Barker Ryan Stewart
Planning • Sustainability • Infrastructure • Development • Certification

TRAFFIC IMPACT STATEMENT

PROPOSED
RESIDENTIAL FLAT BUILDING

ADAMSTOWN RSL

284 BRUNKER ROAD
ADAMSTOWN

May 2012
Our Ref: 20110072

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Project No.	20110072
Author	RL
Checked	CM
Approved	IS

Rev No.	Status	Date	Comments
1	Final	1/7/11	
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1 Introduction

Barker Ryan Stewart have been engaged by Stevens Constructions to prepare a Traffic Impact Assessment in accordance with the requirements of the Road and Traffic Authority's (RTA's) "Guide to Traffic Generating Developments" to accompany a Development Application to Newcastle City Council for the proposed Residential Flat Building at the rear of the existing Adamstown RSL on Date Street, Adamstown.

The purpose of this report is to assess and address traffic, access, car parking and pedestrian issues generated by the proposed development. This can be briefly outlined as follows:

- The expected traffic generation to/from the proposed development.
- The impact of the proposed development on the road network.
- An analysis based on current traffic counts
- Vehicle parking provisions.
- Access design requirements.

This Traffic Impact Assessment concludes that the subject site is suitable for the proposed development in relation to traffic impact, access and safety considerations

2 Existing Conditions

2.1 Site Location

The subject site has an area of approximately 8,580m^2 and is located between the Brunker Road commercial precinct and the residential development in the west.

The site is located at 284 Brunker Road, Adamstown and includes:

- Lot 1 DP1002163
- Lot 7 DP668223
- Lot A DP362716
- Lot B DP362716
- Lot 38 Sec A DP10602

The site is bound by Brunker Road, Victoria Street, Date Street and a public walk way along the southern boundary.

The main access to the car park is currently via two 5.0m access concrete crossings from Date Street.

Figure 1: Site Location

2.2 Existing Development

The site is currently developed with the Adamstown RSL & Community Club (including a car park) and four dwellings with frontage to Date Street.

The main building is located along the Brunker Road frontage and is comprised of three levels that include a number of function areas, restaurant, poker machine area, undercover parking (41 spaces) and loading dock.

The main patrons' entrance to the RSL is from Brunker Road.

The subject site currently contains a large car park comprising 109 spaces and is accessed from Date Street, which brings the total car parking provision on site to 150 spaces.

The car park also provides access to the loading dock associated with the Adamstown RSL.

Photo 1: Existing access to the site

2.3 Existing Road Conditions

Date Street can be classified as a local road that provides a linkage between the surrounding residential development and Glebe Road. The speed limit along the road is 50km/h and the road is mostly unencumbered by pedestrian crossings or intersections.

The road formation is 6.0m in width and provides for traffic flows in both directions. The formation widens to approximately 12.0m directly to the south of the site. Although the wider formation provides more width, both sides of this section of road also contains on-street parking, effectively limiting the carriageway width. As traffic is not inhibited by the narrowing of road formation it is not expected that road widening would add significantly to traffic flows along Date Street.

The road reserve on both sides of the road formation has been developed with pedestrian footpaths.

Photo 2: Existing Date Street alignment

Photo 3: Public footpath towards the south of the subject land

2.4 Traffic Flows and Volumes

2.4.1 Daily Traffic Data

As no traffic data is available for Date Street, counts were undertaken during the morning and afternoon peak periods to gauge the performance of the current road system.

The traffic counts were undertaken at two intersections in close proximity to the subject site:

- Date Street & Victoria Street
- Date Street & Glebe Road

The counts were limited to these intersections as future residents will most likely, initially utilise this route to connect with Kotara (west) and the Newcastle CBD (east). It is not considered necessary to conduct any further intersection counts and modelling as part of the current development application.

The results of the counts are included in Attachment B of the report.

In summary, it was found that the peak morning and afternoon periods are:

	North	South
8:15am to 9:15am	138	68
16:45pm to 17:45pm	72	168

Table 1: Peak Hour Traffic Counts (Victoria Street /Date Street)

	North	South
8:15am to 9:15am	124	13
16:45pm to 17:45pm	8	84

Table 2: Peak Hour Traffic Counts (Glebe Road /Date Street)

The intersection modelling (refer Attachment C) shows that the majority of the turning movements at the Date Street and Glebe Road intersection can occur with a satisfactory Level of Service (Level of Service A and B), left and right turns onto Glebe Road from the southern leg of Date Street are currently failing with a Level of Service E.

This portion of the Glebe Road and Date Street intersection therefore seems to be at capacity and currently results in long intervals between opportunities for turning movements.

2.4.2 Existing Road Service Level

The current peak flow, derived from the information above, has been estimated at 168veh/hr/lane including 10% heavy vehicles.

Date Street is therefore currently operating at Level of Service A as defined by Table 4.4 (Peak hour flow on urban roads) and therefore above the desirable minimum of Level of Service C.

Level of service A is defined as 'the top level is a condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.'

2.5 Public Transport, Pedestrians and Cyclists.

The site is located in close proximity to a number of public transport connections.

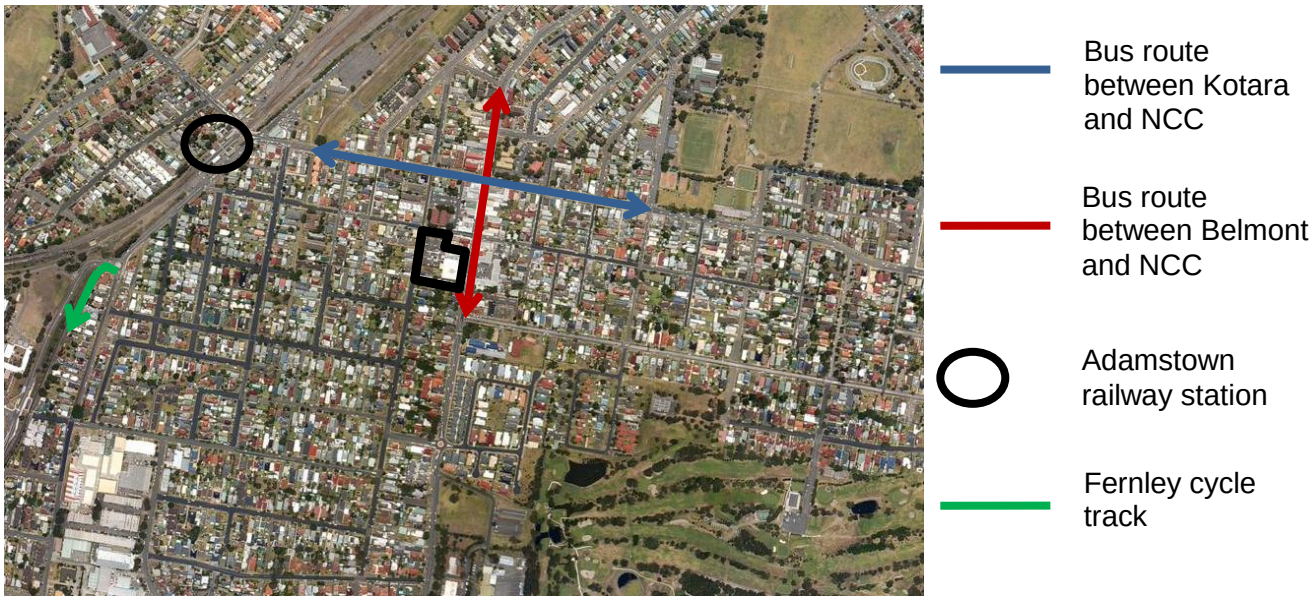

Figure 2: Public transport and cycling options

Bus services to Newcastle CBD and other major centres are available from the Glebe Road and Brunker Road intersection approximately 200m from the proposed development. The Adamstown railway station is located along approximately 600m to the east and connects the area with the Newcastle CBD and the wider Central Coast and Sydney regions.

Pedestrians are catered for via a well established network of footpaths along the local streets in the area, while cyclist can utilise the local road network to access the Fernley Track and other cycle paths.

3 Proposed Development

3.1 Description

It is proposed that the site be developed with a residential flat building and associated car parking. The proposed development plans are included in Attachment A of the report.

The residential flat building will consist of 55 one bedroom units, 38 two bedroom units and 2 three bedroom units. The development will span over five storeys above ground and will also include two underground car parking levels.

A number of alterations to the RSL building will be necessary to allow for the effective and safe movement of traffic through the site. It is proposed that the access to the undercover parking be relocated towards the southern boundary of the site. This will require alterations to the existing car parking layout and will require an altered loading bay layout.

3.2 Access

Both the proposed residential development and the RSL will be accessed from the Date Street frontage. A two way driveway, with a width of 7.815m, will be constructed along the southern boundary and will provide access to the undercover parking associated with the proposed development, proposed RSL car parking and the existing car park under the RSL building.

The overflow parking area to the south of the site will be accessed via 6.0m wide access crossing from Date Street.

The proposed driveway gradients can comply with AS2890.1.

3.3 Circulation

Circulation to the residential development and club will be facilitated via a 5.5m wide internal access road. Vehicles are able to enter and exit the site in a forward direction to and from Date Street.

The access has been designed to allow heavy rigid vehicles to enter the site from the Date Street and allow for one-way circulation, between the buildings, to Victoria Street. To ensure safe pedestrian movements between the buildings, traffic calming measures will be installed between the buildings.

The proposed circulation roadways have been designed in accordance with the requirements AS2890.1 – Off Street Car Parking.

A swept path assessment has been carried in accordance with AS2890.1 and AS2890.2 and attached as Attachment A of this report.

3.4 Parking

The Adamstown Renewal Corridor chapter of the Newcastle DCP 2005 states that *"car parking for residential development or the residential component of development is provided at the same rate as identified for the city centre within Table 1A: Parking Rates – City Centre of Element 4.1 Parking and Access."*

Classifying the proposal as a residential flat building, *Table 1A: Parking Rates – City Centre of Element 4.1 Parking and Access* and the RTA requires off street car parking to be provided at the following rates:

	RTA Requirements		Council Requirements	
One bedroom units x 55	0.6 per unit	33	0.6 per unit	33
Two bedroom units x 38	0.9 per unit	34	0.9 per unit	34
Three bedroom units x 2	1.4 per unit	3	0.9 per unit	2
Visitors' spaces	1 / 5 units	19	1 / first 3 units and then 1 / 5 units	22
Existing RSL	-	150	-	150
	Total	239		241

The existing onsite carparking provided to the club patrons is 150 and this amount of parking will be maintained as part of the proposed development.

The development proposes 177 car parking spaces (including 6 disabled spaces) internal to the proposed development and 23 spaces in the overflow parking area (subject to separate DA approval). The existing 35 undercover spaces below the RSL building will bring the total onsite car parking provision to 235 spaces.

The proposed carparking provision is 6 spaces below the 241 required for the overall development. It is considered that this represents a minor variation and, when taking into account the fact that the RSL car park is currently under-utilised, should not have a significant effect on the surrounding residents or local road network.

The proposed parking facilities have been designed in accordance with the requirements AS2890.1 – Off Street Car Parking, AS2890.2—2002 Off-street Commercial Vehicle Facilities and AS2890.6 Off Street Car Parking for People with Disabilities.

The development will also provide 15 motor cycle parking spaces to comply with the NCC requirements. These will be spread throughout the development and allow for shared usage throughout the development on the site.

It is also proposed to install 74 bicycle storage areas internal to the carparking areas in the proposed residential development.

3.5 Service Vehicles

Deliveries and pickups from the Adamstown RSL are received via the existing car park.

It is expected that heavy vehicles will be used during deliveries to and pickups of bulky products. This will occur on average once every three weeks. The remaining deliveries will be facilitated via light delivery vehicles on a more regular basis.

A dedicated elevated loading area is located at the eastern end of the main RSL building. Heavy vehicles will reverse into this area and deliveries would be unloaded by a forklift. A swept path for the heavy vehicles are shown on the proposed development plans (refer Attachment A), which complies with the requirements of AS 2890.2 —2002 Parking Facilities Part 2—Off-street Commercial Vehicle.

It is further proposed that a separate HRV loading / parking area will also be provided opposite the RSL loading bay. It is recommended that a shared arrangement be adopted to allow the best use of the loading facilities.

3.6 Public Transport, Pedestrians and Cyclists

A pedestrian linkage will be provided from the front entrance to the development on Date Street. This will allow the development to access the existing footway and provides convenient access to the nearby shops and bus stops.

As stated above, ample bicycle storage will be provided to encourage alternative modes of transport to be utilised by future residents.

Newcastle City Council identified the area in the Adamstown Renewal Corridor as a possible pedestrian link between Brunker Road and Date Street. As the RSL development will remain in its current location, it is not possible at this time to provide any further pedestrian access through the site. It is further considered that the walkway between these streets, located to the south of the site, should provide adequate access to the commercial precinct.

All other public transport services, as discussed in 2.5 above, will be available to the proposed development. It is considered that the additional residents in the area would not have a significant effect on the capacity of the public transport infrastructure, rather it would add to the viability of the services and possibly lead to the upgrading of some of the services linking with the CBD and other centres.

4 Traffic Assessment

4.1 Traffic Generation

4.1.1 Proposed Development

From the RTAs 'Guide to Traffic Generating Developments', Section 3 – Land Use Traffic Generation, traffic volumes generated by the proposed development can be estimated as follows:

Peak Hour:

2 three bedroom units @ 0.5 to 0.65 vehicle trips	= 1 to 1.3
37 two bedroom units @ 0.4 to 0.5 vehicle trips	= 14.8 to 18.5
55 one bedroom units @ 0.4 to 0.5 vehicle trips	= 22 to 27.5
TOTAL	= 37.8 to 47.3 peak hour vehicle trips

Daily:

2 three bedroom units @ 5 to 6.5 vehicle trips	= 10 to 13
37 two bedroom units @ 4 to 5 vehicle trips	= 148 to 185
55 one bedroom units @ 4 to 5 vehicle trips	= 220 to 275
TOTAL	= 387 to 473 daily vehicle trips

4.2 Impact of Generated Traffic

From anticipated traffic generation rates calculated in Sections 4.1.1 above, it can be seen that there will be an increase of 47.3 movements per hour in the peak hour for the proposed development.

It is expected that the current road formation would be of sufficient standard to cater for the additional traffic without requiring any upgrading as part of the proposed development.

As stated in Section 2.4.1 above, the traffic flows currently experienced along Date Street are considered a relatively low. The proposed development will therefore only increase the traffic from 240 vehicles movements, during the afternoon peak, to 287. This increase is considered relatively minor and would not have a discernible impact on the functionality if the surrounding network.

The traffic counts were utilised to undertake SIDRA intersection modeling (refer Attachment C) at the:

- Date Street & Victoria Street; and
- Date Street & Glebe Road.

The modeling indicates that the Date and Victoria Street intersection is functioning well within capacity during both the morning and afternoon peak periods; as a result Level of Service A can be expected during peak periods in all directions.

The Glebe Road / Date Street intersection was also modeled to provide a better understanding of the flow on effect of the additional traffic on the wider locality. The morning peak modeling shows that the proposed development will not have any significant effect on the expected Level of Service which remains at an acceptable Level of Service C.

The afternoon peak period modeling shows that the majority of traffic movements can be undertaken without much difficulty. With the exception of the turns from Date Street, motorists can expect Level of Service A and B.

Due to heavy traffic along Glebe Road during the afternoon period, turns to and from Glebe Road are delayed. As previously stated the modeling found that pre-development Level of service is currently Level of Service E, with average delay being in the order of 63 seconds. Whilst it is noted that post development modeling results in a Level of Service of F and average delays of 87 seconds; it is considered that the results obtained are representative of an existing problem rather than as a result of the additional traffic generated by this development. That is, if these turning manoeuvres were currently able to operate under a satisfactory Level of Service, the additional traffic generated would not lower the post development Level of Service to an unacceptable level.

Given the intersection is already functioning at capacity it is considered Council should be looking at upgrading the intersection in the near future.

It is also considered that the average delay and queue lengths obtained in the 2021 post development modeling are unlikely to be realistic as traffic will tend to redistribute to avoid problematic intersections.

4.3 State Environmental Planning Policy (Infrastructure)

From State Environmental Planning Policy (Infrastructure), Schedule 3 – Traffic generating development to be referred to the RTA, referral of the proposed development is not required.

Clause 101 of Environmental Planning Policy (Infrastructure) states:

101 Development with frontage to classified road

(1) The objectives of this clause are:
- *(a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and*
- *(b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.*

(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:
- *(a) where practicable, vehicular access to the land is provided by a road other than the classified road, and*
- *(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
  - *(i) the design of the vehicular access to the land, or*
  - *(ii) the emission of smoke or dust from the development, or*
  - *(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- *(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The report has found that proposed development will not significantly increase the number of vehicles travelling on Date Street. It is therefore expected that the proposed development will function well within the capacity of the network and should have only a marginal impact on the amenity of adjacent development.

5 Conclusion

This Traffic Impact Study has been prepared in accordance with the requirements of the Road and Traffic Authority's (RTA's) "Guide to Traffic Generating Developments" to accompany a Development Application to Newcastle City Council to develop the site with a Residential Flat Building.

Traffic generated by the development is not expected to have any significant impact on the performance of the intersection with Victoria Street and Glebe Road given their capacities and current Levels of Service.

Although the proposed development does not wholly comply with parking provisions, it is not expected that the short fall (6 spaces) will have a significant effect on the functioning of the proposed development or the surrounding development.

The proposed parking and loading facilities have been designed in accordance with the requirements AS2890.1 – Off Street Car Parking, AS2890.2—2002 Off-street Commercial Vehicle Facilities and AS2890.6 Off Street Car Parking for People with Disabilities.

The development has access to public transport, with bus services connecting the site to the Newcastle CBD, while City Rail provides links to Sydney and Newcastle from Adamstown railway station.

From the above assessment, the subject site is considered suitable for the proposed development in relation to traffic impact, access and safety considerations.

6 References

NSW Roads and Traffic Authority, “Guide to Traffic Generating Developments” Version 2.2 dated October 2002.

NSW Roads and Traffic Authority, “Traffic control at work sites” Version 3.0 dated September 2003.

NSW Roads and Traffic Authority, “Road Design Guide”.

NSW Roads and Traffic Authority, “Annual Average Daily Traffic Data Northern Region 2004” http://www.rta.nsw.gov.au/trafficinformation/downloads/aadtdata_dl1.html

Austroads “Guide to Traffic Engineering Practice, Traffic Studies – Part 3”

Austroads “Guide to Traffic Engineering Practice, Intersections at Grade – Part 5”

Newcastle City Council, “Newcastle City Council Development Control Plan, Element 4.01 – Parking and Access”

Attachment A

Plans of Proposed Development

LOCATION PLAN

ADAMSTOWN RSL DEVELOPMENT

LOTS A & B IN DP 362716, LOT 7 IN DP 668223 & LOT 1 IN DP 1002163, BRUNKER ROAD ADAMSTOWN NSW 2289

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7. MECHANICAL VENTILATION SYSTEM TO COMPLY WITH AS-1668.2 AND AS-3666. EXHAUST AIR OUTLETS NOT TO BE LOCATED CLOSER THAN 6m TO FRESH AIR INLETS.
8. DISABLED SANITARY FACILITY TO COMPLY IN ALL ASPECTS TO AS-1428.1. DISABLED CAR SPACES TO COMPLY IN ALL ASPECTS TO AS-2890.1 & AS-2890.5.
9. ALL GLAZING TO COMPLY WITH AS-1288.

SCHEDULE OF ARCHITECTURAL DRAWINGS

DWG No.	DRAWING TITLE	SCALE
DA000	COVER SHEET & LOCATION PLAN	NTS@A1
DA001	SITE ANALYSIS PLAN	1:250@A1
DA002	EXCAVATION PLAN	1:200@A1
DA101	BASEMENT LEVEL PLAN	1:200@A1
DA102	GROUND FLOOR PLAN	1:200@A1
DA103	LEVEL 1 FLOOR PLAN	1:200@A1
DA104	LEVEL 2 FLOOR PLAN	1:200@A1
DA105	LEVEL 3 FLOOR PLAN	1:200@A1
DA106	LEVEL 4 FLOOR PLAN	1:200@A1
DA107	LEVEL 5 FLOOR PLAN	1:200@A1
DA200	ELEVATIONS SHEET 1	1:200@A1
DA201	ELEVATIONS SHEET 2 & SECTIONS	1:200@A1
DA300	SHADOW DIAGRAMS	1:500@A1
DA301	SEPP 65 COMPLIANCE DIAGRAMS	NTS@A1
DA302	DCP COMPLIANCE DIAGRAMS	NTS@A1
DA303	PERSPECTIVE DRAWINGS	NTS@A1
LD01	LANSCAPE PLAN	1:100@A1

01 ISSUED FOR DA GM 02/04/2012

AMENDMENTS

DA EDITION

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Cover Sheet & Location Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA000 Issue: 01

SITE ANALYSIS PLAN

GN

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9. ALL GLAZING TO COMPLY WITH AS-1288.

LEGEND

- FENCING
- EXISTING TREES TO BE REMOVED
- TELSTRA LINE
- TELSTRA PIT / MANHOLE
- ELECTRICITY POWER POLE
- ELECTRICITY CABLES (OVERHEAD)
- ELECTRICITY CABLES (UNDERGROUND)
- WATERMAIN
- SEWERMAIN
- SEWER MANHOLE
- STORMWATER
- PITS
- PROPOSED BUILDING
- SITE VIEWS

SHORT LINE TABLE

Number	Bearing	Distance
1	100°39'30"	6.2
2	10°11'30"	1.01
3	280°31'30"	14.41
4	10°25'30"	5.9

RESTRICTIONS OF LAND USE

(C) RIGHT OF FOOTWAY 0.86m WIDE
(D) RIGHT OF FOOTWAY 0.34m WIDE
(E) RIGHT OF FOOTWAY 0.74m & 0.86m WIDE
(F) RIGHT OF FOOTWAY 0.34m WIDE
(G) RIGHT OF FOOTWAY 0.49m & 0.86m WIDE
(H) RIGHT OF FOOTWAY 0.34m & 0.49m WIDE
(I) EASEMENT FOR UNDERGROUND ELECTRICITY CABLES 1m WIDE
(J) EASEMENT FOR UNDERGROUND ELECTRICITY CABLES 1m WIDE
(K) EASEMENT FOR UNDERGROUND ELECTRICITY CABLES 3.32m WIDE

01	ISSUED FOR DA	GM	02/04/2012
AMENDMENTS			

DA EDITION

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Site Analysis Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA001 Issue: 01

SCALE 1:250

0 5 25m

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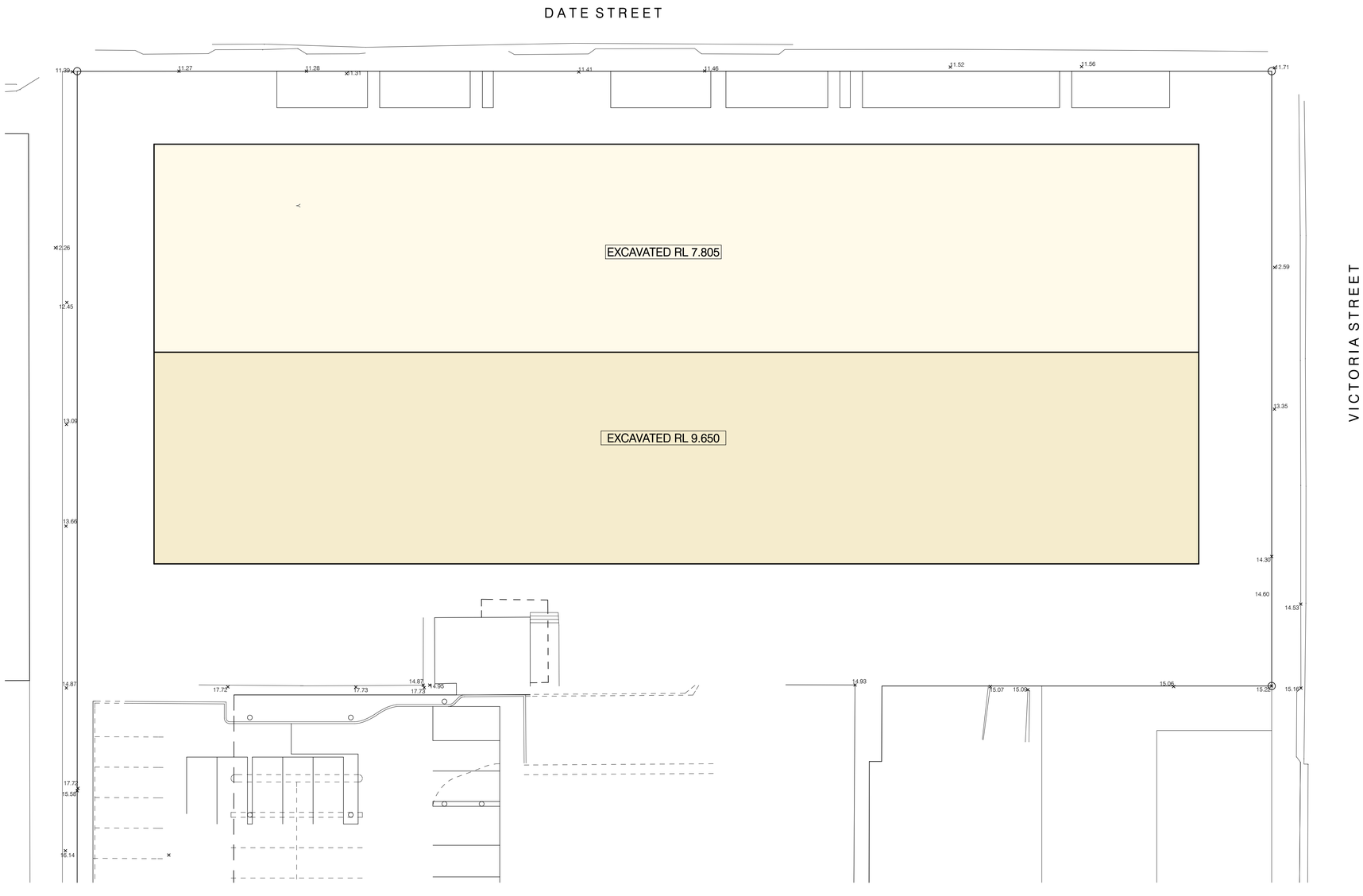

EXCAVATION PLAN

GN

01 ISSUED FOR DA GM 02/04/2012

AMENDMENTS

DA EDITION

THE DESIGNPARTNERSHIP

21 JUSFRUTE DRIVE
P.O.BOX 6325 WEST GOSFORD NSW 2250
TELEPHONE: 02 43 24 8554
EMAIL: info@thedesignpartnership.com.au

NOMINATED ARCHITECT - STEPHEN MOORE (ARCHITECT REG. No. 3574)

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Excavation Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA002 Issue: 01

SCALE 1:200

0 10 20m

GENERAL NOTES

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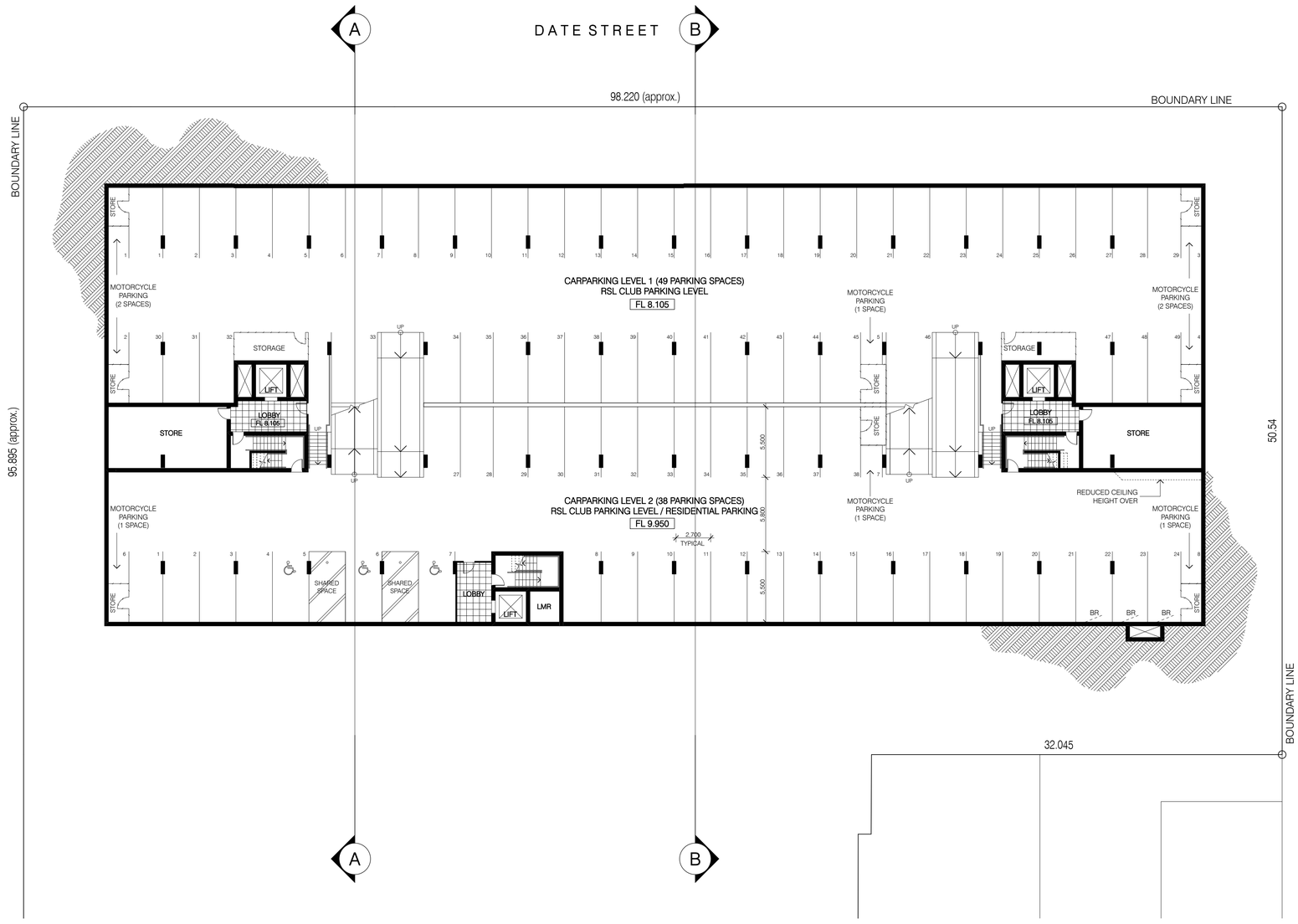
GENERAL LEGEND:

BR = BIKE RACK



BASEMENT LEVEL PLAN

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01 ISSUED FOR DA GM 02/04/2012

AMENDMENTS

DA EDITION

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

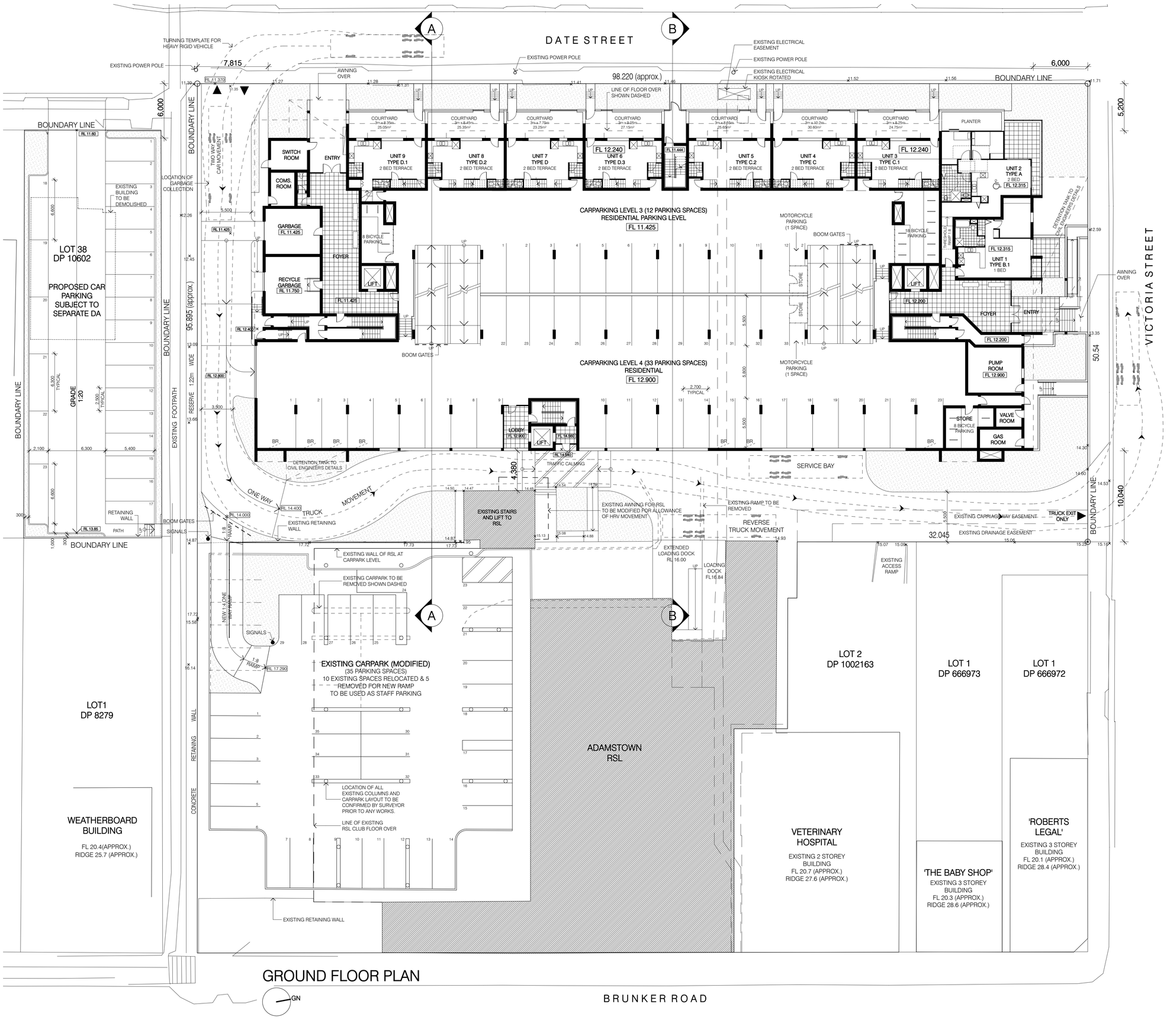
Basement Level Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA101 Issue: 01

SCALE 1:200

0 10 20m



GROUND FLOOR PLAN

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GENERAL LEGEND:

BR = BIKE RACK

UNIT YIELD

FLOOR	STUDIO	1 BED	2 BED	3 BED	TOTAL
GROUND	N/A	N/A	8	1	9
FIRST	N/A	N/A	5	N/A	5
SECOND	6	12	8	N/A	26
THIRD	4	14	8	N/A	26
FOURTH	4	14	2	1	21
FIFTH	1	N/A	7	N/A	8
TOTAL	15	40	38	2	95

PARKING YIELD

FLOOR	CAR	BICYCLE	MOTORCYCLE	TOTAL
BASEMENT	87	3	8	98
GROUND	45	33	2	80
FIRST	45	38	5	88
TOTAL	177	74	15	266

AREAS

FLOOR	GROSS FLOOR AREA
GROUND	660m²
FIRST	782.53m²
SECOND	1,893.44m²
THIRD	1,890.71m²
FOURTH	1,494.57m²
FIFTH	931.73m²
TOTAL	7,652.98m²

SITE AREA: 3,983m²

FLOOR SPACE RATIO: 1.92:1

01	ISSUED FOR DA	GM	02/04/2012

AMENDMENTS

DA EDITION

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

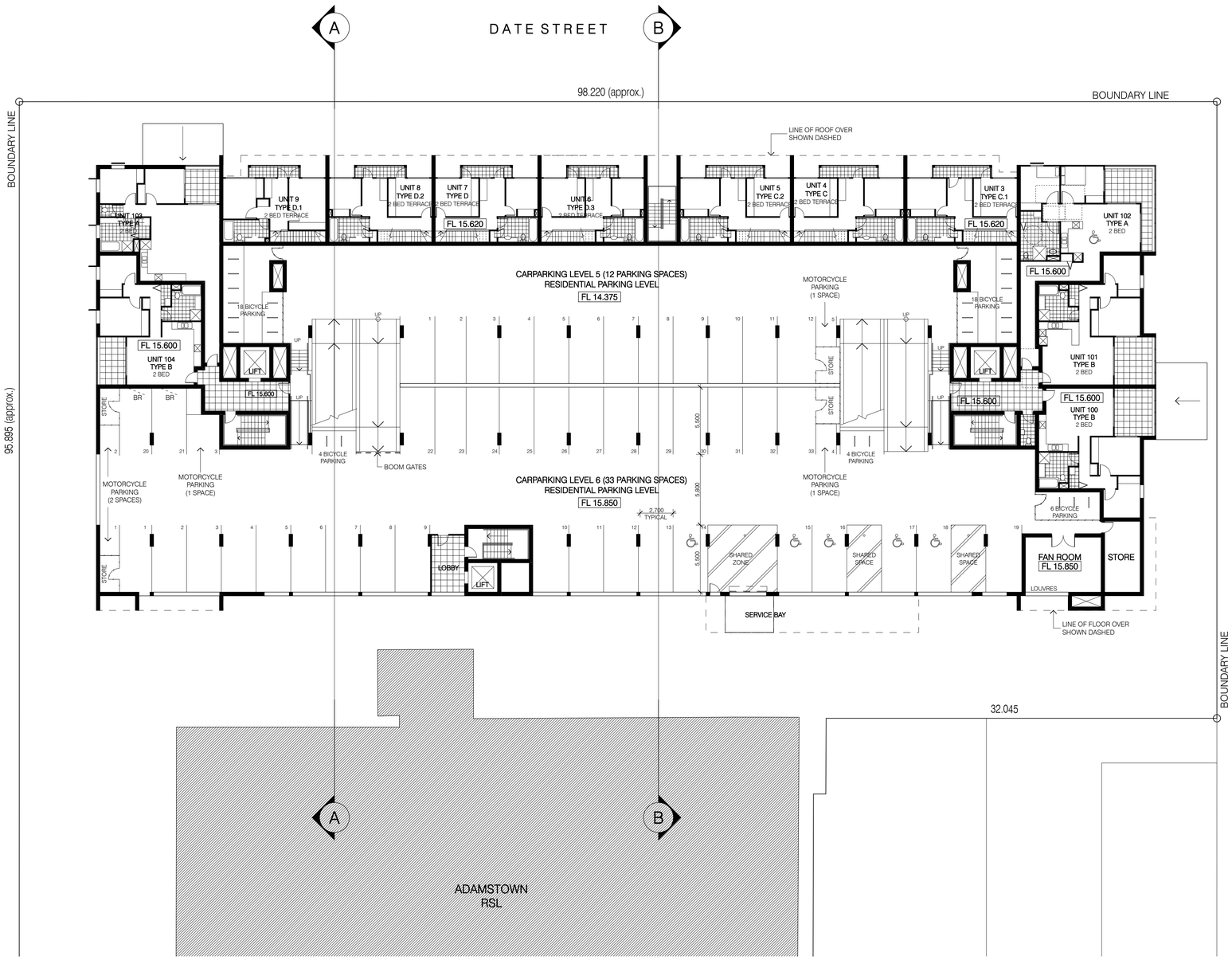
Ground Floor Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA102 Issue: 01

SCALE 1:200

0 10 20m



VICTORIA STREET

LEVEL 1 FLOOR PLAN

GN

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GENERAL LEGEND:

BR = BIKE RACK

01	ISSUED FOR DA	GM 02/04/2012

AMENDMENTS

DA EDITION

THE DESIGNPARTNERSHIP

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Level 1 Floor Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA103 Issue: 01

SCALE 1:200

0 10 20m

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VICTORIA STREET

LEVEL 2 FLOOR PLAN

GN

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Adamstown RSL Development

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Client

Adamstown RSL

Drawing

Level 2 Floor Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA104 Issue: 01

SCALE 1:200

0 10 20m

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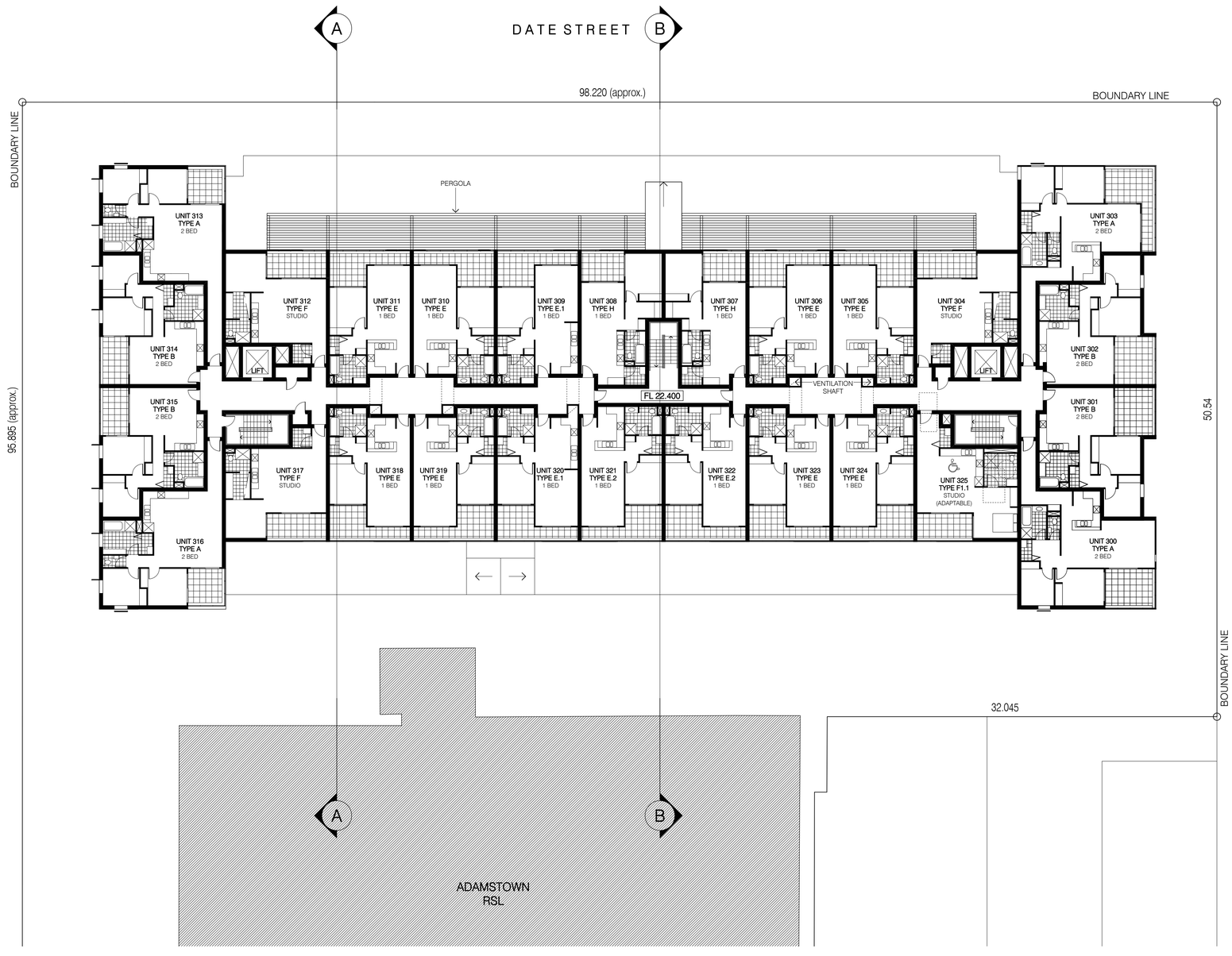

LEVEL 3 FLOOR PLAN

GN

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AMENDMENTS

DA EDITION

THE DESIGNPARTNERSHIP

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Level 3 Floor Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA105 Issue: 01

SCALE 1:200

0 10 20m

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GENERAL LEGEND:

BR = BIKE RACK

LEVEL 4 FLOOR PLAN

GN

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Project

Adamstown RSL Development

Location

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Client

Adamstown RSL

Drawing

Level 4 Floor Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA106 Issue: 01

SCALE 1:200

0 10 20m

LEVEL 5 FLOOR PLAN

GN

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Level 5 Floor Plan

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA107 Issue: 01

SCALE 1:200

0 10 20m

SCHEDULE OF EXTERNAL MATERIALS

EXTERNAL WALLS:	GENERALLY: PAINTED RENDERED MASONRY
	FIFTH FLOOR & FIRST FLOOR OF TERRACES: LIGHTWEIGHT CLADDING. COMPOSITE MATERIAL OF TWO PREFINISHED ALUMINIUM COVER SHEETS AND POLYTHYLENE CORE.
	EXPOSED CONCRETE COLUMNS: PAINTED
ROOF:	PREFINISHED ZINCALUME SHEET ROOF COLORBOND FINISH
WINDOWS:	PREFINISHED ALUMINIUM
BALUSTRADES:	PREFINISHED ALUMINIUM FRAMES WITH GLASS INFILL
SCREENS:	GENERALLY: PREFINISHED ALUMINIUM LOUVRED SCREEN
	CARPARK: GALVANIZED MILD STEEL MESH
	TERRACES: PREFINISHED SHEET METAL SLATTED SCREENS

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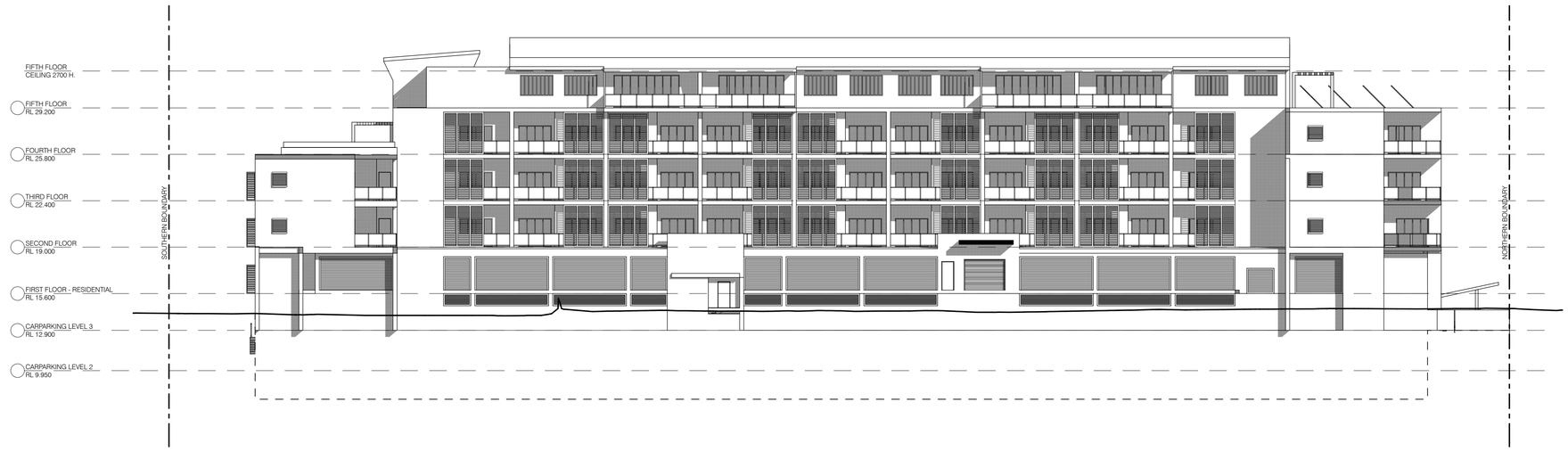
WEST ELEVATION - DATE STREET



EAST ELEVATION

01 ISSUED FOR DA GM 02/04/2012

AMENDMENTS

DA EDITION

THE DESIGNPARTNERSHIP

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NOMINATED ARCHITECT - STEPHEN MOORE (ARCHITECT REG. No. 3574)

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Elevations Sheet 1

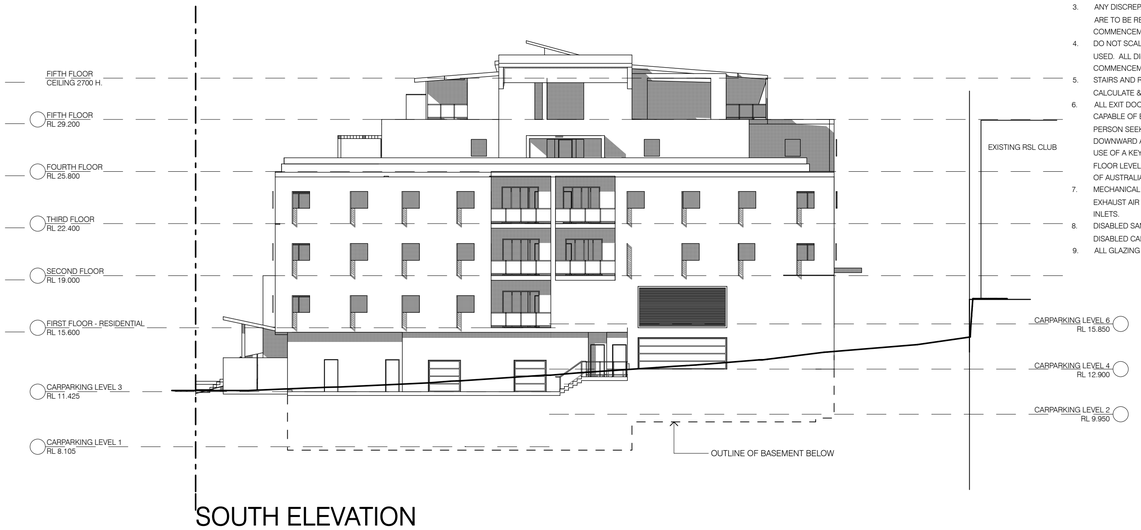
Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA200 Issue: 0106

SCALE 1:200

0 10 20m

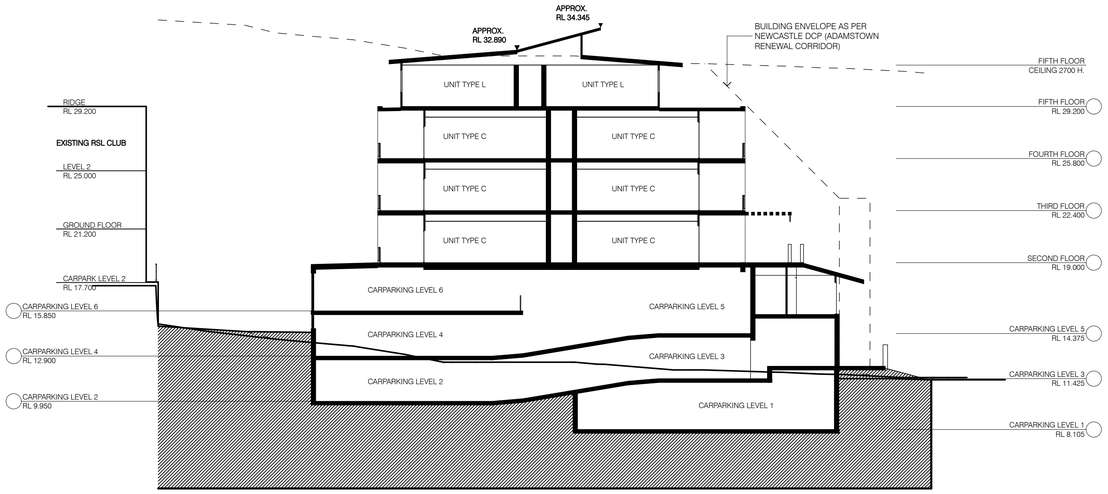
NORTH ELEVATION - VICTORIA STREET



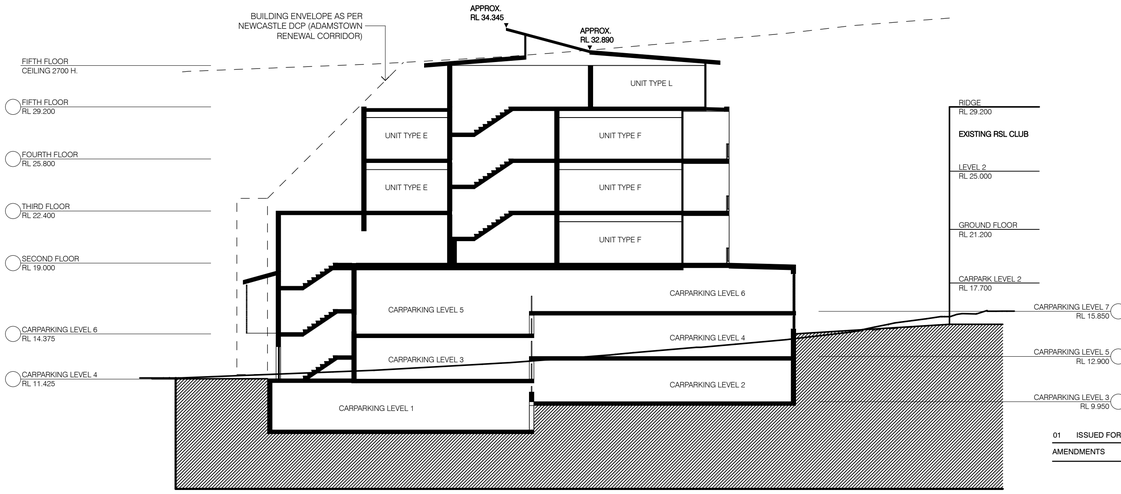
SOUTH ELEVATION

GENERAL NOTES

1. CHECK & VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK.
2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, INCLUDING THOSE BY OTHER CONSULTANTS/ SUB-CONTRACTORS.
3. ANY DISCREPANCIES AND/OR INCONSISTENCIES WITHIN THE DOCUMENTS ARE TO BE REPORTED IMMEDIATELY TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OF WORK.
4. DO NOT SCALE OFF THE DRAWINGS. FIGURED DIMENSIONS ONLY ARE TO BE USED. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS.
5. STAIRS AND RAMPS ARE SHOWN INDICATIVELY. CONTRACTOR IS TO CALCULATE & DETAIL IN ACCORDANCE.
6. ALL EXIT DOORS AND DOORS IN PATH OF TRAVEL TO EXITS ARE TO BE CAPABLE OF BEING OPERATED AT ALL TIMES FROM THE SIDE FACING A PERSON SEEKING EGRESS FROM THE BUILDING WITH A SINGLE HANDED DOWNWARD ACTION OR PUSHING ACTION ON A SINGLE DEVICE WITHOUT THE USE OF A KEY AND LOCATED BETWEEN 900mm AND 1200mm ABOVE THE FLOOR LEVEL, IN ACCORDANCE WITH CLAUSE D2.21 OF THE BUILDING CODE OF AUSTRALIA.
7. MECHANICAL VENTILATION SYSTEM TO COMPLY WITH AS-1668.2 AND AS-3666. EXHAUST AIR OUTLETS NOT TO BE LOCATED CLOSER THAN 6m TO FRESH AIR INLETS.
8. DISABLED SANITARY FACILITY TO COMPLY IN ALL ASPECTS TO AS-1428.1. DISABLED CAR SPACES TO COMPLY IN ALL ASPECTS TO AS-2890.1 & AS-2890.5.
9. ALL GLAZING TO COMPLY WITH AS-1288.



SECTION A



SECTION B

SCHEDULE OF EXTERNAL MATERIALS

EXTERNAL WALLS:	GENERALLY: PAINTED RENDERED MASONRY
	FIFTH FLOOR & FIRST FLOOR OF TERRACES: LIGHTWEIGHT CLADDING. COMPOSITE MATERIAL OF TWO PREFINISHED ALUMINIUM COVER SHEETS AND POLYTHYLENE CORE.
	EXPOSED CONCRETE COLUMNS: PAINTED
ROOF:	PREFINISHED ZINCALUME SHEET ROOF COLORBOND FINISH
WINDOWS:	PREFINISHED ALUMINIUM
BALUSTRADES:	PREFINISHED ALUMINIUM FRAMES WITH GLASS INFILL
SCREENS:	GENERALLY: PREFINISHED ALUMINIUM LOUVRED SCREEN
	CARPARK: GALVANIZED MILD STEEL MESH
	TERRACES: PREFINISHED SHEET METAL SLATTED SCREENS

01 ISSUED FOR DA GM 02/04/2012

AMENDMENTS

DA EDITION

THE DESIGNPARTNERSHIP

21 JUSFRUTE DRIVE
PO BOX 6325 WEST GOSFORD NSW 2250
TELEPHONE: 02 43 24 8554
EMAIL: info@thedesignpartnership.com.au

NOMINATED ARCHITECT - STEPHEN MOORE (ARCHITECT REG. No. 3574)

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Project

Adamstown RSL Development

Location

Lots A & B in DP 362716, Lot 7 in DP 668223 & Lot 1 in DP 1002163, Brunker Road, Adamstown NSW, 2289

Client

Adamstown RSL

Drawing

Elevations Sheet 2 & Sections

Date: 02.04.12 Project No: 11.003 Stage: DA

Sheet Size: A1 Drawing No: DA201 Issue: 01

SCALE 1:200

0 10 20m

Attachment B

Traffic Counts

Victoria St & Date St

To

Rean Lourens

at ***BarkerRyanStewart***

your results for

ADAMSTOWN RSL Traffic Counts

supplied by

R.O.A.R. DATA Pty. Ltd.

www.roardata.com.au

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

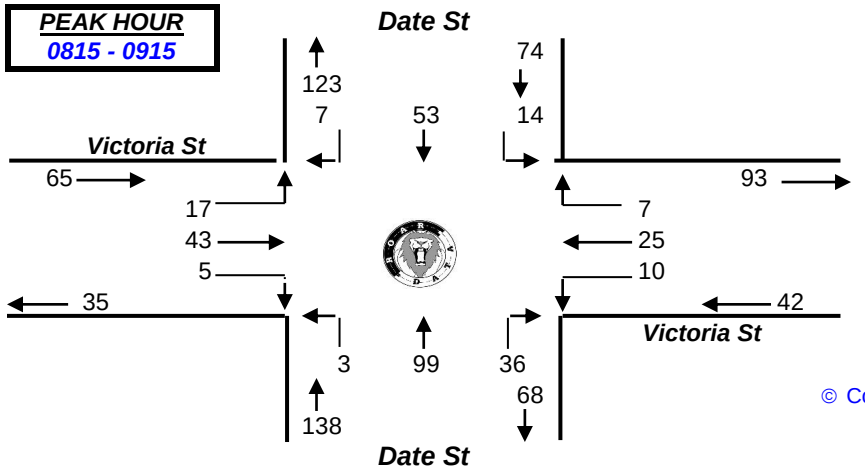
Client : BarkerRyanStewart
Job No/Name : 3604 ADAMSTOWN RSL Traffic Counts
Day/Date : Friday 20th May 2011

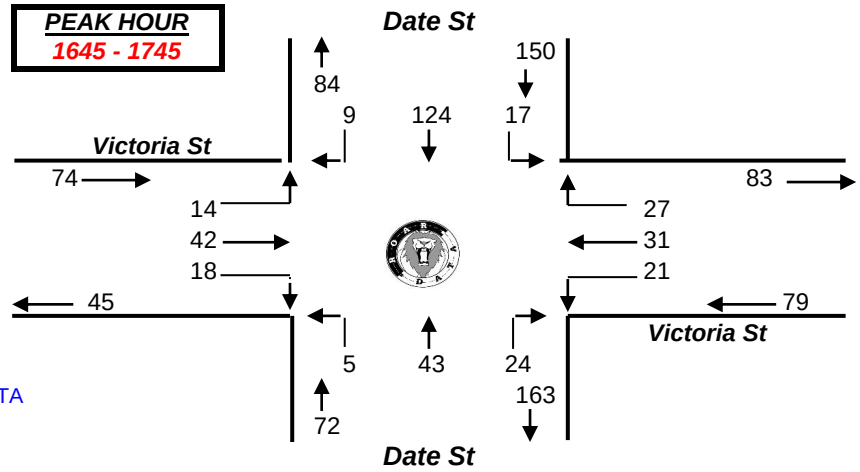
All Vehicles	NORTH Date St			WEST Victoria St			SOUTH Date St			EAST Victoria St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	0	3	0	0	2	0	1	2	4	1	1	0	**14**
0715 - 0730	1	6	0	0	4	0	0	9	4	4	0	0	**28**
0730 - 0745	0	16	2	0	7	1	0	13	5	2	5	0	**51**
0745 - 0800	2	7	0	2	8	3	4	14	3	1	4	2	**50**
0800 - 0815	0	4	1	2	10	1	0	19	6	0	4	1	**48**
0815 - 0830	2	10	1	3	11	2	1	25	14	2	0	6	**77**
0830 - 0845	5	18	2	4	12	0	1	30	12	1	10	1	**96**
0845 - 0900	4	10	0	7	12	2	1	24	6	6	6	0	**78**
0900 - 0915	3	15	4	3	8	1	0	20	4	1	9	0	**68**
0915 - 0930	2	18	2	0	5	4	2	8	5	6	4	1	**57**
0930 - 0945	3	13	0	2	8	3	1	6	8	0	5	5	**54**
0945 - 1000	2	19	0	2	4	1	1	11	6	6	4	1	**57**
Period End	**24**	**139**	**12**	**25**	**91**	**18**	**12**	**181**	**77**	**30**	**52**	**17**	**678**

All Vehicles	NORTH Date St			WEST Victoria St			SOUTH Date St			EAST Victoria St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1515	0	21	1	0	8	2	1	21	7	2	4	2	**69**
1515 - 1530	1	28	1	3	13	0	1	18	3	3	6	5	**82**
1530 - 1545	5	23	2	2	14	2	1	11	7	3	3	3	**76**
1545 - 1600	7	24	3	4	5	2	0	5	7	2	10	3	**72**
1600 - 1615	3	29	1	0	15	2	2	10	3	4	7	0	**76**
1615 - 1630	3	16	1	3	8	4	0	13	7	7	7	1	**70**
1630 - 1645	4	19	1	3	11	2	0	15	6	2	7	5	**75**
1645 - 1700	6	33	2	4	9	2	0	13	6	2	13	6	**96**
1700 - 1715	2	27	2	1	11	8	1	11	11	5	6	9	**94**
1715 - 1730	5	29	1	3	12	4	2	10	1	4	7	5	**83**
1730 - 1745	4	35	4	6	10	4	2	9	6	10	5	7	**102**
1745 - 1800	6	21	3	1	12	1	4	7	6	8	3	5	**77**
Period End	**46**	**305**	**22**	**30**	**128**	**33**	**14**	**143**	**70**	**52**	**78**	**51**	**972**

	NORTH Date St			WEST Victoria St			SOUTH Date St			EAST Victoria St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0800	3	32	2	2	21	4	5	38	16	8	10	2	**143**
0715 - 0815	3	33	3	4	29	5	4	55	18	7	13	3	**177**
0730 - 0830	4	37	4	7	36	7	5	71	28	5	13	9	**226**
0745 - 0845	9	39	4	11	41	6	6	88	35	4	18	10	**271**
0800 - 0900	11	42	4	16	45	5	3	98	38	9	20	8	**299**
0815 - 0915	14	53	7	17	43	5	3	99	36	10	25	7	**319**
0830 - 0930	14	61	8	14	37	7	4	82	27	14	29	2	**299**
0845 - 0945	12	56	6	12	33	10	4	58	23	13	24	6	**257**
0900 - 1000	10	65	6	7	25	9	4	45	23	13	22	7	**236**
PEAK HOUR	**14**	**53**	**7**	**17**	**43**	**5**	**3**	**99**	**36**	**10**	**25**	**7**	**319**

	NORTH Date St			WEST Victoria St			SOUTH Date St			EAST Victoria St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1600	13	96	7	9	40	6	3	55	24	10	23	13	**299**
1515 - 1615	16	104	7	9	47	6	4	44	20	12	26	11	**306**
1530 - 1630	18	92	7	9	42	10	3	39	24	16	27	7	**294**
1545 - 1645	17	88	6	10	39	10	2	43	23	15	31	9	**293**
1600 - 1700	16	97	5	10	43	10	2	51	22	15	34	12	**317**
1615 - 1715	15	95	6	11	39	16	1	52	30	16	33	21	**335**
1630 - 1730	17	108	6	11	43	16	3	49	24	13	33	25	**348**
1645 - 1745	17	124	9	14	42	18	5	43	24	21	31	27	**375**
1700 - 1800	17	112	10	11	45	17	9	37	24	27	21	26	**356**
PEAK HOUR	**17**	**124**	**9**	**14**	**42**	**18**	**5**	**43**	**24**	**21**	**31**	**27**	**375**





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R.O.A.R. DATA

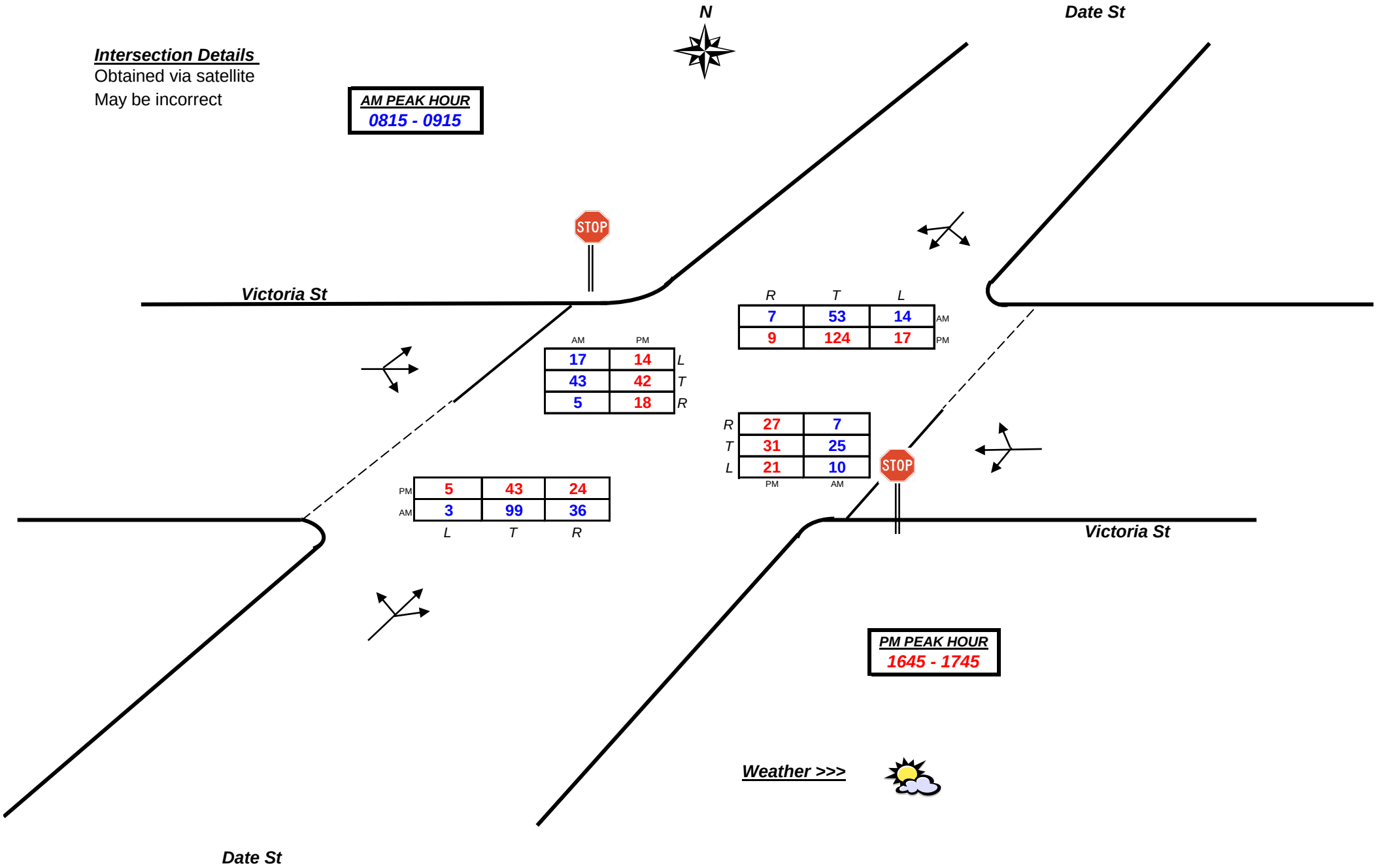
Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : BarkerRyanStewart
Job No/Name : 3604 ADAMSTOWN RSL Traffic Counts
Day/Date : Friday 20th May 2011

Intersection Details
Obtained via satellite
May be incorrect

AM PEAK HOUR
0815 - 0915



PM PEAK HOUR
1645 - 1745

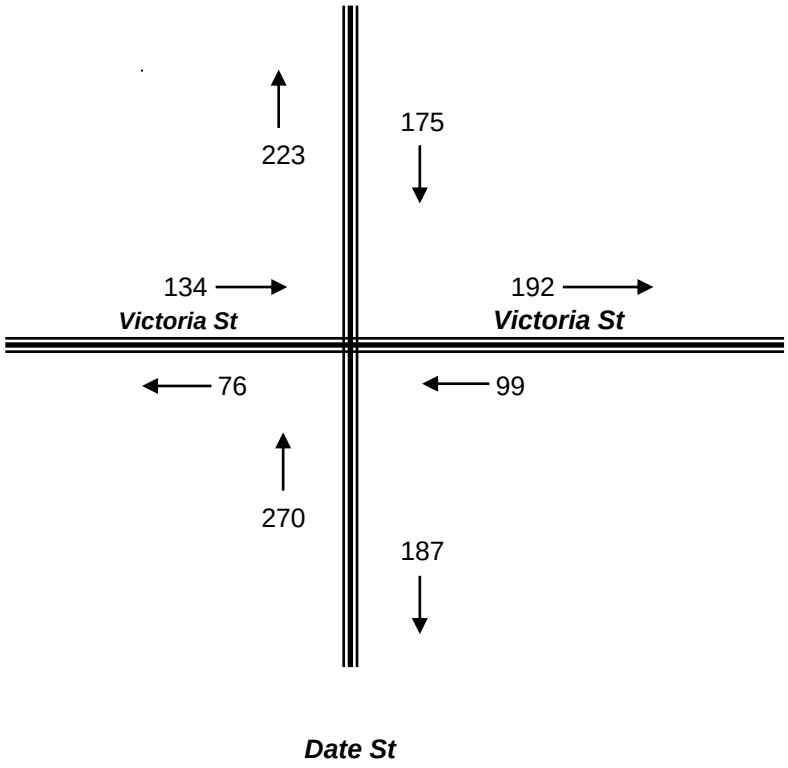
Weather >>>

R.O.A.R DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

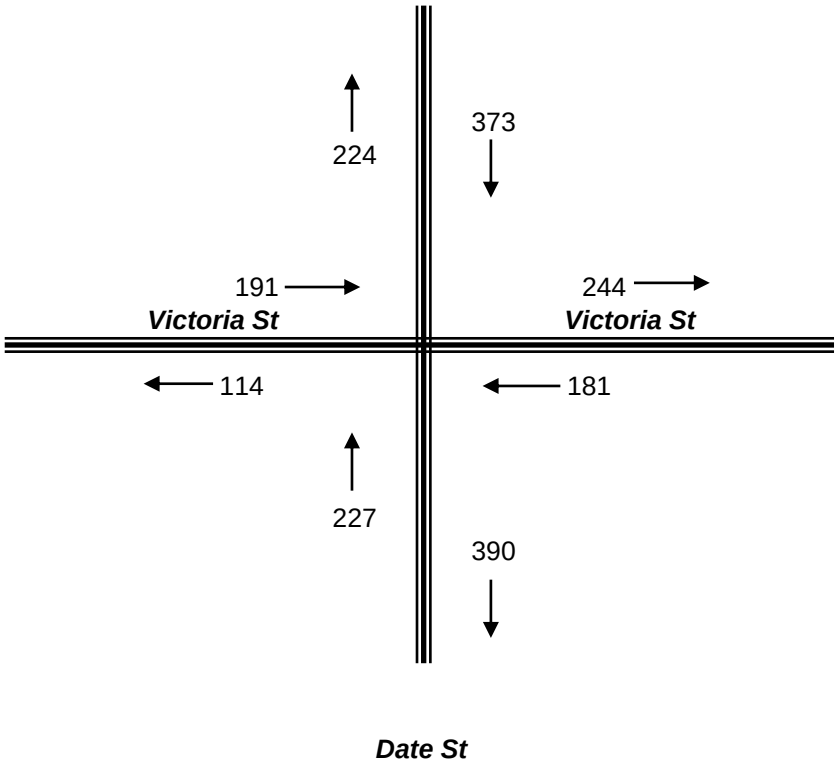
Client : BarkerRyanStewart
Job No/Name : 3604 ADAMSTOWN RSL Traffic Counts
Day/Date : Friday 20th May 2011

TOTAL VOLUMES FOR COUNT PERIOD

AM



PM

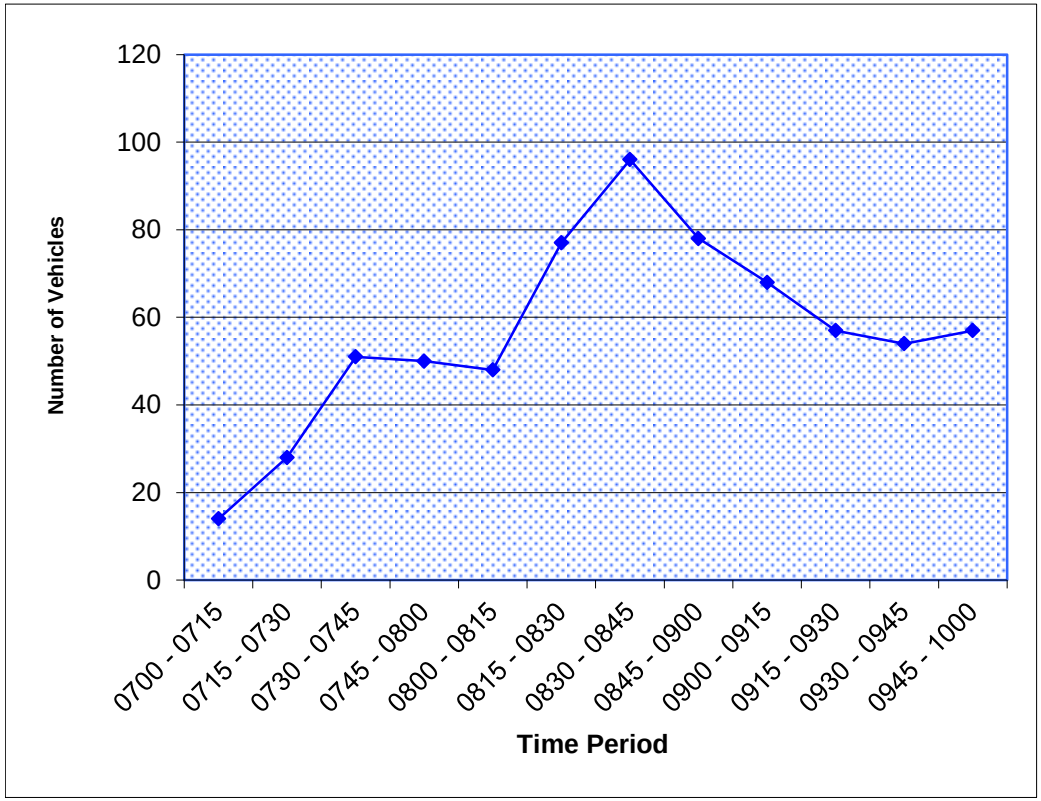


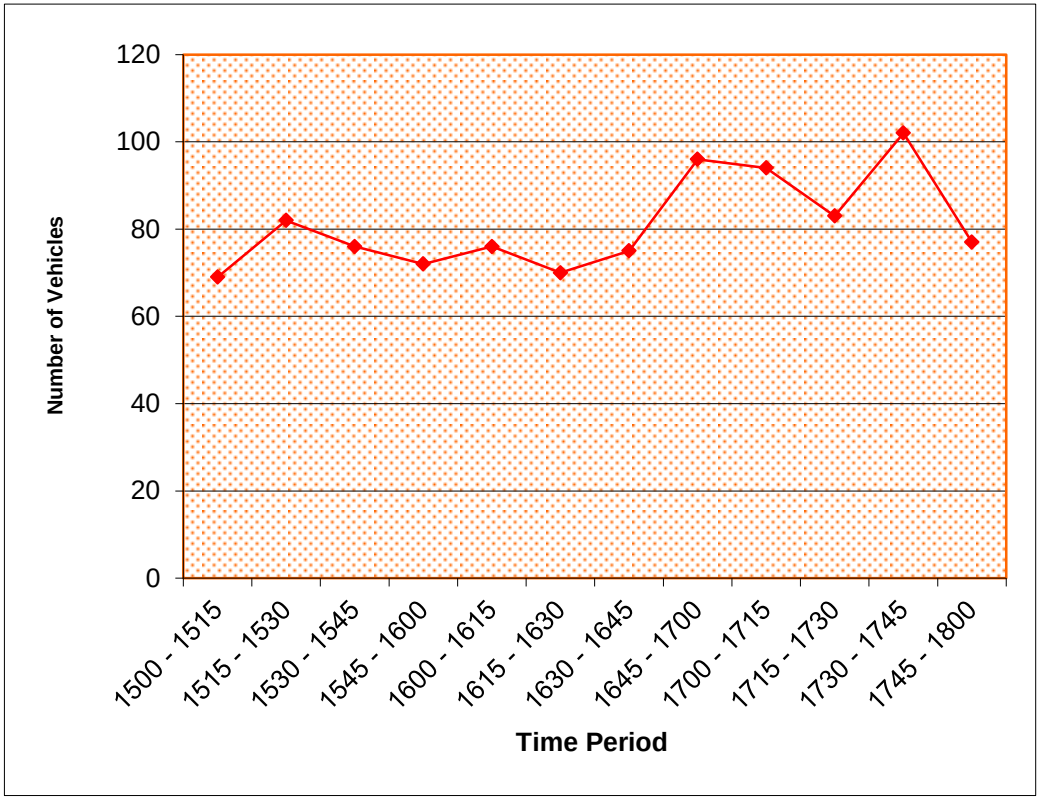
R.O.A.R DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : BarkerRyanStewart
Job No/Name : 3604 ADAMSTOWN RSL Traffic Counts
Day/Date : Friday 20th May 2011

AM ***PM***

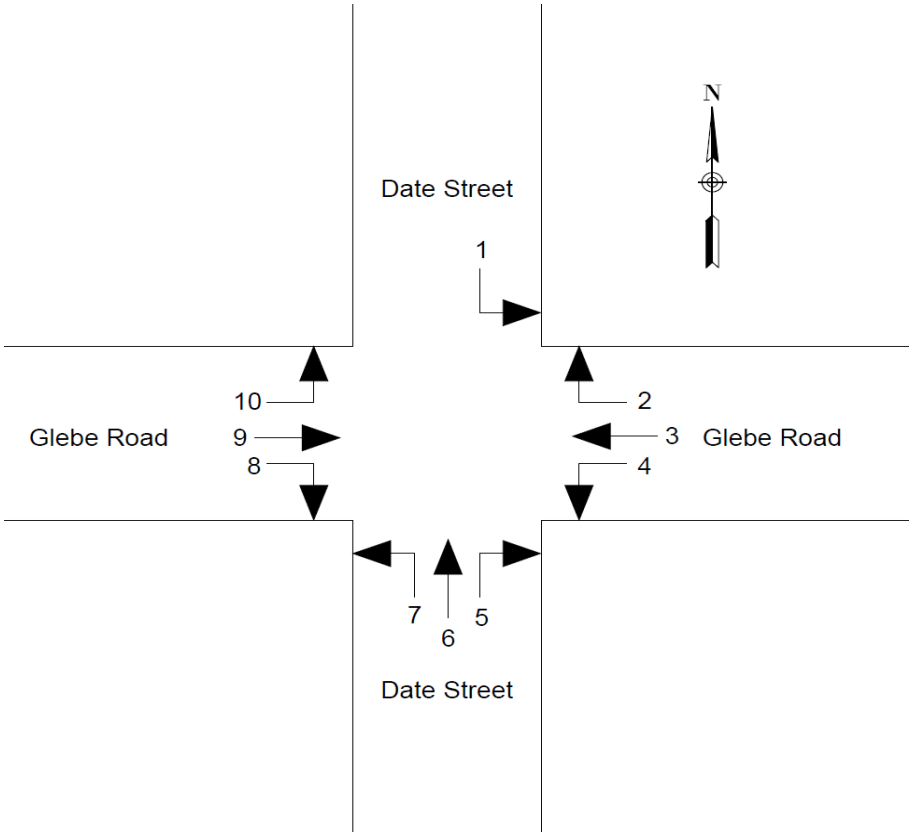
Victoria St & Date St





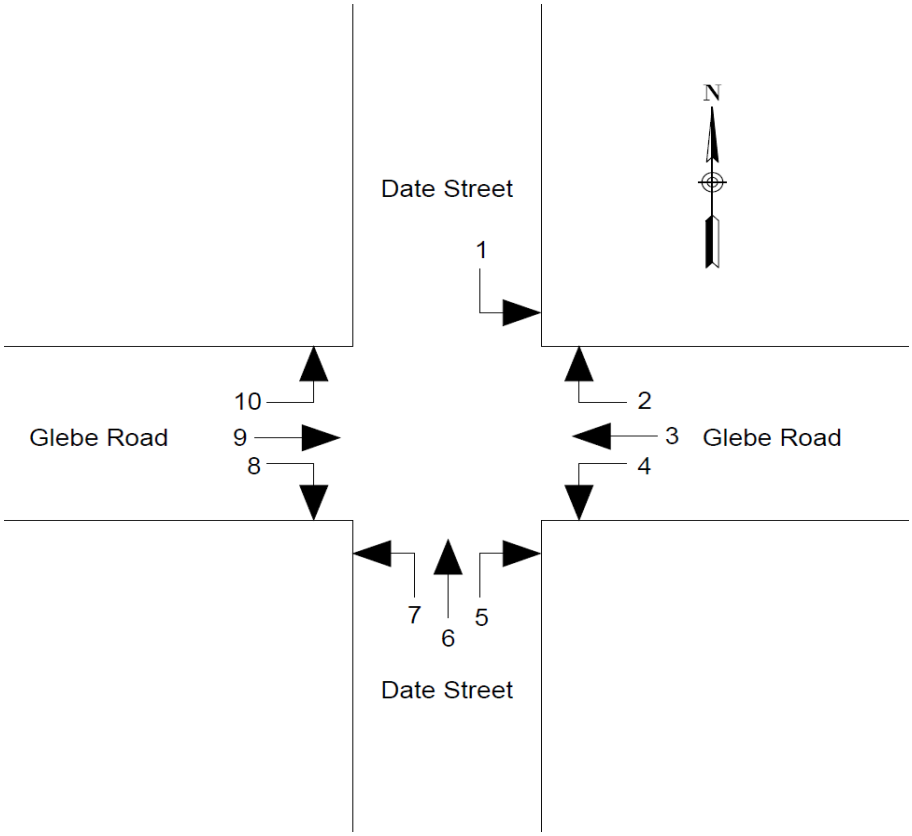
Date	27th May 2011
Day	Friday
Time	
Weather	Fine
Conducted by:	Brad / Nick

	1	2	3	4	5	6	7	8	9	10	
8.15 - 8.30	1	1	154	9	0	0	30	7	186	3	
8.30 - 8.45	5	1	168	4	4	0	39	14	205	2	
8.45 - 9.00	0	0	157	14	7	3	32	24	174	3	
9.00 - 9.15	1	0	165	15	2	0	23	6	150	4	1613
	7	2	644	42	13	3	124	51	715	12	



Date	27th May
Day	Friday
Time	
Weather	Fine
Conducted by:	Brad / Nick

	1	2	3	4	5	6	7	8	9	10	
4.45 - 5.00	1	0	212	13	1	0	31	20	168	0	
5.00 - 5.15	0	0	221	12	3	0	21	23	181	0	
5.15 - 5.30	2	0	226	8	2	0	15	23	185	0	
5.30 - 5.45	1	0	237	11	2	0	17	15	193	0	1844
	4	0	896	44	8	0	84	81	727	0	



Attachment C

Intersection Modeling

MOVEMENT SUMMARY

Site: Date St - Glebe Rd AM Peak

Date Street / Glebe Road Adamstown
Existing AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	124	10.0	0.566	31.8	LOS C	2.7	20.6	0.82	1.12	32.1
3	R	13	10.0	0.566	32.0	LOS C	2.7	20.6	0.82	1.08	32.1
Approach		137	10.0	0.566	31.8	LOS C	2.7	20.6	0.82	1.12	32.1
East: Glebe Road											
4	L	42	10.0	0.024	8.5	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	644	10.0	0.352	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		686	10.0	0.352	0.5	NA	0.0	0.0	0.00	0.04	59.2
North: Date St											
7	L	9	10.0	0.021	14.5	LOS B	0.1	0.5	0.62	0.80	43.1
Approach		9	10.0	0.021	14.5	LOS B	0.1	0.5	0.62	0.80	43.1
West: Glebe Road											
10	L	12	10.0	0.241	8.5	LOS A	0.0	0.0	0.00	1.10	49.0
11	T	715	10.0	0.241	2.5	LOS A	2.7	20.4	0.30	0.00	54.3
12	R	51	10.0	0.241	14.9	LOS B	2.7	20.4	0.74	1.03	45.3
Approach		778	10.0	0.241	3.4	NA	2.7	20.4	0.32	0.08	53.5
All Vehicles		1610	10.0	0.566	4.7	NA	2.7	20.6	0.23	0.16	52.6

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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www.sidrasolutions.com

MOVEMENT SUMMARY

Site: Date St - Glebe Rd PM Peak

Date Street / Glebe Road Adamstown
Existing PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	84	10.0	0.702	63.3	LOS E	3.1	23.5	0.93	1.20	21.9
3	R	8	10.0	0.702	63.4	LOS E	3.1	23.5	0.93	1.16	21.9
Approach		92	10.0	0.702	63.3	LOS E	3.1	23.5	0.93	1.19	21.9
East: Glebe Road											
4	L	44	10.0	0.025	8.5	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	896	10.0	0.489	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		940	10.0	0.489	0.4	NA	0.0	0.0	0.00	0.03	59.4
North: Date St											
7	L	4	10.0	0.009	14.5	LOS B	0.0	0.2	0.62	0.76	43.1
Approach		4	10.0	0.009	14.5	LOS B	0.0	0.2	0.62	0.76	43.1
West: Glebe Road											
10	L	1	10.0	0.299	8.5	LOS A	0.0	0.0	0.00	1.12	49.0
11	T	727	10.0	0.299	2.9	LOS A	3.2	24.4	0.24	0.00	53.8
12	R	81	10.0	0.299	20.5	LOS B	3.2	24.4	0.96	1.06	40.6
Approach		809	10.0	0.299	4.7	NA	3.2	24.4	0.31	0.11	52.1
All Vehicles		1845	10.0	0.702	5.5	NA	3.2	24.4	0.18	0.12	51.8

Level of Service (LOS) Method: Delay (RTA NSW).
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Minor Road Approach LOS values are based on average delay for all vehicle movements.
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SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Glebe Rd AM Peak post development

Date Street / Glebe Road Adamstown
Post development AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	145	10.0	0.668	36.9	LOS C	3.7	28.1	0.84	1.22	29.9
3	R	15	10.0	0.668	37.0	LOS C	3.7	28.1	0.84	1.15	29.8
Approach		160	10.0	0.668	36.9	LOS C	3.7	28.1	0.84	1.21	29.8
East: Glebe Road											
4	L	47	10.0	0.027	8.5	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	644	10.0	0.352	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		691	10.0	0.352	0.6	NA	0.0	0.0	0.00	0.05	59.1
North: Date St											
7	L	9	10.0	0.021	14.5	LOS B	0.1	0.5	0.62	0.80	43.1
Approach		9	10.0	0.021	14.5	LOS B	0.1	0.5	0.62	0.80	43.1
West: Glebe Road											
10	L	12	10.0	0.247	8.5	LOS A	0.0	0.0	0.00	1.10	49.0
11	T	715	10.0	0.247	2.5	LOS A	2.7	20.6	0.29	0.00	54.4
12	R	58	10.0	0.247	15.0	LOS B	2.7	20.6	0.75	1.03	45.1
Approach		785	10.0	0.247	3.5	NA	2.7	20.6	0.32	0.09	53.5
All Vehicles		1645	10.0	0.668	5.6	NA	3.7	28.1	0.24	0.19	51.5

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Glebe Rd post dev PM Peak

Date Street / Glebe Road Adamstown
post development PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	92	10.0	0.815	86.8	LOS F	4.3	33.0	0.94	1.35	17.7
3	R	9	10.0	0.815	87.0	LOS F	4.3	33.0	0.94	1.28	17.7
Approach		101	10.0	0.815	86.8	LOS F	4.3	33.0	0.94	1.34	17.7
East: Glebe Road											
4	L	53	10.0	0.031	8.5	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	896	10.0	0.489	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		949	10.0	0.489	0.5	NA	0.0	0.0	0.00	0.04	59.3
North: Date St											
7	L	4	10.0	0.009	14.5	LOS B	0.0	0.2	0.62	0.76	43.1
Approach		4	10.0	0.009	14.5	LOS B	0.0	0.2	0.62	0.76	43.1
West: Glebe Road											
10	L	1	10.0	0.321	8.5	LOS A	0.0	0.0	0.00	1.12	49.0
11	T	727	10.0	0.321	2.3	LOS A	2.9	22.4	0.19	0.00	54.9
12	R	97	10.0	0.321	20.7	LOS B	2.9	22.4	0.96	1.06	40.1
Approach		825	10.0	0.321	4.5	NA	2.9	22.4	0.28	0.13	52.6
All Vehicles		1879	10.0	0.815	6.9	NA	4.3	33.0	0.17	0.15	50.1

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Glebe Rd 2021 AM Peak

Date Street / Glebe Road Adamstown
2021 AM peak
Giveway / Yield (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	160	10.0	1.307	646.4	LOS F	58.6	445.1	1.00	5.51	3.2
3	R	17	10.0	1.307	646.6	LOS F	58.6	445.1	1.00	4.42	3.2
Approach		176	10.0	1.307	646.5	LOS F	58.6	445.1	1.00	5.40	3.2
East: Glebe Road											
4	L	52	10.0	0.030	8.5	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	773	10.0	0.422	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		825	10.0	0.422	0.5	NA	0.0	0.0	0.00	0.04	59.2
North: Date St											
7	L	10	10.0	0.029	17.1	LOS B	0.1	0.7	0.71	0.89	41.0
Approach		10	10.0	0.029	17.1	LOS B	0.1	0.7	0.71	0.89	41.0
West: Glebe Road											
10	L	13	10.0	0.304	8.5	LOS A	0.0	0.0	0.00	1.10	49.0
11	T	858	10.0	0.304	3.6	LOS A	4.2	32.0	0.34	0.00	52.6
12	R	64	10.0	0.304	18.4	LOS B	4.2	32.0	0.92	1.07	42.7
Approach		935	10.0	0.304	4.7	NA	4.2	32.0	0.37	0.09	51.8
All Vehicles		1945	10.0	1.307	61.0	NA	58.6	445.1	0.27	0.55	22.3

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Glebe Rd 2021 PM Peak

Date Street / Glebe Road Adamstown
2021 PM peak
Giveway / Yield (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	101	10.0	1.467	961.7	LOS F	49.3	374.4	1.00	4.50	2.2
3	R	10	10.0	1.467	961.8	LOS F	49.3	374.4	1.00	3.86	2.2
Approach		111	10.0	1.467	961.7	LOS F	49.3	374.4	1.00	4.45	2.2
East: Glebe Road											
4	L	58	10.0	0.034	8.5	LOS A	0.0	0.0	0.00	0.67	49.0
5	T	1075	10.0	0.587	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		1134	10.0	0.587	0.4	NA	0.0	0.0	0.00	0.03	59.3
North: Date St											
7	L	4	10.0	0.013	17.0	LOS B	0.0	0.3	0.71	0.83	41.0
Approach		4	10.0	0.013	17.0	LOS B	0.0	0.3	0.71	0.83	41.0
West: Glebe Road											
10	L	1	10.0	0.424	8.5	LOS A	0.0	0.0	0.00	1.12	49.0
11	T	872	10.0	0.424	2.1	LOS A	3.1	23.9	0.11	0.00	55.8
12	R	107	10.0	0.424	27.2	LOS B	3.1	23.9	1.00	1.08	35.5
Approach		980	10.0	0.424	4.8	NA	3.1	23.9	0.21	0.12	52.5
All Vehicles		2229	10.0	1.467	50.3	NA	49.3	374.4	0.14	0.29	25.1

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Victoria St AM Peak

Date Street / Victoria Street Adamstown
Existing AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	3	10.0	0.174	9.7	LOS A	0.8	5.9	0.30	0.59	47.7
2	T	99	10.0	0.174	8.5	LOS A	0.8	5.9	0.30	0.57	48.6
3	R	36	10.0	0.174	10.0	LOS A	0.8	5.9	0.30	0.74	47.5
Approach		138	10.0	0.174	8.9	LOS A	0.8	5.9	0.30	0.61	48.3
East: Victoria Street											
4	L	10	10.0	0.025	8.7	LOS A	0.1	1.0	0.19	0.70	48.7
5	T	25	10.0	0.025	0.2	LOS A	0.1	1.0	0.19	0.00	56.0
6	R	7	10.0	0.025	9.0	LOS A	0.1	1.0	0.19	0.83	48.5
Approach		42	10.0	0.025	3.7	NA	0.1	1.0	0.19	0.31	52.7
North: Date St											
7	L	14	10.0	0.087	9.4	LOS A	0.4	2.7	0.24	0.62	48.1
8	T	53	10.0	0.087	8.1	LOS A	0.4	2.7	0.24	0.56	49.0
9	R	7	10.0	0.087	9.7	LOS A	0.4	2.7	0.24	0.75	47.9
Approach		74	10.0	0.087	8.5	LOS A	0.4	2.7	0.24	0.59	48.7
West: Victoria Street											
10	L	17	10.0	0.037	8.6	LOS A	0.2	1.5	0.14	0.77	48.8
11	T	43	10.0	0.037	0.1	LOS A	0.2	1.5	0.14	0.00	57.0
12	R	5	10.0	0.037	8.9	LOS A	0.2	1.5	0.14	0.89	48.6
Approach		65	10.0	0.037	3.0	NA	0.2	1.5	0.14	0.27	53.9
All Vehicles		319	10.0	0.174	6.9	NA	0.8	5.9	0.24	0.50	50.0

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Victoria St PM Peak

Date Street / Victoria Street Adamstown
Existing PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	5	10.0	0.102	10.5	LOS A	0.4	3.2	0.32	0.58	47.0
2	T	43	10.0	0.102	9.2	LOS A	0.4	3.2	0.32	0.58	48.0
3	R	24	10.0	0.102	10.8	LOS A	0.4	3.2	0.32	0.77	46.8
Approach		72	10.0	0.102	9.8	LOS A	0.4	3.2	0.32	0.64	47.5
East: Victoria Street											
4	L	21	10.0	0.050	8.7	LOS A	0.2	1.9	0.18	0.63	48.5
5	T	31	10.0	0.050	0.2	LOS A	0.2	1.9	0.18	0.00	55.9
6	R	27	10.0	0.050	9.0	LOS A	0.2	1.9	0.18	0.76	48.3
Approach		79	10.0	0.050	5.5	NA	0.2	1.9	0.18	0.43	51.1
North: Date St											
7	L	17	10.0	0.187	9.9	LOS A	0.9	6.5	0.32	0.61	47.6
8	T	124	10.0	0.187	8.7	LOS A	0.9	6.5	0.32	0.60	48.6
9	R	9	10.0	0.187	10.3	LOS A	0.9	6.5	0.32	0.76	47.4
Approach		150	10.0	0.187	8.9	LOS A	0.9	6.5	0.32	0.61	48.4
West: Victoria Street											
10	L	14	10.0	0.045	8.7	LOS A	0.2	1.7	0.17	0.70	48.7
11	T	42	10.0	0.045	0.2	LOS A	0.2	1.7	0.17	0.00	56.3
12	R	18	10.0	0.045	9.0	LOS A	0.2	1.7	0.17	0.83	48.5
Approach		74	10.0	0.045	4.0	NA	0.2	1.7	0.17	0.33	52.7
All Vehicles		375	10.0	0.187	7.4	NA	0.9	6.5	0.26	0.52	49.6

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Victoria St AM Peak post development

Date Street / Victoria Street Adamstown
Post Development AM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	4	10.0	0.215	9.9	LOS A	1.0	7.6	0.31	0.58	47.6
2	T	121	10.0	0.215	8.6	LOS A	1.0	7.6	0.31	0.57	48.5
3	R	44	10.0	0.215	10.2	LOS A	1.0	7.6	0.31	0.75	47.4
Approach		169	10.0	0.215	9.0	LOS A	1.0	7.6	0.31	0.62	48.2
East: Victoria Street											
4	L	13	10.0	0.027	8.7	LOS A	0.1	1.0	0.19	0.68	48.6
5	T	25	10.0	0.027	0.2	LOS A	0.1	1.0	0.19	0.00	55.8
6	R	7	10.0	0.027	9.0	LOS A	0.1	1.0	0.19	0.82	48.4
Approach		45	10.0	0.027	4.1	NA	0.1	1.0	0.19	0.32	52.3
North: Date St											
7	L	14	10.0	0.102	9.5	LOS A	0.4	3.3	0.25	0.62	48.0
8	T	65	10.0	0.102	8.2	LOS A	0.4	3.3	0.25	0.57	48.9
9	R	7	10.0	0.102	9.8	LOS A	0.4	3.3	0.25	0.77	47.8
Approach		86	10.0	0.102	8.5	LOS A	0.4	3.3	0.25	0.59	48.7
West: Victoria Street											
10	L	17	10.0	0.038	8.6	LOS A	0.2	1.5	0.15	0.76	48.8
11	T	43	10.0	0.038	0.2	LOS A	0.2	1.5	0.15	0.00	56.8
12	R	6	10.0	0.038	8.9	LOS A	0.2	1.5	0.15	0.88	48.6
Approach		66	10.0	0.038	3.1	NA	0.2	1.5	0.15	0.28	53.7
All Vehicles		366	10.0	0.215	7.2	NA	1.0	7.6	0.25	0.51	49.7

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Victoria St PM Peak post development

Date Street / Victoria Street Adamstown
Post development PM peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	6	10.0	0.126	10.7	LOS A	0.5	4.0	0.33	0.58	46.7
2	T	51	10.0	0.126	9.5	LOS A	0.5	4.0	0.33	0.59	47.7
3	R	29	10.0	0.126	11.0	LOS A	0.5	4.0	0.33	0.79	46.5
Approach		86	10.0	0.126	10.1	LOS A	0.5	4.0	0.33	0.65	47.2
East: Victoria Street											
4	L	25	10.0	0.052	8.7	LOS A	0.3	2.0	0.18	0.63	48.4
5	T	31	10.0	0.052	0.2	LOS A	0.3	2.0	0.18	0.00	55.7
6	R	27	10.0	0.052	9.0	LOS A	0.3	2.0	0.18	0.75	48.3
Approach		83	10.0	0.052	5.6	NA	0.3	2.0	0.18	0.43	50.9
North: Date St											
7	L	17	10.0	0.221	10.1	LOS A	1.0	7.9	0.34	0.61	47.4
8	T	149	10.0	0.221	8.9	LOS A	1.0	7.9	0.34	0.61	48.5
9	R	9	10.0	0.221	10.4	LOS A	1.0	7.9	0.34	0.77	47.3
Approach		175	10.0	0.221	9.1	LOS A	1.0	7.9	0.34	0.62	48.3
West: Victoria Street											
10	L	14	10.0	0.048	8.7	LOS A	0.2	1.8	0.17	0.69	48.6
11	T	42	10.0	0.048	0.2	LOS A	0.2	1.8	0.17	0.00	56.1
12	R	22	10.0	0.048	9.0	LOS A	0.2	1.8	0.17	0.82	48.4
Approach		78	10.0	0.048	4.2	NA	0.2	1.8	0.17	0.35	52.4
All Vehicles		422	10.0	0.221	7.7	NA	1.0	7.9	0.28	0.54	49.3

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Victoria St 2021 AM Peak

Date Street / Victoria Street Adamstown
2021 AM peak
Giveway / Yield (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	4	10.0	0.241	10.1	LOS A	1.1	8.7	0.34	0.58	47.4
2	T	133	10.0	0.241	8.8	LOS A	1.1	8.7	0.34	0.58	48.4
3	R	48	10.0	0.241	10.4	LOS A	1.1	8.7	0.34	0.76	47.2
Approach		186	10.0	0.241	9.2	LOS A	1.1	8.7	0.34	0.63	48.1
East: Victoria Street											
4	L	14	10.0	0.029	8.7	LOS A	0.2	1.2	0.20	0.67	48.6
5	T	28	10.0	0.029	0.3	LOS A	0.2	1.2	0.20	0.00	55.6
6	R	8	10.0	0.029	9.0	LOS A	0.2	1.2	0.20	0.81	48.4
Approach		50	10.0	0.029	4.1	NA	0.2	1.2	0.20	0.32	52.2
North: Date St											
7	L	15	10.0	0.114	9.6	LOS A	0.5	3.7	0.27	0.62	47.9
8	T	72	10.0	0.114	8.3	LOS A	0.5	3.7	0.27	0.57	48.8
9	R	8	10.0	0.114	9.9	LOS A	0.5	3.7	0.27	0.77	47.7
Approach		95	10.0	0.114	8.7	LOS A	0.5	3.7	0.27	0.60	48.6
West: Victoria Street											
10	L	19	10.0	0.042	8.6	LOS A	0.2	1.7	0.16	0.75	48.8
11	T	47	10.0	0.042	0.2	LOS A	0.2	1.7	0.16	0.00	56.6
12	R	7	10.0	0.042	9.0	LOS A	0.2	1.7	0.16	0.88	48.6
Approach		73	10.0	0.042	3.2	NA	0.2	1.7	0.16	0.27	53.6
All Vehicles		403	10.0	0.241	7.4	NA	1.1	8.7	0.27	0.52	49.6

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Date St - Victoria St 2021 PM Peak

Date Street / Victoria Street Adamstown
2021 PM peak
Giveway / Yield (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Date St											
1	L	7	10.0	0.143	11.0	LOS A	0.6	4.5	0.36	0.58	46.4
2	T	56	10.0	0.143	9.8	LOS A	0.6	4.5	0.36	0.60	47.3
3	R	32	10.0	0.143	11.4	LOS A	0.6	4.5	0.36	0.80	46.2
Approach		95	10.0	0.143	10.4	LOS A	0.6	4.5	0.36	0.67	46.9
East: Victoria Street											
4	L	28	10.0	0.058	8.7	LOS A	0.3	2.2	0.19	0.62	48.4
5	T	34	10.0	0.058	0.3	LOS A	0.3	2.2	0.19	0.00	55.5
6	R	30	10.0	0.058	9.0	LOS A	0.3	2.2	0.19	0.75	48.3
Approach		91	10.0	0.058	5.7	NA	0.3	2.2	0.19	0.43	50.8
North: Date St											
7	L	19	10.0	0.249	10.3	LOS A	1.2	9.0	0.36	0.61	47.2
8	T	164	10.0	0.249	9.1	LOS A	1.2	9.0	0.36	0.63	48.2
9	R	10	10.0	0.249	10.7	LOS A	1.2	9.0	0.36	0.79	47.0
Approach		193	10.0	0.249	9.3	LOS A	1.2	9.0	0.36	0.63	48.0
West: Victoria Street											
10	L	15	10.0	0.053	8.7	LOS A	0.3	2.0	0.18	0.68	48.6
11	T	46	10.0	0.053	0.3	LOS A	0.3	2.0	0.18	0.00	55.9
12	R	24	10.0	0.053	9.0	LOS A	0.3	2.0	0.18	0.81	48.4
Approach		86	10.0	0.053	4.3	NA	0.3	2.0	0.18	0.35	52.2
All Vehicles		464	10.0	0.249	7.9	NA	1.2	9.0	0.30	0.55	49.1

Level of Service (LOS) Method: Delay (RTA NSW).
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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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