9.2 Operational and Additional Traffic Noise

Noise impacts during extended trading hours from parking and store access by employee and customer activities are largely contained within the development. Traffic and operational activities generated by the development has been predicted to meet noise criteria at all residential boundaries.

9.3 Mechanical Plant

Noise levels from continuously-operating plant including air-conditioning, refrigeration condensing units, would meet OEH criteria at all residences and negligible impact would be expected.

9.4 Loading Dock Activities

Noise impacts on loading dock activities are entirely contained within an enclosed area of the dock with minimal noise impact from the use of pallet jacks, bins and other related equipment. Noise impacts from truck deliveries and activities are predicted to comply at all residences during operational hours.

10 CONCLUSION

This report has assessed the likely noise impact associated with the operation of the proposed new development at the corners of Victoria, Monash and Eltham Streets/Roads. (The existing commercial development will be demolished to make way for the proposed new development.)

SLR Consulting has conducted a road traffic noise assessment of the proposed residential development at 1-9 Monash Road, Gladesville on behalf of Hanna & Hanna Group. The assessment has been conducted to satisfy the requirements of the NSW Department of Planning and Infrastructure document "*Development near Rail Corridors and Busy Roads - Interim Guideline"*.

Calculations have been conducted to determine the potential noise impacts of Victoria Road on the development, calculations have further been used to determine in-principle measures that will be required to control road traffic noise intrusion to acceptable levels within the dwelling.

The assessment has examined the following areas of acoustic significance:

- Road traffic noise intrusion to internal residential (habitable) areas.
- Mechanical plant noise intrusion to residential areas
- Loading Bay noise intrusion to residential areas
- Extended delivery and trading hours

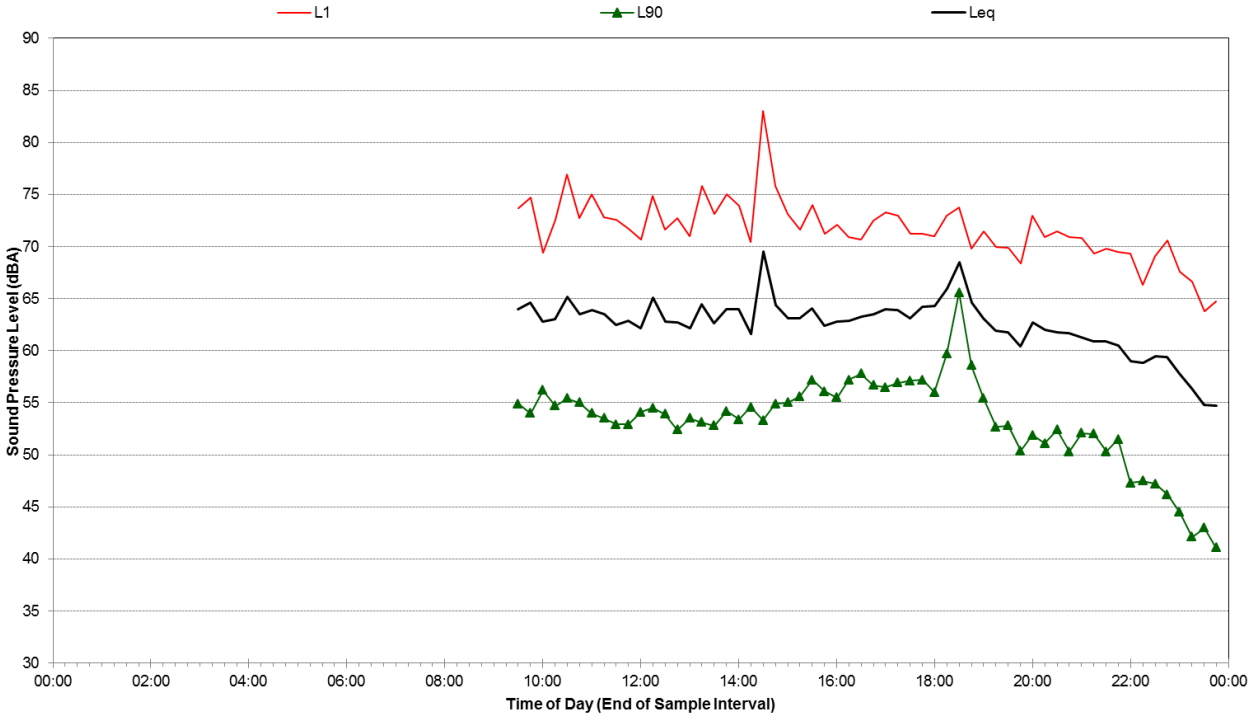
The assessment references:

- The NSW Department of Planning Infrastructure's "*Development Near Rail Corridors and Busy Roads - Interim Guideline*" Clause 102.
- OEH Calculation of Road Traffic Noise (CoRTN).
- Department of Environment and Climate Change (DECCW) – Road Noise Policy 2011
- AS/AZN 2107:2000 "*Recommended Design Sound Levels and reverberation times for Building Interiors".*
- Roads and Maritime Services (NSW) - Traffic volume maps for Clause 102 of the Infrastructure SEPP.
- Australian Standard Acoustics - Road traffic noise intrusion - Building siting and construction.
- EPA Industrial Noise Policy (NSW) 2000

Recommendations of the building envelope construction have been made. Based upon the findings of this assessment, the proposed development site is suitable for residential land use on the basis of acoustics intrusion from road traffic noise provided the recommendations in **Section 7** are implemented.

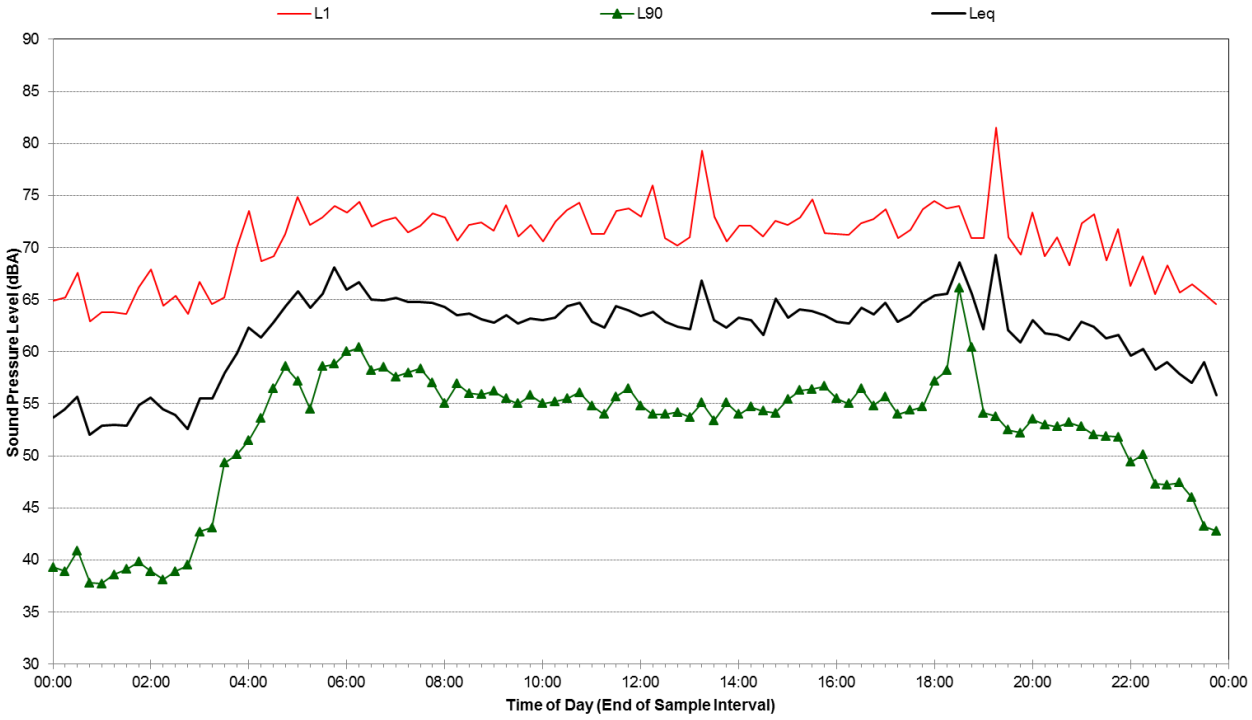
Statistical Ambient Noise Levels

Victoria Road - Monday, 15 October 2012



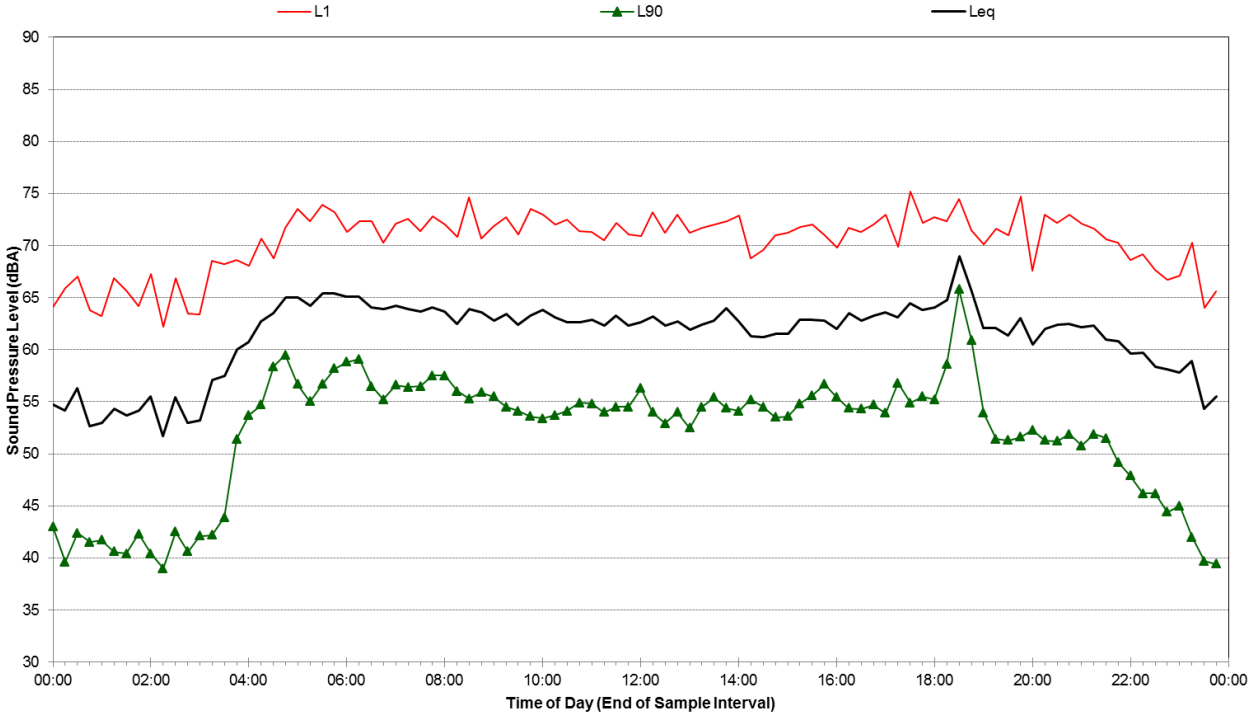
Statistical Ambient Noise Levels

Victoria Road - Tuesday, 16 October 2012



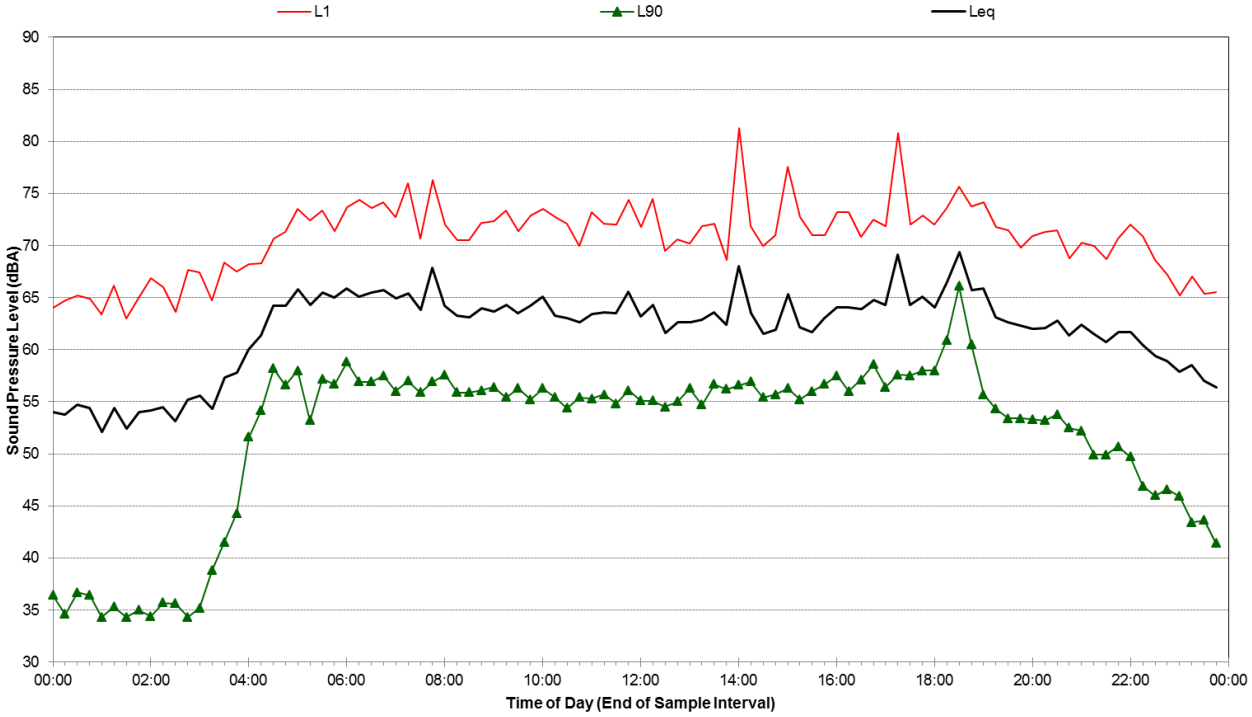
Statistical Ambient Noise Levels

Victoria Road - Wednesday, 17 October 2012



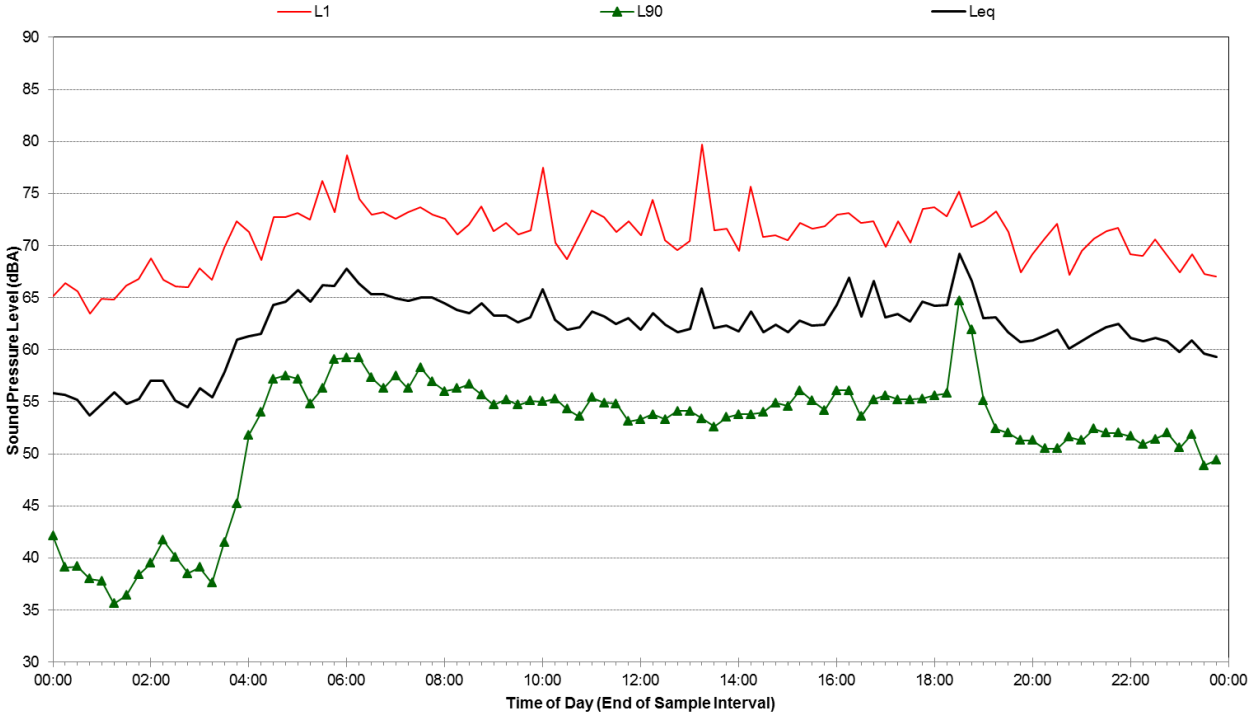
Statistical Ambient Noise Levels

Victoria Road - Thursday, 18 October 2012



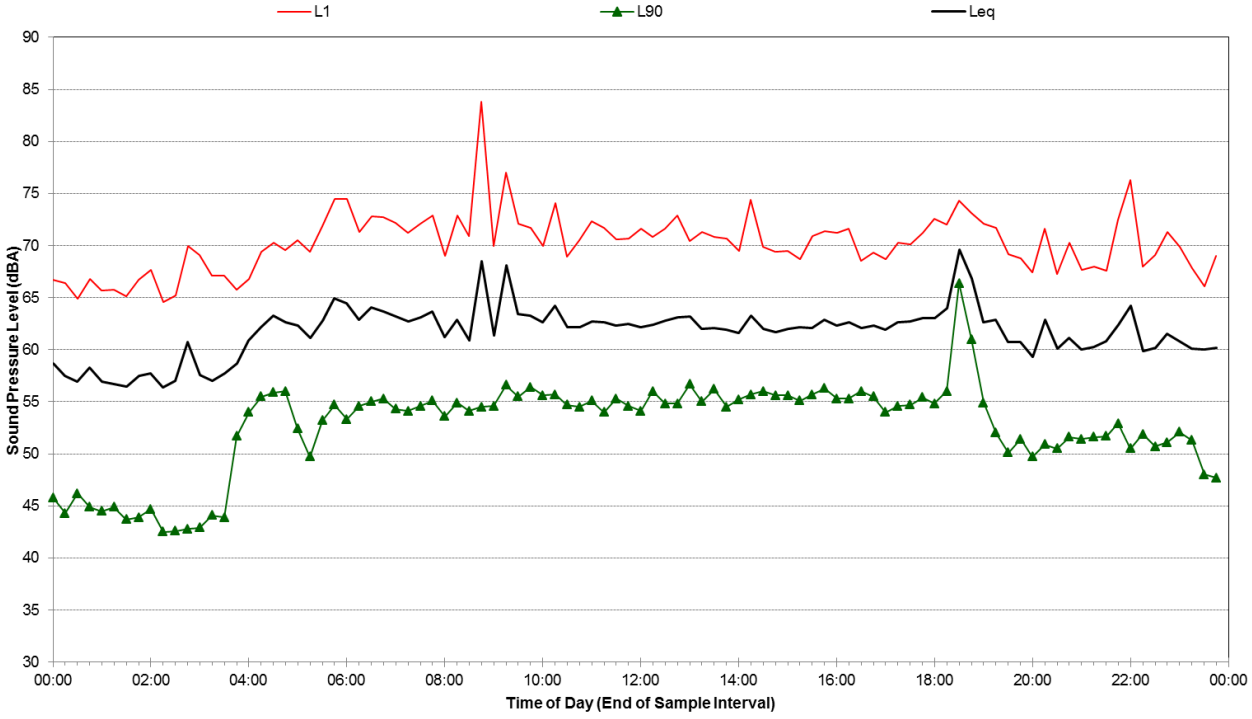
Statistical Ambient Noise Levels

Victoria Road - Friday, 19 October 2012



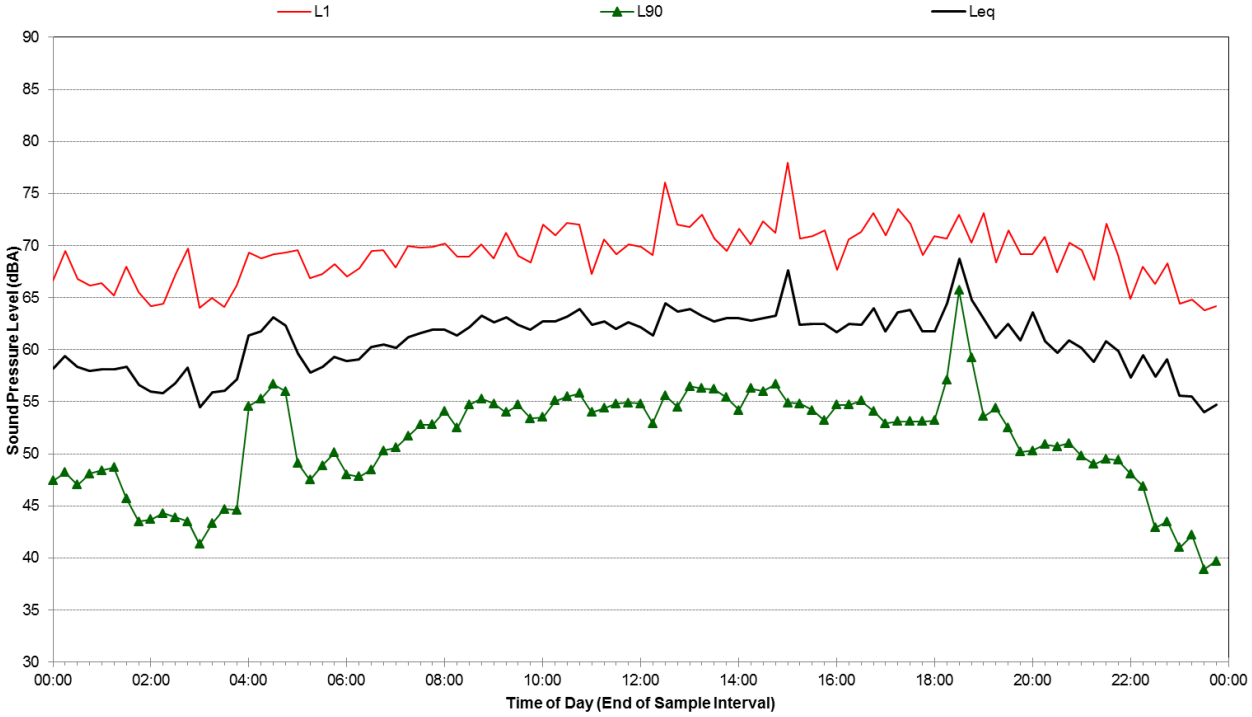
Statistical Ambient Noise Levels

Victoria Road - Saturday, 20 October 2012



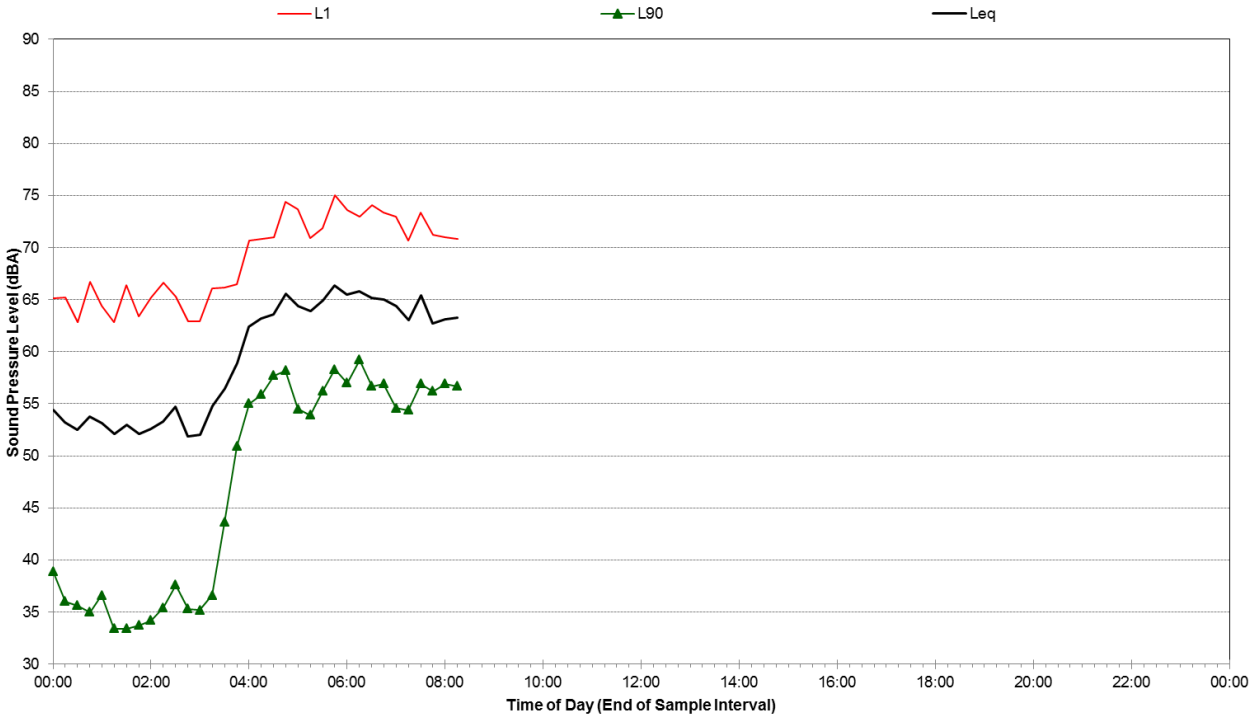
Statistical Ambient Noise Levels

Victoria Road - Sunday, 21 October 2012



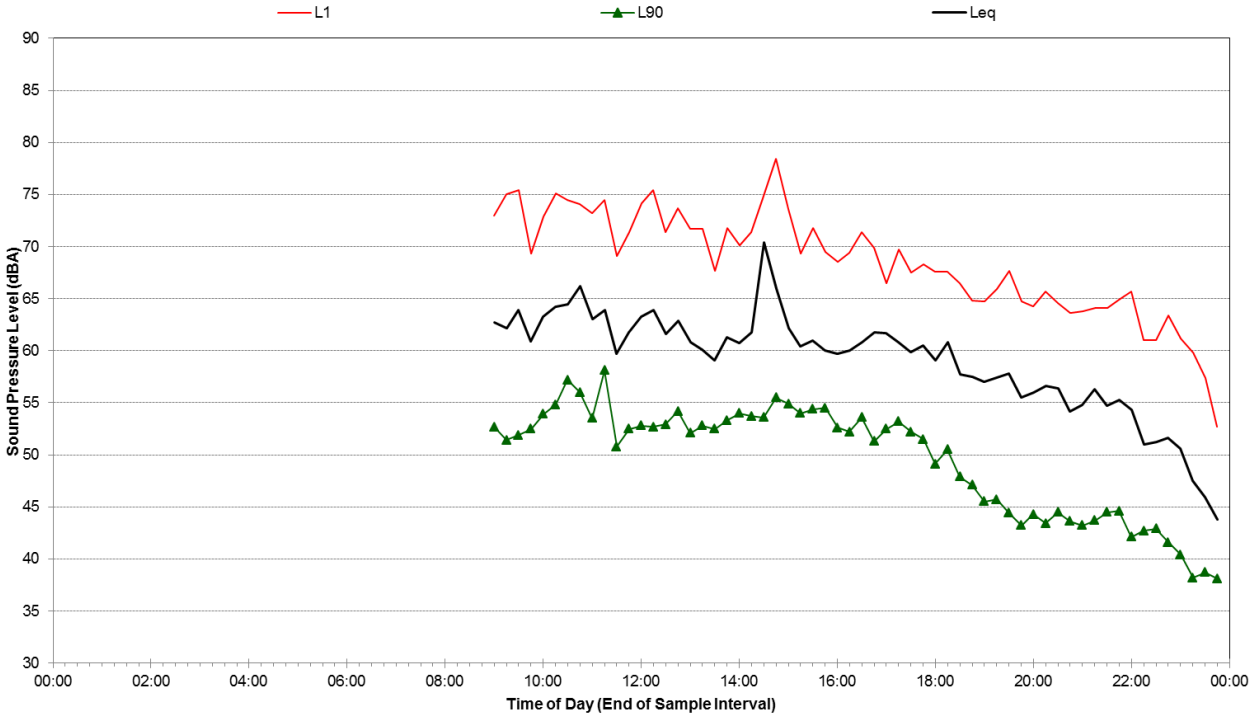
Statistical Ambient Noise Levels

Victoria Road - Monday, 22 October 2012



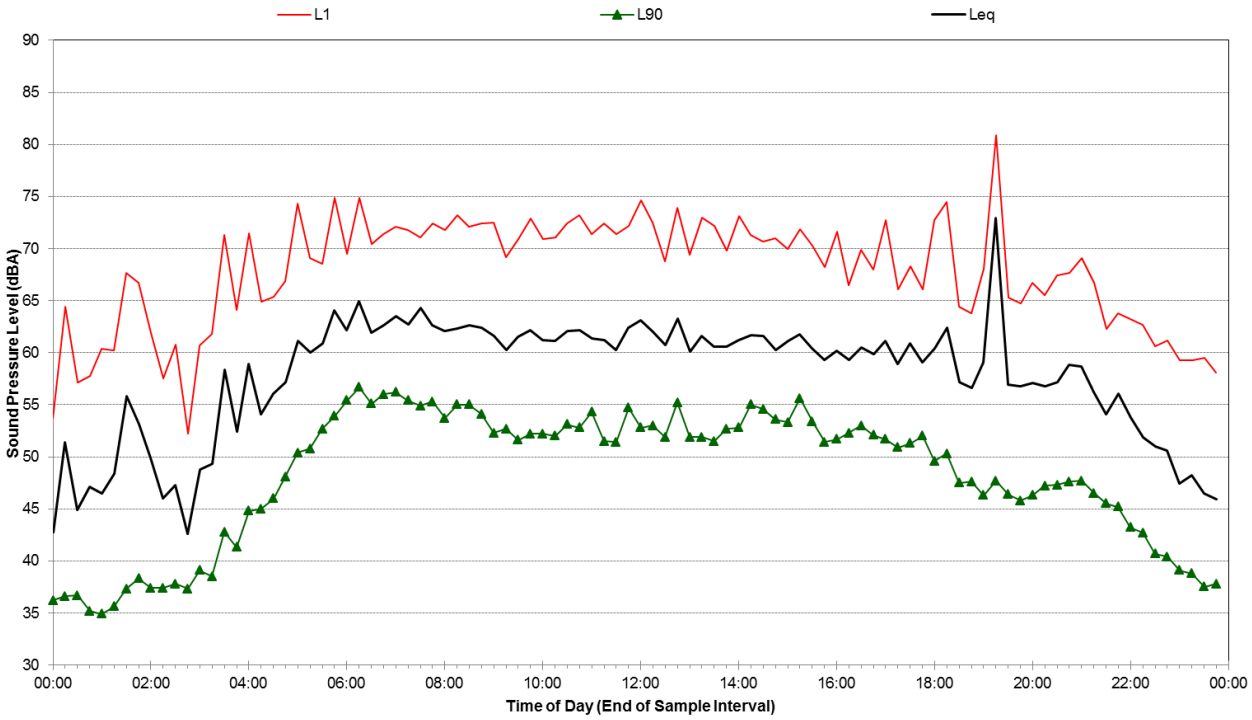
Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Monday, 15 October 2012



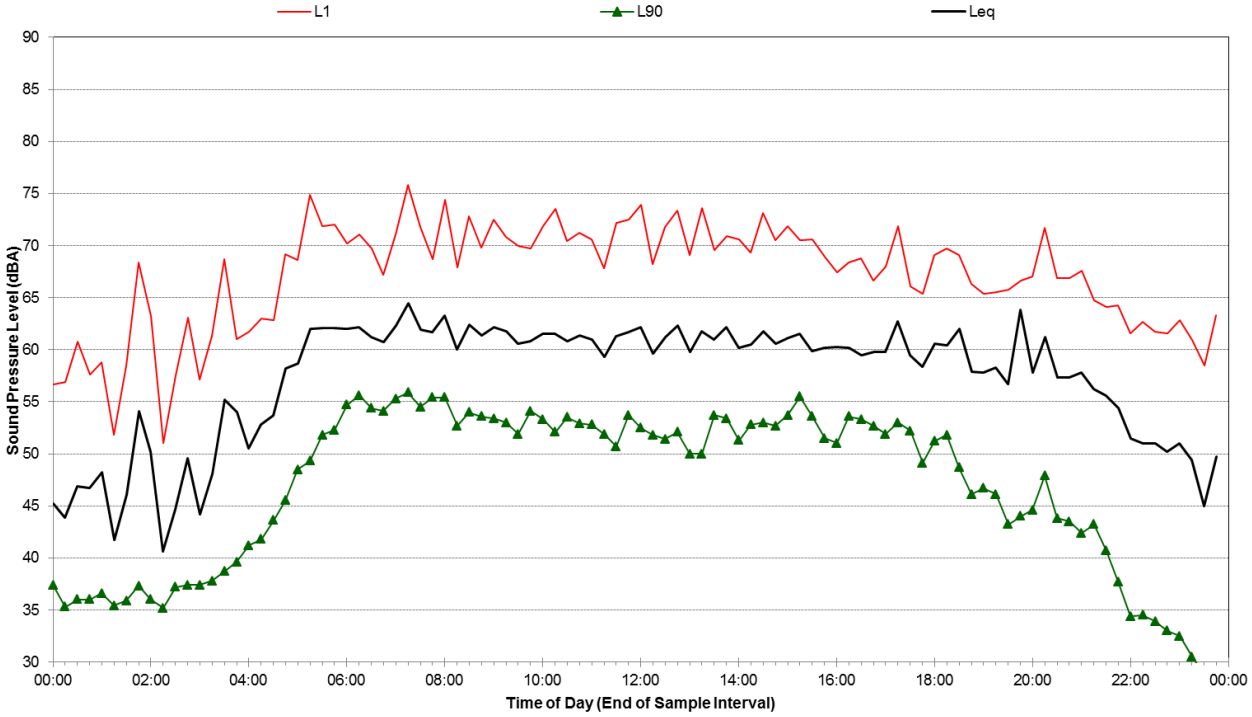
Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Tuesday, 16 October 2012



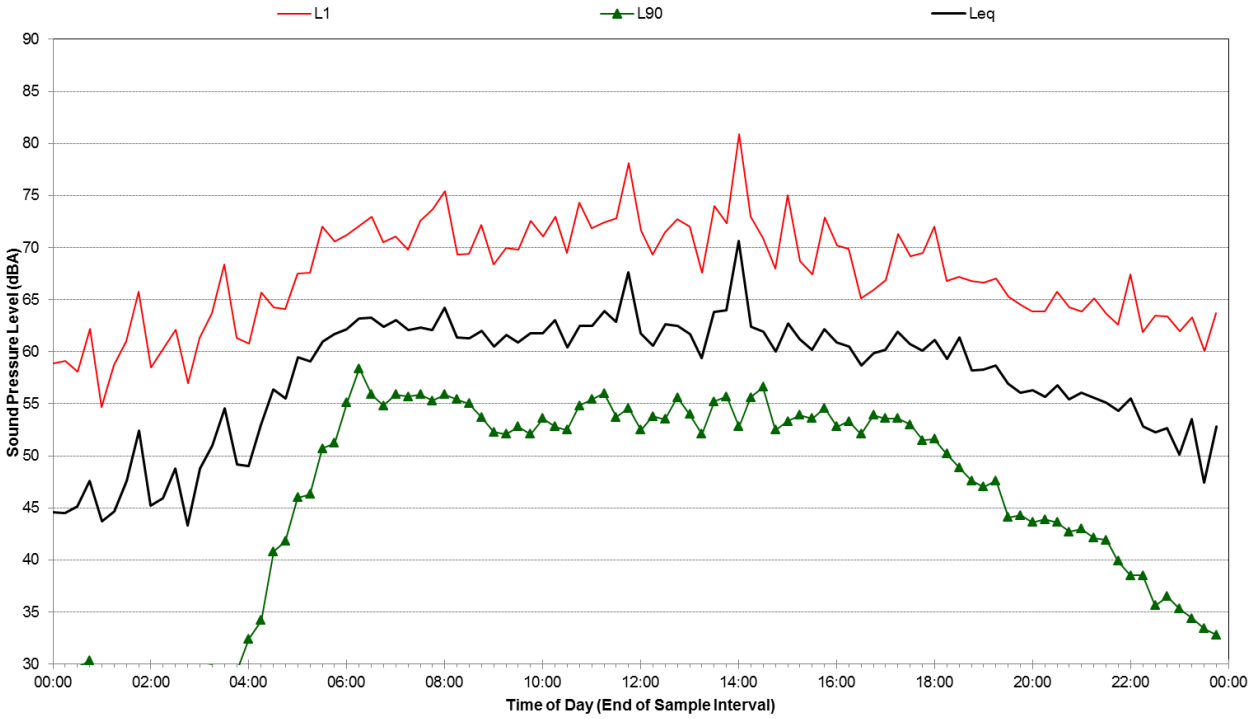
Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Wednesday, 17 October 2012



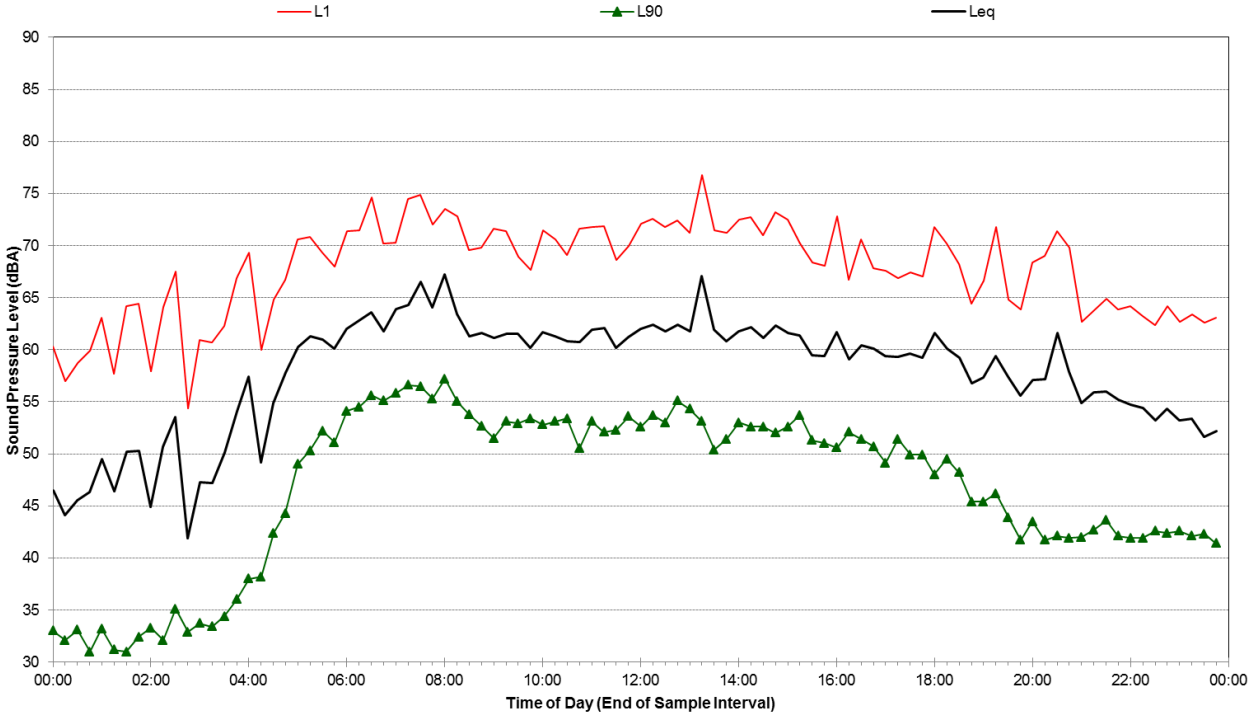
Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Thursday, 18 October 2012



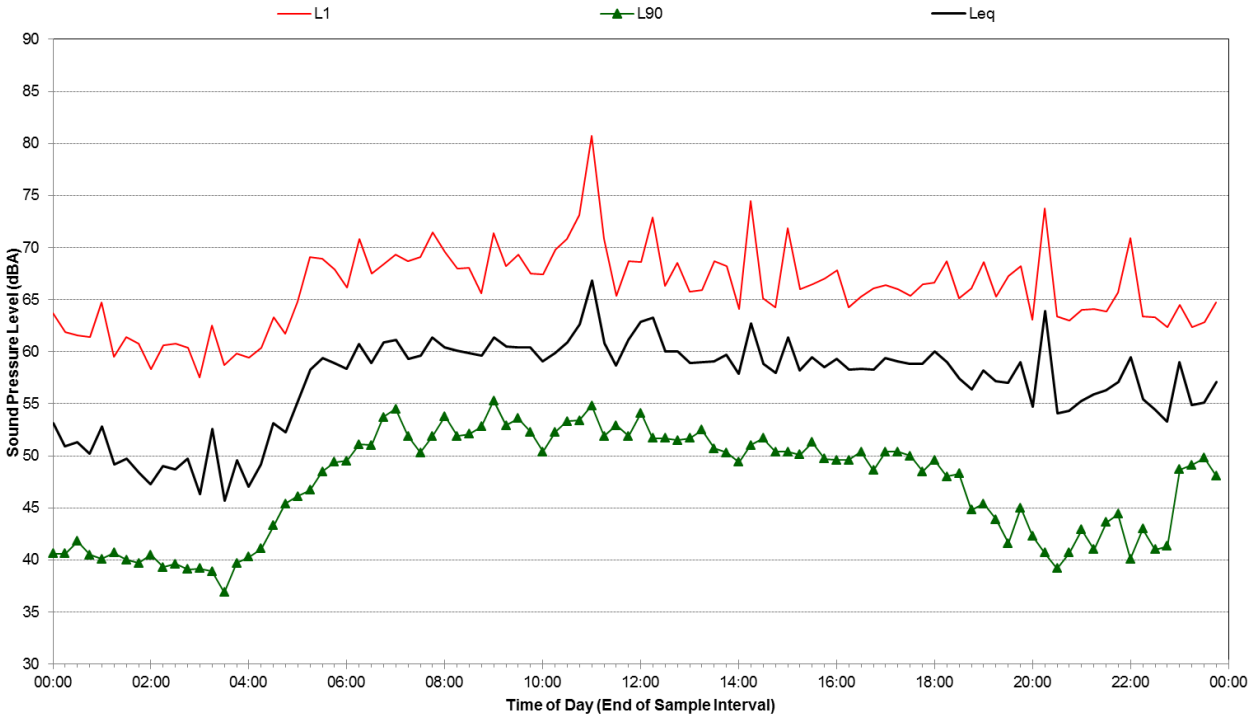
Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Friday, 19 October 2012



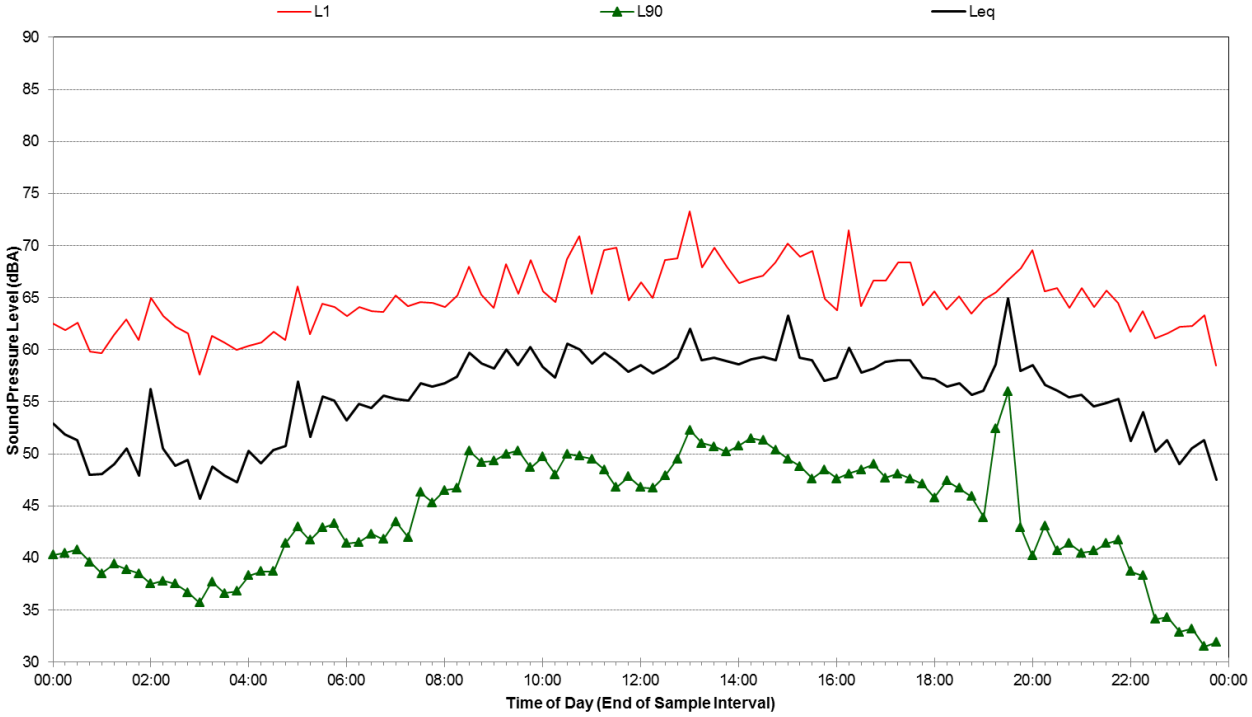
Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Saturday, 20 October 2012



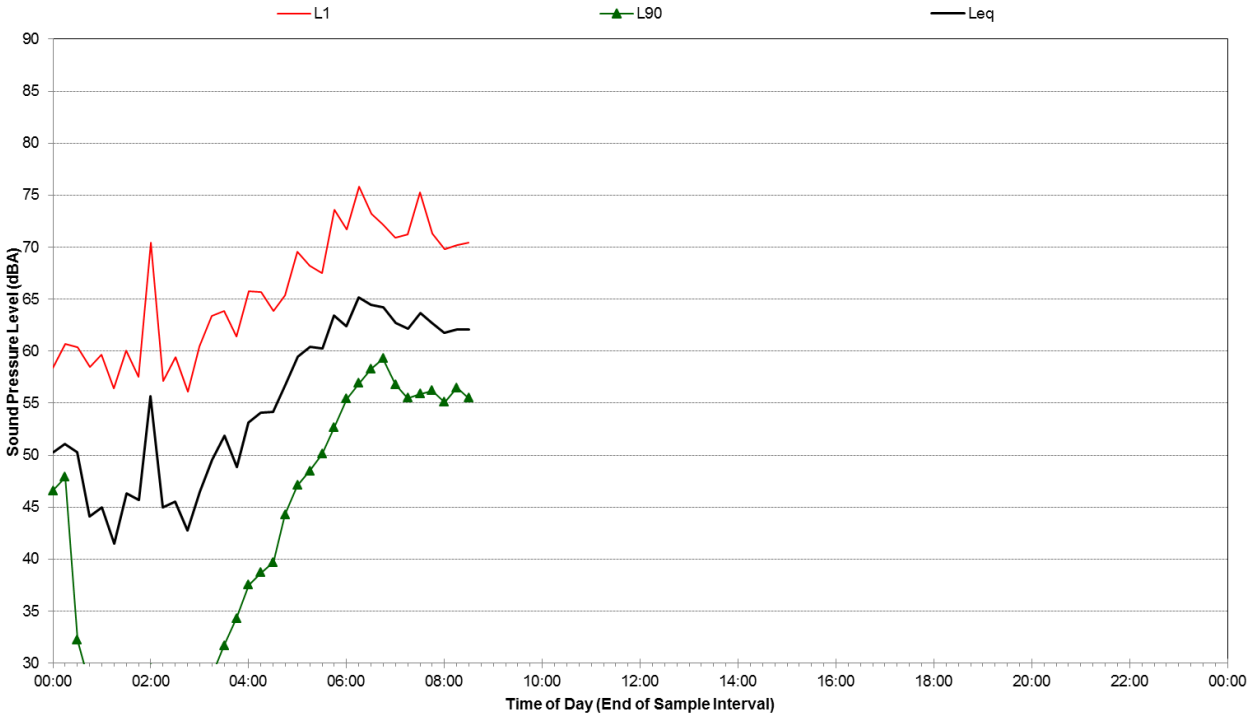
Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Sunday, 21 October 2012



Statistical Ambient Noise Levels

Corner Eltham Street & Monash Road - Monday, 22 October 2012



APPENDIX C. LETTER FROM ALDI STORES DATED 10 MAY 2013 DETAILING DELIVERY OPERATIONAL AND MANAGEMENT PROCEDURES

ALDI Stores
(A Limited Partnership)
ABN 90 196 565 019

1 Sargents Road, Minchinbury, NSW 2770 AUSTRALIA

MINCHINBURY REGION

Locked Bag 56
St Marys Delivery Centre
NSW 2760

Telephone: (02) 9675 9000
Facsimile: (02) 9675 9199

10 May 2013

Panel Secretariat
Joint Regional Planning Panel (Sydney East Region)
GPO Box 39
Sydney NSW 2001

Dear Panel Members

RE: RESPONSE TO COUNCIL OFFICER ASSESSMENT REPORT
SECTION 96(2) APPLICATION: NO. MOD2012/0207 – JOINT REGIONAL PLANNING PANEL REFERENCE NO. 2013SYE005
407-417 VICTORIA ROAD AND 1-9 MONASH ROAD, GLADESVILLE

We are writing with regards to the abovementioned site, the Section 96(2) Modification Application lodged with City of Ryde Council (Council) and Council Officer Assessment Report that will be considered at the 15 May 2013 Joint Regional Planning Panel (JRPP) Meeting. This letter serves to respond to the assessment report on behalf of ALDI Stores and to clarify why the delivery hours sought of 7am to 10pm, 7 days in connection with the approved retail tenancy that is intended to be operated by ALDI Stores are acceptable on merit.

1. ALDI Store Operation

ALDI provide an emerging and growing form of retailing to the Australian retail market that has not been adequately catered for in the established retail hierarchy. An ALDI Store requires about 1,500m^2 of floor space, incorporating approximately 1,000m^2 of grocery retail sales area. This is significantly less than a full line supermarket such as those developed by Major Supermarket Chains (MSCs) that range between 3,000m^2 and 4,500m^2 gross floor space. ALDI retails approximately 1,300 product lines compared with 2,500 plus for convenience shops and 25,000 plus for full line supermarkets. ALDI provide convenience and weekly shopping needs in the format of a small supermarket, and has a proven ability to enhance competition, provide greater choice and reduce prices for groceries within local markets.

ALDI's operational systems differ from full line supermarkets, as they were developed in Europe where a retail discount environment has existed for some time. This means that ALDI are able to operate over reduced trading hours when compared with traditional stores operated by the MSCs in Australia. In addition, ALDI stores are managed so that they require fewer deliveries.

Because ALDI's delivery truck vehicle fleet is owned and operated by ALDI (with the exception of some regional ALDI Stores and bread delivery trucks), a much greater level of control is able to be exercised over delivery numbers and times, when compared with the MSCs, which often employ contract delivery drivers. ALDI's truck fleet utilises a moveable bulkhead system, allowing a single truck to deliver a combination of frozen goods, fresh foods and non-perishable items, resulting in reduced deliveries and journeys to stock stores. These operational factors make the use of land for an ALDI Store compatible with a range of adjacent and neighbouring land uses, including residential and commercial development.

The addition of new ALDI supermarket at the gateway of the Gladesville Town Centre will improve the accessibility and convenience of shopping for residents and satisfies the needs of residents who seek conveniently located supermarkets close to where they live, work and undertake day to day activities. The construction and operation of a new ALDI Store at this location will also provide new employment opportunities with positive flow-on economic benefits to nearby retailers and services.

2. Importance of Proposed Delivery Hours on ALDI Operations

ALDI Stores will utilise a 15.2 metre vehicle for deliveries to this site and deliveries are now sought from 7am to 10pm, 7 days a week. Generally it is anticipated that up to between 2 - 5 deliveries will be made to the ALDI Store each day comprising up to three (3) ALDI-owned 15.2m truck deliveries and up to two (2) deliveries from independent bread providers, using either a small truck or van having a maximum length of 12.5 metres.

The proposed schedule is required to ensure that the delivery of fresh produce is available to customers when the ALDI Store commences trade each day.

ALDI is an established business that comprises a number of management procedures to ensure all operations have minimal adverse effects on the residential units within the approved mixed use development on the site and surrounding land uses. The management procedures regarding the delivery vehicles include the following:

- All delivery vehicles have reverse cameras to allow reverse sensors to be turned off whilst reversing;
- The engines of the delivery vehicles are switched off whilst unloading;
- The refrigeration unit within the delivery vehicle can be switched off whilst unloading to reduce any noise; and
- The unloading/loading process is highly efficient and therefore only takes up to an hour or so to complete. Therefore a final delivery each evening at around 8.45pm would have limited noise associated with reversing the delivery vehicle into the dock. Once the delivery is completed (prior to 10pm) the ALDI truck would drive off the site via Monash Road.

The proposed delivery hours will have negligible environmental impacts and will not adversely affect traffic generation and congestion. The proposed delivery hours of 7am to 10pm, 7 days will allow for greater flexibility of the delivery arrangements. It is essential that fresh produce is on the ALDI shop floor prior to each store's opening every day. Therefore it is paramount that the "window" for operation of the loading dock is as generous as possible so as to allow for additional time for unloading of the ALDI delivery truck in the event of a delivery truck being delayed by unexpected high traffic volumes on its route from the ALDI Minchinbury Region distribution warehouse to Gladesville. Furthermore, greater flexibility of delivery times to allow for morning and evening deliveries to the ALDI Store outside peak traffic periods will reduce the cumulative traffic impact of ALDI deliveries in the surrounding road network.

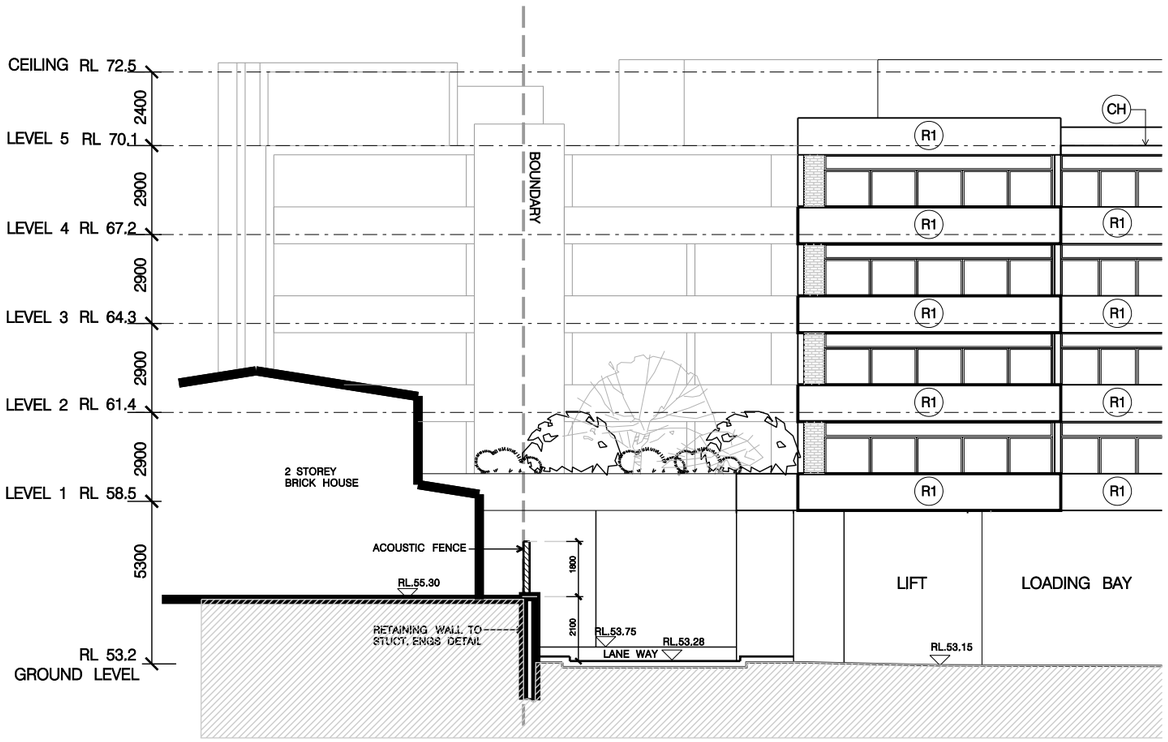
We thank you for the time in considering the information provided and hope we earn your support for this application.

Please do not hesitate to contact the undersigned should you require clarification of this matter.

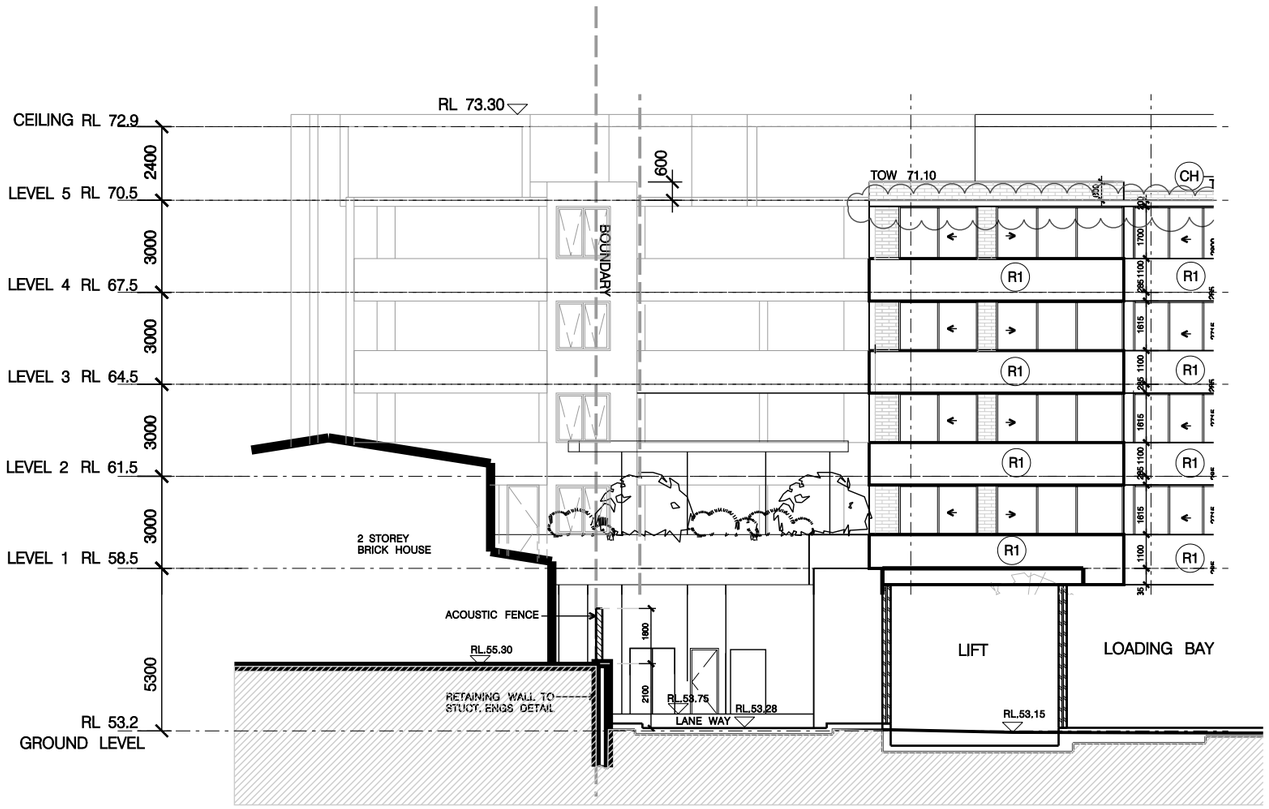
Yours sincerely
ALDI Stores

Jock Wigan
Property Director

APPENDIX D. SECTIONS OF THE LANEWAY SHOWING DETAILS OF ACOUSTIC REPORT PREPARED BY ARCHITECTURAL BUILDING WORKS



01 APPROAVED DA. LDA 2011 / 0648
SECTION ACROSS LANE WAY SCALE 1:100 @ A3



01 SEC 96 MOB 2012 / 0207
SECTION ACROSS LANE WAY SCALE 1:100 @ A3

APPENDIX E. MODELLING CALCULATIONS PREPARED BY VARGA TRAFFIC CONSULTANTS PTY LTD

MOVEMENT SUMMARY

Site: Existing PM

Victoria Road & Monash Road
Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

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
East: Victoria Road East											
5	T	1820	1.3	0.657	9.6	LOS A	27.9	197.7	0.58	0.54	45.4
6	R	93	3.2	0.458	39.3	LOS C	4.9	35.5	0.92	0.84	27.9
Approach		1913	1.4	0.657	11.0	LOS A	27.9	197.7	0.60	0.56	44.1
North: Monash Road North											
7	L	90	1.1	0.576	54.7	LOS D	11.2	78.8	0.96	0.82	22.4
9	R	314	0.3	0.576	55.6	LOS D	11.2	78.8	0.96	0.82	22.2
Approach		404	0.5	0.576	55.4	LOS D	11.2	78.8	0.96	0.82	22.3
West: Victoria Road West											
10	L	444	0.2	0.656	21.5	LOS B	26.1	183.3	0.68	0.91	37.4
11	T	1880	1.1	0.656	15.8	LOS B	29.0	204.7	0.70	0.65	39.7
Approach		2324	0.9	0.656	16.9	LOS B	29.0	204.7	0.70	0.70	39.3
All Vehicles		4641	1.1	0.657	17.8	LOS B	29.0	204.7	0.68	0.65	38.4

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	18	54.2	LOS E	0.1	0.1	0.95	0.95
P5	Across N approach	8	12.2	LOS B	0.0	0.0	0.45	0.45
All Pedestrians		26	41.2	LOS E			0.80	0.80

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Proposed PM

Victoria Road & Monash Road
Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

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
East: Victoria Road East											
5	T	1820	1.3	0.657	9.6	LOS A	27.9	197.7	0.58	0.54	45.4
6	R	120	2.5	0.609	43.8	LOS D	7.1	50.8	1.00	0.88	26.3
Approach		1940	1.3	0.657	11.7	LOS A	27.9	197.7	0.61	0.56	43.6
North: Monash Road North											
7	L	114	0.9	0.641	55.4	LOS D	12.8	90.3	0.97	0.83	22.3
9	R	339	0.3	0.641	56.3	LOS D	12.8	90.3	0.98	0.83	22.0
Approach		453	0.4	0.641	56.1	LOS D	12.8	90.3	0.98	0.83	22.1
West: Victoria Road West											
10	L	472	0.2	0.654	20.5	LOS B	25.6	180.1	0.67	0.90	38.0
11	T	1880	1.1	0.654	15.2	LOS B	28.9	204.1	0.69	0.64	40.2
Approach		2352	0.9	0.654	16.3	LOS B	28.9	204.1	0.69	0.69	39.7
All Vehicles		4745	1.1	0.657	18.2	LOS B	28.9	204.1	0.68	0.65	38.2

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	18	54.2	LOS E	0.1	0.1	0.95	0.95
P5	Across N approach	8	11.7	LOS B	0.0	0.0	0.44	0.44
All Pedestrians		26	41.1	LOS E			0.79	0.79

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Existing PM

Victoria Road & Monash Road
Signals - Fixed Time Cycle Time = 125 seconds (User-Given Cycle Time)

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
East: Victoria Road East											
5	T	1820	1.3	0.646	9.2	LOS A	27.9	197.4	0.56	0.52	45.9
6	R	93	3.2	0.468	39.2	LOS C	5.1	36.9	0.92	0.84	27.9
Approach		1913	1.4	0.646	10.7	LOS A	27.9	197.4	0.58	0.54	44.6
North: Monash Road North											
7	L	90	1.1	0.600	57.6	LOS E	11.8	82.9	0.97	0.82	21.8
9	R	314	0.3	0.600	58.5	LOS E	11.8	82.9	0.97	0.82	21.6
Approach		404	0.5	0.600	58.3	LOS E	11.8	82.9	0.97	0.82	21.6
West: Victoria Road West											
10	L	444	0.2	0.640	20.9	LOS B	25.9	182.4	0.66	0.91	37.8
11	T	1880	1.1	0.640	15.2	LOS B	29.0	204.6	0.67	0.62	40.2
Approach		2324	0.9	0.640	16.2	LOS B	29.0	204.6	0.67	0.68	39.8
All Vehicles		4641	1.1	0.646	17.6	LOS B	29.0	204.6	0.66	0.63	38.7

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	18	56.6	LOS E	0.1	0.1	0.95	0.95
P5	Across N approach	8	11.7	LOS B	0.0	0.0	0.43	0.43
All Pedestrians		26	42.8	LOS E			0.79	0.79

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Proposed PM

Victoria Road & Monash Road
Signals - Fixed Time Cycle Time = 125 seconds (User-Given Cycle Time)

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
East: Victoria Road East											
5	T	1820	1.3	0.653	9.7	LOS A	28.7	203.2	0.58	0.54	45.3
6	R	120	2.5	0.624	45.4	LOS D	7.5	53.4	1.00	0.90	25.8
Approach		1940	1.3	0.653	12.0	LOS A	28.7	203.2	0.60	0.56	43.4
North: Monash Road North											
7	L	114	0.9	0.640	57.3	LOS E	13.3	93.7	0.97	0.83	21.8
9	R	339	0.3	0.640	58.2	LOS E	13.3	93.7	0.98	0.83	21.6
Approach		453	0.4	0.640	58.0	LOS E	13.3	93.7	0.98	0.83	21.7
West: Victoria Road West											
10	L	472	0.2	0.647	20.5	LOS B	26.1	183.9	0.66	0.90	38.0
11	T	1880	1.1	0.647	15.2	LOS B	29.5	208.4	0.68	0.63	40.2
Approach		2352	0.9	0.647	16.3	LOS B	29.5	208.4	0.68	0.68	39.7
All Vehicles		4745	1.1	0.653	18.5	LOS B	29.5	208.4	0.67	0.65	38.0

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	18	55.7	LOS E	0.1	0.1	0.94	0.94
P5	Across N approach	8	11.7	LOS B	0.0	0.0	0.43	0.43
All Pedestrians		26	42.1	LOS E			0.79	0.79

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Existing PM

Victoria Road & Monash Road
Signals - Fixed Time Cycle Time = 130 seconds (User-Given Cycle Time)

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
East: Victoria Road East											
5	T	1820	1.3	0.637	8.8	LOS A	27.9	197.1	0.54	0.50	46.3
6	R	93	3.2	0.448	38.9	LOS C	5.3	38.0	0.91	0.84	28.0
Approach		1913	1.4	0.637	10.3	LOS A	27.9	197.1	0.56	0.52	45.0
North: Monash Road North											
7	L	90	1.1	0.624	60.6	LOS E	12.4	87.0	0.98	0.83	21.1
9	R	314	0.3	0.624	61.5	LOS E	12.4	87.0	0.98	0.82	20.9
Approach		404	0.5	0.624	61.3	LOS E	12.4	87.0	0.98	0.82	21.0
West: Victoria Road West											
10	L	444	0.2	0.633	21.0	LOS B	26.5	186.3	0.64	0.91	37.7
11	T	1880	1.1	0.633	15.2	LOS B	29.6	208.9	0.66	0.61	40.2
Approach		2324	0.9	0.633	16.3	LOS B	29.6	208.9	0.66	0.67	39.8
All Vehicles		4641	1.1	0.637	17.7	LOS B	29.6	208.9	0.64	0.62	38.6

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	18	59.1	LOS E	0.1	0.1	0.95	0.95
P5	Across N approach	8	11.6	LOS B	0.0	0.0	0.42	0.42
All Pedestrians		26	44.5	LOS E			0.79	0.79

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: Proposed PM

Victoria Road & Monash Road
Signals - Fixed Time Cycle Time = 130 seconds (User-Given Cycle Time)

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
East: Victoria Road East											
5	T	1820	1.3	0.651	9.9	LOS A	29.5	208.8	0.57	0.53	45.2
6	R	120	2.5	0.598	46.4	LOS D	7.6	54.3	1.00	0.89	25.5
Approach		1940	1.3	0.651	12.2	LOS A	29.5	208.8	0.60	0.55	43.2
North: Monash Road North											
7	L	114	0.9	0.638	59.2	LOS E	13.8	97.2	0.97	0.83	21.4
9	R	339	0.3	0.638	60.1	LOS E	13.8	97.2	0.98	0.83	21.2
Approach		453	0.4	0.638	59.9	LOS E	13.8	97.2	0.98	0.83	21.3
West: Victoria Road West											
10	L	472	0.2	0.648	21.3	LOS B	27.4	192.5	0.66	0.90	37.5
11	T	1880	1.1	0.648	15.9	LOS B	30.7	217.2	0.68	0.63	39.7
Approach		2352	0.9	0.648	17.0	LOS B	30.7	217.2	0.68	0.69	39.2
All Vehicles		4745	1.1	0.651	19.1	LOS B	30.7	217.2	0.67	0.65	37.6

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model used.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	Across E approach	18	57.2	LOS E	0.1	0.1	0.94	0.94
P5	Across N approach	8	12.1	LOS B	0.0	0.0	0.43	0.43
All Pedestrians		26	43.3	LOS E			0.78	0.78

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

APPENDIX F. PETITION CONTAINING EIGHT (8) SIGNATURES FROM LOCAL RESIDENTS IN SUPPORT OF THE PROPOSAL

May 2013

JRPP members
C/- The General Manager
Ryde City Council

Dear Panel Members,

Re: New Development containing an ALDI Store at 1-9 Monash Road and 407 – 417 Victoria Road, Gladesville (Section 96 Application No. MOD2012/0207)

I am a local resident and have been informed that there is a new development on the corner of Monash Road and Victoria Road. I understand that an application to include an ALDI Store is being considered by the Panel on the 15 May 2013.

As a local resident I support the proposed ALDI Store in the development. It will provide a greater shopping choice for locals at a convenient location on the corner of Monash & Victoria Road, Gladesville.

Please support the development.

Yours faithfully

Name: Josephine Rotondo
Address: 65 Eltham St Gladesville
Date: 4-5-2013

Name: Colin Fairbrother
Address: 76 Eltham St Gladesville
Date: 4-5-2013

Name: Travis Stephenson
Address: 73 Eltham St. Gladesville 2111
Date: 04.05.13.

Name: Warren Wise
Address: 71 Eltham Street Gladesville NSW
Date: 4/5/2013

Name: Caitlin Carpenter
Address: 1/72A Eltham St Gladesville
Date: 4/5/13

May 2013

JRPP members
C/- The General Manager
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Please support the development.

Yours faithfully

Name: Don & Helen Bogg
Address: 18 ELTHAM ST
Date: GLADESVILLE 4/5/13

Name:
Address: 58 ELTHAM ST
Date: 4/5/13

Name:
Address: 53 ELTHAM ST
Date: 4/5/13

Name: Rocco Cabernoti
Address: 67 Eltham st Gladesville
Date: 4.5.13 ROCCO Cabernoti

Name:
Address:
Date: