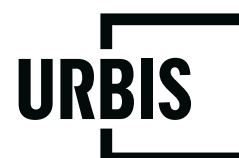




81A-89 ROSEDALE AVENUE, GREENACRE

TRANSPORT IMPACT ASSESSMENT

Prepared for
AURORA PROPERTY PARTNERSHIP
10 October 2025



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Senior Consultant	Chris White
Project Code	P0056869
Report Number	Final



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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CONTENTS

Acknowledgement of Country	ii
1. Introduction	1
1.1. Background	1
1.2. Proposed Development.....	1
1.3. Scope of the Study.....	1
1.4. Transport for NSW Consultation	1
1.5. References.....	1
2. Proposed Development	3
2.1. Site Location	3
2.2. Land Zoning	4
2.3. Land Uses.....	4
2.4. Site Plan.....	5
3. Existing Conditions.....	7
3.1. Active Transport.....	7
3.2. Public Transport.....	7
3.3. Private Transport.....	8
4. Parking Provision and Design.....	10
4.1. Car Parking	10
4.2. Accessible Parking.....	10
4.3. Bicycle Parking.....	11
4.4. Motorcycle Parking.....	11
4.5. Car Park Design Review	11
5. Traffic Impacts and Mitigation.....	13
5.1. Traffic Generation	13
5.2. Trip Distribution and Assignment	13
5.3. Forecasted Mode Split	14
5.4. Existing Intersection Performance.....	14
5.5. Future Intersection Performance.....	15
6. Conclusion.....	16
Disclaimer	17
 Appendix A Consultation – Transport for NSW	
Appendix B Transport Data and Surveys	
Appendix C Car Park Design Review	
Appendix D SIDRA Results	

FIGURES

Figure 1 Site Location and Surrounds	3
Figure 2 Aerial View of the Subject Site	3
Figure 3 Surrounding Land Use Zones.....	4
Figure 4 Ground Floor Site Plan – Scheme A	5
Figure 5 Ground Floor Site Plan – Scheme B	5
Figure 6 Surrounding Bus Stops and Routes	8
Figure 7 Existing Peak Hour Turning Movement Counts.....	9

TABLES

Table 1 Development Schedule4

Table 2 Public Transport Provision.....7

Table 3 Car Parking Requirements10

Table 4 Accessible Parking Requirements11

Table 5 Estimated Network Peak Hour Traffic Generation13

Table 6 Forecast Travel Mode Share14

Table 7 Level of Service Criteria for Intersections14

Table 8 Existing Operating Conditions15

1. INTRODUCTION

1.1. BACKGROUND

This Transport Impact Assessment (TIA) report has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Aurora Property Partnership (**the Applicant**) to support a planning proposal for a proposed warehouse with office space at 81A-89 Rosedale Avenue, Greenacre (**the Site**).

1.2. PROPOSED DEVELOPMENT

The proposal seeks to rezone the site at 81A-89 Rosedale Avenue, Greenacre, from SP2 Electricity Transmission or Distribution Network to E4 General Industrial to facilitate future redevelopment of the site in line with the surrounding land uses.

1.3. SCOPE OF THE STUDY

The purpose of this report is to assess the impacts of the proposed development on all transport modes including active transport, public transport, private transport and service vehicles. The aim of this assessment is to show these impacts are acceptable, provided that the recommended mitigation measures or actions are implemented.

The following elements have been considered in this study:

- site location and planning context
- existing transport network conditions surrounding the site
- any planned future transport network improvements
- suitability of parking supply for cars, bicycles, motorcycles and accessible users
- adequacy of access and car park design in accordance with relevant Australian Standards and Canterbury Bankstown Council guidelines
- impact of traffic generated by the proposed development on the surrounding road network
- impacts to active transport and public transport infrastructure and connectivity.

1.4. TRANSPORT FOR NSW CONSULTATION

As requested by Canterbury Bankstown Council in their Preliminary Merit Assessment (dated June 2025), Transport for NSW (TfNSW) have been advised of this Planning Proposal.

A copy of this correspondence can be found in **Appendix A**.

It is noted that TfNSW did not indicate any concern regarding the operation of the State Road network, nor was any SIDRA modelling requested for review.

1.5. REFERENCES

The following documents were referred to during the preparation of this report:

- Guide to Transport Impact Assessment (TfNSW, 2024)
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessment for Developments (2020)
- Canterbury-Bankstown Council Development Control Plan (**DCP**) 2023

- Australian/New Zealand Standard, Parking Facilities (AS 2890)
- traffic surveys undertaken by Traffic Information Specialist on Wednesday 30 July 2025.
- plans for the proposed development prepared by SBA Architects:
 - Drawing Number 24226 – SK02, Revision D, dated 16 July 2025
 - Drawing Number 24226 – SK09, Revision A, dated 15 August 2025 (alternative scheme).

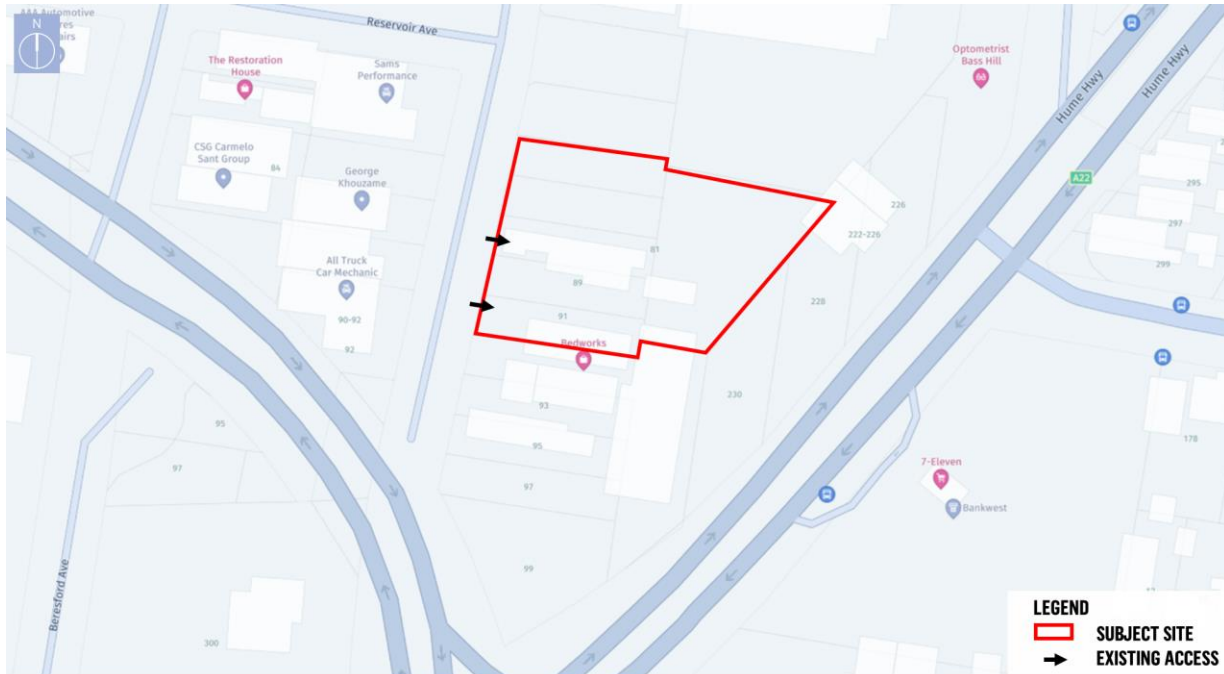
2. PROPOSED DEVELOPMENT

2.1. SITE LOCATION

The subject site is located at 81A-89 Rosedale Avenue, Greenacre. The site of approximately 4,860 square metres has a frontage of approximately 62 metres to Rosedale Avenue.

The location of the site with regards to the surrounding road network is shown in Figure 1.

Figure 1 Site Location and Surrounds



Base image source: Nearmap (14/07/2025)

An aerial image of the site and the surrounding road network is provided in Figure 2.

Figure 2 Aerial View of the Subject Site



Base image source: Nearmap (28/05/2025)

2.2. LAND ZONING

The site currently has a land use classification as SP2 Electricity Transmission or Distribution Network and is occupied by disused substation in the northern portion, and a two-storey brick building and ancillary sheds in the southern portion. The surrounding properties predominantly include industrial uses.

The land use zones for the subject site and the immediate vicinity of the site are presented in Figure 3.

Figure 3 Surrounding Land Use Zones



Base image source: NSW Planning Portal Spatial Viewer (14/07/2025)

2.3. LAND USES

Two alternate schemes have been considered for this Planning Proposal. The land uses and sizes of each alternate scheme have been summarised in Table 1.

Table 1 Development Schedule

Use	Size (Scheme A)	Size (Scheme B)
Warehouse	3,585 sqm	2,833 sqm
Office	400 sqm	1,405 sqm
Total	3,985 sqm	4,238 sqm

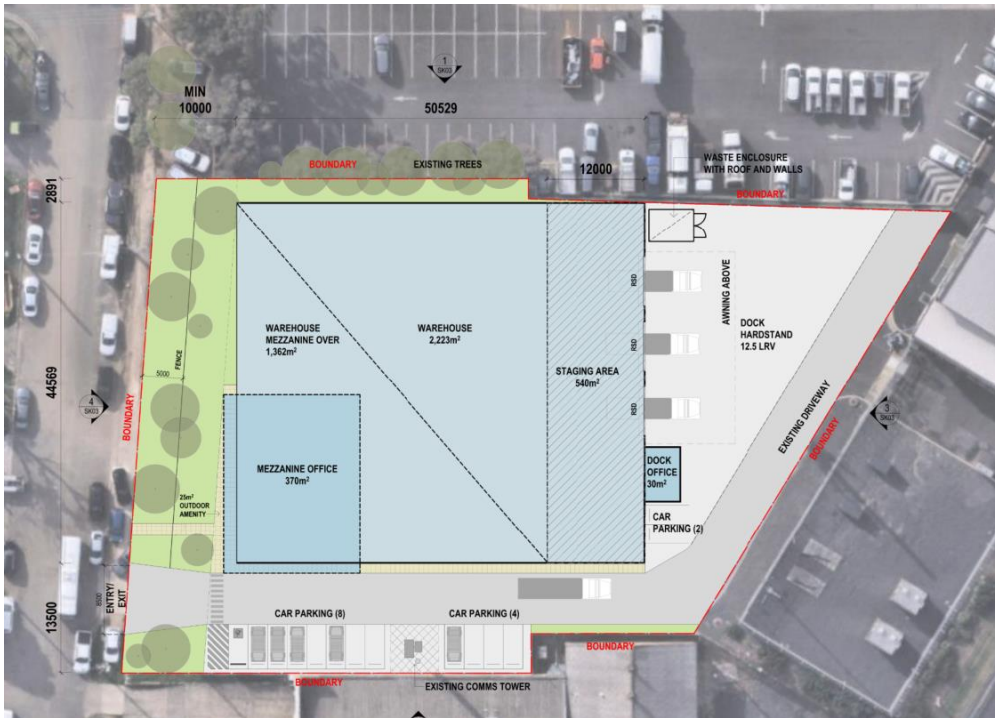
Source: SBA (16/07/2025 and 15/08/2025)

The office will support the operation of the warehouse and is therefore considered an ancillary land use.

2.4. SITE PLAN

The ground floor plan of Scheme A is shown in Figure 4, with Scheme B shown in Figure 5. Scheme A is a single-storey proposal, whilst Scheme B is a two-storey proposal with an internal ramp.

Figure 4 Ground Floor Site Plan – Scheme A



Source: SBA (16/07/2025)

Figure 5 Ground Floor Site Plan – Scheme B



Source: SBA (15/08/2025)

Scheme A

In Scheme A, the plan shows that one vehicle crossover is proposed to access the site from Rosedale Avenue. This includes a combined entry and exit point, which is 8.5 metres wide.

The key difference between the two schemes is that this scheme is single-storey only and can only accommodate three tenancies (assuming one truck loading space per tenancy).

This scheme has been operationally designed for use by vehicles up to and including an 8.8 metre Medium Rigid Vehicle (including waste collection). This scheme also proposes to provide a total of 14 car parking spaces including one designated accessible parking space.

Pedestrian access to the site is proposed from Rosedale Avenue.

Scheme B

In Scheme B, the plan shows that two vehicle crossovers are proposed to access the site from Rosedale Avenue – one for cars and one for heavy vehicles. The southern two-way access for cars is approximately nine metres wide, and the northern two-way access for heavy vehicles is approximately ten metres wide.

The key difference between the two schemes is that this scheme is two storeys and can accommodate approximately 19 tenancies (with one truck loading space per tenancy).

This scheme has been operationally designed for use by vehicles up to and including an 8.8 metre Medium Rigid Vehicle (including waste collection) on the ground floor, and vehicles up to a 6.4 metre Small Rigid Vehicle on Level 1. This scheme also proposes to provide a total of 53 car parking spaces (32 on the ground floor and 21 on Level 1) including one designated accessible parking space.

Pedestrian access to the site is proposed from Rosedale Avenue.

The suitability of both proposed schemes in terms of access, operational transport facilities and parking is assessed in the following sections of this report.

3. EXISTING CONDITIONS

3.1. ACTIVE TRANSPORT

3.1.1. Walking

The site generally has limited pedestrian infrastructure, with a short section of footpath provided directly in front of the subject site. However, this footpath is discontinuous both north and south of the site and therefore provides poor amenity for walking.

There are also no footpaths in the surrounding streets including Beresford Avenue and Rosedale Avenue (north of Reservoir Avenue), and a lack of pedestrian crossing infrastructure within the vicinity of the site.

Overall, walking is not expected to be the predominant travel option given the character of the proposed development. There is also limited connection from key bus stops.

3.1.2. Cycling

The site generally has underdeveloped bicycle path connectivity in the vicinity of the site; There are no bicycle paths in the surrounding area. There are also no bicycle racks located in the vicinity of the site.

Given the current provisions and the character of the proposed development, cycling is generally not considered to be the predominant travel option to the site. However, staff who are confident cyclists could use the surrounding residential roads to travel to and from work.

3.2. PUBLIC TRANSPORT

The site is located in an area which generally has limited public transport accessibility. The nearest bus stops are located approximately 500 metres walking distance from the site on the Hume Highway and are serviced by three bus routes which range in frequency on weekdays.

The nearest train station is Yagoona Station, located within approximately 2.3km walking distance of the site. Train is generally not considered to be a viable travel option to and from the site given the distance from the station.

A review of the public transport available in the vicinity of the site is summarised in Table 2, with the bus operator map of the bus routes shown in Figure 6.

Table 2 Public Transport Provision

Service	Route	Route Description	Location of Stops	Distance to Nearest Stop	Frequency On/Off Peak
Bus	913	Strathfield to Bankstown	North Bankstown Public School, Hume Hwy (eastbound)	500 metres (8-minute walk)	Every hour
	925	East Hills to Lidcombe via Bankstown			Every 20-30 minutes
	M90	Burwood to Liverpool	Hume Hwy opposite Bankstown North Public School (westbound)		Peak: every 10 minutes Off-peak: every 15-20 minutes

Source: Transport for NSW Trip Planner

Figure 6 Surrounding Bus Stops and Routes



Base image source: Nearmap (28/05/2025)

3.3. PRIVATE TRANSPORT

3.3.1. Road Network

Rosedale Avenue

Rosedale Avenue is classified as a Local Road and in the vicinity of the site, it is a two-way road aligned in a north-south direction. Rosedale Avenue is configured with one travel lane in each direction and a carriageway width of approximately 12.5 metres.

Along the site frontage, unrestricted parking is permitted on both sides of the road. It is also noted that parking on grass frontages between the footpath and property boundaries is common on this road.

Rosedale Avenue has a default urban speed limit of 50 kilometres per hour and carries approximately 50-100 vehicles in the morning and afternoon network peak hours.

3.3.2. Traffic Volumes and Conditions

To understand the existing traffic volumes in the vicinity of the subject site, Urbis commissioned traffic movement surveys at the following locations:

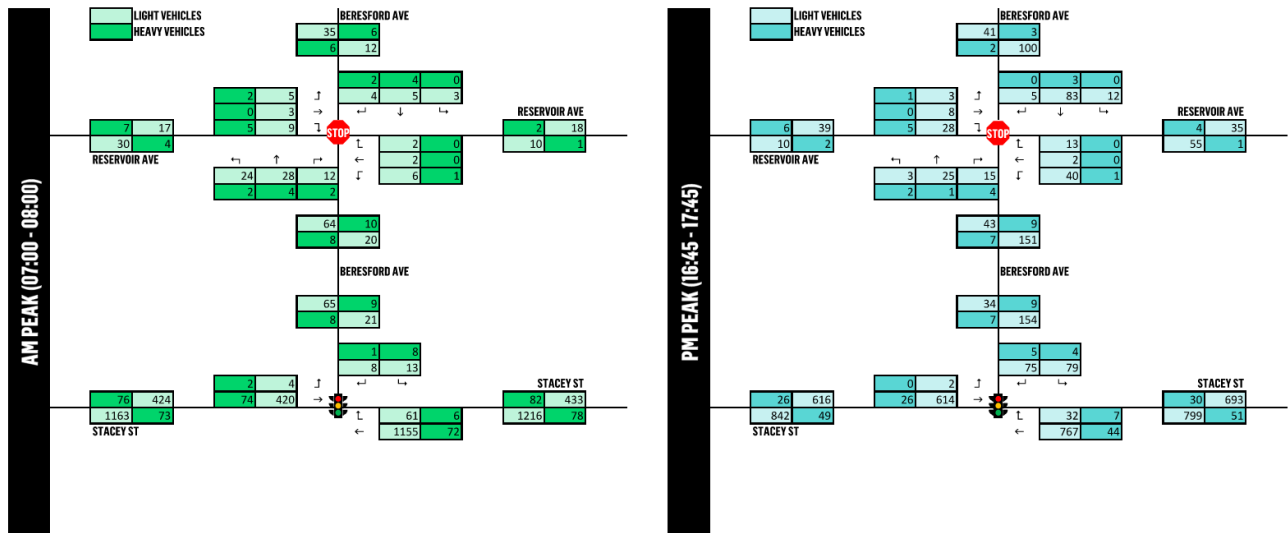
- Beresford Avenue/ Reservoir Avenue
- Stacey Street/ Beresford Avenue.

The surveys were conducted on Wednesday 30 July 2025 between 7:00am – 10:00am and 3:00pm – 7:00pm.

The surveys revealed that the AM peak hour was 7:00am – 8:00am and PM peak hour was 4:45pm – 5:45pm.

The peak hour turning movements at the surveyed locations are presented in Figure 7 with complete results presented in **Appendix B**.

Figure 7 Existing Peak Hour Turning Movement Counts



Source: Traffic Information Specialist

4. PARKING PROVISION AND DESIGN

4.1. CAR PARKING

The car parking requirements for different development types are set out in the Canterbury-Bankstown DCP 2023. A review of the car parking requirement rates results in a suggested parking provision as shown in Table 3.

Table 3 Car Parking Requirements

Land Use	Size	Car Parking Rate	Car Parking Requirement	Proposed Car Parking Provision
Scheme A				
Warehouse	3,585 sqm GFA (plus 400 sqm GFA)	1 car space per 300sqm GFA, or 1 car space per 2 staff (whichever is greater) Note: Where an office component is involved and provided this does not exceed 20% of the total GFA, 1 car space per 100m ² GFA is to be provided	16	14
Total			16	
Scheme B				
Warehouse	2,833 sqm GFA (plus 1,405 sqm GFA)	1 car space per 300sqm GFA, or 1 car space per 2 staff (whichever is greater) Note: Where an office component is involved and provided this does not exceed 20% of the total GFA, 1 car space per 100m ² GFA is to be provided	23	53
Total			23	

Based on the above, Scheme A would be required to provide a total of 16 car parking spaces, whilst Scheme B would be required to provide 23 car parking spaces.

In terms of car parking supply, Scheme B is in compliance with Council's car parking requirements.

For Scheme A, it is recognised that the proposal is in the Planning Proposal stage and if this is chosen as the preferred scheme, the final design may be updated as part of a future Development Application to incorporate an additional 2 car parking spaces.

4.2. ACCESSIBLE PARKING

The accessible parking requirements for different development types are set out in the Canterbury-Bankstown DCP 2023. A review of the accessible parking requirement rates results in a suggested accessible parking provision as shown in Table 4.

Table 4 Accessible Parking Requirements

Land Use	Size	DCP Accessible Parking Rate	DCP Accessible Parking Requirement	NCC Accessible Parking Requirement ¹	Proposed Accessible Parking Provision
Scheme A					
Commercial and Industrial Premises	6 staff car spaces	Staff: 1 accessible car space per 50 car spaces	1		
	8 visitor car spaces	Visitor: 1 accessible car space per 50 car spaces	1	1	1
Total			2		
Scheme B					
Commercial and Industrial Premises	41 staff car spaces	Staff: 1 accessible car space per 50 car spaces	1		
	12 visitor car spaces	Visitor: 1 accessible car space per 50 car spaces	1	1	1
Total			2		

¹ Calculated at a rate of 1 per 100 car spaces provided, or part thereof

Accessible parking rates from the DCP have also been compared to the National Construction Code. The accessible parking requirements indicate that for the proposed warehouse use (Class 7B), one accessible space is required for every 100 car spaces provided, or part thereof. Based on the total car parking provision of either 14 or 53 parking spaces, only one accessible parking space would be required to support the warehouse development.

Given that the development meets the NCC requirement, the provision of one accessible parking space is deemed to be satisfactory.

It is also recognised that the final design may be updated as part of a future Development Application to incorporate additional accessible parking space/s.

4.3. BICYCLE PARKING

The bicycle parking requirements for different development types are set out in the Canterbury-Bankstown DCP 2023. The rate for bicycle spaces stated in the DCP is 1 space per 20 staff for warehouse or distribution centres.

The number of staff employed at the proposed development will be confirmed at a later stage. Based on the current concept plan, there is adequate room to accommodate future bicycle parking to meet the DCP requirement.

4.4. MOTORCYCLE PARKING

There are no motorcycle parking requirements stated in the Canterbury-Bankstown DCP 2023 and hence no motorcycle parking spaces are proposed.

4.5. CAR PARK DESIGN REVIEW

The site has the capability for the proposed access arrangements and car parking layout to be designed in accordance with the requirements of Australian Standard AS2890. This includes the following aspects:

- aisle widths
- bicycle parking
- blind aisle turning bays
- clearance to adjacent structures
- height clearances
- internal queuing
- parking for persons with disabilities
- parking space dimensions and grades
- ramp grades
- sight distances
- site access arrangements.

The site is capable of accommodating perpendicular space dimensions and aisle widths complying with a parking facility of this type. A 2.4 x 5.4 metre shared zone has been incorporated next to the accessible parking space as required.

For Scheme A, the swept paths of a 12.5 metre Heavy Rigid Vehicle and B99 vehicle entering and exiting the site are shown in **Appendix C**. For Scheme B, the swept paths of an 8.8 metre Medium Rigid Vehicle and B99 vehicle entering and exiting the site are shown in **Appendix C**. All vehicles can enter and exit the site in a forward direction in both schemes.

In Scheme B, the internal ramp has been designed in accordance with AS2890.1 and has been checked against a 6.4 metre Small Rigid Vehicle. A minimum headroom clearance of 2.2 metres is also provided throughout the car park in Scheme B.

The access driveway can be designed with adequate width. Sight distances to vehicles and pedestrians on Rosedale Avenue for vehicles exiting the car park are also appropriate.

The full car park design review is attached to this report in **Appendix C**. Overall, the design review indicates that the site has the capability for both proposed car parking layouts to operate satisfactorily.

5. TRAFFIC IMPACTS AND MITIGATION

5.1. TRAFFIC GENERATION

Given that the site is occupied by a disused substation, the site is assumed to currently not generate any traffic.

Future traffic generation estimates for the proposed development have been sourced from the new 2024 Guide to Transport Impact Assessment, which supersedes the former 2002 Guide to Traffic Generating Developments and 2013 Technical Direction TDT 2013/04a.

Estimates of the traffic volume generated by the proposal in the AM and PM network peak hours are calculated in Table 5.

Table 5 Estimated Network Peak Hour Traffic Generation

Land Use	Size	Traffic Generation Rate (vehicle trips per hour)		Traffic Generation Estimate (vehicle trips per hour)	
		AM ¹	PM ²	AM	PM
Scheme A					
Warehouse	3,585 sqm GFA	0.5 per 100sqm GFA	0.5 per 100sqm GFA	18	18
Office	400 sqm GFA	Ancillary to warehouse land use		-	-
Total				18	18
Scheme B					
Warehouse	2,833 sqm GFA	0.5 per 100sqm GFA	0.5 per 100sqm GFA	15	15
Office	1,405 sqm GFA	Ancillary to warehouse land use		-	-
Total				15	15

¹ Given that no rate is listed for warehouses under 10,000m² GFA in the network AM peak, this has been assumed to equal the site AM peak hour rate

² Given that no rate is listed for warehouses under 10,000m² GFA in the network PM peak, this has been assumed to equal the site AM peak hour rate

Scheme A would be estimated to generate approximately 18 trips in the AM network peak hour and 18 trips in the PM network peak hour. Scheme B would be estimated to generate only 15 trips in the AM network peak hour and 15 trips in the PM network peak hour.

5.2. TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- configuration of the arterial road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network
- surrounding distribution centre locations in relation to the site
- likely distribution of employee's residences in relation to the site
- configuration of access points to the site.

Having consideration to the above, for the purposes of estimating vehicle movements, the following directional splits of inbound and outbound peak hour trips have been assumed:

- AM Peak – 80 per cent inbound/ 20 per cent outbound.

- PM Peak – 20 per cent inbound/ 80 per cent outbound.

The trips generated by the proposed development can be expected to be assigned to the external road network based on the directional distribution splits from the survey data.

5.3. FORECASTED MODE SPLIT

The anticipated mode share split for the proposed development has been forecast based on data contained in the 2024 Guide to Transport Impact Assessment.

The forecasted travel mode share shown in Table 6 assumes an average split based on data from various warehouses in Sydney on weekdays between 7:00am and 7:00pm.

Table 6 Forecast Travel Mode Share

Transport Mode	Mode Share
Light Vehicle	71.5%
Heavy Vehicle	27%
Public Transport	1%
Walk & Cycle	0.5%

Source: TfNSW Guide to Transport Impact Assessment

5.4. EXISTING INTERSECTION PERFORMANCE

The operation of key intersections within the study area has been assessed using SIDRA INTERSECTION (SIDRA), a modelling software package that calculates intersection performance.

The commonly used measure of intersection performance, as defined by Transport for NSW, is vehicle delay. SIDRA determines the average delay that vehicles encounter and provides a measure of the level of service.

Table 7 shows the criteria that SIDRA adopts in assessing the level of service.

Table 7 Level of Service Criteria for Intersections

Level of Service	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop signs
A	0-14	Good operation	Good operation
B	15-28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29-42	Satisfactory	Satisfactory, but accident study required
D	43-56	Operating near capacity	Near capacity and accident study required
E	57-70	At capacity	At capacity, requires other control mode
F	>70	Over capacity	Over capacity

Source: TS 05461 Traffic Modelling Guidelines (Transport for NSW)

Table 8 presents a summary of the existing operation of the intersections, with full results presented in **Appendix D** of this report.

Table 8 Existing Operating Conditions

Intersection	AM Peak				PM Peak			
	DOS	Delay (s)	95% Queue (m)	LOS	DOS	Delay (s)	95% Queue (m)	LOS
Beresford Ave/ Reservoir Ave	0.030	9.8	1	A	0.059	10.2	2	A
Stacey St/ Beresford Ave	0.442	7.0	109	A	1.298	>70	405	F

Note: For priority-controlled intersections, reporting is based on the worst performing movement. For traffic signals, reporting is based on the average across all legs.

Overall, the Beresford Avenue/ Reservoir Avenue priority-controlled intersection currently operates well with minimal queues and delays on all approaches in both the AM and PM peak periods.

The Stacey Street/ Beresford Avenue signalised intersection generally operates well in the AM peak period, however some delays are experienced by vehicles turning out from the minor road (Beresford Avenue) due to the 140-second cycle time.

In the PM peak period, there are heavy delays for vehicles travelling eastbound on Stacey Street. This is due to long queues originating from the downstream intersection of Hume Highway/ Stacey Street, located only 180 metres away. The queuing from this intersection restricts the capacity of the eastbound travel lanes at the Stacey Street/ Beresford Avenue intersection.

It is noted however that Hume Highway and Stacey Street are State Roads which carry high volumes of traffic. Transport for NSW are responsible for managing the effective flow of traffic along the main arterial routes in Sydney.

5.5. FUTURE INTERSECTION PERFORMANCE

Based on the estimated site traffic generation of only **15-18** vehicles in the morning and afternoon peak hours, there are not expected to be any significant impacts to existing delay times, queue lengths, degree of saturation and level of service. This is equivalent to one extra vehicle every 3-4 minutes in each peak hour.

The current level of service performance at the Stacey Street/ Beresford Avenue intersection is an existing issue, irrespective of the proposal.

It is also noted this analysis has considered a conservative traffic assessment, given that the site peak hour trip generation has been assumed to coincide with the network peak hour. In reality, the site peak hour may not directly coincide with the network peak hour.

Therefore, no future traffic modelling and no mitigations measures are seen as required to accommodate the minimal traffic generated by the proposed development.

6. CONCLUSION

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

- The existing site generally has limited pedestrian connectivity and a lack of cycling facilities, with the nearest public transport option being an 8-minute walk from the site.
- If Scheme A were chosen as the preferred option, the proposed development would be required to provide a total of 16 car parking spaces based on Canterbury Bankstown DCP 2023. If Scheme B were chosen as the preferred option, the proposed development would need to provide a total of 23 car parking spaces. The final design may incorporate additional spaces as part of the future Development Application for the site.
- The development proposes one accessible parking space which may be satisfactory given that it complies with the National Construction Code requirement.
- The proposed access arrangements and car parking layouts in Scheme A and Scheme B are capable of being designed in accordance with the requirements of Australian Standard AS2890.
- Depending on the preferred option, the development would be expected to generate approximately 15-18 trips in the AM peak hour and 15-18 trips in the PM peak hour. Given this, there are not expected to be any significant impacts to existing delay times, queue lengths, degree of saturation and level of service at intersections in proximity to the site.

Overall, the Planning Proposal can be supported from a traffic and transport perspective.

DISCLAIMER

This report is dated 10 October 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Aurora Property Partnership (**Instructing Party**) for the purpose of supporting a planning proposal with a Transport Impact Assessment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CONSULTATION – TRANSPORT FOR NSW

22 August 2025

TfNSW Reference: SYD25-00818



Mr Matthew Stewart
Chief Executive Officer
Canterbury Bankstown Council
PO Box 8
Bankstown NSW 1885

Attention: Sam Turner

RE: SCOPING PROPOSAL – 81A-89 ROSEDALE AVENUE, GREENACRE

Dear Mr Stewart,

Thank you for providing Transport for NSW (TfNSW) with an opportunity to comment on the above Scoping Proposal, which was referred to us by Council on 9 July 2025.

TfNSW notes the following proposed changes to the site:

- Amend land zoning from SP2 Electricity Transmission or Distribution to E4 General Industrial
- Amend floor space ratio to 1:1

TfNSW has reviewed the submitted documents including the Scoping Report prepared by Urbis dated March 2025.

TfNSW advises that a Traffic Impact Assessment (TIA) is required to support the Planning Proposal. TIA shall be prepared in accordance with the Guide to Transport Impact Assessment (GTIA). GTIA replaces the Guide to Traffic Generating Developments and can be found at this link. [Guide to Transport Impact Assessment](#).

Should you have any questions or further enquiries in relation to this matter, Gurvinder Singh would be pleased to respond via email to development.sydney@transport.nsw.gov.au.

Yours sincerely,

I Karaman

Ilyas Karaman
A/Senior Manager Strategic Land Use (Central and Western)
Transport Planning | Planning, Integration and Passenger

APPENDIX B

TRANSPORT DATA AND SURVEYS

Location Beresford Avenue Reservoir Avenue
 Beresford Avenue Reservoir Avenue
 Suburb GREENACRE
 Duration 7:00 - 10:00
 15:00 - 19:00
 Date Wednesday, 30 July 2025
 Weather AM - Dry, PM - Rainy

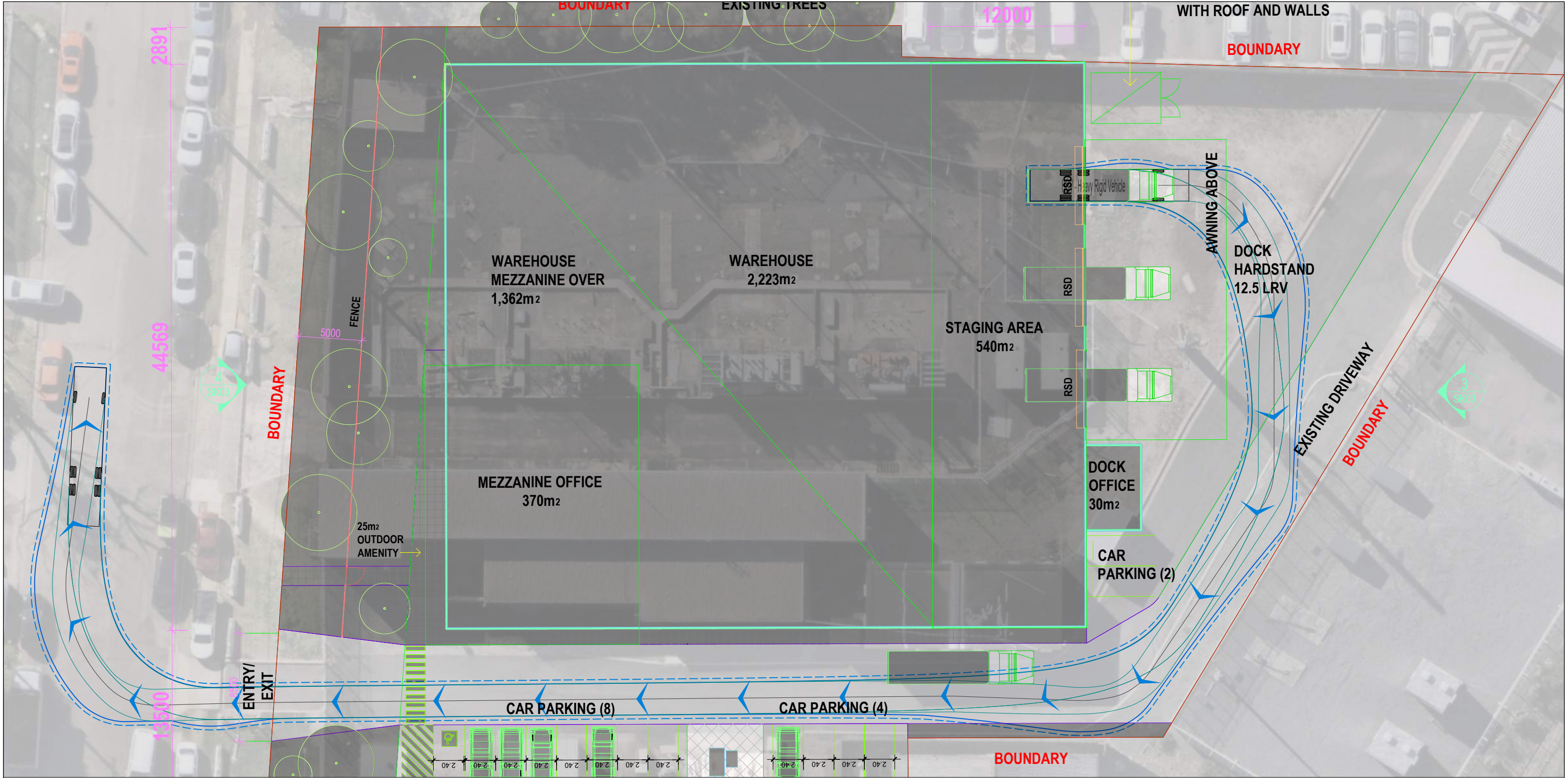
All Vehicles Time Per Hour	NORTH Beresford Avenue												EAST Reservoir Avenue												TOTAL						
	L			T			R			L			T			R			L			T						R			
	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ				
7:00 - 8:00	3	0	3	5	4	9	4	2	6	2	0	2	20	1	6	1	7	2	0	2	2	0	2	1	0	1	12	1	106	22	128
7:15 - 8:15	5	0	5	8	3	11	7	3	10	2	0	2	28	1	6	1	7	4	0	4	3	0	3	1	0	1	15	1	109	22	131
7:30 - 8:30	4	0	4	13	2	15	8	3	11	1	0	1	31	0	5	1	6	4	0	4	5	0	5	0	0	0	15	0	112	18	130
7:45 - 8:45	5	0	5	16	1	17	11	7	18	0	0	0	40	0	6	1	7	5	0	5	5	0	5	0	0	0	17	0	128	17	145
8:00 - 9:00	8	1	9	17	2	19	15	7	22	0	0	0	50	1	9	2	11	5	0	5	4	0	4	0	0	0	20	0	150	20	170
8:15 - 9:15	8	1	9	20	3	23	16	6	22	1	0	1	55	1	10	2	12	4	0	4	5	1	6	0	0	0	22	1	172	22	194
8:30 - 9:30	10	2	12	22	3	25	18	4	22	2	0	2	61	1	12	2	14	5	0	5	5	1	6	0	0	0	25	1	188	34	222
8:45 - 9:45	13	3	16	26	4	30	16	0	16	2	0	2	64	1	12	3	15	4	0	4	8	1	9	0	0	0	28	1	199	41	240
9:00 - 10:00	12	2	14	24	4	28	14	1	15	2	0	2	59	1	9	1	10	5	1	6	13	1	14	0	0	0	30	1	204	43	247
Period End																															
15:00 - 16:00	8	0	8	83	1	84	8	3	11	1	0	1	104	0	35	2	37	4	1	5	7	3	10	0	0	0	52	0	246	27	273
15:15 - 16:15	5	0	5	86	1	87	8	3	11	1	0	1	104	0	38	2	40	6	0	6	3	3	6	0	0	0	52	0	256	29	285
15:30 - 16:30	5	1	6	91	1	92	10	2	12	2	0	2	112	0	38	1	39	7	0	7	2	3	5	0	0	0	51	0	266	27	293
15:45 - 16:45	6	1	7	91	2	93	12	1	13	2	0	2	115	0	43	0	43	7	0	7	3	2	5	0	0	0	55	1	286	22	308
16:00 - 17:00	7	1	8	90	1	91	11	1	12	1	0	1	112	0	50	1	51	6	0	6	9	0	9	1	0	1	67	1	287	23	310
16:15 - 17:15	9	1	10	86	3	89	9	1	10	1	0	1	110	0	51	1	52	5	0	5	10	0	10	1	0	1	68	1	266	20	286
16:30 - 17:30	10	0	10	82	3	85	9	1	10	1	0	1	106	0	52	1	53	4	0	4	13	0	13	1	0	1	71	1	263	21	284
16:45 - 17:45	12	0	12	83	3	86	5	0	5	1	0	1	104	1	40	1	41	2	0	2	13	0	13	1	0	1	57	0	239	17	256
17:00 - 18:00	10	0	10	71	3	74	6	0	6	1	0	1	91	1	30	0	30	2	1	3	6	0	6	0	0	0	39	0	200	11	211
17:15 - 18:15	8	0	8	63	1	64	6	0	6	1	0	1	79	1	23	1	24	2	1	3	5	0	5	0	0	0	32	0	170	9	179
17:30 - 18:30	7	0	7	60	2	62	3	0	3	0	0	0	72	1	19	1	20	2	1	3	2	1	3	0	0	0	26	0	141	7	148
17:45 - 18:45	3	0	3	42	1	43	2	0	2	0	0	0	48	0	19	1	20	2	1	3	0	1	1	0	0	0	24	0	103	6	109
18:00 - 19:00	3	0	3	30	1	31	2	0	2	0	0	0	36	0	16	1	17	1	0	1	0	1	1	0	0	0	19	0	83	5	88
Period End																															
All Vehicles Time Per Hour	SOUTH Beresford Avenue												WEST Reservoir Avenue												TOTAL						
	L			T			R			L			T			R			L			T						R			
	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ	Light	Heavy	Σ				
7:00 - 8:00	24	2	26	28	4	32	12	2	14	0	0	0	72	6	5	2	7	3	0	3	9	5	14	0	0	0	24	1	106	22	128
7:15 - 8:15	21	2	23	24	3	27	14	2	16	0	0	0	66	7	3	2	5	3	0	3	8	6	14	0	0	0	22	1	109	22	131
7:30 - 8:30	23	1	24	24	2	26	11	1	12	0	0	0	62	5	3	2	5	2	0	2	9	6	15	0	0	0	22	2	112	18	130
7:45 - 8:45	23	1	24	28	2	30	14	0	14	0	0	0	68	3	5	1	6	1	0	1	9	4	13	0	0	0	20	3	128	17	145
8:00 - 9:00	26	1	27	25	2	27	19	1	20	0	0	0	74	3	10	1	11	2	1	3	10	2	12	0	0	0	26	5	150	20	170
8:15 - 9:15	31	2	33	28	1	29	19	2	21	0	0	0	83	4	13	1	14	7	1	8	10	2	12	0	0	0	34	6	172	22	194
8:30 - 9:30	35	6	41	27	3	30	25	3	28	0	0	0	89	5	16	3	19	10	2	12	11	5	16	0	0	0	47	5	188	34	222
8:45 - 9:45	27	7	34	23	4	27	26	4	30	0	0	0	91	5	16	3	19	13	2	15	12	10	22	1	0	1	57	4	199	41	240
9:00 - 10:00	24	6	30	32	7	39	31	4	35	0	0	0	104	3	11	3	14	14	2	16	12	11	23	1	0	1	54	3	204	43	247
Period End																															
15:00 - 16:00	12	2	14	29	2	31	15	3	18	1	0	1	64	3	9	0	9	7	1	8	26	9	35	1	0	1	53	8	246	27	273
15:15 - 16:15	18	4	22	28	1	29	11	3	14	0	1	1	66	2	12	1	13	7	1	8	33	9	42	0	0	0	63	6	256	29	285
15:30 - 16:30	20	3	23	27	1	28	11	4	15	1	2	3	69	1	13	1	14	5	0	5	34	8	42	0	0	0	61	4	266	27	293
15:45 - 16:45	23	6	29	31	1	32	11	2	13	1	2	3	77	1	16	1	17	6	0	6	34	4	38	0	0	0	61	2	286	22	308
16:00 - 17:00	17	7	24	25	0	25	11	2	13	1	2	3	67	2	16	2	18	8	0	8	34	4	38	0	0	0	64	0	287	23	310
16:15 - 17:15	10	4	14	22	1	23	10	4	14	1	1	2	53	2	13	1	14	9	0	9	29	3	32	0	0	0	55	0	266	20	286
16:30 - 17:30	6	5	11	25	1	26	12	3	15	0	0	0	52	4	8	1	9	9	0	9	31	6	37	0	0	0	55	0	263	21	284
16:45 - 17:45	3	2	5	25	1	26	15	4	19	0	0	0	50	4	3	1	4	8	0	8	28	5	33	0	0	0	45	0	239	17	256
17:00 - 18:00	4	1	5	24	2	26	14	1	15	0	0	0	46	5	3	0	3	6	0	6	23	3	26	0	0	0	35	0	200	11	211
17:15 - 18:15	4	1	5	21	1	22	13	1	14	0	0	0	41	5	1	0	1	3	0	3	20	3	23	0	0	0	27	0	170	9	179
17:30 - 18:30	3	0	3	18	1	19	8	1	9	0	0	0	31	3	2	0	2	5	0	5	12	0	12	0	0	0	19	0	141	7	148
17:45 - 18:45	2	0	2	16	2	18	1	0	1	0	0	0	21	2	5	0	5	3	0	3	8	0	8	0	0	0	16	1	103	6	109
18:00 - 19:00	1	0	1	14	2	16	0	0	0	0	0	0	17	0	4	0	4	3	0	3	9	0	9	0	0	0	16	1	83	5	88
Period End																															

Location Beresford Avenue Stacey Street
Duration 7:00 - 10:00
15:00 - 19:00
Date Wednesday, 30 July 2025
Suburb GREENACRE Weather AM - Dry, PM - Rainy

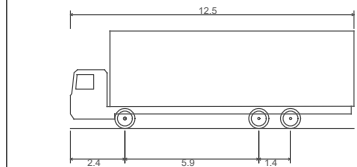
All Vehicles		NORTH											EAST											TOTAL		
Time Per Hour		Beresford Avenue											Stacey Street													
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	PEDS	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	PEDS	LIGHT	HEAVY	TOTAL			
7:00 - 8:00		13	8	21	0	0	0	8	1	9	30	0	0	0	0	1155	72	1227	61	6	67	1294	0	1661 163 1824		
7:15 - 8:15		14	8	22	0	0	0	8	2	10	32	0	0	0	0	1151	65	1216	53	6	59	1275	0	1626 149 1775		
7:30 - 8:30		20	7	27	0	0	0	6	2	8	35	0	0	0	0	1093	62	1155	53	3	56	1211	0	1579 137 1716		
7:45 - 8:45		23	4	27	0	0	0	8	2	10	37	0	0	0	0	1031	60	1091	59	2	61	1152	0	1558 128 1686		
8:00 - 9:00		22	4	26	0	0	0	10	3	13	39	0	0	0	0	974	62	1036	65	4	69	1105	0	1555 130 1685		
8:15 - 9:15		26	4	30	0	0	0	13	3	16	46	0	0	0	0	889	70	959	72	5	77	1036	0	1498 152 1650		
8:30 - 9:30		25	5	30	0	0	0	19	5	24	54	0	0	0	0	844	77	921	71	12	83	1004	0	1466 180 1646		
8:45 - 9:45		25	9	34	0	0	0	19	8	27	61	0	0	0	0	813	83	896	70	15	85	981	0	1433 207 1640		
9:00 - 10:00		27	8	35	0	0	0	20	8	28	63	0	0	0	0	752	91	843	74	16	90	933	0	1358 225 1583		
Period End																										
15:00 - 16:00		66	9	75	0	0	0	74	3	77	152	1	0	0	0	662	60	722	38	7	45	767	0	1329 110 1439		
15:15 - 16:15		72	9	81	0	0	0	74	4	78	159	0	0	0	0	674	54	728	43	9	52	780	0	1399 103 1502		
15:30 - 16:30		78	9	87	0	0	0	77	3	80	167	0	0	0	0	706	49	755	46	10	56	811	0	1436 98 1534		
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16:00 - 17:00		81	3	84	0	0	0	87	5	92	176	0	0	0	0	703	45	748	47	13	60	808	0	1472 94 1566		
16:15 - 17:15		75	2	77	0	0	0	89	6	95	172	0	0	0	0	706	43	749	33	11	44	793	0	1460 93 1553		
16:30 - 17:30		75	2	77	0	0	0	81	6	87	164	0	0	0	0	713	40	753	31	9	40	793	0	1454 87 1541		
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17:00 - 18:00		64	2	66	0	0	0	63	4	67	133	0	0	0	0	784	37	821	31	4	35	856	0	1561 66 1627		
17:15 - 18:15		56	2	58	0	0	0	51	3	54	112	0	0	0	0	764	30	794	31	2	33	827	0	1577 53 1630		
17:30 - 18:30		48	3	51	0	0	0	46	2	48	99	0	0	0	0	721	26	747	24	2	26	773	0	1565 57 1622		
17:45 - 18:45		39	1	40	0	0	0	30	1	31	71	0	0	0	0	682	20	702	15	2	17	719	0	1468 46 1514		
18:00 - 19:00		34	1	35	0	0	0	22	1	23	58	0	0	0	0	592	17	609	10	1	11	620	0	1344 50 1394		
Period End																										
All Vehicles		SOUTH											WEST											TOTAL		
Time Per Hour		-											Stacey Street													
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	PEDS	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	PEDS	LIGHT	HEAVY	TOTAL			
7:00 - 8:00													4	2	6	420	74	494	0	0	0	500	2	1661 163 1824		
7:15 - 8:15													3	1	4	397	67	464	0	0	0	468	2	1626 149 1775		
7:30 - 8:30													2	1	3	405	62	467	0	0	0	470	1	1579 137 1716		
7:45 - 8:45													3	1	4	434	59	493	0	0	0	497	1	1558 128 1686		
8:00 - 9:00													2	0	2	482	57	539	0	0	0	541	1	1555 130 1685		
8:15 - 9:15													6	0	6	492	70	562	0	0	0	568	2	1498 152 1650		
8:30 - 9:30													6	0	6	501	81	582	0	0	0	588	2	1466 180 1646		
8:45 - 9:45													8	1	9	498	91	589	0	0	0	598	2	1433 207 1640		
9:00 - 10:00													16	1	17	469	101	570	0	0	0	587	1	1358 225 1583		
Period End																										
15:00 - 16:00													10	0	10	479	31	510	0	0	0	520	7	1329 110 1439		
15:15 - 16:15													8	0	8	528	27	555	0	0	0	563	5	1399 103 1502		
15:30 - 16:30													7	0	7	522	27	549	0	0	0	556	2	1436 98 1534		
15:45 - 16:45													8	0	8	541	27	568	0	0	0	576	0	1453 86 1539		
16:00 - 17:00													3	0	3	551	28	579	0	0	0	582	0	1472 94 1566		
16:15 - 17:15													4	0	4	553	31	584	0	0	0	588	0	1460 93 1553		
16:30 - 17:30													3	0	3	551	30	581	0	0	0	584	0	1454 87 1541		
16:45 - 17:45													2	0	2	614	26	640	0	0	0	642	0	1569 86 1655		
17:00 - 18:00													3	0	3	616	19	635	0	0	0	638	1	1561 66 1627		
17:15 - 18:15													2	0	2	673	16	689	0	0	0	691	1	1577 53 1630		
17:30 - 18:30													3	0	3	723	24	747	0	0	0	750	1	1565 57 1622		
17:45 - 18:45													3	0	3	699	22	721	0	0	0	724	1	1468 46 1514		
18:00 - 19:00													3	1	4	683	29	712	0	0	0	716	0	1344 50 1394		
Period End																										

APPENDIX C

CAR PARK DESIGN REVIEW



HRV - Heavy Rigid Vehicle



HRV - Heavy Rigid Vehicle
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.417m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

- LEGEND
- 300 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

PRELIMINARY ADVICE ONLY
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81-89 Rosedale Avenue, Greenacre
Design Review - Option 2

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DATE: 16/07/25
NEARMAP IMAGE
DATE: 11/07/25

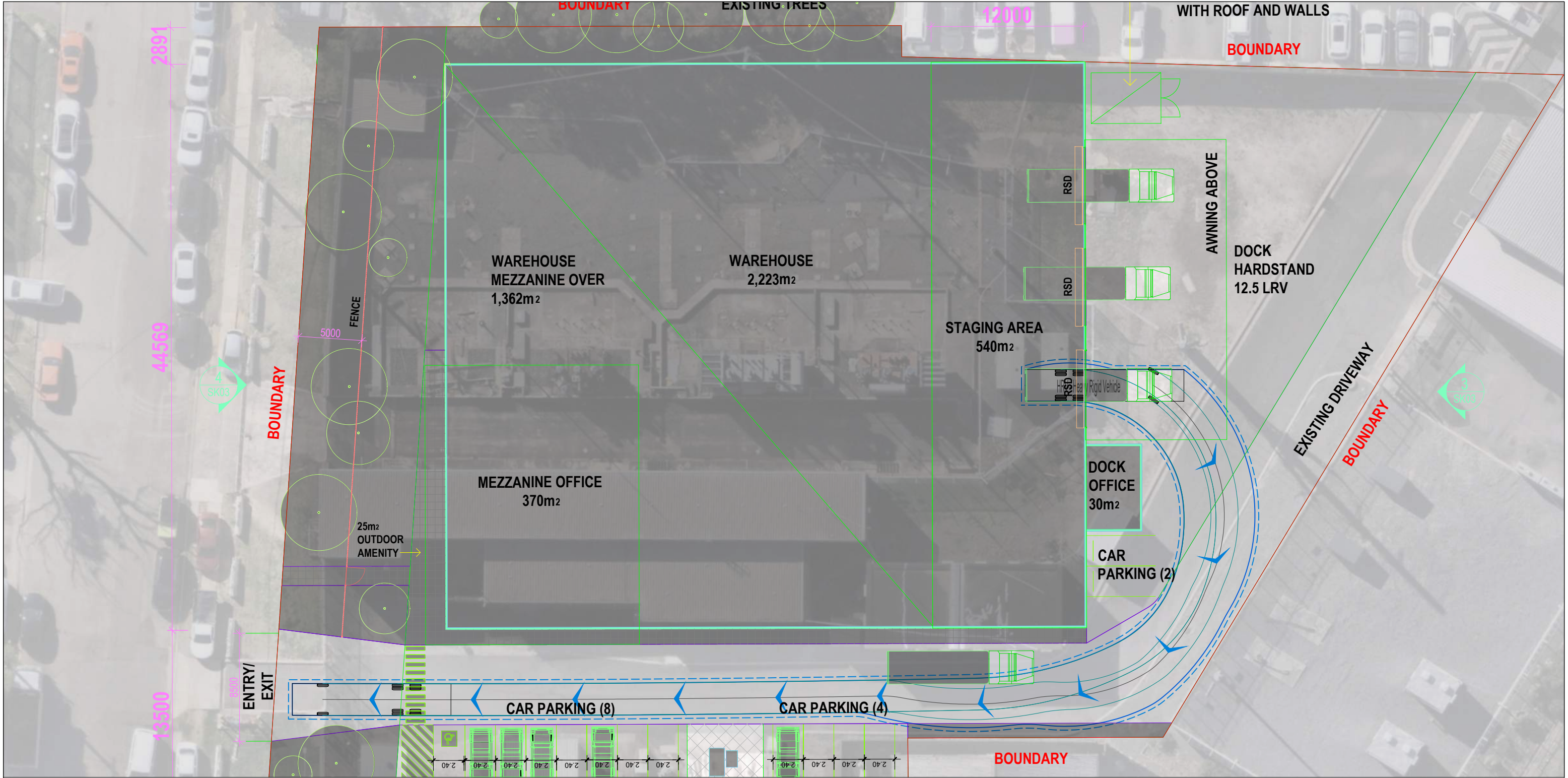
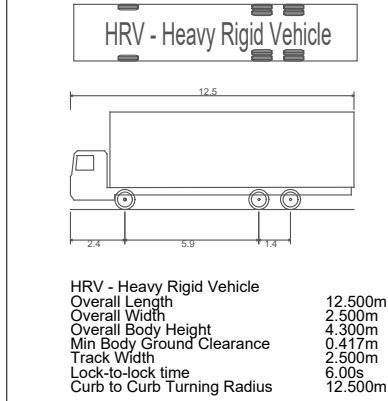
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A	Preliminary Review	RD	KB	01/10/25

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CLIENT
Aurora Property
ADDRESS 1
ADDRESS 2



PROJECT NO. P0056869
SHEET NO. 02 OF 06
DATE 01/10/25
REVISION A



- LEGEND**
- 300 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

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Design Review - Option 2

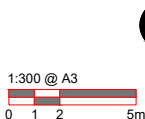
Angel Place, Level 8, 123 Pitt Street | Sydney NSW 2000 Australia | +61 2 8233 9900 | URBIS Pty Ltd | ABN 50 105 256 228

ARCHITECTURAL DRAWING REF
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DATE: 16/07/25
NEARMAP IMAGE
DATE: 11/07/25

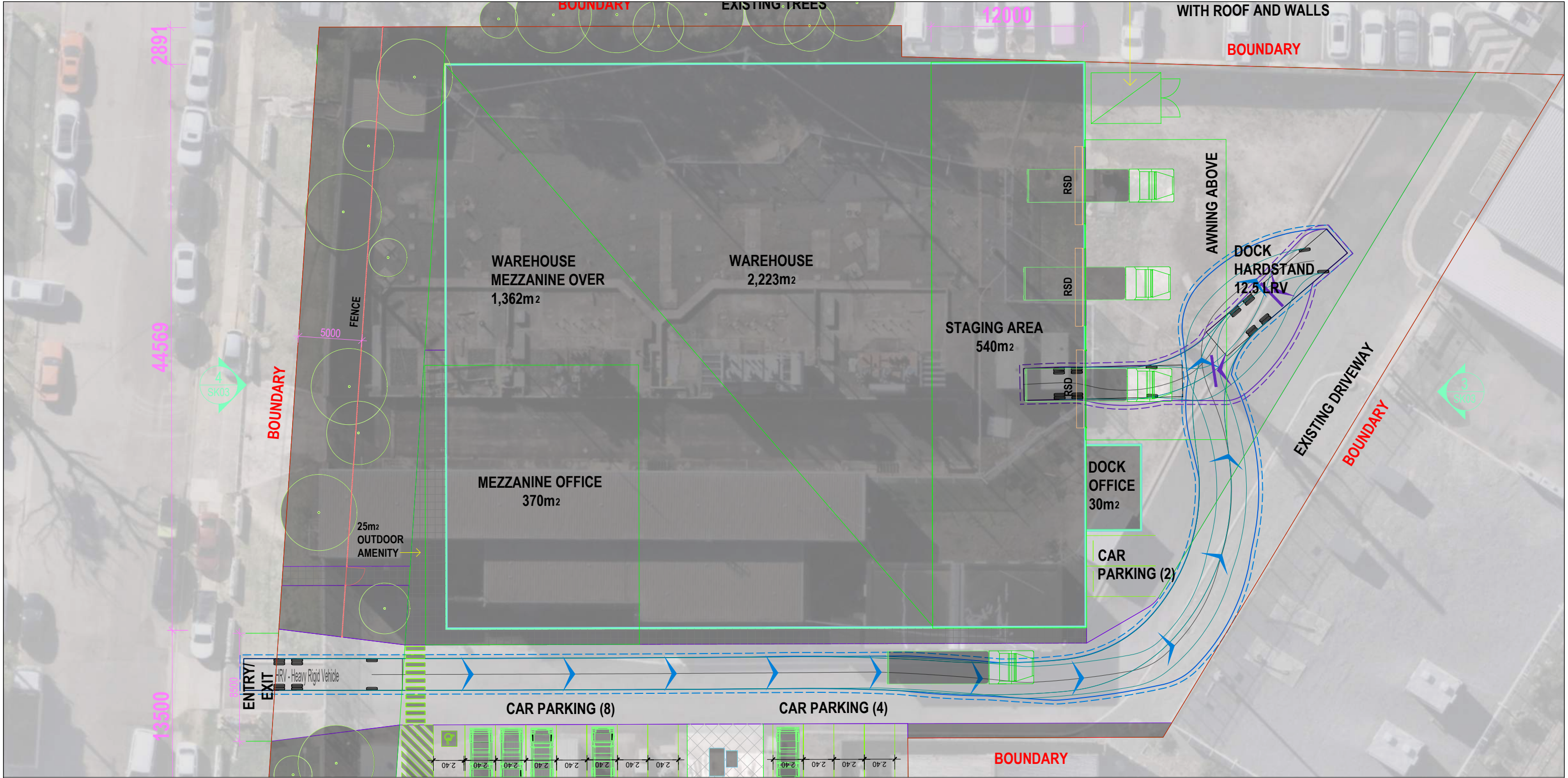
REV	DESCRIPTION	DWN	CHK	DATE
A	Preliminary Review	RD	KB	01/10/25

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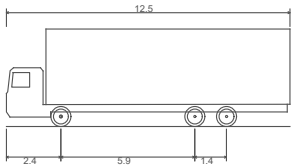
CLIENT
Aurora Property
ADDRESS 1
ADDRESS 2



PROJECT NO. P0056869
SHEET NO. 03 OF 06
DATE 01/10/25
REVISION A



HRV - Heavy Rigid Vehicle



HRV - Heavy Rigid Vehicle
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.417m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

LEGEND

- 300 mm BODY CLEARANCE
- WHEEL PATH
- VEHICLE BODY - FORWARD
- VEHICLE BODY - REVERSE
- CENTRE LINE

SPEED = 5 km/h

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81-89 Rosedale Avenue, Greenacre
Design Review - Option 2

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ARCHITECTURAL DRAWING REF
DWG NAME: 24226_Greenacre_SK02_D_SITE PLAN
DATE: 16/07/25

NEARMAP IMAGE
DATE: 11/07/25

REV DESCRIPTION

DWN CHK DATE

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CLIENT

Aurora Property
ADDRESS 1
ADDRESS 2

1:300 @ A3
0 1 2 5m

PROJECT NO.

P0056869

SHEET NO.

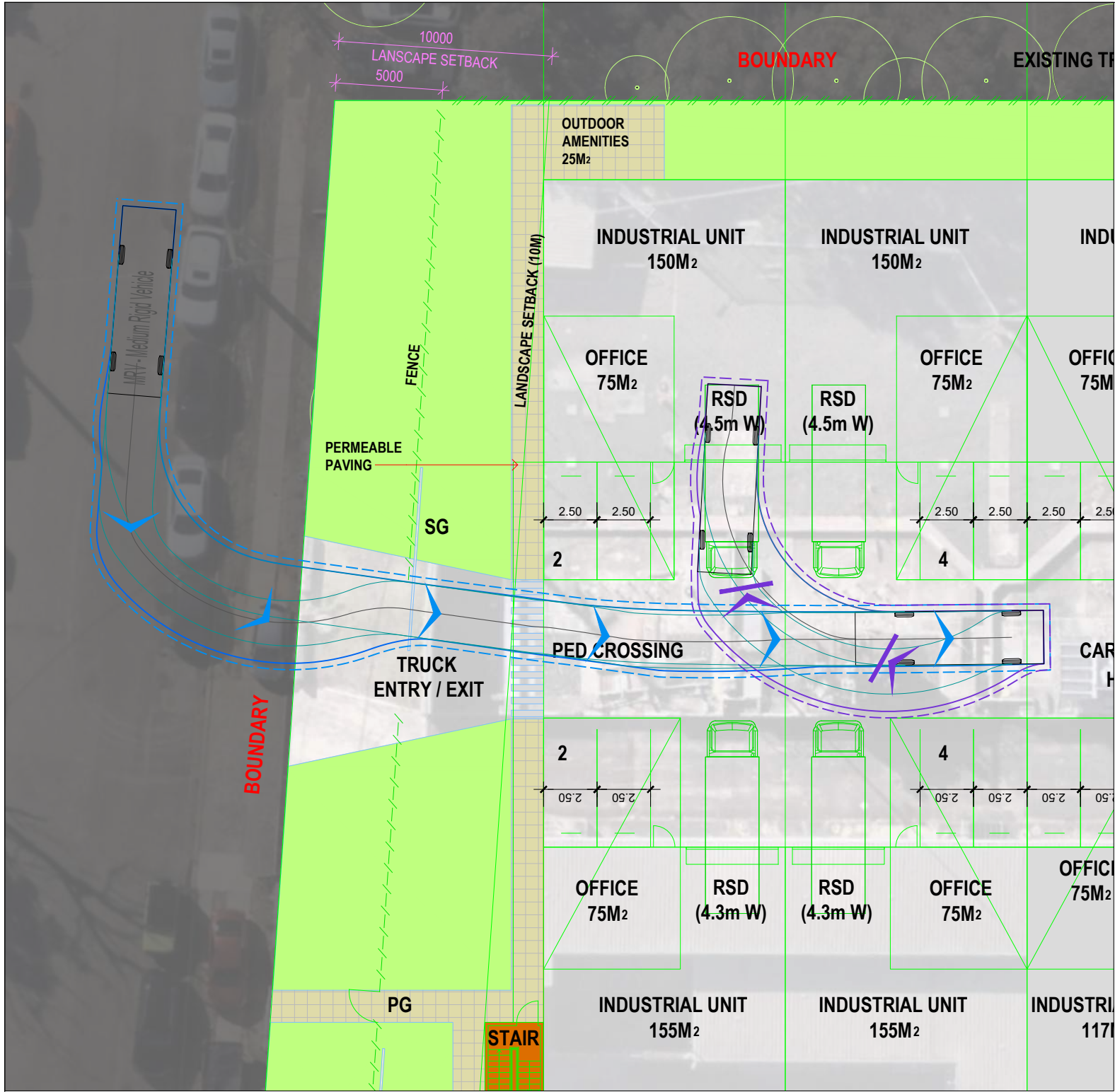
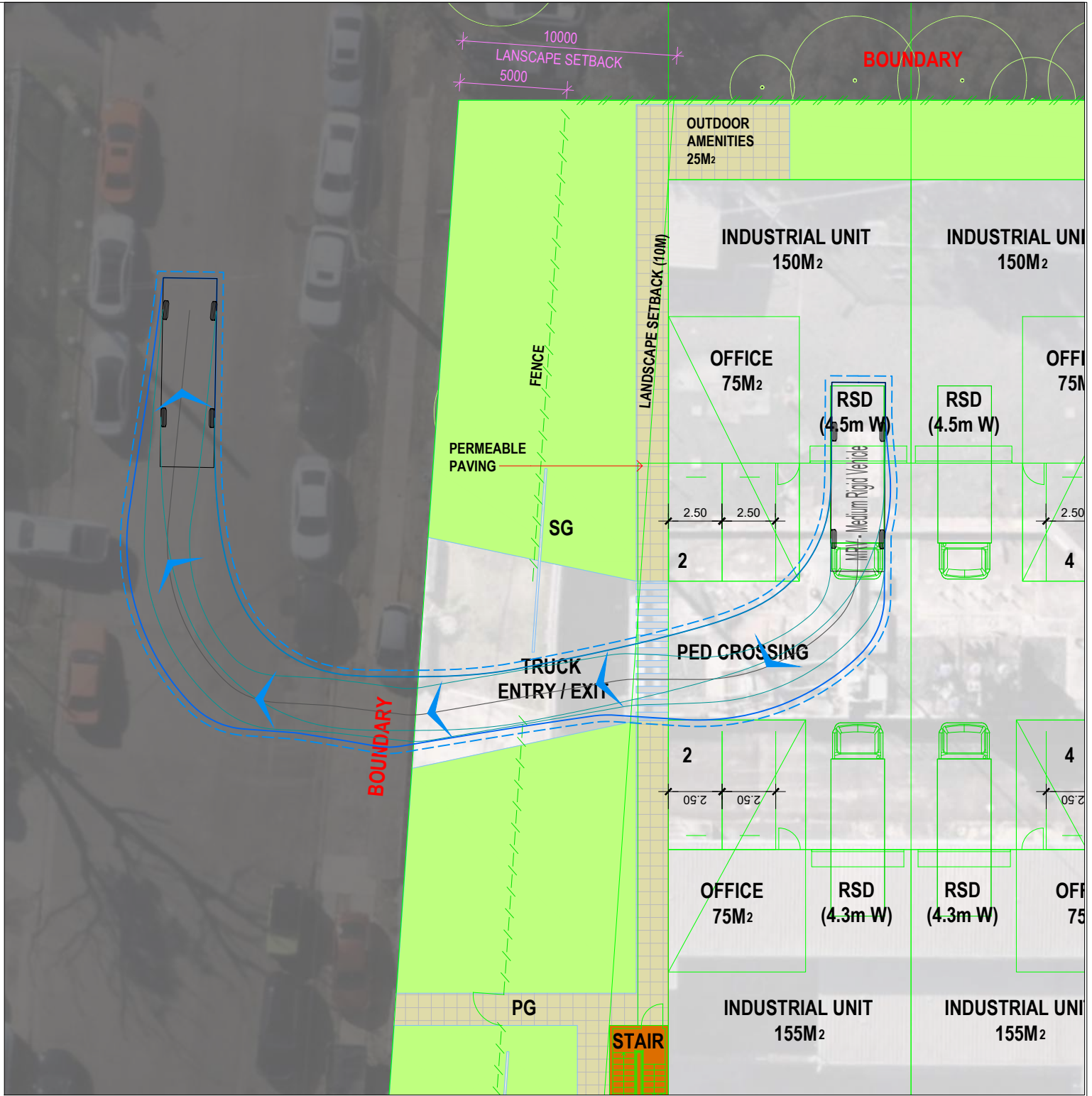
04 OF 06

DATE

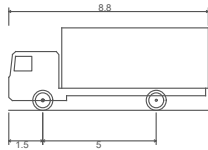
01/10/25

REVISION

A



MRV - Medium Rigid Vehicle



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

LEGEND
--- 300 mm BODY CLEARANCE
--- WHEEL PATH
--- VEHICLE BODY - FORWARD
--- VEHICLE BODY - REVERSE
--- CENTRE LINE
SPEED = 5 km/h

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81-89 Rosedale Avenue, Greenacre
Design Review

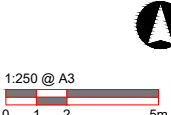
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ARCHITECTURAL DRAWING REF
DWG NAME:24226_SK09_A_SitePlan_Ground, level 1
DATE:15/08/25
NEARMAP IMAGE
DATE:11/07/25

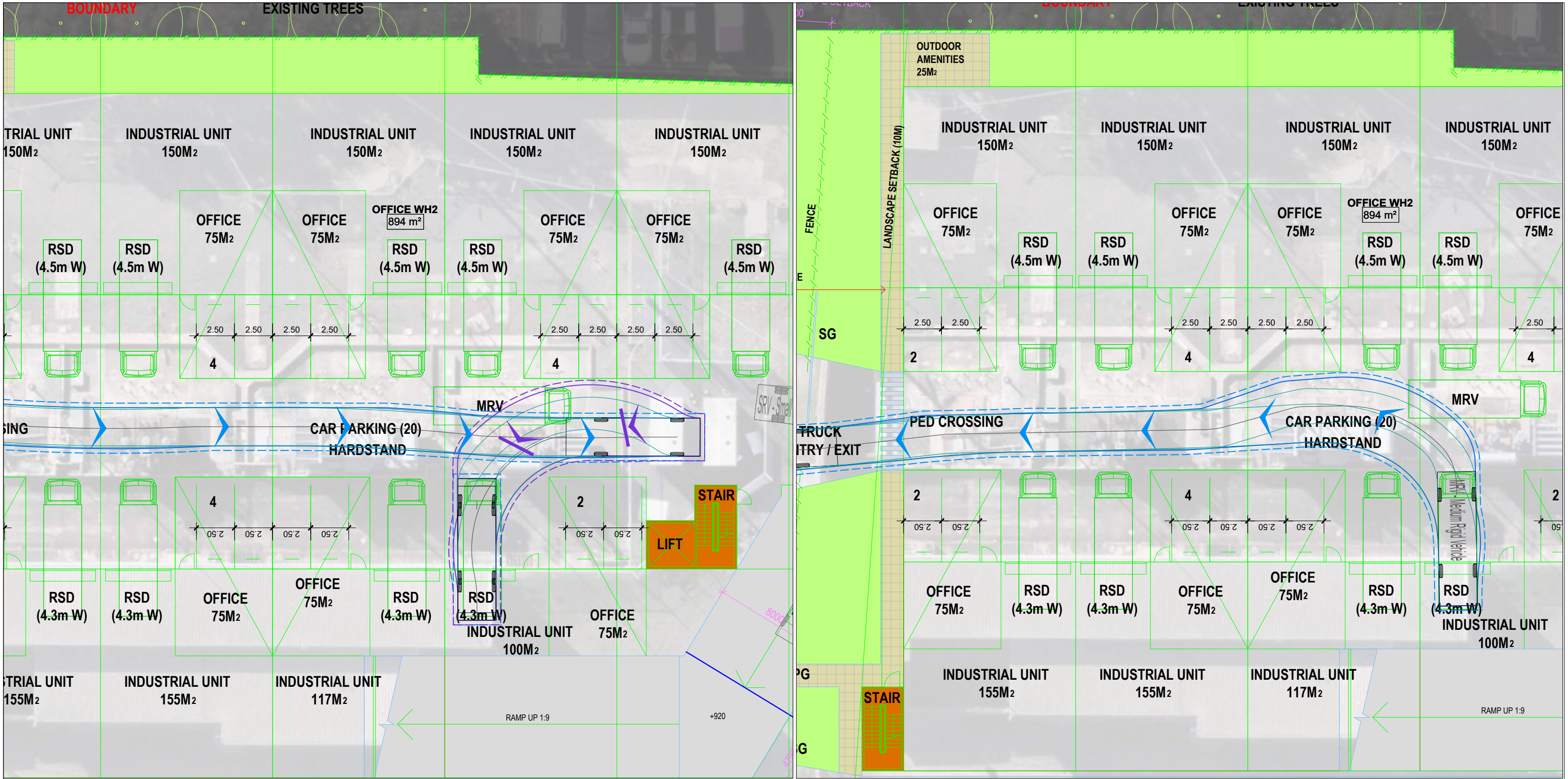
REV	DESCRIPTION	DWN	CHK	DATE
A	Preliminary Review	RD	KB	01/10/25

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CLIENT
Aurora Property
ADDRESS 1
ADDRESS 2



PROJECT NO.
P0056869
SHEET NO.
01 OF 06
DATE
01/01/25
REVISION
A



MRV - Medium Rigid Vehicle

MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

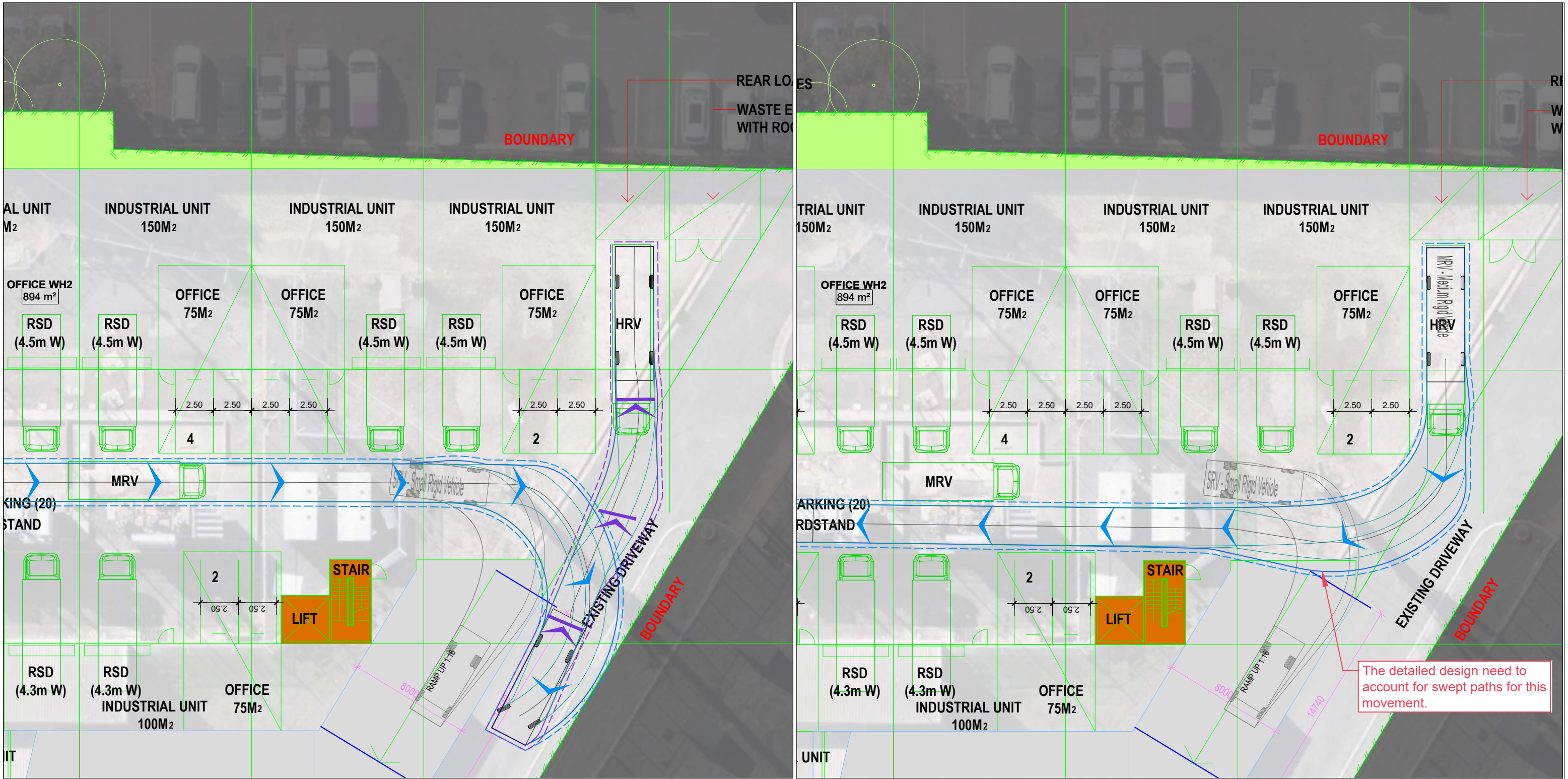
LEGEND

- 300 mm BODY CLEARANCE
- WHEEL PATH
- VEHICLE BODY - FORWARD
- VEHICLE BODY - REVERSE
- CENTRE LINE

SPEED = 5 km/h

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MRV - Medium Rigid Vehicle

MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

LEGEND

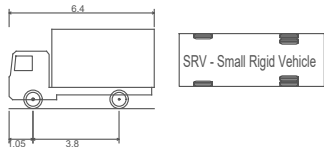
- 300 mm BODY CLEARANCE
- WHEEL PATH
- VEHICLE BODY - FORWARD
- VEHICLE BODY - REVERSE
- CENTRE LINE

SPEED = 5 km/h

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SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 2.330m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.330m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.100m

- LEGEND
- 300 mm BODY CLEARANCE
 - WHEEL PATH
 - VEHICLE BODY - FORWARD
 - VEHICLE BODY - REVERSE
 - CENTRE LINE
- SPEED = 5 km/h

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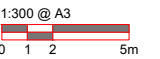
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DWG NAME: 24226_SK09_A_SitePlan_Ground, level 1
DATE: 15/08/25
NEARMAP IMAGE
DATE: 11/07/25

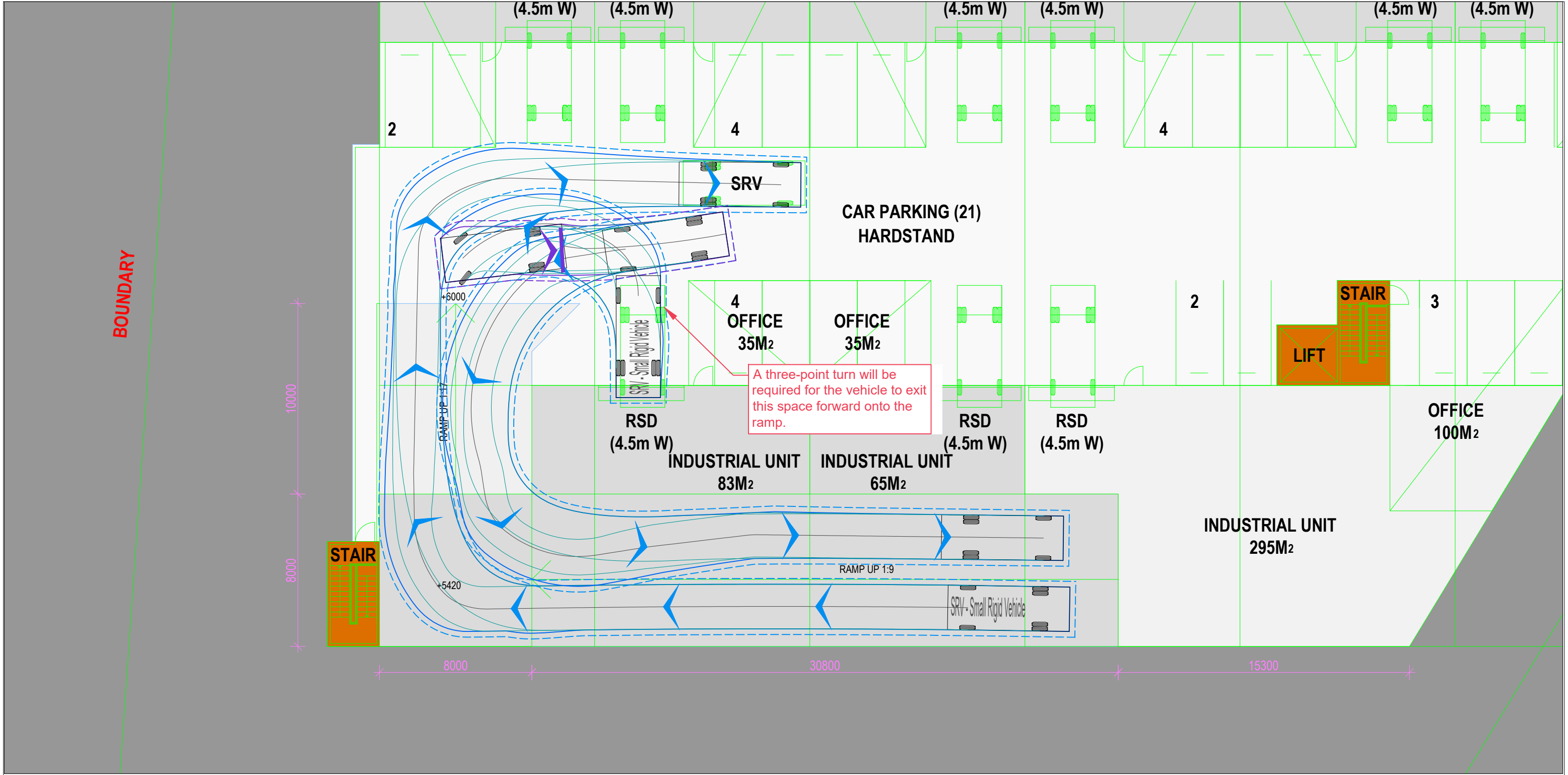
A	Preliminary Review	RD	KB	01/10/25
REV	DESCRIPTION	DWN	CHK	DATE

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CLIENT
Aurora Property
ADDRESS 1
ADDRESS 2

PROJECT NO. P0056869
SHEET NO. 04 OF 06
DATE 01/01/25
REVISION A





MRV - Medium Rigid Vehicle

8.8

1.5

5

MRV - Medium Rigid Vehicle

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

8.800m
2.500m
3.633m
0.428m
2.500m
4.00s
10.000m

LEGEND

300 mm BODY CLEARANCE

WHEEL PATH

VEHICLE BODY - FORWARD

VEHICLE BODY - REVERSE

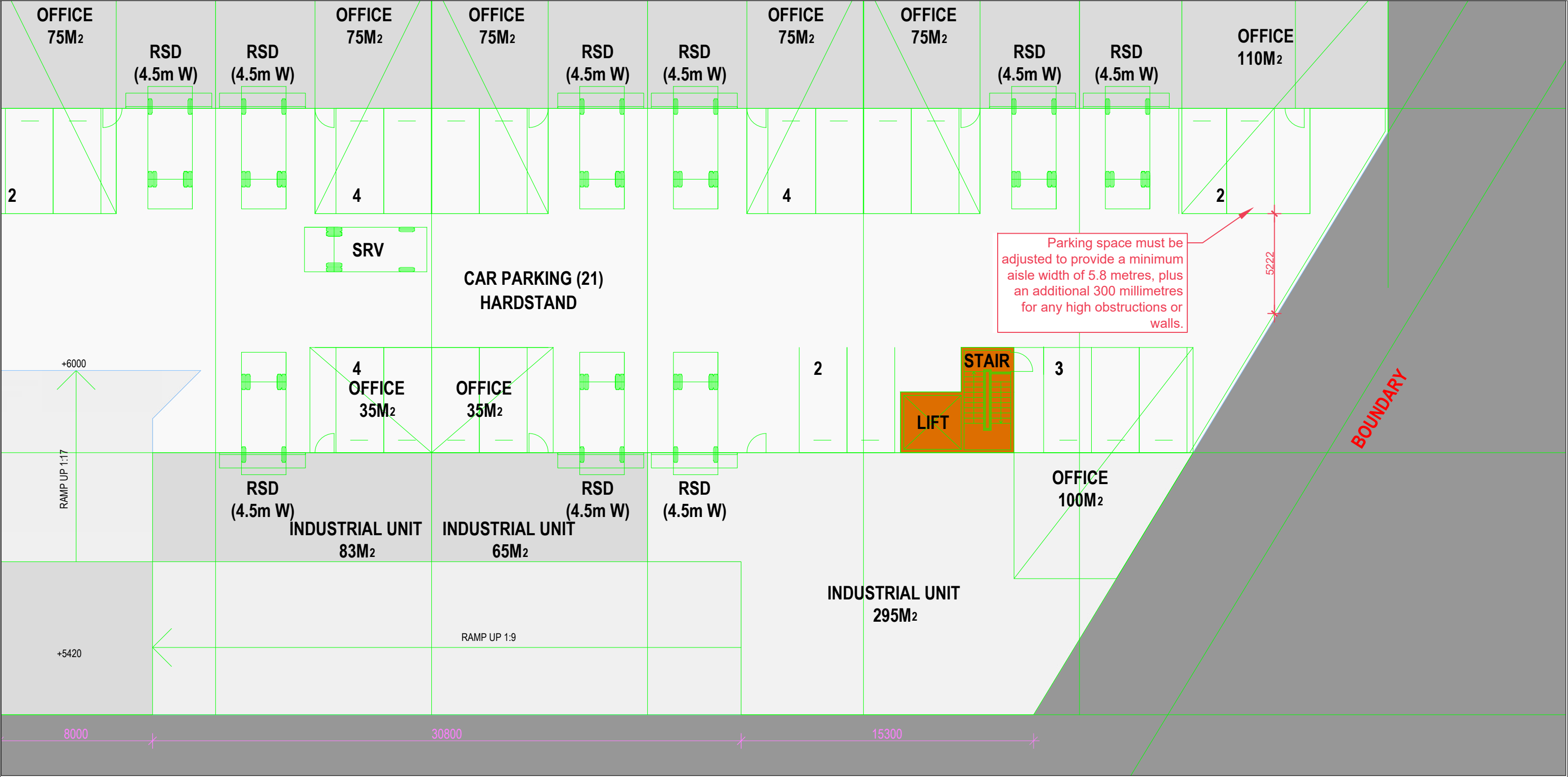
CENTRE LINE

SPEED = 5 km/h

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ARCHITECTURAL DRAWING REF	
DWG NAME:24226_SK09_A_SitePlan_Ground, level 1	
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A	Preliminary Review	RD	KB	01/10/25
REV	DESCRIPTION	DWN	CHK	DATE

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CLIENT
Aurora Property
ADDRESS 1
ADDRESS 2



PROJECT NO.
P0056869
SHEET NO.
06 OF 06
DATE
01/01/25
REVISION
A

APPENDIX D

SIDRA RESULTS

MOVEMENT SUMMARY

 **Site: [1A] Beresford Ave/ Reservoir Ave Base AM** (Beresford Ave/ Reservoir Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles Rate to Depart	Number of Cycles	Aver. Speed
			[Total HV]		[Total HV]					Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Beresford Ave															
1	L2	All MCs	27	7.7	27	7.7	0.016	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	43.7
2	T1	All MCs	34	12.5	34	12.5	0.030	0.0	LOS A	0.1	0.7	0.04	0.16	0.04	48.4
3	R2	All MCs	15	14.3	15	14.3	0.030	3.9	LOS A	0.1	0.7	0.04	0.16	0.04	45.9
Approach			76	11.1	76	11.1	0.030	2.2	NA	0.1	0.7	0.03	0.29	0.03	46.1
East: Reservoir Ave															
4	L2	All MCs	7	14.3	7	14.3	0.007	8.0	LOS A	0.0	0.2	0.05	0.98	0.05	40.6
5	T1	All MCs	2	0.0	2	0.0	0.005	8.1	LOS A	0.0	0.1	0.23	0.85	0.23	44.3
6	R2	All MCs	2	0.0	2	0.0	0.005	8.0	LOS A	0.0	0.1	0.23	0.85	0.23	44.2
Approach			12	9.1	12	9.1	0.007	8.0	LOS A	0.0	0.2	0.12	0.94	0.12	42.4
North: Beresford Ave															
7	L2	All MCs	3	0.0	3	0.0	0.007	4.6	LOS A	0.0	0.0	0.00	0.16	0.00	47.5
8	T1	All MCs	9	44.4	9	44.4	0.007	0.1	LOS A	0.0	0.3	0.04	0.21	0.04	47.1
9	R2	All MCs	6	33.3	6	33.3	0.007	5.2	LOS A	0.0	0.3	0.17	0.39	0.17	45.6
Approach			19	33.3	19	33.3	0.007	2.5	NA	0.0	0.3	0.07	0.26	0.07	46.5
West: Reservoir Ave															
10	L2	All MCs	7	28.6	7	28.6	0.007	8.5	LOS A	0.0	0.0	0.00	1.05	0.00	44.0
11	T1	All MCs	3	0.0	3	0.0	0.026	8.0	LOS A	0.1	0.9	0.26	0.90	0.26	44.1
12	R2	All MCs	15	35.7	15	35.7	0.026	9.8	LOS A	0.1	0.9	0.26	0.90	0.26	39.9
Approach			25	29.2	25	29.2	0.026	9.2	LOS A	0.1	0.9	0.18	0.95	0.18	42.1
All Vehicles			132	17.6	132	17.6	0.030	4.1	NA	0.1	0.9	0.07	0.47	0.07	44.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 **Site: [2A] Stacey St/ Beresford Ave Base AM** (Beresford Ave/ Reservoir Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
East: Stacey St															
5	T1	All MCs	1292	5.9	1292	5.9	* 0.442	6.0	LOS A	14.9	109.3	0.39	0.36	0.39	58.2
6	R2	All MCs	71	9.0	71	9.0	* 0.104	9.2	LOS A	1.0	7.6	0.29	0.90	0.29	31.7
Approach			1362	6.0	1362	6.0	0.442	6.1	LOS A	14.9	109.3	0.39	0.39	0.39	56.8
North: Beresford Ave															
7	L2	All MCs	22	38.1	22	38.1	0.103	56.2	LOS D	1.2	11.4	0.90	0.71	0.90	21.3
9	R2	All MCs	9	11.1	9	11.1	* 0.121	71.7	LOS F	0.6	4.7	0.99	0.67	0.99	19.0
Approach			32	30.0	32	30.0	0.121	60.8	LOS E	1.2	11.4	0.92	0.70	0.92	20.5
West: Stacey St															
10	L2	All MCs	6	33.3	6	33.3	0.205	8.6	LOS A	4.6	36.8	0.31	0.77	0.31	21.4
11	T1	All MCs	520	15.0	520	15.0	0.205	5.8	LOS A	4.6	36.8	0.31	0.58	0.31	48.2
Approach			526	15.2	526	15.2	0.205	5.9	LOS A	4.6	36.8	0.31	0.58	0.31	47.8
All Vehicles			1920	8.9	1920	8.9	0.442	7.0	LOS A	14.9	109.3	0.37	0.45	0.37	53.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options 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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	Dist]			sec	m	m/sec
North: Beresford Ave												
P3	Full	2	2	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
West: Stacey St												
P4	Full	2	2	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians		4	4	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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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Project: C:\Users\cwhite\Urbis Ltd\PO056869 Aurora Property - 81a-89 Rosedale Avenue Greenacre - Planning Proposal - General
\03_Workspace\05. Technical studies\01. Transport\01_Analysis\250819 Rosedale Ave Greenacre.sipx

PHASING SUMMARY

 **Site: [2A] Stacey St/ Beresford Ave Base AM** (Beresford Ave/ Reservoir Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.
Site Scenario: 1 | Local Volumes

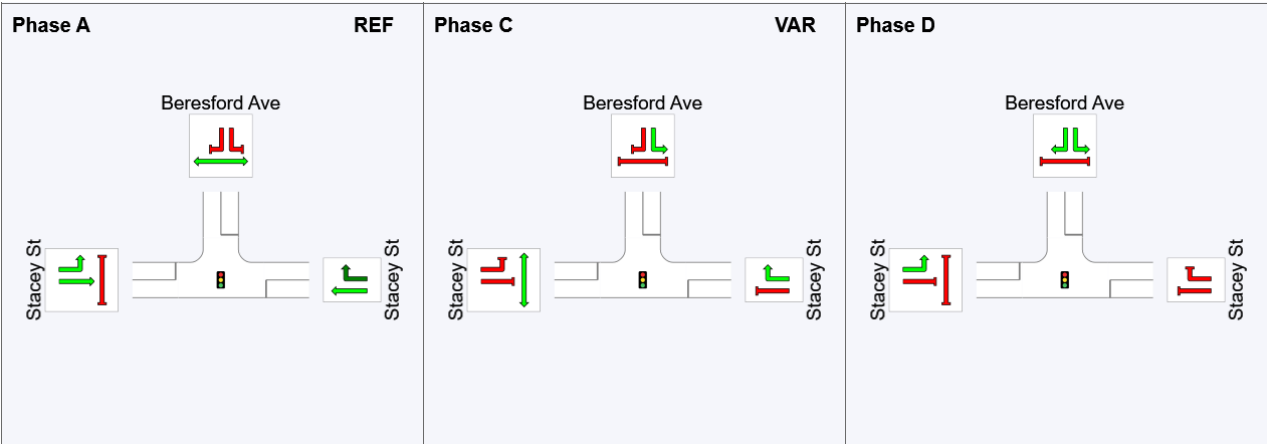
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Split Phasing
Input Phase Sequence: A, B*, C*, D
Output Phase Sequence: A, C*, D
Reference Phase: Phase A
(* Variable Phase)

Phase Timing Summary

Phase	A	C	D
Phase Change Time (sec)	0.0	104.6	118.0
Green Time (sec)	98.6	7.4	6.0
Phase Time (sec)	104.6	13.4	12.0
Phase Split	80%	10%	9%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

MOVEMENT SUMMARY

 **Site: [1D] Beresford Ave/ Reservoir Ave Base PM** (Beresford Ave/ Reservoir Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles Rate to Depart	Aver. Speed	
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m			km/h	
South: Beresford Ave															
1	L2	All MCs	5	40.0	5	40.0	0.006	3.9	LOS A	0.0	0.0	0.00	0.29	0.00	45.0
2	T1	All MCs	27	3.8	27	3.8	0.030	0.3	LOS A	0.1	1.0	0.17	0.28	0.17	47.4
3	R2	All MCs	20	21.1	20	21.1	0.030	4.3	LOS A	0.1	1.0	0.20	0.27	0.20	44.8
Approach			53	14.0	53	14.0	0.030	2.2	NA	0.1	1.0	0.16	0.28	0.16	46.1
East: Reservoir Ave															
4	L2	All MCs	43	2.4	43	2.4	0.038	7.7	LOS A	0.1	1.0	0.12	0.92	0.12	40.7
5	T1	All MCs	2	0.0	2	0.0	0.022	8.6	LOS A	0.1	0.6	0.33	0.85	0.33	44.0
6	R2	All MCs	14	0.0	14	0.0	0.022	8.8	LOS A	0.1	0.6	0.33	0.85	0.33	43.9
Approach			59	1.8	59	1.8	0.038	8.0	LOS A	0.1	1.0	0.18	0.90	0.18	41.9
North: Beresford Ave															
7	L2	All MCs	13	0.0	13	0.0	0.030	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	48.1
8	T1	All MCs	91	3.5	91	3.5	0.030	0.0	LOS A	0.0	0.2	0.01	0.09	0.01	49.0
9	R2	All MCs	5	0.0	5	0.0	0.030	4.6	LOS A	0.0	0.2	0.03	0.05	0.03	48.3
Approach			108	2.9	108	2.9	0.030	0.8	NA	0.0	0.2	0.01	0.09	0.01	48.8
West: Reservoir Ave															
10	L2	All MCs	4	25.0	4	25.0	0.012	8.4	LOS A	0.0	0.3	0.07	0.96	0.07	43.8
11	T1	All MCs	8	0.0	8	0.0	0.059	8.3	LOS A	0.2	1.8	0.14	0.94	0.14	44.0
12	R2	All MCs	35	15.2	35	15.2	0.059	10.2	LOS A	0.2	1.8	0.38	0.89	0.38	39.4
Approach			47	13.3	47	13.3	0.059	9.7	LOS A	0.2	1.8	0.31	0.91	0.31	41.1
All Vehicles			267	6.7	267	6.7	0.059	4.2	NA	0.2	1.8	0.13	0.45	0.13	45.0

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

 **Site: [2D] Stacey St/ Beresford Ave Base PM** (Beresford Ave/Reservoir Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140.0 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
			veh/h		veh/h					veh	m				
East: Stacey St															
5	T1	All MCs	854	5.4	854	5.4	0.286	4.9	LOS A	8.5	62.3	0.32	0.28	0.32	59.2
6	R2	All MCs	41	17.9	41	17.9	* 0.284	67.7	LOS E	2.6	21.0	0.98	1.01	0.98	16.6
Approach			895	6.0	895	6.0	0.286	7.8	LOS A	8.5	62.3	0.35	0.32	0.35	55.4
North: Beresford Ave															
7	L2	All MCs	87	4.8	87	4.8	0.347	63.1	LOS E	5.5	39.9	0.95	0.77	0.95	20.2
9	R2	All MCs	84	6.2	84	6.2	* 1.041	138.8	LOS F	8.2	60.3	1.00	1.17	1.84	11.9
Approach			172	5.5	172	5.5	1.041	100.3	LOS F	8.2	60.3	0.97	0.97	1.38	15.0
West: Stacey St															
10	L2	All MCs	2	0.0	2	0.0	1.298	314.5	LOS F	55.9	404.8	1.00	1.46	2.65	0.1
11	T1	All MCs	674	4.1	674	4.1	* 1.298	320.5	LOS F	55.9	404.8	1.00	1.68	2.65	0.5
Approach			676	4.0	676	4.0	1.298	320.5	LOS F	55.9	404.8	1.00	1.68	2.65	0.5
All Vehicles			1742	5.2	1742	5.2	1.298	138.2	LOS F	55.9	404.8	0.66	0.91	1.34	1.1

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options 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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	Dist]			sec	m	m/sec
North: Beresford Ave												
P3	Full	2	2	64.1	LOS F	0.0	0.0	0.96	0.96	230.8	200.0	0.87
West: Stacey St												
P4	Full	2	2	64.1	LOS F	0.0	0.0	0.96	0.96	230.8	200.0	0.87
All Pedestrians		4	4	64.1	LOS F	0.0	0.0	0.96	0.96	230.8	200.0	0.87

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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Project: C:\Users\cwhite\Urbis Ltd\PO056869 Aurora Property - 81a-89 Rosedale Avenue Greenacre - Planning Proposal - General
\03_Workspace\05. Technical studies\01. Transport\01_Analysis\250819 Rosedale Ave Greenacre.sipx

PHASING SUMMARY

 **Site: [2D] Stacey St/ Beresford Ave Base PM** (Beresford Ave/Reservoir Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140.0 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.
Site Scenario: 1 | Local Volumes

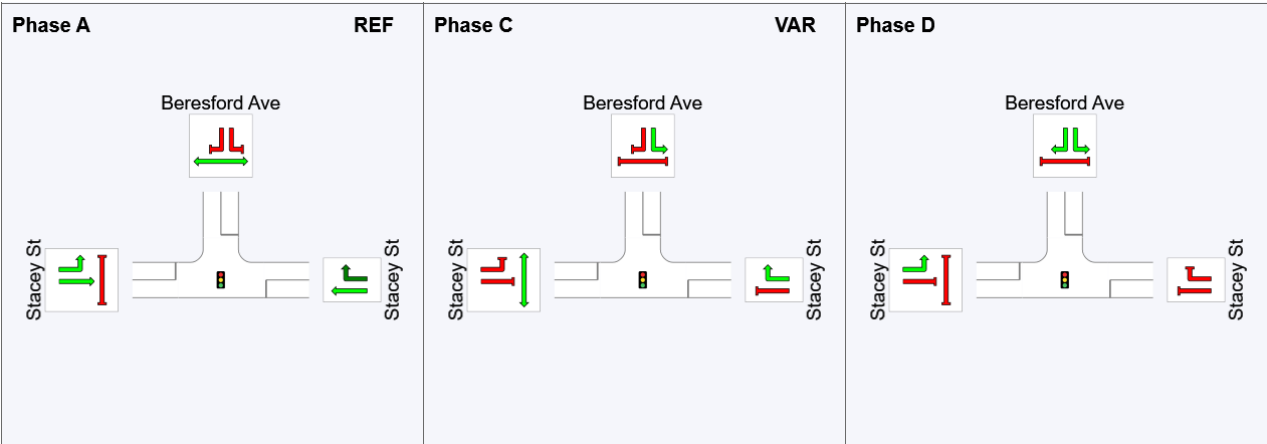
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Split Phasing
Input Phase Sequence: A, B*, C*, D
Output Phase Sequence: A, C*, D
Reference Phase: Phase A
(* Variable Phase)

Phase Timing Summary

Phase	A	C	D
Phase Change Time (sec)	0.0	114.0	127.5
Green Time (sec)	108.0	7.5	6.5
Phase Time (sec)	114.0	13.5	12.5
Phase Split	81%	10%	9%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

