



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

PARKING & TRAFFIC IMPACT ASSESSMENT

**PROPOSED RESIDENTIAL DEVELOPMENT
166 – 174 BLAXLAND ROAD, RYDE**

**PREPARED FOR SASCO PROPERTY PTY. LTD.
OUR REF: 24-174-REP-5**



12 JUNE 2026

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1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning has been commissioned by the Sasco Property Pty. Ltd. to prepare a Parking & Traffic Impact Assessment in support of a State Significant Development Application (SSD-95802958) associated with 166 – 174 Blaxland Road, Ryde (hereafter referred to as the 'subject site') to be lodged with Department of Planning, Housing and Infrastructure.

SSD-95802958 is accompanied by a concurrent rezoning request and seeks consent for the demolition of existing structures and construction of a residential flat building development containing 114 residential apartments and basement car parking.

The development consists of a part 4, part 10 storey building with rooftop communal facilities and top floor loft style apartments, above 4 levels of car parking containing a total of 172 car parking spaces including 12 accessible spaces, 11 motorcycle spaces and 21 bicycle spaces. A loading dock is provided on the ground floor level adjacent to a waste storage area.

Vehicle access to the basement is provided off Blaxland Roads via a two way access driveway with an additional service access driveway provided for the loading dock.

The proposal provides two (2) separate residential lobbies with two (2) lift cores each servicing a maximum of 7 apartments.

Communal open space for all residential apartments is located at the ground floor and at the rooftop.

The proposed development is illustrated in the Architectural Plans prepared by Curzon + Partners (reduced scale copies of a selection of which are attached as **Appendix 1**).

This aim of this assessment is to investigate and report upon the potential traffic and parking consequences of the proposed development and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;
- Section 2 describes the proposed development;
- Section 3 assesses the adequacy of the proposed site access arrangements, internal circulation and servicing arrangements with reference to relevant Council, Transport for New South Wales (TfNSW) and Australian Standard specifications;

- Section 4 assesses the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure;
- Section 5 estimates the projected traffic generating ability of the proposed development and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner; and
- Section 6 forms a preliminary construction traffic management plan, detailing the expected construction methodology and associated adjacent traffic and pedestrian management measures to be implemented .

The report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2021.

1.2 Reference Documents

Reference is made to the following documents throughout this report:

- Transport for New South Wales' (TfNSW) *Guide to Transport Impact Assessment*;
- City of Ryde Council's *Ryde Local Environmental Plan 2014* (LEP 2014);
- City of Ryde Council's *Ryde Development Control Plan 2014* (RDCP 2014);
- Taylor Thomson Whitting's *Ryde Central – Traffic Impact Assessment – TTW-TRA-RPT-002*, 1 November 2019 (TTW's Council site Traffic Impact Assessment);
- The Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004);
- The Australian Standard for *Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities* (AS2890.2:2018);
- The Australian Standard for *Parking Facilities Part 3: Bicycle Parking* (AS2890.3:2015);
- The Australian Standard for *Parking Facilities Part 6: Off-Street Parking for People with Disabilities* (AS2890.6:2022); and
- Minutes from a pre-lodgement meeting with Ryde City Council with respect to the proposal, held on the 25th of March 2026.

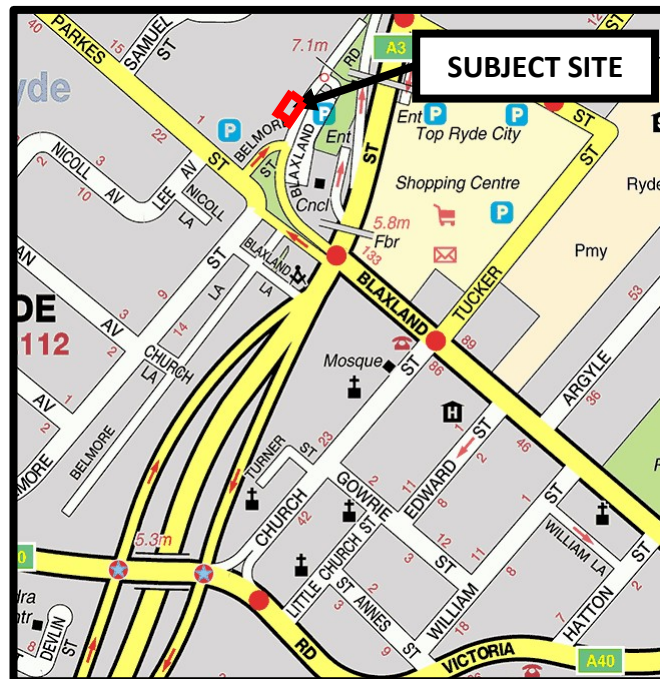
Architectural plans have been prepared by Curzon + Partners which should be read in conjunction with this report, reduced copies of a selection of which are included as **Appendix 1** for reference.

1.3 Site Details

1.3.1 Site Location

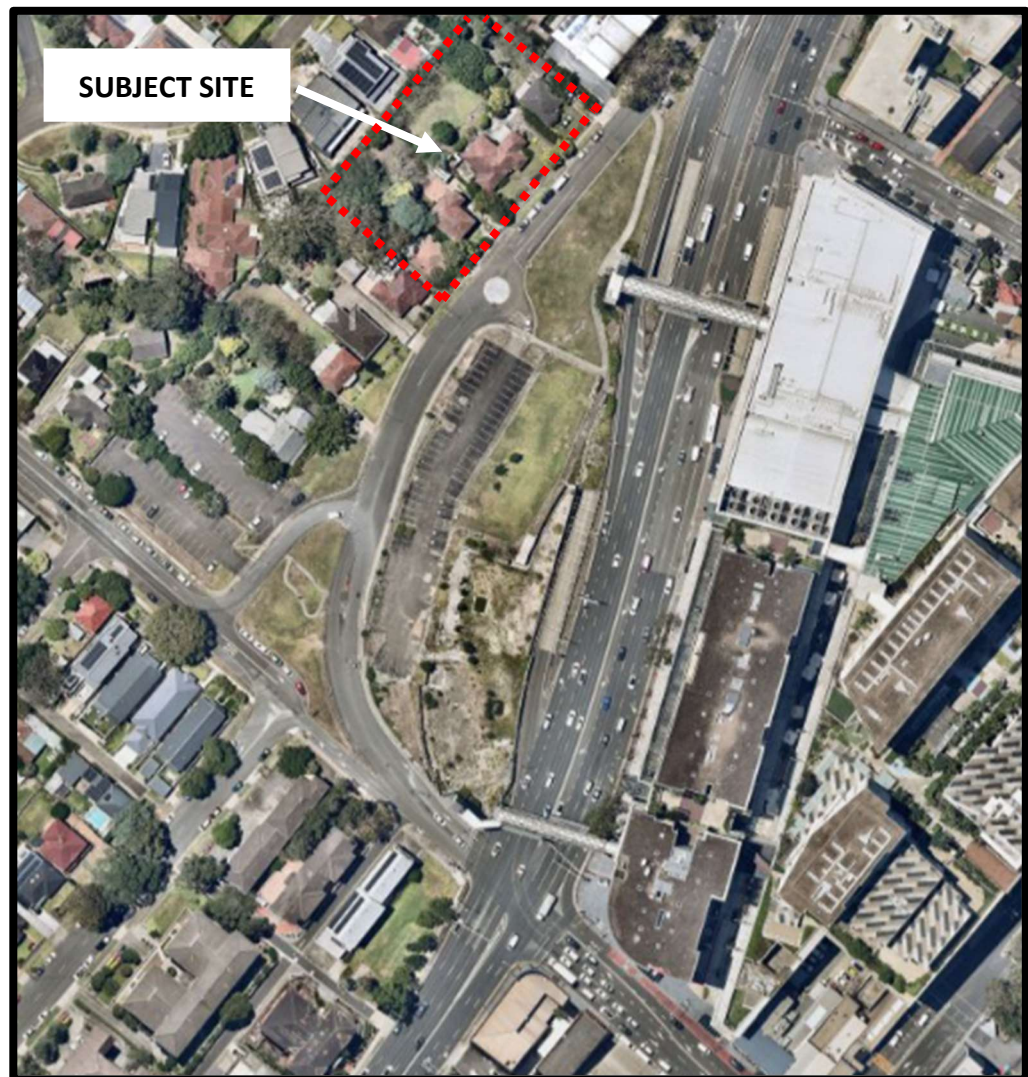
The subject site is situated on the western side of Blaxland Road approximately 120m north of Parkes Street, Ryde. The site location is illustrated below and overleaf within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT



Source: UBD's Australian City Streets – Version 8

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Nearmap (image dated 27/11/2025)

1.3.2 Site Description

The subject site comprises a number of allotments which provide a real property address of Lot 24, 25, 27 and 28 of DP6046 and Lot A DP390365, and provide a street address of 166 – 174 Blaxland Road, Ryde.

The subject site provides forms a rectangular shaped parcel of land, providing an approximate frontage of 76m and extending west 50m, providing a total site area in the order of 3,816m².

1.3.3 Existing Site Use

No. 166, No. 168 and No. 174 Blaxland Road currently accommodate a detached residential dwelling each, providing vehicular access to Blaxland Road.

No. 170 - 172 Blaxland Road is currently accommodates a detached residential dwelling providing vehicular access to Blaxland Road.

1.3.4 Surrounding Uses

The site is immediately adjoined to the south and west by primarily low density detached residential dwellings fronting Blaxland Road and Samuel Street, respectively. A medium density residential development is located to the north and serviced by fronting Blaxland Road.

Vacant land occupies land to the east on the opposite side of Blaxland Road, also providing a frontage to Parkes Street and Devlin Street. This parcel of land previously accommodated the Ryde Council building, which has recently been demolished.

1.3.5 Nearby Approved Development

Development Consent (LDA2019/0404) was issued by Department of Planning and Environment (DPE) on 18/12/2019 for the construction of a mixed-use development within the parcel of land situated on the eastern (opposite) side of Blaxland Road. The approved development involves the following:

- Two buildings comprising of:
 - Council offices providing a total Gross Floor Area (GFA) of 4,402m² and accommodating 342 staff;
 - Council chambers providing a total GFA of 1,540m²
 - Commercial tenancies providing a total GFA of 2,061m²;
 - Performance hall providing 736 seats;
 - Activity rooms providing a total GFA of 613m²;
 - Meeting rooms providing a total GFA of 132m²;
 - Gallery providing a total GFA of 312m²;
 - Retail tenancies providing a total GFA of 145m²; and
 - Bar / restaurant providing a total GFA of 144m².
- A public plaza and open space areas as well as landscaping throughout the site.

The buildings are approved to be serviced by a basement car parking area providing the following:

- 236 car parking spaces comprising of:
 - 110 council office car parking spaces;
 - 52 council chamber car parking spaces;
 - 39 commercial car parking spaces;
 - 74 performance hall car parking spaces;
 - 46 activity room car parking spaces;
 - 3 meeting room car parking spaces;
 - 12 gallery car parking spaces;
 - 6 retail car parking spaces; and
 - 6 bar / restaurant car parking spaces.

- 90 bicycle parking spaces.

Vehicular connectivity is primarily approved via a combined ingress / egress driveway connecting with Blaxland Road in the south-western portion of the site.

The development is also approved to involve a series of public road construction / modification works associated with the development including, but not limited to, the following:

- The realignment and widening of the portion of Blaxland Road situated to the south of the site, to the west, resulting in the following:
 - The removal of the curved section of Blaxland Road on approach to Parkes Street (and the eastern junction of the two roads);
 - The provision of two eastbound travel lanes and one westbound travel lane in Parkes Street, between Devlin Street and Blaxland Road); and
 - Amendments to the priority control of the junction of Blaxland Road and Parkes Street.
- The removal of the existing roundabout control within Blaxland Road (adjacent to No. 166, which serviced the previous Council development) and the construction of a larger roundabout to the north (adjacent to the No. 174); and
- The provision of indented bus and car bays along the eastern kerb alignment of the realigned portion of Blaxland Road.

A Traffic Impact Assessment was provided by TTW in support of the original development application on 1 November 2019, herein referred to as the “TTW Council site Traffic Impact Assessment”.

2. PROPOSED DEVELOPMENT

2.1 Built Form

The proposal involves the demolition of existing dwellings and construction of a residential development comprising a single multi-storey residential apartment providing a total of 114 dwellings comprising of:

- 26 x one-bedroom dwellings;
- 48 x two-bedroom dwellings;
- 38 three-bedroom dwellings; and
- 2 x four-bedroom dwellings.

The development is to comprise of 6 affordable dwellings (all one-bedroom dwellings), comprising approximately 5% of the total dwelling yield.

The proposed development is to be serviced by four levels of parking (two basement levels and 2 lower ground levels) accommodating 172 passenger vehicle spaces, 21 bicycle spaces and 11 motorcycle spaces.

Passenger vehicle access between the basement parking areas and Blaxland Road is proposed via a combined ingress / egress driveway situated in the north-eastern portion of the site. A separate ingress only driveway is proposed to the link with an internal ground level servicing area to the south-west of the abovementioned primary passenger vehicle driveway. Vehicular egress from the servicing area is proposed via the abovementioned primary passenger vehicle driveway.

Pedestrian connectivity is proposed via pedestrian pathways connecting with the western Blaxland Road footway to the north and south of the abovementioned vehicular driveways.

3. SITE ACCESS & INTERNAL CIRCULATION

3.1 Passenger Vehicle Access

Passenger vehicle access between the development site and Blaxland Road is proposed to be provided via a 7.5m wide combined ingress / egress driveway, located within the north-eastern portion of the site. The driveway provides direct connectivity to an internal roadway linking with the basement parking access ramp area and an egress only roadway from the ground floor loading dock.

AS2890.1:2004 provides driveway design specifications based on the proposed primary land use, the functional order of the access road and the number of spaces the driveway is to serve. Tables 3.1 and 3.2 of AS2890.1:2004 specify that, at minimum, a Category 2 type driveway is required, providing a combined ingress / egress driveway width of between 6m and 9m based on the local functional order of Blaxland Road, the residential land-use and the total passenger vehicle parking provision within the on-site parking areas between 101 – 300. The proposed 7.5m wide combined ingress / egress driveway therefore complies with the minimum AS2890.1:2004 specifications and, accordingly, is considered to be satisfactory.

Swept path plans have been prepared in order to demonstrate the ability of passenger vehicles, including delivery vans, to enter and exit the site in combination and in a forward direction, copies of which are included as **Appendix 2**.

The safety and efficiency of passenger vehicle access / egress movements are also proposed to be assisted by the following:

- The provision of a relatively level (maximum of 1:20) grade within the first 6m of the egress driveway inside the property boundary;
- No obstructions to visibility adjacent to the egress (northern) side of the driveway facilitating appropriate sight distance between exiting passenger vehicle motorists and potential pedestrians travelling along western Blaxland Road footpath; and
- The reasonably consistent horizontal and vertical alignment of Blaxland Road in the immediate vicinity of the subject site resulting in satisfactory sight distance between the frontage road and the proposed passenger vehicle site access driveway, based on the prevailing 50km/h speed limit.

The proposed passenger vehicle site access driveway design is therefore considered to be satisfactory.

3.2 Service Vehicle Access

Service vehicle ingress between Blaxland Road and the development site is proposed to be provided via an 8m wide ingress only driveway (measured at the proposed boundary, widening to 10m at the Blaxland Road kerb alignment), situated approximately 12m to the south of the previously presented passenger

vehicle access driveway. This driveway provides direct connectivity to an internal roadway linking with a dedicated loading dock situated at ground level. Service vehicle egress from the loading dock and the site is proposed via the previously presented passenger vehicle driveway located within the north-eastern portion of the site.

AS2890.2:2018 provides driveway design specifications based on the largest vehicle required to be serviced and the functional order of the access road. On the basis of Blaxland Road providing a minor (non-arterial) function and the development being expected to accommodate vehicles up to and including 12.5m long Heavy Rigid Vehicles (HRVs), Figure 3.1 of AS2890.2:2018 specifies, at minimum, a 12.5m wide combined ingress / egress driveway be provided. The provided separated ingress and egress functions of the vehicular driveways accommodating service vehicles therefore exceeds the minimum AS2890.2:2018 requirements.

To further support the provided service vehicle access / egress arrangements, swept path plans have been prepared demonstrating HRV site entry and exit movements, copies of which are included as **Appendix 2**. These plans indicate the following:

- HRVs are capable of entering the site in a forward direction via a left turn from Blaxland Road to the southern site ingress only driveway without encroachment on the opposing public road travel lane, driveway extents and internal development obstructions;
- Following entry into the site, HRVs are able to continue in a forward direction towards the dedicated ground floor loading dock, which is ultimately to be accessed via a short reverse movement from the internal passenger vehicle access roadway; and
- HRVs are capable of exiting the loading dock and site back to Blaxland via a simple forward right turn movement via the northern site driveway without encroachment on internal development obstructions and driveway extents.

It is acknowledged that a portion of prevailing kerb-side parking along the western Blaxland Road kerb alignment immediately to the south of the northernmost site access driveway is required to be removed to facilitate HRV egress movements to the south. Such removal of kerb-side parking will require separate approval from Council, the requirement for which can reasonably be imposed by a condition of consent.

3.3 Vehicle Access Control

Roller doors are proposed to be situated approximately 9.2m inside the property governed both the previously presented driveways. These rollers door are however proposed to be open during day light (say 5am – 9pm) to allow unrestricted access. In this regard, during day light hours, passenger vehicles will continue in an unimpeded fashion to access the basement parking area access ramp, where a centrally situated intercom island situated some 19m inside the

property will govern the operation of a further roller within the upper parking level access ramp.

Similarly, during day light hours, service vehicles will also access the ground floor loading area in an unimpeded fashion from the southern site access driveway.

During evening periods, loading dock access will be controlled by the building manager, whilst a supplementary intercom will also be provided on the northern (driver's side) of the passenger vehicle access roadway situated approximately 6m inside the property. In this regard, the previously presented off-set of the entrance rollers doors from the property boundary (approximately 9.2m) is such that passenger vehicles and service vehicles up to and including Medium Rigid Vehicles (MRVs) will be capable of being wholly accommodated within the site prior to being required to stop.

All vehicle egress from the site, where governed by a roller door, will be facilitated through in-pavement vehicle detectors on approach to the roller door.

3.4 Pedestrian Access

Pedestrian connectivity is proposed via pedestrian pathways connecting with the western Blaxland Road footway to the north and south of the abovementioned vehicular driveways.

3.5 Passenger Vehicle Parking Provision

3.5.1 Proposed Vehicular Parking Provision

The proposed residential development is proposed to be serviced by a total of 172 off-street parking spaces, comprising the following:

- 149 resident parking spaces; and
- 23 visitor parking spaces.

3.5.2 Established Parking Requirements

The Housing SEPP provides statewide relevant parking requirements for in fill affordable housing under the condition that a minimum of 10% of the Gross Floor Area (GFA) is used for affordable housing. The development provides approximately 5% of the GFA as affordable housing and accordingly, does not meet the condition to be assessed under The Housing SEPP. The parking provision of the proposed development will accordingly be assessed under the minimum parking requirements of DCP 2014.

City of Ryde Council specifies the following off-street parking rates for high density residential developments within DCP 2014:

0.6 to 1 space per 1 bedroom dwelling
0.9 to 1.2 space per 2 bedroom dwelling
1.4 to 1.6 spaces per 3 bedroom dwelling

1 visitor space per 5 dwellings or part of dwellings

Table 1 below identifies the off-street parking required to satisfy RDCP 2014.

TABLE 1 OFF-STREET PARKING REQUIREMENTS RYDE DEVELOPMENT CONTROL PLAN 2014		
Measure	No. Dwellings	Parking Range
1-bedroom	26	15.6 – 26
2-bedroom	48	43.2 – 57.6
3-bedroom	38	53.2 – 60.8
4-bedroom	2	2.8 – 3.2
		114.8 (adopt 115) – 147.6 (adopt 147)
Visitor/dwelling	114	22.8 (adopt 23)
	Total	138 - 170

The proposed parking provision of 172 off-street resident parking spaces, comprising of 149 resident parking spaces and 23 visitor parking spaces results in a parking surplus of two resident parking space. This is to be addressed on the basis that the parking surplus will be included in the GFA calculations, assessed by others under separate cover.

3.6 Bicycle Parking Provision

DCP 2014 specifies a rate of one bicycle parking space per 10 required vehicle parking spaces which results in a bicycle parking requirement 13.8 (adopt 14) bicycle parking spaces.

The architectural plans illustrate a capacity to provide 21 bicycle parking spaces, which exceeds the minimum requirements of the DCP 2014 and accordingly, is considered to be satisfactory.

3.7 Motorcycle Parking Provision

DCP 2014 is silent with respect to motorcycle parking.

The architectural plans illustrate a capacity to provide 11 motorcycle parking spaces, which represents a rate of approximately one space per 10 dwellings. Noting that there is no requirement for motorcycle parking, the proposed provision of up to 11 spaces is considered to be satisfactory.

3.8 Passenger Vehicle Internal Circulation and Manoeuvrability

3.8.1 Basement Parking Area Access Design

Connectivity between the site access driveway and the basement parking area is proposed via an east-west aligned internal roadway, providing an initial internal width of 7.5m. The internal roadway subsequently curves to provide a north-south alignment and link with a basement access ramp, providing a reduced

width of 5.9m prior to linking with the upper basement parking area internal circulation aisle.

Whilst the access driveway and internal roadway and ramp allows for two-way traffic movements to occur simultaneously on ground floor and within the upper basement level access ramp, it is acknowledged that as the alignment of the basement parking level circulation aisles and the basement ramps are such that two-way traffic movements cannot be accommodated in combination.

Such an arrangement however suitably accords with Clause 3.2.2 of AS2890.1:2004, which allows for an internal roadway to only accommodate a single direction of traffic flow where the two directional traffic volume accommodated by the roadway is less than 30 movements per hour.

Section 5.1 of this report presents that the access driveway could be expected to accommodate in the order of 22 peak hour vehicle movements based on a total development yield of 114 dwellings, being less than the abovementioned 30 vehicles per hour. Accordingly, the width of the basement access ramps is only required to accord with the one-way traffic requirements as specified within Clause 2.5.2 (a) (i) of AS2890.1:2004.

Notwithstanding the above, it is proposed to govern internal traffic flow within the basement parking levels by an internal traffic signal management system to appropriately manage potential conflicts.

The following sub-sections of this report provide a description and assessment the operational characteristics of the internal traffic signal management system.

3.8.2 Internal Circulation Traffic Management

Despite the access roadway and basement access ramp designs according with minimum specifications of AS2890.1:2004, in order to formalise the previously presented internal single directional travel throughout the ramps and connecting basement circulation aisles, an internal traffic signal system is proposed to govern traffic flow.

The traffic signal system is to utilise red / green traffic lanterns, with one lantern being located at ground level situated 19m within the property boundary and subsequent lanterns being situated within the basement level parking areas. The lantern located 19m within the property boundary is to be supplemented with a 'Stop Here on Red' sign and stop line. The basement parking areas are to be equipped with push buttons located on the wall near the lifts and throughout the parking area, stop lines and waiting bay signage specifying that vehicles are to either remain within their parking spaces or at the stop line until the lanterns governing the parking areas display a green light.

The default position of the traffic signal system will display a green to the entering vehicles from Blaxland Road. Conversely, a red display is to be provided for vehicles wishing to exit the site from within the basement parking areas. Under this arrangement, when vehicles approach the site, they will be provided with a green display and will continue in an unimpeded fashion to the basement parking

areas. An input is to be received by the operating system from radar detection units as the vehicle travels towards the parking area.

Motorists wishing to exit the basement parking levels will activate the internal traffic signals via one of the following:

- In-vehicle remotes (similar to a roller door remote);
- Push buttons situated within the within the basement parking area and lift lobby; or
- In-pavement vehicle detectors location within dedicated waiting bays situated within the basement parking aisles.

Upon activation of the remote / push button / vehicle detector, the operating system will then display a red to the entering vehicle(s) while the display within the basement parking areas facing vehicle(s) wishing to exit the parking area will remain red. The operating system will have recorded any vehicles already within the internal ramp / roadway via radar detection units and commenced a timer to allow a vehicle to complete its journey into the parking area. The display for the activated traffic signal within the basement parking area will then change from red to green thereby allowing the vehicle to safely exit the parking area and travel unimpeded towards the site access driveway. When the directional sensitive radar unit located within the internal ramp is activated by the exiting vehicle(s), the system returns to the default position.

The indicative location of the lanterns, detectors, and push button are illustrated on the architectural plans and within swept path plans prepared by this Practice attached as **Appendix 2**. Notwithstanding this, the specific details of the internal traffic signal system are typically specified by traffic signal contractors at construction certificate stage, complete with a management plan, including measures to be implemented during malfunctions or blackouts.

In regard to the above, traffic signal systems such as that described above are typically fitted with a battery powered back up system to ensure that they continue to operate during power black outs. It is further understood that traffic signal systems such as that proposed tend to be very reliable and rarely malfunction. However, in the event of a malfunction occurring, the manufacturer provides a maintenance crew which is on call 24 hours per day, which will be dispatched to the site immediately. Further, the system incorporates a computer which in most cases can self-diagnose a problem and inform service personnel who can often fix the issue remotely via the internet.

The requirement for detailed design of the traffic signal system, including operational management measures to be implemented, could reasonably be imposed by Council as a condition of development consent.

This Practice notes that internal development traffic signal systems have been successfully implemented within numerous similarly sized residential developments throughout the Sydney metropolitan area.

Additionally, in order to further promote visibility and safety throughout the basement access ramps, a series of convex mirrors are proposed to be placed to facilitate sight distance between opposing motorists.

Incorporating the above described an internal traffic signal system, the proposed single lane nature of traffic flow through the ramps connecting the basement parking areas is envisaged to be satisfactory.

3.8.3 Queuing Analysis

Prepared swept path plans provided as **Appendix 2** demonstrate that the driveway arrangement is capable of accommodating inbound and outbound passing movements immediately within the property boundary, as well as passing movements within the basement parking circulation aisles. The swept path plans indicate that an entering vehicle is capable of being positioned within the ground floor waiting bay without impeding the movement of service collection vehicles to / from the dedicated ground floor loading dock area.

Formal passing / waiting bays are also provided within the basement parking circulation aisles. On this basis, the internal arrangements of the development provide a worst-case scenario capacity for up to two vehicles within the system prior to the formation of a queue that may impede service vehicle egress movements from the loading dock (being one vehicle within the ground floor waiting bay and one actively travelling within the basement access ramps).

Clause 3.5 of AS2890.1:2004 specifies that *'when determining the amount of vehicle storage required, queue lengths shall be calculated by applying conventional queuing theory to estimated mean arrival rates during normal peak periods, and mean service rates under continuous demand, determined as closely as possible from observing the operation of similar facilities. The storage area shall be designed to accommodate the 98th percentile queue under such conditions.'*

The potential for queueing has accordingly been investigated incorporating the following critical operational characteristics of the proposed development and the parking arrangements:

- The development is projected to generate up to 22 peak hour movements;
- The service rate is calculated based upon the approximate time it takes for a vehicle to travel from the access driveway to a parking space within the basement parking area; and
- Therefore, based on an approximate travel distance of 60m between the ground, upper basement and subsequent basement waiting bays, and an approximate travel speed of 5km/h, a 43.2 second travel time, or service rate of 83.3 vehicles (3,600 / 43.2) per hour has been determined.

On the basis of the above critical system characteristics, the following queueing analysis is provided in accordance with standard (M/M/1) procedures, a first-in-first-out basis (FIFO) and a Poisson process for the arrival and service rates:

$a = \text{arrival rate}$

$s = \text{service rate}$

$p = \text{utilisation rate } \left(\frac{a}{s}\right)$

$E(m) = \text{Mean number of vehicles in queue } \left(\frac{p}{1-p}\right) - p$

$P(n) = \text{Discrete probability of } n \text{ vehicles within the system } (1-p)p^n$

On this basis, the following analysis is provided:

- The maximum arrival rate is 22 vehicles every hour;
- The average service rate is 83.3 vehicles per hour;
- The utilisation rate is the arrival rate divided by the service rate is (22/83.3) or $p = 0.26$;
- The average number of vehicles in the queue is 0.09 vehicles $[E(m) = \frac{p}{(1-p)} - p]$;
- The probability of zero vehicles in the system: $(1-p)p^0 = 0.74$ (74.0%);
- The probability of one vehicle in the system: $(1-p)p^1 = 0.192$ (19.2%);
- The probability of two vehicles in the system: $(1-p)p^2 = 0.05$ (5.0%); and
- The probability of three vehicles in the system: $(1-p)p^3 = 0.013$ (1.3%).

Application of the above results in the probability of three or more vehicles in the system of 1.8% ($100 - 74 - 19.2 - 5 = 1.8$).

The queueing capacity of the development ingress, egress and parking arrangements therefore exceeds the minimum requirements of Clause 3.5 of AS2890.1:2004, which requires the 98th percentile queue to be contained within the subject site (or in this case, to be contained in an area on the site clear of the loading dock access / egress apron).

3.8.4 Basement Parking Area Design

The basement parking areas are proposed to comprise 90-degree angled parking spaces along the periphery walls of the basements, being serviced by adjacent circulation aisles. The passenger vehicle parking areas have been designed to accord with the minimum requirements of AS2890.1:2004 and AS2890.6:2022, providing the following base dimensions:

- Standard car parking space width = 2.4m;

- Disabled car parking space width = 2.4m (with adjoining 2.4m wide shared area);
- Motorcycle parking space width = 1.2m;
- Standard and disabled 90-degree car parking space length = 5.4m;
- Motorcycle parking space length = 2.5m;
- Minimum parking aisle width servicing parking spaces = 6m;
- Minimum one-way roadway = 3.4m;
- Minimum two-way roadway = 5.9m;
- Minimum headroom = 2.2m;
- Headroom above disabled parking spaces and adjoining shared areas = 2.5m;
- Aisle extension of the blind aisle = 1m;
- Maximum ramp grade = 1:4; and
- Maximum change in grade = 1:8.

In order to further demonstrate the suitability of the abovementioned arrangement and internal passenger vehicle manoeuvrability throughout the internal circulation areas, this Practice has prepared a number of swept path plans which are included as **Appendix 2**. The turning paths provided on the plans have been generated using Autoturn software and derived from B85 and B99 vehicle specifications provided within AS2890.1:2004.

Further, it should be acknowledged that Section B4.4 of AS2890.1:2004 states the following with regard to the use of templates to assess vehicle manoeuvring:

‘Constant radius swept turning paths, based on the design vehicle’s minimum turning circle are not suitable for determining the aisle width needed for manoeuvring into and out of parking spaces. Drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.’

It would therefore appear that whilst the turning paths provided within AS2890.1:2004 can be utilised to provide a ‘general indication’ of the suitability or otherwise of internal parking and manoeuvring areas, vehicles can generally manoeuvre more efficiently than the paths indicate. In consideration of this and the above discussion, the proposed internal passenger vehicle circulation arrangements are considered to be satisfactory.

Notwithstanding the above, it is acknowledged that the basement parking levels each form two dead-end parking aisles. The provision for dedicated turning bays on the upper basement level (lower ground 1 level), being the only level which accommodates visitor parking, allows for motorists to undertake a three-point

turn and exit the site in a forward direction in the unlikely event that all internal parking spaces are occupied. Such internal turnaround movements are demonstrated by the swept path plans contained within **Appendix 2**.

It is further acknowledged that the basement parking areas contains a total of 16 parking spaces provided in a tandem arrangement. These spaces are proposed to be specifically allocated to single residential dwellings in order to ensure no unreasonable impacts on visitor manoeuvring / circulation occurs with respect to parking space accessibility and is considered satisfactory.

In consideration of the abovementioned compliance of the development design with the relevant requirements of the Australian Standards, the proposed internal passenger vehicle circulation arrangements are considered to be satisfactory.

3.8.5 Bicycle Parking Design

Single sided horizontal bicycle rails are proposed within the basement parking levels providing the following minimum design parameters in accordance with the relevant specifications of AS2890.3:2015:

- Rail length = 1.8m;
- Rail spacing = 1m; and
- Aisle width adjoining racks > 1.5m.

3.9 Site Servicing

3.9.1 Loading Bay Adequacy Assessment

The development proposes a single loading bay situated within the ground level, capable of accommodating vehicles up to and including 12.5m long HRVs. The bay will service Council's waste collection vehicles and removalist / delivery vehicles up to and including HRVs as required.

To assess the adequacy of the proposed HRV loading bay to service the proposed development, guidance has been sought from TfNSW's *Freight Trip Generation Report*. This report undertook surveys of 9 buildings in The Rocks, the Sydney CBD, North Sydney and Green Square. The surveys were undertaken in 2017 and in November 2020. The 2020 surveys were likely impacted by the COVID-19 pandemic and as such, could be considered conservatively high. Notwithstanding this, the conservatively high 2020 value of 0.26 daily deliveries per apartment was selected for analysis, which was 62.5% higher than 2017.

For the proposed 114 dwellings a summary of the types of vehicles that could deliver to the site with no loading dock management plan is provided overleaf in **Table 2**.

TABLE 2 LOADING SPACE REQUIREMENTS FOR 114 DWELLINGS MAXIMUM FOR EACH VEHICLE TYPE THROUGHOUT THE DAY	
Vehicle Type	Maximum Value at any Time of the Day
Bicycle	1.087
Motorcycle	0.732
Van	1.002
Utility	0.678
6.4m long Small Rigid Vehicle (SRV)	0.323
8.8m long Medium Rigid Vehicle (MRV)	0.167
HRV	0.200

Source: *Freight Trip Generation Report*

Notes:

1. Vehicle types peak at different times of the day
2. Pedestrian deliveries were excluded from analysis

For the purposes of this assessment, it is assumed that bicycle, motorcycle, van and utility servicing of the site will occur via the visitor car parking spaces situated within the upper basement parking level. In this regard, only SRV, MRV and HRV servicing will occur via the dedicated ground level loading dock. **Table 2** indicates that the total maximum trips of SRV, MRV and HRV (service vehicles likely to use the loading dock) is less than one trip any hour.

TfNSW's *Freight Trip Generation Report* specifies that the typical dwell time for deliveries and waste collection is approximately 17 minutes and 6 minutes respectively. In consideration of the maximum trips for vehicles using the loading dock and the dwell time of the loading dock activities, it is expected that the provision of one heavy vehicle loading bay is adequate for the proposed development.

It should be acknowledged at this point that the residential apartment developments surveyed and reported upon within TfNSW's *Freight Trip Generation Report* all exceeded 130 units (the average number of dwellings within the developments surveyed exceeded 220 units). The surveyed residential apartment developments also comprised of retail and commercial components. On this basis, the abovementioned analysis is considered to be conservative.

In the unlikely situation where two heavy service vehicles are accessing the site, the loading dock is sufficiently off-set from the site boundary to facilitate the provision of a waiting area which is capable of accommodating a waiting vehicle between the dock and boundary, with such waiting vehicle being wholly accommodated within the site.

Notwithstanding the above analysis, if considered necessary, a loading dock management plan could be prepared to manage the operation of the loading dock to cater for the needs of the proposed development. The plan could include a dock booking system, with blackout periods to ensure that the loading area is vacant during waste collection windows. The requirement for such a management plan could reasonably be imposed as a condition of consent.

3.9.2 Loading Bay Design

The development is likely to necessitate regular servicing with respect to the collection of refuse. Refuse is proposed to be stored within a dedicated bin storage room located within the central portion within the ground level. Waste collection is proposed to occur within a dedicated servicing bay by Council collection vehicles up to and including 12.5m long HRVs. Further, removalist and delivery activity is proposed to be accommodated within the loading bay, by vehicles up to and including HRVs

The dedicated ground floor servicing bay is to provide the following specifications in accordance with the requirements of AS2890.2:2018:

- Servicing bay length = 19m;
- Servicing bay width = 6m; and
- Vertical clearance = 4.5m.

It has previously been presented that ingress movements to the ground floor loading bay are proposed to occur in a forward direction via the southern-most ingress only driveway connecting with Blaxland Road in the south-eastern portion of the site. Egress movements from the loading area and site are proposed via the northern site driveway situated within the north-eastern portion of the site.

In order to demonstrate the ability of the waste collection vehicle to manoeuvre to, within and from the site, a series of swept paths have been prepared by this Practice, copies of which are contained within **Appendix 2**. The turning paths have been generated utilising Autoturn software and the HRV specifications.

As detailed within Section 3.2 of this report, the swept path plans illustrate the following:

- HRVs are capable of entering the site in a forward direction via a left turn from Blaxland Road to the southern site ingress only driveway without encroachment on the opposing public road travel lane, driveway extents and internal development obstructions;
- Following entry into the site, HRVs are able to continue in a forward direction towards the dedicated ground floor loading dock, which is ultimately to be accessed via a short reverse movement from the internal passenger vehicle access roadway; and
- HRVs are capable of exiting the loading dock and site back to Blaxland via a simple forward right turn movement via the northern site driveway without encroachment on internal development obstructions and driveway extents.

The proposed site layout as it relates to waste collection vehicle manoeuvrability is considered satisfactory.

3.9.3 Internal Circulation Traffic Management

The site design facilitates appropriate access, internal circulation and egress arrangements for vehicles up to and including HRVs. It has further previously been presented that potential passenger vehicle queuing on approach to the basement parking access ramp will not impede service vehicle site egress movements from the dedicated loading bay.

Notwithstanding the above, it is acknowledged that the alignment of the ground floor loading area and the basement access ramp is such that sight distance between drivers of service vehicles and passenger vehicles exiting the basement parking levels is somewhat limited. Whilst it is noted that the potential for conflicts between service and passenger vehicle site egress movements is particularly limited due to the infrequent nature of the service vehicle movements, visibility between the movements is proposed to be assisted by the provision of a series of convex mirrors situated on the northern side of the internal passenger vehicle access roadway opposite both the loading area and the basement access ramp. It is further proposed that vehicles exiting the loading area being governed by appropriate priority control in the form of 'Stop' signs and markings.

4. PRE-DEVELOPMENT TRAFFIC CONDITIONS

4.1 Surrounding Road Network

The following provides a description of the local road network surrounding the subject site:

- **Blaxland Road** in the immediate vicinity of the site (approximately north-south aligned section between Devlin Street in the south and terminating approximately 100m north of the site) performs a local access road function under the care and control of City of Ryde Council.

Adjacent to the site (north of the existing roundabout), Blaxland Road provides an approximate pavement width of 9.5m facilitating the provision of one through lane of traffic in both directions and parallel parking along the western kerb alignment, with 'No Stopping' restrictions along the eastern kerb alignment. Blaxland Road (to the south of the site and south of the existing roundabout) provides an approximate pavement width of 11m facilitating the provision of one through lane of traffic in each direction, 'No Parking' / 'No Stopping' restrictions along the western kerb alignment and 'No Stopping' restrictions along the eastern kerb alignment. Blaxland Road is governed by a sign posted speed limit of 50km/h.

To the south of the site, Blaxland Road forms a series of off-set junctions with Parkes Street, Belmore Street and Devlin Street, with a series of turn restrictions, facilitating through movements between Parkes Street and Devlin Street.

- **Parkes Street** performs a collector road function under the care and control of City of Ryde Council providing an east-west alignment between Belmore Street / Blaxland Road / Devlin Street in the east and Hermitage Road in the west.

Parkes Street provides an approximate pavement width of 13m facilitating the provision of one through lane of traffic in both directions and unrestricted parallel parking along both kerb alignments. Parkes Street is governed by a local area speed limit of 50km/h.

- **Devlin Street / Lane Cove Road** performs a State Road function under the care and control of TfNSW providing a north-south alignment within the vicinity of Ryde town centre.

Devlin Street provides a six-lane divided carriageway facilitating the provision of three through lanes of traffic in both directions and 'No Stopping' restrictions along both kerb alignments. Devlin Street is governed by a sign posted speed limit of 60km/h.

Devlin Street forms a grade separated intersection with Victoria Road on-ramps and off-ramps operating under traffic signal control to the south of the Ryde town centre.

Devlin Street forms a signalised intersection with Parkes Street / Blaxland Road to the south-east of the site, operating under traffic signal control. Right turn movements from Devlin Street north to Parkes Street / Blaxland Road west are prohibited.

To the north, Devlin Street forms an off-set intersection with Blaxland Road, Lane Cove Road and Pope Street operating under traffic signal control. Right turn movements from Lane Cove Road to Blaxland Road are prohibited.

- **Pope Street** performs a local access road function under the care and control of City of Ryde Council providing a westbound traffic function between Tucker Street in the east and Devlin Street / Lane Cove Road in the west.

Pope Street provides an approximate pavement width of 10m facilitating the provision of two through lanes of traffic in the westbound direction and taxi bays and loading bays along the southern kerb alignment. Pope Street is governed by a high pedestrian activity area speed limit of 40km/h.

Pope Street forms an intersection with Devlin Street, Lane Cove Road and Blaxland Road (north-south section between Epping Road in the north and Lane Cove Road in the south) operating under traffic signal control. Right turn movements are prohibited from Pope Street to Lane Cove Road.

4.2 Pre-Development Traffic Volumes (2026)

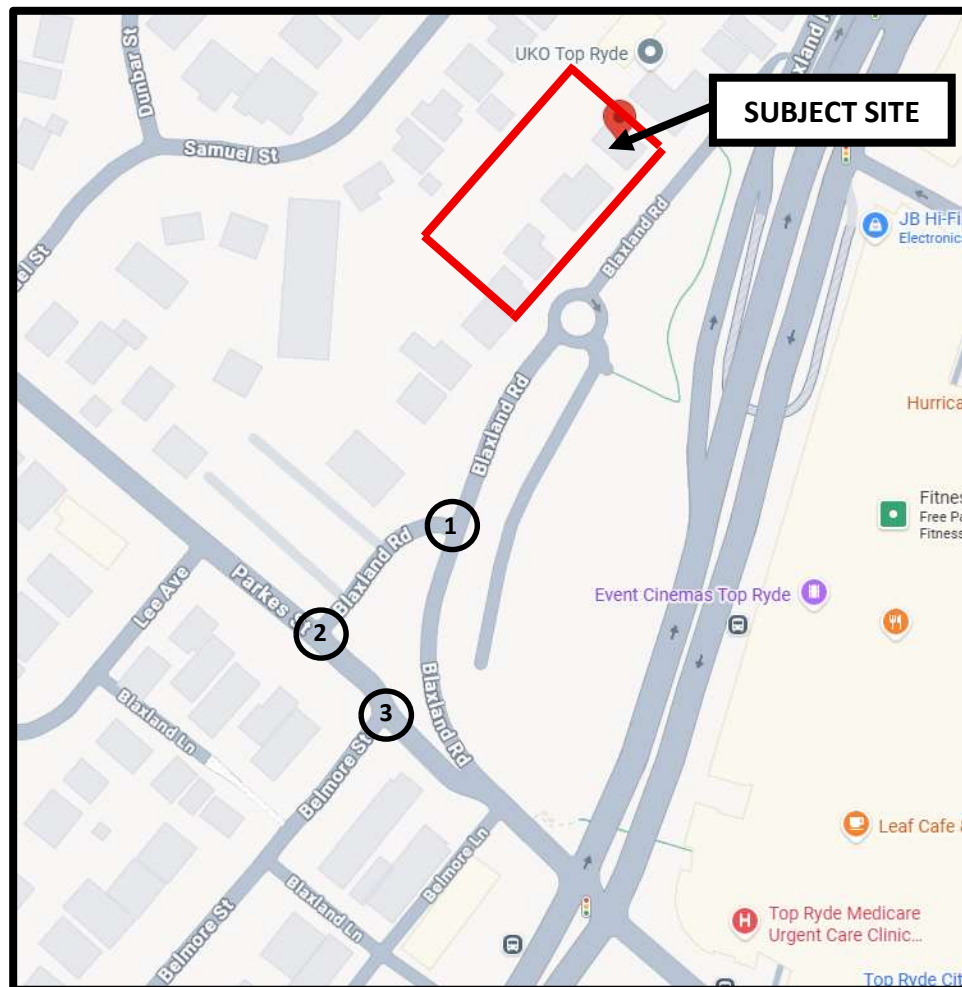
For the purposes of this assessment, the following junctions have been surveyed:

1. The junction of the north-south aligned section of Blaxland Road and the north-east / south-west aligned section of Blaxland Road;
2. The junction of Parkes Street and the north-east / south-west aligned section of Blaxland Road; and
3. The junction of Parkes Street, the north-west / south-east aligned section of Blaxland Road and Belmore Street.

Surveys were undertaken between 6:00am – 10:00pm and 3:00pm – 7:00pm on Wednesday 11th February 2026.

The location of the surveyed junctions is provided overleaf in **Figure 3**.

FIGURE 3
TRAFFIC SURVEY LOCATIONS MAP



It is acknowledged that, during pre-lodgement discussion with Council officers, it was requested that the existing traffic conditions of the intersection of Devlin Street and Blaxland Road be assessed. Section 5.3.2 of this report specifies that the proposed development is projected to generate up to 22 peak hour trips to and from the site or 18 movements over and above that currently being generated by existing site uses. This equates to less than one additional vehicle movement every three minutes during commuter peaks over and above that currently being generated, which may travel through the intersection of Devlin Street and Blaxland Road. Such an extent of additional traffic represents less than one additional vehicle movement through the intersection during each signal cycle, which is not envisaged to result in any measurable impact on existing (or future) intersection performance. On this basis, it is concluded that the minor amount of traffic generation does not warrant an assessment of the intersection of Devlin Street and Blaxland Road, which currently accommodates considerable traffic volumes.

4.2.1 Junction 1

Figure 4 below provides a summary of the surveyed peak hour intervals of traffic flows at the subject junction, whereby peak hours of 7:45am — 8:45am (AM Peak) and 3:45pm — 4:45pm (PM Peak) were identified, whilst full details are contained within **Appendix 3**.

FIGURE 4
PRE-DEVELOPMENT 2026 WEEKDAY COMMUTER PEAK HOUR TRAFFIC
VOLUMES
JUNCTION 1

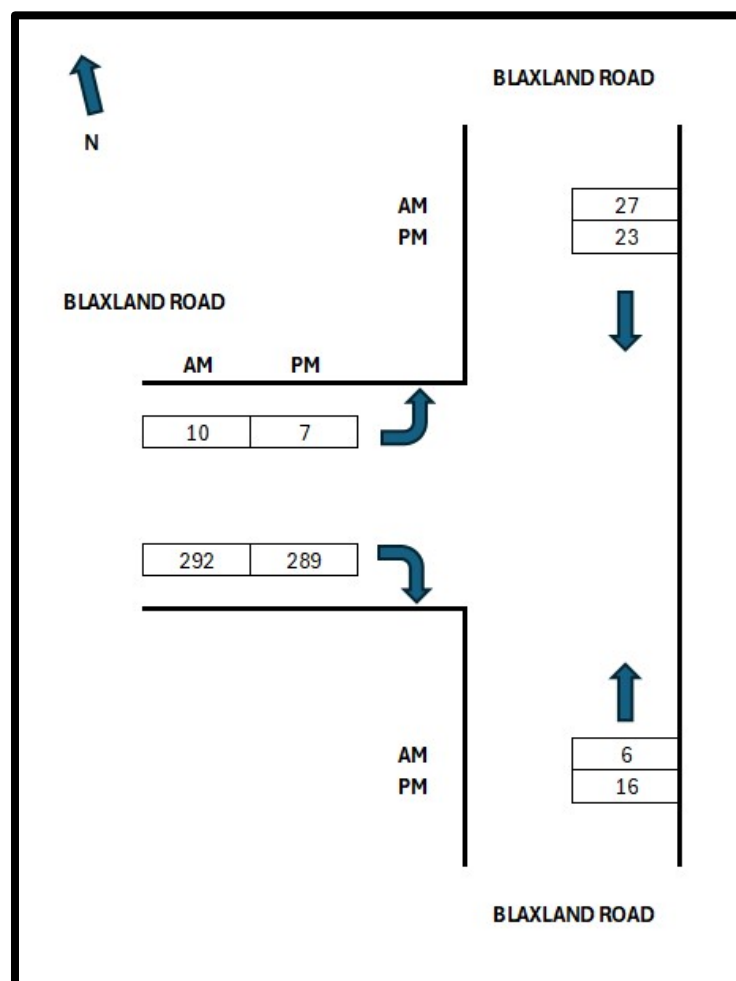


Figure 4 indicates that the northern junction approach accommodates low traffic demands, being less than 50 vehicle per hour, with the intersection profile largely being dominated by the right turn movement from the south-west approach to the south-east approach, comprising almost 300 vehicle movements per hour during weekday commuter peak hours.

4.2.2 Junction 2

Figure 5 below provides a summary of the surveyed peak hour intervals of traffic flows at subject junction, whereby peak hours of 8:15am — 9:15am (AM Peak) and 3:45pm — 4:45pm (PM Peak) were identified, whilst full details are contained within **Appendix 3**.

FIGURE 5
PRE-DEVELOPMENT 2026 WEEKDAY COMMUTER PEAK HOUR TRAFFIC
VOLUMES
JUNCTION 2

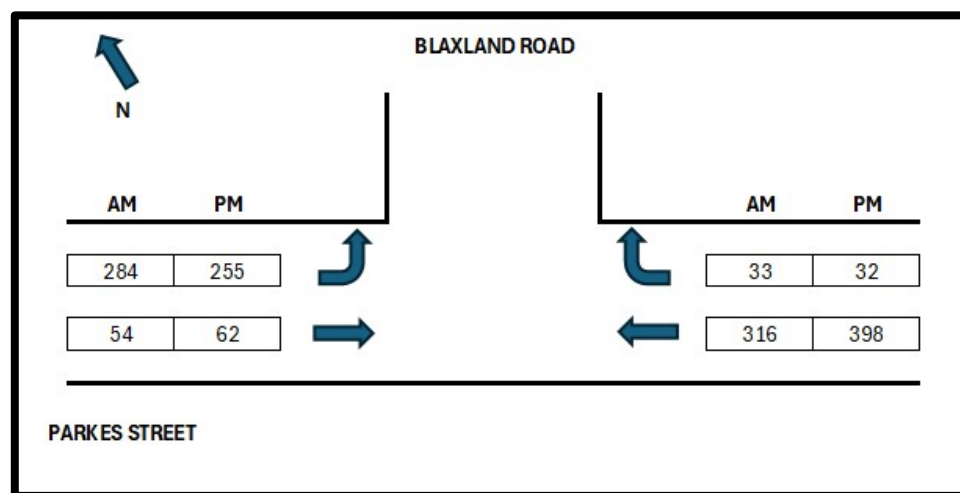


Figure 5 indicates the following:

- The north-east / south-west aligned section of Blaxland Road accommodates northbound traffic demands between 280 – 320 vehicles per hour during weekday commuter peak hours; and
- Parkes Street accommodates directional traffic demands between 300 – 450 vehicles per hour.

4.2.3 Junction 3

Figure 6 overleaf provides a summary of the surveyed peak hour intervals of traffic flows at subject junction, whereby peak hours of 7:45am — 8:45am (AM Peak) and 3:45pm — 4:45pm (PM Peak) were identified, whilst full details are contained within **Appendix 3**.

FIGURE 6
PRE-DEVELOPMENT 2026 WEEKDAY COMMUTER PEAK HOUR TRAFFIC
VOLUMES
JUNCTION 3

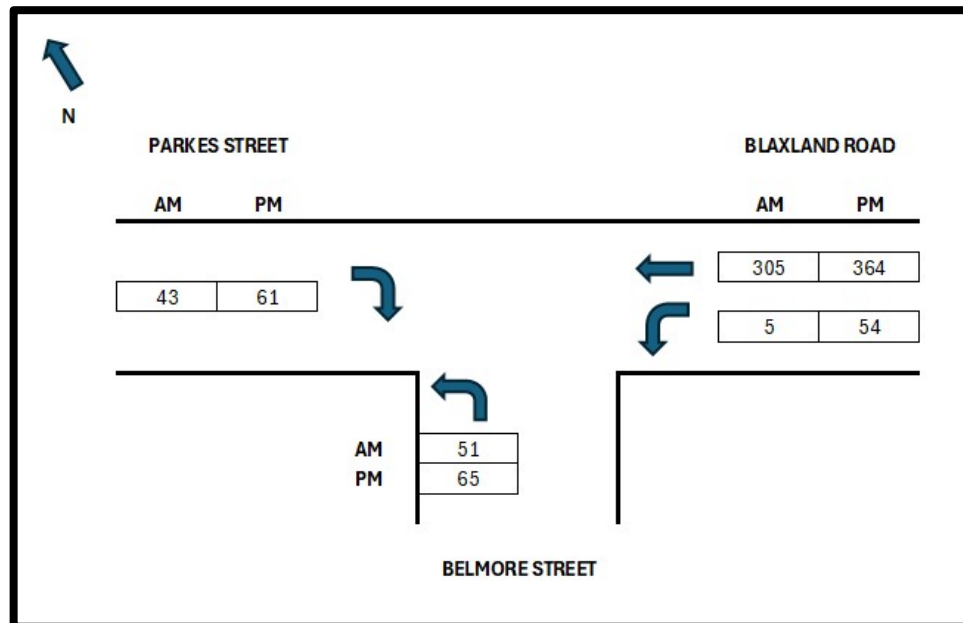


Figure 6 indicates the following:

- Parkes Street accommodates westbound traffic volumes between 300 – 400 vehicles per hour during commuter peak hours;
- Parkes Street accommodates eastbound traffic volumes of less than 100 vehicles per hour during commuter peak hours;
- Belmore Street accommodates directional traffic volumes between less than 100 vehicles per hour during commuter peak hours.

4.3 Pre-Development Traffic Volumes (2036)

TTW's Council site Traffic Impact Assessment presents that traffic demands within the vicinity of the site are envisaged to increase by an annual growth rate of 2% which was applied to the surveyed peak hour traffic volumes presented within **Figure 4 – 6**. Over a 10-year period, this equated to a total growth rate of 22% for all traffic movements.

Figures 7 – 9 in the following pages illustrate the estimated (2036) traffic volumes.

FIGURE 7
PRE-DEVELOPMENT 2036 TRAFFIC VOLUMES
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 1

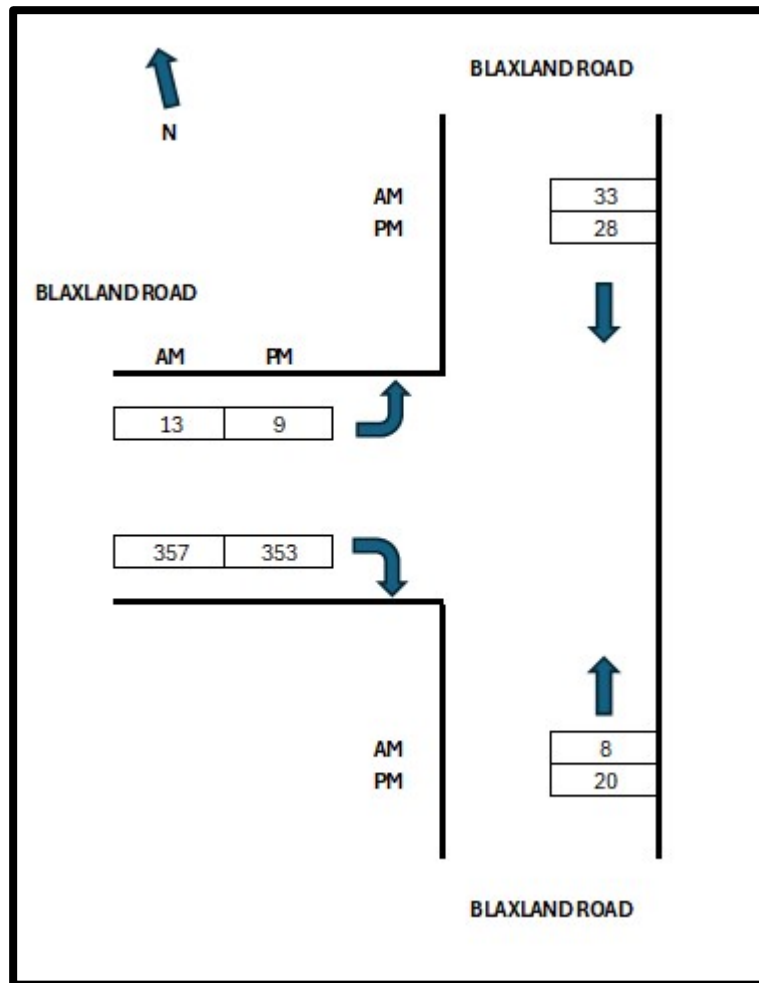


FIGURE 8
PRE-DEVELOPMENT 2036 TRAFFIC VOLUMES
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 2

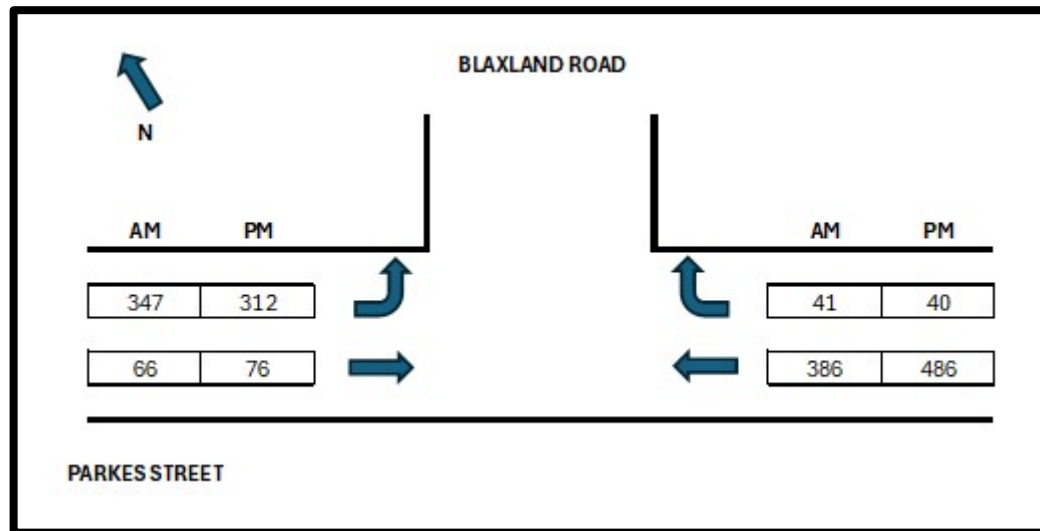
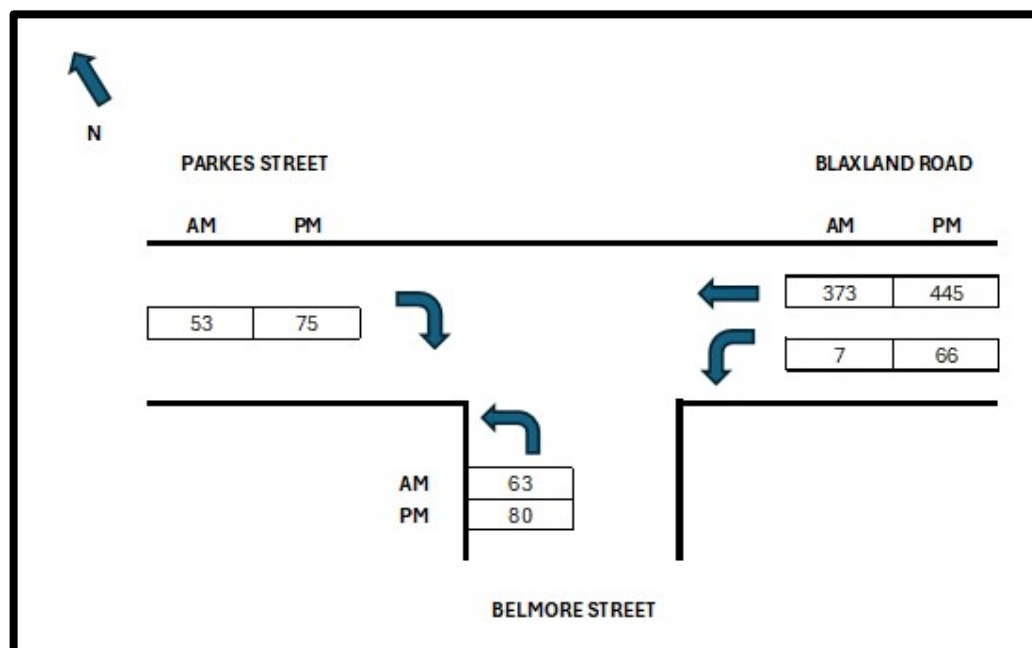


FIGURE 9
PRE-DEVELOPMENT 2036 TRAFFIC VOLUMES
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 3



4.4 Road Network Operation

4.4.1 Intersection Modelling

The surveyed junctions have been analysed utilising the SIDRA computer intersection analysis program in order to objectively assess the operation of the nearby public road network.

SIDRA is a computerised traffic arrangement program which, when volume and geometrical configurations of an intersection are imputed, provides an objective assessment of the operation efficiency under varying types of control (i.e. signs, signal and roundabouts). Key indicators of SIDRA include level of service where results are placed on a continuum from A to F, with A providing the greatest intersection efficiency and therefore being the most desirable by the Roads and Maritime Services.

SIDRA uses detailed analytical traffic models coupled with an iterative approximation method to provide estimates of the abovementioned key indicators of capacity and performance statistics. Other key indicators provided by SIDRA are average vehicle delay, the number of stops per hour and the degree of saturation. Degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Degree of saturation is a useful and professionally accepted measure of intersection performance.

SIDRA provides analysis of the operating conditions that can be compared to the performance criteria set out in **Table 3** below (being the TfNSW NSW method of calculation of Level of Service).

TABLE 3 LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS PRIORITY / SIGNAGE CONTROLLED INTERSECTIONS		
Level of Service	Average Delay per Vehicle (secs/veh)	Expected Delay
A	Less than 14.5	Good
B	14.5 to 28.5	Acceptable delays and spare capacity
C	28.5 to 42.5	Satisfactory
D	42.5 to 56.5	Near capacity
E	56.5 to 70.5	At capacity and requires other control mode
F	> 70.5	Unsatisfactory and requires other control mode

The pre-development conditions have been modelled utilising the peak hour traffic volumes presented within **Figures 4 - 9**.

Table 4 overleaf provides a summary of the SIDRA output data whilst more detailed summaries are included as **Appendix 4**.

TABLE 4				
SIDRA OUTPUT – PRE-DEVELOPMENT WEEKDAY PEAK HOUR PERFORMANCE				
	2026		2036	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK
JUNCTION 1				
Blaxland Road (N-S Section) South Approach				
Delay (seconds / vehicle)	0.0	0.0	0.0	0.0
Degree of Saturation	0.01	0.01	0.01	0.01
Level of Service	A	A	A	A
Blaxland Road (N-S Section) North Approach				
Delay (seconds / vehicle)	0.0	0.0	0.0	0.0
Degree of Saturation	0.02	0.01	0.02	0.02
Level of Service	A	A	A	A
Blaxland Road (NE-SW Section) Approach				
Delay (seconds / vehicle)	5.9	6.0	6.0	6.0
Degree of Saturation	0.26	0.26	0.32	0.32
Level of Service	A	A	A	A
Total Intersection				
Delay (seconds / vehicle)	5.9	6.0	6.0	6.0
Degree of Saturation	0.26	0.26	0.32	0.32
Level of Service	A	A	A	A
JUNCTION 2				
Parkes Street East Approach				
Delay (seconds / vehicle)	7.3	7.3	7.9	7.8
Degree of Saturation	0.21	0.25	0.26	0.31
Level of Service	A	A	A	A
Parkes Street West Approach				
Delay (seconds / vehicle)	5.6	5.6	5.7	5.7
Degree of Saturation	0.20	0.18	0.24	0.23
Level of Service	A	A	A	A
Total Intersection				
Delay (seconds / vehicle)	7.3	7.3	7.9	7.8
Degree of Saturation	0.21	0.25	0.26	0.23
Level of Service	A	A	A	A
JUNCTION 3				
Belmore Street Approach				
Delay (seconds / vehicle)	6.8	7.1	7.2	7.6
Degree of Saturation	0.05	0.06	0.06	0.09
Level of Service	A	A	A	A
Blaxland Road (E-W Section) Approach				
Delay (seconds / vehicle)	5.6	5.7	5.6	5.7
Degree of Saturation	0.17	0.24	0.21	0.29
Level of Service	A	A	A	A
Parkes Street Approach				
Delay (seconds / vehicle)	6.7	7.3	7.1	8.0
Degree of Saturation	0.04	0.06	0.05	0.08
Level of Service	A	A	A	A
Total Intersection				
Delay (seconds / vehicle)	6.8	7.3	7.2	8.0
Degree of Saturation	0.17	0.24	0.21	0.29
Level of Service	A	A	A	A

Table 4 indicates the surveyed junctions currently operate with a level of service 'A' providing good operation with spare capacity, and are projected to continue to do so in 2036.

4.5 Public Transport

4.5.1 Buses

The following bus services operate within the vicinity of the site:

- Route 410 between Macquarie Park and Hurstville;
- Route 458 between Ryde and Burwood;
- Route 518 between Macquarie University to Meadowbank Wharf via Ryde;
- Route 524 between Ryde & West Ryde to Parramatta via Melrose Park;
- Route 533 between Sydney Olympic Park to Chatswood via Rhodes & North Ryde
- Route 287 between Ryde to Milsons Point via St Leonards & North Sydney;
- Route 500X between West Ryde to City Hyde Park via Victoria Rd (Express Service);
- Route 501 between Parramatta to Central Pitt St via Victoria Rd & Pyrmont; and
- Route 516 between Top Ryde City to Chatswood via North Ryde.

The closest bus stop to the site which services routes 410, 458, 518, 524 and 533 is situated on Devlin Street approximate 400m walking distance (6-minute walk). These routes provide a collective service frequency of 15 minutes during weekdays, weekends and public holidays.

The closest bus stop to the site which services routes 287, 500X, 501 and 516 is situated on Blaxland Road (connection to which is provided via a footbridge) approximate 350m walking distance (5-minute walk). These routes provide a collective service frequency of 15 minutes during weekdays, weekends and public holidays.

4.5.2 Heavy Rail

The site is located approximately 1.4km to the east of West Ryde Railway Station, connection to which is provided by the abovementioned 500X bus route.

The site is located approximately 1.5km to the north-east of Meadowbank Railway Station, connection to which is provided by the abovementioned 458, 501 and 518 bus routes.

West Ryde Railway Station and Meadowbank Railway Station provide access to train services which operate along the T9 (Northern Line).

The T9 Line provides regular services between Hornsby and Gordon via Strathfield and the City linking with numerous other lines servicing the greater Sydney metropolitan area and beyond via interchanges at Hornsby, Epping, Strathfield, Chatswood, Gordon and the City.

4.5.3 Pedestrians

Pedestrians are provided with the following access and mobility infrastructure within the immediate vicinity of the subject site:

- A footpath is provided along both sides of Blaxland Road, Devlin Street, Parkes Street, Pope Street, Lane Cove Road and Victoria Road;
- A pedestrian overpass bridge is provided across Devlin Street immediately to the north of Blaxland Road, providing a pedestrian connection between the Blaxland Road footpath and the eastern side of Devlin Street and Top Ryde Shopping Centre;
- A pedestrian overpass bridge is provided across Devlin Street situated approximately 50m to the south of Pope Street, providing a pedestrian connection between the Blaxland Road footpath and the eastern side of Devlin Street and Top Ryde Shopping Centre;
- A pedestrian refuge is provided on Blaxland Road immediately to the west of the site;
- Signalised pedestrian crossings are provided at the eastern and western approaches to the intersection at Devlin Street, Blaxland Road and Parkes Street;
- Signalised pedestrian crossings are provided at the northern, eastern and western approaches to the intersection at Devlin Street, Blaxland Road, Lane Cove Road and Pope Street;
- Signalised pedestrian crossings are provided at the northern, southern and western approaches to the intersection of Victoria Road and Devlin Street; and
- Pedestrian crossings are provided at the left-hand slip lanes of the northern, eastern and western approaches to the intersection of Victoria Road and Devlin Street.

5. POST-DEVELOPMENT TRAFFIC CONDITIONS

5.1 Traffic Generation

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within TfNSW's *Guide to Transport Impact Assessment*. The following sub-sections provide a summary of the traffic generating potential of the existing and proposed site uses in conjunction with that approved for the nearby Council site with respect to those rates established by TfNSW.

5.1.1 Existing Site Uses

Section 1.3.3 of this report presented that the subject site currently contains four detached residential dwellings.

TfNSW's *Guide to Transport Impact Assessment* specifies average traffic generation rates of up to 0.77 peak hour vehicle movements per dwelling within metropolitan areas.

For the purposes of this assessment and for reasons of simplicity, a traffic generation rate of one peak hour vehicle trip per dwelling has been applied to the existing detached residential dwellings. The current site development is therefore capable of generating up to four vehicle trips to or from the site during weekday commuter peaks periods.

5.1.2 Proposed Site Development

Section 2 of this report presents that the proposed development is expected to facilitate the provision of high-density residential development within the site, comprising 114 dwellings.

TfNSW's *Guide to Transport Impact Assessment* specifies the following average weekday traffic generation rates relevant to the proposed development for high density residential dwellings:

0.19 trips per unit during the morning peak

0.15 trips per unit during the evening peak

The peak hour traffic generating ability of the proposed development within the subject site is accordingly estimated to be in the order of 22 trips to and from the site during the morning peak period and 18 trips to and from the site during the evening peak period.

Based on the average of sites surveyed within the Greater Sydney Area, the morning peak hour trips have been split between 20% inbound trips and 80% outbound movements, whilst the afternoon peak hour trips have been split between 80% inbound movements and 20% outbound movements.

Table 5 overleaf summarises the traffic generating potential of the proposed site development.

TABLE 5		
TRAFFIC GENERATION OF THE PROPOSED SITE DEVELOPMENT		
	Weekday AM Peak	Weekday PM Peak
Inbound	5	14
Outbound	17	4
Total	22	18

5.1.3 Approved Council Site Development

TTW's Council site Traffic Impact Assessment (associated the parcel of land situated on the eastern / opposite side of Blaxland Road) estimated the traffic generating potential of that development, summarised in **Table 6** below.

TABLE 6			
TRAFFIC GENERATION OF THE APPROVED COUNCIL SITE DEVELOPMENT			
	Weekday AM Peak	Weekday PM Peak	Saturday PEAK
Inbound	89	24	20
Outbound	20	143	122
Total	109	167	142

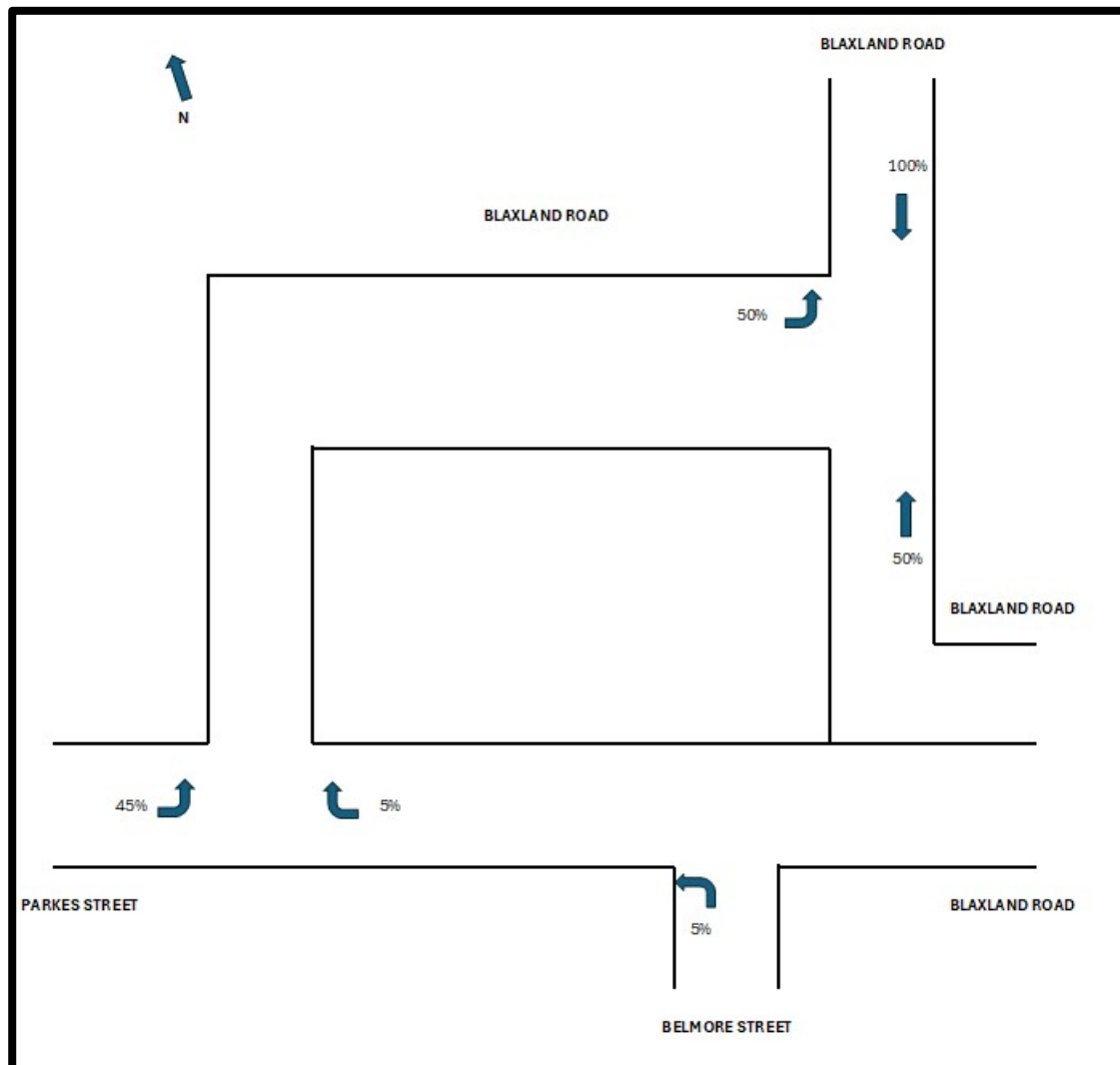
5.1.4 Summary of Total Trip Generation, Assignment and Distribution

Table 7 below summarises the cumulative traffic generating potential of the proposed site development and the approved Council site development.

TABLE 7			
TOTAL TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT AND THE APPROVED COUNCIL SITE DEVELOPMENT			
	Weekday AM Peak	Weekday PM Peak	Saturday PEAK
Inbound	94	38	20
Outbound	37	147	122
Total	131	185	142

For the purposes of this assessment, it has been assumed that the ingress and egress trips have been assigned with a proportional distribution to the existing traffic volumes throughout the possible approaches to the site, which is consistent with TTW's Council site Traffic Impact Assessment. **Figure 10** overleaf provides the distribution of development generated traffic in 2026.

FIGURE 10
2026 DEVELOPMENT TRIP DISTRIBUTION



5.2 2026 Post-Development Traffic Volumes

It should be acknowledged that whilst the Council site development is approved, there has been no indication of when, or if, construction will commence. To properly assess the traffic impact of the nearby road junctions, an assessment of two scenarios is provided, which are detailed below:

- Scenario 1:
 - Proposed site development only.
- Scenario 2:
 - Proposed site development and approved Council site development comprising of the realignment and widening of the portion of Blaxland Road situated to the south of the site.

5.2.1 Scenario 1

The post-development peak hour traffic volumes at the surveyed intersections have been formulated by adding the abovementioned traffic generation and trip assignment to the pre-development demands presented within **Figures 4 – 6**. **Figures 11 – 13** in the following pages provide an estimation of the Scenario 1 post development 2026 traffic demands at the nearby public road intersections.

FIGURE 11
2026 POST-DEVELOPMENT SCENARIO 1
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 1

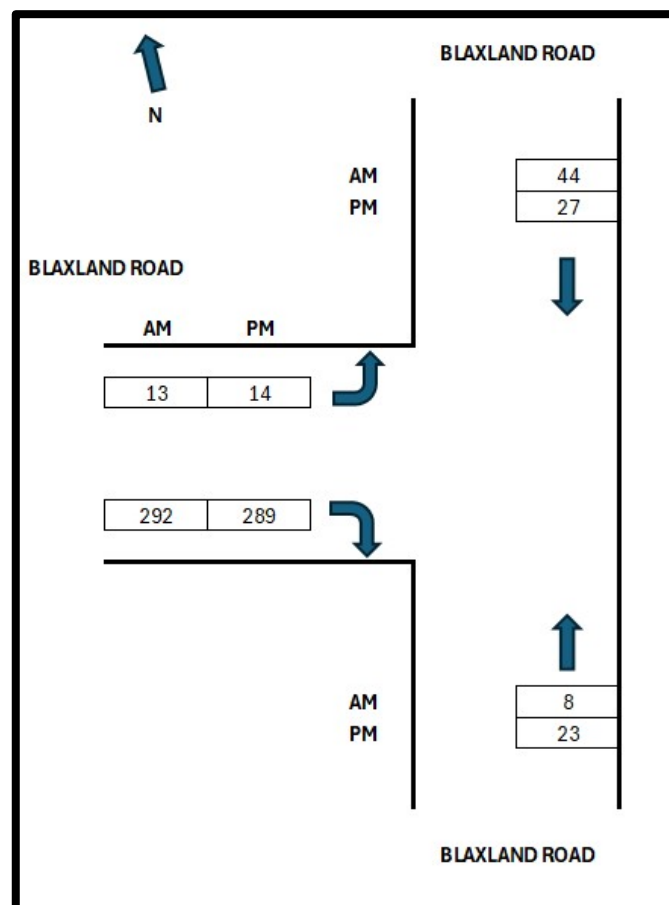


FIGURE 12
2026 POST-DEVELOPMENT SCENARIO 1
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 2

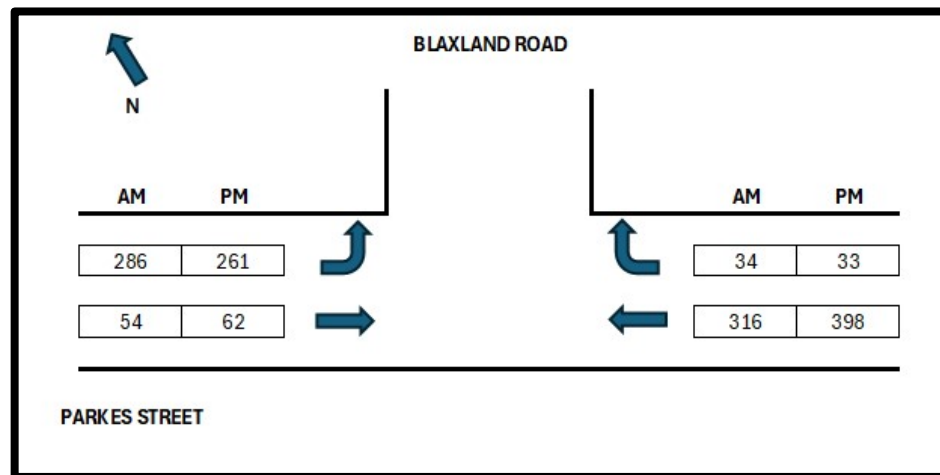
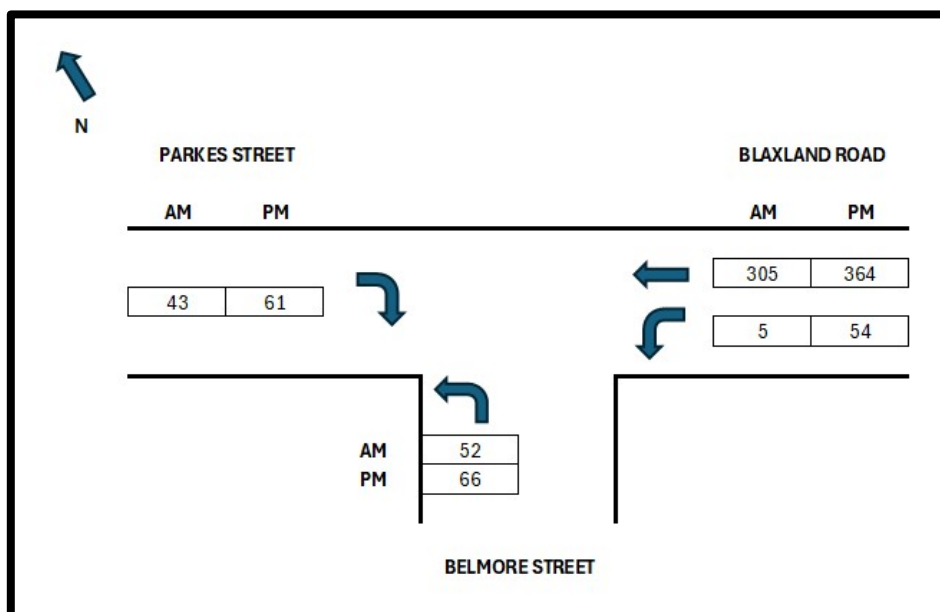


FIGURE 13
2026 POST-DEVELOPMENT SCENARIO 1
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 3



5.2.2 Scenario 2

Figures 14 – 16 in the following pages provide an estimation of the 2026 Scenario 2 traffic demands at the nearby public road intersections.

FIGURE 14
2026 POST-DEVELOPMENT SCENARIO 2
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 1

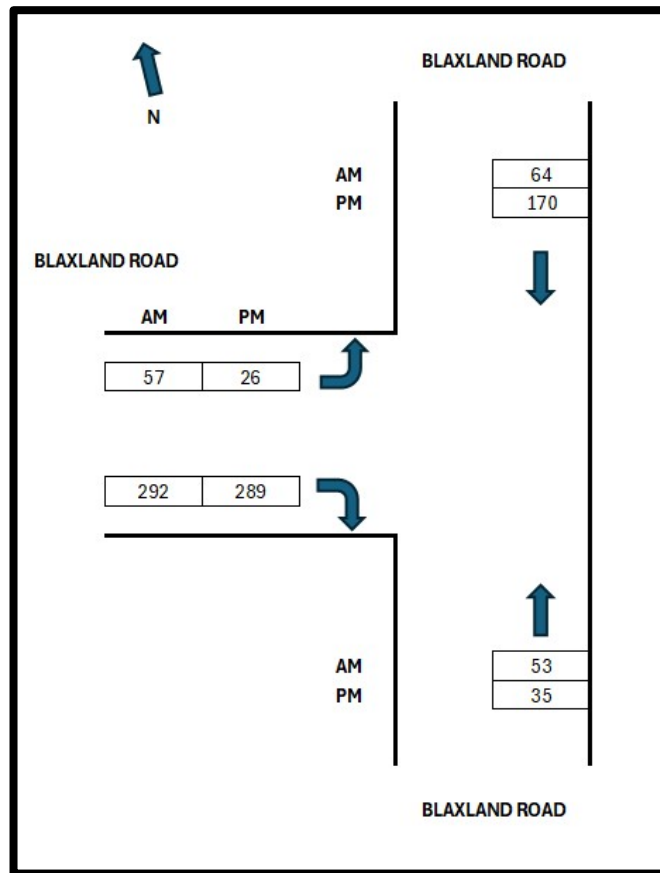


FIGURE 15
2026 POST-DEVELOPMENT SCENARIO 2
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 2

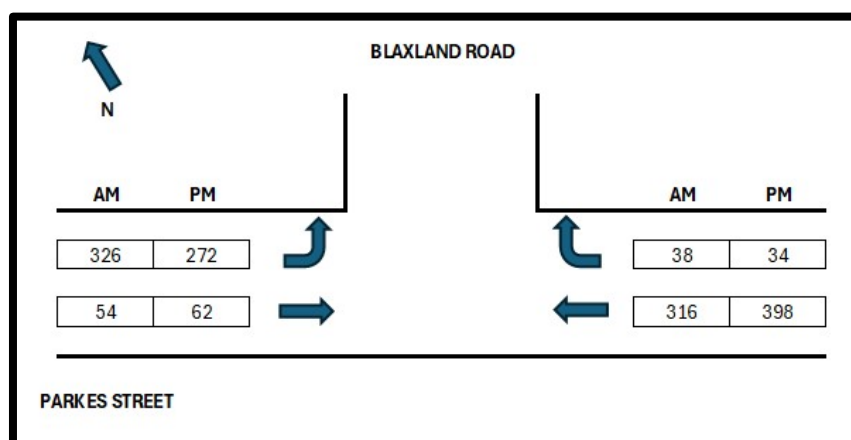
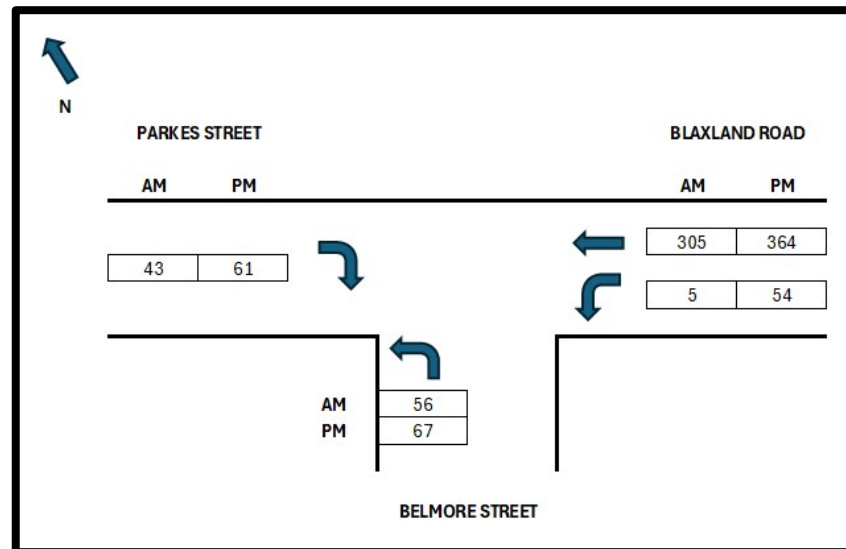


FIGURE 16
2026 POST-DEVELOPMENT SCENARIO 2
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 3



5.3 2036 Post-Development Traffic Volumes

A 2036 assessment of the post development traffic demands for development Scenarios 1 and 2 has also been assessed, the details of which are presented within the following sub-sections of this report.

5.3.1 Scenario 1

Figures 17 – 19 in the following pages provide the estimated 2036 post-development traffic demands at the nearby public road intersections incorporating development Scenario 1.

FIGURE 17
2036 POST-DEVELOPMENT SCENARIO 1
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 1

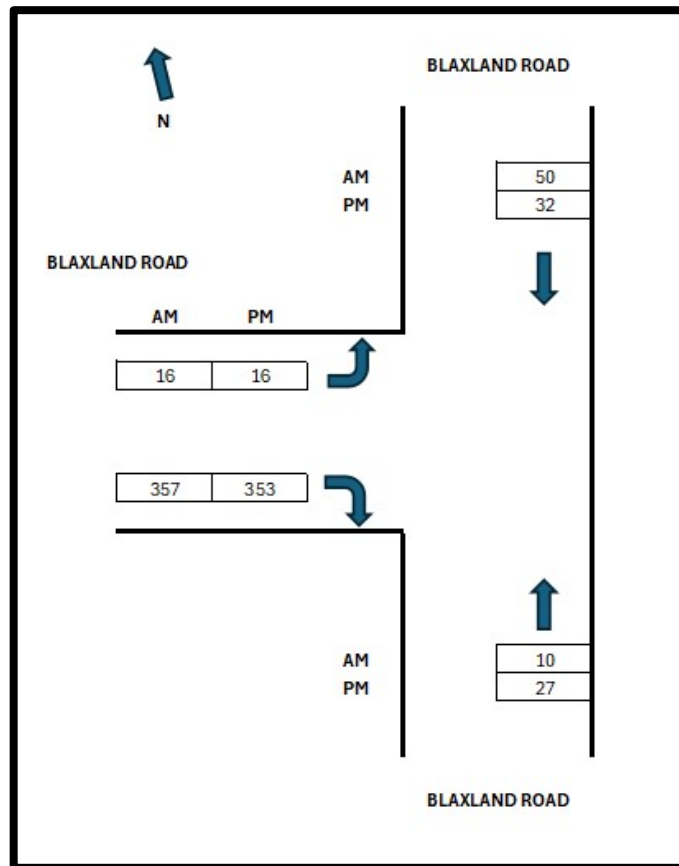


FIGURE 18
2036 POST-DEVELOPMENT SCENARIO 1
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 2

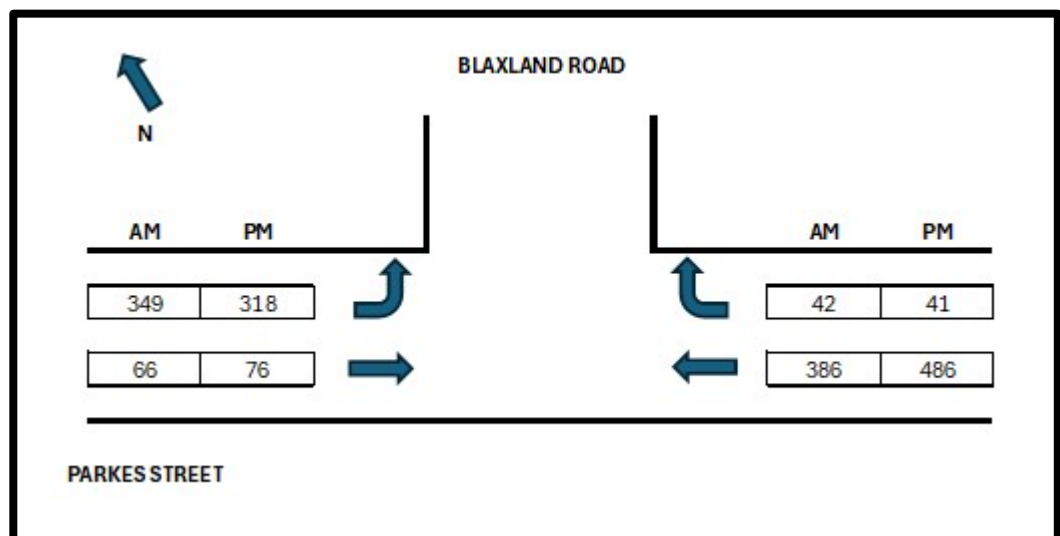
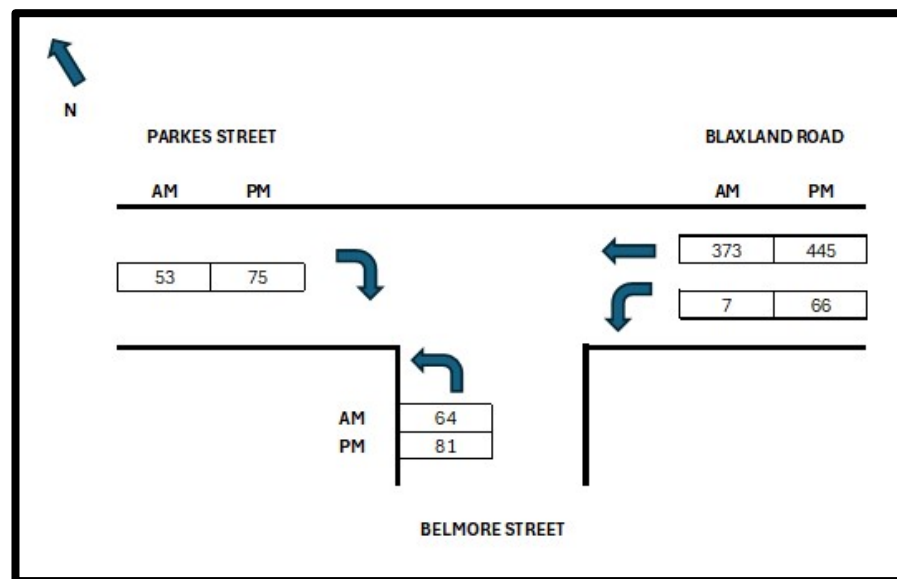


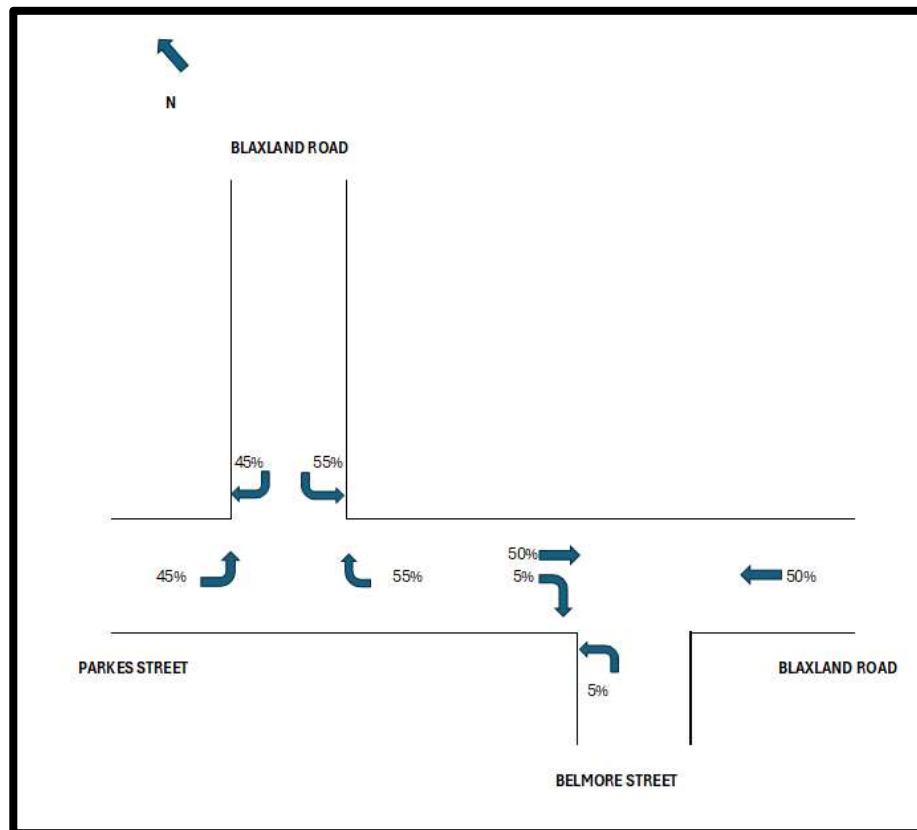
FIGURE 19
2036 POST-DEVELOPMENT SCENARIO 1
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 3



5.3.2 Scenario 2

It was previously reported that the approved Council development comprised of the realignment of Blaxland Road which will result in the removal of the existing two junctions with Parkes Street and the formation of one junction with Parkes Street. **Figure 20** overleaf provides the trip generation based on the single junction of Parkes Street and Blaxland Road.

FIGURE 20
2036 DEVELOPMENT TRIP DISTRIBUTION



The post-development Scenario 2 peak hour traffic volumes at the surveyed intersections have been formulated by adding the traffic generation and trip assignment to the existing demands presented within **Figures 4 – 6**, although the traffic has been redistributed to the realigned Blaxland Road (hereafter known as Junction 2).

Figures 21 – 22 in the following pages provide the estimated 2036 post-development traffic demands at the nearby public road intersections incorporating development Scenario 2.

FIGURE 21
2036 POST-DEVELOPMENT SCENARIO 2
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 2

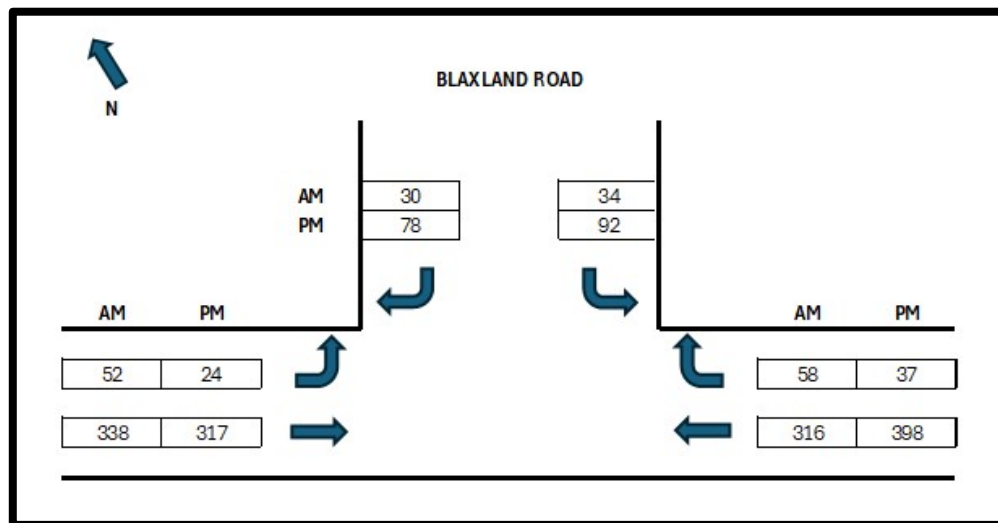
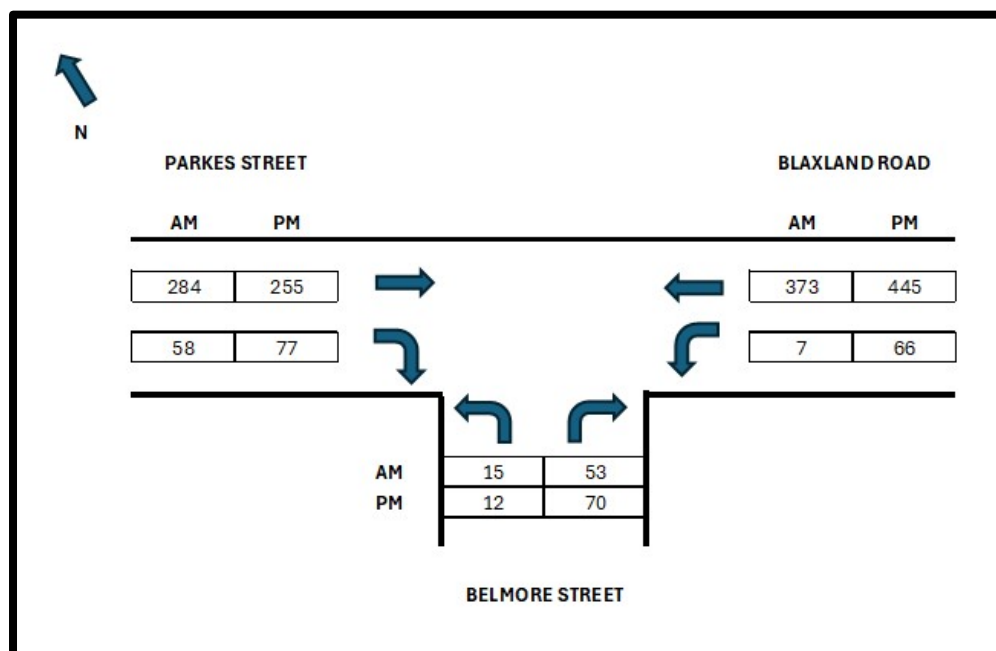


FIGURE 22
2036 POST-DEVELOPMENT SCENARIO 2
WEEKDAY COMMUTER PEAK HOUR TRAFFIC VOLUMES
JUNCTION 3



5.4 Traffic Impacts

5.4.1 2026 Intersection Performance

The assessed junctions have been modelled in order to estimate the likely impact on traffic safety and efficiency utilising the post-development traffic volumes in 2026 illustrated within **Figures 11 – 16**. A summary of the most pertinent results is indicated within **Table 8** below whilst more detailed summaries are provided within **Appendix 5**.

TABLE 8						
SIDRA OUTPUT – 2026 WEEKDAY PEAK HOUR PERFORMANCE						
	Pre-Development		Post-Development (Scenario 1)		Post-Development (Scenario 2)	
	AM	PM	AM	PM	AM	PM
JUNCTION 1						
Blaxland Rd (N-S Section) South Approach						
Delay (seconds / vehicle)	0.0	0.0	0.0	0.0	0.0	0.0
Degree of Saturation	0.01	0.01	0.01	0.01	0.03	0.02
Level of Service	A	A	A	A	A	A
Blaxland Rd (N-S Section) North Approach						
Delay (seconds / vehicle)	0.0	0.0	0.0	0.0	0.0	0.0
Degree of Saturation	0.02	0.01	0.03	0.02	0.04	0.10
Level of Service	A	A	A	A	A	A
Blaxland Rd (NE-SW Section) Approach						
Delay (seconds / vehicle)	5.9	6.0	6.0	6.0	6.4	7.0
Degree of Saturation	0.26	0.26	0.27	0.26	0.31	0.31
Level of Service	A	A	A	A	A	A
Total Intersection						
Delay (seconds / vehicle)	5.9	6.0	6.0	6.0	6.4	7.0
Degree of Saturation	0.26	0.26	0.27	0.26	0.31	0.31
Level of Service	A	A	A	A	A	A
JUNCTION 2						
Parkes St East Approach						
Delay (seconds / vehicle)	7.3	7.3	7.4	7.3	7.6	7.4
Degree of Saturation	0.21	0.25	0.21	0.25	0.21	0.25
Level of Service	A	A	A	A	A	A
Parkes St West Approach						
Delay (seconds / vehicle)	5.6	5.6	5.6	5.6	5.7	5.6
Degree of Saturation	0.20	0.18	0.20	0.19	0.22	0.19
Level of Service	A	A	A	A	A	A
Total Intersection						
Delay (seconds / vehicle)	7.3	7.3	7.4	7.3	7.6	7.4
Degree of Saturation	0.21	0.25	0.21	0.25	0.22	0.25
Level of Service	A	A	A	A	A	A
JUNCTION 3						
Belmore St Approach						
Delay (seconds / vehicle)	6.8	7.1	6.8	7.1	6.8	7.1
Degree of Saturation	0.05	0.06	0.05	0.06	0.05	0.07
Level of Service	A	A	A	A	A	A
Blaxland Rd (E-W Section) Approach						
Delay (seconds / vehicle)	5.6	5.7	5.6	5.7	5.6	5.7
Degree of Saturation	0.17	0.24	0.17	0.24	0.17	0.24
Level of Service	A	A	A	A	A	A
Parkes St Approach						
Delay (seconds / vehicle)	6.7	7.3	6.7	7.3	6.7	7.3
Degree of Saturation	0.04	0.06	0.04	0.06	0.04	0.06
Level of Service	A	A	A	A	A	A
Total Intersection						
Delay (seconds / vehicle)	6.8	7.3	6.8	7.3	6.8	7.3
Degree of Saturation	0.17	0.24	0.17	0.24	0.17	0.24
Level of Service	A	A	A	A	A	A

Table 8 indicates that the additional traffic generated by the proposed development during 2026 Scenarios 1 and 2 are projected to result in minor increases in the average vehicle delay and the degree of saturation, however the intersections level of service is not projected to alter, remaining at a level of service 'A' during the weekday peak periods, representing good operation with spare capacity.

5.4.2 2036 Intersection Performance

The surveyed junctions have been modelled in order to estimate the likely impact on traffic safety and efficiency utilising the 2036 post-development traffic volumes illustrated within **Figures 17 – 19** and **21 – 22**. A summary of the most pertinent results is indicated within **Table 9** overleaf whilst more detailed summaries are provided within **Appendix 6**.

TABLE 9 SIDRA OUTPUT – 2036 WEEKDAY PEAK HOUR PERFORMANCE						
	Pre-Development		Post-Development (Scenario 1)		Post-Development (Scenario 2)	
	AM	PM	AM	PM	AM	PM
JUNCTION 1						
Blaxland Rd (N-S Section) South Approach						
Delay (seconds / vehicle)	0.0	0.0	0.0	0.0	-	-
Degree of Saturation	0.01	0.01	0.01	0.02	-	-
Level of Service	A	A	A	A	-	-
Blaxland Rd (N-S Section) North Approach						
Delay (seconds / vehicle)	0.0	0.0	0.0	0.0	-	-
Degree of Saturation	0.02	0.02	0.03	0.02	-	-
Level of Service	A	A	A	A	-	-
Blaxland Rd (NE-SW Section) Approach						
Delay (seconds / vehicle)	6.0	6.0	6.1	6.1	-	-
Degree of Saturation	0.32	0.32	0.33	0.32	-	-
Level of Service	A	A	A	A	-	-
Total Intersection						
Delay (seconds / vehicle)	6.0	6.0	6.1	6.1	-	-
Degree of Saturation	0.32	0.32	0.32	0.32	-	-
Level of Service	A	A	A	A	-	-
JUNCTION 2						
Parkes St East Approach						
Delay (seconds / vehicle)	7.9	7.8	7.9	7.9	7.5	7.2
Degree of Saturation	0.26	0.31	0.26	0.31	0.23	0.25
Level of Service	A	A	A	A	A	A
Blaxland Rd (N-S Section) North Approach						
Delay (seconds / vehicle)	-	-	-	-	10.3	11.5
Degree of Saturation	-	-	-	-	0.09	0.24
Level of Service	-	-	-	-	A	A
Parkes St West Approach						
Delay (seconds / vehicle)	5.7	5.7	5.7	5.7	5.6	5.6
Degree of Saturation	0.24	0.23	0.24	0.23	0.22	0.19
Level of Service	A	A	A	A	A	A
Total Intersection						
Delay (seconds / vehicle)	7.9	7.8	7.9	7.9	10.3	11.5
Degree of Saturation	0.26	0.23	0.26	0.31	0.23	0.25
Level of Service	A	A	A	A	A	A
JUNCTION 3						
Belmore St Approach						
Delay (seconds / vehicle)	7.2	7.6	7.2	7.6	10.2	10.9
Degree of Saturation	0.06	0.09	0.06	0.09	0.12	0.17
Level of Service	A	A	A	A	A	A
Blaxland Rd (E-W Section) Approach						
Delay (seconds / vehicle)	5.6	5.7	5.6	5.7	5.6	5.7
Degree of Saturation	0.21	0.29	0.21	0.29	0.21	0.29
Level of Service	A	A	A	A	A	A
Parkes St Approach						
Delay (seconds / vehicle)	7.1	8.0	7.1	8.0	7.4	8.3
Degree of Saturation	0.05	0.08	0.05	0.08	0.21	0.23
Level of Service	A	A	A	A	A	A
Total Intersection						
Delay (seconds / vehicle)	7.2	8.0	7.2	8.0	10.2	10.9
Degree of Saturation	0.21	0.29	0.21	0.29	0.21	0.29
Level of Service	A	A	A	A	A	A

Table 9 indicates that the additional traffic generated by the proposed development during 2036 Scenarios 1 and 2 are projected to result in minor increases in the average vehicle delay and the degree of saturation, however the intersections level of service is not projected to alter, remaining at a level of service 'A' during the weekday peak periods, representing good operation with spare capacity.

5.4.2 Surrounding Road Network

The proposed development has been projected to generate up to 22 peak hour trips to and from the site or 18 movements over and above that currently being generated by existing site uses. This equates to less than one vehicle movement every three minutes during commuter peaks over and above that currently of being generated. Such a level of additional traffic is not projected to, in itself, result in any unreasonable impacts on the existing operational performance of the surrounding local road network, over and above that previously assessed and approved.

Whilst it is acknowledged that traffic demands within the surrounding arterial road network are considerable, the presence of traffic signal control at The Devlin Street intersections with Blaxland Road and Parkes Street provide motorists with safe means with which to access and exit the subject precinct. In this regard, it should be acknowledged that this primary precinct access intersection has been projected to operate with a satisfactory level of service of 'B' to 'C' in 2029 incorporating the Council site redevelopment, as reported within TTW's Council site Traffic Impact Assessment.

In consideration of the above, the impact of the proposed development is most likely to be a result of the safety and efficiency with which motorists are capable of entering, exiting and servicing the development. The low traffic demands within Blaxland Road immediately adjacent to the site, combined with the good sight distance provisions between the frontage road and the driveway location is such that it is envisaged that motorists will be capable of entering and exiting the site in a safe and efficient manner.

5.5 Transport Impacts

The subject site is located within reasonably close walking distance to a number of bus services and train services. It is accordingly expected that a portion of the future residents within the subject development will utilise the surrounding public transport infrastructure to access destinations throughout the Sydney metropolitan area. The capacity of the existing public transport system is however not envisaged to be measurably affected by any additional demand associated with the development, given its limited scale.

6. PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

6.1 Introductory Statement

This Section of the report constitutes a Preliminary Construction Traffic Management Plan (PCTMP) addressing the traffic access and safety issues associated with construction works associated with the proposal. Construction Traffic Management Plans (CTMP) are generally prepared at Construction Certificate stage following the commissioning of a builder thereby allowing a greater appreciation of the likely construction methodology and therefore the required traffic management measures to be implemented.

Whilst the subject site is envisaged to be capable of safely accommodating construction vehicles without impact to the surrounding vehicle and pedestrian network, the terms of the initiatives contained within the following subsections of this report are therefore somewhat generic and some modifications may be needed by or on behalf of the successful builder / civil contractor at Construction Certificate stage depending on their feasibility taking into consideration all project requirements.

6.2 Traffic Management During On-Site Works

The construction works are likely to be undertaken within three separate phases as follows:

- Phase 1 – Initial Site Works;
- Phase 2 – Construction of new site structures above ground level; and
- Phase 3 – Public domain works.

6.2.1 Phase 1 – Initial Site Works

During the initial site works (comprising demolition, excavation and below ground structure works), construction vehicles will access the site via a combination of forward and reverse entry movements from Blaxland Road via the existing driveway situated in the north-eastern corner of the site.

Upon completion of loading / unloading activities wholly within the north-eastern portion of the site, construction vehicles will exit the site via a simple forward right turn movement via the abovementioned existing driveway back to Blaxland Road.

Once a majority of the excavation is completed, an elevated internal work platform will be constructed in the central eastern portion of the site, to accommodate construction vehicles during the final excavation and below ground structure works. Construction vehicles will access the elevated platform via a forward left turn movement, turn around within the site and exit the site via a forward right turn movement back to Blaxland Road.

No construction vehicles are to queue within the adjacent public road network.

Pedestrian and vehicular access to adjoining properties is also to be maintained at all times.

Construction fencing is proposed to be provided along all site boundaries with construction gates being implemented along the western site boundary to define the abovementioned construction vehicle access and egress location.

6.2.2 Phase 2 – Above Ground Structure Works

During the above ground structure works, construction vehicles will perform a forward left turn movement from Blaxland Road into the site in the approximate location of the southern of the ultimate development driveways connecting with Blaxland Road.

Following the completion of loading / unloading activities, construction vehicles will the site and thence exit via forward right turn movement back to Blaxland Road in the approximate location of the northern ultimate development driveway.

6.2.3 Phase 3 - Public Domain Works

Following the undertaking of the previously presented internal site works, the development will involve the following public domain works:

- Modification of existing or establishment of temporary construction vehicle access driveways;
- The removal of three existing driveways connecting northern Blaxland Road situated along the southern boundary of the site; and
- The construction of two ultimate development passenger vehicle access / egress and access only driveways connecting Blaxland Road situated centrally along the eastern site boundary.

The abovementioned public domain works will require the temporary closure of the northern Blaxland Road footpath and the diversion of pedestrians to the southern Blaxland Road Footway. Qualified traffic controllers are to assist pedestrian crossing movements over Blaxland Road as required.

Traffic Control Plans associated with this public road occupation will be prepared and submitted to Council for assessment. The traffic and pedestrian management measures to be implemented are to be certified on the Traffic Control Plans as being in accordance with the Australian Standard for *Manual of Uniform Traffic Control Devices (AS1742)* and TfNSW's *Traffic Control at Work Sites* manual.

Appropriate road use permits, including the payment of fees, will be sought and obtained from City of Ryde Council associated with the abovementioned

construction activities requiring public road occupation. Further, adjoining property owners are to be advised of the implementation of any temporary traffic control measures as required by Council.

Any other unforeseen works which may necessitate the temporary occupation of the public roadway associated with the construction works will require separate formal approval from Council, via the preparation of a Traffic Control Plan in accordance with AS1742 and TfNSW's manual.

6.3 Construction Vehicle Transport Routes

Construction vehicles are to access and vacate the subject site utilising Devlin Street as the main approach / departure route. The following provides a description of the construction vehicle transit routes:

Inbound Route

- Devlin Street, left turn or right turn to Parkes Street, right turn to Blaxland Road, left turn to Blaxland Road and thence a reverse movement into the site (initial Phase 1) or forward left turn into the site (subsequent to initial Phase 1).

Outbound Route

- Forward right turn from the site to the Blaxland Road and thence a left or right turn to Devlin Street.

Devlin Street provides good connectivity to surrounding arterial routes servicing the Sydney metropolitan area via Sydney Road thereby indicating that construction vehicles are able to access and depart the site creating very little disturbance to surrounding local road traffic flow.

The multiple directional traffic lanes and / or roadway pavement widths of the approach and departure routes are such that heavy vehicle manoeuvring is able to occur without any unreasonable encroachment on opposing travel lanes, kerbs and / or parking lanes. None of the abovementioned roads are light thoroughfares or are restricted by load limits.

6.5 Parking Control

Further to the large construction vehicles described above, construction employee / tradesperson passenger vehicles are to be accommodated within the basement parking area when constructed. Construction personnel not provided with on-site car parking are required to travel to and from the site via one of the below methods:

- Utilise public transport to the site (the site is well serviced by previously reported bus and train services operating within the subject vicinity); and / or
- Car pool with other construction workers who are provided with on-site parking.

The above transport options will form part of the conditions of commissioning when engaging the relevant site workers and as such form part of any site induction process.

6.6 Construction Traffic Generation

The construction works are likely to generate a maximum of one heavy vehicle per hour servicing the site, although during peak periods, such as concrete pours, this may increase to two heavy vehicles per hour.

In general, the construction activities are projected to generate less traffic than the existing or proposed future use, thereby indicating suggesting that impacts will be minimal. During periods of more heavy construction vehicle generation, drivers are to be instructed by radio when to arrive at the site to ensure that there is no vehicle queuing or parking within the adjoining road network. This is to be strictly adhered to.

6.7 Traffic Impact

The recent traffic investigations of the adjoining road network and the analysis contained within previous sections of this report have indicated that motorists are provided with a reasonable level of service within the immediately adjoining public road network. It is therefore considered that the limited traffic generation associated with the construction activities can be accommodated without any unreasonable impacts on adjoining vehicle movements considering the previously mentioned maximum hourly traffic generation.

6.8 Impacts on Pedestrians

Pedestrian demands within immediate vicinity of the site are notable. Notwithstanding this, pedestrian movements adjacent to the site are to generally occur in an unimpeded fashion during all periods of construction.

The external public domain works within Blaxland Road will require the temporary closure of the western Blaxland Road footway. A diversion of the pedestrians to the western Blaxland Road parking lane is required, with such being being protected from adjacent public road vehicle movements by appropriate barriers.

Unimpeded pedestrian access to adjoining developments and indeed, nearby bus stops, will be maintained at all times.

Construction fencing will protect pedestrians from dust and debris.

No unreasonable impacts on the safety or mobility of pedestrians are therefore anticipated during the construction works associated with the subject development.

7. CONCLUSION

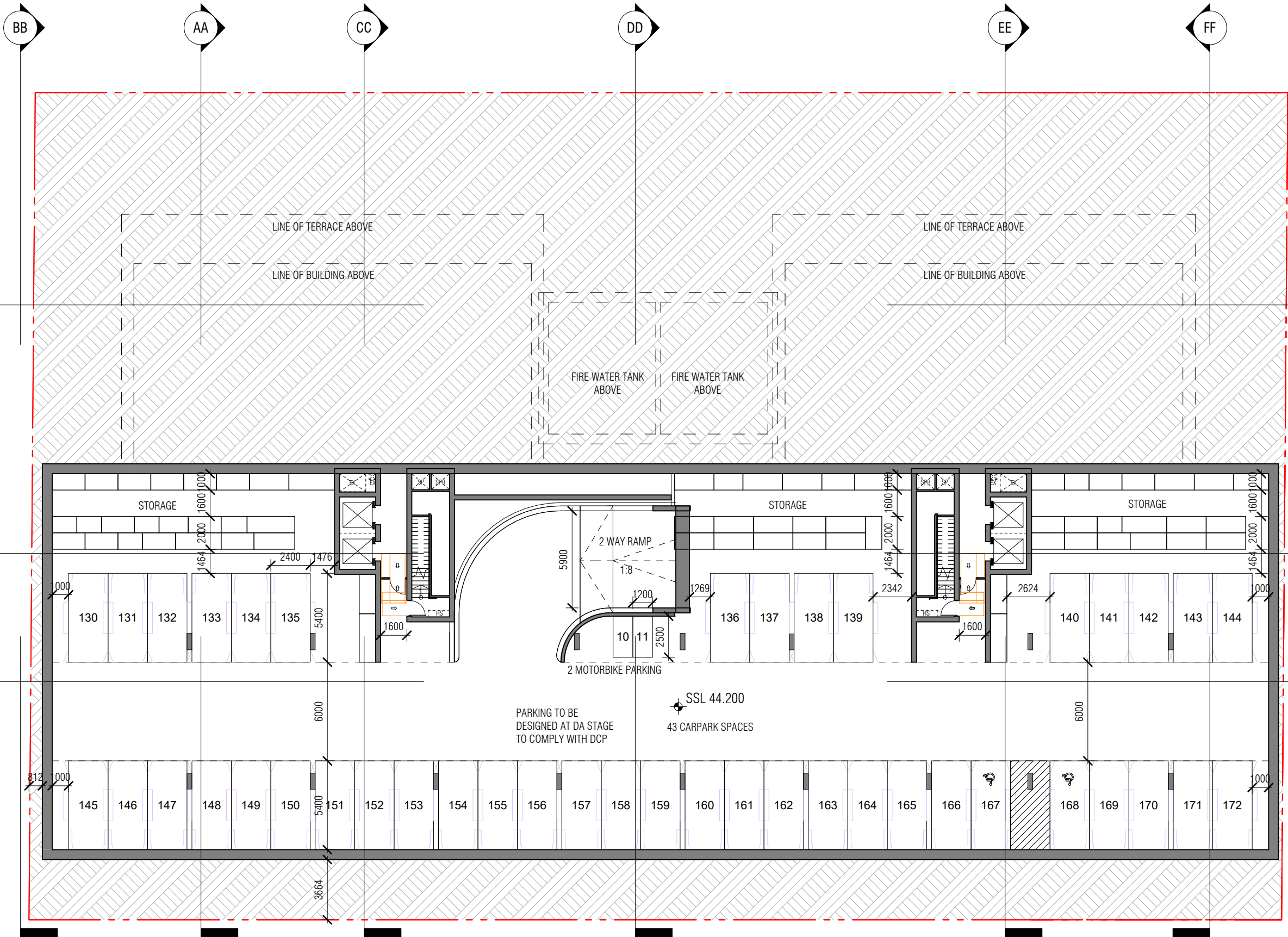
This report assesses the potential parking and traffic implications associated with a residential development within 166 – 174 Blaxland Road, Ryde. Based on this assessment, the following conclusions are now made:

- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner;
- The proposed off-street parking provision complies with or exceeds the relevant minimum requirements of RDCP 2014 thereby indicating that there should not be any increased on-street parking demand as a result of the development;
- The internal passenger and service vehicle circulation arrangements are envisaged to provide for safe and efficient internal manoeuvring;
- The subject site is located in close proximity and with great connectivity to various forms of public transport infrastructure and services;
- The surrounding local road network currently operates, and is projected to continue to operate, with a good level of safety and efficiency incorporating estimated 2036 traffic demands;
- Despite considerable traffic demands within the surrounding arterial road network, the prevailing traffic signal controls governing major precinct access junctions provide motorists with safe means with which to enter and exit the precinct;
- The proposed development is expected to result in an additional traffic generating ability of up to 18 peak hour vehicle movements over and above that which is being generated by existing site uses;
- SIDRA intersection assessment summarised within this report concludes that the surrounding local road network is readily capable of accommodating the abovementioned extent of additional traffic generation projected to be generated by the subject development, with and without the approved Council site redevelopment;
- Intersection modelling contained within TTW's Council site Traffic Impact Assessment concludes that the primary precinct access intersection connection to Devlin Street is projected to operate with a satisfactory level of service incorporating the approved Council development incorporating projected 2029 traffic demands; and
- Given the particularly low extent of additional traffic projected to be generated by the subject development, the proposal is not envisaged to result in any unreasonable impacts on the adjacent arterial road network, over and above that previously assessed and approved with respect to the nearby Council development site.

It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic or parking related issues that should prevent approval of this Proposal.

It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic or parking related issues that should prevent approval of this Proposal.

APPENDIX 1



RISER CODE LEGEND	
BC	BIN CHUTE
EC	ELECTRICAL CUPBOARD
EX	EXHAUST RISER
EWIS	EWIS PANEL
FDCIE	FIRE INDICATOR PANEL
FB	FOGO BIN
HD	HYDRAULIC DUCT
HS	HYDRANT AND SPRINKLER SYSTEM
RB	RECYCLING BIN
SP	STAIR PRESSURISATION
SPR	STAIR PRESSURISATION RELIEF
WM	WATER SUB-METER CUPBOARD

PARKING COMPLIANCE		
MIN. PARKING INC. DDA SPACES	115	
PARKING PROVIDED INC. DDA	149	
VISITOR SPACES REQUIRED	23	
VISITOR SPACES PROPOSED	23	
MAX DDA PARKING INC. DDA SPACES	170	
DIFFERENCE	2	
MOTORBIKE SPACES REQUIRED	N/A	
MOTORBIKE SPACES PROPOSED	11	
BICYCLE SPACES REQUIRED	15	
BICYCLE SPACES PROPOSED	21	
COMPLIANCE	YES	

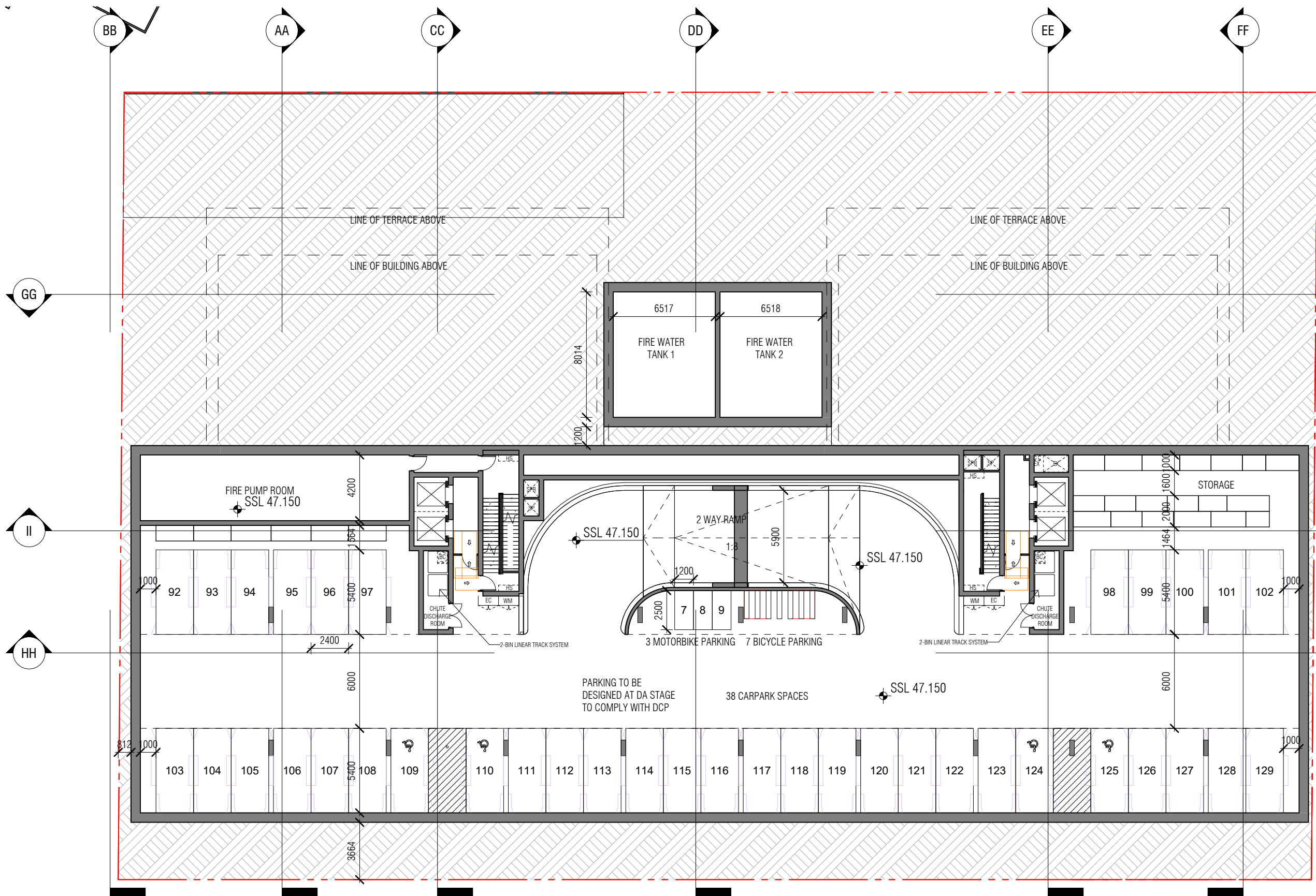
REVISION		
P	FOR INFORMATION	06/03/26
Q	FOR INFORMATION	20/03/26
R	DA DRAFT	17/04/26
S	DA DRAFT	22/04/26
T	DA DRAFT	02/06/26
U	ISSUE FOR DPHI	05/06/26

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GH	06/05/24	MC	05/06/26	24009



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SYDNEY NSW 2000		
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CURZON AND PARTNERS PTY LTD ACN 649993377		
ISSUE PURPOSE	REV	DRAWING NO.
PLANNING PROPOSAL	U	DA100



RISER CODE LEGEND

BC	BIN CHUTE
EC	ELECTRICAL CUPBOARD
EX	EXHAUST RISER
EWIS	EWIS PANEL
FDCIE	FIRE INDICATOR PANEL
FB	FOGO BIN
HD	HYDRAULIC DUCT
HS	HYDRANT AND SPRINKLER SYSTEM
RB	RECYCLING BIN
SP	STAIR PRESSURISATION
SPR	STAIR PRESSURISATION RELIEF
WM	WATER SUB-METER CUPBOARD

PARKING COMPLIANCE

MIN. PARKING INC. DDA SPACES	115
PARKING PROVIDED INC. DDA	149
VISITOR SPACES REQUIRED	23
VISITOR SPACES PROPOSED	23
MAX DIFFERENCE	2
MOTORBIKE SPACES REQUIRED	N/A
MOTORBIKE SPACES PROPOSED	11
BICYCLE SPACES REQUIRED	15
BICYCLE SPACES PROPOSED	21
COMPLIANCE	YES

REVISION

P	FOR INFORMATION	06/03/26
Q	FOR INFORMATION	20/03/26
R	DA DRAFT	17/04/26
S	DA DRAFT	22/04/26
T	DA DRAFT	02/06/26
U	ISSUE FOR DPHI	05/06/26

NOTES

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DRAWN	PLOT DATE	CHECKED	ISSUE DATE	JOB NO.	SCALE
GH	06/05/24	MC	05/06/26	24009	1 : 250 @A3

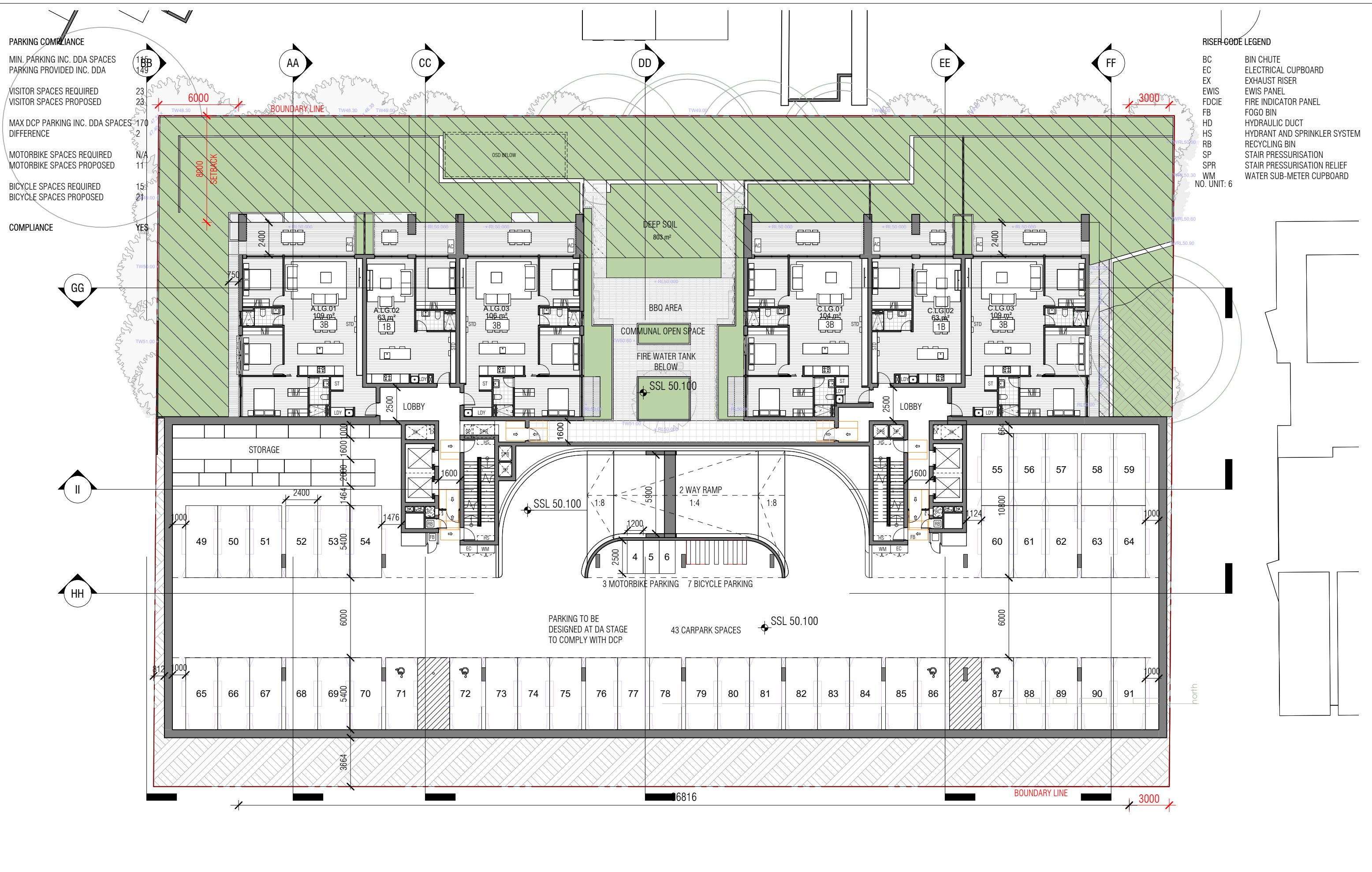


PROJECT ADDRESS
166-174 BLAXLAND ROAD
RYDE NSW 2112

DRAWING TITLE
BASEMENT 1 PLAN

CURZON + PARTNERS
L 13, 234 GEORGE STREET
SYDNEY NSW 2000
T: +61 87055475
CURZON AND PARTNERS PTY LTD ACN 649993377

ISSUE PURPOSE	REV	DRAWING NO.
PLANNING PROPOSAL	U	DA101

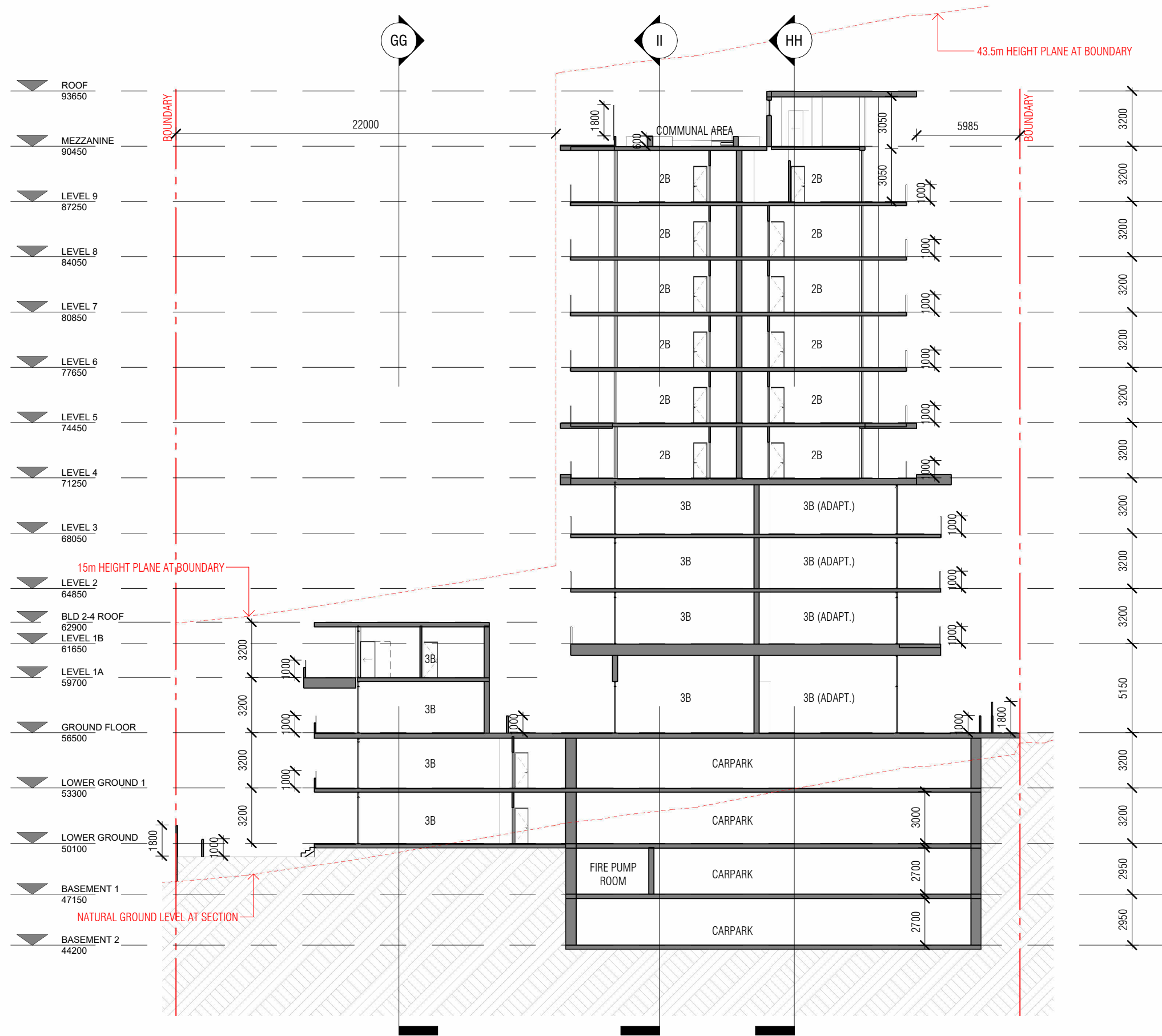


PARKING COMPLIANCE
MIN. PARKING INC. DDA SPACES
PARKING PROVIDED INC. DDA
VISITOR SPACES REQUIRED
VISITOR SPACES PROPOSED
MAX DCP PARKING INC. DDA SPACES
DIFFERENCE
MOTORBIKE SPACES REQUIRED
MOTORBIKE SPACES PROPOSED
BICYCLE SPACES REQUIRED
BICYCLE SPACES PROPOSED
COMPLIANCE

RISER CODE LEGEND
BC BIN CHUTE
EC ELECTRICAL CUPBOARD
EX EXHAUST RISER
EWIS EWIS PANEL
FDCIE FIRE INDICATOR PANEL
FB FOGO BIN
HD HYDRAULIC DUCT
HS HYDRANT AND SPRINKLER SYSTEM
RB RECYCLING BIN
SP STAIR PRESSURISATION
SPR STAIR PRESSURISATION RELIEF
WM WATER SUB-METER CUPBOARD
NO. UNIT: 6

DRAWING NO.
DA103





REVISION		
O	FOR INFORMATION	06/03/26
P	FOR INFORMATION	20/03/26
Q	DA DRAFT	17/04/26
R	DA DRAFT	22/04/26
S	DA DRAFT	02/06/26
T	ISSUE FOR DPHI	05/06/26

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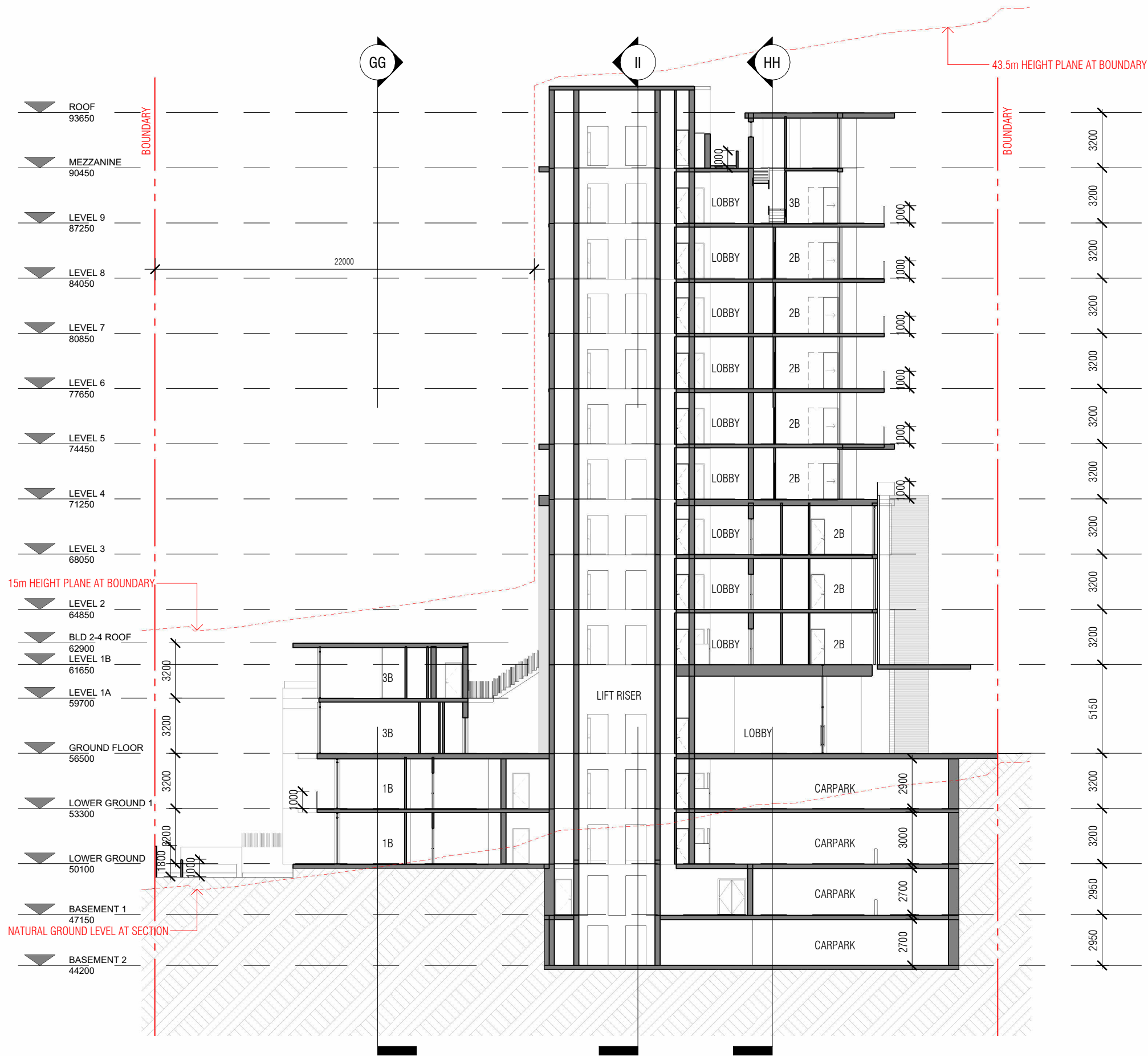
DRAWN	PLOT DATE	CHECKED	ISSUE DATE	JOB NO.	SCALE
GH	05/21/24	MC	05/06/26	24009	1 : 250 @A3

PROJECT ADDRESS
166-174 BLAXLAND ROAD
RYDE NSW 2112

DRAWING TITLE
SECTIONS AA

CURZON + PARTNERS
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CURZON AND PARTNERS PTY LTD ACN 649993377

ISSUE PURPOSE PLANNING PROPOSAL	REV T	DRAWING NO. DA301
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REVISION		
O	FOR INFORMATION	06/03/26
P	FOR INFORMATION	20/03/26
Q	DA DRAFT	17/04/26
R	DA DRAFT	22/04/26
S	DA DRAFT	02/06/26
T	ISSUE FOR DPHI	05/06/26

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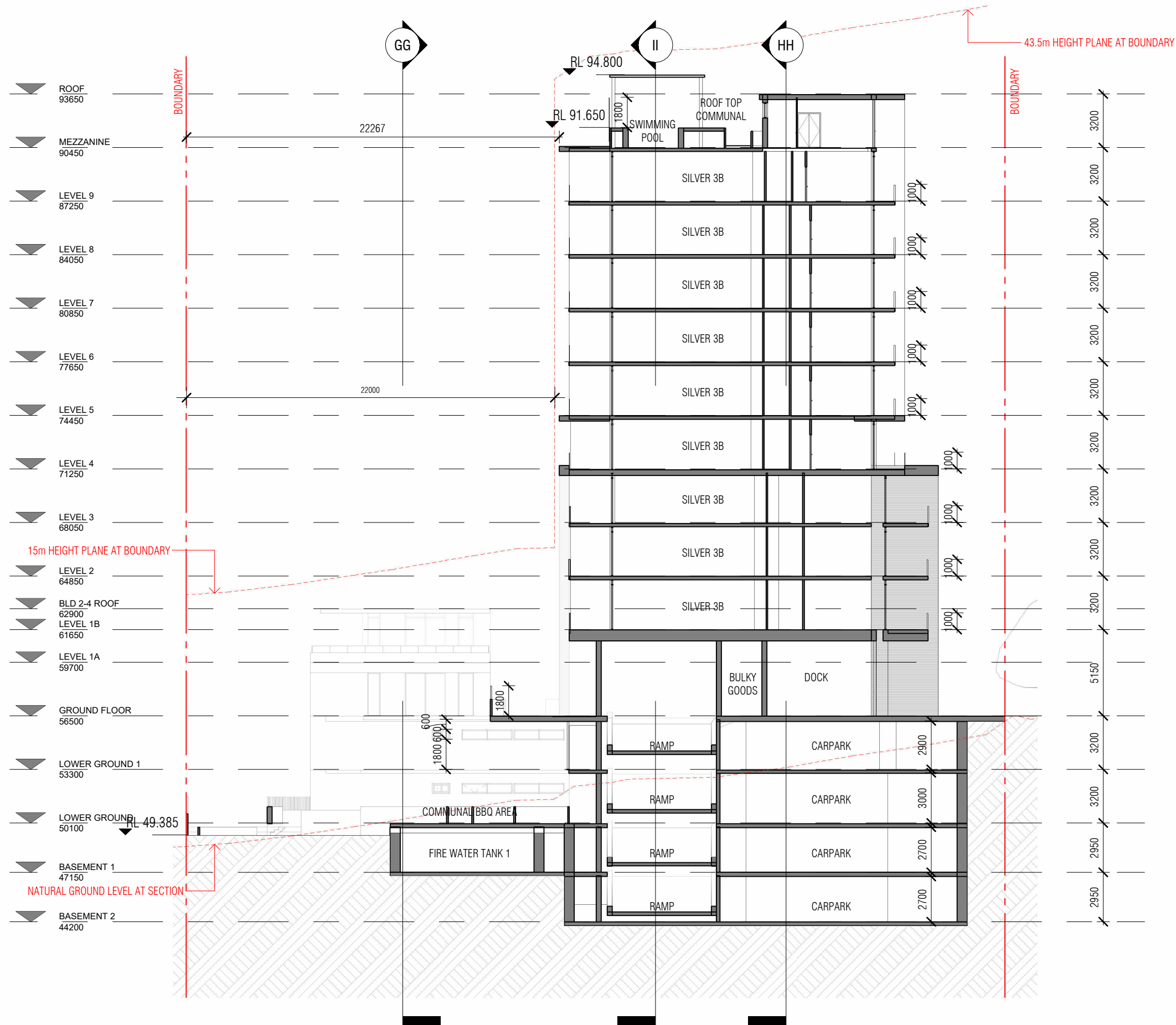
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GH	05/21/24	MC	05/06/26	24009	1 : 250 @A3

PROJECT ADDRESS
166-174 BLAXLAND ROAD
RYDE NSW 2112

DRAWING TITLE
SECTIONS CC

CURZON + PARTNERS
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SYDNEY NSW 2000
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CURZON AND PARTNERS PTY LTD ACN 649993377

ISSUE PURPOSE	REV	DRAWING NO.
PLANNING PROPOSAL	T	DA303



REVISION		
O	FOR INFORMATION	06/03/26
P	FOR INFORMATION	20/03/26
Q	DA DRAFT	17/04/26
R	DA DRAFT	22/04/26
S	DA DRAFT	02/06/26
T	ISSUE FOR DPHI	05/06/26

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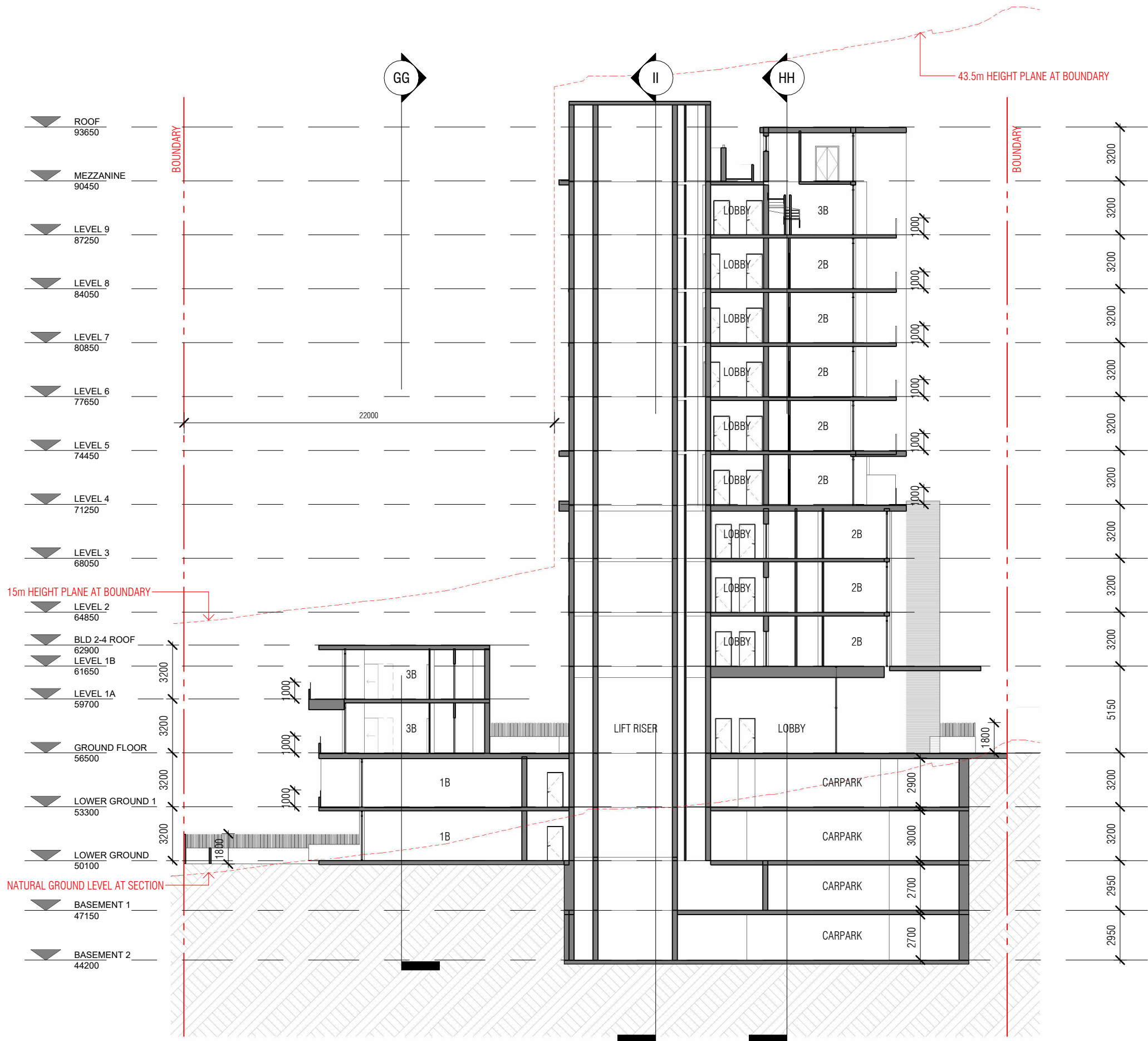
DRAWN	PLOT DATE	CHECKED	ISSUE DATE	JOB NO.	SCALE
GH	05/21/24	MC	05/06/26	24009	1 : 250 @A3

PROJECT ADDRESS
166-174 BLAXLAND ROAD
RYDE NSW 2112

DRAWING TITLE
SECTIONS DD

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CURZON AND PARTNERS PTY LTD ACN 649993377

ISSUE PURPOSE	REV	DRAWING NO.
PLANNING PROPOSAL	T	DA304



REVISION		
O	FOR INFORMATION	06/03/26
P	FOR INFORMATION	20/03/26
Q	DA DRAFT	17/04/26
R	DA DRAFT	22/04/26
S	DA DRAFT	02/06/26
T	ISSUE FOR DPHI	05/06/26

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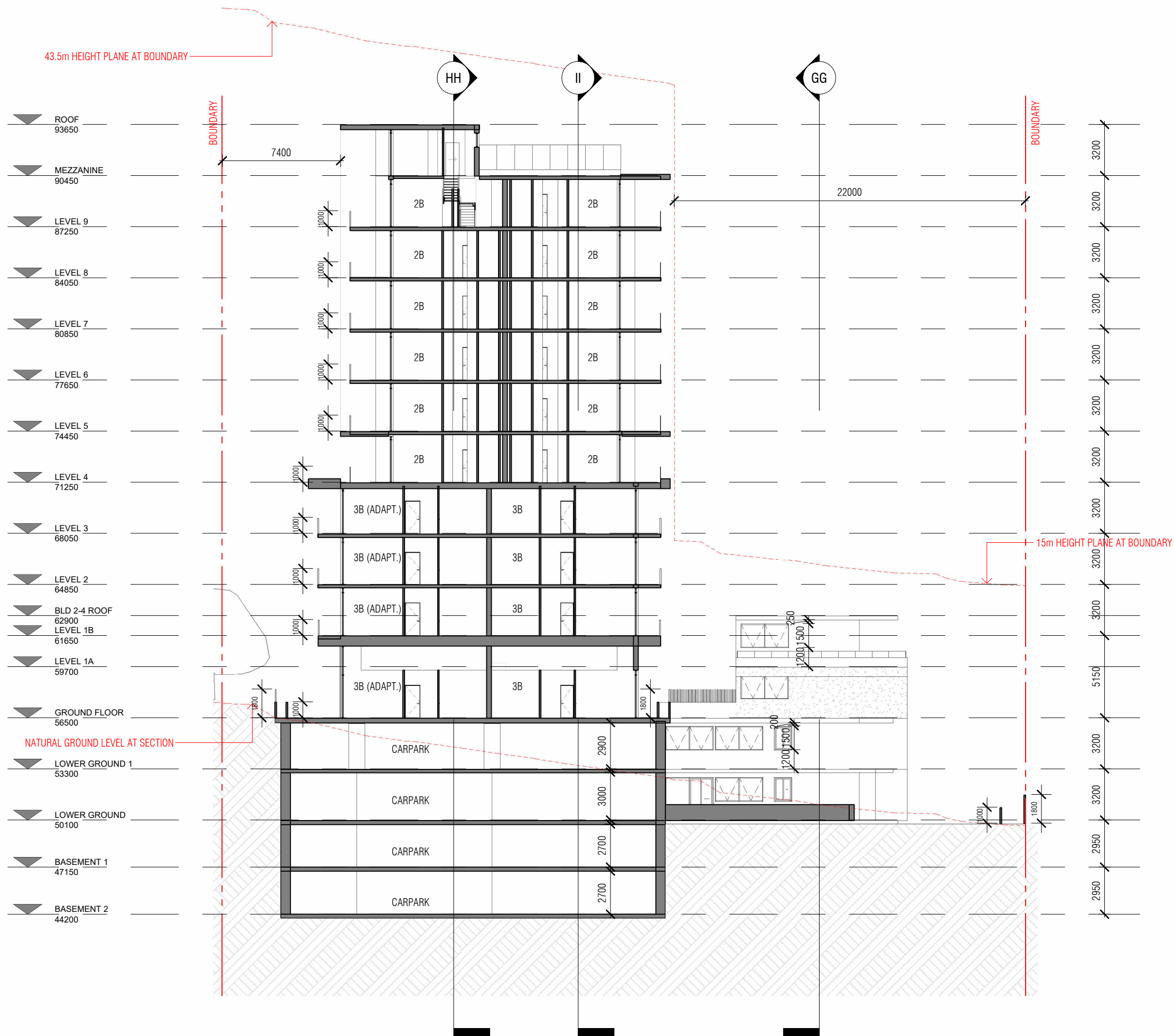
DRAWN	PLOT DATE	CHECKED	ISSUE DATE	JOB NO.	SCALE
GH	05/21/24	MC	05/06/26	24009	1 : 250 @A3

PROJECT ADDRESS
166-174 BLAXLAND ROAD
RYDE NSW 2112

DRAWING TITLE
SECTIONS EE

CURZON + PARTNERS
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SYDNEY NSW 2000
T: +61 87055475
CURZON AND PARTNERS PTY LTD ACN 649993377

ISSUE PURPOSE	REV	DRAWING NO.
PLANNING PROPOSAL	T	DA305



REVISION		
O	FOR INFORMATION	06/03/26
P	FOR INFORMATION	20/03/26
Q	DA DRAFT	17/04/26
R	DA DRAFT	22/04/26
S	DA DRAFT	02/06/26
T	ISSUE FOR DPHI	05/06/26

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DRAWN	PLOT DATE	CHECKED	ISSUE DATE	JOB NO.	SCALE
GH	05/21/24	MC	05/06/26	24009	1 : 250 @A3

PROJECT ADDRESS
166-174 BLAXLAND ROAD
RYDE NSW 2112

DRAWING TITLE
SECTIONS FF

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CURZON AND PARTNERS PTY LTD ACN 649993377

ISSUE PURPOSE	REV	DRAWING NO.
PLANNING PROPOSAL	T	DA306

APPENDIX 2

NOTES:

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY OTHERS AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 20/01/2025)
2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004 & AS2890.2:2018
3. MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
4. A MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES.
5. A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
6. A MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
7. HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.

LEGEND:



PROPOSED CONVEX MIRROR

A FURTHER ROLLER DOOR WILL BE SITUATED WITHIN THE BASEMENT ACCESS RAMP, WHICH WILL BE OPERATED BY THE FORMALISED CENTRAL ISLAND INTERCOM DURING PEAK HOURS. REFER TO SHEET 2 FOR MORE DETAILS

PROPOSED BASEMENT RED SIGNAL ACTIVATION PUSH BUTTON

LOADING DOCK ACCESS ROLLER DOOR WILL BE OPERATED VIA IN-VEHICLE REMOTE HELD BY COUNCIL REFUSE COLLECTION VEHICLE OPERATOR AND BUILDING MANAGER

ROLLER DOOR WILL BE OPEN DURING PEAK HOURS AND CLOSED DURING OFF PEAK HOURS

EGRESS FROM ALL ROLLER DOORS WILL BE VIA IN-PAVEMENT VEHICLE DETECTORS ON APPROACH TO THE DOORS

INGRESS GREEN SIGNAL TO BE ACTIVATED/PRIORITISED BY ROLLER SHUTTER REMOTE CONTROL/INTERCOM. DEFAULT GREEN LIGHT FOR VEHICLE INGRESS

PROPOSED WAITING BAY AND SIGNAL ACTIVATION DETECTOR LOOP FOR ENTERING VEHICLES

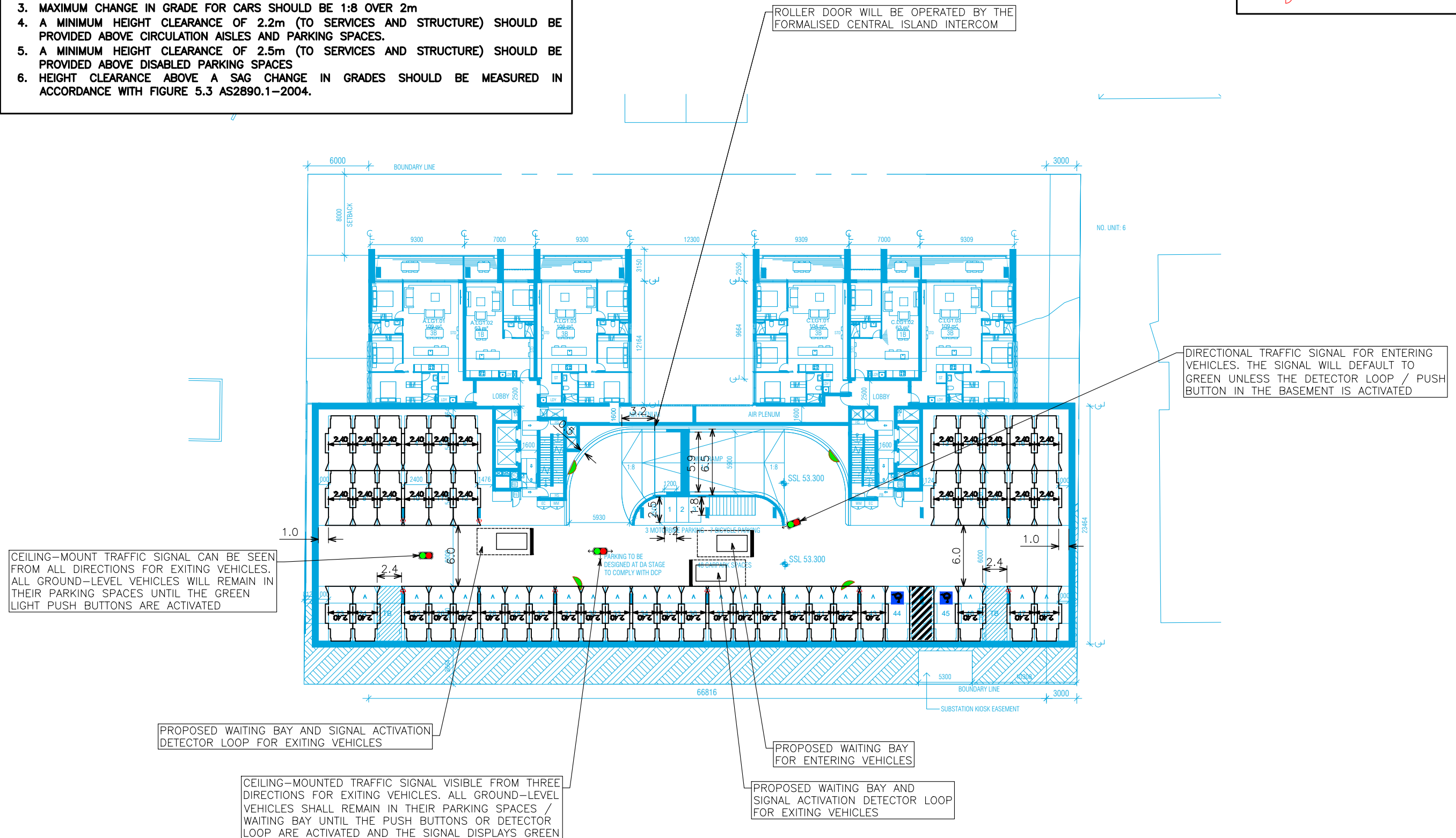
DURING OFF PEAK HOURS, THE PASSENGER VEHICLE ACCESS ROLLER DOOR WILL BE OPERATED BY AN INTERCOM SITUATED ON THE EASTERN SIDE OF THE INTERNAL ACCESS ROADWAY

ENSURE MINIMUM 2.5m X 2.0m SIGHT LINE TRIANGLE PROVIDED

APPROX LOCATION AND SIZE OF EXISTING NEIGHBOURING BOOSTER TBC

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5. A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
6. HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.

	PROPOSED CONVEX MIRROR
	PROPOSED TRAFFIC SIGNAL
	EGRESS GREEN SIGNAL PUSH BUTTON



ADDRESS: 401/380 HARRIS ST, PYRMONT
PH: (02) 8971 8314
EMAIL: info@stanburytraffic.com.au
WEBSITE: www.stanburytraffic.com.au

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
LOWER GROUND 1
CONCEPT LAYOUT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

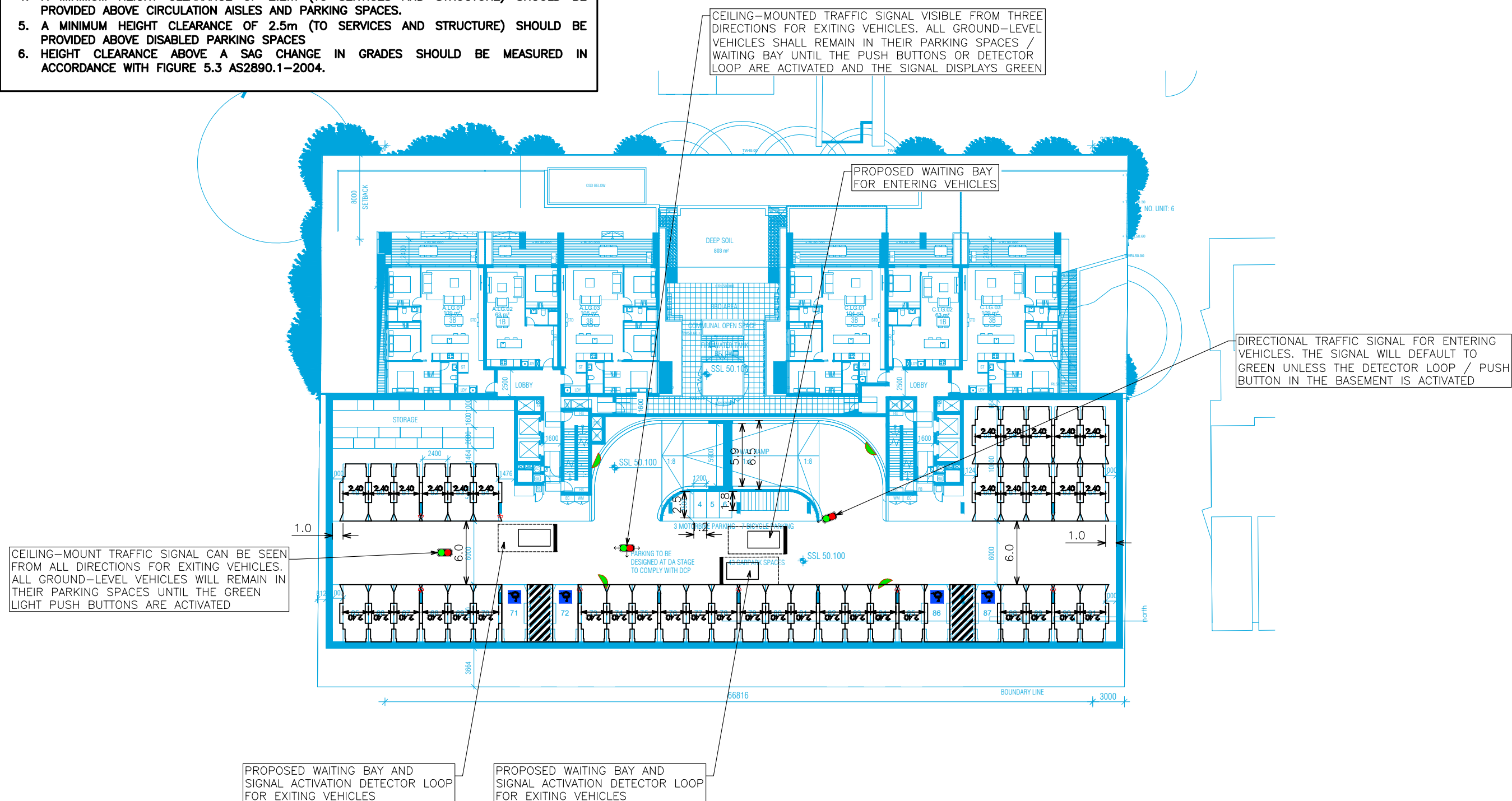
CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
02 / 16

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY OTHERS AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 20/01/2025)
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5. A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
6. HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.

 PROPOSED CONVEX MIRROR
 PROPOSED TRAFFIC SIGNAL
 EGRESS GREEN SIGNAL PUSH BUTTON



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WEBSITE: www.stanburytraffic.com.au

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
LOWER GROUND
CONCEPT LAYOUT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY	Z.Y
------------	-----

APPROVED BY
M.S

SHEET
03 / 16

NOTES:

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY OTHERS AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 20/01/2025)
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5. A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
6. HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.

LEGEND:



PROPOSED CONVEX MIRROR



PROPOSED TRAFFIC SIGNAL



EGRESS GREEN SIGNAL PUSH BUTTON

CEILING-MOUNTED TRAFFIC SIGNAL VISIBLE FROM THREE DIRECTIONS FOR EXITING VEHICLES. ALL GROUND-LEVEL VEHICLES SHALL REMAIN IN THEIR PARKING SPACES / WAITING BAY UNTIL THE PUSH BUTTONS OR DETECTOR LOOP ARE ACTIVATED AND THE SIGNAL DISPLAYS GREEN

PROPOSED WAITING BAY FOR ENTERING VEHICLES

MINIMUM AISLE WIDTH OF 6.1m IS REQUIRED BETWEEN PARKING SPACES AND STRUCTURE (WALLS) OPPOSITE

DIRECTIONAL TRAFFIC SIGNAL FOR ENTERING VEHICLES. THE SIGNAL WILL DEFAULT TO GREEN UNLESS THE DETECTOR LOOP / PUSH BUTTON IN THE BASEMENT IS ACTIVATED

MINIMUM AISLE WIDTH OF 6.1m IS REQUIRED BETWEEN PARKING SPACES AND STRUCTURE (WALLS) OPPOSITE

CEILING-MOUNT TRAFFIC SIGNAL CAN BE SEEN FROM ALL DIRECTIONS FOR EXITING VEHICLES. ALL GROUND-LEVEL VEHICLES WILL REMAIN IN THEIR PARKING SPACES UNTIL THE GREEN LIGHT PUSH BUTTONS ARE ACTIVATED

PROPOSED WAITING BAY AND SIGNAL ACTIVATION DETECTOR LOOP FOR EXITING VEHICLES

PROPOSED WAITING BAY AND SIGNAL ACTIVATION DETECTOR LOOP FOR EXITING VEHICLES



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STANBURY TRAFFIC PLANNING

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
BASEMENT 1
CONCEPT LAYOUT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
04 / 16

NOTES:

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY OTHERS AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 20/01/2025)
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5. A MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE DISABLED PARKING SPACES
6. HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1-2004.

LEGEND:



PROPOSED CONVEX MIRROR



PROPOSED TRAFFIC SIGNAL



EGRESS GREEN SIGNAL PUSH BUTTON

CEILING-MOUNTED TRAFFIC SIGNAL VISIBLE FROM THREE DIRECTIONS FOR EXITING VEHICLES. ALL GROUND-LEVEL VEHICLES SHALL REMAIN IN THEIR PARKING SPACES / WAITING BAY UNTIL THE PUSH BUTTONS OR DETECTOR LOOP ARE ACTIVATED AND THE SIGNAL DISPLAYS GREEN

CEILING-MOUNT TRAFFIC SIGNAL CAN BE SEEN FROM ALL DIRECTIONS FOR EXITING VEHICLES. ALL GROUND-LEVEL VEHICLES WILL REMAIN IN THEIR PARKING SPACES UNTIL THE GREEN LIGHT PUSH BUTTONS ARE ACTIVATED

PROPOSED WAITING BAY AND SIGNAL ACTIVATION DETECTOR LOOP FOR EXITING VEHICLES

PROPOSED WAITING BAY AND SIGNAL ACTIVATION DETECTOR LOOP FOR EXITING VEHICLES



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STANBURY TRAFFIC PLANNING

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
BASEMENT 2
CONCEPT LAYOUT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

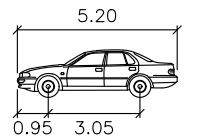
APPROVED BY
M.S

SHEET
05 / 16

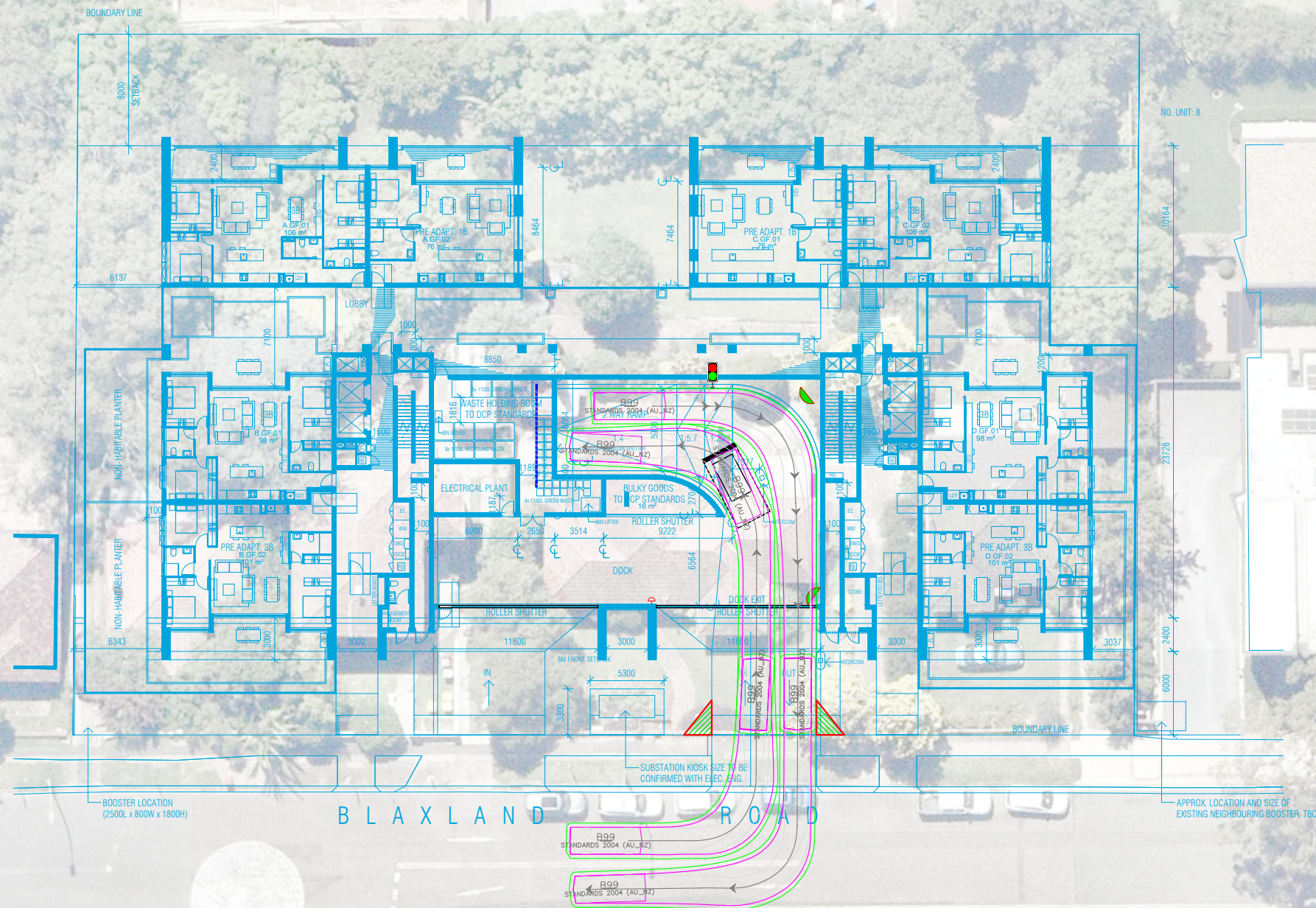
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2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004 & AS2890.2:2018

 PROPOSED CONVEX MIRROR

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



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



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166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
GROUND FLOOR
SWEEP PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
06 / 16

NOTES:

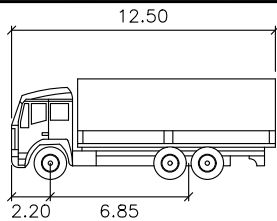
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LEGEND:

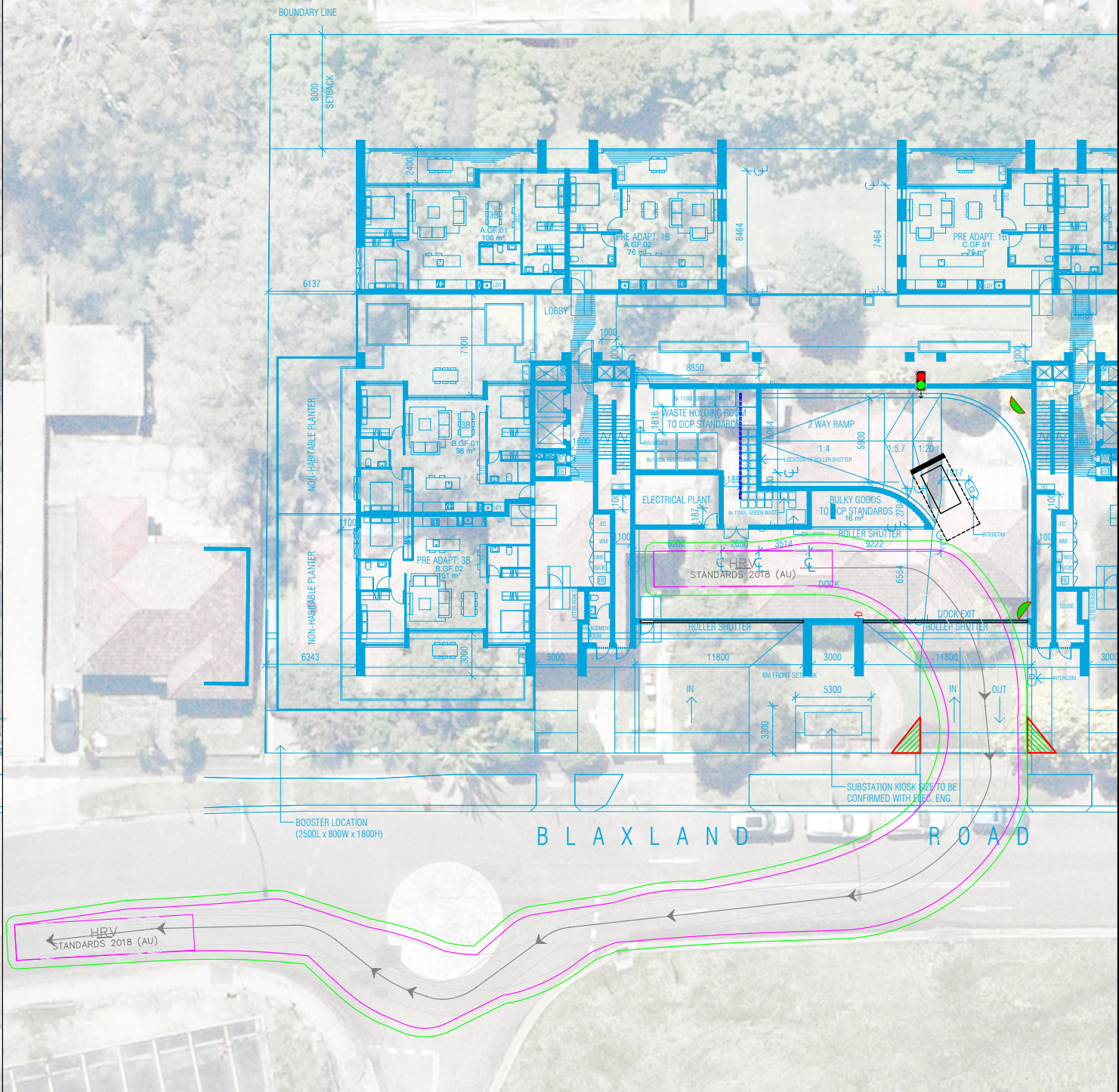
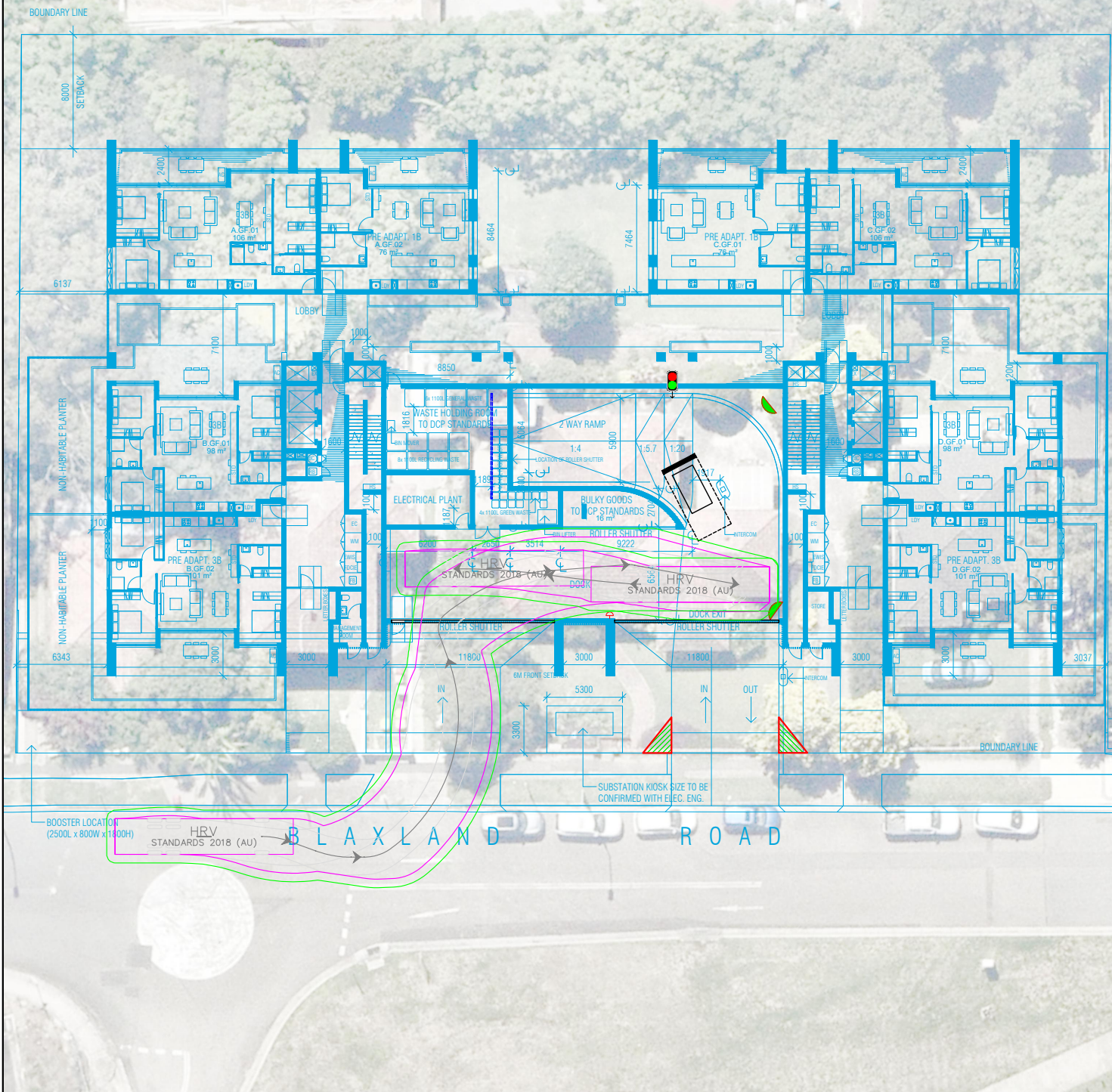
 PROPOSED CONVEX MIRROR

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 600mm CLEARANCE FROM VEHICLE BODY



HRV
Width : 2.50 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.7



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STANBURY TRAFFIC PLANNING

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
GROUND FLOOR
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
07 / 16

NOTES:

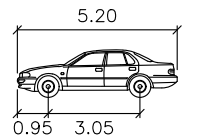
1. THIS PLAN IS BASED ON THE ARCHITECTURAL PLANS PREPARED BY OTHERS AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 20/01/2025)
2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004 & AS2890.2:2018

LEGEND:

- PROPOSED CONVEX MIRROR
- PROPOSED TRAFFIC SIGNAL
- EGRESS GREEN SIGNAL PUSH BUTTON

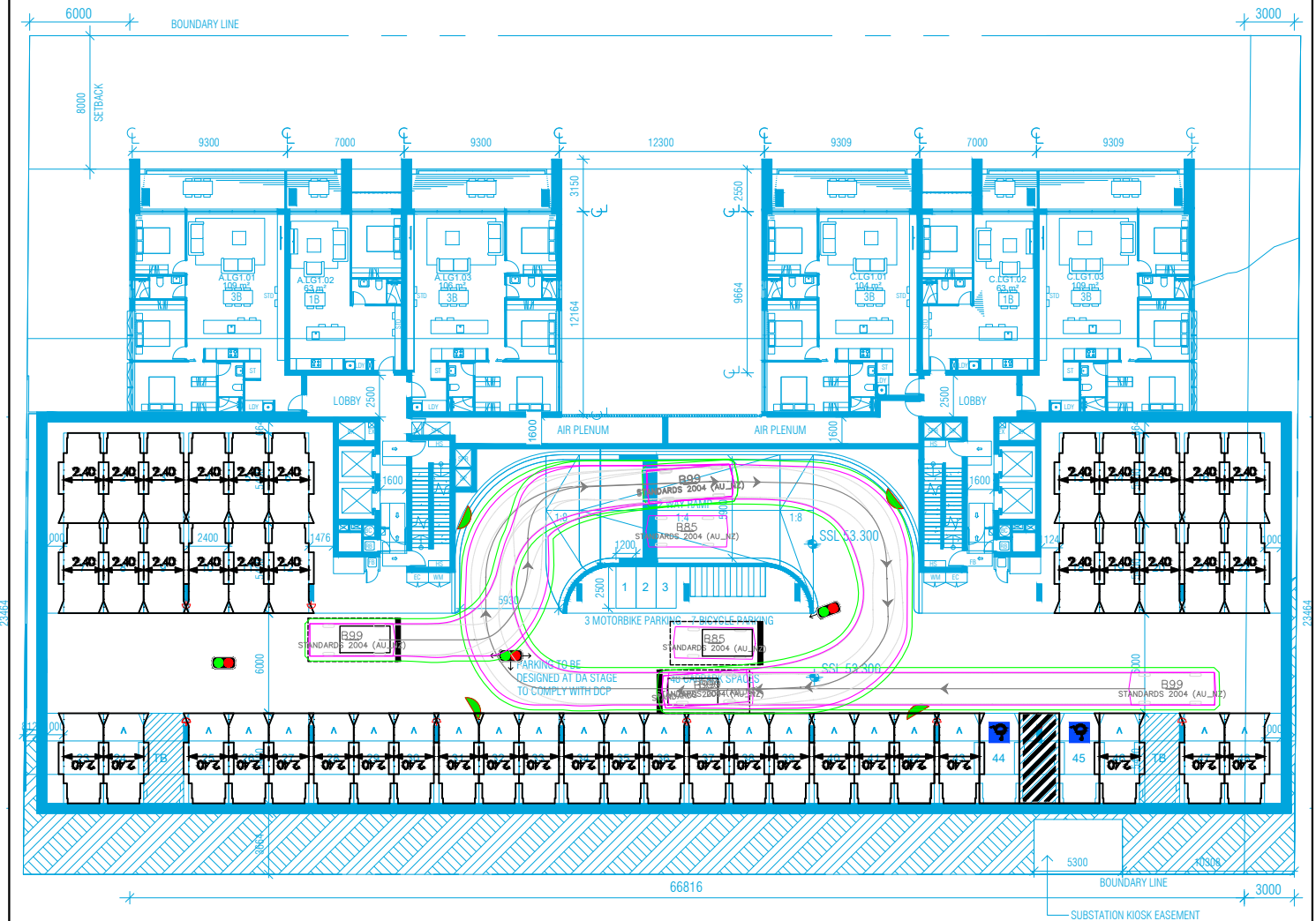
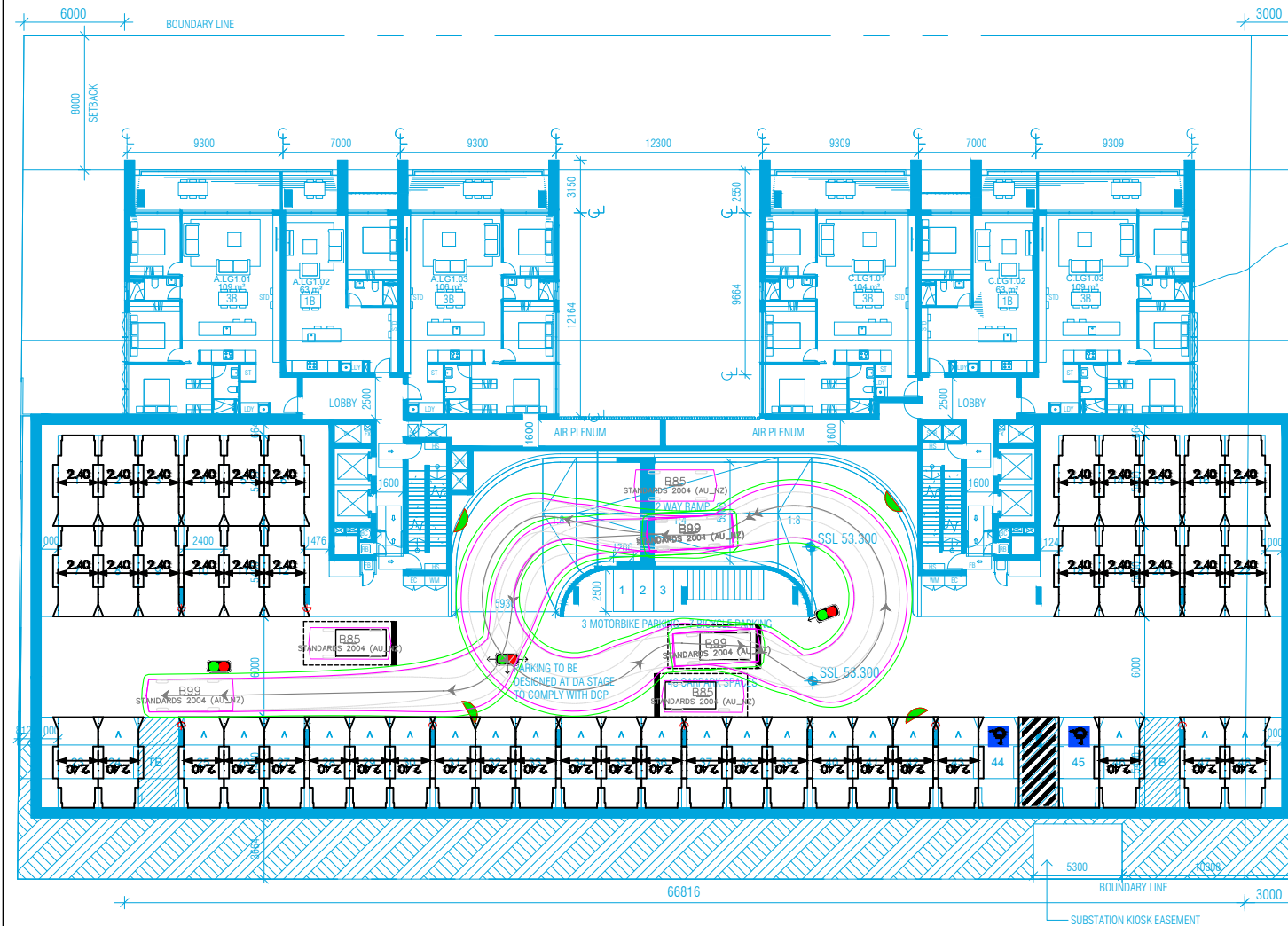
SWEPT PATH KEY:

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



B99

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



NOTES:

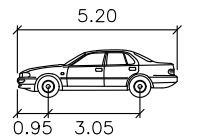
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LEGEND:

-  PROPOSED CONVEX MIRROR
-  PROPOSED TRAFFIC SIGNAL
-  EGRESS GREEN SIGNAL PUSH BUTTON

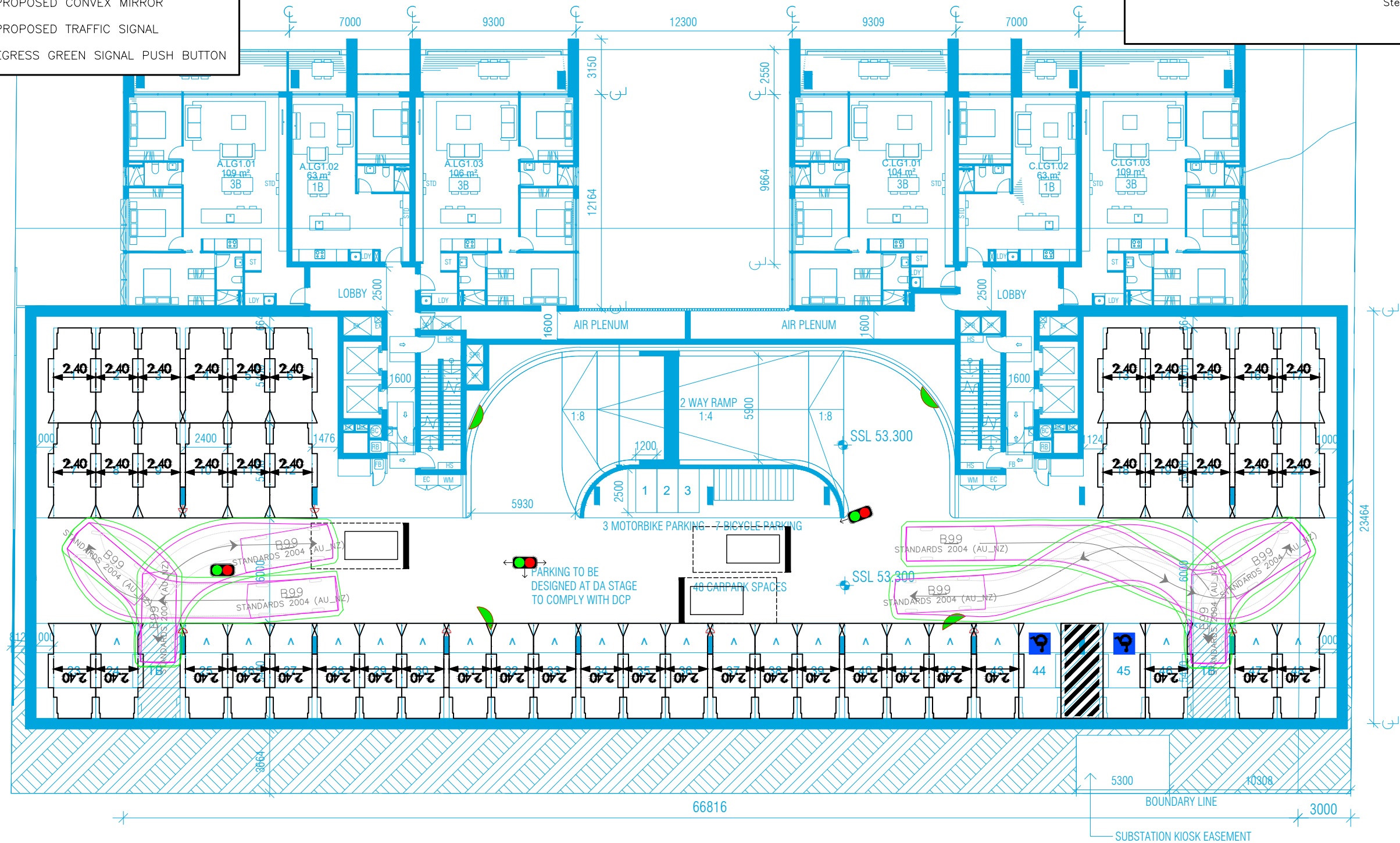
SWEPT PATH KEY:

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



B99

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



NOTES:

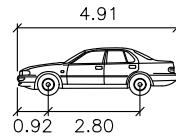
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LEGEND:

- PROPOSED CONVEX MIRROR
- PROPOSED TRAFFIC SIGNAL
- EGRESS GREEN SIGNAL PUSH BUTTON

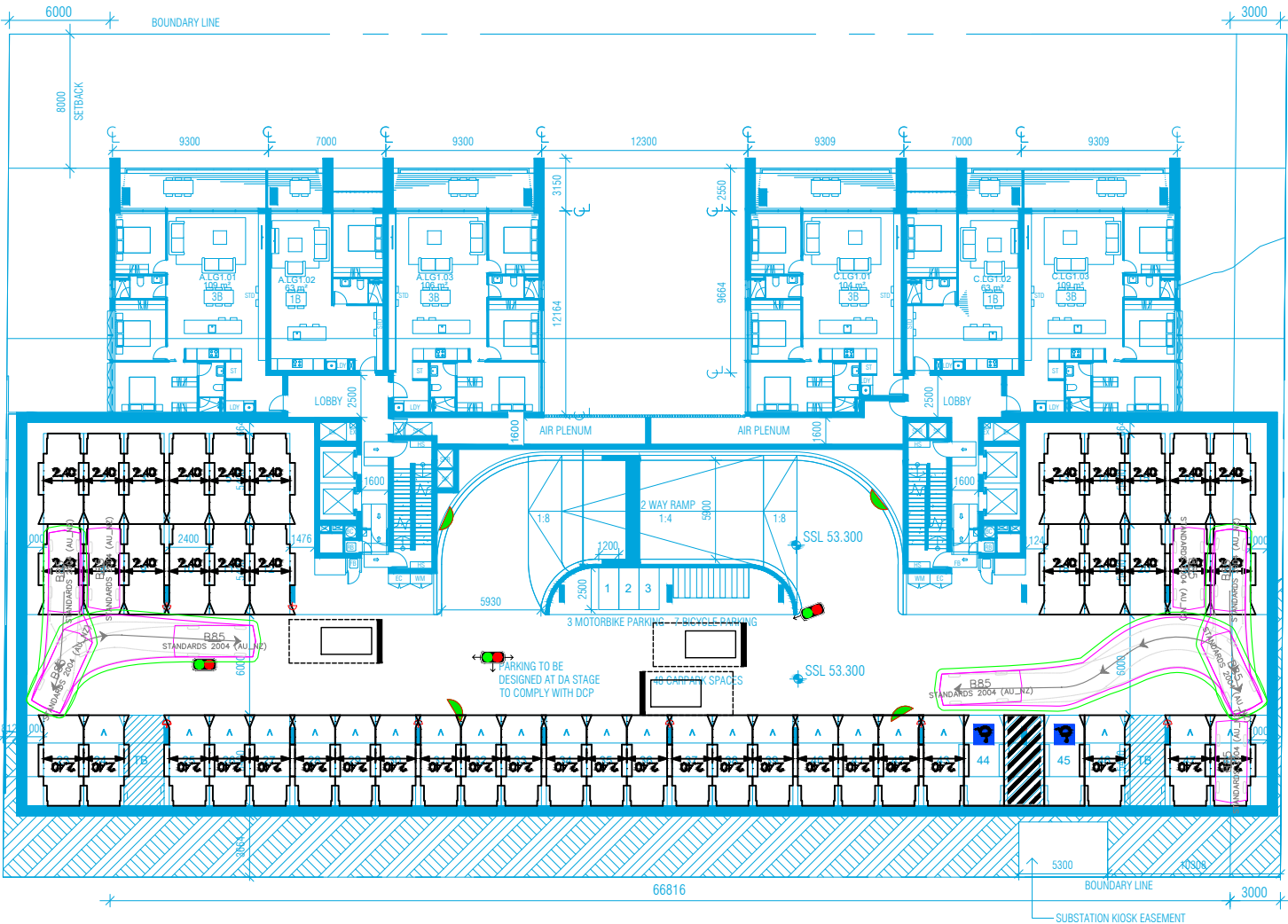
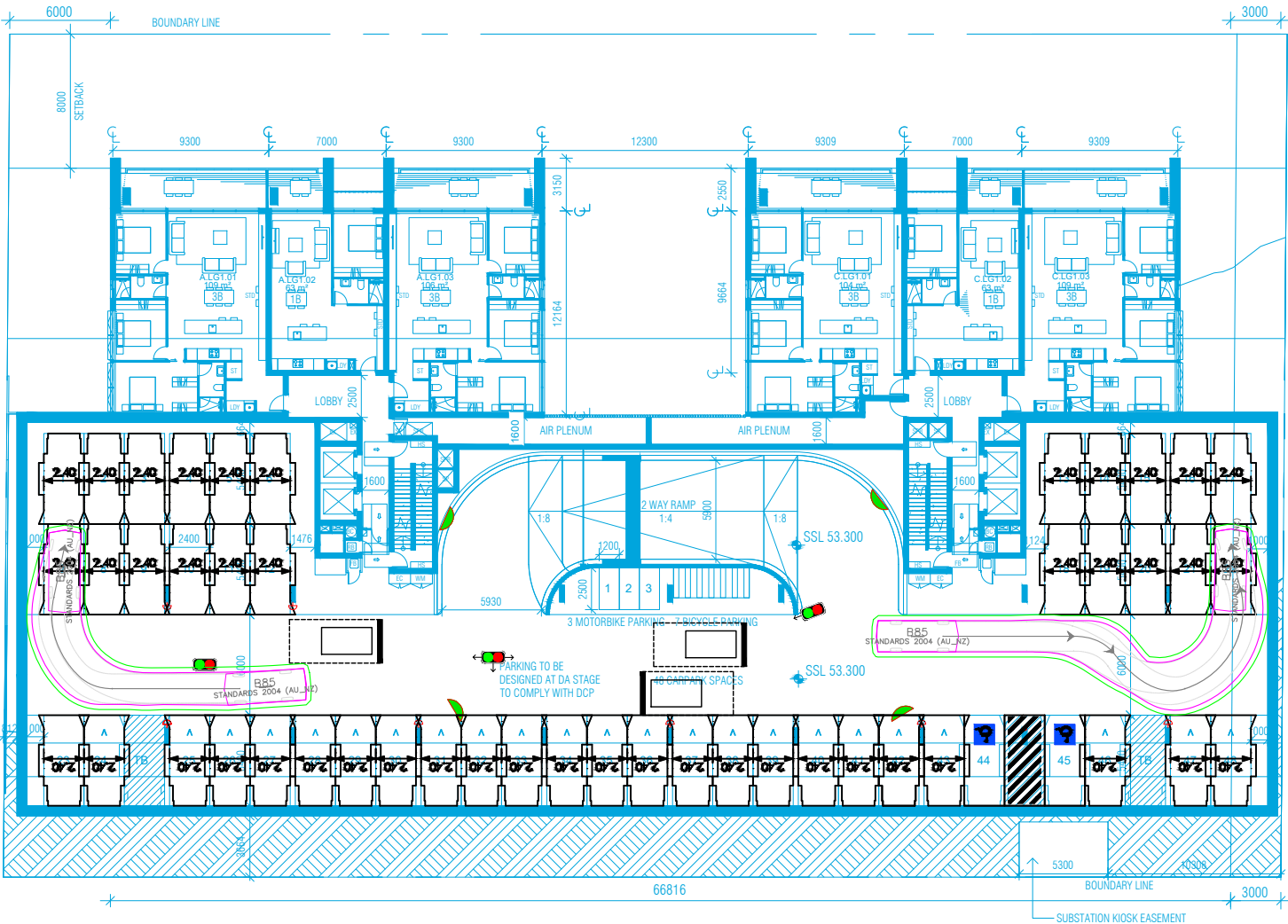
SWEPT PATH KEY:

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



B85

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



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WEBSITE: www.stanburytraffic.com.au

STANBURY TRAFFIC PLANNING

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
LOWER GROUND 1
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
10 / 16

NOTES:

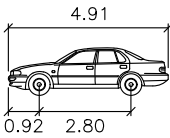
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-  PROPOSED TRAFFIC SIGNAL
-  EGRESS GREEN SIGNAL PUSH BUTTON

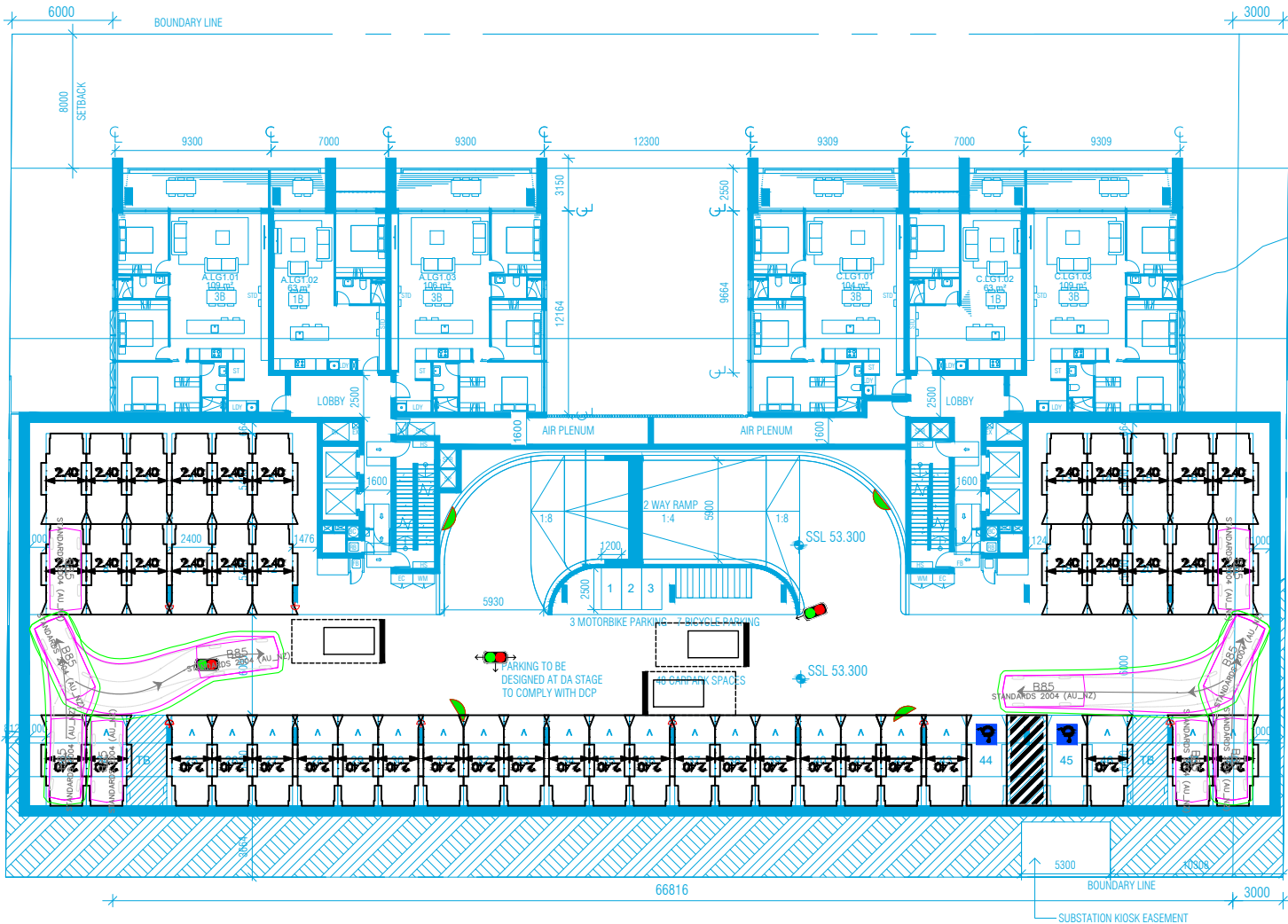
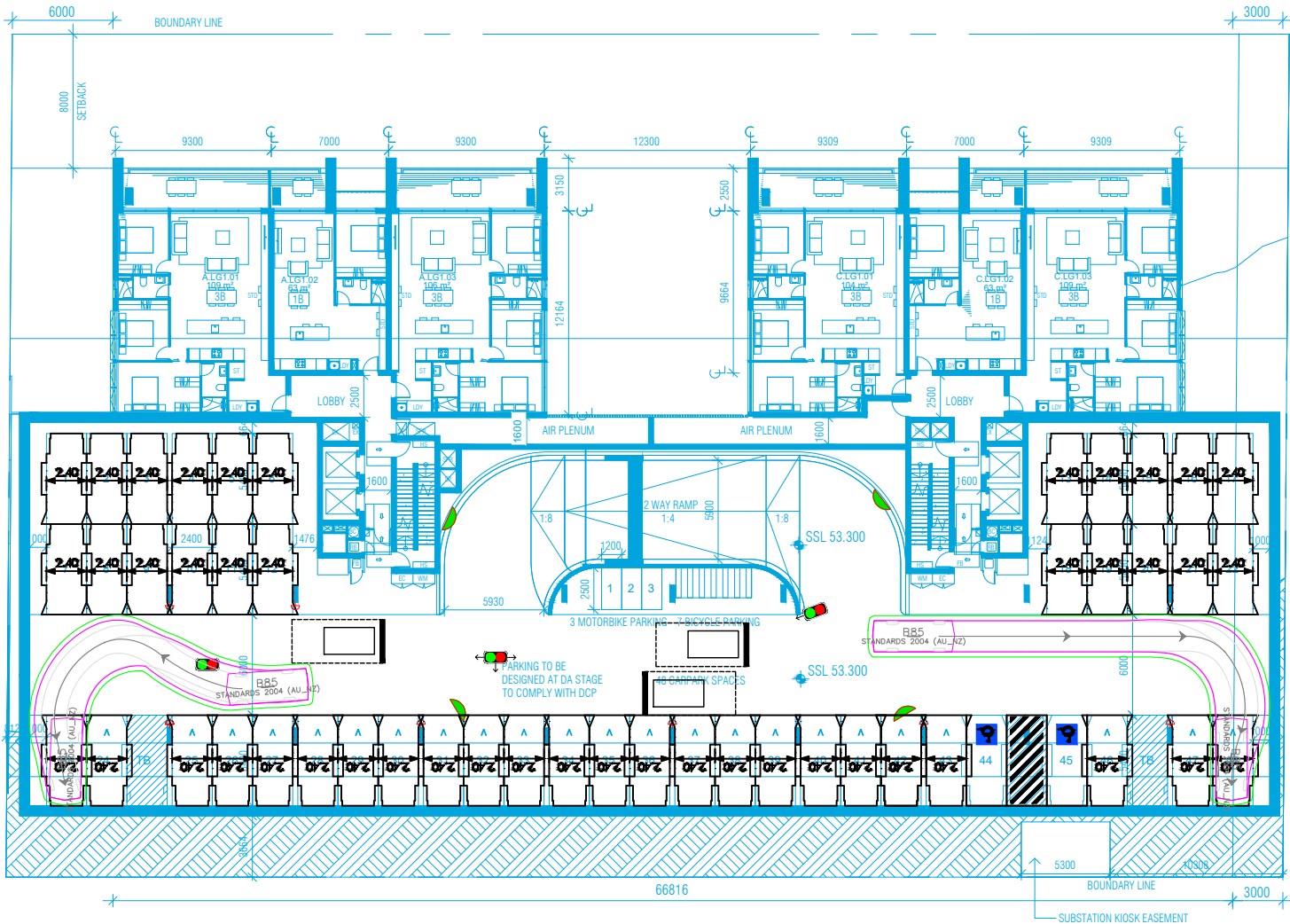
SWEPT PATH KEY:

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-  VEHICLE TYRE PATH
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-  300mm CLEARANCE FROM VEHICLE BODY



B85

Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
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STANBURY TRAFFIC PLANNING

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
LOWER GROUND 1
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
11 / 16

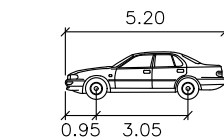
- NOTES:
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LEGEND:

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- PROPOSED TRAFFIC SIGNAL
- EGRESS GREEN SIGNAL PUSH BUTTON

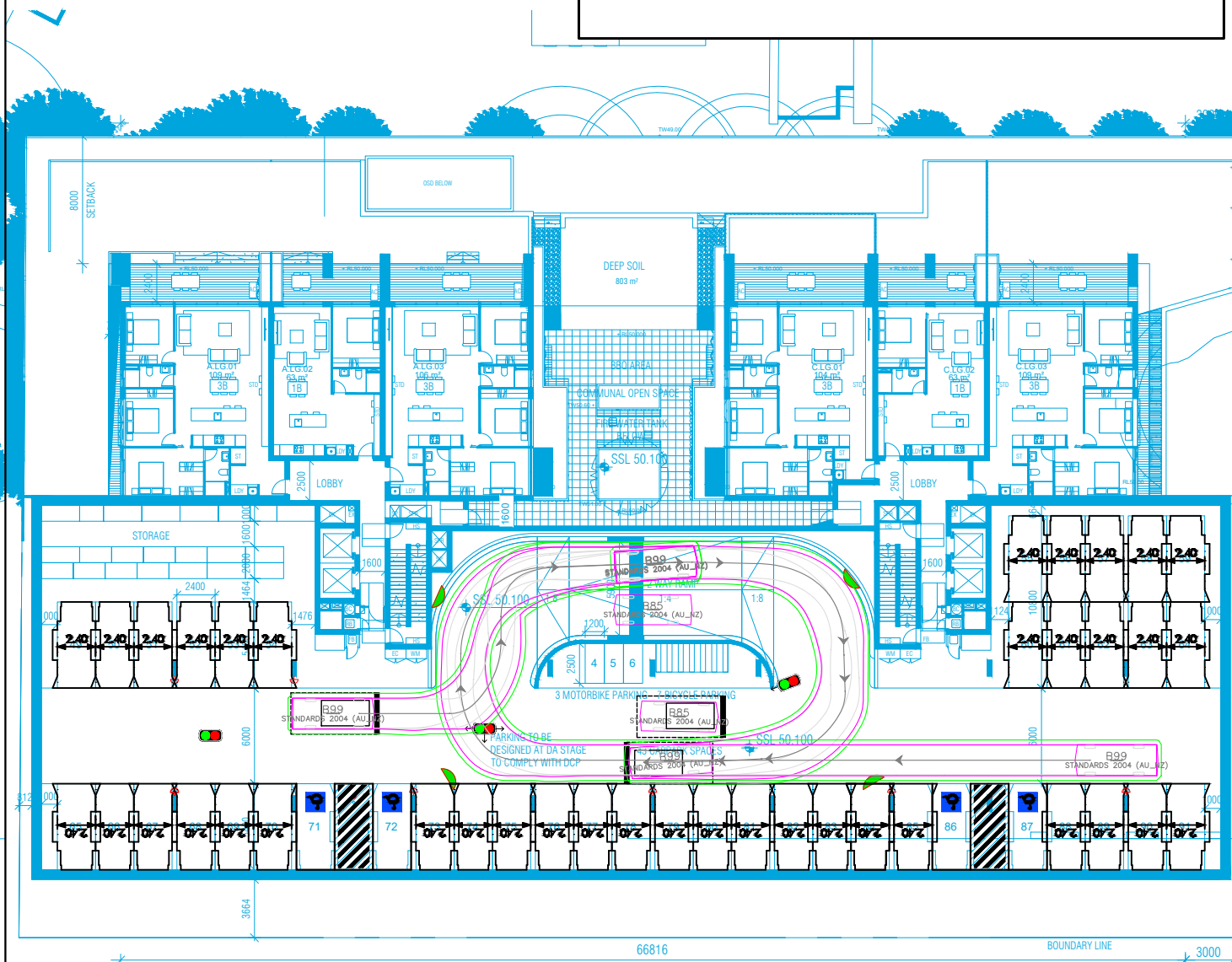
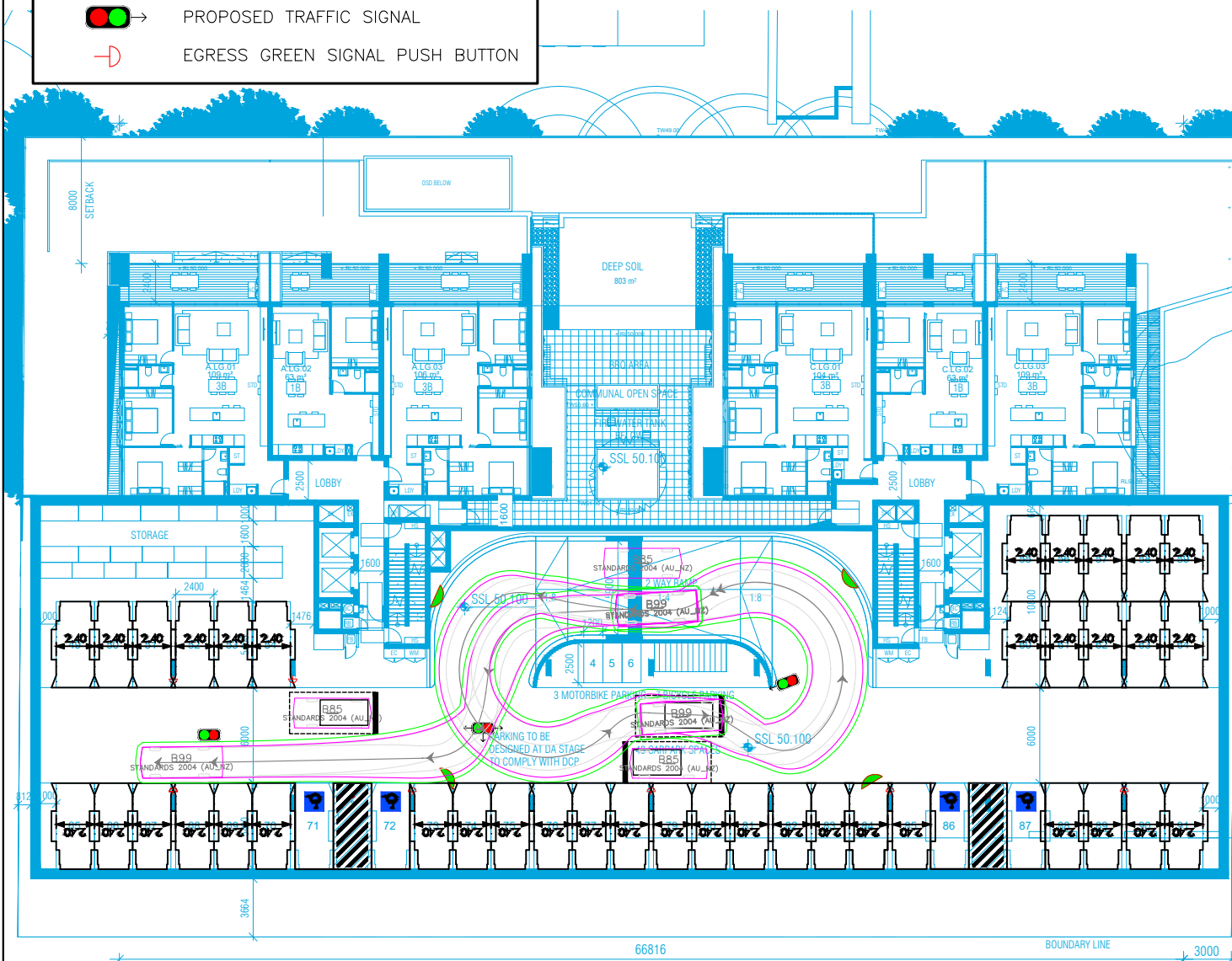
SWEPT PATH KEY:

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



B99

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



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STANBURY TRAFFIC PLANNING

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
LOWER GROUND
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
12 / 16

NOTES:

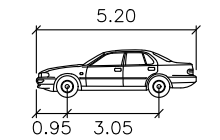
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LEGEND:

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-  PROPOSED TRAFFIC SIGNAL
-  EGRESS GREEN SIGNAL PUSH BUTTON

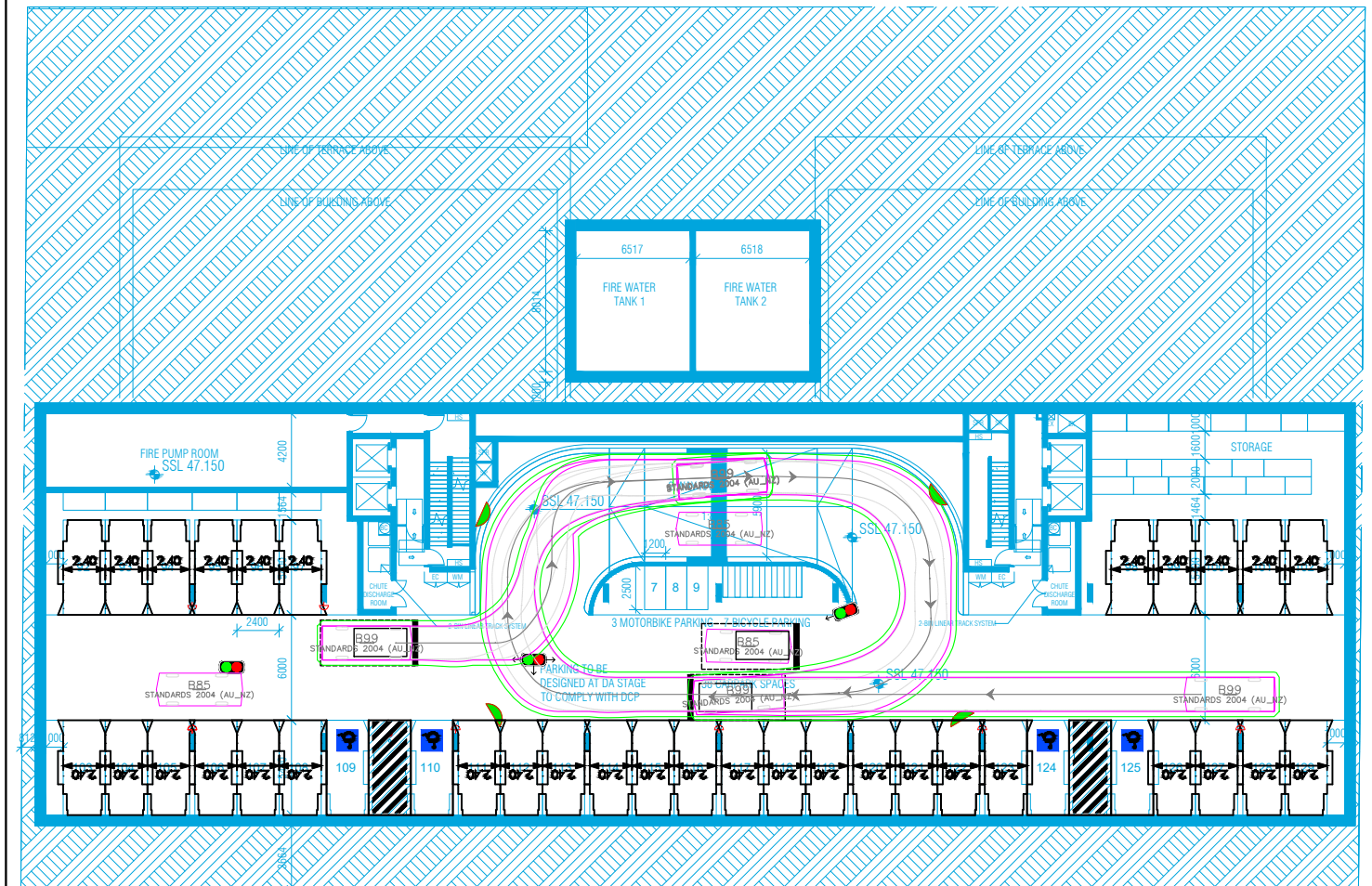
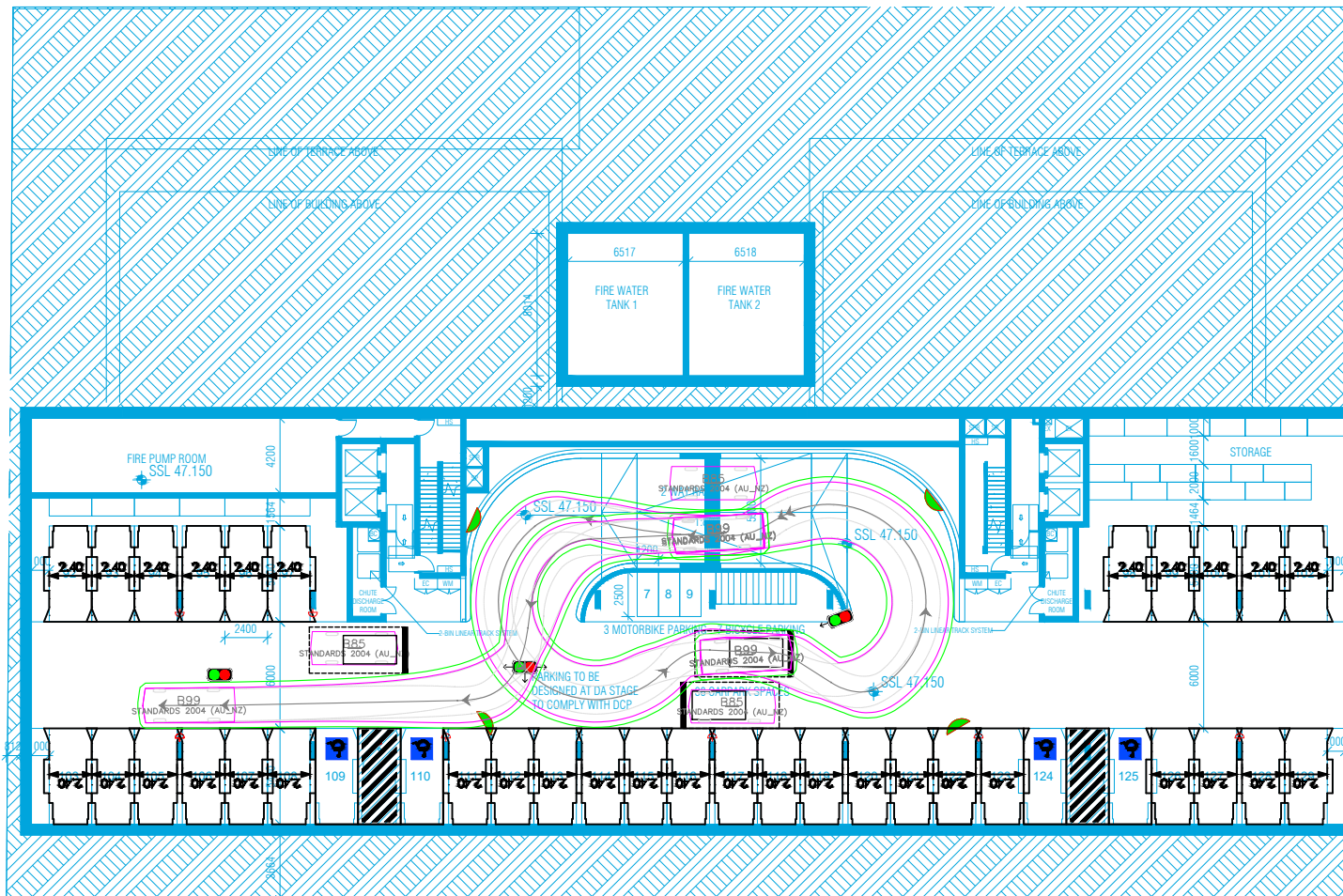
SWEPT PATH KEY:

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



B99

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



NOTES:

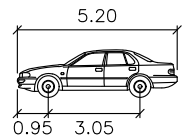
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-  PROPOSED TRAFFIC SIGNAL
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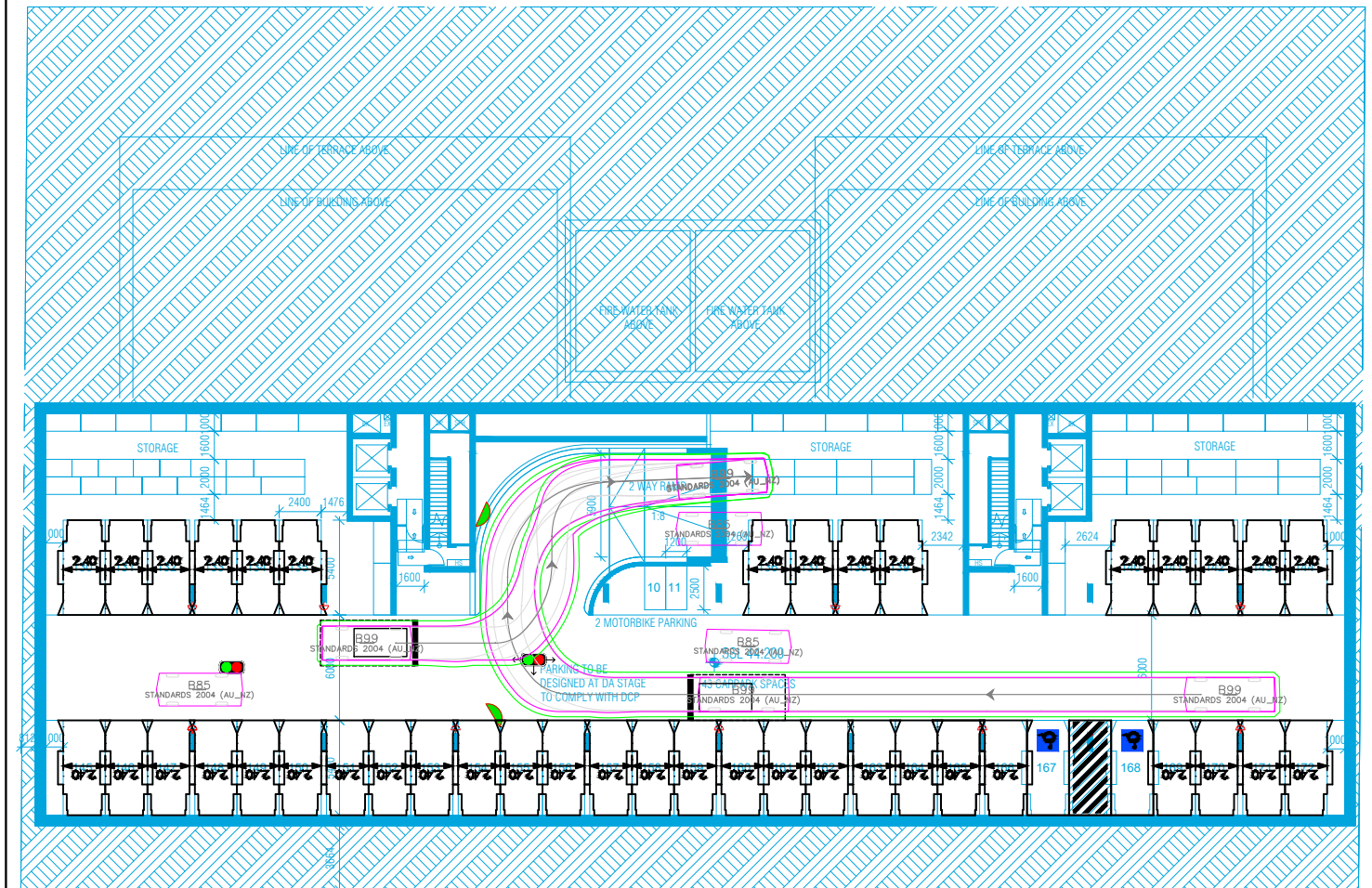
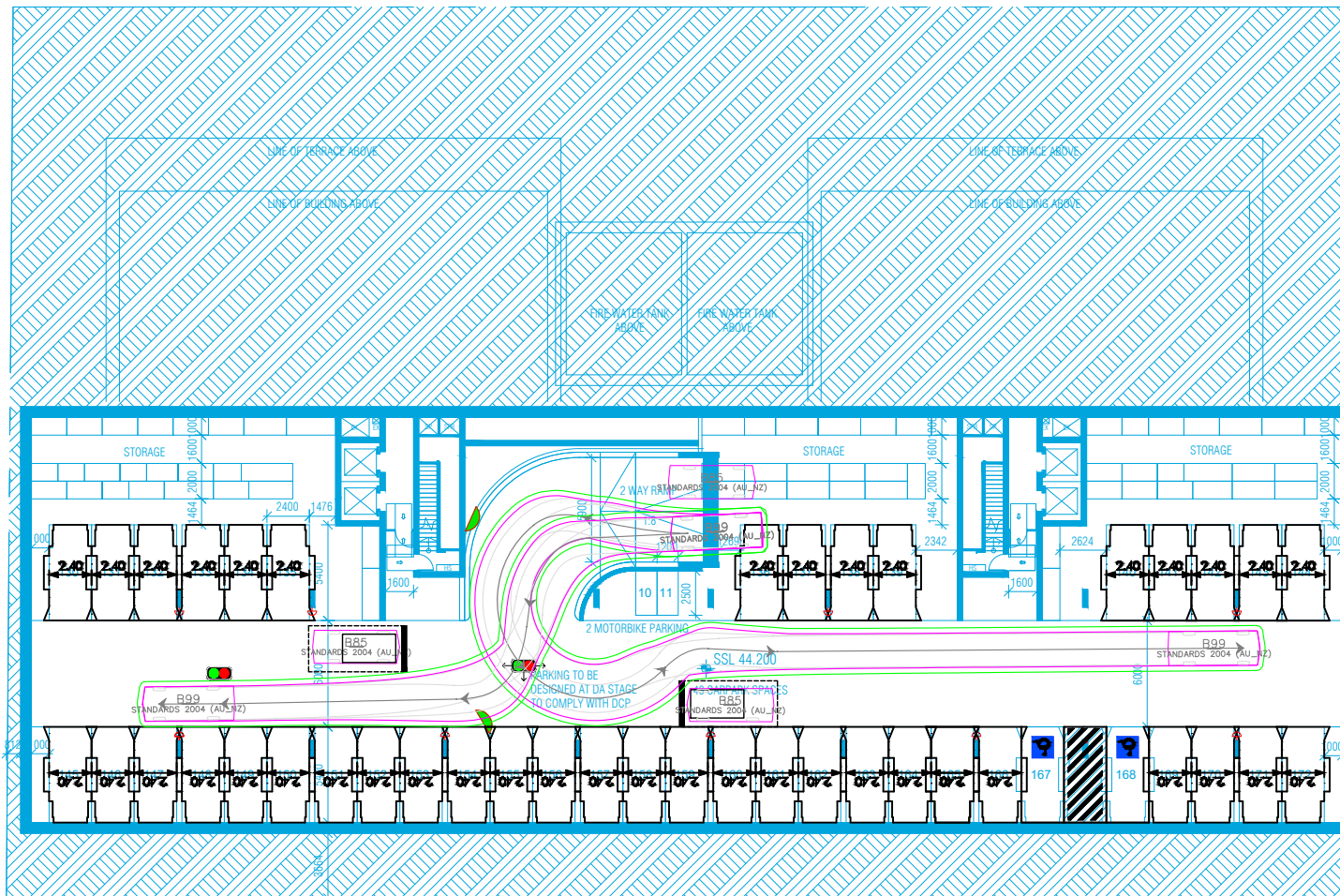
SWEPT PATH KEY:

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



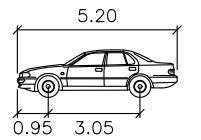
B99

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

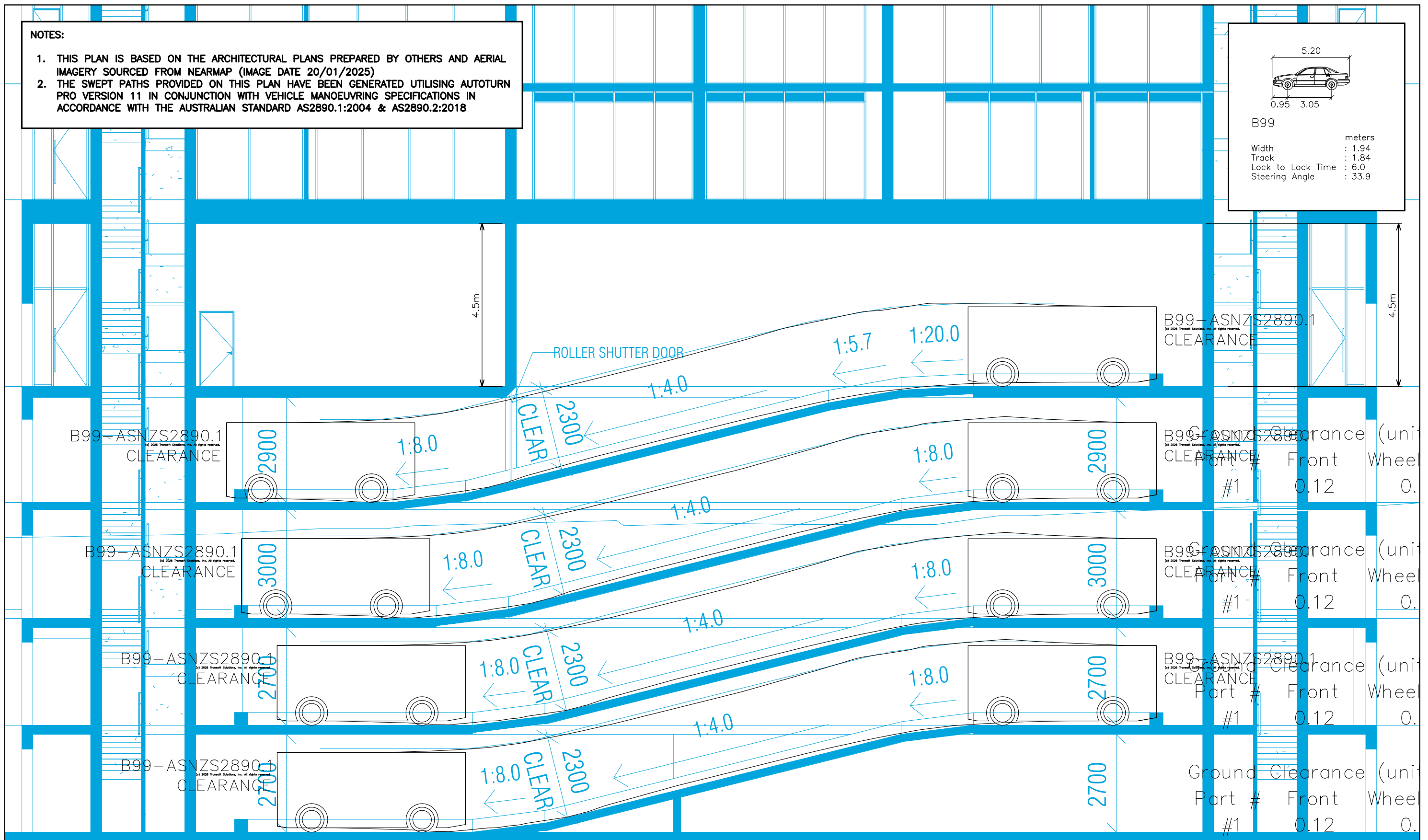


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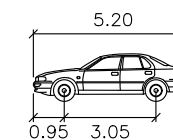
B99
 Width : 1.94 meters
 Track : 1.84
 Lock to Lock Time : 6.0
 Steering Angle : 33.9



ENTRY

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B99
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

B99-ASNZS2890.1
CLEARANCE

B99-ASNZS2890.1
CLEARANCE
Part # Front Wheel
#1 0.12 0.

B99-ASNZS2890.1
CLEARANCE
Part # Front Wheel
#1 0.12 0.

B99-ASNZS2890.1
CLEARANCE
Part # Front Wheel
#1 0.12 0.

Ground Clearance (unit
Part # Front Wheel
#1 0.12 0.

EXIT



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STANBURY TRAFFIC PLANNING

166-174 BLAXLAND ROAD, RYDE
CAR PARK COMPLIANCE REVIEW
VERTICAL CLEARANCE ASSESSMENT
GROUND TO BASEMENT 2 RAMPS

SCALE 0 1.0 2.0 1:100@A3

DRAWING NO. 24-174-05-V6

DATE 12 June 2026

CREATED BY
Z.Y

APPROVED BY
M.S

SHEET
16 / 16