Our Ref: 22S0007

People, Passion, Perseverance

11 March 2024

Roche Group Pty Ltd
365 New South Head Road, Double Bay
Sydney, NSW, 1360

Attention: Mr. Wes Van Der Gardner (Director Development)

Dear Wes,

RE: (DA/2023/0467) 469-483 Balmain Road – Response to Council Traffic RFI
Balmain Road/Alberto Street Intersection Improvements

We refer to Item 7 of Inner West Councils RFI (letter received 23 February 2024) and public notification letter dated 01 March 2024 in relation to proposed safety changes at the intersection of Alberto Street/Balmain Road as indicated in **Attachment 1**.

PeopleTrans has reviewed the traffic implications of these changes as it relates to the current DA proposal for 469-483 Balmain Road, the outcomes of which, are as follows:

(i) The proposal restricts access for heavy vehicles to a maximum of 8.8m MRV's (Refer Councils swept path analysis) when the proposed development was designed to accommodate 12.5m HRV's. A maximum 8.8m MRV is acceptable to service the needs of the proposed development and these vehicle types can also be adequately accommodated within the proposed basement loading area.

(ii) The marginal increase in the number of heavy vehicle movements required to service the proposed development accounting for the change from HRV's to MRV's would not materially impact on the operation of this intersection or the surrounding road network.
Future Sidra modelling undertaken as part of the original DA indicated that this intersection would operate at LoS A (refer Sidra results in **Attachment 2**) following full development of the 469-483 Balmain Road site allowing for additional capacity in the future. As such there is no need for additional traffic modelling.

(iii) The two existing driveways which service the current development will be consolidated into a single driveway further along Alberto Street as part of the proposed DA which will allow further kerbside parking. The proposals do not impact or compromise these future access plans.

In summary the Inner West Council proposals to improve the intersection of Balmain Road / Alberto Street, in traffic terms, can be accommodated by the current DA with no need to make any changes as a result.

I trust the above meets with your requirements, but should you have any questions or require any further information, please contact me on (02) 8226 8760.

Yours sincerely

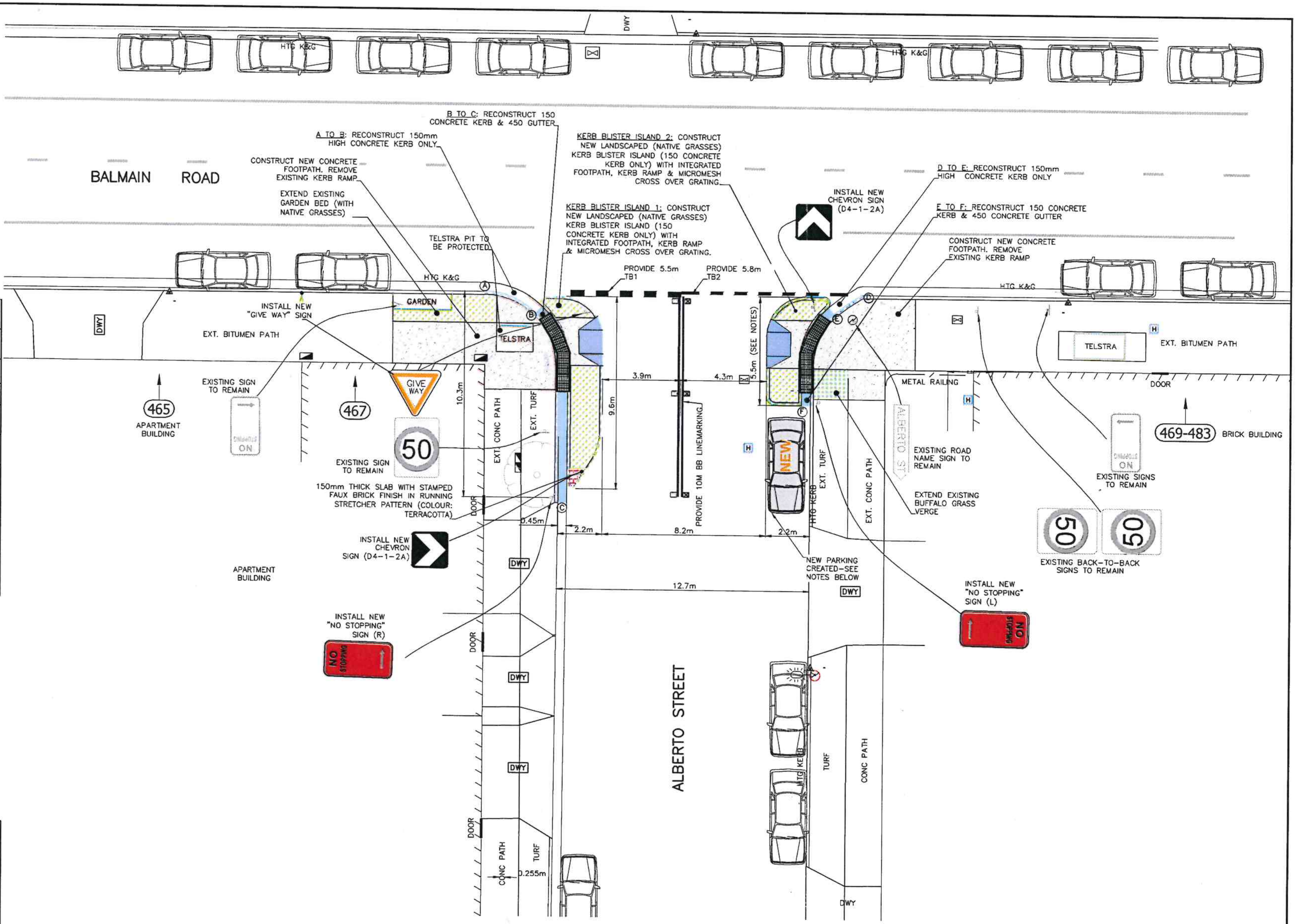
PeopleTrans

Alan Stewart
Director

Encl.
Attachment 1: Inner West Council Intersection Improvement Proposal
Attachment 2: PeopleTrans AM/PM peak hour Sidra Results

ATTACHMENT 1

Inner West Council Intersection Improvement Plan – Balmain Road/Alberto Street



GENERAL LEGEND

	EXISTING KERB & GUTTER
	PROPOSED CONCRETE KERB ONLY
	PROPOSED CONCRETE KERB & GUTTER
	PROPOSED FIBER GLASS GUTTER BRIDGE OVER 450mm CONCRETE GUTTER
	PROPOSED CONCRETE KERB RAMP
	PROPOSED FOOTPATH 80mm THICK PLAIN CONCRETE
	PROPOSED GARDEN BED WITH NATIVE PLANTS
	PROPOSED RELAY BUFFALO GRASS
	EXISTING STREET TREE TO REMAIN
465	STREET PROPERTY'S NUMBER

PARKING LEGEND

NEW CAR PARKING SPACE-CREATED ONE SPOT	NEW
EXISTING CAR PARKING SPACE	
REMOVED CAR PARKING SPACE	

CARPARKING REPORT

NEW CAR SPACES............1
LOSS OF PARKING...........0

SIGN LEGEND

NO STOPPING	PROPOSED NEW ROAD SIGN
GIVE WAY	PROPOSED RELOCATION OF ROAD SIGN
GIVE WAY	EXISTING SIGN TO REMAIN

NOTES: FOR A PROPOSED NEW PARKING SPACE AT THE EAST SIDE OF ALBERTO STREET IS SUBJECTED TO APPROVAL FROM TRANSPORT FOR NSW (TfNSW) AT MAY 24, LTC MEETING. PROPOSED TO REDUCE 5.2m FROM 10.m 'NO STOPPING ZONE'. IF 5.2m 'NO STOPPING ZONE' IS NOT SUPPORTED THEN THE PARKING WILL BE REMOVED AND GARDEN BED WILL BE EXTENDED.

PLAN VIEW

SCALE 1:100 (A1 PLOT)

FOR TRAFFIC COMMITTEE

CHECKED & APPROVED	SURVEYED BY ADAM DILLON 14-06-2023
APPROVED FOR CONSTRUCTION	DESIGNED BY MOH'D HAQUE FEB 2024
	DRAWN BY MOH'D HAQUE FEB 2024

INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. 02) 9392 5000
Post: PO Box 14 PETERSHAM
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au

NOTICES	DATE
SURV. GEN.	
R.M.S.	
A.G.L. / SHELL PIPELINES	
SYDNEY WATER	
TELSTRA / OPTUS	
AUSGRID	
NOTICE OF ENTRY	
KERB & GUTTER	

COORDINATE SYSTEM GDA2020
SCALES (ORIGINAL A1) 1:100

REV.	DATE	DESCRIPTION	APPROV.

ALBERTO STREET, BALMAIN
(AT BALMAIN ROAD)
PROPOSED KERB BLISTERS
CONSULTATION PLAN

PROJECT NO. 303256
SHEET NO. 1 of 1
PLAN NO. 10253
SHEET REV #

ATTACHMENT 2

Sidra Results
(Development & Future 10 Year – AM/PM/SAT)
Intersection Balmain Road/Alberto Street

MOVEMENT SUMMARY

Site: [Balmain Road / Alberto Street Project - AM (Site Folder: Project)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Network: 1 [Project - AM (Network Folder: Project)]

22S00007 469-483 Balmain Road, Lilyfield
Balmain Road and Alberton Street intersection
AM Peak Hour - Project
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: Alberto Street															
21	L2	All MCs	21	5.0	21	5.0	0.129	5.8	LOS A	0.4	3.0	0.67	0.82	0.67	37.8
23	R2	All MCs	28	3.7	28	3.7	0.129	16.4	LOS B	0.4	3.0	0.67	0.82	0.67	13.9
Approach			49	4.3	49	4.3	0.129	11.9	LOS A	0.4	3.0	0.67	0.82	0.67	31.1
East: Balmain Road															
24	L2	All MCs	60	1.8	60	1.8	0.282	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	47.0
25	T1	All MCs	474	4.0	474	4.0	0.282	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.3
Approach			534	3.7	534	3.7	0.282	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.3
West: Balmain Road															
31	T1	All MCs	738	4.7	738	4.7	0.429	0.1	LOS A	0.7	5.2	0.09	0.11	0.10	49.0
32	R2	All MCs	41	2.6	41	2.6	0.429	13.5	LOS A	0.7	5.2	0.09	0.11	0.10	49.0
Approach			779	4.6	779	4.6	0.429	0.8	NA	0.7	5.2	0.09	0.11	0.10	49.0
All Vehicles			1362	4.3	1362	4.3	0.429	1.1	NA	0.7	5.2	0.08	0.11	0.08	48.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: [Balmain Road / Alberto Street Project - PM (Site Folder: Project)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Network: 1 [Project - PM (Network Folder: Project)]

22S00007 469-483 Balmain Road, Lilyfield
Balmain Road and Alberto Street intersection
PM Peak Hour - Project
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: Alberto Street															
21	L2	All MCs	21	10.0	21	10.0	0.128	7.4	LOS A	0.4	3.0	0.72	0.86	0.72	36.7
23	R2	All MCs	22	4.8	22	4.8	0.128	19.1	LOS B	0.4	3.0	0.72	0.86	0.72	12.7
Approach			43	7.3	43	7.3	0.128	13.4	LOS A	0.4	3.0	0.72	0.86	0.72	30.9
East: Balmain Road															
24	L2	All MCs	76	2.8	76	2.8	0.403	4.6	LOS A	0.0	0.0	0.00	0.05	0.00	47.3
25	T1	All MCs	689	3.4	689	3.4	0.403	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.3
Approach			765	3.3	765	3.3	0.403	0.5	NA	0.0	0.0	0.00	0.05	0.00	49.3
West: Balmain Road															
31	T1	All MCs	709	2.2	709	2.2	0.415	0.1	LOS A	0.9	6.2	0.11	0.13	0.12	48.6
32	R2	All MCs	36	2.9	36	2.9	0.415	21.0	LOS B	0.9	6.2	0.11	0.13	0.12	48.6
Approach			745	2.3	745	2.3	0.415	1.1	NA	0.9	6.2	0.11	0.13	0.12	48.6
All Vehicles			1554	2.9	1554	2.9	0.415	1.1	NA	0.9	6.2	0.07	0.11	0.08	48.5

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: [Balmain Road / Alberto Street Project - SAT (Site Folder: Project)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Network: 1 [Project - SAT (Network Folder: Project)]

22S00007 469-483 Balmain Road, Lilyfield
Balmain Road and Alberto Street intersection
Saturday Midday - Project
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: Alberto Street															
21	L2	All MCs	23	4.5	23	4.5	0.109	6.1	LOS A	0.3	2.5	0.66	0.81	0.66	38.3
23	R2	All MCs	22	4.8	22	4.8	0.109	16.4	LOS B	0.3	2.5	0.66	0.81	0.66	14.6
Approach			45	4.7	45	4.7	0.109	11.1	LOS A	0.3	2.5	0.66	0.81	0.66	33.3
East: Balmain Road															
24	L2	All MCs	61	3.4	61	3.4	0.315	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	47.3
25	T1	All MCs	538	3.3	538	3.3	0.315	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.4
Approach			599	3.3	599	3.3	0.315	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.3
West: Balmain Road															
31	T1	All MCs	685	2.2	685	2.2	0.410	0.1	LOS A	0.9	6.5	0.13	0.15	0.14	48.6
32	R2	All MCs	52	2.0	52	2.0	0.410	14.7	LOS B	0.9	6.5	0.13	0.15	0.14	48.6
Approach			737	2.1	737	2.1	0.410	1.1	NA	0.9	6.5	0.13	0.15	0.14	48.6
All Vehicles			1381	2.7	1381	2.7	0.410	1.2	NA	0.9	6.5	0.09	0.13	0.10	48.5

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: 2 [Balmain Road / Alberto Street Future - AM (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Network: 1 [Future - AM (Network Folder: Future)]

22S00007 469-483 Balmain Road, Lilyfield
Balmain Road and Alberton Street intersection
AM Peak Hour - Future 10 year
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

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: Alberto Street															
21	L2	All MCs	21	5.0	21	5.0	0.156	6.0	LOS A	0.5	3.5	0.71	0.86	0.71	36.4
23	R2	All MCs	28	3.7	28	3.7	0.156	20.0	LOS B	0.5	3.5	0.71	0.86	0.71	12.3
Approach			49	4.3	49	4.3	0.156	14.1	LOS A	0.5	3.5	0.71	0.86	0.71	29.2
East: Balmain Road															
24	L2	All MCs	60	1.8	60	1.8	0.307	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	47.3
25	T1	All MCs	521	4.0	521	4.0	0.307	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.4
Approach			581	3.8	581	3.8	0.307	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.3
West: Balmain Road															
31	T1	All MCs	812	4.7	812	4.7	0.470	0.1	LOS A	1.0	7.0	0.09	0.10	0.12	48.9
32	R2	All MCs	41	2.6	41	2.6	0.470	15.2	LOS B	1.0	7.0	0.09	0.10	0.12	48.9
Approach			853	4.6	853	4.6	0.470	0.9	NA	1.0	7.0	0.09	0.10	0.12	48.9
All Vehicles			1483	4.3	1483	4.3	0.470	1.2	NA	1.0	7.0	0.08	0.11	0.09	48.5

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: 2 [Balmain Road / Alberto Street Future - PM (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Network: 1 [Future - PM (Network Folder: Future)]

22S00007 469-483 Balmain Road, Lilyfield
Balmain Road and Alberto Street intersection
PM Peak Hour - Future 10 Year
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

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: Alberto Street															
21	L2	All MCs	21	10.0	21	10.0	0.158	8.1	LOS A	0.5	3.6	0.77	0.89	0.77	35.1
23	R2	All MCs	22	4.8	22	4.8	0.158	23.8	LOS B	0.5	3.6	0.77	0.89	0.77	11.1
Approach			43	7.3	43	7.3	0.158	16.1	LOS B	0.5	3.6	0.77	0.89	0.77	28.8
East: Balmain Road															
24	L2	All MCs	76	2.8	76	2.8	0.439	4.6	LOS A	0.0	0.0	0.00	0.05	0.00	47.5
25	T1	All MCs	758	3.4	758	3.4	0.439	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.3
Approach			834	3.3	834	3.3	0.439	0.5	NA	0.0	0.0	0.00	0.05	0.00	49.3
West: Balmain Road															
31	T1	All MCs	780	2.2	780	2.2	0.456	0.3	LOS A	1.2	8.7	0.10	0.13	0.15	48.3
32	R2	All MCs	36	2.9	36	2.9	0.456	24.9	LOS B	1.2	8.7	0.10	0.13	0.15	48.3
Approach			816	2.3	816	2.3	0.456	1.4	NA	1.2	8.7	0.10	0.13	0.15	48.3
All Vehicles			1694	2.9	1694	2.9	0.456	1.3	NA	1.2	8.7	0.07	0.11	0.09	48.3

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.

MOVEMENT SUMMARY

Site: 2 [Balmain Road / Alberto Street Future - SAT (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Network: 1 [Future - SAT (Network Folder: Future)]

22S00007 469-483 Balmain Road, Lilyfield
Balmain Road and Alberto Street intersection
Saturday Midday - Future 10 Year
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

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: Alberto Street															
21	L2	All MCs	23	4.5	23	4.5	0.132	6.5	LOS A	0.4	3.0	0.69	0.85	0.69	37.1
23	R2	All MCs	22	4.8	22	4.8	0.132	20.0	LOS B	0.4	3.0	0.69	0.85	0.69	13.0
Approach			45	4.7	45	4.7	0.132	13.1	LOS A	0.4	3.0	0.69	0.85	0.69	31.6
East: Balmain Road															
24	L2	All MCs	61	3.4	61	3.4	0.344	4.6	LOS A	0.0	0.0	0.00	0.05	0.00	47.5
25	T1	All MCs	592	3.3	592	3.3	0.344	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.4
Approach			653	3.3	653	3.3	0.344	0.5	NA	0.0	0.0	0.00	0.05	0.00	49.3
West: Balmain Road															
31	T1	All MCs	754	2.2	754	2.2	0.449	0.2	LOS A	1.2	8.7	0.12	0.15	0.16	48.4
32	R2	All MCs	52	2.0	52	2.0	0.449	16.8	LOS B	1.2	8.7	0.12	0.15	0.16	48.4
Approach			805	2.1	805	2.1	0.449	1.3	NA	1.2	8.7	0.12	0.15	0.16	48.4
All Vehicles			1503	2.7	1503	2.7	0.449	1.3	NA	1.2	8.7	0.09	0.13	0.11	48.4

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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