Genesis Traffic

Traffic Impact Assessment

46-54 Court Road, Fairfield

Proposed Mixed-Use Development

24015

Prepared for

Level 33

21 February 2025

Contact Information

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Document Information

Report	Traffic Impact Assessment
Proposal	Proposed Mixed-Use Development
Architect	Level 33
Project Location	46-54 Court Road, Fairfield
Council	Fairfield City Council
Job Number	24015
Date	21/02/2025

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	20/02/2024	Draft	LN	BL
2	27/02/2024	2nd Draft	LN	BL
3	27/02/2024	Final Draft	LN	BL
4	28/02/2024	For Issue	LN	BL
5	17/01/2025	For Issue	LN	BL
6	12/02/2025	For Issue	LN	BL
7	21/02/2025	For Issue	LN	BL

Table of Contents

Attachments

Tables

Figures

1 Introduction

1.1 Background

This report has been prepared to accompany an Amended Development Application to Fairfield City Council for a Proposed Mixed-Use Development at 46-54 Court Road, Fairfield (Figure 1-1).

Figure 1-1 Site

Source: Metromap (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the approved and proposed development schemes
- describe the existing site, road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements

1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Fairfield City Centre Development Control Plan (Fairfield City Council, 2013)
- Guide to Traffic Generating Developments, RMS, 2002
- Guide to Traffic Generating Developments, Updated Traffic Surveys, RMS, TDT 2013/14a
- State Environmental Planning Policy (Housing) 2021

2 Development Scheme Context

2.1 Approved Development

The site is previously subject to a development consent (DA 687.1/2014) that permits the following development outcome on the site:

- 290 apartments in the following composition:
    - 9 x studio apartment(s)
    - 92 x one-bedroom apartment(s)
    - 152 x two-bedroom apartment(s)
    - 37 x three-bedroom apartment(s)
- Basement carpark - 434 car spaces
- Ground floor commercial/retail premises of 1,413m^2

Details of the approved DAs are provided on the architectural plans in **Attachment 1**.

2.2 S4.55 Modification

It is noted that the approved scheme is the subject of a modification application (S4.55 Mod) currently being assessed by Council. Relevantly, the S4.55MOD sought consent for:

- Reduced retail from 1,413 to 1,107m^2 GFA
- Amended basement layout comprising 441 spaces, including 2 additional small car spaces.

For clarity, the subject amended DA will be assessed on the basis of the proposed S4.55MOD plans/layout.

2.3 Proposed Development

The proposal seeks consent for a development outcome under an Amended DA. The amended DA seeks:

- 356 apartments (under SEPP provisions) in the following composition:
    - 57 x affordable units
        - 30 x studio/one-bedroom apartment(s)
        - 21 x two-bedroom apartment(s)
        - 6 x three-bedroom apartment(s)
    - 299 x non affordable units
        - 92 x studio/one-bedroom apartment(s)
        - 170 x two-bedroom apartment(s)

- 37 x three-bedroom or more apartment(s)

- Basement carpark - 434 car spaces
- Commercial/retail premises' floor area will be reduced to 1056.69m^2

The initially approved vehicle access provisions on Court Road will be maintained.

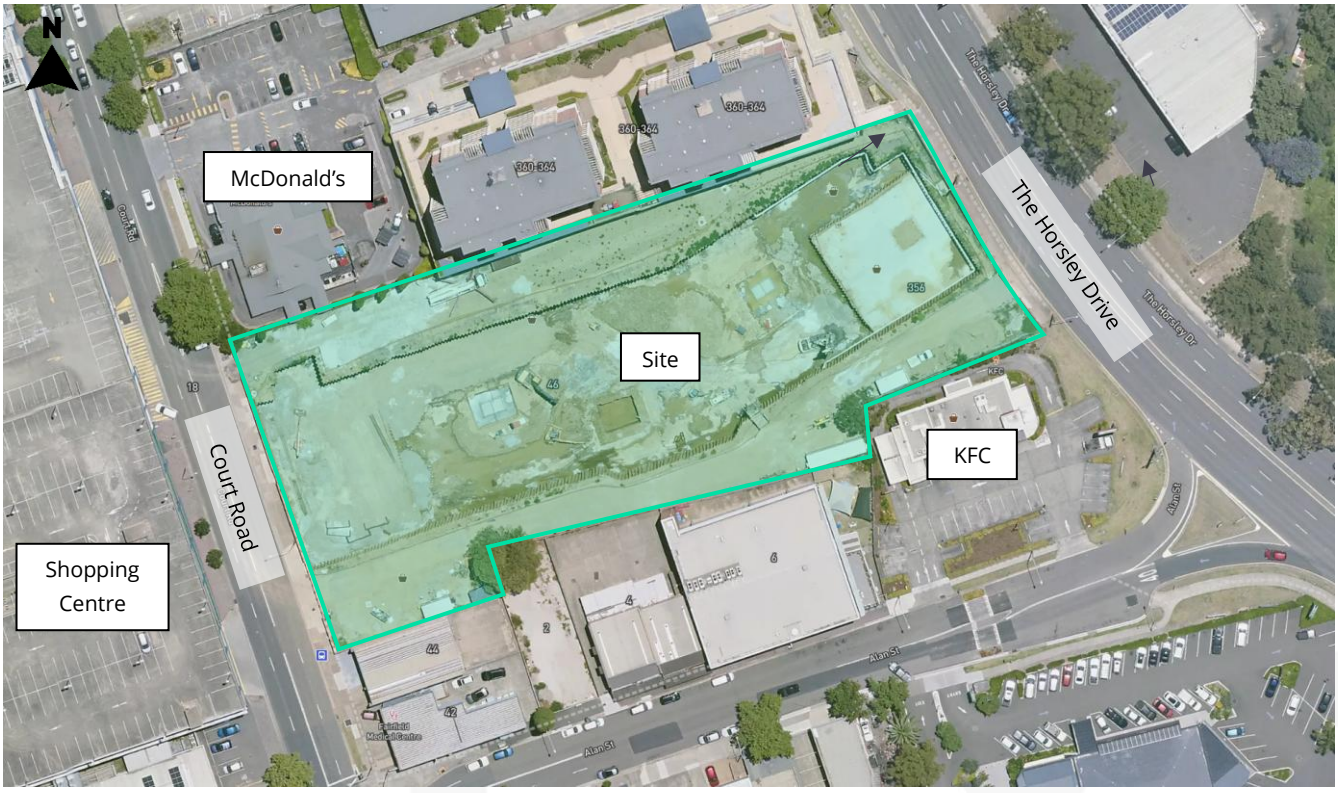
Details of proposed amended DA scheme are indicated in the architectural plans in **Attachment 2**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot 101 in DP 717004, Lot 3 and 4 in DP 524149, located at 46-54 Court Road, Fairfield. The site occupies an area of 9,239m² and has frontage(s) to Court Road and The Horsley Drive.

Figure 3-1 Site Context



Source: Metromap (Modified by Genesis Traffic)

The existing site is vacant with vehicle access point(s) located at Court Road.

The adjoining and surrounding land uses include:

- adjoining McDonald's and residential-based mix use complexes to the north
- adjoining KFC and commercial premises to the south
- Fairfield City Central Shopping Mall opposite Court Road
- industrial premises opposite The Horsley Drive

3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network

Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Descriptions
The Horsley Drive	· State Road · Speed limit 60km/h · 2 lane(s) in each direction in general · Clearway restriction between 6am - 7pm Monday to Friday and 9am – 6pm Saturday, Sunday and Public Holidays along both sides of the street
Nelson Street	· Local Road · Speed limit 40km/h · 2 lane(s) in each direction · No Parking restriction along both sides of the street
Court Road	· Local Road · Speed limit 40km/h · 1 lane(s) in each direction generally except the northbound direction along the frontage of Shopping Centre that has 2 lanes

	· No Parking restriction along both sides of the street along the frontage of Shopping Centre
Alan Street	· Local Road · Speed limit 40km/h · 1 lane(s) in each direction · Time restricted (1P) on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

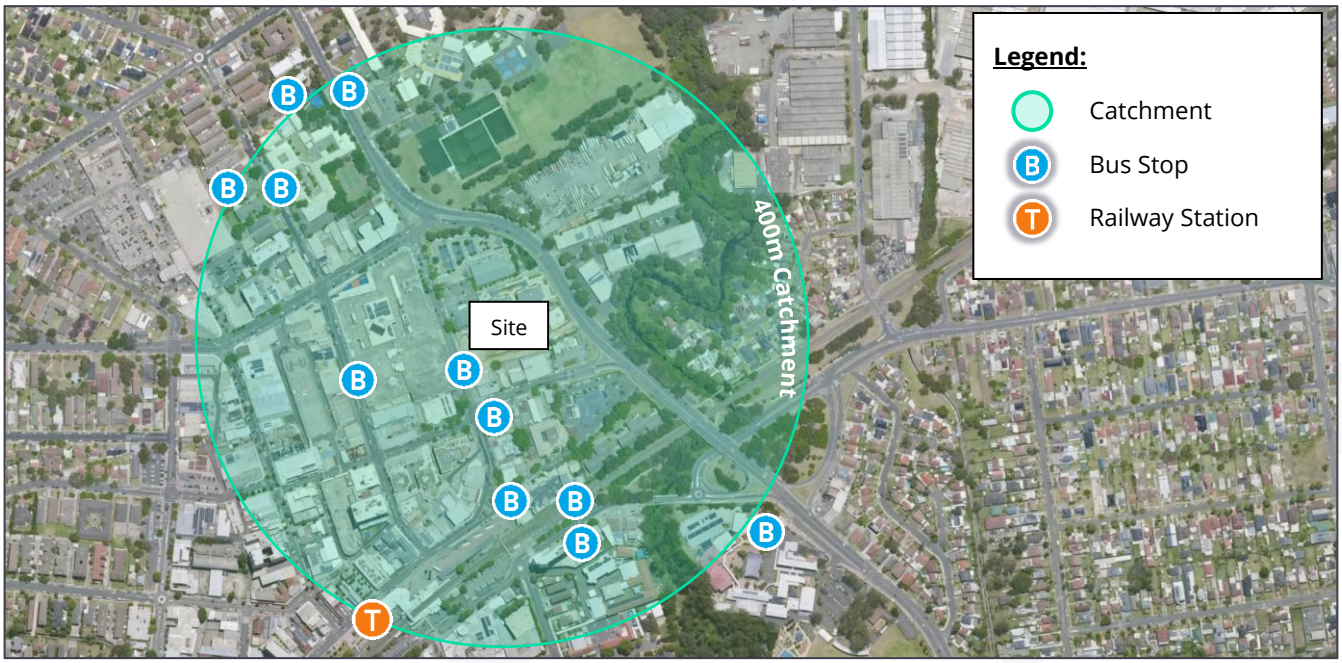
Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	· Intersection(s) of: o The Horsley Drive, Nelson Street and Court Road o Court Road, Alan Street and Spencer Street
Give-way / Stop Control	· Intersection(s) of: o The Horsley Drive and Alan Street
No Right Turn	· Intersection(s) of: o The Horsley Drive and Alan Street
School Zone	· Along part(s) of o The Horsley Drive

3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

Train/Metro

The site is located approximately 400m to the north of Fairfield Railway Station providing connections to the Sydney Central Business District (CBD) via the Sydney Trains/Metro rail network.

Bus

Local bus service(s) within walking distance of the site are as follows (Table 3-3).

Table 3-3 Bus Services Provision

Bus Line	Bus Route
800	Blacktown to Fairfield via Pemulwuy
802	Liverpool to Parramatta via Guildford West
804	Liverpool to Parramatta via Fairfield West
808	Liverpool to Fairfield via Abbotsbury
812	Blacktown to Fairfield via Prospect Hwy
813	Bonnyrigg and Western Sydney Parklands to Fairfield
814	Fairfield to Smithfield and Wetherill Park Industrial Area (Loop Service)
817	Cabramatta to Fairfield via Edensor Park

904	Fairfield to Liverpool
905	Bankstown to Fairfield
906	Fairfield to Parramatta

4 Parking Assessment

4.1 Car Parking Requirement

Residential

Reference is made to the non-discretionary development standards in Chapter 2, Part 2 (In-fill Affordable Housing) of SEPP 2021, specifically section 19. The relevant car parking rates are provided in Table 4-1.

Table 4-1 Car Parking Rates from SEPP 2021

Land Use	Element	Minimum Parking Rates
Affordable Housing	One-Bed	0.4 space(s) per unit
	Two-Bed	0.5 space(s) per unit
	Three-Bed	1.0 space(s) per unit
Non-affordable Housing	One-Bed	0.5 space(s) per unit
	Two-Bed	1.0 space(s) per unit
	Three-Bed	1.5 space(s) per unit

Retail

The Fairfield City Centre DCP provides a car parking rate of 1 space per 25m^2. Applying the rate to the proposed retail floor area will generate a requirement of 42 spaces.

Overall Parking Provision

Application of the proposal using the above criteria would indicate the following requirement(s) in Table 4-2.

Table 4-2 Required Car Parking Spaces

Element		Unit/GFA	Requirement	Provision
Affordable Housing	Studio / One-Bed	30 unit(s)	12	382 spaces
	Two-Bed	21 unit(s)	10.5	
	Three-Bed	6 unit(s)	6	
			Total: 28.5 spaces	
Non-Affordable Housing	Studio / One-Bed	92 unit(s)	46	
	Two-Bed	170 unit(s)	170	
	Three-Bed	37 unit(s)	55.5	
			Total: 271.5 spaces	

Retail	42	52 spaces
Total	**342 spaces**	**434 spaces**

It is proposed to provide 434 parking spaces to comply with the above minimum criteria. These spaces will include:

- 382 x Resident
- 52 x Retail

4.2 Bicycle Parking and End of Trip Facility Requirement

The applicable bicycle parking rates (Table 4-3) are provided in Section 5.2.3 Bicycle Facilities in Fairfield City Centre DCP 2013.

Table 4-3 Bicycle Parking Rates

Development Type	Parking Rates
Residential Units	1 space per 3 dwellings
Commercial/Retail	1 space per 300m^2

Application of the above DCP rates to the proposal indicates the following bicycle parking requirement(s) (Table 4-4).

Table 4-4 Required Bicycle Storage/Parking Spaces

Element	Unit/GFA	Requirement
Residential Units	356 units	119
Commercial/Retail	1,056.69m^2 GFA	4
Total		**123 spaces**

It is proposed to provide 135 bicycle spaces to comply with the DCP requirement.

4.3 Loading and Servicing Requirement & Arrangement

The DCP states the following in relation to waste collection vehicles/arrangement:

Service vehicles must be able to enter and exit the site in a forward direction. In order to reduce impact of people using primary streets for vehicle access, developments relying on vehicle access from the primary street must allow trucks to enter and exit in a forward direction (Note: The minimum size truck to service any development should be a medium rigid truck).

Furthermore, Fairfield Council has requested to provide a minimum of three (3) loading bays for a Small Rigid Vehicle (SRV) within the Ground Level car park.

Accordingly, the proposal will incorporate four (4) loading bays that suitable for:

- one (1) 12.5m Heavy Rigid Vehicle (HRV) located in the waste room
- three (3) 6.4m Small Rigid Vehicle (SRV): 1 located in the waste room and 2 located in the Ground Level car park

The HRV and SRV bays in the waste room have a sufficient headroom provision of 4.5m, satisfying the AS2890.2 headroom requirement. However, the two SRV bays in Ground Level car park have a headroom clearance of 2.7m, which falls short of the AS2890.2 requirement of 3.5m. Nonetheless, the assessment deems the provision of loading bays are sufficient and adequate to serve the development.

A comprehensive Loading Dock Management Plan (LDMP) can be documented prior to the occupation/construction stage, which outlines relevant measures to manage truck activities, including but not limited to:

- Implementing an online booking system to coordinate truck arrivals, vehicle types, heights, and frequencies
- Installing associated low headroom signages at the car park entry
- Outlining general operational rules for truck movements

5 Access and Circulation Design

5.1 Access, Design Assessment and Internal Circulation

The car parking access, circulation and arrangement are generally consistent with the approved scheme. Nonetheless, all critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 3**.

6 Traffic Assessment

6.1 Existing Traffic Conditions

Traffic surveys were commissioned as part of this assessment to record the AM peak and PM peak traffic flows at the intersections of:

- Court Road, Alan Street and Spencer Street
- The Horsley Drive, Nelson Road and Court Road

The traffic survey data is reproduced in **Attachment 4**.

The existing intersections' operation has been assessed using SIDRA traffic modelling program. SIDRA is a micro-analytical tool for individual and network intersection modelling based on collected traffic survey data. SIDRA provides a few performance indicators, as follows:

- Degree of Saturation – the total usage of the intersection expressed as a factor of 1, with 1 representing 100% use/saturation.
- Average Delay – the average delay encountered by all vehicles passing through the intersection.
- 95% Queue Length (Q95) – is defined to be the queue length in metres that has only a 5% probability of being exceeded during the analysis period. It transforms the average delays into measurable distance units.
- Level of Service (LOS) – this is a categorisation of average delay, intended for simple reference. The RMS adopts the following bands (Table 6-1)

Table 6-1 Intersection Performance – Levels of Service

Level of Service	Average Delay (s/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & Spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity. At signals, incidents would cause excessive delays. Roundabouts require other control mode	At capacity and requires other mode of control

F	> 70	Extra capacity required	Extreme delay, major treatment required

An indication of prevailing traffic operations at these intersections is provided in the SIDRA assessment (Table 6-2).

Table 6-2 Existing Intersection Traffic Circumstance

Intersection	AM Peak		PM Peak	
	LOS	AVD	LOS	AVD
The Horsley Drive, Nelson Road and Court Road	D	42.8s	D	52.2s
Court Road and Alan Street	B	15.3s	B	16.4s

Details of SIDRA results are reproduced in **Attachment 5**.

The assessment found the local road network operating with ample spare capacity under existing traffic demand (including the existing site's traffic movements).

6.2 Approved Outcome Traffic Generation & Impact

The Traffic Assessment[1] that accompanied the approved development scheme envisaged the following traffic generation outcome associated with the then standard apartment units and retail floor space:

Table 6-3 Approved Traffic Generation Outcome

		AM Peak		PM Peak	
	Total	In	Out	In	Out
High Density Residential	84 vtph	14	70	70	14
Retail	80 vtph	40	40	40	40
Total		**54**	**110**	**110**	**54**

On the basis of the above, the Traffic Assessment found the traffic generation acceptable which underpinned the subsequent development consent.

[1] McLaren Traffic Engineering, Traffic Impact Assessment, September 2014

6.3 Development Traffic Generation

Residential

Since the original assessment, the Guide to Traffic Generating Development has been updated with the Technical Direction 2013/04a, providing revised trip generation rates for high-density residential apartment blocks in proximity of railway stations. The relevant trip rates are as follows:

- 0.19 vtph per unit during the morning peak hour
- 0.15 vtph per unit during the evening peak hour

However, it is likely that the eventual traffic generation outcome of the now proposed affordable housing will be lower than that of a high-density residential development due to the lower tendency of occupants to own private vehicles. This is also reflected in the affordable housing's lower parking requirement when compared with that of a standard high-density apartment.

Nevertheless, applying these conservative trip rates to the proposed units would indicate a peak-hour traffic generation outcome in Table 6-4.

Table 6-4 Peak Hour Traffic Generation

Period	Total	In	Out
AM peak	68 vtph	8 vtph	60 vtph
PM peak	54 vtph	48 vtph	6 vtph

Retail

The Guide to Traffic Generating Development provides an evening peak traffic generation rate of 5.6 vtph per 100m^2 GFA for retail floor space as per the approved outcome. Application of this rate to the proposed retail floor space would indicate a peak hour traffic generation outcome of 60 vtph.

6.4 Overall Traffic Generation and Distribution

The expected overall net traffic generation outcome is tabulated in Table 6-5 as follows:

Table 6-5 Net Peak Hour Traffic Generation

	AM Peak (vtph)		PM Peak (vtph)	
Period	In	Out	In	Out
Residential	8	60	48	6
Retail	30	30	30	30
Net Traffic	**38**	**90**	**78**	**36**

According to the 2016 Journey to Work Data and the demographic of the surrounding land uses, the proportion of each direction is tabulated Table 6-6.

Table 6-6 Proportion of Inbound and Outbound Traffic

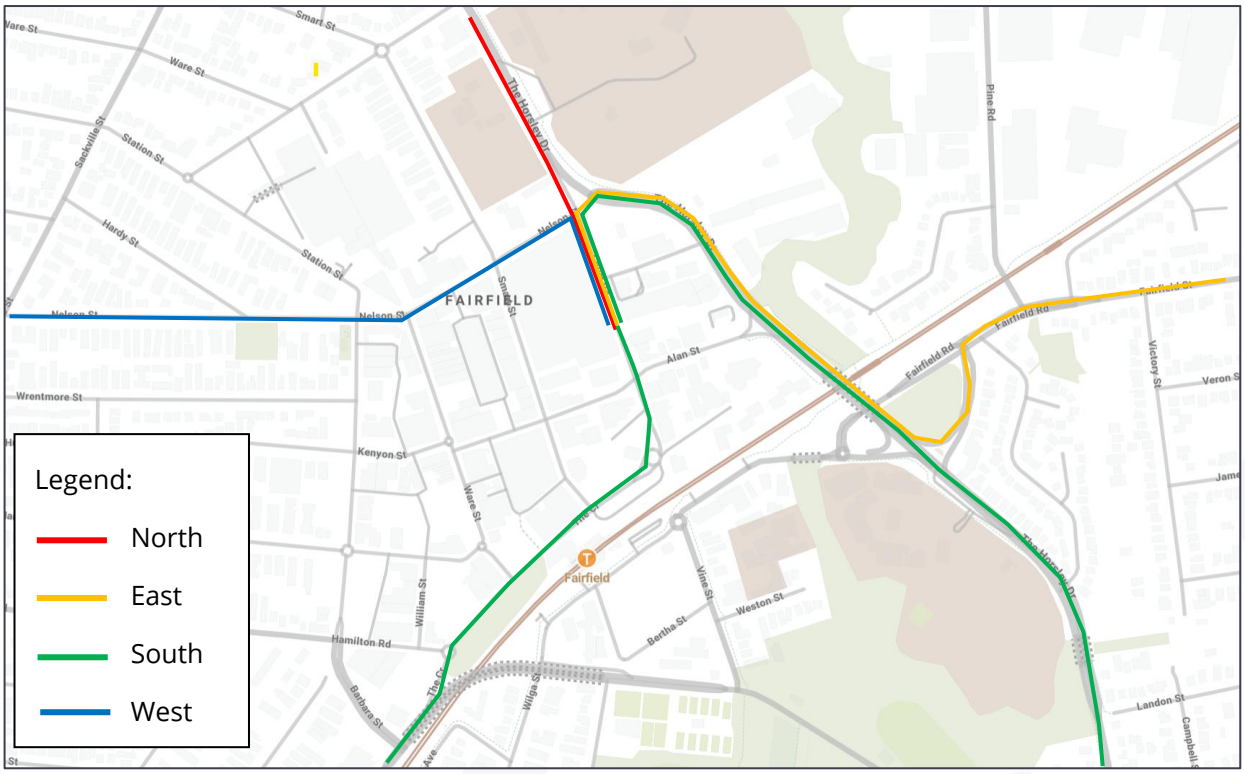
Direction	Proportion	
	Residential	Commercial/Retail
North	35%	25%
East	15%	25%
South	15%	25%
West	35%	25%

The nominal route choices from/to each direction are illustrated in Figure 6-1.

Figure 6-1 Approach Route Distribution

Source: Mecone (modified by Genesis Traffic)

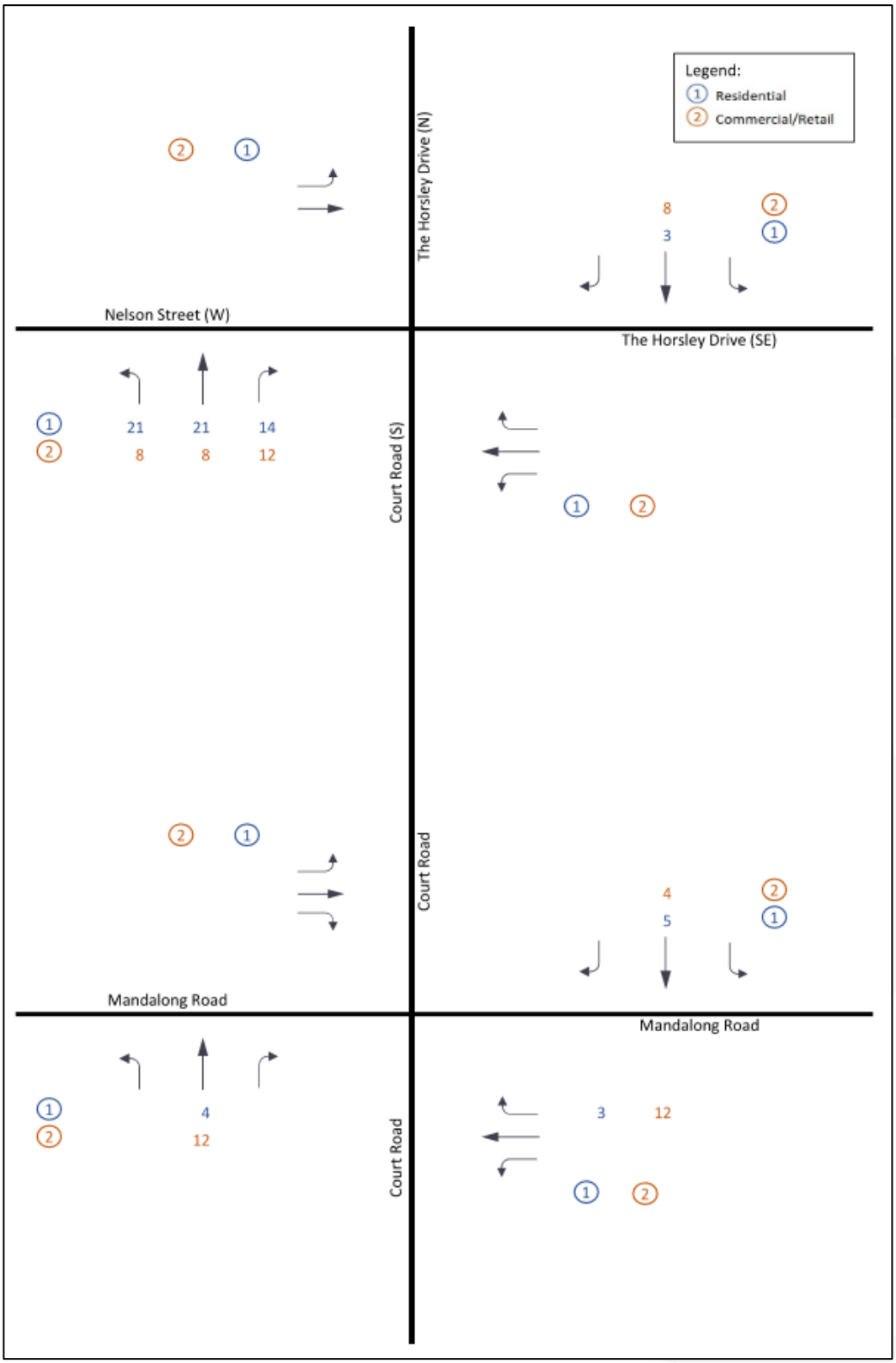
Figure 6-2 Depart Route Distribution



Source: Mecone (modified by Genesis Traffic)

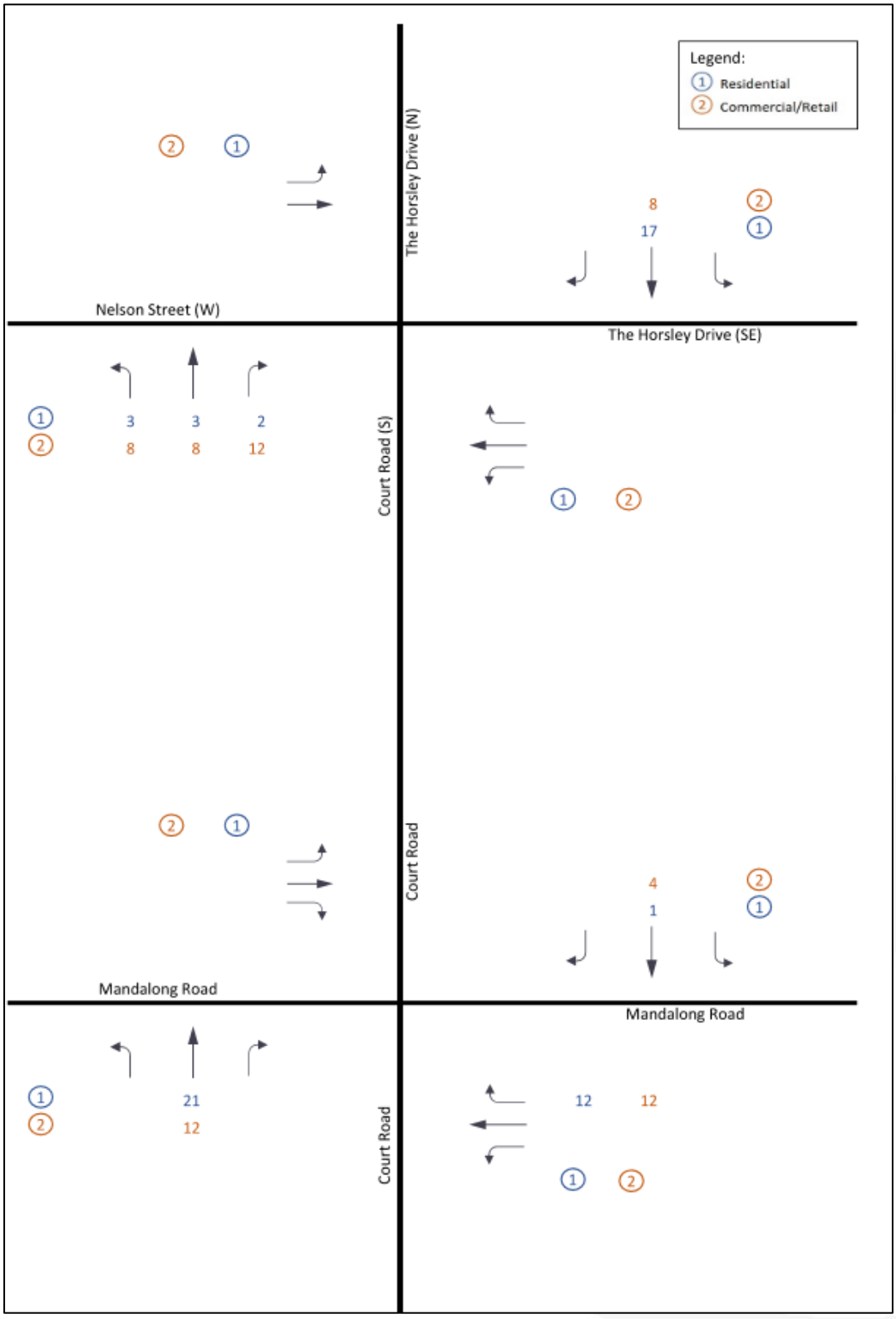
On this basis, once the directional splits are taken into consideration in this assessment, the resulting traffic generation from each direction is illustrated in Figure 6-3 and Figure 6-4.

Figure 6-3 Inbound and Outbound Traffic during AM Peak



Source: Genesis Traffic

Figure 6-4 Inbound and Outbound Traffic during PM Peak



Source: Genesis Traffic

The projected development traffic are then added onto the surveyed background traffic and reanalysed using SIDRA. The assessment considers the existing state, the existing state with the subject development to provide an objective comparison in terms of traffic generation impact on the network. The assessed model outcome is summarised in Table 6-7.

Table 6-7 Existing and Post-Development SIDRA Assessment Outcome

Intersection	AM Peak		PM Peak	
	LOS	AVD	LOS	AVD
Pre-development				
The Horsley Drive, Nelson Road and Court Road	D	42.8s	D	52.2s
Court Road and Alan Street	B	15.3s	B	16.4s
Post Development				
The Horsley Drive, Nelson Road and Court Road	D	47.7s	D	55.1s
Court Road and Alan Street	B	15.4s	B	16.9s

The SIDRA output is reproduced in **Attachment 5**.

The assessment found the existing road network operate with ample spare capacity and the road network levels of service will be maintained following the addition of the subject development.

On this basis, the assessment concludes that the development would not adversely impact the existing road network.

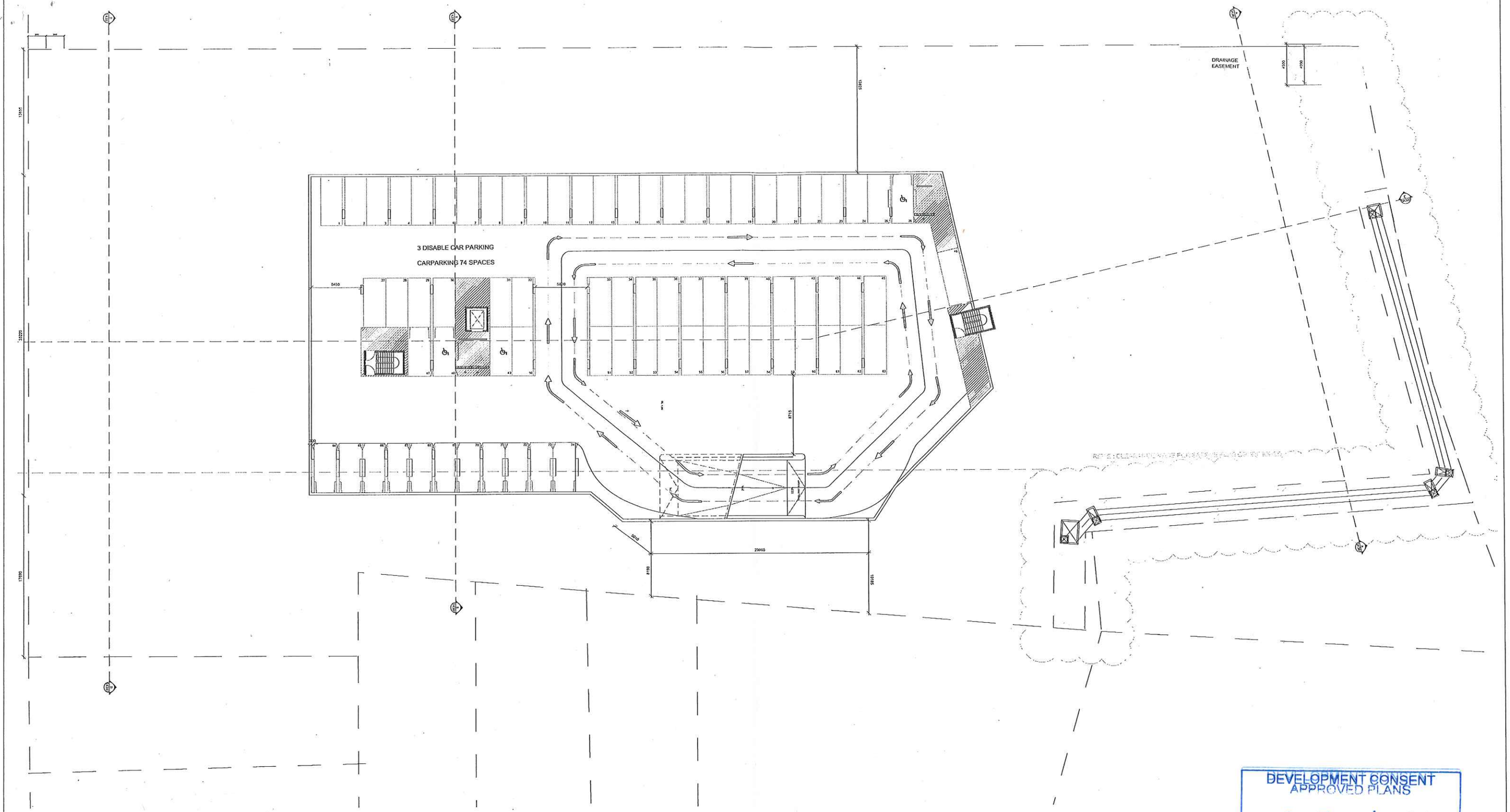
7 Conclusion

The traffic and parking assessment undertaken for the Proposed Mixed-Use Development at 46-54 Court Road, Fairfield has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the SEPP (Housing) 2021 and DCP criteria, and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria

Attachment 1

Approved DA Plan



DEVELOPMENT CONSENT
APPROVED PLANS
687.1/14
Note: A separate Construction Certificate shall be approved prior to works commencing on site. FairfieldCity

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LEGEND:

ISSUE	DATE	AMENDMENT
A	09.06.15	ADDITIONAL BASEMENT PROPOSED
B	11.06.15	ISSUE TO COUNCIL: INTERNAL TRAFFIC CIRCULATION AMENDED AS PER COUNCIL FEEDBACK
C	07.09.15	ISSUE TO COUNCIL: ADDITION OF EASEMENT ON THE HORSLEY DRIVE
D	04.11.15	ISSUE TO COUNCIL: PIPE AND EASEMENT TO SOUTH EAST SHOWN HATCHED

48-54 COURT RD + 356 - 358 HORSLEY DRIVE, FAIRFIELD

DRAWING TITLE: **BASEMENT FLOOR PLAN -3**

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

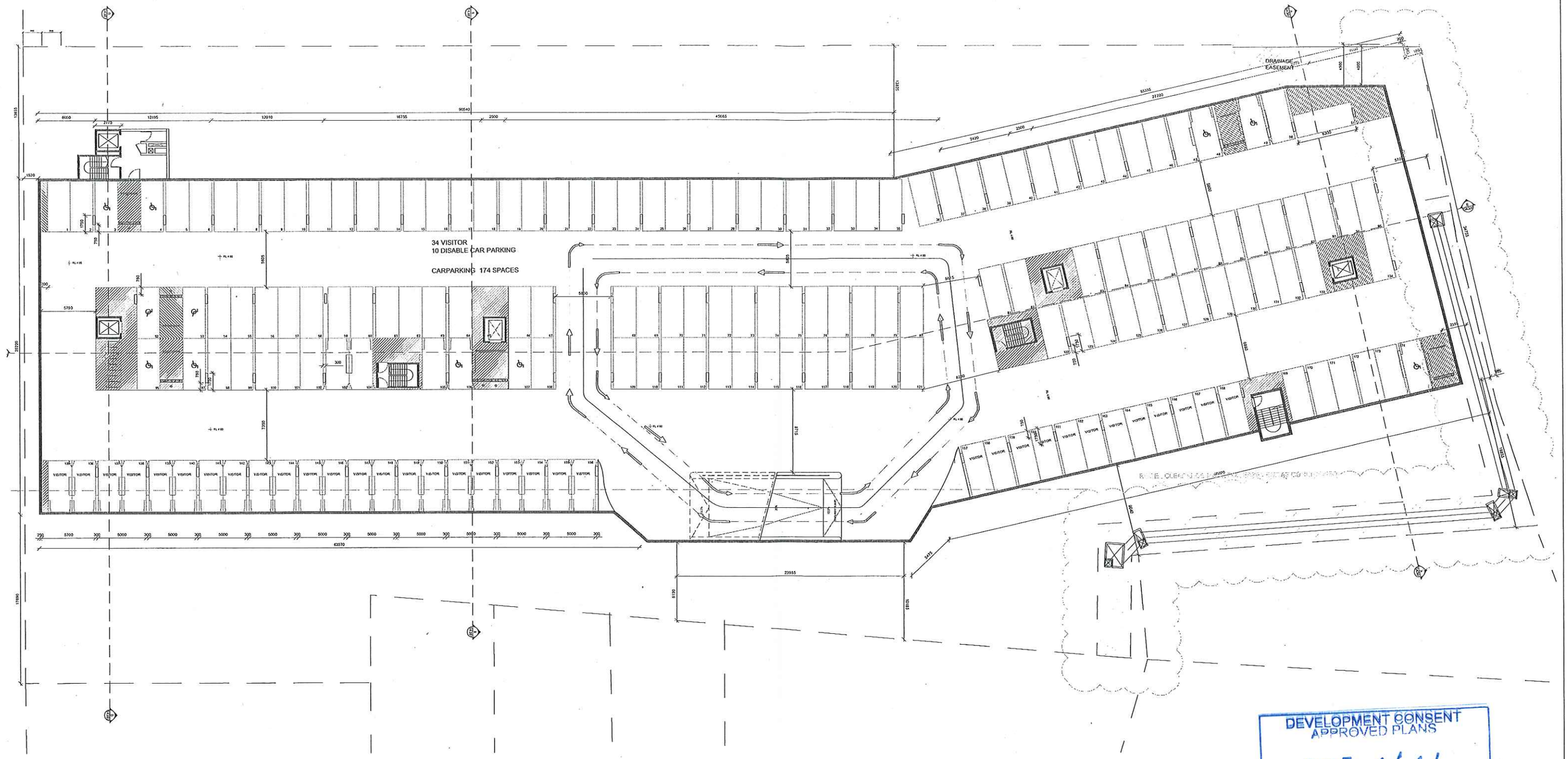
DRAWING No: **DA100**

CLIENT: TALLAHON PTY LTD

JOB No: 1411

SCALE AT A1: 1:200

REVISION: **D**



DEVELOPMENT CONSENT
APPROVED PLANS
687.1/14
Note: A separate Construction Certificate shall be approved prior to works commencing on site. FairfieldCity

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LEGEND.

ISSUE	DATE	AMENDMENT
A	27.10.14	ISSUE TO COUNCIL
B	11.06.15	INTERNAL TRAFFIC CIRCULATIOBN AMENDED AS PER COUNCIL FEEDBACK
C	07.09.15	ISSUE TO COUNCIL: ADDITION OF EASEMENT ON THE HORSLEY DRIVE
D	04.11.15	ISSUE TO COUNCIL: PIPE AND EASEMENT TO SOUTH EAST SHOWN HATCHED

48-54 COURT RD + 356 - 358 HORSLEY DRIVE, FAIRFIELD

DRAWING TITLE:
BASEMENT FLOOR PLAN -2

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

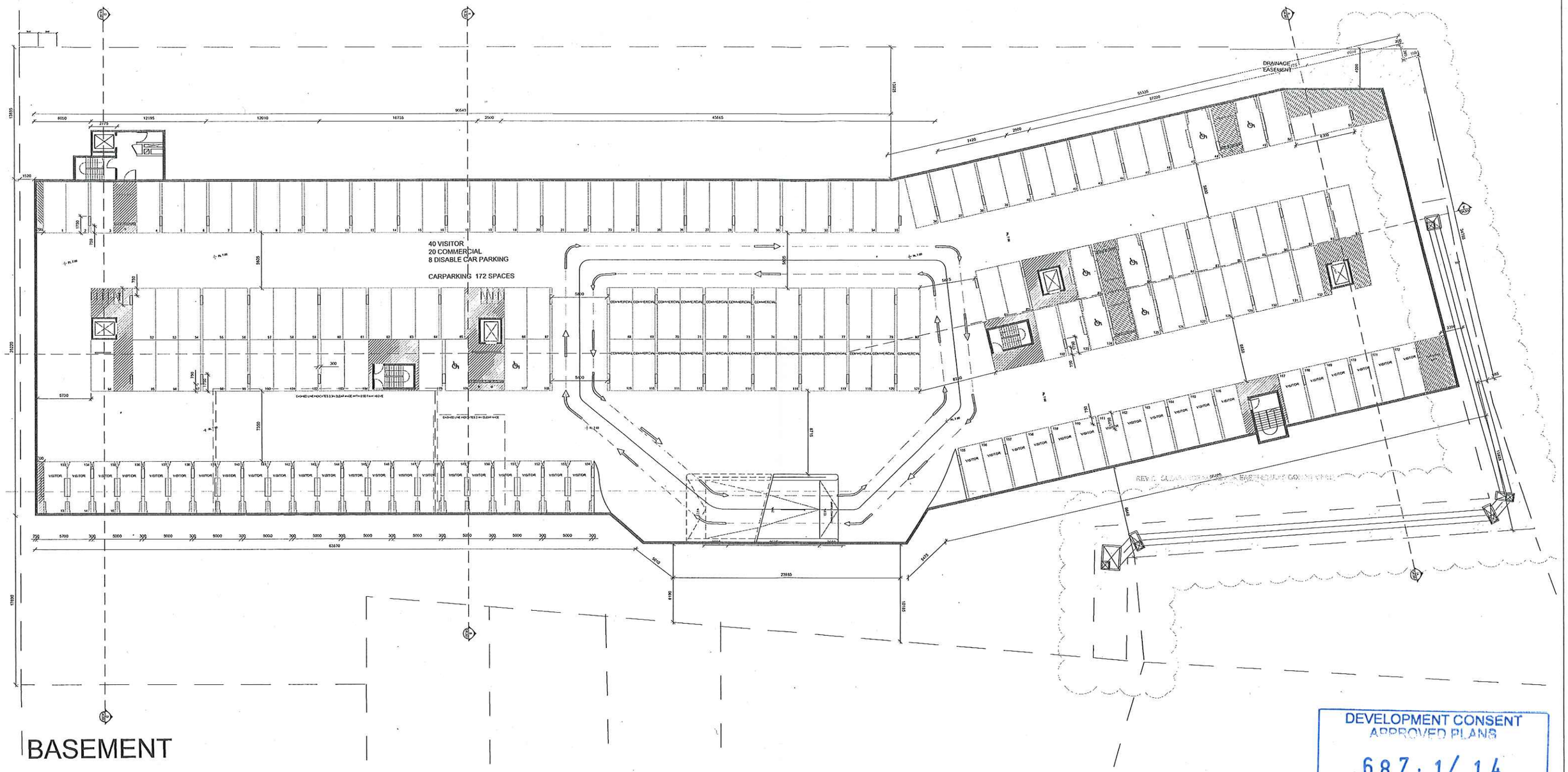
DRAWING No:
DA101

CLIENT: TALLAHON PTY LTD

JOB No: 1411

SCALE AT A1: 1:200

REVISION: **D**



DEVELOPMENT CONSENT
APPROVED PLANS
687.1/14
Note: A separate Construction Certificate shall be approved prior to works commencing on site. Fairfield City

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LEGEND:

ISSUE	DATE	AMENDMENT
A	27.10.14	ISSUE TO COUNCIL
B	11.06.15	INTERNAL TRAFFIC CIRCULATIOBN AMENDED AS PER COUNCIL FEEDBACK
C	07.09.15	ISSUE TO COUNCIL: ADDITION OF EASEMENT ON THE HORSLEY DRIVE
D	04.11.15	ISSUE TO COUNCIL: PIPE AND EASEMENT TO SOUTH EAST SHOWN HATCHED

48-54 COURT RD + 356 - 358 HORSLEY DRIVE, FAIRFIELD

DRAWING TITLE: BASEMENT FLOOR PLAN -1

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

DRAWING No: DA102

REVISION: D

CLIENT: TALLAHON PTY LTD

JOB No: 1411

SCALE AT A1: 1:200

D.P.1041594

BRICK BUILDING
METAL ROOF
"McDONALDS"

S.P.75812

2 STOREY
COMMERCIAL BUILDING
FLAT ROOF

1500W H HIGH FENCE TO BASIN
ACCESS TO RESIDENTS IS STRICTLY PROHIBITED

LOCKED ENTRY TO BASIN
STAFF ONLY ACCESS

DRAINAGE EASEMENT

UNIT B001
UNIT B002
UNIT B003
UNIT B004
UNIT B005

RETAIL
UNIT1
150m2

FFL. 10.5

RETAIL
UNIT2
140m2

FFL. 10.5

RETAIL
UNIT5
130m2

41 COMMERCIAL CAR PARKING SPACES
CARPARKING ON GROUND 41
SPACES

LOBBY BLOCK 2A

LOBBY BLOCK 2B

RETAIL
UNIT3
105m2

FFL. 10.5

RETAIL
591m2

RETAIL
UNIT6
208m2

THE HORSLEY DRIVE

DOTTED LINE DEMARCATES BASEMENT BELLOW

SERVICE VEHICLE
AUSTROADS 2006 (AU)

SERVICE VEHICLE
AUSTROADS 2006 (AU)

SERVICE VEHICLE
AUSTROADS 2006 (AU)

SERVICE VEHICLE
AUSTROADS 2006 (AU)

SUBSTATION

DOUBLE HANDRAIL ELEVATION
FOR ACCESS TO ROOF
PUBLIC SERVICE LANE FOR
MAINTENANCE

DEDICATED PUBLIC SERVICE LANE SIDE WALK

DEDICATED PUBLIC SERVICE LANE

PROPOSED ROAD CURB FOR
FUTURE DEDICATED PUBLIC
SERVICE LANE

RETAIL
UNIT 4
56m2

FFL. 10.5

CAFE
35m2

CAFE
EXTERNAL
SEATING

RENDERED BUILDING
FLAT ROOF
"KFC"
1

D.P.511109

TWO STOREY
COMMERCIAL BUILDING
No.44
"FAIRFIELD COFFEE SHOP"

2

D.P.2218

4

D.P.2218

S.P.19893

TWO STOREY
RENDERED
COMMERCIAL BUILDING

8

D.P.792219

WINDOW RLS:
TOP 19.39 BOTT 17.6
TOP 15.91 BOTT 14.09

DEDICATED PUBLIC SERVICE LANE

DEDICATED PUBLIC SERVICE LANE SIDE WALK

WINDOWS
TOP 13.63
SILL 11.76

FIBRE CEMENT
DWELLING
TILE ROOF

TWO STOREY
BRICK COMMERCIAL
BUILDING

DEVELOPMENT CONSENT
APPROVED PLANS
687.1/14
Note: A separate Construction Certificate shall be approved prior to works commencing on site. FairfieldCity

D.P.449636

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LEGEND:

ISSUE	DATE	AMENDMENT
A	27.10.14	ISSUE TO COUNCIL
B	11.06.15	APARTMENTS REMOVED ON HORSLEY DRIVE AND MADE INTO COMMERCIAL SPACE / SOUTH FACING APARTMENTS ON BLOCK D CHANGED TO GYM / WASTE STORAGE AREA MADE TO SUIT WASTE CONSULTANTS REQUIREMENTS / EXTRA BICYCLE SPACES ADDED / DEDICATED PUBLIC ROAD MARKED
C	07.09.15	ISSUE TO COUNCIL: REMOVAL OF ONE UNIT AND REDUCTION OF COMMERCIAL AREA FOR TURNING CIRCLE, PROPOSED EASEMENT AREA ON THE HORSLEY DRIVE
D	12.10.15	LANDSCAPE UPDATED, EASEMENT TO THE NORTH UPDATED, GYMNASIUM EXTENDED FOR BETTER CIRCULATION
E	02.11.15	EASEMENT TO THE SOUTH SHOWN HATCHED
F	17.11.2015	REISSUE TO COUNCIL - REMOVED TOP STOREY

48-54 COURT RD + 356 - 358 HORSLEY DRIVE, FAIRFIELD

DRAWING TITLE: GROUND FLOOR PLAN

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

DRAWING No: DA103

CLIENT: TALLAHON PTY LTD

JOB No: 1411

SCALE AT A1: 1:200

REVISION: F

Attachment 2

Proposed Plan

No.	Description	Date
8	SECTION 34 - RFI SET 6	20/02/25
7	SECTION 34 - RFI SET 4	14/02/25
6	SECTION 34 - RFI SET 4	11/02/25
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

T: +612 8199 1144
www.level33.com.au
Nominated Registered Architect: George O'Donovan NSW 6763

LEVEL 33 ARCHITECTURAL DIVISION

GROUND FLOOR PLAN

46 Court Road - Fairfield

EVO FAIRFIELD

North

MA100 8

LEGEND

R	RESIDENTIAL CAR SPACE
RT	RETAIL CAR SPACE
ST	STORAGE

Parking Schedule TOTAL	
Level	Count
Residential	
Basement 1	101
Basement 2	140
Basement 3	97
Residential Adaptable	
Basement 1	23
Basement 2	19
Retail	
Ground Floor	27

Parking Schedule TOTAL	
Level	Count
Retail Adaptable	
Ground Floor	4
Retail Staff	
Basement 1	25
Small car space	
Basement 2	2
Grand total: 438	

LEGEND

SEPP HOUSING 2021 30% AMENDMENTS

AF AFFORDABLE UNIT

No.	Description	Date
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

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www.level33.com.au
Nominated Registered Architect: George O'Donovan NSW 6763

LEVEL ARCHITECTURAL DIVISION

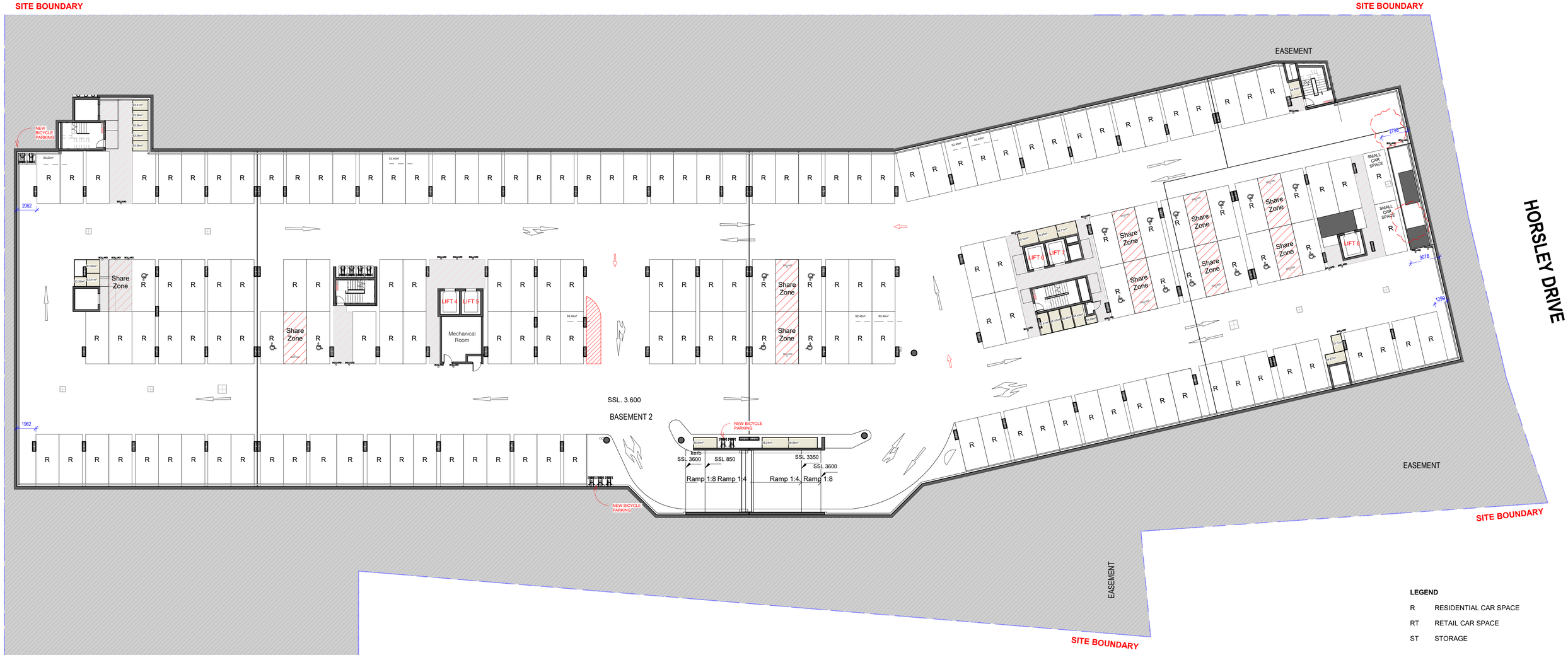
BASEMENT 1 PLAN

46 Court Road - Fairfield

EVO FAIRFIELD

North

MA099 **5**



LEGEND

R	RESIDENTIAL CAR SPACE
RT	RETAIL CAR SPACE
ST	STORAGE

Parking Schedule TOTAL	
Level	Count
Residential	
Basement 1	101
Basement 2	140
Basement 3	97
Residential Adaptable	
Basement 1	23
Basement 2	19
Retail	
Ground Floor	27

Parking Schedule TOTAL	
Level	Count
Retail Adaptable	
Ground Floor	4
Retail Staff	
Basement 1	25
Small car space	
Basement 2	2
Grand total: 438	

LEGEND

SEPP HOUSING 2021 30% AMENDMENTS

AF AFFORDABLE UNIT

No.	Description	Date
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

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Nominated Registered Architect: George O'Donovan NSW 6763

LEVEL ARCHITECTURAL DIVISION

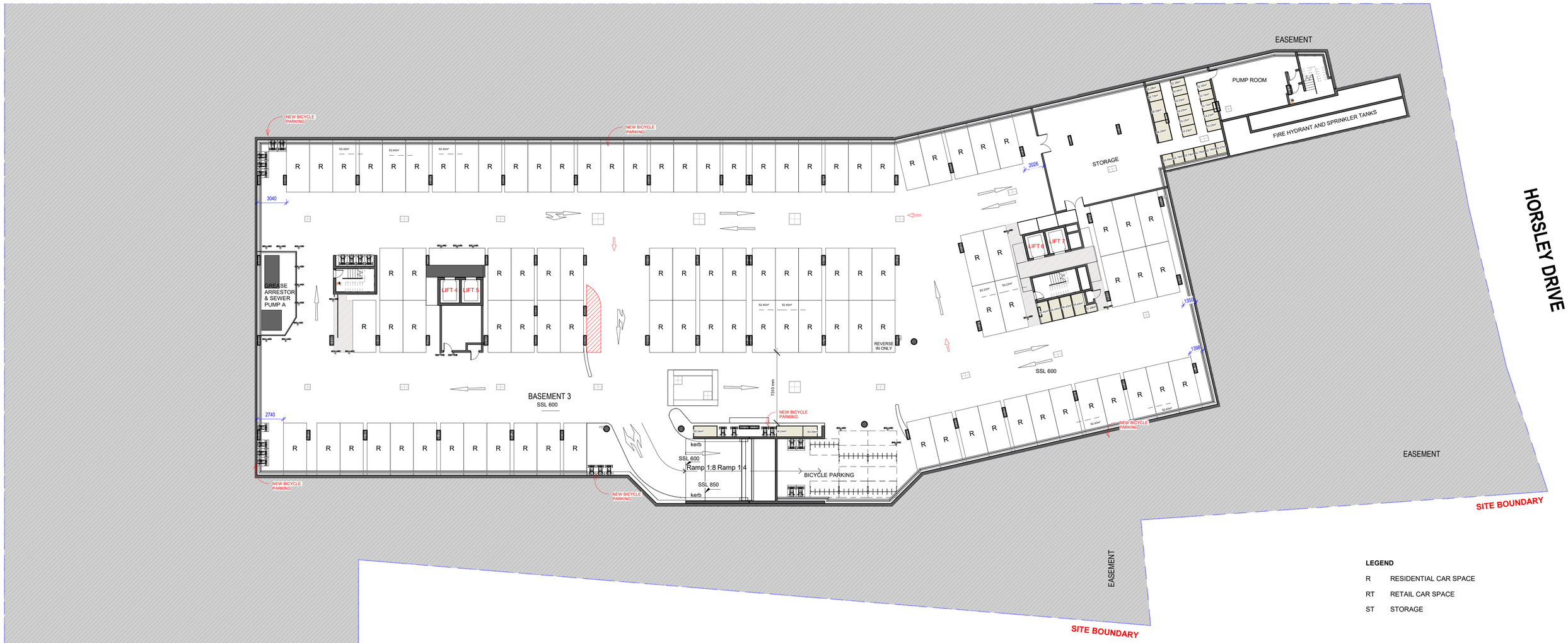
BASEMENT 2 PLAN

46 Court Road - Fairfield

EVO FAIRFIELD

North

MA098 **5**



LEGEND

R	RESIDENTIAL CAR SPACE
RT	RETAIL CAR SPACE
ST	STORAGE

Parking Schedule TOTAL	
Level	Count
Residential	
Basement 1	101
Basement 2	140
Basement 3	97
Residential Adaptable	
Basement 1	23
Basement 2	19
Retail	
Ground Floor	27

Parking Schedule TOTAL	
Level	Count
Retail Adaptable	
Ground Floor	4
Retail Staff	
Basement 1	25
Small car space	
Basement 2	2
Grand total: 438	

No.	Description	Date
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

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Nominated Registered Architect: George O'Donovan NSW 6763

LEVEL ARCHITECTURAL DIVISION

BASEMENT 3 PLAN

46 Court Road - Fairfield

EVO FAIRFIELD

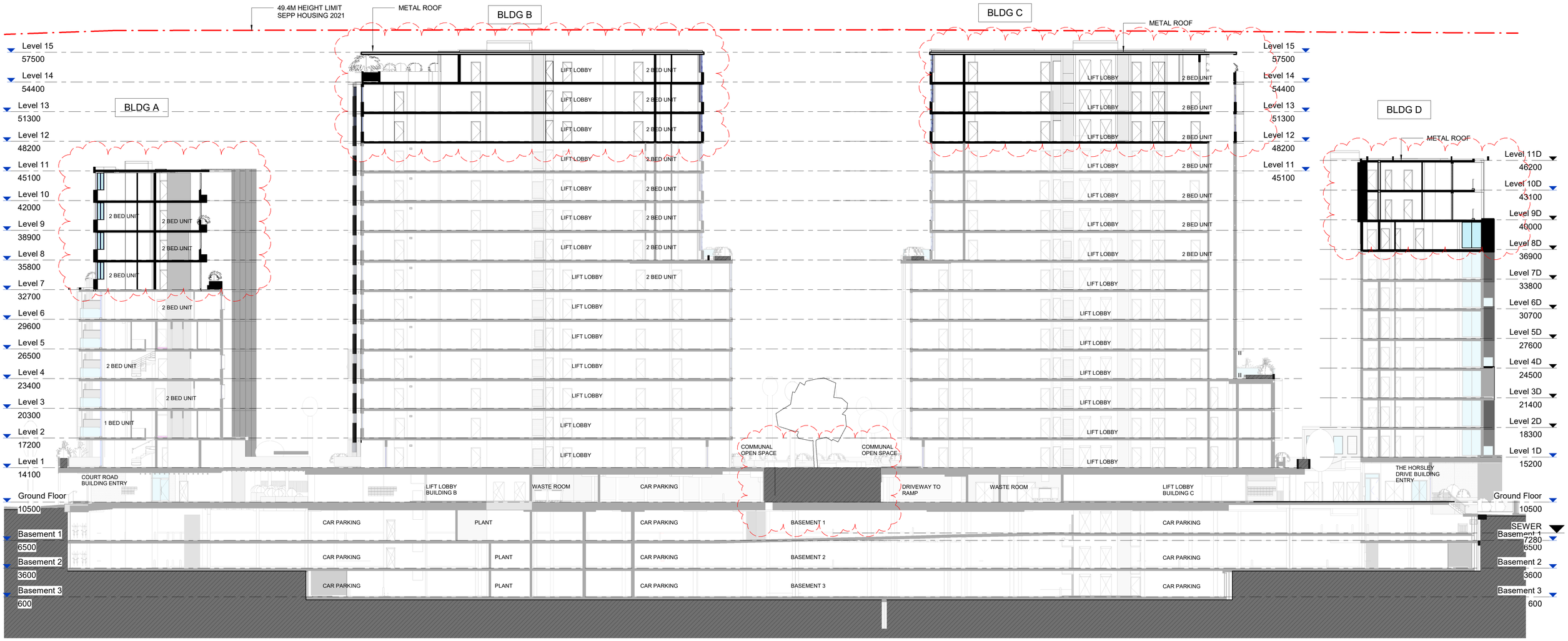
North

MA097 **5**

LEGEND

SEPP HOUSING 2021 30% AMENDMENTS

AF AFFORDABLE UNIT



No.	Description	Date
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

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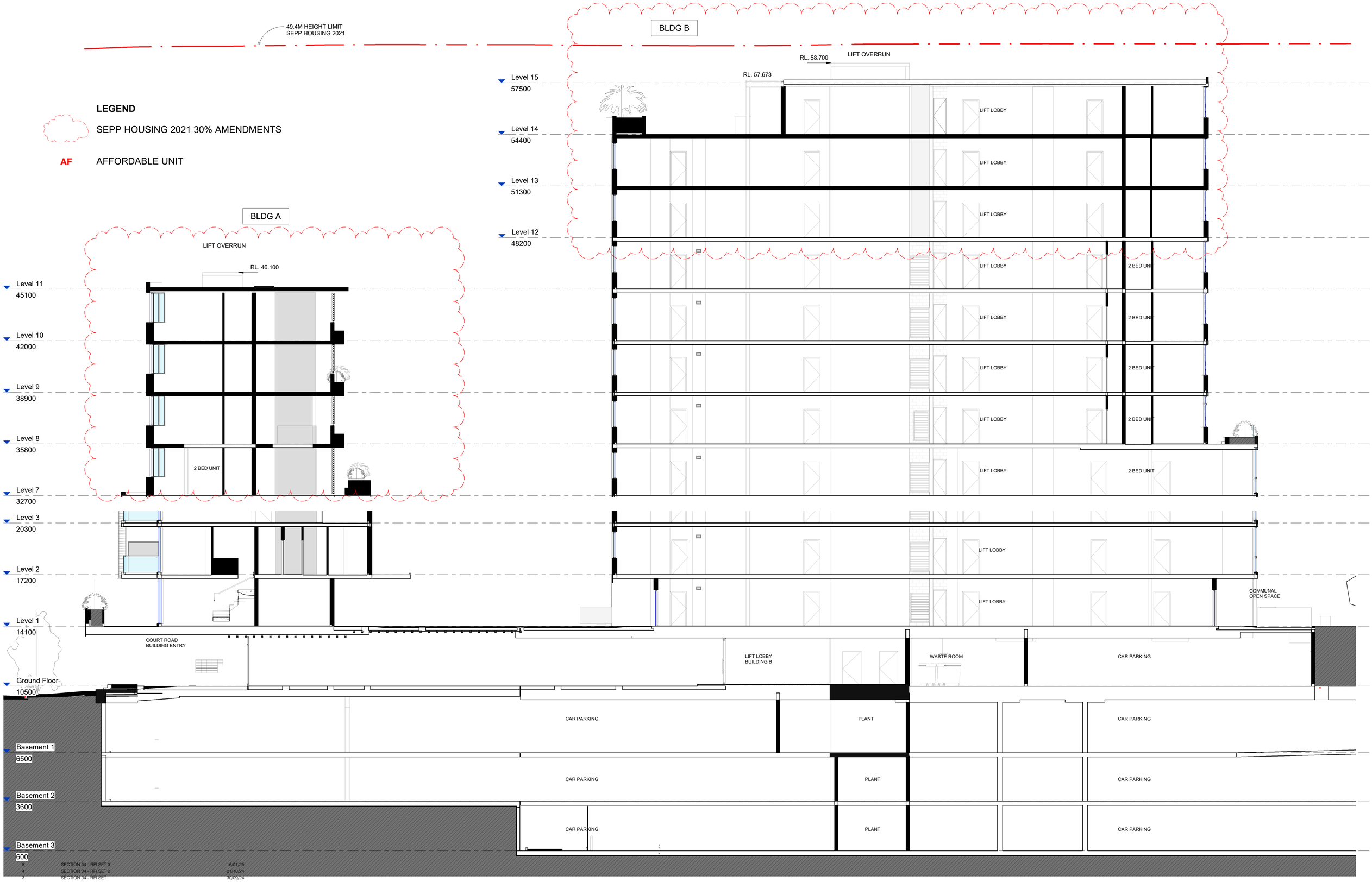
LEVEL ARCHITECTURAL DIVISION

LONGITUDINAL SECTION

46 Court Road - Fairfield

EVO FAIRFIELD

MA300 **5**



No.	Description	Date
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

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Nominated Registered Architect: George O'Donovan NSW 6763

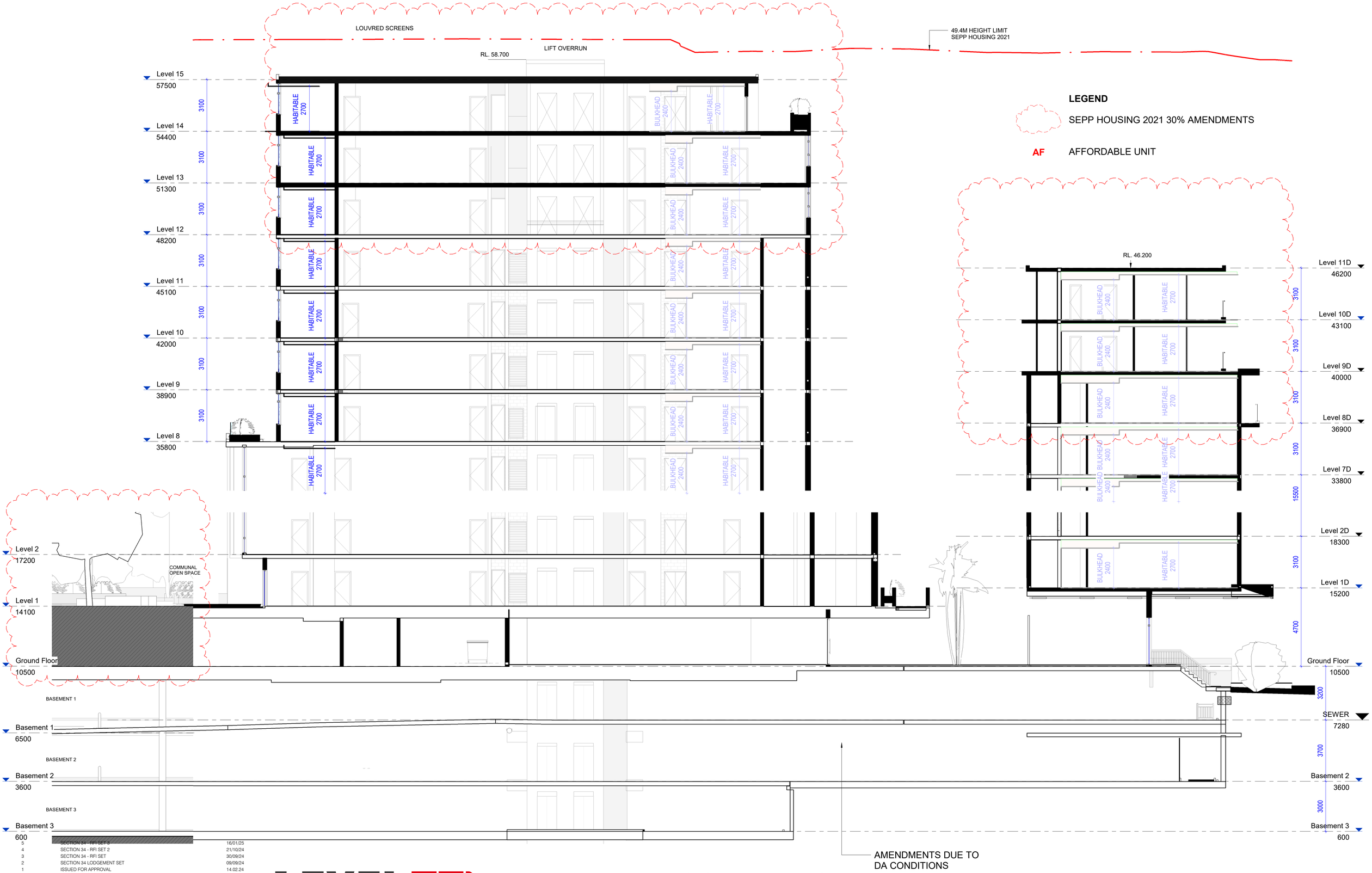
LEVEL ARCHITECTURAL DIVISION

PART SECTION 3

46 Court Road - Fairfield

EVO FAIRFIELD

MA303 **5**



No.	Description	Date
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

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www.level33.com.au
Nominated Registered Architect: George O'Donovan NSW 6763

LEVEL ARCHITECTURAL DIVISION

PART SECTION 1

46 Court Road - Fairfield

EVO FAIRFIELD

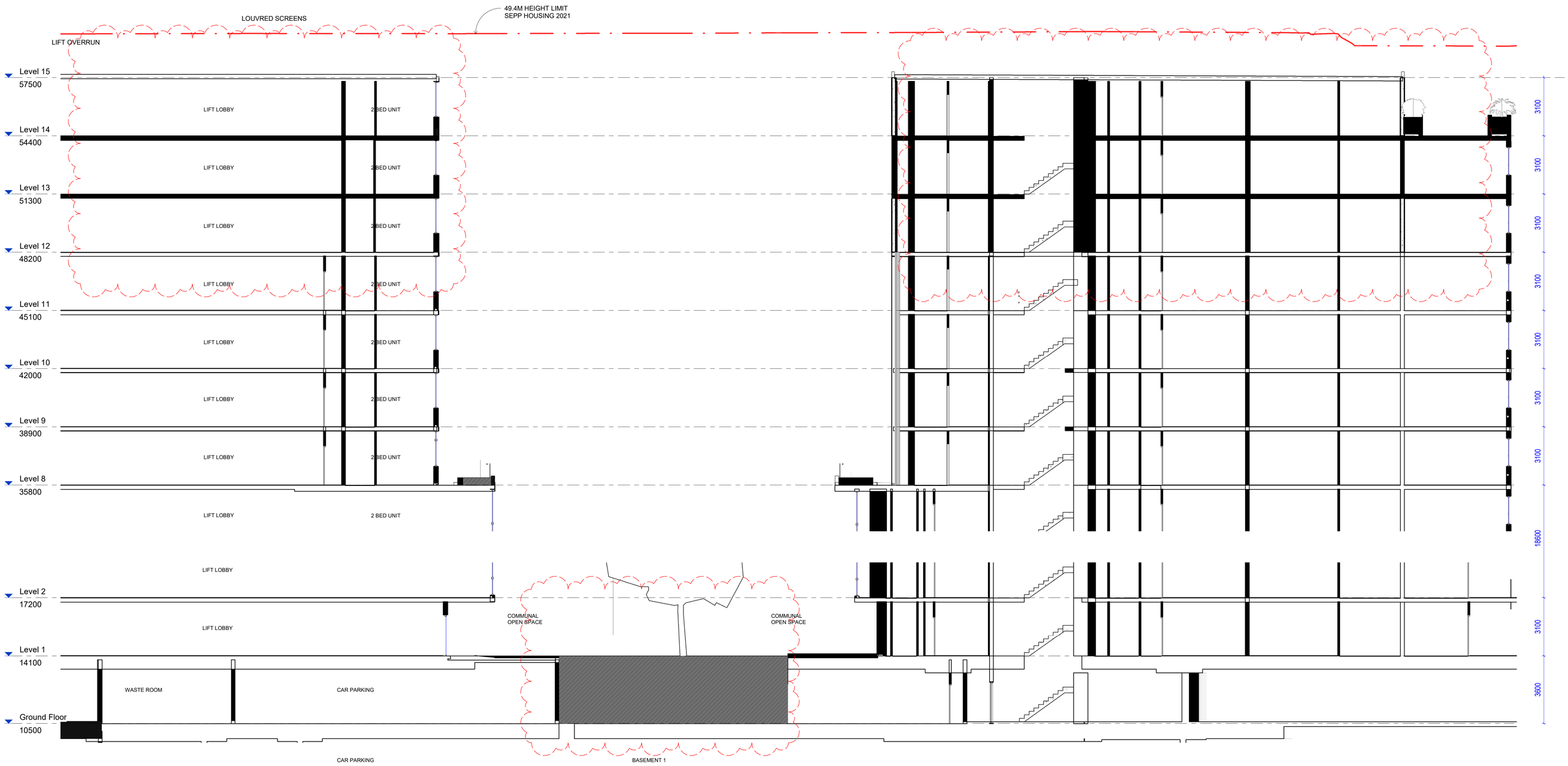
MA301 **5**

LEGEND

SEPP HOUSING 2021 30% AMENDMENTS

AF AFFORDABLE UNIT

BLDG B



No.	Description	Date
5	SECTION 34 - RFI SET 3	16/01/25
4	SECTION 34 - RFI SET 2	21/10/24
3	SECTION 34 - RFI SET	30/09/24
2	SECTION 34 LODGEMENT SET	09/09/24
1	ISSUED FOR APPROVAL	14.02.24

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LEVEL ARCHITECTURAL DIVISION

PART SECTION 2

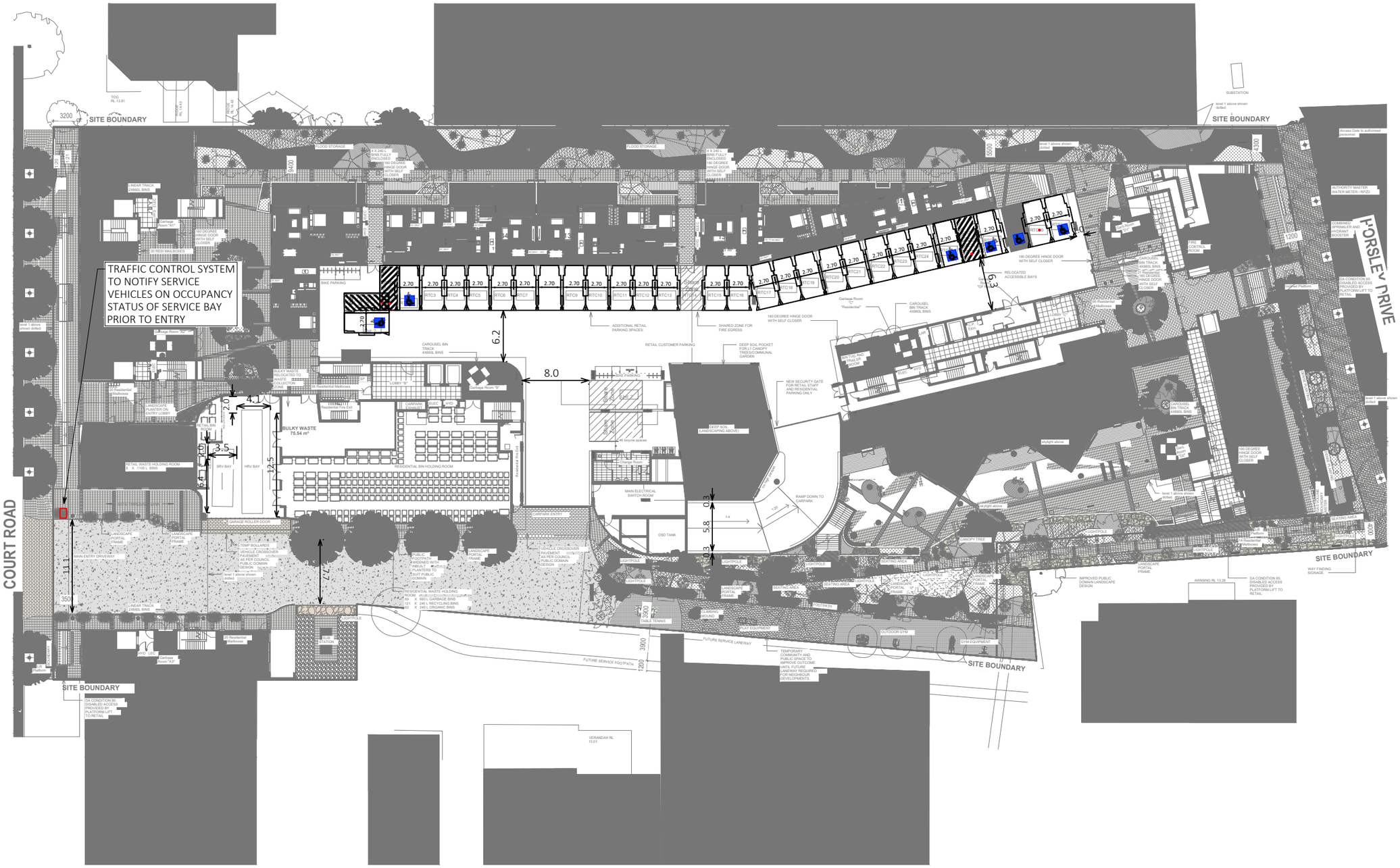
46 Court Road - Fairfield

EVO FAIRFIELD

MA302 **5**

Attachment 3

Turning Path Assessment



Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
COMPLIANCE ASSESSMENT

GROUND FLOOR

SCALE A3 1:500
0 5.0 10.0

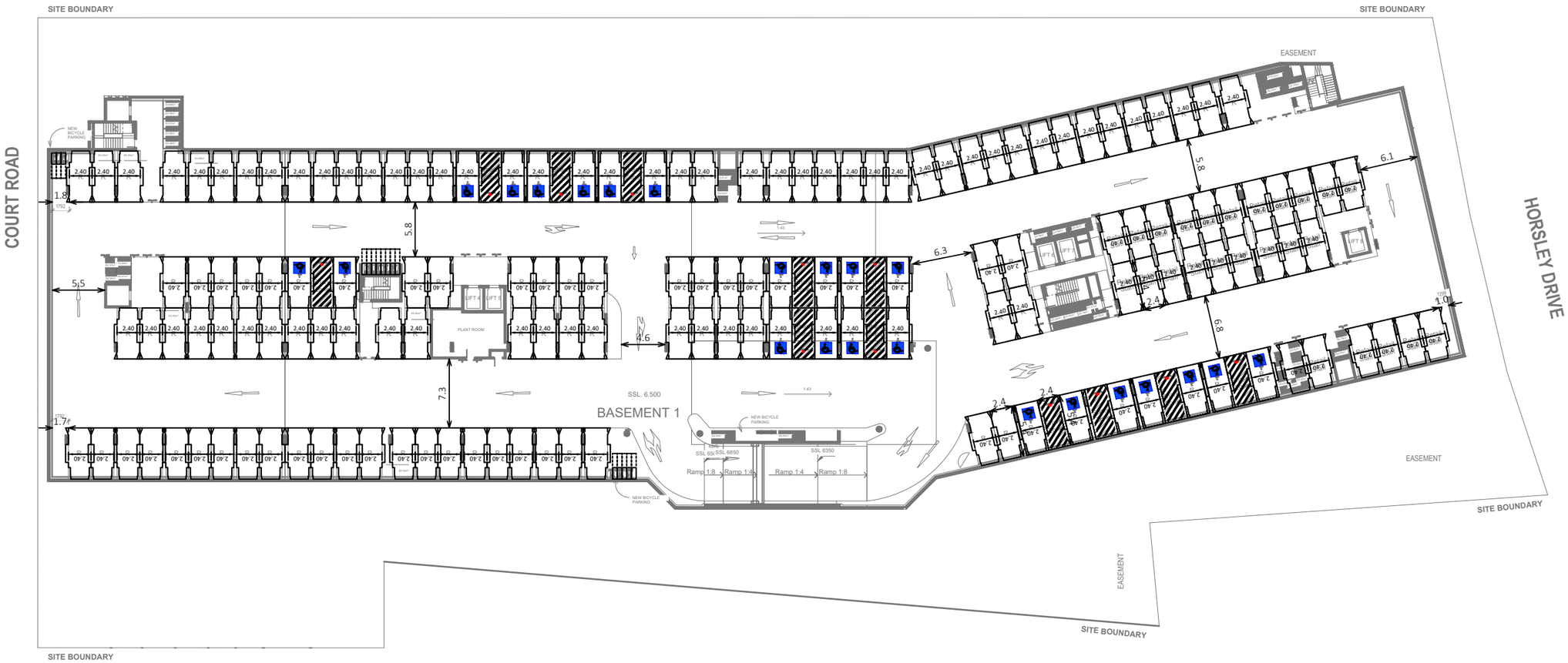
DESIGNED BY L.NG
REVIEWED BY B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE 20 February 2025
SHEET NO. 01 OF 11
DRAWING REF NO. 24015-V1.10-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
COMPLIANCE ASSESSMENT

BASEMENT 1

SCALE A3 1:500
0 5.0 10.0

DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	02 OF 11
DRAWING REF NO.	24015-V1.10-SP

LEGENDS/NOTES

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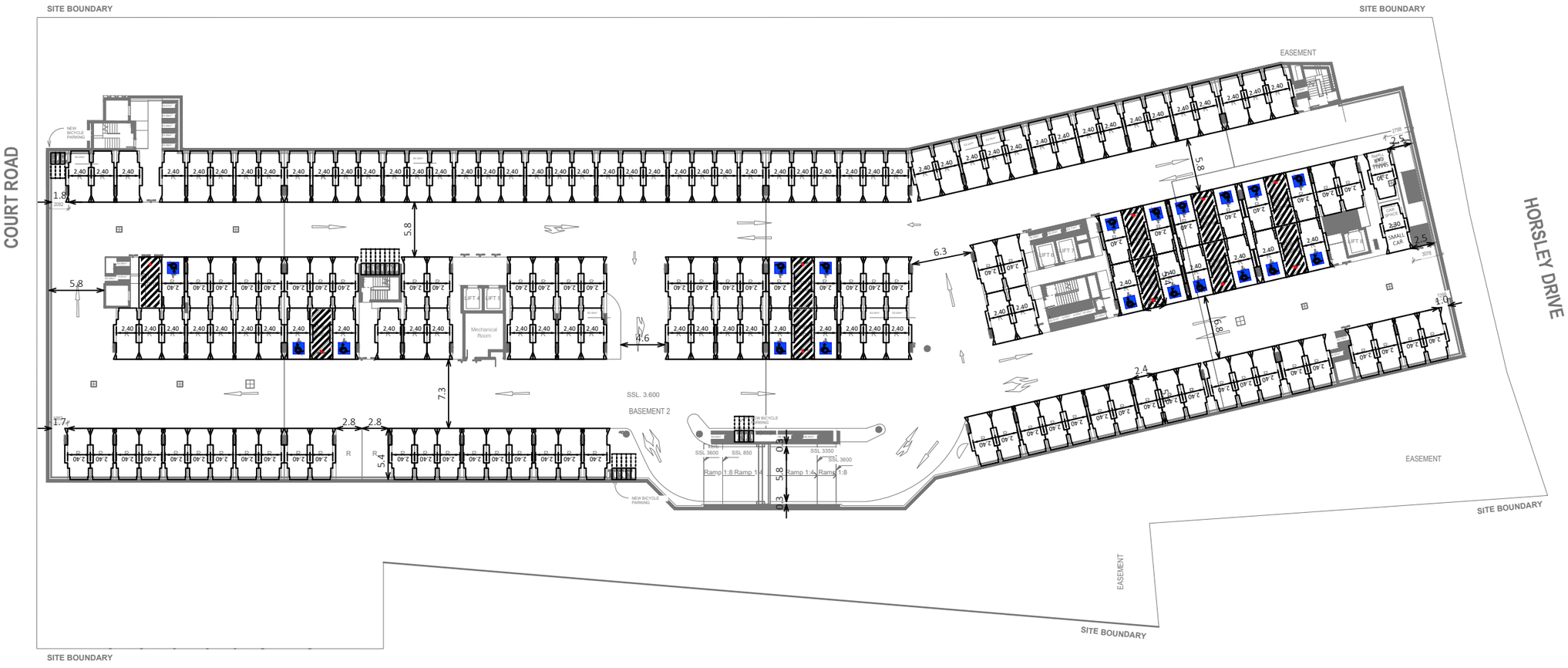
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
COMPLIANCE ASSESSMENT

BASEMENT 2

SCALE A3 1:500
0 5.0 10.0

DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	03 OF 11
DRAWING REF NO.	24015-V1.10-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
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- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004

Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
COMPLIANCE ASSESSMENT

BASEMENT 3

SCALE A3 1:400
0 4.0 8.0

DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	04 OF 11
DRAWING REF NO.	24015-V1.10-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
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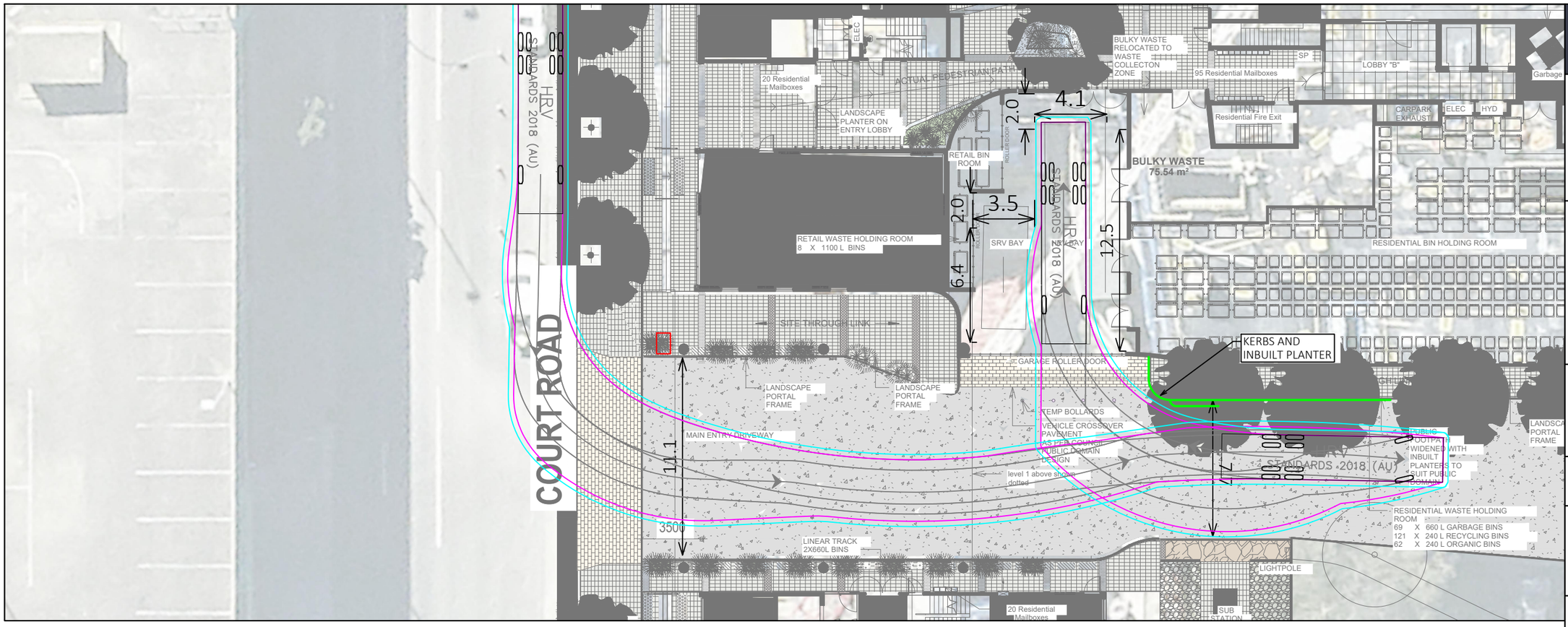
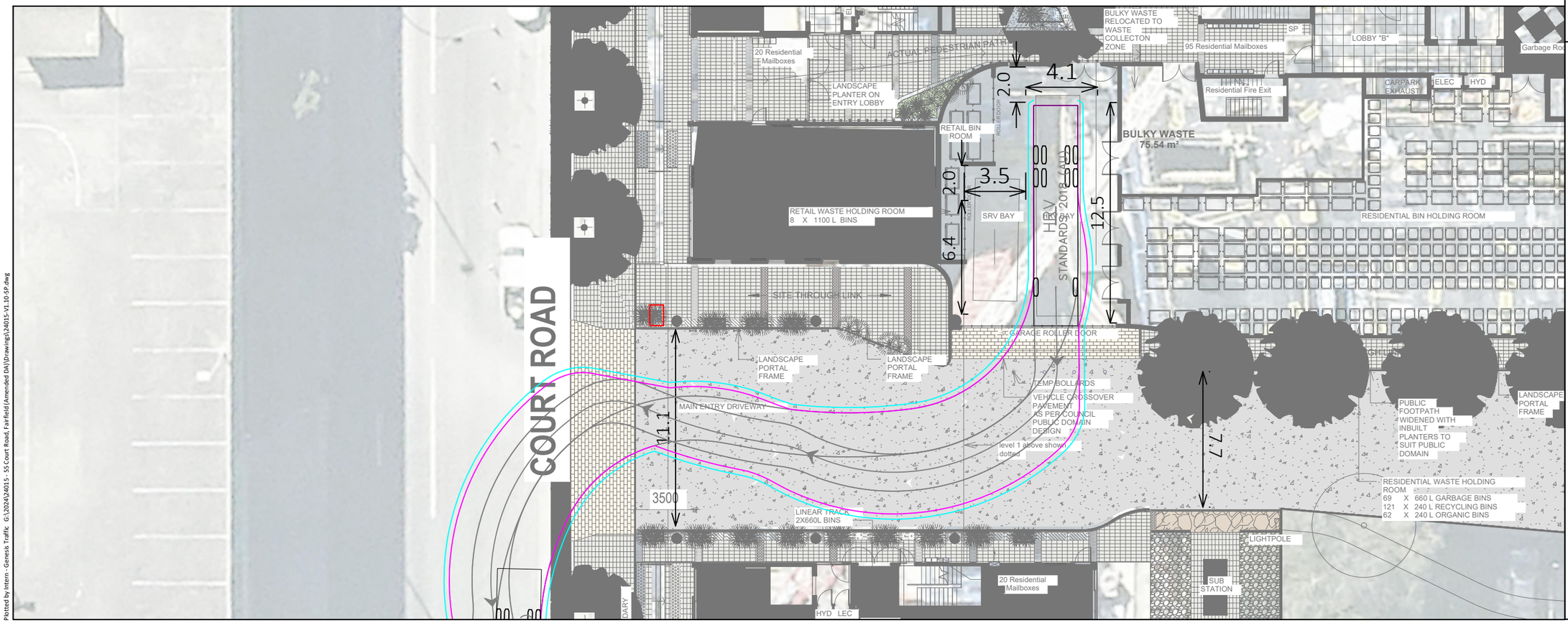
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004





Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
SWEPT PATH ASSESSMENT

HRV ENTER AND EXIT THE SITE

GROUND FLOOR

SCALE A3 1:250

0 2.5 5.0

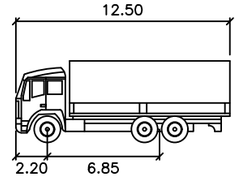
DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	05 OF 11
DRAWING REF NO.	24015-V1.10-SP

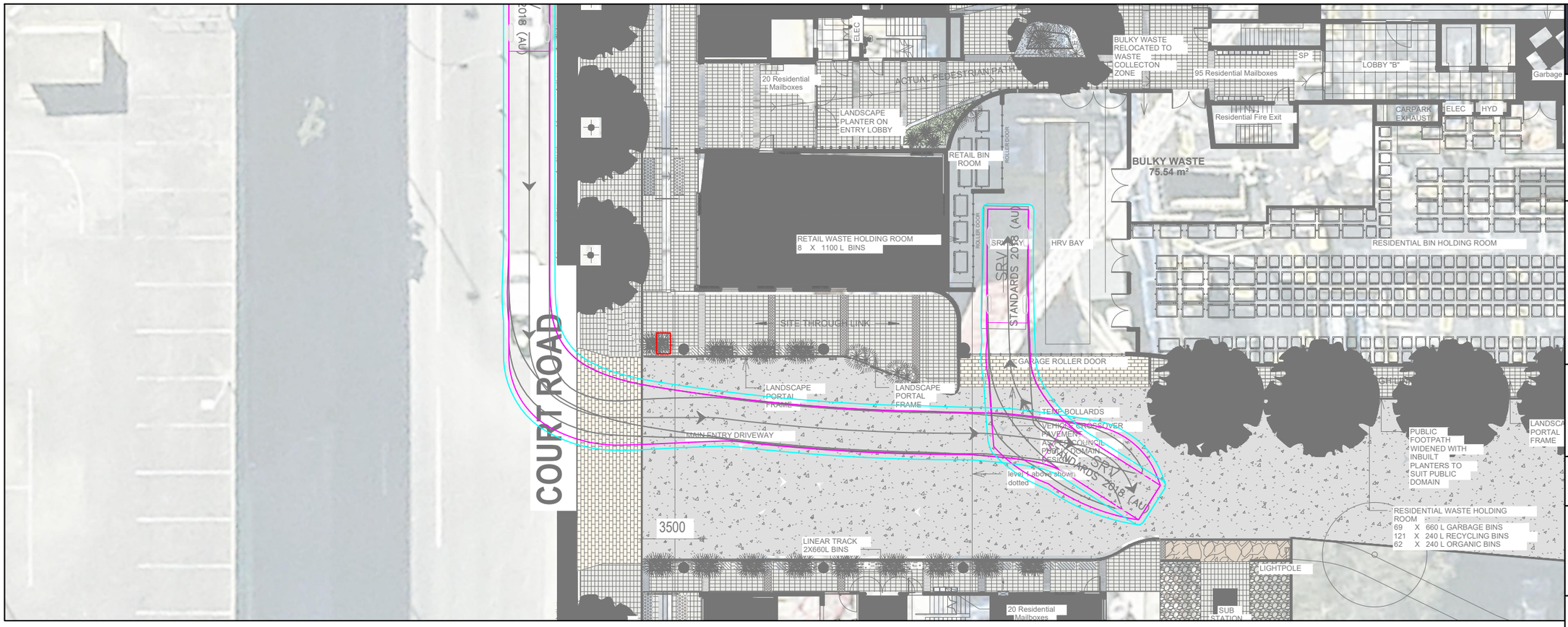
LEGENDS/NOTES

SWEPT PATH KEY:
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



Genesis Traffic

PROJECT

55 COURT ROAD, FAIRFIELD

TITLE

SWEPT PATH ASSESSMENT

SRV ENTER AND EXIT THE SITE

GROUND FLOOR

SCALE A3 1:250

0 2.5 5.0

DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):

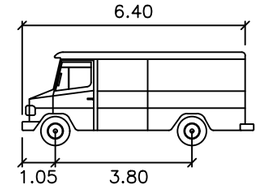
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	06 OF 11
DRAWING REF NO.	24015-V1.10-SP

LEGENDS/NOTES

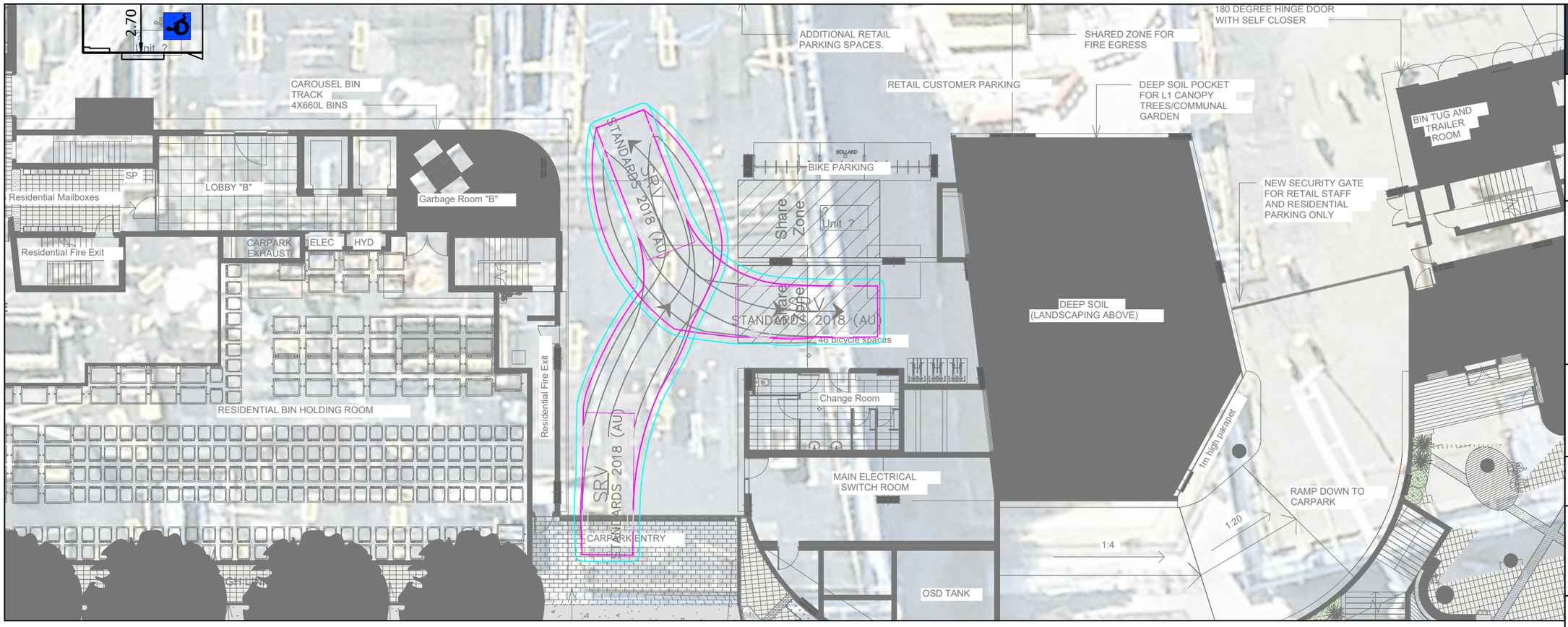
SWEPT PATH KEY:

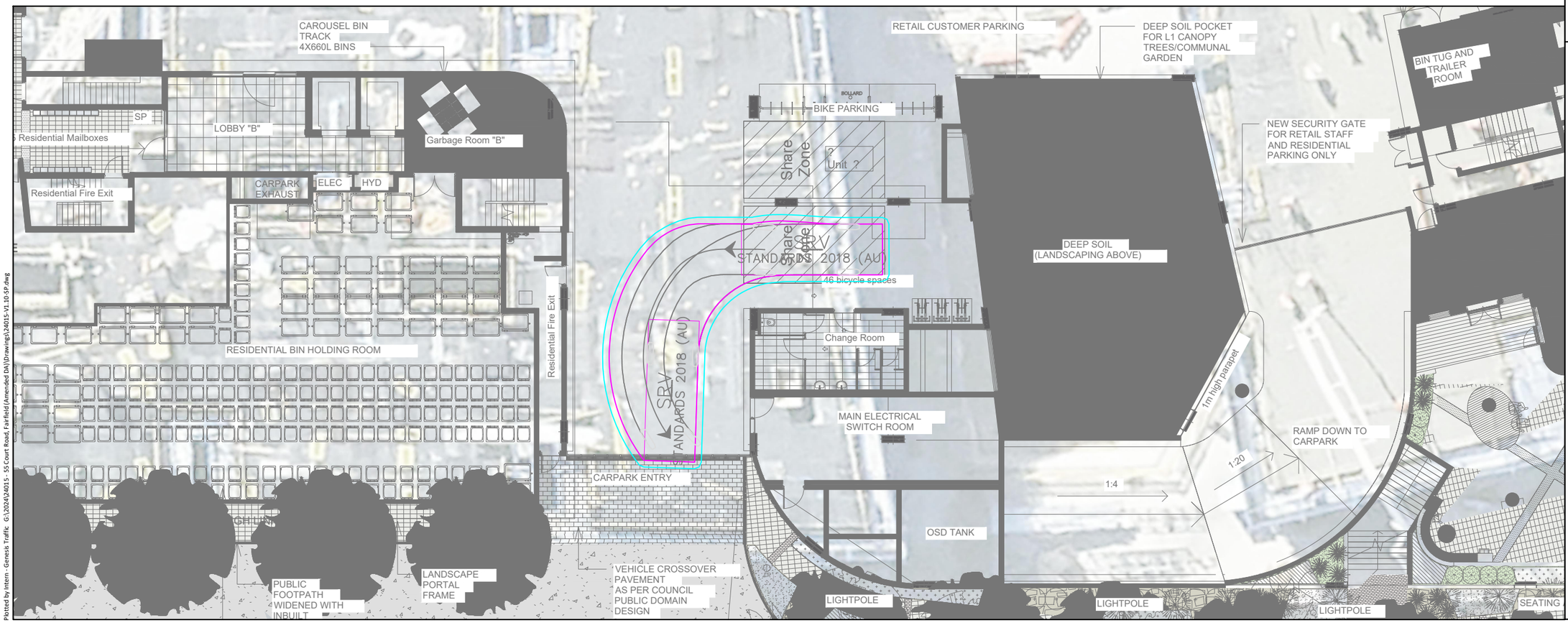
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1





Plotted by Intern - Genesis Traffic G:\2024\24015 - 55 Court Road, Fairfield (Amended DA)\Drawings\24015-V1.10-SP.dwg

Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
SWEPT PATH ASSESSMENT

SRV ENTER AND EXIT THE SITE

GROUND FLOOR

SCALE A3 1:200
0 2.0 4.0

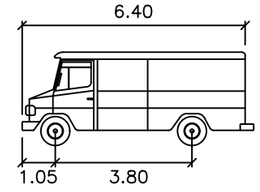
DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	07 OF 11
DRAWING REF NO.	24015-V1.10-SP

LEGENDS/NOTES

SWEPT PATH KEY:
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

Genesis Traffic

PROJECT

55 COURT ROAD, FAIRFIELD

TITLE

SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

GROUND FLOOR

SCALE A3 1:400

0 4.0 8.0

DESIGNED BY	REVIEWED BY
L.NG	B.LO

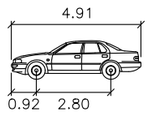
DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	08 OF 11
DRAWING REF NO.	24015-V1.10-SP

LEGENDS/NOTES

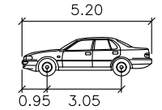
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

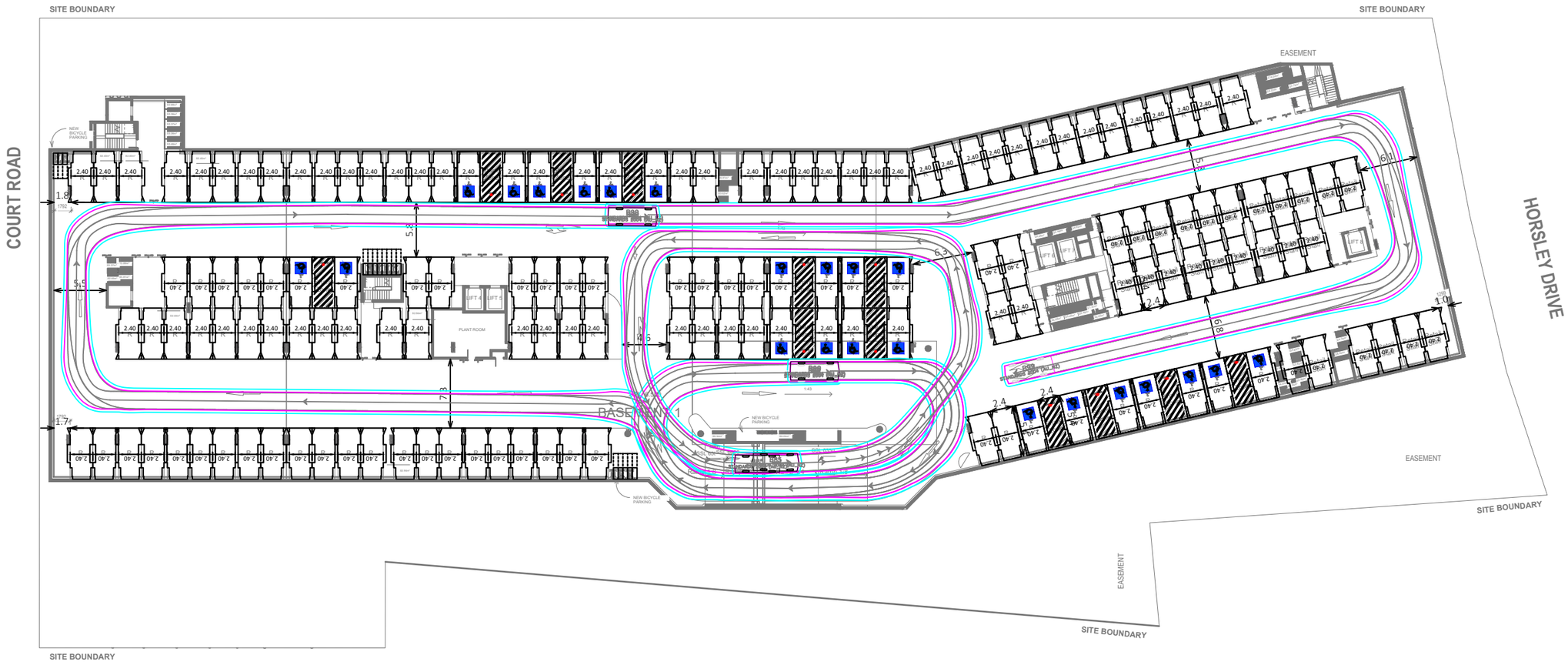
	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

Plotted by: Intern - Genesis Traffic G:\2024\24015 - 55 Court Road, Fairfield (Amended DA)\Drawings\24015-V1.10-SP.dwg



Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

BASEMENT 1

SCALE A3 1:500

0 5.0 10.0

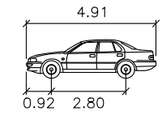
DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	09 OF 11
DRAWING REF NO.	24015-V1.10-SP

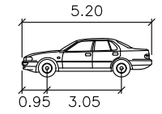
LEGENDS/NOTES

SWEPT PATH KEY:
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



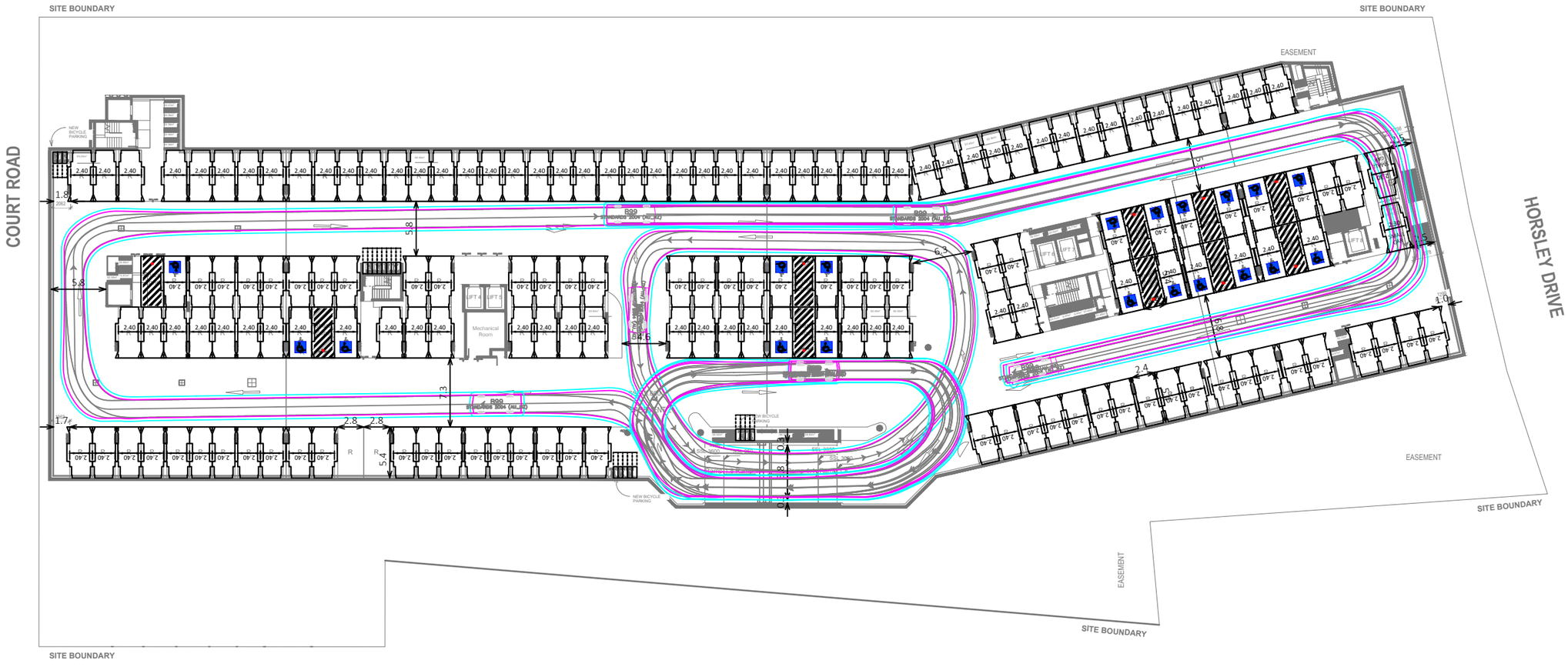
B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



Genesis Traffic

PROJECT

55 COURT ROAD, FAIRFIELD

TITLE

SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

BASEMENT 2

SCALE A3 1:500

0 5.0 10.0

DESIGNED BY	REVIEWED BY
L.NG	B.LO

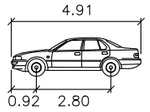
DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	10 OF 11
DRAWING REF NO.	24015-V1.10-SP

LEGENDS/NOTES

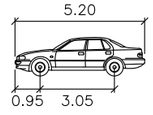
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



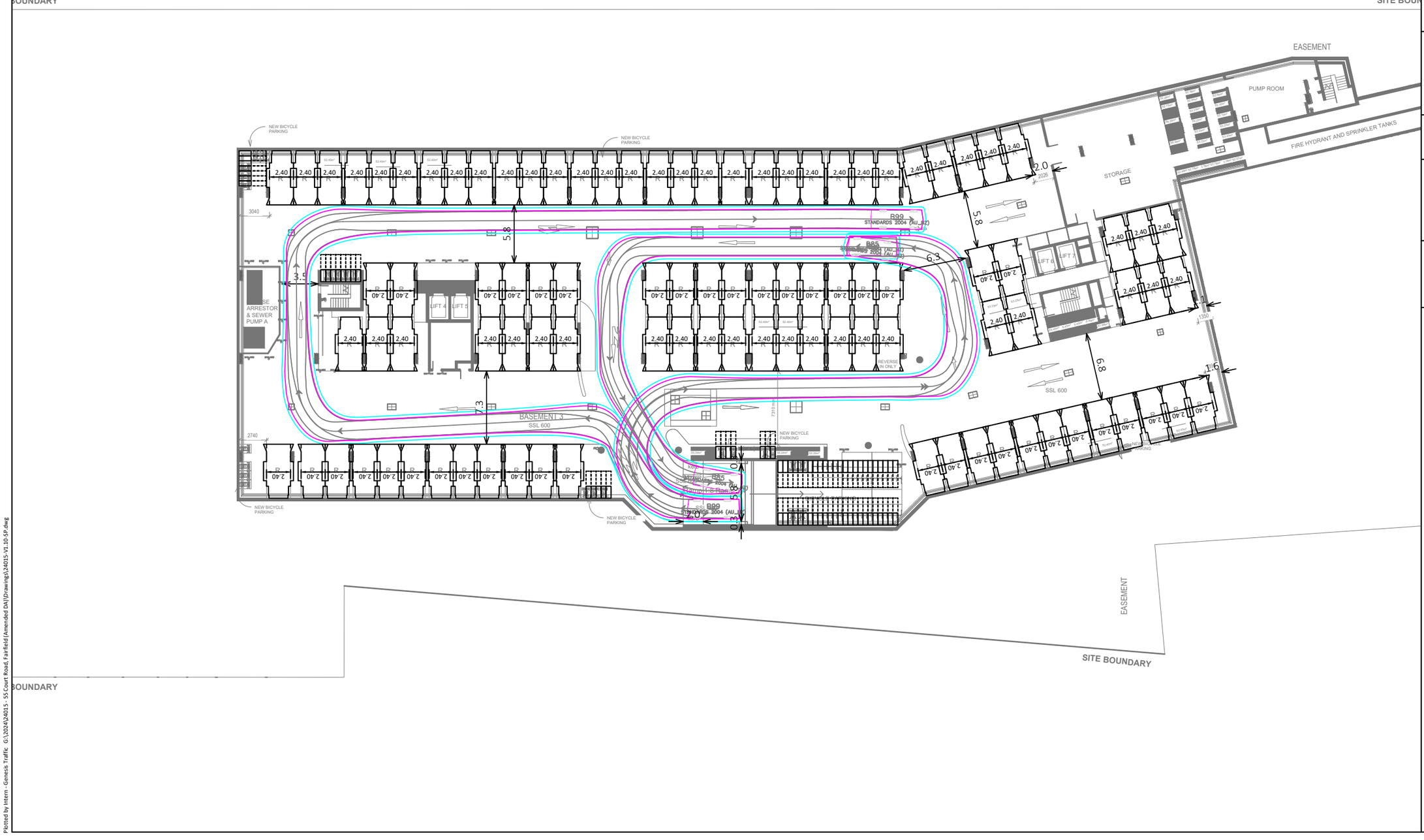
B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



Genesis Traffic

PROJECT
55 COURT ROAD, FAIRFIELD

TITLE
SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

BASEMENT 3

SCALE A3 1:400

0 4.0 8.0

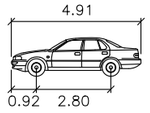
DESIGNED BY	REVIEWED BY
L.NG	B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24015 - 55 COURT ROAD, FAIRFIELD (AMENDED DA)\DRAWINGS\20250220

ISSUE DATE	20 February 2025
SHEET NO.	11 OF 11
DRAWING REF NO.	24015-V1.10-SP

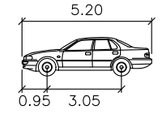
LEGENDS/NOTES

SWEPT PATH KEY:
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

Attachment 4

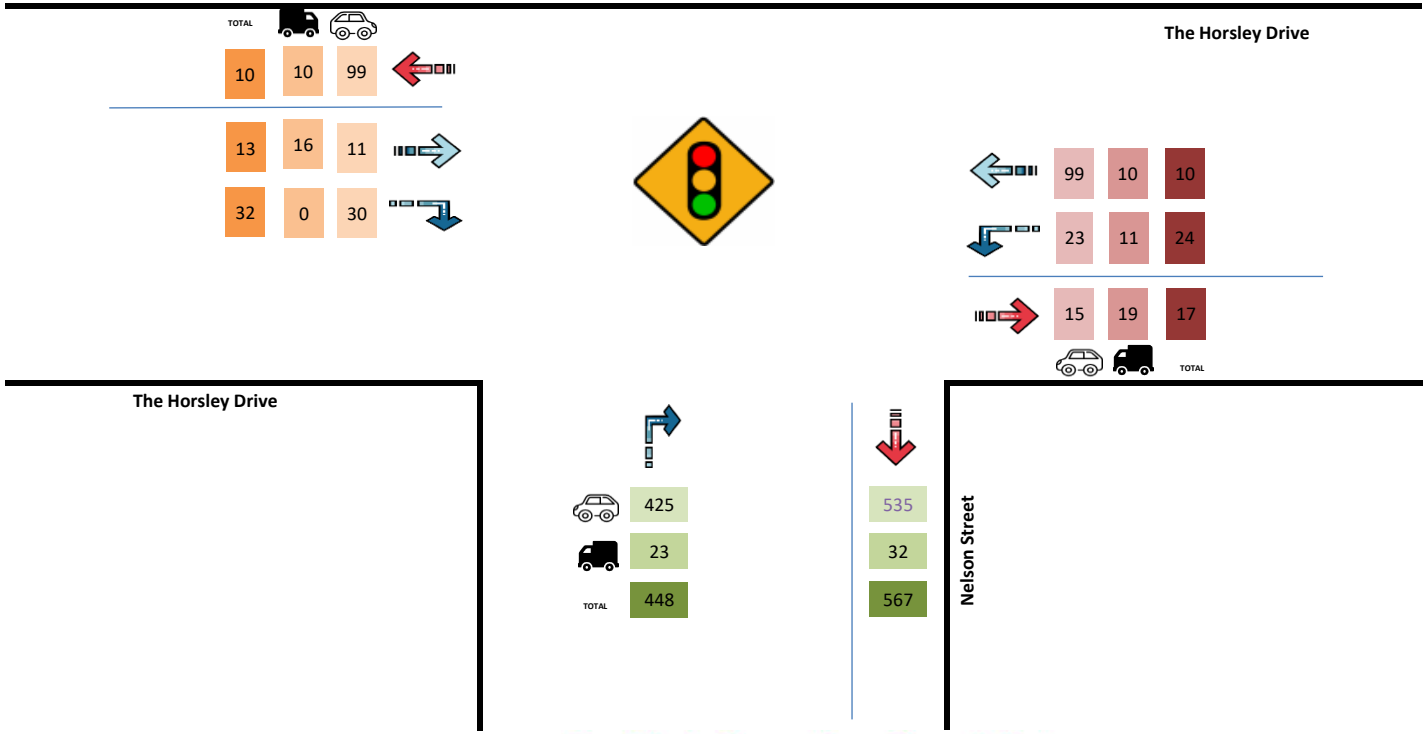
Traffic Survey

Location	-	**Duration**	7:00 - 9:00
	The Horsley Drive		16:00 - 18:00
	Nelson Street		
	The Horsley Drive	**Day/Date**	Wednesday, 21 February 2024
Suburb	FAIRFIELD	**Weather**	-

DATA SELECTION

Select Time: PEAK

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00



Traffic Information Specialist

ABN: 42 613 389 923

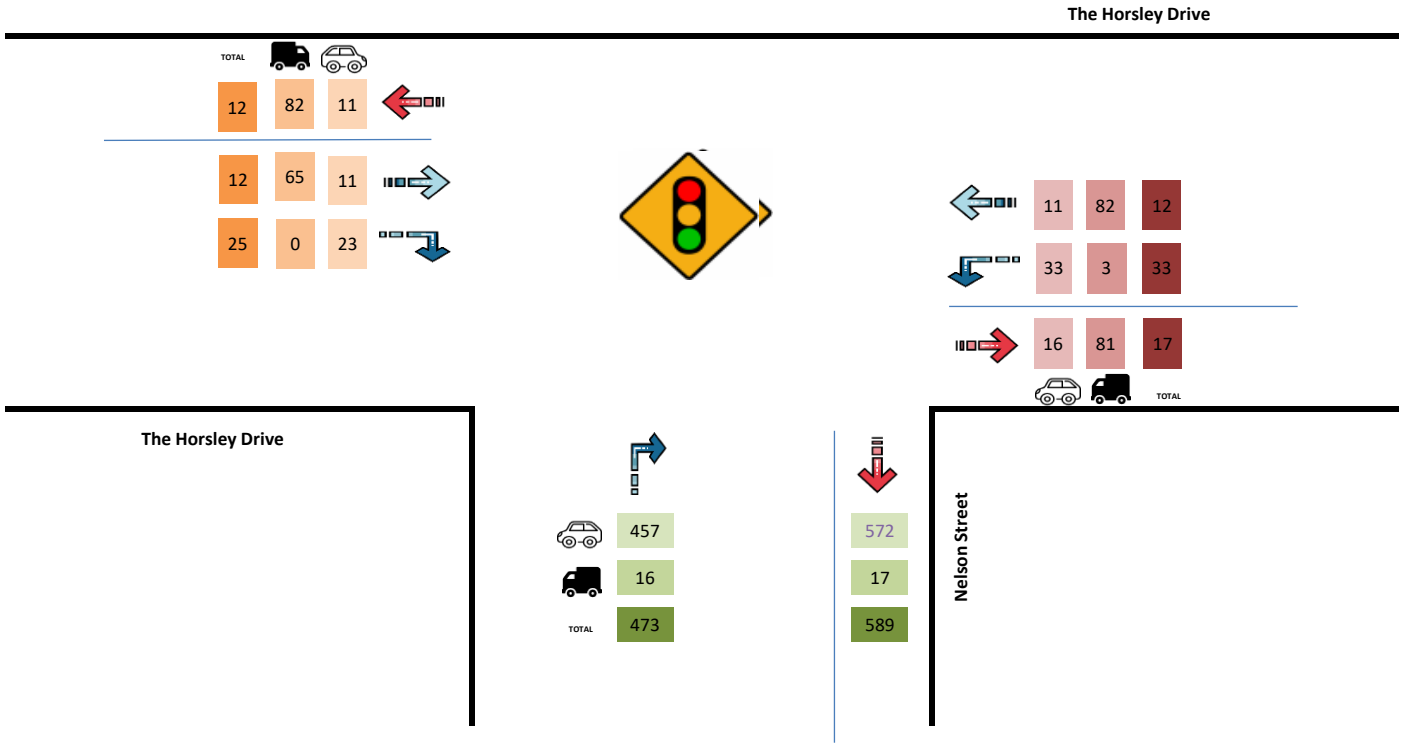
Email info@tistraffic.com.au

Location	-	**Duration**	7:00 - 9:00
	The Horsley Drive		16:00 - 18:00
	Nelson Street		-
	The Horsley Drive	**Day/Date**	Wednesday, 21 February 2024
Suburb	FAIRFIELD	**Weather**	-

DATA SELECTION

Select Time: PEAK

TIME RANGE		
PEAK	-	PM
PEAK		
16:45	-	17:45



Traffic Information Specialist

ABN: 42 613 389 923

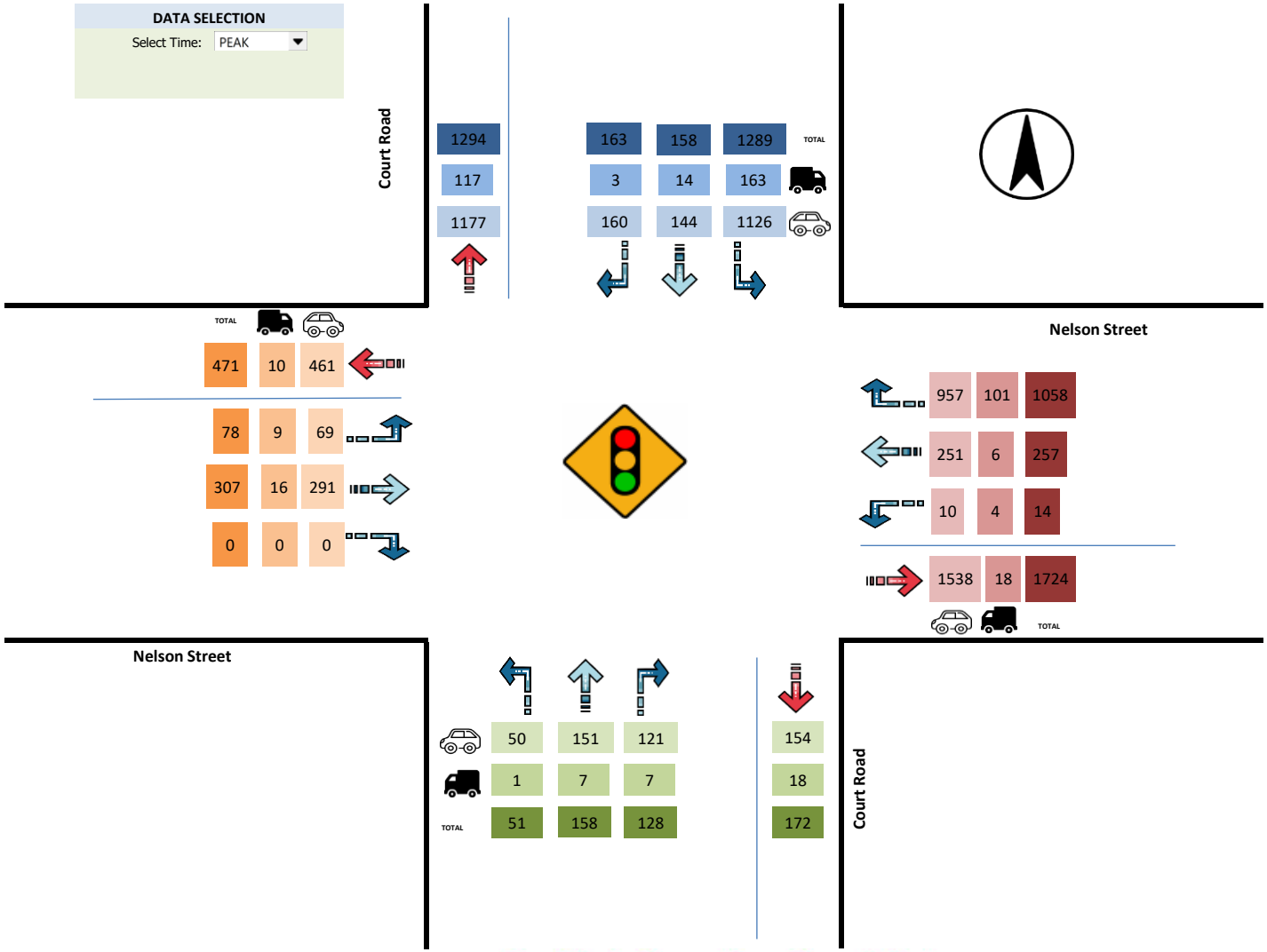
Email info@tistraffic.com.au

Location	Court Road	**Duration**	7:00 - 9:00
	Nelson Street		16:00 - 18:00
	Court Road		
	Nelson Street	**Day/Date**	Wednesday, 21 February 2024
Suburb	FAIRFIELD	**Weather**	-

DATA SELECTION

Select Time: PEAK

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00



Traffic Information Specialist

ABN: 42 613 389 923

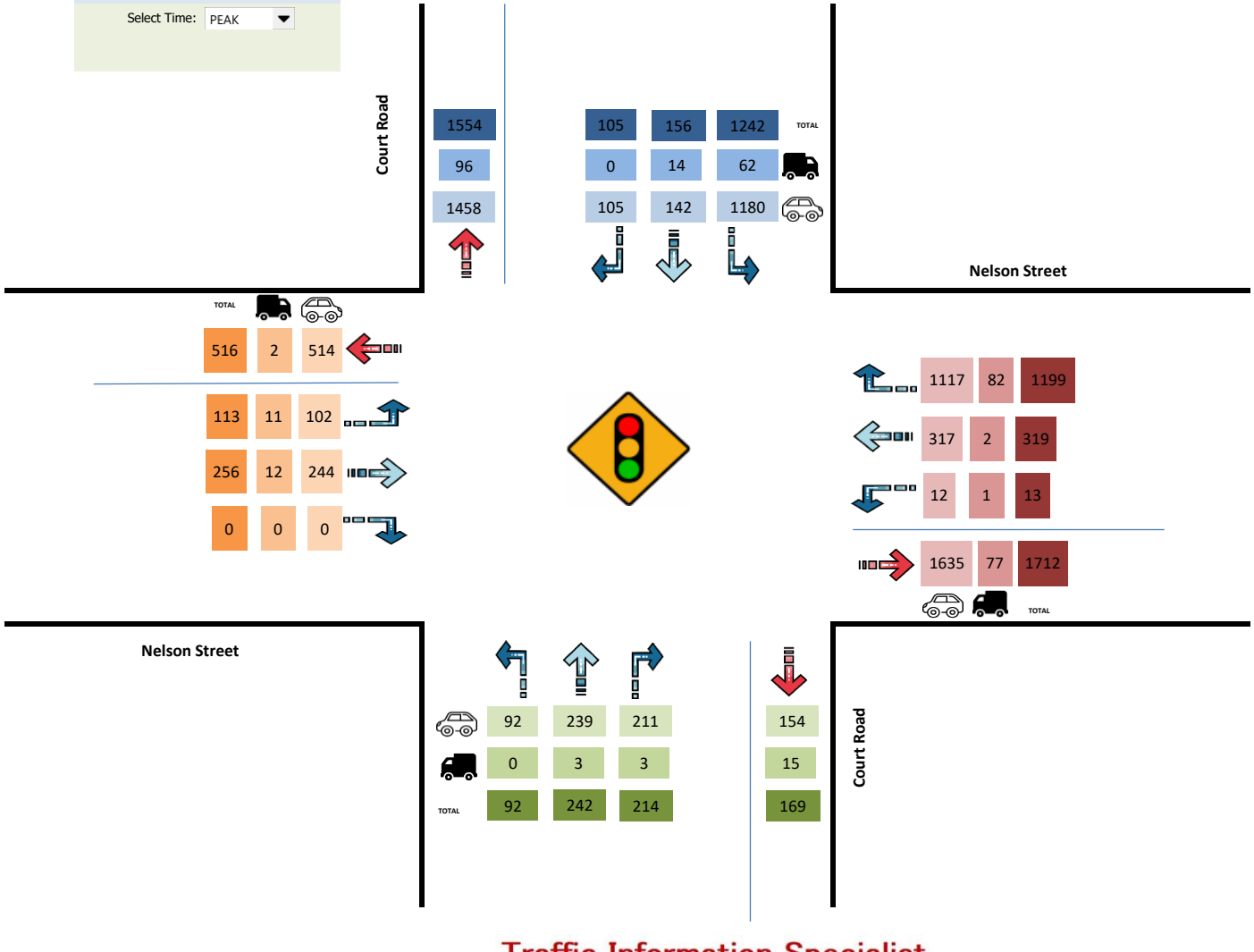
Email info@tistraffic.com.au

Location	Court Road	**Duration**	7:00 - 9:00
	Nelson Street		16:00 - 18:00
	Court Road		-
	Nelson Street	**Day/Date**	Wednesday, 21 February 2024
Suburb	FAIRFIELD	**Weather**	-

DATA SELECTION

Select Time: PEAK

TIME RANGE		
PEAK	-	PM
PEAK		
16:45	-	17:45



Traffic Information Specialist

ABN: 42 613 389 923

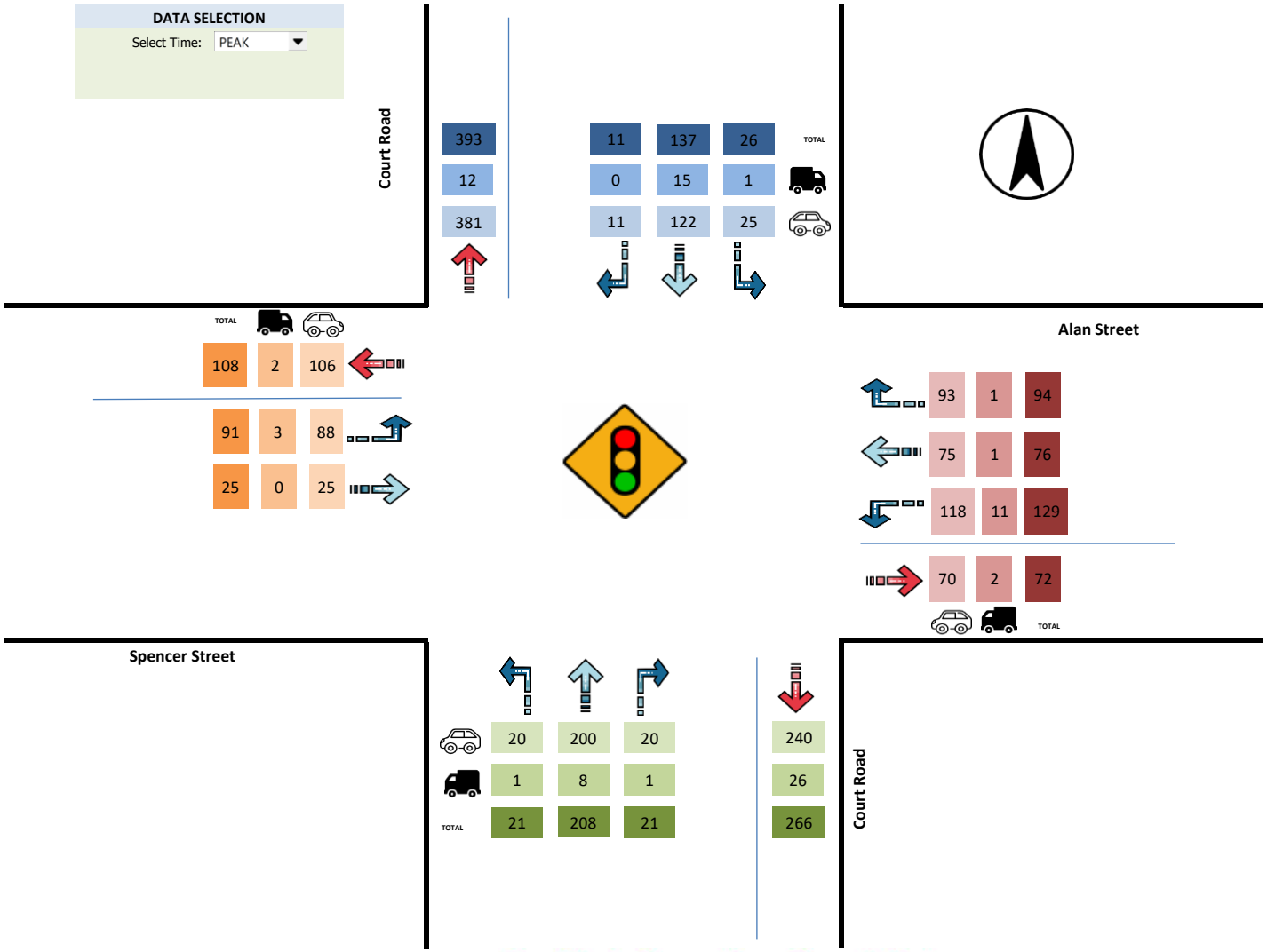
Email info@tistraffic.com.au

Location	Court Road		**Duration**	7:00 - 9:00	
	Alan Street			16:00 - 18:00	
	Court Road				
	Spencer Street		**Day/Date**	Wednesday, 21 February 2024	
Suburb	FAIRFIELD		**Weather**	-	

DATA SELECTION

Select Time: PEAK

TIME RANGE		
PEAK	-	AM
PEAK		
8:00	-	9:00



Traffic Information Specialist

ABN: 42 613 389 923

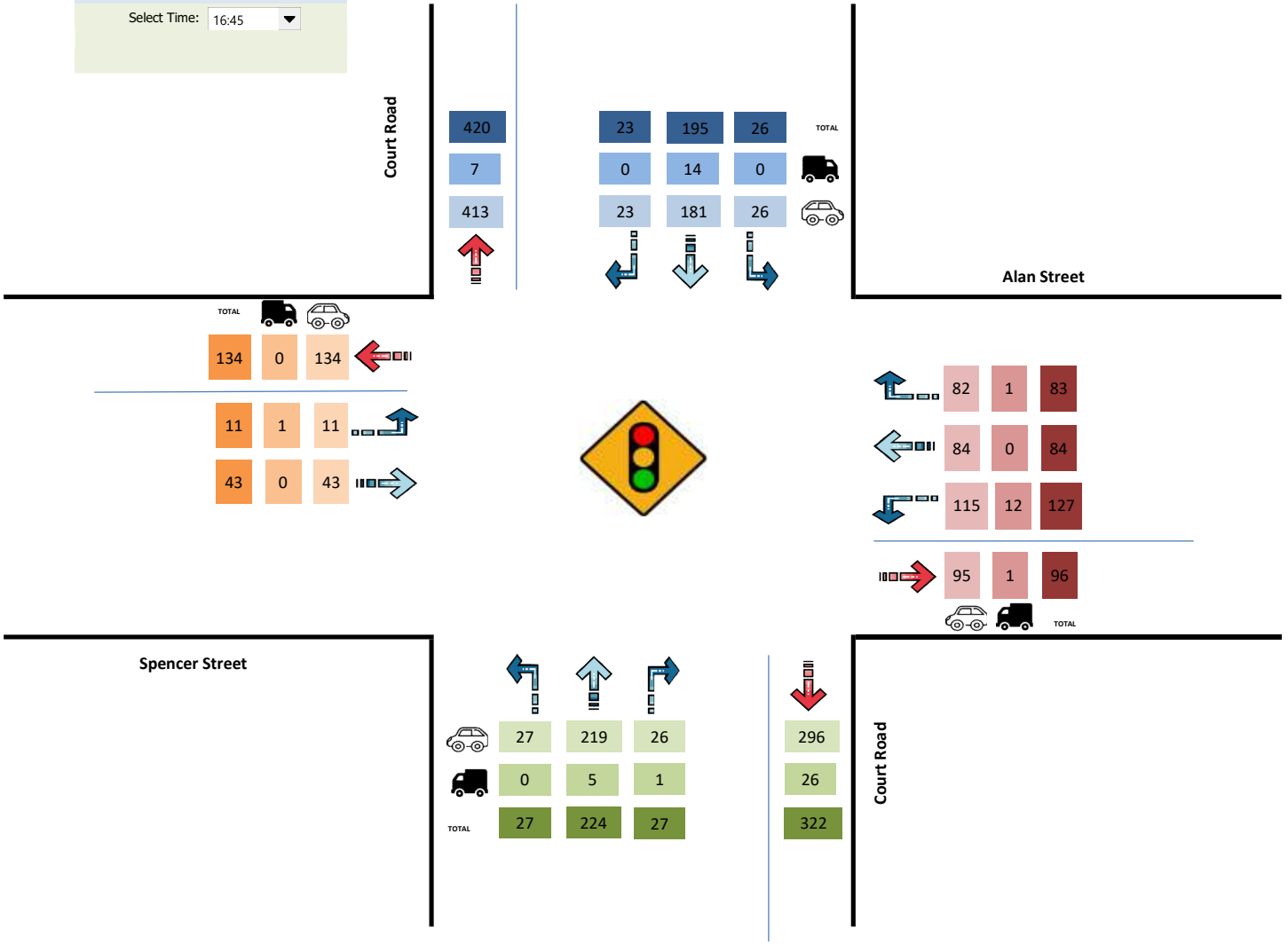
Email info@tistraffic.com.au

Location	Court Road	Duration	7:00 - 9:00
	Alan Street		16:00 - 18:00
	Court Road		-
	Spencer Street	Day/Date	Wednesday, 21 February 2024
Suburb	FAIRFIELD	Weather	-

DATA SELECTION

Select Time: 16:45

TIME RANGE		
16:45	-	17:45
PEAK		
16:30	-	17:30



Traffic Information Specialist

ABN: 42 613 389 923

Email info@tistraffic.com.au

Attachment 6

SIDRA Result

MOVEMENT SUMMARY

Site: 1 [The Horsley Drive | Nelson Street | Court Road (Site Folder: Exsiting Traffic - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [AM Peak (Network Folder: Existing Traffic)]

AM Peak 8:00am-9:00am
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	54	2.0	54	2.0	* 0.813	76.4	LOS F	8.1	58.7	1.00	0.96	1.16	19.1
2	T1	All MCs	166	4.4	166	4.4	0.813	70.4	LOS E	8.1	58.7	1.00	0.96	1.17	19.2
3b	R3	All MCs	135	5.5	135	5.5	0.813	75.0	LOS F	7.5	55.1	1.00	0.95	1.18	18.8
Approach			355	4.5	355	4.5	0.813	73.1	LOS F	8.1	58.7	1.00	0.96	1.17	19.0
SouthEast: The Horsley Drive															
21b	L3	All MCs	15	28.6	15	28.6	0.503	26.7	LOS B	5.8	41.9	0.87	0.78	0.87	26.1
21a	L1	All MCs	271	2.3	271	2.3	0.503	24.7	LOS B	5.8	41.9	0.87	0.78	0.87	31.3
23a	R1	All MCs	1114	9.5	1114	9.5	0.621	28.9	LOS C	16.7	126.1	0.78	0.77	0.78	30.3
Approach			1399	8.4	1399	8.4	0.621	28.0	LOS B	16.7	126.1	0.80	0.77	0.80	30.5
North: The Horsley Drive															
7a	L1	All MCs	1357	12.6	1357	12.6	* 0.823	42.8	LOS D	25.7	199.4	0.92	0.88	0.94	28.7
8	T1	All MCs	166	8.9	166	8.9	0.390	64.3	LOS E	6.0	44.9	0.89	0.74	0.89	19.6
9	R2	All MCs	172	1.8	172	1.8	0.390	51.9	LOS D	6.0	44.9	0.89	0.78	0.89	25.5
Approach			1695	11.2	1695	11.2	0.823	45.9	LOS D	25.7	199.4	0.91	0.85	0.93	26.1
West: Nelson Street															
10	L2	All MCs	82	11.5	82	11.5	0.689	30.9	LOS C	7.8	58.4	0.94	0.81	0.95	25.1
12a	R1	All MCs	323	5.2	323	5.2	* 0.689	60.3	LOS E	7.8	58.4	0.95	0.81	0.96	25.1
Approach			405	6.5	405	6.5	0.689	54.4	LOS D	7.8	58.4	0.95	0.81	0.96	25.1
All Vehicles			3854	9.0	3854	9.0	0.823	42.8	LOS D	25.7	199.4	0.88	0.83	0.91	26.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	29.5	LOS C	0.1	0.1	0.92	0.92	183.3	200.0	1.09
North: The Horsley Drive											

P31 Stage 1	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
P32 Stage 2	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
West: Nelson Street										
P4 Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians	211	55.6	LOS E	0.2	0.2	0.95	0.95	209.4	200.0	0.96

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: 2 [Court Road | Alan Street | Spencer Street (Site Folder: Exsiting Traffic - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [AM Peak (Network Folder: Existing Traffic)]

AM Peak 8:00am-9:00am
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 55 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	22	4.8	22	4.8	0.255	20.8	LOS B	1.8	13.0	0.81	0.66	0.81	33.4
2	T1	All MCs	219	3.8	219	3.8	0.255	16.3	LOS B	1.8	13.0	0.81	0.66	0.81	29.2
3	R2	All MCs	22	4.8	22	4.8	0.255	22.2	LOS B	1.6	11.7	0.80	0.66	0.80	33.3
Approach			263	4.0	263	4.0	0.255	17.2	LOS B	1.8	13.0	0.81	0.66	0.81	30.3
East: Alan Street															
4	L2	All MCs	136	8.5	136	8.5	0.164	12.7	LOS A	1.3	9.7	0.60	0.67	0.60	34.8
5	T1	All MCs	80	1.3	80	1.3	0.274	9.0	LOS A	1.9	13.1	0.71	0.64	0.71	35.3
6	R2	All MCs	99	1.1	99	1.1	* 0.274	14.2	LOS A	1.9	13.1	0.71	0.64	0.71	31.8
Approach			315	4.3	315	4.3	0.274	12.3	LOS A	1.9	13.1	0.67	0.65	0.67	34.4
North: Court Road															
7	L2	All MCs	27	3.8	27	3.8	0.069	12.0	LOS A	0.5	3.5	0.68	0.61	0.68	32.3
8	T1	All MCs	144	10.9	144	10.9	* 0.279	16.8	LOS B	1.8	13.9	0.80	0.66	0.80	31.9
9	R2	All MCs	12	0.0	12	0.0	0.279	22.6	LOS B	1.8	13.9	0.81	0.66	0.81	31.4
Approach			183	9.2	183	9.2	0.279	16.5	LOS B	1.8	13.9	0.78	0.65	0.78	31.9
West: Spencer Street															
10	L2	All MCs	96	3.3	96	3.3	* 0.223	18.3	LOS B	1.1	7.8	0.70	0.68	0.70	28.7
11	T1	All MCs	26	0.0	26	0.0	0.053	13.1	LOS A	0.3	1.8	0.61	0.44	0.61	35.0
Approach			122	2.6	122	2.6	0.223	17.2	LOS B	1.1	7.8	0.68	0.63	0.68	30.6
All Vehicles			883	5.0	883	5.0	0.279	15.3	LOS B	1.9	13.9	0.73	0.65	0.73	32.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
East: Alan Street											

P2	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
North: Court Road											
P3	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
West: Spencer Street											
P4	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
All Pedestrians		211	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14

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: 1 [The Horsley Drive | Nelson Street | Court Road (Site Folder: Existing Traffic - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [PM Peak (Network Folder: Existing Traffic)]

PM Peak 16:45pm-17:45pm
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	97	0.0	97	0.0	* 0.857	73.1	LOS F	13.4	94.7	1.00	0.99	1.17	19.5
2	T1	All MCs	255	1.2	255	1.2	0.857	67.3	LOS E	13.4	94.7	1.00	0.99	1.17	21.9
3b	R3	All MCs	225	1.4	225	1.4	0.857	72.2	LOS F	12.3	87.4	1.00	0.99	1.18	21.2
Approach			577	1.1	577	1.1	0.857	70.2	LOS E	13.4	94.7	1.00	0.99	1.17	21.2
SouthEast: The Horsley Drive															
21b	L3	All MCs	14	7.7	14	7.7	0.589	28.8	LOS C	6.5	45.9	0.90	0.82	0.90	32.1
21a	L1	All MCs	336	0.6	336	0.6	0.589	26.7	LOS B	6.5	45.9	0.90	0.82	0.90	35.4
23a	R1	All MCs	1262	6.8	1262	6.8	0.794	40.6	LOS C	22.5	167.0	0.93	0.87	0.93	35.4
Approach			1612	5.6	1612	5.6	0.794	37.6	LOS C	22.5	167.0	0.92	0.86	0.92	35.3
North: The Horsley Drive															
7a	L1	All MCs	1307	5.0	1307	5.0	* 0.867	57.8	LOS E	28.1	205.3	0.98	0.93	1.05	32.5
8	T1	All MCs	164	9.0	164	9.0	0.542	79.7	LOS F	6.4	48.2	0.97	0.80	0.97	20.2
9	R2	All MCs	111	0.0	111	0.0	0.362	62.1	LOS E	4.2	29.1	0.93	0.78	0.93	26.5
Approach			1582	5.1	1582	5.1	0.867	60.4	LOS E	28.1	205.3	0.98	0.91	1.03	28.6
West: Nelson Street															
10	L2	All MCs	119	9.7	119	9.7	0.639	39.3	LOS C	7.5	55.6	0.92	0.79	0.92	27.8
12a	R1	All MCs	269	4.7	269	4.7	* 0.639	59.2	LOS E	7.5	55.6	0.93	0.79	0.93	27.8
Approach			388	6.2	388	6.2	0.639	53.1	LOS D	7.5	55.6	0.93	0.79	0.93	27.8
All Vehicles			4159	4.8	4159	4.8	0.867	52.2	LOS D	28.1	205.3	0.95	0.89	1.00	29.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	29.5	LOS C	0.1	0.1	0.92	0.92	183.3	200.0	1.09
North: The Horsley Drive											

P31	Stage 1	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
P32	Stage 2	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
West: Nelson Street											
P4	Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians		211	55.6	LOS E	0.2	0.2	0.95	0.95	209.4	200.0	0.96

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: 2 [Court Road | Alan Street | Spencer Street (Site Folder: Existing Traffic - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [PM Peak (Network Folder: Existing Traffic)]

PM Peak 16:45pm-17:45pm
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	28	0.0	28	0.0	0.228	19.2	LOS B	2.0	14.1	0.73	0.62	0.73	34.0
2	T1	All MCs	236	2.2	236	2.2	0.228	14.2	LOS A	2.0	14.1	0.74	0.62	0.74	30.1
3	R2	All MCs	28	3.7	28	3.7	0.228	21.1	LOS B	1.8	12.5	0.74	0.63	0.74	33.7
Approach			293	2.2	293	2.2	0.228	15.4	LOS B	2.0	14.1	0.74	0.62	0.74	31.2
East: Alan Street															
4	L2	All MCs	134	9.4	134	9.4	0.192	16.6	LOS B	1.6	12.0	0.68	0.70	0.68	33.6
5	T1	All MCs	88	0.0	88	0.0	0.321	12.4	LOS A	2.3	16.0	0.79	0.68	0.79	34.1
6	R2	All MCs	87	1.2	87	1.2	* 0.321	19.3	LOS B	2.3	16.0	0.79	0.68	0.79	29.8
Approach			309	4.4	309	4.4	0.321	16.1	LOS B	2.3	16.0	0.75	0.69	0.75	33.1
North: Court Road															
7	L2	All MCs	27	0.0	27	0.0	0.079	11.0	LOS A	0.7	4.7	0.65	0.57	0.65	32.7
8	T1	All MCs	205	7.2	205	7.2	* 0.319	15.0	LOS B	2.6	19.3	0.74	0.63	0.74	32.5
9	R2	All MCs	24	0.0	24	0.0	0.319	20.5	LOS B	2.6	19.3	0.76	0.64	0.76	32.0
Approach			257	5.7	257	5.7	0.319	15.1	LOS B	2.6	19.3	0.73	0.63	0.73	32.5
West: Spencer Street															
10	L2	All MCs	119	0.9	119	0.9	* 0.322	22.5	LOS B	1.7	11.7	0.78	0.72	0.78	27.0
11	T1	All MCs	45	0.0	45	0.0	0.099	15.8	LOS B	0.5	3.7	0.66	0.49	0.66	34.1
Approach			164	0.6	164	0.6	0.322	20.6	LOS B	1.7	11.7	0.75	0.66	0.75	29.6
All Vehicles			1023	3.5	1023	3.5	0.322	16.4	LOS B	2.6	19.3	0.74	0.65	0.74	31.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
East: Alan Street											

P2	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
North: Court Road											
P3	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
West: Spencer Street											
P4	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
All Pedestrians		211	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

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: 1 [The Horsley Drive | Nelson Street | Court Road (Site Folder: Post Development - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [AM Peak (Network Folder: Post Development)]

AM Peak 8:00am-9:00am
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	80	1.3	80	1.3	* 0.837	75.6	LOS F	9.8	70.6	1.00	0.98	1.18	19.1
2	T1	All MCs	193	3.8	193	3.8	0.837	69.9	LOS E	9.8	70.6	1.00	0.98	1.18	19.2
3b	R3	All MCs	156	4.7	156	4.7	0.837	74.5	LOS F	9.2	67.2	1.00	0.97	1.19	18.9
Approach			428	3.7	428	3.7	0.837	72.6	LOS F	9.8	70.6	1.00	0.98	1.18	19.1
SouthEast: The Horsley Drive															
21b	L3	All MCs	15	28.6	15	28.6	0.515	26.9	LOS B	5.6	40.4	0.88	0.78	0.88	26.0
21a	L1	All MCs	271	2.3	271	2.3	0.515	24.9	LOS B	5.6	40.4	0.88	0.78	0.88	31.3
23a	R1	All MCs	1114	9.5	1114	9.5	0.649	31.2	LOS C	17.4	131.7	0.82	0.79	0.82	29.7
Approach			1399	8.4	1399	8.4	0.649	30.0	LOS C	17.4	131.7	0.83	0.79	0.83	30.0
North: The Horsley Drive															
7a	L1	All MCs	1357	12.6	1357	12.6	* 0.863	51.0	LOS D	28.5	220.8	0.96	0.93	1.02	27.1
8	T1	All MCs	174	8.5	174	8.5	0.424	68.3	LOS E	6.3	47.0	0.91	0.75	0.91	19.2
9	R2	All MCs	172	1.8	172	1.8	0.423	53.7	LOS D	6.2	44.0	0.91	0.79	0.91	25.2
Approach			1702	11.1	1702	11.1	0.863	53.0	LOS D	28.5	220.8	0.95	0.90	1.00	24.7
West: Nelson Street															
10	L2	All MCs	82	11.5	82	11.5	0.689	32.1	LOS C	7.8	58.4	0.94	0.81	0.95	25.1
12a	R1	All MCs	323	5.2	323	5.2	* 0.689	60.0	LOS E	7.8	58.4	0.95	0.81	0.96	25.1
Approach			405	6.5	405	6.5	0.689	54.4	LOS D	7.8	58.4	0.95	0.81	0.96	25.1
All Vehicles			3935	8.9	3935	8.9	0.863	47.1	LOS D	28.5	220.8	0.91	0.86	0.95	25.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	29.4	LOS C	0.1	0.1	0.92	0.92	183.2	200.0	1.09
North: The Horsley Drive											

P31 Stage 1	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
P32 Stage 2	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
West: Nelson Street										
P4 Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians	211	55.5	LOS E	0.2	0.2	0.95	0.95	209.4	200.0	0.96

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: 2 [Court Road | Alan Street | Spencer Street (Site Folder: Post Development - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [AM Peak (Network Folder: Post Development)]

AM Peak 8:00am-9:00am
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 55 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	22	4.8	22	4.8	0.264	20.9	LOS B	1.9	13.5	0.81	0.66	0.81	33.4
2	T1	All MCs	229	3.7	229	3.7	0.264	16.4	LOS B	1.9	13.5	0.81	0.66	0.81	29.2
3	R2	All MCs	22	4.8	22	4.8	0.264	22.3	LOS B	1.7	12.2	0.81	0.66	0.81	33.3
Approach			274	3.8	274	3.8	0.264	17.2	LOS B	1.9	13.5	0.81	0.66	0.81	30.2
East: Alan Street															
4	L2	All MCs	136	8.5	136	8.5	0.164	12.7	LOS A	1.3	9.7	0.60	0.67	0.60	34.8
5	T1	All MCs	80	1.3	80	1.3	0.289	9.1	LOS A	2.0	13.8	0.72	0.65	0.72	35.3
6	R2	All MCs	107	1.0	107	1.0	* 0.289	14.3	LOS A	2.0	13.8	0.72	0.65	0.72	31.7
Approach			323	4.2	323	4.2	0.289	12.3	LOS A	2.0	13.8	0.67	0.66	0.67	34.3
North: Court Road															
7	L2	All MCs	27	3.8	27	3.8	0.072	12.3	LOS A	0.5	3.7	0.70	0.61	0.70	32.1
8	T1	All MCs	152	10.4	152	10.4	* 0.290	17.0	LOS B	1.9	14.5	0.80	0.66	0.80	31.9
9	R2	All MCs	12	0.0	12	0.0	0.290	22.7	LOS B	1.9	14.5	0.82	0.67	0.82	31.4
Approach			191	8.8	191	8.8	0.290	16.7	LOS B	1.9	14.5	0.79	0.65	0.79	31.9
West: Spencer Street															
10	L2	All MCs	96	3.3	96	3.3	* 0.223	18.3	LOS B	1.1	7.8	0.70	0.68	0.70	28.7
11	T1	All MCs	26	0.0	26	0.0	0.053	13.1	LOS A	0.3	1.8	0.61	0.44	0.61	35.0
Approach			122	2.6	122	2.6	0.223	17.2	LOS B	1.1	7.8	0.68	0.63	0.68	30.6
All Vehicles			909	4.9	909	4.9	0.290	15.4	LOS B	2.0	14.5	0.74	0.66	0.74	32.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
East: Alan Street											

P2	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
North: Court Road											
P3	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
West: Spencer Street											
P4	Full	53	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14
All Pedestrians		211	21.9	LOS C	0.1	0.1	0.89	0.89	175.7	200.0	1.14

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: 1 [The Horsley Drive | Nelson Street | Court Road (Site Folder: Post Development - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [PM Peak (Network Folder: Post Development)]

PM Peak 16:45pm-17:45pm
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	103	0.0	103	0.0	*0.857	72.3	LOS F	13.9	97.9	1.00	0.99	1.16	19.6
2	T1	All MCs	261	1.2	261	1.2	0.857	66.6	LOS E	13.9	97.9	1.00	0.99	1.16	22.0
3b	R3	All MCs	234	1.4	234	1.4	0.857	71.4	LOS F	12.7	90.3	1.00	0.98	1.18	21.4
Approach			598	1.1	598	1.1	0.857	69.5	LOS E	13.9	97.9	1.00	0.99	1.17	21.3
SouthEast: The Horsley Drive															
21b	L3	All MCs	14	7.7	14	7.7	0.618	29.8	LOS C	6.7	47.0	0.91	0.82	0.91	31.6
21a	L1	All MCs	336	0.6	336	0.6	0.618	27.7	LOS B	6.7	47.0	0.91	0.82	0.91	35.0
23a	R1	All MCs	1262	6.8	1262	6.8	0.807	42.4	LOS C	23.1	171.4	0.94	0.89	0.95	34.8
Approach			1612	5.6	1612	5.6	0.807	39.2	LOS C	23.1	171.4	0.94	0.87	0.95	34.8
North: The Horsley Drive															
7a	L1	All MCs	1307	5.0	1307	5.0	*0.888	62.4	LOS E	29.8	217.3	1.00	0.96	1.10	31.3
8	T1	All MCs	186	7.9	186	7.9	0.586	79.9	LOS F	7.3	54.4	0.97	0.81	0.97	20.3
9	R2	All MCs	111	0.0	111	0.0	0.347	61.1	LOS E	4.1	28.8	0.93	0.78	0.93	26.7
Approach			1604	5.0	1604	5.0	0.888	64.4	LOS E	29.8	217.3	0.99	0.93	1.07	27.6
West: Nelson Street															
10	L2	All MCs	119	9.7	119	9.7	0.639	38.8	LOS C	7.5	55.6	0.92	0.79	0.92	27.8
12a	R1	All MCs	269	4.7	269	4.7	*0.639	59.5	LOS E	7.5	55.6	0.93	0.79	0.93	27.8
Approach			388	6.2	388	6.2	0.639	53.1	LOS D	7.5	55.6	0.93	0.79	0.93	27.8
All Vehicles			4202	4.8	4202	4.8	0.888	54.4	LOS D	29.8	217.3	0.96	0.90	1.02	29.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	29.4	LOS C	0.1	0.1	0.92	0.92	183.3	200.0	1.09
North: The Horsley Drive											

P31 Stage 1	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
P32 Stage 2	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
West: Nelson Street										
P4 Full	53	64.3	LOS F	0.2	0.2	0.96	0.96	218.1	200.0	0.92
All Pedestrians	211	55.6	LOS E	0.2	0.2	0.95	0.95	209.4	200.0	0.96

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: 2 [Court Road | Alan Street | Spencer Street (Site Folder: Post Development - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: 1 [PM Peak (Network Folder: Post Development)]

PM Peak 16:45pm-17:45pm
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Court Road															
1	L2	All MCs	28	0.0	28	0.0	0.257	20.1	LOS B	2.2	15.6	0.75	0.63	0.75	33.8
2	T1	All MCs	259	2.0	259	2.0	0.257	15.2	LOS B	2.2	15.6	0.76	0.64	0.76	29.6
3	R2	All MCs	28	3.7	28	3.7	0.257	22.2	LOS B	2.0	14.0	0.77	0.64	0.77	33.5
Approach			316	2.0	316	2.0	0.257	16.3	LOS B	2.2	15.6	0.76	0.64	0.76	30.7
East: Alan Street															
4	L2	All MCs	134	9.4	134	9.4	0.184	15.9	LOS B	1.5	11.6	0.67	0.69	0.67	33.9
5	T1	All MCs	88	0.0	88	0.0	0.344	11.8	LOS A	2.5	17.4	0.79	0.69	0.79	34.2
6	R2	All MCs	105	1.0	105	1.0	* 0.344	18.6	LOS B	2.5	17.4	0.79	0.69	0.79	29.9
Approach			327	4.2	327	4.2	0.344	15.6	LOS B	2.5	17.4	0.74	0.69	0.74	33.1
North: Court Road															
7	L2	All MCs	27	0.0	27	0.0	0.084	11.1	LOS A	0.7	4.9	0.67	0.58	0.67	32.4
8	T1	All MCs	208	7.1	208	7.1	* 0.340	15.9	LOS B	2.7	20.1	0.76	0.65	0.76	32.2
9	R2	All MCs	24	0.0	24	0.0	0.340	21.5	LOS B	2.7	20.1	0.78	0.66	0.78	31.7
Approach			260	5.7	260	5.7	0.340	15.9	LOS B	2.7	20.1	0.75	0.64	0.75	32.2
West: Spencer Street															
10	L2	All MCs	119	0.9	119	0.9	* 0.322	22.5	LOS B	1.7	11.7	0.78	0.72	0.78	27.0
11	T1	All MCs	45	0.0	45	0.0	0.099	15.8	LOS B	0.5	3.7	0.66	0.49	0.66	34.1
Approach			164	0.6	164	0.6	0.322	20.6	LOS B	1.7	11.7	0.75	0.66	0.75	29.6
All Vehicles			1067	3.4	1067	3.4	0.344	16.6	LOS B	2.7	20.1	0.75	0.66	0.75	31.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

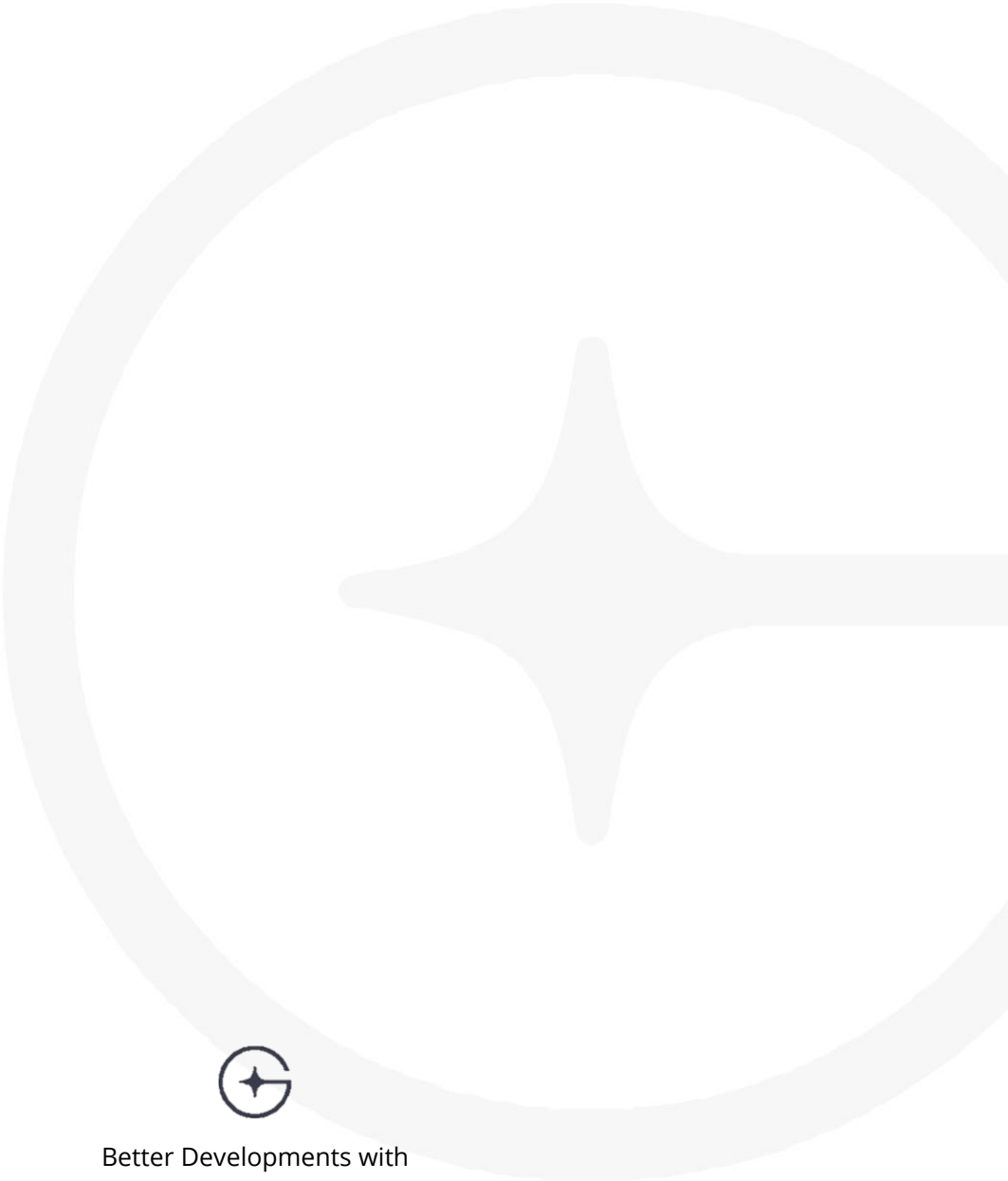
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Court Road											
P1	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
East: Alan Street											

P2	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
North: Court Road											
P3	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
West: Spencer Street											
P4	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
All Pedestrians		211	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

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.



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