition throughout the duration of the works.

Pedestrian activity is expected along the site frontages to Evans Avenue and Barber Avenue, including movements associated with nearby residential areas, The Grand Eastlakes, Jack Mundey Reserve and surrounding bus stops. Pedestrian movements along these frontages are to be maintained where practicable during construction.

Where pedestrian movement is temporarily impeded along the site frontage, appropriate pedestrian management measures are to be implemented by the contractor. This may include temporary footpath diversions, barriers, signage, traffic control and safe alternative routes, prepared in accordance with the relevant guidelines and approved Traffic Guidance Schemes.

Traffic controllers are not to stop general traffic, pedestrians or cyclists on public streets solely to allow trucks to enter or leave the site. Construction vehicles must wait until a suitable gap is available, unless traffic control has been specifically approved under the relevant Traffic Guidance Scheme. Vehicles already on the road and pedestrians on the footpath have priority over construction vehicles entering or exiting the site.

Pedestrians may only be held for short periods where necessary to manage safety during truck entry or exit movements. Pedestrians must not be stopped in anticipation of construction vehicle movements. At all times, pedestrian safety and accessibility along the public footpath network is to be maintained as a key priority.

7.15. Special Deliveries

Any oversized vehicle, being a vehicle larger than a 19m articulated vehicle, that is required to access the site will be managed separately by the contractor with separate approvals sought from the relevant authorities.

Where oversized deliveries are required, the contractor will be responsible for obtaining all necessary permits and approvals from the relevant authorities, including Bayside Council and Transport for NSW where required, prior to the delivery occurring.

Oversized deliveries should be scheduled outside peak traffic periods where practicable, such as early morning or evening periods, to minimise impacts on the surrounding road network, pedestrian activity and local access. Any oversized delivery is to be supported by a specific Traffic Guidance Scheme and swept path assessment where required.

7.16. Staff Parking

Due to site constraints, there is expected to be limited parking available for site personnel. All site personnel are encouraged not to park on the street in the vicinity of the development site. To minimise the required parking, the Contractor will encourage the use of public transport to and from the site. Also, site personnel will be advised to carpool (wherever practicable) and will be informed of the alternative transport options available in the vicinity of the site. They will also be encouraged to utilise these facilities (wherever practicable). A public transport information pack will be provided to all staff and contractors, advising them of the public transport options available.

7.17. Work Site Security

As discussed previously, to provide security to the work site and protection to the general public, it is proposed that the site perimeter boundaries consist of temporary fencing or hoardings. These boundaries will be established immediately following site possession and fitted with appropriate signage where required. All gates are securely locked outside of working hours and may be regularly patrolled by security staff. This security network shall continue to work closely with the contractor to ensure that security is being maintained throughout construction. The contractor shall maintain a site entry register requiring all visitors to sign in upon entry. All visitors are required to wear an identification “visitor” badge and always wear appropriate PPE whilst on site.

7.18. Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, Workplace Health and Safety (WHS), driver protocols and emergency procedures. Additionally, the lead contractor will discuss TMP requirements regularly as part of

toolbox talks and provide ongoing reminders about the public transport and carpooling opportunities in the area.

7.19. Emergency Vehicle Access

The proposed traffic control arrangements are not expected to restrict emergency vehicle access to the site or surrounding properties.

Emergency vehicle access to the site and adjacent road network is to be maintained via Evans Avenue, Barber Avenue and the surrounding local road network throughout the construction period. The contractor is to ensure that construction activities, work zones, temporary traffic controls and construction vehicle movements do not obstruct emergency access.

Where temporary works affect site access or the adjoining road reserve, appropriate arrangements are to be implemented by the contractor to maintain emergency vehicle access at all times. This is to be addressed in the detailed Construction Traffic Management Plan and relevant Traffic Guidance Schemes.

7.20. Access to Adjoining Properties

Construction activities associated with the proposed development will be managed to maintain access to adjoining properties and surrounding local streets where practicable throughout the works.

Construction vehicles, site fencing, work zones and traffic control measures will be arranged to minimise obstruction of vehicular and pedestrian access to surrounding properties, including properties fronting Evans Avenue, Barber Avenue and nearby local streets.

Where temporary impacts are unavoidable during specific construction activities, access will be managed under appropriate traffic control and in consultation with affected property owners and occupiers to maintain safe and reasonable ingress and egress. Any temporary access changes are to be addressed in the detailed Construction Traffic Management Plan and relevant Traffic Guidance Schemes.

7.21. Temporary Road Closure

Based on the current scope of works, no temporary road closures are anticipated. The works are expected to be managed within the site boundary and/or approved work zones, with appropriate traffic control measures implemented as required to maintain safe operation and minimise impacts on the surrounding road network.

Access for surrounding residents, businesses and local road users along Evans Avenue, Barber Avenue and nearby local streets is to be maintained where practicable throughout the works.

Any works or traffic control activities within the public domain must be undertaken by suitably trained personnel and covered by appropriate insurances. All traffic control personnel are to hold the relevant TfNSW accreditation in accordance with the Traffic Control at Work Sites Technical Manual.

7.22. Method of Communicating Traffic Changes

Traffic Guidance Schemes (TGS) in accordance with the Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites will advise motorist of upcoming changes in the road network. During site operation the contractor shall, each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or

removed as required. Sign size is to be size "A". The associated TGS road signage will inform drivers of work activities in the area including truck movements in operation. Any variation to the layout of the TGS on site is to be recorded and certified by authorised SafeWork NSW accredited personnel. Amended TGSs must also be approved by Council prior to implementing any changes. A minimum 14-day notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures. A Road Occupancy License is required for any works which impact on the road corridor, in addition to any permits required by Council. These need to be submitted to the Transport Management Centre (via the OPLINC system) a minimum of 10 business days prior to commencement of works.

7.23. Contact Details for Onsite Enquiries and Site Access

This will be provided by the appointed contractor.

7.24. Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the lead contractor at no cost to Council.

7.25. Hazard and Risk Identification

All construction projects entail a set of risks—from a transport perspective—that may need to be mitigated. Some of these hazards and risks are related to:

- Moving traffic;
- Queued traffic;
- Site vehicle access and egress points;
- Highly vulnerable road user activity;
- Other construction activity or roadworks in close proximity to the proposed work site; and
- Reduced lane and shoulder widths.

This is appropriate for the construction of the development because of the following:

Risk Matrix Reference: R1 – Conflict between construction traffic and the general public, especially vulnerable road users such as pedestrians and cyclists.

Risk Matrix Reference: R2 – Construction traffic creating localised negative impact to the surrounding road network.
A risk matrix has been prepared to assist with rating the risk of deviation to the procedures described in this report. The risk matrix is shown in using the following definitions:

Risk Rating

- Very High (VH)
- High (H)
- Medium (M)
- Low (L)

Consequence

- Insignificant: Illness, first aid or injury not requiring medical treatment. No lost time.
- Minor: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- Moderate: Minor injuries or illnesses resulting in lost time.
- Major: 1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Severe: single fatality and/or 11 to 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Catastrophic: multiple fatalities and/or more than 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.

Likelihood

- Almost certain: expected to occur multiple times (10 or more times) during any given year.
- Very likely: expected to occur occasionally (1 to 10 times) during any given year.
- Likely: expected to occur once during any given year.
- Unlikely: expected to occur once every 1 to 10 years.
- Very unlikely: expected to occur once every 10 to 100 years.
- Almost unprecedented: not expected to occur in the next 100 years.

Table 20 - Risk Matrix

	Consequence						
Likelihood		Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	Almost certain						
	Very likely						
	Likely						
	Unlikely						
	Very unlikely		R2				
	Almost unprecedented				R1		

Some recommended risk mitigation measures include:

- Implementation of traffic control where required to reduce potential conflict between road users.
- Adequate signage and warning of the ongoing construction activity at the site.

8. Green Travel Plan (GTP)

8.1.1. What is a Green Travel Plan?

A Green Travel Plan is a strategy designed to promote sustainable travel choices and reduce reliance on private vehicle use. It identifies practical measures to encourage walking, cycling, public transport, car share and other non-private car modes for residents, staff, visitors and customers.

This Green Travel Plan has been prepared for the proposed mixed-use development at 19A Evans Avenue, Eastlakes. The site is well suited to the implementation of sustainable travel measures given its location within the Eastlakes local centre, proximity to bus services, direct access to local retail and services, and adjacency to Jack Mundey Reserve.

The proposed development includes residential apartments above non-residential, supermarket, food and beverage, childcare, gym/wellness and other local services. This mixed-use arrangement supports reduced private vehicle use, as future residents will be able to access daily needs within the site or within the surrounding local centre without needing to drive elsewhere.

The GTP includes measures such as bicycle parking, car share spaces, public transport information, pedestrian wayfinding, promotion of active transport and ongoing monitoring. These measures are intended to reduce traffic generation, support sustainable travel behaviour and contribute to a more accessible and liveable local centre.

8.1.2. Why is a GTP Important?

The development of a GTP is widely accepted as an effective way to increase sustainable transport use and reduce dependence on private vehicles. For the proposed development, the GTP is particularly relevant because the site achieves a PTAL rating of 6, indicating a very high level of public transport accessibility.

A successful GTP offers several benefits for residents, staff, visitors and customers, including:

- encouraging walking, cycling and public transport use;
- reducing reliance on private vehicle ownership;
- reducing traffic and parking demand;
- supporting healthier and more active travel choices;
- improving access to local services and public transport;
- reducing vehicle emissions and improving local air quality;
- supporting car share and other shared mobility options; and
- reinforcing the role of Eastlakes as a walkable mixed-use local centre.

The GTP also supports the parking strategy for the development. Providing parking at a level that reflects the site's accessibility and mixed-use nature helps avoid encouraging unnecessary car ownership and vehicle trips, while still providing appropriate parking for residents, visitors, non-residential users and accessible parking needs.

8.1.3. Relevant Priorities from NSW State and Local Plans

The Green Travel Plan aligns with State and local transport planning objectives that seek to reduce car dependency, support public transport use and improve walking and cycling access.

The key transport priorities relevant to the site include:

- supporting walking and cycling for short local trips;
- improving access to public transport services;
- encouraging mode shift away from private vehicle use;
- reducing traffic congestion and parking demand;
- supporting mixed-use development in accessible locations;
- improving public domain connectivity and pedestrian permeability;
- supporting car share and shared mobility initiatives; and
- reducing emissions associated with private vehicle travel.

These priorities are relevant to the Eastlakes site, noting the development will provide a substantial residential population above everyday services such as non-residential, supermarket, food and beverage, childcare and gym/wellness uses. This creates opportunities for internalised trips and reduced need for residents to travel elsewhere by car for daily needs

8.1.4. Potential Outcomes

The successful implementation of the Green Travel Plan could result in the following outcomes:

- increased use of bus services by residents, staff and visitors;
- increased walking and cycling trips to and from the site;
- reduced private vehicle ownership and use;
- improved awareness of sustainable travel options;
- increased use of car share spaces;
- reduced parking demand compared with conventional DCP rates;
- improved pedestrian connectivity between the site, The Grand Eastlakes, Jack Mundey Reserve and nearby bus stops;
- improved wayfinding to public transport and local services;
- ongoing monitoring of travel behaviour; and
- opportunities for future discussions with TfNSW and bus operators regarding bus service improvements, stop infrastructure and potential route changes.

Monitoring of the GTP may include resident and staff travel surveys, car share utilisation, bicycle parking usage, car park occupancy, feedback from building management and review of public transport information provided to residents and tenants.

8.2. Steps to Set Up a Green Travel Plan

To develop a GTP, there are five key steps to follow to commence its operation as illustrated in Figure 12.



Figure 12 – Steps in developing a GTP

8.2.1. Step 1 – Set up an Advisory Committee

An individual should be appointed to coordinate the implementation of the Green Travel Plan and monitor progress against the nominated actions.

As part of the implementation process, the building manager / operator should nominate one or more Travel Plan Coordinators or Active Travel Champions. These representatives would assist with promoting sustainable travel options, coordinating travel-related initiatives and acting as a point of contact for residents, non-residential tenants, staff and visitors.

The Advisory Committee may include representatives from:

- building management;
- residential management / owners corporation;
- non-residential centre management;
- major retail tenants;
- childcare operator;

- car share operator, where applicable; and
- relevant Council / transport stakeholders, where required.

The committee should identify how residents, staff and tenants will be informed of sustainable transport initiatives. This may include resident welcome packs, building newsletters, digital noticeboards, tenant communications, social media updates and information displayed in common areas.

8.2.2. Step 2 – Data Collection & Review Existing Situation

Following occupation of the development, travel behaviour surveys should be undertaken to understand how residents, staff and visitors travel to and from the site. The surveys may be undertaken online, through building management, or as intercept surveys at key entries.

The survey should identify current travel behaviour and barriers to sustainable travel. As a minimum, the following questions should be considered:

- Are you a resident, employee, visitor or retail customer?
- How did you travel to the site today?
- Did you park on site? If so, where?
- Do you have access to an allocated parking space within the site?
- What is your usual mode of travel for daily trips?
- What is your preferred mode of travel, based on the available public transport, walking and cycling options?
- Would you consider using bus services, car share, cycling or walking for more trips?
- Are there any barriers that prevent you from using sustainable transport?
- Do you need to drive for work, family, mobility or operational reasons? If so, how often?

Once the survey findings are available, specific targets and measures can be developed. These may include measures to increase public transport use, improve bicycle parking awareness, promote car share, increase walking trips to local services, or reduce private car use for short trips.

8.2.3. Step 3 – Prepare the Green Travel Plan

Based on the data, an overall vision for the travel modes should be considered with clear objectives. The GTP should be prepared based on these objectives, notably:

- Build a culture that supports active travel by motivating and encouraging the community to get involved
- Set specific SMART (Specific, Measurable, Achievable, Relevant, Timed) targets
- Develop an action plan that lists activities and strategies that eliminates the community's barriers to active travel to meet the objectives
- Estimate the budget required to meet the objectives, identify funding source and develop implementation strategies
- Review and consult with the community

8.2.4. Step 4 – Deliver & Implement

Once developed launch the GTP and carry out regular monitoring (every 12 months is recommended) as part of the implementation strategy. Travel mode data should be collected and reviewed each quarter.

8.2.5. Step 5 – Recognise Progress

The successes of the GTP should be celebrated regularly, for example at key community events. The plan should regularly be reviewed and include new ideas, targets and benchmarks.

8.3. Opportunities and Targets

In developing the GTP, it may not be possible to implement all action items at the same time, therefore a staged implementation should be considered. There may be some crucial actions that can be implemented immediately, while others might take longer to plan and develop.

Before implementing any actions, relevant stakeholders must be consulted to communicate the changes.

The following travel mode hierarchy is proposed for this GTP:

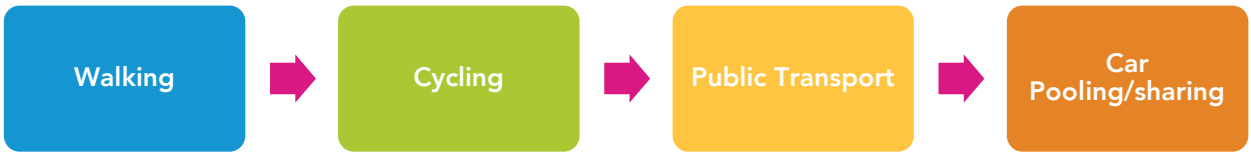


Figure 13 – Mode Hierarchy

The key objectives for travel to the site which this GTP aims to encourage include:

- Facilitating, encouraging and promoting the use of public and active transport,
- Promoting the uptake and continued increase in car pool transport,
- Reduce dependence on private transport, or when required, encourage more efficient use.

There are a number of actions which can be employed to encourage non-car modes of transport to and from the site. The following sections outline potential strategies that can be adopted in achieving future transport targets.

8.3.1. Mode Share Targets

The Green Travel Plan seeks to encourage a shift in travel behaviour at the site towards more sustainable transport modes. The targets are intended to reduce reliance on private vehicles and support greater use of walking, cycling, public transport and car share.

The current mode share baseline is to be confirmed following occupation of the development through resident, staff and visitor travel surveys. In the absence of site-specific survey data at this stage, the mode share targets below are indicative only and should be reviewed once the development is operational.

The proposed development is well placed to support sustainable travel behaviour given its location within the Eastlakes local centre, its PTAL 6 rating, the availability of bus services within walking distance, and the provision of non-residential, supermarket, food and beverage, childcare, gym/wellness and other local services within the site. These characteristics are expected to reduce the need for residents, staff and visitors to rely on private vehicles for daily trips.

A detailed mode share survey should be undertaken within 12 months of occupation to establish the actual baseline travel behaviour for residents, staff and visitors. The survey results should then be used to refine the targets and identify further actions to reduce car dependency over time.

Table 21 – Indicative Mode Share Targets

Mode of Travel	Current (Baseline)	1-Year Target	5-Year Target
Private Car (driver)	48%	46%	40%
Car as Passenger	3%	3%	4%
Train	8%	9%	11%
Walking	8%	8%	8%
Bus	4%	5%	6%
Ride share / taxi	3%	3%	3%
Cycling / Other	3%	3%	5%
Work from home	21%	21%	21%
Total[7]	100%	100%	100%

The above targets are indicative and subject to further refinement, however they are intended to act as an initial starting point for the development. The future targets take into account possible future improvements to cycling infrastructure around the site, as well as expected improvements to public transport infrastructure such as increased bus service frequency or additional services.

8.3.2. Walking

Walking is expected to be an attractive travel option for residents, staff, visitors and customers who live or work within the local Eastlakes catchment. Walking is generally a practical transport option for trips within 400m to 800m and is often quicker and more convenient than driving for short local trips.

The site is located within the Eastlakes local centre and is adjacent to Jack Mundey Reserve, The Grand Eastlakes, nearby residential areas and local bus stops. The proposed mixed-use development will also include non-residential, supermarket, food and beverage, childcare and gym/wellness uses, which will support walking trips within the site and to/from the surrounding area.

Pedestrian access to the development is to be separated from vehicular access where practicable. Safe and legible pedestrian connections should be provided between the site, surrounding footpaths, bus stops, Jack Mundey Reserve and adjoining local centre uses.

The following measures could be implemented to increase walking trips to and from the site:

- providing clear pedestrian wayfinding to nearby bus stops, Jack Mundey Reserve and surrounding local streets;
- providing pedestrian access information in resident and tenant welcome packs;
- encouraging non-residential and childcare staff living nearby to walk to work;

[7] Rounding may result in minor variation

- promoting walking for short local trips rather than driving;
- maintaining safe, direct and well-lit pedestrian paths through the site; and
- promoting annual events such as Walk to Work Day.

Increased walking mode share would assist in reducing private vehicle trips, lowering parking demand, improving local access and supporting the sustainability objectives of the Green Travel Plan.

8.3.3. Bicycle Infrastructure

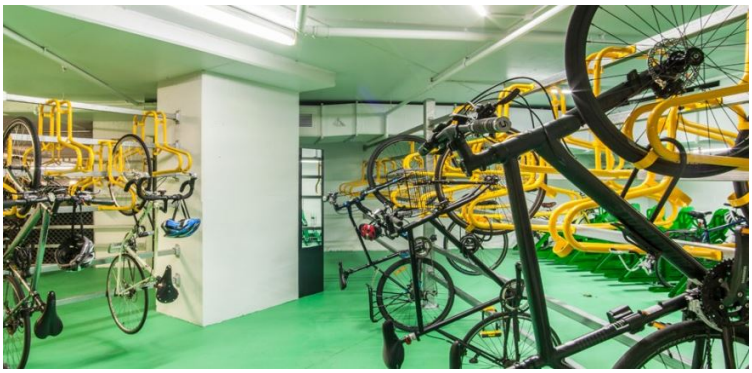
The opening of new facilities provides a good opportunity to change habits (or at least to avoid the continuation of old habits) and in this regard the ability to cycle to the site should be promoted.

Staff members living within 3.6km radius (considered as a short trip) should be encouraged to cycle.

8.3.4. Bicycle Parking and End-of-Trip Provisions

To improve the future bike usage by the development staff and visitors, the development has been designed to include:

- Staff bike racks in a secure and convenient location to meet the target travel percentage for cycling mode share
- Staff showers and Change Rooms
- Staff lockers



Example End of Trip facility

8.3.5. Opportunities - Staff

To encourage and promote more active travel opportunities, the GTP coordinator should consider adopting realistic targets that relate to the surrounding transport environment and the distances that staff travel to/from the site. The targets should be set and updated annually based on the level of success and feedback from staff.

In order to update the future mode share targets, it is recommended that the site consider carrying out benchmarking by conducting annual online questionnaires to gain an accurate base from which this data can be improved year on year.

These targets would apply to all staff travelling to and from work on a daily basis.

8.4. Strategies

There are a number of strategies that can be implemented to encourage sustainable travel to and from the site. The following table outlines potential measures that could be adopted to support future mode share targets for residents, staff, visitors and non-residential customers.

Table 22 – Potential Strategies for Adoption to achieve Future Transport Targets

Target	Exemplar Strategy
Walking	
Encourage staff to walk to work as entire or part of their journey	Improve pedestrian wayfinding between the site, Jack Mundey Reserve, The Grand Eastlakes, surrounding residential streets and nearby bus stops. Provide clear, safe and direct pedestrian connections through the site and to the surrounding public domain. Work with Council and TfNSW, where appropriate, to identify opportunities to improve pedestrian connectivity around the site. Promote walking for short local trips, particularly for residents accessing the supermarket, retail, food and beverage, childcare, gym/wellness and local services within the development. Provide lighting, signage and passive surveillance along key pedestrian routes to support safe walking trips. Promote annual campaigns such as Walk to Work Day or other active travel initiatives.
Cycling	
Increase journeys to site by cycling	Provide secure resident bicycle parking and accessible visitor bicycle parking in accordance with the DCP and AS 2890.3. • Provide bicycle parking in convenient locations near residential entries, retail frontages and key pedestrian desire lines. • Provide end-of-trip facilities for staff where required, including lockers, showers and change facilities. • Prepare and distribute cycling information showing nearby cycle routes, shared paths and connections to surrounding centres. Promote cycling for short local trips and staff journeys to work. • Consider partnerships with local bicycle shops or service providers to promote bicycle maintenance and safe cycling.

Target	Exemplar Strategy
Public Transport	
Increase journeys to work by public transport	Provide public transport information in resident and tenant welcome packs, including nearby bus stops, route numbers and service destinations. Provide wayfinding from the site to nearby bus stops on Evans Avenue, Racecourse Place and Gardeners Road. Promote the use of transport apps, including Trip Planner and Opal Travel, to support journey planning. Display public transport information in common areas, retail back-of-house areas and building management communications. Engage with TfNSW and bus operators regarding potential improvements to bus service frequency, stop infrastructure and route planning, where appropriate.

Carpooling/Car Share	
Improve accessibility to carpooling/car share	Promote the car share spaces provided within the development to residents and staff. Provide information on available car share services as part of resident and tenant induction material. Encourage residents to use car share for occasional vehicle needs rather than owning a private vehicle. Encourage retail and building staff to carpool where practical, particularly where staff travel from similar areas or work similar shifts. Consider priority parking or other incentives for staff who carpool, where practical and subject to car park management arrangements.

8.4.1. Workplace Transport Plans

8.4.2. General Principles

The core principle of the Green Travel Plan is to reduce reliance on private vehicle travel and encourage residents, staff, visitors and customers to use more sustainable transport options where practical.

The travel plan should aim to:

- encourage residents, staff, visitors and customers to use walking, cycling, public transport and car share;
- promote healthy travel choices, including walking and cycling for short local trips;
- reduce the need for residents to own or use a private vehicle for everyday trips;
- support use of the existing bus network and connections to nearby rail and light rail services;
- encourage car share and carpooling where appropriate;
- provide clear travel information for residents, staff and visitors;
- monitor travel behaviour and update measures over time; and
- ensure the transport operation of the development supports reduced congestion, reduced emissions and improved local accessibility.

The mixed-use nature of the development supports these objectives. Future residents will have direct access to retail, supermarket, food and beverage, childcare, gym/wellness and other local services within the site, reducing the need to drive elsewhere for daily needs.

8.4.3. Public Transport

The site benefits from a high level of public transport accessibility, including nearby bus services and a PTAL rating of 6. Public transport will therefore form a key component of the Green Travel Plan.

Measures to support public transport use may include:

- providing public transport information in resident and tenant welcome packs;
- displaying nearby bus route and stop information in common areas;
- providing wayfinding between the site and nearby bus stops;

- promoting the use of transport apps such as Trip Planner and Opal Travel;
- encouraging staff and visitors to use bus services for trips to and from the site; and
- engaging with TfNSW and bus operators regarding potential improvements to service frequency, stop infrastructure and route planning where appropriate.

The project has also considered potential bus accessibility improvements, including enhancement of existing bus services and possible future route changes. These opportunities would require further consultation with TfNSW and relevant bus operators.

8.4.4. Transport Access Guide (TAG)

A Transport Access Guide should be prepared to summarise the sustainable transport options available to residents, staff, visitors and retail customers.

A Transport Access Guide is a simple, user-friendly document that explains how to access the site by walking, cycling, public transport, car share and private vehicle. Its purpose is to make sustainable travel options easy to understand and easy to use.

The Transport Access Guide should include:

- nearby bus stops and routes;
- walking routes to Jack Mundey Reserve, The Grand Eastlakes and surrounding local streets;
- cycling routes and bicycle parking locations;
- car share space locations and instructions for use;
- pedestrian access points to the development;
- public transport journey planning tools; and
- parking information for residents, visitors and retail customers.

The guide may be provided electronically through building management communications, resident welcome packs, tenant induction material, the retail centre website and digital noticeboards. Retail staff and building management should be familiar with the guide so they can assist residents, visitors and customers with travel information.

Following occupation, travel survey data should be collected to understand where residents and staff are travelling from and how they travel to and from the site. This information can be used to refine the Green Travel Plan and identify where further walking, cycling or public transport improvements may be beneficial.

8.4.5. Communication Strategy

8.4.5.1. Welcome Packs

Residents, retail tenants and staff should be provided with sustainable transport information as part of the occupation / induction process. This should include a summary of the Green Travel Plan, a Transport Access Guide and information on available sustainable transport options.

The welcome pack should include information on:

- nearby bus stops and bus routes;

- walking routes to Jack Mundey Reserve, The Grand Eastlakes and surrounding local streets;
- cycling routes and bicycle parking locations;
- car share spaces and how to access car share services;
- pedestrian access points to the development;
- public transport journey planning tools; and
- the health, cost and environmental benefits of walking, cycling and public transport.

An electronic copy of the welcome pack should be made available through building management communications, tenant induction material and/or the development website. A link to the TfNSW Trip Planner should also be included.

8.4.5.2. Accurate Transport Information

In addition to welcome packs, the Transport Access Guide should be displayed or made available in key areas of the development, including:

- residential lobby areas;
- lift lobby areas;
- retail staff areas;
- building management offices;
- digital noticeboards, where provided;
- tenant newsletters or building communications; and
- the development website or resident portal, where available.

Transport information should be kept up to date to reflect any changes to bus routes, service frequencies, car share arrangements, bicycle parking locations or pedestrian access arrangements.

8.4.5.3. Travel Plan Coordinator Training and Resources

A Travel Plan Coordinator should be nominated to assist with the implementation of the Green Travel Plan. The Travel Plan Coordinator may be a representative of building management, retail centre management or another nominated operator.

The Travel Plan Coordinator should be provided with appropriate information and resources to promote sustainable travel options, coordinate communication material, monitor travel behaviour and liaise with residents, tenants and relevant stakeholders.

8.4.5.4. Assignment of Responsibility

The Travel Plan Coordinator will be responsible for maintaining the Transport Access Guide and coordinating updates to the Green Travel Plan material.

Building management should ensure that travel information is displayed in appropriate common areas and included in resident communications. Retail tenants should communicate sustainable travel options to staff and assist with participation in travel surveys or feedback processes where required

8.4.5.5. Monitoring and Updates

The communication material should be reviewed at least annually. Updates should consider feedback from residents, staff, retail tenants and visitors, as well as any changes to public transport services, pedestrian routes, bicycle parking or car share arrangements.

Green Travel Plan updates should be communicated through resident newsletters, tenant updates, emails, digital noticeboards or other building management communication channels.

8.5. Monitoring and Evaluation

The Travel Plan Coordinator should monitor and review the Green Travel Plan targets and initiatives on an ongoing basis.

The GTP should be reviewed annually, incorporating consultation with residents, retail tenants, staff and visitors, as well as the completion of regular travel surveys. The first review should be undertaken within 12 months of occupation of the development, followed by annual monitoring and reassessment.

The annual review should consider whether updates to the GTP are required, including changes to mode share targets, additional actions, or refinement of existing measures. This may be necessary where targets are exceeded, where targets are found to be too ambitious, or where monitoring shows that particular initiatives are not achieving the intended outcome.

The monitoring process should include consideration of:

- resident, staff and visitor mode share;
- car park occupancy;
- bicycle parking use;
- car share utilisation;
- public transport use and feedback;
- effectiveness of communication material;
- feedback from residents, tenants and building management; and
- opportunities for further walking, cycling or public transport improvements

The review should consider the following questions:

- Are the mode share targets still realistic and appropriately ambitious?
- Are there difficulties in achieving particular targets?
- What are the reasons for any underperformance?
- Are there gaps in the current actions or communication material?
- What additional measures could improve sustainable travel uptake?
- Are there opportunities to work with Council, TfNSW or bus operators to improve transport access?

The success of the GTP will depend on clear communication between building management, the Travel Plan Coordinator, residents, retail tenants, Council, TfNSW and relevant transport providers. The Travel Plan Coordinator should ensure that residents, staff and tenants understand the purpose of the GTP, the benefits of sustainable travel and the available travel options.

The ongoing review process should also identify barriers to behaviour change. This may include safety concerns, lack of awareness, difficulty accessing public transport information, limited cycling confidence, or perceived convenience of driving. Understanding these barriers will assist in identifying targeted actions that are more likely to improve mode share outcomes.

Progress updates may be provided to Council and/or TfNSW where required. These updates may include travel survey results, progress against mode share targets, uptake of car share and bicycle parking, success of GTP initiatives and any proposed corrective actions.

9. Conclusion

The development proposed at 19A Evans Avenue (the site) seeks to align with the Transport for New South Wales Guide to Transport Impact Assessment requirements and the State and local transport planning objectives that seek to reduce car dependency, support public transport use and improve walking and cycling access.

The development site proposed parking largely aligned with the requirements of the GTIA, whilst considering the local council DCP. Largely, the site under provisions car parking against the DCP requirements, whilst meeting the requirements for bicycle, motorcycle, accessible, and car share parking. The intent of this strategy is to reduce dependency on private vehicle for transport given the site has excellent public transport access (PTAL 6).

Traffic modelling undertaken as part of this assessment takes into consideration the availability of surrounding public and active transport connections, and makes use of the GTIA rates for vehicular traffic generation based on high public transport access. The results of SIDRA analysis indicate that the potential development traffic is expected to have no significant impact on the operation of the surrounding intersections. There is also scope to improve the surrounding signalised intersection operation (for both cars and pedestrians) by adjusting cycle and phase times, which is presented in this report. This adjustment reflects the adaptive nature of SCATS.

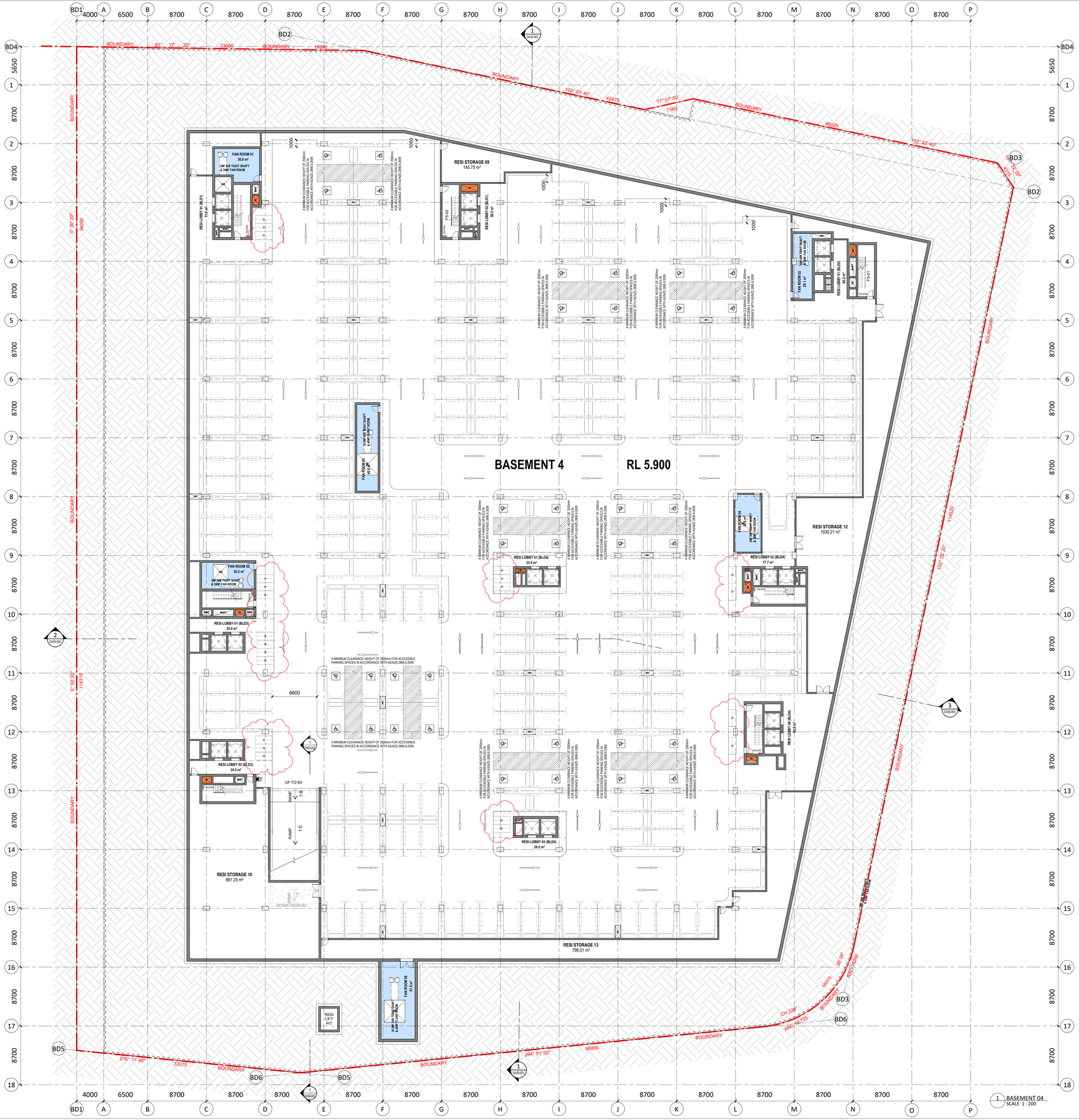
The proposed car parking and vehicular access design has been assessed and found to align with the principles of the relevant Australian Standards, namely the AS2890 suite of standards. Where deviation from the standards occurs, ptc. find that there is capacity to modify the design at the detailed stage to meet compliance requirements.

A preliminary Construction Traffic Management Plan has been included within this document to outline, at a high-level, the potential construction traffic impacts and measures to manage the activity associated with construction. Note that the information contained within this report is subject to further rationalisation upon appointment of a construction contractor.

A Green Travel Plan has been developed to outline the available modes of travel to and from the site, and provide a framework for the development site which is intended to promote the use of sustainable modes of transport.

Ultimately, ptc. find that the proposed development is supportable from a transport engineering perspective.

Appendix 1. Architectural Drawings



ROOM SCHEDULE

LEVEL	NAME	NO	AREA
BASEMENT 01			
BASEMENT 01	RETAIL LOBBY 01	01	161.7 m²
BASEMENT 01	RETAIL LOBBY 02	02	35.1 m²
BASEMENT 01	CHILDCARE LOBBY	03	58.4 m²
BASEMENT 01	DIRECT-TO-BOOT	40	113.3 m²
BASEMENT 01	MSB 01	41	56.0 m²
BASEMENT 01	MSB 02	42	57.1 m²
BASEMENT 01	MSB 03	43	56.2 m²
BASEMENT 01	FAN ROOM 01	44	32.4 m²
BASEMENT 01	FAN ROOM 02	45	32.6 m²
BASEMENT 01	FAN ROOM 03	46	30.2 m²
BASEMENT 01	FAN ROOM 04	47	41.4 m²
BASEMENT 01	FAN ROOM 05	48	40.0 m²
BASEMENT 01	FAN ROOM 06	49	52.9 m²
BASEMENT 01	COMMS	50	45.9 m²
BASEMENT 01	CHILDCARE STORAGE	60	43.8 m²
BASEMENT 01	RETAIL STORAGE 01	61	683.6 m²
BASEMENT 01	RETAIL STORAGE 02	62	10.5 m²
BASEMENT 01	RETAIL STORAGE 03	63	19.8 m²
BASEMENT 01	BUILKY STORAGE 04	65	23.4 m²
BASEMENT 01	CARWASH PLANT	80	23.4 m²
BASEMENT 01	CW + RW FILTRATION + OIL SEPERATION ROOM	84	89.6 m²
BASEMENT 01	OSD TANK 01	85	441.0 m²
BASEMENT 01	SERVICES 24	87	102.4 m²
BASEMENT 01	SERVICES 25	88	20.8 m²
BASEMENT 01	BATTERY ROOM	89	66.1 m²
BASEMENT 01	RETAIL WASTE	91	142.6 m²
			2480.2 m²
BASEMENT 02			
BASEMENT 02	RETAIL LOBBY 02	01	147.9 m²
BASEMENT 02	RESI LOBBY 01 (BLD 3)	02	26.0 m²
BASEMENT 02	FAN ROOM 01	42	30.0 m²
BASEMENT 02	FAN ROOM 02	43	32.6 m²
BASEMENT 02	FAN ROOM 03	45	30.2 m²
BASEMENT 02	FAN ROOM 04	46	41.4 m²
BASEMENT 02	FAN ROOM 05	48	40.0 m²
BASEMENT 02	FAN ROOM 06	49	52.9 m²
BASEMENT 02	RETAIL STORAGE 01	51	19.8 m²
BASEMENT 02	RETAIL STORAGE 02	52	59.2 m²
BASEMENT 02	RESI STORAGE 01	60	69.4 m²
BASEMENT 02	RESI STORAGE 02	61	11.0 m²
BASEMENT 02	RESI STORAGE 03	62	49.8 m²
BASEMENT 02	RESI STORAGE 04	63	66.2 m²
BASEMENT 02	BICYCLE STORAGE (RESI VISITOR)	70	89.1 m²
BASEMENT 02	EOT - FEMALE	75	92.9 m²
BASEMENT 02	EOT - MALE	76	94.3 m²
BASEMENT 02	FIRE TANK 01	78	34.2 m²
BASEMENT 02	FIRE TANK 02	79	34.2 m²
BASEMENT 02	CARWASH PLANT	80	26.9 m²
BASEMENT 02	BICYCLE STORAGE (RETAIL)	82	152.3 m²
BASEMENT 02	SERVICES 01	84	45.7 m²
BASEMENT 02	SERVICES 48	85	133.2 m²
BASEMENT 02	SERVICES 49	86	30.1 m²
BASEMENT 02	FIRE PUMP ROOM	87	57.3 m²
BASEMENT 02	FIRE CONTROL ROOM	88	0.0 m²
BASEMENT 02	SUBSTATION	89	505.4 m²
BASEMENT 02	FIRE CONTROL ROOM	100	15.3 m²
			1987.4 m²
BASEMENT 03			
BASEMENT 03	RESI LOBBY 01 (BLD1)	01	18.7 m²
BASEMENT 03	RESI LOBBY 02 (BLD1)	02	41.2 m²
BASEMENT 03	RESI LOBBY 01 (BLD2)	03	30.1 m²
BASEMENT 03	RESI LOBBY 01 (BLD3)	04	21.5 m²
BASEMENT 03	RESI LOBBY 01 (BLD4)	05	21.2 m²
BASEMENT 03	RESI LOBBY 02 (BLD4)	06	34.4 m²
BASEMENT 03	RESI LOBBY 04 (BLD4)	07	22.0 m²
BASEMENT 03	RESI LOBBY 03 (BLD4)	08	22.6 m²
BASEMENT 03	RESI LOBBY 02 (BLD3)	09	21.5 m²
BASEMENT 03	FAN ROOM 01	42	30.0 m²
BASEMENT 03	FAN ROOM 02	43	29.1 m²
BASEMENT 03	FAN ROOM 03	44	30.2 m²
BASEMENT 03	FAN ROOM 04	45	32.5 m²
BASEMENT 03	FAN ROOM 05	46	40.0 m²
BASEMENT 03	FAN ROOM 06	47	52.7 m²
BASEMENT 03	RESI STORAGE 05	64	241.1 m²
BASEMENT 03	RESI STORAGE 06	65	106.7 m²
BASEMENT 03	RESI STORAGE 07	66	147.4 m²
BASEMENT 03	RESI STORAGE 08	67	385.9 m²
BASEMENT 03	WASTE 01	91	87.6 m²
BASEMENT 03	WASTE 02	92	69.8 m²
BASEMENT 03	WASTE 03	93	77.7 m²
BASEMENT 03	WASTE 04	94	137.9 m²
BASEMENT 03	WASTE 05	95	94.8 m²
BASEMENT 03	WASTE 06	96	52.5 m²
BASEMENT 03	WASTE 07	97	38.8 m²
BASEMENT 03	WASTE 08	98	80.9 m²
BASEMENT 03	RESI BIN HOLDING AREA	99	235.1 m²
			2203.9 m²
BASEMENT 04			
BASEMENT 04	RESI LOBBY 01 (BLD1)	01	71.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD1)	02	58.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD2)	03	60.2 m²
BASEMENT 04	RESI LOBBY 01 (BLD3)	04	25.0 m²
BASEMENT 04	RESI LOBBY 02 (BLD3)	05	24.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD4)	06	33.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD4)	07	17.7 m²
BASEMENT 04	RESI LOBBY 03 (BLD4)	08	28.6 m²
BASEMENT 04	RESI LOBBY 04 (BLD4)	09	82.5 m²
BASEMENT 04	FAN ROOM 01	42	30.0 m²
BASEMENT 04	FAN ROOM 02	43	29.1 m²
BASEMENT 04	FAN ROOM 03	44	30.2 m²
BASEMENT 04	FAN ROOM 04	45	32.5 m²
BASEMENT 04	FAN ROOM 05	46	40.0 m²
BASEMENT 04	FAN ROOM 06	47	57.5 m²
BASEMENT 04	RESI STORAGE 09	68	60.7 m²
BASEMENT 04	RESI STORAGE 10	69	358.9 m²
BASEMENT 04	RESI STORAGE 11	70	34.7 m²
BASEMENT 04	RESI STORAGE 12	71	429.3 m²
BASEMENT 04	RESI STORAGE 13	72	331.7 m²
			1836.5 m²
Grand total: 102			8508.0 m²

RESI STORAGE SCHEDULE

LEVEL	Name	NO	Volume
BASEMENT 02			
BASEMENT 02	RESI STORAGE 01	60	166.47 m³
BASEMENT 02	RESI STORAGE 02	61	26.49 m³
BASEMENT 02	RESI STORAGE 03	62	119.59 m³
BASEMENT 02	RESI STORAGE 04	63	158.96 m³
4			471.51 m³
BASEMENT 03			
BASEMENT 03	RESI STORAGE 05	64	578.68 m³
BASEMENT 03	RESI STORAGE 06	65	255.97 m³
BASEMENT 03	RESI STORAGE 07	66	353.67 m³
BASEMENT 03	RESI STORAGE 08	67	926.16 m³
4			2114.48 m³
BASEMENT 04			
BASEMENT 04	RESI STORAGE 09	68	145.75 m³
BASEMENT 04	RESI STORAGE 10	69	861.25 m³
BASEMENT 04	RESI STORAGE 11	70	83.22 m³
BASEMENT 04	RESI STORAGE 12	71	1030.21 m³
BASEMENT 04	RESI STORAGE 13	72	796.01 m³
5			2916.45 m³
Grand total: 13			5502.44 m³

EV CHARGER SCHEDULE

BASEMENT 01		
BASEMENT 01	**EV CHARGER**	**EV01**
BASEMENT 01: 5		
BASEMENT 02		
BASEMENT 02	**EV CHARGER**	**EV01**
BASEMENT 02: 5		
BASEMENT 03		
BASEMENT 03	**EV CHARGER**	**EV01**
BASEMENT 03: 21		
BASEMENT 04		
BASEMENT 04	**EV CHARGER**	**EV01**
BASEMENT 04: 21		
Grand total: 52		

RETAIL	
DIRECT TO BOOT	6
RETAIL	481
RETAIL ACCESSIBLE	28
RETAIL: 515	515
RESIDENTIAL VISITOR	
RESIDENTIAL VISITOR	93
RESIDENTIAL VISITOR / CAR WASH	12
RESIDENTIAL VISITOR: 105	105
RESIDENTIAL	
RESIDENTIAL	506
RESIDENTIAL ACCESSIBLE	74
RESIDENTIAL CAR SHARE	14
RESIDENTIAL: 594	594
MOTORCYCLE	
RESIDENTIAL MOTORCYCLE	46
RETAIL MOTORCYCLE	40
MOTORCYCLE: 86	86
LOADING	
RETAIL LOADING	6
LOADING: 6	6
CHILDCARE	
CHILDCARE	9
CHILDCARE: 9	9
Grand total	1315

BASEMENT 01	
CHILDCARE	9
DIRECT TO BOOT	6
RETAIL	185
RETAIL ACCESSIBLE	16
RETAIL LOADING	6
RETAIL MOTORCYCLE	25
	247
BASEMENT 02	
RESIDENTIAL VISITOR	29
RESIDENTIAL VISITOR / CAR WASH	12
RETAIL	296
RETAIL ACCESSIBLE	12
RETAIL MOTORCYCLE	15
	364
BASEMENT 03	
RESIDENTIAL	269
RESIDENTIAL ACCESSIBLE	38
RESIDENTIAL CAR SHARE	14
RESIDENTIAL MOTORCYCLE	24
RESIDENTIAL VISITOR	64
	409
BASEMENT 04	
RESIDENTIAL	237
RESIDENTIAL ACCESSIBLE	36
RESIDENTIAL MOTORCYCLE	22
	295
Grand total	1315

1 BASEMENT 04
SCALE 1 : 200

North Orientation

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Rev	Amendment	By	Chk*	Date
8	FOR COORDINATION	JS	JS	20.05.2026
7	FOR COORDINATION	ZZ	JS	13.05.2026
6	FOR COORDINATION	ZZ	JS	12.05.2026
5	FOR COORDINATION	ZZ	JS	11.05.2026
4	FOR COORDINATION	ZZ	JS	07.05.2026
3	FOR COORDINATION	ZZ	JS	05.05.2026
2	FOR COORDINATION	ZZ	JS	04.05.2026
1	FOR COORDINATION	ZZ	JS	24.04.2026

Consultant

Client
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Level 1, 60 Burwood Rd, Burwood, NSW 2134, Australia
P (02) 8212 5592

Nominated Architect
Dustin Brade Rego No.10885

Project <0000>
Evans Avenue
EASTLAKES

Title
BASEMENT 04 - GA PLAN

0 1 2.5 5 7.5 10 12.5 m 1:250

Scale 1 : 200 @ A0

Drawing Number
DA10-060

Revision
8

Status
FOR COORDINATION

5/20/2026 5:44:02 PM

Autodesk Docs://Evans Avenue: Eastlakes/Evans Avenue Eastlakes_DWG Scheme_R25.rvt

A0



1 BASEMENT 03
SCALE 1 : 200

ROOM SCHEDULE

LEVEL	NAME	NO	AREA
BASEMENT 01			
BASEMENT 01	RETAIL LOBBY 01	01	161.7 m²
BASEMENT 01	RETAIL LOBBY 02	02	35.1 m²
BASEMENT 01	CHILDCARE LOBBY	03	58.4 m²
BASEMENT 01	DIRECT-TO-BOOT	40	113.3 m²
BASEMENT 01	MSB 01	41	56.0 m²
BASEMENT 01	MSB 02	42	57.1 m²
BASEMENT 01	MSB 03	43	56.2 m²
BASEMENT 01	FAN ROOM 01	44	32.4 m²
BASEMENT 01	FAN ROOM 02	45	32.6 m²
BASEMENT 01	FAN ROOM 03	46	30.2 m²
BASEMENT 01	FAN ROOM 04	47	41.4 m²
BASEMENT 01	FAN ROOM 05	48	40.0 m²
BASEMENT 01	FAN ROOM 06	49	52.9 m²
BASEMENT 01	COMMS	50	45.9 m²
BASEMENT 01	CHILDCARE STORAGE	60	43.8 m²
BASEMENT 01	RETAIL STORAGE 01	61	683.6 m²
BASEMENT 01	RETAIL STORAGE 02	62	10.5 m²
BASEMENT 01	RETAIL STORAGE 03	63	19.8 m²
BASEMENT 01	BUILKY STORAGE 04	65	23.4 m²
BASEMENT 01	CARWASH PLANT	80	23.4 m²
BASEMENT 01	CW + RW FILTRATION + OIL SEPERATION ROOM	84	89.6 m²
BASEMENT 01	OSD TANK 01	85	441.0 m²
BASEMENT 01	SERVICES 24	87	102.4 m²
BASEMENT 01	SERVICES 25	88	20.8 m²
BASEMENT 01	BATTERY ROOM	89	66.1 m²
BASEMENT 01	RETAIL WASTE	91	142.6 m²
			2480.2 m²
BASEMENT 02			
BASEMENT 02	RETAIL LOBBY 02	01	147.9 m²
BASEMENT 02	RESI LOBBY 01 (BLD 3)	02	26.0 m²
BASEMENT 02	FAN ROOM 01	42	30.0 m²
BASEMENT 02	FAN ROOM 02	43	32.6 m²
BASEMENT 02	FAN ROOM 03	45	30.2 m²
BASEMENT 02	FAN ROOM 04	46	41.4 m²
BASEMENT 02	FAN ROOM 05	48	40.0 m²
BASEMENT 02	FAN ROOM 06	49	52.9 m²
BASEMENT 02	RETAIL STORAGE 01	51	19.8 m²
BASEMENT 02	RETAIL STORAGE 02	52	59.2 m²
BASEMENT 02	RESI STORAGE 01	60	69.4 m²
BASEMENT 02	RESI STORAGE 02	61	11.0 m²
BASEMENT 02	RESI STORAGE 03	62	49.8 m²
BASEMENT 02	RESI STORAGE 04	63	66.2 m²
BASEMENT 02	BICYCLE STORAGE (RESI VISITOR)	70	89.1 m²
BASEMENT 02	EOT - FEMALE	75	92.9 m²
BASEMENT 02	EOT - MALE	76	94.3 m²
BASEMENT 02	FIRE TANK 01	78	34.2 m²
BASEMENT 02	FIRE TANK 02	79	34.2 m²
BASEMENT 02	CARWASH PLANT	80	26.9 m²
BASEMENT 02	BICYCLE STORAGE (RETAIL)	82	152.3 m²
BASEMENT 02	SERVICES 01	84	45.7 m²
BASEMENT 02	SERVICES 48	85	133.2 m²
BASEMENT 02	SERVICES 49	86	30.1 m²
BASEMENT 02	FIRE PUMP ROOM	87	57.3 m²
BASEMENT 02	FIRE CONTROL ROOM	88	0.0 m²
BASEMENT 02	SUBSTATION	89	505.4 m²
BASEMENT 02	FIRE CONTROL ROOM	100	15.3 m²
			1987.4 m²
BASEMENT 03			
BASEMENT 03	RESI LOBBY 01 (BLD1)	01	18.7 m²
BASEMENT 03	RESI LOBBY 02 (BLD1)	02	41.2 m²
BASEMENT 03	RESI LOBBY 01 (BLD2)	03	30.1 m²
BASEMENT 03	RESI LOBBY 01 (BLD3)	04	21.5 m²
BASEMENT 03	RESI LOBBY 01 (BLD4)	05	21.2 m²
BASEMENT 03	RESI LOBBY 02 (BLD4)	06	34.4 m²
BASEMENT 03	RESI LOBBY 04 (BLD4)	07	22.0 m²
BASEMENT 03	RESI LOBBY 03 (BLD4)	08	22.6 m²
BASEMENT 03	RESI LOBBY 02 (BLD3)	09	21.5 m²
BASEMENT 03	FAN ROOM 01	42	30.0 m²
BASEMENT 03	FAN ROOM 02	43	29.1 m²
BASEMENT 03	FAN ROOM 03	44	30.2 m²
BASEMENT 03	FAN ROOM 04	45	32.5 m²
BASEMENT 03	FAN ROOM 05	46	40.0 m²
BASEMENT 03	FAN ROOM 06	47	52.7 m²
BASEMENT 03	RESI STORAGE 05	64	241.1 m²
BASEMENT 03	RESI STORAGE 06	65	106.7 m²
BASEMENT 03	RESI STORAGE 07	66	147.4 m²
BASEMENT 03	RESI STORAGE 08	67	385.9 m²
BASEMENT 03	WASTE 01	91	87.6 m²
BASEMENT 03	WASTE 02	92	69.8 m²
BASEMENT 03	WASTE 03	93	77.7 m²
BASEMENT 03	WASTE 04	94	137.9 m²
BASEMENT 03	WASTE 05	95	94.8 m²
BASEMENT 03	WASTE 06	96	52.5 m²
BASEMENT 03	WASTE 07	97	38.8 m²
BASEMENT 03	WASTE 08	98	80.9 m²
BASEMENT 03	RESI BIN HOLDING AREA	99	235.1 m²
			2203.9 m²
BASEMENT 04			
BASEMENT 04	RESI LOBBY 01 (BLD1)	01	71.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD1)	02	58.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD2)	03	60.2 m²
BASEMENT 04	RESI LOBBY 01 (BLD3)	04	25.0 m²
BASEMENT 04	RESI LOBBY 02 (BLD3)	05	24.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD4)	06	33.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD4)	07	17.7 m²
BASEMENT 04	RESI LOBBY 03 (BLD4)	08	28.6 m²
BASEMENT 04	RESI LOBBY 04 (BLD4)	09	82.5 m²
BASEMENT 04	FAN ROOM 01	42	30.0 m²
BASEMENT 04	FAN ROOM 02	43	29.1 m²
BASEMENT 04	FAN ROOM 03	44	30.2 m²
BASEMENT 04	FAN ROOM 04	45	32.5 m²
BASEMENT 04	FAN ROOM 05	46	40.0 m²
BASEMENT 04	FAN ROOM 06	47	57.5 m²
BASEMENT 04	RESI STORAGE 09	68	60.7 m²
BASEMENT 04	RESI STORAGE 10	69	358.9 m²
BASEMENT 04	RESI STORAGE 11	70	34.7 m²
BASEMENT 04	RESI STORAGE 12	71	429.3 m²
BASEMENT 04	RESI STORAGE 13	72	331.7 m²
Grand total: 102			1836.5 m²
			8508.0 m²

RESI STORAGE SCHEDULE

LEVEL	Name	NO	Volume
BASEMENT 02			
BASEMENT 02	RESI STORAGE 01	60	166.47 m³
BASEMENT 02	RESI STORAGE 02	61	26.49 m³
BASEMENT 02	RESI STORAGE 03	62	119.59 m³
BASEMENT 02	RESI STORAGE 04	63	158.96 m³
4			471.51 m³
BASEMENT 03			
BASEMENT 03	RESI STORAGE 05	64	578.68 m³
BASEMENT 03	RESI STORAGE 06	65	255.97 m³
BASEMENT 03	RESI STORAGE 07	66	353.67 m³
BASEMENT 03	RESI STORAGE 08	67	926.16 m³
4			2114.48 m³
BASEMENT 04			
BASEMENT 04	RESI STORAGE 09	68	145.75 m³
BASEMENT 04	RESI STORAGE 10	69	861.25 m³
BASEMENT 04	RESI STORAGE 11	70	83.22 m³
BASEMENT 04	RESI STORAGE 12	71	1030.21 m³
BASEMENT 04	RESI STORAGE 13	72	796.01 m³
5			2916.45 m³
Grand total: 13			5502.44 m³

EV CHARGER SCHEDULE

BASEMENT 01		
BASEMENT 01	**EV CHARGER**	**EV01**
BASEMENT 01: 5		
BASEMENT 02		
BASEMENT 02	**EV CHARGER**	**EV01**
BASEMENT 02: 5		
BASEMENT 03		
BASEMENT 03	**EV CHARGER**	**EV01**
BASEMENT 03: 21		
BASEMENT 04		
BASEMENT 04	**EV CHARGER**	**EV01**
BASEMENT 04: 21		
Grand total: 52		

RETAIL	
DIRECT TO BOOT	6
RETAIL	481
RETAIL ACCESSIBLE	28
RETAIL: 515	515
RESIDENTIAL VISITOR	
RESIDENTIAL VISITOR	93
RESIDENTIAL VISITOR / CAR WASH	12
RESIDENTIAL VISITOR: 105	105
RESIDENTIAL	
RESIDENTIAL	506
RESIDENTIAL ACCESSIBLE	74
RESIDENTIAL CAR SHARE	14
RESIDENTIAL: 594	594
MOTORCYCLE	
RESIDENTIAL MOTORCYCLE	46
RETAIL MOTORCYCLE	40
MOTORCYCLE: 86	86
LOADING	
RETAIL LOADING	6
LOADING: 6	6
CHILDCARE	
CHILDCARE	9
CHILDCARE: 9	9
Grand total	1315

BASEMENT 01	
CHILDCARE	9
DIRECT TO BOOT	6
RETAIL	185
RETAIL ACCESSIBLE	16
RETAIL LOADING	6
RETAIL MOTORCYCLE	25
	247
BASEMENT 02	
RESIDENTIAL VISITOR	29
RESIDENTIAL VISITOR / CAR WASH	12
RETAIL	296
RETAIL ACCESSIBLE	12
RETAIL MOTORCYCLE	15
	364
BASEMENT 03	
RESIDENTIAL	269
RESIDENTIAL ACCESSIBLE	38
RESIDENTIAL CAR SHARE	14
RESIDENTIAL MOTORCYCLE	24
RESIDENTIAL VISITOR	64
	409
BASEMENT 04	
RESIDENTIAL	237
RESIDENTIAL ACCESSIBLE	36
RESIDENTIAL MOTORCYCLE	22
	295
Grand total	1315

North Orientation

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Rev	Amendment	By	Chk*	Date
8	FOR COORDINATION	JS	JS	20.05.2026
7	FOR COORDINATION	ZZ	JS	13.05.2026
6	FOR COORDINATION	ZZ	JS	12.05.2026
5	FOR COORDINATION	ZZ	JS	11.05.2026
4	FOR COORDINATION	ZZ	JS	07.05.2026
3	FOR COORDINATION	ZZ	JS	05.05.2026
2	FOR COORDINATION	ZZ	JS	04.05.2026
1	FOR COORDINATION	ZZ	JS	24.04.2026

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Client

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Level 1, 60 Burwood Rd, Burwood, NSW 2134, Australia
P (02) 8212 5592

Nominated Architect
Dustin Brade Rego No.10885

Project <0000>
Evans Avenue
EASTLAKES

Title
BASEMENT 03 - GA PLAN

Scale 1 : 200 @ A0
Drawing Number DA10-070
Revision 8

Status
FOR COORDINATION

Autodesk Docs://Evans Avenue, Eastlakes/Evans Avenue Eastlakes_DWG Scheme_R25.rvt

5/20/2026 5:44:03 PM

A0



1 BASEMENT 02
SCALE 1 : 200

ROOM SCHEDULE

LEVEL	NAME	NO	AREA
BASEMENT 01			
BASEMENT 01	RETAIL LOBBY 01	01	161.7 m²
BASEMENT 01	RETAIL LOBBY 02	02	35.1 m²
BASEMENT 01	CHILDCARE LOBBY	03	58.4 m²
BASEMENT 01	DIRECT-TO-BOOT	40	113.3 m²
BASEMENT 01	MSB 01	41	56.0 m²
BASEMENT 01	MSB 02	42	57.1 m²
BASEMENT 01	MSB 03	43	56.2 m²
BASEMENT 01	FAN ROOM 01	44	32.4 m²
BASEMENT 01	FAN ROOM 02	45	32.6 m²
BASEMENT 01	FAN ROOM 03	46	30.2 m²
BASEMENT 01	FAN ROOM 04	47	41.4 m²
BASEMENT 01	FAN ROOM 05	48	40.0 m²
BASEMENT 01	FAN ROOM 06	49	52.9 m²
BASEMENT 01	COMMS	50	45.9 m²
BASEMENT 01	CHILDCARE STORAGE	60	43.8 m²
BASEMENT 01	RETAIL STORAGE 01	61	683.6 m²
BASEMENT 01	RETAIL STORAGE 02	62	10.5 m²
BASEMENT 01	RETAIL STORAGE 03	63	19.8 m²
BASEMENT 01	BUXXY STORAGE 04	65	23.4 m²
BASEMENT 01	CARWASH PLANT	80	23.4 m²
BASEMENT 01	CW + RW FILTRATION + OIL SEPERATION ROOM	84	89.6 m²
BASEMENT 01	OSD TANK 01	85	441.0 m²
BASEMENT 01	SERVICES 24	87	102.4 m²
BASEMENT 01	SERVICES 25	88	20.8 m²
BASEMENT 01	BATTERY ROOM	89	66.1 m²
BASEMENT 01	RETAIL WASTE	91	142.6 m²
			2480.7 m²
BASEMENT 02			
BASEMENT 02	RETAIL LOBBY 02	01	147.9 m²
BASEMENT 02	RESI LOBBY 01 (BLD 3)	02	26.0 m²
BASEMENT 02	FAN ROOM 01	42	30.0 m²
BASEMENT 02	FAN ROOM 02	43	32.6 m²
BASEMENT 02	FAN ROOM 03	45	30.2 m²
BASEMENT 02	FAN ROOM 04	46	41.4 m²
BASEMENT 02	FAN ROOM 05	48	40.0 m²
BASEMENT 02	FAN ROOM 06	49	52.9 m²
BASEMENT 02	RETAIL STORAGE 01	51	19.8 m²
BASEMENT 02	RETAIL STORAGE 02	52	59.2 m²
BASEMENT 02	RESI STORAGE 01	60	69.4 m²
BASEMENT 02	RESI STORAGE 02	61	11.0 m²
BASEMENT 02	RESI STORAGE 03	62	49.8 m²
BASEMENT 02	RESI STORAGE 04	63	66.2 m²
BASEMENT 02	BICYCLE STORAGE (RESI VISITOR)	70	89.1 m²
BASEMENT 02	EOT - FEMALE	75	92.9 m²
BASEMENT 02	EOT - MALE	76	94.3 m²
BASEMENT 02	FIRE TANK 01	78	34.2 m²
BASEMENT 02	FIRE TANK 02	79	34.2 m²
BASEMENT 02	CARWASH PLANT	80	26.9 m²
BASEMENT 02	BICYCLE STORAGE (RETAIL)	82	152.3 m²
BASEMENT 02	SERVICES 01	84	45.7 m²
BASEMENT 02	SERVICES 48	85	133.2 m²
BASEMENT 02	SERVICES 49	86	30.1 m²
BASEMENT 02	FIRE PUMP ROOM	87	57.3 m²
BASEMENT 02	FIRE CONTROL ROOM	88	0.0 m²
BASEMENT 02	SUBSTATION	89	505.4 m²
BASEMENT 02	FIRE CONTROL ROOM	100	15.3 m²
			1987.4 m²
BASEMENT 03			
BASEMENT 03	RESI LOBBY 01 (BLD1)	01	18.7 m²
BASEMENT 03	RESI LOBBY 02 (BLD1)	02	41.2 m²
BASEMENT 03	RESI LOBBY 01 (BLD2)	03	30.1 m²
BASEMENT 03	RESI LOBBY 01 (BLD3)	04	21.5 m²
BASEMENT 03	RESI LOBBY 01 (BLD4)	05	21.2 m²
BASEMENT 03	RESI LOBBY 02 (BLD4)	06	34.4 m²
BASEMENT 03	RESI LOBBY 04 (BLD4)	07	22.0 m²
BASEMENT 03	RESI LOBBY 03 (BLD4)	08	22.6 m²
BASEMENT 03	RESI LOBBY 02 (BLD3)	09	21.5 m²
BASEMENT 03	FAN ROOM 01	42	30.0 m²
BASEMENT 03	FAN ROOM 02	43	29.1 m²
BASEMENT 03	FAN ROOM 03	44	30.2 m²
BASEMENT 03	FAN ROOM 04	45	32.5 m²
BASEMENT 03	FAN ROOM 05	46	40.0 m²
BASEMENT 03	FAN ROOM 06	47	52.7 m²
BASEMENT 03	RESI STORAGE 05	64	241.1 m²
BASEMENT 03	RESI STORAGE 06	65	106.7 m²
BASEMENT 03	RESI STORAGE 07	66	147.4 m²
BASEMENT 03	RESI STORAGE 08	67	385.9 m²
BASEMENT 03	WASTE 01	91	87.6 m²
BASEMENT 03	WASTE 02	92	69.8 m²
BASEMENT 03	WASTE 03	93	77.7 m²
BASEMENT 03	WASTE 04	94	137.9 m²
BASEMENT 03	WASTE 05	95	94.8 m²
BASEMENT 03	WASTE 06	96	52.5 m²
BASEMENT 03	WASTE 07	97	38.8 m²
BASEMENT 03	WASTE 08	98	80.9 m²
BASEMENT 03	RESI BIN HOLDING AREA	99	235.1 m²
			2203.9 m²
BASEMENT 04			
BASEMENT 04	RESI LOBBY 01 (BLD1)	01	71.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD1)	02	58.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD2)	03	60.2 m²
BASEMENT 04	RESI LOBBY 01 (BLD3)	04	25.0 m²
BASEMENT 04	RESI LOBBY 02 (BLD3)	05	24.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD4)	06	33.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD4)	07	17.7 m²
BASEMENT 04	RESI LOBBY 03 (BLD4)	08	28.6 m²
BASEMENT 04	RESI LOBBY 04 (BLD4)	09	82.5 m²
BASEMENT 04	FAN ROOM 01	42	30.0 m²
BASEMENT 04	FAN ROOM 02	43	29.1 m²
BASEMENT 04	FAN ROOM 03	44	30.2 m²
BASEMENT 04	FAN ROOM 04	45	32.5 m²
BASEMENT 04	FAN ROOM 05	46	40.0 m²
BASEMENT 04	FAN ROOM 06	47	57.5 m²
BASEMENT 04	RESI STORAGE 09	68	60.7 m²
BASEMENT 04	RESI STORAGE 10	69	358.9 m²
BASEMENT 04	RESI STORAGE 11	70	34.7 m²
BASEMENT 04	RESI STORAGE 12	71	429.3 m²
BASEMENT 04	RESI STORAGE 13	72	331.7 m²
			1836.5 m²
Grand total: 102			8508.0 m²

RETAIL	
DIRECT TO BOOT	6
RETAIL	481
RETAIL ACCESSIBLE	28
RETAIL: 515	515
RESIDENTIAL VISITOR	
RESIDENTIAL VISITOR	93
RESIDENTIAL VISITOR / CAR WASH	12
RESIDENTIAL VISITOR: 105	105
RESIDENTIAL	
RESIDENTIAL	506
RESIDENTIAL ACCESSIBLE	74
RESIDENTIAL CAR SHARE	14
RESIDENTIAL: 594	594
MOTORCYCLE	
RESIDENTIAL MOTORCYCLE	46
RETAIL MOTORCYCLE	40
MOTORCYCLE: 86	86
LOADING	
RETAIL LOADING	6
LOADING: 6	6
CHILDCARE	
CHILDCARE	9
CHILDCARE: 9	9
Grand total	1315

BASEMENT 01	
CHILDCARE	9
DIRECT TO BOOT	6
RETAIL	185
RETAIL ACCESSIBLE	16
RETAIL LOADING	6
RETAIL MOTORCYCLE	25
	247
BASEMENT 02	
RESIDENTIAL VISITOR	29
RESIDENTIAL VISITOR / CAR WASH	12
RETAIL	296
RETAIL ACCESSIBLE	12
RETAIL MOTORCYCLE	15
	364
BASEMENT 03	
RESIDENTIAL	269
RESIDENTIAL ACCESSIBLE	38
RESIDENTIAL CAR SHARE	14
RESIDENTIAL MOTORCYCLE	24
RESIDENTIAL VISITOR	64
	409
BASEMENT 04	
RESIDENTIAL	237
RESIDENTIAL ACCESSIBLE	36
RESIDENTIAL MOTORCYCLE	22
	295
Grand total	1315

RESI STORAGE SCHEDULE

LEVEL	Name	NO	Volume
BASEMENT 02			
BASEMENT 02	RESI STORAGE 01	60	166.47 m³
BASEMENT 02	RESI STORAGE 02	61	26.49 m³
BASEMENT 02	RESI STORAGE 03	62	119.59 m³
BASEMENT 02	RESI STORAGE 04	63	158.96 m³
4			471.51 m³
BASEMENT 03			
BASEMENT 03	RESI STORAGE 05	64	578.68 m³
BASEMENT 03	RESI STORAGE 06	65	255.97 m³
BASEMENT 03	RESI STORAGE 07	66	353.67 m³
BASEMENT 03	RESI STORAGE 08	67	926.16 m³
4			2114.48 m³
BASEMENT 04			
BASEMENT 04	RESI STORAGE 09	68	145.75 m³
BASEMENT 04	RESI STORAGE 10	69	861.25 m³
BASEMENT 04	RESI STORAGE 11	70	83.22 m³
BASEMENT 04	RESI STORAGE 12	71	1030.21 m³
BASEMENT 04	RESI STORAGE 13	72	796.01 m³
5			2916.45 m³
Grand total: 13			5502.44 m³

EV CHARGER SCHEDULE

BASEMENT 01		
BASEMENT 01	**EV CHARGER**	**EV01**
BASEMENT 01: 5		
BASEMENT 02		
BASEMENT 02	**EV CHARGER**	**EV01**
BASEMENT 02: 5		
BASEMENT 03		
BASEMENT 03	**EV CHARGER**	**EV01**
BASEMENT 03: 21		
BASEMENT 04		
BASEMENT 04	**EV CHARGER**	**EV01**
BASEMENT 04: 21		
Grand total: 52		

North Orientation

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Rev	Amendment	By	Chk*	Date
8	FOR COORDINATION	JS	JS	20.05.2026
7	FOR COORDINATION	ZZ	JS	13.05.2026
6	FOR COORDINATION	ZZ	JS	12.05.2026
5	FOR COORDINATION	ZZ	JS	11.05.2026
4	FOR COORDINATION	ZZ	JS	07.05.2026
3	FOR COORDINATION	ZZ	JS	05.05.2026
2	FOR COORDINATION	ZZ	JS	04.05.2026
1	FOR COORDINATION	ZZ	JS	24.04.2026

Consultant

Client

conquest

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CQ STUDIO- SYDNEY
Level 1, 60 Burwood Rd, Burwood, NSW 2134, Australia
P (02) 8212 5592

Nominated Architect
Dustin Brade Rego No.10885

Project <0000>
Evans Avenue
EASTLAKES

Title
BASEMENT 02 - GA PLAN

Scale 1 : 200 @ A0

Drawing Number
DA10-080

Revision
8

Status
FOR COORDINATION

Autodesk Docs://Evans Avenue, Eastlakes/Evans Avenue Eastlakes_DWG Scheme_R25.rvt

3/12/2026 5:44:06 PM

A0

BASEMENT 1 RL 15.200

1 BASEMENT 01
SCALE 1 : 200

ROOM SCHEDULE

LEVEL	NAME	NO	AREA
BASEMENT 01			
BASEMENT 01	RETAIL LOBBY 01	01	161.7 m²
BASEMENT 01	RETAIL LOBBY 02	02	35.1 m²
BASEMENT 01	CHILDCARE LOBBY	03	58.4 m²
BASEMENT 01	DIRECT-TO-BOOT	40	113.3 m²
BASEMENT 01	MSB 01	41	56.0 m²
BASEMENT 01	MSB 02	42	57.1 m²
BASEMENT 01	MSB 03	43	56.2 m²
BASEMENT 01	FAN ROOM 01	44	32.4 m²
BASEMENT 01	FAN ROOM 02	45	32.6 m²
BASEMENT 01	FAN ROOM 03	46	30.2 m²
BASEMENT 01	FAN ROOM 04	47	41.4 m²
BASEMENT 01	FAN ROOM 05	48	40.0 m²
BASEMENT 01	FAN ROOM 06	49	52.9 m²
BASEMENT 01	COMMS	50	45.9 m²
BASEMENT 01	CHILDCARE STORAGE	60	43.8 m²
BASEMENT 01	RETAIL STORAGE 01	61	683.6 m²
BASEMENT 01	RETAIL STORAGE 02	62	10.5 m²
BASEMENT 01	RETAIL STORAGE 03	63	19.8 m²
BASEMENT 01	RUSKY STORAGE 04	65	23.4 m²
BASEMENT 01	CARWASH PLANT	80	23.4 m²
BASEMENT 01	CW + RW FILTRATION + OIL SEPERATION ROOM	84	89.6 m²
BASEMENT 01	OSD TANK 01	85	441.0 m²
BASEMENT 01	SERVICES 24	87	102.4 m²
BASEMENT 01	SERVICES 25	88	20.8 m²
BASEMENT 01	BATTERY ROOM	89	66.1 m²
BASEMENT 01	RETAIL WASTE	91	142.6 m²
			2480.2 m²
BASEMENT 02			
BASEMENT 02	RETAIL LOBBY 02	01	147.9 m²
BASEMENT 02	RESI LOBBY 01 (BLD 3)	02	26.0 m²
BASEMENT 02	FAN ROOM 01	42	30.0 m²
BASEMENT 02	FAN ROOM 02	43	32.6 m²
BASEMENT 02	FAN ROOM 03	45	30.2 m²
BASEMENT 02	FAN ROOM 04	46	41.4 m²
BASEMENT 02	FAN ROOM 05	48	40.0 m²
BASEMENT 02	FAN ROOM 06	49	52.9 m²
BASEMENT 02	RETAIL STORAGE 01	51	19.8 m²
BASEMENT 02	RETAIL STORAGE 02	52	59.2 m²
BASEMENT 02	RESI STORAGE 01	60	69.4 m²
BASEMENT 02	RESI STORAGE 02	61	11.0 m²
BASEMENT 02	RESI STORAGE 03	62	49.8 m²
BASEMENT 02	RESI STORAGE 04	63	66.2 m²
BASEMENT 02	BICYCLE STORAGE (RESI VISITOR)	70	89.1 m²
BASEMENT 02	EOT - FEMALE	75	92.9 m²
BASEMENT 02	EOT - MALE	76	94.3 m²
BASEMENT 02	FIRE TANK 01	78	34.2 m²
BASEMENT 02	FIRE TANK 02	79	34.2 m²
BASEMENT 02	CARWASH PLANT	80	26.9 m²
BASEMENT 02	BICYCLE STORAGE (RETAIL)	82	152.3 m²
BASEMENT 02	SERVICES 01	84	45.7 m²
BASEMENT 02	SERVICES 48	85	133.2 m²
BASEMENT 02	SERVICES 49	86	30.1 m²
BASEMENT 02	FIRE PUMP ROOM	87	57.3 m²
BASEMENT 02	FIRE CONTROL ROOM	88	0.0 m²
BASEMENT 02	SUBSTATION	89	505.4 m²
BASEMENT 02	FIRE CONTROL ROOM	100	15.3 m²
			1987.4 m²
BASEMENT 03			
BASEMENT 03	RESI LOBBY 01 (BLD1)	01	18.7 m²
BASEMENT 03	RESI LOBBY 02 (BLD1)	02	41.2 m²
BASEMENT 03	RESI LOBBY 01 (BLD2)	03	30.1 m²
BASEMENT 03	RESI LOBBY 01 (BLD3)	04	21.5 m²
BASEMENT 03	RESI LOBBY 01 (BLD4)	05	21.2 m²
BASEMENT 03	RESI LOBBY 02 (BLD4)	06	34.4 m²
BASEMENT 03	RESI LOBBY 04 (BLD4)	07	22.0 m²
BASEMENT 03	RESI LOBBY 03 (BLD4)	08	22.6 m²
BASEMENT 03	RESI LOBBY 02 (BLD3)	09	21.5 m²
BASEMENT 03	FAN ROOM 01	42	30.0 m²
BASEMENT 03	FAN ROOM 02	43	29.1 m²
BASEMENT 03	FAN ROOM 03	44	30.2 m²
BASEMENT 03	FAN ROOM 04	45	32.5 m²
BASEMENT 03	FAN ROOM 05	46	40.0 m²
BASEMENT 03	FAN ROOM 06	47	52.7 m²
BASEMENT 03	RESI STORAGE 05	64	241.1 m²
BASEMENT 03	RESI STORAGE 06	65	106.7 m²
BASEMENT 03	RESI STORAGE 07	66	147.4 m²
BASEMENT 03	RESI STORAGE 08	67	385.9 m²
BASEMENT 03	WASTE 01	91	87.6 m²
BASEMENT 03	WASTE 02	92	69.8 m²
BASEMENT 03	WASTE 03	93	77.7 m²
BASEMENT 03	WASTE 04	94	137.9 m²
BASEMENT 03	WASTE 05	95	94.8 m²
BASEMENT 03	WASTE 06	96	52.5 m²
BASEMENT 03	WASTE 07	97	38.8 m²
BASEMENT 03	WASTE 08	98	80.9 m²
BASEMENT 03	RESI BIN HOLDING AREA	99	235.1 m²
			2203.9 m²
BASEMENT 04			
BASEMENT 04	RESI LOBBY 01 (BLD1)	01	71.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD1)	02	58.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD2)	03	60.2 m²
BASEMENT 04	RESI LOBBY 01 (BLD3)	04	25.0 m²
BASEMENT 04	RESI LOBBY 02 (BLD3)	05	24.5 m²
BASEMENT 04	RESI LOBBY 01 (BLD4)	06	33.5 m²
BASEMENT 04	RESI LOBBY 02 (BLD4)	07	17.7 m²
BASEMENT 04	RESI LOBBY 03 (BLD4)	08	28.6 m²
BASEMENT 04	RESI LOBBY 04 (BLD4)	09	82.5 m²
BASEMENT 04	FAN ROOM 01	42	30.0 m²
BASEMENT 04	FAN ROOM 02	43	29.1 m²
BASEMENT 04	FAN ROOM 03	44	30.2 m²
BASEMENT 04	FAN ROOM 04	45	32.5 m²
BASEMENT 04	FAN ROOM 05	46	40.0 m²
BASEMENT 04	FAN ROOM 06	47	57.5 m²
BASEMENT 04	RESI STORAGE 09	68	60.7 m²
BASEMENT 04	RESI STORAGE 10	69	358.9 m²
BASEMENT 04	RESI STORAGE 11	70	34.7 m²
BASEMENT 04	RESI STORAGE 12	71	429.3 m²
BASEMENT 04	RESI STORAGE 13	72	331.7 m²
			1836.5 m²
Grand total: 102			8508.0 m²

RETAIL	
DIRECT TO BOOT	6
RETAIL	481
RETAIL ACCESSIBLE	28
RETAIL: 515	515
RESIDENTIAL VISITOR	
RESIDENTIAL VISITOR	93
RESIDENTIAL VISITOR / CAR WASH	12
RESIDENTIAL VISITOR: 105	105
RESIDENTIAL	
RESIDENTIAL	506
RESIDENTIAL ACCESSIBLE	74
RESIDENTIAL CAR SHARE	14
RESIDENTIAL: 594	594
MOTORCYCLE	
RESIDENTIAL MOTORCYCLE	46
RETAIL MOTORCYCLE	40
MOTORCYCLE: 86	86
LOADING	
RETAIL LOADING	6
LOADING: 6	6
CHILDCARE	
CHILDCARE	9
CHILDCARE: 9	9
Grand total	1315

BASEMENT 01	
CHILDCARE	9
DIRECT TO BOOT	6
RETAIL ACCESSIBLE	185
RETAIL ACCESSIBLE	16
RETAIL LOADING	6
RETAIL MOTORCYCLE	25
	247
BASEMENT 02	
RESIDENTIAL VISITOR	29
RESIDENTIAL VISITOR / CAR WASH	12
RETAIL	296
RETAIL ACCESSIBLE	12
RETAIL MOTORCYCLE	15
	364
BASEMENT 03	
RESIDENTIAL	269
RESIDENTIAL ACCESSIBLE	38
RESIDENTIAL CAR SHARE	14
RESIDENTIAL MOTORCYCLE	24
RESIDENTIAL VISITOR	64
	409
BASEMENT 04	
RESIDENTIAL	237
RESIDENTIAL ACCESSIBLE	36
RESIDENTIAL MOTORCYCLE	22
	295
Grand total	1315

RESI STORAGE SCHEDULE

LEVEL	Name	NO	Volume
BASEMENT 02			
BASEMENT 02	RESI STORAGE 01	60	166.47 m³
BASEMENT 02	RESI STORAGE 02	61	26.49 m³
BASEMENT 02	RESI STORAGE 03	62	119.59 m³
BASEMENT 02	RESI STORAGE 04	63	158.96 m³
4			471.51 m³
BASEMENT 03			
BASEMENT 03	RESI STORAGE 05	64	578.68 m³
BASEMENT 03	RESI STORAGE 06	65	255.97 m³
BASEMENT 03	RESI STORAGE 07	66	353.67 m³
BASEMENT 03	RESI STORAGE 08	67	926.16 m³
4			2114.48 m³
BASEMENT 04			
BASEMENT 04	RESI STORAGE 09	68	145.75 m³
BASEMENT 04	RESI STORAGE 10	69	861.25 m³
BASEMENT 04	RESI STORAGE 11	70	83.22 m³
BASEMENT 04	RESI STORAGE 12	71	1030.21 m³
BASEMENT 04	RESI STORAGE 13	72	796.01 m³
5			2916.45 m³
Grand total: 13			5502.44 m³

EV CHARGER SCHEDULE

BASEMENT 01		
BASEMENT 01	**EV CHARGER**	**EV01**
BASEMENT 01: 5		
BASEMENT 02		
BASEMENT 02	**EV CHARGER**	**EV01**
BASEMENT 02: 5		
BASEMENT 03		
BASEMENT 03	**EV CHARGER**	**EV01**
BASEMENT 03: 21		
BASEMENT 04		
BASEMENT 04	**EV CHARGER**	**EV01**
BASEMENT 04: 21		
Grand total: 52		

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Rev	Amendment	By	Chk*	Date
8	FOR COORDINATION	JS	JS	20.05.2026
7	FOR COORDINATION	ZZ	JS	13.05.2026
6	FOR COORDINATION	ZZ	JS	12.05.2026
5	FOR COORDINATION	ZZ	JS	11.05.2026
4	FOR COORDINATION	ZZ	JS	07.05.2026
3	FOR COORDINATION	ZZ	JS	05.05.2026
2	FOR COORDINATION	ZZ	JS	04.05.2026
1	FOR COORDINATION	ZZ	JS	24.04.2026

Consultant

Client
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CQ STUDIO- SYDNEY
Level 1, 60 Burwood Rd, Burwood, NSW 2134, Australia
P (02) 8212 5592

Nominated Architect
Dustin Brade Rego No.10885

Project <0000>
Evans Avenue
EASTLAKES

Title
BASEMENT 01 - GA PLAN

Scale 1 : 200 @ A0

Drawing Number
DA10-090

Revision
8

Status
FOR COORDINATION

Autodesk Docs://Evans Avenue, Eastlakes/Evans Avenue Eastlakes_DWG Scheme_R25.rvt
5/20/2026 5:44:07 PM

A0

- All works to be in accordance with authority & statutory approvals.
- Refer to Specification for all materials, finishes & construction notes.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
- Refer to Arborist Report and Landscape Documentation for all information relating to trees and their retention/removal and all landscape works.
- Drawings to be read in conjunction with all Specifications and Schedules; all discrepancies to be reported to Architect before proceeding with the work.
- Minor changes to building form & configuration may be required after Development Consent.
- Do not scale from drawing, figured dimensions only to be used.
- Building Contractor to verify all dimensions before commencing work.

Rev	Date	By	Chk	Description
A	18/05/2026			ISSUE FOR SSDA

EVANS AVE

RETAIL ENTRY

17.31 | 6.2M | 17.73 | 17.97 | 6.8M | 18.37 | 18.57 | BOUNDARY | 18.36 | 3.8M | 18.55 | 18.60 | BOUNDARY

17.00 | 16.77 | 16.75 | 4,000 | 16.76 | 16.70 | 16.64 | 4,000 | 16.56 | 16.45 | 16.45 | 16.45 | 16.46 | 16.32 | 16.41 | 16.45

LOBBY
RL 17.65

LOBBY
RL 18.40

LOBBY
RL 18.65

207.0 m²

378.2 m²

334.9 m²

576.1 m²

541.3 m²

294.2 m²

160.6 m²

5.6M | 18.40 | BUS

RL 18.65

RL 18.65

576.9 m²

245.7 m²

Panetta
627.3 m²
RL 18.65

BUS | 18.09

Amenities
81.0 m²

RETAIL LIFT
RETAIL LIFT

Core
Above

68,850

Supermarket
3,745.4 m²

18.65

49,000

RETAIL/
CHILDCARE LOBBY
RL 18.00

CC LIFT | GYM LIFT

BTR LOBBY
397.9 m²
RL 18.00

17.96

17.78

311.2 m²
RL 17.80

Core
Above

BOH

WASTE ROOM

COMPACTOR 20 m³

RETAIL WASTE ROOM

DTB LIFT | SRV LIFT

LOADING 5 (MRV)

LOADING 4 (MRV)

DOCK LEVELLER

ELEVATED DOCK

5.6M | 17.58 | BUS

WATER METER

RL 18.65

LOBBY

RESI BIN HOLDING

LOADING BAY 6 (HRV)

LOADING BAY 7 (RESI WASTE)

TURNTABLE
RL 17.05

LOADING DOCK
1,389.2 m²

LOADING BAY 3 (AV)

LOADING BAY 2 (AV)

LOADING 1 (SRV)

DOCK LEVELLER

ELEVATED DOCK
RL 18.65

GAS METER & REG.
3.5 x 4.5m

OFFICE

FLOOD LEVEL
17.30

444.0 m²

17.05

EX.RL
16.45

16.60 | RESIDENTIAL ENTRY | 16.65 | BOUNDARY | 6.3M | 16.90 | 17.00 | 6.3M

BARBER AVE

JACK MUNDEY
RESERVE

BOUNDARY

RBER AVE

34 | 32 | 30 | 28

Auckland
Brisbane
Ho Chi Minh
Melbourne
Perth
Sydney

dko.com.au
info@dko.com.au
T +61 2 8346 4500

DKO

Project Name	Mixed-use Development
Project Number	14027
Project Address	19A Evans Ave Eastlake NSW 2018
Country	Bidjigal Country
Drawing Name	Ground Floor
Drawing Scale	1:200 @ A0
Drawing No.	DA204
Revision	A

Appendix 2. Traffic Survey

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Gardeners Rd and Racecourse Pl, Rosebery

GPS	-33.923547, 151.211196
Date:	Tue 13/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	N/A
East:	Gardeners Rd
South:	Racecourse Pl
West:	Gardeners Rd

Survey	AM:	7:00 AM-10:00 AM
Period	PM:	3:00 PM-7:00 PM
Traffic	AM:	8:00 AM-9:00 AM
Peak	PM:	4:45 PM-5:45 PM

All Vehicles

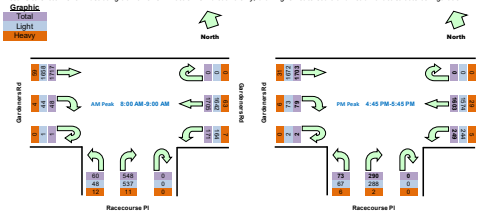
Time		East Approach Gardeners Rd			South Approach Racecourse Pl			West Approach Gardeners Rd		Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	331	20	0	38	16	0	10	513	3781	
7:15	7:30	0	359	28	0	72	20	0	8	436	3844	
7:30	7:45	0	393	18	0	76	22	1	7	395	4071	
7:45	8:00	0	425	34	0	109	12	0	8	430	4189	
8:00	8:15	0	379	32	0	119	19	0	13	429	4250	Peak
8:15	8:30	0	438	35	0	157	16	1	18	485	4131	
8:30	8:45	0	428	56	0	122	15	0	7	402	3799	
8:45	9:00	0	460	48	0	150	10	0	10	401	3505	
9:00	9:15	0	349	49	0	93	23	1	21	336	3026	
9:15	9:30	0	268	26	0	83	15	0	10	416		
9:30	9:45	0	275	46	0	57	14	0	11	333		
9:45	10:00	0	233	34	0	36	18	0	13	266		
15:00	15:15	0	441	58	0	69	12	0	17	289	3633	
15:15	15:30	0	417	79	0	79	15	0	28	300	3613	
15:30	15:45	0	432	69	0	73	18	0	22	289	3612	
15:45	16:00	0	419	72	0	64	22	1	24	324	3618	
16:00	16:15	0	361	61	0	66	9	0	17	352	3653	
16:15	16:30	0	415	46	0	67	22	0	16	351	3843	
16:30	16:45	0	434	42	0	68	20	0	20	325	3854	
16:45	17:00	0	416	65	0	78	21	2	19	360	3999	Peak
17:00	17:15	0	444	60	0	52	20	0	15	465	3978	
17:15	17:30	0	339	55	0	69	13	0	15	437	3767	
17:30	17:45	0	404	69	0	91	19	0	30	441	3634	
17:45	18:00	0	359	49	0	61	23	0	27	421	3233	
18:00	18:15	0	335	56	0	48	16	0	21	369	2868	
18:15	18:30	0	333	48	0	33	13	0	17	351		
18:30	18:45	0	256	33	0	30	12	1	12	309		
18:45	19:00	0	224	33	0	35	16	0	16	251		

Peak Time		East Approach Gardeners Rd			South Approach Racecourse Pl			West Approach Gardeners Rd		Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	1705	171	0	548	60	1	48	1717	4250
16:45	17:45	0	1603	249	0	290	73	2	79	1703	3999

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Light Vehicles

Time		East Approach Gardeners Rd			South Approach Racecourse Pl			West Approach Gardeners Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	323	19	0	38	14	0	9	477
7:15	7:30	0	336	25	0	71	18	0	7	407
7:30	7:45	0	377	18	0	75	20	1	6	377
7:45	8:00	0	414	33	0	107	10	0	5	401
8:00	8:15	0	362	30	0	116	16	0	11	418
8:15	8:30	0	418	33	0	155	14	1	17	468
8:30	8:45	0	417	54	0	121	12	0	6	387
8:45	9:00	0	445	47	0	145	6	0	10	385
9:00	9:15	0	338	49	0	90	22	1	18	322
9:15	9:30	0	255	24	0	81	14	0	8	398
9:30	9:45	0	256	45	0	53	13	0	11	322
9:45	10:00	0	219	33	0	36	16	0	12	251
15:00	15:15	0	429	57	0	67	12	0	16	277
15:15	15:30	0	401	77	0	77	13	0	26	287
15:30	15:45	0	417	67	0	70	14	0	18	283
15:45	16:00	0	396	69	0	62	21	1	21	315
16:00	16:15	0	349	59	0	65	8	0	14	341
16:15	16:30	0	402	45	0	65	20	0	15	344
16:30	16:45	0	422	41	0	67	16	0	17	317
16:45	17:00	0	409	64	0	78	20	2	17	356
17:00	17:15	0	437	59	0	51	18	0	14	452
17:15	17:30	0	335	54	0	69	11	0	15	429
17:30	17:45	0	393	67	0	90	18	0	27	435
17:45	18:00	0	352	48	0	60	22	0	26	415
18:00	18:15	0	330	55	0	45	14	0	19	356
18:15	18:30	0	326	47	0	33	11	0	15	342
18:30	18:45	0	248	32	0	30	11	1	10	300
18:45	19:00	0	219	31	0	34	15	0	14	245

Peak Time		East Approach Gardeners Rd			South Approach Racecourse Pl			West Approach Gardeners Rd		Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	1542	164	0	537	48	1	44	1658	4094
16:45	17:45	0	1574	244	0	288	67	2	73	1672	3920

Heavy Vehicles

Time		East Approach Gardeners Rd			South Approach Racecourse Pl			West Approach Gardeners Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	8	1	0	0	2	0	1	36
7:15	7:30	0	23	3	0	1	2	0	1	29
7:30	7:45	0	16	0	0	1	2	0	1	18
7:45	8:00	0	11	1	0	2	2	0	3	29
8:00	8:15	0	17	2	0	3	3	0	2	11
8:15	8:30	0	20	2	0	2	2	0	1	17
8:30	8:45	0	11	2	0	1	3	0	1	15
8:45	9:00	0	15	1	0	5	4	0	0	16
9:00	9:15	0	11	0	0	3	1	0	3	14
9:15	9:30	0	13	2	0	2	1	0	2	18
9:30	9:45	0	19	1	0	4	1	0	0	11
9:45	10:00	0	14	1	0	0	2	0	1	15
15:00	15:15	0	12	1	0	2	0	0	1	12
15:15	15:30	0	16	2	0	2	2	0	2	13
15:30	15:45	0	15	2	0	3	4	0	4	6
15:45	16:00	0	23	3	0	2	1	0	3	9
16:00	16:15	0	12	2	0	1	1	0	3	11
16:15	16:30	0	13	1	0	2	2	0	1	7
16:30	16:45	0	12	1	0	1	4	0	3	8
16:45	17:00	0	7	1	0	0	1	0	2	4
17:00	17:15	0	7	1	0	1	2	0	1	13
17:15	17:30	0	4	1	0	0	2	0	0	8
17:30	17:45	0	11	2	0	1	1	0	3	6
17:45	18:00	0	7	1	0	1	1	0	1	6
18:00	18:15	0	5	1	0	3	2	0	2	13
18:15	18:30	0	7	1	0	0	2	0	2	9
18:30	18:45	0	8	1	0	0	1	0	2	9
18:45	19:00	0	5	2	0	1	1	0	2	6

Peak Time		East Approach Gardeners Rd			South Approach Racecourse Pl			West Approach Gardeners Rd		Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	83	7	0	11	12	0	4	59	156
16:45	17:45	0	29	5	0	2	6	0	6	31	79

Queue

Time		East	South	West
Period Start	Period End			
7:00	7:05	8	5	6
7:05	7:10	8	4	8
7:10	7:15	12	8	10
7:15	7:20	12	11	12
7:20	7:25	13	12	15
7:25	7:30	13	10	15
7:30	7:35	15	11	8
7:35	7:40	18	11	10
7:40	7:45	21	11	8
7:45	7:50	23	12	12
7:50	7:55	14	11	11
7:55	8:00	14	10	9
8:00	8:05	15	11	11
8:05	8:10	13	11	10
8:10	8:15	16	9	15
8:15	8:20	20	11	21
8:20	8:25	25	11	19
8:25	8:30	25	12	20
8:30	8:35	21	11	22
8:35	8:40	23	11	14
8:40	8:45	20	12	15
8:45	8:50	19	10	9
8:50	8:55	15	11	11
8:55	9:00	20	9	8
9:00	9:05	17	11	15
9:05	9:10	15	11	14
9:10	9:15	15	11	13
9:15	9:20	10	12	15
9:20	9:25	9	9	8
9:25	9:30	11	8	8
9:30	9:35	8	11	10
9:35	9:40	12	10	8
9:40	9:45	8	11	7
9:45	9:50	9	10	11
9:50	9:55	10	11	9
9:55	10:00	9	11	10
15:00	15:05	15	6	8
15:05	15:10	18	8	12
15:10	15:15	18	7	13
15:15	15:20	15	9	8
15:20	15:25	11	7	11
15:25	15:30	12	10	14
15:30	15:35	14	11	10
15:35	15:40	16	11	15
15:40	15:45	18	11	18
15:45	15:50	18	12	20
15:50	15:55	15	9	19
15:55	16:00	20	11	22
16:00	16:05	15	10	18
16:05	16:10	12	11	20
16:10	16:15	14	11	12
16:15	16:20	16	12	14
16:20	16:25	14	10	12
16:25	16:30	16	9	8
16:30	16:35	21	11	11
16:35	16:40	23	11	9
16:40	16:45	19	12	14
16:45	16:50	20	8	15
16:50	16:55	25	11	9
16:55	17:00	28	10	10
17:00	17:05	21	5	14
17:05	17:10	18	7	18
17:10	17:15	15	5	17
17:15	17:20	15	8	17
17:20	17:25	17	6	15
17:25	17:30	16	7	18
17:30	17:35	17	7	15
17:35	17:40	18	10	18
17:40	17:45	14	10	17
17:45	17:50	15	11	15
17:50	17:55	14	10	14
17:55	18:00	11	11	16
18:00	18:05	14	12	15
18:05	18:10	18	11	17
18:10	18:15	17	11	13
18:15	18:20	18	10	15
18:20	18:25	15	12	17
18:25	18:30	19	10	18
18:30	18:35	14	5	14
18:35	18:40	15	6	15
18:40	18:45	17	5	12
18:45	18:50	15	4	9
18:50	18:55	16	6	10
18:55	19:00	15	5	9

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Evans Ave and Racecourse Pl, Rosebery

GPS -33.924441, 151.211001

Date:	Tue 13/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	Racecourse Pl
East:	Evans Ave
South:	N/A
West:	Evans Ave

Survey Period	AM:	7:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	3:00 PM-4:00 PM

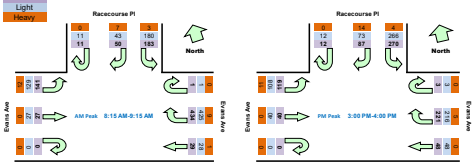
All Vehicles

Time		North Approach Racecourse			East Approach Evans Ave			West Approach Evans Ave			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:00	7:15	0	3	27	0	29	4	1	7	25	527	
7:15	7:30	4	6	26	1	58	7	0	2	30	620	
7:30	7:45	4	5	16	0	68	4	0	6	26	720	
7:45	8:00	4	15	23	0	78	4	0	5	39	795	
8:00	8:15	2	11	32	0	104	4	0	4	32	863	
8:15	8:30	4	13	36	0	130	8	0	4	39	876	Peak
8:30	8:45	0	11	52	1	112	2	0	1	25	790	
8:45	9:00	3	14	41	0	115	8	0	13	42	734	
9:00	9:15	4	12	54	0	77	11	0	9	35	622	
9:15	9:30	2	6	28	1	72	8	0	7	24		
9:30	9:45	1	13	43	0	51	9	0	12	19		
9:45	10:00	1	9	37	0	41	14	0	10	12		
15:00	15:15	2	16	57	0	59	14	0	9	20	800	Peak
15:15	15:30	3	19	85	0	45	14	0	13	46	795	
15:30	15:45	4	23	64	1	60	10	0	8	27	739	
15:45	16:00	3	29	64	2	57	10	0	10	26	713	
16:00	16:15	1	17	60	0	52	10	0	10	22	720	
16:15	16:30	2	9	51	1	61	10	0	9	26	727	
16:30	16:45	2	14	46	0	62	15	0	8	24	729	
16:45	17:00	3	18	63	2	66	9	0	17	30	787	
17:00	17:15	4	14	57	0	39	25	0	11	29	764	
17:15	17:30	6	14	50	1	50	10	0	14	26	740	
17:30	17:45	5	20	74	0	58	17	0	8	47	698	
17:45	18:00	1	19	56	2	53	7	0	17	30	568	
18:00	18:15	2	18	57	0	41	9	0	7	21	494	
18:15	18:30	2	13	50	1	36	12	0	7	8		
18:30	18:45	2	12	31	0	30	7	0	7	10		
18:45	19:00	1	7	41	0	37	6	0	6	13		

Peak Time		North Approach Racecourse			East Approach Evans Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:15	9:15	11	50	183	1	434	29	0	27	141	876
15:00	16:00	12	87	270	3	221	48	0	40	119	800

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic: Total / Light / Heavy



Light Vehicles

Time		North Approach Racecourse			East Approach Evans Ave			West Approach Evans Ave		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:00	7:15	0	2	26	0	29	4	1	7	23
7:15	7:30	3	4	25	1	57	7	0	2	29
7:30	7:45	4	4	16	0	67	4	0	6	24
7:45	8:00	4	12	22	0	77	4	0	4	36
8:00	8:15	2	10	29	0	101	4	0	3	29
8:15	8:30	4	10	36	0	130	7	0	4	35
8:30	8:45	0	9	51	1	108	2	0	1	25
8:45	9:00	3	13	41	0	112	8	0	13	36
9:00	9:15	4	11	52	0	75	11	0	9	33
9:15	9:30	1	3	28	1	72	8	0	7	22
9:30	9:45	1	12	43	0	49	8	0	11	16
9:45	10:00	1	7	37	0	41	14	0	9	10
15:00	15:15	2	14	57	0	57	14	0	9	20
15:15	15:30	3	18	82	0	45	14	0	13	42
15:30	15:45	4	17	64	1	57	10	0	8	23
15:45	16:00	3	24	63	2	57	10	0	10	23
16:00	16:15	0	14	59	0	51	10	0	10	22
16:15	16:30	2	8	50	1	60	10	0	9	23
16:30	16:45	2	11	45	0	60	14	0	8	21
16:45	17:00	3	15	63	2	66	9	0	17	29
17:00	17:15	4	12	57	0	39	25	0	11	26
17:15	17:30	6	13	50	1	49	10	0	14	25
17:30	17:45	5	16	73	0	58	17	0	8	45
17:45	18:00	1	17	56	2	53	7	0	17	28
18:00	18:15	2	15	57	0	40	9	0	7	17
18:15	18:30	2	10	50	1	36	12	0	7	6
18:30	18:45	2	10	30	0	30	7	0	7	9
18:45	19:00	1	5	39	0	37	6	0	6	11

Peak Time		North Approach Racecourse			East Approach Evans Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:15	9:15	11	43	180	1	425	28	0	27	129	844
15:00	16:00	12	73	266	3	216	48	0	40	108	766

Heavy Vehicles

Time		North Approach Racecourse			East Approach Evans Ave			West Approach Evans Ave		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:00	7:15	0	1	1	0	0	0	0	0	2
7:15	7:30	1	2	1	0	1	0	0	0	1
7:30	7:45	0	1	0	0	1	0	0	0	2
7:45	8:00	0	3	1	0	1	0	0	1	3
8:00	8:15	0	1	3	0	3	0	0	1	3
8:15	8:30	0	3	0	0	0	1	0	0	4
8:30	8:45	0	2	1	0	4	0	0	0	0
8:45	9:00	0	1	0	0	3	0	0	0	6
9:00	9:15	0	1	2	0	2	0	0	0	2
9:15	9:30	1	3	0	0	0	0	0	0	2
9:30	9:45	0	1	0	0	2	1	0	1	3
9:45	10:00	0	2	0	0	0	0	0	1	2
15:00	15:15	0	2	0	0	2	0	0	0	0
15:15	15:30	0	1	3	0	0	0	0	0	4
15:30	15:45	0	6	0	0	3	0	0	0	4
15:45	16:00	0	5	1	0	0	0	0	0	3
16:00	16:15	1	3	1	0	1	0	0	0	0
16:15	16:30	0	1	1	0	1	0	0	0	3
16:30	16:45	0	3	1	0	2	1	0	0	3
16:45	17:00	0	3	0	0	0	0	0	0	1
17:00	17:15	0	2	0	0	0	0	0	0	3
17:15	17:30	0	1	0	0	1	0	0	0	1
17:30	17:45	0	4	1	0	0	0	0	0	2
17:45	18:00	0	2	0	0	0	0	0	0	2
18:00	18:15	0	3	0	0	1	0	0	0	4
18:15	18:30	0	3	0	0	0	0	0	0	2
18:30	18:45	0	2	1	0	0	0	0	0	1
18:45	19:00	0	2	2	0	0	0	0	0	2

Peak Time		North Approach Racecourse			East Approach Evans Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:15	9:15	0	7	3	0	9	1	0	0	12	32
15:00	16:00	0	14	4	0	5	0	0	0	11	34

Queue

Time		North	East	West
Period Start	Period End			
7:00	7:05	0	0	0
7:05	7:10	0	0	0
7:10	7:15	0	0	2
7:15	7:20	0	0	0
7:20	7:25	0	0	0
7:25	7:30	0	0	0
7:30	7:35	0	0	2
7:35	7:40	0	0	0
7:40	7:45	0	0	3
7:45	7:50	0	0	3
7:50	7:55	0	2	0
7:55	8:00	0	0	0
8:00	8:05	0	0	2
8:05	8:10	0	3	3
8:10	8:15	0	10	5
8:15	8:20	0	11	4
8:20	8:25	0	7	3
8:25	8:30	0	7	7
8:30	8:35	0	7	2
8:35	8:40	5	10	7
8:40	8:45	0	12	5
8:45	8:50	4	12	6
8:50	8:55	0	9	7
8:55	9:00	2	0	4
9:00	9:05	0	0	5
9:05	9:10	5	10	4
9:10	9:15	0	0	0
9:15	9:20	0	0	0
9:20	9:25	0	3	0
9:25	9:30	0	0	0
9:30	9:35	0	0	0
9:35	9:40	2	0	0
9:40	9:45	0	4	0
9:45	9:50	0	4	0
9:50	9:55	2	0	0
9:55	10:00	0	0	0
15:00	15:05	0	0	0
15:05	15:10	0	0	2
15:10	15:15	0	0	0
15:15	15:20	2	0	2
15:20	15:25	3	0	0
15:25	15:30	0	0	2
15:30	15:35	0	0	0
15:35	15:40	6	0	3
15:40	15:45	4	3	2
15:45	15:50	0	0	4
15:50	15:55	6	0	0
15:55	16:00	0	0	0
16:00	16:05	0	0	3
16:05	16:10	3	0	0
16:10	16:15	0	2	2
16:15	16:20	0	0	2
16:20	16:25	0	0	2
16:25	16:30	0	2	0
16:30	16:35	0	0	0
16:35	16:40	4	0	3
16:40	16:45	2	0	3
16:45	16:50	2	0	0
16:50	16:55	0	0	2
16:55	17:00	0	3	2
17:00	17:05	0	0	0
17:05	17:10	0	0	2
17:10	17:15	0	0	2
17:15	17:20	0	3	2
17:20	17:25	0	0	2
17:25	17:30	0	0	0
17:30	17:35	0	0	0
17:35	17:40	4	3	2
17:40	17:45	0	2	4
17:45	17:50	0	0	0
17:50	17:55	0	0	2
17:55	18:00	0	0	0
18:00	18:05	0	4	0
18:05	18:10	0	0	0
18:10	18:15	0	2	0
18:15	18:20	0	0	0
18:20	18:25	0	0	0
18:25	18:30	0	0	0
18:30	18:35	0	0	2
18:35	18:40	0	0	0
18:40	18:45	0	0	0
18:45	18:50	0	0	0
18:50	18:55	0	0	0
18:55	19:00	2	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Maloney St and Evans Ave, Rosebery

GPS -33.924222, 151.206767

Date:	Tue 13/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	Maloney St
East:	Evans Ave
South:	Maloney St
West:	N/A

Survey Period	AM:	7:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:45 PM-5:45 PM

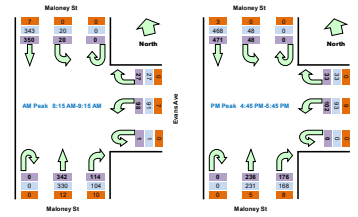
All Vehicles

Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:00	7:15	0	43	2	0	5	8	0	27	96	817	
7:15	7:30	0	42	5	0	6	11	0	23	108	860	
7:30	7:45	0	56	8	0	7	6	0	23	109	930	
7:45	8:00	0	48	4	0	9	19	0	30	122	933	
8:00	8:15	0	57	9	0	9	14	0	24	111	944	
8:15	8:30	0	98	6	0	3	34	0	26	98	952	Peak
8:30	8:45	0	101	3	0	5	23	0	20	60	868	
8:45	9:00	0	83	4	0	11	22	0	33	90	831	
9:00	9:15	0	68	7	1	8	19	0	35	94	773	
9:15	9:30	0	55	6	0	5	16	0	19	80		
9:30	9:45	0	45	6	0	5	14	0	24	81		
9:45	10:00	0	56	11	0	7	19	0	15	77		
15:00	15:15	0	106	7	0	7	26	0	27	83	1001	
15:15	15:30	0	114	7	0	3	22	0	55	70	971	
15:30	15:45	0	108	10	0	4	28	0	24	52	959	
15:45	16:00	0	116	11	0	8	29	0	24	60	978	
16:00	16:15	2	101	12	0	7	20	0	26	58	991	
16:15	16:30	0	114	13	0	11	19	0	31	71	1036	
16:30	16:45	0	118	6	0	7	18	0	37	59	1026	
16:45	17:00	0	107	10	0	11	26	0	45	62	1066	Peak
17:00	17:15	0	128	10	0	6	31	0	35	61	1047	
17:15	17:30	0	113	13	0	3	20	0	45	55	977	
17:30	17:45	0	123	15	0	13	25	0	51	58	892	
17:45	18:00	0	110	11	0	11	20	0	40	50	768	
18:00	18:15	0	85	12	0	6	16	0	30	52	666	
18:15	18:30	0	59	12	0	4	21	0	13	55		
18:30	18:45	0	59	8	0	3	16	0	16	59		
18:45	19:00	0	53	7	0	7	15	0	12	46		

Peak Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	0	350	20	1	27	98	0	114	342	952
16:45	17:45	0	471	48	0	33	102	0	176	236	1066

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic: Total / Light / Heavy



Light Vehicles

Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:00	7:15	0	42	2	0	5	7	0	25	95
7:15	7:30	0	39	5	0	6	9	0	21	105
7:30	7:45	0	55	7	0	7	5	0	21	103
7:45	8:00	0	48	4	0	9	16	0	27	121
8:00	8:15	0	55	9	0	9	13	0	21	111
8:15	8:30	0	96	6	0	3	31	0	23	98
8:30	8:45	0	99	3	0	5	21	0	19	57
8:45	9:00	0	81	4	0	11	21	0	29	86
9:00	9:15	0	67	7	1	8	18	0	33	89
9:15	9:30	0	55	6	0	5	13	0	17	77
9:30	9:45	0	45	6	0	5	12	0	20	80
9:45	10:00	0	54	11	0	7	16	0	11	75
15:00	15:15	0	105	7	0	7	24	0	26	81
15:15	15:30	0	113	7	0	3	21	0	52	69
15:30	15:45	0	107	10	0	4	24	0	20	51
15:45	16:00	0	111	11	0	8	23	0	22	60
16:00	16:15	2	99	12	0	7	18	0	26	57
16:15	16:30	0	108	13	0	11	17	0	28	70
16:30	16:45	0	118	6	0	7	15	0	34	59
16:45	17:00	0	106	10	0	11	24	0	43	58
17:00	17:15	0	127	10	0	6	28	0	33	61
17:15	17:30	0	113	13	0	3	19	0	43	54
17:30	17:45	0	122	15	0	13	22	0	49	58
17:45	18:00	0	109	11	0	11	17	0	39	49
18:00	18:15	0	84	12	0	6	15	0	26	51
18:15	18:30	0	59	12	0	4	17	0	11	54
18:30	18:45	0	58	8	0	3	14	0	15	58
18:45	19:00	0	53	7	0	7	13	0	10	46

Peak Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	0	343	20	1	27	91	0	104	330	916
16:45	17:45	0	468	48	0	33	93	0	168	231	1041

Heavy Vehicles

Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:00	7:15	0	1	0	0	0	1	0	2	1
7:15	7:30	0	3	0	0	0	2	0	2	3
7:30	7:45	0	1	1	0	0	1	0	2	6
7:45	8:00	0	0	0	0	0	3	0	3	1
8:00	8:15	0	2	0	0	0	1	0	3	0
8:15	8:30	0	2	0	0	0	3	0	3	0
8:30	8:45	0	2	0	0	0	2	0	1	3
8:45	9:00	0	2	0	0	0	1	0	4	4
9:00	9:15	0	1	0	0	0	1	0	2	5
9:15	9:30	0	0	0	0	0	3	0	2	3
9:30	9:45	0	0	0	0	0	2	0	4	1
9:45	10:00	0	2	0	0	0	3	0	4	2
15:00	15:15	0	1	0	0	0	2	0	1	2
15:15	15:30	0	1	0	0	0	1	0	3	1
15:30	15:45	0	1	0	0	0	4	0	4	1
15:45	16:00	0	5	0	0	0	6	0	2	0
16:00	16:15	0	2	0	0	0	2	0	0	1
16:15	16:30	0	6	0	0	0	2	0	3	1
16:30	16:45	0	0	0	0	0	3	0	3	0
16:45	17:00	0	1	0	0	0	2	0	2	4
17:00	17:15	0	1	0	0	0	3	0	2	0
17:15	17:30	0	0	0	0	0	1	0	2	1
17:30	17:45	0	1	0	0	0	3	0	2	0
17:45	18:00	0	1	0	0	0	3	0	1	1
18:00	18:15	0	1	0	0	0	1	0	4	1
18:15	18:30	0	0	0	0	0	4	0	2	1
18:30	18:45	0	1	0	0	0	2	0	1	1
18:45	19:00	0	0	0	0	0	2	0	2	0

Peak Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	0	7	0	0	0	7	0	10	12	36
16:45	17:45	0	3	0	0	0	9	0	8	5	25

Queue

Time		North	East	South
Period Start	Period End			
7:00	7:05	0	0	0
7:05	7:10	0	0	0
7:10	7:15	0	0	12
7:15	7:20	0	0	5
7:20	7:25	0	0	0
7:25	7:30	0	0	0
7:30	7:35	0	0	0
7:35	7:40	0	0	0
7:40	7:45	0	0	4
7:45	7:50	0	0	9
7:50	7:55	0	0	13
7:55	8:00	0	0	12
8:00	8:05	0	0	0
8:05	8:10	0	0	0
8:10	8:15	0	0	18
8:15	8:20	0	0	17
8:20	8:25	0	2	0
8:25	8:30	0	0	18
8:30	8:35	0	0	17
8:35	8:40	0	0	18
8:40	8:45	0	0	16
8:45	8:50	0	0	18
8:50	8:55	0	0	16
8:55	9:00	0	0	6
9:00	9:05	0	3	17
9:05	9:10	0	0	10
9:10	9:15	0	0	5
9:15	9:20	0	0	0
9:20	9:25	0	2	0
9:25	9:30	0	0	0
9:30	9:35	0	0	5
9:35	9:40	0	0	0
9:40	9:45	0	0	2
9:45	9:50	0	0	0
9:50	9:55	0	0	0
9:55	10:00	0	0	0
15:00	15:05	0	0	7
15:05	15:10	0	0	4
15:10	15:15	5	2	15
15:15	15:20	0	0	14
15:20	15:25	0	0	17
15:25	15:30	0	0	3
15:30	15:35	0	0	6
15:35	15:40	0	0	4
15:40	15:45	0	2	0
15:45	15:50	0	0	5
15:50	15:55	0	0	4
15:55	16:00	0	2	2
16:00	16:05	0	0	0
16:05	16:10	0	2	6
16:10	16:15	0	0	0
16:15	16:20	0	2	3
16:20	16:25	0	0	4
16:25	16:30	0	0	0
16:30	16:35	0	0	3
16:35	16:40	0	5	0
16:40	16:45	0	0	0
16:45	16:50	0	0	9
16:50	16:55	0	5	8
16:55	17:00	0	0	5
17:00	17:05	0	0	0
17:05	17:10	0	0	6
17:10	17:15	0	2	7
17:15	17:20	0	0	4
17:20	17:25	0	0	9
17:25	17:30	0	0	6
17:30	17:35	0	2	9
17:35	17:40	0	5	12
17:40	17:45	0	3	5
17:45	17:50	0	0	0
17:50	17:55	0	0	0
17:55	18:00	0	0	0
18:00	18:05	0	0	2
18:05	18:10	0	0	3
18:10	18:15	0	2	4
18:15	18:20	0	0	5
18:20	18:25	0	0	0
18:25	18:30	0	0	0
18:30	18:35	0	0	0
18:35	18:40	0	3	0
18:40	18:45	0	2	2
18:45	18:50	0	0	0
18:50	18:55	0	0	0
18:55	19:00	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Gardeners Rd and Dalmeny Ave, Rosebery

GPS -33.922912, 151.207054

Date:	Tue 13/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	Dalmeny Ave
East:	Gardeners Rd
South:	Maloney St
West:	Gardeners Rd

Survey Period	AM:	7:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	5:00 PM-6:00 PM

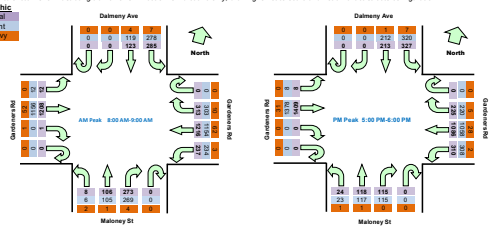
All Vehicles

Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	0	16	49	0	35	283	29	0	80	18	3	0	0	394	4	3595	
7:15	7:30	0	0	18	36	0	53	297	29	0	82	22	10	0	0	326	1	3575	
7:30	7:45	0	0	23	42	0	58	317	41	0	88	26	2	0	0	273	0	3718	
7:45	8:00	0	0	14	61	0	91	308	38	0	82	45	4	0	0	295	2	3760	
8:00	8:15	0	0	17	61	0	63	287	48	0	89	29	2	0	1	292	2	3782	Peak
8:15	8:30	0	0	35	89	0	76	310	69	0	80	20	1	0	0	335	2	3684	
8:30	8:45	0	0	35	78	0	94	280	69	0	41	21	3	0	0	290	1	3424	
8:45	9:00	0	0	36	57	0	80	339	51	0	63	36	2	0	0	291	7	3194	
9:00	9:15	0	0	26	46	0	87	237	49	0	68	28	6	0	0	244	2	2826	
9:15	9:30	0	0	26	52	0	49	199	35	0	66	11	8	0	0	308	3		
9:30	9:45	0	0	14	41	0	38	214	37	0	54	26	6	0	0	249	3		
9:45	10:00	0	0	34	20	0	32	186	33	0	58	21	5	0	0	201	4		
15:00	15:15	0	0	37	58	0	65	312	76	0	59	27	4	0	0	189	6	3377	
15:15	15:30	0	0	39	45	0	60	290	82	0	42	27	4	0	0	241	0	3356	
15:30	15:45	0	0	38	58	0	71	299	80	0	28	24	4	0	0	225	2	3409	
15:45	16:00	0	0	60	46	0	52	323	67	0	39	21	8	0	0	264	5	3447	
16:00	16:15	0	0	36	61	0	47	244	79	0	37	22	8	0	0	271	7	3450	
16:15	16:30	0	0	44	58	0	49	305	83	0	50	27	5	0	0	259	3	3659	
16:30	16:45	0	0	35	73	0	65	300	89	0	35	25	6	0	0	237	2	3650	
16:45	17:00	0	0	31	90	0	57	296	86	0	39	22	12	0	0	252	3	3815	
17:00	17:15	0	0	45	77	0	54	317	93	0	39	26	2	0	0	364	4	3835	Peak
17:15	17:30	0	0	40	89	0	61	205	86	0	31	23	4	0	0	332	3	3625	
17:30	17:45	0	0	92	74	0	50	327	46	0	26	37	8	0	0	371	1	3512	
17:45	18:00	0	0	36	87	0	60	237	85	0	19	32	10	0	0	342	0	3125	
18:00	18:15	0	0	48	49	0	45	257	49	0	39	17	2	0	0	302	3	2768	
18:15	18:30	0	0	24	56	0	44	255	47	0	37	17	5	0	0	275	1		
18:30	18:45	0	0	24	45	0	33	193	43	0	36	21	5	0	0	241	4		
18:45	19:00	0	0	22	39	0	49	153	38	0	35	16	2	0	0	193	4		

Peak Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	123	285	0	313	1216	237	0	273	106	8	0	1	1208	12	3782
17:00	18:00	0	0	213	327	0	225	1096	310	0	115	118	24	0	0	1409	8	3835

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic: Total / Light / Heavy



Light Vehicles

Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	0	15	47	0	32	276	29	0	80	18	2	0	0	359	4
7:15	7:30	0	0	18	34	0	52	276	26	0	81	22	8	0	0	299	1
7:30	7:45	0	0	22	39	0	57	301	40	0	83	25	2	0	0	262	0
7:45	8:00	0	0	14	58	0	88	298	38	0	82	44	4	0	0	266	2
8:00	8:15	0	0	17	59	0	61	270	47	0	89	29	2	0	0	281	2
8:15	8:30	0	0	33	86	0	74	290	69	0	80	20	1	0	0	320	2
8:30	8:45	0	0	35	77	0	91	271	67	0	40	21	1	0	0	276	1
8:45	9:00	0	0	34	56	0	77	323	51	0	60	35	2	0	0	279	7
9:00	9:15	0	0	26	44	0	87	226	48	0	66	28	3	0	0	231	2
9:15	9:30	0	0	26	50	0	48	186	35	0	66	11	5	0	0	290	3
9:30	9:45	0	0	14	41	0	38	194	37	0	54	26	5	0	0	238	3
9:45	10:00	0	0	33	17	0	30	173	32	0	57	21	4	0	0	189	4
15:00	15:15	0	0	37	57	0	64	302	75	0	57	27	4	0	0	179	6
15:15	15:30	0	0	38	44	0	59	273	82	0	42	26	4	0	0	227	0
15:30	15:45	0	0	38	55	0	67	285	79	0	28	23	4	0	0	218	2
15:45	16:00	0	0	59	43	0	51	304	63	0	39	21	8	0	0	255	5
16:00	16:15	0	0	36	59	0	47	233	77	0	37	21	8	0	0	259	6
16:15	16:30	0	0	42	58	0	48	295	79	0	50	26	5	0	0	251	3
16:30	16:45	0	0	35	71	0	61	288	89	0	35	25	6	0	0	228	2
16:45	17:00	0	0	31	88	0	55	291	85	0	39	21	9	0	0	248	3
17:00	17:15	0	0	44	74	0	54	308	93	0	39	26	2	0	0	353	4
17:15	17:30	0	0	40	89	0	59	201	86	0	31	23	3	0	0	324	3
17:30	17:45	0	0	92	71	0	48	318	45	0	26	37	8	0	0	365	1
17:45	18:00	0	0	36	86	0	59	231	84	0	19	31	10	0	0	336	0
18:00	18:15	0	0	47	46	0	44	251	49	0	39	17	1	0	0	290	3
18:15	18:30	0	0	24	54	0	42	248	47	0	37	16	5	0	0	266	1
18:30	18:45	0	0	24	44	0	33	185	42	0	35	21	5	0	0	232	4
18:45	19:00	0	0	22	37	0	47	149	38	0	35	16	2	0	0	187	4

Peak Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	119	278	0	303	1154	234	0	269	105	6	0	0	1156	12	3636
17:00	18:00	0	0	212	320	0	220	1058	308	0	115	117	23	0	0	1378	8	3759

Heavy Vehicles

Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	0	1	2	0	3	7	0	0	0	0	1	0	0	35	0
7:15	7:30	0	0	0	2	0	1	21	3	0	1	0	2	0	0	27	0
7:30	7:45	0	0	1	3	0	1	16	1	0	5	1	0	0	0	11	0
7:45	8:00	0	0	0	3	0	3	10	0	0	0	1	0	0	0	29	0
8:00	8:15	0	0	0	2	0	2	17	1	0	0	0	0	0	1	11	0
8:15	8:30	0	0	2	3	0	2	20	0	0	0	0	0	0	0	15	0
8:30	8:45	0	0	0	1	0	3	9	2	0	1	0	2	0	0	14	0
8:45	9:00	0	0	2	1	0	3	16	0	0	3	1	0	0	0	12	0
9:00	9:15	0	0	0	2	0	0	11	1	0	2	0	3	0	0	13	0
9:15	9:30	0	0	0	2	0	1	13	0	0	0	0	3	0	0	18	0
9:30	9:45	0	0	0	0	0	0	20	0	0	0	0	1	0	0	11	0
9:45	10:00	0	0	1	3	0	2	13	1	0	1	0	1	0	0	12	0
15:00	15:15	0	0	0	1	0	1	10	1	0	2	0	0	0	0	10	0
15:15	15:30	0	0	1	1	0	1	17	0	0	0	1	0	0	0	14	0
15:30	15:45	0	0	0	3	0	4	14	1	0	0	1	0	0	0	7	0
15:45	16:00	0	0	1	3	0	1	19	4	0	0	0	0	0	0	9	0
16:00	16:15	0	0	0	2	0	0	11	2	0	0	1	0	0	0	12	1
16:15	16:30	0	0	2	0	0	1	10	4	0	0	1	0	0	0	8	0
16:30	16:45	0	0	0	2	0	4	12	0	0	0	0	0	0	0	9	0
16:45	17:00	0	0	0	2	0	2	5	1	0	0	1	3	0	0	4	0
17:00	17:15	0	0	1	3	0	0	9	0	0	0	0	0	0	0	11	0
17:15	17:30	0	0	0	0	0	2	4	0	0	0	0	1	0	0	8	0
17:30	17:45	0	0	0	3	0	2	9	1	0	0	0	0	0	0	6	0
17:45	18:00	0	0	0	1	0	1	6	1	0	0	1	0	0	0	6	0
18:00	18:15	0	0	1	3	0	1	6	0	0	0	0	1	0	0	12	0
18:15	18:30	0	0	0	2	0	2	7	0	0	0	1	0	0	0	9	0
18:30	18:45	0	0	0	1	0	0	8	1	0	1	0	0	0	0	9	0
18:45	19:00	0	0	0	2	0	2	4	0	0	0	0	0	0	0	6	0

Peak Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	4	7	0	10	62	3	0	4	1	2	0	1	52	0	146
17:00	18:00	0	0	1	7	0	5	28	2	0	0	1	1	0	0	31	0	76

Queue

Time		North	East	South	West
Period Start	Period End				
7:00	7:05	5	7	5	18
7:05	7:10	5	8	10	16
7:10	7:15	8	11	11	6
7:15	7:20	4	8	10	6
7:20	7:25	4	9	9	8
7:25	7:30	3	11	8	9
7:30	7:35	4	7	6	8
7:35	7:40	9	9	8	9
7:40	7:45	7	12	10	3
7:45	7:50	3	8	8	4
7:50	7:55	9	12	9	6
7:55	8:00	8	7	7	7
8:00	8:05	5	10	8	7
8:05	8:10	8	11	7	9
8:10	8:15	6	9	10	15
8:15	8:20	10	7	11	13
8:20	8:25	9	8	10	12
8:25	8:30	8	11	11	7
8:30	8:35	6	13	8	4
8:35	8:40	9	13	9	7
8:40	8:45	6	8	10	4
8:45	8:50	7	11	9	9
8:50	8:55	6	12	9	7
8:55	9:00	7	9	7	7
9:00	9:05	9	5	9	8
9:05	9:10	4	9	10	5
9:10	9:15	4	7	6	6
9:15	9:20	7	5	8	7
9:20	9:25	8	6	7	9
9:25	9:30	3	5	6	6
9:30	9:35	3	6	10	7
9:35	9:40	5	7	10	5
9:40	9:45	4	9	5	8
9:45	9:50	6	6	9	9
9:50	9:55	6	3	5	3
9:55	10:00	5	6	7	3
15:00	15:05	6	6	6	9
15:05	15:10	5	7	8	9
15:10	15:15	6	5	9	9
15:15	15:20	6	5	11	11
15:20	15:25	10	7	10	9
15:25	15:30	11	6	10	8
15:30	15:35	11	13	9	10
15:35	15:40	11	9	9	8
15:40	15:45	12	6	9	11
15:45	15:50	12	7	8	8
15:50	15:55	7	12	6	10
15:55	16:00	5	11	5	10
16:00	16:05	5	7	5	17
16:05	16:10	7	5	5	21
16:10	16:15	7	4	6	14
16:15	16:20	6	7	8	21
16:20	16:25	8	6	9	25
16:25	16:30	5	8	8	20
16:30	16:35	11	9	6	19
16:35	16:40	6	6	8	16
16:40	16:45	9	8	6	16
16:45	16:50	9	8	8	17
16:50	16:55	9	9	9	15
16:55	17:00	7	6	9	19
17:00	17:05	6	7	11	18
17:05	17:10	11	5	12	22
17:10	17:15	12	8	6	19
17:15	17:20	11	11	8	20
17:20	17:25	10	7	10	19
17:25	17:30	11	6	8	15
17:30	17:35	10	6	7	25
17:35	17:40	9	6	11	15
17:40	17:45	9	4	8	24
17:45	17:50	10	8	10	16
17:50	17:55	11	6	7	21
17:55	18:00	8	7	8	15
18:00	18:05	6	4	10	14
18:05	18:10	6	5	11	11
18:10	18:15	10	6	6	13
18:15	18:20	5	6	7	15
18:20	18:25	6	5	8	10
18:25	18:30	5	7	10	15
18:30	18:35	3	5	9	14
18:35	18:40	5	4	8	11
18:40	18:45	6	5	6	11
18:45	18:50	4	4	5	15
18:50	18:55	4	5	4	13
18:55	19:00	3	4	5	10

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Evans Ave and Barber Ave, Eastlakes

GPS -33.924878, 151.272435

Date:	Tue 13/05/25
Weather:	Fine
Suburban:	Eastlakes
Customer:	N/A

North:	N/A
East:	Evans Ave
South:	Barber Ave
West:	Evans Ave

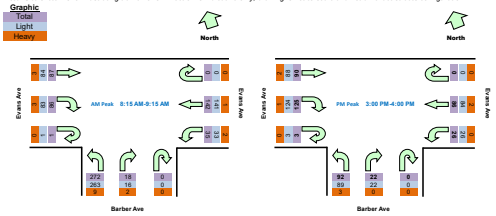
Survey Period	AM:	7:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	3:00 PM-4:00 PM

All Vehicles

Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	7	2	0	2	21	1	12	16	337	
7:15	7:30	0	22	5	0	0	33	0	13	10	402	
7:30	7:45	0	17	6	0	2	48	0	7	10	488	
7:45	8:00	0	17	7	0	2	57	0	13	7	567	
8:00	8:15	0	35	3	0	2	64	1	10	11	622	
8:15	8:30	0	32	9	0	5	92	0	16	15	641	Peak
8:30	8:45	0	51	9	0	4	64	0	23	18	567	
8:45	9:00	0	24	10	0	6	73	0	24	21	485	
9:00	9:15	0	35	7	0	3	43	1	23	33	398	
9:15	9:30	0	34	2	0	5	27	4	10	13		
9:30	9:45	0	27	1	0	4	19	2	20	14		
9:45	10:00	0	15	2	0	3	18	1	20	12		
15:00	15:15	0	23	14	0	9	29	0	23	22	444	Peak
15:15	15:30	0	17	2	0	3	27	2	30	27	403	
15:30	15:45	0	27	3	0	5	18	0	39	24	375	
15:45	16:00	0	19	7	0	5	18	1	33	17	340	
16:00	16:15	0	19	2	0	2	19	0	24	13	346	
16:15	16:30	0	10	3	0	2	22	1	25	17	367	
16:30	16:45	0	19	1	0	2	26	1	15	17	378	
16:45	17:00	0	23	3	1	6	24	1	31	17	409	
17:00	17:15	0	14	6	0	2	30	1	26	21	394	
17:15	17:30	0	22	3	0	6	16	0	28	16	377	
17:30	17:45	0	23	1	0	5	23	0	32	28	358	
17:45	18:00	0	21	2	0	6	15	0	28	19	301	
18:00	18:15	0	20	0	1	4	14	0	23	21	279	
18:15	18:30	0	14	0	0	3	12	1	20	22		
18:30	18:45	0	11	1	0	3	13	0	14	13		
18:45	19:00	0	15	3	0	4	15	1	16	15		

Peak Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:15	9:15	0	142	35	0	18	272	1	86	87	641
15:00	16:00	0	86	26	0	22	92	3	125	90	444

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	7	2	0	2	21	1	12	16
7:15	7:30	0	22	5	0	0	32	0	12	9
7:30	7:45	0	17	6	0	2	46	0	7	10
7:45	8:00	0	17	7	0	2	57	0	12	7
8:00	8:15	0	34	3	0	2	63	1	9	11
8:15	8:30	0	31	8	0	4	91	0	16	13
8:30	8:45	0	51	9	0	3	59	0	22	18
8:45	9:00	0	24	9	0	6	72	0	23	21
9:00	9:15	0	35	7	0	3	41	1	22	32
9:15	9:30	0	34	2	0	4	27	4	10	13
9:30	9:45	0	25	1	0	4	18	2	20	14
9:45	10:00	0	14	2	0	3	18	1	19	12
15:00	15:15	0	23	14	0	9	28	0	23	22
15:15	15:30	0	17	2	0	3	25	2	30	25
15:30	15:45	0	25	3	0	5	18	0	38	24
15:45	16:00	0	19	7	0	5	18	1	33	17
16:00	16:15	0	19	2	0	2	18	0	23	13
16:15	16:30	0	10	3	0	2	22	0	25	17
16:30	16:45	0	17	1	0	2	26	1	15	16
16:45	17:00	0	23	3	1	6	24	1	31	17
17:00	17:15	0	14	6	0	2	30	1	26	21
17:15	17:30	0	21	3	0	6	16	0	28	16
17:30	17:45	0	22	1	0	5	23	0	32	27
17:45	18:00	0	21	2	0	6	15	0	28	19
18:00	18:15	0	19	0	1	4	14	0	23	21
18:15	18:30	0	14	0	0	3	12	1	20	22
18:30	18:45	0	11	1	0	3	13	0	13	13
18:45	19:00	0	14	3	0	4	15	1	16	14

Peak Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:15	9:15	0	141	33	0	16	263	1	83	84	621
15:00	16:00	0	84	26	0	22	89	3	124	88	436

Heavy Vehicles

Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	1	0	1	1
7:30	7:45	0	0	0	0	0	2	0	0	0
7:45	8:00	0	0	0	0	0	0	0	1	0
8:00	8:15	0	1	0	0	0	1	0	1	0
8:15	8:30	0	1	1	0	1	1	0	0	2
8:30	8:45	0	0	0	0	1	5	0	1	0
8:45	9:00	0	0	1	0	0	1	0	1	0
9:00	9:15	0	0	0	0	0	2	0	1	1
9:15	9:30	0	0	0	0	1	0	0	0	0
9:30	9:45	0	2	0	0	0	1	0	0	0
9:45	10:00	0	1	0	0	0	0	0	1	0
15:00	15:15	0	0	0	0	0	1	0	0	0
15:15	15:30	0	0	0	0	0	2	0	0	2
15:30	15:45	0	2	0	0	0	0	0	1	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	1	0	1	0
16:15	16:30	0	0	0	0	0	0	1	0	0
16:30	16:45	0	2	0	0	0	0	0	0	1
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	1	0	0	0	0	0	0	0
17:30	17:45	0	1	0	0	0	0	0	0	1
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	1	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	1	0
18:45	19:00	0	1	0	0	0	0	0	0	1

Peak Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:15	9:15	0	1	2	0	2	9	0	3	3	20
15:00	16:00	0	2	0	0	0	3	0	1	2	8

Queue

Time		East	South	West
Period Start	Period End			
7:00	7:05	0	0	0
7:05	7:10	0	0	0
7:10	7:15	0	0	0
7:15	7:20	0	0	0
7:20	7:25	0	0	0
7:25	7:30	0	0	0
7:30	7:35	0	0	0
7:35	7:40	0	3	0
7:40	7:45	0	0	0
7:45	7:50	0	0	0
7:50	7:55	0	0	0
7:55	8:00	0	0	0
8:00	8:05	0	0	0
8:05	8:10	0	0	0
8:10	8:15	0	0	0
8:15	8:20	0	0	0
8:20	8:25	0	5	0
8:25	8:30	0	0	0
8:30	8:35	0	4	0
8:35	8:40	0	2	0
8:40	8:45	0	7	0
8:45	8:50	0	4	0
8:50	8:55	0	3	0
8:55	9:00	0	0	2
9:00	9:05	0	4	0
9:05	9:10	0	5	0
9:10	9:15	0	3	0
9:15	9:20	0	0	0
9:20	9:25	0	0	0
9:25	9:30	0	0	0
9:30	9:35	0	3	0
9:35	9:40	0	0	0
9:40	9:45	0	4	0
9:45	9:50	0	0	2
9:50	9:55	0	0	0
9:55	10:00	0	0	0
15:00	15:05	0	0	0
15:05	15:10	0	0	0
15:10	15:15	0	0	0
15:15	15:20	0	2	0
15:20	15:25	0	2	0
15:25	15:30	0	0	0
15:30	15:35	0	3	0
15:35	15:40	0	0	0
15:40	15:45	0	0	0
15:45	15:50	0	0	0
15:50	15:55	0	0	0
15:55	16:00	0	0	0
16:00	16:05	0	0	0
16:05	16:10	0	0	0
16:10	16:15	0	0	0
16:15	16:20	0	0	0
16:20	16:25	0	0	2
16:25	16:30	0	0	0
16:30	16:35	0	0	0
16:35	16:40	0	0	0
16:40	16:45	0	0	0
16:45	16:50	0	3	0
16:50	16:55	0	2	0
16:55	17:00	0	0	0
17:00	17:05	0	0	0
17:05	17:10	0	0	0
17:10	17:15	0	0	0
17:15	17:20	0	0	0
17:20	17:25	0	0	0
17:25	17:30	0	0	0
17:30	17:35	0	0	0
17:35	17:40	0	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Gardeners Rd and Racecourse Pl, Rosebe

GPS	-33.923547, 151.211195

Date:	Sat 10/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	N/A
East:	Gardeners Rd
South:	Racecourse Pl
West:	Gardeners Rd

Survey Period	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

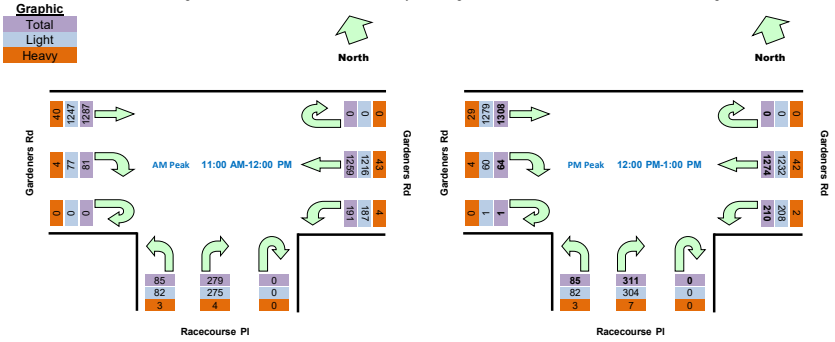
All Vehicles

Time		East Approach Gardeners R			South Approach Racecourse			West Approach Gardeners R			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
11:00	11:15	0	305	48	0	57	22	0	20	306	3182	Peak
11:15	11:30	0	304	43	0	70	20	0	16	305		
11:30	11:45	0	353	45	0	62	25	0	22	330		
11:45	12:00	0	297	55	0	90	18	0	23	346		
12:00	12:15	0	305	56	0	85	24	0	10	306	3253	Peak
12:15	12:30	0	319	53	0	79	14	0	22	339	3243	
12:30	12:45	0	334	47	0	71	19	1	14	339	3213	
12:45	13:00	0	316	54	0	76	28	0	18	324	3161	
13:00	13:15	0	301	38	0	66	21	1	18	331	3131	
13:15	13:30	0	309	55	0	45	25	0	14	348		
13:30	13:45	0	278	52	0	67	11	1	16	348		
13:45	14:00	0	324	39	0	60	28	0	16	319		

Peak Time		East Approach Gardeners R			South Approach Racecourse			West Approach Gardeners R			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
11:00	12:00	0	1259	191	0	279	85	0	81	1287	3182
12:00	13:00	0	1274	210	0	311	85	1	64	1308	3253

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic
Total
Light
Heavy



Queue

Time		East	South	West
Period Start	Period End			
11:00	11:05	5	5	4
11:05	11:10	7	4	7
11:10	11:15	9	6	6
11:15	11:20	10	5	11
11:20	11:25	8	7	15
11:25	11:30	10	6	13
11:30	11:35	11	8	15
11:35	11:40	12	6	14
11:40	11:45	15	11	16
11:45	11:50	12	8	11
11:50	11:55	11	9	15
11:55	12:00	13	11	20
12:00	12:05	15	11	18
12:05	12:10	20	7	10
12:10	12:15	12	5	16
12:15	12:20	14	6	14
12:20	12:25	11	7	17
12:25	12:30	9	7	15
12:30	12:35	14	9	18
12:35	12:40	15	5	21
12:40	12:45	13	8	25
12:45	12:50	7	6	18
12:50	12:55	16	11	17
12:55	13:00	14	4	19
13:00	13:05	11	8	15
13:05	13:10	14	9	17
13:10	13:15	10	10	15
13:15	13:20	15	11	14
13:20	13:25	18	8	16
13:25	13:30	14	7	14
13:30	13:35	18	6	13
13:35	13:40	15	7	15
13:40	13:45	13	9	17
13:45	13:50	14	11	15
13:50	13:55	11	12	17
13:55	14:00	9	11	16

Light Vehicles

Time		East Approach Gardeners R			South Approach Racecourse			West Approach Gardeners R		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
11:00	11:15	0	293	48	0	55	21	0	19	298
11:15	11:30	0	295	40	0	70	20	0	15	295
11:30	11:45	0	342	45	0	61	23	0	22	320
11:45	12:00	0	286	54	0	89	18	0	21	334
12:00	12:15	0	292	55	0	85	23	0	9	297
12:15	12:30	0	309	53	0	76	13	0	20	331
12:30	12:45	0	323	47	0	70	18	1	14	332
12:45	13:00	0	308	53	0	73	28	0	17	319
13:00	13:15	0	287	38	0	65	20	1	17	322
13:15	13:30	0	304	54	0	45	24	0	12	345
13:30	13:45	0	271	52	0	66	10	1	16	340
13:45	14:00	0	317	38	0	59	26	0	15	314

Peak Time		East Approach Gardeners R			South Approach Racecourse			West Approach Gardeners R			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
11:00	12:00	0	1216	187	0	275	82	0	77	1247	3084
12:00	13:00	0	1232	208	0	304	82	1	60	1279	3166

Heavy Vehicles

Time		East Approach Gardeners R			South Approach Racecourse			West Approach Gardeners R		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
11:00	11:15	0	12	0	0	2	1	0	1	8
11:15	11:30	0	9	3	0	0	0	0	1	10
11:30	11:45	0	11	0	0	1	2	0	0	10
11:45	12:00	0	11	1	0	1	0	0	2	12
12:00	12:15	0	13	1	0	0	1	0	1	9
12:15	12:30	0	10	0	0	3	1	0	2	8
12:30	12:45	0	11	0	0	1	1	0	0	7
12:45	13:00	0	8	1	0	3	0	0	1	5
13:00	13:15	0	14	0	0	1	1	0	1	9
13:15	13:30	0	5	1	0	0	1	0	2	3
13:30	13:45	0	7	0	0	1	1	0	0	8
13:45	14:00	0	7	1	0	1	2	0	1	5

Peak Time		East Approach Gardeners R			South Approach Racecourse			West Approach Gardeners R			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
11:00	12:00	0	43	4	0	4	3	0	4	40	98
12:00	13:00	0	42	2	0	7	3	0	4	29	87

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Evans Ave and Racecourse Pl, Rosebery

GPS	-33.924441, 151.211001
Date:	Sat 10/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	Racecourse Pl
East:	Evans Ave
South:	N/A
West:	Evans Ave

Survey Period	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

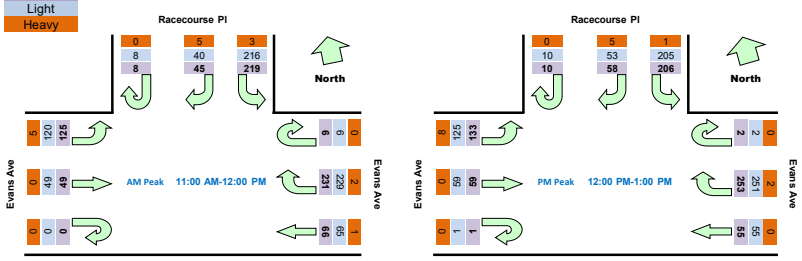
Time		orth Approach Racecourse I			East Approach Evans Ave			West Approach Evans Ave			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
11:00	11:15	1	12	55	1	52	27	0	22	26	749	Peak
11:15	11:30	1	9	49	3	65	13	0	8	24		
11:30	11:45	2	13	52	2	53	13	0	11	32		
11:45	12:00	4	11	63	0	61	13	0	8	43		
12:00	12:15	2	15	49	0	69	10	1	14	38	777	Peak
12:15	12:30	0	13	62	1	59	15	0	18	34	748	
12:30	12:45	2	14	45	0	61	17	0	13	27	716	
12:45	13:00	6	16	50	1	64	13	0	14	34	715	
13:00	13:15	3	7	46	0	55	16	0	13	29	687	
13:15	13:30	3	17	49	2	44	19	0	13	23		
13:30	13:45	0	13	55	0	55	17	0	15	23		
13:45	14:00	3	10	42	1	59	16	0	13	26		

Peak Time		orth Approach Racecourse I			East Approach Evans Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
11:00	12:00	8	45	219	6	231	66	0	49	125	749
12:00	13:00	10	58	206	2	253	55	1	59	133	777

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Queue

Time		North	East	West
Period Start	Period End			
11:00	11:05	0	0	0
11:05	11:10	2	0	10
11:10	11:15	0	0	3
11:15	11:20	0	0	0
11:20	11:25	0	0	2
11:25	11:30	0	0	0
11:30	11:35	0	0	0
11:35	11:40	0	0	0
11:40	11:45	0	0	4
11:45	11:50	0	0	0
11:50	11:55	0	0	3
11:55	12:00	0	0	5
12:00	12:05	0	7	3
12:05	12:10	0	9	3
12:10	12:15	0	0	5
12:15	12:20	0	0	3
12:20	12:25	0	0	0
12:25	12:30	0	0	3
12:30	12:35	0	0	2
12:35	12:40	2	0	3
12:40	12:45	0	0	3
12:45	12:50	0	0	0
12:50	12:55	2	0	0
12:55	13:00	0	0	0
13:00	13:05	0	0	0
13:05	13:10	0	0	3
13:10	13:15	0	0	0
13:15	13:20	0	0	0
13:20	13:25	0	0	0
13:25	13:30	0	0	0
13:30	13:35	0	0	0
13:35	13:40	0	0	0
13:40	13:45	0	0	3
13:45	13:50	0	0	2
13:50	13:55	0	0	0
13:55	14:00	0	0	0

Light Vehicles

Time		orth Approach Racecourse I			East Approach Evans Ave			West Approach Evans Ave		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
11:00	11:15	1	11	55	1	51	26	0	22	24
11:15	11:30	1	7	47	3	65	13	0	8	24
11:30	11:45	2	13	52	2	52	13	0	11	30
11:45	12:00	4	9	62	0	61	13	0	8	42
12:00	12:15	2	13	49	0	69	10	1	14	37
12:15	12:30	0	12	61	1	57	15	0	18	32
12:30	12:45	2	14	45	0	61	17	0	13	25
12:45	13:00	6	14	50	1	64	13	0	14	31
13:00	13:15	3	6	46	0	55	16	0	13	27
13:15	13:30	3	15	48	2	44	19	0	13	22
13:30	13:45	0	13	55	0	54	17	0	15	22
13:45	14:00	3	8	42	1	58	16	0	13	24

Peak Time		orth Approach Racecourse I			East Approach Evans Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
11:00	12:00	8	40	216	6	229	65	0	49	120	733
12:00	13:00	10	53	205	2	251	55	1	59	125	761

Heavy Vehicles

Time		orth Approach Racecourse I			East Approach Evans Ave			West Approach Evans Ave		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
11:00	11:15	0	1	0	0	1	1	0	0	2
11:15	11:30	0	2	2	0	0	0	0	0	0
11:30	11:45	0	0	0	0	1	0	0	0	2
11:45	12:00	0	2	1	0	0	0	0	0	1
12:00	12:15	0	2	0	0	0	0	0	0	1
12:15	12:30	0	1	1	0	2	0	0	0	2
12:30	12:45	0	0	0	0	0	0	0	0	2
12:45	13:00	0	2	0	0	0	0	0	0	3
13:00	13:15	0	1	0	0	0	0	0	0	2
13:15	13:30	0	2	1	0	0	0	0	0	1
13:30	13:45	0	0	0	0	1	0	0	0	1
13:45	14:00	0	2	0	0	1	0	0	0	2

Peak Time		orth Approach Racecourse I			East Approach Evans Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
11:00	12:00	0	5	3	0	2	1	0	0	5	16
12:00	13:00	0	5	1	0	2	0	0	0	8	16

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Maloney St and Evans Ave, Rosebery

GPS *-33.924222, 151.206767*

Date:	Sat 10/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	Maloney St
East:	Evans Ave
South:	Maloney St
West:	N/A

Survey Period	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

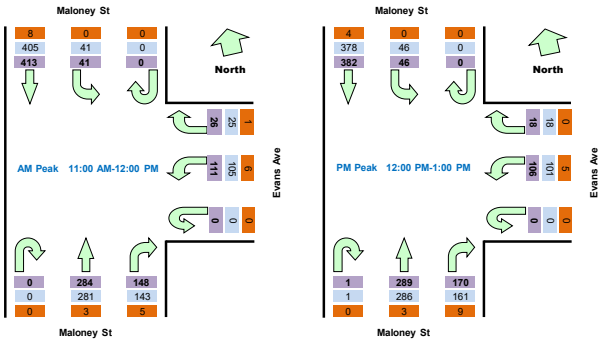
Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
11:00	11:15	0	82	10	0	5	38	0	37	75	1023	Peak
11:15	11:30	0	91	9	0	11	25	0	25	79		
11:30	11:45	0	122	11	0	4	19	0	37	67		
11:45	12:00	0	118	11	0	6	29	0	49	63		
12:00	12:15	0	101	7	0	3	29	0	52	64	1012	Peak
12:15	12:30	0	84	15	0	5	25	0	44	72	983	
12:30	12:45	0	94	9	0	7	23	0	40	80	984	
12:45	13:00	0	103	15	0	3	29	1	34	73	973	
13:00	13:15	0	90	22	0	8	16	0	32	59	978	
13:15	13:30	0	80	8	0	13	25	0	29	91		
13:30	13:45	0	95	12	0	3	24	0	30	78		
13:45	14:00	0	108	13	0	10	27	0	25	80		

Peak Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
11:00	12:00	0	413	41	0	26	111	0	148	284	1023
12:00	13:00	0	382	46	0	18	106	1	170	289	1012

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
11:00	11:15	0	79	10	0	5	36	0	35	75
11:15	11:30	0	90	9	0	11	23	0	25	77
11:30	11:45	0	120	11	0	4	19	0	35	66
11:45	12:00	0	116	11	0	5	27	0	48	63
12:00	12:15	0	100	7	0	3	28	0	51	64
12:15	12:30	0	82	15	0	5	24	0	42	71
12:30	12:45	0	93	9	0	7	22	0	36	80
12:45	13:00	0	103	15	0	3	27	1	32	71
13:00	13:15	0	87	22	0	8	15	0	31	57
13:15	13:30	0	78	8	0	12	23	0	28	90
13:30	13:45	0	93	12	0	3	24	0	29	76
13:45	14:00	0	107	13	0	10	25	0	23	80

Peak Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
11:00	12:00	0	405	41	0	25	105	0	143	281	1000
12:00	13:00	0	378	46	0	18	101	1	161	286	991

Heavy Vehicles

Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
11:00	11:15	0	3	0	0	0	2	0	2	0
11:15	11:30	0	1	0	0	0	2	0	0	2
11:30	11:45	0	2	0	0	0	0	0	2	1
11:45	12:00	0	2	0	0	1	2	0	1	0
12:00	12:15	0	1	0	0	0	1	0	1	0
12:15	12:30	0	2	0	0	0	1	0	2	1
12:30	12:45	0	1	0	0	0	1	0	4	0
12:45	13:00	0	0	0	0	0	2	0	2	2
13:00	13:15	0	3	0	0	0	1	0	1	2
13:15	13:30	0	2	0	0	1	2	0	1	1
13:30	13:45	0	2	0	0	0	0	0	1	2
13:45	14:00	0	1	0	0	0	2	0	2	0

Peak Time		North Approach Maloney St			East Approach Evans Ave			South Approach Maloney St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
11:00	12:00	0	8	0	0	1	6	0	5	3	23
12:00	13:00	0	4	0	0	0	5	0	9	3	21

Queue

Time		North	East	South
Period Start	Period End			
11:00	11:05	0	0	2
11:05	11:10	0	0	15
11:10	11:15	0	2	5
11:15	11:20	0	0	4
11:20	11:25	0	0	2
11:25	11:30	0	0	3
11:30	11:35	0	0	2
11:35	11:40	0	0	3
11:40	11:45	0	2	2
11:45	11:50	0	0	13
11:50	11:55	0	2	15
11:55	12:00	0	0	14
12:00	12:05	0	2	9
12:05	12:10	0	0	14
12:10	12:15	0	2	2
12:15	12:20	0	0	10
12:20	12:25	0	2	0
12:25	12:30	0	0	2
12:30	12:35	0	0	2
12:35	12:40	0	2	5
12:40	12:45	0	0	0
12:45	12:50	0	3	0
12:50	12:55	0	0	3
12:55	13:00	0	2	4
13:00	13:05	0	0	6
13:05	13:10	0	0	2
13:10	13:15	0	0	5
13:15	13:20	0	2	4
13:20	13:25	0	2	0
13:25	13:30	0	3	0
13:30	13:35	0	0	0
13:35	13:40	0	0	4
13:40	13:45	0	0	0
13:45	13:50	0	0	5
13:50	13:55	0	2	3
13:55	14:00	0	0	8

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Gardeners Rd and Dalmeny Ave, Rosebery

GPS -33.922912, 151.207054

Date:	Sat 10/05/25
Weather:	Fine
Suburban:	Rosebery
Customer:	N/A

North:	Dalmeny Ave
East:	Gardeners Rd
South:	Maloney St
West:	Gardeners Rd

Survey	AM:	11:00 AM-12:00 PM
Period	PM:	12:00 PM-2:00 PM
Traffic	AM:	11:00 AM-12:00 PM
Peak	PM:	12:15 PM-1:15 PM

All Vehicles

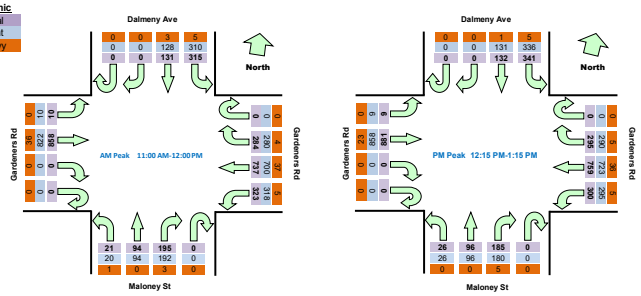
Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
11:00	11:15	0	0	34	55	0	69	200	58	0	45	29	6	0	0	226	0	2968	Peak
11:15	11:30	0	0	27	92	0	74	177	73	0	56	28	6	0	0	173	3		
11:30	11:45	0	0	36	79	0	64	217	97	0	50	17	4	0	0	223	3		
11:45	12:00	0	0	34	89	0	77	143	95	0	44	20	5	0	0	236	4		
12:00	12:15	0	0	22	93	0	64	179	86	0	36	22	9	0	0	187	2	2977	
12:15	12:30	0	0	38	76	0	70	202	61	0	47	25	5	0	0	238	3	3024	Peak
12:30	12:45	0	0	24	86	0	72	203	79	0	51	28	8	0	0	217	1	3022	
12:45	13:00	0	0	31	83	0	76	181	87	0	52	19	5	0	0	207	2	2961	
13:00	13:15	0	0	39	96	0	77	173	73	0	35	24	8	0	0	219	3	2984	
13:15	13:30	0	0	28	73	0	66	208	60	0	66	30	8	0	0	223	1		
13:30	13:45	0	0	18	63	0	74	127	89	0	48	24	9	0	0	254	2		
13:45	14:00	0	0	38	53	0	78	191	83	0	52	33	5	0	0	230	3		

Peak Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:00	12:00	0	0	131	315	0	284	737	323	0	195	94	21	0	0	858	10	2968
12:15	13:15	0	0	132	341	0	295	759	300	0	185	96	26	0	0	881	9	3024

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Queue

Time		North	East	South	West
Period Start	Period End				
11:00	11:05	13	12	14	28
11:05	11:10	11	10	18	20
11:10	11:15	7	12	11	26
11:15	11:20	15	14	7	27
11:20	11:25	15	11	11	21
11:25	11:30	13	10	14	27
11:30	11:35	14	11	13	20
11:35	11:40	10	13	11	26
11:40	11:45	15	13	15	23
11:45	11:50	15	14	17	24
11:50	11:55	15	24	18	26
11:55	12:00	11	18	18	21
12:00	12:05	12	11	17	23
12:05	12:10	15	9	18	30
12:10	12:15	15	14	18	28
12:15	12:20	15	14	17	26
12:20	12:25	15	12	15	29
12:25	12:30	15	17	18	27
12:30	12:35	15	18	9	24
12:35	12:40	13	12	13	29
12:40	12:45	15	19	11	27
12:45	12:50	15	17	15	24
12:50	12:55	15	15	17	22
12:55	13:00	15	15	16	24
13:00	13:05	15	14	17	25
13:05	13:10	15	15	18	20
13:10	13:15	11	17	18	21
13:15	13:20	7	15	15	20
13:20	13:25	13	13	17	26
13:25	13:30	12	20	10	23
13:30	13:35	8	18	13	28
13:35	13:40	10	13	18	25
13:40	13:45	8	12	11	28
13:45	13:50	11	14	12	27
13:50	13:55	9	18	11	21
13:55	14:00	5	14	17	22

Light Vehicles

Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
11:00	11:15	0	0	33	53	0	69	189	56	0	45	29	6	0	0	219	0
11:15	11:30	0	0	27	90	0	73	170	72	0	54	28	6	0	0	166	3
11:30	11:45	0	0	35	78	0	63	206	96	0	49	17	4	0	0	215	3
11:45	12:00	0	0	33	89	0	75	135	94	0	44	20	4	0	0	222	4
12:00	12:15	0	0	21	89	0	63	166	86	0	36	22	9	0	0	181	2
12:15	12:30	0	0	37	74	0	68	194	60	0	46	25	5	0	0	231	3
12:30	12:45	0	0	24	85	0	71	193	78	0	51	28	8	0	0	211	1
12:45	13:00	0	0	31	83	0	75	174	87	0	50	19	5	0	0	203	2
13:00	13:15	0	0	39	94	0	76	162	70	0	33	24	8	0	0	213	3
13:15	13:30	0	0	27	72	0	65	204	59	0	65	29	8	0	0	220	1
13:30	13:45	0	0	18	63	0	74	121	87	0	47	24	8	0	0	247	2
13:45	14:00	0	0	38	51	0	75	186	82	0	52	33	5	0	0	226	3

Peak Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:00	12:00	0	0	128	310	0	280	700	318	0	192	94	20	0	0	822	10	2874
12:15	13:15	0	0	131	336	0	290	723	295	0	180	96	26	0	0	858	9	2944

Heavy Vehicles

Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
11:00	11:15	0	0	1	2	0	0	11	2	0	0	0	0	0	0	7	0
11:15	11:30	0	0	0	2	0	1	7	1	0	2	0	0	0	0	7	0
11:30	11:45	0	0	1	1	0	1	11	1	0	1	0	0	0	0	8	0
11:45	12:00	0	0	1	0	0	2	8	1	0	0	0	1	0	0	14	0
12:00	12:15	0	0	1	4	0	1	13	0	0	0	0	0	0	0	6	0
12:15	12:30	0	0	1	2	0	2	8	1	0	1	0	0	0	0	7	0
12:30	12:45	0	0	0	1	0	1	10	1	0	0	0	0	0	0	6	0
12:45	13:00	0	0	0	0	0	1	7	0	0	2	0	0	0	0	4	0
13:00	13:15	0	0	0	2	0	1	11	3	0	2	0	0	0	0	6	0
13:15	13:30	0	0	1	1	0	1	4	1	0	1	1	0	0	0	3	0
13:30	13:45	0	0	0	0	0	0	6	2	0	1	0	1	0	0	7	0
13:45	14:00	0	0	0	2	0	3	5	1	0	0	0	0	0	0	4	0

Peak Time		North Approach Dalmeny Ave				East Approach Gardeners Rd				South Approach Maloney St				West Approach Gardeners Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:00	12:00	0	0	3	5	0	4	37	5	0	3	0	1	0	0	36	0	94
12:15	13:15	0	0	1	5	0	5	36	5	0	5	0	0	0	0	23	0	80

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Evans Ave and Barber Ave, Eastlakes

GPS	*-33.924878, 151.212435*
Date:	Sat 10/05/25
Weather:	Fine
Suburban:	Eastlakes
Customer:	N/A

North:	N/A
East:	Evans Ave
South:	Barber Ave
West:	Evans Ave

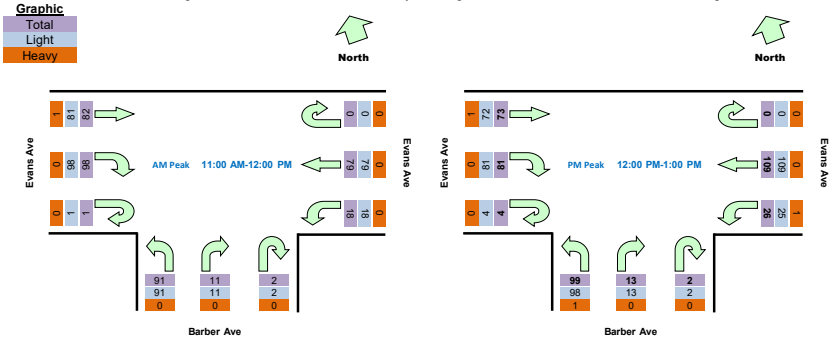
Survey Period	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
11:00	11:15	0	16	4	0	4	21	0	23	25	382	Peak
11:15	11:30	0	21	4	2	4	25	1	24	15		
11:30	11:45	0	19	7	0	1	21	0	20	21		
11:45	12:00	0	23	3	0	2	24	0	31	21		
12:00	12:15	0	27	7	1	4	32	1	19	15	407	Peak
12:15	12:30	0	22	2	1	3	19	0	19	26	379	
12:30	12:45	0	31	8	0	3	24	2	27	13	380	
12:45	13:00	0	29	9	0	3	24	1	16	19	371	
13:00	13:15	1	14	3	0	4	24	0	19	13	343	
13:15	13:30	0	21	3	1	2	22	0	30	14		
13:30	13:45	0	17	7	0	8	24	1	18	24		
13:45	14:00	0	16	2	0	0	30	1	12	12		

Peak Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
11:00	12:00	0	79	18	2	11	91	1	98	82	382
12:00	13:00	0	109	26	2	13	99	4	81	73	407

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
11:00	11:15	0	16	4	0	4	21	0	23	25
11:15	11:30	0	21	4	2	4	25	1	24	14
11:30	11:45	0	19	7	0	1	21	0	20	21
11:45	12:00	0	23	3	0	2	24	0	31	21
12:00	12:15	0	27	7	1	4	32	1	19	15
12:15	12:30	0	22	2	1	3	18	0	19	25
12:30	12:45	0	31	8	0	3	24	2	27	13
12:45	13:00	0	29	8	0	3	24	1	16	19
13:00	13:15	1	14	3	0	4	24	0	19	13
13:15	13:30	0	21	3	1	2	22	0	30	14
13:30	13:45	0	17	7	0	8	24	1	18	24
13:45	14:00	0	16	2	0	0	30	1	12	12

Peak Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
11:00	12:00	0	79	18	2	11	91	1	98	81	381
12:00	13:00	0	109	25	2	13	98	4	81	72	404

Heavy Vehicles

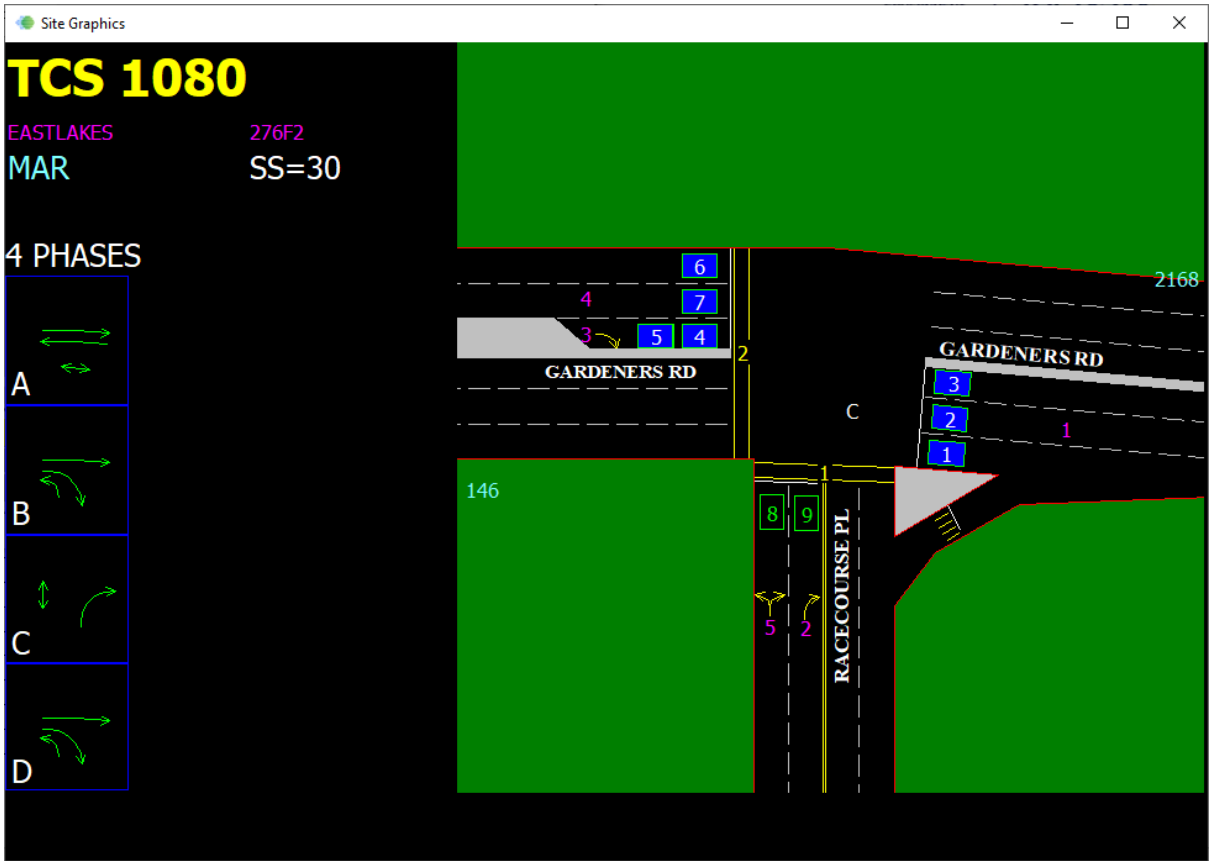
Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
11:00	11:15	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	1
11:30	11:45	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	1	0	0	1
12:30	12:45	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	1	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0	0

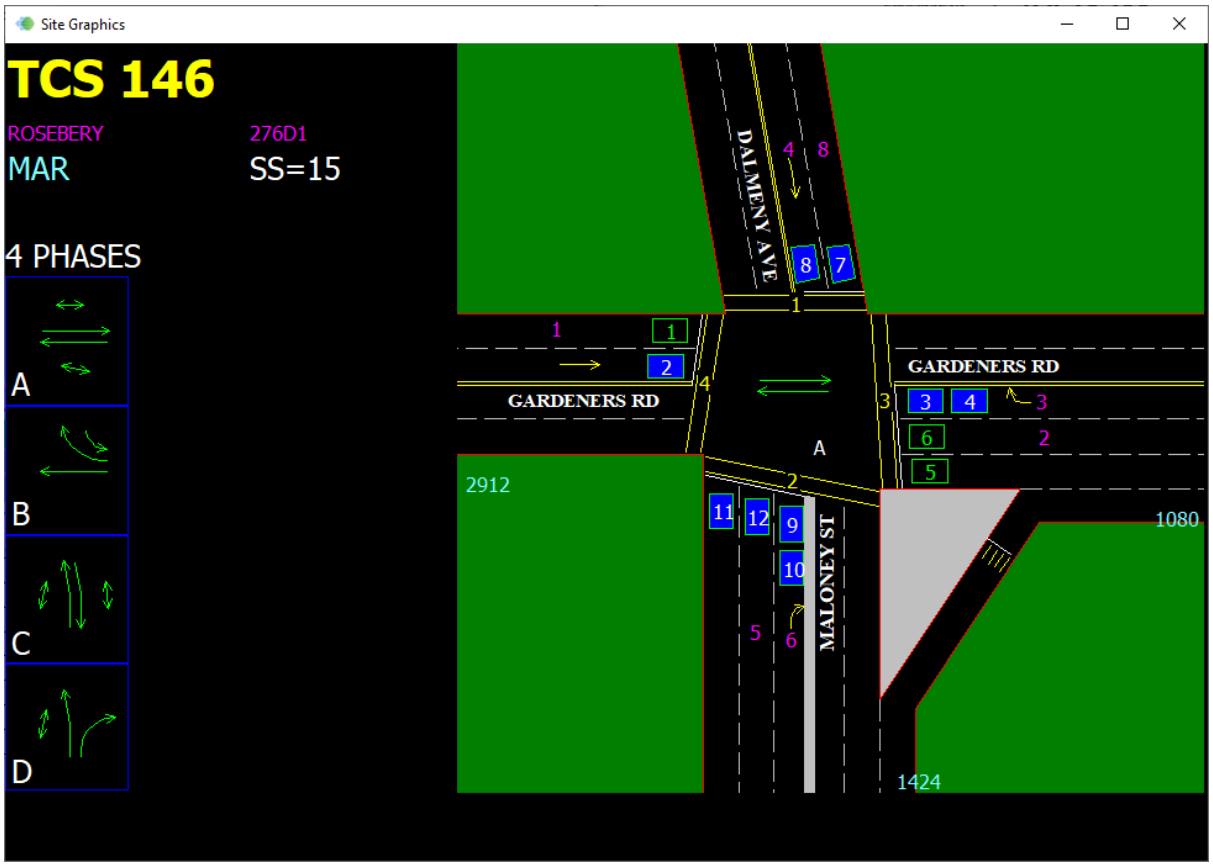
Peak Time		East Approach Evans Ave			South Approach Barber Ave			West Approach Evans Ave			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
11:00	12:00	0	0	0	0	0	0	0	0	1	1
12:00	13:00	0	0	1	0	0	1	0	0	1	3

Queue

Time		East	South	West
Period Start	Period End			
11:00	11:05	0	0	0
11:05	11:10	0	0	0
11:10	11:15	0	0	0
11:15	11:20	0	0	0
11:20	11:25	0	3	0
11:25	11:30	0	0	0
11:30	11:35	0	0	0
11:35	11:40	0	0	0
11:40	11:45	0	0	3
11:45	11:50	0	0	0
11:50	11:55	0	0	0
11:55	12:00	0	0	0
12:00	12:05	0	3	0
12:05	12:10	0	2	0
12:10	12:15	0	0	0
12:15	12:20	0	0	0
12:20	12:25	0	0	0
12:25	12:30	0	2	0
12:30	12:35	0	0	0
12:35	12:40	0	0	0
12:40	12:45	0	2	4
12:45	12:50	0	2	0
12:50	12:55	0	0	0
12:55	13:00	0	0	0
13:00	13:05	0	0	0
13:05	13:10	0	2	0
13:10	13:15	0	0	0
13:15	13:20	0	0	0
13:20	13:25	0	0	0
13:25	13:30	0	0	0
13:30	13:35	0	2	0
13:35	13:40	0	0	0
13:40	13:45	0	0	0
13:45	13:50	0	0	0
13:50	13:55	0	0	0
13:55	14:00	0	0	0

Appendix 3. SCATS Data




Site Graphics
TCS 146
ROSEBERY
276D1
MAR
SS=15
4 PHASES
A
B
C
D
DALMENY AVE
GARDENERS RD
GARDENERS RD
MALONEY ST
2912
1080
1424

Appendix 4. SIDRA Results

MOVEMENT SUMMARY

Site: 1AM [1. GAR_RAC_25_AM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [AM (Network Folder: Existing Weekday)]

Gardeners Road | Racecourse Place
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Racecourse Place															
1	L2	All MCs	103	12.2	103	12.2	0.963	89.5	LOS F	17.0	124.0	1.00	1.15	1.37	3.5
3	R2	All MCs	633	1.8	633	1.8	* 0.963	91.7	LOS F	17.4	124.0	1.00	1.15	1.37	14.3
Approach			736	3.3	736	3.3	0.963	91.4	LOS F	17.4	124.0	1.00	1.15	1.37	13.1
East: Gardeners Road East															
4	L2	All MCs	180	4.1	180	4.1	0.138	8.7	LOS A	1.7	12.7	0.21	0.61	0.21	46.8
5	T1	All MCs	1795	3.7	1795	3.7	0.474	11.6	LOS A	19.5	141.1	0.51	0.47	0.51	41.6
Approach			1975	3.7	1975	3.7	0.474	11.3	LOS A	19.5	141.1	0.48	0.48	0.48	41.4
West: Gardners Road West															
11	T1	All MCs	1807	3.4	1807	3.4	* 0.710	4.4	LOS A	19.0	137.1	0.34	0.32	0.34	55.3
12	R2	All MCs	51	8.3	51	8.3	0.358	18.0	LOS B	1.4	10.6	0.43	0.68	0.43	34.4
Approach			1858	3.6	1858	3.6	0.710	4.8	LOS A	19.0	137.1	0.35	0.33	0.35	54.4
All Vehicles			4568	3.6	4568	3.6	0.963	21.6	LOS B	19.5	141.1	0.51	0.53	0.57	36.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Place											
P1	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
West: Gardners Road West											
P4	Full	100	64.4	LOS F	0.4	0.4	0.96	0.96	218.2	200.0	0.92
All Pedestrians		153	64.4	LOS F	0.4	0.4	0.96	0.96	218.2	200.0	0.92

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: 2AM [2. RAC_EVA_25_AM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [AM (Network Folder: Existing Weekday)]

Racecourse Place | Evans Avenue
Site Category: Existing Design
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Evans Avenue East															
5	T1	All MCs	23	4.5	23	4.5	0.597	1.2	LOS A	32.5	232.5	0.33	0.49	0.33	27.7
6	R2	All MCs	446	2.4	446	2.4	0.597	5.9	LOS A	32.5	232.5	0.33	0.49	0.33	27.7
6u	U	All MCs	1	0.0	1	0.0	0.597	7.2	LOS A	32.5	232.5	0.33	0.49	0.33	27.7
Approach			471	2.5	471	2.5	0.597	5.7	LOS A	32.5	232.5	0.33	0.49	0.33	27.7
North: Racecourse Place															
7	L2	All MCs	176	2.4	176	2.4	0.194	3.6	LOS A	1.2	8.5	0.15	0.47	0.15	25.9
9	R2	All MCs	52	14.3	52	14.3	0.194	5.7	LOS A	1.2	8.5	0.15	0.47	0.15	25.9
9u	U	All MCs	9	0.0	9	0.0	0.194	6.9	LOS A	1.2	8.5	0.15	0.47	0.15	25.9
Approach			237	4.9	237	4.9	0.194	4.2	LOS A	1.2	8.5	0.15	0.47	0.15	25.9
West: Evans Avenue West															
10	L2	All MCs	145	9.4	145	9.4	0.703	17.7	LOS B	7.0	52.3	0.94	0.98	1.26	27.1
11	T1	All MCs	23	4.5	23	4.5	0.703	17.0	LOS B	7.0	52.3	0.94	0.98	1.26	27.1
Approach			168	8.7	168	8.8	0.703	17.6	LOS B	7.0	52.3	0.94	0.98	1.26	27.1
All Vehicles			876	4.3	876	4.3	0.703	7.6	LOS A	32.5	232.5	0.40	0.58	0.46	27.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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: 3AM [3. MAL_EVA_25_AM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [AM (Network Folder: Existing Weekday)]

New Site
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloney Street South															
2	T1	All MCs	378	1.9	378	1.9	0.336	1.1	LOS A	1.3	9.7	0.31	0.32	0.31	38.1
3	R2	All MCs	108	10.7	108	10.7	0.336	7.2	LOS A	1.3	9.7	0.31	0.32	0.31	38.1
Approach			486	3.9	486	3.9	0.336	2.4	NA	1.3	9.7	0.31	0.32	0.31	38.1
East: Evans Avenue															
4	L2	All MCs	98	7.5	98	7.5	0.071	6.9	LOS A	0.0	0.0	0.00	1.02	0.00	34.5
6	R2	All MCs	29	0.0	29	0.0	0.098	16.9	LOS B	0.3	2.2	0.73	1.00	0.73	28.3
Approach			127	5.8	127	5.8	0.098	9.2	LOS A	0.3	2.2	0.17	1.01	0.17	33.1
North: Maloney Street North															
7	L2	All MCs	23	0.0	23	0.0	0.013	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	34.5
8	T1	All MCs	357	2.4	357	2.4	0.187	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			380	2.2	380	2.2	0.187	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.1
All Vehicles			994	3.5	994	3.5	0.336	2.5	NA	1.3	9.7	0.17	0.30	0.17	40.1

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 4AM [4. GAR_MAL_25_AM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [AM (Network Folder: Existing Weekday)]

Gardeners Road | Maloney Street | Dalmey Avenue
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloneys Street															
1	L2	All MCs	8	25.0	8	25.0	0.018	41.2	LOS C	0.4	3.4	0.73	0.65	0.73	20.2
2	T1	All MCs	112	0.9	112	0.9	0.182	36.3	LOS C	5.4	38.2	0.76	0.61	0.76	20.3
3	R2	All MCs	287	1.5	287	1.5	* 0.760	66.5	LOS E	17.7	125.6	1.00	1.09	1.05	7.0
Approach			407	1.8	407	1.8	0.760	57.7	LOS E	17.7	125.6	0.93	0.95	0.96	10.3
East: Gardeners Road East															
4	L2	All MCs	326	0.6	326	0.6	0.184	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
5	T1	All MCs	1175	2.5	1175	2.5	0.532	10.6	LOS A	17.4	124.1	0.47	0.42	0.47	47.4
6	R2	All MCs	268	2.0	268	2.0	* 0.724	63.7	LOS E	16.3	116.3	0.98	1.03	1.00	20.2
Approach			1769	2.1	1769	2.1	0.724	17.8	LOS B	17.4	124.1	0.46	0.54	0.46	39.7
North: Dalmey Avenue															
7	L2	All MCs	300	2.5	300	2.5	0.623	68.4	LOS E	17.3	123.5	0.91	0.83	0.91	12.3
8	T1	All MCs	129	3.3	129	3.3	* 0.702	88.8	LOS F	8.9	64.3	1.00	0.86	1.08	9.4
Approach			429	2.7	429	2.7	0.702	74.5	LOS F	17.3	123.5	0.93	0.84	0.96	8.7
West: Gardeners Road West															
10	L2	All MCs	13	0.0	13	0.0	0.894	59.3	LOS E	45.8	332.2	1.00	1.01	1.12	20.4
11	T1	All MCs	1272	4.3	1272	4.3	* 0.894	53.8	LOS D	45.8	332.5	1.00	1.01	1.12	15.1
Approach			1284	4.3	1284	4.3	0.894	53.8	LOS D	45.8	332.5	1.00	1.01	1.12	15.1
All Vehicles			3891	2.8	3891	2.8	0.894	40.1	LOS C	45.8	332.5	0.74	0.77	0.79	22.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Maloneys Street											
P1	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
East: Gardeners Road East											
P2	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92

North: Dalmey Avenue										
P3	Full	11	64.2	LOS F	0.0	0.0	0.96	0.96	218.0	200.0	0.92
West: Gardeners Road West										
P4	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians		168	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92

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: 5AM [5. EVA_BAR_25_AM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [AM (Network Folder: Existing Weekday)]

Evans Avenue | Barber Avenue
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Barber Avenue															
1	L2	All MCs	308	2.7	308	2.7	0.330	5.2	LOS A	1.2	8.8	0.32	0.54	0.32	37.5
3	R2	All MCs	18	11.8	18	11.8	0.330	6.6	LOS A	1.2	8.8	0.32	0.54	0.32	38.3
Approach			326	3.2	326	3.2	0.330	5.3	LOS A	1.2	8.8	0.32	0.54	0.32	37.6
East: Evans Avenue East															
4	L2	All MCs	33	6.5	33	6.5	0.122	3.5	LOS A	0.0	0.0	0.00	0.08	0.00	39.0
5	T1	All MCs	149	1.4	149	1.4	0.122	0.1	LOS A	0.0	0.0	0.00	0.08	0.00	39.5
Approach			182	2.3	182	2.3	0.122	0.7	NA	0.0	0.0	0.00	0.08	0.00	39.3
West: Evans Avenue West															
11	T1	All MCs	68	3.1	68	3.1	0.087	0.5	LOS A	0.4	2.9	0.28	0.33	0.28	38.1
12	R2	All MCs	77	4.1	77	4.1	0.087	4.2	LOS A	0.4	2.9	0.28	0.33	0.28	38.8
Approach			145	3.6	145	3.6	0.087	2.4	NA	0.4	2.9	0.28	0.33	0.28	38.4
All Vehicles			654	3.1	654	3.1	0.330	3.4	NA	1.2	8.8	0.22	0.36	0.22	38.5

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 1PM [1. GAR_RAC_25_PM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [PM (Network Folder: Existing Weekday)]

Gardeners Road | Racecourse Place
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Racecourse Place															
1	L2	All MCs	77	8.2	77	8.2	0.765	57.4	LOS E	13.5	97.3	1.00	0.90	1.10	4.5
3	R2	All MCs	305	0.7	305	0.7	* 0.765	72.6	LOS F	13.5	97.3	1.00	0.90	1.10	17.2
Approach			382	2.2	382	2.2	0.765	69.6	LOS E	13.5	97.3	1.00	0.90	1.10	15.2
East: Gardeners Road East															
4	L2	All MCs	262	2.0	262	2.0	0.199	8.2	LOS A	2.3	16.2	0.19	0.61	0.19	47.3
5	T1	All MCs	1687	1.8	1687	1.8	0.462	13.2	LOS A	19.5	138.5	0.54	0.49	0.54	39.7
Approach			1949	1.8	1949	1.8	0.462	12.5	LOS A	19.5	138.5	0.49	0.50	0.49	40.2
West: Gardners Road West															
11	T1	All MCs	1793	1.8	1793	1.8	* 0.597	1.8	LOS A	16.1	114.3	0.17	0.16	0.17	57.8
12	R2	All MCs	83	7.6	83	7.6	0.274	10.6	LOS A	1.3	9.4	0.24	0.64	0.24	40.9
Approach			1876	2.1	1876	2.1	0.597	2.2	LOS A	16.1	114.3	0.18	0.18	0.18	57.3
All Vehicles			4207	2.0	4207	2.0	0.765	13.1	LOS A	19.5	138.5	0.40	0.40	0.41	43.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Place											
P1	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
West: Gardners Road West											
P4	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians		105	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92

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: 2PM [2. RAC_EVA_25_PM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [PM (Network Folder: Existing Weekday)]

Racecourse Place | Evans Avenue
Site Category: Existing Design
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Evans Avenue East															
5	T1	All MCs	64	0.0	64	0.0	0.273	3.1	LOS A	1.2	8.7	0.26	0.53	0.26	28.2
6	R2	All MCs	224	0.5	224	0.5	0.273	5.7	LOS A	1.2	8.7	0.26	0.53	0.26	28.2
6u	U	All MCs	3	0.0	3	0.0	0.273	6.9	LOS A	1.2	8.7	0.26	0.53	0.26	28.2
Approach			292	0.4	292	0.4	0.273	5.2	LOS A	1.2	8.7	0.26	0.53	0.26	28.2
North: Racecourse Place															
7	L2	All MCs	257	0.4	257	0.4	0.294	3.8	LOS A	1.9	13.4	0.24	0.49	0.24	25.1
9	R2	All MCs	69	15.2	69	15.2	0.294	5.9	LOS A	1.9	13.4	0.24	0.49	0.24	25.1
9u	U	All MCs	19	0.0	19	0.0	0.294	6.8	LOS A	1.9	13.4	0.24	0.49	0.24	25.1
Approach			345	3.4	345	3.4	0.294	4.4	LOS A	1.9	13.4	0.24	0.49	0.24	25.1
West: Evans Avenue West															
10	L2	All MCs	139	5.3	139	5.3	0.390	7.6	LOS A	2.0	14.4	0.64	0.61	0.64	33.3
11	T1	All MCs	53	0.0	53	0.0	0.390	6.9	LOS A	2.0	14.4	0.64	0.61	0.64	33.3
Approach			192	3.8	191	3.8	0.390	7.4	LOS A	2.0	14.4	0.64	0.61	0.64	33.3
All Vehicles			828	2.4	828	2.4	0.390	5.4	LOS A	2.0	14.4	0.34	0.53	0.34	29.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
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: 3PM [3. MAL_EVA_25_PM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [PM (Network Folder: Existing Weekday)]

New Site
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloney Street South															
2	T1	All MCs	248	2.1	248	2.1	0.369	3.2	LOS A	2.6	18.3	0.55	0.59	0.64	28.8
3	R2	All MCs	185	4.5	185	4.5	0.369	8.7	LOS A	2.6	18.3	0.55	0.59	0.64	28.8
Approach			434	3.2	434	3.2	0.369	5.6	NA	2.6	18.3	0.55	0.59	0.64	28.8
East: Evans Avenue															
4	L2	All MCs	107	8.8	107	8.8	0.078	7.0	LOS A	0.0	0.0	0.00	1.02	0.00	34.5
6	R2	All MCs	35	0.0	35	0.0	0.121	18.4	LOS B	0.4	2.9	0.76	1.00	0.76	27.5
Approach			142	6.7	142	6.7	0.121	9.8	LOS A	0.4	2.9	0.19	1.01	0.19	32.7
North: Maloney Street North															
7	L2	All MCs	54	5.9	54	5.9	0.030	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	34.5
8	T1	All MCs	493	0.0	491	0.0	0.253	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			546	0.6	545	0.6	0.253	0.5	NA	0.0	0.0	0.00	0.05	0.00	48.5
All Vehicles			1122	2.3	1121	2.3	0.369	3.6	NA	2.6	18.3	0.24	0.38	0.27	38.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 4PM [4. GAR_MAL_25_PM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [PM (Network Folder: Existing Weekday)]

Gardeners Road | Maloney Street | Dalmey Avenue
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloneys Street															
1	L2	All MCs	25	4.2	25	4.2	0.055	46.2	LOS D	1.3	9.3	0.78	0.69	0.78	19.7
2	T1	All MCs	124	0.8	124	0.8	0.234	41.6	LOS C	6.5	45.8	0.81	0.66	0.81	18.7
3	R2	All MCs	121	0.0	121	0.0	* 0.993	110.1	LOS F	10.4	72.6	1.00	1.18	1.62	4.5
Approach			271	0.8	271	0.8	0.993	72.7	LOS F	10.4	72.6	0.89	0.89	1.17	10.4
East: Gardeners Road East															
4	L2	All MCs	326	0.6	326	0.6	0.184	6.1	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
5	T1	All MCs	1175	2.5	1175	2.5	0.491	6.9	LOS A	11.8	84.3	0.32	0.29	0.32	52.2
6	R2	All MCs	268	2.0	268	2.0	* 0.749	70.2	LOS E	17.0	120.9	1.00	1.05	1.05	19.3
Approach			1769	2.1	1769	2.1	0.749	16.4	LOS B	17.0	120.9	0.37	0.45	0.37	40.7
North: Dalmey Avenue															
7	L2	All MCs	344	2.1	344	2.1	0.621	62.2	LOS E	18.4	131.3	0.85	0.83	0.85	14.1
8	T1	All MCs	224	0.5	224	0.5	* 1.007	138.5	LOS F	21.7	152.5	1.00	1.34	1.61	6.0
Approach			568	1.5	568	1.5	1.007	92.3	LOS F	21.7	152.5	0.91	1.03	1.15	7.2
West: Gardeners Road West															
10	L2	All MCs	8	0.0	8	0.0	0.890	52.6	LOS D	51.2	365.0	1.00	0.98	1.08	22.2
11	T1	All MCs	1483	2.2	1483	2.2	* 0.890	47.0	LOS D	51.2	365.2	1.00	0.98	1.08	16.6
Approach			1492	2.2	1492	2.2	0.890	47.0	LOS D	51.2	365.2	1.00	0.98	1.08	16.7
All Vehicles			4100	2.0	4100	2.0	1.007	41.8	LOS C	51.2	365.2	0.71	0.75	0.79	22.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Maloneys Street											
P1	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
East: Gardeners Road East											
P2	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
North: Dalmey Avenue											

P3	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
West: Gardeners Road West											
P4	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians		211	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92

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: 5PM [5. EVA_BAR_25_PM_X (Site Folder: Base Year 2025 - Weekday)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [PM (Network Folder: Existing Weekday)]

Evans Avenue | Barber Avenue
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Barber Avenue															
1	L2	All MCs	98	0.0	98	0.0	0.085	4.8	LOS A	0.3	2.4	0.20	0.51	0.20	38.4
3	R2	All MCs	20	0.0	20	0.0	0.085	5.8	LOS A	0.3	2.4	0.20	0.51	0.20	38.7
Approach			118	0.0	118	0.0	0.085	5.0	LOS A	0.3	2.4	0.20	0.51	0.20	38.5
East: Evans Avenue East															
4	L2	All MCs	14	0.0	14	0.0	0.050	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	39.1
5	T1	All MCs	86	2.4	86	2.4	0.050	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	39.6
Approach			100	2.1	100	2.1	0.050	0.5	NA	0.0	0.0	0.00	0.06	0.00	39.5
West: Evans Avenue West															
11	T1	All MCs	86	1.2	86	1.2	0.119	0.3	LOS A	0.6	4.0	0.21	0.31	0.21	38.1
12	R2	All MCs	123	0.0	123	0.0	0.119	3.8	LOS A	0.6	4.0	0.21	0.31	0.21	39.0
Approach			209	0.5	209	0.5	0.119	2.4	NA	0.6	4.0	0.21	0.31	0.21	38.5
All Vehicles			427	0.7	427	0.7	0.119	2.7	NA	0.6	4.0	0.16	0.31	0.16	38.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 1AM [1. GAR_RAC_25 - Weekend (Site Folder: Base Year 2025 - Weekend)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend (Network Folder: Existing Weekend)]

Gardeners Road | Racecourse Place
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 139 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Racecourse Place															
1	L2	All MCs	85	4.9	85	4.9	0.831	60.7	LOS E	15.4	110.2	1.00	0.96	1.18	4.3
3	R2	All MCs	333	1.6	333	1.6	* 0.831	76.0	LOS F	15.4	110.2	1.00	0.96	1.18	16.7
Approach			418	2.3	418	2.3	0.831	72.9	LOS F	15.4	110.2	1.00	0.96	1.18	14.7
East: Gardeners Road East															
4	L2	All MCs	220	1.0	220	1.0	0.168	7.0	LOS A	1.8	13.0	0.19	0.61	0.19	47.4
5	T1	All MCs	1341	3.5	1341	3.5	0.365	11.9	LOS A	13.9	100.1	0.50	0.44	0.50	40.8
Approach			1561	3.2	1561	3.2	0.365	11.2	LOS A	13.9	100.1	0.45	0.47	0.45	41.6
West: Gardners Road West															
11	T1	All MCs	1391	3.0	1391	3.0	* 0.455	1.5	LOS A	7.3	52.1	0.16	0.14	0.16	58.2
12	R2	All MCs	81	6.5	81	6.5	0.198	12.1	LOS A	1.7	12.2	0.34	0.66	0.34	39.2
Approach			1472	3.1	1472	3.1	0.455	2.0	LOS A	7.3	52.1	0.17	0.17	0.17	57.4
All Vehicles			3451	3.1	3451	3.1	0.831	14.8	LOS B	15.4	110.2	0.40	0.40	0.42	41.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Place											
P1	Full	53	63.8	LOS F	0.2	0.2	0.96	0.96	217.6	200.0	0.92
West: Gardners Road West											
P4	Full	100	63.9	LOS F	0.4	0.4	0.96	0.96	217.7	200.0	0.92
All Pedestrians		153	63.9	LOS F	0.4	0.4	0.96	0.96	217.7	200.0	0.92

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: 2AM [2. RAC_EVA_25_AM_X - Weekend (Site Folder: Base Year 2025 - Weekend)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend (Network Folder: Existing Weekend)]

Racecourse Place | Evans Avenue
Site Category: Existing Design
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Evans Avenue East															
5	T1	All MCs	54	0.0	54	0.0	0.302	1.0	LOS A	1.2	8.7	0.21	0.49	0.21	29.2
6	R2	All MCs	255	1.2	255	1.2	0.302	5.8	LOS A	1.2	8.7	0.21	0.49	0.21	29.2
6u	U	All MCs	3	0.0	3	0.0	0.302	7.0	LOS A	1.2	8.7	0.21	0.49	0.21	29.2
Approach			312	1.0	312	1.0	0.302	5.0	LOS A	1.2	8.7	0.21	0.49	0.21	29.2
North: Racecourse Place															
7	L2	All MCs	238	0.9	238	0.9	0.258	3.8	LOS A	1.6	11.3	0.24	0.48	0.24	25.3
9	R2	All MCs	55	9.6	55	9.6	0.258	6.0	LOS A	1.6	11.3	0.24	0.48	0.24	25.3
9u	U	All MCs	8	0.0	8	0.0	0.258	7.1	LOS A	1.6	11.3	0.24	0.48	0.24	25.3
Approach			301	2.4	301	2.4	0.258	4.3	LOS A	1.6	11.3	0.24	0.48	0.24	25.3
West: Evans Avenue West															
10	L2	All MCs	155	4.1	155	4.1	0.502	9.6	LOS A	2.7	19.6	0.73	0.69	0.81	31.9
11	T1	All MCs	54	0.0	54	0.0	0.502	8.9	LOS A	2.7	19.6	0.73	0.69	0.81	31.9
Approach			208	3.0	208	3.0	0.502	9.4	LOS A	2.7	19.6	0.73	0.69	0.81	31.9
All Vehicles			821	2.1	821	2.1	0.502	5.8	LOS A	2.7	19.6	0.35	0.53	0.37	29.7

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

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

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

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: 3AM [3. MAL_EVA_25_AM_X - Weekend (Site Folder: Base Year 2025 - Weekend)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend (Network Folder: Existing Weekend)]

New Site
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloney Street South															
2	T1	All MCs	280	0.8	280	0.8	0.379	2.8	LOS A	2.6	18.3	0.52	0.56	0.60	30.1
3	R2	All MCs	192	3.3	192	3.3	0.379	8.3	LOS A	2.6	18.3	0.52	0.56	0.60	30.1
Approach			472	1.8	472	1.8	0.379	5.0	NA	2.6	18.3	0.52	0.56	0.60	30.1
East: Evans Avenue															
4	L2	All MCs	107	3.9	107	3.9	0.076	6.8	LOS A	0.0	0.0	0.00	1.01	0.00	34.6
6	R2	All MCs	19	5.6	19	5.6	0.075	20.0	LOS B	0.2	1.8	0.77	1.00	0.77	26.9
Approach			126	4.2	126	4.2	0.076	8.8	LOS A	0.2	1.8	0.11	1.01	0.11	33.4
North: Maloney Street North															
7	L2	All MCs	46	0.0	46	0.0	0.025	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	34.5
8	T1	All MCs	447	1.6	447	1.6	0.233	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			494	1.5	494	1.5	0.233	0.4	NA	0.0	0.0	0.00	0.05	0.00	48.6
All Vehicles			1092	1.9	1092	1.9	0.379	3.4	NA	2.6	18.3	0.24	0.38	0.27	38.4

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 4AM [4. GAR_MAL_25_AM_X - Weekend (Site Folder: Base Year 2025 - Weekend)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend (Network Folder: Existing Weekend)]

Gardeners Road | Maloney Street | Dalmey Avenue
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 139 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloneys Street															
1	L2	All MCs	24	4.3	24	4.3	0.056	47.4	LOS D	1.2	9.0	0.80	0.69	0.80	19.4
2	T1	All MCs	88	0.0	88	0.0	0.173	41.8	LOS C	4.6	32.0	0.81	0.64	0.81	18.6
3	R2	All MCs	186	1.1	186	1.1	* 0.722	71.5	LOS F	12.2	86.1	1.00	1.04	1.06	6.6
Approach			299	1.1	299	1.1	0.722	60.8	LOS E	12.2	86.1	0.93	0.89	0.96	10.7
East: Gardeners Road East															
4	L2	All MCs	326	0.6	326	0.6	0.184	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
5	T1	All MCs	1175	2.5	1175	2.5	0.482	6.6	LOS A	12.9	92.0	0.36	0.32	0.36	51.4
6	R2	All MCs	268	2.0	268	2.0	* 0.501	29.4	LOS C	10.7	75.9	0.65	0.87	0.65	30.3
Approach			1769	2.1	1769	2.1	0.501	10.0	LOS A	12.9	92.0	0.34	0.44	0.34	46.4
North: Dalmey Avenue															
7	L2	All MCs	355	2.1	355	2.1	0.617	61.1	LOS E	19.3	137.3	0.87	0.83	0.87	13.6
8	T1	All MCs	137	3.1	137	3.1	* 0.773	88.8	LOS F	9.6	69.1	1.00	0.91	1.15	9.3
Approach			492	2.4	492	2.4	0.773	68.8	LOS E	19.3	137.3	0.90	0.85	0.95	9.2
West: Gardeners Road West															
10	L2	All MCs	13	0.0	13	0.0	0.651	43.3	LOS D	26.1	188.4	0.88	0.78	0.88	25.0
11	T1	All MCs	931	4.0	931	4.0	* 0.651	37.7	LOS C	26.1	188.7	0.88	0.78	0.88	19.4
Approach			943	3.9	943	3.9	0.651	37.8	LOS C	26.1	188.7	0.88	0.78	0.88	19.5
All Vehicles			3503	2.5	3503	2.5	0.773	30.0	LOS C	26.1	188.7	0.61	0.63	0.62	27.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Maloneys Street											
P1	Full	53	63.8	LOS F	0.2	0.2	0.96	0.96	217.6	200.0	0.92
East: Gardeners Road East											
P2	Full	53	63.8	LOS F	0.2	0.2	0.96	0.96	217.6	200.0	0.92

North: Dalmey Avenue										
P3	Full	53	63.8	LOS F	0.2	0.2	0.96	0.96	217.6	200.0	0.92
West: Gardeners Road West										
P4	Full	53	63.8	LOS F	0.2	0.2	0.96	0.96	217.6	200.0	0.92
All Pedestrians		211	63.8	LOS F	0.2	0.2	0.96	0.96	217.6	200.0	0.92

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: 5AM [5. EVA_BAR_25_AM_X - Weekend (Site Folder: Base Year 2025 - Weekend)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend (Network Folder: Existing Weekend)]

Evans Avenue | Barber Avenue
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Barber Avenue															
1	L2	All MCs	101	1.0	101	1.0	0.078	4.9	LOS A	0.3	2.2	0.20	0.51	0.20	38.3
3	R2	All MCs	11	0.0	11	0.0	0.078	5.7	LOS A	0.3	2.2	0.20	0.51	0.20	38.7
Approach			112	0.9	112	0.9	0.078	4.9	LOS A	0.3	2.2	0.20	0.51	0.20	38.4
East: Evans Avenue East															
4	L2	All MCs	20	0.0	20	0.0	0.057	3.4	LOS A	0.0	0.0	0.00	0.08	0.00	39.0
5	T1	All MCs	96	0.0	96	0.0	0.057	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	39.5
Approach			116	0.0	116	0.0	0.057	0.6	NA	0.0	0.0	0.00	0.08	0.00	39.4
West: Evans Avenue West															
11	T1	All MCs	87	1.2	87	1.2	0.102	0.3	LOS A	0.5	3.3	0.21	0.29	0.21	38.3
12	R2	All MCs	94	0.0	94	0.0	0.102	3.9	LOS A	0.5	3.3	0.21	0.29	0.21	39.2
Approach			181	0.6	181	0.6	0.102	2.1	NA	0.5	3.3	0.21	0.29	0.21	38.6
All Vehicles			408	0.5	408	0.5	0.102	2.5	NA	0.5	3.3	0.15	0.29	0.15	38.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 1AM [1. GAR_RAC_25_AM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A AM Weekday (Network Folder: Scheme 3A)]

Gardeners Road | Racecourse Place
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Racecourse Place															
1	L2	All MCs	133	9.5	133	9.5	0.908	54.5	LOS D	17.1	124.0	1.00	1.07	1.28	5.0
3	R2	All MCs	698	1.7	698	1.7	* 0.908	62.0	LOS E	17.5	124.0	1.00	1.07	1.28	18.8
Approach			831	2.9	831	2.9	0.908	60.8	LOS E	17.5	124.0	1.00	1.07	1.28	17.1
East: Gardeners Road East															
4	L2	All MCs	211	3.5	211	3.5	0.168	11.0	LOS A	2.2	16.0	0.28	0.63	0.28	45.9
5	T1	All MCs	1811	3.7	1811	3.7	0.590	18.2	LOS B	22.1	159.6	0.71	0.64	0.71	35.7
Approach			2021	3.6	2021	3.6	0.590	17.4	LOS B	22.1	159.6	0.67	0.64	0.67	35.6
West: Gardners Road West															
11	T1	All MCs	1807	3.4	1791	3.5	* 0.700	5.9	LOS A	27.0	194.5	0.43	0.40	0.43	53.2
12	R2	All MCs	72	5.9	71	5.9	0.298	23.8	LOS B	2.3	17.3	0.64	0.74	0.64	29.3
Approach			1879	3.5	1862	3.5	0.700	6.6	LOS A	27.0	194.5	0.44	0.41	0.44	52.4
All Vehicles			4731	3.5	4713	3.5	0.908	20.8	LOS B	27.0	194.5	0.64	0.63	0.69	36.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Place											
P1	Full	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
West: Gardners Road West											
P4	Full	100	49.4	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98
All Pedestrians		153	49.3	LOS E	0.3	0.3	0.95	0.95	203.2	200.0	0.98

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

MOVEMENT SUMMARY

Site: 2AM [2. RAC_EVA_25_AM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A AM Weekday (Network Folder: Scheme 3A)]

Racecourse Place | Evans Avenue
Site Category: Existing Design
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	3	0.0	3	0.0	0.080	7.3	LOS A	1.2	8.1	0.70	0.67	0.70	47.3
2	T1	All MCs	27	0.0	27	0.0	0.080	7.9	LOS A	1.2	8.1	0.70	0.67	0.70	47.3
3	R2	All MCs	3	0.0	3	0.0	0.080	11.3	LOS A	1.2	8.1	0.70	0.67	0.70	47.3
Approach			34	0.0	34	0.0	0.080	8.1	LOS A	1.2	8.1	0.70	0.67	0.70	47.3
East: Evans Avenue East															
4	L2	All MCs	18	0.0	18	0.0	0.772	6.3	LOS A	19.6	139.4	0.76	0.55	0.81	43.8
5	T1	All MCs	23	4.5	23	4.5	0.772	3.8	LOS A	19.6	139.4	0.76	0.55	0.81	25.9
6	R2	All MCs	517	2.0	517	2.0	0.772	8.1	LOS A	19.6	139.4	0.76	0.55	0.81	25.9
6u	U	All MCs	1	0.0	1	0.0	0.772	9.4	LOS A	19.6	139.4	0.76	0.55	0.81	25.9
Approach			559	2.1	559	2.1	0.772	7.9	LOS A	19.6	139.4	0.76	0.55	0.81	27.2
North: Racecourse Place															
7	L2	All MCs	194	2.2	193	2.2	0.279	3.2	LOS A	1.8	13.1	0.18	0.44	0.18	28.5
8	T1	All MCs	94	0.0	93	0.0	0.279	3.8	LOS A	1.8	13.1	0.18	0.44	0.18	49.2
9	R2	All MCs	52	14.3	52	14.3	0.279	5.8	LOS A	1.8	13.1	0.18	0.44	0.18	28.5
9u	U	All MCs	9	0.0	9	0.0	0.279	7.1	LOS A	1.8	13.1	0.18	0.44	0.18	28.5
Approach			348	3.3	348	3.3	0.279	3.9	LOS A	1.8	13.1	0.18	0.44	0.18	40.3
West: Evans Avenue West															
10	L2	All MCs	145	9.4	145	9.4	0.870	30.6	LOS C	3.7	27.5	1.00	1.29	1.73	22.0
11	T1	All MCs	23	4.5	23	4.5	0.870	29.8	LOS C	3.7	27.5	1.00	1.29	1.73	22.0
12	R2	All MCs	6	0.0	6	0.0	0.870	35.2	LOS C	3.7	27.5	1.00	1.29	1.73	32.8
Approach			175	8.4	175	8.4	0.870	30.7	LOS C	3.7	27.5	1.00	1.29	1.73	22.6
All Vehicles			1116	3.4	1115	3.4	0.870	10.2	LOS A	19.6	139.4	0.62	0.64	0.76	29.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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: 3AM [3. MAL_EVA_25_AM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A AM Weekday (Network Folder: Scheme 3A)]

New Site
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloney Street South															
2	T1	All MCs	378	1.9	378	1.9	0.413	1.5	LOS A	1.9	13.6	0.34	0.35	0.40	36.1
3	R2	All MCs	113	10.3	113	10.3	0.413	7.8	LOS A	1.9	13.6	0.34	0.35	0.40	36.1
Approach			491	3.9	491	3.9	0.413	3.0	NA	1.9	13.6	0.34	0.35	0.40	36.1
East: Evans Avenue															
4	L2	All MCs	125	5.9	125	5.9	0.090	6.9	LOS A	0.0	0.0	0.00	1.01	0.00	34.5
6	R2	All MCs	57	0.0	57	0.0	0.243	18.5	LOS B	0.7	4.8	0.77	1.03	0.85	27.5
Approach			182	4.0	182	4.0	0.243	10.5	LOS A	0.7	4.8	0.24	1.02	0.27	32.3
North: Maloney Street North															
7	L2	All MCs	39	0.0	39	0.0	0.021	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	34.5
8	T1	All MCs	357	2.4	357	2.4	0.187	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			396	2.1	396	2.1	0.187	0.5	NA	0.0	0.0	0.00	0.05	0.00	48.6
All Vehicles			1068	3.3	1068	3.3	0.413	3.3	NA	1.9	13.6	0.20	0.35	0.23	38.2

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 4AM [4. GAR_MAL_25_AM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A AM Weekday (Network Folder: Scheme 3A)]

Gardeners Road | Maloney Street | Dalmey Avenue
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloneys Street															
1	L2	All MCs	14	15.4	14	15.4	0.032	36.8	LOS C	0.5	4.3	0.77	0.67	0.77	21.9
2	T1	All MCs	128	0.8	128	0.8	0.231	31.9	LOS C	5.2	36.9	0.80	0.65	0.80	21.9
3	R2	All MCs	293	1.4	293	1.4	* 1.063	102.9	LOS F	22.1	156.4	1.00	1.44	1.94	3.6
Approach			435	1.7	435	1.7	1.063	79.8	LOS F	22.1	156.4	0.93	1.18	1.57	6.4
East: Gardeners Road East															
4	L2	All MCs	342	0.6	342	0.6	0.193	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
5	T1	All MCs	1175	2.5	1175	2.5	0.526	5.3	LOS A	10.3	73.7	0.34	0.31	0.34	52.9
6	R2	All MCs	268	2.0	268	2.0	* 0.721	42.9	LOS D	12.0	85.3	0.91	0.99	0.94	25.3
Approach			1785	2.1	1785	2.1	0.721	11.1	LOS A	12.0	85.3	0.36	0.45	0.37	45.2
North: Dalmey Avenue															
7	L2	All MCs	300	2.5	300	2.5	0.547	46.2	LOS D	13.0	92.9	0.86	0.81	0.86	15.1
8	T1	All MCs	129	3.3	129	3.3	* 0.533	60.3	LOS E	6.7	48.4	0.98	0.78	0.98	12.0
Approach			429	2.7	429	2.7	0.547	50.5	LOS D	13.0	92.9	0.90	0.80	0.90	11.8
West: Gardeners Road West															
10	L2	All MCs	13	0.0	13	0.0	0.887	49.8	LOS D	37.0	268.7	1.00	1.02	1.15	22.9
11	T1	All MCs	1272	4.3	1272	4.3	* 0.887	44.3	LOS D	37.1	269.0	1.00	1.02	1.15	17.4
Approach			1284	4.3	1284	4.3	0.887	44.3	LOS D	37.1	269.0	1.00	1.02	1.15	17.4
All Vehicles			3934	2.8	3934	2.8	1.063	33.8	LOS C	37.1	269.0	0.69	0.76	0.81	24.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Maloneys Street											
P1	Full	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
East: Gardeners Road East											

P2	Full	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
North: Dalmey Avenue											
P3	Full	11	49.2	LOS E	0.0	0.0	0.95	0.95	203.0	200.0	0.99
West: Gardeners Road West											
P4	Full	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
All Pedestrians		168	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98

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

MOVEMENT SUMMARY

Site: 5AM [5. EVA_BAR_25_AM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A AM Weekday (Network Folder: Scheme 3A)]

Evans Avenue | Barber Avenue
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Barber Avenue															
1	L2	All MCs	387	2.2	387	2.2	0.330	5.2	LOS A	1.5	10.8	0.32	0.54	0.32	37.5
3	R2	All MCs	18	11.8	18	11.8	0.330	6.8	LOS A	1.5	10.8	0.32	0.54	0.32	38.3
Approach			405	2.6	405	2.6	0.330	5.3	LOS A	1.5	10.8	0.32	0.54	0.32	37.6
East: Evans Avenue East															
4	L2	All MCs	41	5.1	41	5.1	0.106	3.5	LOS A	0.0	0.0	0.00	0.10	0.00	38.9
5	T1	All MCs	149	1.4	149	1.4	0.106	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	39.4
Approach			191	2.2	191	2.2	0.106	0.8	NA	0.0	0.0	0.00	0.10	0.00	39.2
West: Evans Avenue West															
11	T1	All MCs	68	3.1	68	3.1	0.099	0.6	LOS A	0.5	3.4	0.30	0.36	0.30	37.9
12	R2	All MCs	95	3.3	95	3.3	0.099	4.2	LOS A	0.5	3.4	0.30	0.36	0.30	38.5
Approach			163	3.2	163	3.2	0.099	2.7	NA	0.5	3.4	0.30	0.36	0.30	38.2
All Vehicles			759	2.6	759	2.6	0.330	3.6	NA	1.5	10.8	0.23	0.39	0.23	38.4

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 1PM [1. GAR_RAC_25_PM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A PM Weekday (Network Folder: Scheme 3A)]

Gardeners Road | Racecourse Place
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Racecourse Place															
1	L2	All MCs	98	6.5	98	6.5	0.635	30.5	LOS C	9.5	68.1	0.96	0.83	0.97	7.2
3	R2	All MCs	348	0.6	348	0.6	* 0.635	42.7	LOS D	9.5	68.1	0.97	0.83	0.98	23.9
Approach			446	1.9	446	1.9	0.635	40.0	LOS C	9.5	68.1	0.97	0.83	0.98	21.4
East: Gardeners Road East															
4	L2	All MCs	336	1.6	336	1.6	0.292	10.7	LOS A	4.5	31.9	0.41	0.68	0.41	43.6
5	T1	All MCs	1735	1.8	1735	1.8	0.598	16.9	LOS B	18.3	130.1	0.76	0.68	0.76	36.2
Approach			2071	1.7	2071	1.7	0.598	15.9	LOS B	18.3	130.1	0.70	0.68	0.70	36.9
West: Gardners Road West															
11	T1	All MCs	1793	1.8	1793	1.8	* 0.676	4.0	LOS A	21.4	151.9	0.33	0.30	0.33	55.3
12	R2	All MCs	133	4.8	133	4.8	0.386	19.9	LOS B	3.7	27.3	0.67	0.76	0.67	31.9
Approach			1925	2.0	1925	2.0	0.676	5.1	LOS A	21.4	151.9	0.35	0.34	0.35	53.9
All Vehicles			4442	1.9	4442	1.9	0.676	13.6	LOS A	21.4	151.9	0.58	0.54	0.58	42.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Place											
P1	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Gardners Road West											
P4	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		105	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

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: 2PM [2. RAC_EVA_25_PM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A PM Weekday (Network Folder: Scheme 3A)]

Racecourse Place | Evans Avenue
Site Category: Existing Design
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	7	0.0	7	0.0	0.072	6.0	LOS A	0.4	2.8	0.52	0.59	0.52	48.5
2	T1	All MCs	56	0.0	56	0.0	0.072	6.5	LOS A	0.4	2.8	0.52	0.59	0.52	48.5
3	R2	All MCs	7	0.0	7	0.0	0.072	10.0	LOS A	0.4	2.8	0.52	0.59	0.52	48.5
Approach			71	0.0	71	0.0	0.072	6.8	LOS A	0.4	2.8	0.52	0.59	0.52	48.5
East: Evans Avenue East															
4	L2	All MCs	36	0.0	36	0.0	0.300	6.6	LOS A	1.8	13.0	0.46	0.57	0.46	44.6
5	T1	All MCs	64	0.0	64	0.0	0.300	3.4	LOS A	1.8	13.0	0.46	0.57	0.46	27.8
6	R2	All MCs	238	0.4	238	0.4	0.300	6.8	LOS A	1.8	13.0	0.46	0.57	0.46	27.8
6u	U	All MCs	3	0.0	3	0.0	0.300	8.0	LOS A	1.8	13.0	0.46	0.57	0.46	27.8
Approach			341	0.3	341	0.3	0.300	6.1	LOS A	1.8	13.0	0.46	0.57	0.46	31.8
North: Racecourse Place															
7	L2	All MCs	311	0.3	311	0.3	0.457	3.6	LOS A	3.3	23.5	0.31	0.49	0.31	26.6
8	T1	All MCs	148	0.0	148	0.0	0.457	4.8	LOS A	3.3	23.5	0.31	0.49	0.31	47.8
9	R2	All MCs	69	15.2	69	15.2	0.457	6.3	LOS A	3.3	23.5	0.31	0.49	0.31	26.6
9u	U	All MCs	19	0.0	19	0.0	0.457	7.3	LOS A	3.3	23.5	0.31	0.49	0.31	26.6
Approach			547	2.1	547	2.1	0.457	4.4	LOS A	3.3	23.5	0.31	0.49	0.31	38.8
West: Evans Avenue West															
10	L2	All MCs	139	5.3	139	5.3	0.378	8.8	LOS A	2.3	16.8	0.70	0.67	0.70	32.8
11	T1	All MCs	53	0.0	53	0.0	0.378	8.1	LOS A	2.3	16.8	0.70	0.67	0.70	32.8
12	R2	All MCs	13	0.0	13	0.0	0.378	13.1	LOS A	2.3	16.8	0.70	0.67	0.70	41.9
Approach			204	3.6	204	3.6	0.378	8.9	LOS A	2.3	16.8	0.70	0.67	0.70	33.8
All Vehicles			1163	1.7	1163	1.7	0.457	5.8	LOS A	3.3	23.5	0.44	0.55	0.44	36.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
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: 3PM [3. MAL_EVA_25_PM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A PM Weekday (Network Folder: Scheme 3A)]

New Site
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloney Street South															
2	T1	All MCs	248	2.1	248	2.1	0.396	4.0	LOS A	3.0	21.7	0.58	0.65	0.74	27.0
3	R2	All MCs	195	4.3	195	4.3	0.396	9.5	LOS A	3.0	21.7	0.58	0.65	0.74	27.0
Approach			443	3.1	443	3.1	0.396	6.4	NA	3.0	21.7	0.58	0.65	0.74	27.0
East: Evans Avenue															
4	L2	All MCs	120	7.9	120	7.9	0.087	7.0	LOS A	0.0	0.0	0.00	1.02	0.00	34.5
6	R2	All MCs	47	0.0	47	0.0	0.175	19.5	LOS B	0.6	4.2	0.79	1.00	0.79	27.0
Approach			167	5.7	167	5.7	0.175	10.5	LOS A	0.6	4.2	0.22	1.01	0.22	32.3
North: Maloney Street North															
7	L2	All MCs	101	3.1	101	3.1	0.056	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	34.5
8	T1	All MCs	493	0.0	493	0.0	0.254	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			594	0.5	594	0.5	0.254	0.8	NA	0.0	0.0	0.00	0.09	0.00	47.5
All Vehicles			1204	2.2	1204	2.2	0.396	4.2	NA	3.0	21.7	0.24	0.42	0.30	36.9

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 4PM [4. GAR_MAL_25_PM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A PM Weekday (Network Folder: Scheme 3A)]

Gardeners Road | Maloney Street | Dalmey Avenue
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloneys Street															
1	L2	All MCs	27	3.8	27	3.8	0.063	32.8	LOS C	0.9	6.7	0.80	0.69	0.80	23.9
2	T1	All MCs	132	0.8	132	0.8	0.258	28.3	LOS B	4.6	32.4	0.83	0.67	0.83	23.4
3	R2	All MCs	123	0.0	123	0.0	* 0.650	46.9	LOS D	5.3	37.4	1.00	0.86	1.08	9.4
Approach			282	0.7	282	0.7	0.650	36.9	LOS C	5.3	37.4	0.90	0.75	0.93	17.2
East: Gardeners Road East															
4	L2	All MCs	374	0.6	374	0.6	0.211	6.1	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
5	T1	All MCs	1175	2.5	1175	2.5	0.516	3.8	LOS A	7.5	53.7	0.31	0.28	0.31	54.8
6	R2	All MCs	268	2.0	268	2.0	* 0.785	41.8	LOS C	10.4	74.3	0.97	0.99	1.05	25.6
Approach			1817	2.0	1817	2.0	0.785	9.9	LOS A	10.4	74.3	0.35	0.44	0.36	46.4
North: Dalmey Avenue															
7	L2	All MCs	344	2.1	344	2.1	0.634	38.5	LOS C	12.7	90.3	0.89	0.82	0.89	16.8
8	T1	All MCs	224	0.5	224	0.5	* 0.965	76.4	LOS F	13.4	94.2	1.00	1.24	1.68	9.4
Approach			568	1.5	568	1.5	0.965	53.4	LOS D	13.4	94.2	0.93	0.99	1.20	11.3
West: Gardeners Road West															
10	L2	All MCs	8	0.0	8	0.0	0.970	64.8	LOS E	46.0	328.3	1.00	1.30	1.44	19.3
11	T1	All MCs	1483	2.2	1483	2.2	* 0.970	59.3	LOS E	46.1	328.5	1.00	1.30	1.44	14.0
Approach			1492	2.2	1492	2.2	0.970	59.3	LOS E	46.1	328.5	1.00	1.30	1.44	14.0
All Vehicles			4159	1.9	4159	1.9	0.970	35.4	LOS C	46.1	328.5	0.70	0.84	0.90	24.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Maloneys Street											
P1	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Gardeners Road East											

P2	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
North: Dalmey Avenue											
P3	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Gardeners Road West											
P4	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		211	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

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: 5PM [5. EVA_BAR_25_PM_3A (WD) (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A PM Weekday (Network Folder: Scheme 3A)]

Evans Avenue | Barber Avenue
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Barber Avenue															
1	L2	All MCs	129	0.0	129	0.0	0.107	4.8	LOS A	0.4	3.1	0.20	0.51	0.20	38.3
3	R2	All MCs	20	0.0	20	0.0	0.107	6.2	LOS A	0.4	3.1	0.20	0.51	0.20	38.7
Approach			149	0.0	149	0.0	0.107	5.0	LOS A	0.4	3.1	0.20	0.51	0.20	38.4
East: Evans Avenue East															
4	L2	All MCs	32	0.0	32	0.0	0.059	3.4	LOS A	0.0	0.0	0.00	0.12	0.00	38.8
5	T1	All MCs	86	2.4	86	2.4	0.059	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	39.2
Approach			118	1.8	118	1.8	0.059	0.9	NA	0.0	0.0	0.00	0.12	0.00	39.1
West: Evans Avenue West															
11	T1	All MCs	86	1.2	86	1.2	0.153	0.4	LOS A	0.8	5.5	0.24	0.36	0.24	37.8
12	R2	All MCs	177	0.0	177	0.0	0.153	3.9	LOS A	0.8	5.5	0.24	0.36	0.24	38.5
Approach			263	0.4	263	0.4	0.153	2.8	NA	0.8	5.5	0.24	0.36	0.24	38.2
All Vehicles			531	0.6	531	0.6	0.153	3.0	NA	0.8	5.5	0.18	0.35	0.18	38.5

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 1AM [1. GAR_RAC_25_AM_3A - Weekend (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A Weekend (Network Folder: Scheme 3A)]

Gardeners Road | Racecourse Place
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 68 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Racecourse Place															
1	L2	All MCs	108	3.9	108	3.9	0.472	22.0	LOS B	6.5	46.4	0.88	0.78	0.88	10.0
3	R2	All MCs	333	1.6	333	1.6	*0.472	28.0	LOS B	6.5	46.4	0.89	0.78	0.89	29.1
Approach			441	2.1	441	2.1	0.472	26.5	LOS B	6.5	46.4	0.89	0.78	0.89	26.2
East: Gardeners Road East															
4	L2	All MCs	243	0.9	243	0.9	0.192	7.4	LOS A	1.5	10.9	0.31	0.64	0.31	46.8
5	T1	All MCs	1341	3.5	1341	3.5	0.518	14.3	LOS A	10.8	78.1	0.76	0.66	0.76	38.3
Approach			1584	3.1	1584	3.1	0.518	13.2	LOS A	10.8	78.1	0.69	0.66	0.69	39.4
West: Gardners Road West															
11	T1	All MCs	1391	3.0	1391	3.0	*0.571	4.4	LOS A	13.7	98.4	0.39	0.34	0.39	54.8
12	R2	All MCs	91	5.8	91	5.8	0.250	16.1	LOS B	1.7	12.5	0.63	0.72	0.63	35.1
Approach			1481	3.1	1481	3.1	0.571	5.1	LOS A	13.7	98.4	0.41	0.37	0.41	53.9
All Vehicles			3506	3.0	3506	3.0	0.571	11.5	LOS A	13.7	98.4	0.60	0.55	0.60	44.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Racecourse Place											
P1	Full	53	28.3	LOS C	0.1	0.1	0.91	0.91	182.2	200.0	1.10
West: Gardners Road West											
P4	Full	100	28.4	LOS C	0.2	0.2	0.92	0.92	182.2	200.0	1.10
All Pedestrians		153	28.4	LOS C	0.2	0.2	0.91	0.91	182.2	200.0	1.10

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: 2AM [2. RAC_EVA_25_AM_3A - Weekend (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A Weekend (Network Folder: Scheme 3A)]

Racecourse Place | Evans Avenue
Site Category: Existing Design
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	9	0.0	9	0.0	0.093	5.9	LOS A	0.5	3.6	0.52	0.58	0.52	48.6
2	T1	All MCs	74	0.0	74	0.0	0.093	6.5	LOS A	0.5	3.6	0.52	0.58	0.52	48.6
3	R2	All MCs	9	0.0	9	0.0	0.093	9.9	LOS A	0.5	3.6	0.52	0.58	0.52	48.6
Approach			93	0.0	93	0.0	0.093	6.8	LOS A	0.5	3.6	0.52	0.58	0.52	48.6
East: Evans Avenue East															
4	L2	All MCs	47	0.0	47	0.0	0.283	4.8	LOS A	1.7	12.1	0.44	0.55	0.44	45.9
5	T1	All MCs	54	0.0	54	0.0	0.283	2.2	LOS A	1.7	12.1	0.44	0.55	0.44	28.8
6	R2	All MCs	255	1.2	255	1.2	0.283	6.7	LOS A	1.7	12.1	0.44	0.55	0.44	28.8
6u	U	All MCs	3	0.0	3	0.0	0.283	8.0	LOS A	1.7	12.1	0.44	0.55	0.44	28.8
Approach			359	0.9	359	0.9	0.283	5.8	LOS A	1.7	12.1	0.44	0.55	0.44	33.5
North: Racecourse Place															
7	L2	All MCs	247	0.9	247	0.9	0.415	3.6	LOS A	3.0	21.0	0.33	0.47	0.33	27.9
8	T1	All MCs	178	0.0	178	0.0	0.415	4.3	LOS A	3.0	21.0	0.33	0.47	0.33	48.9
9	R2	All MCs	55	9.6	55	9.6	0.415	6.3	LOS A	3.0	21.0	0.33	0.47	0.33	27.9
9u	U	All MCs	8	0.0	8	0.0	0.415	7.5	LOS A	3.0	21.0	0.33	0.47	0.33	27.9
Approach			489	1.5	489	1.5	0.415	4.2	LOS A	3.0	21.0	0.33	0.47	0.33	42.0
West: Evans Avenue West															
10	L2	All MCs	155	4.1	155	4.1	0.429	9.9	LOS A	2.8	20.3	0.74	0.71	0.77	32.1
11	T1	All MCs	54	0.0	54	0.0	0.429	9.2	LOS A	2.8	20.3	0.74	0.71	0.77	32.1
12	R2	All MCs	17	0.0	17	0.0	0.429	14.7	LOS B	2.8	20.3	0.74	0.71	0.77	41.6
Approach			225	2.8	225	2.8	0.429	10.1	LOS A	2.8	20.3	0.74	0.71	0.77	33.3
All Vehicles			1166	1.4	1166	1.4	0.429	6.0	LOS A	3.0	21.0	0.46	0.55	0.47	37.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
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: 3AM [3. MAL_EVA_25_AM_3A - Weekend (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A Weekend (Network Folder: Scheme 3A)]

New Site
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloney Street South															
2	T1	All MCs	280	0.8	280	0.8	0.395	3.0	LOS A	2.8	20.2	0.53	0.58	0.64	29.3
3	R2	All MCs	204	3.1	204	3.1	0.395	8.5	LOS A	2.8	20.2	0.53	0.58	0.64	29.3
Approach			484	1.7	484	1.7	0.395	5.3	NA	2.8	20.2	0.53	0.58	0.64	29.3
East: Evans Avenue															
4	L2	All MCs	118	3.6	118	3.6	0.083	6.8	LOS A	0.0	0.0	0.00	1.01	0.00	34.6
6	R2	All MCs	29	3.6	29	3.6	0.116	20.1	LOS B	0.4	2.7	0.78	1.00	0.78	26.8
Approach			147	3.6	147	3.6	0.116	9.5	LOS A	0.4	2.7	0.16	1.01	0.16	33.0
North: Maloney Street North															
7	L2	All MCs	47	0.0	47	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	34.5
8	T1	All MCs	447	1.6	447	1.6	0.233	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			495	1.5	495	1.5	0.233	0.5	NA	0.0	0.0	0.00	0.05	0.00	48.6
All Vehicles			1126	1.9	1126	1.9	0.395	3.7	NA	2.8	20.2	0.25	0.40	0.30	37.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 4AM [4. GAR_MAL_25_AM_3A - Weekend (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A Weekend (Network Folder: Scheme 3A)]

Gardeners Road | Maloney Street | Dalmey Avenue
Site Category: Existing Design
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 68 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maloneys Street															
1	L2	All MCs	26	4.0	26	4.0	0.044	20.9	LOS B	0.6	4.3	0.70	0.67	0.70	29.5
2	T1	All MCs	95	0.0	95	0.0	0.134	15.5	LOS B	2.1	14.7	0.70	0.55	0.70	30.8
3	R2	All MCs	188	1.1	188	1.1	* 0.645	31.8	LOS C	5.9	41.5	0.98	0.88	1.05	12.7
Approach			309	1.0	309	1.0	0.645	25.9	LOS B	5.9	41.5	0.87	0.76	0.91	19.7
East: Gardeners Road East															
4	L2	All MCs	327	0.6	327	0.6	0.185	5.9	LOS A	0.0	0.0	0.00	0.53	0.00	48.4
5	T1	All MCs	1175	2.5	1175	2.5	0.671	14.4	LOS A	15.1	108.3	0.81	0.72	0.81	44.0
6	R2	All MCs	268	2.0	268	2.0	* 0.852	27.8	LOS B	7.7	54.8	0.95	0.96	1.05	31.0
Approach			1771	2.1	1771	2.1	0.852	14.9	LOS B	15.1	108.3	0.68	0.72	0.70	41.9
North: Dalmey Avenue															
7	L2	All MCs	355	2.1	355	2.1	0.524	23.9	LOS B	9.2	65.8	0.82	0.80	0.82	20.5
8	T1	All MCs	137	3.1	137	3.1	* 0.374	28.3	LOS B	4.1	29.5	0.91	0.73	0.91	18.6
Approach			492	2.4	492	2.4	0.524	25.1	LOS B	9.2	65.8	0.85	0.78	0.85	19.2
West: Gardeners Road West															
10	L2	All MCs	13	0.0	13	0.0	0.937	51.2	LOS D	21.2	153.4	1.00	1.22	1.53	22.5
11	T1	All MCs	931	4.0	931	4.0	* 0.937	45.6	LOS D	21.2	153.6	1.00	1.22	1.53	17.0
Approach			943	3.9	943	3.9	0.937	45.7	LOS D	21.2	153.6	1.00	1.22	1.53	17.1
All Vehicles			3515	2.5	3515	2.5	0.937	25.5	LOS B	21.2	153.6	0.81	0.87	0.96	29.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Maloneys Street											
P1	Full	53	28.3	LOS C	0.1	0.1	0.91	0.91	182.2	200.0	1.10
East: Gardeners Road East											
P2	Full	53	28.3	LOS C	0.1	0.1	0.91	0.91	182.2	200.0	1.10

North: Dalmey Avenue										
P3	Full	53	28.3	LOS C	0.1	0.1	0.91	0.91	182.2	200.0	1.10
West: Gardeners Road West										
P4	Full	53	28.3	LOS C	0.1	0.1	0.91	0.91	182.2	200.0	1.10
All Pedestrians		211	28.3	LOS C	0.1	0.1	0.91	0.91	182.2	200.0	1.10

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: 5AM [5. EVA_BAR_25_AM_3A - Weekend (Site Folder: 3A 2025)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A Weekend (Network Folder: Scheme 3A)]

Evans Avenue | Barber Avenue
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Barber Avenue															
1	L2	All MCs	124	0.8	124	0.8	0.093	4.9	LOS A	0.4	2.7	0.20	0.51	0.20	38.3
3	R2	All MCs	11	0.0	11	0.0	0.093	5.8	LOS A	0.4	2.7	0.20	0.51	0.20	38.7
Approach			135	0.8	135	0.8	0.093	4.9	LOS A	0.4	2.7	0.20	0.51	0.20	38.4
East: Evans Avenue East															
4	L2	All MCs	43	0.0	43	0.0	0.069	3.4	LOS A	0.0	0.0	0.00	0.14	0.00	38.7
5	T1	All MCs	96	0.0	96	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.1
Approach			139	0.0	139	0.0	0.069	1.1	NA	0.0	0.0	0.00	0.14	0.00	39.0
West: Evans Avenue West															
11	T1	All MCs	87	1.2	87	1.2	0.109	0.4	LOS A	0.5	3.6	0.24	0.31	0.24	38.1
12	R2	All MCs	103	0.0	103	0.0	0.109	4.0	LOS A	0.5	3.6	0.24	0.31	0.24	39.0
Approach			191	0.6	191	0.6	0.109	2.3	NA	0.5	3.6	0.24	0.31	0.24	38.5
All Vehicles			464	0.5	464	0.5	0.109	2.7	NA	0.5	3.6	0.16	0.32	0.16	38.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

Appendix 5. Design Review

EVANS AVE

EVANS AVE

BARBER AVE

BARBER AVE

JACK MUNDEY RESERVE

RETAIL ENTRY

RESIDENTIAL ENTRY

LOBBY RL 17.65

LOBBY RL 18.40

LOBBY RL 18.65

LOBBY RL 18.65

BTR LOBBY RL 18.00

RL 18.00

RL 18.65

RL 18.65

Panetta627.3 m²

RL 18.65

Supermarket3,745.4 m²

Core Above

BOH

Amenities81.0 m²

LOADING DOCK1,389.2 m²

TURNTABLE RL 17.05

LOADING 5 (MRV)

LOADING 4 (MRV)

LOADING BAY 3 (AV)

LOADING BAY 2 (AV)

LOADING 1 (SRV)

LOADING BAY 6 (HRV)

LOADING BAY 7 (RESI WASTE)

DOCK LEVELLER

ELEVATED DOCK

ELEVATED DOCK RL 18.65

OFFICE

GAS METER & REG.

311.2 m²

RL 17.80

294.2 m²

160.8 m²

541.3 m²

576.1 m²

334.9 m²

378.2 m²

217.0 m²

576.9 m²

245.7 m²

FLOOD LEVEL 17.30

EX.RL 16.45

17.31

17.73

17.9

18.36

18.0

18.0

16.70

16.45

16.45

16.32

16.60

16.65

16.90

17.00

13.09

6.22M

3.8M

5.6M

5.6M

6.3M

6.3M

BUS

BUS

AERIAL IMAGERY / SCALED PDF

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It is the responsibility of the contractor to ensure that the proposed vehicle routes and accesses are suitable for the anticipated vehicles.
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NOT FOR CONSTRUCTION

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TRAFFIC GUIDANCE SCHEMES

1. All signed to be clearly visible throughout the works and monitored.
2. Signs can be mounted if required on posts to be visible above parked cars. Signs to be coordinated on site to ensure they are clearly visible.
3. All signs to be size A.
4. All signs to be visible when workers are in the area and covered when workers are not present.
5. Signs to be in accordance with RMS Traffic Control at Worksites (TCAWS) Manual and AS1742.3 Traffic Control for Works on roads.
6. RMS/Council approvals to be obtained prior to implementation.
7. This TGS is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TGS is to be documented and re-recorded by qualified personnel with a Red/Orange card.

SWEPT PATHS

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assesment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

REV	DATE	DESCRIPTION	DRAWN	REVIEWED
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X	X	X	x	x
X	X	X	x	x
X	X	X	x	x
2	29.05.26	FOR INFORMATION	JJ	JJ
1	26.05.26	FOR INFORMATION	JJ	MA

PROJECT

19A EVANS AVENUE EASTLAKES

DRAWING TITLE

GROUND LEVEL - SHEET 1
TRAFFIC DESIGN ASSESSMENT

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

CLIENT	CONQUEST
DRAWING #	PTC_LG_1
PROJECT #	25-1265
SCALE	1 : 350 @ A1

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REV 2



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B99 Vehicle (Realistic min radius) (200s)

Overall Length	5.200m
Overall Width	1.940m
Max Body Height	1.870m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

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X	X	X	x	x
X	X	X	x	x
2	29.05.26	FOR INFORMATION	JJ	JJ
1	26.05.26	FOR INFORMATION	JJ	MA

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ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

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B99 Vehicle (Realistic min radius) (200s)

Overall Length	5.200m
Overall Width	1.840m
Max Body Height	1.870m
Min Body Ground Clearance	0.275m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radus	6.250m

REV	DATE	DESCRIPTION	DRAWN	REVIEWED
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1	26.05.26	FOR INFORMATION	JJ	MA

PROJECT

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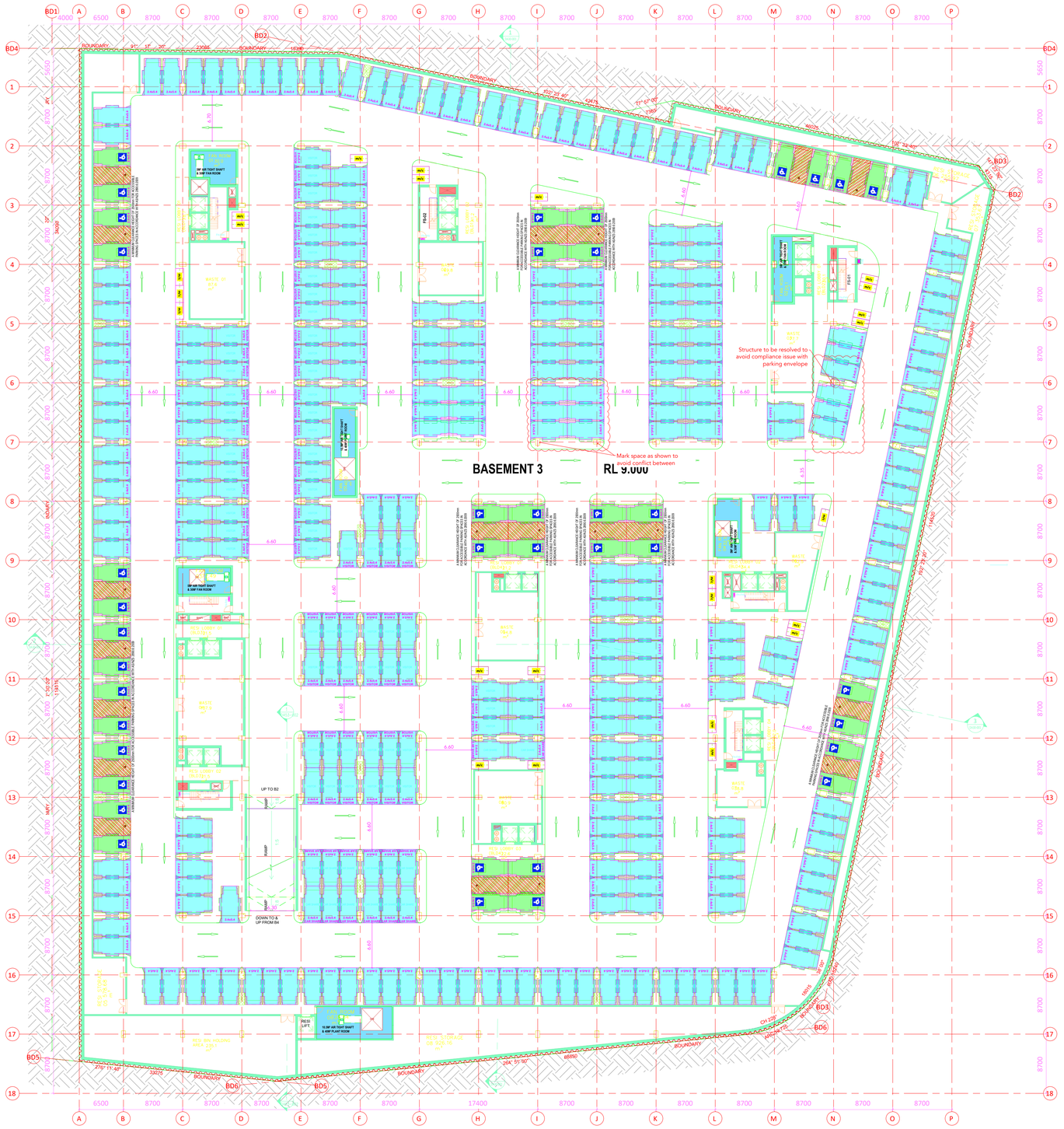
DRAWING TITLE

BASEMENT 2 - SHEET 1
TRAFFIC DESIGN ASSESSMENT

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
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CLIENT	CONQUEST
DRAWING #	PTC_B2_1
PROJECT #	25-1265
SCALE	1 : 350 @ A1
	SSDA

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B99 Vehicle (Realistic min radius) (200L)

Overall Length	5.200m
Overall Width	1.864m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

REV	DATE	DESCRIPTION	DRAWN	REVIEWED
X	X	X	x	x
X	X	X	x	x
X	X	X	x	x
X	X	X	x	x
X	X	X	x	x
2	29.05.26	FOR INFORMATION	JJ	JJ
1	26.05.26	FOR INFORMATION	JJ	MA

PROJECT

19A EVANS AVENUE EASTLAKES

DRAWING TITLE

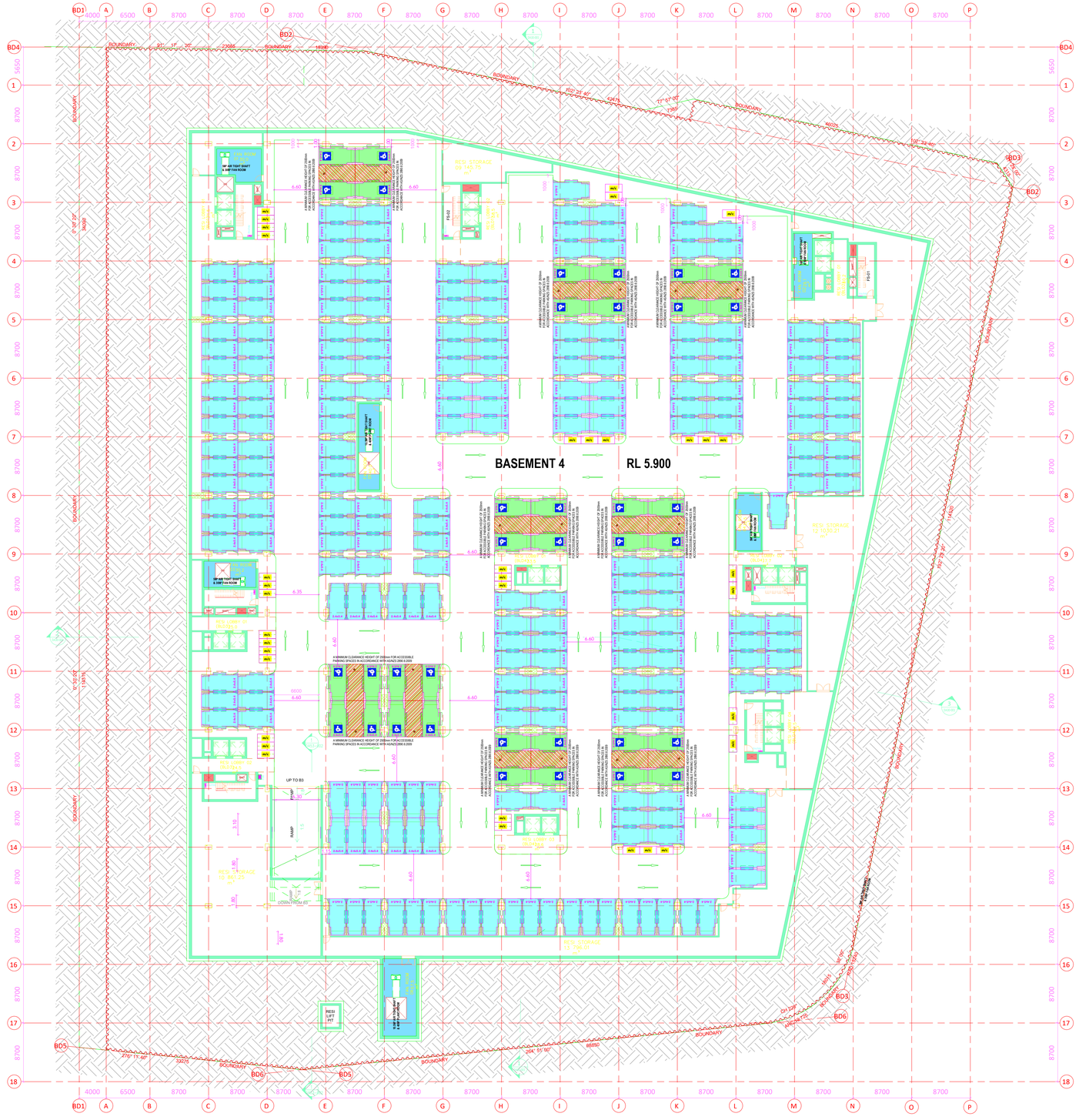
BASEMENT 3 - SHEET 1
TRAFFIC DESIGN ASSESSMENT

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

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DRAWING #	PTC_B3_1
PROJECT #	25-1265
SCALE	1 : 350 @ A1

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B99 Vehicle (Realistic min radius) (200L)

Overall Length	5.200m
Overall Width	1.940m
Max Body Height	1.870m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Kurb to Curb Turning Radius	6.250m

REV	DATE	DESCRIPTION	DRAWN	REVIEWED
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X	X	X	x	x
X	X	X	x	x
X	X	X	x	x
2	29.05.26	FOR INFORMATION	JJ	JJ
1	26.05.26	FOR INFORMATION	JJ	MA

PROJECT

19A EVANS AVENUE EASTLAKES

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Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
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CLIENT	CONQUEST
DRAWING #	PTC_B4_1
PROJECT #	25-1265
SCALE	1 : .350 @ A1

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REV 2

Appendix 6. Travel Access Guide (TAG)

The following bus routes are accessible from bus stops within 800m of the site:

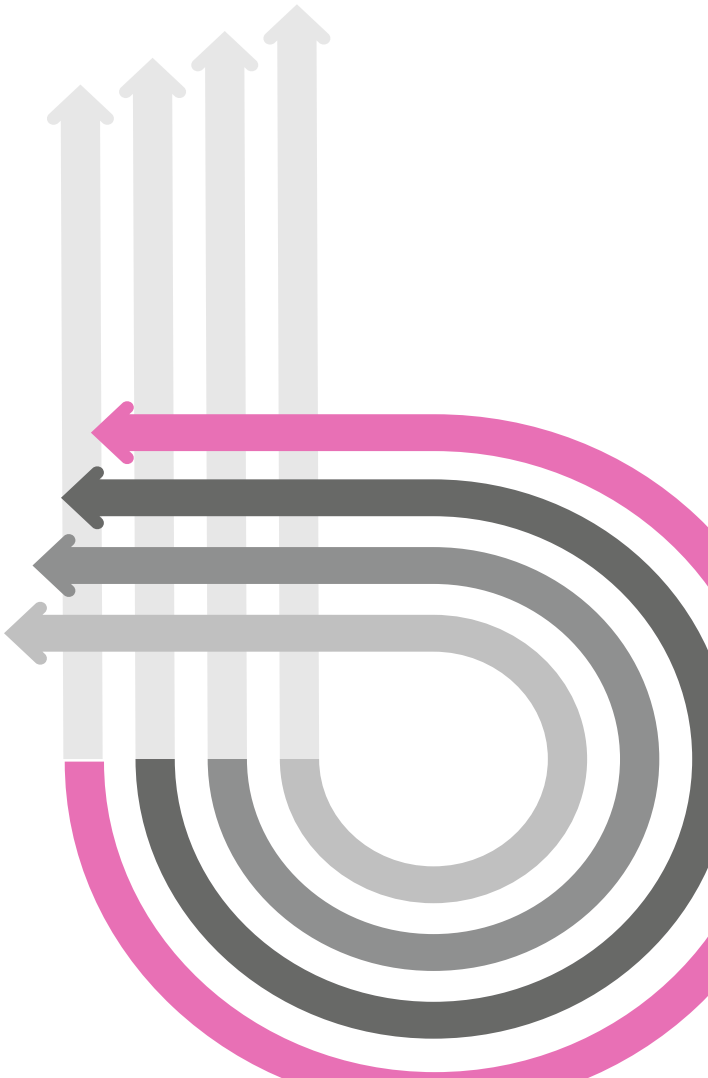
Route	Operation/Coverage
303	**Prince of Wales Hospital to Sans Souci** Monday to Friday: Every 15-30 min Weekends: Every 30 min
306	**Redfern to Mascot Station loop service** Monday to Friday: Every 10-20 min Weekends: Every 20-30 min
343	**City Circular Quay to Kingsford** Monday to Friday: Every 10-20 min Weekends: Every 10-20 min
358	**City Circular Quay to Kingsford** Monday to Friday: Every 8-20 min Weekends: Every 20 min

The closest train station is Mascot. The following lines and services are provided at the station:

Line and Coverage
T8 City Circle Plains via Museum

Transport Access Guide

19A Evans Avenue, Eastlakes



Residents, staff and visitors are encouraged to use public and active transport when travelling to and from 19A Evans Avenue, Eastlakes.

Plan your journey by accessing transport.info, downloading the Opal app for smartphones or calling 131500 for Transport for NSW up-to-date timetables and maps.

There are abundant bicycle paths around the development.
Bicycle parking facilities are available within the site for staff and visitors.
End-of-Trip facilities including lockers, showers and change rooms are provided for staff use.

There are a variety of restaurants, shops, supermarkets within a short walk from the development.

