7 May 2025

ESR Developments (Australia) Pty Ltd
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Sydney NSW 2000

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RE: Lot 3, Westlink Industrial Estate – SSD Modification

Introduction

A State Significant Development (SSD) application was approved for construction of Lot 1 (warehouse 1) and Lot 3 (warehouse 3) within the Westlink Industrial Estate located at 59-63 Abbotts Road and 290-308 Aldington Road, Kemps Creek (SSD-9138102). The approved development included construction of two industrial warehouses with associated hardstand and parking. Lot 3 was earlier referred to as Lot 4 (warehouse 4).

ESR is now proposing to modify Lot 3 to incorporate a slight increase in the overall floor area, additional at-grade parking and minor amendments to the hardstand and loading areas. Lot 1 and all previous approvals within the broader Westlink Industrial Estate remain unchanged.

This modification letter follows previous reports covering all transport related details and should be read in conjunction with this letter. All relevant documents are detailed in **Table 1**. The most recent Lot 3 approval relates to Modification 2 as determined on 10 July 2024, herein referred to as the approved scheme.

TABLE 1: RELEVANT PAST DOCUMENTATION

Planning Stage	Document	Description	Lot 3 Gross Floor Area
SSD-9138102	*Stage 1 Westlink Road Precinct Transport Management and Accessibility* (Ason Group, dated 19 January 2022) – **Stage 1 Westlink TMAP**.	Original SSD application for construction on Lot 1 and Lot 3 within the broader Westlink Estate (Stage 1).	16,785m^2 (warehouse) 1,000m^2 (office)
SSD-9138102-Mod-3	*Modification – Stage 1 Westlink, Mamre Road Precinct Transport Statement* (Ason Group, dated 1 November 2023) – **Mod 3 Transport Statement**.	Minor changes to approved lot layouts.	17,010m^2 (warehouse) 450m^2 (office)
SSD-9138102-Mod-2 (lodged after Mod-3)	*Lot 4 Westlink Industrial Estate, Mamre Road, Kemps Creek – SSD-9138102 MOD 2 Transport Statement* (Ason Group, dated 19 December 2023) – **MOD 2 Transport Statement**.	Reduction in the approved trunk drainage channel width and subsequent increase in the floor area of the Lot 3 warehouse.	16,540m^2 (warehouse) 480m^2 (office)

Proposed Modification

A comparison between the approved Lot 3 scheme and proposed Lot 3 development yield is summarised in **Table 2**, with the approved site plan shown in **Figure 1** and **Figure 2** and modified scheme in **Figure 3**. Overall, the modification seeks a minor increase of 570m^2 in the overall floor space, with an increase of 1,950m^2 in office space to better accommodate ESR's tenant operational requirements. The modification

also seeks to increase parking supply from 85 spaces to 146 spaces to meet the parking needs of ESR's tenant and to comply with the minimum parking rates of Mamre Road Precinct Development Control Plan 2021 (MRP DCP) on account of the increase in office space. The modification also seeks to reduce the number of loading bays from 19 bays to 13 bays (reduction of six loading bays.

TABLE 2: APPROVED AND PROPOSED MODIFICATION DEVELOPMENT YIELDS

Scheme	Land Use	Gross Floor Area
Approved (Lot 3)	Warehouse	16,540m^2
	Office	480m^2
	Total	***17,020m^2***
Modified (Lot 3)	Warehouse	15,120m^2
	Office	2,470m^2
	Total	***17,590m^2***

Figure 1: Approved Scheme – Westlink Estate

Source: nettletontribe, drawing no. 12587_DA102, issue P28, dated 22 February 2024

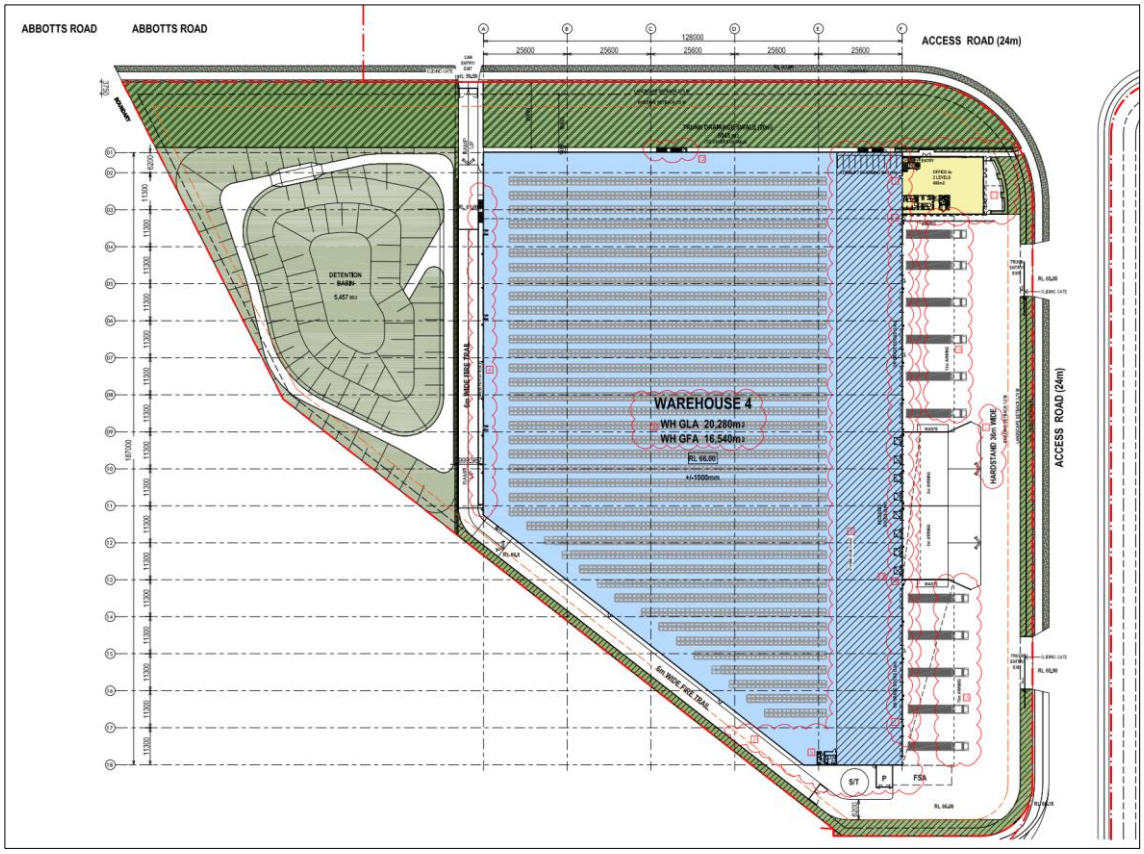


Figure 2: Approved Scheme Site Plan – Lot 3 (Previously Lot 4)

Source: nettletontribe, drawing no. 12587_DA106, issue P26, dated 14 December 2023

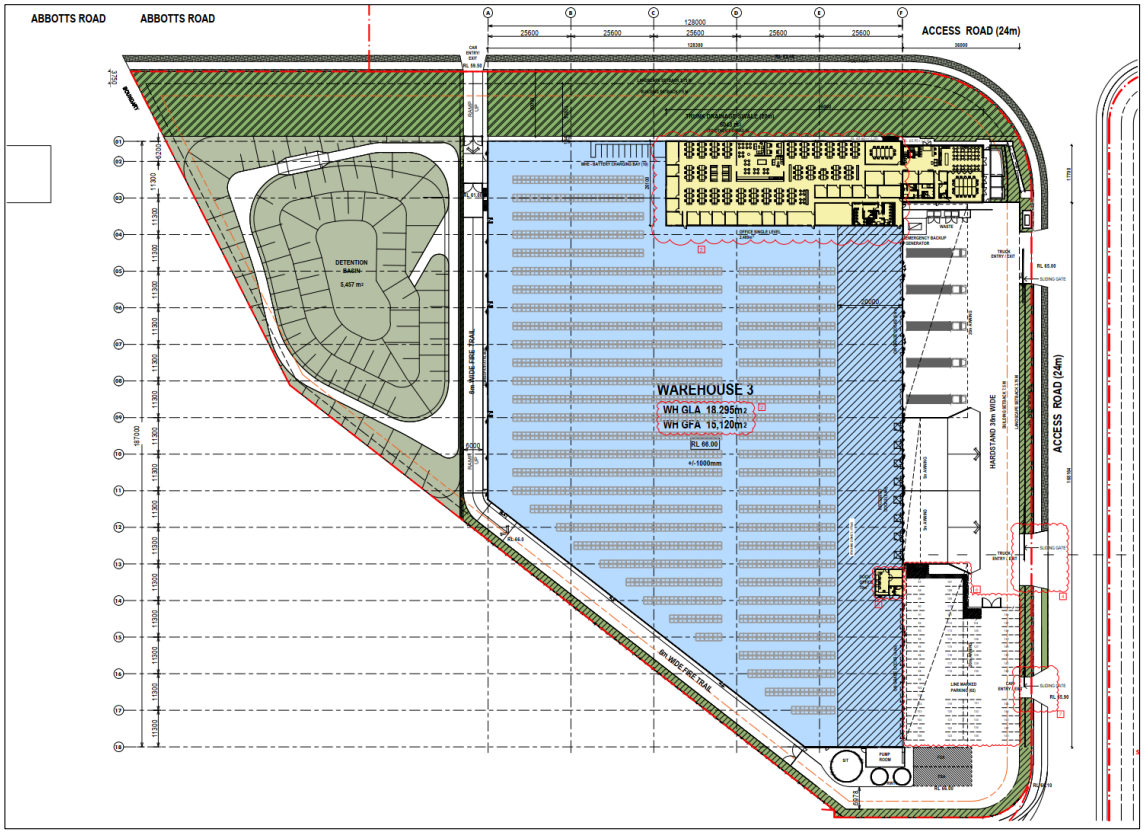


Figure 3: Modified Scheme Site Plan – Lot 3

Source: nettletontribe, drawing no. 12587_DA106, issue P33, dated 14 February 2025

Car Parking Assessment

The car parking requirements associated with the modification have been assessed under the requirements of MRP DCP, as detailed in **Table 3**.

TABLE 3: CAR PARKING ASSESSMENT – MODIFIED SCHEME

Site	Land Use	Gross Floor Area	Parking Rate	Parking Requirement
Lot 3	Warehouse	15,120m^2	1 space per 300m^2	50
	Office	2,470m^2	1 space per 40m^2	62
			Total	**112 spaces**

Application of the MRP DCP parking rates results in the need to provide a minimum 112 on-site parking spaces. The Lot 3 modification proposes 146 spaces and appropriately exceeds the MRP DCP minimum parking requirements. Overall, the proposed parking supply is proportionally similar that previously approved. In this regard, the proposed modification is supported on parking grounds.

Site Layout Review

The site access arrangements, on-site car parking, loading docks and hardstand areas have been designed in compliance with relevant Australian Standards. This includes specific reference to the following:

- Australian Standard 2890.1:2004 – Parking Facilities – Off Street Car Parking.
- Australian Standard 2890.2:2018 – Parking Facilities – Off Street Commercial Vehicle Facilities.
- Australian Standard 2890.6:2022 – Parking Facilities – Off Street Parking for People with Disabilities.

Full compliance with the above Australian Standards would be expected to form a standard condition of consent to any approval.

Vehicle swept paths have been completed and included in **Attachment 1**. These show access to and from the site and demonstrate appropriate design and layout with regard site access arrangements, internal circulation, car parking, loading bays and hardstand area layout. This includes capacity for 20m articulated vehicles and up to 30m A-Double vehicles (30m Performance Based Standards (PBS) Level 2 Type B vehicle) to enter the site, manoeuvre as required and exit in a forward direction.

Traffic Assessment

Site Traffic Generation

It is important to understand the estimated traffic generation associated with the modified scheme and detailed to consider the likely future tenant. In this regard, vehicle trip estimates associated with the daily estimated operations of ESR's tenant have been considered and detailed in **Table 4**. While the morning site peak hour is between 8:00am and 9:00am, the traffic assessment has considered previous modelling completed (as detailed in subsequent sections of this letter). In this regard, the assessed peak hours are 7:00am to 8:00am and 4:00pm to 5:00pm and reflect the broader Mamre Road Precinct peak hours. The data indicates that the modified scheme would generate 40 vehicle trips in the morning network peak hour and 58 vehicle trips in the afternoon peak hour. As the site peak hours coincide with the broader road network peak hours, this assessment represents a robust and appropriate estimation of future traffic impacts.

TABLE 4: TRAFFIC VOLUME ESTIMATES

Hour Starting	Light Vehicles		Heavy Vehicles		Total	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
0:00	0	0	0	0	**0**	**0**
1:00	0	0	0	0	**0**	**0**
2:00	0	0	0	0	**0**	**0**
3:00	0	0	0	0	**0**	**0**
4:00	3	0	0	0	**3**	**0**
5:00	13	1	6	6	**19**	**7**
6:00	21	3	6	6	**27**	**9**
7:00	25	3	6	6	**31**	**9**
8:00	43	3	5	5	**48**	**8**
9:00	15	2	2	2	**17**	**4**
10:00	6	2	3	3	**9**	**5**
11:00	6	2	2	2	**8**	**4**
12:00	6	5	1	1	**7**	**6**
13:00	4	16	1	1	**5**	**17**
14:00	4	22	1	1	**5**	**23**
15:00	6	28	4	4	**10**	**32**
16:00	4	44	5	5	**9**	**49**
17:00	2	15	6	6	**8**	**21**
18:00	2	6	7	7	**9**	**13**
19:00	0	4	0	0	**0**	**4**
20:00	0	4	0	0	**0**	**4**
21:00	0	0	0	0	**0**	**0**
22:00	0	0	0	0	**0**	**0**
23:00	0	0	0	0	**0**	**0**

As detailed in the MOD 2 transport assessment, the approved scheme was estimated to generate 39 vehicle trips in the AM peak hour and 41 vehicle trips in the PM peak hour. On this basis, the modified scheme is estimated to generate about 17 additional vehicle trips during the PM peak hour with no real change in the AM peak. This is minor and equates to an average of one vehicle trip every four minutes.

Assessment Methodology

The traffic impact assessment associated with the proposal is detailed below and considers the following scenarios:

- **Ultimate MRP:** The yields and road network adopted for the MRP Modelling Assessment which informed the MRP DCP, of which development of the site was considered. This investigated future year scenarios of 2031 and 2036.

- **Interim MRP:** The MRP Modelling Assessment (and MRP DCP) did not provide for a staging strategy. As such, the operation of the road network in 2026 (i.e. the "interim scenario" considered as part of the LOG-E assessment, which is detailed further in the Stage 1 Westlink) has also been investigated.

Traffic Impact Assessment – Ultimate Mamre Road Precinct

Development of the site was considered within the MRP Modelling Assessment with respect to the ultimate road layout and intersection configuration. It is understood that the assumptions that underpinned this modelling assessment included the following:

- Most of the land use will take the form of a large format industrial warehousing.
- The land was separated into smaller land parcels for the purposes of identifying any constraints which will impact the developable GFA.
- The sub-precinct in which the site lies was assumed to be able to accommodate a GFA which represented 55 per cent of the total site area.
- Approved trips rates were adopted in consultation with TfNSW (as discussed in the Stage 1 Westlink TMAP), included a level of conservatism to allow for more intensive uses that may be located in the MRP, which are permissible under the land use zoning.

It is also noted that the modelling allowed for 55 per cent of the site area to be developable GFA. With a site area of 43,398m^2, this equates to a GFA of 23,869m^2. Recognising that the current proposal is seeking a GFA of 17,590m^2, the proposal is within the thresholds previously assessed as part of the MRP Modelling Assessment.

The precinct-wide cumulative assessment previously completed for the MRP DCP determined the road layout and intersection capacity requirements for the 2031 and 2036 assessment years. On this basis, further traffic modelling to include the site with consideration to the ultimate road network is not considered necessary.

Traffic Impact Assessment – Interim Mamre Road Precinct

The road network adopted for the LOG-E modelling assessment (the background of the LOG-E assessment detailed further in the Stage 1 TMAP) forms part of relevant SSDA/ DAs either currently under consideration or those already approved by DPHI. Traffic generation associated with each of the development sites was considered in the LOG-E modelling, as shown in **Figure 4**.

Given that this modelling formed the basis for the approval of Westlink Stage 1 (SSD-9138102) as well as the 200 Aldington Road Estate/ Fife Stockland Estate (SSD-10479), and all parameters were agreed with TfNSW, the LOG-E model has been adopted as the base in which to assess the modification against.

As part of the LOG-E modelling methodology, the following vehicle trips rates were endorsed by TfNSW:

- Road network AM peak – 0.23 trips per 100m^2
- Road network PM peak – 0.24 trips per 100m^2
- Daily – 2.91 trips per 100m^2

TfNSW also provided the following assessment parameters on 4 November 2021 specific to the baseline LOG-E modelling:

- All intersections must be Level of Service C or better.
- Individual legs cannot fail.
- Degree of Saturation should not exceed 90 per cent.
- Queue lengths should be accommodated for within lanes.
- Cycle time of 120 seconds.

Furthermore, the directional distributions are consistent with the LOG-E assessment and were detailed in the Stage 1 Westlink TMAP.

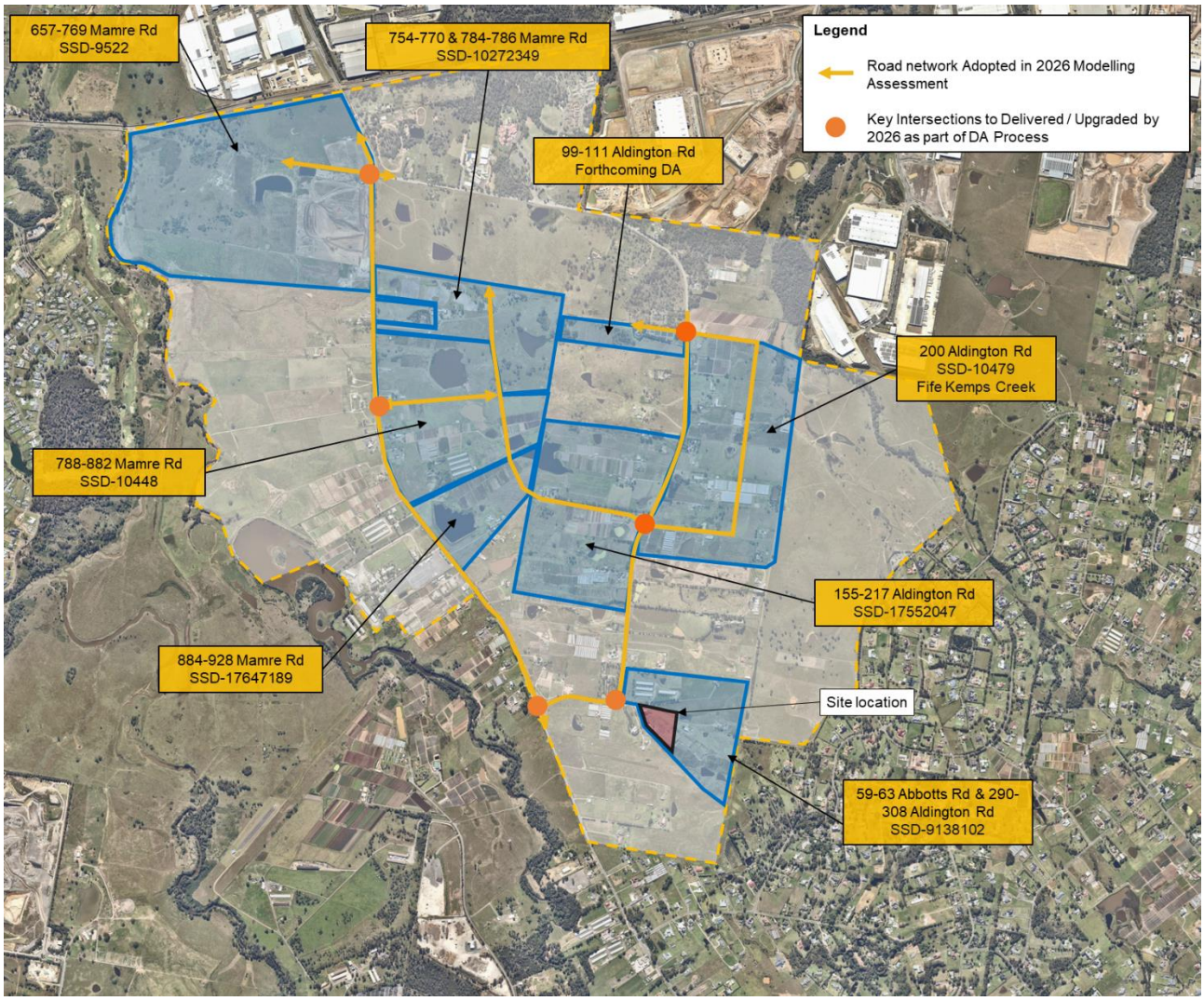


Figure 4: 2026 Interim Modelling Assessment Road Network

Base image source: Nearmap

The LOG-E model was revised in consultation with TfNSW, with baseline traffic volumes updated. The modelling results for the key intersections are included in **Table 5**.

TABLE 5: 2026 LOG-E REVISED MODELLING KEY INTERSECTION OPERATION

Intersection	Control	Period	DOS	Delay	LOS
Mamre Road/ Abbotts Road	Signals	AM	0.47	14.9	B
		PM	0.54	14.4	A
Aldington Road/ Abbotts Road	Signals	AM	0.28	22.2	B
		PM	0.29	28.2	B

The above modelling scenario has similarly been updated to include traffic generated by the modified scheme together with the cumulative traffic generated by other developments in the precinct not considered within the LOG-E model. This includes the following proposed developments:

- Lot 4 Westlink Estate (SSD-77255706) 75,000m^2 warehouse and office GFA.
- Lot 5 Westlink Estate (SSD-77255474) 61,420m^2 warehouse and office GFA.
- Lot 10 Westlink Estate/ 1 Abbotts Road (DA24/0703) 41,465m^2 warehouse and office GFA.
- Icon Estate at 253-267 Aldington Road (SSD-23480429) 45,530m^2 warehouse and office GFA.

This is over and above the revised LOG-E assessment, with all previously approved SIDRA modelling parameters remaining consistent. The results of this modelling are summarised in **Table 6**.

TABLE 6: 2026 LOG-E REVISED MODELLING WITH DEVELOPMENT

Intersection	Control	Period	DOS	Delay	LOS
Mamre Road/ Abbotts Road	Signal	AM	0.58	21.2	B
		PM	0.64	23.2	B
Aldington Road/ Abbotts Road	Signal	AM	0.45	20.3	B
		PM	0.41	28.9	C

Table 6 confirms that the modified scheme (with consideration for the cumulative impact of the surrounding proposed developments) would have an acceptable impact on the operation of the key intersections in 2026. It is noted that the Mamre Road/ Abbotts Road intersection would operate at LOS B and the Aldington Road/ Abbotts Road intersection would operate at LOS C during the weekday PM peak (with the development having a very minor contribution to this) due to minor increases to average delays, though would still operate within the acceptable levels, with spare capacity.

It is important to note that while the average delay and level of service has slightly changed during the weekday PM peak, the change amounts to a mere 0.7 second delay. The change in level of service is also largely due to the inclusion of the other four warehouses to the 2026 model (as detailed above) with the Lot 3 GFA representing only 7.3 per cent of the combined GFA across all warehouses (inclusive of Lot 3). Furthermore, the trip rates endorsed for the LOG-E model are noticeably higher than the trip rates in the recently released Guide to Transport Impact Assessment 2024. Ason Group and TfNSW are currently working to revise and update the endorsed models to reflect the new rates, which would result in an improvement to intersection performance across the broader MRP.

On this basis, with the LOG-E proposed intersection upgrades at the Abbotts Road intersections at Mamre Road and Aldington Road, the proposed modification would have a minor impact on the surrounding road network with the moderate traffic volumes able to be readily incorporated. The SIDRA movement summaries are provided in **Attachment 2**.

Summary

It is ESR is proposed to modify Lot 3 in Westlink Industrial Estate to incorporate a slight increase in the overall floor area, incorporate additional at-grade parking and minor amendments to the hardstand and loading areas. The proposed modified scheme seeks to provide a total of 146 parking spaces appropriately distributed across the site which exceeds the minimum requirements of the MRP DCP.

The modifications are not expected to result in a significant increase in traffic generation from that already approved, with a maximum increase of 17 vehicle trips during the PM peak hour and no discernible change in the AM peak. With the assessed peak hours coinciding with the road network peak, the assessment is both robust and appropriate. SIDRA modelling (using the endorsed LOG-E model base) has been completed and confirms that the modified scheme would not have a discernible impact on the operation of the key intersections in 2026, noting that any change to delay is due to the inclusion of four other warehouses to the 2026 model. Critically, the Mamre Road/ Abbotts Road intersection would operate at LOS B and the Aldington Road/ Abbotts Road intersection would operate at LOS C during the weekday PM peak. Both are acceptable with spare capacity to accommodate any such future growth. It is also noted that Ason Group and TfNSW are currently working to revise the update the endorsed SIDRA models to reflect the new TfNSW trip rates. These rates are lower than the endorsed trip rates, and would therefore result in an improvement to intersection performance across the broader MRP.

The site access arrangements, internal layout and hardstand areas would not result in a material change when compared with the approved development, noting that the design complies with all relevant Australian Standards (AS2890 series).

Overall, the proposed modifications are minor and supported on parking and traffic grounds.

I trust this provides the information you require and please don’t hesitate to contact the undersigned as necessary.

Yours sincerely

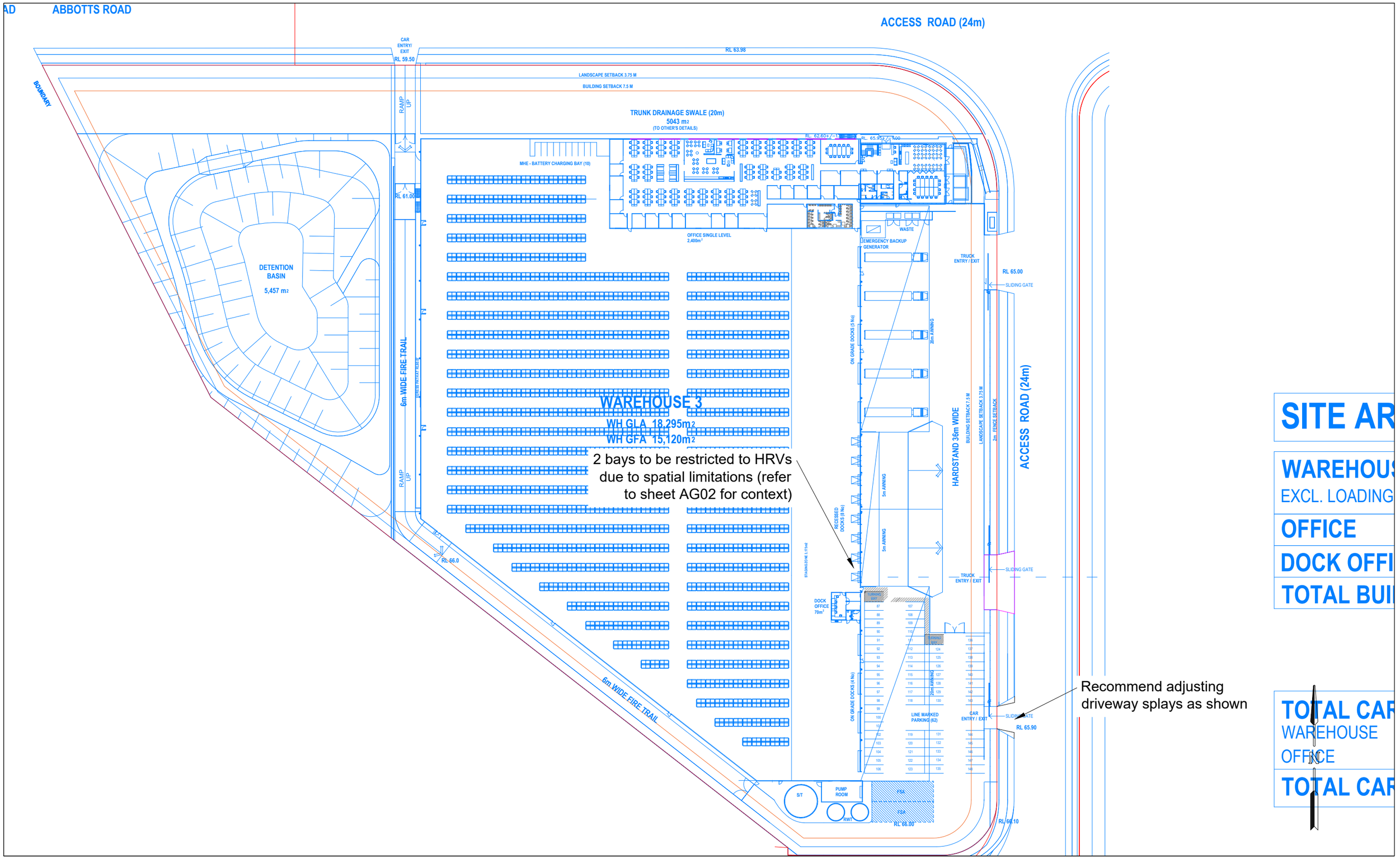
Rhys Hazell

Principal Lead

E rhys.hazell@asongroup.com.au

M +61 431 426 532

Attachment 1 – Vehicle Swept Paths



GENERAL NOTES

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DESIGNED: Alan Tan	PAPER SIZE: A3
APPROVED BY: R. Hazell	DATE: 18.02.2025
SCALE: 1:1000	0 10 20

CLIENT
ESR Australia

PROJECT
2959
Lot 3, Westlink Industrial Estate

DOCUMENT INFORMATION
Design Comments
Ground Floor

FILE NAME	SHEET
AG2959-01-v05.dwg	AG001

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

CAR ENTRY/ EXIT
RL 59.50

ACCESS ROAD (24m)

LANDSCAPE SETBACK 3.75 M

BUILDING SETBACK 7.5 M

RETAINING WALLS TO TRUNK DRAINAGE LEVELS PER J. WYNDHAM PRINCE DESIGN

TRUNK DRAINAGE SWALE (20m)
(TO OTHER'S DETAILS)

RETAINING WALLS TO TRUNK DRAINAGE LEVELS PER J. WYNDHAM PRINCE DESIGN

RAMP UP

RL. 62.60+/-1.00

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41

MECH RM

OFFICE 4
LOBBY
50m²

CAR PARKING (84)
RL. 62.60+/-1.00

RAMP UP

BIKE RACK (18)

42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84

ELEC./ SWITCH RM

UP

RL 61.00

825

Wheelstops to be provided 1100mm from a kerb or wall/ structure higher than 150mm measured from the point of tyre contact

N

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APPROVED BY: R. Hazell	DATE: 18.02.2025
SCALE: 1:400	0 4 8

CLIENT: ESR Australia

PROJECT: 2959
Lot 3, Westlink Industrial Estate

DOCUMENT INFORMATION
Design Comments
Lower Ground Floor

FILE NAME	SHEET
AG2959-01-v05.dwg	AG002

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

ABBOTTS ROAD

ACCESS ROAD (24m)

BOUNDARY

CAR ENTRY/ EXIT

RL 59.50

RL 63.98

LANDSCAPE SETBACK 3.75 M

BUILDING SETBACK 7.5 M

RAMP UP

RL 61.00

TRUNK DRAINAGE SWALE (20m)
5043 m2
(TO OTHER'S DETAILS)

DETENTION BASIN
5,457 m2

6m WIDE FIRE TRAIL

MHE - BATTERY CHARGING BAY (10)

RL 62.60+/-1

RL 65.95+/-100

OFFICE SINGLE LEVEL
2,400m2

WASTE

EMERGENCY BACKUP GENERATOR

WAREHOUSE 3
WH GLA 18,295m2
WH GFA 15,120m2

RL 66.00
+/-1000mm

ON GRADE DOCKS (5 No)

20m AWNING

TRUCK ENTRY / EXIT

RL 65.00

SLIDING GATE

HARDSTAND 36m WIDE

BUILDING SETBACK 7.5 M

LANDSCAPE SETBACK 3.75 M

2m FENCE SETBACK

ACCESS ROAD (24m)

RECESSED DOCKS (8 No)

5m AWNING

STAGING ZONE 1,170m2

DOCK OFFICE 70m2

TRUCK ENTRY / EXIT

SLIDING GATE

ON GRADE DOCKS (4 No)

20m AWNING

LINE MARKED PARKING (62)

CAR ENTRY / EXIT

SLIDING GATE

RL 65.90

RL 66.0

6m WIDE FIRE TRAIL

S/T

PUMP ROOM

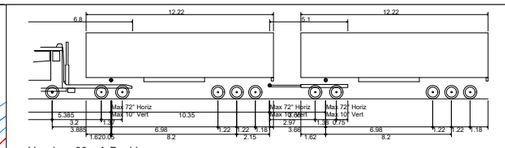
RWT

FFA

FFA

RL 66.00

RL 66.10



Vawdrew 30m A-Double	
Overall Length	29.995m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.332m
Track Width	2.500m
Lock-to-lock time	7.00s
Curb to Curb Turning Radius	15.000m

VEHICLE ENVELOPE
300mm CLEARANCE

SITE AR

WAREHOUS
EXCL. LOADING
OFFICE
DOCK OFFI
TOTAL BUI

TOTAL CAR
WAREHOUSE
OFFICE
TOTAL CAR

N

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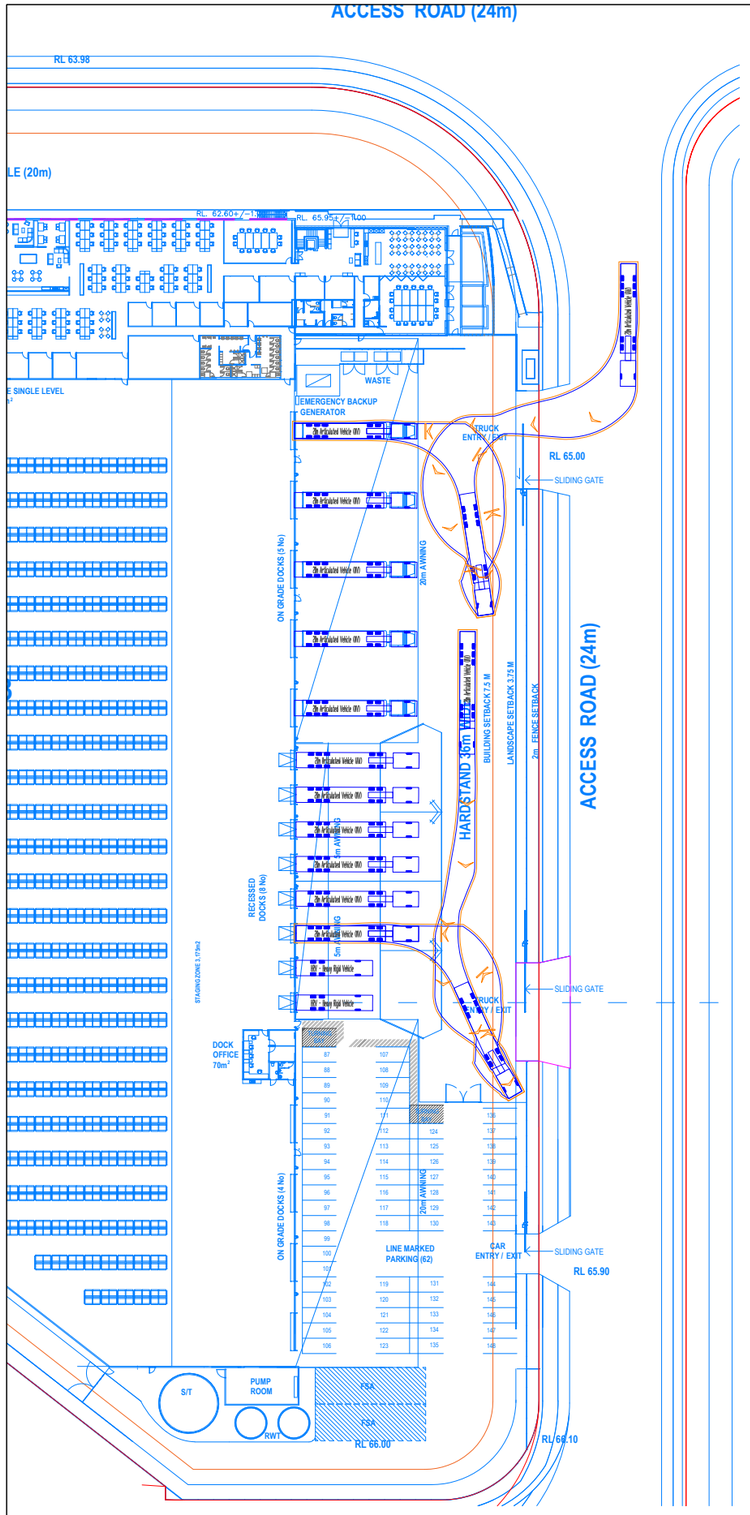
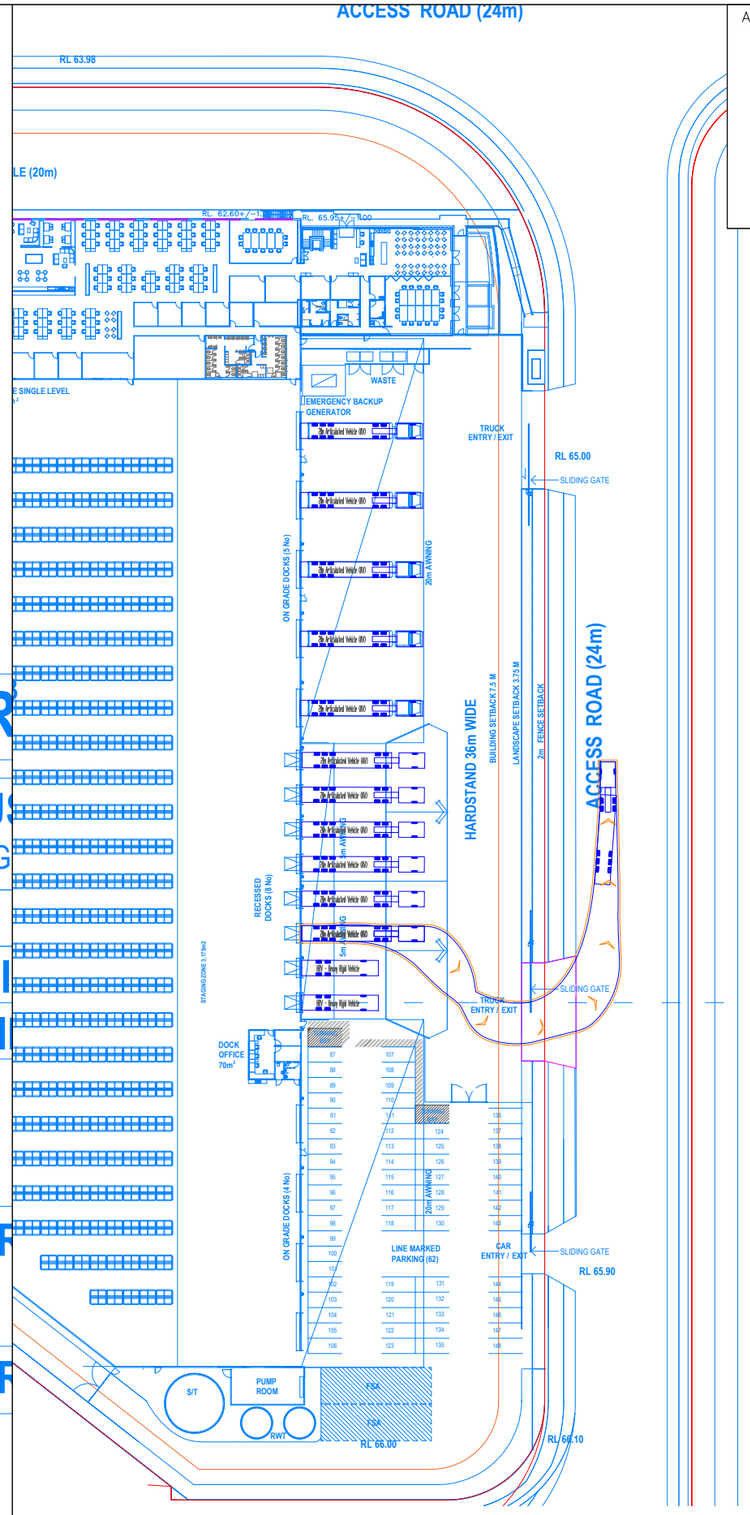
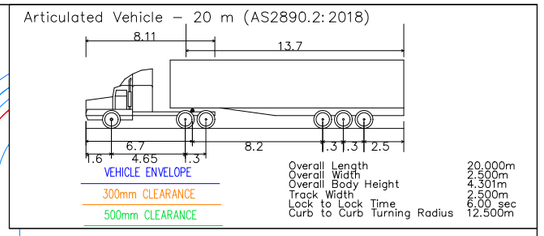
DESIGNED: Alan Tan	PAPER SIZE: A3	CLIENT: ESR Australia	DOCUMENT INFORMATION: Vehicle swept path; 30m PBS Vehicle
APPROVED BY: R. Hazell	DATE: 18.02.2025	PROJECT: 2959; Lot 3, Westlink Industrial Estate	FILE NAME: AG2959-01-v05.dwg; SHEET: AG01
SCALE: 1:1000	0 10 20		

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au







SITE AR
WAREHOUS
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SCALE: 1:1000	0 10 20

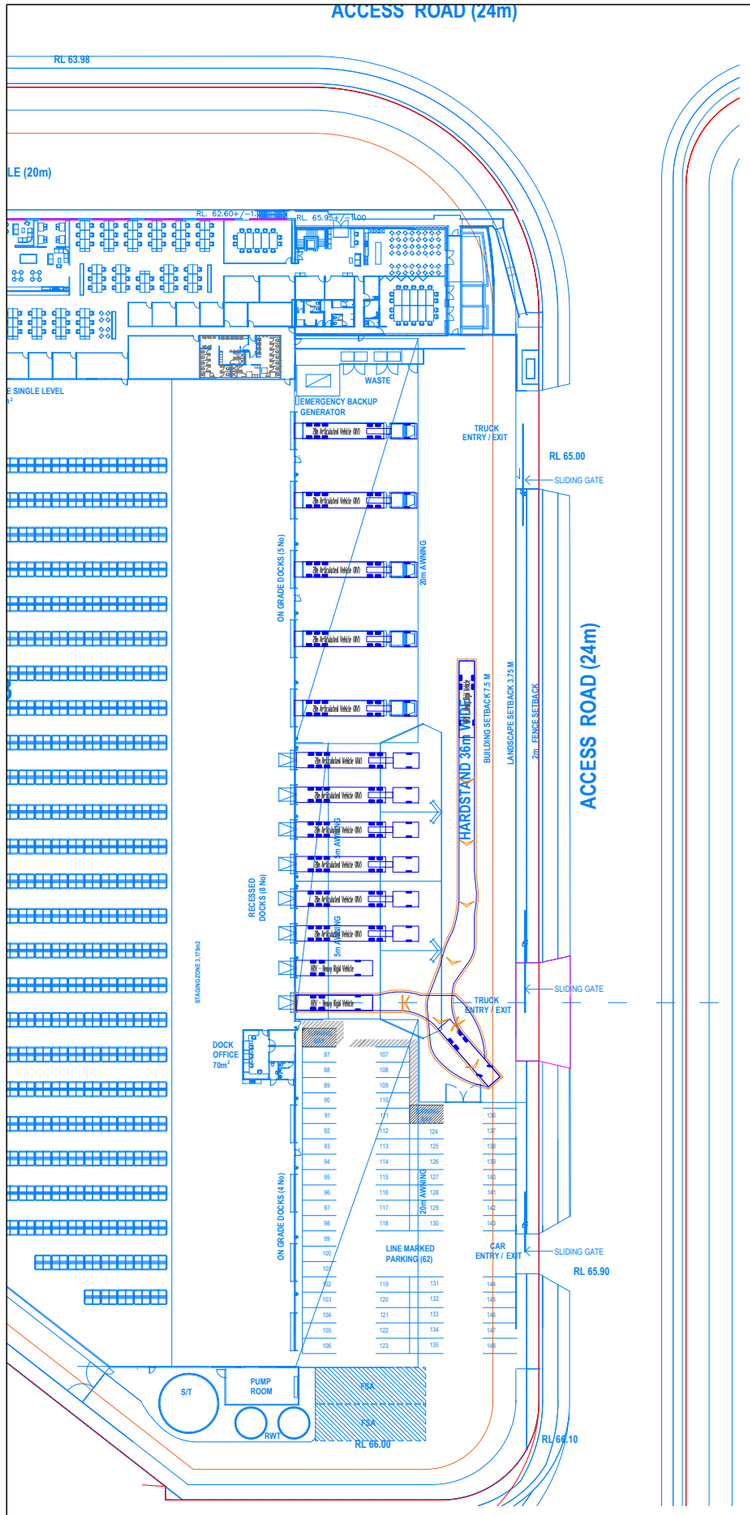
CLIENT: ESR Australia

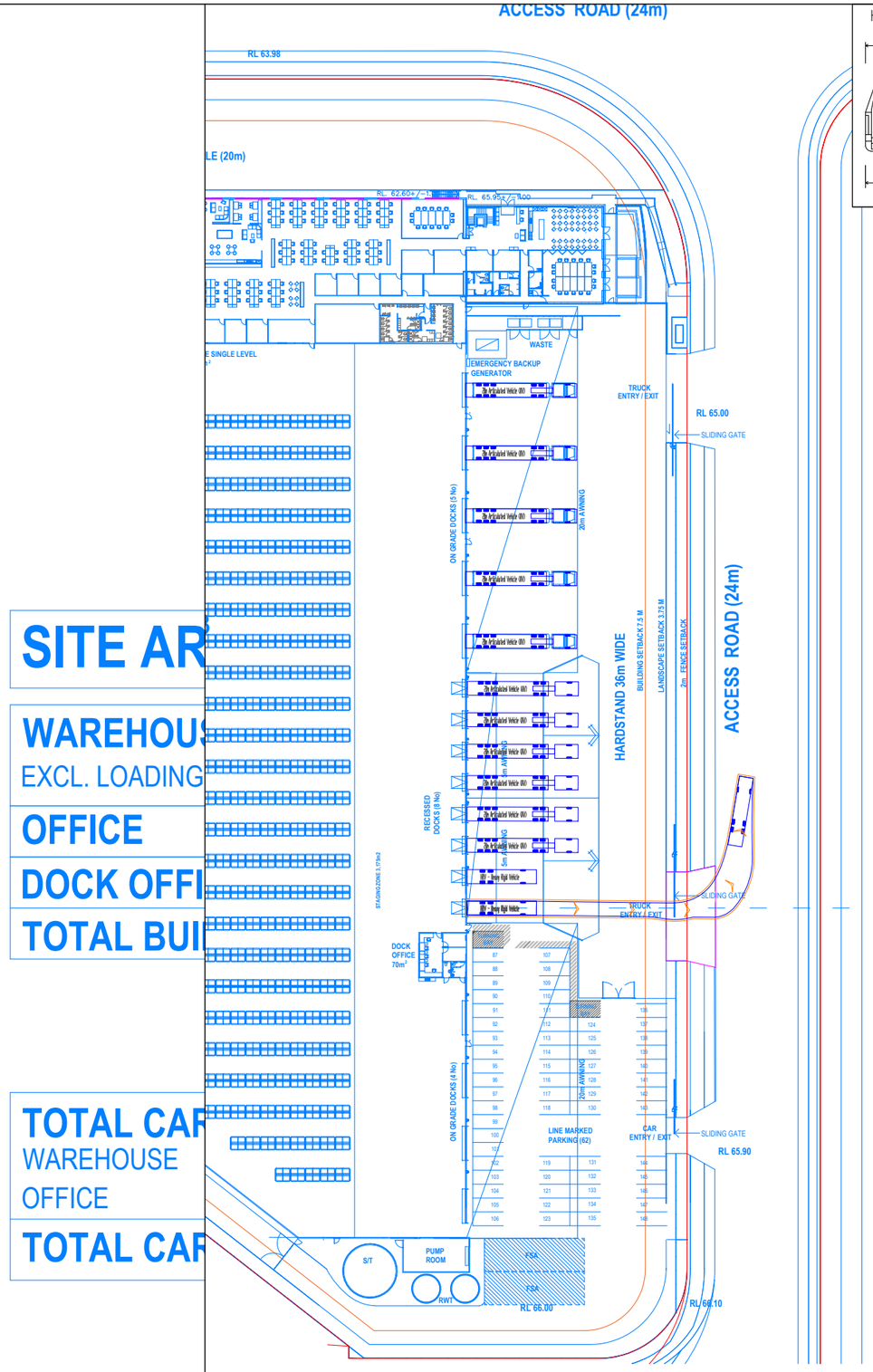
PROJECT: 2959
Lot 3, Westlink Industrial Estate

DOCUMENT INFORMATION
Vehicle Swept Path
20m Articulated Vehicle

FILE NAME: AG2959-01-v05.dwg
SHEET: AG02

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au





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WAREHOUS
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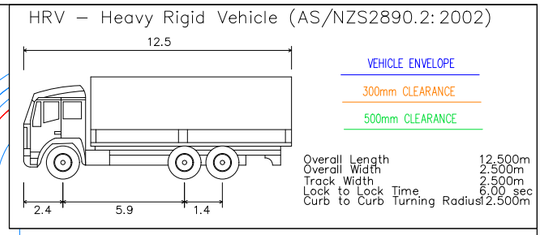

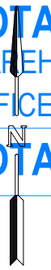

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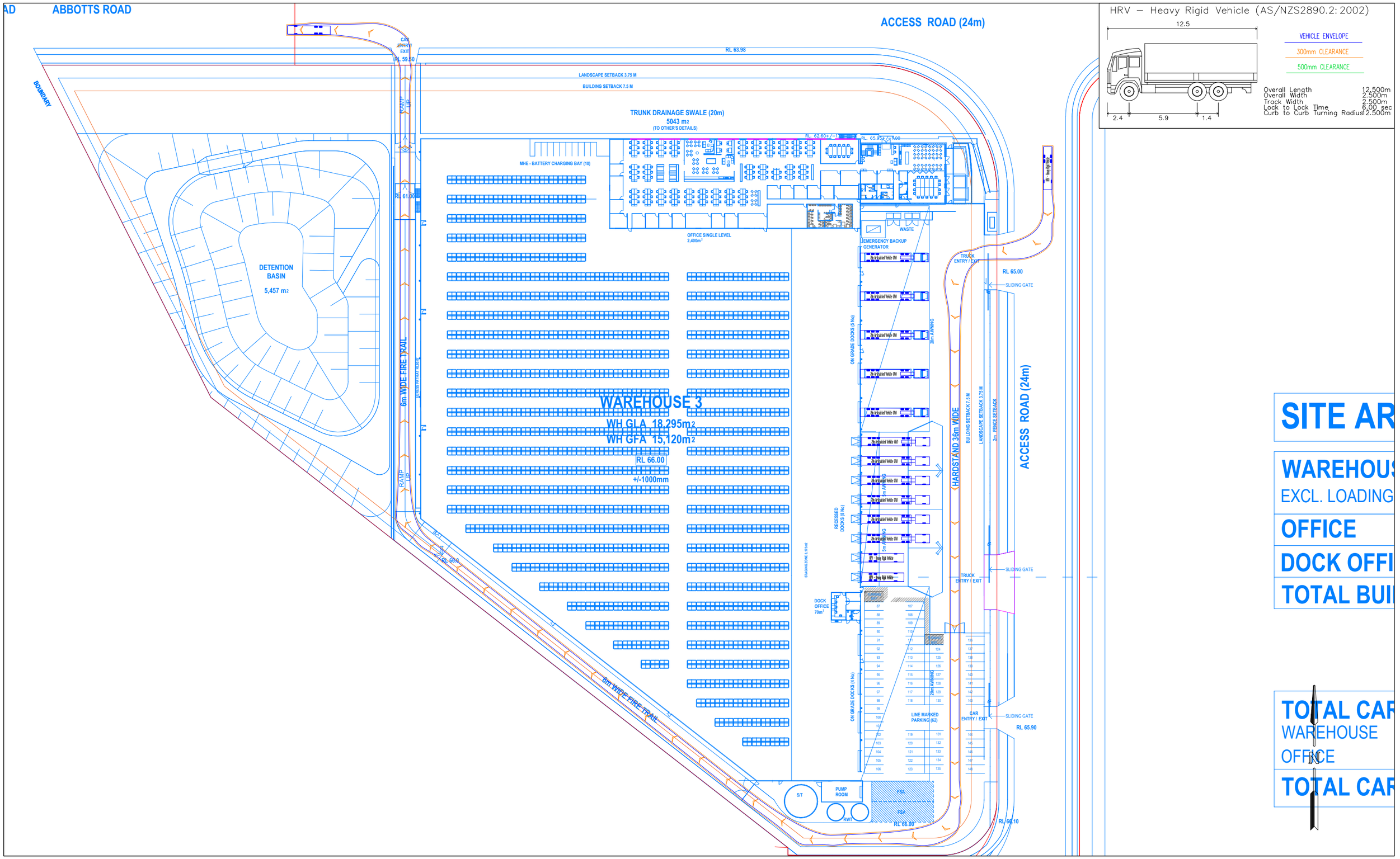
CLIENT: ESR Australia

PROJECT: 2959
Lot 3, Westlink Industrial Estate

DOCUMENT INFORMATION
Vehicle Swept Path
12.5m Heavy Rigid Vehicle

FILE NAME: AG2959-01-v05.dwg
SHEET: AG03

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



HRV – Heavy Rigid Vehicle (AS/NZS2890.2: 2002)

VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

SITE AR

WAREHOUS
EXCL. LOADING

OFFICE

DOCK OFFI

TOTAL BUI

TOTAL CAR
WAREHOUSE
OFFICE

TOTAL CAR

N

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.

DESIGNED	Alan Tan
PAPER SIZE	A3
APPROVED BY	R. Hazell
DATE	18.02.2025
SCALE	1:1000
	0 10 20

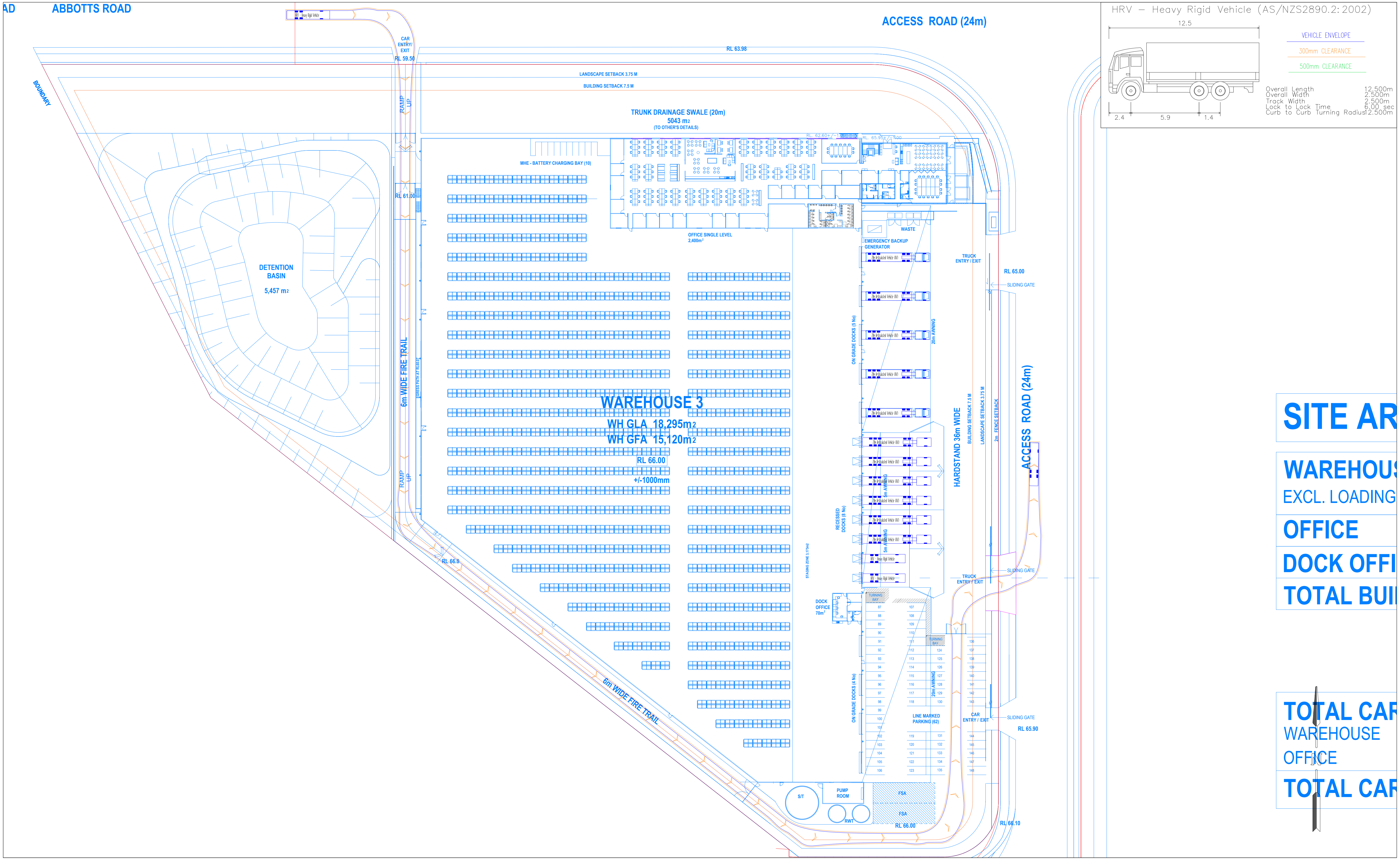
CLIENT
ESR Australia

PROJECT
2959
Lot 3, Westlink Industrial Estate

DOCUMENT INFORMATION
Vehicle swept path
12.5 Heavy Rigid Vehicle / Fire Appliance

FILE NAME	SHEET
AG2959-01-v05.dwg	AG04

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



GENERAL NOTES

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DESIGNED Alan Tan	PAPER SIZE A3
APPROVED BY R. Hazell	DATE 18.02.2025
SCALE 1:1000	0 10 20

CLIENT

ESR Australia

PROJECT

2959

Lot 3, Westlink Industrial Estate

DOCUMENT INFORMATION

Vehicle swept path

12.5 Heavy Rigid Vehicle / Fire Appliance

FILE NAME	SHEET
AG2959-01-v05.dwg	AG05

asongroup

Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

ABBOTTS ROAD

ACCESS ROAD (24m)

BOUNDARY

CAR ENTRY/ EXIT

RL 59.50

RL 63.98

LANDSCAPE SETBACK 3.75 M

BUILDING SETBACK 7.5 M

TRUNK DRAINAGE SWALE (20m)
5043 m2
(TO OTHER'S DETAILS)

RAMP UP

RL 61.00

DETENTION BASIN
5,457 m2

6m WIDE FIRE TRAIL

CROSS INTENT AISLE

MHE - BATTERY CHARGING BAY (10)

RL 62.60+/-100

RL 65.95+/-100

OFFICE SINGLE LEVEL
2,400m2

WAREHOUSE 3
WH GLA 18,295m2
WH GFA 15,120m2

RL 66.00
+/-1000mm

RL 66.9

WASTE

EMERGENCY BACKUP GENERATOR

TRUCK ENTRY / EXIT

RL 65.00

SLIDING GATE

ON GRADE DOCKS (5 No)

20m AWNING

HARDSTAND 36m WIDE

BUILDING SETBACK 7.5 M

LANDSCAPE SETBACK 3.75 M

2m FENCE SETBACK

ACCESS ROAD (24m)

RECESSED DOCKS (8 No)

5m AWNING

STAGING ZONE 1 (175m2

TRUCK ENTRY / EXIT

SLIDING GATE

DOCK OFFICE 70m2

ON GRADE DOCKS (4 No)

20m AWNING

LINE MARKED PARKING (62)

CAR ENTRY / EXIT

SLIDING GATE

RL 65.90

S/T

PUMP ROOM

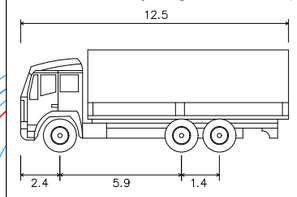
RWT

RL 66.00

RL 66.10

6m WIDE FIRE TRAIL

HRV – Heavy Rigid Vehicle (AS/NZS2890.2: 2002)



VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

SITE AR

WAREHOUS
EXCL. LOADING

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OFFICE

TOTAL CAR

N

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.

DESIGNED	Alan Tan
PAPER SIZE	A3
APPROVED BY	R. Hazell
DATE	18.02.2025
SCALE	1:1000
	0 10 20

CLIENT
ESR Australia

PROJECT
2959
Lot 3, Westlink Industrial Estate

DOCUMENT INFORMATION
Vehicle swept path
12.5 Heavy Rigid Vehicle / Fire Appliance

FILE NAME	SHEET
AG2959-01-v05.dwg	AG06

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

Attachment 2 – SIDRA Outputs

MOVEMENT SUMMARY

Site: 3 [[ID: 1] Abbotts Road / Mamre Road - AM (Site Folder: LOG E Baseline (Updated))]

Abbotts Road / Mamre Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road (500m)														
2	T1	1263	146	1329	11.6	0.472	3.0	LOS A	1.4	11.8	0.04	0.04	0.04	79.4
3	R2	293	56	308	19.1	* 0.432	35.1	LOS C	6.0	52.2	0.89	0.79	0.89	40.0
Approach		1556	202	1638	13.0	0.472	9.1	LOS A	6.0	52.2	0.20	0.18	0.20	69.8
East: Abbotts Road (400m)														
4	L2	72	30	76	41.7	0.077	28.1	LOS B	1.3	15.3	0.62	0.68	0.62	36.6
6	R2	74	32	78	43.2	* 0.436	69.7	LOS E	2.4	29.0	0.99	0.75	0.99	29.5
Approach		146	62	154	42.5	0.436	49.2	LOS D	2.4	29.0	0.81	0.72	0.81	32.1
North: Mamre Road (800m)														
7	L2	73	16	77	21.9	0.109	26.2	LOS B	2.5	22.0	0.58	0.72	0.58	49.5
8	T1	996	128	1048	12.9	* 0.442	18.3	LOS B	10.4	85.9	0.54	0.48	0.54	61.5
Approach		1069	144	1125	13.5	0.442	18.8	LOS B	10.4	85.9	0.55	0.49	0.55	60.6
All Vehicles		2771	408	2917	14.7	0.472	14.9	LOS B	10.4	85.9	0.37	0.33	0.37	62.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mamre Road (500m)												
P1	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	249.8	234.8	0.94
East: Abbotts Road (400m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	235.2	217.2	0.92
P2B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	228.7	209.4	0.92
North: Mamre Road (800m)												
P3	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	246.4	230.7	0.94
P3B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	225.2	205.2	0.91
All Pedestrians		50	53	54.2	LOS E	0.0	0.0	0.95	0.95	237.1	219.5	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 4 [[ID: 2] Aldington Road / Abbotts Road - AM (Site Folder: LOG E Baseline (Updated))]

Aldington Road / Abbotts Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: New Road (130m)														
5	T1	52	19	55	36.5	0.060	5.0	LOS A	0.9	10.6	0.30	0.24	0.30	50.2
6	R2	5	5	5	100.0	* 0.116	70.5	LOS E	0.3	4.2	0.98	0.66	0.98	21.3
Approach		57	24	60	42.1	0.116	10.7	LOS A	0.9	10.6	0.36	0.28	0.36	43.5
North: Aldington Road (500m)														
7	L2	1	0	1	0.0	0.282	52.6	LOS D	2.9	33.8	0.90	0.76	0.90	26.5
9	R2	105	43	111	41.0	* 0.282	53.6	LOS D	2.9	33.8	0.90	0.76	0.90	30.5
Approach		106	43	112	40.6	0.282	53.6	LOS D	2.9	34.0	0.90	0.76	0.90	30.4
West: Abbotts Road (400m)														
10	L2	250	46	263	18.4	* 0.284	16.7	LOS B	6.9	60.8	0.49	0.72	0.49	45.3
11	T1	115	26	121	22.6	0.126	10.8	LOS A	2.8	25.1	0.43	0.47	0.43	43.5
Approach		365	72	384	19.7	0.284	14.8	LOS B	6.9	60.8	0.47	0.64	0.47	45.0
All Vehicles		528	139	556	26.3	0.284	22.2	LOS B	6.9	60.8	0.55	0.62	0.55	40.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: New Road (130m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93
All Pedestrians		0	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93

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

MOVEMENT SUMMARY

Site: 3 [[ID: 1] Abbotts Road / Mamre Road - PM (Site Folder: LOG E Baseline (Updated))]

Abbotts Road / Mamre Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road (500m)														
2	T1	1017	115	1071	11.3	0.378	1.9	LOS A	1.0	8.0	0.03	0.03	0.03	79.5
3	R2	126	42	133	33.3	* 0.529	66.9	LOS E	3.9	40.6	0.99	0.78	0.99	28.9
Approach		1143	157	1203	13.7	0.529	9.1	LOS A	3.9	40.6	0.14	0.11	0.14	69.7
East: Abbotts Road (400m)														
4	L2	386	55	406	14.2	0.541	49.9	LOS D	10.6	88.8	0.93	0.82	0.93	31.8
6	R2	125	21	132	16.8	* 0.518	67.5	LOS E	3.9	33.2	1.00	0.77	1.00	32.3
Approach		511	76	538	14.9	0.541	54.2	LOS D	10.6	88.8	0.95	0.80	0.95	31.9
North: Mamre Road (800m)														
7	L2	32	10	34	31.3	0.038	15.1	LOS B	0.7	6.6	0.36	0.66	0.36	56.3
8	T1	1635	192	1721	11.7	* 0.506	5.7	LOS A	6.7	54.2	0.22	0.20	0.22	74.9
Approach		1667	202	1755	12.1	0.506	5.8	LOS A	6.7	54.2	0.22	0.21	0.22	74.5
All Vehicles		3321	435	3496	13.1	0.541	14.4	LOS A	10.6	88.8	0.30	0.27	0.30	62.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mamre Road (500m)												
P1	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	249.8	234.8	0.94
East: Abbotts Road (400m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	235.2	217.2	0.92
P2B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	228.7	209.4	0.92
North: Mamre Road (800m)												
P3	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	246.4	230.7	0.94
P3B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	225.2	205.2	0.91
All Pedestrians		50	53	54.2	LOS E	0.0	0.0	0.95	0.95	237.1	219.5	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 4 [[ID: 2] Aldington Road / Abbotts Road - PM (Site Folder: LOG E Baseline (Updated))]

Aldington Road / Abbotts Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: New Road (130m)														
5	T1	126	20	133	15.9	0.099	23.4	LOS B	2.5	20.6	0.65	0.51	0.65	34.2
6	R2	1	0	1	0.0	*0.099	30.5	LOS C	2.3	18.7	0.68	0.54	0.68	35.9
Approach		127	20	134	15.7	0.099	23.4	LOS B	2.5	20.6	0.65	0.51	0.65	34.2
North: Aldington Road (500m)														
7	L2	1	0	1	0.0	0.284	25.9	LOS B	7.2	60.9	0.65	0.76	0.65	36.4
9	R2	386	58	406	15.0	*0.284	26.4	LOS B	7.3	61.7	0.65	0.76	0.65	40.3
Approach		387	58	407	15.0	0.284	26.4	LOS B	7.3	61.7	0.65	0.76	0.65	40.3
West: Abbotts Road (400m)														
10	L2	116	39	122	33.6	*0.289	38.0	LOS C	5.3	54.0	0.78	0.77	0.78	35.4
11	T1	50	15	53	30.0	0.116	31.0	LOS C	2.1	21.8	0.73	0.62	0.73	30.1
Approach		166	54	175	32.5	0.289	35.9	LOS C	5.3	54.0	0.76	0.72	0.76	34.3
All Vehicles		680	132	716	19.4	0.289	28.2	LOS B	7.3	61.7	0.68	0.70	0.68	37.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: New Road (130m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93
All Pedestrians		0	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93

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

MOVEMENT SUMMARY

Site: 3 [[ID: 1] Abbotts Road / Mamre Road - AM (Site Folder: LOG E Baseline (Updated) w Development)]

Abbotts Road / Mamre Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road (500m)														
2	T1	1263	146	1329	11.6	0.497	4.3	LOS A	1.5	12.3	0.04	0.04	0.04	79.3
3	R2	419	89	441	21.2	* 0.579	33.0	LOS C	8.1	70.4	0.92	0.82	0.92	41.0
Approach		1682	235	1771	14.0	0.579	11.4	LOS A	8.1	70.4	0.26	0.23	0.26	67.4
East: Abbotts Road (400m)														
4	L2	105	40	111	38.1	0.092	23.9	LOS B	1.7	18.7	0.57	0.68	0.57	38.9
6	R2	172	61	181	35.5	* 0.581	66.1	LOS E	5.3	54.6	0.99	0.80	1.01	31.3
Approach		277	101	292	36.5	0.581	50.1	LOS D	5.3	54.6	0.83	0.76	0.84	33.3
North: Mamre Road (800m)														
7	L2	340	86	358	25.3	* 0.569	36.5	LOS C	16.0	138.6	0.82	0.83	0.82	44.4
8	T1	996	128	1048	12.9	0.504	24.6	LOS B	12.6	104.6	0.66	0.57	0.66	56.9
Approach		1336	214	1406	16.0	0.569	27.6	LOS B	16.0	138.6	0.70	0.64	0.70	53.3
All Vehicles		3295	550	3468	16.7	0.581	21.2	LOS B	16.0	138.6	0.49	0.44	0.49	56.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mamre Road (500m)												
P1	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	249.8	234.8	0.94
East: Abbotts Road (400m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	235.2	217.2	0.92
P2B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	228.7	209.4	0.92
North: Mamre Road (800m)												
P3	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	246.4	230.7	0.94
P3B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	225.2	205.2	0.91
All Pedestrians		50	53	54.2	LOS E	0.0	0.0	0.95	0.95	237.1	219.5	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 4 [[ID: 2] Aldington Road / Abbotts Road - AM (Site Folder: LOG E Baseline (Updated) w Development)]

Aldington Road / Abbotts Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: New Road (130m)														
5	T1	132	44	139	33.3	0.125	7.7	LOS A	2.1	21.4	0.34	0.28	0.34	46.9
6	R2	5	5	5	100.0	* 0.125	62.3	LOS E	0.8	8.5	0.95	0.68	0.95	23.3
Approach		137	49	144	35.8	0.125	9.7	LOS A	2.1	21.4	0.36	0.29	0.36	44.7
North: Aldington Road (500m)														
7	L2	1	0	1	0.0	0.425	55.8	LOS D	4.5	47.7	0.94	0.78	0.94	25.7
9	R2	155	56	163	36.1	* 0.425	56.7	LOS E	4.5	47.9	0.94	0.78	0.94	29.8
Approach		156	56	164	35.9	0.425	56.7	LOS E	4.5	47.9	0.94	0.78	0.94	29.8
West: Abbotts Road (400m)														
10	L2	400	86	421	21.5	* 0.446	17.3	LOS B	12.2	106.4	0.54	0.75	0.54	44.9
11	T1	359	89	378	24.8	0.378	12.0	LOS A	10.3	89.2	0.51	0.55	0.51	42.5
Approach		759	175	799	23.1	0.446	14.8	LOS B	12.2	106.4	0.53	0.65	0.53	44.1
All Vehicles		1052	280	1107	26.6	0.446	20.3	LOS B	12.2	106.4	0.57	0.62	0.57	40.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: New Road (130m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93
All Pedestrians		0	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93

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

MOVEMENT SUMMARY

Site: 3 [[ID: 1] Abbotts Road / Mamre Road - PM (Site Folder: LOG E Baseline (Updated) w Development)]

Abbotts Road / Mamre Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Mamre Road (500m)														
2	T1	1017	115	1071	11.3	0.447	5.2	LOS A	4.2	33.7	0.14	0.13	0.14	76.7
3	R2	170	55	179	32.4	0.593	65.6	LOS E	5.3	52.4	0.99	0.80	1.03	29.2
Approach		1187	170	1249	14.3	0.593	13.8	LOS A	5.3	52.4	0.27	0.23	0.27	65.6
East: Abbotts Road (400m)														
4	L2	606	110	638	18.2	* 0.638	37.4	LOS C	14.6	123.3	0.84	0.81	0.84	35.7
6	R2	336	74	354	22.0	0.568	55.4	LOS D	9.5	80.8	0.95	0.81	0.95	37.1
Approach		942	184	992	19.5	0.638	43.8	LOS D	14.6	123.3	0.88	0.81	0.88	36.3
North: Mamre Road (800m)														
7	L2	125	37	132	29.6	0.174	23.6	LOS B	4.0	36.0	0.55	0.73	0.55	50.9
8	T1	1635	192	1721	11.7	* 0.643	18.1	LOS B	18.3	147.3	0.59	0.53	0.59	63.3
Approach		1760	229	1853	13.0	0.643	18.5	LOS B	18.3	147.3	0.58	0.54	0.58	62.3
All Vehicles		3889	583	4094	15.0	0.643	23.2	LOS B	18.3	147.3	0.56	0.51	0.56	55.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Mamre Road (500m)												
P1	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	249.8	234.8	0.94
East: Abbotts Road (400m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	235.2	217.2	0.92
P2B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	228.7	209.4	0.92
North: Mamre Road (800m)												
P3	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	246.4	230.7	0.94
P3B	Slip/ Bypass	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	225.2	205.2	0.91
All Pedestrians		50	53	54.2	LOS E	0.0	0.0	0.95	0.95	237.1	219.5	0.93

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 4 [[ID: 2] Aldington Road / Abbotts Road - PM (Site Folder: LOG E Baseline (Updated) w Development)]

Aldington Road / Abbotts Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: New Road (130m)														
5	T1	401	86	422	21.4	0.307	24.3	LOS B	8.3	69.7	0.70	0.60	0.70	33.6
6	R2	1	0	1	0.0	* 0.307	29.6	LOS C	7.9	66.3	0.71	0.60	0.71	36.3
Approach		402	86	423	21.4	0.307	24.4	LOS B	8.3	69.7	0.70	0.60	0.70	33.6
North: Aldington Road (500m)														
7	L2	1	0	1	0.0	0.405	27.5	LOS B	10.8	92.2	0.70	0.78	0.70	35.6
9	R2	542	100	571	18.5	* 0.405	28.0	LOS B	10.9	93.3	0.70	0.78	0.70	39.6
Approach		543	100	572	18.4	0.405	28.0	LOS B	10.9	93.3	0.70	0.78	0.70	39.6
West: Abbotts Road (400m)														
10	L2	168	53	177	31.5	* 0.402	39.4	LOS C	8.0	77.8	0.82	0.79	0.82	35.0
11	T1	134	40	141	29.9	0.290	33.1	LOS C	6.1	57.0	0.78	0.69	0.78	29.2
Approach		302	93	318	30.8	0.402	36.6	LOS C	8.0	77.8	0.80	0.75	0.80	33.0
All Vehicles		1247	279	1313	22.4	0.405	28.9	LOS C	10.9	93.3	0.72	0.71	0.72	36.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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 (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: New Road (130m)												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93
All Pedestrians		0	11	54.2	LOS E	0.0	0.0	0.95	0.95	236.7	219.0	0.93

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.