SSD-97528708
Proposed Mixed-Use Development

142-160 Oxford St, 13 Gipps St, & 6 Shadforth St, Paddington

TRAFFIC AND PARKING ASSESSMENT REPORT

17 December 2025

Ref 25332

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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1.0 INTRODUCTION

1.1 Project Summary

This report has been prepared on behalf of *TM No.8 Development Unit Trust* to accompany an Environmental Impact Statement (EIS) to the *NSW Department of Planning, Housing and Infrastructure* for a proposed mixed-use development to be located at 160 Oxford Street, Paddington (Figures 1 and 2).

On 28 November 2025, The NSW Department of Planning, Housing and Infrastructure issued the *Secretary's Environmental Assessment Requirements (SEARs)* for the State Significant Development (SSD), SSD-97528708, which included the following:

> *"Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GTIA) published by TfNSW.*
>
> *If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts."*

This report addresses the SEARs requirement for a Traffic Impact Assessment (TIA). A Construction Traffic Management Plan (CTMP) has been prepared under separate cover.

The proposed development will involve the demolition of all existing structures on the site including the residential buildings fronting Oxford Street and Shadforth Street, *except* for the existing residential dwelling at 13 Gipps Street, to facilitate the construction of a new eight-storey residential flat building with a ground floor small neighbourhood shop component.

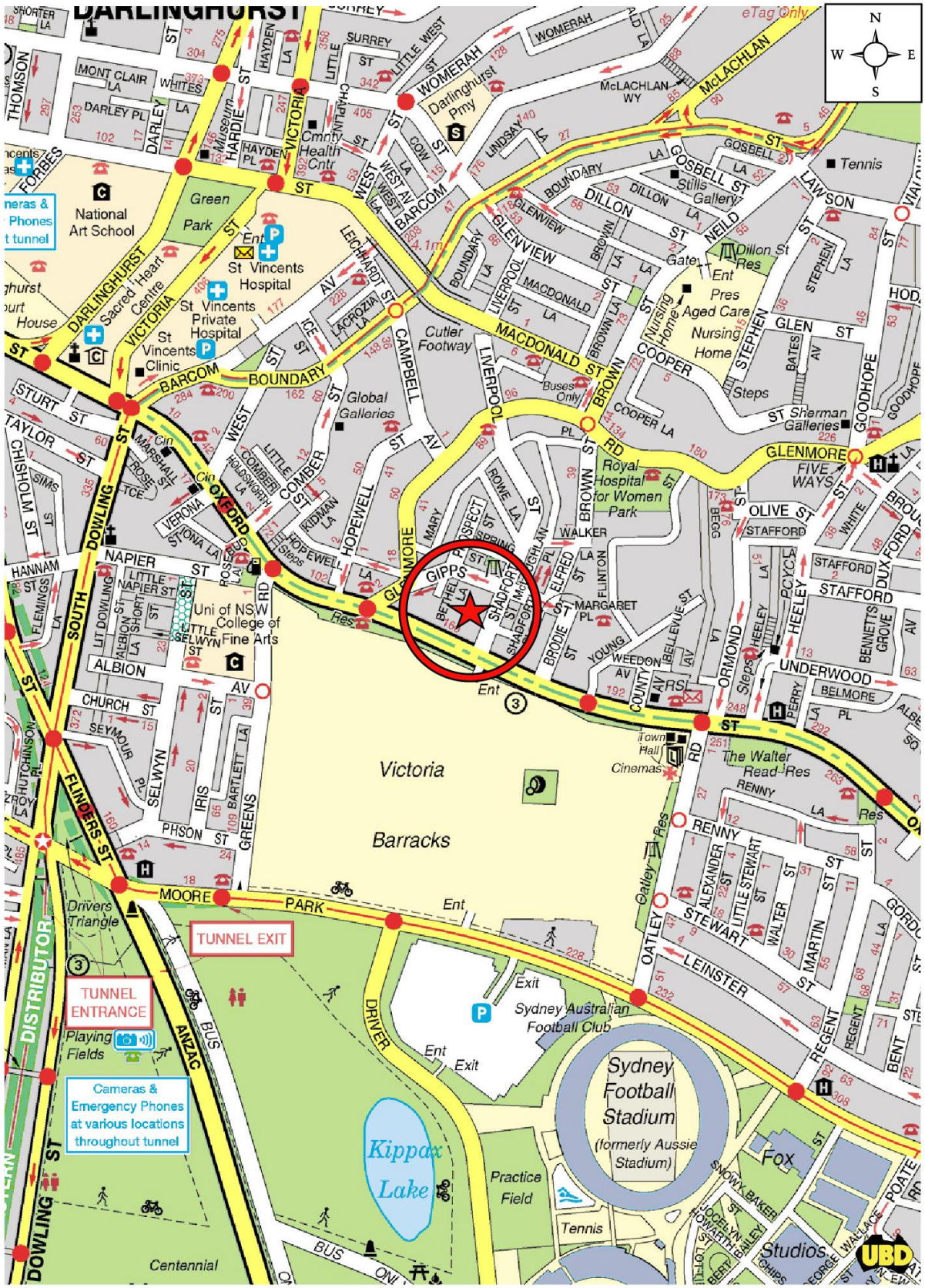
The location of the site has excellent connectivity to public transport infrastructure and essential services, including the Sydney CBD which is located approximately 2km northwest of the site, and is therefore ideally located to encourage a greater use of alternate, and sustainable modes of transport.

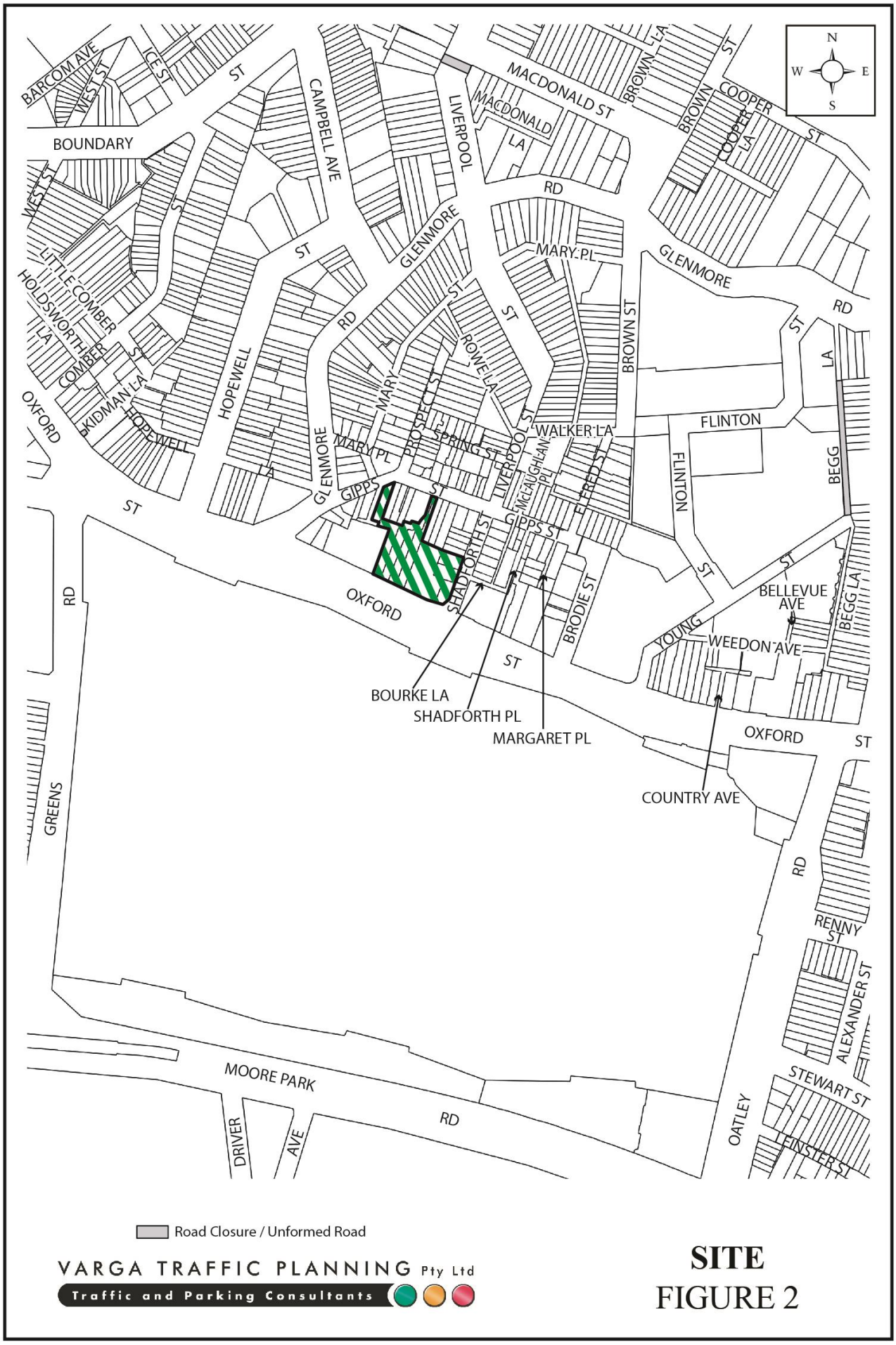
Off-street parking is proposed for a total of 83 cars in a new four-level basement car parking area, in accordance with the relevant requirements set out in the *SEPP (Housing) 2021,* TfNSW *Guide,* and Council's *DCP* documents. Vehicular access to the parking facilities is to be provided via a new entry/exit access driveway located at the northern end of Shadforth Street site frontage.

1.2 Purpose of this Report

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- estimates the traffic generation potential of the development proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.


DARLINGHURST
N
W
E
S
eTag Only
Victoria
Barracks
Sydney Football Stadium
(formerly Aussie Stadium)
Kippax Lake
Sydney Australian Football Club
Practice Field
Tennis
Drivers Triangle
Playing Fields
Centennial
TUNNEL EXIT
TUNNEL ENTRANCE
Cameras & Emergency Phones at various locations throughout tunnel
Darlinghurst Prny
Cmnty Health Cntr
National Art School
Green Park
St Vincents Hospital
St Vincents Private Hospital
St Vincents Clinic
Sacred Heart Centre
Global Galleries
Cutler Footway
Royal Hospital for Women Park
Dillon St Res
Aged Care Nursing Home
Stills Gallery
Uni of NSW College of Fine Arts
Town Hall
Cinemas
The Walter Read Res
AUSTRALIA
Fox Studios
GIPPS
MOORE PARK
DARLINGHURST RD
OXFORD ST
SOUTH DOWLING ST
FLINDERS ST
DISTRIBUTOR
ANZAC
DRIVER
LEINSTER
OATLEY
MACDONALD ST
BOUNDARY
BARCOM
GLENMORE
STAFFORD
UNDERWOOD
OLIVE ST
GLENVIEW
LIVERPOOL
CAMPBELL
HOPEWELL
NAPIER ST
ALBION
CHURCH ST
SELWYN
IRIS
GREENS
PHSON ST
RENNY
STEWART
REGENT
BENT
MARTIN
ALEXANDER
LITTLE STEWART
WALTER
BELMORE
PERRY
HEELEY
ORMOND
BROWN ST
COOPER
GLEN ST
STEPHEN
LAWSON
GOSBELL ST
DILLON
NEILD
BARCOM
WOMERAH
McLACHLAN
SURREY
LITTLE WEST
VICTORIA
DARLEY
MONT CLAIR
THOMSON
FORBES
TAYLOR
STURT ST
CHISHOLM ST
HANNAM
VERONA
MARSHALL
ROSE
COMBER
KIDMAN
WEST
ICE
LACROZIA
LEICHHARDT
BOUNDARY
MACDONALD
GLENVIEW
LIVERPOOL
CAMPBELL
HOPEWELL
ROWE
SPECT
MARY
WALKER
ELFRED
FLINTON
MARGARET
BRODIE
YOUNG
WEEDON
COUNTY
BELLEVUE
ROSLYN
ELIZABETH
SHADFORD
McLEOD
BETHEL
GOODHOPE
BATES
COOPER LA
BROWN LA
STEPHEN
NEILD
DILLON
GOSBELL
LINDSAY
BOUNDARY
WOMERAH
McLACHLAN WY
HAYDEN
HARDIE
CHAPLIN
COWPER
WEST AV
LITTLE ST
SURREY
WHITES
DARLEY PL
MONT CLAIR LA
FORBES
Museum
Chapel
Ent
Exit
Res
Steps
Tennis
Buses Only
Sherman Galleries
Gallery
Nursing Home
Pres
Gate
Cin
Oatley Res
Renny
Stafford
Olive St
Underwood
Belmore
Bennetts Grove
Duxford
Goodhope
Hodgson
Bates
Stephen
Glen St
Cooper
Brown St
Macdonald St
Glenview
Dillon
Gosbell St
Lawson
Neild
Womerah
McLachlan
Surrey
Little West
Victoria
Darley
Mont Clair
Thomson
Forbes
Taylor
Sturt St
Chisholm St
Hannam
Verona
Marshall
Rose
Comber
Kidman
West
Ice
Lacrozia
Leichhardt
Boundary
Barcom
Macdonald
Glenview
Liverpool
Campbell
Hopewell
Napier St
Albion
Church St
Selwyn
Iris
Greens
Phson St
Renny
Stewart
Regent
Bent
Martin
Alexander
Little Stewart
Walter
Belmore
Perry
Heeley
Ormond
Brown St
Cooper
Glen St
Stephen
Lawson
Gosbell St
Dillon
Neild
Barcom


N
W
E
S
BARCOM AVE
WEST ST
ICE ST
BOUNDARY
WEST ST
LITTLE COMBER
HOLDSWORTH COMBER
LA
SKIDMAN LA
HOPEWELL
OXFORD
ST
CAMPBELL AVE
HOPEWELL
RD
GLENMORE
LA
GLENMORE
MARY PL
MARY
PROSPECT ST
SPRING ST
ROWE LA
LIVERPOOL
MACDONALD
LA
MACDONALD ST
RD
MARY PL
GLENMORE
BROWN LA
BROWN
COOPER
COOPER LA
ST
BROWN ST
WALKER LA
McCAUGHLAN PL
FLINTON
FLINTON
BEGG
LA
GIPPS ST
LIVERPOOL ST
SHADFORTH ST
FLORED ST
BRODIE ST
OXFORD
ST
BELLEVUE AVE
BEGG LA
YOUNG
WEEDON AVE
BOURKE LA
SHADFORTH PL
MARGARET PL
COUNTRY AVE
OXFORD ST
GREENS
RD
RENNY ST
ALEXANDER ST
STEWART ST
FINSTER ST
OATLEY
MOORE PARK
RD
DRIVER
AVE
Road Closure / Unformed Road
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
SITE
FIGURE 2

2.0 PROPOSED DEVELOPMENT

2.1 Site

The site is irregular in shape and situated at 13 Gipps Street, 6 Shadforth Street and 142-160 Oxford Street, Paddington within the Woollahra Local Government Area (LGA), legally described as Lot 1 DP26385, Lot 2 DP26385, Lot 3 DP26385, Lot 4 DP26385, Lot 1 DP70235, Lot 5 DP26385 and SP13018. The site is zoned *R3 - Medium Density Residential* under the *Woollahra Local Environmental Plan 2014.*

The site is located on the northwest corner of the Oxford Street and Shadforth Street intersection. The site has street frontages of approximately 51m in length to Oxford Street, approximately 34m in length to Shadforth Street, and approximately 3.4m & 7.5m in length to Gipps Street, and occupies an area of approximately 2,172.4m^2.

A recent aerial image of the site and its surroundings is reproduced below.



Source: MetroMap (Dated Sun 5 Oct 2025)

The existing development on the site currently comprises a two-storey rendered residential dwelling at 13 Gipps Street, a three-storey brick and rendered residential flat building at 160 Oxford Street with 27 studio dwellings, a row of 4 x two-storey terrace houses between 142-148 Oxford Street, and a two-storey brick cottage at 6 Shadforth Street.

2.2 Proposed Development

The proposed development will involve the demolition of all existing structures on the site, *except* for the existing dwelling at 13 Gipps Street, to facilitate the construction of a new eight-storey residential flat building with a ground floor small shop component, as follows:

- a total of 40 residential apartments (including 10 *in-fill affordable*):

2-bedroom apartments:	13	(including 6 affordable units)
3-bedroom apartments:	27	(including 4 affordable unit)
TOTAL APARTMENTS:	**40**	

- retail tenancies with a cumulative floor area of 159m^2.

Off-street parking is proposed for a total of 83 cars (including 6 accessible car spaces), comprising 69 residential spaces, 8 visitor spaces, and 6 retail spaces in a new four-level basement car parking area in accordance with the relevant requirements specified in the *SEPP (Housing) 2021,* TfNSW *Guide to Transport Impact Assessment* (TfNSW *Guide*)*,* and Council's *Woollahra Development Control Plan (DCP) 2015* documents.

Waste collection for the proposed development is expected to be undertaken by a private waste contractor and their mini garbage trucks, which is similar in size to a standard SRV truck, albeit with a reduced overhead clearance of 2.2m. In this regard, a dedicated loading dock is provided basement level 1, adjacent to the bin holding room.

Vehicular access to the parking facilities and loading facilities is to be provided via a new entry/exit access driveway located at the northern end of Shadforth Street site frontage.

Pedestrian access is provided via separate pedestrian paths off Oxford Street, Gipps Street and Bethel Lane. The pedestrian entries are well separated from the vehicular access driveways and provide safe and convenient pedestrian access to pedestrian footpaths located along the frontage roads. These pedestrian footpaths provide safe and convenient pedestrian access to the nearby Mixed-Use Centres along Oxford Street in the vicinity of the site.

Plans of the proposed development have been prepared by *Smart Design Studio* and are reproduced in **Appendix A**.

3.0 TRAFFIC ASSESSMENT

3.1 Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3.

Oxford Street is classified by TfNSW as a *State Road* and provides the key east-west road link in the area, linking the CBD to Bondi Junction. It typically carries two traffic lanes in each direction separated by a central median island, plus an additional bus lane in each direction in the vicinity of the site. Kerbside parking permitted outside commuter peak periods.

Flinders Street / Anzac Parade is also classified by TfNSW as a *State Road* and provides the key north-south road link in the area, linking Darlinghurst in the north to La Perouse in the south.

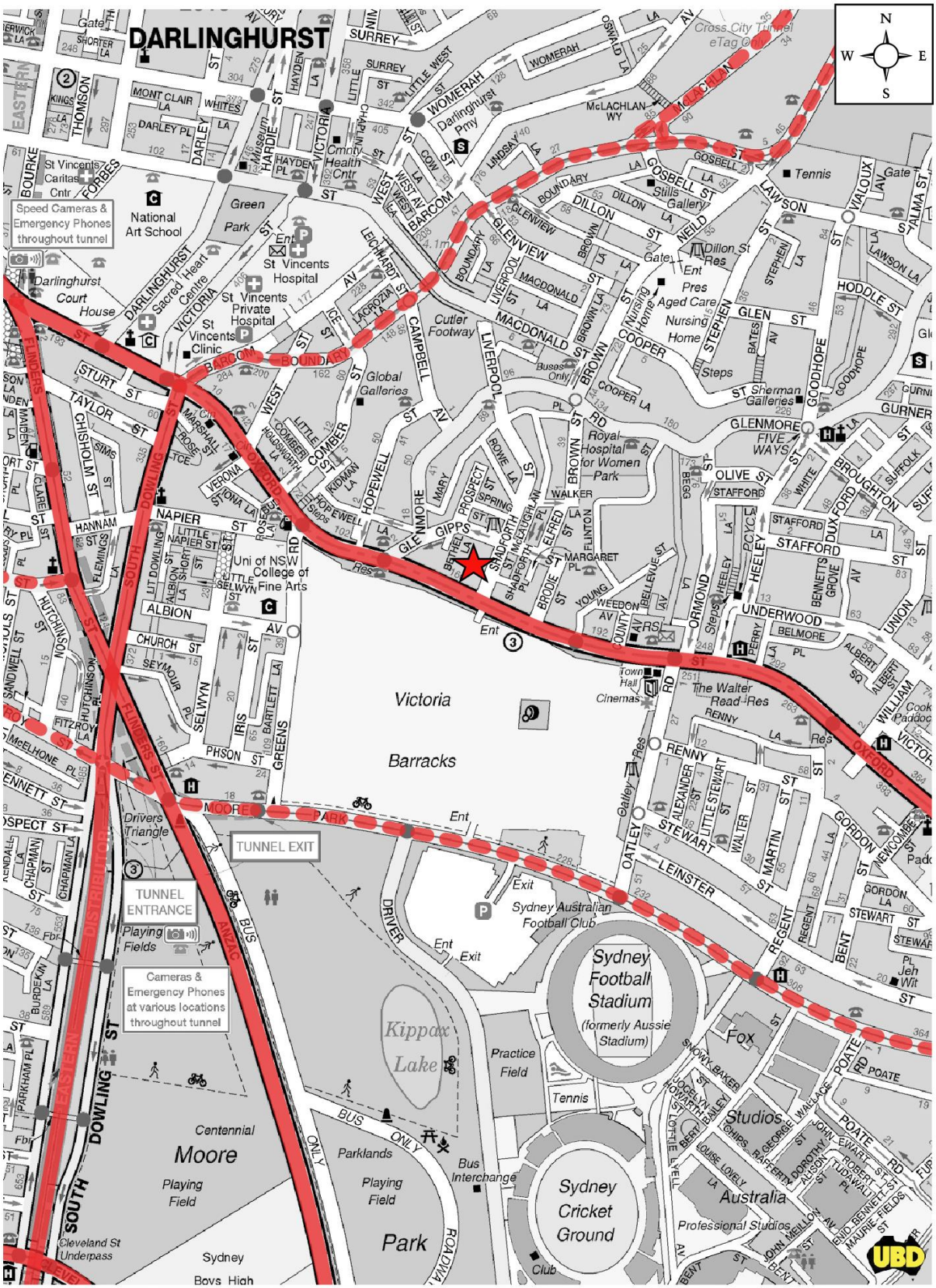
Moore Park Road is classified by TfNSW as a *Regional Road* and provides a key east-west road link in the area, linking Anzac Parade to Oxford Street. It typically carries two traffic lanes in each direction separated by a raised central median island. Kerbside parking is generally permitted subject to signposted restrictions.

Boundary Street is classified by TfNSW as a *Regional Road* and provides a key north-south road link in the area, linking New South Head Road to Oxford Street. It typically carries a traffic lane in each direction in the vicinity of the site. Kerbside parking is generally permitted subject to signposted restrictions.

Shadforth Street and Gipps Street are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on at least one side of these roads, subject to signposted restrictions.

3.2 Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:



Key: State Road

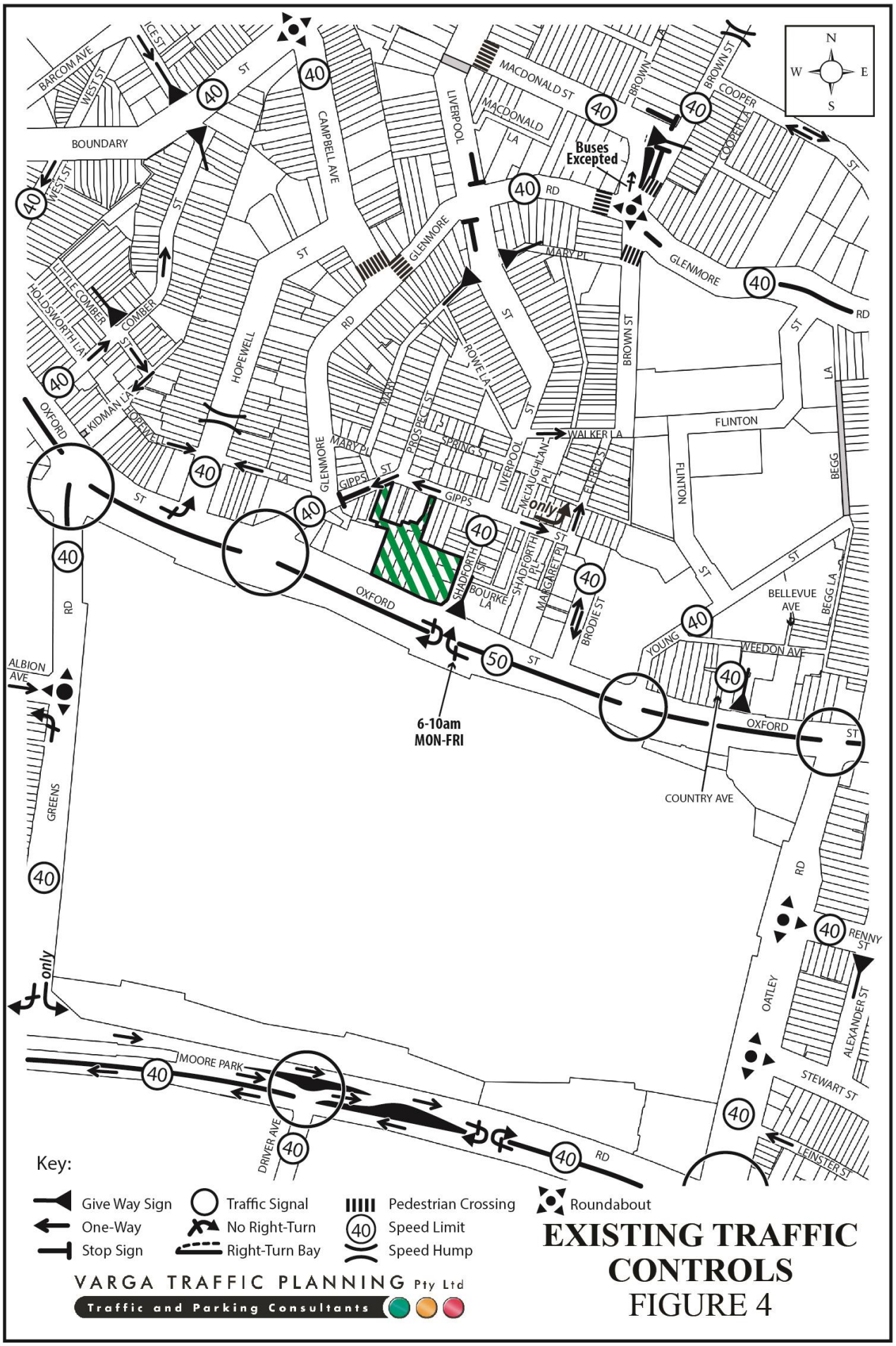
Regional Road

VARGA TRAFFIC PLANNING Pty Ltd

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ROAD HIERARCHY

FIGURE 3


N
W
E
S
BOUNDARY
BARCOM AVE
WEST ST
ICE ST
CAMPBELL AVE
LIVERPOOL
MACDONALD ST
MACDONALD LA
BROWN LA
BROWN ST
COOPER
COOPER LA
Buses Excepted
RD
MARY PL
GLENMORE
LITTLE COMBER
COMBER
HOLDSWORTH LA
HOPEWELL
KIDMAN LA
OXFORD
ROWE LA
PROSPECT ST
SPRING ST
WALKER LA
FLINTON
BEGG
GIPPS
MCLAUGHLAN PL
only
FRED ST
SHADFORTH PL
BOURKE LA
MARGARET PL
BRODIE ST
BELLEVUE AVE
BEGG LA
YOUNG
WEEDON AVE
COUNTRY AVE
6-10am
MON-FRI
ALBION AVE
GREENS
MOORE PARK
DRIVER AVE
OATLEY
ALEXANDER ST
RENNY ST
STEWART ST
LEINSTER ST
Key:
Give Way Sign
One-Way
Stop Sign
Traffic Signal
No Right-Turn
Right-Turn Bay
Pedestrian Crossing
Speed Limit
Speed Hump
Roundabout
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC CONTROLS
FIGURE 4

- a 50 km/h SPEED LIMIT which applies to Oxford Street

- a 40 km/h SPEED LIMIT which applies to Shadforth Street, Gipps Street and all other local roads in the area

- TRAFFIC SIGNALS in Oxford Street where it intersects with Greens Road, with Glenmore Road, with Young Street, and with Oatley Road

- a NO RIGHT TURN restriction in Oxford Street where it intersects with Shadforth Street during morning commuter peak period

- ONE-WAY TRAFFIC restrictions in Gipps Street, in the westbound direction to the west of Shadforth Street, and in the eastbound direction to the east of Shadforth Street.

3.3 Existing Traffic Conditions

In order to gain an accurate appreciation of the existing traffic conditions on the road network in the vicinity of the site, peak period traffic surveys were undertaken as part of this traffic study on Wednesday 19th November 2025, at the following intersections:

- Oxford Street & Shadforth Street
- Shadforth Street & Gipps Street

It is noted that the morning and afternoon "network" peak periods identified by the traffic surveys at the above intersections occurred at different times. Therefore, the "network" peak periods of the Oxford Street / Shadforth Street intersection, 7:30am – 8:30am for the AM peak period and 4:45pm – 5:45pm for the PM peak period, have been adopted for the purposes of this assessment.

The results of the traffic surveys are reproduced in full in Appendix B, revealing that:

- two-way traffic flows in Oxford Street are typically in the order of 1,480-1,670 vehicles per hour (vph) in the AM and PM peak hours

- two-way traffic flows in Shadforth Street are typically in the order of 35-70 vph in the AM and PM peak hours

- two-way traffic flows in Gipps Street are typically in the order of 10-25 vph in the AM and PM peak hours.

3.4 Existing Public Transport Services

The existing public transport services available in the vicinity of the site are illustrated on Figure 5. There are currently 3 bus routes with the nearest bus stops located on Oxford Street within 200m walking distance of the site, being the 333, 352 and 440 bus routes.

These bus services typically arrive/depart the nearest bus stops at approximately 5–10-minute intervals during commuter peak periods and at approximately 15–30-minute intervals at other times. It is noted that the 333 bus service operates approximately 24 hours a day.

A summary of those bus services is provided in the table below, revealing that there are approximately 667 bus services per day traversing within the vicinity of the site on weekdays, reducing to approximately 563 bus services per day on Saturdays and approximately 517 bus services per day on Sundays and Public Holidays.

Bus Routes and Frequencies							
Route No.	**Route**	**Weekdays**		**Saturday**		**Sunday**	
		IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**
333	North Bondi to City Circular Quay via Bondi Junction	196	189	180	180	175	175
352	Marrickville Metro to Bondi Junction via Oxford St, Crown St & King St	42	44	36	37	30	31
440	Bondi Junction to Rozelle	99	97	65	65	53	53
TOTAL		**337**	**330**	**281**	**282**	**258**	**259**

The abovementioned bus services connect to several key locations including Sydney CBD, Bondi Beach, Marrickville, Rozelle, as well as several *suburban railway stations* such as Central Station and Museum Station.


Site
City Art Gallery
Circular Quay
Bridge Street
Martin Place
QVB
St James
Museum
Town Hall
Capitol Square
Central
Haymarket
Chinatown
Darling Harbour
Pyrmont Bridge
Wynyard
Millers Point
Dawes Point
Point
Potts Point
Woolloomooloo
Kings Cross
Elizabeth Bay
Elizabeth Bay Rd
Rushcutters Bay
Darling Point
Point Piper
Rose Bay Wha
Double Bay
Edgecliff
Edgecliff Station
Bellevue Hill
Darlinghurst
Paddington
Surry Hills
Moore Park
Centennial Park
Queens Park
Woollahra
Bondi Junction
Bondi Junction Station
Waverl
Zetland
Green Square
Kensington
Rosebery
Randwick
UNSW High Street
UNSW Anzac Parade
UNSW Day Ave
Wansey Road
Royal Randwick
ES Marks
Kingsford
Barker St
Botany St
Coogee Bay Rd
Oxford St
Cleveland St
Anzac Pde
Alison Rd
Darley Rd
Cowper Wharf Rdwy
Yarranabbe Rd
Thornton St
Darling Point Rd
New South Head Rd
William St
Ocean Ave
Victoria Rd
Salisbury Rd
Drumalbyn Rd
Beresford Rd
Bayswater Rd
Stanley St
Burton St
Lawson St
Cambridge St
Gurner St
Glenmore Rd
Macdonald St
Brown St
Victoria St
Darlinghurst Rd
Campbell St
Albion St
Foveaux St
Elizabeth St
Crown St
Flinders St
Chalmers St
Cascade St
Hargrave St
Moncur St
Jersey Rd
Ocean St
Manning Rd
Arthur St
Suttie Rd
Bellevue Rd
Victoria Rd
Grosvenor St
Edgecliff Rd
Queen St
Old South Head Rd
Bondi Rd
Bronte Rd
Birrell St
Newland St
Bourke St
Queens Park Rd
York Rd
Carrington Rd
Frenchmans Rd
Clovelly Rd
Avoca St
Fern St
Brook St
Bream St
Arden St
Percy St
St Pauls St
Byron St
Belmore Rd
Cook St
Wentworth Ave
Day Ave
High St
Lang Rd
Moore Park Rd
Cook Rd
Phillip St
Potter St
Bourke St
O'Dea Ave
Gadigal Ave
Joynton Ave
Tadman Ave
Lenthall St
Rothschild Ave
Rosebery Ave
Kimberley Gr
Dalmeny Ave
Epsom Rd
Baptist St
Pitt St
Mrs Macquaries Rd
Eastern Dist
Wylde St
Macleay St
Ithan Ave
Darling Point
Double Bay
Gadigal
Museum
Haymarket
Darlinghurst
Paddington
Surry Hills
Moore Park
Centennial Park
Queens Park
Woollahra
Bondi Junction
Randwick
Kensington
Zetland
Rosebery
Green Square
Waverl
Point Piper
Bellevue Hill
Edgecliff
Edgecliff Station
Bondi Junction Station
Darling Point
Double Bay
Rushcutters Bay
Elizabeth Bay
Woolloomooloo
Potts Point
Millers Point
Dawes Point
Pyrmont Bridge
Darling Harbour
Chinatown
Haymarket
Surry Hills
Paddington
Moore Park
Centennial Park
Queens Park
Woollahra
Bondi Junction
Randwick
Kensington
Zetland
Rosebery
Green Square
Waverl
Point Piper
Bellevue Hill
Edgecliff

In particular, the abovementioned bus services connect with Central Railway Station which services almost *all* of the lines on the Sydney Trains network. It is the largest railway station on Sydney's suburban and intercity rail network, providing a significant number of weekday and weekend services into and out of the site City, including evening services.

Furthermore, the Central Station Light Rail Stop services the *L1 Dulwich Hill Line*, operating between Central and Dulwich Hill. Tram services typically arrive / depart the station at 10 minute intervals during commuter peak periods and throughout the day.

The site is therefore considered accessible to essential services and public transport options.

3.5 Active Transport Options

The existing bicycle routes located in the vicinity of the site are illustrated on Figure 6. The bicycle routes are readily accessible from the subject site and are designed to enable cyclists a direct, connected set of routes through the city, enabling connection to key employment, education, health, entertainment, and recreational facilities.

The key bicycle routes linking the area surrounding the site includes the following routes:

- Sydney CBD via Oxford Street
- Sydney CBD via Stanmore Road
- Surry Hills via Moore Park Road
- University of NSW via Cook Road & Anzac Parade
- Bondi Junction via Oxford Street

The proposed development makes provision for bicycle parking/storage areas within the basement parking area, comprising a total of 51 bicycle spaces, which will enhance the *active* transport options available to future occupants of the site.

Furthermore, the site is located within easy walking distance to a wide variety of shops and services including licensed clubs, banks, supermarkets, gymnasiums, restaurants, and specialty stores along Oxford Street.

The subject site is therefore considered readily accessible by *active transport* options.



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BICYCLE ROUTES
FIGURE 6

3.6 Car Share Locations

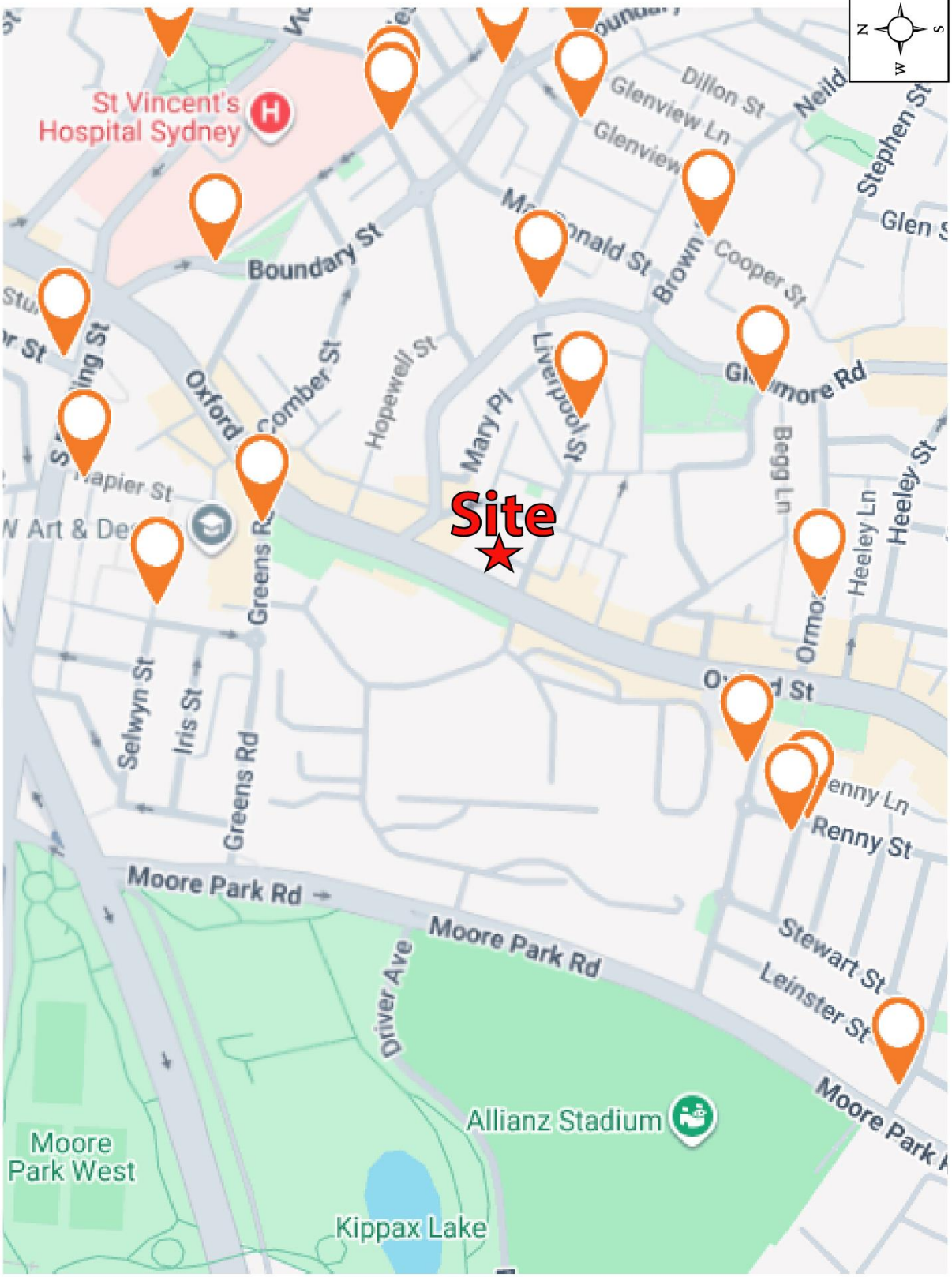
The existing car share parking spaces located in the vicinity of the site are illustrated on Figure 7.

The proposed development makes provision of a car share space within the basement parking area, which will enhance the alternative transport options available to future occupants of the site.

The use of car share vehicles is ideally suited to the needs of people who do not own a car and do not need a car for regular trips such as the journey to work or educational institutes, but may occasionally need a car for a special purpose trip, such as dinner at a restaurant.

This reduces road congestion and the competition for parking spaces, which ultimately benefits all road users. According to the “GoGet” website, each car share space is shared by approximately 34 members and replaces the need for up to 9 off-street parking spaces.

It is therefore concluded that the subject site is readily accessible by all forms of alternative transport, including car share, rail, bus, and bicycles.



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EXISTING CAR SHARE PARKING LOCATIONS
FIGURE 7

3.7 Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network, particularly during the morning and afternoon commuter peak periods.

An indication of the traffic generation potential of the development proposal is provided by reference to the Transport for New South Wales's publication *Guide to Transport Impact Assessment, Chapter 5 – Land use Trip Generation (Version 1.1, 2024).*

The TfNSW *Guide* is based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

High Density Residential Flat Dwellings (High public transport accessibility in Sydney)

AM Peak:	0.19 vehicle trips per dwelling
PM Peak:	0.15 vehicle trips per dwelling

The TfNSW *Guide* makes the following observation in respect of residential flat buildings:

> **Definition**
> High density residential is a building containing more than 20 dwellings, 3 or more storeys (not including levels below ground level (existing) or levels that are less than 1.2 metres above ground level (existing) that provide for car parking) and applies to residential components of residential flat building, shop top housing and mixed use developments.

The TfNSW *Guide* does not nominate a traffic generation rate for small, local shops, referring only to major regional shopping centres incorporating supermarkets and department stores. For the purposes of this assessment therefore, the traffic generation rate nominated in the TfNSW *Guide* for offices has been adopted in respect of the retail component of the development proposal as set out below:

Office (Sydney)

AM: 1.69 peak hour vehicle trips per 100m^2 GFA

PM: 1.20 peak hour vehicle trips per 100m^2 GFA

Application of the above traffic generation rates to the development proposal yields a traffic generation potential of approximately 10 vehicle trips per hour (vph) during the weekday AM peak period and approximately 8 vph during the weekday PM peak period, as set out below:

Projected Future Traffic Generation Potential

	AM	**PM**
Residential (40 apartments):	7.6 vph	6.0 vph
Retail tenancies (159m^2):	2.7 vph	1.9 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**10.3 vph**	**7.9 vph**

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential of the site expected to occur as a consequence of the development proposal when compared with the existing development on the site.

The TfNSW *Guide* nominates the following traffic generation rates which are applicable to the existing developments on site:

Low Density Residential Dwellings (Sydney)

AM: 0.68 peak hour vehicle trips per dwelling

PM: 0.77 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the existing developments on site yields a traffic generation potential of approximately 9 vph during both the weekday AM peak period, and approximately 8 vph during the PM peak period, as set out below:

Existing Development Traffic Generation Potential

	AM	**PM**
Residential houses (2 dwellings):	1.4 vph	1.5 vph
Terrace houses (4 dwellings):	2.7 vph	3.1 vph
Residential flat building (27 studios):	4.6 vph	3.2 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**8.7 vph**	**7.8 vph**

Accordingly, it is likely that the proposed developments will result in a *nett increase* in the traffic generation potential of approximately 2 vph during the weekday AM peak period, and approximately 0 vph during the PM peak period, as set out below:

Projected Nett Increase in Peak Hour Traffic Generation Potential of the site as a consequence of the Development Proposal

	AM	PM
Projected Future Traffic Generation Potential:	10.3 vph	7.9 vph
Less Existing Traffic Generation Potential:	-8.7 vph	-7.8 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	**1.6 vph**	**0.1 vph**

That projected change in the traffic generation potential of the site as a consequence of the development proposal is *statistically insignificant* and will clearly not have any unacceptable traffic implications in terms of road network capacity, as demonstrated by the following section of this report.

3.8 Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA NETWORK 9 program which is widely used by the TfNSW and many LGA's for this purpose. Criteria for evaluating the results of the analysis are reproduced in the following pages.

The results of the SIDRA capacity analysis of the 2 intersections surrounding the subject site, which likely will be impacted the most by the proposed development, are summarised in the table below.

Intersection	Key Indicators	Existing AM Traffic Demand	Projected AM Traffic Demand	Existing PM Traffic Demand	Projected PM Traffic Demand
Oxford Street & Shadforth Street	LoS	A	A	A	A
	DoS	0.213	0.213	0.292	0.294
	Delay	0.2	0.3	1.2	1.2
Shadforth Street & Gipps Street	LoS	A	A	A	A
	DoS	0.012	0.012	0.026	0.027
	Delay	1.3	1.6	1.0	1.0

LoS = Levels of Service

DoS = Degree of Saturation

AVD = Total average vehicle delay (seconds per vehicle)

The detailed SIDRA *movements summaries* are reproduced in full in Appendix C.

In essence, the capacity analysis has found that all intersections will continue to operate at the same *Levels of Service "A"* as the existing scenarios, with *negligible* (less than 1 second), if any, increases in average vehicle and pedestrian movement delays as a consequence of the development proposal.

On the above basis, it is clear that the surrounding road network will continue to operate at satisfactory *Levels of Service "A",* and that the proposed development will not result in any unacceptable traffic implications in terms of road network capacity.

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner-city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route).

Level of Service	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.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

[1] *The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.*

4.0 PARKING IMPLICATIONS

4.1 Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 8 and comprise:

- BUS ZONES located at regular intervals on both sides of Oxford Street, with BUS LANE ONLY restrictions of 6:00-10:00 AM travelling northbound and 4:00-7:00 PM travelling southbound on weekdays

- 1 HOUR/2 HOUR PARKING with PERMIT HOLDERS EXCEPTED on local roads in the residential area surrounding the site, including Shadforth Street and Gipps Street

- NO STOPPING restrictions along the Shadforth Street and Gipps Street site frontages

- generally 2 HOUR PARKING elsewhere along both sides of Oxford Street.

4.2 Off-Street Parking Provisions

As the development provides *in-fill affordable housing* in accordance with *SEPP (Housing) 2021 Division 1 In-fill affordable housing*, the off-street parking rates applicable to the development proposal are specified in the *State Environmental Planning Policy (Housing) 2021* in the following terms:

Division 1 In-fill affordable housing

19 Non-discretionary development standards–the Act, s 4.15

(1) The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.

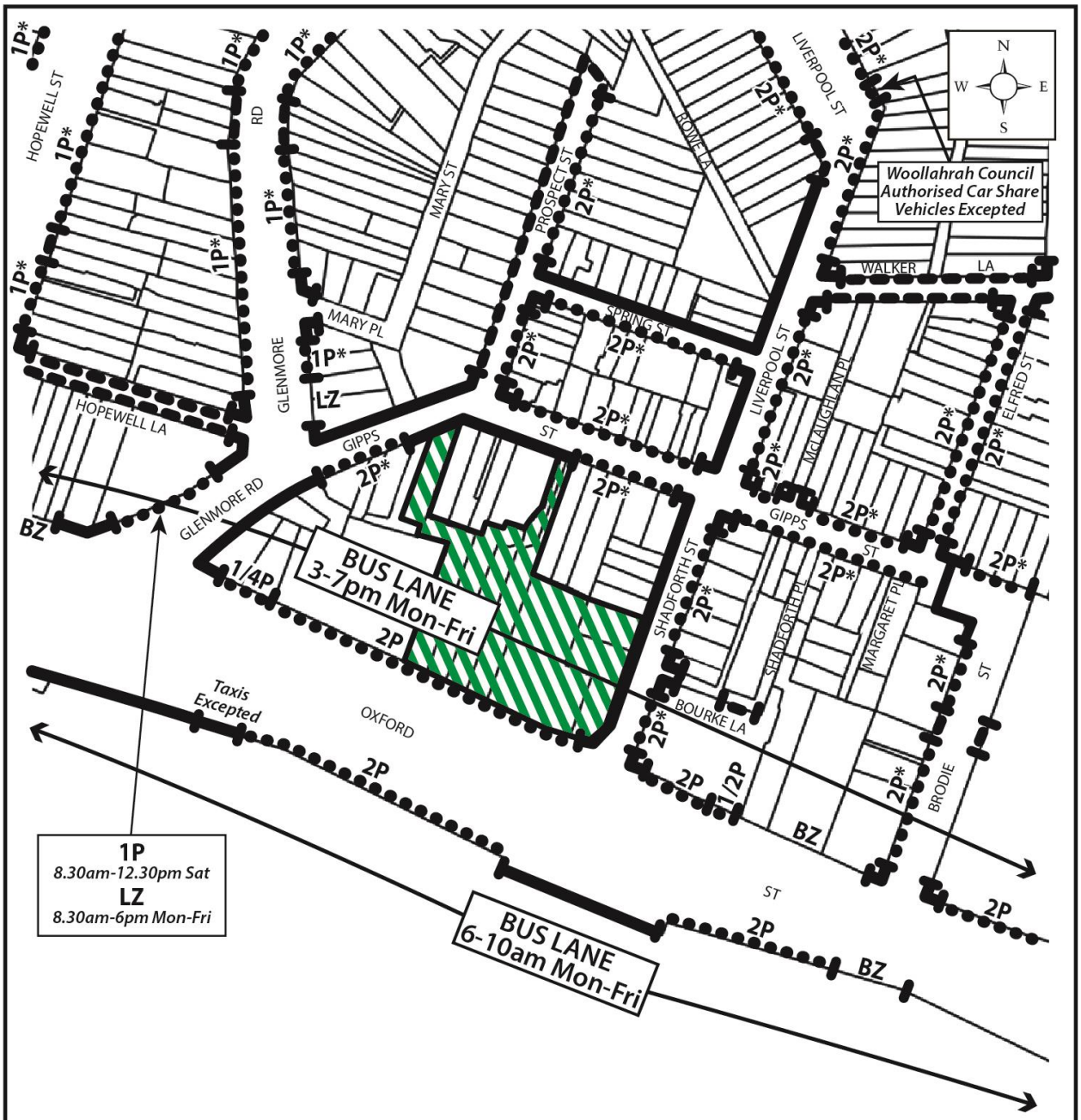
(2) The following are non-discretionary development standards in relation to the residential development to which this division applies–

(e) the following number of parking spaces for dwellings used for affordable housing–

(i) for each dwelling containing 1 bedroom–at least 0.4 parking spaces,

(ii) for each dwelling containing 2 bedrooms–at least 0.5 parking spaces,

(iii) for each dwelling containing at least 3 bedrooms–at least 1 parking space,



Key:

- No Stopping
- No Parking
- Restricted Parking
- **LZ** Loading Zone
- **BZ** Bus Zone
- * Permit Holders Excepted

VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

EXISTING PARKING RESTRICTIONS
FIGURE 8

(f) the following number of parking spaces for dwellings not used for affordable housing–
  (i) for each dwelling containing 1 bedroom–at least 0.5 parking spaces,
  (ii) for each dwelling containing 2 bedrooms–at least 1 parking space,
  (iii) for each dwelling containing at least 3 bedrooms–at least 1.5 parking spaces,

The *SEPP (Housing) 2021* document does not specify off-street parking rates for visitors, therefore to ensure adequate off-street parking is available for visitors to the development, the TfNSW *Guide to Transport Impact Assessment (*TfNSW *Guide)* rate of *1 visitor space per 5 dwellings* for residential flat buildings has been adopted.

It should be noted that the *SEPP (Housing) 2021* takes precedence over the Council's *Woollahra Development Control Plan 2015*. Moreover, as the proposed development is seeking approval under the State Significant Development Application pathway, the Council's *DCP 2015* does not apply to the proposed development.

Notwithstanding, the Council's *DCP 2015* document is considered for guidance for non-residential, bicycle and motorcycle off-street parking requirements which are not specifically addressed in the *SEPP (Housing) 2021* document.

Reference is therefore made to the off-street car parking requirements applicable to the proposed retail component specified in the Council's *Woollahra Development Control Plan 2015 Part E1 – Parking and Access* document as follow:

Table 2: Non-residential parking generation rates

Retail premises:	3.3 spaces per 100m^2

Finally, as the existing garage associated with the residential dwelling at 13 Gipps Street is to be demolished as outlined in the development proposal, off-street car parking provision for the existing residential dwelling at 13 Gipps Street is proposed to be maintained via a new car space in the proposed basement parking area.

Application of the above parking requirements to the proposed development yields a *minimum* off-street car parking requirement of 63 spaces, as set out below:

CUMULATIVE *MINIMUM* PARKING REQUIREMENTS

Affordable Dwellings (SEPP 2021)	**Parking Rate**	**Required**
2-bedroom (6 dwellings):	0.5 spaces/dwelling	3.0 spaces
3-bedroom (4 dwelling):	1 space/dwelling	4.0 spaces
Sub-Total:		**7.0 spaces**
Standard Dwellings (SEPP 2021)		
2-bedroom (7 dwellings):	1 space/dwelling	7.0 spaces
3-bedroom (23 dwellings):	1.5 spaces/dwelling	34.5 spaces
Sub-Total:		**41.5 spaces**
Existing Dwelling at 13 Gipps Street		
Residential dwelling:	1 space	1.0 space
Sub-Total:		**1.0 space**
Visitor (TfNSW *Guide*)		**Required**
Visitors (40 dwellings):	1 space/5 dwellings	8.0 spaces
Sub-Total:		**8.0 spaces**
Retail Component (DCP 2015)		**Required**
Retail tenancies (159m^2):	3.3 spaces/100m^2	5.3 spaces
Sub-Total:		**5.3 spaces**
TOTAL PARKING REQUIRED:		**62.8 spaces**

The proposed development makes provision for a total of 83 off-street car parking spaces (including 6 accessible car spaces), comprising 69 residential spaces, 8 visitor spaces, and 6 retail spaces, thereby satisfying the *SEPP* and TfNSW *Guide* car parking requirements.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6:2009* in respect of parking bay dimensions, aisle & driveway widths, and manoeuvring requirements.

In addition, a number of *swept turning path* diagrams have been prepared which are reproduced in **Appendix B**, demonstrating that B85 and B99 design vehicles are able to pass each other, as specified in *AS2890.1*, whilst travelling in a forward direction at all times.

4.3 Other Off-Street Parking Provisions

The off-street bicycle parking requirements applicable to the development proposal are specified in Council's *Woollahra Development Control Plan 2015 Part E1 – Parking and Access* document in the following terms:

Residential accommodation

Residents:	1 per dwelling
Visitors:	1 per 10 dwellings

Shop, restaurant or cafe

Employees:	1 per 250m^2 GFA
Customers:	2 + 1 per 100m^2 over 100m^2 GFA

E1.7.1 Calculating required motorcycle parking

Developers shall provide a minimum of 1 motorcycle parking space per 10 car spaces for all types of development

Application of the above bicycle and motorcycle parking rates to the various components of the development proposal yields an off-street bicycle parking requirement of 47 spaces and an off-street motorcycle parking requirement of 8 spaces, as set out below:

Bicycle	
Residential (40 apartments):	40.0 spaces
Residential Visitor (40 apartments):	4.0 spaces
Retail (159m^2):	3.2 spaces
Total:	**47.2 spaces**
Motorcycle (83 car spaces):	**8.3 spaces**

The proposed development makes provision for a total of 51 bicycle and 8 motorcycle off-street parking spaces, thereby satisfying the *DCP's* parking requirements.

4.4 Loading/Servicing Provisions

Loading and servicing for the retail component as outlined in the development proposal will be undertaken by a variety of light commercial vehicles, such as the *Hyundai iLoad* or similar B99 sized "white vans".

Waste collection for the proposed development is expected to be undertaken by a private waste contractor and their mini garbage trucks, which is similar in size to a standard SRV truck, albeit with a reduced overhead clearance of 2.2m.

A dedicated loading dock is provided basement level 1, adjacent to the bin holding room.

A letter is provided from a private waste collection contractor in **Appendix D** confirming that they have reviewed the plans of the proposed development and have trucks in their fleet which are capable of accessing the loading dock proposed on Basement Level 1.

The geometric design layout of the proposed loading facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2 - 2002* in respect of loading dock dimensions, overhead clearances and service area requirements.

The manoeuvring area has been designed to accommodate the *swept turning path* requirements of a private contractor's mini waste trucks, allowing them to enter and exit the site in a forward direction at all times. This is demonstrated in the attached *swept turning path* diagrams using a 6.4m long SRV truck, which is reproduced in **Appendix E**.

5.0 CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the proposed development will involve the demolition of the existing residential buildings on the site to facilitate the construction of a new eight-storey residential flat building with ground floor retail tenancies

- the traffic generation potential of the development will result in a *nett increase* of less than 2 vph during peak periods, based on the rates published in the TfNSW *Guide to Transport Impact Assessment*. This change in traffic generation is *statistically insignificant* and will not have any unacceptable traffic implications in terms of road network capacity

- the off-street car parking requirements of the site have been assessed with regards to *SEPP (Housing) 2021* and TfNSW *Guide*, resulting in a *minimum* requirement of 62 car spaces. In response the development provides 83 car parking spaces, comprising 69 residential spaces, 8 visitor spaces, and 6 retail spaces, thereby satisfying the *SEPP* and TfNSW *Guide* car parking requirements

- the proposed access and internal design arrangements comply with the relevant requirements specified in the Standards Australia *AS2890* series. In addition, the proposed manoeuvring area will satisfactorily allow the largest design vehicle, which is a private contractor's waste truck (using a 6.4m SRV template), to enter and exit the site whilst travelling in a forward direction at all times, as demonstrated by the attached *swept turning path* diagrams.

It is therefore reasonable to conclude that the proposed development will not have any unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements.

APPENDIX A

ARCHITECTURAL PLANS

NOTES

01 All dimensions to be verified on site.

02 Report any discrepancies or omissions to SDS prior to construction.

03 All drawings to be read in conjunction with specification.

04 All drawings to be read in conjunction with consultants' drawings.

05 All structure to structural engineer's details.

06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25



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scale **1:200 @ A1 uno**

drawing by	**MP**
senior qa	**MP**
approved by	**CM**

project	**2510 160 OXFORD ST, PADDINGTON**
drawing title	**SITE PLAN - GROUND**
drawing number	**DA004 A**

NOTES

01 All dimensions to be verified on site.

02 Report any discrepancies or omissions to SDS prior to construction.

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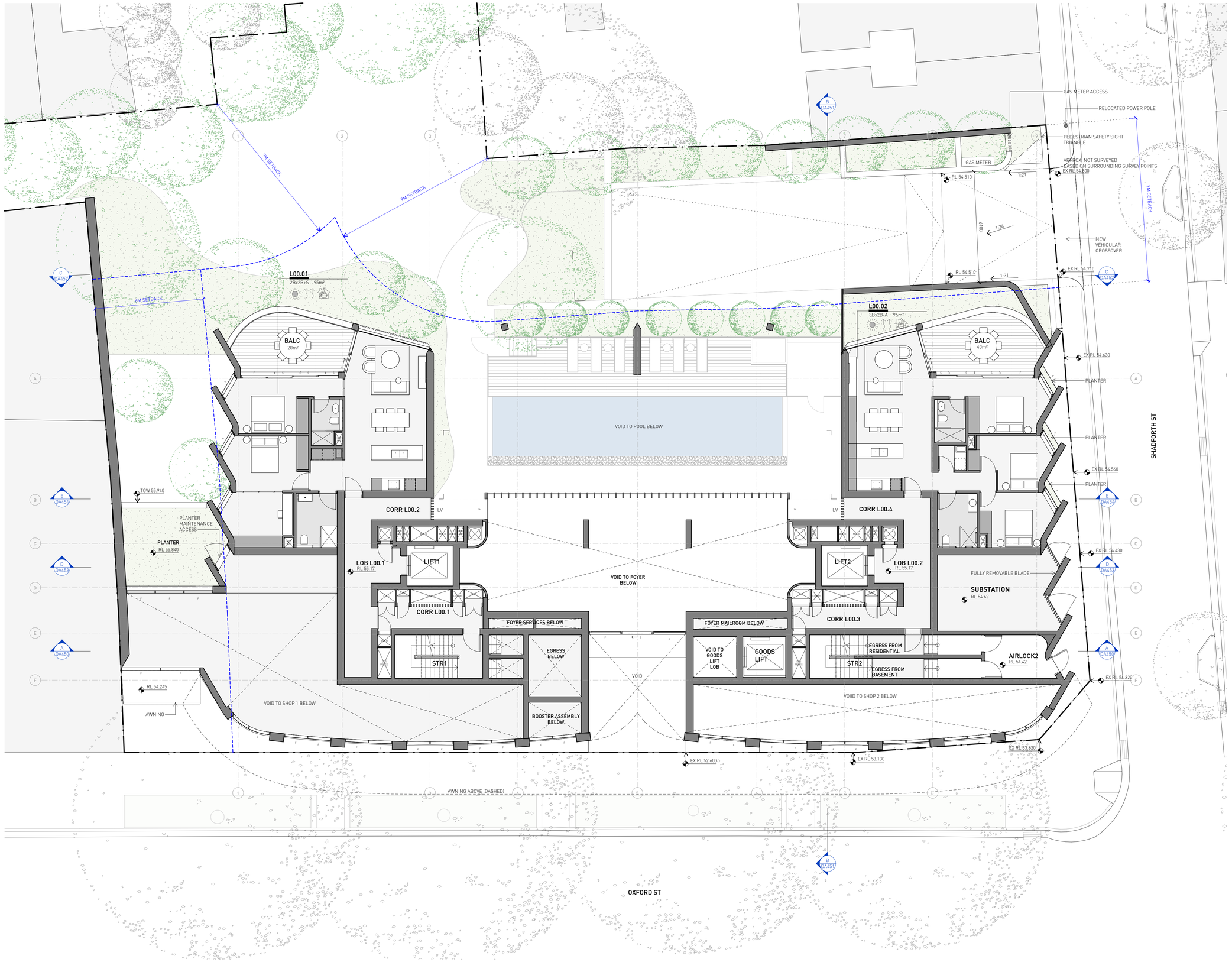
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senior qa	**MP**
approved by	**CM**

project	**2510 160 OXFORD ST, PADDINGTON**
drawing title	**PLAN - L00**
drawing number	**DA101 A**

NOTES

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project	**2510 160 OXFORD ST, PADDINGTON**
drawing title	**PLAN - B1**
drawing number	**DA150 A**

NOTES

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project **2510 160 OXFORD ST, PADDINGTON**
drawing title **PLAN - B2**
drawing number **DA151 A**

NOTES

01 All dimensions to be verified on site.

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project **2510 160 OXFORD ST, PADDINGTON**
drawing title **PLAN - B3**
drawing number **DA152 A**

NOTES

01 All dimensions to be verified on site.

02 Report any discrepancies or omissions to SDS prior to construction.

03 All drawings to be read in conjunction with specification.

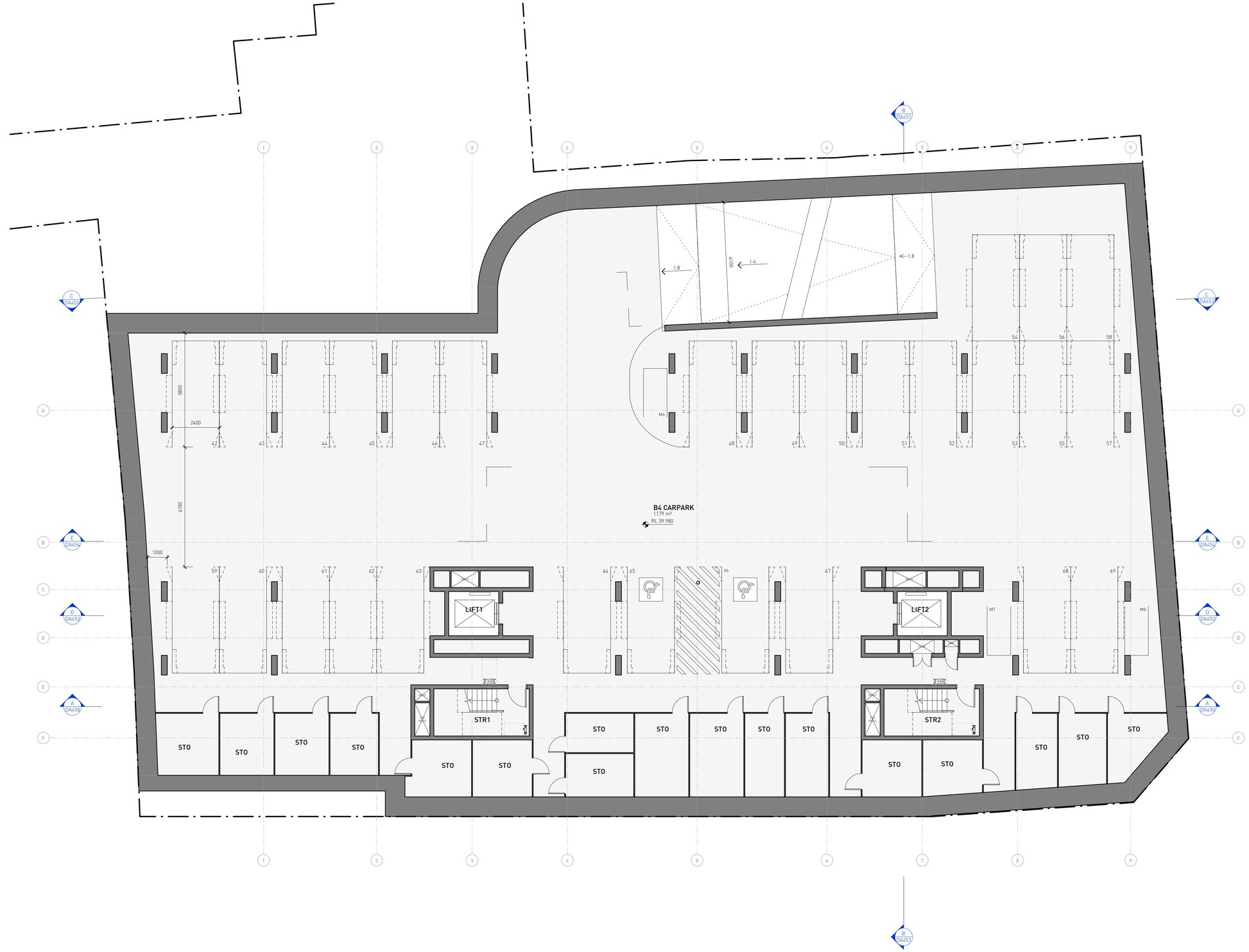
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drawing by	**HL**
senior qa	**MP**
approved by	**CM**

project	**2510 160 OXFORD ST, PADDINGTON**
drawing title	**PLAN - B4**
drawing number	**DA153 A**

LEGEND

- Stud / Partition
- Concrete
- Block Work
- Brick Work
- To be Demolished
- Existing / Retained (Grey Shows Detail)

NOTES

01 All dimensions to be verified on site.

02 Report any discrepancies or omissions to SDS prior to construction.

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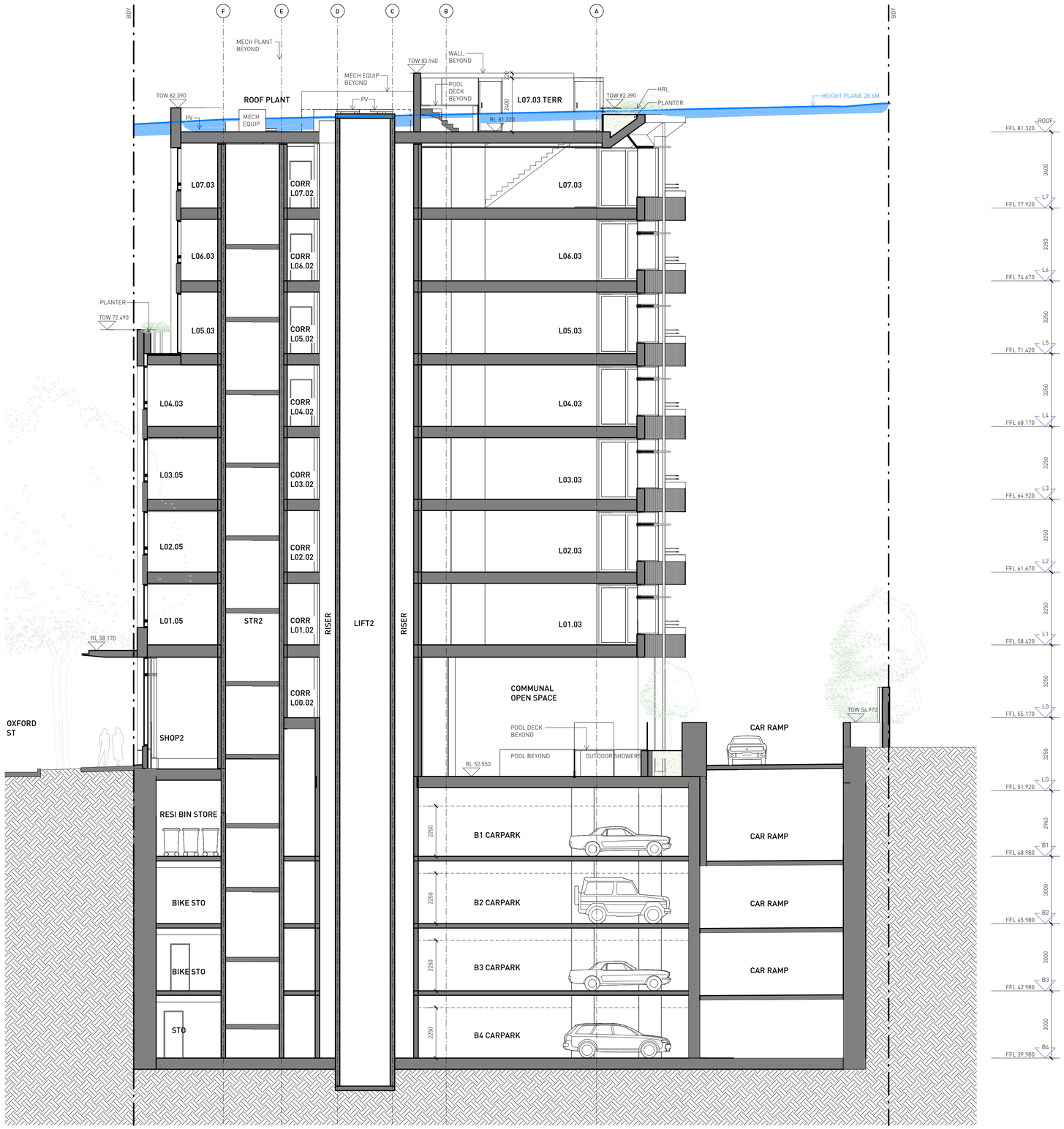
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drawing by **HL**
senior qa **MP**
approved by **CM**

project **2510 160 OXFORD ST, PADDINGTON**
drawing title **SECT B**
drawing number **DA451 A**

NOTES

01 All dimensions to be verified on site.

02 Report any discrepancies or omissions to SDS prior to construction.

03 All drawings to be read in conjunction with specification.

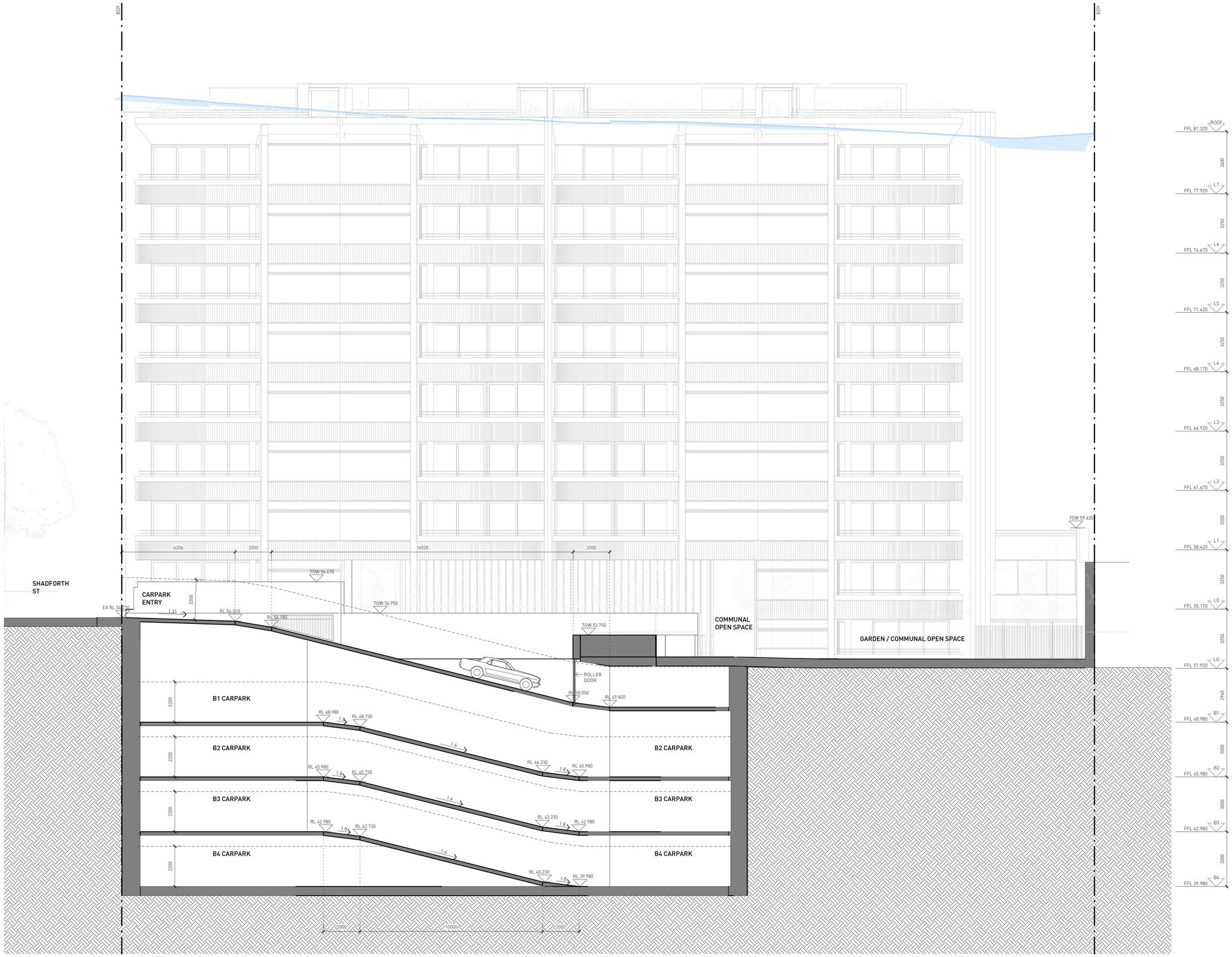
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approved by	**CM**

project	**2510 160 OXFORD ST, PADDINGTON**
drawing title	**SECT C**
drawing number	**DA452 A**

NOTES

01 All dimensions to be verified on site.

02 Report any discrepancies or omissions to SDS prior to construction.

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senior qa	**MP**
approved by	**CM**

project	**2510 160 OXFORD ST, PADDINGTON**
drawing title	**SECT E**
drawing number	**DA454 A**

APPENDIX B

TRAFFIC SURVEY DATA

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Gipps St and Shadforth St, Paddington

GPS	*-33.883587, 151.223822*
Date:	Wed 19/11/25
Weather:	Fine
Suburban:	Paddington
Customer:	Varga

North:	Shadforth St
East:	Gipps St
South:	Shadforth St
West:	Gipps St

Survey Period	AM:	6:30 AM-9:30 AM
	PM:	3:30 PM-6:30 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	5:00 PM-6:00 PM

All Vehicles

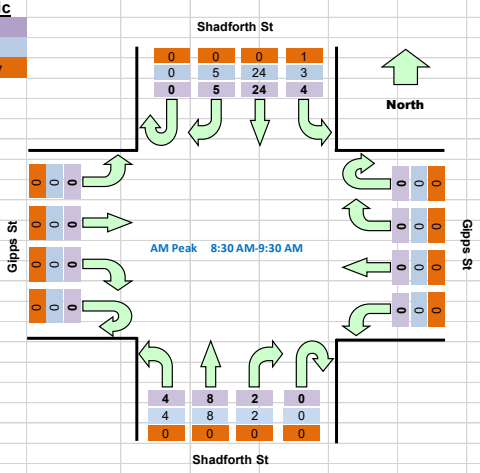
Time		North Approach Shadforth St				East Approach Gipps St				South Approach Shadforth St				West Approach Gipps St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:30	6:45	0	0	2	0	0	0	0	1	0	0	5	0	0	0	0	0	36	
6:45	7:00	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	36	
7:00	7:15	0	0	5	0	0	0	0	0	0	1	3	1	0	0	0	0	38	
7:15	7:30	0	1	4	0	0	0	1	0	0	0	2	3	0	0	0	0	37	
7:30	7:45	0	0	3	0	0	0	1	0	0	0	3	1	0	0	0	0	37	
7:45	8:00	0	1	6	1	0	0	0	0	0	1	0	0	0	0	0	0	42	
8:00	8:15	0	1	4	0	0	0	0	0	0	0	2	2	0	0	0	0	45	
8:15	8:30	0	0	4	1	0	0	0	0	0	1	1	4	0	0	0	0	46	
8:30	8:45	0	0	8	0	0	0	0	0	0	0	4	1	0	0	0	0	47	Peak
8:45	9:00	0	1	7	0	0	0	0	0	0	1	2	1	0	0	0	0		
9:00	9:15	0	2	4	1	0	0	0	0	0	0	1	2	0	0	0	0		
9:15	9:30	0	2	5	3	0	0	0	0	0	1	1	0	0	0	0	0		
15:30	15:45	0	2	5	3	0	0	0	0	0	0	3	2	0	0	0	0	71	
15:45	16:00	0	0	7	3	0	0	0	0	0	2	8	0	0	0	0	0	66	
16:00	16:15	0	1	5	0	0	0	0	0	0	1	11	4	0	0	0	0	60	
16:15	16:30	0	0	4	1	0	0	0	0	0	0	8	1	0	0	0	0	60	
16:30	16:45	0	0	2	2	0	0	0	0	0	0	4	2	0	0	0	0	63	
16:45	17:00	0	0	5	1	0	0	0	0	0	0	6	2	0	0	0	0	70	
17:00	17:15	0	0	4	0	0	0	0	0	1	3	11	3	0	0	0	0	82	Peak
17:15	17:30	0	1	5	0	0	0	0	0	0	1	6	4	0	0	0	0	76	
17:30	17:45	0	1	4	0	0	0	0	0	0	1	8	2	0	0	0	1	72	
17:45	18:00	0	1	5	1	0	0	0	0	0	1	12	5	0	0	0	1		
18:00	18:15	0	0	5	0	0	0	0	0	0	0	10	1	0	0	0	0		
18:15	18:30	0	0	3	0	0	0	0	0	1	0	5	3	0	1	0	0		

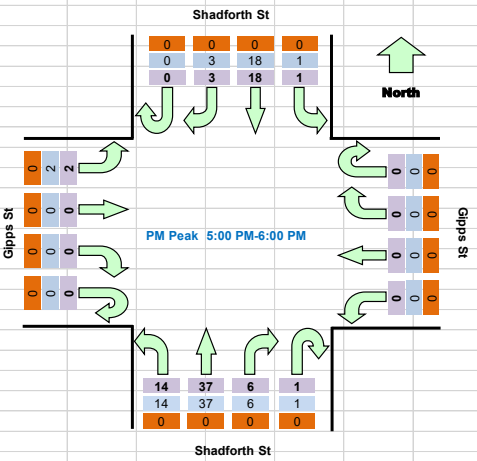
Peak Time		North Approach Shadforth St				East Approach Gipps St				South Approach Shadforth St				West Approach Gipps St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	5	24	4	0	0	0	0	0	2	8	4	0	0	0	0	47
17:00	18:00	0	3	18	1	0	0	0	0	1	6	37	14	0	0	0	2	82

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Shadforth St				East Approach Gipps St				South Approach Shadforth St				West Approach Gipps St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	0	2	0	0	0	0	1	0	0	5	0	0	0	0	0
6:45	7:00	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0
7:00	7:15	0	0	5	0	0	0	0	0	0	0	3	1	0	0	0	0
7:15	7:30	0	1	4	0	0	0	1	0	0	0	2	3	0	0	0	0
7:30	7:45	0	0	3	0	0	0	0	0	0	0	2	1	0	0	0	0
7:45	8:00	0	1	6	1	0	0	0	0	0	1	0	0	0	0	0	0
8:00	8:15	0	1	4	0	0	0	0	0	0	0	2	2	0	0	0	0
8:15	8:30	0	0	4	1	0	0	0	0	0	1	1	4	0	0	0	0
8:30	8:45	0	0	8	0	0	0	0	0	0	0	4	1	0	0	0	0
8:45	9:00	0	1	7	0	0	0	0	0	0	1	2	1	0	0	0	0
9:00	9:15	0	2	4	0	0	0	0	0	0	0	1	2	0	0	0	0
9:15	9:30	0	2	5	3	0	0	0	0	0	1	1	0	0	0	0	0
15:30	15:45	0	2	5	3	0	0	0	0	0	0	3	2	0	0	0	0
15:45	16:00	0	0	7	3	0	0	0	0	0	2	8	0	0	0	0	0
16:00	16:15	0	1	5	0	0	0	0	0	0	1	11	4	0	0	0	0
16:15	16:30	0	0	4	1	0	0	0	0	0	0	8	1	0	0	0	0
16:30	16:45	0	0	2	2	0	0	0	0	0	0	3	2	0	0	0	0
16:45	17:00	0	0	4	1	0	0	0	0	0	0	5	2	0	0	0	0
17:00	17:15	0	0	4	0	0	0	0	0	1	3	11	3	0	0	0	0
17:15	17:30	0	1	5	0	0	0	0	0	0	1	6	4	0	0	0	0
17:30	17:45	0	1	4	0	0	0	0	0	0	1	8	2	0	0	0	1
17:45	18:00	0	1	5	1	0	0	0	0	0	1	12	5	0	0	0	1
18:00	18:15	0	0	5	0	0	0	0	0	0	0	10	1	0	0	0	0
18:15	18:30	0	0	3	0	0	0	0	0	1	0	5	3	0	1	0	0

Peak Time		North Approach Shadforth St				East Approach Gipps St				South Approach Shadforth St				West Approach Gipps St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	5	24	3	0	0	0	0	0	2	8	4	0	0	0	0	46
17:00	18:00	0	3	18	1	0	0	0	0	1	6	37	14	0	0	0	2	82

Heavy Vehicles

Time		North Approach Shadforth St				East Approach Gipps St				South Approach Shadforth St				West Approach Gipps St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:45	17:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Shadforth St				East Approach Gipps St				South Approach Shadforth St				West Approach Gipps St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Oxford St and Shadforth St, Paddington

GPS	*-33.884288, 151.223483*						
Date:	Wed 19/11/25	***North:***	Shadforth St	***Survey***	AM:	6:30 AM-9:30 AM
Weather:	Fine	***East:***	Oxford St	***Period***	PM:	3:30 PM-6:30 PM
Suburban:	Paddington	***South:***	Access Driveway	***Traffic***	AM:	7:30 AM-8:30 AM
Customer:	Varga	***West:***	Oxford St	***Peak***	PM:	4:45 PM-5:45 PM

All Vehicles

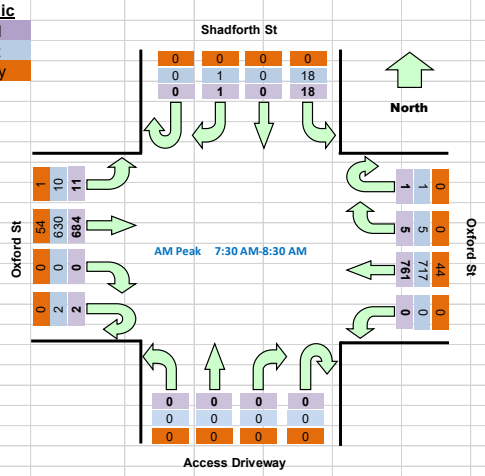
Time		North Approach Shadforth St				East Approach Oxford St				South Approach Access Driveway				West Approach Oxford St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:30	6:45	0	2	0	1	0	1	80	0	0	0	0	0	1	0	195	4	1135	
6:45	7:00	0	2	0	2	0	0	92	0	0	0	0	0	0	0	201	3	1194	
7:00	7:15	0	0	0	5	2	2	105	1	0	0	0	0	0	0	158	3	1227	
7:15	7:30	0	0	0	4	0	3	135	0	0	0	0	0	0	0	132	1	1352	
7:30	7:45	0	0	0	2	0	0	168	0	0	0	0	0	1	0	169	3	1483	Peak
7:45	8:00	0	0	0	7	0	1	165	0	0	0	0	0	0	0	160	0	1463	
8:00	8:15	0	0	0	5	1	0	204	0	0	0	0	0	1	0	185	5	1467	
8:15	8:30	0	1	0	4	0	4	224	0	0	0	0	0	0	0	170	3	1373	
8:30	8:45	0	0	0	7	0	4	145	0	0	0	0	0	0	0	166	1	1264	
8:45	9:00	0	0	0	7	1	3	172	0	0	0	0	0	0	0	152	2		
9:00	9:15	0	0	0	4	0	1	155	0	0	0	0	0	0	0	145	2		
9:15	9:30	0	0	0	5	0	0	129	0	0	0	0	0	0	0	160	3		
15:30	15:45	0	1	0	5	0	3	123	0	0	0	0	0	0	0	213	3	1445	
15:45	16:00	0	2	0	6	1	9	134	0	0	0	0	0	0	0	226	1	1461	
16:00	16:15	0	1	0	4	3	14	149	0	0	0	0	0	0	0	183	2	1503	
16:15	16:30	0	0	0	3	0	6	123	0	0	0	0	0	0	0	228	2	1513	
16:30	16:45	0	1	0	2	0	6	154	0	0	0	0	0	0	0	196	5	1548	
16:45	17:00	0	3	0	3	0	8	159	0	0	0	0	0	0	0	246	2	1668	Peak
17:00	17:15	0	1	0	5	1	15	112	0	0	0	0	0	0	0	229	3	1653	
17:15	17:30	0	1	0	3	0	10	136	0	0	0	0	0	0	0	245	2	1641	
17:30	17:45	0	0	0	5	0	10	136	0	0	0	0	0	0	0	332	1	1593	
17:45	18:00	0	1	0	4	1	15	129	0	0	0	0	0	0	0	253	3		
18:00	18:15	0	0	0	4	0	8	114	0	0	0	0	0	0	0	225	3		
18:15	18:30	0	0	0	4	0	6	116	0	0	0	0	0	0	0	220	3		

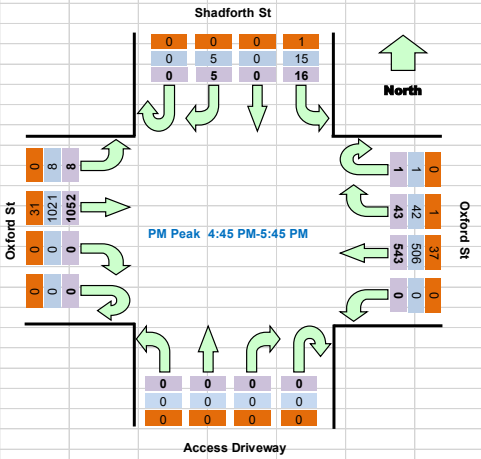
Peak Time		North Approach Shadforth St				East Approach Oxford St				South Approach Access Driveway				West Approach Oxford St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	1	0	18	1	5	761	0	0	0	0	0	2	0	684	11	1483
16:45	17:45	0	5	0	16	1	43	543	0	0	0	0	0	0	0	1052	8	1668

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Shadforth St				East Approach Oxford St				South Approach Access Driveway				West Approach Oxford St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	2	0	1	0	1	76	0	0	0	0	0	1	0	183	4
6:45	7:00	0	2	0	2	0	0	87	0	0	0	0	0	0	0	184	3
7:00	7:15	0	0	0	5	2	2	97	1	0	0	0	0	0	0	144	2
7:15	7:30	0	0	0	4	0	3	126	0	0	0	0	0	0	0	122	1
7:30	7:45	0	0	0	2	0	0	158	0	0	0	0	0	1	0	154	2
7:45	8:00	0	0	0	7	0	1	158	0	0	0	0	0	0	0	148	0
8:00	8:15	0	0	0	5	1	0	193	0	0	0	0	0	1	0	170	5
8:15	8:30	0	1	0	4	0	4	208	0	0	0	0	0	0	0	158	3
8:30	8:45	0	0	0	7	0	4	135	0	0	0	0	0	0	0	158	1
8:45	9:00	0	0	0	7	1	3	158	0	0	0	0	0	0	0	142	2
9:00	9:15	0	0	0	4	0	1	145	0	0	0	0	0	0	0	131	2
9:15	9:30	0	0	0	5	0	0	121	0	0	0	0	0	0	0	149	3
15:30	15:45	0	1	0	4	0	3	114	0	0	0	0	0	0	0	203	3
15:45	16:00	0	2	0	6	1	9	129	0	0	0	0	0	0	0	221	1
16:00	16:15	0	1	0	4	3	14	144	0	0	0	0	0	0	0	175	2
16:15	16:30	0	0	0	3	0	6	113	0	0	0	0	0	0	0	222	2
16:30	16:45	0	1	0	2	0	6	148	0	0	0	0	0	0	0	193	4
16:45	17:00	0	3	0	2	0	7	147	0	0	0	0	0	0	0	241	2
17:00	17:15	0	1	0	5	1	15	107	0	0	0	0	0	0	0	222	3
17:15	17:30	0	1	0	3	0	10	123	0	0	0	0	0	0	0	236	2
17:30	17:45	0	0	0	5	0	10	129	0	0	0	0	0	0	0	322	1
17:45	18:00	0	1	0	4	1	15	122	0	0	0	0	0	0	0	250	3
18:00	18:15	0	0	0	4	0	8	111	0	0	0	0	0	0	0	214	3
18:15	18:30	0	0	0	4	0	6	107	0	0	0	0	0	0	0	211	3

Peak Time		North Approach Shadforth St				East Approach Oxford St				South Approach Access Driveway				West Approach Oxford St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	1	0	18	1	5	717	0	0	0	0	0	2	0	630	10	1384
16:45	17:45	0	5	0	15	1	42	506	0	0	0	0	0	0	0	1021	8	1598

Heavy Vehicles

Time		North Approach Shadforth St				East Approach Oxford St				South Approach Access Driveway				West Approach Oxford St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	12	0
6:45	7:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	17	0
7:00	7:15	0	0	0	0	0	0	8	0	0	0	0	0	0	0	14	1
7:15	7:30	0	0	0	0	0	0	9	0	0	0	0	0	0	0	10	0
7:30	7:45	0	0	0	0	0	0	10	0	0	0	0	0	0	0	15	1
7:45	8:00	0	0	0	0	0	0	7	0	0	0	0	0	0	0	12	0
8:00	8:15	0	0	0	0	0	0	11	0	0	0	0	0	0	0	15	0
8:15	8:30	0	0	0	0	0	0	16	0	0	0	0	0	0	0	12	0
8:30	8:45	0	0	0	0	0	0	10	0	0	0	0	0	0	0	8	0
8:45	9:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	10	0
9:00	9:15	0	0	0	0	0	0	10	0	0	0	0	0	0	0	14	0
9:15	9:30	0	0	0	0	0	0	8	0	0	0	0	0	0	0	11	0
15:30	15:45	0	0	0	1	0	0	9	0	0	0	0	0	0	0	10	0
15:45	16:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0
16:00	16:15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0
16:15	16:30	0	0	0	0	0	0	10	0	0	0	0	0	0	0	6	0
16:30	16:45	0	0	0	0	0	0	6	0	0	0	0	0	0	0	3	1
16:45	17:00	0	0	0	1	0	1	12	0	0	0	0	0	0	0	5	0
17:00	17:15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0
17:15	17:30	0	0	0	0	0	0	13	0	0	0	0	0	0	0	9	0
17:30	17:45	0	0	0	0	0	0	7	0	0	0	0	0	0	0	10	0
17:45	18:00	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0
18:00	18:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	11	0
18:15	18:30	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	0

Peak Time		North Approach Shadforth St				East Approach Oxford St				South Approach Access Driveway				West Approach Oxford St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	0	0	0	0	0	44	0	0	0	0	0	0	0	54	1	99
16:45	17:45	0	0	0	1	0	1	37	0	0	0	0	0	0	0	31	0	70

APPENDIX C

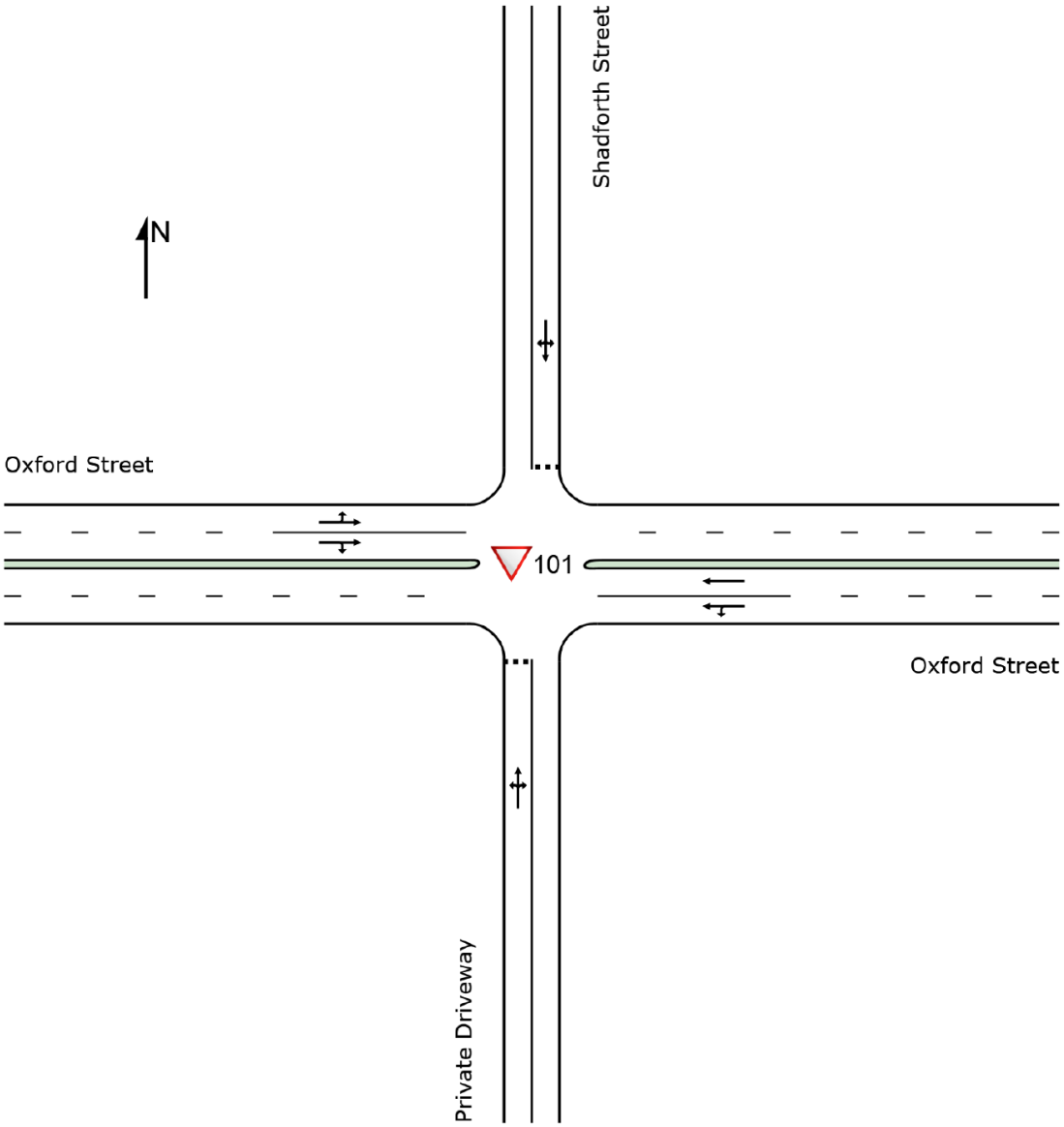
SIDRA MOVEMENT SUMMARIES

SITE LAYOUT

Site: 101 [AM Peak Oxford St & Shadforth St (Site Folder: Existing)]

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

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



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Project: Z:\DATA\Data\Jobs01\Jobs\25work\25332_160OxfordStPaddington\SIDRA\251128 SIDRA.sip9

MOVEMENT SUMMARY

Site: 101 [AM Peak Oxford St & Shadforth St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Private Driveway															
1	L2	All MCs	1	0.0	1	0.0	0.019	5.1	LOS A	0.1	0.4	0.79	0.75	0.79	34.0
2	T1	All MCs	1	0.0	1	0.0	0.019	27.9	LOS B	0.1	0.4	0.79	0.75	0.79	31.7
3	R2	All MCs	1	0.0	1	0.0	0.019	37.3	LOS C	0.1	0.4	0.79	0.75	0.79	33.9
Approach			3	0.0	3	0.0	0.019	23.4	LOS B	0.1	0.4	0.79	0.75	0.79	33.1
East: Oxford Street															
4	L2	All MCs	1	0.0	1	0.0	0.213	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.7
5	T1	All MCs	801	5.8	801	5.8	0.213	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			802	5.8	802	5.8	0.213	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Shadforth Street															
7	L2	All MCs	19	0.0	19	0.0	0.037	5.0	LOS A	0.1	0.9	0.53	0.57	0.53	39.7
8	T1	All MCs	1	0.0	1	0.0	0.037	29.1	LOS C	0.1	0.9	0.53	0.57	0.53	36.6
9	R2	All MCs	1	0.0	1	0.0	0.037	38.1	LOS C	0.1	0.9	0.53	0.57	0.53	39.7
Approach			21	0.0	21	0.0	0.037	7.8	LOS A	0.1	0.9	0.53	0.57	0.53	39.5
West: Oxford Street															
10	L2	All MCs	12	9.1	12	9.1	0.198	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	48.4
11	T1	All MCs	720	7.9	720	7.9	0.198	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	49.9
12	R2	All MCs	1	0.0	1	0.0	0.198	5.7	LOS A	0.0	0.1	0.01	0.00	0.01	43.9
Approach			733	7.9	733	7.9	0.198	0.1	NA	0.0	0.1	0.00	0.01	0.00	49.9
All Vehicles			1559	6.7	1559	6.7	0.213	0.2	NA	0.1	0.9	0.01	0.01	0.01	49.7

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.

MOVEMENT SUMMARY

Site: 101 [AM Peak Oxford St & Shadforth St (Site Folder: Proposed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Private Driveway															
1	L2	All MCs	1	0.0	1	0.0	0.019	5.1	LOS A	0.1	0.4	0.79	0.75	0.79	33.9
2	T1	All MCs	1	0.0	1	0.0	0.019	28.0	LOS B	0.1	0.4	0.79	0.75	0.79	31.6
3	R2	All MCs	1	0.0	1	0.0	0.019	37.6	LOS C	0.1	0.4	0.79	0.75	0.79	33.9
Approach			3	0.0	3	0.0	0.019	23.6	LOS B	0.1	0.4	0.79	0.75	0.79	33.1
East: Oxford Street															
4	L2	All MCs	1	0.0	1	0.0	0.213	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.7
5	T1	All MCs	801	5.8	801	5.8	0.213	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			802	5.8	802	5.8	0.213	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
North: Shadforth Street															
7	L2	All MCs	24	0.0	24	0.0	0.043	5.0	LOS A	0.2	1.1	0.51	0.57	0.51	39.9
8	T1	All MCs	1	0.0	1	0.0	0.043	29.4	LOS C	0.2	1.1	0.51	0.57	0.51	36.8
9	R2	All MCs	1	0.0	1	0.0	0.043	38.5	LOS C	0.2	1.1	0.51	0.57	0.51	39.9
Approach			26	0.0	26	0.0	0.043	7.3	LOS A	0.2	1.1	0.51	0.57	0.51	39.8
West: Oxford Street															
10	L2	All MCs	15	7.1	15	7.1	0.199	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	48.5
11	T1	All MCs	720	7.9	720	7.9	0.199	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	49.9
12	R2	All MCs	1	0.0	1	0.0	0.199	5.7	LOS A	0.0	0.1	0.01	0.00	0.01	43.9
Approach			736	7.9	736	7.9	0.199	0.1	NA	0.0	0.1	0.00	0.01	0.00	49.8
All Vehicles			1567	6.6	1567	6.6	0.213	0.3	NA	0.2	1.1	0.01	0.02	0.01	49.6

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.

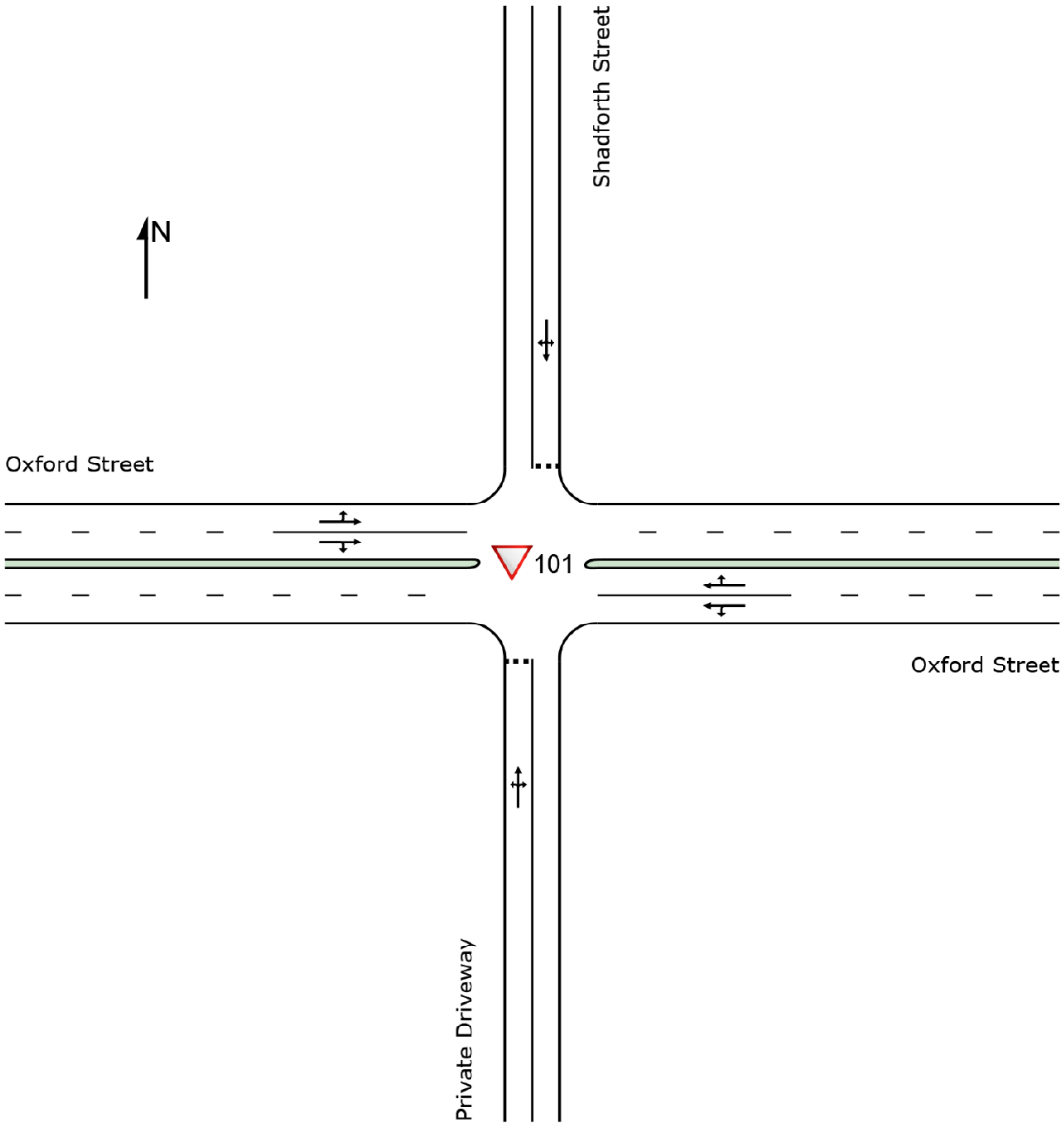
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [PM Peak Oxford St & Shadforth St (Site Folder: Existing)]

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

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



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MOVEMENT SUMMARY

Site: 101 [PM Peak Oxford St & Shadforth St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Private Driveway															
1	L2	All MCs	1	0.0	1	0.0	0.027	5.0	LOS A	0.1	0.6	0.83	0.80	0.83	31.2
2	T1	All MCs	1	0.0	1	0.0	0.027	39.5	LOS C	0.1	0.6	0.83	0.80	0.83	29.3
3	R2	All MCs	1	0.0	1	0.0	0.027	54.1	LOS D	0.1	0.6	0.83	0.80	0.83	31.2
Approach			3	0.0	3	0.0	0.027	32.8	LOS C	0.1	0.6	0.83	0.80	0.83	30.5
East: Oxford Street															
4	L2	All MCs	1	0.0	1	0.0	0.202	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.7
5	T1	All MCs	572	6.8	572	6.8	0.202	1.4	LOS A	1.0	7.4	0.15	0.17	0.15	48.6
6	R2	All MCs	45	2.3	45	2.3	0.202	12.7	LOS A	1.0	7.4	0.43	0.49	0.43	41.1
Approach			618	6.5	618	6.5	0.202	2.2	NA	1.0	7.4	0.17	0.19	0.17	48.0
North: Shadforth Street															
7	L2	All MCs	17	6.3	17	6.3	0.109	6.5	LOS A	0.3	2.5	0.77	0.83	0.77	35.3
8	T1	All MCs	1	0.0	1	0.0	0.109	41.7	LOS C	0.3	2.5	0.77	0.83	0.77	32.8
9	R2	All MCs	5	0.0	5	0.0	0.109	55.9	LOS D	0.3	2.5	0.77	0.83	0.77	35.3
Approach			23	4.5	23	4.5	0.109	19.3	LOS B	0.3	2.5	0.77	0.83	0.77	35.1
West: Oxford Street															
10	L2	All MCs	8	0.0	8	0.0	0.292	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.6
11	T1	All MCs	1107	2.9	1107	2.9	0.292	0.1	LOS A	0.0	0.1	0.00	0.00	0.00	49.9
12	R2	All MCs	1	0.0	1	0.0	0.292	5.0	LOS A	0.0	0.1	0.00	0.00	0.00	43.9
Approach			1117	2.9	1117	2.9	0.292	0.1	NA	0.0	0.1	0.00	0.00	0.00	49.9
All Vehicles			1761	4.2	1761	4.2	0.292	1.2	NA	1.0	7.4	0.07	0.08	0.07	48.9

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.

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MOVEMENT SUMMARY

Site: 101 [PM Peak Oxford St & Shadforth St (Site Folder: Proposed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Private Driveway															
1	L2	All MCs	1	0.0	1	0.0	0.028	5.0	LOS A	0.1	0.6	0.84	0.81	0.84	31.1
2	T1	All MCs	1	0.0	1	0.0	0.028	39.9	LOS C	0.1	0.6	0.84	0.81	0.84	29.2
3	R2	All MCs	1	0.0	1	0.0	0.028	54.6	LOS D	0.1	0.6	0.84	0.81	0.84	31.1
Approach			3	0.0	3	0.0	0.028	33.2	LOS C	0.1	0.6	0.84	0.81	0.84	30.5
East: Oxford Street															
4	L2	All MCs	1	0.0	1	0.0	0.208	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	48.7
5	T1	All MCs	572	6.8	572	6.8	0.208	1.5	LOS A	1.1	7.8	0.15	0.17	0.15	48.6
6	R2	All MCs	49	2.1	49	2.1	0.208	12.7	LOS A	1.1	7.8	0.47	0.53	0.47	40.8
Approach			622	6.4	622	6.4	0.208	2.4	NA	1.1	7.8	0.18	0.20	0.18	47.9
North: Shadforth Street															
7	L2	All MCs	19	5.6	19	5.6	0.112	6.4	LOS A	0.4	2.6	0.77	0.83	0.77	35.6
8	T1	All MCs	1	0.0	1	0.0	0.112	42.2	LOS C	0.4	2.6	0.77	0.83	0.77	33.1
9	R2	All MCs	5	0.0	5	0.0	0.112	56.6	LOS E	0.4	2.6	0.77	0.83	0.77	35.6
Approach			25	4.2	25	4.2	0.112	18.4	LOS B	0.4	2.6	0.77	0.83	0.77	35.5
West: Oxford Street															
10	L2	All MCs	14	0.0	14	0.0	0.294	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.6
11	T1	All MCs	1107	2.9	1107	2.9	0.294	0.1	LOS A	0.0	0.1	0.00	0.01	0.00	49.9
12	R2	All MCs	1	0.0	1	0.0	0.294	5.0	LOS A	0.0	0.1	0.00	0.00	0.00	43.9
Approach			1122	2.9	1122	2.9	0.294	0.1	NA	0.0	0.1	0.00	0.01	0.00	49.9
All Vehicles			1773	4.2	1773	4.2	0.294	1.2	NA	1.1	7.8	0.08	0.09	0.08	48.8

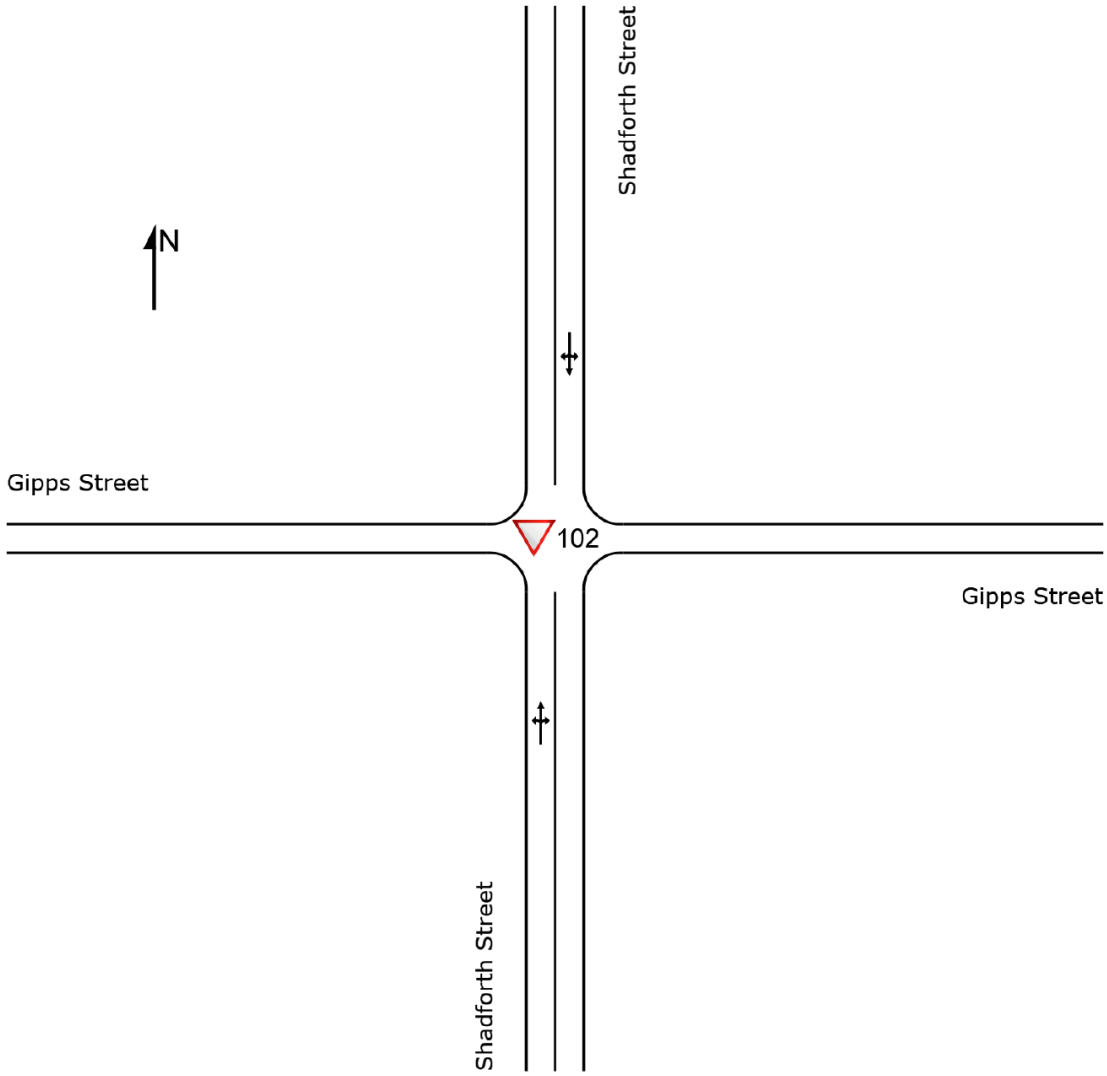
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level 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.

SITE LAYOUT

Site: 102 [AM Peak Shadforth St & Gipps St (Site Folder: Existing)]

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

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



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MOVEMENT SUMMARY

Site: 102 [AM Peak Shadforth St & Gipps St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Shadforth Street															
10	L2	All MCs	7	0.0	7	0.0	0.009	3.4	LOS A	0.0	0.1	0.03	0.28	0.03	38.5
11	T1	All MCs	6	16.7	6	16.7	0.009	0.0	LOS A	0.0	0.1	0.03	0.28	0.03	39.0
12	R2	All MCs	2	0.0	2	0.0	0.009	3.8	LOS A	0.0	0.1	0.03	0.28	0.03	38.4
Approach			16	6.7	16	6.7	0.009	2.1	NA	0.0	0.1	0.03	0.28	0.03	38.7
North: Shadforth Street															
4	L2	All MCs	2	0.0	2	0.0	0.012	3.4	LOS A	0.0	0.1	0.02	0.10	0.02	39.2
5	T1	All MCs	18	0.0	18	0.0	0.012	0.0	LOS A	0.0	0.1	0.02	0.10	0.02	39.7
6	R2	All MCs	2	0.0	2	0.0	0.012	3.8	LOS A	0.0	0.1	0.02	0.10	0.02	39.0
Approach			22	0.0	22	0.0	0.012	0.7	NA	0.0	0.1	0.02	0.10	0.02	39.6
All Vehicles			38	2.8	38	2.8	0.012	1.3	NA	0.0	0.1	0.02	0.17	0.02	39.2

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.

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MOVEMENT SUMMARY

Site: 102 [AM Peak Shadforth St & Gipps St (Site Folder: Proposed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Shadforth Street															
10	L2	All MCs	14	0.0	14	0.0	0.012	3.4	LOS A	0.0	0.1	0.02	0.33	0.02	38.4
11	T1	All MCs	6	16.7	6	16.7	0.012	0.0	LOS A	0.0	0.1	0.02	0.33	0.02	38.9
12	R2	All MCs	2	0.0	2	0.0	0.012	3.8	LOS A	0.0	0.1	0.02	0.33	0.02	38.2
Approach			22	4.8	22	4.8	0.012	2.5	NA	0.0	0.1	0.02	0.33	0.02	38.5
North: Shadforth Street															
4	L2	All MCs	2	0.0	2	0.0	0.012	3.4	LOS A	0.0	0.1	0.02	0.10	0.02	39.2
5	T1	All MCs	18	0.0	18	0.0	0.012	0.0	LOS A	0.0	0.1	0.02	0.10	0.02	39.7
6	R2	All MCs	2	0.0	2	0.0	0.012	3.8	LOS A	0.0	0.1	0.02	0.10	0.02	39.0
Approach			22	0.0	22	0.0	0.012	0.7	NA	0.0	0.1	0.02	0.10	0.02	39.6
All Vehicles			44	2.4	44	2.4	0.012	1.6	NA	0.0	0.1	0.02	0.21	0.02	39.0

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.

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MOVEMENT SUMMARY

Site: 102 [PM Peak Shadforth St & Gipps St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Shadforth Street															
10	L2	All MCs	12	0.0	12	0.0	0.026	3.4	LOS A	0.0	0.3	0.02	0.17	0.02	39.0
11	T1	All MCs	33	3.2	33	3.2	0.026	0.0	LOS A	0.0	0.3	0.02	0.17	0.02	39.4
12	R2	All MCs	5	0.0	5	0.0	0.026	3.8	LOS A	0.0	0.3	0.02	0.17	0.02	38.8
Approach			49	2.1	49	2.1	0.026	1.2	NA	0.0	0.3	0.02	0.17	0.02	39.2
North: Shadforth Street															
4	L2	All MCs	1	0.0	1	0.0	0.012	3.4	LOS A	0.0	0.1	0.03	0.08	0.03	39.2
5	T1	All MCs	19	5.6	19	5.6	0.012	0.0	LOS A	0.0	0.1	0.03	0.08	0.03	39.7
6	R2	All MCs	2	0.0	2	0.0	0.012	3.9	LOS A	0.0	0.1	0.03	0.08	0.03	39.0
Approach			22	4.8	22	4.8	0.012	0.5	NA	0.0	0.1	0.03	0.08	0.03	39.6
All Vehicles			72	2.9	72	2.9	0.026	1.0	NA	0.0	0.3	0.03	0.14	0.03	39.4

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.

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MOVEMENT SUMMARY

Site: 102 [PM Peak Shadforth St & Gipps St (Site Folder: Proposed)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

160 Oxford St, Paddington
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Shadforth Street															
10	L2	All MCs	13	0.0	13	0.0	0.027	3.4	LOS A	0.0	0.3	0.02	0.17	0.02	39.0
11	T1	All MCs	33	3.2	33	3.2	0.027	0.0	LOS A	0.0	0.3	0.02	0.17	0.02	39.4
12	R2	All MCs	5	0.0	5	0.0	0.027	3.8	LOS A	0.0	0.3	0.02	0.17	0.02	38.8
Approach			51	2.1	51	2.1	0.027	1.3	NA	0.0	0.3	0.02	0.17	0.02	39.2
North: Shadforth Street															
4	L2	All MCs	1	0.0	1	0.0	0.012	3.4	LOS A	0.0	0.1	0.03	0.08	0.03	39.2
5	T1	All MCs	19	5.6	19	5.6	0.012	0.0	LOS A	0.0	0.1	0.03	0.08	0.03	39.7
6	R2	All MCs	2	0.0	2	0.0	0.012	3.9	LOS A	0.0	0.1	0.03	0.08	0.03	39.0
Approach			22	4.8	22	4.8	0.012	0.5	NA	0.0	0.1	0.03	0.08	0.03	39.6
All Vehicles			73	2.9	73	2.9	0.027	1.0	NA	0.0	0.3	0.03	0.14	0.03	39.3

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.

APPENDIX D

LETTER FROM PRIVATE WASTE CONTRACTOR

2 December 2025

Ching Oung
Toohey Miller
Level 5, 19 Harris St,
Pyrmont, NSW 2009

Re – Proposed Development – 142-160 Oxford Street, 13 Gipps Street and 6 Shadforth Street, Paddington, NSW 2021

Waste & Recycling Management Services

Dear Ching,

I refer to your request for the waste and recycling services for the above development. I've reviewed the plans and drawings for the proposed development and I am pleased to advise we can service the site straight from the source in the proposed basement bin room with our low entry SRV collection vehicle.

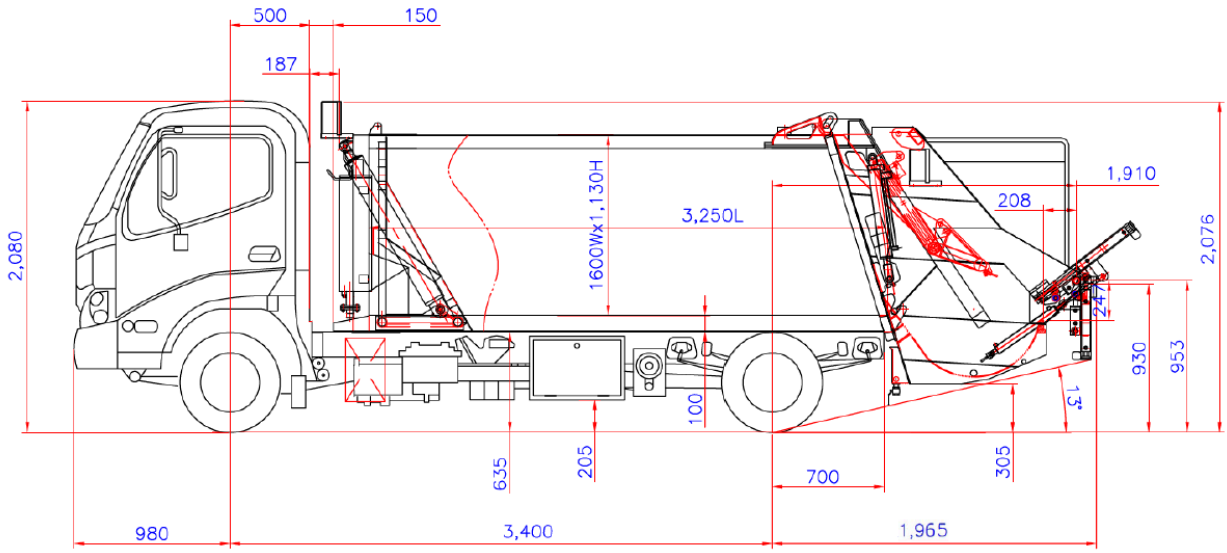
Based on the plans provided, I can confirm that our Waste Clear SRV Mini rear loaders **(2.08m in height, 6.4m in length and 1.7m in width)** are the most suitable vehicles in our fleet to service this site.

Waste Clear has the ability to service this area 7 days per week with a number of various waste streams available such as general waste, mixed recycling, paper/cardboard recycling, food waste recycling and bulky waste collection.

All waste streams are serviced in separate designated collection vehicles and materials collected are delivered to the nearest and most suitable EPA licensed facilities.

Education
Waste Clear will provide clear and appropriate signage which will be displayed in notice areas and on or above every provided bin in to ensure all parties have an understanding of what is accepted in each bin.

Service Vehicle Dimensions - SRV



All Waste Clear SRV vehicles are fitted with the following to ensure maximum visibility and safety:

- 4x Front and Rear flashing amber 'hazard warning lights'
- Fitted with a "reverse warning beeper"
- Fitted with reverse cameras visible in the driver's cabin
- Fitted Emergency stop buttons on both sides of vehicle hopper
- Fire extinguishers and spill kits
- 1.9 Tonne capacity and works with a 1:4 gradient with a 2m Gradient Change Transition Up To 1:8 (driveway slope).

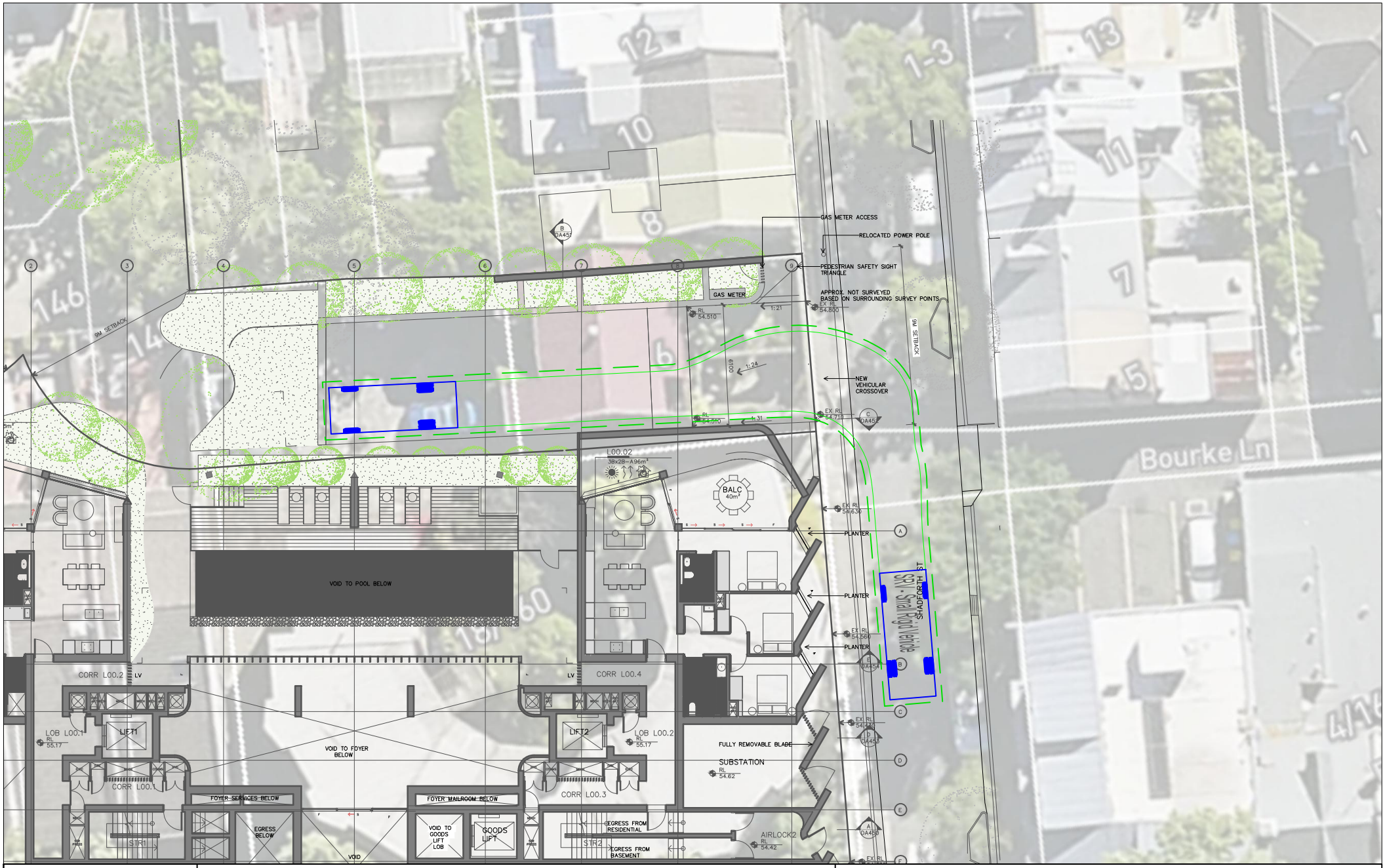
Should you require any further information, please do not hesitate to contact me on 1300 52 53 52.

Kind regards,

Joel De Pasquale
Customer Service & Internal Sales
Waste Clear Pty Ltd
P: 1300 52 53 52
M: 0407 315 682
E: customerservice@wasteclear.com.au

APPENDIX E

SWEPT TURNING PATH DIAGRAMS



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ABN 88 071 762 537
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20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED-USE DEVELOPMENT

DRAWING TITLE
GF_SRV_Entry

1:250 @ A4

ADDRESS
160 Oxford St,
Paddington

PROJECT NO.
25332

DATE DRAWN
2025-12-17

REVIEWED
RV

PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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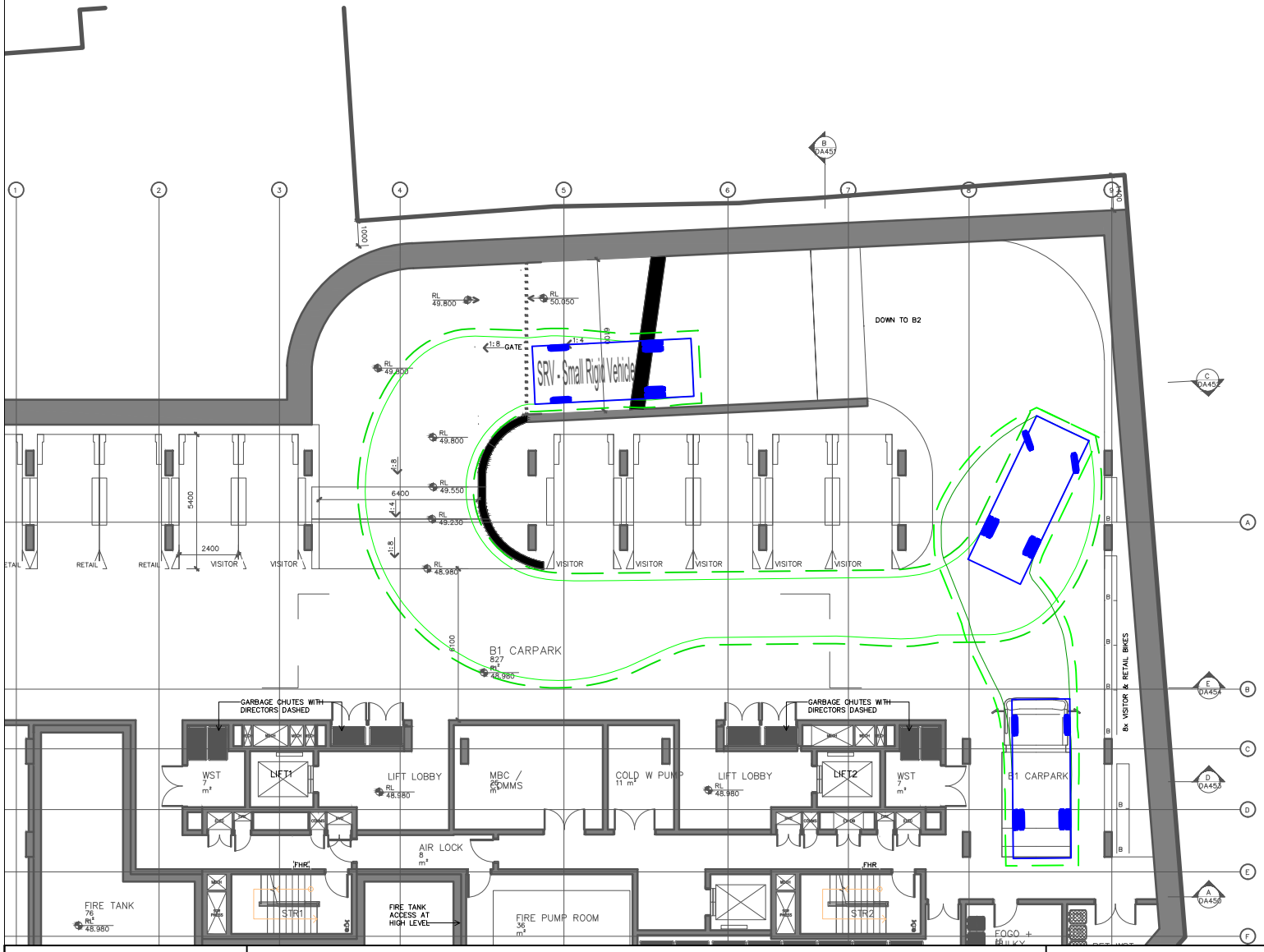
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PROJECT
MIXED-USE DEVELOPMENT

DRAWING TITLE
B1_SRV_Entry

1:250 @ A4

ADDRESS
160 Oxford St,
Paddington

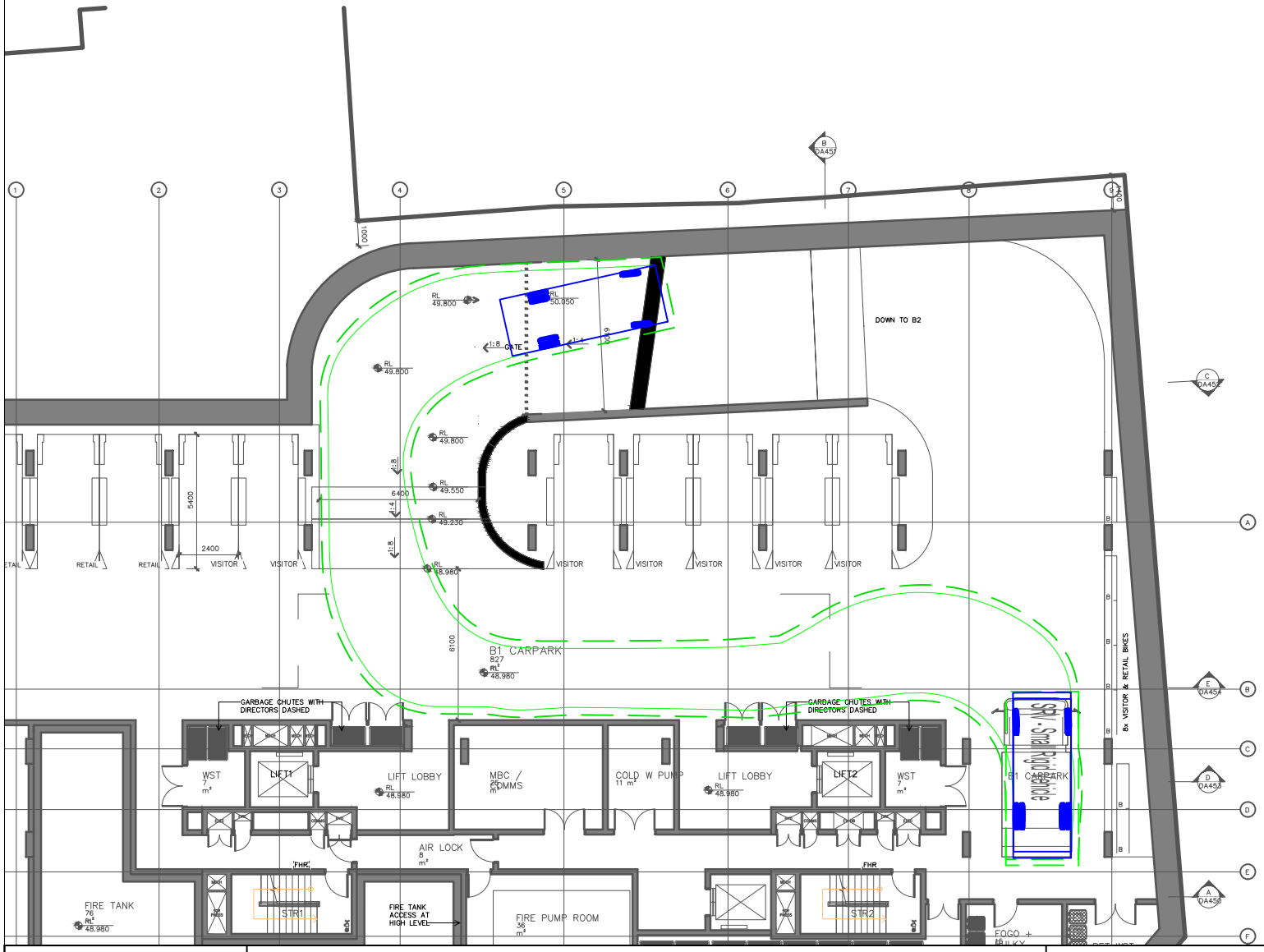
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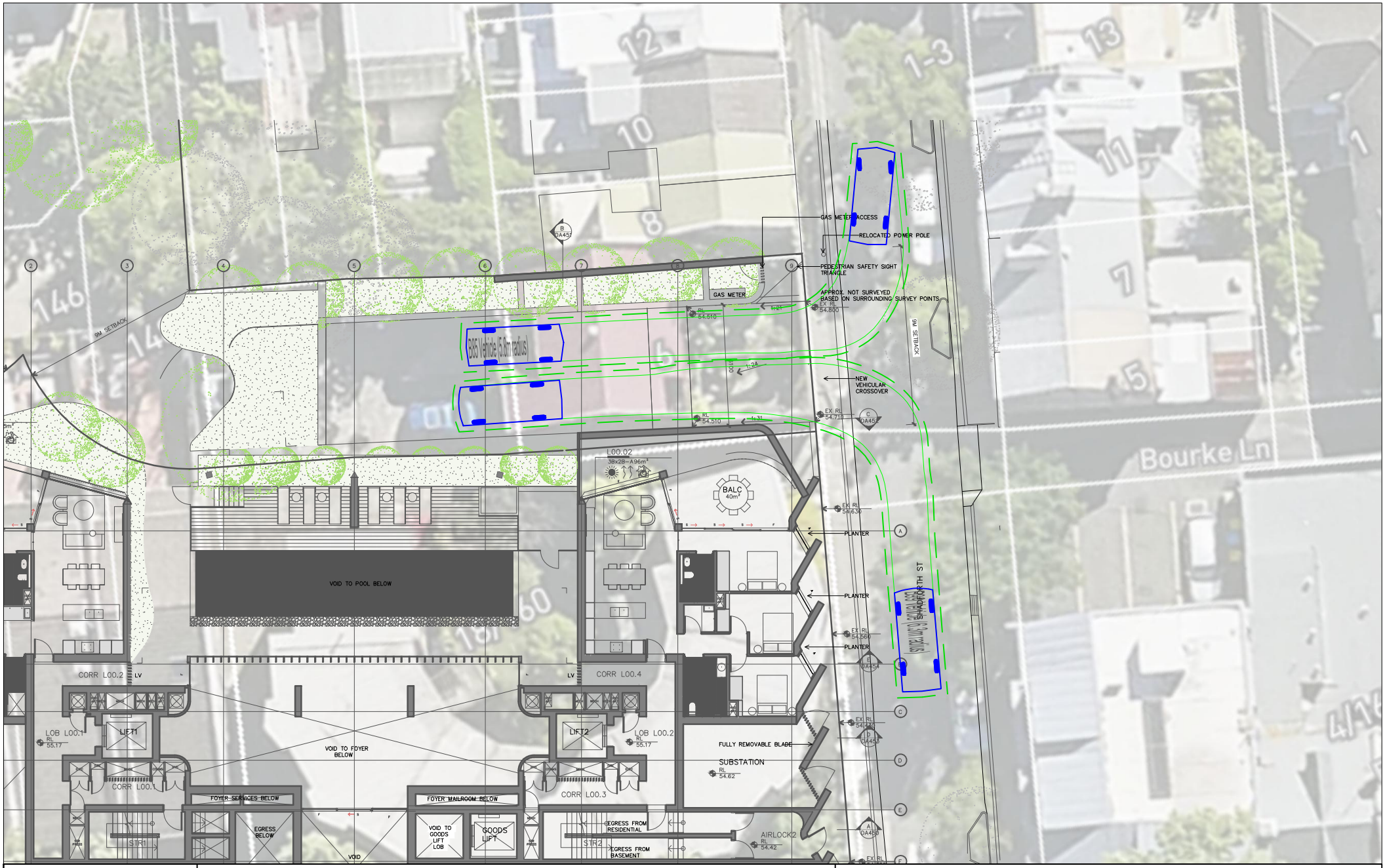
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PROJECT
MIXED-USE DEVELOPMENT

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GF_B99&B85_Passing

1:250 @ A4

ADDRESS
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Paddington

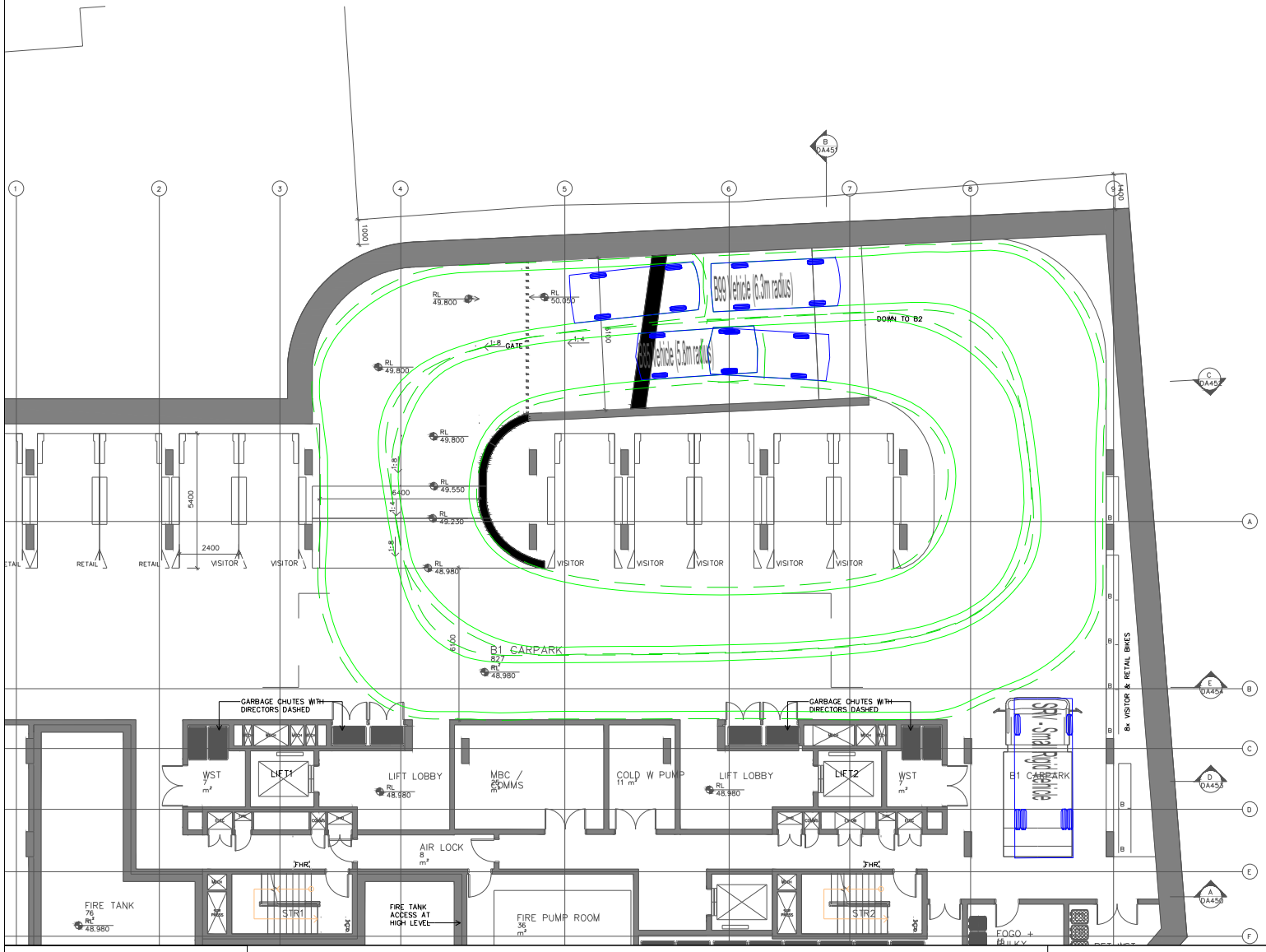
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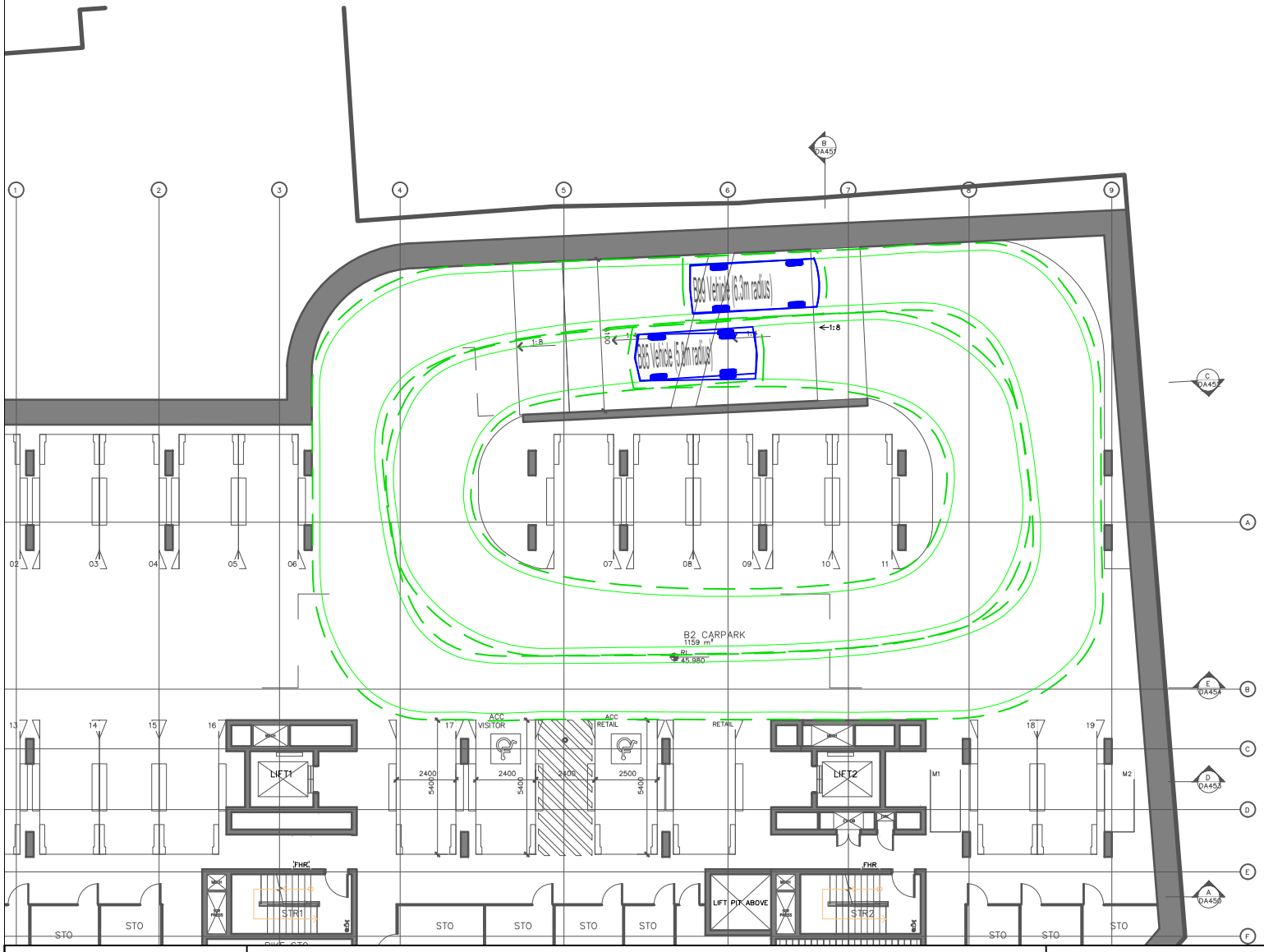
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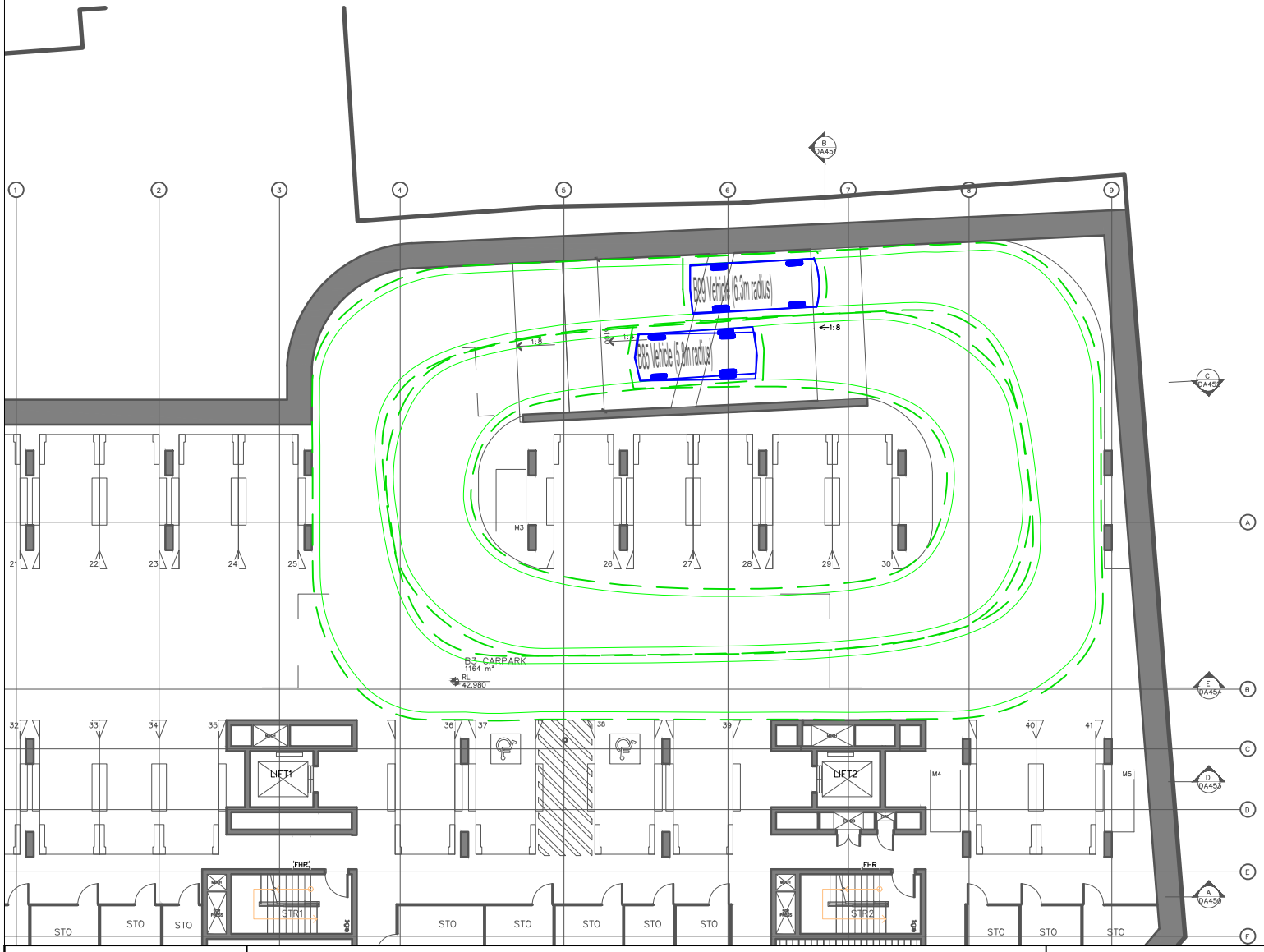
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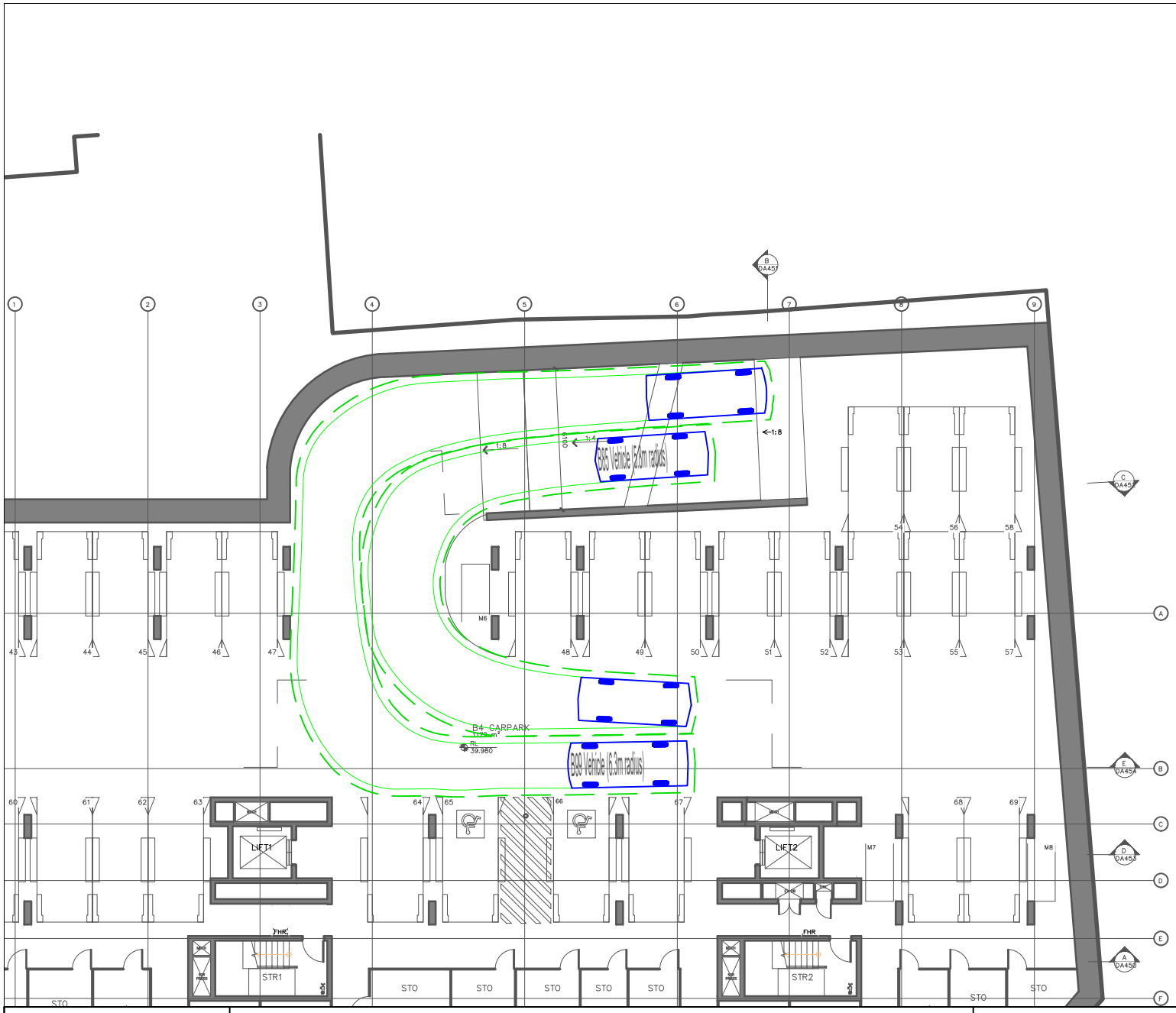
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