TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

TRANSPORT IMPACT ASSESSMENT

Seniors Housing Development (SSD-96505456)
19-23 Rosalind Street, Cammeray

Reference: 25.196r01v06
Date: March 2026

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DOCUMENT VERIFICATION

Job Number	25.196			
Project	19-23 Rosalind Street, Cammeray			
SSDA No.	SSD-96505456 dated 17 October 2025			
Client	Perifa Rosalind Development Pty Ltd (Perifa)			
Revision	Date	Prepared By	Checked By	Signed
v06	16 March 2026	Tom Mojsiejuk	Hayden Dimitrovski	

PROJECT DETAILS	
PROJECT NAME	
Application number	SSD-96505456
Address of subject land	19-23 Rosalind Street, Cammeray
Lot / DP	SP4657, SP5218 and SP16181
APPLICANT DETAILS	
Applicant name	Perifa Rosalind Development Pty Ltd
Applicant address	Level 7/111 Elizabeth Street, Sydney
REPORT DETAILS	
Name of report this declaration relates	Transport Impact Assessment
Report reference no.	25.196r01v05
Report date	29 January 2026
Company name (inc. ABN / ACN)	TRAFFIX Pty Ltd ACN: 065132961 ABN: 66065132961
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DECLARATION BY CONSULTANT	
Name	Tom Mojsiejuk
Registration no.	N/A
Organisation registered with	N/A
Declaration	The undersigned declares that Transport Impact Assessment: • has been prepared in accordance with the following policy, guidelines, or legislative requirements: - Housing SEPP 2021 - North Sydney Development Control Plan 2025 - Guide to Transport Impact Assessment (GTIA) - Australian Standards 2890.1 and 2890.6 • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the Transport Impact Assessment relates; • does not contain information that is false or misleading; • identifies and addresses the relevant Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments to which the Transport Impact Assessment relates; • contains a consolidated summary of the proposed or necessary mitigation measures
Signature	
Date	16 March 2026

TRAFFIX

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1. INTRODUCTION

TRAFFIX has been commissioned by the Perifa Rosalind Development Pty Ltd (Perifa) to prepare a Transport and Accessibility Impact Assessment (TAIA) report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the State Significant Development Application (SSD-96505456) for the proposed seniors housing development at 19-23 Rosalind Street, Cammeray.

Reference should also be made to the Preliminary Construction Traffic and Pedestrian Management Plan, prepared by TRAFFIX and submitted separately.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Summarises the relevant strategic plans
- Section 4: Outlines the SEARs requirements
- Section 5: Documents existing traffic conditions
- Section 6: Describes the proposed development
- Section 7: Assesses the parking requirements
- Section 8: Assesses the traffic impacts
- Section 9: Discusses access and internal design aspects
- Section 10: Presents the overall study conclusions

2. LOCATION AND SITE

The site is located at 19–23 Rosalind Street, Cammeray within the North Sydney Local Government Area (LGA). It comprises three (3) allotments legally described as SP4657, SP5218 and SP16181, and occupies a total area of approximately 4,100m².

The site currently comprises a three (3) storey residential flat building with the two (2) of the rear buildings situated on battleaxe allotments connected to Rosalind Street. The site has a northern frontage of approximately 40 metres to Rosalind Street, a southern, eastern and western boundary of approximately 40 metres, 80 metres and 80 metres respectively to adjoining residential developments.

Vehicular access to the site is currently provided via two access driveways to/from Rosalind Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

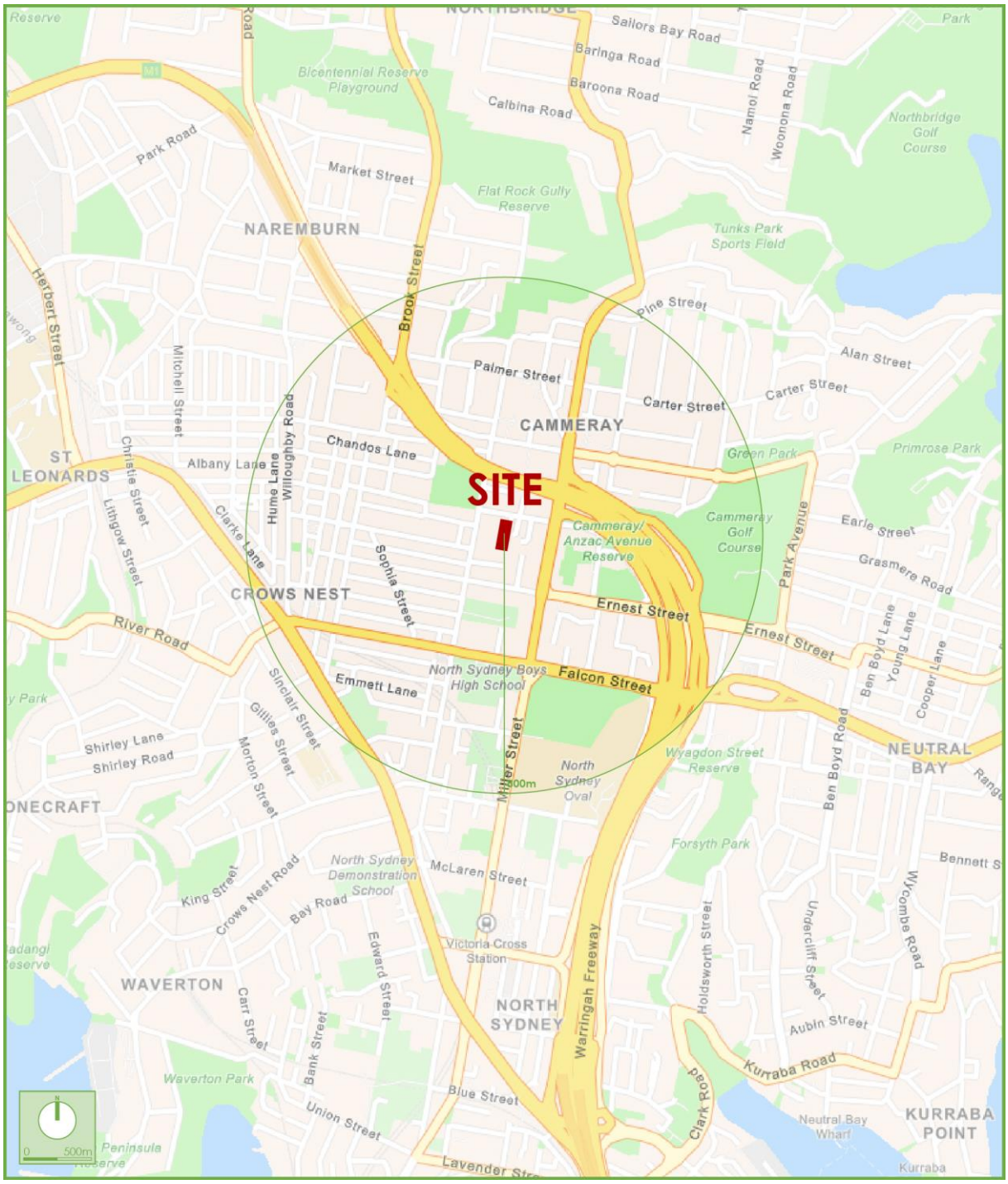

Figure 1: Location Plan

Figure 2: Site Plan

3. STRATEGIC CONTEXT

3.1 Future Transport Strategy 2056

This transport strategy document presents a vision for the transport system across NSW. The strategy outlines ideas to revitalise six (6) key cities, connect regional communities, and encourage thriving local neighbourhoods. The Six Cities Region includes the Lower Hunter and Greater Newcastle City, the Central Coast City, the Illawarra-Shoalhaven City, the Western Parkland City, the Central River City, and the Eastern Harbour City. The 30-minute concept outlined in the strategy will provide more 24/7 travel choices and seamless connections between transport modes, including walking and cycling. The key destinations that should be accessible by public transport within 30-minutes of cities is shown in **Figure 3** below:

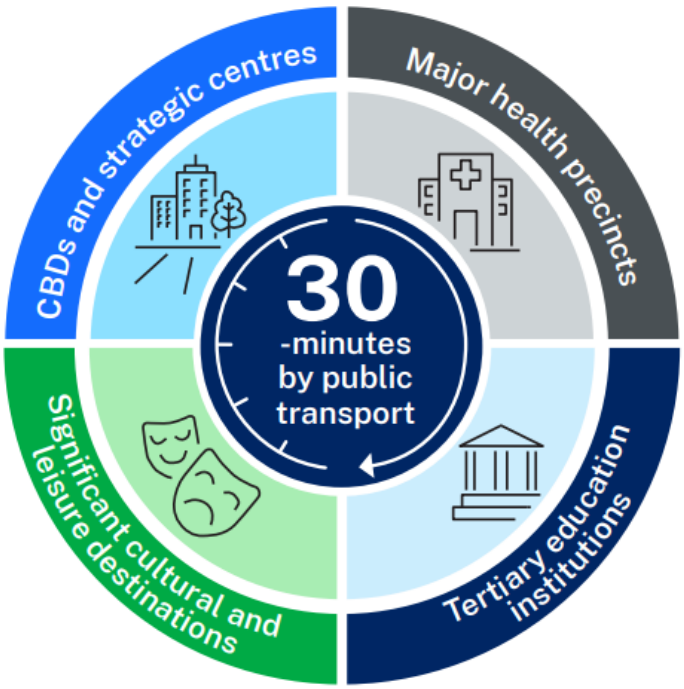

Figure 3: Key Destinations with 30-minutes of Cities
(Source: future.transport.nsw.gov.au)

3.2 State Infrastructure Strategy 2022 – 2042

The State Infrastructure Strategy is a 20-year infrastructure plan for the NSW Government which provides recommendations to best grow the State's economy, enhance productivity and improve living standards.

Specifically, in relation to integrating land use and infrastructure planning the strategy identifies the provision and use of infrastructure with the former Greater Cities Commission's three cities vision and the 10 Regional Plans is critical to maximising the effectiveness, efficiency, and endurance of both new and existing infrastructure. A summary of the key recommendations is presented below:

- Link integrated strategic land use and infrastructure planning;
- Support efficient development through shared-use corridors;
- Identify and protect corridors; and
- Strengthen government planning processes.

In summary, this document serves to support the three cities vision that is envisaged by the Future Transport Strategy 2056, looking beyond current projects and identifies policies and strategies that are required to provide infrastructure that will meet the demands of a growing population and economy.

Figure 4: Three City Model

(Source: infrastructure.nsw.gov.au)

3.3 North Sydney Community Strategic Plan 2025-2035

The North Sydney Community Strategic Plan 2025-2035 was adopted in 2025 and contains the community's vision and aspirations over the next 10 years. The plan outlines eight main themes, including:

1. A healthy environment with thriving ecosystems and strong climate resilience
2. A connected and socially inclusive community where everyone is valued
3. An active community with space for everyone to exercise and enjoy the outdoors
4. A connected lga where safe, active, and sustainable travel is preferred
5. A thriving and resilient local economy
6. A vibrant LGA where culture and creativity is enjoyed by all
7. Housing that meets the needs of a growing population
8. An effective, accountable, and sustainable council that serves the community

The four (4) long-term traffic and transport objects are as follows:

9. Deliver infrastructure and programs that support healthy and active travel.
10. Promote sustainable transport options and make it easier for people to get around without a private car.
11. Ensure a fair allocation of assets, parking, and road space to promote sustainable travel options and prioritise access for those who need it most.
12. Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours.

3.4 North Sydney Integrated Transport Strategy

The North Sydney Integrated Transport Strategy (ITS) was prepared 2025. The ITS outlines key issues within the North Sydney LGA in relation to public transport, walking and cycling, roads, traffic and parking, integration of land use and transport accessibility, trip growth, and travel demand management. The plan presents a vision for North Sydney's transport to 2035 and provides short-term and long-term aims.

The plan is guided by the following four key principles

Figure 5: North Sydney ITS Key Principles
(Source: North Sydney ITS)

As outlined in the plan, key objective is to develop a strategic framework of actions to deliver the overall vision where a connected LGA where safe, active and sustainable travel is preferred which is informed by the following strategic directions:

- *"Deliver infrastructure and programs that support healthy and active travel";*
- *"Promote sustainable transport options and make it easier for people to get around without a private car";*
- *"Ensure a fair allocation of assets, parking and road space to promote sustainable travel and prioritise access for those who need it most" ;*
- *"Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours";*

4. ASSESSMENT REQUIREMENTS

4.1 SEARs Requirements

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 17 October 2025 issued for the SSDA (SSD-96505456). Specifically, this report has been prepared to respond to the SEARS requirements issued in **Table 1** below

Table 1: SEARs Requirements and References

Item	SEARs Requirements	Reference
Transport	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW	**This Report**
	If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	**Refer to the PCTMP report within Appendix D.**

5. EXISTING TRAFFIC CONDITIONS

5.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 6** with the following roads of particular interest:

- Miller Street: a classified main road (MR599) that generally runs in a north-south direction between Strathallen Avenue in the north and Blues Point Road in the south. In the vicinity of the subject site, Miller Street is subject to a posted speed limit of 50km/hr speed zoning and carries two (2) traffic lanes in the northbound direction and three (3) traffic lanes in the southbound direction. Miller Street is also subject to 40km/hr School Zones between 8am-9:30am and 2:30pm-4pm on school days and Clearway restrictions operate on either side of Pacific Highway from '6am-7pm Mon-Fri.
- West Street: a local road that traverses in a north-south direction between Palmer Street in the north and Pacific Highway in the south. It is subject to a 50km/h speed zoning. Within vicinity of the site it accommodates one (1) traffic lane in either direction. Restricted kerbside parking is permitted on either side.
- Rosalind Street: a local road that generally traverses in an east-west between Miller Street in the east and West Street in the west. It is subject to a 50km/h speed zoning and accommodates one (1) traffic lane in either direction. Restricted kerbside parking is permitted on either side.

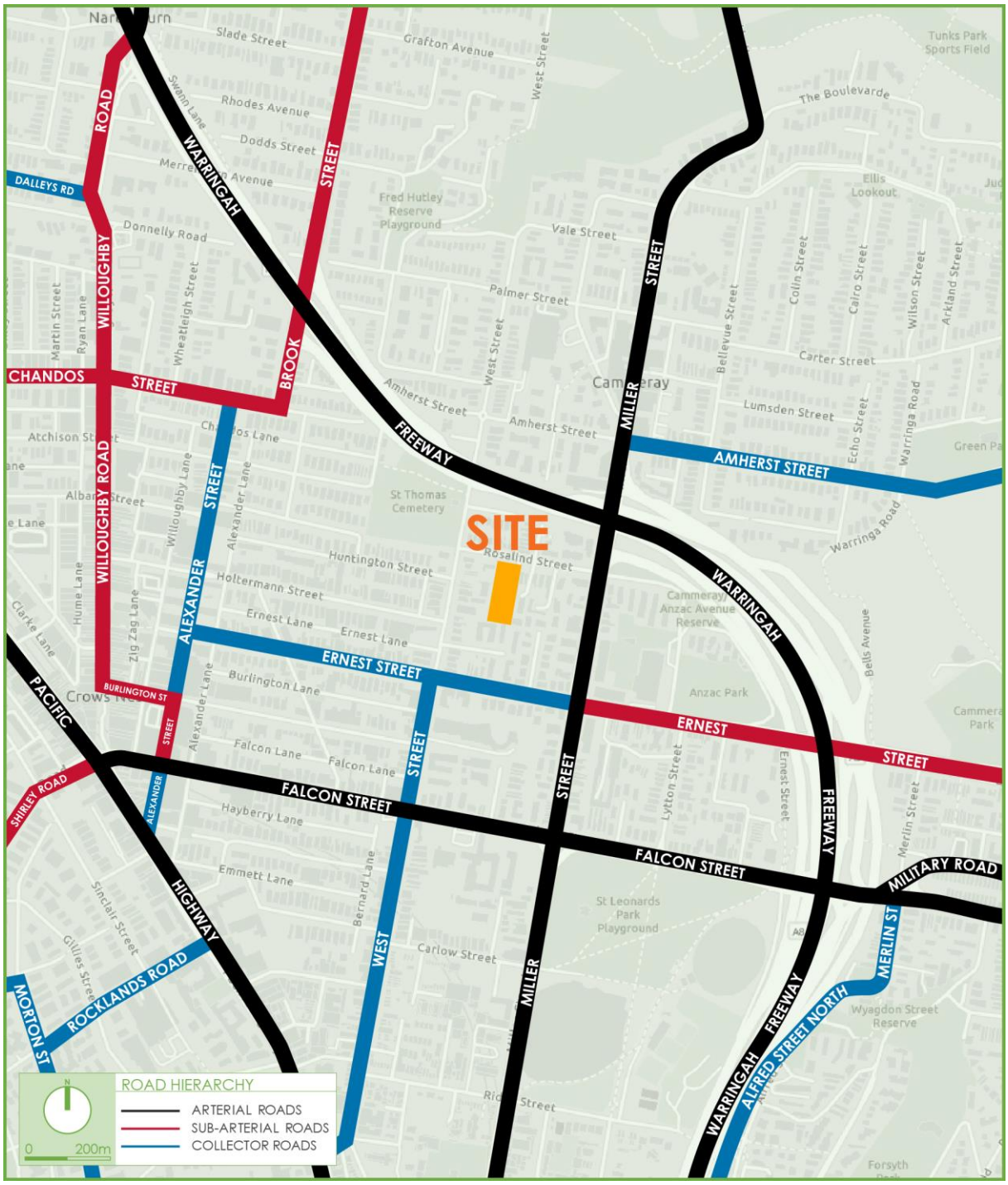

Figure 6: Road Hierarchy

5.2 Key Intersections

The key intersections in the vicinity of the site are shown below and provide an understanding of the existing road geometry and alignment.

5.2.1 Rosalind Street and West Street

Figure 7: Intersection of Rosalind Street and West Street

It can be seen from **Figure 7** that this intersection is a three-legged signalised intersection. The main attributes of each approach are outlined as follows:

- Rosalind Street (east leg)
  - The east approach provides two (2) lanes which left and right movements are permitted onto West Street.
- West Street (north and south legs)
  - The north approach provides two (2) lanes from which through and left movements to Rosalind Street are permitted.
  - The south approach provides two (2) lanes from which through and right movements to Rosalind Street are permitted.

5.2.2 Rosalind Street and Miller Street

Figure 8: Intersection of Rosalind Street and Miller Street

It can be seen from **Figure 8** that this intersection is a four-legged signalised intersection. The main attributes of each approach are outlined as follows:

- Rosalind Street (east and west legs)
  - The east approach provides a single lane from which left movements are permitted. Through movements to the western approach of Rosalind Street and right turn movements to Miller Street are prohibited.
  - The west approach provides a single lane from which left movements are permitted. Through movements to the eastern approach of Rosalind Street and right turn movements to Miller Street are prohibited.
- Miller Street (north and south legs)
  - The north approach provides two through lanes and a single through/left turn lane. Right turns are prohibited.
  - The south approach provides a single through/left turn lane, a single through lane and a single right turn lane.

5.3 Public Transport

5.3.1 Bus Services

The existing public transport services that operate in the locality are shown in **Figure 9**. Standard transport planning guidelines state that a development is advantageously located to benefit bus services if it is within 400-meters distance of a bus stop. It is evident that the site benefits from good bus services with 12 bus stops located within 400-metres of the site. These services provide connections to St Ives, Macquarie University, Mona Vale and the City Town Hall. These bus services are summarised in **Table 2**.

Table 2: Bus Information

Bus No.	Route	Frequency		
		Weekday	Saturday	Sunday & Public Holidays
114	Balmoral to Royal North Shore Hospital	Every 10-20 mins	Every 15 mins	Every 20 mins
144	Manly to Chatswood via St Leonards	Every 10 mins	Every 10 mins	Every 10 mins
194	St Ives to City QVB	Every 30 mins	Every 30 mins	Every 30 mins
201	Cremorne to City Bridge St	Limited to 7 services	No services	No services
202	Northbridge to City Bridge St via North Sydney	Every 30 mins	Every 30 mins	Every hour
203	Castlecrag to North Sydney	Limited to 8 services	No services	No services
204	Northbridge to City Bridge St via Freeway	Limited to 7 services	No services	No services
205	East Willoughby to City Bridge St via Freeway	Every 20 mins	No services	No services
206	East Lindfield to City Bridge St via Freeway	Limited to 7 services	No services	No services
207	East Lindfield to City Bridge St via North Sydney	Every 15-30 mins	Every 30 mins	Every hour
208	East Lindfield to City Bridge St via Northbridge & North Sydney	Limited to 5 services	Limited to 9 services	Limited to 5 services

209	East Lindfield to Milsons Point via North Sydney	Limited to 9 services	No services	No services
260	Terrey Hills to North Sydney	Limited to 6 services	No services	No services
263	Crows Nest to City Bridge St via Cremorne	Every 10-30 mins	Every 45 mins	Every 45 mins
267	Chatswood to Greenwich via Crows Nest	Every 30 mins to an hour	Every hour	Every hour

5.3.2 Sydney Metro Services

The subject site is also located within 800 metres to Crows Nest Metro Station. Crows Nest Metro Station provides services along the M1 – Metro North-West and Bankstown Line to key destinations and interchanges including the Sydney CBD, North Sydney, Chatswood, Macquarie Park, Castle Hill and providing access to the wider Sydney Trains, and NSW Trains networks.

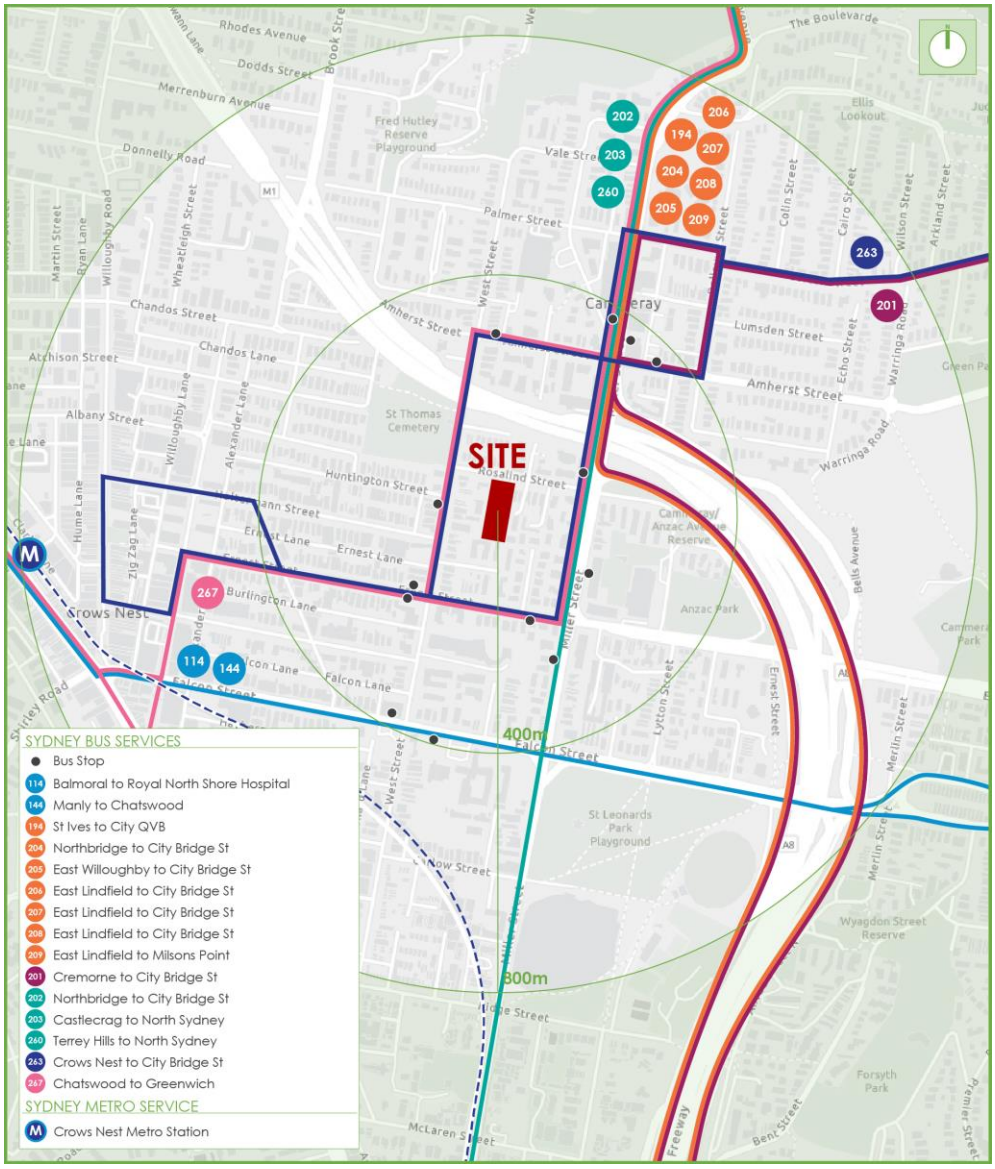

Figure 9: Public Transport

5.4 Pedestrian and Cycling Facilities

The subject site is presently accessible by pedestrian and cycling facilities. Paved pedestrian footpaths are provided along Rosalind Street. The majority of intersections provide at grade or raised pedestrian crossings.

The existing cycling facilities within 800m of the site are detailed in **Figure 10**. Off road shared paths are located along Ernest Street, St Leonards Park and West Street. On road cycling facilities are located along Rosalind Street, West Street, Ernest Street, Amherst Street, Huntington Street, Burleigh Street, Atchison Street forming a route to/from Crows Nest, St Leonards, North Sydney and beyond.

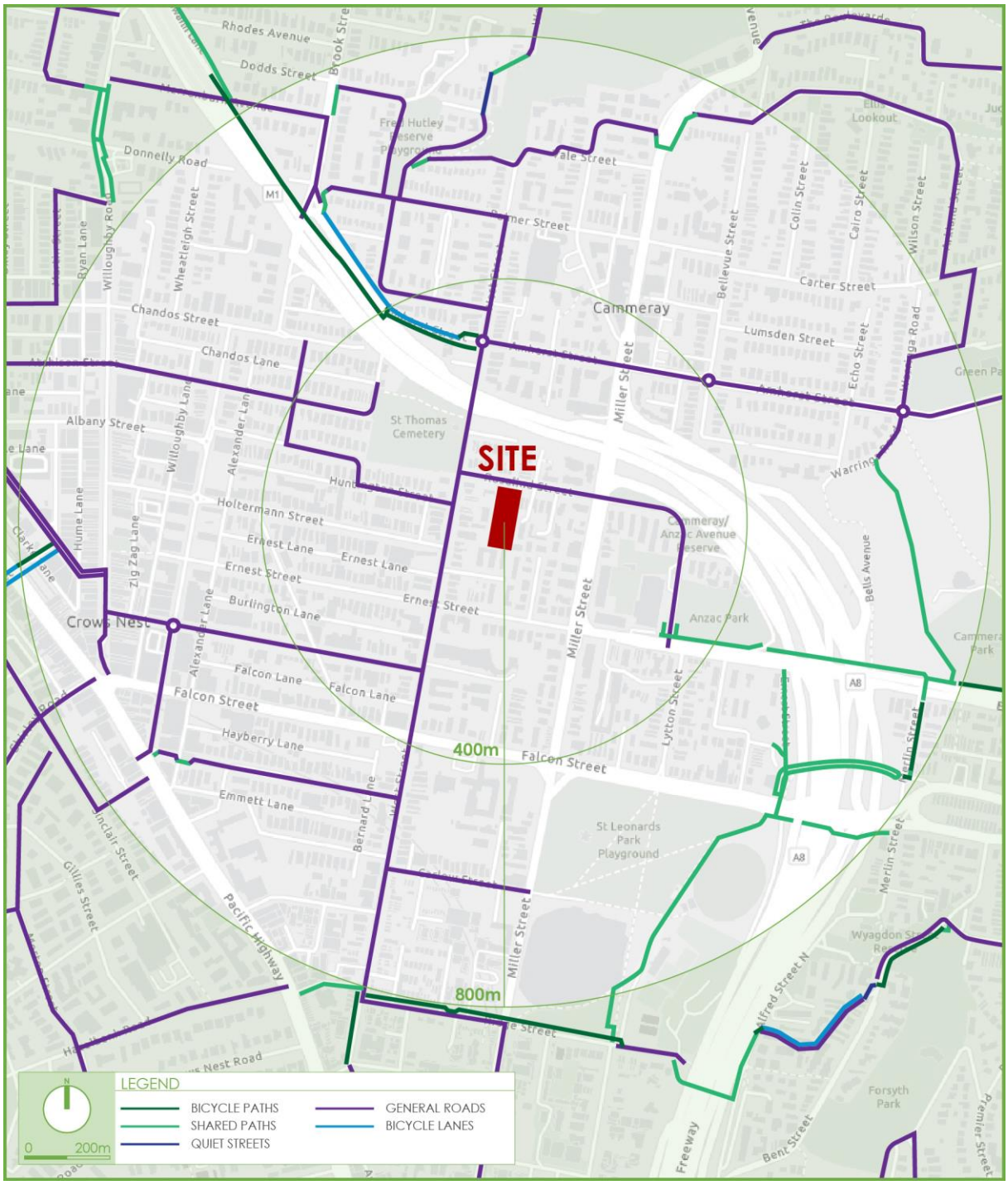

Figure 10: Cycleways

6. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Environmental Impact Statement (EIS) prepared separately. In summary, the proposed development includes the construction of a new seniors housing development and comprises the following works:

- Site preparation works including demolition of three (3) existing residential flat buildings and associated parking facilities as well as bulk excavation;
- Construction of two (2), five (5) and six (6) storey buildings, Building A and B respectively, comprising the following:
- Building A:
  - Ground Level neighbourhood shop and multi-purpose communal space;
  - 7 x 2-bedroom ILUs;
  - 11 x 3-bedroom ILUs; and
  - Internal communal space for use by residents.
- Building B:
  - 11 x 2-bedroom ILUs;
  - 20 x 3-bedroom ILUs;
  - Two (2) residential care facility beds and residential care hub; and
  - Internal communal facilities for use by all residents comprising a cinema, private dining room, gymnasium and pool.
- Communal open space and associated landscaping;
- Construction of two (2) basement levels to facilitate car parking accessible via Rosalind Street;
- Ground Level neighbourhood shop located in Building A;
- Extension and augmentation of utility infrastructure as required.

The parking and traffic impacts arising from the development in its entirety are discussed in **Section 7** and **Section 8**. Reference should be made to the architectural plans submitted separately to the Department of Planning, Housing and Infrastructure (DPHI) which are presented in **Appendix A**.

7. PARKING REQUIREMENTS

7.1 Housing SEPP 2021 Requirements

7.1.1 Independent Living Units

The State Environmental Planning Policy (SEPP) (Housing) 2021, Part 5, Division 7, Clause 108 (j) provides parking requirements for independent living units (ILUs) developments. Car parking provision is to be provided at a rate of at least 0.5 parking spaces for each bedroom. It is noted that Clause 108 are non-discretionary development standards that if complied with, prevent the consent authority from requiring more onerous standards for the matters.

Car parking provision is to be determined at the *minimum* rates shown in **Table 3**. It is emphasised the below are non-discretionary development standards that if complied with, prevent the consent authority from requiring more onerous standards for the matters.

Table 3: Housing SEPP 2021 Clause 108 (j) Car Parking Requirements

Type	Number of Units	Minimum Parking Rate	Minimum Spaces Required	Spaces Provided
Independent Living Units (ILU)				
1 Bedrooms	0	0.5 space per dw	0	**82**
2 Bedrooms	18	1 space per dw	18	
3 Bedrooms	31	1.5 space per dw	46.5 (47)	
4 Bedrooms	0	2 spaces per dw	0	
Total	49	Sub Total	65	
Totals			**65**	**82**

In summary, a minimum of 65 residential spaces are required in accordance with *SEPP (Housing) 2021* and 82 are provided in response as shown in **Table 3** above, thereby ensuring that all parking demands in relation to ILU portion of the development will be accommodated onsite in accordance with *SEPP (Housing) 2021*.

7.1.2 Residential Care Facility

The SEPP (Housing) 2021, Part 5, Division 7, Clause 107 (h) and (i) provide parking requirements for a residential care facility (RCF). Car parking is to be provided at a rate of at least 1 parking space for every 15 RCF beds and at least 1 parking space for every 2 employees who are on duty at the same time and a single ambulance parking space be provided on-site. It is noted that Clause 107 is a non-discretionary development standards, that is, if complied with, prevents the consent authority from requiring more onerous standards for the matters.

Application of the above rate to the two (2) RCF beds proposed and one employee on-site at any given time results in a minimum requirement for zero residential care spaces and a single employee parking space. In response, the proposed development provides a total of zero RCF spaces and one (1) employee parking space in accordance with the SEPP (Housing) 2021.

7.1.3 Ambulance Parking

The SEPP (Housing) 2021 requires a minimum of one (1) on-site ambulance parking space for the proposed RAC beds (only 2 beds proposed). The proposal does not provide an on-site ambulance parking space due to constraints relating to the ramp gradients and the required vertical clearance of 2.8 metres.

It should be noted that the site proposes only two (2) RAC beds, which in the overall context of the proposed development is a minor element when compared to a larger seniors living development with more RAC beds.

Whilst a dedicated on-site ambulance space is not provided within the site or basement car park (due to site constraints), it is proposed that ambulance attending the site can park on-street or within the proposed driveway, under a managed arrangement. For example, a development specific Plan of Management can be prepared to outline how staff will manage ambulances parking on the driveway. This can include how staff will communicate this arrangement to NSW Ambulance Service and how staff will manage traffic entering or exiting the basement car park.

7.2 Accessible Parking

The accessible parking requirements have been assessed and signed off by the Accessibility Consultant. All accessible parking spaces to be designed in accordance with the requirements of SEPP Housing 2021 and AS 2890.6-2022. Reference is to be made to the Accessibility Consultant's report prepared separately.

7.3 Council Requirements

7.3.1 Neighbourhood Shop Use

Part D Section 4 Car Parking and Transport of the North Sydney DCP 2025 prescribes a maximum car parking rate of a single space per 100m2 non-residential GFA not identified in Table D-4.2 of the DCP. In response, the proposed shop does not provide any off-street parking and complies with the DCP requirements.

7.3.2 Car Wash Bay

Part D Section 4 Car Parking and Transport of the North Sydney DCP 2025 prescribes that for residential developments containing 4 or more dwellings, a car wash bay is to be provided within the visitor parking area. The car wash bay may comprise a visitor car space. The wash bay is to be adequately drained and connected to the sewer line. In response, it is expected that at least one (1) visitor space can be provided with a tap, as considered appropriate.

7.3.3 Motorcycle Parking

The SEPP (Housing) 2021 of the North Sydney DCP do not require ILUs, RCFs or retail shops to provide motorcycle parking. As such, no motorcycle parking spaces are proposed in the subject development

7.3.4 Bicycle Parking

The SEPP (Housing) 2021 or Council's DCP do not provide bicycle parking rates for seniors housing developments. However, the DCP requires the following minimum bicycle parking for shops, restaurants or cafes

- 1 space per 250m² GFA for staff; and
- 2 plus 1 space per 100m² GFA for visitors

The proposed shop would have a total GFA of 86.74m². In response, a minimum of three bicycle parking spaces is required, and 10 spaces have been provided on Basement 1 in response. In relation to the seniors living component, whilst not required, the additional seven (7) bicycle spaces provided on Basement 1 can be used to cater for any demand if required.

7.3.5 Servicing and Refuse Collection

Section 4 Car Parking and Transport of the North Sydney DCP states that developments containing more than 30 dwellings but less than 60 must provide at least 1 service delivery space, capable of accommodating at least one (1) Medium Rigid Vehicle. Development containing less than 30 dwellings must provide at least one delivery/service/trade standard parking space. In response, noting the scale and type of development, the provision of a Medium Rigid Vehicle parking is considered inappropriate due to ramp gradient and headroom clearance requirements to access the Basement 1 level. In lieu of this it is proposed to allocate two (2) parking spaces capable of accommodating a B99 vehicle to cater for the servicing requirements of the neighbourhood shop and residents' needs, subject to appropriate management. The specific spaces will be identified at the Construction Certificate stage.

Refuse collection will be accommodated on-street using Council's standard waste collection vehicle. All bins are to be transferred from the bin storage area located on the ground floor to the kerb for collection. Refuse collection will occur infrequently and typically outside of peak periods.

8. TRAFFIC AND TRANSPORT IMPACTS

8.1 Existing Trip Generation

The subject site currently accommodates 55 dwellings and is categorised as a medium-density development under the TfNSW Guide to Transport Impact Assessment (2024). The guide recommends a weekday peak hour trip rate of 0.39 to 0.37 vehicle trips per dwelling. Adopting a trip rate of 0.39 trips per dwelling in both peak periods results in the following:

- 22 vehicle trips per hour during the AM peak period (4 in, 18 out);
- 22 vehicle trips per hour during the PM peak period (18 in, 4 out);

The existing traffic generation associated with these land uses was captured in the intersection traffic surveys discussed in Section 5.3. These volumes form the '2025 Base Case' modelling scenario discussed below.

8.2 Development Trip Generation

8.2.1 Independent Living Units

The Guide to Transport Impact Assessment (GTIA), includes traffic generation rates for seniors living developments. Specifically, Chapter 5 provides site peak, AM network peak and PM network peak traffic generation rates for seniors living developments, with the AM and PM network peaks the relevant rates for assessment.

The GTIA recommends the following traffic generation rates:

- Site Peak 0.30 vehicle trips per dwelling
- AM Peak 0.13 vehicle trips per dwelling (43% of Site Peak)
- PM Peak 0.17 vehicle trips per dwelling
- Daily 1.80 vehicle trips per dwelling

Application of this rate to the proposed net decrease of 6 dwellings and adopting an 80/20 split results in the following:

- 7 vehicle trips per hour during the AM peak period (1 in, 6 out);
- 9 vehicle trips per hour during the PM peak period (7 in, 2 out); and
- 88 vehicle trips per day (44 in, 44 out).

It should be noted that the ancillary internal services such as the cafe, etc. are included in the above traffic generation rates.

8.2.2 Residential Care Facility (RCF)

The subject SSDA proposes two (2) Residential Care Facility rooms. Noting that the majority of RCF trips are associated with staff movements, it is assumed that there will be two (2) trips, assuming the crossover of staff arriving and leaving at the same time for shift changes in the AM and PM peaks. This RCF assessment is considered conservative, with a small increase in RCF visitor trips likely.

8.2.3 Neighbourhood Shop

The GTIA does not specify trip generation rates for specialty retail uses. Given the size, type and location of the proposed retail use, the number of vehicle trips generated would be minimal, and the majority of trips to the retail tenancy are assumed to be passer-by trips by those within the proposed development or nearby residential area.

Combined Traffic Generation

The combined generation of the residential and non-residential components can be summarised as follows:

- 9 vehicle trips per hour during the AM peak period (+2 in, +7 out); and
- 11 vehicle trips per hour during the PM peak period (+8 in, +3 out).

The above traffic generation is not a net change over existing conditions. When accounting for the existing uses of the site, the proposed development will generate:

- -13 vehicle trips per hour during the AM peak period (-2 in, -11 out)

- -11 vehicle trips per hour during the PM peak period (-10 in, -1 out).

8.3 Intersection Performance

For the purposes of assessing the traffic impacts of this development, traffic surveys were undertaken on Tuesday 11 November 2025 during the peak periods between 7:00am – 9:00am and 4:00pm – 6:00pm at the intersection of Rosalind Street / West Street and Rosalind Street / Miller Street. As a result, the following network peaks were determined:

- Weekday AM peak: 7:30am – 8:30am
- Weekday PM peak: 5:00pm – 6:00pm

8.3.1 Nearby Approved Developments

A review of surrounding developments does not identify any significant proposals.

8.3.2 Modelling Scenarios

In order to assess the potential traffic impacts of a proposed development, the following scenarios were identified. It should be noted that an existing plus development scenario was not included due to the net reduction in traffic generation by the proposal.

- 2025 Base Case (Existing)

8.3.3 SIDRA Intersection Analysis

The surveys were analysed using the SIDRA Intersection computer program to determine their performance characteristics under existing traffic conditions. The SIDRA model produces a range of outputs, the most useful of which are the Degree of Saturation (DoS) and Average Vehicle Delay per vehicle (AVD). The AVD is in turn related to a level of service (LoS) criteria. These performance measures can be interpreted using the following explanations:

DoS the DoS is a measure of the operational performance of individual intersections. As both queue length and delay increase rapidly as DoS approaches 1, it is usual to attempt to keep DoS to less than 0.9. When DoS exceeds 0.9 residual queues can be anticipated, as occurs at many major intersections throughout the metropolitan area during peak periods. In this regard, a practical limit at 1.1 can be assumed. For

intersections controlled by roundabout or give way / stop control, satisfactory intersection operation is generally indicated by a DoS of 0.8 or less.

AVD the AVD for individual intersections provides a measure of the operational performance of an intersection. In general, levels of acceptability of AVD for individual intersections depend on the time of day (motorists generally accept higher delays during peak commuter periods) and the road system being modelled (motorists are more likely to accept longer delays on side streets than on the main road system).

LoS this is a comparative measure which provides an indication of the operating performance of an intersection as shown in **Table 7**.

Table 7: Intersection Performance Indicators (TfNSW)

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

A summary of the modelled results is provided in **Table 8**. Reference should also be made to the SIDRA outputs (including cycle and phase times) provided in **Appendix B** which provide detailed results for each movement.

8.3.4 Modelling Results

Table 8: SIDRA Results

Intersection	Control Type	Scenario	Period	Degree of Saturation	Average Delay	Level of Service
West Street/Rosalind Street	Priority	Base Case	AM	0.113	22.8	B
			PM	0.022	13.1	B
Miler Street/Rosalind Street (north approach)	Priority	Base Case	AM	0.028	8.7	A
			PM	0.013	8.5	A
Miler Street/Rosalind Street (south approach)	Priority	Base Case	AM	0.273	30.5	C
			PM	0.098	19.0	B

It can be seen from Table 8 that the two (2) key intersections in the vicinity of the site currently operate at LoS 'C' or better in the AM and PM peak periods. During the 'Base Case plus Development' scenario, key intersections in the vicinity of the site will continue to operate at existing levels of service. As discussed above, there is a net reduction in traffic generation of the proposal when compared to the existing development, therefore, further modelling of the proposal is not warranted as it would have minimal impacts on the existing road network. Accordingly, no concerns are raised in terms of intersection performance.

Based on the above results, no infrastructure upgrades or signal timing adjustments are considered necessary to facilitate the proposed development. These results are expected noting the moderate trip generation associated with developments of this nature (seniors living), and the distribution of traffic through the local network.

8.3.5 Summary

In summary, the '2025 Base Case Plus Development' that the proposed scheme does not have any adverse impacts to key intersections near the site, with all intersections maintaining their levels of services during the weekday peak periods.

The proposed additional traffic generation associated with the proposal is a net reduction over existing traffic generation. As such, there would be minimal impacts on existing conditions.

9. ACCESS AND INTERNAL DESIGN ASPECTS

9.1 Vehicular Access

The development proposes a total of 82 car parking spaces (User Class 1A) with access to Rosalind Street, a local road. It will therefore require a Category 1 driveway under AS2890.1 (2004), being a combined entry and exit width of 3 to 5.5 metres. In response, a combined 7.8-metre-wide vehicular access to the residential basement carpark is provided in accordance with AS2890.1 (2004).

Reference should also be made to the swept path analysis provided in **Appendix C.**

9.1.1 Security

Security for the site is provided by a roller door. All residents and tenants of the development requiring car park access shall be provided with a remote control to operate the gate. In addition, an intercom would be provided for visitors. The arrangement is considered acceptable due to the limited visitor parking provision on-site.

9.2 Internal Design

The internal car parks and basement layouts comply with the requirements of AS 2890.1 (2004), AS 2890.2 (2018), AS 2890.6 (2022), and SEPP (Housing) 2021, with the following characteristics noteworthy:

9.2.1 Parking Modules

- All standard residential/staff/visitor car parking spaces have been designed in accordance with User Class 1A. These spaces are provided with a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All SEPP (Housing) compliant residential car parking spaces are provided with a minimum space length of 5.4m and a minimum width of 3.2m.
- All accessible parking spaces have been designed in accordance with AS2890.6 (2022), being 2.4m wide, 5.4m long and situated adjacent to a dedicated shared area.

- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).

9.2.2 Ramps

- A maximum gradient of 1:20 (5.0%) is provided for the first 6.0 metres within the property boundary in accordance with AS2890.1 (2004).
- The internal ramps have a maximum gradient of 20% (1 in 5) with sag and summit transitions of 12.5% (1:8) respectively. These provisions satisfy the requirements of AS2890.1 (2004).

9.2.3 Clear Head Heights

- A minimum clear head height of 2.2m is to be provided for all areas within the basement car parks as required by AS2890.1 (2004).
- A minimum clear head height of 2.5m is to be provided above all accessible/3.2m residential spaces in accordance with AS2890.6 (2022).

9.2.4 Other Considerations

- All columns are located outside of the parking space design envelope shown in Figure 5.2 of AS2890.1 (2004).
- The circulation aisles have been designed for two-way flow with passing opportunities for a B99 Design vehicle to pass a B85 design vehicle. Reference should be made to the swept paths provided in **Appendix C** showing the satisfactory operation of the circulation aisles.
- Visual splays have been provided at new access driveways in accordance with Figure 3.3 of AS2890.1 (2004).
- All bicycle parking spaces have been provided in accordance with AS2890.3 (2015).
- A swept path analysis has been undertaken of all critical vehicle movements included in **Appendix C**.

10. CONCLUSIONS

The following is noteworthy:

- The State Significant Development Application seeks approval for a senior's living development at 19-23 Rosalind Street, Cammeray. The proposed development comprises the demolition of existing buildings and structures on site, consolidation of lots, site preparation and the construction and operation of a seniors housing development consisting of 49 independent living units (ILU), a Residential Care Facility (RCF) with two beds and a neighbourhood shop.
- The subject site is adequately connected to the public transport network, being located within 400 metres of 12 bus stops serviced by high frequency buses.
- The proposed development provides a total of 82 car parking spaces generally complying with the minimum non-discretionary SEPP (Housing) 2021 requirements.
- In addition to car parking, the proposed development provides suitable facilities for bicycle parking and servicing.
- The traffic generation arising from the development has been assessed as a net reduction over existing conditions and equates to an overall reduction of 13 vehicle trips per hour during the AM peak and a reduction of 11 vehicle trips per hour in the PM peak. Noting the net reduction in traffic the proposed development is unlikely to have any adverse impacts on the operation or performance at key intersections.
- The on-site car parking arrangements have been assessed to comply with the requirements of AS2890.1 (2004), AS2890.6 (2022), and SEPP (Housing), thereby ensuring safe and efficient operation.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Architectural Plans

CARPARK SPACES YIELD		
LEVEL	TYPE	QUANTITY
BASEMENT 2	2.4m	27
BASEMENT 2	3.2m	22
BASEMENT 2	AS2890.6	6
		55
BASEMENT 1	2.4m	12
BASEMENT 1	3.2m	11
BASEMENT 1	AS2890.6	4
		27
		82

ARCHITECT

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A	12/1/2026	Issue for DA

PROJECT

19-23 Rosalind Street, Cammeray

19-23 Rosalind Street, Cammeray, NSW 2062

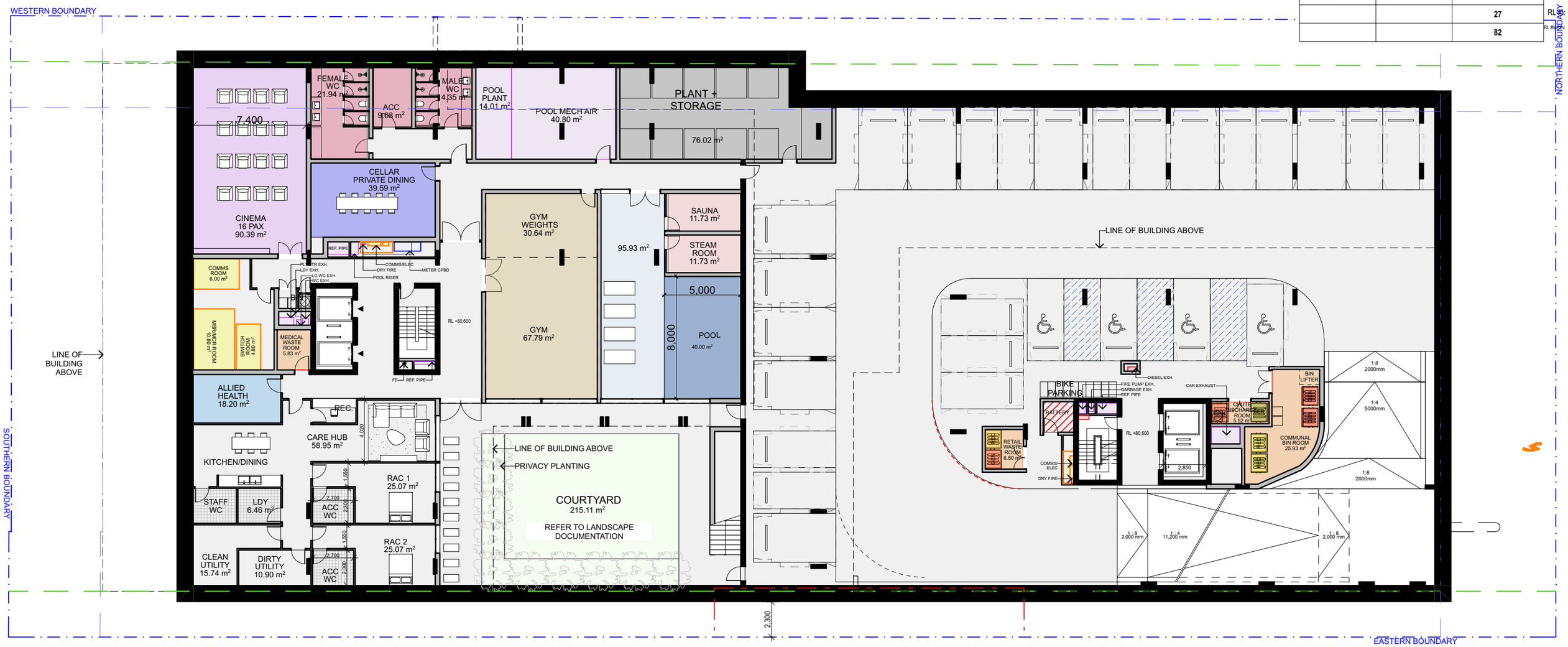
PROJECT NUMBER	PLOT DATE	DRAWN	CHECKED	SHEET SCALE	SHEET SIZE	NORTH
25023	12/01/26	KN/WD	MG	1:250	A3 GA	N

DRAWING TITLE

BASEMENT 2 - PROPOSED PLAN

DRAWING NUMBER	REVISION
DA-100	A

CARPARK SPACES YIELD		
LEVEL	TYPE	QUANTITY
BASEMENT 2	2.4m	27
BASEMENT 2	3.2m	22
BASEMENT 2	AS2890.6	6
		55
BASEMENT 1	2.4m	12
BASEMENT 1	3.2m	11
BASEMENT 1	AS2890.6	4
		27
		82



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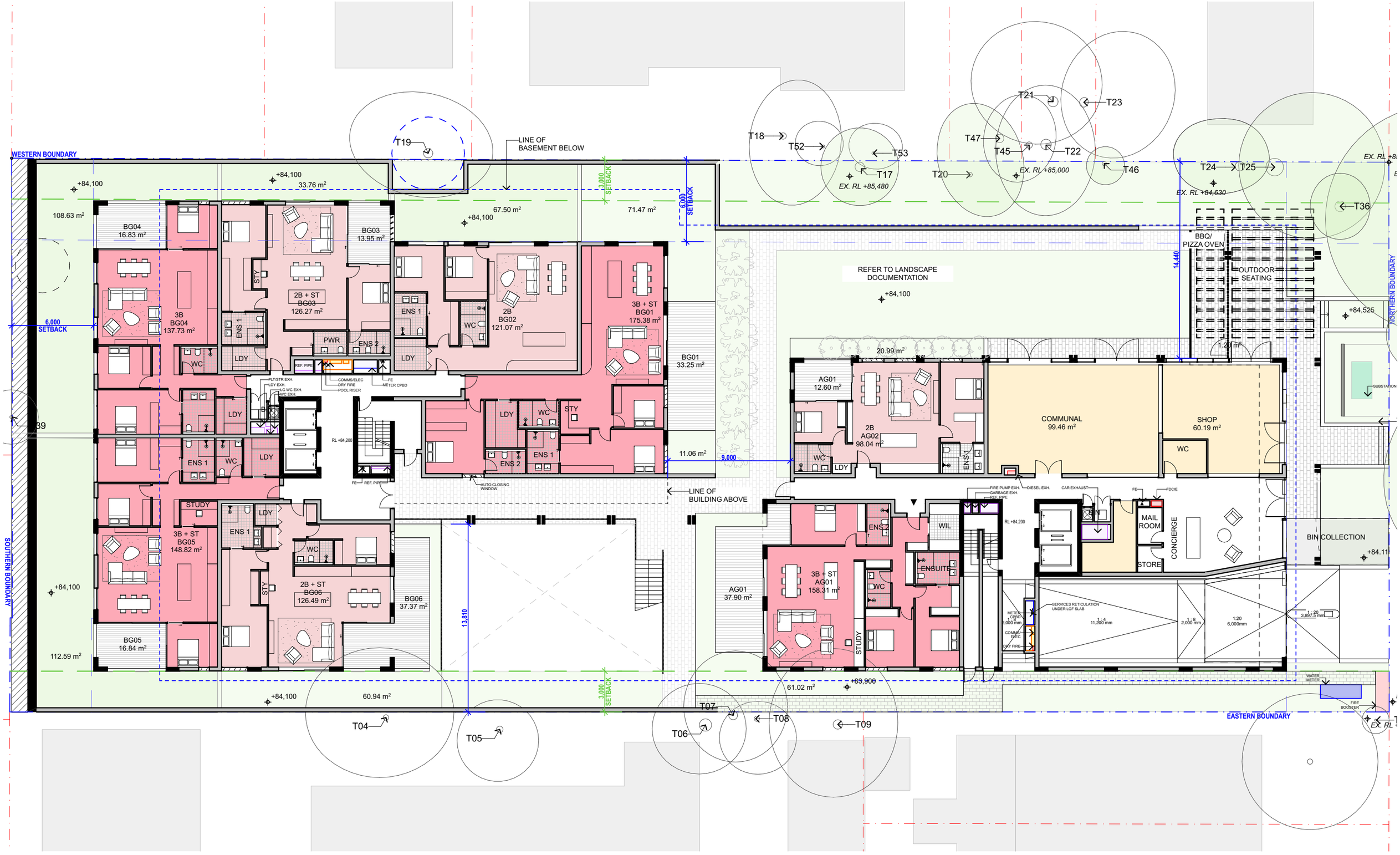
A	12/1/2026	Issue for DA

PROJECT
19-23 Rosalind Street, Cammeray
19-23 Rosalind Street, Cammeray, NSW 2062

PROJECT NUMBER	PLOT DATE	DRAWN	CHECKED	SHEET SCALE	SHEET SIZE	NORTH
25023	12/01/26	KN/WD	MG	1:250	A3 GA	N

DRAWING TITLE
LOWER GROUND - PROPOSED PLAN

DRAWING NUMBER	REVISION
DA-101	A



ARCHITECT

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A	12/1/2026	Issue for DA

PROJECT

19-23 Rosalind Street, Cammeray

19-23 Rosalind Street, Cammeray, NSW 2062

PROJECT NUMBER	PLOT DATE	DRAWN	CHECKED	SHEET SCALE	SHEET SIZE	NORTH
25023	12/01/26	KN/WD	MG	1:250	A3 GA	N

DRAWING TITLE

GROUND - PROPOSED PLAN

DRAWING NUMBER	REVISION
DA-102	A

APPENDIX B

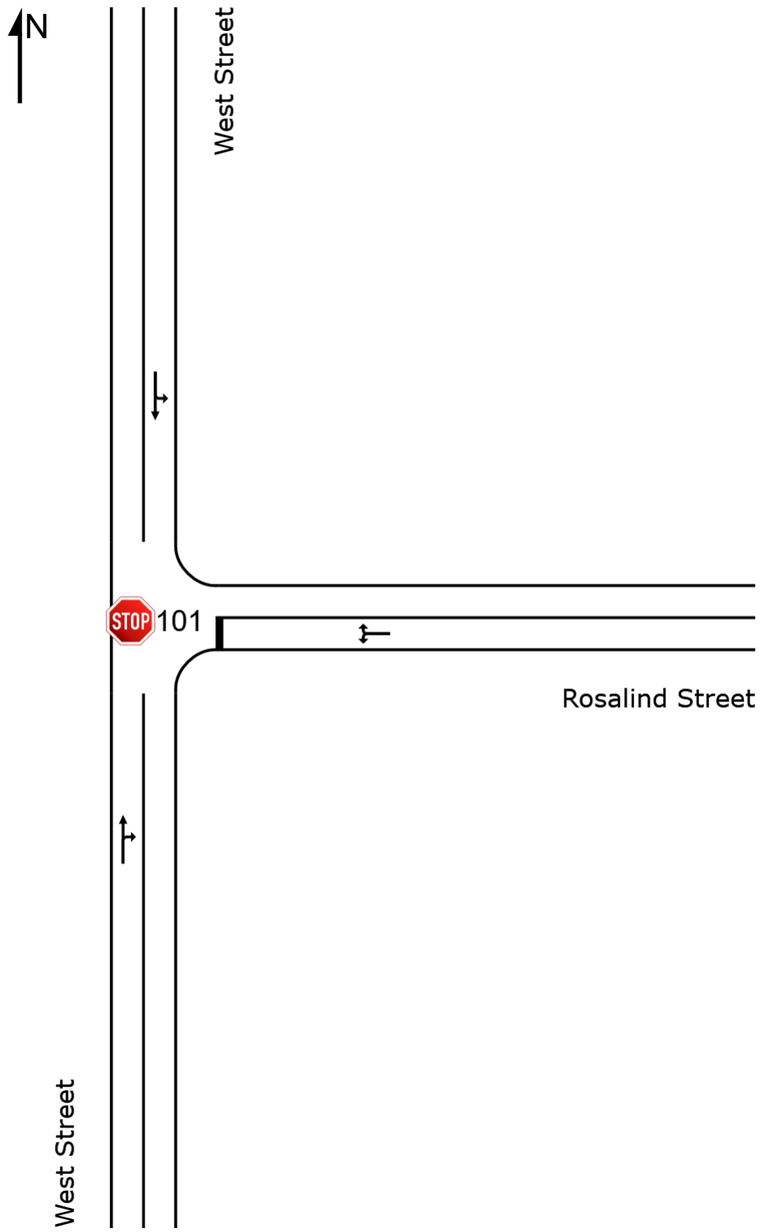
SIDRA Modelling Outputs

SITE LAYOUT

Site: 101 [Rosalind Street / West Street AM (Site Folder: Existing Development)]

AM Peak (8:00-9:00AM)
Site Category: Existing Design
Stop (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [Rosalind Street / West Street AM (Site Folder: Existing Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

AM Peak (8:00-9:00AM)
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: West Street															
2	T1	All MCs	227	3.2	227	3.2	0.211	3.2	LOS A	1.0	7.1	0.37	0.43	0.37	43.4
3	R2	All MCs	41	10.3	41	10.3	0.211	12.7	LOS A	1.0	7.1	0.37	0.43	0.37	40.7
Approach			268	4.3	268	4.3	0.211	4.6	NA	1.0	7.1	0.37	0.43	0.37	43.0
East: Rosalind Street															
4	L2	All MCs	28	0.0	28	0.0	0.113	15.5	LOS B	0.4	2.5	0.78	1.00	0.78	32.1
6	R2	All MCs	8	0.0	8	0.0	0.113	22.8	LOS B	0.4	2.5	0.78	1.00	0.78	32.1
Approach			37	0.0	37	0.0	0.113	17.2	LOS B	0.4	2.5	0.78	1.00	0.78	32.1
North: West Street															
7	L2	All MCs	12	9.1	12	9.1	0.524	4.8	LOS A	0.0	0.0	0.00	0.01	0.00	42.5
8	T1	All MCs	613	99.3	613	99.3	0.524	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	44.8
Approach			624	97.6	624	97.6	0.524	0.3	NA	0.0	0.0	0.00	0.01	0.00	44.7
All Vehicles			929	66.8	929	66.8	0.524	2.2	NA	1.0	7.1	0.14	0.17	0.14	43.5

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

MOVEMENT SUMMARY

Site: 201 [Rosalind Street / West Street PM (Site Folder: Existing Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

PM Peak (17:00-18:00)
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: West Street															
2	T1	All MCs	217	0.5	217	0.5	0.142	0.6	LOS A	0.3	2.3	0.18	0.21	0.18	47.8
3	R2	All MCs	28	0.0	28	0.0	0.142	7.3	LOS A	0.3	2.3	0.18	0.21	0.18	44.8
Approach			245	0.4	245	0.4	0.142	1.4	NA	0.3	2.3	0.18	0.21	0.18	47.5
East: Rosalind Street															
4	L2	All MCs	15	0.0	15	0.0	0.022	10.5	LOS A	0.1	0.5	0.53	0.89	0.53	36.7
6	R2	All MCs	1	0.0	1	0.0	0.022	13.1	LOS A	0.1	0.5	0.53	0.89	0.53	36.6
Approach			16	0.0	16	0.0	0.022	10.6	LOS A	0.1	0.5	0.53	0.89	0.53	36.7
North: West Street															
7	L2	All MCs	19	0.0	19	0.0	0.333	4.6	LOS A	0.0	0.0	0.00	0.03	0.00	41.8
8	T1	All MCs	382	99.7	382	99.7	0.333	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	43.6
Approach			401	95.0	401	95.0	0.333	0.3	NA	0.0	0.0	0.00	0.03	0.00	43.6
All Vehicles			662	57.7	662	57.7	0.333	0.9	NA	0.3	2.3	0.08	0.11	0.08	44.7

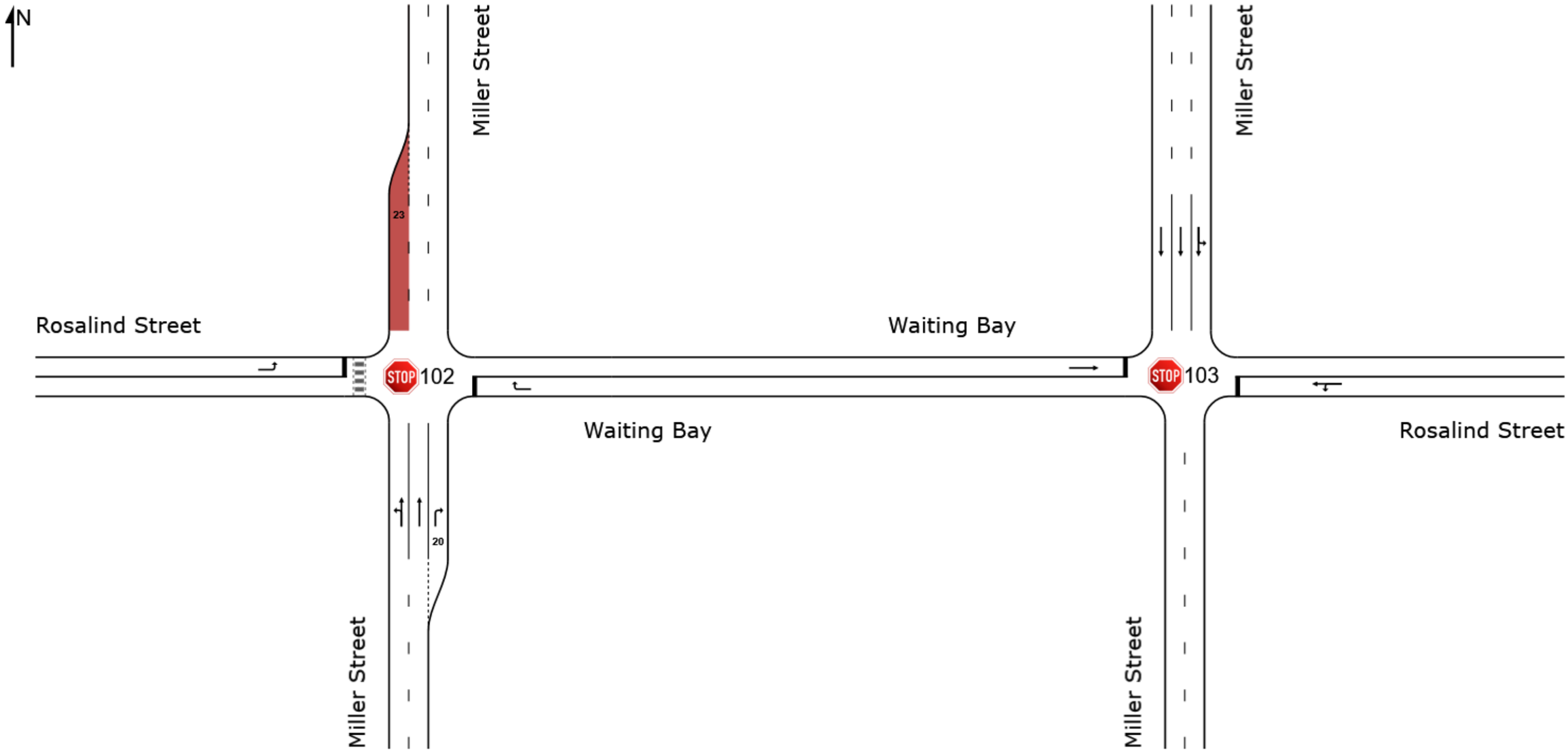
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level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

NETWORK LAYOUT

Network: N101 [Rosalind St / Miller Street AM (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
102	NA	Rosalind Street / Miller Street (north approach) AM
103	NA	Rosalind Street / Miller Street (south approach) AM

MOVEMENT SUMMARY

Site: 102 [Rosalind Street / Miller Street (north approach) AM (Site Folder: Existing Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Rosalind St / Miller Street AM (Network Folder: General)]

AM Peak (8:00-9:00AM)
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Miller Street															
1	L2	All MCs	13	0.0	13	0.0	0.037	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	46.0
2	T1	All MCs	395	4.8	395	4.8	0.179	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	49.6
3	R2	All MCs	25	4.2	25	4.2	0.014	4.9	LOS A	0.0	0.0	0.00	0.60	0.00	37.8
Approach			433	4.6	433	4.6	0.179	0.5	NA	0.0	0.0	0.00	0.05	0.00	48.6
East: Waiting Bay															
6	R2	All MCs	42	2.5	42	2.5	0.071	7.5	LOS A	0.1	0.8	0.53	0.93	0.53	12.8
Approach			42	2.5	42	2.5	0.071	7.5	LOS A	0.1	0.8	0.53	0.93	0.53	12.8
West: Rosalind Street															
10	L2	All MCs	37	8.6	37	8.6	0.028	8.7	LOS A	0.0	0.3	0.15	0.91	0.15	33.9
Approach			37	8.6	37	8.6	0.028	8.7	LOS A	0.0	0.3	0.15	0.91	0.15	33.9
All Vehicles			512	4.7	512	4.7	0.179	1.7	NA	0.1	0.8	0.05	0.19	0.05	45.1

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

MOVEMENT SUMMARY

Site: 103 [Rosalind Street / Miller Street (south approach) AM (Site Folder: Existing Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Rosalind St / Miller Street AM (Network Folder: General)]

AM Peak (8:00-9:00AM)
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Rosalind Street															
4	L2	All MCs	109	0.0	109	0.0	0.273	7.7	LOS A	0.5	3.3	0.44	0.75	0.44	37.4
5	T1	All MCs	42	2.5	42	2.5	0.273	30.5	LOS C	0.5	3.3	0.44	0.75	0.44	34.4
Approach			152	0.7	152	0.7	0.273	14.1	LOS A	0.5	3.3	0.44	0.75	0.44	36.7
North: Miller Street															
7	L2	All MCs	68	0.0	68	0.0	0.069	2.8	LOS A	0.0	0.0	0.00	0.27	0.00	44.7
8	T1	All MCs	1383	3.8	1383	3.8	0.347	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.6
Approach			1452	3.6	1452	3.6	0.347	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.2
West: Waiting Bay															
11	T1	All MCs	25	4.2	25	4.2	0.126	22.4	LOS B	0.2	1.1	0.87	1.00	0.87	29.2
Approach			25	4.2	25	4.2	0.126	22.4	LOS B	0.2	1.1	0.87	1.00	0.87	29.2
All Vehicles			1628	3.4	1628	3.4	0.347	1.8	NA	0.5	3.3	0.05	0.11	0.05	45.8

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

MOVEMENT SUMMARY

Site: 203 [Rosalind Street / Miller Street (south approach) PM (Site Folder: Existing Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Rosalind St / Miller Street PM (Network Folder: General)]

PM Peak (17:00-18:00)
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Rosalind Street															
4	L2	All MCs	44	0.0	44	0.0	0.098	7.7	LOS A	0.2	1.1	0.35	0.80	0.35	39.3
5	T1	All MCs	22	0.0	22	0.0	0.098	19.0	LOS B	0.2	1.1	0.35	0.80	0.35	36.9
Approach			66	0.0	66	0.0	0.098	11.5	LOS A	0.2	1.1	0.35	0.80	0.35	38.7
North: Miller Street															
7	L2	All MCs	39	2.7	39	2.7	0.055	2.8	LOS A	0.0	0.0	0.00	0.19	0.00	45.2
8	T1	All MCs	1127	2.1	1127	2.1	0.276	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach			1166	2.1	1166	2.1	0.276	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.4
West: Waiting Bay															
11	T1	All MCs	25	0.0	25	0.0	0.076	14.4	LOS A	0.1	0.8	0.78	1.00	0.78	35.3
Approach			25	0.0	25	0.0	0.076	14.4	LOS A	0.1	0.8	0.78	1.00	0.78	35.3
All Vehicles			1258	1.9	1258	1.9	0.276	1.0	NA	0.2	1.1	0.03	0.08	0.03	47.5

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

MOVEMENT SUMMARY

Site: 202 [Rosalind Street / Miller Street (north approach) PM (Site Folder: Existing Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Rosalind St / Miller Street PM (Network Folder: General)]

PM Peak (17:00-18:00)
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Miller Street															
1	L2	All MCs	5	20.0	5	20.0	0.044	4.7	LOS A	0.0	0.0	0.00	0.03	0.00	46.1
2	T1	All MCs	493	2.4	493	2.4	0.215	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
3	R2	All MCs	25	0.0	25	0.0	0.014	4.9	LOS A	0.0	0.0	0.00	0.60	0.00	37.8
Approach			523	2.4	523	2.4	0.215	0.4	NA	0.0	0.0	0.00	0.03	0.00	49.1
East: Waiting Bay															
6	R2	All MCs	22	0.0	22	0.0	0.040	7.9	LOS A	0.1	0.4	0.55	0.92	0.55	12.3
Approach			22	0.0	22	0.0	0.040	7.9	LOS A	0.1	0.4	0.55	0.92	0.55	12.3
West: Rosalind Street															
10	L2	All MCs	18	0.0	18	0.0	0.013	8.5	LOS A	0.0	0.1	0.17	0.89	0.17	34.0
Approach			18	0.0	18	0.0	0.013	8.5	LOS A	0.0	0.1	0.17	0.89	0.17	34.0
All Vehicles			563	2.2	563	2.2	0.215	1.0	NA	0.1	0.4	0.03	0.10	0.03	47.3

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

APPENDIX C

Swept Path Analysis

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	15-01-26

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
Chrofi

Client
Perifa

Scale / Plan Orientation

0 2 4 6 8m

1:400 @ A3

Project Description
19-23 Rosalind St, Cammeray

Drawing Prepared By

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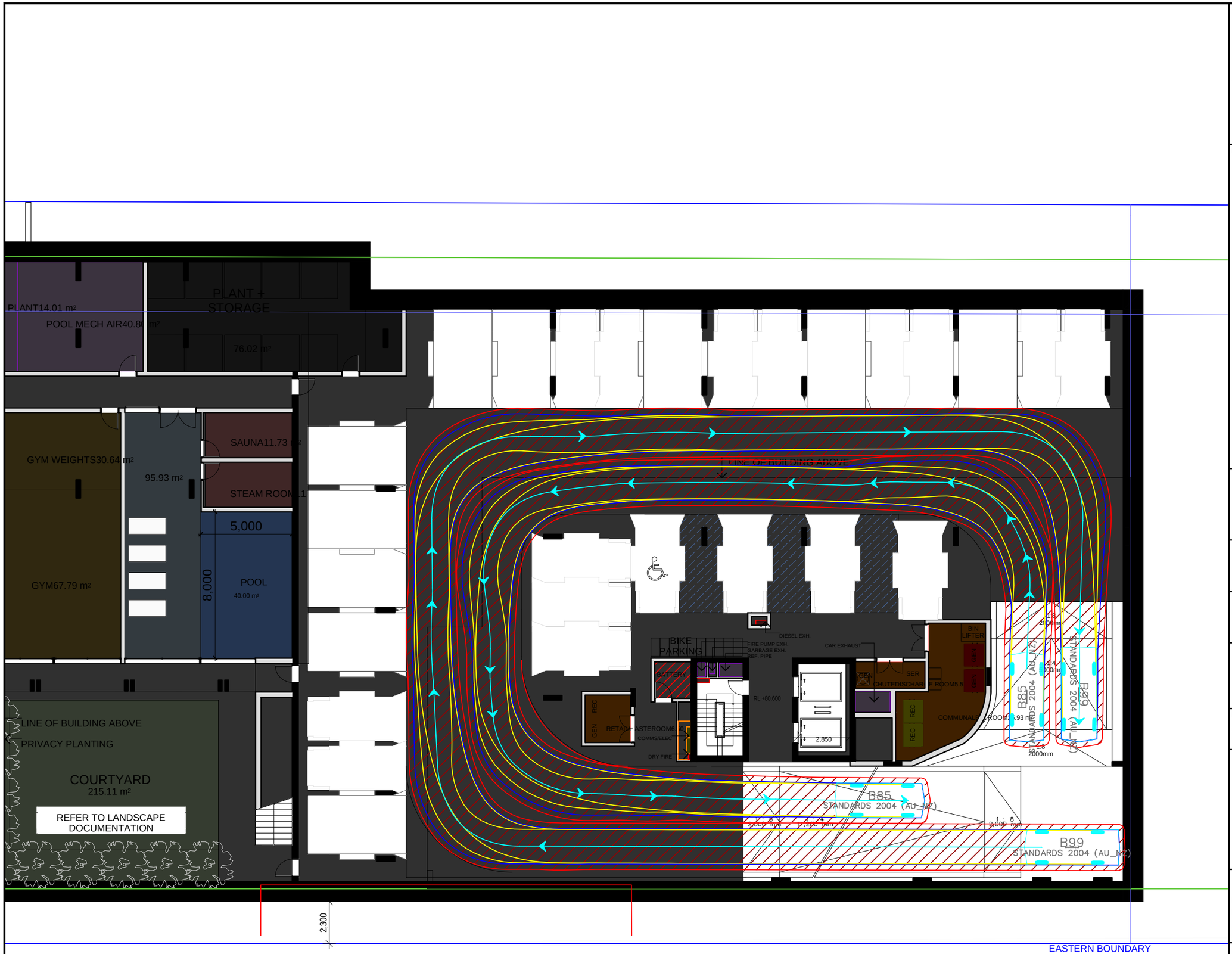
Drawing Title
Swept Path Analysis
B99 Vehicle
Site Entry and Exit

Drawn:	Checked:	Date:
HD	-	

25.196d05v01 TRAFFIX [260115 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.196	DA	TX.01	A



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	15-01-26

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
Chrofi

Client
Perifa

Scale / Plan Orientation

0 2 4 6 8m

1:300 @ A3

Project Description
19-23 Rosalind St, Cammeray

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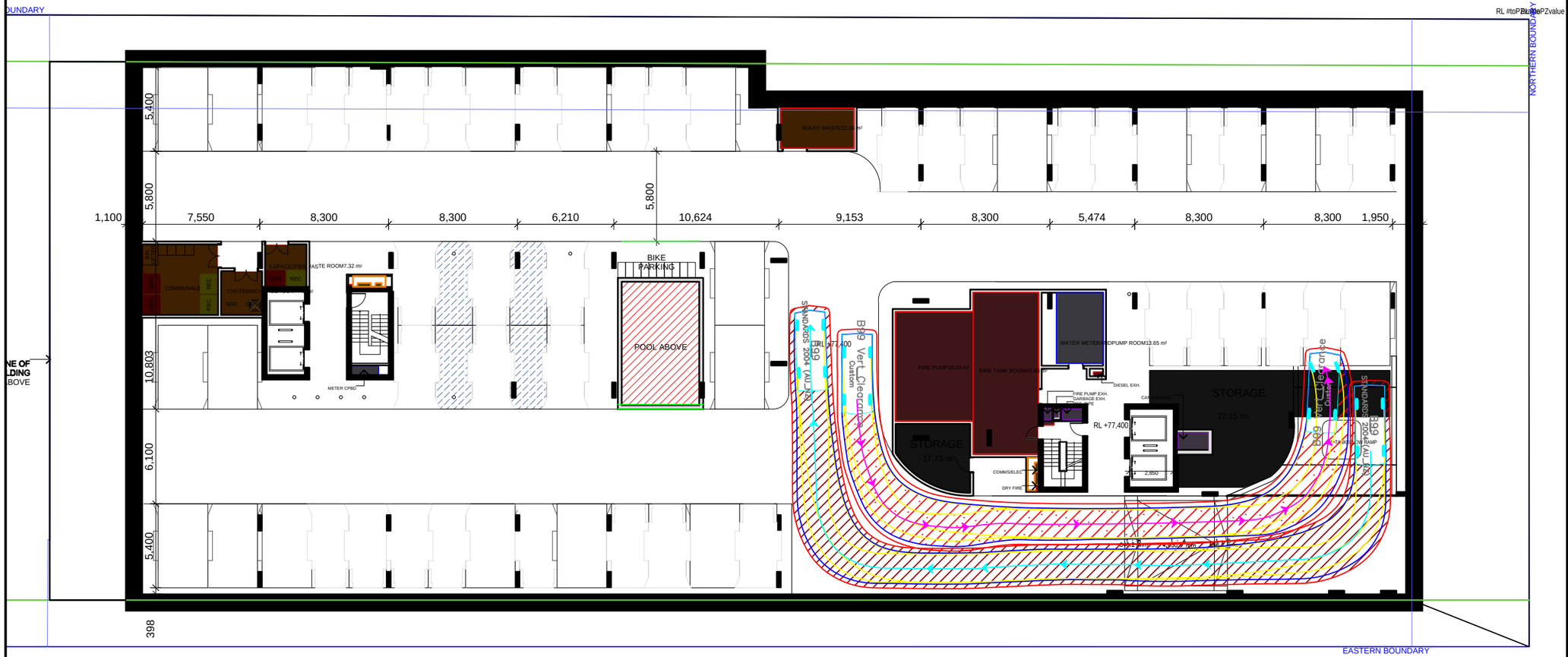
Drawing Title
Swept Path Analysis
B99 and B85 Vehicles
Basement 1 Circulation

Drawn:	Checked:	Date:
HD	-	

25.196d05v01 TRAFFIX [260115 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.196	DA	TX.02	A



Notes:

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TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	15-01-26

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
Chrofi

Client
Perifa

Scale / Plan Orientation

0 2 4 6 8m
1:300 @ A3

Project Description
19-23 Rosalind St, Cammeray

Drawing Prepared By

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Drawing Title
Swept Path Analysis
B99 and B85 Vehicles
Basement 2

Drawn:	Checked:	Date:
HD	-	

25.196d05v01 TRAFFIX [260115 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.196	DA	TX.03	A

APPENDIX D

Preliminary Construction Management Plan

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

PRELIMINARY CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

Seniors Housing Development (SSD-96505456)
19-23 Rosalind Street, Cammeray

Reference: 25.196r02v02
Date: March 2026

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au

DOCUMENT VERIFICATION

Job Number	25.196			
Project	19-23 Rosalind Street, Cammeray			
SSDA No.	SSD-96505456 dated 17 October 2025			
Client	Perifa Rosalind Development Pty Ltd (Perifa)			
Revision	Date	Prepared By	Checked By	Signed
v02	16 March 2025	Tom Mojsiejuk	Ben Liddell	

SafeWork NSW Certificates

Prepare a Work Zone Traffic Management Plan			
Name	Ben Liddell	**Certificate No.**	TCT0008166

CONTENTS

Appendices

Appendix A: Traffic Guidance Scheme

1. INTRODUCTION

TRAFFIX has been commissioned by Perifa Rosalind Development Pty Ltd (Perifa) to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) to accompany a State Significant Development Application (SSD-96505456) for the proposed seniors housing development at 19-23 Rosalind Street, Cammeray. In summary, the development for which approval is now sought comprises of the following components:

The proposed development includes the construction of a new seniors housing development and comprises the following works:

- Site preparation works including demolition of three (3) existing residential flat buildings and associated parking facilities as well as bulk excavation;
- Construction of two (2), five (5) and six (6) storey buildings, Building A and B respectively, comprising the following:
- Building A:
  - Ground Level neighbourhood shop and multi-purpose communal space;
  - 7 x 2-bedroom ILUs;
  - 11 x 3-bedroom ILUs; and
  - Internal communal space for use by residents.
- Building B:
  - 11 x 2-bedroom ILUs;
  - 20 x 3-bedroom ILUs;
  - Two (2) residential care facility beds and residential care hub; and
  - Internal communal facilities for use by all residents comprising a cinema, private dining room, gymnasium and pool.
- Communal open space and associated landscaping;
- Construction of two (2) basement levels to facilitate car parking accessible via Rosalind Street;
- Ground level neighbourhood shop located in Building A; and
- Extension and augmentation of utility infrastructure as required.

A detailed Construction Traffic and Pedestrian Management Plan (CTPMP) will be prepared and submitted to Council, in response to any Conditions of Consent stipulated following approval of the SSDDA. The below commentary addresses the overall management principles for the site during the construction process. It is noted that the preparation of a detailed CTPMP requires significant input from the appointed builder and would heavily rely upon the construction methodology, which at this point cannot be confirmed.

The report is structured as follows:

- Section 2: Outlines the CTPMP requirements.
- Section 3: Describes the location and subject site.
- Section 4: Documents the existing traffic conditions.
- Section 5: Describes the overall construction program.
- Section 6: Describes the proposed traffic management arrangements.
- Section 7: Concludes the report.

2. CTPMP REQUIREMENTS

2.1 SEARs Requirements

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the transport and accessibility requirements for the SSD as stated below in **Table 1**.

Table 1: SEARs Requirements and References

Item	SEARs Requirements	Reference
Transport	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW	**Refer to Transport Impact Assessment prepared separately**

2.2 Traffic Guidance Scheme

The Traffic Guidance Schemes (TGSs) that are included in this report, should be implemented taking due account of on-site conditions that will occur over the construction period. Accordingly, construction crews are expected to respond proactively to ensure that this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is provided;
- Installations should be checked intermittently during the course of the day/s; and
- SafeWork NSW certified Traffic Controllers shall be on-site during work hours to supervise vehicle, cyclist and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of this Preliminary CTPMP only and not for its implementation, which is the responsibility of the project manager/builder.

3. LOCATION AND SITE

The site is located at 19–23 Rosalind Street, Cammeray within the North Sydney Local Government Area (LGA). It comprises three (3) allotments legally described as SP4657, SP5218 and SP16181, and occupies a total area of approximately 4,100m².

The site currently comprises a three (3) storey residential flat building with the two (2) of the rear buildings situated on battleaxe allotments connected to Rosalind Street. The site has a northern frontage of approximately 40 metres to Rosalind Street, a southern, eastern and western boundary of approximately 40 metres , 80 metres and 80 metres respectively to adjoining residential developments.

Vehicular access to the site is currently provided via two access driveway to/from Rosalind Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

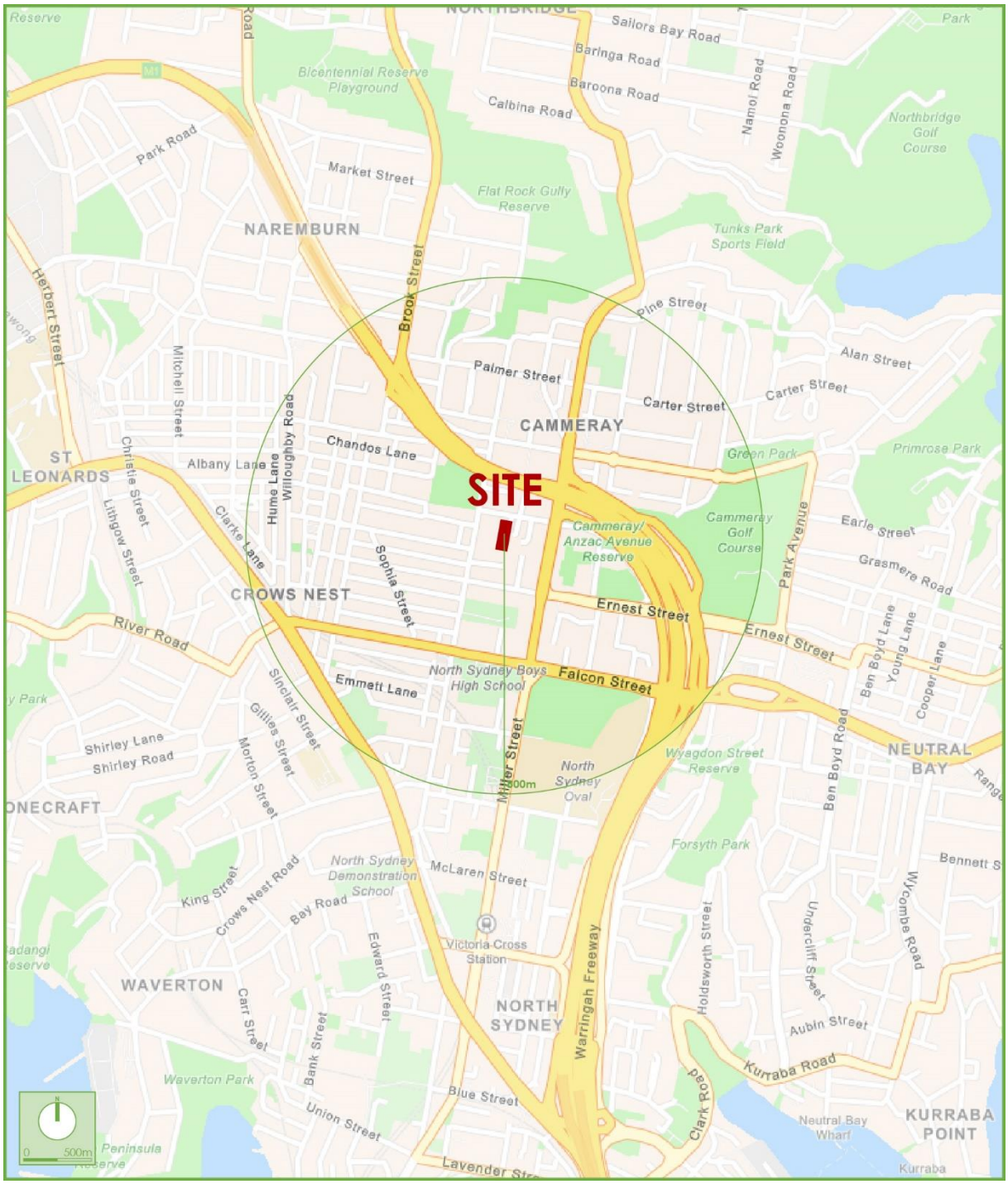

Figure 1: Location Plan

Figure 2: Site Plan

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Miller Street: a classified main road (MR599) that generally runs in a north-south direction between Strathallen Avenue in the north and Blues Point Road in the south. In the vicinity of the subject site, Miller Street is subject to a posted speed limit of 50km/hr speed zoning and carries two (2) traffic lanes in the northbound direction and three (3) traffic lanes in the southbound direction. Miller Street is also subject to 40km/hr School Zones between 8am-9:30am and 2:30pm-4pm on school days and Clearway restrictions operate on either side of Pacific Highway from '6am-7pm Mon-Fri.
- West Street: a local road that traverses in a north-south direction between Palmer Street in the north and Pacific Highway in the south. It is subject to a 50km/h speed zoning. Within vicinity of the site it accommodates one (1) traffic lane in either direction. Restricted kerbside parking is permitted on either side.
- Rosalind Street: a local road that generally traverses in an east-west between Miller Street in the east and West Street in the west. It is subject to a 50km/h speed zoning and accommodates one (1) traffic lane in either direction. Restricted kerbside parking is permitted on either side.

As can be seen from Figure 3 below, the site is conveniently located with respect to the nearby arterial and collector roads serving the region.

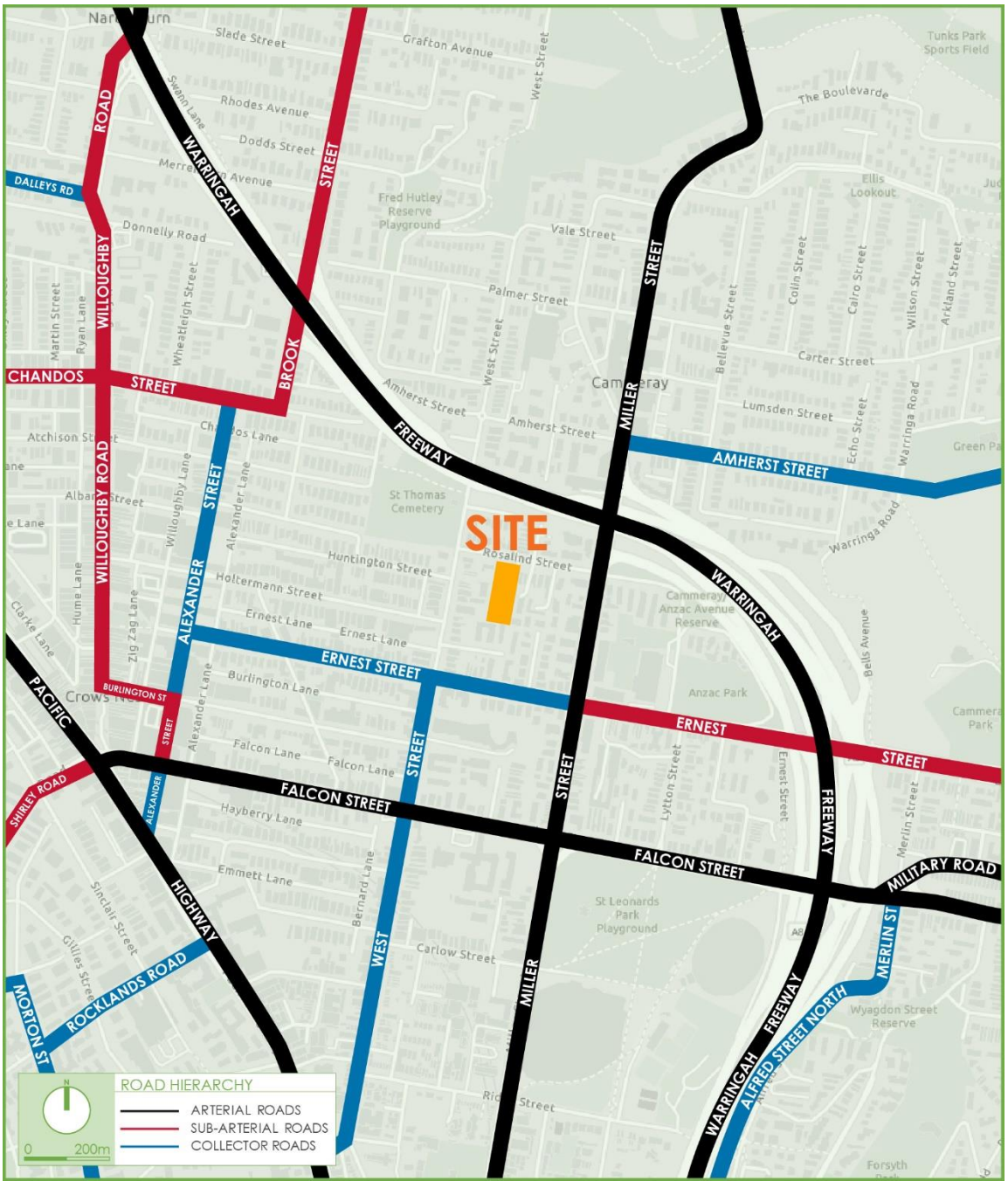

Figure 3: Road Hierarchy

4.2 Public Transport

4.2.1 Bus Services

The existing public transport services that operate in the locality are shown in **Figure 9**. Standard transport planning guidelines state that a development is advantageously located to benefit bus services if it is within 400-meters distance of a bus stop. It is evident that the site benefits from good bus services with 12 bus stops located within 400-metres of the site. These services provide connections to St Ives, Macquarie University, Mona Vale and the City Town Hall. These bus services are summarised in **Table 2** overleaf.

4.2.2 Sydney Metro Services

The subject site is also located within 800 metres to Crows Nest Metro Station. Crows Nest Metro Station provides services along the M1 – Metro North-West and Bankstown Line to key destinations and interchanges including the Sydney CBD, North Sydney, Chatswood, Macquarie Park, Castle Hill and providing access to the wider Sydney Trains, and NSW Trains networks.

Table 2: Bus Information

Bus No.	Route	Frequency		
		Weekday	Saturday	Sunday & Public Holidays
114	Balmoral to Royal North Shore Hospital	Every 10-20 mins	Every 15 mins	Every 20 mins
144	Manly to Chatswood via St Leonards	Every 10 mins	Every 10 mins	Every 10 mins
194	St Ives to City QVB	Every 30 mins	Every 30 mins	Every 30 mins
201	Cremorne to City Bridge St	Limited to 7 services	No services	No services
202	Northbridge to City Bridge St via North Sydney	Every 30 mins	Every 30 mins	Every hour
203	Castlecrag to North Sydney	Limited to 8 services	No services	No services
204	Northbridge to City Bridge St via Freeway	Limited to 7 services	No services	No services
205	East Willoughby to City Bridge St via Freeway	Every 20 mins	No services	No services
206	East Lindfield to City Bridge St via Freeway	Limited to 7 services	No services	No services
207	East Lindfield to City Bridge St via North Sydney	Every 15-30 mins	Every 30 mins	Every hour
208	East Lindfield to City Bridge St via Northbridge & North Sydney	Limited to 5 services	Limited to 9 services	Limited to 5 services
209	East Lindfield to Milsons Point via North Sydney	Limited to 9 services	No services	No services
260	Terrey Hills to North Sydney	Limited to 6 services	No services	No services
263	Crows Nest to City Bridge St via Cremorne	Every 10-30 mins	Every 45 mins	Every 45 mins
267	Chatswood to Greenwich via Crows Nest	Every 30 mins to an hour	Every hour	Every hour

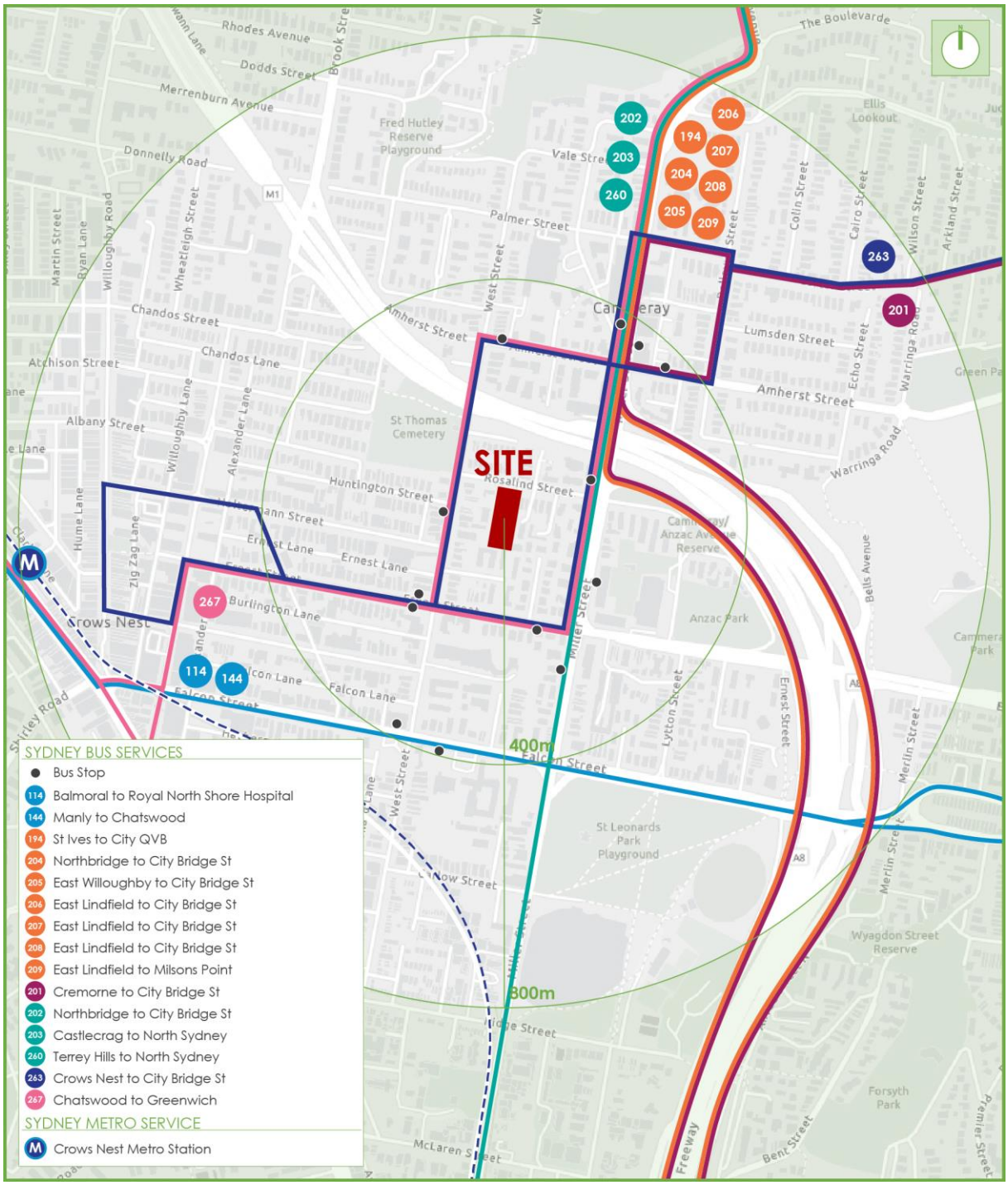

Figure 9: Public Transport

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 Construction Program

A detailed construction program and Site Establishment Plan will be developed by the appointed builder prior to the commencement of any works. The program is expected to detail all scheduled start and finish dates of each stage of the construction process.

5.2 Work Hours

Construction work hours are subject to the approval of the SSDA. A detailed CTPMP would be prepared in response to a condition of consent once a builder is contracted, however following preliminary construction hours are proposed and summarised as follows:

- Monday to Friday 7:00am to 5:00pm;
- Saturday 7:00am to 3:00pm;
- Sunday Subject to Out of Hours Permit Approval; and
- Shift/Night Works Subject to Out of Hours Permit Approval.

5.3 Overview of Works

Whilst the SEARs require detailed information regarding peak hour and daily truck movements, limited information is able to be provided at this preliminary stage prior to a builder being appointed. Nevertheless, the following stages are expected to be addressed by the comprehensive CTPMP report in response to a suitable condition of consent:

- Site establishment/demobilisation;
- Demolition;
- Bulk Excavation;
- Structure; and
- Fit out and Finishes.

5.4 Cumulative Construction Assessment

A cumulative construction activity assessment can be undertaken once the development is approved, and a builder is appointed. The appointed builder would be encouraged to liaise with neighbouring builders/developers to ensure critical construction activities (large concrete pours etc.) would not overlap to minimise construction impacts.

6. TRAFFIC MANAGEMENT ARRANGEMENTS

6.1 Site Contact

The contractor will provide the details of the nominated contact person to comply with instructions issued by Council's Traffic Engineer or the Police.

6.2 Vehicular Access

It is proposed that construction vehicles will utilise a construction access on Rosalind Street during all stages of construction.

- All loading and unloading activities are to be contained wholly within the site;
- All adjacent property accesses will be maintained at all times;
- All vehicles are required to enter and egress the site in a forward direction only; and
- All vehicles are not to obstruct any pedestrian crossings or footpaths.

6.3 Construction Vehicle Volumes

The number of peak hour and daily truck volumes are to be provided by the appointed builder. Nevertheless, the expected traffic volumes are expected to be moderate when compared to the overall traffic movements on the adjacent road network. Truck movements are expected to be scheduled outside of peak network periods, where possible. In addition, workers typically arrive and depart the site (6am-4pm) outside of the network peaks, further reducing impacts.

6.4 Road Safety

The road safety at each key intersection will be assessed once the construction truck volumes and truck routes are determined. It is expected that any identified pedestrian, bicycle, or vehicle safety issues will be appropriately managed through the implementation of Traffic Guidance Schemes at key intersections or conflict points in the vicinity of the site.

6.5 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) Main Roads, with a copy of the routes provided to all drivers prior to attending the site. It is noted that all truck routes will start or finish on Miller Street.

The proposed truck routes are presented in **Figure 5**, with the route summarised as follows:

- Route to the site:
  1. Trucks will arrive on Falcon Street (east/westbound).
  2. Turn left/right into West Street (northbound).
  3. Turn right into Rosalind Street (eastbound).
  4. Turn right into site.
- Route from the site:
  1. Trucks turn left out of site onto Rosalind Street (westbound)
  2. Turn left onto West Street (southbound)
  3. Turn right or left onto Falcon Street (eastbound)

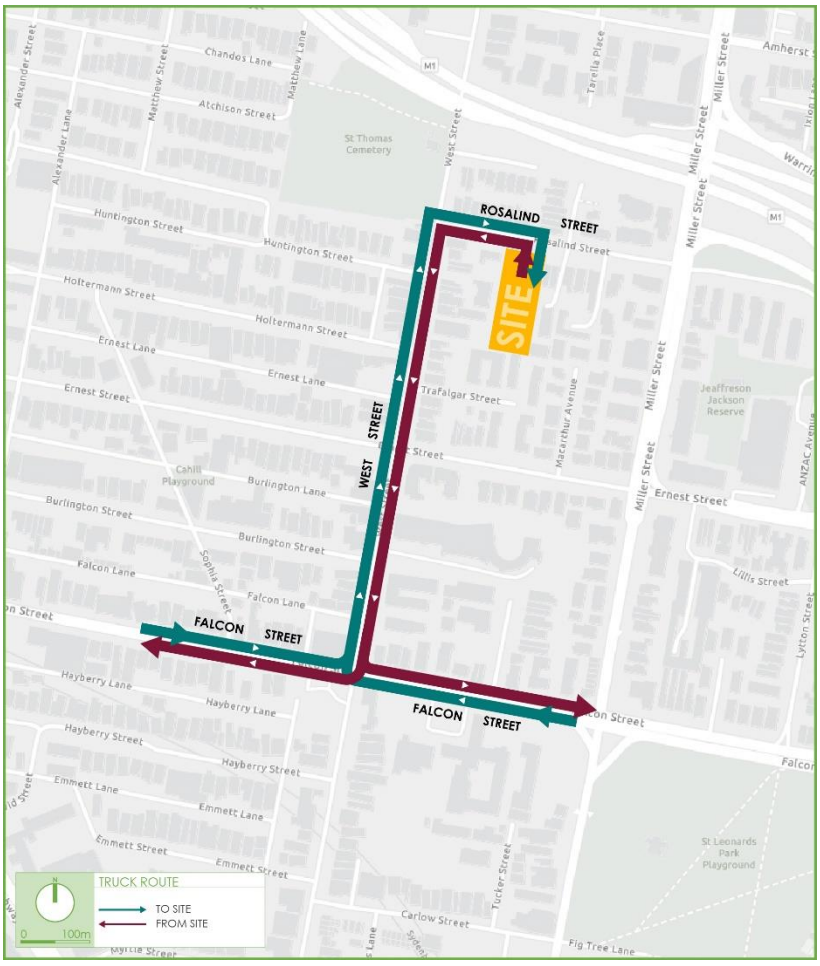

Figure 5: Proposed Truck Routes

6.6 Truck Arrivals

All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on-street.

6.7 Emergency Vehicle Access

Emergency vehicle access adjacent to the work site will be maintained at all times.

6.8 Works Zone

A works zone is proposed/required along the southern side of the Rosalind Street frontage.

6.9 Traffic Controllers

SafeWork NSW certified Traffic Controllers will be utilised at the site vehicle access points to assist truck movements during work hours. It is noted that traffic controllers are not to stop or slow traffic at any time to allow trucks to enter or exit the site. Additionally, pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

6.10 Traffic Guidance Scheme

It is expected that appropriate Traffic Guidance Schemes (TGS's) will be prepared in consultation with the appointed builder to ensure that traffic and pedestrians are managed safely during truck access movements to and from the site. All TG's are to be designed in accordance with the *TfNSW Traffic Control at Work Sites Technical Manual*, with copies of the TGSs to be kept on-site at all times.

6.11 Crane Requirements

An on-site tower crane be utilised during the structural and fitout/finishes stages. This crane will facilitate loading / unloading of material, machinery plant, etc. from within the site. The location and utilisation of this tower crane will be confirmed in the detailed CTPMP.

6.12 Access to Neighbouring Properties

All neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

6.13 Pedestrian Control

Pedestrian access surrounding the site will be safely managed during all hours of construction. To maintain pedestrian safety, A-Class hoarding is proposed along the perimeter of the entire site. The existing footpaths on Park Avenue will be maintained and separated from the site with the A-Class hoardings. In addition to the above, no building materials shall be placed, dumped or left on any Council road or footpath area at any time, with footpaths to remain in a safe condition or use by pedestrians at all times.

These pedestrian control arrangements are therefore considered acceptable and will ensure pedestrian safety is maintained throughout all hours of construction.

6.14 Worker Parking

Workers will be encouraged to utilise public transport at induction meetings, noting the no on-site parking for workers will be provided. Carpooling to and from site will be encouraged and it is expected that limited off-street parking will be available. This would be further detailed subject to the detailed CTPMP when more information is available regarding worker numbers.

6.15 Monitoring

A monitoring and review process for the CTPMP will be set out by the Construction Project Manager to ensure that the CTPMP is implemented correctly, in compliance with all regulations and policies and also adapted to reflect any changes or variations during the actual construction process. The Construction Project Manager will be in constant communication with a UPA Wahroonga facility contact to address any issues that may arise during the construction process.

6.16 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone, and email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to community members, visitors, and staff so that their safety is not compromised. The details and direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.

7. CONCLUSION

This Preliminary CTPMP plan should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the site, a general overview of the construction program and traffic management arrangements, which are proposed at this early stage.

The plan outlined above is considered satisfactory for the purposes of a SSDA submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

It is envisaged that a comprehensive CTPMP will be prepared by TRAFFIX once consent is obtained, based on the construction methodology adopted by the appointed builder.

APPENDIX A

Traffic Guidance Schemes

VALUE OF DIMENSION "D"

Speed of Traffic (km/h)	Dimension "D" (m)
50	50

Note:
Rosalind Street - 50 km/h

Time Period:
To be confirmed

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TRAFFIC AND TRANSPORT PLANNERS

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Surry Hills, NSW 2010
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info@traffix.com.au

LEGEND Works Zone

GENERAL NOTES
- Plan not to scale.
- All signage dimension D shall comply with the minimum requirements of TfNSW TCAWS Technical Manual.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TGS, which is the responsibility of the on-site qualified traffic controller.

PROJECT
19-23 ROSALIND STREET
CAMMERAY

PROJECT NUMBER
25.196

DATE
09.12.2025

CLIENT
PERIFA

TGS
TGS 01: WORKS ZONE

PREPARED BY
TOM MOJSIEJUK

APPROVED BY
BEN LIDDELL

SAFEWORK NSW CARD NUMBER
TCT0008166

SIGNATURE
Ben Liddell