MEMORANDUM

Reference:	DA20/0509
To:	Penrith Local Planning Panel
From:	Jane Hetherington – Senior Development Assessment Planner
Date:	21 July 2021
Subject:	Proposed Construction of a Single Storey Building for a Pub and Associated Car Parking Spaces, Stormwater Management and Landscaping Works at Lot 3989 Lakeside Parade Jordan Springs

I refer to the subject development proposal that was previously reported to the Local Planning Panel on 24 March 2021. The application was deferred by the Local Planning Panel at this meeting to enable the preparation of an amended proposal that responded to number of issues raised by the Panel as warranting further address.

The purpose of this supplementary memorandum is to provide the Panel with a copy of the applicant's response to the deferral items, and to seek a position from the Local Planning Panel as to whether the reasons for deferral have been sufficiently addressed to enable determination of the application.

The reasons for deferral and the applicant's response are outlined below:

1. *Further assessment is required of the vehicular access off Lakeside Parade. The applicant should provide recommendations for a safe and efficient access for future conditions.*

   Applicant's Response and Council Comments: The applicant has submitted an amended Traffic Impact Assessment (TIA), prepared by PTC and dated 23 June 2021. The amended report details that traffic surveys were completed in the afternoon peak periods on Thursday 17 June 2021 and the midday peak periods on Saturday 19 June 2021 at the following intersections:

   - Jordan Springs Boulevard / Lakeside Parade
   - Lakeside Parade / Jubilee Drive
   - Lakeside Parade / Alinta Promenade

   Traffic generation rates obtained from RMS Guide to Traffic Generating were used to determine the impact on the surrounding intersections. While the RMS traffic generation for clubs is 10 vehicles /hr /100m² of licenced floor area, as the proposed car park only accommodates 51 spaces, the report placed a cap on the peak hour traffic generation of the development at up to 51 trips in a peak hour period. SIDRA modelling was then utilised on the three intersections (outlined above) and at the Jordan Springs Boulevard / site access driveway. The modelling was based on the following scenarios: existing (2021), development opening (2022), growth in development traffic (2032) and growth with intersection upgrades (2032). The modelling indicated that the Jordan Springs Boulevard / Lakeside Parade intersection is performing at almost capacity, which can be attributed to the single lane right turn movement from Jordan Springs Boulevard into Lakeside Parade and

short cycle times. It finds that the additional traffic resulting from the proposal will have a negligible impact on the performance of the intersection. However, when taking into consideration the growth within the Jordan Springs estate, the intersection fails with a level of service (LOS) F.

The TIA refers to the Traffic Impact Assessment prepared by WSP dated November 2017 which formed part of the Jordan Springs East rezoning assessment. The WSP report proposed two options to upgrade the intersection to improve the service for additional vehicles. It has been accepted by Council's Traffic Engineer that this can be addressed in the future as the remainder of the Jordan Springs (Central Precinct) progresses in responses to the recent rezoning. It is not considered that the optional upgrades are necessitated by this application at this stage.

The report finds that for the other scenarios, all three intersections have performed no worse than a level of service C with maximum delay of 19.9 seconds. No recommendations have been made to the sites access arrangement however, as it concludes that although the level of service is only satisfactory, the delay on the site access is still considered good and is an acceptable amount of delay.

2. *The carparking provision should comply with the requirements of DCP 2014. As an alternative, a merits assessment can be provided that proves the adequacy of the proposed on-site parking supply, taking into account all proposed public areas, internal and external seating, and the external beer garden.*

Applicant's Response and Council Comments: Using the car parking rate for pubs/registered clubs outlined in the DCP (being 1 car parking space per 4m² of bar floor space and 6m² of lounge and dining area), the proposal requires the provision of 184 parking spaces. This includes the main bar and dining (296m²), gaming room (153m²), semi-outdoor seating area (157m²) and the beer garden (277m²). It is noted that the plans have been amended to provide three additional parking since the 24 March 2021 LPP meeting and the calculations for parking generation space now include the semi-outdoor area and beer garden.

The applicant has submitted an amended TIA (prepared by PTC and dated 23 June 2021) that specifies that as there is no data to support the minimum carparking rates with the DCP, it cannot be determined what parking demand analysis underpins the single rate for all pubs. As such, there is no ability to vary the parking provision to account for site context, surrounding land uses, access to public transport and the like. It also refers to Section 10.5.1 of the DCP that specifies '*car parking required by this DCP must be provided for onsite unless the consent authority is satisfied that adequate car parking is provided elsewhere'*.

Given the above, the TIA relies on parking surveys of similar existing pubs. The Jamison Hotel (Penrith), Plumpton Hotel (Glendenning) and Blue Cattle Dog Hotel (St Clair) were selected as they offer the same range of services

and share a similar context as the proposed tavern. Occupancy surveys were undertaken on Friday 7 May and Saturday 8 May 2021 between the hours of 11am-2pm and 6pm-9pm, which are considered the peak time for the land use. To determine the parking rates for each pub, plans were obtained to calculate the floor areas and then compared with the occupancy rate of the carparks during the peak hours. This assessment found that these sites currently require a peak parking rate of 1 space per 27m² GFA (Jamison Hotel); 1 space per 26m² GFA (Plumpton Hotel); and 1 space per 11m² GFA (Blue Cattle Dog Hotel). The traffic report finds that the surveys demonstrate that the two pubs most closely resembling the proposal (i.e., Jamison Hotel and Plumpton Hotel which have small accommodation provision and no bottleshop) result in a parking demand of 31-34 parking spaces when applied to the proposal. The report notes that the Blue Cattle Dog Hotel is different in terms of the facilities provided (given it includes a bottle shop) however, if the accommodation parking demand is removed (28 accommodation rooms occupied on Friday and 27 rooms occupied on the Saturday) this reduces the parking demand to 1 space per 16m², which would result in 55 spaces when applied to the proposal.

The report concludes that '*the proposed pub provides 51 parking spaces, which is at the high end of this already robust range of demand figures. In this regard we are confident that the proposed parking provision will serve the demands of the proposed pub in line with the data collected*'.

3. *A certificate shall be provided in relation to the design of the building for bushfire hazard construction in accordance with Section 4.14 of the Environmental Planning and Assessment Act 1979.*

   Applicant's Response and Council Comments: The applicant submitted a document titled '*Bushfire Compliance Certificate for the issue of a Construction Certificate, Jordan Springs Tavern, Lot* 3989 *DP 1190132, Lakeside Parade, Jordan Springs'*, prepared by Travers Bushfire & Ecology and dated 23 April 2021. This document confirms that the proposal complies with both Section 3 – General Construction Requirement and Section 7 – Construction Requirements for BAL of AS 3959 Construction of Buildings in Bushfire Prone Areas (2018).

4. *The building design must comply with the requirements of the acoustic report.*

   Applicant's Response and Council Comments: The applicant submitted a document titled '*Jordan Springs Tavern – Bushfire and Acoustic Requirements*' prepared by Team 2 Architects and dated 14 April 2021. This certifies that the building is designed to comply with the Acoustic Consultants report, dated 23 February 2021.

5. *The Panel presently favours the restricted hours proposed in the Council report. The applicant shall consult with National Parks and Wildlife Service in relation to its concerns about the hours of operation.*

   Applicant's Response and Council Comments: The applicant submitted an email from Luke Mitchell, NSW National Parks and Wildlife Service (NPWS) Senior Project

Officer, dated 20 April 2021, that specified that NPWS is not concerned with the proposed opening hours.

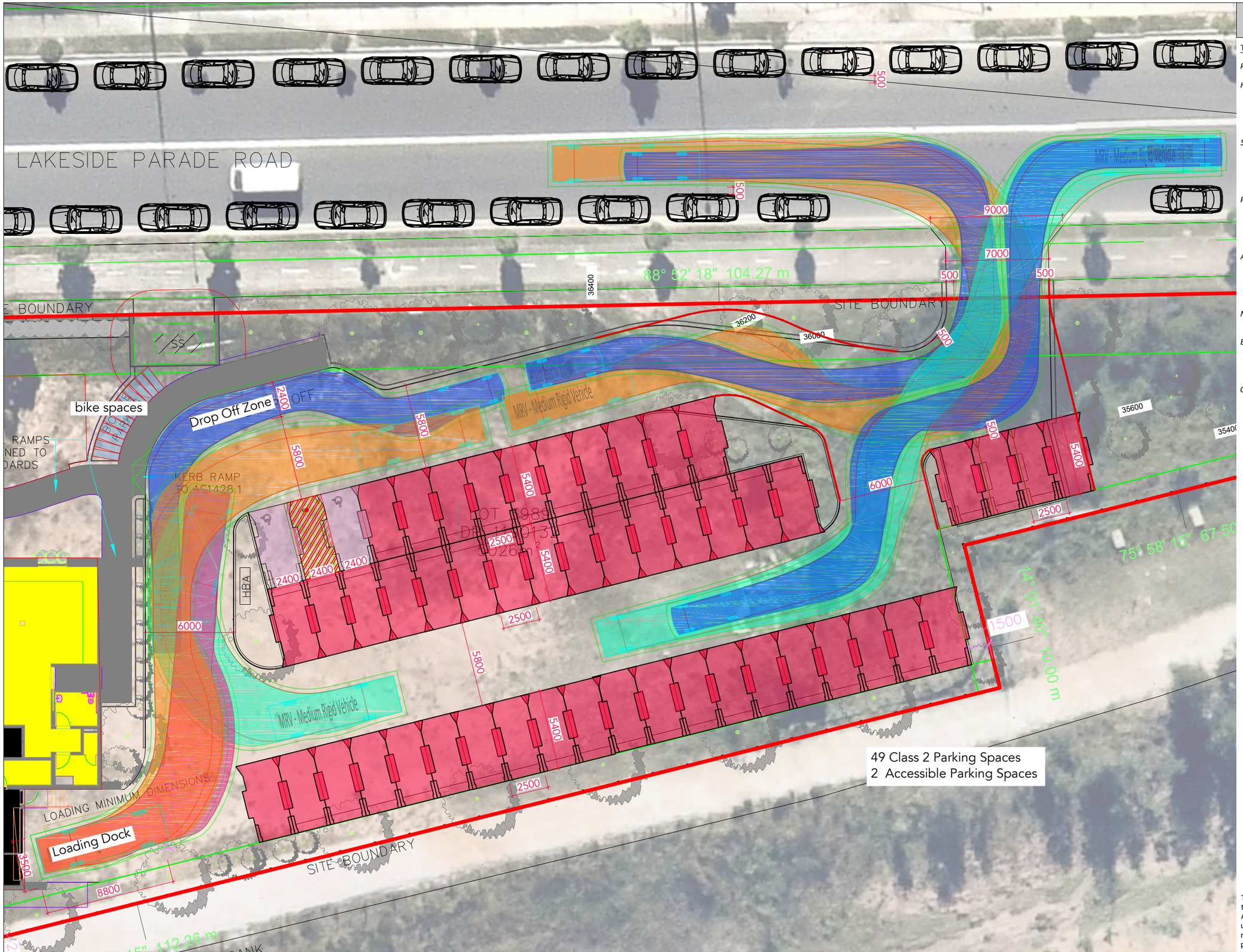
Submissions

Since the 24 March 2021 LPP meeting, Council has received a further eleven submissions. Eight submission have objected to the proposal and three are in support of the proposal. Most of the issues raised in these submissions were addressed in Council's original report and include noise impacts; anti-social behaviour; proximity to residential development; and the hours of operation. However, one submission has raised concerns regarding the conduct of the previous LPP meeting and questioned the LPP's authority in determining the application. Council staff have responded advising that Council's Local Planning Panel was created in accordance with the *Environmental Planning and Assessment Act 1979* and is independent of Council, with the Chair appointed by the State Government. They have also been advised that the panel abides by a strict code of conduct and operates in a transparent way. The objector has also been sent information from the Department of Planning's website that explains the statutory role of the LPP and outlines which types of the development application it has delegation over.

Jane Hetherington
Senior Development Assessment Planner

Appendices:

1) Architectural Plans
2) Landscape Plans
3) Car Park Assessment
4) Traffic Impact Assessment
5) Bushfire Compliance Certificate
6) Acoustic Certification
7) Email from NPWS



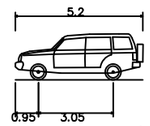
comments

A3

TYPICAL

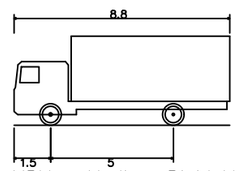
Please note the following compliance requirements:

Height Clearance:	**2.2m** (min) throughout all areas of the car park accessible to vehicles and bicycles. **2.5m** above accessible and shared bays **X** wherever access is required for a refuse vehicle (and safety clearance envelope)
Sight Splays:	Visibility splays in the form of a **2.5m x 2m** right-angled triangle to be provided (AS2890.1). Ensure design avoids visual obstructions in sight splay (i.e. dense landscaping, tall fencing/walls etc.)
Parking Spaces:	The parking envelopes shown, must be kept clear of all physical obstructions, including height clearance reductions. Ensure that grades within the parking module do not exceed 1:20 (1:40 for accessible bays).
Accessible Spaces:	To be designed in accordance with AS2890.6. i.e, standard parking space with adjacent shared bay (2.4m x 5.4m), to be installed as per AS2890.6 requirements (bollard and markings).
Motorcycle Parking:	Motorcycle bays to be designed as a 2.5m x 1.2m envelope (AS2890.1).
Bicycle Parking:	Bicycle spaces are to allow for a envelope of 500mm by 1800mm, with an aisle width of 2000mm for locker storage, or 1500mm for racks.
Control Measures:	Please note recommended control measures, including line markings, signage, bollards, convex mirrors, lights etc.



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



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

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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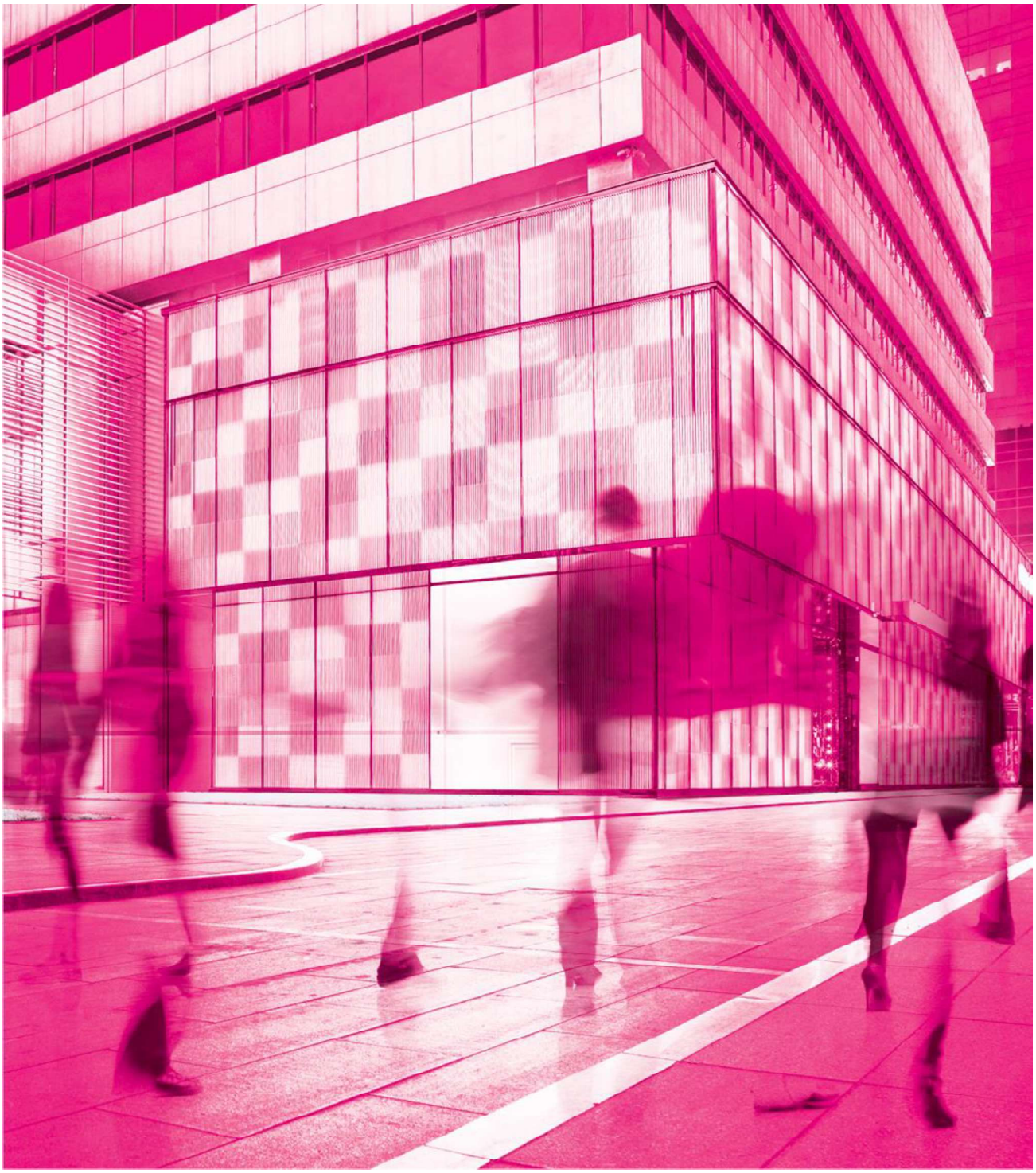
rev	date	comment / description	drawn	reviewed
8	30/03/21	Response to LPP	SW	AM
7	16/11/20	Updated base Plan	SW	AM
6	29/10/20	Response to Council Comments	SW	AM
5	17/0720	Final	SW	AM
4	08/0720	Bike spaces added	SW	AM
3	07/0720	For Review	SW	AM
2	26/06/20	For Review	SW	AM

project: Jordan Springs Neighbourhood Tavern

drawing title: Car Park Assessment

client	FDC Construction and Fit Out
drawing #	ptc-001
project #	2819
scale	1 : 500

rev 8



Traffic Impact Assessment;

Jordan Springs Tavern

For FDC

23rd June 2021

parking;
traffic;
civil design;
wayfinding;

ptc.

ptc.

Document Control

Jordan Springs Tavern , Traffic Impact Assessment

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	09/07/2020	Draft	JM	SW	Peter Stait
2	17/07/2020	Final	JM	SW	Peter Stait
3	06/08/20	Updated Final	SW	SW	Peter Stait
4	10/08/20	Revised Final	SW	SW	Peter Stait
5	18/05/21	Revised Final	JM	SW	Peter Stait
6	19/05/21	Revised Final	JM	SW	Michael Badaoui
7	23/06/21	Revised Final	JM/AM	SW	Michael Badaoui

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Contents

1. Introduction

1.1 Project summary

ptc. has been engaged by FDC to prepare a Traffic and Parking Assessment to accompany a Development Application to City of Penrith Council for ethe development of a tavern on Lakeside Parade, Jordan Springs.

The location of the site is shown in Figure 1

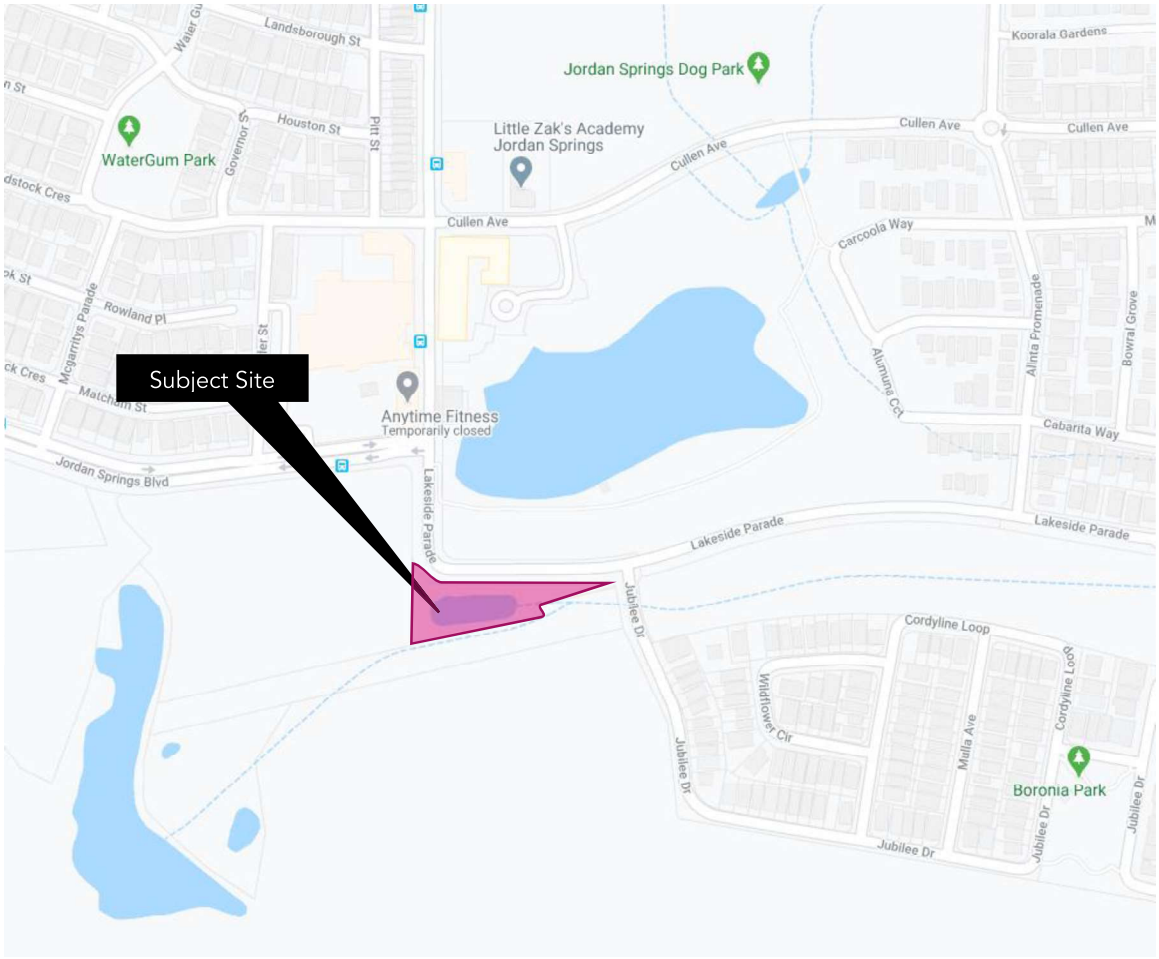


Figure 1 - Site location (Source: Nearmap)

1.2 Purpose of this report

This report presents the following considerations in relation to the Traffic and Parking assessment of the proposal:

Section 2	A description of the project;
Section 3	A description of the road network serving the development property, and existing traffic volumes through key local intersections;
Section 4	Determination of the traffic activity associated with the development proposal, and the adequacy of the surrounding road network;
Section 5	Assessment of the proposed parking provision in the context of the relevant planning control requirements; and
Section 6	Assessment of the proposed car park, vehicular access and internal circulation arrangements in relation to compliance with the relevant standards, and Council policies.

2. Background Information

2.1 Development site

The proposal relates to the following site:

- Lot No. 3989, DP 1190132

The subject site is currently vacant and therefore does not generate any traffic.

The site location is shown in Figure 2 and Figure 3.

Figure 2 – Aerial view of subject site & surrounds (Source: Nearmap)

Figure 3 – Development site, looking west from Jubilee Drive

2.2 Development Proposal

The development proposal involves the construction of a tavern comprising the following component mix:

Table 1 - Yield Schedule

Component	GFA (m^2)
Main Bar and Dining	296
Gaming Room	153
Semi-outdoor Seating Area	157
Beer Garden	277

The proposal involves the provision of an at-grade car park which accommodates 51 car parking spaces.

The proposed layout of the development is shown in Figure 4.

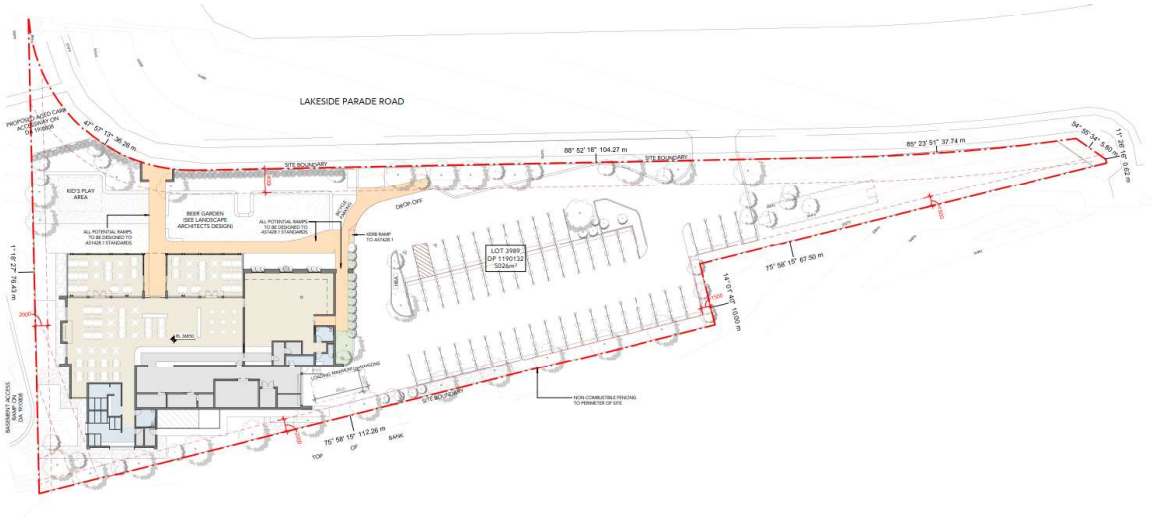


Figure 4 - Proposed Layout

The development also includes a loading bay suitable for an 8.8m Medium Rigid vehicle and bicycle parking for staff and visitors.

As part of the development, it is proposed to provide a shuttle bus during peak periods around the Jordan Springs suburb to the site, which will provide patrons an alternative mode of transport to access the tavern.

3. Existing Transport Facilities

3.1 Road hierarchy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

State Roads - Freeways and Primary Arterials (RMS Managed)

Regional Roads - Secondary or sub arterials (Council Managed, partly funded by the State)

Local Roads - Collector and local access roads (Council Managed)

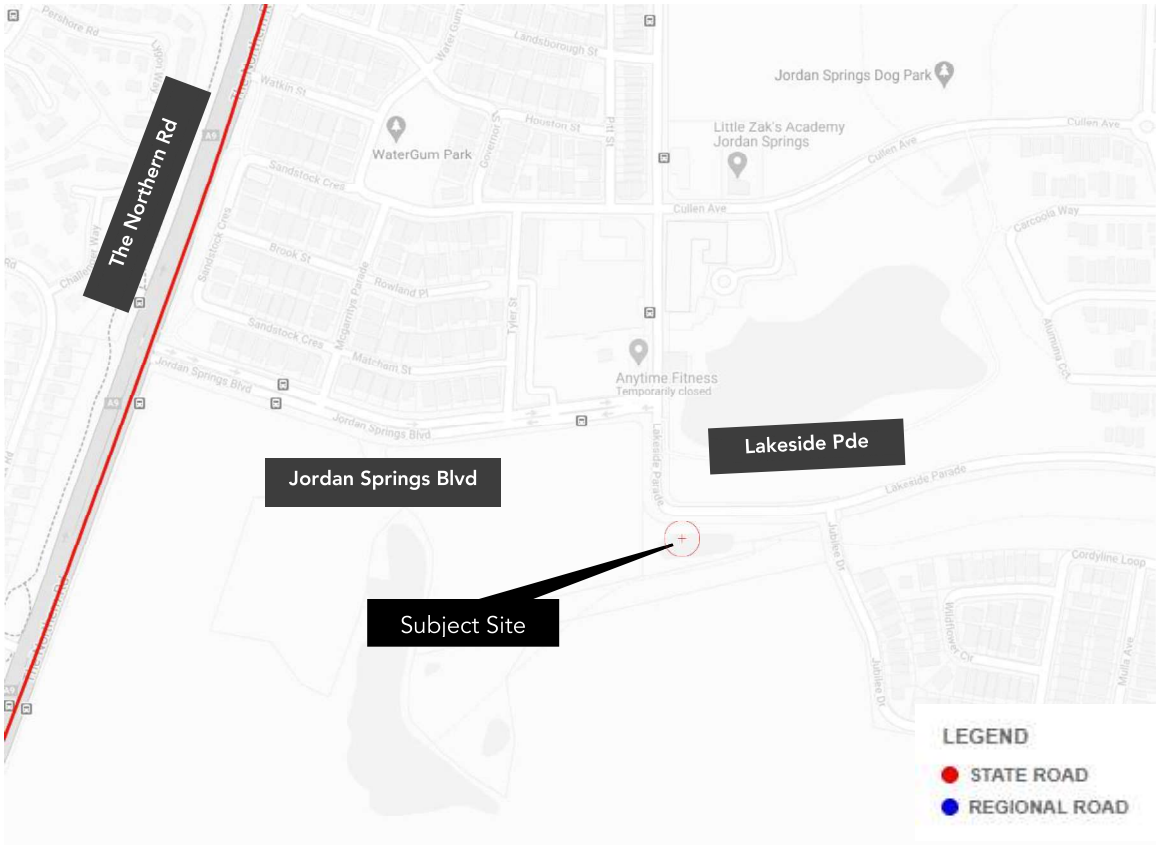


Figure 5 – Road hierarchy (Source: RMS State and Regional Roads)

The subject site is located on Lakeside Parade in Jordan Springs. The site is primarily serviced by The Northern Road, a State road located West of the site. The Highway provides a North-South link through the City of Penrith Local Government Area (LGA).

Table 2 – Existing road network – Lakeside Parade

Lakeside Parade	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	Approximately 10m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Forms Site Frontage	Yes

Figure 6 – Lakeside Parade, westbound (Source: Google Maps)

Table 3 – Existing road network, Jubilee Drive

Jubilee Drive	
Road Classification	Local Road
Alignment	East-West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	Approximately 8m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Forms Site Frontage	No

Figure 7 – Jubilee Drive, northbound (Source: Google maps)

Table 4 – Existing road network – Jordan Springs Boulavard

Jordan Springs Boulevard	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	2 lanes in each direction
Carriageway Type	Divided
Carriageway Width	Approximately 18m
Speed Limit	50 km/h
School Zone	No
Parking Controls	No Stopping
Forms Site Frontage	No

Figure 8 – Jordan Springs Boulavard, westbound (Source: Google maps)

Table 5 – Existing road network – The Northern Road

The Northern Road	
Road Classification	State Road
Alignment	North – South
Number of Lanes	2 lanes in each direction
Carriageway Type	Divided
Carriageway Width	Approximately 18m
Speed Limit	70 km/h
School Zone	No
Parking Controls	No Stopping
Forms Site Frontage	No

Figure 9 – The Northern Road, northbound (Source: Google Maps)

3.2 Public transport

The local area is serviced by buses running along Jordan Springs Boulevard and Lakeside Parade. There is also a community bus which provides a free transportation service from Jordan Springs to Werrington Train Station. Figure 10 shows the locations of public transport services in respect to the subject site.

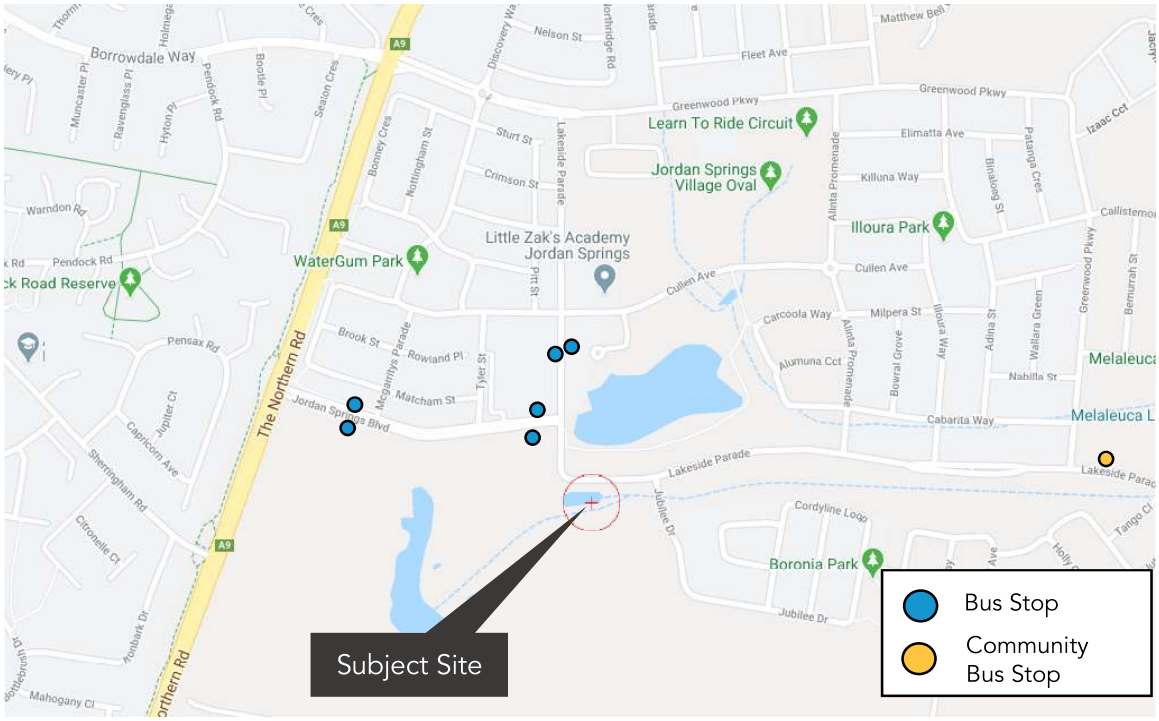


Figure 10 – Local public transport services (Source: Nearmap)

3.2.1 Bus Services

The closest bus is approximately 150m away from the site, along Jordan Springs Boulevard. There is also a community shuttle bus stop located 800m (10 minute walk) west along Lakeside Parade. The community bus also provides a link to the nearest train station, Werrington Train Station. Table 6 summaries the routes which are services by the described bus stops.

Table 6 – Bus service summary

Route	Coverage	Frequency (approx.)
783	Penrith to Jordan Springs	Weekdays: AM/PM Peak – Every 30 min Off Peak – Every hour Saturday: Services every hour Sunday and Public Holidays: Services every hour
5081	Jordan Springs Blvd before McGarritys Pd to Henry Fulton PS (School Bus)	1 AM service
5569	Llandilo PS to Cranebrook Village Shopping Centre	1 PM service
Community Bus	Jordan Springs to Werrington Train Station	Weekdays: Service every 35 minutes

3.2.2 Shuttle Bus

As part of the proposed development, a shuttle bus service will be provided around the suburb of Jordon Springs to the tavern, to provide patrons an alternative mode of transport to access the development.

The shuttle bus will operate during the afternoons and evenings and the exact timetable and route will be determined prior to the tavern commencing operations.

3.3 Active transport

3.3.1 Walking

The sites locality has been assessed for its active transport potential with regard to the NSW Guidelines to Walking & Cycling (2004), which suggests that 400m-800m is a comfortable walking distance. The 400m and 800m catchments shown in Figure 11, encapsulate the new residential community North and West of the site.

Figure 11 - 400m and 800m walking catchments (Source: Nearmap)

3.3.2 Cycling

Figure 12 shows the extent of cycle infrastructure within the surrounding area of the subject site. The site is poorly serviced apart for those travelling from the west. However, the surrounding road network provides roads of widths between 8 to 18 metres wide, which provides adequate space for cyclists to utilise the road network for cycle access.

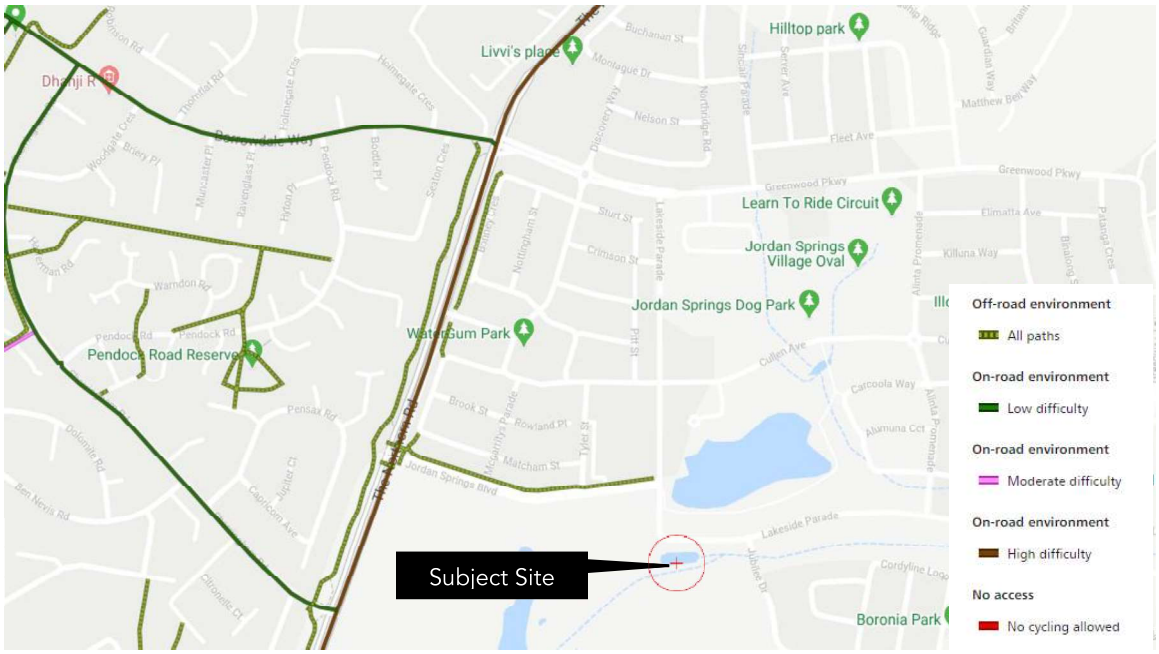


Figure 12 – Cycleways (Source: RMS Cycleways Finder)

4. Parking Provision

4.1 Planning Policy

The proposed development is subject to the parking provision rates stipulated in the Penrith Development Control Plan 2014, Part C10 (the DCP).

During the preparation of this assessment, the following documents have also been referenced.

- Building Code of Australia 2006 (BCA)
- Planning Guidelines for Walking and Cycling 2004
- RMS Guide to traffic Generating Developments 2002 (RMS Guide)

The proposed development is categorised as a pub/registered club and as such, the DCP stipulates a minimum parking provision of 1 car parking space per 4m^2 of bar floor space and 6m^2 of lounge and dining area (inclusive of staff parking).

The data to support the minimum parking requirements stipulated in the DCP is not available to determine what parking demand analysis underpins the single rate for all pubs. The strict application of the rates to all new pubs within the Penrith LGA provides no ability to adjust the parking provision to account for site context, surrounding uses, access to transport etc., which would other wise result in a more appropriate result.

However, the introduction to the Parking section within the DCP (section 10.5.1) under the heading 'A Parking' states *"Car parking required by this DCP must be provided for onsite unless the consent authority is satisfied that adequate car parking is provided elsewhere."* This addresses the provision side of the equation, i.e. it assumes that the parking demand is a constant, but parking can either be provided on-site or elsewhere. It is the opinion of ptc., that the DCP should also address the demand side of the equation, i.e. not all pubs will attract the same parking demand based on external factors. The demand of individual pubs should be determined through a study of similar properties.

It is noted that the TfNSW (RMS) Guide to Traffic Generating Developments, Clause 5.5.2 includes the following text in relation to Traditional Hotels (as opposed to accommodation hotels).

The RTA's research on parking has found ***no strong relationship between peak car parking accumulation and floor area****, or function room capacity, at ten hotel sites surveyed.*

The ***range in parking demand rates resulting from early research was broad, making it difficult to generalise****. This variation was due to factors such as the location and age of the building, the internal design, the provision of live music and other facilities.* ***Since the surveys were undertaken****, behavioural changes have occurred in the use of hotels, due to factors such as* ***the introduction of random breath testing****. These changes have generally served to reduce parking demand rates.* ***It is recommended that proposed hotel developments be compared to similar existing developments****, noting the existing supply of, and demand for parking in the area, and of the peak parking periods of individual facilities within the hotel.*

The first sentence confirms that the use of a single parking rate across all pubs in the LGA is not sufficiently agile to address the actual likely parking demand of individual sites.

In lieu of publishing a parking rate, the RMS Guide recommends a study of similar existing pubs and with that in mind, there are two approaches to assessing the parking provision for the proposed pub:

1. The DCP rates,
2. Surveys of similar pubs.

4.1.1 Car Parking Provision – DCP Requirement

The proposed development includes the following public areas:

Main Bar & Dining -	296m^2
Gaming Room -	153m^2
Semi-outdoor Seating Area -	157m^2
Beer Garden -	277m^2

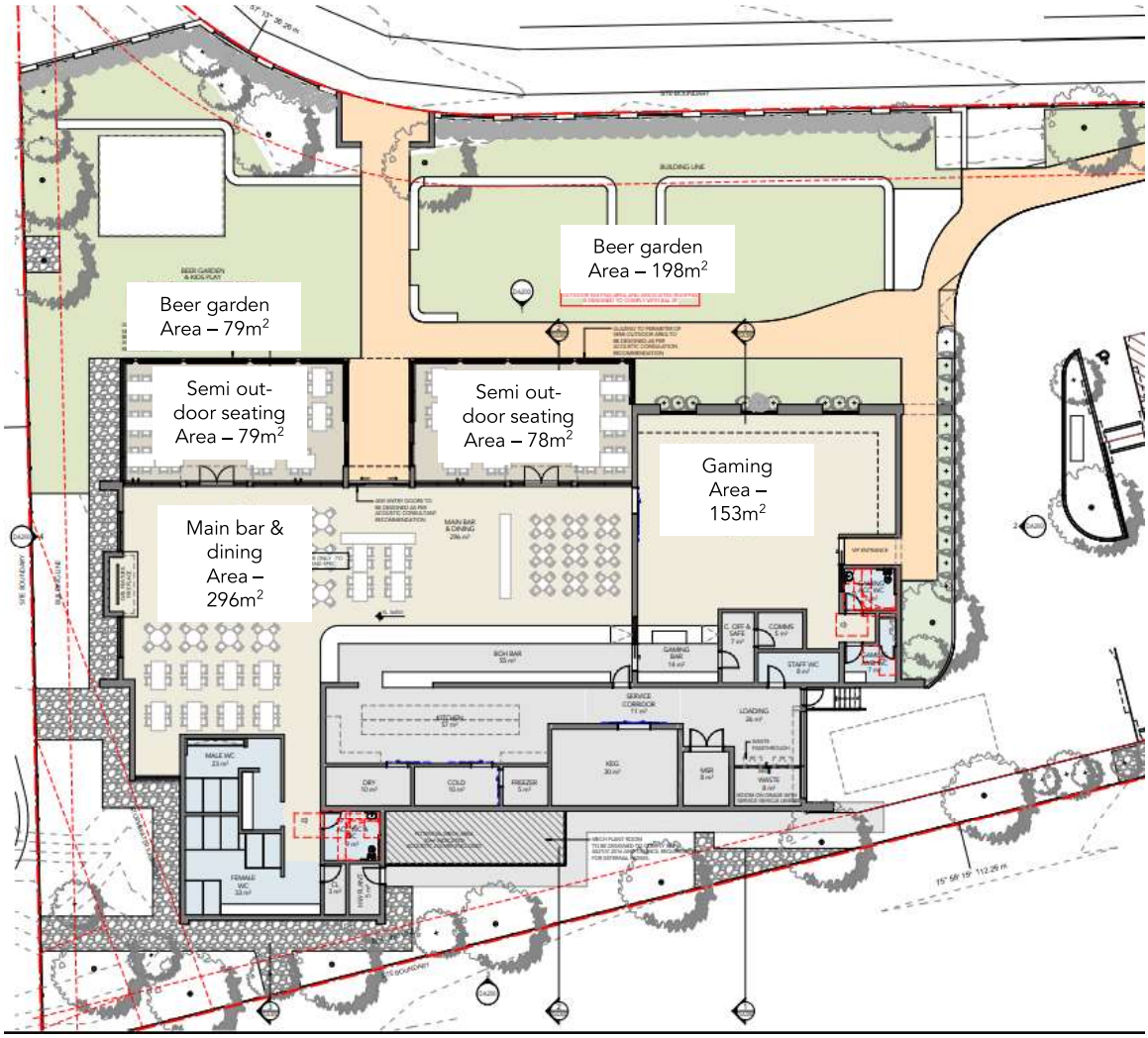


Figure 13 – Public Areas

The car parking provision requirement stipulated in the DCP is summarised in Table 7.

Table 7 - Car Parking Provision

Component	Floor Area	Parking Rate	Parking Provision Requirement (min)
Gaming Room and Beer Garden	430m^2	1 space / 4m^2	108
Main Bar & Dining and Semi outdoor seating	453m^2	1 space / 6m^2	76
Total	**883m^2**		**184**

Based on the floor area calculations, the DCP indicates a provision of **184 parking spaces**, which is a rate of 1 spaces per 4.8m^2 averaged across the total floor area.

4.1.2 Car Parking Provision – Similar Developments

To assess the parking demand associated with this type of tavern, physical parking surveys were undertaken at the Jamison's Hotel, Plumpton Hotel and Blue Cattle Dog Hotel, which offer the same range of services and share a similar location context as the proposed Jordan Springs Tavern.

The occupancy surveys were undertaken on Friday 07th May and Sunday 08th May 2021 between the hours of 11:00-14:00 and 18:00-21:00, which are considered the peak times for the land uses.

To determine the parking rates for each pub, plans have been obtained to calculate the floor areas to be compared with the occupancy rate of the carparks during peak hours.

It should be noted that all three of the comparable sites include accommodation and the recorded car park occupancy has been adjusted in line with the actual room occupancy on those dates.

4.1.2.1. Jamison's Hotel

The Jamison Hotel is located at 186 Smith Street, Penrith as shown in Figure 14. It has an internal area of **1,263m²** and provides a parking capacity of 98 spaces. The hotel also includes 9 accommodation rooms.

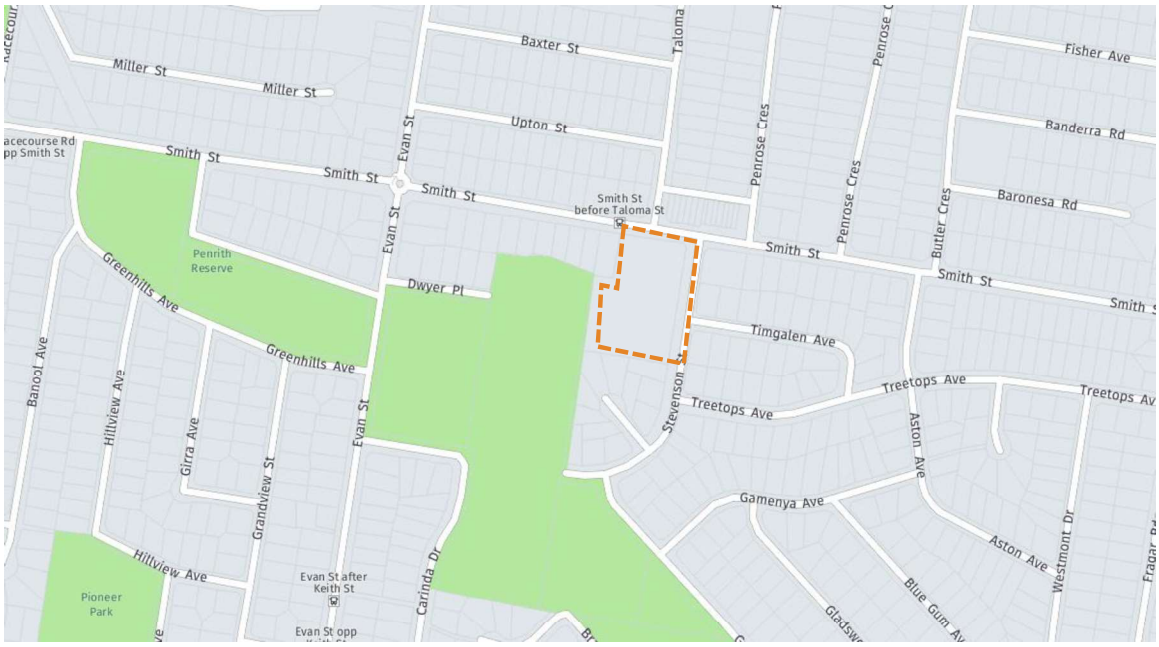


Figure 14 – Jamison Hotel Location (Source: Here WeGo Maps)

Plans of the internal layout have been provided by the developer of the Hotel as shown in Figure 15.

Figure 15 – Jamison's Hotel Building Layout

The results of the parking surveys are summarised in Table 8 and Table 9 and recorded a peak occupancy of **43 spaces** during the lunchtime peak on the Friday and **47 spaces** during the Saturday evening peak.

Table 8 – Jamison's Hotel Carpark Occupancy (Friday)

Friday	Capacity	11:00	12:00	13:00	14:00	18:00	19:00	20:00	21:00
Jamison's Hotel (Formal)	68	20	22	42	34	36	35	37	40
Jamison's Hotel (Informal)	30	0	2	1	1	1	1	1	1
Total	**98**	**20**	**24**	**43**	**35**	**37**	**36**	**38**	**41**
Total (%)	**98**	**20.4**	**24.5**	**43.9**	**35.7**	**37.8**	**36.7**	**38.8**	**41.8**

Table 9 – Jamison's Hotel Carpark Occupancy (Saturday)

Saturday	Capacity	11:00	12:00	13:00	14:00	18:00	19:00	20:00	21:00
Jamison's Hotel (Formal)	68	28	30	39	32	46	46	32	33
Jamison's Hotel (Informal)	30	1	2	1	2	1	1	1	1
Total	**98**	**29**	**32**	**40**	**34**	**47**	**47**	**33**	**34**
Total (%)	**98**	**29.6**	**32.7**	**40.8**	**34.7**	**48.0**	**48.0**	**33.7**	**34.7**

There were 6 accommodation rooms occupied on Friday (7th May) and 8 rooms occupied on the Saturday (8th May) over the surveyed period. Therefore, the equivalent number of vehicle spaces have been excluded from the occupancy count. This reduces the peak occupancy of the carpark to **37 spaces** during the lunchtime peak on the Friday and **39 spaces** during the Saturday evening peak.

Therefore, using the calculated area of public accessible bar area, the development generates the following peak parking demands either as a total, or taking into consideration the hotel occupancy.

	Floor Area	Total Demand	Parking Rate	Hotel Deduction	Parking Rate
Friday Lunchtime	1,263m^2	43 spaces	29m^2	37 spaces	34m^2
Saturday Evening	1,263m^2	47 spaces	27m^2	39 spaces	32m^2

4.1.2.2. Plumpton Hotel

The Plumpton Hotel is located at 556 Richmond Rd, Glendenning as shown in Figure 16. It has an internal area of **1,536m²** and provides a parking capacity of 184 spaces. The hotel also includes 21 accommodation rooms.

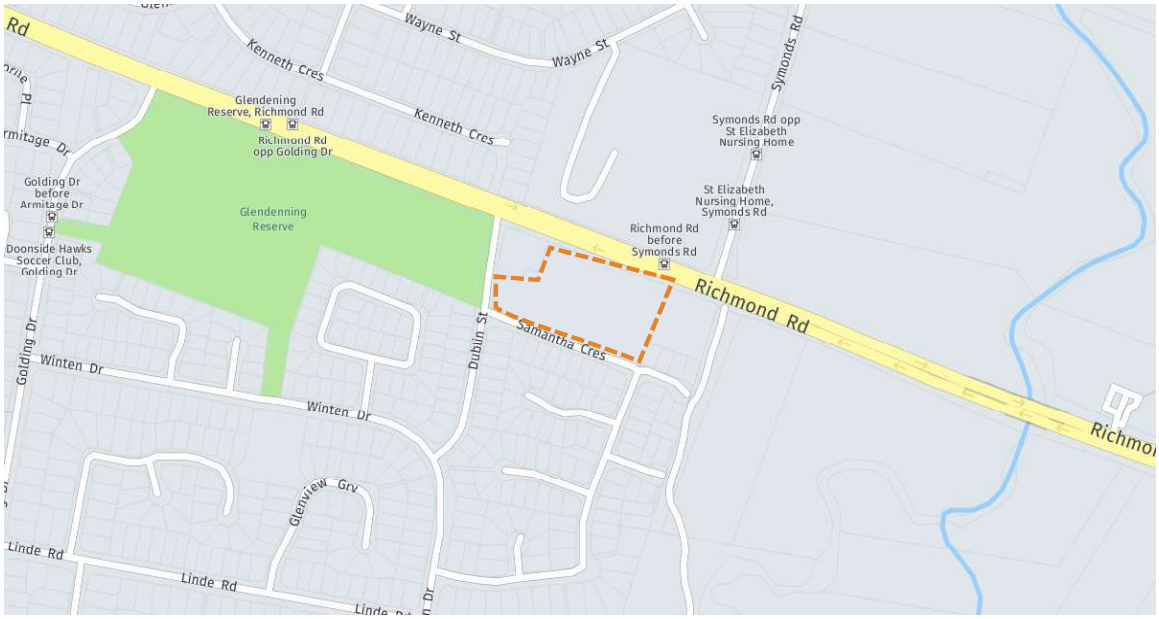


Figure 16 – Plumpton Hotel Location (Source: Here WeGo Maps)

Additionally, plans have been provided by the developer of the internal layout of the Hotel as shown in Figure 17. It should be noted that an additional area was built after the original plans were made as shown in Figure 18.

Figure 17 – Plumpton Hotel Building Layout

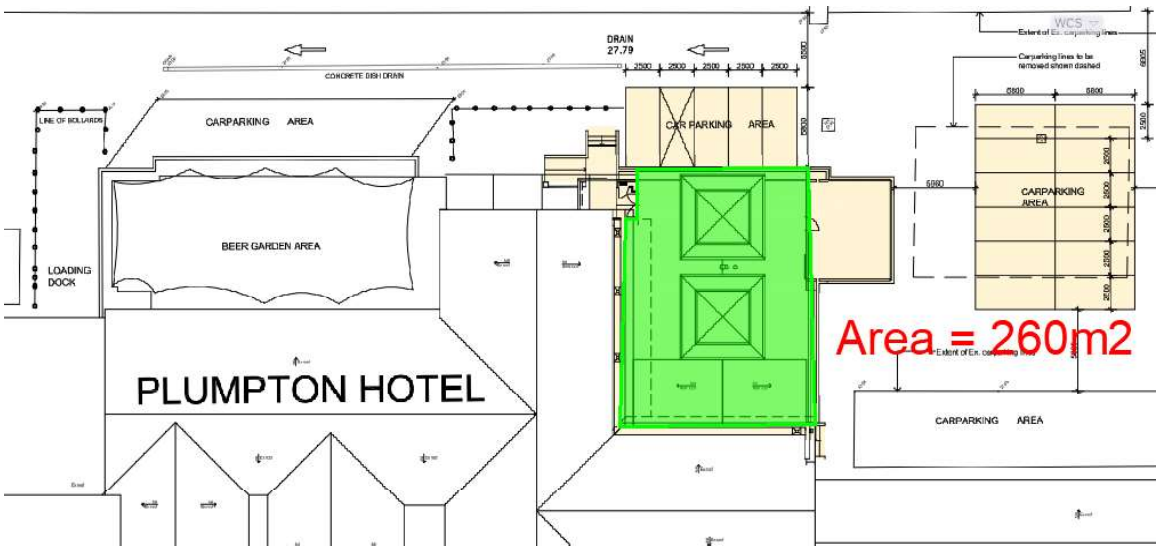


Figure 18 – Plumpton Hotel Additional Area

The results of the parking surveys are summarised in Table 10 and Table 11 and recorded a peak occupancy of **55 spaces** during the lunchtime peak on the Friday and **60 spaces** during the Saturday evening peak.

Table 10 – Plumpton Hotel Carpark Occupancy (Friday)

Friday	Capacity	11:00	12:00	13:00	14:00	18:00	19:00	20:00	21:00
Plumpton Hotel	184	15	21	28	36	43	53	49	35
Total (%)	**184**	**8.2**	**11.4**	**15.2**	**19.6**	**23.4**	**28.8**	**26.6**	**19.0**

Table 11 – Plumpton Hotel Carpark Occupancy (Saturday)

Saturday	Capacity	11:00	12:00	13:00	14:00	18:00	19:00	20:00	21:00
Plumpton Hotel	184	31	43	55	40	56	60	40	38
Total (%)	**184**	**16.8**	**23.4**	**29.9**	**21.7**	**30.4**	**32.6**	**21.7**	**20.7**

There were 5 accommodation rooms occupied on Friday (7th May) and 6 rooms occupied on the Saturday (8th May) over the surveyed period. Therefore, the equivalent number of vehicle spaces have been excluded from the occupancy count. This reduces the peak occupancy of the carpark to **50 spaces** during the lunchtime peak on the Saturday and **54 spaces** during the Saturday evening peak.

Therefore, using the calculated area of public accessible bar area, the development generates the following peak parking demands either as a total, or taking into consideration the hotel occupancy.

	Floor Area	Total Demand	Parking Rate	Hotel Deduction	Parking Rate
Friday Lunchtime	1,536m^2	55 spaces	28m^2	50 spaces	31m^2
Saturday Evening	1,536m^2	60 spaces	26m^2	54 spaces	28m^2

4.1.2.3. Blue Cattle Dog Hotel

The Blue Cattle Dog Hotel is located at 249 Mamre Rd, St Clair as shown in Figure 19. It has an internal area of **1,056m²** and provides a parking capacity of 113 spaces. The hotel also includes 34 accommodation rooms and a Bottle Shop facility of 300m², which would generate additional traffic and parking activity.

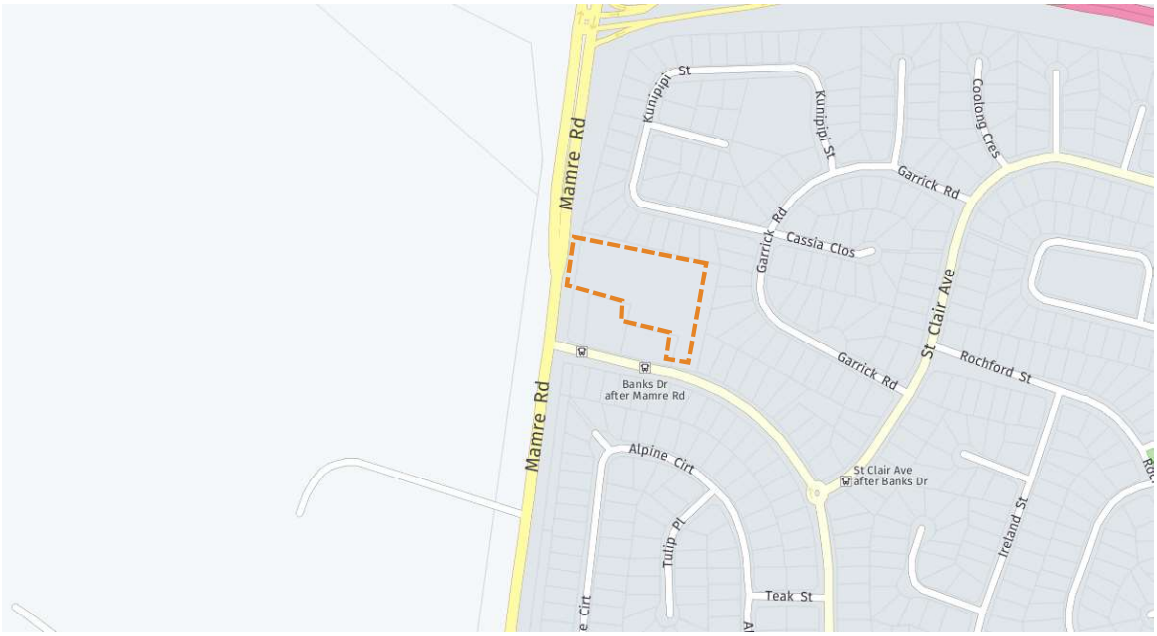


Figure 19 – Blue Cattle Dog Hotel Location (Source: Here WeGo Maps)

Plans of the internal layout have been provided by the developer of the Hotel as shown in Figure 20.

Figure 20 – Blue Cattle Dog Hotel Building Layout

The results of the parking surveys are summarised in Table 12 and Table 13 and recorded a peak occupancy of **93 spaces** during the lunchtime peak on the Friday and **72 spaces** during the Saturday afternoon peak.

Table 12 – Blue Cattle Dog Hotel Carpark Occupancy (Friday)

Friday	Capacity	11:00	12:00	13:00	14:00	18:00	19:00	20:00	21:00
Blue Cattle Dog Hotel	113	35	61	82	93	69	59	71	59
Total (%)	**113**	**31.0**	**54.0**	**72.6**	**82.3**	**61.1**	**52.2**	**62.8**	**52.2**

Table 13 – Blue Cattle Dog Hotel Carpark Occupancy (Saturday)

Saturday	Capacity	11:00	12:00	13:00	14:00	18:00	19:00	20:00	21:00
Blue Cattle Dog Hotel	113	30	39	60	72	49	46	47	46
Total (%)	**113**	**26.5**	**34.5**	**53.1**	**63.7**	**43.4**	**40.7**	**41.6**	**40.7**

There were 28 accommodation rooms occupied on Friday (7th May) and 27 rooms occupied on the Saturday (8th May) over the surveyed period. Therefore, the equivalent number of vehicle spaces have been excluded from the occupancy count. This reduces the peak occupancy of the carpark to **65 spaces** during the lunchtime peak on the Friday and **43 spaces** during the Saturday evening peak.

Therefore, using the calculated area of public accessible bar area, the development generates the following peak parking demands either as a total, or taking into consideration the hotel occupancy.

	Floor Area	Total Demand	Parking Rate	Hotel Deduction	Parking Rate
Friday Lunchtime	1,056m^2	93 spaces	11m^2	65 spaces	16m^2
Saturday Evening	1,056m^2	72 spaces	15m^2	43 spaces	25m^2

4.1.3 Application of the data

The surveys of the three pubs highlight the variation in the types of facilities and floor areas within each pub, as similarly identified in the RMS Guide. All pubs provide accommodation, with the Blue Cattle Dog Hotel providing the most rooms, 28 of which were occupied, representing the highest parking demand of all surveyed pubs. The Blue Cattle Dog also provides a bottleshop. For the purposes of providing a direct comparison of the parking rates, the following table presents the resulting parking demand when applied to the proposed pub, with **no deductions** made for the accommodation or bottleshop.

Table 14 - Application of Pakring Demand Rates (no deduction for accommodation etc.)

Pub		Floor Area	Total Demand	Parking Rate	Proposed Floor Area	Resulting Demand
Jamison Hotel	Friday	1,263m^2	43 spaces	29m^2	883m^2	31 spaces
	Saturday		47 spaces	27m^2	883m^2	33 spaces
Plumpton Hotel	Friday	1,536m^2	55 spaces	28m^2	883m^2	32 spaces
	Saturday		60 spaces	26m^2	883m^2	34 spaces
Blue Cattle Dog Hotel	Friday	1,056m^2	93 spaces	11m^2	883m^2	80 spaces
	Saturday		72 spaces	15m^2	883m^2	59 spaces

The results demonstrate that the two pubs most closely resembling the proposal (i.e. small accommodation provision and no bottleshop) result in a parking demand of 31-34 spaces when applied to the proposal.

The Blue Cattle Dog Hotel is notably different in terms of the facilities provided, however if the accommodation parking demand is removed (28 accommodation rooms occupied on Friday and 27 rooms occupied on the Saturday). This reduces the total demand to 65 spaces (Friday) and 45 spaces (Saturday), the worst case, presenting a rate of 1 space per 16m^2, which would result in 55 spaces when applied to the proposed pub, ignoring any demand associated with the bottleshop.

The data collected at the three pubs confirms a parking demand range of 31 – 55 spaces. This is robust as the accommodation demand has been retained in the two pubs with a small number of rooms, and the bottleshop demand has been retained within the Blue Cattle Dog Hotel.

The proposed pub provides 51 parking spaces, which is at the high end of this already robust range of demand figures. In this regard we are confident that the proposed parking provision will serve the demands of the proposed pub in line with the data collected.

4.1.4 Accessible Car Parking Provision

The DCP stipulates that accessible car parking provision is to be provided as per the rates stipulated in the BCA. The BCA states that a dining room or bar area that is not an assembly building is to provide 1 space per 100 carparking spaces or part thereof. The requirements and proposed parking provisions are summarised in Table 15.

Table 15 - Accessible Car Parking Provision

Component	Proposed Car Parking Provision	Parking Rate	Parking Provision Requirement (min)	Proposed Parking Provision
Pub/registered club	51	1 space / 100 car parking spaces or part thereof	1	2

4.1.5 Bicycle Parking Provision

The DCP states that the bicycle parking provision requirement is to be calculated in accordance with the parking provision rates stipulated in the Planning Guidelines for Walking and Cycling. The requirement and proposed parking provisions are summarised in Table 16.

Table 16 - Bicycle Parking Provision

Component	Staff/Seating	Bicycle Parking Rate	Bicycle Parking Provision Requirement (min)	Proposed Bicycle Parking Provision
Pub/registered club	13 (avg)	3-5% of staff journey to work trips	1	1
Pub/registered club	300 (avg)	3-5% of seating capacity	9 to 15	11
Total			10 to 16	12

4.1.6 Service Vehicle Parking Provision

The developers require a Medium Rigid Vehicle (MRV) to service the development and therefore, the proposal involves a provision of a loading area which can accommodate up to an MRV.

5. Development Traffic Assessment

5.1 Traffic Volumes and Distribution

The current traffic volumes in the vicinity of the subject site were determined through intersection surveys. The surveys were conducted on Thursday, 17 June 2021 and Saturday, 19 June 2021 at the following intersections:

- Jordan Springs Boulevard / Lakeside Parade
- Lakeside Parade / Jubilee Drive
- Lakeside Parade / Alinta Promenade

Figure 21 highlights the locations of the two surveyed intersections in respect to the development.

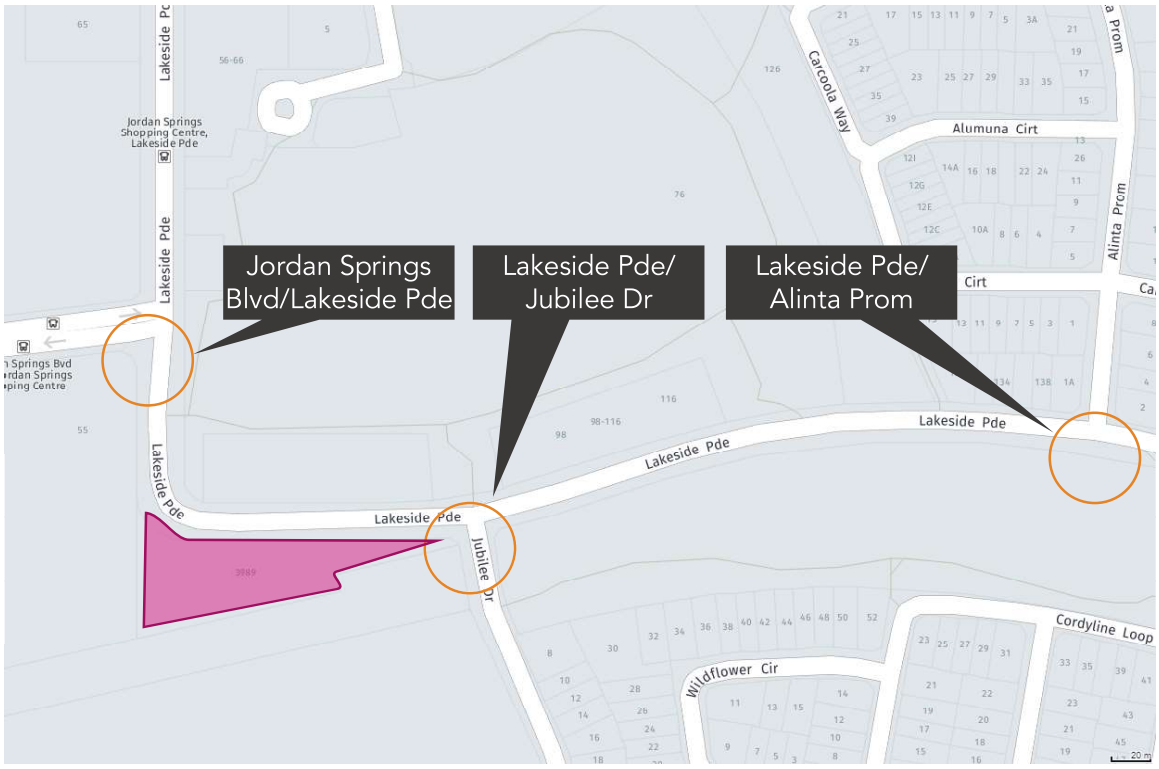


Figure 21 – Intersection survey locations

5.2 Peak Hour Traffic Volumes

The intersections were surveyed during the afternoon peak periods on Thursday, 17 June 2021 and the midday peak periods on Saturday, 19 June 2021. These two periods were chosen as this will be during the typical peak times of the pubs operating hours as well as the peak road network traffic volumes. This provides results for the greatest impact on the surrounding road network.

The peak hours for the overall traffic network were determined by summing all intersection movements within the network for each hour on each surveyed day. The hour that has the highest total for the day surveyed will be considered the peak hour. The peak periods that were evaluated are:

- Friday Peak Hour:
- Saturday Peak Hour:

The traffic volumes for the Thursday and Saturday peak hour is summarised below in Figure 22 and 23.

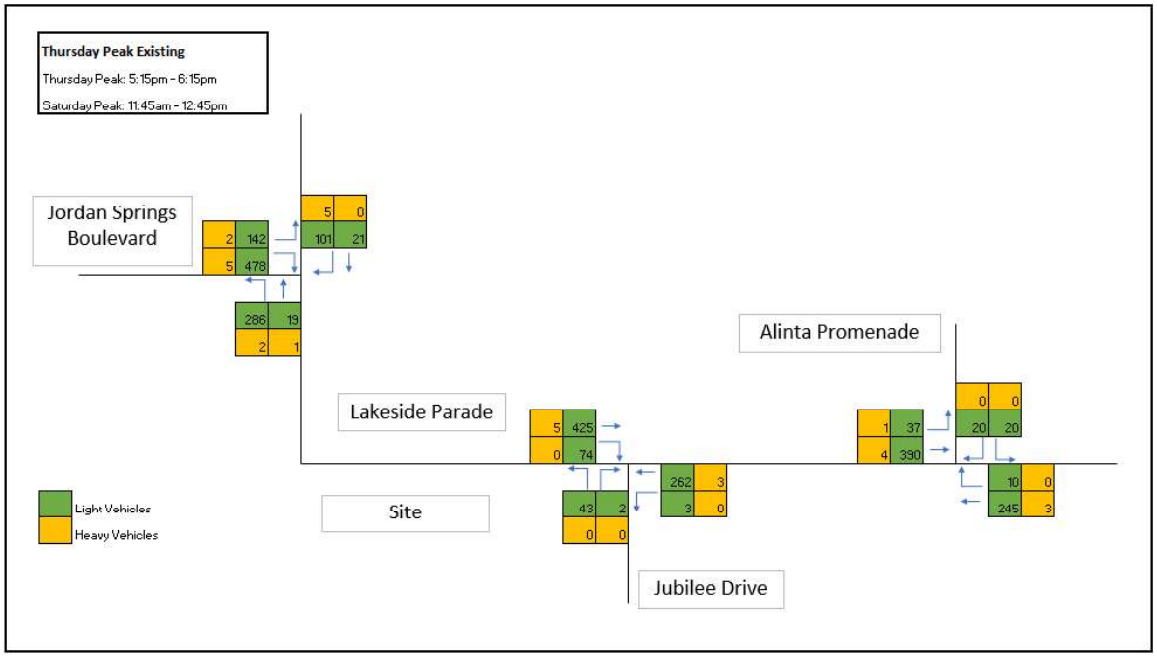


Figure 22 – Thursday peak surveyed traffic volumes

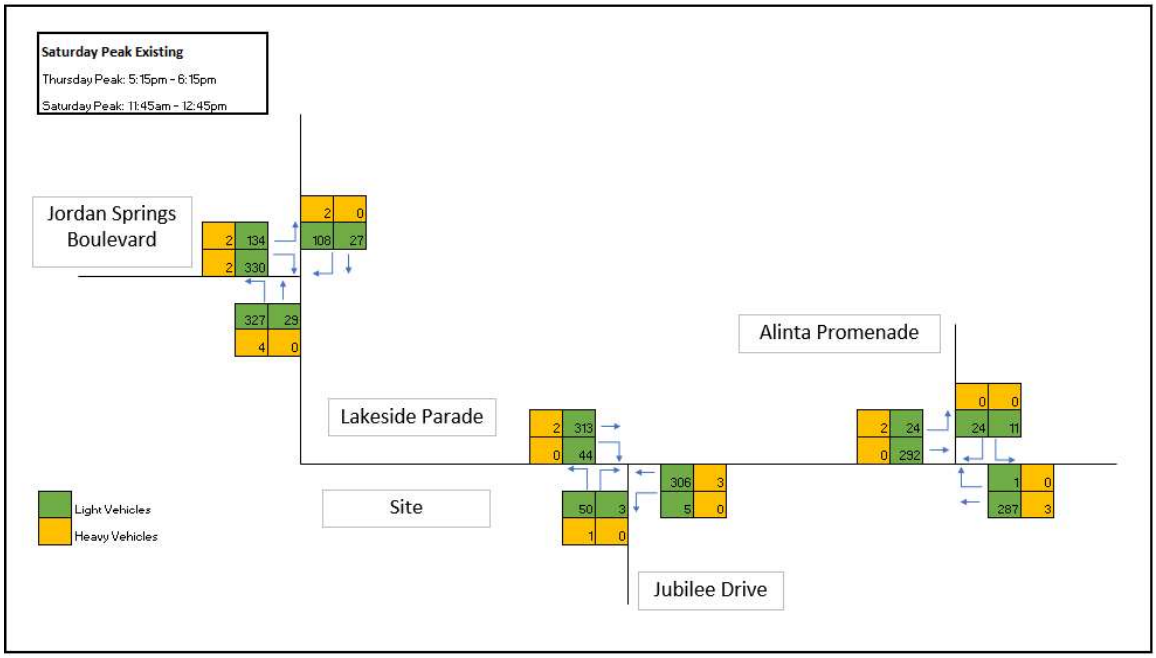


Figure 23 – Saturday peak surveyed traffic volumes

5.3 Existing Traffic Generation

The existing lot is unoccupied; therefore, no traffic is being generated.

5.4 Proposed Traffic Generation

Typically, the traffic associated with a development can be derived through reference to the RMS Guide to Traffic Generating developments, which represents traffic generation rates for various land uses.

The development proposes 883 m^2 of dining, bar, gaming area and beer garden, which will generate traffic.

As referenced in Section 4.1.1, the RMS traffic generation rates for Clubs is based on surveys conducted in 1978 and behaviour changes since 1978, such as the introduction of random breath testing, make such generalisations more difficult.

The RMS traffic generation for clubs is 10 vehicles / hr / 100m^2 of licenced floor area and therefore this would generate 75 trips in the evening peak hour.

The proposed car park accommodates 51 spaces, and this places a cap on the peak hour traffic generation of the development, therefore as a worst-case scenario, the development could generate up to 51 trips in a peak hour period.

5.5 Development Traffic Distribution

The following assumptions were made to determine the distribution of the development traffic:

- It is assumed that all deliveries will be done during off-peak hours, therefore no heavy vehicle trips are anticipated during the afternoon peak hours and on weekends.
- To ensure a robust assessment on the access, we have assumed that during the peak hour the total number of parking spaces will be equivalent to the number of vehicles entering and exiting the site. Additionally, all missing movements between the two intersections from the surveys have been assumed to turn into the carriageway as an additional measure of robustness.
- The Australian Bureau of Statistics (ABS) 2016 Census – Method of Travel to Work data was used to assess the directional split in the AM and PM peaks. Through the assessment of quickest routes for all Sydney regions which have significant vehicle trips (>30 trips) to the Castlereagh - Cranebrook region a directional split was established. The directional split for both scenarios during the AM inbound and PM outbound (inbound for the club) trip is shown in Figure 24.
- Additionally, reference has been made to the Traffic Impact Assessment prepared by WSP dated November 2017 as part of the 'Jordan Springs East - Internal Road and Intersection Assessment with Rezoning'. This has been used to estimate the number of journey to work trips based on the 1,430 dwellings in the eastern section of Jordan Springs. To establish the journey to work trips, a rate of 0.85 per dwelling from TfNSW Guide to Traffic Generating Developments 2002, which equates to 1,216 trips.
    - 500 dwellings within the east section of Jordan Springs have yet to be constructed according to the latest aerial imagery on Nearmaps (20.05.2021). It is anticipated that these dwellings will be constructed by the completion of the development and will be the only additional growth experienced on the local road network as the Masterplan for Jordan Springs is near completion. The traffic growth anticipated from these houses can be calculated using the same journey to work rate used above. Subsequently, a directional split of 80% inbound and 20% outbound for

weekday PM peak periods and a 50% split during the Saturday peak period, noting that typically Saturday peak periods are significantly less than the journey to and from work peaks.

Figure 24 – Traffic Distribution

5.6 Modelling Scenarios

SIDRA modelling was conducted on the intersections described in Section 5.1. The following scenarios have been assessed in this report:

- Existing (2021) – The existing road network with the existing traffic volumes as observed in the traffic survey.
- Development Opening (2022) – The development traffic with the existing road network with existing traffic volumes.
- Growth with Development Traffic (2032) – The development traffic including the growth within Jordan Springs which includes the additional 425 trips from the proposed dwellings located to the east of Jordan Springs. It is unlikely that Jordan Springs will experience any further growth as the Masterplan by Lendlease dated February 2020 is near completion.
- Growth with Intersection Upgrades (2032) – The development traffic including the growth within Jordan Springs which includes the additional 425 trips from the proposed dwellings located to the east of Jordan Springs. This scenario also includes adjustments to the Jordan Springs Blvd/ Lakeside Pde Intersection based on the option 2 upgrade described in the Traffic Impact Assessment prepared by WSP dated November 2017 as part of the 'Jordan Springs East - Internal Road and Intersection Assessment with Rezoning'. Additionally, the cycle times have been doubled to ensure that the intersection still runs in parallel with the adjacent intersections within the subnetwork.

5.7 SIDRA analysis

An analysis was undertaken using the SIDRA Intersection 9 software, a micro-analytical tool for individual intersection and whole-network modelling. SIDRA provides a number of performance indicators outlined below:

- Degree of Saturation – The total usage of the intersection expressed as a factor of 1 with 1 representing 100% use/saturation. (e.g. 0.8 = 80% saturation).
- Average Delay – The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.
- 95% Queue Lengths (Q95) – is defined to be the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.

Level of Service (LoS) – This is a categorization of average delay, intended for simple reference. It is a good indicator of overall performance for individual intersections. TfNSW adopts the bands shown in Table 17.

Table 17 – Intersection performance – Levels of Service

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

The following assumptions were used in the development of the existing SIDRA model:

- The intersection phase times were determined using site observations and video footage.

5.7.1 SIDRA results

Table 18 compares the results of the existing traffic volumes and the additional development volumes. The full movement summaries have been provided as Attachment 1.

Table 18: SIDRA Modelling Results

Intersection	Time	Scenario	Level of Service	Average Delay (s)	Degree of Saturation	95% Queue Length (m)
Jordan Springs Blvd / Lakeside Pde	Thursday Peak	Existing (2021)	B	14.9	0.772	72.7
		Development (2022)	B	15.3	0.802	79.3
		Growth (2032)	F	189.0	1.342	815.0
		Upgrade (2032)	B	13.7	0.753	125.7
		Existing (2021)	B	15.6	0.772	59.8

Intersection	Time	Scenario	Level of Service	Average Delay (s)	Degree of Saturation	95% Queue Length (m)
	Saturday Peak	Development (2022)	B	16.2	0.816	66.4
		Growth (2032)	F	127.2	1.309	524.4
		Upgrade (2032)	B	14.2	0.535	73.6
Site Access	Thursday Peak	Existing (2021)	A	9.3	0.270	0.1
		Development (2022)	A	10.0	0.285	1.9
		Growth (2032)	B	12.2	0.354	2.3
		Upgrade (2032)	C	17.9	0.471	3.2
	Saturday Peak	Existing (2021)	A	8.5	0.194	0.1
		Development (2022)	A	9.1	0.211	1.7
		Growth (2032)	B	12.4	0.326	2.4
		Upgrade (2032)	C	15.0	0.330	2.8
Lakeside Pde / Jubilee Dr	Thursday Peak	Existing (2021)	A	10.0	0.292	5.1
		Development (2022)	A	10.8	0.312	5.5
		Growth (2032)	B	14.0	0.382	2.4
		Upgrade (2032)	C	19.9	0.501	10.9
	Saturday Peak	Existing (2021)	A	9.0	0.207	3.0
		Development (2022)	A	9.6	0.226	3.2
		Growth (2032)	B	13.3	0.303	3.8
		Upgrade (2032)	C	15.6	0.353	5.9
Lakeside Pde / Alinta Prom	Thursday Peak	Existing (2021)	A	9.0	0.236	1.2
		Development (2022)	A	9.6	0.254	1.3
		Growth (2032)	B	12.6	0.335	1.7
		Upgrade (2032)	C	16.7	0.437	2.3
	Saturday Peak	Existing (2021)	A	8.3	0.173	0.9
		Development (2022)	A	8.8	0.191	1.0
		Growth (2032)	B	12.3	0.242	1.2
		Upgrade (2032)	B	13.9	0.306	1.4

5.7.1.1. Jordan Springs Blvd and Lakeside Pde Summary

The above results highlight that the existing intersection is performing at almost capacity as the degree of saturation reaches 0.772. This can be attributed to the single lane right turn movement from Jordan Springs Blvd into Lakeside Parade and short cycle times. The addition of development traffic results in a negligible impact on the performance indicators of the intersection. The most notable increase is within the degree of saturation on the Saturday which reaches 0.816. However, this is still considered acceptable as all other indicators show the intersection is performing well.

On the other hand, when adding the growth and the development traffic into the existing phase timing and intersection geometry, the intersection fails with a level of service F. It should be noted that due to the intersection failing from capacity constraints, all other intersections have experienced reduced arrival flow rates within the development scenario. Therefore, the performance of the intersections has not been accurately depicted.

The Traffic Impact Assessment prepared by WSP dated November 2017 as part of the 'Jordan Springs East - Internal Road and Intersection Assessment with Rezoning' proposes two options which can be utilised to improve the intersection to cater for future growth. Option 2 requires minimal works to the intersection by adding a left turn movement to the right lane. Additionally, the cycle time was doubled, and SIDRA program phasing was used to ensure that coordination between adjacent intersections in the subnetwork is retained. In doing so, the intersection was improved and allowed for better performance than what is currently observed. The adjusted phasing based on SIDRA programming can be found in Attachment 1.

5.7.1.2. Site Access, Lakeside Pde and Jubilee Dr, and Lakeside Pde and Alinta Prom

In all scenarios, all three priority intersections have performed no worse than a level of service C with a maximum delay of 19.9 seconds. Although the level of service is only satisfactory, the delay on the site access is still considered good and is an acceptable amount of delay.

6. Access and Car Park Assessment

The following section presents an assessment of the proposed development with reference to the requirements of AS2890.1:2004 (Off-street car parking), AS2890.2:2018 (Off-street commercial vehicle facilities), AS2890.3:2015 (Bicycle Parking) and AS2890.6:2009 (Off-street parking for people with disabilities). This section is the be read in conjunction with the architectural plans provided by Team 2 Architects (see Attachment 1) and the car park assessment undertaken by **ptc.** (see Attachment 3). It should be noted that the architectural plans provided by Team 2, in Attachment 1 only shows the building layout whereas the parking layout is provided in the parking assessment plans in Attachment 3.

6.1 Vehicular Access and Circulation

Vehicle access to the carpark is provided as a 7-metre-wide two-way driveway off Lakeside Parade. The access category for the development is category 2, as taken from Table 3.1 in AS2890.1:2004 for a carpark with 25 to 100 spaces.

As a Category 2 car park the minimum access driveway width is 6.0m to 9.0m combined. Therefore, the access driveway is compliant with the AS2890. A swept path analysis has been undertaken which indicates that accessing the proposed driveway is fit for purpose.

6.2 Sight Distance

Section 3.2 of AS2890.1.2004 and Section 3.4.5 of AS2890.2:2018 provides the requirements for sight distance prescribed on the basis of the posted speed limit or 85th percentile vehicle speeds along the frontage road.

Lakeside Parade has a posted speed limit of 50km/h, which requires a visibility distance of 69 metres (AS2890.2) and a distance of 45 metres (AS2890.1). The proposed driveway is located on a straight section of the road where sufficient sight distance is provided.

The proposed car park allows for all vehicles to enter and exit in a forward direction, therefore minimising potential conflict points and maintaining the overall safety of the road network.

6.3 Service vehicles

A loading bay proposed for the facility is located in the south west corner of the car park. It will be used to accommodate a Medium Rigid Vehicle (MRV) vehicle.

A swept path for an 8.8-meter-long MRV is shown in Attachment 3, which demonstrates that the area provided is sufficient for the vehicle to access and egress the loading dock.

6.4 Carpark Arrangement

6.4.1 Typical requirements

The car park access and parking arrangements have been assessed against the requirements of AS2890.1:2004, with reference to Class 2 (Medium-term parking) facilities. The development is to provide the following dimension (90° angle parking):

- Car Spaces: 2.5m x 5.4m;

- Aisle Width: 5.8m (minimum).

The proposed car park will provide parking spaces which meet the requirements within the AS2890.1.

6.4.2 Accessible Parking

All accessible parking spaces have been individually assessed against the requirements of AS2890.6. Accessible parking spaces are to be designed based on the following dimensions:

- Accessible Space: 2.4m x 5.4m
- Adjacent Shared Bay: 2.4m x 5.4m (with a bollard)

All shared bays and accessible spaces shall be installed in accordance with AS2890.6, including the installation of bollards and relevant pavement marking. The carpark will be open hence having the minimum height clearance of 2.5m is to be maintained above all accessible and shared bays.

6.4.3 Bicycle Parking

Approved bicycle parking devices (BPD's) shall be installed as per the following requirements of AS2890.3:2015:

- Horizontal Parking: 1800mm x 500mm
- Access Aisle: 1500mm

The proposed development shall provide bicycle spaces which adhere to the above requirements and the exact location of the BPD's will be determined during the CC stage of the project.

7. Conclusion

ptc. has been engaged by FDC to prepare a Traffic Impact Assessment (TIA) to accompany a Development Application (DA) to be submitted to Penrith City Council, for the development of a Neighbourhood Tavern on Lakeside Parade, Jordon Springs.

The sites locality provides great accessibility through a range of transport modes. It is directly serviced by The Northern Road, Jordan Springs Boulevard and Lakeside Parade, providing access for private vehicles and the bus network. There are four main bus stops which service the site along Lakeside Parade within walking distance. The 800m walking catchment also encapsulates a large residential area north of the development while there are many off-road cycle paths available for people travelling from most directions. As part of the development, it is proposed to provide a shuttle bus during peak periods around the Jordan Springs suburb to the site, which will provide patrons an alternative mode of transport to access the tavern.

The development proposes 51 parking spaces for on-site to allow visitors and staff to easily access the facility. A detailed parking analysis was undertaken to assess the validity of the carpark according to the Penrith Council DCP, similar developments and AS2890 series.

According to the DCP carpark requirements, 184 parking spots will be required due to rates based on bar, dining, gaming floor space and beer garden, however assessment of similar developments and taking into consideration the locality of the Tavern, the proposed 51 spaces have been deemed to meet the parking demands of the proposed development.

The AS2890 series and a swept path analysis were used to assess site access, parking and service areas. The analysis resulted in all the requirement being compliant.

The development traffic has been assessed and it has been determined that the development will have no detrimental effect on the operation of the surrounding road network. It should be noted, the growth which is anticipated on the local road network will cause the Jordan Springs Blvd and Lakeside Pde intersection to fail, however based on the option 2 upgrade within the WSP Traffic Impact Assessment on Jordan Springs, the intersection can be improved to service the additional vehicles.

Ultimately, the proposed development is unlikely to result in any impacts to existing local parking and traffic conditions, and that the car park design satisfies the relevant Australian Standards.

Attachment 1 - SIDRA Movement Summaries and Phase Summary

PHASING SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_DEVELOPMENT_SATURDAY - UPGRADED (Site Folder: Development (Saturday) - Upgraded)]

Network: N101 [SATURDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 98 seconds (Site User-Given Cycle Time)

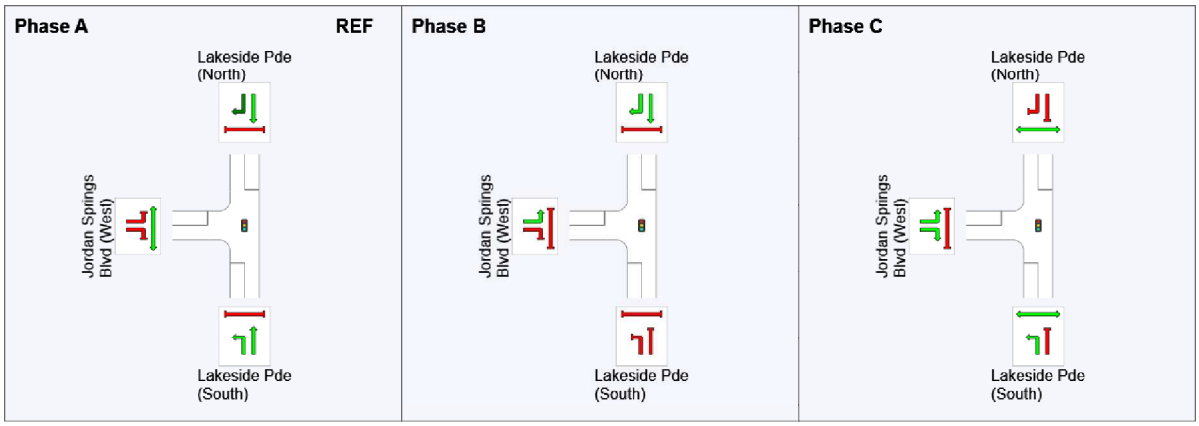
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

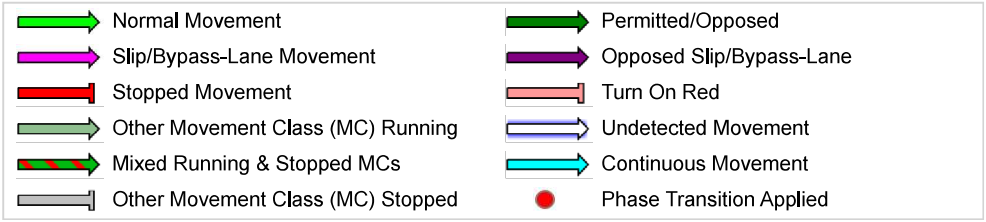
Phase	A	B	C
Phase Change Time (sec)	0	18	35
Green Time (sec)	12	11	57
Phase Time (sec)	18	17	63
Phase Split	18%	17%	64%

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



PHASING SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_DEVELOPMENT_THURSDAY_UPGRADED (Site Folder: Development (Thursday) - Upgraded)]

Network: N101 [THURSDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 86 seconds (Site User-Given Cycle Time)

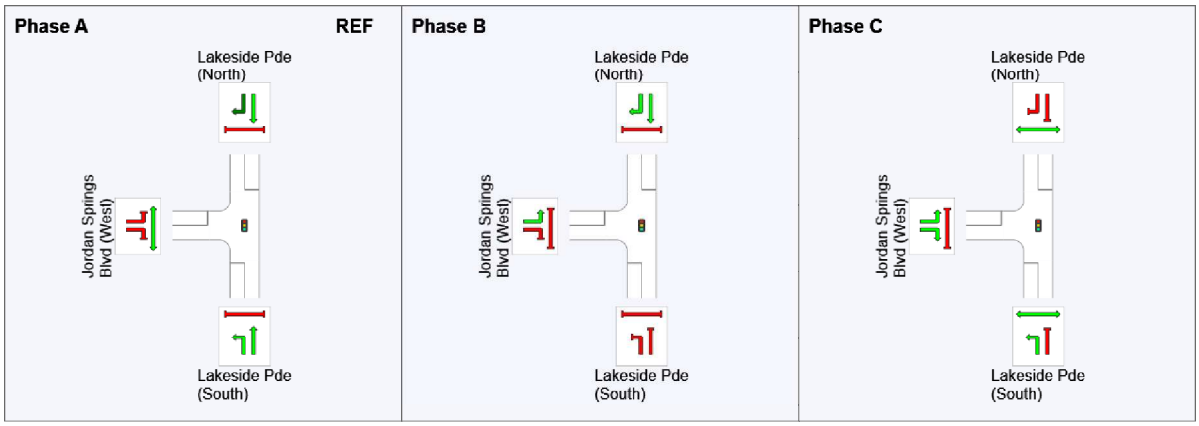
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Summary

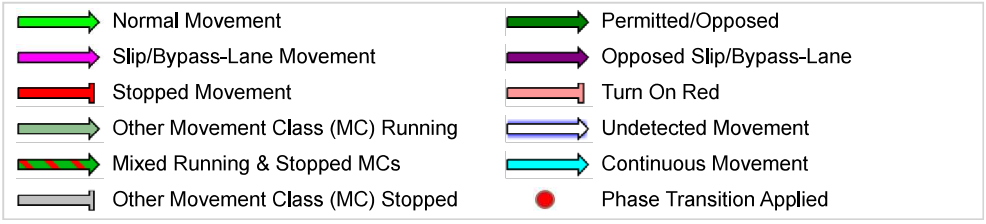
Phase	A	B	C
Phase Change Time (sec)	0	16	29
Green Time (sec)	10	7	51
Phase Time (sec)	16	13	57
Phase Split	19%	15%	66%

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



MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_EXISTING_SATURDAY (Site Folder: Existing (Saturday))]

Network: N101 [SATURDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	305	1.0	305	1.0	0.158	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0.0	1	0.0	0.158	6.8	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		306	1.0	306	1.0	0.158	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Alinta Prom (North)														
7	L2	25	0.0	25	0.0	0.037	6.5	LOS A	0.1	0.9	0.39	0.62	0.39	52.4
9	R2	12	0.0	12	0.0	0.037	8.3	LOS A	0.1	0.9	0.39	0.62	0.39	48.8
Approach		37	0.0	37	0.0	0.037	7.1	LOS A	0.1	0.9	0.39	0.62	0.39	51.7
West: Lakeside Pde (West)														
10	L2	27	7.7	27	7.7	0.173	5.7	LOS A	0.0	0.0	0.00	0.05	0.00	57.1
11	T1	307	0.0	307	0.0	0.173	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach		335	0.6	335	0.6	0.173	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.2
All Vehicles		678	0.8	678	0.8	0.173	0.6	NA	0.1	0.9	0.02	0.06	0.02	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_EXISTING_SATURDAY (Site Folder: Existing (Saturday))]

Network: N101 [SATURDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 49 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	348	1.2	348	1.2	0.226	6.4	LOS A	1.7	11.8	0.22	0.64	0.22	50.0
2	T1	31	0.0	31	0.0	* 0.033	7.5	LOS A	0.4	2.7	0.56	0.41	0.56	50.7
Approach		379	1.1	379	1.1	0.226	6.5	LOS A	1.7	11.8	0.24	0.62	0.24	50.1
North: Lakeside Pde (North)														
8	T1	28	0.0	28	0.0	0.023	4.2	LOS A	0.3	1.8	0.39	0.29	0.39	53.8
9	R2	116	1.8	116	1.8	* 0.151	10.0	LOS A	1.1	8.0	0.56	0.70	0.56	50.0
Approach		144	1.5	144	1.5	0.151	8.8	LOS A	1.1	8.0	0.52	0.62	0.52	50.4
West: Jordan Springs Blvd (West)														
10	L2	143	1.5	143	1.5	0.239	18.4	LOS B	2.2	15.7	0.66	0.73	0.66	45.1
12	R2	349	0.6	349	0.6	* 0.772	27.1	LOS B	8.5	59.8	0.95	0.90	1.12	31.9
Approach		493	0.9	493	0.9	0.772	24.6	LOS B	8.5	59.8	0.87	0.85	0.99	36.7
All Vehicles		1016	1.0	1016	1.0	0.772	15.6	LOS B	8.5	59.8	0.59	0.73	0.64	43.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	186.0	217.2	1.17
North: Lakeside Pde (North)											
P3	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	181.9	211.9	1.16
West: Jordan Springs Blvd (West)											
P4	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	185.0	215.9	1.17
All Pedestrians		158	18.9	LOS B	0.1	0.1	0.88	0.88	184.3	215.0	1.17

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: SITE [2. Lakeside Pde / Site Access_EXISTING_SATURDAY (Site Folder: Existing (Saturday))]

Network: N101 [SATURDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	1	0.0	1	0.0	0.003	6.7	LOS A	0.0	0.1	0.44	0.59	0.44	48.1
3	R2	1	0.0	1	0.0	0.003	8.5	LOS A	0.0	0.1	0.44	0.59	0.44	48.1
Approach		2	0.0	2	0.0	0.003	7.6	LOS A	0.0	0.1	0.44	0.59	0.44	48.1
East: Lakeside Pde (E)														
4	L2	1	0.0	1	0.0	0.193	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	57.1
5	T1	375	0.0	375	0.0	0.193	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		376	0.0	376	0.0	0.193	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
West: Lakeside Pde (W)														
11	T1	376	0.0	376	0.0	0.194	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
12	R2	1	0.0	1	0.0	0.194	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	56.7
Approach		377	0.0	377	0.0	0.194	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.8
All Vehicles		755	0.0	755	0.0	0.194	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_EXISTING_SATURDAY (Site Folder: Existing (Saturday))]

Network: N101 [SATURDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	54	2.0	54	2.0	0.050	6.7	LOS A	0.2	1.3	0.38	0.61	0.38	48.8
3	R2	3	0.0	3	0.0	0.050	9.0	LOS A	0.2	1.3	0.38	0.61	0.38	48.8
Approach		57	1.9	57	1.9	0.050	6.8	LOS A	0.2	1.3	0.38	0.61	0.38	48.8
East: Lakeside Pde (East)														
4	L2	5	0.0	5	0.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.9
5	T1	325	1.0	325	1.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		331	1.0	331	1.0	0.171	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
West: Lakeside Pde (West)														
11	T1	332	0.6	332	0.6	0.207	0.3	LOS A	0.4	3.0	0.14	0.08	0.14	48.9
12	R2	46	0.0	46	0.0	0.207	5.6	LOS A	0.4	3.0	0.14	0.08	0.14	54.7
Approach		378	0.6	378	0.6	0.207	0.9	NA	0.4	3.0	0.14	0.08	0.14	51.8
All Vehicles		765	0.8	765	0.8	0.207	1.0	NA	0.4	3.0	0.10	0.09	0.10	55.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_EXISTINGDEV_SATURDAY (Site Folder: Existing (Saturday) + Development)]

Network: N101 [SATURDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	340	0.9	340	0.9	0.176	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0.0	1	0.0	0.176	7.0	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		341	0.9	341	0.9	0.176	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Alinta Prom (North)														
7	L2	25	0.0	25	0.0	0.039	6.7	LOS A	0.1	1.0	0.41	0.64	0.41	52.2
9	R2	12	0.0	12	0.0	0.039	8.8	LOS A	0.1	1.0	0.41	0.64	0.41	48.4
Approach		37	0.0	37	0.0	0.039	7.4	LOS A	0.1	1.0	0.41	0.64	0.41	51.5
West: Lakeside Pde (West)														
10	L2	27	7.7	27	7.7	0.191	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.1
11	T1	342	0.0	342	0.0	0.191	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach		369	0.6	369	0.6	0.191	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.3
All Vehicles		747	0.7	747	0.7	0.191	0.6	NA	0.1	1.0	0.02	0.05	0.02	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_EXISTINGDEV_SATURDAY (Site Folder: Existing (Saturday) + Development)]

Network: N101 [SATURDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 49 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	368	1.1	368	1.1	0.239	6.4	LOS A	1.8	12.7	0.22	0.64	0.22	50.0
2	T1	31	0.0	31	0.0	* 0.033	7.5	LOS A	0.4	2.7	0.56	0.41	0.56	50.7
Approach		399	1.1	399	1.1	0.239	6.5	LOS A	1.8	12.7	0.24	0.62	0.24	50.1
North: Lakeside Pde (North)														
8	T1	28	0.0	28	0.0	0.023	4.2	LOS A	0.3	1.8	0.39	0.29	0.39	53.8
9	R2	116	1.8	116	1.8	* 0.151	10.0	LOS A	1.1	8.0	0.56	0.70	0.56	50.0
Approach		144	1.5	144	1.5	0.151	8.8	LOS A	1.1	8.0	0.52	0.62	0.52	50.4
West: Jordan Springs Blvd (West)														
10	L2	143	1.5	143	1.5	0.239	18.4	LOS B	2.2	15.7	0.66	0.73	0.66	45.1
12	R2	369	0.6	369	0.6	* 0.816	28.6	LOS C	9.4	66.4	0.97	0.93	1.21	31.1
Approach		513	0.8	513	0.8	0.816	25.8	LOS B	9.4	66.4	0.89	0.88	1.06	35.9
All Vehicles		1056	1.0	1056	1.0	0.816	16.2	LOS B	9.4	66.4	0.59	0.74	0.68	42.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	186.0	217.2	1.17
North: Lakeside Pde (North)											
P3	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	181.9	211.9	1.16
West: Jordan Springs Blvd (West)											
P4	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	185.0	215.9	1.17
All Pedestrians		158	18.9	LOS B	0.1	0.1	0.88	0.88	184.3	215.0	1.17

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: SITE [2. Lakeside Pde / Site Access_EXISTINGDEV_SATURDAY (Site Folder: Existing (Saturday) + Development)]

Network: N101 [SATURDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	20	0.0	20	0.0	0.072	6.9	LOS A	0.2	1.7	0.48	0.72	0.48	47.3
3	R2	35	0.0	35	0.0	0.072	9.1	LOS A	0.2	1.7	0.48	0.72	0.48	47.3
Approach		55	0.0	55	0.0	0.072	8.3	LOS A	0.2	1.7	0.48	0.72	0.48	47.3
East: Lakeside Pde (E)														
4	L2	35	0.0	35	0.0	0.211	4.3	LOS A	0.0	0.0	0.00	0.05	0.00	56.5
5	T1	375	0.0	375	0.0	0.211	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	55.1
Approach		409	0.0	409	0.0	0.211	0.4	NA	0.0	0.0	0.00	0.05	0.00	55.7
West: Lakeside Pde (W)														
11	T1	376	0.0	376	0.0	0.210	0.2	LOS A	0.2	1.3	0.05	0.03	0.05	57.3
12	R2	20	0.0	20	0.0	0.210	7.3	LOS A	0.2	1.3	0.05	0.03	0.05	56.0
Approach		396	0.0	396	0.0	0.210	0.5	NA	0.2	1.3	0.05	0.03	0.05	57.0
All Vehicles		860	0.0	860	0.0	0.211	0.9	NA	0.2	1.7	0.06	0.08	0.06	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_EXISTINGDEV_SATURDAY (Site Folder: Existing (Saturday) + Development)]

Network: N101 [SATURDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	54	2.0	54	2.0	0.052	6.8	LOS A	0.2	1.4	0.41	0.63	0.41	48.7
3	R2	3	0.0	3	0.0	0.052	9.6	LOS A	0.2	1.4	0.41	0.63	0.41	48.7
Approach		57	1.9	57	1.9	0.052	7.0	LOS A	0.2	1.4	0.41	0.63	0.41	48.7
East: Lakeside Pde (East)														
4	L2	5	0.0	5	0.0	0.189	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.9
5	T1	360	0.9	360	0.9	0.189	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		365	0.9	365	0.9	0.189	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
West: Lakeside Pde (West)														
11	T1	366	0.6	366	0.6	0.226	0.3	LOS A	0.5	3.2	0.14	0.07	0.14	49.2
12	R2	46	0.0	46	0.0	0.226	5.9	LOS A	0.5	3.2	0.14	0.07	0.14	54.7
Approach		413	0.5	413	0.5	0.226	0.9	NA	0.5	3.2	0.14	0.07	0.14	51.8
All Vehicles		835	0.8	835	0.8	0.226	1.0	NA	0.5	3.2	0.10	0.08	0.10	55.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_GROWTHDEV_SATURDAY (Site Folder: Growth (Saturday) + Development)]

Network: N101 [SATURDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	564	0.6	564	0.6	0.291	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
6	R2	1	0.0	1	0.0	0.291	8.0	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		565	0.6	565	0.6	0.291	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Alinta Prom (North)														
7	L2	25	0.0	25	0.0	0.052	7.2	LOS A	0.2	1.2	0.50	0.70	0.50	51.2
9	R2	12	0.0	12	0.0	0.052	12.3	LOS A	0.2	1.2	0.50	0.70	0.50	46.7
Approach		37	0.0	37	0.0	0.052	8.8	LOS A	0.2	1.2	0.50	0.70	0.50	50.3
West: Lakeside Pde (West)														
10	L2	27	7.7	22	9.7	0.242	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.1
11	T1	566	0.0	448	0.0	0.242	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		594	0.4	469 N1	0.4	0.242	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		1196	0.4	1071 N1	0.5	0.291	0.4	NA	0.2	1.2	0.02	0.04	0.02	59.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: Wednesday, 23 June 2021 2:24:42 PM
Project: Z:\PCI - PROJECT WORK FILES\NSW\FDC - Neighbourhood Tavern Roll Out\Jordan Springs\4. DA Stage\3. Modelling & Surveys\210412 - SIDRA - Jordan Springs Intersection Model.sip9

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_GROWTHDEV_SATURDAY (Site Folder: Growth (Saturday) + Development)]

Network: N101 [SATURDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 49 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	593	0.7	593	0.7	0.383	6.6	LOS A	3.4	24.0	0.26	0.66	0.26	49.9
2	T1	31	0.0	31	0.0	* 0.033	7.5	LOS A	0.4	2.7	0.56	0.41	0.56	50.7
Approach		623	0.7	623	0.7	0.383	6.6	LOS A	3.4	24.0	0.27	0.65	0.27	49.9
North: Lakeside Pde (North)														
8	T1	28	0.0	28	0.0	0.023	4.4	LOS A	0.3	1.8	0.39	0.29	0.39	53.8
9	R2	116	1.8	116	1.8	* 0.151	10.0	LOS A	1.1	8.0	0.56	0.70	0.56	50.0
Approach		144	1.5	144	1.5	0.151	8.9	LOS A	1.1	8.0	0.52	0.62	0.52	50.4
West: Jordan Springs Blvd (West)														
10	L2	143	1.5	143	1.5	0.239	18.4	LOS B	2.2	15.7	0.66	0.73	0.66	45.1
12	R2	594	0.4	594	0.4	* 1.309	308.8	LOS F	74.7	524.4	1.00	2.65	5.63	5.4
Approach		737	0.6	737	0.6	1.309	252.4	LOS F	74.7	524.4	0.93	2.28	4.66	7.5
All Vehicles		1504	0.7	1504	0.7	1.309	127.2	LOS F	74.7	524.4	0.62	1.44	2.45	14.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	186.0	217.2	1.17
North: Lakeside Pde (North)											
P3	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	181.9	211.9	1.16
West: Jordan Springs Blvd (West)											
P4	Full	53	18.9	LOS B	0.1	0.1	0.88	0.88	185.0	215.9	1.17
All Pedestrians		158	18.9	LOS B	0.1	0.1	0.88	0.88	184.3	215.0	1.17

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: SITE [2. Lakeside Pde / Site Access_GROWTHDEV_SATURDAY (Site Folder: Growth (Saturday) + Development)]

Network: N101 [SATURDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	20	0.0	20	0.0	0.104	8.1	LOS A	0.3	2.4	0.63	0.83	0.63	44.4
3	R2	35	0.0	35	0.0	0.104	12.4	LOS A	0.3	2.4	0.63	0.83	0.63	44.4
Approach		55	0.0	55	0.0	0.104	10.8	LOS A	0.3	2.4	0.63	0.83	0.63	44.4
East: Lakeside Pde (E)														
4	L2	35	0.0	35	0.0	0.326	4.3	LOS A	0.0	0.0	0.00	0.03	0.00	56.6
5	T1	599	0.0	599	0.0	0.326	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.6
Approach		634	0.0	634	0.0	0.326	0.3	NA	0.0	0.0	0.00	0.03	0.00	56.6
West: Lakeside Pde (W)														
11	T1	600	0.0	465	0.0	0.256	0.2	LOS A	0.2	1.5	0.06	0.02	0.06	57.2
12	R2	20	0.0	15	0.0	0.256	9.3	LOS A	0.2	1.5	0.06	0.02	0.06	56.0
Approach		620	0.0	480 N1	0.0	0.256	0.5	NA	0.2	1.5	0.06	0.02	0.06	57.1
All Vehicles		1308	0.0	1169 N1	0.0	0.326	0.9	NA	0.3	2.4	0.05	0.06	0.05	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_GROWTHDEV_SATURDAY (Site Folder: Growth (Saturday) + Development)]

Network: N101 [SATURDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	54	2.0	54	2.0	0.069	8.1	LOS A	0.3	1.8	0.53	0.73	0.53	47.2
3	R2	3	0.0	3	0.0	0.069	13.3	LOS A	0.3	1.8	0.53	0.73	0.53	47.2
Approach		57	1.9	57	1.9	0.069	8.4	LOS A	0.3	1.8	0.53	0.73	0.53	47.2
East: Lakeside Pde (East)														
4	L2	5	0.0	5	0.0	0.303	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.9
5	T1	584	0.5	584	0.5	0.303	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		589	0.5	589	0.5	0.303	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
West: Lakeside Pde (West)														
11	T1	591	0.4	466	0.5	0.278	0.5	LOS A	0.5	3.8	0.13	0.05	0.14	48.4
12	R2	46	0.0	36	0.0	0.278	7.7	LOS A	0.5	3.8	0.13	0.05	0.14	54.6
Approach		637	0.3	502 N1	0.4	0.278	1.0	NA	0.5	3.8	0.13	0.05	0.14	50.6
All Vehicles		1283	0.5	1148 N1	0.5	0.303	0.9	NA	0.5	3.8	0.08	0.06	0.09	56.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: Wednesday, 23 June 2021 2:24:42 PM
Project: Z:\PCI - PROJECT WORK FILES\NSW\FDC - Neighbourhood Tavern Roll Out\Jordan Springs\4. DA Stage\3. Modelling & Surveys\210412 - SIDRA - Jordan Springs Intersection Model.sip9

MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_DEVELOPMENT_SATURDAY - Copy (Site Folder: Development (Saturday) - Upgraded)]

Network: N101 [SATURDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	564	0.6	564	0.6	0.292	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	1	0.0	1	0.0	0.292	9.1	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		565	0.6	565	0.6	0.292	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Alinta Prom (North)														
7	L2	25	0.0	25	0.0	0.060	7.8	LOS A	0.2	1.4	0.56	0.75	0.56	50.5
9	R2	12	0.0	12	0.0	0.060	13.9	LOS A	0.2	1.4	0.56	0.75	0.56	45.6
Approach		37	0.0	37	0.0	0.060	9.8	LOS A	0.2	1.4	0.56	0.75	0.56	49.5
West: Lakeside Pde (West)														
10	L2	27	7.7	27	7.7	0.306	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.2
11	T1	566	0.0	566	0.0	0.306	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		594	0.4	594	0.4	0.306	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		1196	0.4	1196	0.4	0.306	0.5	NA	0.2	1.4	0.02	0.04	0.02	59.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_DEVELOPMENT_SATURDAY - UPGRADED (Site Folder: Development (Saturday) - Upgraded)]

Network: N101 [SATURDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 98 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	593	0.7	593	0.7	0.437	9.8	LOS A	9.6	67.7	0.37	0.70	0.37	46.9
2	T1	31	0.0	31	0.0	* 0.128	42.3	LOS C	1.3	9.3	0.92	0.67	0.92	29.5
Approach		623	0.7	623	0.7	0.437	11.3	LOS A	9.6	67.7	0.40	0.70	0.40	45.6
North: Lakeside Pde (North)														
8	T1	28	0.0	28	0.0	0.049	27.5	LOS B	1.0	6.7	0.74	0.55	0.74	32.4
9	R2	116	1.8	116	1.8	* 0.342	38.1	LOS C	4.8	33.8	0.90	0.78	0.90	36.1
Approach		144	1.5	144	1.5	0.342	36.0	LOS C	4.8	33.8	0.87	0.73	0.87	35.7
West: Jordan Springs Blvd (West)														
10	L2	143	1.5	143	1.5	0.127	7.1	LOS A	0.6	4.5	0.09	0.60	0.09	52.4
12	R2	594	0.4	594	0.4	* 0.535	13.5	LOS A	10.5	73.6	0.40	0.71	0.40	41.7
Approach		737	0.6	737	0.6	0.535	12.3	LOS A	10.5	73.6	0.34	0.69	0.34	44.7
All Vehicles		1504	0.7	1504	0.7	0.535	14.2	LOS A	10.5	73.6	0.42	0.70	0.42	43.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	43.3	LOS E	0.1	0.1	0.94	0.94	210.4	217.2	1.03
North: Lakeside Pde (North)											
P3	Full	53	43.3	LOS E	0.1	0.1	0.94	0.94	206.3	211.9	1.03
West: Jordan Springs Blvd (West)											
P4	Full	53	43.3	LOS E	0.1	0.1	0.94	0.94	209.4	215.9	1.03
All Pedestrians		158	43.3	LOS E	0.1	0.1	0.94	0.94	208.7	215.0	1.03

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: SITE [2. Lakeside Pde / Site Access_DEVELOPMENT_SATURDAY - Copy (Site Folder: Development (Saturday) - Upgraded)]

Network: N101 [SATURDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	20	0.0	20	0.0	0.128	8.1	LOS A	0.4	2.8	0.69	0.85	0.69	42.7
3	R2	35	0.0	35	0.0	0.128	15.0	LOS B	0.4	2.8	0.69	0.85	0.69	42.7
Approach		55	0.0	55	0.0	0.128	12.5	LOS A	0.4	2.8	0.69	0.85	0.69	42.7
East: Lakeside Pde (E)														
4	L2	35	0.0	35	0.0	0.326	4.3	LOS A	0.0	0.0	0.00	0.03	0.00	56.6
5	T1	599	0.0	599	0.0	0.326	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.6
Approach		634	0.0	634	0.0	0.326	0.3	NA	0.0	0.0	0.00	0.03	0.00	56.6
West: Lakeside Pde (W)														
11	T1	600	0.0	600	0.0	0.330	0.3	LOS A	0.4	2.5	0.07	0.02	0.08	56.9
12	R2	20	0.0	20	0.0	0.330	9.8	LOS A	0.4	2.5	0.07	0.02	0.08	55.9
Approach		620	0.0	620	0.0	0.330	0.6	NA	0.4	2.5	0.07	0.02	0.08	56.8
All Vehicles		1308	0.0	1308	0.0	0.330	0.9	NA	0.4	2.8	0.06	0.06	0.07	54.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_DEVELOPMENT_SATURDAY - Copy (Site Folder: Development (Saturday) - Upgraded)]

Network: N101 [SATURDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	54	2.0	54	2.0	0.071	8.1	LOS A	0.3	1.8	0.53	0.73	0.53	47.1
3	R2	3	0.0	3	0.0	0.071	15.6	LOS B	0.3	1.8	0.53	0.73	0.53	47.1
Approach		57	1.9	57	1.9	0.071	8.5	LOS A	0.3	1.8	0.53	0.73	0.53	47.1
East: Lakeside Pde (East)														
4	L2	5	0.0	5	0.0	0.303	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.9
5	T1	584	0.5	584	0.5	0.303	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		589	0.5	589	0.5	0.303	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.6
West: Lakeside Pde (West)														
11	T1	591	0.4	591	0.4	0.353	0.6	LOS A	0.8	5.9	0.14	0.05	0.18	47.1
12	R2	46	0.0	46	0.0	0.353	8.2	LOS A	0.8	5.9	0.14	0.05	0.18	54.4
Approach		637	0.3	637	0.3	0.353	1.1	NA	0.8	5.9	0.14	0.05	0.18	49.7
All Vehicles		1283	0.5	1283	0.5	0.353	1.0	NA	0.8	5.9	0.09	0.06	0.11	55.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_EXISTING_THURSDAY (Site Folder: Existing (Thursday))]

Network: N101 [THURSDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	261	1.2	261	1.2	0.144	0.1	LOS A	0.1	0.8	0.05	0.02	0.05	59.1
6	R2	11	0.0	11	0.0	0.144	7.4	LOS A	0.1	0.8	0.05	0.02	0.05	57.3
Approach		272	1.2	272	1.2	0.144	0.4	NA	0.1	0.8	0.05	0.02	0.05	59.0
North: Alinta Prom (North)														
7	L2	21	0.0	21	0.0	0.053	7.0	LOS A	0.2	1.2	0.47	0.70	0.47	51.7
9	R2	21	0.0	21	0.0	0.053	9.0	LOS A	0.2	1.2	0.47	0.70	0.47	47.6
Approach		42	0.0	42	0.0	0.053	8.0	LOS A	0.2	1.2	0.47	0.70	0.47	50.2
West: Lakeside Pde (West)														
10	L2	40	2.6	40	2.6	0.236	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.3
11	T1	415	1.0	415	1.0	0.236	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.3
Approach		455	1.2	455	1.2	0.236	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.1
All Vehicles		768	1.1	768	1.1	0.236	0.9	NA	0.2	1.2	0.04	0.08	0.04	58.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_EXISTING_THURSDAY (Site Folder: Existing (Thursday))]

Network: N101 [THURSDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 43 seconds (Minimum Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	303	0.7	303	0.7	0.203	6.8	LOS A	1.6	11.3	0.27	0.65	0.27	49.7
2	T1	21	5.0	21	5.0	* 0.033	10.8	LOS A	0.3	2.2	0.71	0.50	0.71	47.5
Approach		324	1.0	324	1.0	0.203	7.0	LOS A	1.6	11.3	0.30	0.64	0.30	49.6
North: Lakeside Pde (North)														
8	T1	22	0.0	22	0.0	0.024	7.7	LOS A	0.3	1.8	0.56	0.40	0.56	49.3
9	R2	112	4.7	112	4.7	* 0.235	13.7	LOS A	1.5	10.6	0.74	0.74	0.74	47.5
Approach		134	3.9	134	3.9	0.235	12.7	LOS A	1.5	10.6	0.71	0.69	0.71	47.7
West: Jordan Springs Blvd (West)														
10	L2	152	1.4	152	1.4	0.192	13.2	LOS A	1.6	11.5	0.52	0.70	0.52	48.2
12	R2	508	1.0	508	1.0	* 0.772	21.0	LOS B	10.3	72.7	0.90	0.90	1.04	35.7
Approach		660	1.1	660	1.1	0.772	19.2	LOS B	10.3	72.7	0.82	0.85	0.92	39.5
All Vehicles		1118	1.4	1118	1.4	0.772	14.9	LOS B	10.3	72.7	0.65	0.77	0.72	43.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	182.2	217.2	1.19
North: Lakeside Pde (North)											
P3	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	178.1	211.9	1.19
West: Jordan Springs Blvd (West)											
P4	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	181.2	215.9	1.19
All Pedestrians		158	15.1	LOS B	0.1	0.1	0.86	0.86	180.5	215.0	1.19

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: SITE [2. Lakeside Pde / Site Access_EXISTING_THURSDAY (Site Folder: Existing (Thursday))]

Network: N101 [THURSDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	1	0.0	1	0.0	0.003	6.5	LOS A	0.0	0.1	0.44	0.59	0.44	47.8
3	R2	1	0.0	1	0.0	0.003	9.3	LOS A	0.0	0.1	0.44	0.59	0.44	47.8
Approach		2	0.0	2	0.0	0.003	7.9	LOS A	0.0	0.1	0.44	0.59	0.44	47.8
East: Lakeside Pde (E)														
4	L2	1	0.0	1	0.0	0.165	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	57.1
5	T1	321	0.0	321	0.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		322	0.0	322	0.0	0.165	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
West: Lakeside Pde (W)														
11	T1	525	0.0	525	0.0	0.270	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
12	R2	1	0.0	1	0.0	0.270	7.0	LOS A	0.0	0.1	0.00	0.00	0.00	56.7
Approach		526	0.0	526	0.0	0.270	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		851	0.0	851	0.0	0.270	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_EXISTING_THURSDAY (Site Folder: Existing (Thursday))]

Network: N101 [THURSDAY_EXISTING (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	45	0.0	45	0.0	0.039	6.4	LOS A	0.1	1.0	0.35	0.59	0.35	49.0
3	R2	2	0.0	2	0.0	0.039	10.0	LOS A	0.1	1.0	0.35	0.59	0.35	49.0
Approach		47	0.0	47	0.0	0.039	6.6	LOS A	0.1	1.0	0.35	0.59	0.35	49.0
East: Lakeside Pde (East)														
4	L2	3	0.0	3	0.0	0.146	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.9
5	T1	279	1.1	279	1.1	0.146	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		282	1.1	282	1.1	0.146	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
West: Lakeside Pde (West)														
11	T1	453	1.2	453	1.2	0.292	0.3	LOS A	0.7	5.1	0.16	0.09	0.16	47.4
12	R2	78	0.0	78	0.0	0.292	5.5	LOS A	0.7	5.1	0.16	0.09	0.16	54.4
Approach		531	1.0	531	1.0	0.292	1.1	NA	0.7	5.1	0.16	0.09	0.16	51.2
All Vehicles		860	1.0	860	1.0	0.292	1.0	NA	0.7	5.1	0.12	0.09	0.12	54.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_EXISTINGDEV_THURSDAY (Site Folder: Existing (Thursday) + DEVELOPMENT)]

Network: N101 [THURSDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	296	1.1	296	1.1	0.163	0.1	LOS A	0.1	0.8	0.05	0.02	0.05	59.2
6	R2	11	0.0	11	0.0	0.163	7.7	LOS A	0.1	0.8	0.05	0.02	0.05	57.4
Approach		306	1.0	306	1.0	0.163	0.4	NA	0.1	0.8	0.05	0.02	0.05	59.1
North: Alinta Prom (North)														
7	L2	21	0.0	21	0.0	0.056	7.2	LOS A	0.2	1.3	0.49	0.72	0.49	51.4
9	R2	21	0.0	21	0.0	0.056	9.6	LOS A	0.2	1.3	0.49	0.72	0.49	47.1
Approach		42	0.0	42	0.0	0.056	8.4	LOS A	0.2	1.3	0.49	0.72	0.49	49.9
West: Lakeside Pde (West)														
10	L2	40	2.6	40	2.6	0.254	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.3
11	T1	449	0.9	449	0.9	0.254	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.3
Approach		489	1.1	489	1.1	0.254	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.2
All Vehicles		838	1.0	838	1.0	0.254	0.9	NA	0.2	1.3	0.04	0.07	0.04	58.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_EXISTINGDEV_THURSDAY (Site Folder: Existing (Thursday) + DEVELOPMENT)]

Network: N101 [THURSDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 43 seconds (Minimum Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	323	0.7	323	0.7	0.216	6.8	LOS A	1.7	12.2	0.27	0.65	0.27	49.7
2	T1	21	5.0	21	5.0	* 0.033	10.8	LOS A	0.3	2.2	0.71	0.50	0.71	47.5
Approach		344	0.9	344	0.9	0.216	7.0	LOS A	1.7	12.2	0.30	0.64	0.30	49.6
North: Lakeside Pde (North)														
8	T1	22	0.0	22	0.0	0.024	7.7	LOS A	0.3	1.8	0.56	0.40	0.56	49.3
9	R2	112	4.7	112	4.7	* 0.238	13.7	LOS A	1.5	10.6	0.74	0.74	0.74	47.5
Approach		134	3.9	134	3.9	0.238	12.7	LOS A	1.5	10.6	0.71	0.69	0.71	47.7
West: Jordan Springs Blvd (West)														
10	L2	152	1.4	152	1.4	0.192	13.2	LOS A	1.6	11.5	0.52	0.70	0.52	48.2
12	R2	528	1.0	528	1.0	* 0.802	22.0	LOS B	11.2	79.3	0.92	0.92	1.11	35.0
Approach		680	1.1	680	1.1	0.802	20.1	LOS B	11.2	79.3	0.83	0.87	0.98	38.8
All Vehicles		1158	1.4	1158	1.4	0.802	15.3	LOS B	11.2	79.3	0.66	0.78	0.74	42.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	182.2	217.2	1.19
North: Lakeside Pde (North)											
P3	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	178.1	211.9	1.19
West: Jordan Springs Blvd (West)											
P4	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	181.2	215.9	1.19
All Pedestrians		158	15.1	LOS B	0.1	0.1	0.86	0.86	180.5	215.0	1.19

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: SITE [2. Lakeside Pde / Site Access_EXISTINGDEV_THURSDAY (Site Folder: Existing (Thursday) + DEVELOPMENT)]

Network: N101 [THURSDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	20	0.0	20	0.0	0.078	6.6	LOS A	0.3	1.9	0.48	0.73	0.48	46.7
3	R2	35	0.0	35	0.0	0.078	10.0	LOS A	0.3	1.9	0.48	0.73	0.48	46.7
Approach		55	0.0	55	0.0	0.078	8.8	LOS A	0.3	1.9	0.48	0.73	0.48	46.7
East: Lakeside Pde (E)														
4	L2	35	0.0	35	0.0	0.183	4.3	LOS A	0.0	0.0	0.00	0.06	0.00	56.4
5	T1	321	0.0	321	0.0	0.183	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	54.5
Approach		356	0.0	356	0.0	0.183	0.4	NA	0.0	0.0	0.00	0.06	0.00	55.4
West: Lakeside Pde (W)														
11	T1	525	0.0	525	0.0	0.285	0.1	LOS A	0.2	1.3	0.04	0.02	0.04	58.0
12	R2	20	0.0	20	0.0	0.285	7.2	LOS A	0.2	1.3	0.04	0.02	0.04	56.2
Approach		545	0.0	545	0.0	0.285	0.4	NA	0.2	1.3	0.04	0.02	0.04	57.8
All Vehicles		956	0.0	956	0.0	0.285	0.9	NA	0.3	1.9	0.05	0.08	0.05	55.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_EXISTINGDEV_THURSDAY (Site Folder: Existing (Thursday) + DEVELOPMENT)]

Network: N101 [THURSDAY_EXISTING_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	45	0.0	45	0.0	0.041	6.6	LOS A	0.2	1.1	0.37	0.60	0.37	48.9
3	R2	2	0.0	2	0.0	0.041	10.8	LOS A	0.2	1.1	0.37	0.60	0.37	48.9
Approach		47	0.0	47	0.0	0.041	6.8	LOS A	0.2	1.1	0.37	0.60	0.37	48.9
East: Lakeside Pde (East)														
4	L2	3	0.0	3	0.0	0.164	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.9
5	T1	314	1.0	314	1.0	0.164	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		317	1.0	317	1.0	0.164	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
West: Lakeside Pde (West)														
11	T1	487	1.1	487	1.1	0.312	0.3	LOS A	0.8	5.5	0.16	0.09	0.16	47.5
12	R2	78	0.0	78	0.0	0.312	5.8	LOS A	0.8	5.5	0.16	0.09	0.16	54.5
Approach		565	0.9	565	0.9	0.312	1.1	NA	0.8	5.5	0.16	0.09	0.16	51.2
All Vehicles		929	0.9	929	0.9	0.312	1.0	NA	0.8	5.5	0.12	0.08	0.12	55.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_GROWTHDEV_THURSDAY (Site Folder: GROWTH (Thursday) + Development)]

Network: N101 [THURSDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	385	0.8	385	0.8	0.211	0.2	LOS A	0.2	1.1	0.05	0.02	0.05	59.2
6	R2	11	0.0	11	0.0	0.211	9.2	LOS A	0.2	1.1	0.05	0.02	0.05	57.3
Approach		396	0.8	396	0.8	0.211	0.4	NA	0.2	1.1	0.05	0.02	0.05	59.1
North: Alinta Prom (North)														
7	L2	21	0.0	21	0.0	0.077	8.2	LOS A	0.2	1.7	0.61	0.81	0.61	50.0
9	R2	21	0.0	21	0.0	0.077	12.6	LOS A	0.2	1.7	0.61	0.81	0.61	44.8
Approach		42	0.0	42	0.0	0.077	10.4	LOS A	0.2	1.7	0.61	0.81	0.61	48.1
West: Lakeside Pde (West)														
10	L2	40	2.6	30	3.5	0.335	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.4
11	T1	807	0.5	617	0.7	0.335	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.5
Approach		847	0.6	647 N1	0.8	0.335	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		1285	0.7	1085 N1	0.8	0.335	0.8	NA	0.2	1.7	0.04	0.05	0.04	58.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\FDC - Neighbourhood Tavern Roll Out\Jordan Springs\4. DA Stage\3. Modelling & Surveys\210412 - SIDRA - Jordan Springs Intersection Model.sip9

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_GROWTHDEV_THURSDAY (Site Folder: GROWTH (Thursday) + Development)]

Network: N101 [THURSDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 43 seconds (Minimum Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	413	0.5	413	0.5	0.275	6.9	LOS A	2.3	16.5	0.29	0.66	0.29	49.6
2	T1	21	5.0	21	5.0	* 0.033	10.8	LOS A	0.3	2.2	0.71	0.50	0.71	47.5
Approach		434	0.7	434	0.7	0.275	7.1	LOS A	2.3	16.5	0.31	0.65	0.31	49.5
North: Lakeside Pde (North)														
8	T1	22	0.0	22	0.0	0.024	8.1	LOS A	0.3	1.8	0.56	0.40	0.56	49.3
9	R2	112	4.7	112	4.7	* 0.251	13.8	LOS A	1.5	10.7	0.75	0.74	0.75	47.5
Approach		134	3.9	134	3.9	0.251	12.8	LOS A	1.5	10.7	0.72	0.69	0.72	47.6
West: Jordan Springs Blvd (West)														
10	L2	152	1.4	152	1.4	0.192	13.2	LOS A	1.6	11.5	0.52	0.70	0.52	48.2
12	R2	886	0.6	886	0.6	* 1.342	334.7	LOS F	115.8	815.0	1.00	3.05	6.59	5.0
Approach		1038	0.7	1038	0.7	1.342	287.8	LOS F	115.8	815.0	0.93	2.71	5.71	6.5
All Vehicles		1605	1.0	1605	1.0	1.342	189.0	LOS F	115.8	815.0	0.74	1.99	3.83	10.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	182.2	217.2	1.19
North: Lakeside Pde (North)											
P3	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	178.1	211.9	1.19
West: Jordan Springs Blvd (West)											
P4	Full	53	15.1	LOS B	0.1	0.1	0.86	0.86	181.2	215.9	1.19
All Pedestrians		158	15.1	LOS B	0.1	0.1	0.86	0.86	180.5	215.0	1.19

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: SITE [2. Lakeside Pde / Site Access_GROWTHDEV_THURSDAY (Site Folder: GROWTH (Thursday) + Development)]

Network: N101 [THURSDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	20	0.0	20	0.0	0.098	7.0	LOS A	0.3	2.3	0.56	0.77	0.56	44.9
3	R2	35	0.0	35	0.0	0.098	12.2	LOS A	0.3	2.3	0.56	0.77	0.56	44.9
Approach		55	0.0	55	0.0	0.098	10.3	LOS A	0.3	2.3	0.56	0.77	0.56	44.9
East: Lakeside Pde (E)														
4	L2	35	0.0	35	0.0	0.229	4.3	LOS A	0.0	0.0	0.00	0.05	0.00	56.5
5	T1	411	0.0	411	0.0	0.229	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	55.5
Approach		445	0.0	445	0.0	0.229	0.3	NA	0.0	0.0	0.00	0.05	0.00	55.9
West: Lakeside Pde (W)														
11	T1	883	0.0	664	0.0	0.354	0.1	LOS A	0.2	1.4	0.03	0.01	0.03	58.5
12	R2	20	0.0	15	0.0	0.354	8.1	LOS A	0.2	1.4	0.03	0.01	0.03	56.3
Approach		903	0.0	679 N1	0.0	0.354	0.3	NA	0.2	1.4	0.03	0.01	0.03	58.3
All Vehicles		1403	0.0	1179 N1	0.0	0.354	0.8	NA	0.3	2.3	0.04	0.06	0.05	55.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\FDC - Neighbourhood Tavern Roll Out\Jordan Springs\4. DA Stage\3. Modelling & Surveys\210412 - SIDRA - Jordan Springs Intersection Model.sip9

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_GROWTHDEV_THURSDAY (Site Folder: GROWTH (Thursday) + Development)]

Network: N101 [THURSDAY_GROWTH_DEVELOPMENT (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	45	0.0	45	0.0	0.047	7.0	LOS A	0.2	1.2	0.43	0.64	0.43	48.5
3	R2	2	0.0	2	0.0	0.047	14.0	LOS A	0.2	1.2	0.43	0.64	0.43	48.5
Approach		47	0.0	47	0.0	0.047	7.3	LOS A	0.2	1.2	0.43	0.64	0.43	48.5
East: Lakeside Pde (East)														
4	L2	3	0.0	3	0.0	0.210	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.9
5	T1	403	0.8	403	0.8	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		406	0.8	406	0.8	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
West: Lakeside Pde (West)														
11	T1	845	0.6	645	0.8	0.382	0.4	LOS A	0.8	6.0	0.13	0.05	0.15	49.4
12	R2	78	0.0	59	0.0	0.382	6.7	LOS A	0.8	6.0	0.13	0.05	0.15	54.7
Approach		923	0.6	704 N1	0.7	0.382	0.9	NA	0.8	6.0	0.13	0.05	0.15	51.5
All Vehicles		1377	0.6	1157 N1	0.7	0.382	0.9	NA	0.8	6.0	0.10	0.06	0.11	55.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: Z:\PCI - PROJECT WORK FILES\NSW\FDC - Neighbourhood Tavern Roll Out\Jordan Springs\4. DA Stage\3. Modelling & Surveys\210412 - SIDRA - Jordan Springs Intersection Model.sip9

MOVEMENT SUMMARY

Site: LP/AP [4. Lakeside Pde / Alinta Prom_DEVELOPMENT_THURSDAY (Site Folder: Development (Thursday) - Upgraded)]

Network: N101 [THURSDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (East)														
5	T1	385	0.8	385	0.8	0.215	0.4	LOS A	0.2	1.7	0.07	0.02	0.07	58.7
6	R2	11	0.0	11	0.0	0.215	11.8	LOS A	0.2	1.7	0.07	0.02	0.07	57.1
Approach		396	0.8	396	0.8	0.215	0.7	NA	0.2	1.7	0.07	0.02	0.07	58.6
North: Alinta Prom (North)														
7	L2	21	0.0	21	0.0	0.108	9.9	LOS A	0.3	2.3	0.73	0.89	0.73	48.1
9	R2	21	0.0	21	0.0	0.108	16.7	LOS B	0.3	2.3	0.73	0.89	0.73	41.9
Approach		42	0.0	42	0.0	0.108	13.3	LOS A	0.3	2.3	0.73	0.89	0.73	45.8
West: Lakeside Pde (West)														
10	L2	40	2.6	40	2.6	0.437	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.4
11	T1	807	0.5	807	0.5	0.437	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach		847	0.6	847	0.6	0.437	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		1285	0.7	1285	0.7	0.437	0.9	NA	0.3	2.3	0.05	0.05	0.05	58.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: TCS4443 [1. Jordan Springs Blvd / Lakeside Pde_DEVELOPMENT_THURSDAY_UPGRADED (Site Folder: Development (Thursday) - Upgraded)]

Network: N101 [THURSDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 86 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Lakeside Pde (South)														
1	L2	413	0.5	413	0.5	0.286	8.4	LOS A	4.8	34.0	0.31	0.67	0.31	48.1
2	T1	21	5.0	21	5.0	* 0.096	37.7	LOS C	0.8	6.0	0.92	0.66	0.92	31.2
Approach		434	0.7	434	0.7	0.286	9.8	LOS A	4.8	34.0	0.34	0.67	0.34	46.9
North: Lakeside Pde (North)														
8	T1	22	0.0	22	0.0	0.042	27.2	LOS B	0.7	4.8	0.77	0.56	0.77	33.1
9	R2	112	4.7	112	4.7	* 0.375	35.2	LOS C	4.1	29.6	0.92	0.78	0.92	37.1
Approach		134	3.9	134	3.9	0.375	33.9	LOS C	4.1	29.6	0.89	0.74	0.89	36.7
West: Jordan Springs Blvd (West)														
10	L2	152	1.4	152	1.4	0.179	8.3	LOS A	1.4	9.7	0.17	0.62	0.17	51.5
12	R2	886	0.6	886	0.6	* 0.753	13.5	LOS A	17.9	125.7	0.53	0.76	0.53	41.9
Approach		1038	0.7	1038	0.7	0.753	12.7	LOS A	17.9	125.7	0.48	0.74	0.48	44.0
All Vehicles		1605	1.0	1605	1.0	0.753	13.7	LOS A	17.9	125.7	0.48	0.72	0.48	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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).
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	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: Lakeside Pde (South)											
P1	Full	53	37.3	LOS D	0.1	0.1	0.93	0.93	204.4	217.2	1.06
North: Lakeside Pde (North)											
P3	Full	53	37.3	LOS D	0.1	0.1	0.93	0.93	200.3	211.9	1.06
West: Jordan Springs Blvd (West)											
P4	Full	53	37.3	LOS D	0.1	0.1	0.93	0.93	203.4	215.9	1.06
All Pedestrians		158	37.3	LOS D	0.1	0.1	0.93	0.93	202.7	215.0	1.06

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: SITE [2. Lakeside Pde / Site Access_DEVELOPMENT_THURSDAY (Site Folder: Development (Thursday) - Upgraded)]

Network: N101 [THURSDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: Post Development Scenario
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Site Access														
1	L2	20	0.0	20	0.0	0.149	7.0	LOS A	0.5	3.2	0.68	0.82	0.68	41.3
3	R2	35	0.0	35	0.0	0.149	17.9	LOS B	0.5	3.2	0.68	0.82	0.68	41.3
Approach		55	0.0	55	0.0	0.149	13.9	LOS A	0.5	3.2	0.68	0.82	0.68	41.3
East: Lakeside Pde (E)														
4	L2	35	0.0	35	0.0	0.229	4.3	LOS A	0.0	0.0	0.00	0.05	0.00	56.5
5	T1	411	0.0	411	0.0	0.229	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	55.5
Approach		445	0.0	445	0.0	0.229	0.3	NA	0.0	0.0	0.00	0.05	0.00	55.9
West: Lakeside Pde (W)														
11	T1	883	0.0	883	0.0	0.471	0.1	LOS A	0.4	2.6	0.04	0.01	0.05	58.2
12	R2	20	0.0	20	0.0	0.471	8.7	LOS A	0.4	2.6	0.04	0.01	0.05	56.3
Approach		903	0.0	903	0.0	0.471	0.3	NA	0.4	2.6	0.04	0.01	0.05	58.0
All Vehicles		1403	0.0	1403	0.0	0.471	0.9	NA	0.5	3.2	0.05	0.06	0.06	55.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: LP/JD [3. Lakeside Pde / Jubilee Dr_DEVELOPMENT_THURSDAY (Site Folder: Development (Thursday) - Upgraded)]

Network: N101 [THURSDAY_DEVELOPMENT_UPGRADE (Network Folder: General)]

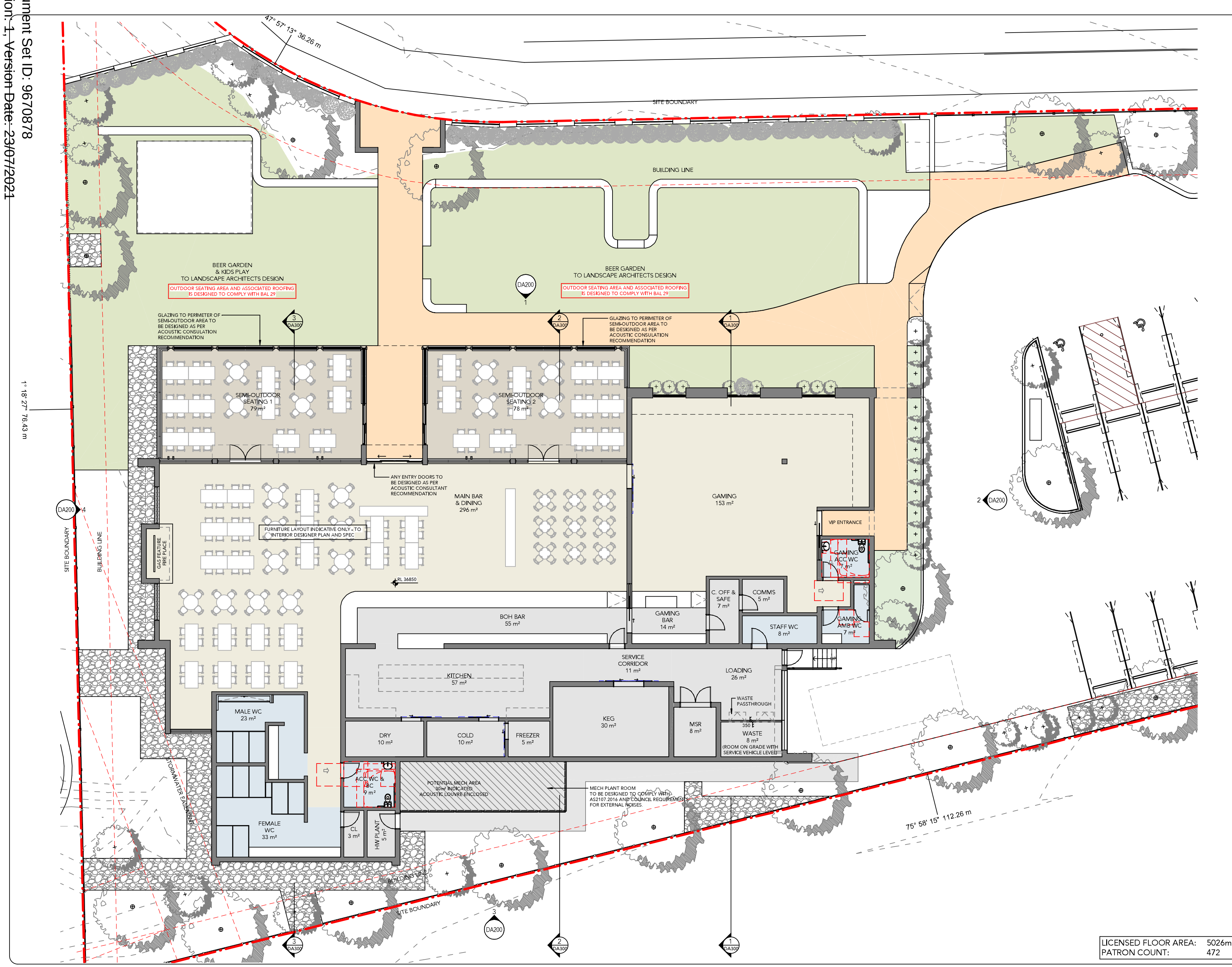
Thursday Peak: 5:15pm - 6:15am
Saturday Peak: 11:45am - 12:45pm
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Jubilee Dr (South)														
1	L2	45	0.0	45	0.0	0.050	7.0	LOS A	0.2	1.3	0.45	0.64	0.45	48.2
3	R2	2	0.0	2	0.0	0.050	19.9	LOS B	0.2	1.3	0.45	0.64	0.45	48.2
Approach		47	0.0	47	0.0	0.050	7.5	LOS A	0.2	1.3	0.45	0.64	0.45	48.2
East: Lakeside Pde (East)														
4	L2	3	0.0	3	0.0	0.210	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.9
5	T1	403	0.8	403	0.8	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		406	0.8	406	0.8	0.210	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
West: Lakeside Pde (West)														
11	T1	845	0.6	845	0.6	0.501	0.6	LOS A	1.5	10.9	0.15	0.06	0.20	47.3
12	R2	78	0.0	78	0.0	0.501	7.3	LOS A	1.5	10.9	0.15	0.06	0.20	54.4
Approach		923	0.6	923	0.6	0.501	1.1	NA	1.5	10.9	0.15	0.06	0.20	50.1
All Vehicles		1377	0.6	1377	0.6	0.501	1.0	NA	1.5	10.9	0.12	0.06	0.15	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Attachment 2 - Architectural Layout



LICENSED FLOOR AREA: 5026m²
PATRON COUNT: 472

DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
1	Preliminary DA Issue for Comment	200715
2	Issue for DA	200724
3	Amendments for DA	200730
4	Amended for DA	201029
5	Updates for DA	201112
6	Updates for DA	201216

DRAWING LEGEND:

1. Architectural drawings shall be read in conjunction with other consultant drawings and specifications. Any discrepancies shall be referred to team 2 architects before proceeding with work.
2. All dimensions and levels are in millimeters unless noted otherwise. No dimension shall be obtained by scaling the drawing.
3. All dimensions to be checked on site with any discrepancies referred to team 2 architects before proceeding with work
4. All work to be carried out in accordance with the requirements of the principal certifying authority, current ncc & australian standards.

NOTE:

THE BUILDING IS TO BE DESIGNED IN ACCORDANCE WITH_BUSHFIRE PROTECTION ASSESSMENT UNDER DIVISION 4.4 (SECTION 4.14) OF THE ENVIRONEMENTAL PLANNING AND ASSESSMENT ACT 1979 AND WILL COMPLY WITH AS. 3959 (2018) CONSTRUCTION OF BUILDINGS IN BUSHFIRE PRONE AREAS - BUSHFIRE ATTACK LEVEL (BAL) 29.

Client or Builder
FDC
22 - 24 Junction Street, Forest Lodge, NSW 2037

0 1 2 3 4 5
SCALE 1:100

TEAM2 ARCHITECTS
SYDNEY
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St Leonards NSW 2065
T: + 61 2 9437 3166
E: info@team2.com.au
Reg NSW: 9940
MELBOURNE
313/737 Burwood Road,
Hawthorn East VIC 3123
ABN: 72 104 833 507
Reg Vic: 19340

Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title
Ground Floor Plan

Project #	Scale:	Drw:	Ckd:
930	1 : 100 @A1	AM	JP

Drawing #	Rev:
DA100	6

Attachment 3 - Parking Layout Assessment

comments

A3

TYPICAL

Please note the following compliance requirements:

Height Clearance: **2.2m** (min) throughout all areas of the car park accessible to vehicles and bicycles. **2.5m** above accessible and shared bays X wherever access is required for a refuse vehicle (and safety clearance envelope)

Sight Splays: Visibility splays in the form of a **2.5m x 2m** right-angled triangle to be provided (AS2890.1). Ensure design avoids visual obstructions in sight splay (i.e. dense landscaping, tall fencing/walls etc.)

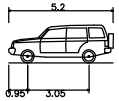
Parking Spaces: The parking envelopes shown, must be kept clear of all physical obstructions, including height clearance reductions. Ensure that grades within the parking module do not exceed 1:20 (1:40 for accessible bays).

Accessible Spaces: To be designed in accordance with AS2890.6. i.e, standard parking space with adjacent shared bay (2.4m x 5.4m), to be installed as per AS2890.6 requirements (bollard and markings).

Motorcycle Parking: Motorcycle bays to be designed as a 2.5m x 1.2m envelope (AS2890.1).

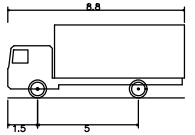
Bicycle Parking: Bicycle spaces are to allow for a envelope of 500mm by 1800mm, with an aisle width of 2000mm for locker storage, or 1500mm for racks.

Control Measures: Please note recommended control measures, including line markings, signage, bollards, convex mirrors, lights etc.



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



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

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

rev	date	comment / description	drawn	reviewed
8	30/03/21	Response to LPP	SW	AM
7	16/11/20	Updated base Plan	SW	AM
6	29/10/20	Response to Council Comments	SW	AM
5	17/0720	Final	SW	AM
4	08/0720	Bike spaces added	SW	AM
3	07/0720	For Review	SW	AM
2	26/06/20	For Review	SW	AM

project: Jordan Springs Neighbourhood Tavern

drawing title: Car Park Assessment

client	FDC Construction and Fit Out
drawing #	ptc-001
project #	2819
scale	1 : 500

rev 8

Our Ref: 18FDC08.1/NVD/EB
DA Ref: DA20/0509

23 April 2021

FDC Constructions NSW Pty Ltd
22 -24 Junction Street
FOREST LODGE NSW 2037

Attention: Mr M Badaoui

Dear Michael

Re: Bushfire Compliance Certification for the issue of a construction certificate
Jordan Springs Tavern
Lot 3989 DP1190132, Lakeside Parade, Jordan Springs

Travers bushfire & ecology (*TBE*) has been engaged to provide bushfire compliance certification for the abovementioned site confirming Recommendation 4 of the Bushfire Protection Assessment Report prepared by this firm (*TBE* ref: 18FDC08 dated 9th July 2020) has been complied with as follows:

> ***Recommendation 4 - Building construction standards are to be applied in accordance with BAL 29 (Tavern and outdoor seating area) as outlined in AS3959 Construction of buildings in bushfire prone areas (2018) or NASH Standard (1.7.14 updated) National Standard Steel Framed Construction in Bushfire Areas - 2014 as appropriate, with additional construction requirements as listed within PBP.***

TBE has reviewed the supplied site plans (Project No. 930, Revision 6, dated 21.04.14) and external finished schedule (dated 21.04.2020) prepared *Team 2 Architects* and can confirm general building design compliance with both Section 3 - General Construction Requirements and Section 7 - Construction Requirements for BAL 29 of *AS3959 Construction of buildings in bushfire prone areas (2018).*

If you require any further information, please do not hesitate to contact the undersigned on (02) 4340 5331 or at info@traversecology.com.au.

Yours faithfully

Nicole van Dorst
BA Sc. / Grad Dip / BPAD-Level 3-23610 (FPA)
Manager, Bushfire Services – ***Travers bushfire & ecology***

Accreditation by the *Fire Protection Association Australia*

John Travers and Nicole van Dorst are BPAD consultants. Both are certified by the Fire Protection Association. FPA Australia administers the Bushfire Planning and Design (BPAD) Accreditation Scheme. The Scheme accredits consultants who offer bushfire assessment, planning, design and advice services. It accredits practitioners who meet criteria based on specific accreditation and competency requirements, including a detailed knowledge of the relevant planning, development and building legislation for each State and Territory. Through the Accreditation Scheme, BPAD Accredited Practitioners are recognised by industry, regulators, fire agencies, end-users and the community as providers of professional bushfire assessment, planning, design and advice services. The Scheme provides an enhanced level of confidence for government and the community that practitioners are accredited by a suitably robust scheme that is administered by the peak national body for fire safety.

FDC Construction & Fitout (NSW) Pty Ltd
22-24 Junction Street
Forest Lodge NSW 2037

For the attention of: Michael Badaoui

14 April 2021

P:\930 Pub Jordan Springs\ADMIN\0101 GENERAL\Certificate for DA

Team 2 Architects Pty Ltd

701/1 Chandos Street,
St Leonards NSW 2065

204/9-11 Claremont Street,
South Yarra VIC 3141

T 02 9437 3166
E info@team2.com.au
W team2.com.au

ABN 72 104 833 507 | REG. NO. 9940

Dear Michael,

Re: **Jordan Springs Tavern – Bushfire and Acoustic Requirements**

Project Name: Jordan Springs Tavern
Project Address: Lot 3989 of DP 1190132, Lakeside Parade, Jordan Springs, NSW 2747

Team 2 Architects certifies that:

- The building is to be designed in accordance with Bushfire Protection Assessment Report, dated on 9th July 2020 (REF:18FDC08).
- The building is to be designed to comply with Acoustic Consultant's Report, dated on 23rd February 2021.

Yours sincerely,

Zack Ashby – Director for Team 2 Architects

Michael Badaoui

From: Luke Mitchell <Luke.Mitchell@environment.nsw.gov.au>
Sent: Tuesday, 20 April 2021 3:08 PM
To: Warwick Stimson
Cc: Michael Badaoui
Subject: RE: Proposed Tavern, Jordan Springs

Hi Warwick,
I can confirm, as per NPWS letter in response to DA20/0509, that NPWS is not concerned with the proposed opening times.

Our concerns with the proposal are around animal welfare. We would encourage the addition of a 1.8m fence along the southern boundary in addition to tall vegetation, as this could deter patrons trying to interact with animals in the park.

Hope this helps, if I can further clarify anything please don't hesitate to get in touch.

Thanks, Luke

Luke Mitchell
a/Senior Project Officer, Cumberland Area
Greater Sydney Branch
NSW National Parks and Wildlife Service

PO Box 4070 PITT TOWN NSW 2756
M 0429 168 068
W nationalparks.nsw.gov.au

From: Warwick Stimson <warwick@stimson.com.au>
Sent: Monday, 19 April 2021 12:33 PM
To: Luke Mitchell <Luke.Mitchell@environment.nsw.gov.au>
Cc: Michael Badaoui <michaelb@fdcbuilding.com.au>
Subject: Proposed Tavern, Jordan Springs

Good morning Luke, thanks for taking my call last week. As discussed, I am the applicant for DA20/0509, which is a proposed Tavern at 3989 Lakeside Parade, Jordan Springs.

The matter was presented to the Penrith Council Local Planning Panel on 24 March. At that meeting, the matter was deferred, with the following issue (being one of a number) requiring further information/consultation (our highlight added):

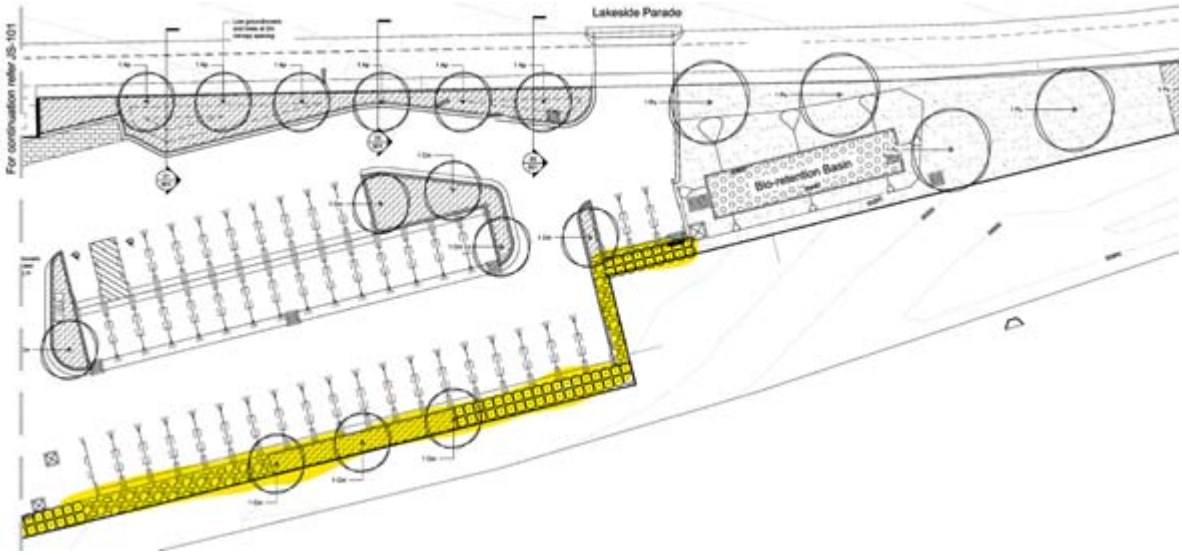
Panel Decision

DA20/0509, Lot 3989 DP 1190132, Lot 3989 Lakeside Parade JORDAN SPRINGS NSW 2747- Construction of a Single Storey Building for a Pub and Associated Car Parking Spaces, Stormwater Management and Landscaping Works be deferred to enable preparation of an amended proposal that responds to the following issues;

- Further assessment is required of the vehicular access off Lakeside Parade. The applicant should provide recommendations for a safe and efficient access for future traffic conditions.
- The carparking provision should comply with the requirements of DCP 2014. As an alternative, a merits assessment can be provided that proves the adequacy of the proposed on-site parking supply, taking into account all proposed public areas, internal and external seating, and the external beer garden.
- A certificate shall be provided in relation to the design of the building for bushfire hazard construction in accordance with Section 4.14 of the Environmental Planning and Assessment Act 1979.
- The building design must comply with the requirements of the acoustic report.
- The Panel presently favours the restricted hours proposed in the Council report. The applicant shall consult with National Parks and Wildlife Service in relation to its concerns about the hours of operation.

From the above statement we assume the Panel is linking its concerns over hours of operation with those raised by NPWS in any referral it has made. For your information, the application seeks the following hours of operation: Monday to Saturday 10am to 3am, and Sundays 10am to 12am.

From our discussion I understand that the concerns raised by NPWS related to the physical separation between the Tavern and the adjoining Reserve and restricting human access into the area, rather than specifically the hours of operation. The following screen shot is from the plans that were presented to the Planning Panel, and these show a significant landscape buffer from the southern boundary.



Notwithstanding, the proponent is happy to construct a 1.8m palisade fence along this boundary in order to reinforce the separation between the Tavern and the Reserve. We would suggest to Council and the Panel that this be a condition of consent.

As you can see, the Panel appears to have asked us to consult with NPWS about this matter. Based on our discussion it would seem to me that the additional physical barrier, in conjunction with the already proposed landscape buffer, would satisfy the concerns raised by NPWS. The hours of operation of the proposed Tavern don't appear, to me anyway, to have any relationship with the issues raised by NPWS.

It would be appreciated if you could provide a written response so that I can provide that to the Council and the Panel in order for the matter to progress. I am happy to discuss and can be contacted on 0401449101 should you have any questions.

Warwick Stimson
Director
Stimson Urban & Regional Planning
M 0401 449 101

www.stimson.com.au

DEVELOPMENT APPLICATION

JORDAN SPRINGS TAVERN

JORDAN SPRINGS, NSW 2747

DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
1	Preliminary DA Issue for Comment	200715
2	Issue for DA	200724
3	Amended for DA	201029
4	Updates for DA	201112

DRAWING LEGEND:

1. Architectural drawings shall be read in conjunction with other consultant drawings and specifications. Any discrepancies shall be referred to team 2 architects before proceeding with work.
2. All dimensions and levels are in millimeters unless noted otherwise. No dimension shall be obtained by scaling the drawing.
3. All dimensions to be checked on site with any discrepancies referred to team 2 architects before proceeding with work.
4. All work to be carried out in accordance with the requirements of the principal certifying authority, current ncc & australian standards.

Client or Builder
FDC
22 - 24 Junction Street, Forest Lodge, NSW 2037

0 1 2 3 4 5
SCALE 1:100

TEAM 2 ARCHITECTS
SYDNEY
701/1 Chandos Street,
St Leonards NSW 2065
T: + 61 2 9437 3166
E: info@team2.com.au
Reg NSW: 9940

MELBOURNE
313/737 Burwood Road,
Hawthorn East VIC 3123
ABN: 72 104 833 507
Reg Vic: 19340

Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title:
Cover Sheet

Project #:	Scale:	Drw:	Chd:
930	@A1	AM	JP

Drawing #: DA000
Rev: 4

GENERAL ARCHITECTURAL NOTES

GENERAL:

THESE ARCHITECTURAL DRAWINGS TOGETHER WITH THE ARCHITECTURAL SPECIFICATION AND SCHEDULES SHOW THE INTENT, SCOPE AND PERFORMANCE REQUIREMENTS FOR THE PROJECT. REFER ALSO TO THE STRUCTURAL, CIVIL, MECHANICAL, ELECTRICAL, HYDRAULIC, LANDSCAPE AND OTHER SPECIALIST CONSULTANTS' DRAWINGS, SPECIFICATIONS, SCHEDULES AND REPORTS FOR THE INTENT, SCOPE AND PERFORMANCE REQUIREMENTS OF THESE RESPECTIVE DISCIPLINES.

THE HEAD CONTRACTOR AND ALL SUB-CONTRACTORS ARE TO ALLOW FOR AND PROVIDE ALL MATERIALS, LABOUR AND ACCESSORIES NECESSARY TO COMPLETE THE WORKS TO THE INTENT, SCOPE AND PERFORMANCE SHOWN AND SPECIFIED FOR THE PROJECT. NO VARIATIONS WILL BE CONSIDERED FOR THE PROJECT UNLESS IT IS A CLEAR CHANGE TO THE INTENT AND SCOPE OF THE WORKS INITIATED IN WRITING BY THE SUPERINTENDENT.

DOCUMENTS:

THE ARCHITECTURAL DRAWINGS AND SPECIFICATIONS ARE TO BE READ IN CONJUNCTION WITH ALL THE CONTRACT DOCUMENTS. SEEK CLARIFICATION FROM THE SUPERINTENDENT BEFORE PROCEEDING WITH THE WORK SHOULD ANY DISCREPANCY OR AMBIGUITY BE FOUND IN THE CONTRACT DOCUMENTS

THESE DOCUMENTS HAVE NOT BEEN PRODUCED FOR THE INTENTION OF LETTING OF TRADE PACKAGES AND MUST BE READ AS A COHESIVE SET.

AUTHORITIES:

ALL NEW BUILDING WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF THE BUILDING CODE OF AUSTRALIA (BCA) AND IN ACCORDANCE WITH CLAUSE 98 OF THE ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION 2000.

TERMITE PROTECTION:

THE BUILDING IS TO BE PROTECTED IN ACCORDANCE WITH BCA PART B1.4(i) AND AS 3660: TERMITE MANAGEMENT.

SETTING OUT:

ALL SET OUT DIMENSIONS & LEVELS ARE TO BE CHECKED BY A LICENSED SURVEYOR ON SITE AND ALL OVERALL AND CRITICAL DIMENSIONS ARE TO BE SET OUT FOR SUPERINTENDENT APPROVAL PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION.

THE CONTRACTOR IS TO CHECK AND VERIFY ALL SETOUT, DIMENSIONS & LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF ANY RELEVANT PART OF THE WORKS.

THE LICENSED SURVEYOR IS TO ESTABLISH THE EXACT POSITION OF ALL SET BACKS AND PROPERTY BOUNDARIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION.

BUILDING SETBACKS ARE TO BE SET OUT FROM THE BOUNDARY TO THE FINISHED EXTERNAL FACE OF EXTERNAL WALLS.

NO PART OF THE BUILDING IS TO BE BUILT OVER A SPECIFIED SET-BACK LINE, EASEMENT OR PROPERTY BOUNDARY EXCEPT WHERE SPECIFICALLY SHOWN ON THE DRAWINGS. REPORT ANY DISCREPANCIES IN THE BUILDING SETOUT TO THE SUPERINTENDENT IMMEDIATELY.

THE RL'S OF PROPOSED PAVING AND OTHER GROUND FINISHES ARE INDICATIVE ONLY. REFER TO THE CIVIL/STRUCTURAL/HYDRAULIC-ENGINEER/LANDSCAPE ARCHITECT'S DRAWINGS FOR ALL PAVING, HARDSTAND & LANDSCAPE RLS, GRADIENTS AND FALLS.

REFERENCE LEVELS:

ALL LEVELS AND RLS INDICATED RELATE TO THE AUSTRALIAN HEIGHT DATUM (AHD).

A BENCHMARK IS TO BE ESTABLISHED ADJACENT TO THE SITE TO AUSTRALIAN HEIGHT DATUM TO ENABLE COMPARISON TO THE FLOOD STANDARD.

ALL LEVELS ARE TO BE CERTIFIED BY A REGISTERED SURVEYOR PRIOR TO POURING OF FLOOR SLABS OR INSTALLATION OF FLOORING.

VENTILATION:

THE WORKS ARE TO COMPLY WITH BCA PARTS F4.5: VENTILATION OF ROOMS & F4.6 NATURAL VENTILATION.

ALL NATURAL AND/OR MECHANICAL VENTILATION SYSTEMS ARE TO BE DESIGNED, CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH THE RELEVANT PROVISIONS OF:

A) AS 1668.1: THE USE OF VENTILATION AND AIR-CONDITIONING IN BUILDINGS: FIRE AND SMOKE CONTROL IN MULTI-COMPARTMENT BUILDINGS
B) AS 1668.2: THE USE OF VENTILATION AND AIR-CONDITIONING IN BUILDINGS: VENTILATION DESIGN FOR INDOOR AIR CONTAMINANT CONTROL
C) AS 3663.1: AIR-HANDLING & WATER SYSTEMS OF BUILDINGS- MICROBIAL CONTROL- DESIGN, INSTALLATION AND COMMISSIONING
D) THE PUBLIC HEALTH ACT, 1991
E) THE APPLICABLE PUBLIC HEALTH REGULATIONS
F) WORKCOVER AUTHORITY REQUIREMENTS

SLIP RESISTANCE OF FLOOR SURFACES:

THE DEVELOPMENT IS TO COMPLY WITH THE MINIMUM RECOMMENDATIONS OF AS 4586-2004: SLIP RESISTANCE CLASSIFICATION OF NEW PEDESTRIAN SURFACE MATERIALS & HB 197-1999: GUIDE TO THE SLIP RESISTANCE OF PEDESTRIAN SURFACE MATERIALS.

ACCESSIBILITY:

THE WORKS ARE TO COMPLY WITH BCA PART D3: ACCESS FOR PEOPLE WITH DISABILITIES AND WITH AS 1428.1: GENERAL REQUIREMENTS FOR ACCESS - NEW BUILDING WORKS AND AS 1428.4: TACTILE INDICATORS.

NOTE - PATHS OF TRAVEL, STAIRS, DOOR LOCATIONS, CLEARANCES, SWINGS AND HARDWARE ARE INCLUDED IN AS 1428.1

PATHS OF TRAVEL & EGRESS:

ALL MEANS OF EGRESS ARE TO COMPLY WITH BCA PART D1: PROVISION FOR ESCAPE OR IF AN ALTERNATIVE SOLUTION IS PROVIDED IN FIRE ENGINEERING REPORT COMPLY WITH THAT ALTERNATIVE SOLUTION AS SET OUT IN THE FIRE ENGINEERING REPORT

DOORS LOCATED IN PATHS OF TRAVEL TO EXITS TO COMPLY WITH BCA CL D2.21: OPERATION OF LATCH AND TO BE OPENABLE AT ALL TIMES WITHOUT THE USE OF A KEY FROM THE SIDE THAT FACES A PERSON SEEKING EGRESS, BY A SINGLE DOWNWARD HAND ACTION LOCATED ON A SINGLE DEVICE BETWEEN 900mm AND 1200mm FROM THE FLOOR.

STAIRS, HANDRAILS AND BALUSTRADES ARE TO COMPLY WITH BCA PARTS D2.12, D2.13, D2.14, D2.15, D2.16 & D2.17.

LIGHTING:

THE PROPOSED DEVELOPMENT IS TO COMPLY WITH BCA PART F4: LIGHT AND VENTILATION AND AS 1680.0: INTERIOR LIGHTING: SAFE MOVEMENT

FIRE SAFETY MEASURES:

THE PROPOSED DEVELOPMENT IS TO COMPLY WITH:

CONSTRUCTION GENERALLY IS TO COMPLY WITH BCA PART B1.4: MATERIALS AND FORMS OF CONSTRUCTION; SPECIFICATION C1.1: FIRE-RESISTING CONSTRUCTION (TYPE B CONSTRUCTION) AND SPECIFICATION C1.11: PERFORMANCE OF EXTERNAL WALLS IN A FIRE.

EMERGENCY LIGHTING - IN ACCORDANCE WITH BCA PART E4.2 AND E4.4 AND AS 2293.1: EMERGENCY ESCAPE LIGHTING & EXIT SIGNS FOR BUILDINGS.

EXIT SIGNS - IN ACCORDANCE WITH BCA PART E4.5, E4.6, E4.8 AND AS 2293.1: EMERGENCY ESCAPE LIGHTING & EXIT SIGNS FOR BUILDINGS.

FIRE DOORS - IN ACCORDANCE WITH BCA SPECIFICATION C3.4 AND AS 1905.1: COMPONENTS FOR THE PROTECTION OF OPENINGS IN FIRE-RESISTANT WALLS- FIRE RESISTANT DOORSETS.

FIRE HYDRANT SYSTEMS - IN ACCORDANCE WITH BCA PART E1.3 AND AS 2419.1: FIRE HYDRANT INSTALLATIONS- SYSTEM DESIGN, INSTALLATION & COMMISSIONING.

FIRE HOSE REEL SYSTEMS - IN ACCORDANCE WITH BCA PART E1.4 AND AS 2441: INSTALLATION OF FIRE HOSE REELS.

PORTABLE FIRE EXTINGUISHERS - IN ACCORDANCE WITH BCA PART E1.6 AND AS 2444: PORTABLE FIRE EXTINGUISHERS AND FIRE BLANKETS - SELECTION AND LOCATION.

ALL MATERIALS, LININGS, SURFACE FINISHES, FITTINGS AND FIXTURES MUST COMPLY WITH BCA SPECIFICATION C1.10: FIRE HAZARD PROPERTIES.

SMOKE DETECTION, ALARM AND EXHAUST SYSTEMS - IN ACCORDANCE WITH BCA SPECIFICATION E2.2 AND AS 1670.1: FIRE DETECTION, WARNING, CONTROL AND INTERCOM SYSTEMS, SYSTEM DESIGN, INSTALLATION AND COMMISSIONING- FIRE.

ABORIGINAL:

SHOULD ANY ABORIGINAL ARTEFACTS (RELICS) BE UNCOVERED DURING EARTHWORKS, WORKS SHOULD CEASE AND THE NSW OFFICE OF ENVIRONMENT AND HERITAGE (OEH) AND THE METROPOLITAN LOCAL ABORIGINAL LAND COUNCIL SHALL BE CONTACTED.

GLAZING SYSTEM:

THE GLAZING SYSTEM INDICATED ON THE ARCHITECTURAL PROJECT DOCUMENTS IS INDICATIVE ONLY OF THE DESIGN INTENT. THE HEAD CONTRACTOR AND GLAZING SUB-CONTRACTOR ARE RESPONSIBLE FOR THE PROVISION, INSTALLATION & STRUCTURAL CERTIFICATION OF ALL WINDOW SUBFRAMING AND THE CORRECT DETERMINATION OF GLASS THICKNESS IN ACCORDANCE WITH AS 1288: GLASS IN BUILDINGS- SELECTIONS AND INSTALLATION; & AS 2008: SAFETY GLAZING MATERIALS IN BUILDINGS. THE GLAZING SUB-CONTRACTOR IS TO PROVIDE FULL SHOP DRAWINGS, STRUCTURAL CERTIFICATION AND ALL COMPUTATIONS IN RELATION TO DESIGN WIND PRESSURES, OF THE GLAZING SYSTEM TO BE USED IN THIS PROJECT FOR SUPERINTENDENT PERMISSION TO PROCEED PRIOR TO THE ORDERING AND INSTALLATION OF THE GLAZING SYSTEM.

ALL GLAZING, WINDOWS AND GLAZED DOORS ARE TO BE SELECTED AND INSTALLED TO PROVIDE A COMPLETE, WATERIGHT, WATERPROOF AND SEALED BUILDING INCORPORATING ALL NECESSARY FLASHINGS, CAPPINGS AND WEATHERSTOPS.

ALL FRAMELESS GLASS INSTALLATIONS ARE TO BE DESIGNED AND INSTALLED IN ACCORDANCE WITH BCA CLAUSE D2.17 PLUS RELEVANT AUSTRALIAN STANDARDS. SUB-CONTRACTOR TO ENSURE ADEQUATE STRENGTH AND STABILITY OF ALL GLAZED PANELS AND ALL FIXINGS.

THE HEAD CONTRACTOR OR THE GLAZING SUB-CONTRACTOR IS TO PROVIDE CERTIFICATION AT THE COMPLETION OF THE WORKS THAT ALL GLAZING, FRAMING AND FIXINGS COMPLY WITH THE REQUIREMENTS OF THE BCA AND RELEVANT AUSTRALIAN STANDARDS NOTED ABOVE.

SECTION J / JV3 - BCA:

PART J OF THE BCA IS APPLICABLE AND THE WORKS ARE TO COMPLY WITH THE DEEMED TO SATISFY PROVISIONS OF THE BCA FOR THE APPLICABLE CLIMATE ZONE TO THE JV3 REPORT REQUIREMENTS AS SET OUT IN 'INHABIT NATIONAL CONSTRUCTION CODE JV3 ALTERNATIVE ASSESSMENT REVISION 00' ISSUED JUNE 21 2019. DOCUMENT NUMBER 9553-RPT-ES0001

MINIMUM WATER EFFICIENCY LABELLING AND STANDARDS (WELS) REQUIREMENTS:

a. 5 STAR DUAL-FLUSH TOILETS;
b. 3 STAR SHOWERHEADS;
c. 6 START TAPS (FOR ALL TAPS OTHER THAN BATH OUTLETS AND GARDEN TAPS);
d. 3 START URINALS; AND
e. WATER EFFICIENT WASHING MACHINES AND DISHWASHERS TO BE SPECIFIED

SAMPLES AND SCHEDULES:

PRIOR TO INSTALLATION AND/OR CONSTRUCTION THE CONTRACTOR IS TO PROVIDE A SAMPLE OF EACH SPECIFIED ELEMENT COMPLETE WITH MANUFACTURERS CERTIFICATE SHOWING COMPLIANCE WITH THE RELEVANT PERFORMANCE CRITERIA FOR APPROVAL BY THE SUPERINTENDENT.

PRIOR TO ORDERING AND/OR INSTALLING DOORS, WINDOWS, DOOR HARDWARE AND OTHER SPECIALIST ELEMENTS SCHEDULED IN THE DOCUMENTS, THE RELEVANT SUB-CONTRACTOR IS TO PROVIDE A RETURN SCHEDULE FOR APPROVAL OF THE SUPERINTENDENT.

ROOFING MATERIALS AND RAINWATER GOODS:

ALL ROOFING IS SELECTED, SUPPLIED AND INSTALLED TO PROVIDE A COMPLETE WATERTIGHT AND WATERPROOF BUILDING INCORPORATING ALL NECESSARY FLASHINGS, SARKING, SEALING AND JOINT MATERIALS.

ALL METAL RAINWATER GOODS ARE TO BE SELECTED, SUPPLIED AND INSTALLED IN ACCORDANCE WITH THE AUSTRALIAN STANDARDS.

CERTIFICATES & WARRANTIES:

PRIOR TO PRACTICAL COMPLETION THE RELEVANT SUBCONTRACTOR MUST PROVIDE CERTIFICATION THAT THE WORKS HAVE BEEN DESIGNED, SELECTED AND INSTALLED IN ACCORDANCE WITH THE BCA, RELEVANT AUSTRALIAN STANDARDS AND ANY MANUFACTURER'S RECOMMENDATIONS.

PRIOR TO PRACTICAL COMPLETION THE RELEVANT SUBCONTRACTOR MUST PROVIDE COPIES OF ALL MANUFACTURER'S WRITTEN WARRANTIES.

DA Sheet List

Sheet Number	Sheet Name	Current Revision	Current Revision Date
DA			
000-Specification + Site			
DA000	Cover Sheet	4	201112
DA001	Sheet List	6	210414
DA010	Site Plan	6	210414
DA011	Sightline Study	1	200724
100-General Arrangement Plans			
DA050	Roof Plan	5	210414
DA100	Ground Floor Plan	6	201216
200-Elevations			
DA200	Elevations	5	210414
300-Sections			
DA300	Sections	4	210414
700-Details			
DA700	External Finishes Schedule	2	201112
DA701	Proposed Signage Detail	1	201029

DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
1	Preliminary DA Issue for Comment	200715
2	Issue for DA	200724
3	Amended for DA	201029
4	Updates for DA	201112
5	Updates for DA	201216
6	Revised for DA	210414

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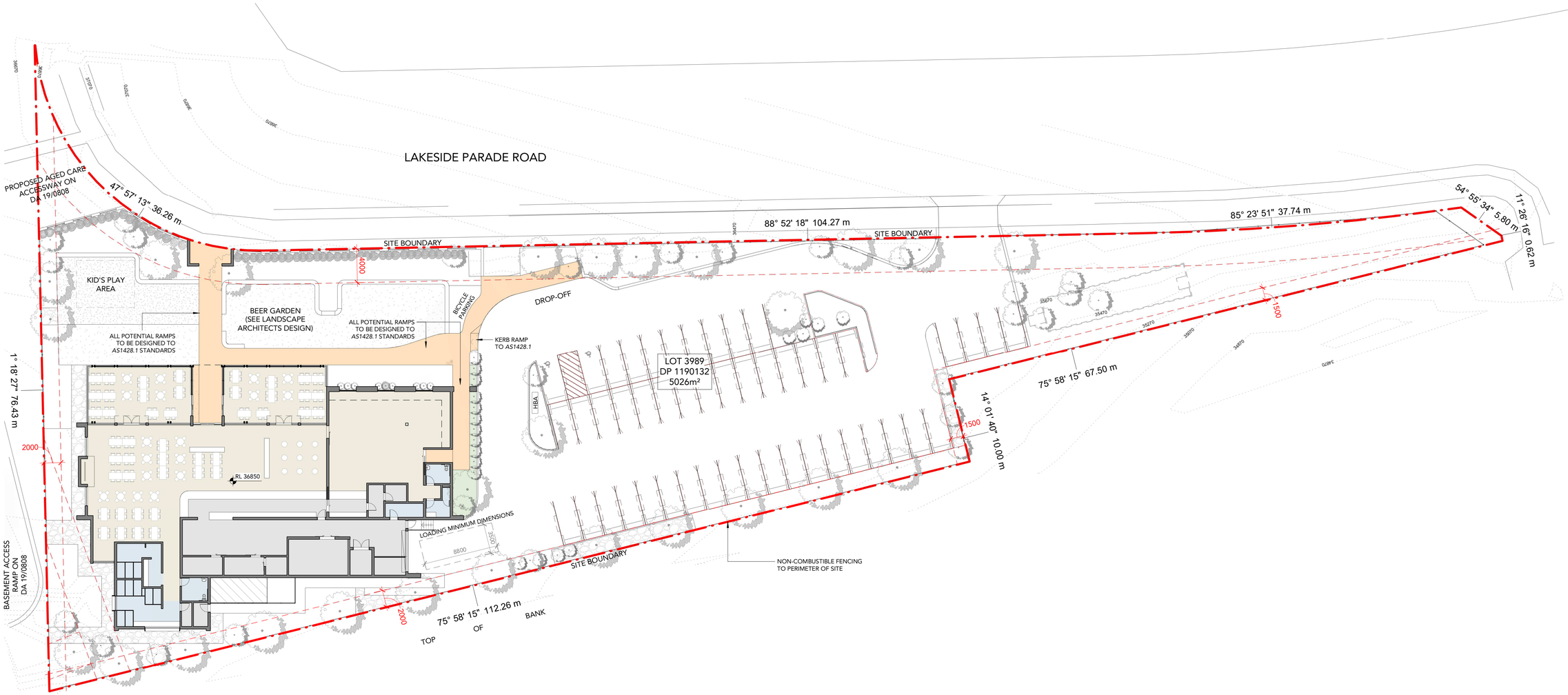
Reg Vic: 19340

Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title:
Sheet List

Project #:	Scale:	Drw:	Ckd:
930	@A1	AM	JP

Drawing #: DA001
Rev: 6



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DEVELOPMENT APPLICATION

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Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

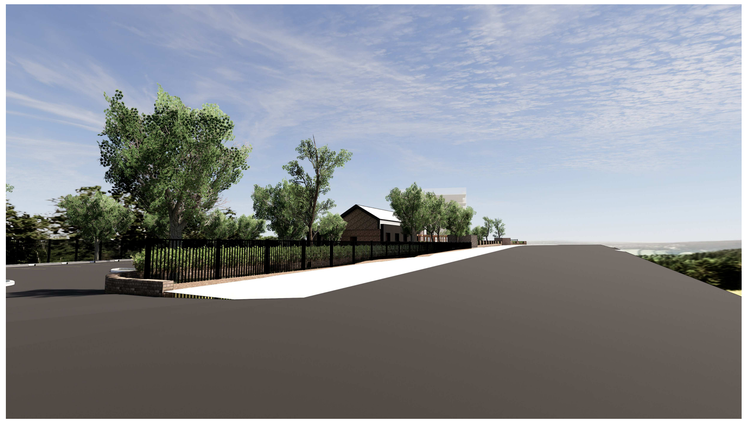
Title:
Site Plan

Project #:	Scale:	Drw:	Chd:
930	1 : 250 @A1	AM	JP

Drawing #: DA010
Rev: 6

APPROACH FROM NORTH DOWN VIEW CORRIDOR

APPROACH FROM EAST DOWN LAKESIDE PARADE



DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
1	Issue for DA	200724

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Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title:
Sightline Study

Project #	Scale:	Drw:	Ckd:
930		JP	JP

Drawing #: DA011 Rev: 1

SITE BOUNDARY

DA200 1

3 DA300

2 DA300

1 DA300

3.00°

5.00°

30.00°

ROOF GAP
(SHOWN IN CROSS-HATCHED)
TO BE ENCLOSED WITH
METAL MESH WITH A MAXIMUM
ARPERTURE OF 2mm

2 DA200

DA200 4

SITE BOUNDARY

MECH PLANT ROOM
TO BE DESIGNED TO COMPLY WITH
AS2107.2016 AND COUNCIL REQUIREMENTS
FOR EXTERNAL NOISES.

SITE BOUNDARY

3 DA300

3 DA200

2 DA300

1 DA300

DRAWING STATUS:

DEVELOPMENT APPLICATION

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Reg Vic: 19340

Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title:
Roof Plan

Project #:	Scale:	Drw:	Chd:
930	1 : 100 @A1	AM	JP

Drawing #: DA050 Rev: 5

47° 57' 13" 36.26 m

SITE BOUNDARY

BUILDING LINE

1° 18' 27" 76.43 m

BEER GARDEN
& KIDS PLAY
TO LANDSCAPE ARCHITECTS DESIGN

OUTDOOR SEATING AREA AND ASSOCIATED ROOFING IS DESIGNED TO COMPLY WITH BAL 29

BEER GARDEN
TO LANDSCAPE ARCHITECTS DESIGN

OUTDOOR SEATING AREA AND ASSOCIATED ROOFING IS DESIGNED TO COMPLY WITH BAL 29

GLAZING TO PERIMETER OF SEMI-OUTDOOR AREA TO BE DESIGNED AS PER ACOUSTIC CONSULATION RECOMMENDATION

GLAZING TO PERIMETER OF SEMI-OUTDOOR AREA TO BE DESIGNED AS PER ACOUSTIC CONSULATION RECOMMENDATION

SEMI-OUTDOOR SEATING 1
79 m²

SEMI-OUTDOOR SEATING 2
78 m²

ANY ENTRY DOORS TO BE DESIGNED AS PER ACOUSTIC CONSULTANT RECOMMENDATION

MAIN BAR
& DINING
296 m²

FURNITURE LAYOUT INDICATIVE ONLY - TO INTERIOR DESIGNER PLAN AND SPEC

GAS FEATURE FIRE PLACE

GAMING
153 m²

VIP ENTRANCE

GAMING ACC WC
7 m²

RL 36850

C. OFF & SAFE
7 m²

COMMS
5 m²

BOH BAR
55 m²

GAMING BAR
14 m²

STAFF WC
8 m²

GAMING AMB WC
7 m²

UP

SERVICE CORRIDOR
11 m²

LOADING
26 m²

KITCHEN
57 m²

WASTE PASSTHROUGH

KEG
30 m²

MSR
8 m²

350 L
WASTE
8 m²
(ROOM ON GRADE WITH SERVICE VEHICLE LEVEL)

DRY
10 m²

COLD
10 m²

FREEZER
5 m²

MALE WC
23 m²

ACC WC & BC
9 m²

POTENTIAL MECH AREA
30m² INDICATED
ACOUSTIC LOUVRE ENCLOSED

MECH PLANT ROOM
TO BE DESIGNED TO COMPLY WITH AS2107.2016 AND COUNCIL REQUIREMENTS FOR EXTERNAL NOISES.

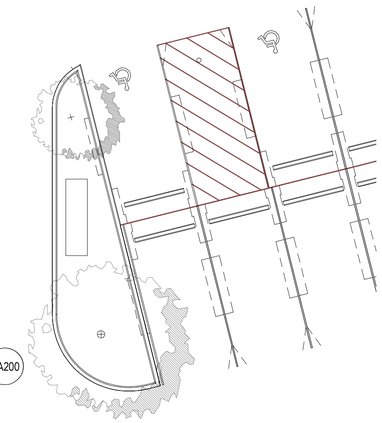
FEMALE WC
33 m²

CL
3 m²

HW PLANT
5 m²

STORMWATER EASEMENT

75° 58' 15" 112.26 m



LICENSED FLOOR AREA: 5026m²
PATRON COUNT: 472

DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
1	Preliminary DA Issue for Comment	200715
2	Issue for DA	200724
3	Amendments for DA	200730
4	Amended for DA	201029
5	Updates for DA	201112
6	Updates for DA	201216

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Reg Vic: 19340

Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title:
Ground Floor Plan

Project #:	Scale:	Drn:	Chd:
930	1 : 100 @A1	AM	JP

Drawing #: DA100
Rev: 6

1 DA NORTH ELEVATION
Scale: 1 : 100

2 DA WEST ELEVATION
Scale: 1 : 100

3 DA SOUTH ELEVATION
Scale: 1 : 100

4 DA EAST ELEVATION
Scale: 1 : 100

DRAWING STATUS:

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RF-01	ROOFING TYPE 01
RF-02	ROOFING TYPE 02
WF-01	FACE BRICK WALL FINISH
WF-02	MONOLITHIC WALL FINISH
WF-03	SLATTED WALL FINISH
GL-01	GLAZING TYPE 01
GL-02	GLAZING TYPE 02
AL-01	LASER CUT ALUMINIUM FEATURE INFILL

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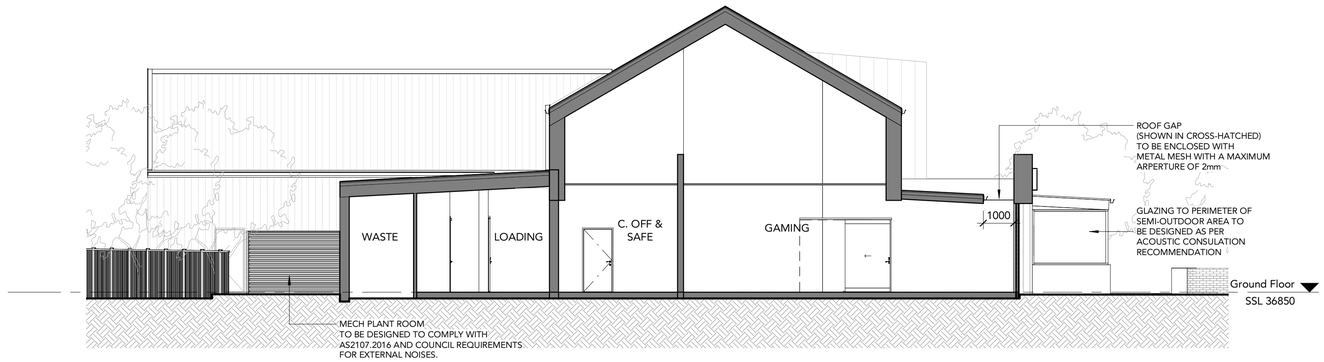
Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

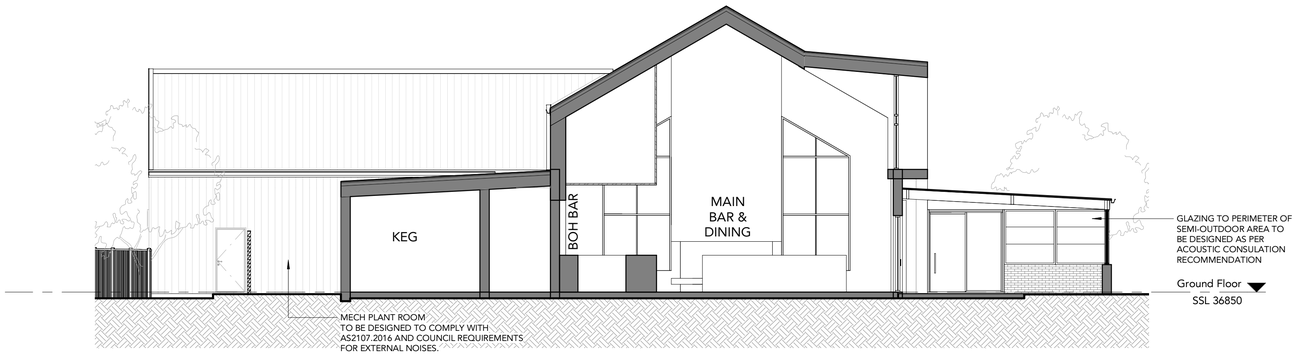
Title:
Elevations

Project #	Scale	Drw.	Ckd.
930	1 : 100 @A1	AM	JP

Drawing # DA200 Rev. 5



1 DA SECTION A1
Scale: 1 : 100



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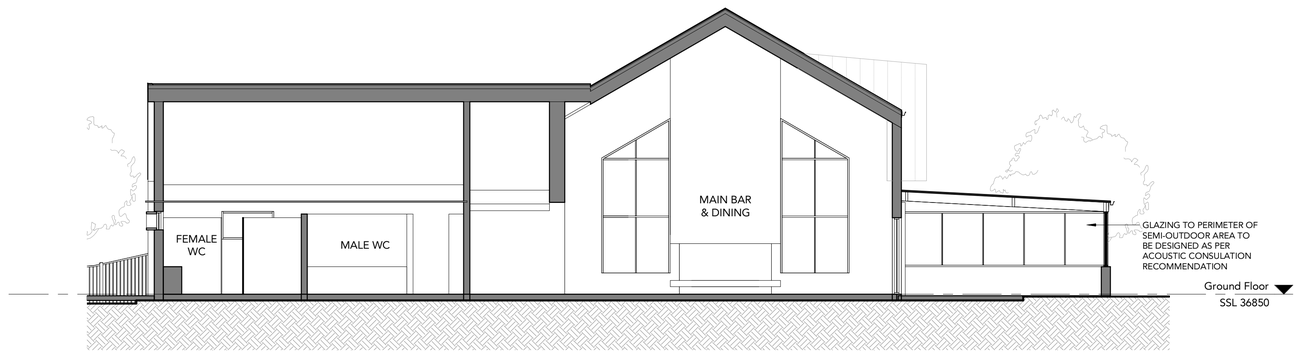

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Scale: 1 : 100

DRAWING STATUS:

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Project:
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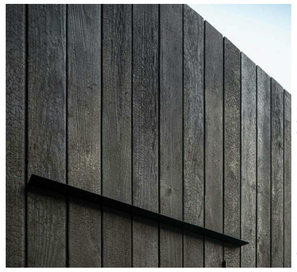
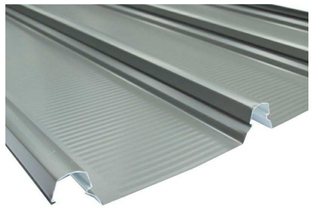
Title:
Sections

Project #:	Scale:	Drw:	Chd:
930	1 : 100 @A1	AM	JP

Drawing #: DA300
Rev: 4



CHARRED TIMBER LOOK
PANELS OR SIMILAR

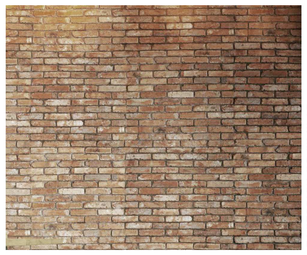


Dulux C4
Colorbond® Shale Grey™

KLIPLOK HISTRENGTH ROOFING
IN LIGHT FREY FINISH

Dulux C29
Colorbond® Monument®

STANDING SEAM ZINC DORMER
IN DARK GREY FINISH



FACEBRICK OR SIMILAR

LAYERED LASER CUT ALUMINIUM
PANEL - BACKLIT

DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
1	Issue for DA	200724
2	Updates for DA	201112

DRAWING LEGEND:

1. Architectural drawings shall be read in conjunction with other consultant drawings and specifications. Any discrepancies shall be referred to team 2 architects before proceeding with work.
2. All dimensions and levels are in millimeters unless noted otherwise. No dimension shall be obtained by scaling the drawing.
3. All dimensions to be checked on site with any discrepancies referred to team 2 architects before proceeding with work.
4. All work to be carried out in accordance with the requirements of the principal certifying authority, current ncc & australian standards.

FDC

Client or Builder
FDC
22 - 24 Junction Street, Forest Lodge, NSW 2037

0 1 2 3 4 5
SCALE 1:100

TEAM2 ARCHITECTS
SYDNEY
701/1 Chandos Street,
St Leonards NSW 2065
T: + 61 2 9437 3166
E: info@team2.com.au
Reg NSW: 9940

MELBOURNE
313/737 Burwood Road,
Hawthorn East VIC 3123
ABN: 72 104 833 507
Reg Vic: 19340

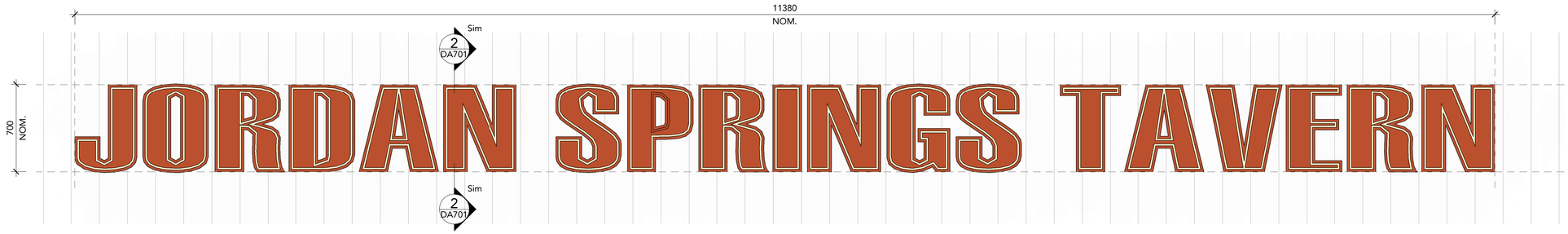
Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title:
External Finishes Schedule

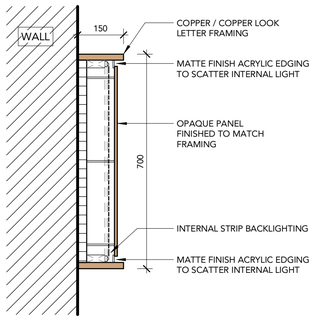
Project #:	Scale:	Drw:	Chk:
930		Author	Checker

Drawing #: DA700

Rev: 2



1 MAIN SIGNAGE ELEVATION
Scale: 1 : 20



2 MAIN SIGNAGE SECTION
Scale: 1 : 10

AESTHETIC EXAMPLE

AESTHETIC EXAMPLE (NIGHT)

DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
1	Amended for DA	201029

DRAWING LEGEND:

1. Architectural drawings shall be read in conjunction with other consultant drawings and specifications. Any discrepancies shall be referred to team 2 architects before proceeding with work.
2. All dimensions and levels are in millimeters unless noted otherwise. No dimension shall be obtained by scaling the drawing.
3. All dimensions to be checked on site with any discrepancies referred to team 2 architects before proceeding with work.
4. All work to be carried out in accordance with the requirements of the principal certifying authority, current ncc & australian standards.

FDC

Client or Builder
FDC
22 - 24 Junction Street, Forest Lodge, NSW 2037

0 1 2 3 4 5
SCALE 1:100

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Reg NSW: 9940

MELBOURNE
313/737 Burwood Road,
Hawthorn East VIC 3123
ABN: 72 104 833 507
Reg Vic: 19340

Project:
Jordan Springs Tavern
LOT 3989 OF DP 1190132

Title:
Proposed Signage Detail

Project #:	Scale:	Drw:	Chd:
930	As indicated @A1	JP	JP

Drawing #: DA701
Rev: 1

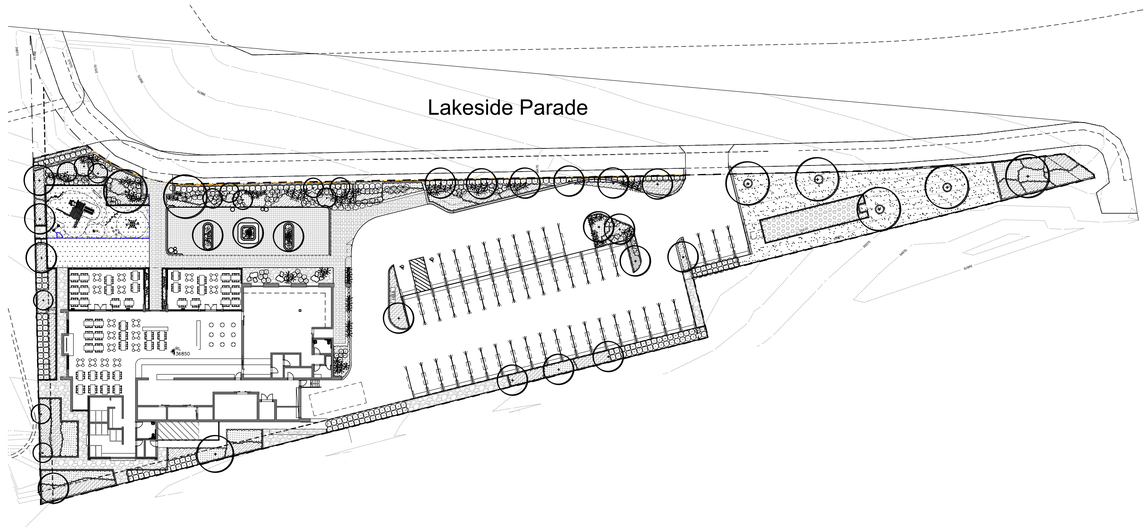
Jordan Springs Tavern

Landscape Development Application

Lot 3989 of DP 1190132

Drawing Schedule

Drawing Number	Drawing Title	Scale
JS-000	Landscape Coversheet	N/A
JS-001	Landscape Masterplan	1:250
JS-101	Landscape Plan	1:100
JS-102	Landscape Plan	1:100
JS-501	Landscape Details	As Shown
JS-601	Landscape Sections	As Shown



Site Plan | Scale 1:500

NOT FOR CONSTRUCTION

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown shall be referred to the Landscape Architect for confirmation.

Issue	Revision Description	Drawn	Check	Date
F	Architectural Coordination	NN	NM	23.04.2021
E	Architectural Coordination	JW	NM	17.11.2020
D	Bio-retention Added	JW	NM	05.11.2020
C	Revised For Comments	JW	NM	29.10.2020
B	Architectural Coordination	JD	NM	17.07.2020
A	Preliminary	JD	NM	15.06.2020

LEGEND

Key Plan:

SITE IMAGE
Landscape Architects
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Redfern NSW 2016
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Fax: (61 2) 9698 2877
www.siteimage.com.au

Client:
Laundy Hotels

Project:
Jordan Springs Tavern
Lot 3989 of DP1190132

Drawing Name:
Landscape Coversheet

PRELIMINARY

Scale:

Job Number: SS20-4376

Drawing Number: JS-000

Issue: E

A1

Carpark and boundary planting

Garden bed with pea gravel, boulders and feature planting

Lawn with seating

Feature tree planting to Lakeside Drive Axis

Frontage presentation planting

01 Entry Signage

02 ‘Beer Garden’ lawn with seating

03 Feature tree planting to lakeside drive axis

04 Front presentation planting with brick pier and open panel fencing

05 Playground with fencing

06 Playground supervision seating

07

NOT FOR CONSTRUCTION

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Issue	Revision Description	Drawn	Check	Date
G	For Coordination	NN	NM	23.04.2021
F	For Coordination	JD	NM	26.03.2021
E	Architectural Coordination	JW	NM	17.11.2020
D	Bio-retention Added	JW	NM	05.11.2020
C	Revised For Comments	JW	NM	29.10.2020
B	Architectural Coordination	JD	NM	17.07.2020
A	Preliminary	JD	NM	15.06.2020

LEGEND

- Property Boundary
- Existing Tree to be retained
- Proposed Tree
- Carpark Buffer Planting
- Frontage Presentational Planting
- Perimeter Low Planting
- Bio-retention Planting
- Boundary Fence
- Playground Fence
- Turf

Key Plan:

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Client:
Laundy Hotels

Project:
Jordan Springs Tavern
Lot 3989 of DP1190132

Drawing Name:
Landscape Plan

PRELIMINARY

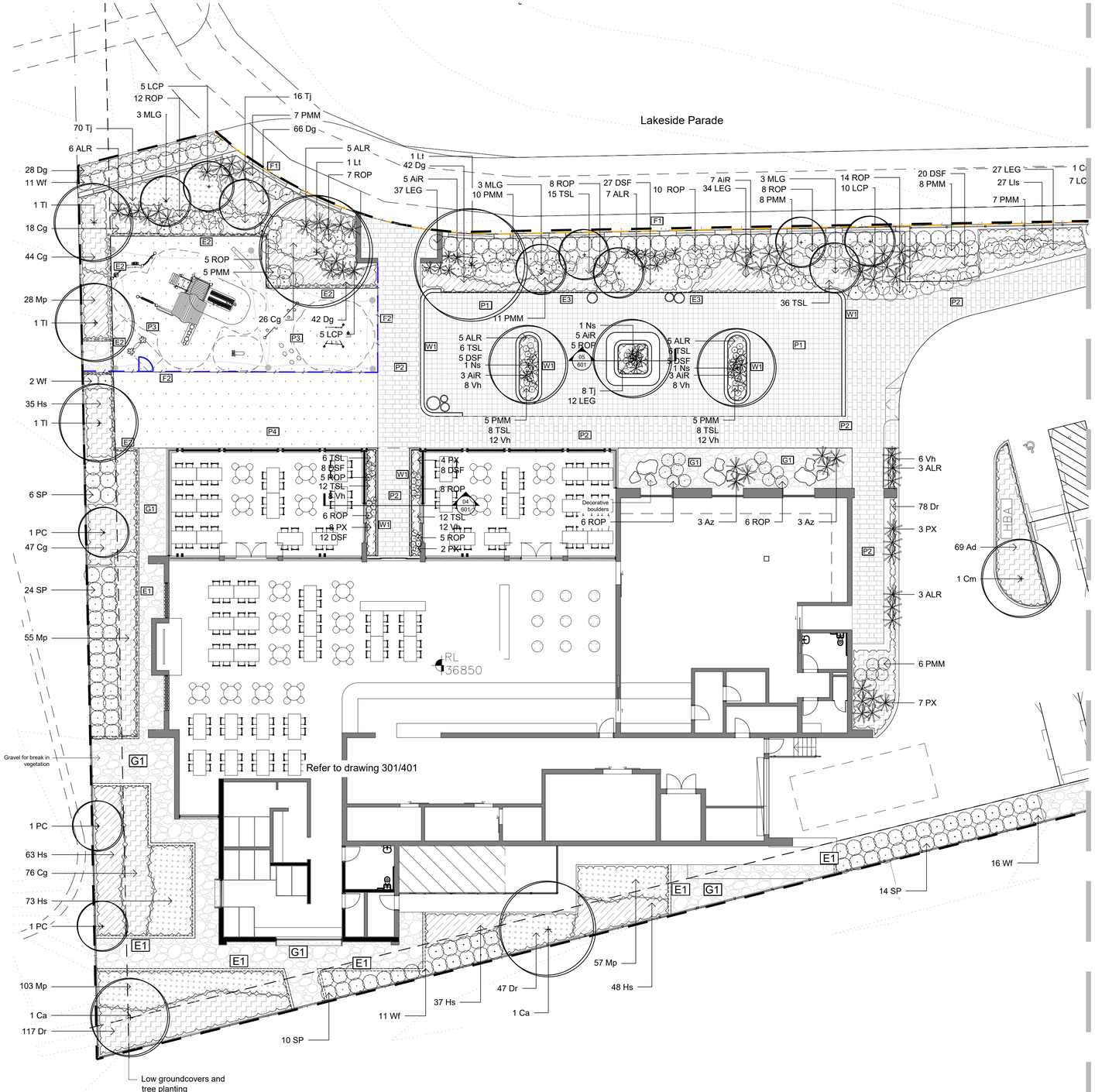
Scale: 1:250 @ A1
0 1 2 4 6 10m

Job Number: SS20-4376

Drawing Number: JS-001

Issue: G

A1



NOT FOR CONSTRUCTION

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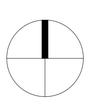
Issue	Revision Description	Drawn	Check	Date
F	Architectural Coordination	NN	NM	23.04.2021
E	Architectural Coordination	JW	NM	17.11.2020
D	Bio-retention Added	JW	NM	05.11.2020
C	Revised For Comments	JW	NM	29.10.2020
B	Architectural Coordination	JD	NM	17.07.2020
A	Preliminary	JD	NM	15.06.2020

LEGEND

- Property Boundary
- Existing Tree to be Retained
- Proposed Tree
- Shrub Planting
- Groundcover Planting
- Bio-retention Planting
- F1 Boundary Fence
- F2 Playground Fence
- P1 Unit Paver
- P2 Unit Paver
- P3 P3 Synthetic Turf with Attenuation Layer
- P4 Synthetic Turf
- E1
- E2
- E3

Key Plan:



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www.siteimage.com.au

Client:
Laundy Hotels

Project:
Jordan Springs Tavern
Lot 3989 of DP1190132

Drawing Name:
Landscape Plan

PRELIMINARY

Scale: 1:150 @ A1
0 1 2 3 4 5m

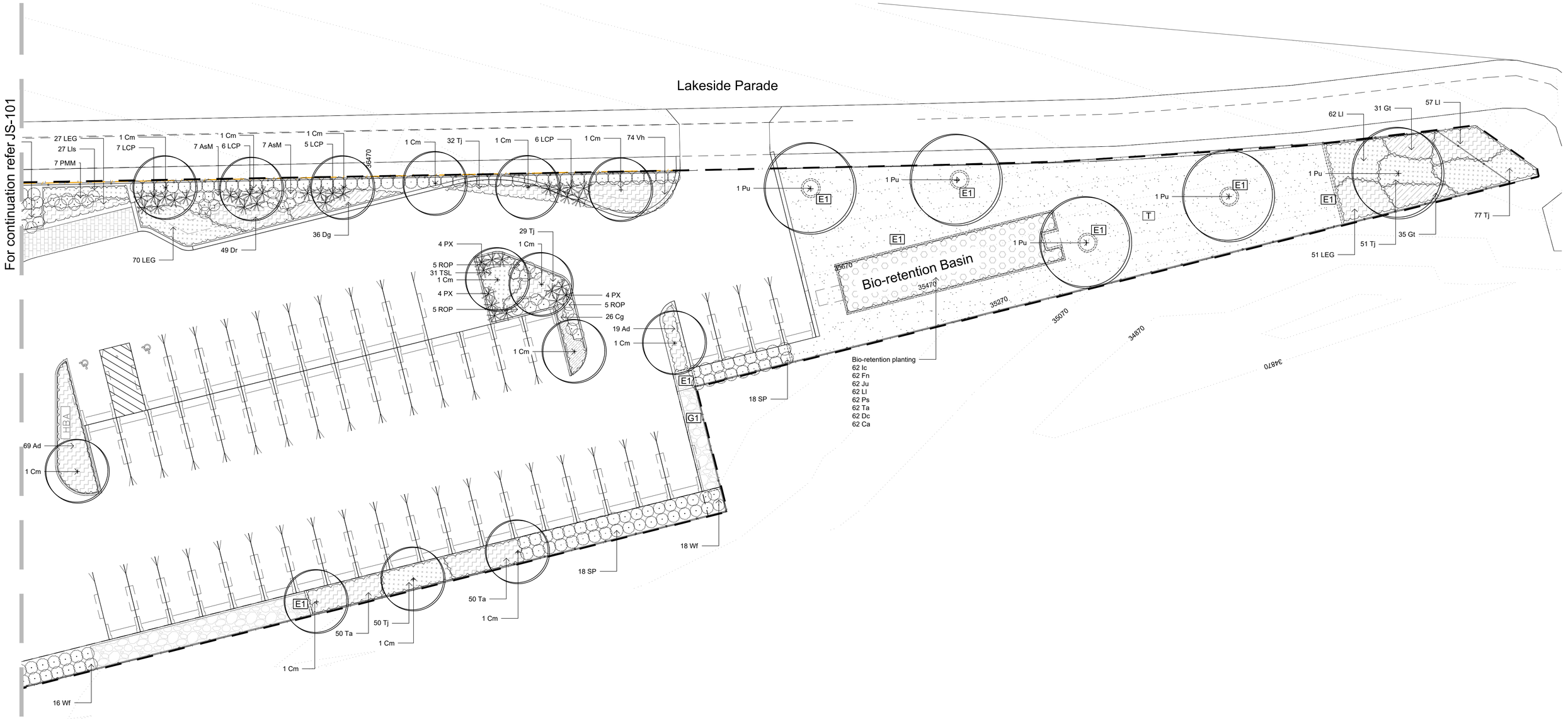
Job Number: SS20-4376

Drawing Number: JS-101

Issue: F

A1

Document Set ID: 9680828
Version: 1, Version Date: 23/04/2021



NOT FOR CONSTRUCTION

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Issue	Revision Description	Drawn	Check	Date
F	Architectural Coordination	NN	NM	23.04.2021
E	Architectural Coordination	JW	NM	17.11.2020
D	Bio-retention Added	JW	NM	05.11.2020
C	Revised For Comments	JW	NM	29.10.2020
B	Architectural Coordination	JD	NM	17.07.2020
A	Preliminary	JD	NM	15.06.2020

LEGEND

- Property Boundary
- Existing Tree to be Retained
- Proposed Tree
- Shrub Planting
- Groundcover Planting
- Bio-retention Planting
- F1 Boundary Fence
- F2 Playground Fence
- P1 Unit Paver
- P2 Unit Paver
- P3 Synthetic Turf with Attenuation Layer
- P4 Synthetic Turf

Key Plan:

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Fax: (61 2) 9698 2877
www.siteimage.com.au

Client:
Laundy Hotels

Project:
Jordan Springs Tavern
Lot 3989 of DP1190132

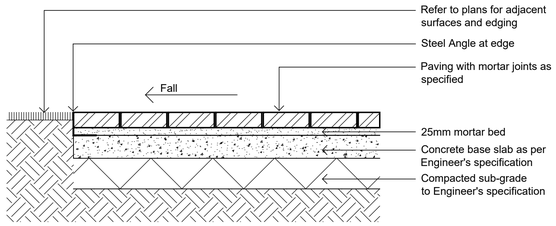
Drawing Name:
Landscape Plan

PRELIMINARY

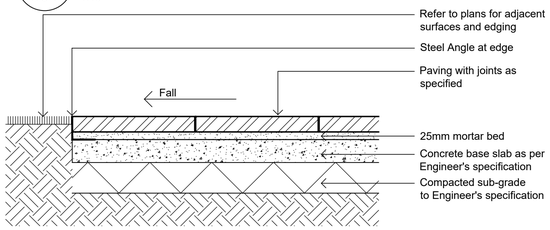
Scale: 1:150 @ A1
0 1 2 3 4 5m

Job Number: SS20-4376
Drawing Number: JS-102
Issue: F

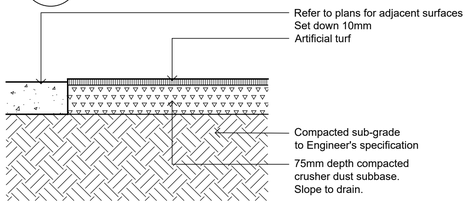
A1



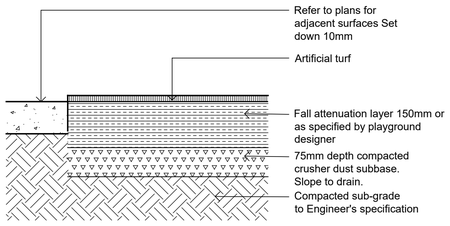
01 501 P1 Unit Paving
1:10



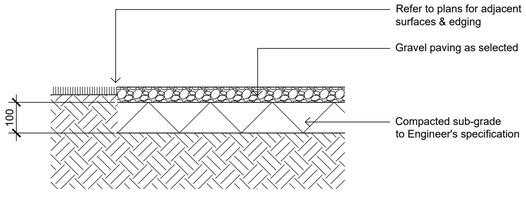
02 501 P2 Unit Paving
1:10



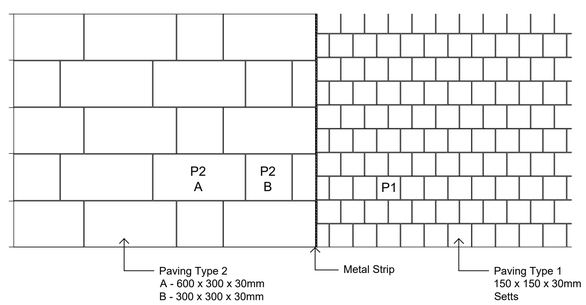
03 501 P3 Synthetic Turf
1:10



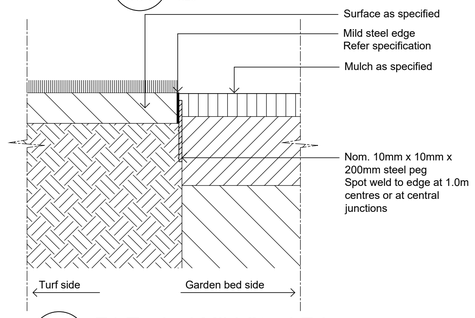
04 501 P4 Synthetic Turf with Attenuation Layer
1:10



05 501 G1 Decorative Gravel
1:10

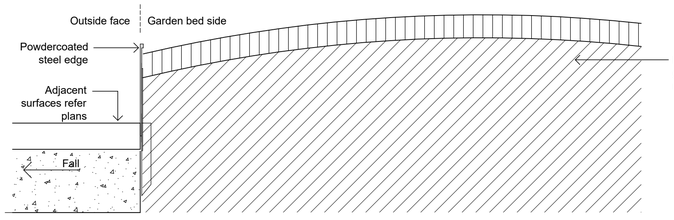


06 501 P1 & P2 Paving Setout
1:20



08 501 E1 Typical Mild Steel Edge
1:10

09 501 E2 Typical Concrete Edge
1:10



10 501 E3 Raised Steel Edge
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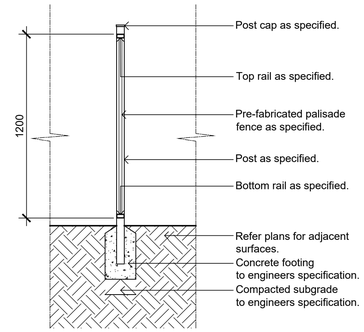
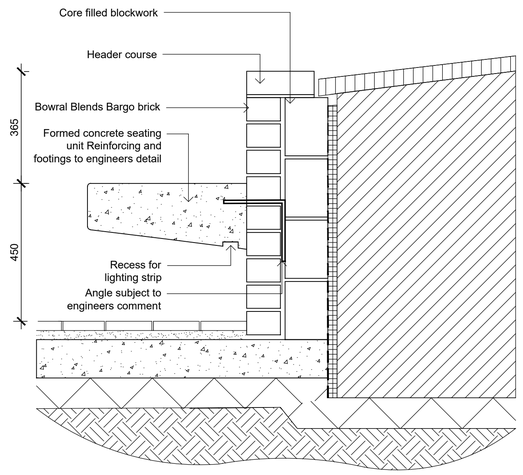
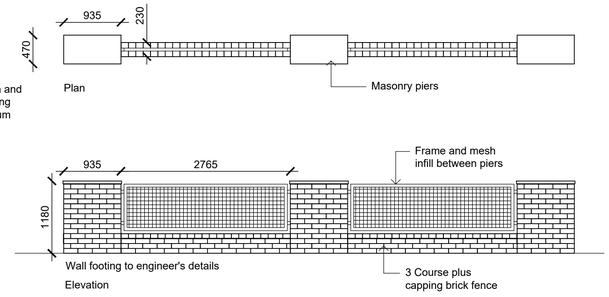


07 501 F2 Playground Fence
1:20



11 501 Courtyard Planter
1:10



12 501 F1 Boundary Fence
Scale 1:50

NOT FOR CONSTRUCTION

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LEGEND

Issue	Revision Description	Drawn	Check	Date
H	Revised Tender	JD	NM	06.04.2021
G	Revised Paving	JD	NM	11.03.2021
F	Landscape Revision	JW	NM	25.02.2021
E	Architectural Coordination	NN	NM	27.01.2021
D	Architectural Coordination	JW	NM	17.11.2020
C	Bio-retention Added	JW	NM	05.11.2020
B	Revised For Comments	JW	NM	29.10.2020
A	Preliminary	JD	NM	15.06.2020

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www.siteimage.com.au

Client:
Laundy Hotels

Project:
Jordan Springs Tavern
Lot 3989 of DP1190132

Drawing Name:
Landscape Details

TENDER

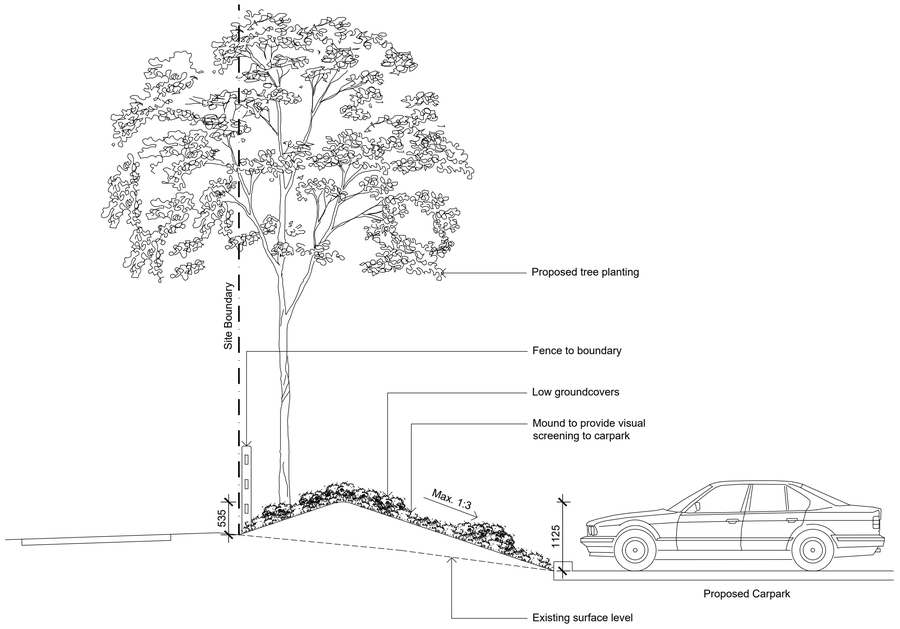
Scale:

Job Number: SS20-4376

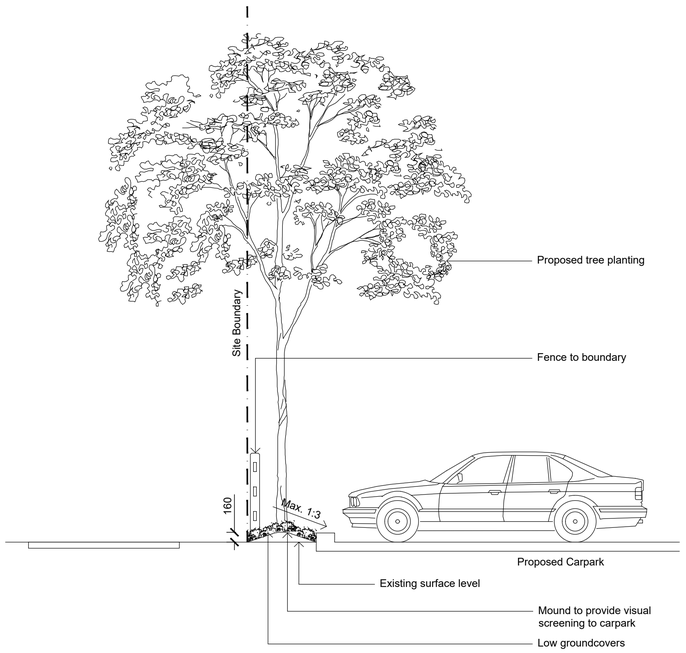
Drawing Number: JS-501

Issue: H

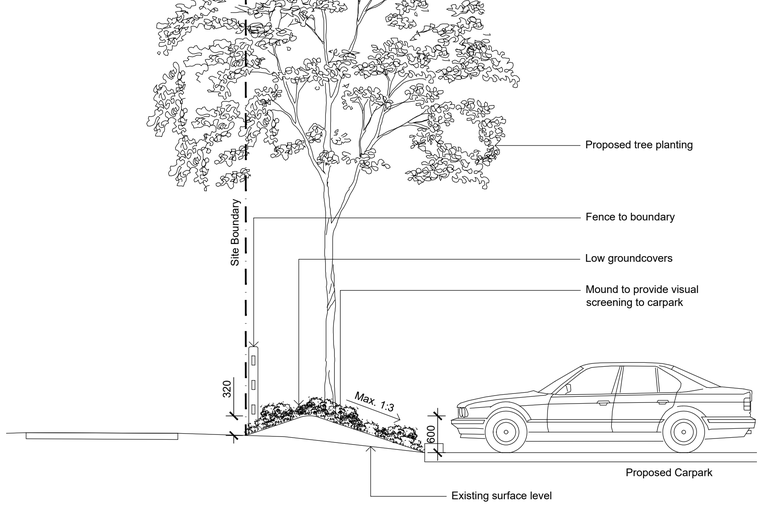
A1



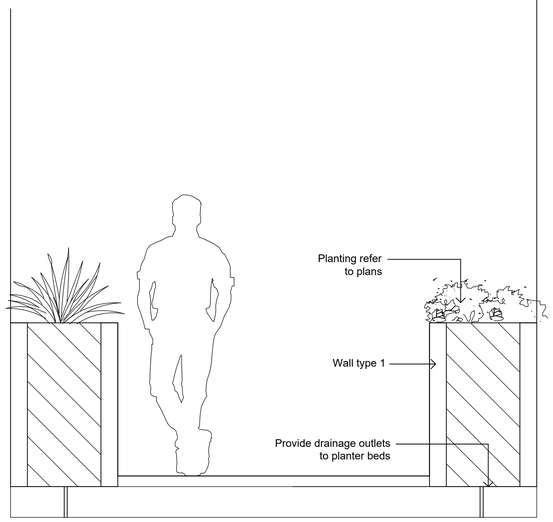
01 Screening Mound Section
1:50



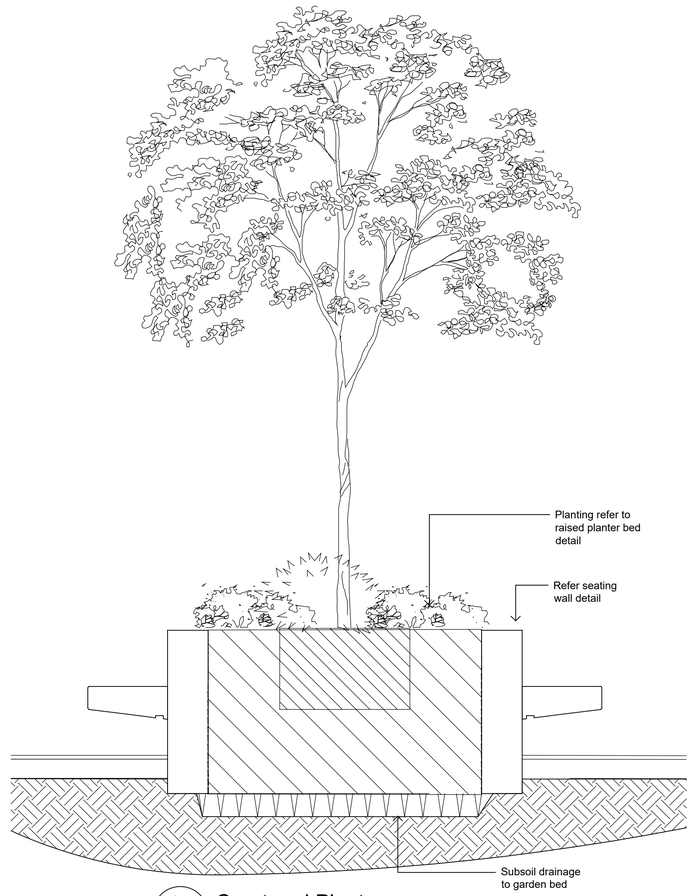
02 Screening Mound Section
1:50



03 Screening Mound Section
1:50



04 Entryway with Planter Box Section
1:10



05 Courtyard Planter
1:10

NOT FOR CONSTRUCTION

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LEGEND

Issue	Revision Description	Drawn	Check	Date
B	Revised For Comments	JW	NM	29.10.2020
A	Preliminary	JD	NM	15.06.2020

A1

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www.siteimage.com.au

Client:
Laundy Hotels

Project:
Jordan Springs Tavern
Lot 3989 of DP1190132

Drawing Name:
Landscape Sections

TENDER

Scale:

Job Number: SS20-4376

Drawing Number: JS-601

Issue: B