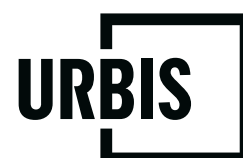




48A GIBSON AVENUE, PADSTOW

TRANSPORT IMPACT ASSESSMENT

Prepared for
AURORA PROPERTY PARTNERSHIP
10 October 2025



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0056851
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

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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 48A Gibson Avenue, Padstow (**the Site**).

1.2. PROPOSED DEVELOPMENT

The proposal seeks to rezone the site at 48A Gibson Avenue, Padstow, 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

Although not formally 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**.

Since this correspondence was received, the proposal has been updated to remove all site access from Gibson Avenue (despite there being two existing access points on Gibson Avenue). A single driveway access is now proposed from Gow Street. TfNSW suggested that this driveway should be located as far away from the intersection of Gibson Avenue/ Gow Street as possible.

It is noted that TfNSW did not request any SIDRA modelling 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 C, dated 15 August 2025
 - Revision D, dated 18 September 2025 (alternative scheme).

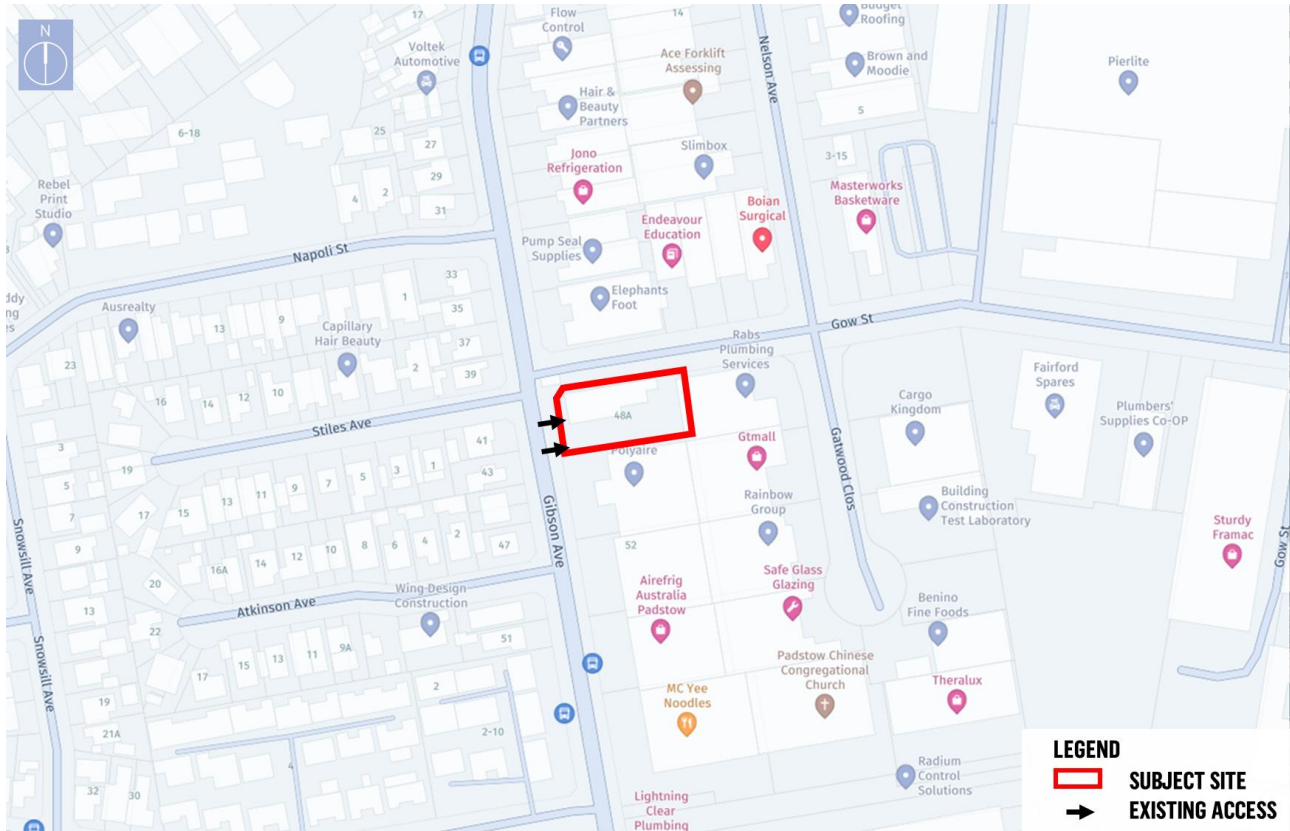
2. PROPOSED DEVELOPMENT

2.1. SITE LOCATION

The subject site is located at 48A Gibson Avenue, Padstow. The site of approximately 1,922 square metres has a frontage of approximately 64 metres to Gow Street and 30 metres to Gibson Avenue.

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

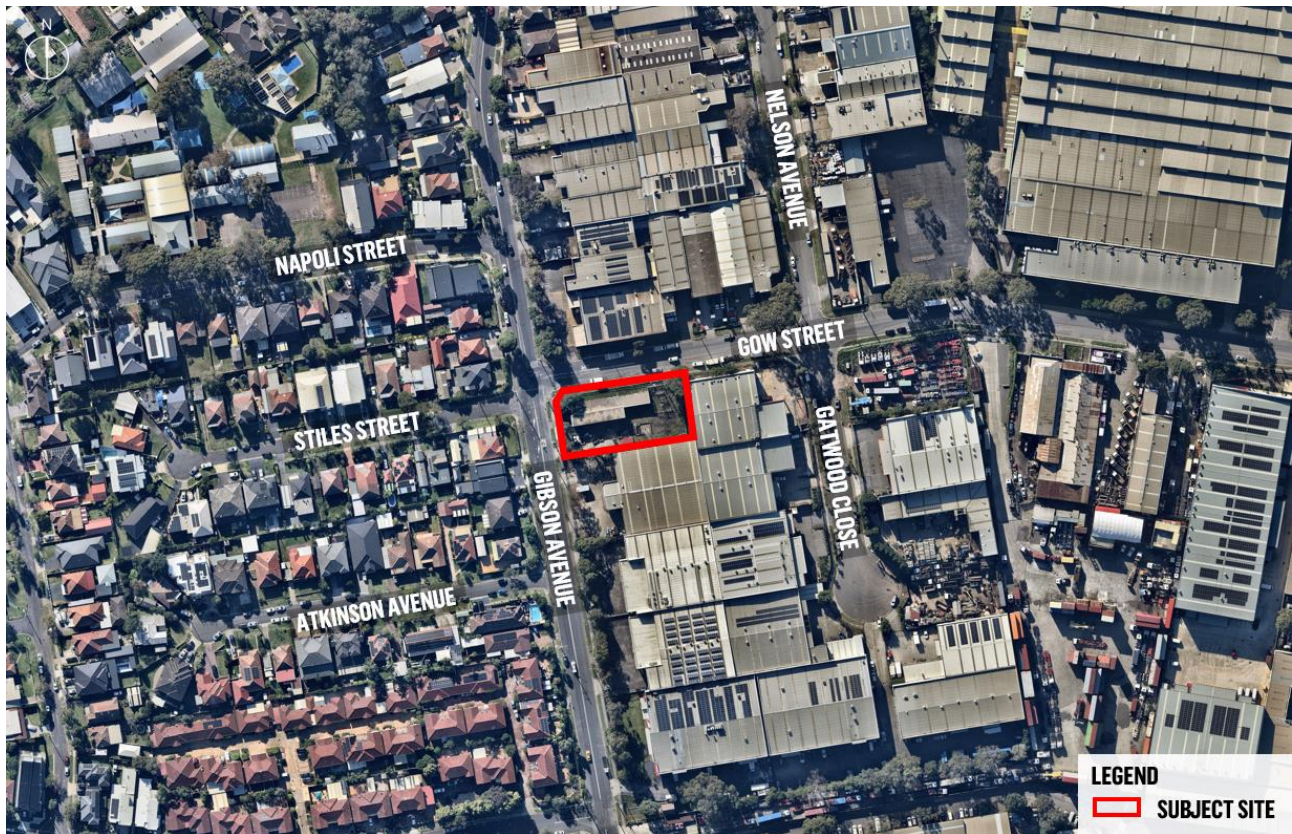
Figure 1 Site Location and Surrounds



Base image source: Nearmap (10/7/2025)

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

Figure 2 Aerial View of the Subject Site



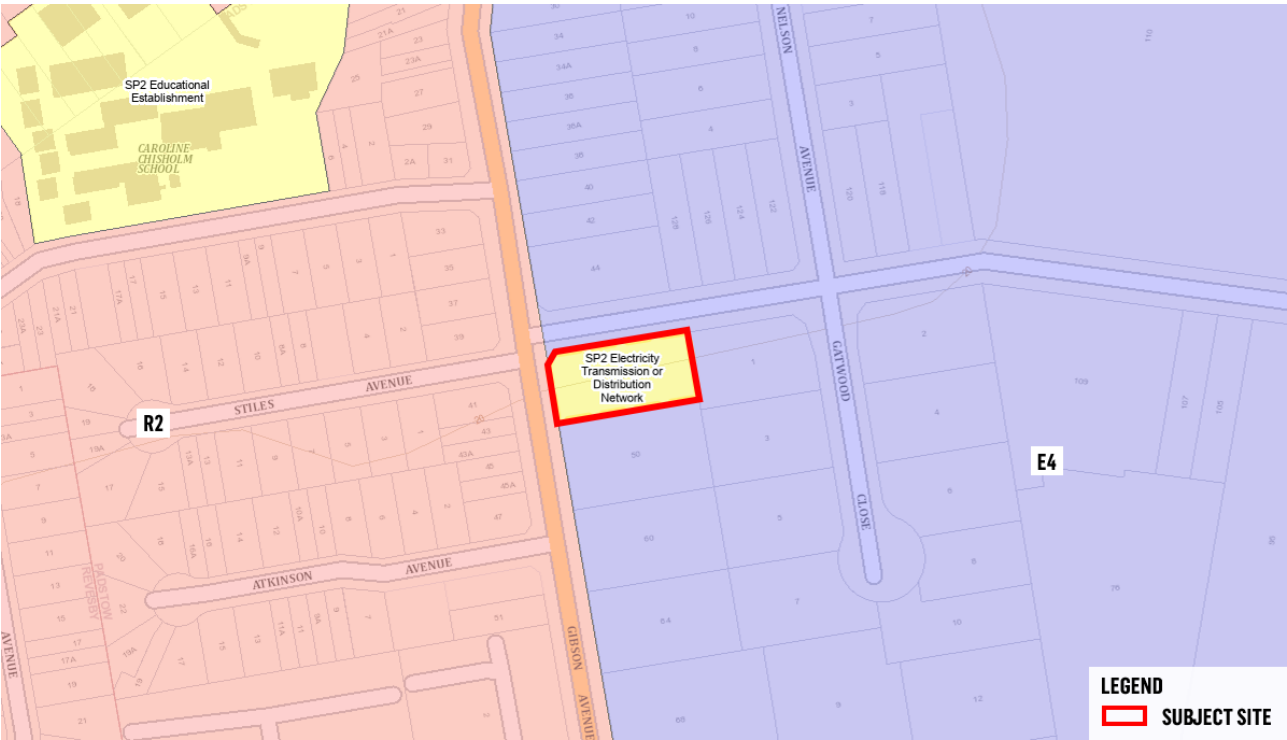
Base image source: Nearmap (10/7/2025)

2.2. LAND ZONING

The site currently has a land use classification as SP2 Electricity Transmission or Distribution Network and is occupied by a disused substation. The surrounding properties predominantly include industrial uses to the site's north, east and south, and low-density residential uses to the site's west.

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 (10/7/2025)

2.3. LAND USES

The proposed development includes the land uses and sizes summarised in Table 1.

Table 1 Development Schedule

Use	Size
Warehouse	1,720 sqm
Office	200 sqm
Total	1,920 sqm

Source: SBA (18/9/2025)

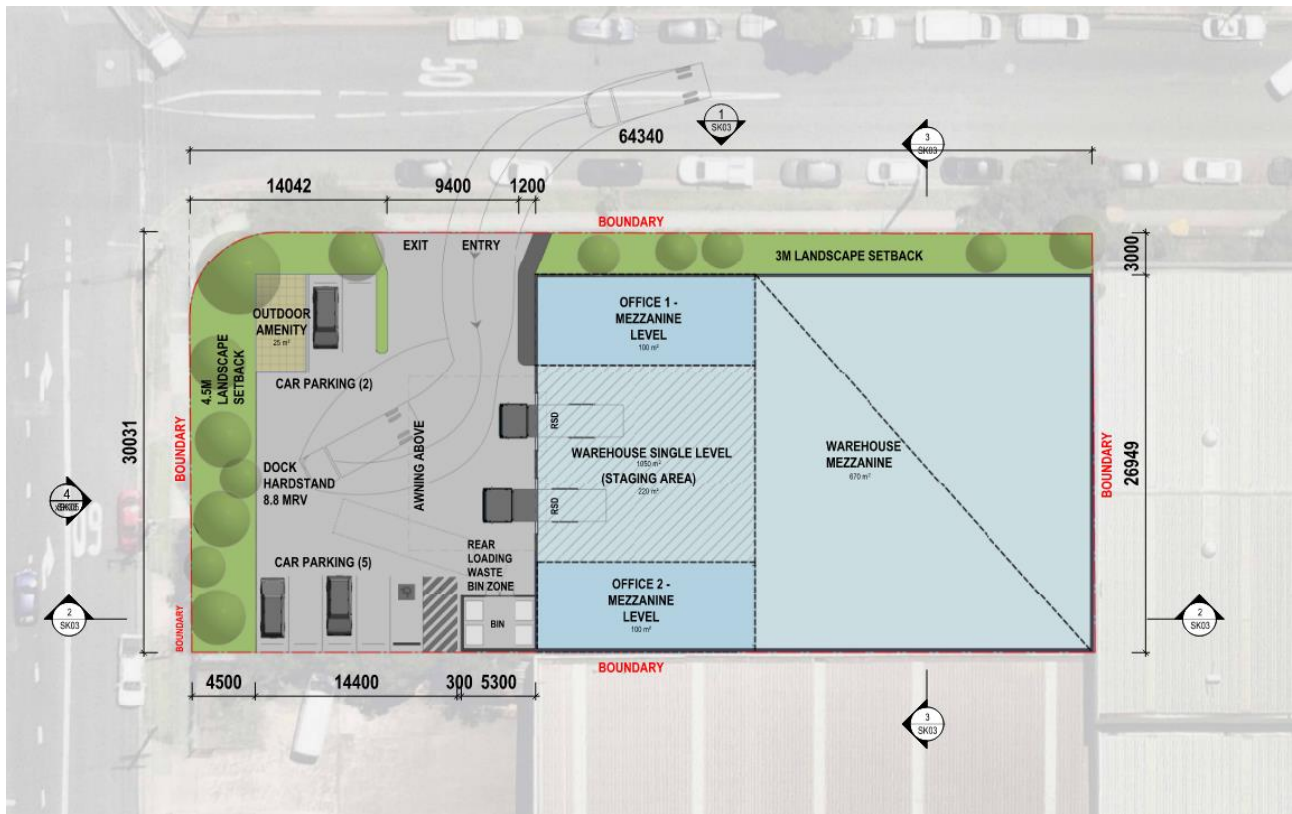
The office will support the operation of the warehouse and is therefore considered an ancillary land use.

2.4. SITE PLAN

Two alternate schemes have been considered for this Planning Proposal. The ground floor plan of Scheme A is shown in Figure 4, with Scheme B shown in Figure 5.

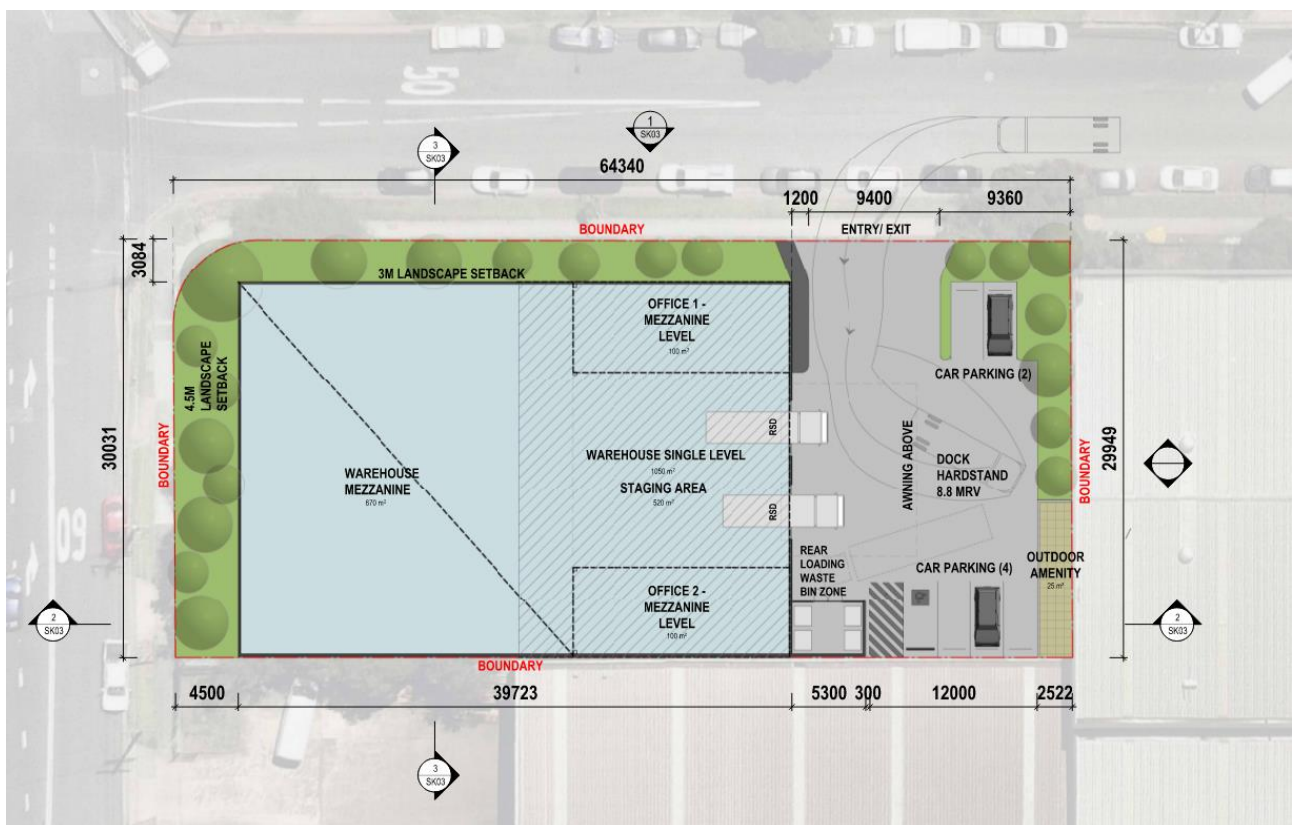
Both schemes have the same development schedule as shown in Table 1.

Figure 4 Ground Floor Site Plan – Scheme A



Source: SBA (15/08/2025)

Figure 5 Ground Floor Site Plan – Scheme B



Source: SBA (18/09/2025)

There are two existing site access driveways located on Gibson Avenue that are proposed to be removed. As part of both schemes, vehicle access is proposed to be consolidated into one vehicle crossover from Gow Street, which is the lower-order road to the north of the site. This two-way access is proposed to be 9.4 metres wide with splays to accommodate the vehicle swept paths.

The site has been operationally designed for use by vehicles up to and including an 8.8 metre Medium Rigid Vehicle (including waste collection). The development also proposes to provide a total of 6-7 car parking spaces including one designated accessible parking space.

The key difference between the two schemes is the location of the access driveway and proposed warehouse:

- Scheme A – warehouse at the eastern end of the site and driveway closer to the Gibson Avenue/ Gow Street intersection.
- Scheme B – warehouse at the western end of the site and driveway further away from the Gibson Avenue/ Gow Street intersection.

The suitability of these 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 an adequate provision of footpaths for an industrial land use area. 1.5 metre footpaths are provided on both sides of Gibson Avenue, which itself is a bus route. Gibson Avenue is also the most direct walking route to further bus services which travel along Canterbury Road.

A single footpath is provided on one side of Gow Street (the southern side), which is approximately 1.2 metres in width. There is 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. However, it is considered a viable travel option from key bus connections.

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 adequate public transport accessibility. The site is located nearby to two bus stops, both located approximately 180 metres walking distance from the site. These are both serviced by the 960 Bankstown to Sutherland bus route which operate every 10 minutes during peak times.

The site is also located approximately 550 metres walking distance from bus stops on Canterbury Road. These are serviced by the 487 Bankstown to Canterbury bus route every 20-40 minutes.

The nearest train station is Padstow Station, located within approximately 1,800 metres walking distance of the site. Padstow Station is serviced by the 960 bus route, which connects to the site.

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

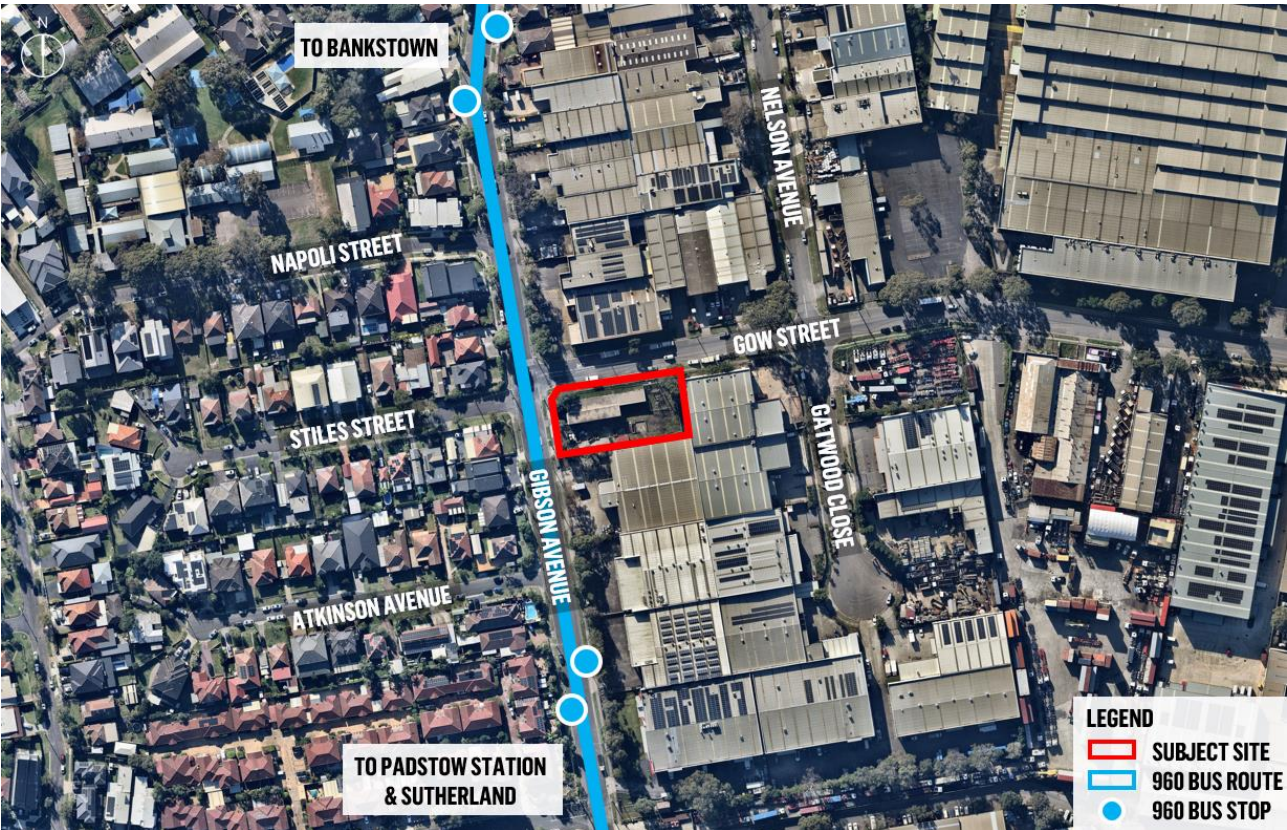
Table 2 Public Transport Provision

Service	Route	Route Description	Location of Stops	Distance to Nearest Stop	Frequency On/Off Peak
Bus	960	Bankstown to Sutherland	Gibson Ave before Gow St (Sutherland bound)	180 metres (3 minute walk)	Peak: every 10 minutes Off-peak: every 20-30 minutes
			Gibson Ave after Napoli St (Bankstown bound)		
			Gibson Ave opposite Atkinson Ave (Sutherland bound)		
			Gibson Ave after Turvey St (Bankstown bound)		
	487	Bankstown Central to Canterbury	Canterbury Rd at Chapel Rd (Canterbury bound)	550 metres (8 minutes walk)	Every 20-40 minutes

Service	Route	Route Description	Location of Stops	Distance to Nearest Stop	Frequency On/Off Peak
			Canterbury Rd before Gibson Ave (Bankstown Central bound)		
Train	T8	City to Macarthur via Airport or Sydenham	Padstow Station	1,800 metres (25 minute walk)	Peak: every 10 minutes Off-peak: every 15 minutes

Source: Transport for NSW Trip Planner

Figure 6 Surrounding Bus Stops and Routes



Base image source: Nearmap (10/7/2025)

3.3. PRIVATE TRANSPORT

3.3.1. Road Network

Gibson Avenue

Gibson Avenue is a classified Regional Road and functions as a collector road between Canterbury Road and the Padstow town centre. In the vicinity of the site, it is a two-way road aligned in a north-south direction.

Gibson Avenue is configured with one travel lane in each direction and a carriageway width of approximately 12 metres. Unrestricted parking is generally permitted on both sides of the road.

Gibson Avenue has a posted speed limit of 60 kilometres per hour and carries approximately 1,100 vehicles in the morning network peak hour and 1,200 vehicles in the afternoon network peak hour.

Gow Street

Gow Street is classified as a Local Road and in the vicinity of the site, it is a two-way road aligned in an east-west direction. Gow Street is configured with one travel lane in each direction and a carriageway width of approximately 12 metres.

Along the site frontage, unrestricted parking is permitted on both sides of the road.

Gow Street has a default urban speed limit of 50 kilometres per hour and carries approximately 350-400 vehicles in both the morning and afternoon network peak hour.

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:

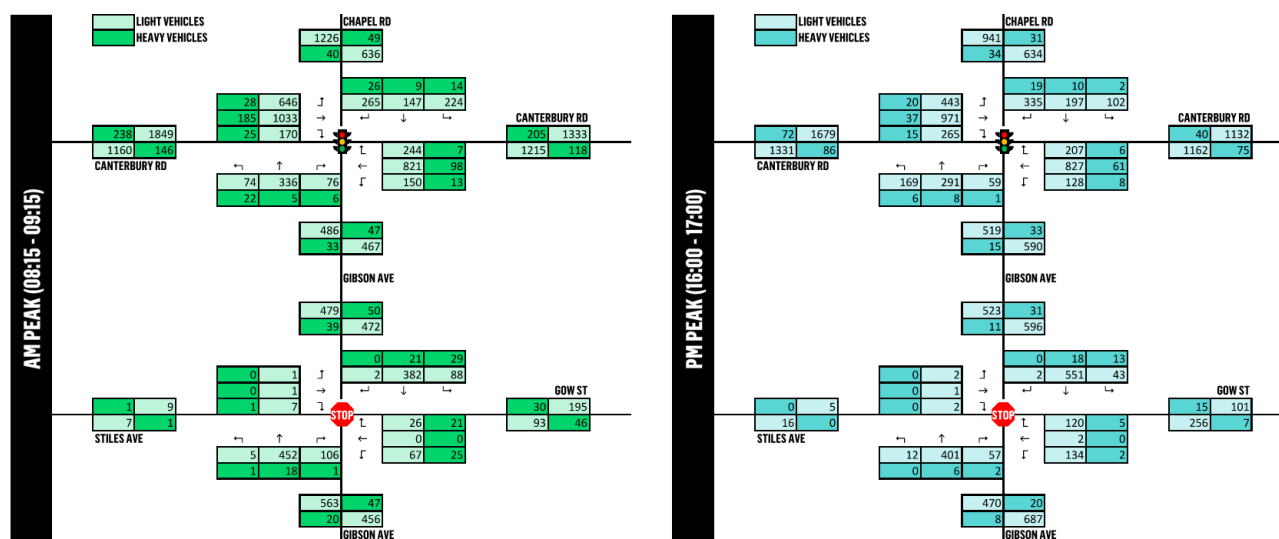
- Gibson Avenue/ Gow Street/ Stiles Avenue
- Canterbury Road/ Chapel Road/ Gibson Avenue.

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 8:15am – 9:15am and PM peak hour was 4:00pm – 5:00pm.

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
Warehouse	1,720 sqm GFA (plus 200 sqm GFA of office)	1 car space per 300sqm GFA, or 1 car space per 2 staff (whichever is greater)	8	7 (Scheme A) or 6 (Scheme B)
		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		
Total			8	

Based on the above, the proposed development should provide a total of eight car parking spaces. However, it is noted that the development will be consolidating two access driveways on Gibson Avenue into one driveway on Gow Street, therefore creating additional on-street parking relative to the existing arrangement.

Given the site is also located close to bus stops on Gibson Avenue, a minor variance from the suggested parking provision should be encouraged as a way of promoting travel via public transport instead of private car.

Furthermore, it is recognised that the proposal is in the Planning Proposal stage, and that the final design may be updated as part of a future Development Application to incorporate an additional 1-2 car parking spaces.

4.2. ACCESSIBLE PARKING

The accessible parking requirements for different development types are set out in the Canterbury-Bankstown DCP 2023. Despite commercial and industrial developments being identified in the DCP with an accessible parking rate, this rate only applies when the development contains ten or more car spaces.

Therefore, accessible parking rates have been sourced from 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 6-7 parking spaces, one accessible parking space would be required to support the warehouse development.

The development provides one accessible parking space and therefore meets the NCC requirement.

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. SITE ACCESS ASSESSMENT

From a road safety perspective, **Scheme B** is the preferred option where the driveway is further away from the Gibson Avenue intersection. In Scheme A, a westbound queue of approximately four vehicles waiting to turn right out of Gow Street would block any eastbound vehicle wanting to turn right into the site. Consequently, this may create an eastbound queue back into the intersection of Gibson Avenue/ Gow Street.

This scenario is shown below in Figure 8.

Figure 8 Potential Queuing Scenario (Scheme A)



Base image source: SBA Architects (15/08/2025)

If the access driveway was further east (as per **Scheme B**), the likelihood of this scenario occurring would be much lower, which in turn mitigates the safety risk.

4.6. 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
- clearance to adjacent structures
- internal queuing
- parking for persons with disabilities
- parking space dimensions and grades
- sight distances
- site access arrangements.

The car park has been designed as a User Class 1 parking facility to cater for parking by employees. The perpendicular space dimensions and aisle widths comply 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.

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 forwards direction.

As a User Class 1 car park fronting a local road, the access driveway in Scheme B has been designed with adequate width and set back from the Gibson Avenue/ Gow Street intersection. Sight distances to vehicles and pedestrians on Gow Street for vehicles exiting the car park are also appropriate in Scheme B.

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 the proposed car parking layout 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 volumes generated by the proposal in the AM and PM network peak hours are calculated in Table 4.

Table 4 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
Warehouse	1,720 sqm GFA	0.5 per 100sqm GFA	0.5 per 100sqm GFA	9	9
Office	200 sqm GFA	Ancillary to warehouse land use		-	-
Total				9	9

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

The site is estimated to generate approximately nine trips in the AM network peak hour and nine 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.

It is further noted that during the preparation of this Planning Proposal, Council suggested that it might be required that heavy vehicles are restricted to left-in/ right-out in order to reduce the amount of additional traffic using the Gibson Avenue/ Gow Street intersection.

Given the expected development traffic increase would conservatively equate to approximately 2-3 heavy vehicles in the peak hour, it is suggested that this mitigation measure is not required due to the low number of trips through the intersection of Gibson Avenue/ Gow Street.

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 5 assumes an average split based on data from various warehouses in Sydney on weekdays between 7:00am and 7:00pm.

Table 5 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 6 shows the criteria that SIDRA adopts in assessing the level of service.

Table 6 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 7 presents a summary of the existing operation of the intersections, with full results presented in **Appendix D** of this report.

Table 7 Existing Operating Conditions

Intersection	AM Peak				PM Peak			
	DOS	Delay (s)	95% Queue (m)	LOS	DOS	Delay (s)	95% Queue (m)	LOS
Gibson Ave/ Gow St/ Stiles Ave	0.573	66.1	7	E	0.780	50.4	12	D
Canterbury Rd/ Chapel Rd/ Gibson Ave	0.966	77.6	>200	F	0.867	61.6	189	E

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.

There are notable delay times for the right turn out of Gow Street onto Gibson Avenue in the morning and afternoon peak periods. However, degree of saturation is still below the maximum practical degree of saturation for sign-controlled intersections which is 0.80. Overall, the intersection is currently operating at or near capacity.

The signalised intersection at Canterbury Road/ Chapel Road/ Gibson Avenue is also currently at or slightly over capacity, particularly in the morning peak hour. It is noted however that Canterbury Road is a State Road, and Chapel Road and Gibson Avenue are major regional 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. CUMULATIVE TRAFFIC IMPACTS

The following approved State Significant Developments have been considered as part of the cumulative assessment for this proposal:

- SSD-52861709 – 92-116 Gow Street – Multi-level Warehouse Facility
- SSD-10450 – 81-87 Gow Street – Padstow Resource Recovery Facility.

A comparison of the anticipated traffic generation of these developments relative to the subject proposal at 48A Gibson Avenue is shown below in Table 8.

Table 8 Cumulative Traffic Generation from other Developments

Development Site	Peak Hour Traffic Generation Estimate
92-116 Gow Street	208 vehicles per hour
81-87 Gow Street	12-16 vehicles per hour
Total	220-224 vehicles per hour
48A Gibson Avenue (this proposal)	9 vehicles per hour
	(only 4% of the total traffic generated by other sites with recent SSD approvals on Gow Street)

As can be seen above, the anticipated traffic generation for the proposed development is only nine vehicles per hour, which is approximately 4 percent of the total traffic generated by other sites with recent SSD approvals.

5.6. FUTURE INTERSECTION PERFORMANCE

Based on the estimated site traffic generation of only **nine** 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 6-7 minutes in each peak hour and can be considered to lie within a general daily traffic fluctuation.

The intersection of Gibson Avenue/ Gow Street/ Stiles Avenue also currently has 1,254 – 1,373 movements in the AM and PM peak hours respectively, and an additional nine movements would only represent 0.7% of the total movements currently using the intersection.

The current level of service performance at each intersection are existing issues, 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 is well connected to pedestrian paths and bus stops. However, cycling facilities and pedestrian crossing infrastructure is underdeveloped.
- The current proposed supply of 6-7 car parking spaces is deemed adequate for the purpose of Planning Proposal approval. The final design may incorporate an additional 1-2 spaces as part of the future Development Application for the site.
- The development proposes one accessible parking space and therefore complies with the National Construction Code requirement.
- The proposed access arrangements and car parking layout have been designed in accordance with the requirements of Australian Standard AS2890.
- The development is conservatively expected to generate approximately nine trips in the AM peak hour and nine 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.

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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: SYD25-00817



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

Attention: Sam Turner

RE: SCOPING PROPOSAL – 48A GIBSON AVENUE, PADSTOW

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 Gibson Avenue is a busy regional road with a right turn bay outside the property. Having vehicles trying to exit via a right turn would be unsafe. A right turn ban must be imposed on the driveway with all vehicles having to travel southbound on Gibson Avenue, and trucks would be required to then turn left on to Bryant Street (as they are restricted from travelling further south of Gibson Avenue than Bryant Street) then left onto Fairford Road (as a left in-left out is being designed at the intersection).

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](#). TIA should include swept path analysis to ensure that the largest sized vehicle would be able to manoeuvre legally into and out of the property. With the property being on a corner, this does not necessarily mean that two driveways would be permitted. Driveways are usually only permitted on the lower-level road meaning that it should be off Gow Street and not Gibson Avenue and should be located as far away from the intersection as possible. Exemptions would have to be obtained and agreed to for driveways to be located as proposed.

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

OFFICIAL

4 Parramatta Square, Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2124

W transport.nsw.gov.au

APPENDIX B

TRANSPORT DATA AND SURVEYS

Location Chapel Road Duration 7:00 - 10:00
 Canterbury Road -
 Gibson Avenue 15:00 - 19:00
 Canterbury Road Date Wednesday, 30 July 2025
 Suburb PADSTOW Weather AM - Wet, PM - Rainy

All Vehicles		NORTH										EAST										TOTAL				
Time Per Hour		Chapel Road										Canterbury Road										TOTAL				
		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	208	4	212	132	11	143	217	26	243	598	0	79	15	94	916	76	992	191	7	198	1284	3	3744	392	4136
7:15	- 8:15	214	6	220	139	11	150	233	24	257	627	0	91	16	107	846	72	918	213	13	226	1251	1	3779	400	4179
7:30	- 8:30	207	8	215	150	13	163	251	29	280	658	0	124	16	140	852	69	921	220	10	230	1291	2	3984	390	4374
7:45	- 8:45	214	12	226	157	9	166	251	28	279	671	0	145	12	157	808	69	877	240	11	251	1285	5	4096	392	4488
8:00	- 9:00	212	12	224	161	8	169	268	27	295	688	0	152	12	164	795	78	873	234	11	245	1282	5	4133	419	4552
8:15	- 9:15	224	14	238	147	9	156	265	26	291	685	0	150	13	163	821	98	919	244	7	251	1333	6	4186	438	4624
8:30	- 9:30	242	13	255	129	6	135	245	23	268	658	0	112	15	127	811	117	928	260	9	269	1324	5	4108	469	4577
8:45	- 9:45	238	14	252	121	6	127	224	25	249	628	0	93	17	110	805	123	926	240	7	247	1285	2	3900	486	4386
9:00	- 10:00	235	14	249	120	8	128	222	27	249	626	0	89	18	107	715	140	855	224	7	231	1193	1	3607	501	4108
Period End																										
15:00	- 16:00	126	0	126	191	6	197	332	18	350	673	0	96	6	102	827	110	937	227	3	230	1269	2	3897	270	4167
15:15	- 16:15	128	2	130	192	7	199	329	18	347	676	0	113	8	121	834	111	945	218	2	220	1286	1	3923	264	4187
15:30	- 16:30	130	2	132	199	7	206	326	23	349	687	0	113	8	121	849	92	941	195	5	200	1262	2	3954	238	4192
15:45	- 16:45	117	2	119	185	10	195	313	18	331	645	0	132	8	140	859	75	934	214	5	219	1293	1	3956	208	4164
16:00	- 17:00	102	2	104	197	10	207	335	19	354	665	0	128	8	136	827	61	888	207	6	213	1237	1	3994	193	4187
16:15	- 17:15	85	0	85	200	8	208	332	17	349	642	0	114	4	118	906	52	958	198	6	204	1280	1	4032	158	4190
16:30	- 17:30	86	0	86	217	8	225	362	14	376	687	0	106	5	111	952	54	1006	198	3	201	1318	0	4049	151	4200
16:45	- 17:45	94	0	94	237	6	243	351	17	368	705	0	105	6	111	996	54	1050	176	3	179	1340	2	4089	158	4247
17:00	- 18:00	106	1	107	233	7	240	334	18	352	699	0	110	4	114	1079	59	1138	191	1	192	1444	2	4083	156	4239
17:15	- 18:15	119	1	120	229	7	236	332	19	351	707	0	96	3	99	1058	53	1111	203	3	206	1416	2	3974	159	4133
17:30	- 18:30	124	1	125	220	6	236	310	15	325	656	0	93	2	95	1060	42	1102	209	3	212	1409	2	3886	142	4028
17:45	- 18:45	130	2	132	174	5	179	304	15	319	630	0	73	0	73	1044	40	1084	226	3	229	1386	0	3748	131	3879
18:00	- 19:00	136	1	137	155	5	160	297	17	314	611	0	62	0	62	1004	29	1033	202	3	205	1300	0	3605	116	3721
Period End																										

All Vehicles		SOUTH										WEST										TOTAL				
Time Per Hour		Gibson Avenue										Canterbury Road										TOTAL				
		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	66	19	85	257	11	268	80	8	88	441	5	412	24	436	1079	165	1244	107	26	133	1813	4	3744	392	4136
7:15	- 8:15	60	24	84	282	12	294	77	8	85	463	6	458	27	485	1046	165	1211	120	22	142	1838	5	3779	400	4179
7:30	- 8:30	62	24	86	294	10	304	84	6	90	480	6	557	27	584	1052	157	1209	131	21	152	1945	7	3984	390	4374
7:45	- 8:45	58	23	81	311	9	320	77	8	85	486	6	593	27	620	1085	166	1251	157	18	175	2046	7	4096	392	4488
8:00	- 9:00	56	24	80	322	5	327	77	9	86	493	4	633	29	662	1065	179	1244	158	25	183	2089	6	4133	419	4552
8:15	- 9:15	74	22	96	336	5	341	76	6	82	519	2	646	28	674	1033	185	1218	170	25	195	2087	6	4186	438	4624
8:30	- 9:30	85	26	111	334	7	341	64	6	70	522	3	596	28	624	1067	194	1261	163	25	188	2073	7	4108	469	4577
8:45	- 9:45	103	27	130	303	11	314	70	4	74	518	4	556	27	583	1012	199	1211	135	26	161	1955	9	3900	486	4386
9:00	- 10:00	98	22	120	264	16	280	68	7	75	475	4	462	28	490	978	190	1168	132	24	156	1814	8	3607	501	4108
Period End																										
15:00	- 16:00	138	14	152	294	11	305	76	2	78	535	3	412	15	427	1021	69	1090	157	16	173	1690	10	3897	270	4167
15:15	- 16:15	148	10	158	285	13	298	57	1	58	514	4	440	17	457	1013	61	1074	166	14	180	1711	14	3923	264	4187
15:30	- 16:30	163	7	170	283	11	294	51	2	53	517	4	445	20	465	995	47	1042	205	14	219	1726	13	3954	238	4192
15:45	- 16:45	160	6	166	279	8	287	59	2	61	514	5	419	21	440	977	41	1018	242	12	254	1712	11	3956	208	4164
16:00	- 17:00	169	6	175	291	8	299	59	1	60	534	6	443	20	463	971	37	1008	265	15	280	1751	8	3994	193	4187
16:15	- 17:15	164	4	168	270	6	276	60	1	61	505	3	426	17	443	993	31	1024	284	12	296	1763	6	4032	158	4190
16:30	- 17:30	150	7	157	260	5	265	68	0	68	490	2	424	18	442	981	32	1013	245	5	250	1705	6	4049	151	4200
16:45	- 17:45	159	9	168	256	7	263	57	2	59	490	2	406	19	425	1027	29	1056	225	6	231	1712	10	4089	158	4247
17:00	- 18:00	142	8	150	229	5	234	53	2	55	439	1	390	18	408	1029	31	1060	187	2	189	1657	11	4083	156	4239
17:15	- 18:15	123	8	131	226	6	232	54	2	56	419	1	380	19	399	1014	36	1050	140	2	142	1591	8	3974	159	4133
17:30	- 18:30	115	8	123	220	6	226	56	2	58	407	1	376	16	392	1005	39	1044	118	2	120	1556	6	3886	142	4028
17:45	- 18:45	94	5	99	227	3	230	57	0	57	386	0	387	15	402	944	39	983	88	4	92	1477	2	3748	131	3879
18:00	- 19:00	97	5	102	212	4	216	69	0	69	387	0	379	12	391	919	37	956	73	3	76	1423	0	3605	116	3721
Period End																										

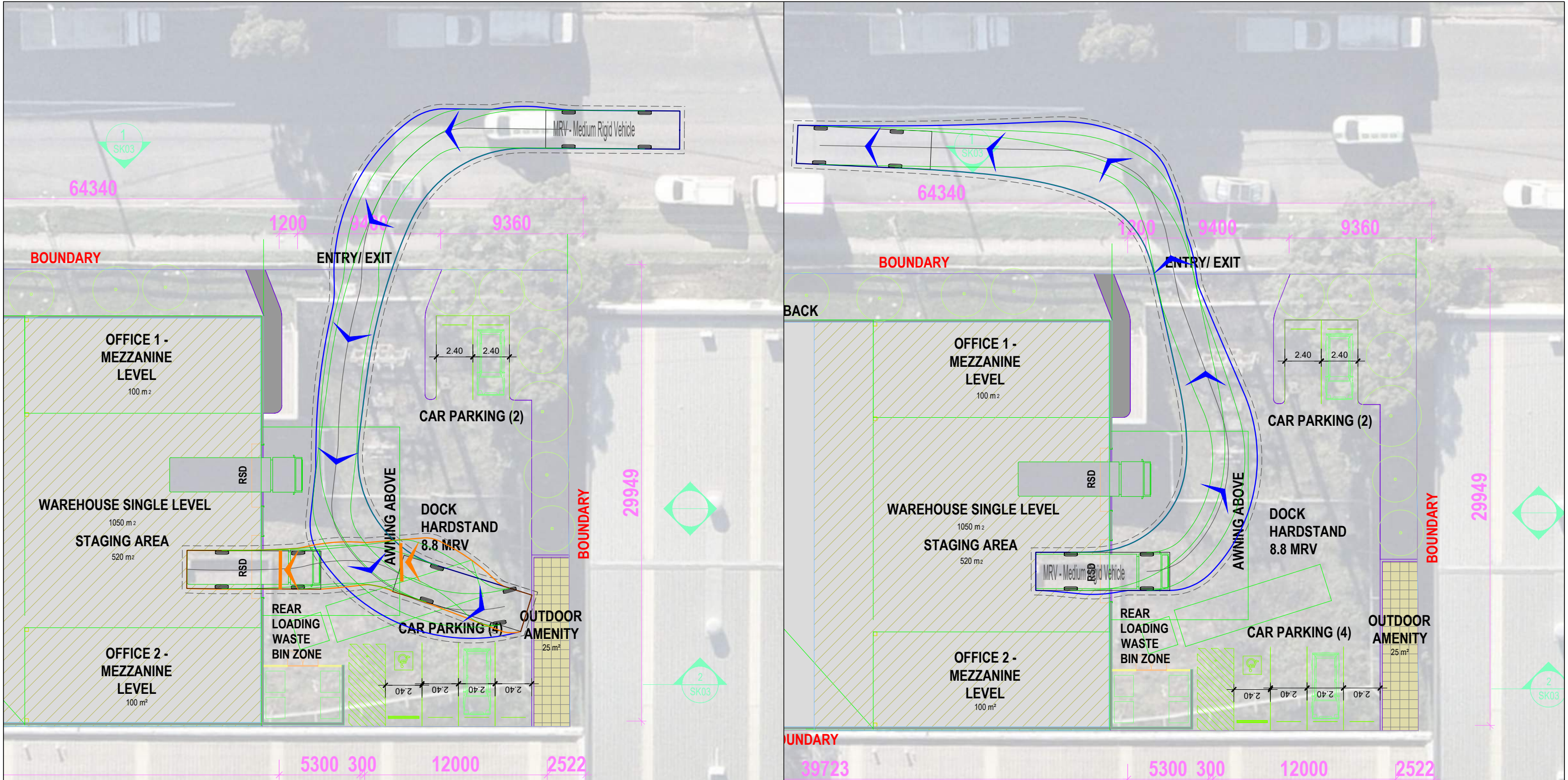
Location Gibson Avenue Duration 7:00 - 10:00
 Gibson Street
 Gibson Avenue 15:00 - 19:00
 Stiles Avenue Date Wednesday, 30 July 2025
 Suburb PADSTOW Weather AM - Wet, PM - Rainy

All Vehicles		NORTH														EAST																
Time Per Hour		Gibson Avenue														Gow Street																
		L		T		R		L		T		R		L		T		R		L		T		R		TOTAL		TOTAL				
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	PEDS	LIGHT	HEAVY	TOTAL		
7:00	- 8:00	85	36	121	214	17	231	2	0	2	0	0	0	354	2	35	22	57	3	0	3	19	22	41	0	0	0	101	0	888	124	1012
7:15	- 8:15	80	32	112	240	17	257	2	0	2	0	0	0	371	2	49	22	71	3	0	3	20	24	44	0	0	0	118	1	966	127	1093
7:30	- 8:30	74	33	107	298	19	317	1	0	1	0	0	0	425	0	56	23	79	0	0	0	18	25	43	0	0	0	122	1	1059	129	1188
7:45	- 8:45	67	26	93	367	17	384	1	0	1	0	0	0	478	1	62	22	84	0	0	0	19	23	42	0	0	0	126	1	1114	112	1226
8:00	- 9:00	78	28	106	368	18	386	2	0	2	0	0	0	494	1	66	23	89	0	0	0	21	28	49	0	0	0	138	1	1104	115	1219
8:15	- 9:15	88	29	117	382	21	403	2	0	2	1	0	1	523	1	67	25	92	0	0	0	26	21	47	0	0	0	139	0	1138	117	1255
8:30	- 9:30	82	28	110	328	20	348	2	0	2	1	0	1	461	1	66	28	94	0	0	0	32	18	50	0	0	0	144	0	1025	115	1140
8:45	- 9:45	86	28	114	254	25	279	1	0	1	1	0	1	395	0	64	32	96	0	0	0	39	21	60	0	0	0	156	0	953	133	1086
9:00	- 10:00	77	24	101	254	27	281	0	0	0	1	0	1	383	1	71	30	101	0	0	0	42	17	59	1	0	1	161	0	914	131	1045
Period End																																
15:00	- 16:00	45	17	62	420	10	430	5	0	5	0	0	0	497	0	131	13	144	2	0	2	84	9	93	0	0	0	239	0	1200	70	1270
15:15	- 16:15	49	14	63	433	15	448	6	0	6	0	0	0	517	0	141	8	149	2	0	2	107	7	114	0	0	0	265	0	1209	64	1273
15:30	- 16:30	43	13	56	479	14	493	2	0	2	0	0	0	551	0	140	3	143	3	0	3	111	5	116	0	0	0	262	0	1240	52	1292
15:45	- 16:45	48	14	62	530	17	547	2	0	2	0	0	0	611	1	141	3	144	3	0	3	119	5	124	0	0	0	271	0	1314	50	1364
16:00	- 17:00	43	13	56	551	18	569	2	0	2	0	0	0	627	2	134	2	136	2	0	2	120	5	125	0	0	0	263	0	1327	46	1373
16:15	- 17:15	35	9	44	564	17	581	2	0	2	0	0	0	627	4	127	2	129	2	0	2	108	3	111	0	0	0	242	0	1284	39	1323
16:30	- 17:30	32	6	38	527	14	541	3	0	3	0	0	0	582	4	122	3	125	2	0	2	103	4	107	0	0	0	234	0	1225	38	1263
16:45	- 17:45	29	5	34	526	13	539	2	0	2	0	0	0	575	4	119	3	122	1	0	1	95	3	98	0	0	0	221	0	1183	39	1222
17:00	- 18:00	28	2	30	486	12	498	2	0	2	0	0	0	530	3	100	3	103	1	0	1	83	1	84	0	0	0	188	0	1082	33	1115
17:15	- 18:15	22	2	24	437	9	446	1	0	1	0	0	0	471	1	72	4	76	1	0	1	64	1	65	0	0	0	142	0	971	31	1002
17:30	- 18:30	18	2	20	391	8	399	0	0	0	0	0	0	419	1	59	3	62	0	0	0	57	2	59	0	0	0	121	0	913	27	940
17:45	- 18:45	13	2	15	313	7	320	2	0	2	0	0	0	337	0	35	2	37	0	0	0	43	2	45	0	0	0	82	0	790	19	809
18:00	- 19:00	9	2	11	285	7	292	3	0	3	0	0	0	306	0	33	1	34	1	0	1	32	2	34	0	0	0	69	0	751	19	770
Period End																																

All Vehicles		SOUTH														WEST															
Time Per Hour		Gibson Avenue														Stiles Avenue															
		L		T		R		L		T		R		L		T		R		L		T		R		TOTAL		TOTAL			
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	PEDS	LIGHT	HEAVY	TOTAL	
7:00	- 8:00	3	0	3	405	21	426	113	6	119	0	0	0	548	2	3	0	3	3	0	3	3	0	3	0	0	9	0	888	124	1012
7:15	- 8:15	4	0	4	435	25	460	124	7	131	0	0	0	595	3	3	0	3	5	0	5	1	0	1	0	0	9	0	966	127	1093
7:30	- 8:30	3	1	4	473	20	493	127	7	134	0	0	0	631	1	2	0	2	5	0	5	2	1	3	0	0	10	0	1059	129	1188
7:45	- 8:45	4	1	5	463	17	480	117	5	122	0	0	0	607	1	1	0	1	6	0	6	7	1	8	0	0	15	2	1114	112	1226
8:00	- 9:00	3	1	4	452	13	465	104	3	107	0	0	0	576	1	1	0	1	3	0	3	6	1	7	0	0	11	2	1104	115	1219
8:15	- 9:15	5	1	6	452	18	470	106	1	107	0	0	0	583	0	1	0	1	1	0	1	7	1	8	0	0	10	3	1138	117	1255
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8:45	- 9:45	7	0	7	402	24	426	91	3	94	0	0	0	527	1	3	0	3	0	0	5	0	5	0	0	0	8	2	953	133	1086
9:00	- 10:00	6	0	6	362	27	389	88	6	94	0	0	0	489	1	2	0	2	0	0	0	10	0	10	0	0	12	2	914	131	1045
Period End																															
15:00	- 16:00	6	0	6	406	17	423	94	4	98	0	0	0	527	2	3	0	3	1	0	1	3	0	3	0	0	7	5	1200	70	1270
15:15	- 16:15	8	0	8	386	16	402	71	4	75	0	0	0	485	1	4	0	4	1	0	1	1	0	1	0	0	6	6	1209	64	1273
15:30	- 16:30	14	0	14	387	14	401	56	3	59	0	0	0	474	1	3	0	3	1	0	1	1	0	1	0	0	5	4	1240	52	1292
15:45	- 16:45	14	0	14	392	9	401	59	2	61	0	0	0	476	0	2	0	2	2	0	2	2	0	2	0	0	6	4	1314	50	1364
16:00	- 17:00	12	0	12	401	6	407	57	2	59	0	0	0	478	0	2	0	2	1	0	1	2	0	2	0	0	5	5	1327	46	1373
16:15	- 17:15	13	0	13	372	6	378	54	2	56	0	0	0	447	2	2	0	2	1	0	1	4	0	4	0	0	7	5	1284	39	1323
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16:45	- 17:45	7	0	7	349	14	363	45	1	46	0	0	0	416	3	3	0	3	1	0	1	6	0	6	0	0	10	2	1183	39	1222
17:00	- 18:00	7	0	7	328	14	342	37	1	38	0	0	0	387	3	3	0	3	1	0	1	6	0	6	0	0	10	1	1082	33	1115
17:15	- 18:15	5	0	5	321	15	336	39	0	39	0	0	0	380	1	3	0	3	1	0	1	5	0	5	0	0	9	0	971	31	1002
17:30	- 18:30	8	0	8	333	12	345	38	0	38	0	0	0	391	1	2	0	2	0	0	0	7	0	7	0	0	9	0	913	27	940
17:45	- 18:45	9	0	9	331	6	337	36	0	36	0	0	0	382	0	2	0	2	1	0	1	5	0	5	0	0	8	2	790	19	809
18:00	- 19:00	8	0	8	332	7	339	37	0	37	0	0	0	384	0	5	0	5	1	0	1	5	0	5	0	0	11	2	751	19	770
Period End																															

APPENDIX C

CAR PARK DESIGN REVIEW



MRV - Medium Rigid Vehicle

8.8
1.5 5

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

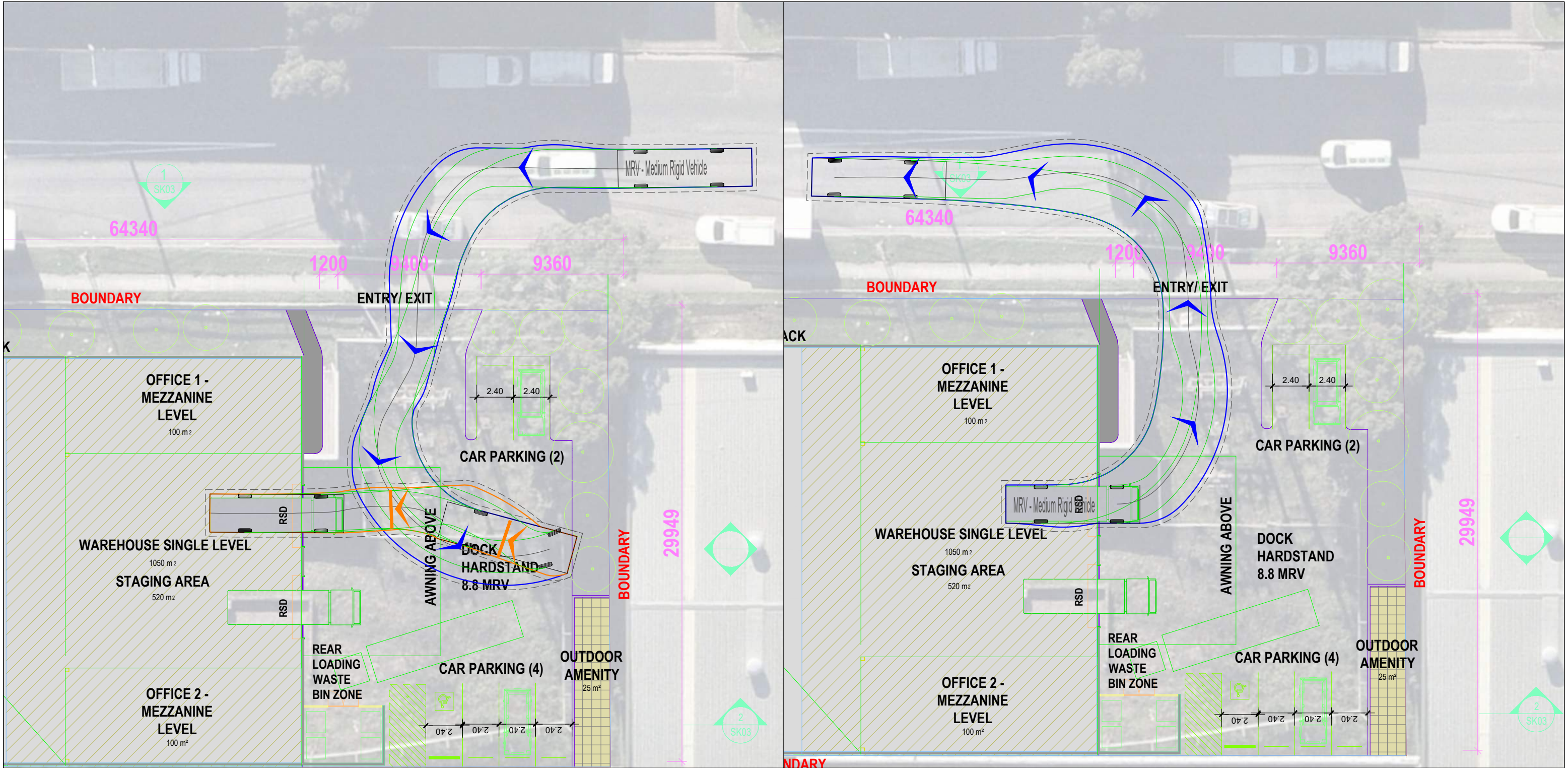
SPEED = 5 km/h

DRAWING DESCRIPTION

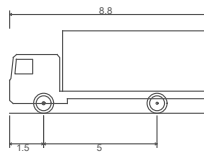
PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE



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

DRAWING DESCRIPTION

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION

ALL DRAWINGS ARE DESIGNED TO
BE PRINTED AND READ IN COLOUR
IT IS THE CONTRACTORS' RESPONSIBILITY TO
PRINT DRAWINGS IN COLOUR TO AVOID ANY
POTENTIAL DISCREPANCIES IF DRAWINGS
ARE PRINTED IN BLACK AND WHITE



48A Gibson Avenue, Padstow
Design Assessment

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
DWG NAME:24226_250709_Gibson
Ave_SK02_B_SITE PLAN

NEARMAP IMAGE
DATE:01/06/25

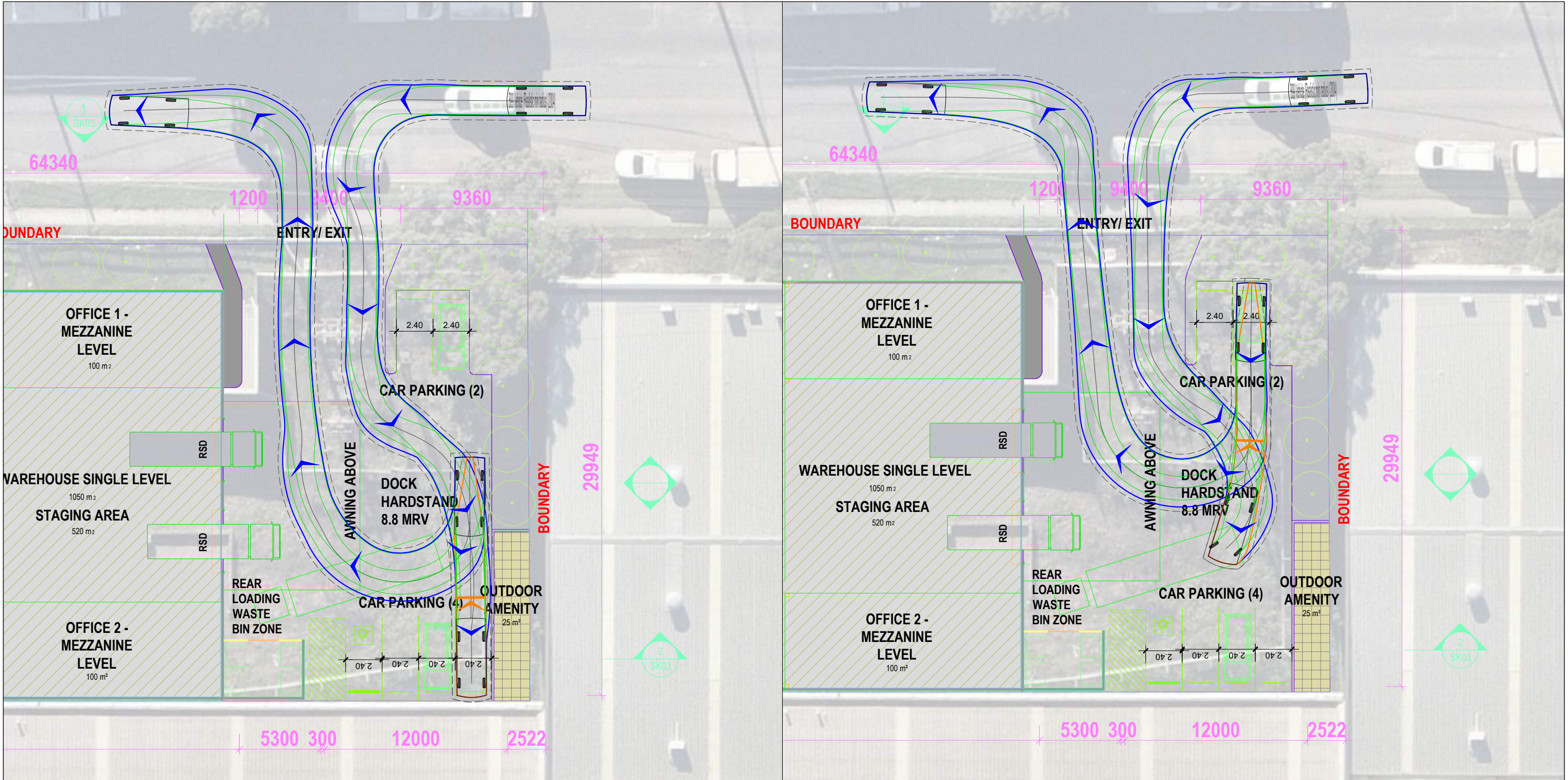
REV	DESCRIPTION	DWN	CHK	DATE
A	Initial Advice	RD	KB	18/07/25

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CLIENT
Aurora Proport Partnership
ADDRESS 1
ADDRESS 2

1:300 @ A3
0 1 2 5m

PROJECT NO. P0056851
SHEET NO. 02 OF 10
DATE 18/07/25
REVISION A



MRV - Medium Rigid Vehicle

LEGEND

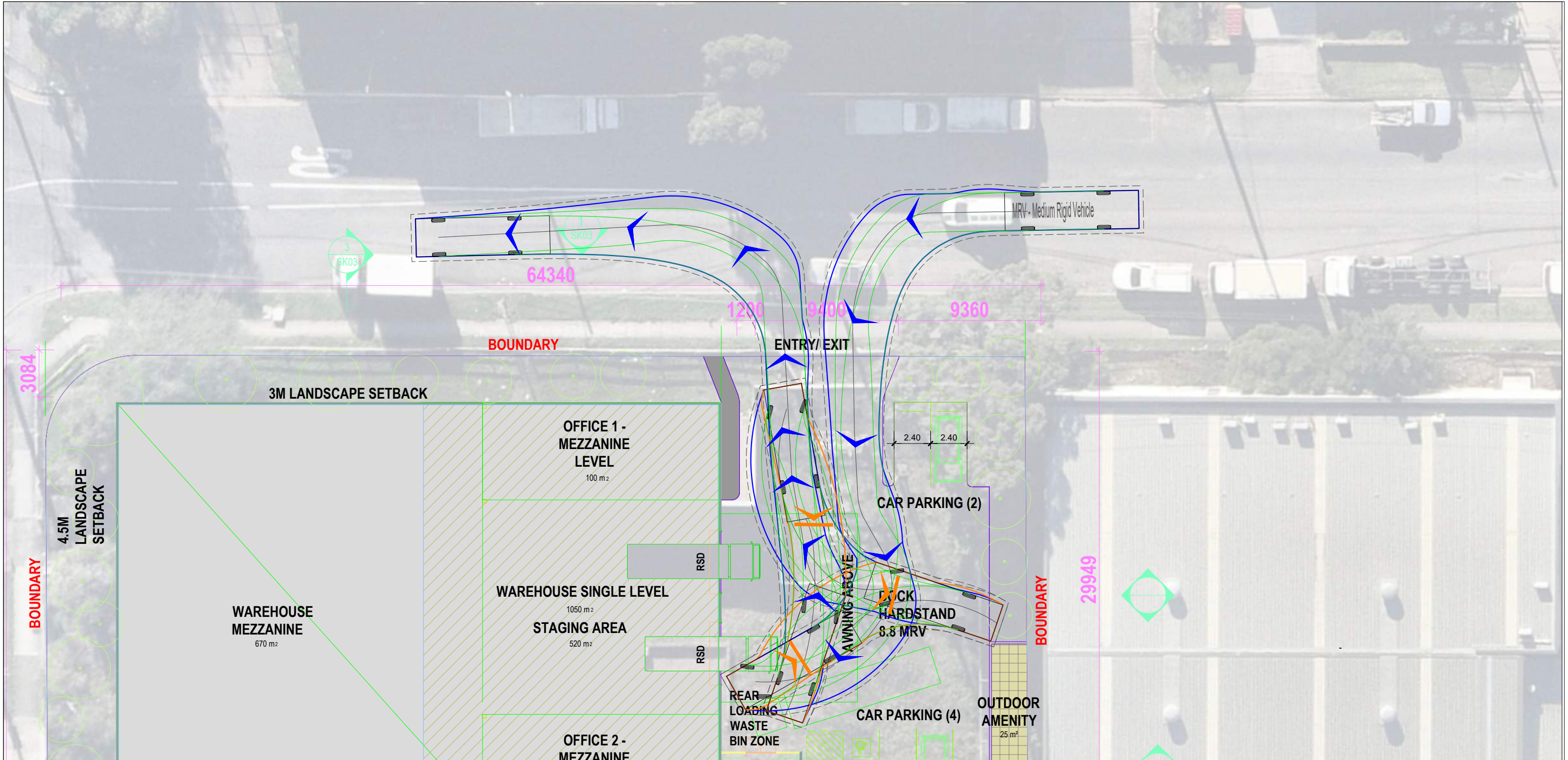
- 300 mm BODY CLEARANCE
- WHEEL PATH
- VEHICLE BODY (FORWARD)
- VEHICLE BODY (REVERSE)
- CENTRE LINE

SPEED = 5 km/h

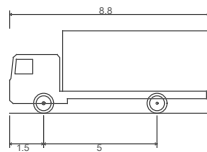
DRAWING DESCRIPTION

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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

DRAWING DESCRIPTION

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CLIENT

Aurora Propert Partnership
ADDRESS 1
ADDRESS 2

APPENDIX D

SIDRA RESULTS

MOVEMENT SUMMARY

 **Site: [1A] Gibson Ave/ Gow St/ Stiles Ave Base AM** (Gibson Ave/ Gow St/ Stiles Ave)

Network: [2] Network Base AM (Gibson Ave/ Gow St/ Stiles Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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

Vehicle Movement Performance												
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue Prop.		Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m	km/h
South: Gibson Ave												
1	L2	All MCs	6	16.7	6	16.7	0.251	5.8	LOS A	0.0	0.0	56.5
2	T1	All MCs	495	3.8	495	3.8	0.251	0.1	LOS A	0.0	0.0	59.8
3	R2	All MCs	113	0.9	113	0.9	0.132	8.3	LOS A	0.2	1.6	47.4
Approach			614	3.4	614	3.4	0.251	1.6	NA	0.2	1.6	55.3
East: Gow St												
4	L2	All MCs	97	27.2	97	27.2	0.098	8.5	LOS A	0.0	0.1	46.5
5	T1	All MCs	1	0.0	1	0.0	0.098	7.5	LOS A	0.0	0.1	44.4
6	R2	All MCs	49	44.7	49	44.7	0.573	66.1	LOS E	0.7	6.9	18.7
Approach			147	32.9	147	32.9	0.573	27.8	LOS B	0.7	6.9	35.7
North: Gibson Ave												
7	L2	All MCs	123	24.8	123	24.8	0.082	5.8	LOS A	0.0	0.0	50.8
8	T1	All MCs	424	5.2	424	5.2	0.228	0.0	LOS A	0.0	0.1	59.9
9	R2	All MCs	2	0.0	2	0.0	0.228	6.2	LOS A	0.0	0.1	52.1
Approach			549	9.6	549	9.6	0.228	1.3	NA	0.0	0.1	57.6
West: Stiles Ave												
10	L2	All MCs	1	0.0	1	0.0	0.060	7.6	LOS A	0.1	0.5	31.0
11	T1	All MCs	1	0.0	1	0.0	0.060	21.2	LOS B	0.1	0.5	37.6
12	R2	All MCs	8	12.5	8	12.5	0.060	25.1	LOS B	0.1	0.5	39.1
Approach			11	10.0	11	10.0	0.060	22.9	LOS B	0.1	0.5	38.4
All Vehicles			1321	9.3	1321	9.3	0.573	4.6	NA	0.7	6.9	52.4

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY



Site: [2A] Canterbury Rd/ Chapel Rd/ Gibson Ave Base AM
(Gibson Ave/ Gow St/ Stiles Ave)

Network: [2] Network Base AM (Gibson Ave/ Gow St/ Stiles 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)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]			
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Gibson Ave														
1	L2	All MCs	101	22.9	101	22.9	0.690	42.5	LOS C	15.7	115.5	0.91	1.10	0.91
2	T1	All MCs	359	1.5	359	1.5	* 0.690	77.1	LOS F	15.7	115.5	0.92	1.10	0.92
3	R2	All MCs	86	7.3	86	7.3	0.690	105.1	LOS F	4.1	30.6	1.00	0.84	1.09
Approach			546	6.4	546	6.4	0.690	75.1	LOS F	15.7	115.5	0.93	1.06	0.95
East: Canterbury Rd														
4	L2	All MCs	172	8.0	172	8.0	0.934	68.9	LOS E	31.6	240.0	1.00	1.07	1.19
5	T1	All MCs	967	10.7	967	10.7	0.934	79.1	LOS F	31.6	240.0	1.00	1.10	1.23
6	R2	All MCs	264	2.8	264	2.8	* 0.961	124.8	LOS F	14.7	105.0	1.00	1.11	1.44
Approach			1403	8.9	1403	8.9	0.961	86.4	LOS F	31.6	240.0	1.00	1.10	1.26
North: Chapel Rd														
7	L2	All MCs	251	5.9	251	5.9	0.322	50.6	LOS D	5.2	37.9	0.64	1.27	0.64
8	T1	All MCs	164	5.8	164	5.8	0.765	107.4	LOS F	6.7	46.9	1.00	0.88	1.11
9	R2	All MCs	306	8.9	306	8.9	* 0.966	116.9	LOS F	8.2	61.8	1.00	1.11	1.53
Approach			721	7.2	721	7.2	0.966	91.7	LOS F	8.2	61.8	0.87	1.11	1.12
West: Canterbury Rd														
10	L2	All MCs	709	4.2	709	4.2	0.667	48.9	LOS D	10.7	77.6	0.77	0.80	0.77
11	T1	All MCs	1282	15.2	1282	15.2	* 0.966	79.5	LOS F	34.5	272.9	1.00	1.18	1.28
12	R2	All MCs	205	12.8	205	12.8	0.482	60.8	LOS E	7.3	56.9	0.90	0.81	0.90
Approach			2197	11.4	2197	11.4	0.966	67.9	LOS E	34.5	272.9	0.92	1.02	1.08
All Vehicles			4867	9.5	4867	9.5	0.966	77.6	LOS F	34.5	272.9	0.94	1.06	1.13

Site Level of Service (LOS) Method: Delay (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	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE	Prop. Qued	Eff. Stop	Travel Time	Travel Dist.	Aver. Speed

PHASING SUMMARY



Site: [2A] Canterbury Rd/ Chapel Rd/ Gibson Ave Base AM
(Gibson Ave/ Gow St/ Stiles Ave)

Network: [2] Network Base AM (Gibson Ave/ Gow St/ Stiles 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)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

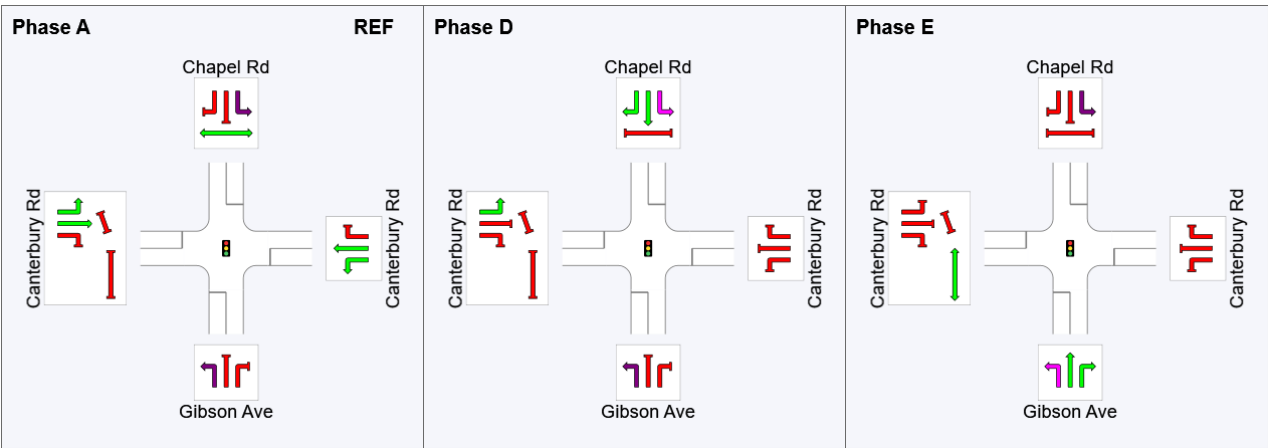
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
Offset: NA
(* Variable Phase)

Phase Timing Summary

Phase	A	D	E	F
Phase Change Time (sec)	0.0	59.9	81.6	98.4
Green Time (sec)	53.9	15.7	10.8	35.6
Phase Time (sec)	59.9	21.7	16.8	41.6
Phase Split	43%	16%	12%	30%
Phase Frequency (%)	100.0	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



MOVEMENT SUMMARY

 **Site: [1D] Gibson Ave/ Gow St/ Stiles Ave Base PM** (Gibson Ave/ Gow St/ Stiles Ave)

Network: [1] Network Base PM (Gibson Ave/ Gow St/ Stiles Ave)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Gibson Ave														
1	L2	All MCs	13	0.0	13	0.0	0.217	5.6	LOS A	0.0	0.0	0.00	0.00	57.3
2	T1	All MCs	428	1.5	428	1.5	0.217	0.1	LOS A	0.0	0.0	0.00	0.00	59.6
3	R2	All MCs	62	3.4	62	3.4	0.084	9.0	LOS A	0.1	1.0	0.56	0.56	46.9
Approach			503	1.7	503	1.7	0.217	1.3	NA	0.1	1.0	0.07	0.07	56.2
East: Gow St														
4	L2	All MCs	143	1.5	143	1.5	0.137	7.7	LOS A	0.3	1.8	0.14	0.14	47.1
5	T1	All MCs	2	0.0	2	0.0	0.137	31.8	LOS C	0.3	1.8	0.14	0.14	44.2
6	R2	All MCs	132	4.0	132	4.0	0.780	50.4	LOS D	1.6	11.8	0.95	2.03	21.8
Approach			277	2.7	277	2.7	0.780	28.2	LOS B	1.6	11.8	0.53	1.10	34.5
North: Gibson Ave														
7	L2	All MCs	59	23.2	59	23.2	0.063	5.8	LOS A	0.0	0.0	0.00	0.00	53.1
8	T1	All MCs	599	3.2	599	3.2	0.294	0.0	LOS A	0.0	0.1	0.00	0.00	59.7
9	R2	All MCs	2	0.0	2	0.0	0.294	5.9	LOS A	0.0	0.1	0.00	0.00	52.1
Approach			660	4.9	660	4.9	0.294	0.6	NA	0.0	0.1	0.00	0.00	59.0
West: Stiles Ave														
10	L2	All MCs	2	0.0	2	0.0	0.019	6.6	LOS A	0.0	0.2	0.69	0.69	35.6
11	T1	All MCs	1	0.0	1	0.0	0.019	19.6	LOS B	0.0	0.2	0.69	0.69	40.9
12	R2	All MCs	2	0.0	2	0.0	0.019	21.2	LOS B	0.0	0.2	0.69	0.69	43.1
Approach			5	0.0	5	0.0	0.019	15.1	LOS B	0.0	0.2	0.69	0.69	40.4
All Vehicles			1445	3.4	1445	3.4	0.780	6.2	NA	1.6	11.8	0.13	0.23	51.1

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY



Site: [2D] Canterbury Rd/ Chapel Rd/ Gibson Ave Base PM
(Gibson Ave/ Gow St/ Stiles Ave)

Network: [1] Network Base PM (Gibson Ave/ Gow St/ Stiles 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)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Qued	Eff. Stop	Number of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	Dist] m		Rate to Depart	km/h
South: Gibson Ave														
1	L2	All MCs	184	3.4	184	3.4	0.746	42.5	LOS D	16.0	114.7	0.96	1.15	0.96
2	T1	All MCs	315	2.7	315	2.7	*0.746	93.0	LOS F	16.0	114.7	0.96	1.11	0.98
3	R2	All MCs	63	1.7	63	1.7	0.746	105.1	LOS F	4.7	33.8	1.00	0.87	1.14
Approach			562	2.8	562	2.8	0.746	77.8	LOS F	16.0	114.7	0.96	1.10	0.99
East: Canterbury Rd														
4	L2	All MCs	143	5.9	143	5.9	0.867	55.4	LOS D	25.6	189.1	1.00	0.96	1.08
5	T1	All MCs	935	6.9	935	6.9	*0.867	63.6	LOS E	25.6	189.1	1.00	0.97	1.10
6	R2	All MCs	224	2.8	224	2.8	*0.866	100.3	LOS F	10.5	75.0	1.00	0.98	1.24
Approach			1302	6.1	1302	6.1	0.867	69.0	LOS E	25.6	189.1	1.00	0.97	1.12
North: Chapel Rd														
7	L2	All MCs	109	1.9	109	1.9	0.127	14.7	LOS B	1.9	13.7	0.48	1.18	0.48
8	T1	All MCs	218	4.8	218	4.8	0.710	101.5	LOS F	8.5	59.4	0.99	0.84	1.03
9	R2	All MCs	373	5.4	373	5.4	*0.867	97.1	LOS F	8.7	63.8	1.00	0.98	1.26
Approach			700	4.7	700	4.7	0.867	85.6	LOS F	8.7	63.8	0.92	0.97	1.07
West: Canterbury Rd														
10	L2	All MCs	487	4.3	487	4.3	0.390	32.8	LOS C	5.5	39.9	0.58	0.73	0.58
11	T1	All MCs	1061	3.7	1061	3.7	0.739	40.2	LOS C	19.0	137.2	0.93	0.83	0.93
12	R2	All MCs	295	5.4	295	5.4	0.784	65.1	LOS E	12.2	89.5	1.00	0.89	1.07
Approach			1843	4.1	1843	4.1	0.784	42.2	LOS C	19.0	137.2	0.85	0.81	0.86
All Vehicles			4407	4.6	4407	4.6	0.867	61.6	LOS E	25.6	189.1	0.92	0.92	0.99

Site Level of Service (LOS) Method: Delay (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	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE	Prop. Qued	Eff. Stop	Travel Time	Travel Dist.	Aver. Speed

PHASING SUMMARY



Site: [2D] Canterbury Rd/ Chapel Rd/ Gibson Ave Base PM
(Gibson Ave/ Gow St/ Stiles Ave)

Network: [1] Network Base PM (Gibson Ave/ Gow St/ Stiles 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)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

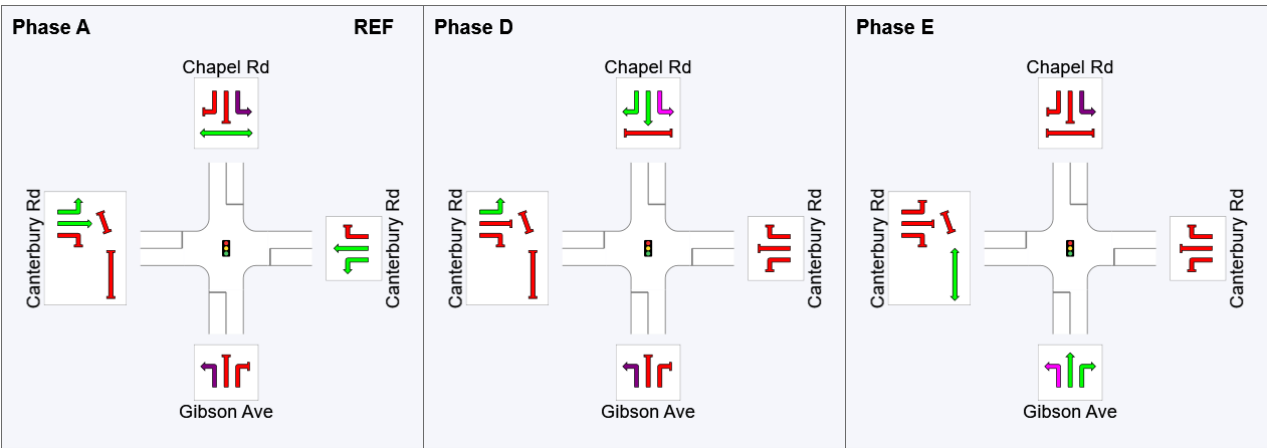
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
Offset: NA
(* Variable Phase)

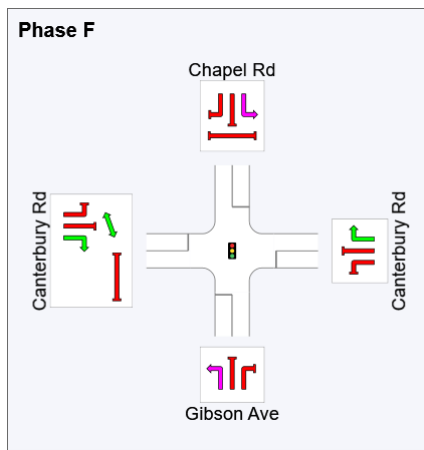
Phase Timing Summary

Phase	A	D	E	F
Phase Change Time (sec)	0.0	58.8	87.4	104.1
Green Time (sec)	52.8	22.6	10.8	29.9
Phase Time (sec)	58.8	28.6	16.8	35.9
Phase Split	42%	20%	12%	26%
Phase Frequency (%)	100.0	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



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Project: C:\Users\cwhite\Urbis Ltd\P0056851 Aurora Property - 48a Gibson Avenue, Padstow - Planning Proposal - General\03_Workspace\04. Technical Studies\01. Transport\01_Analysis\250822 Gibson Ave Padstow.sipx

