PSA CONSULTING

Bective Broiler Farm

Traffic Impact Assessment

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LIST OF ACRONYMS

ASD	Approach Sight Distance
BAL	Basic Left Turn
BAR	Basit Right Turn
DCP	Development Control Plan
MGSD	Minimum Gap Sight Distance
NSW	New South Wales
PSA	PSA Consulting
SISD	Safe Intersection Sight Distance
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
TRC	Tamworth Regional Council

1. INTRODUCTION

PSA Consulting (PSA) has been engaged by AAM Investment Group to undertake a Traffic Impact Assessment (TIA) to accompany a Development Application (DA) for the proposed poultry farm development on 2432 Oxley Highway, Bective, NSW. The development site is situated approximately 20km northwest of Tamworth CBD and located within Tamworth Regional Council (TRC) area and therefore traffic advice will be in accordance with the Tamworth Development Control Plan (DCP) 2010. Figure 1 illustrates the locality of the site to the town of Tamworth.

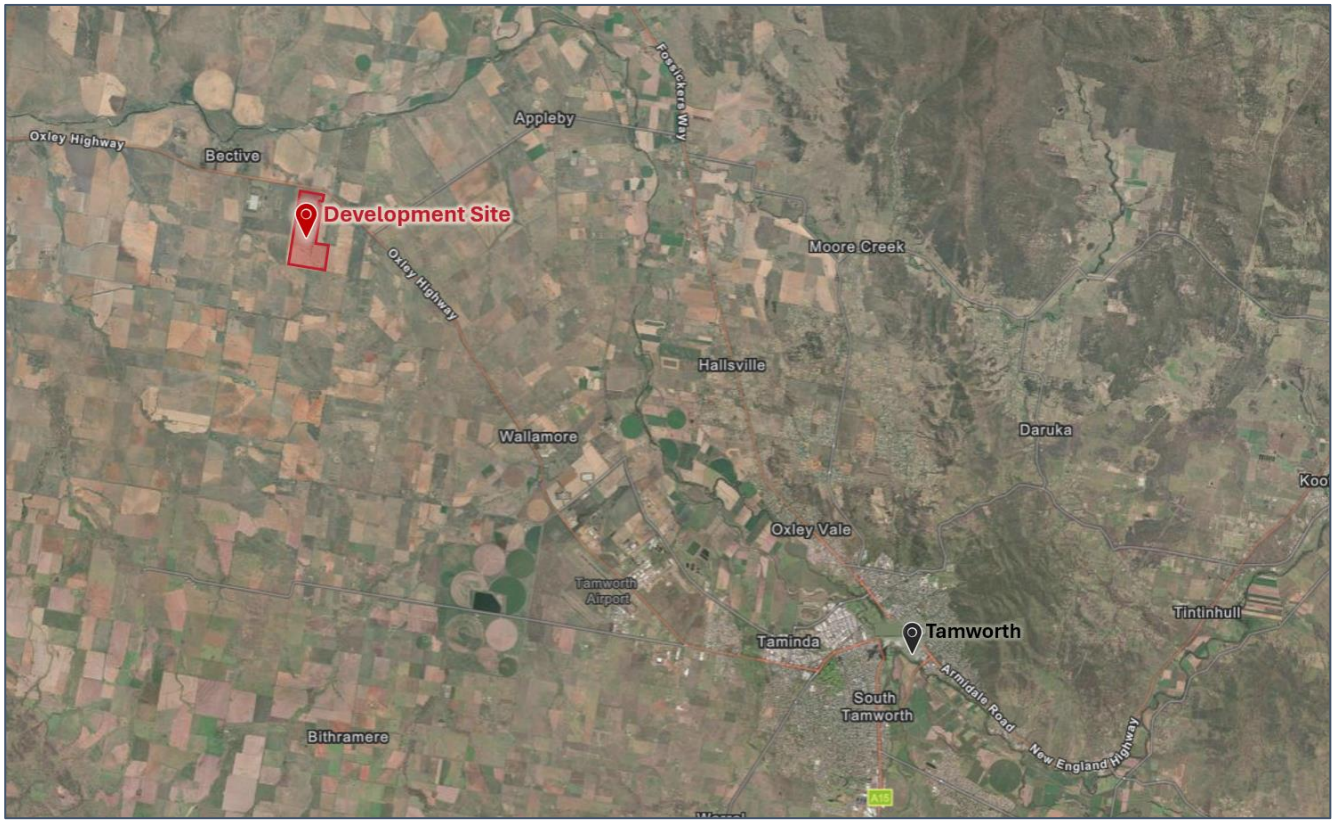


Figure 1: Site Locality (Source: TfNSW, PSA)

1.1 REPORT STRUCTURE

This report addresses the relevant requirements of TRC and includes the following sections:

- Existing Conditions;
- Development Profile;
- Impact Assessment and Mitigation; and
- Parking and Servicing Requirements

2. EXISTING CONDITIONS

2.1 EXISTING SITE

The development site is located at Lot 161 DP755319 and is currently vacant rural property. The proposed development involves the construction of an 18 shed broiler farm catering up to 1,236,150 birds along with associated facilities and infrastructure. Full development plans are provided in Appendix 1. Figure 2 shows the development site in relation to the surrounding area and road network.

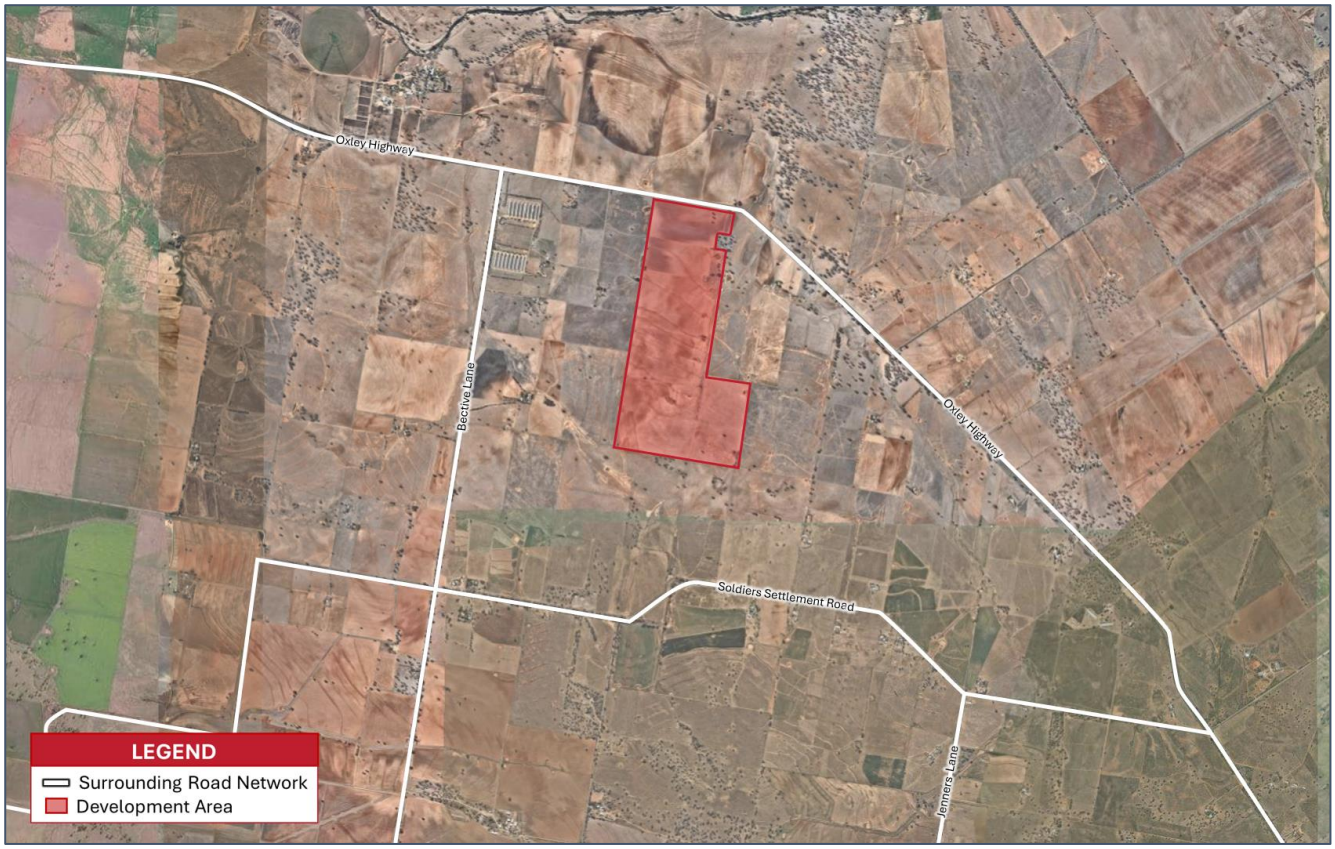


Figure 2: Development Site Overview (Source: Nearmap, PSA)

2.2 SURROUNDING ROAD NETWORK

The poultry farm is bounded by Oxley Highway to the north. The development has main vehicular access via Soldiers Settlement Road to the south. The surrounding road network and characteristics outlined by the Transport for New South Wales (TfNSW) are described in Table 1 and illustrated in Figure 3.

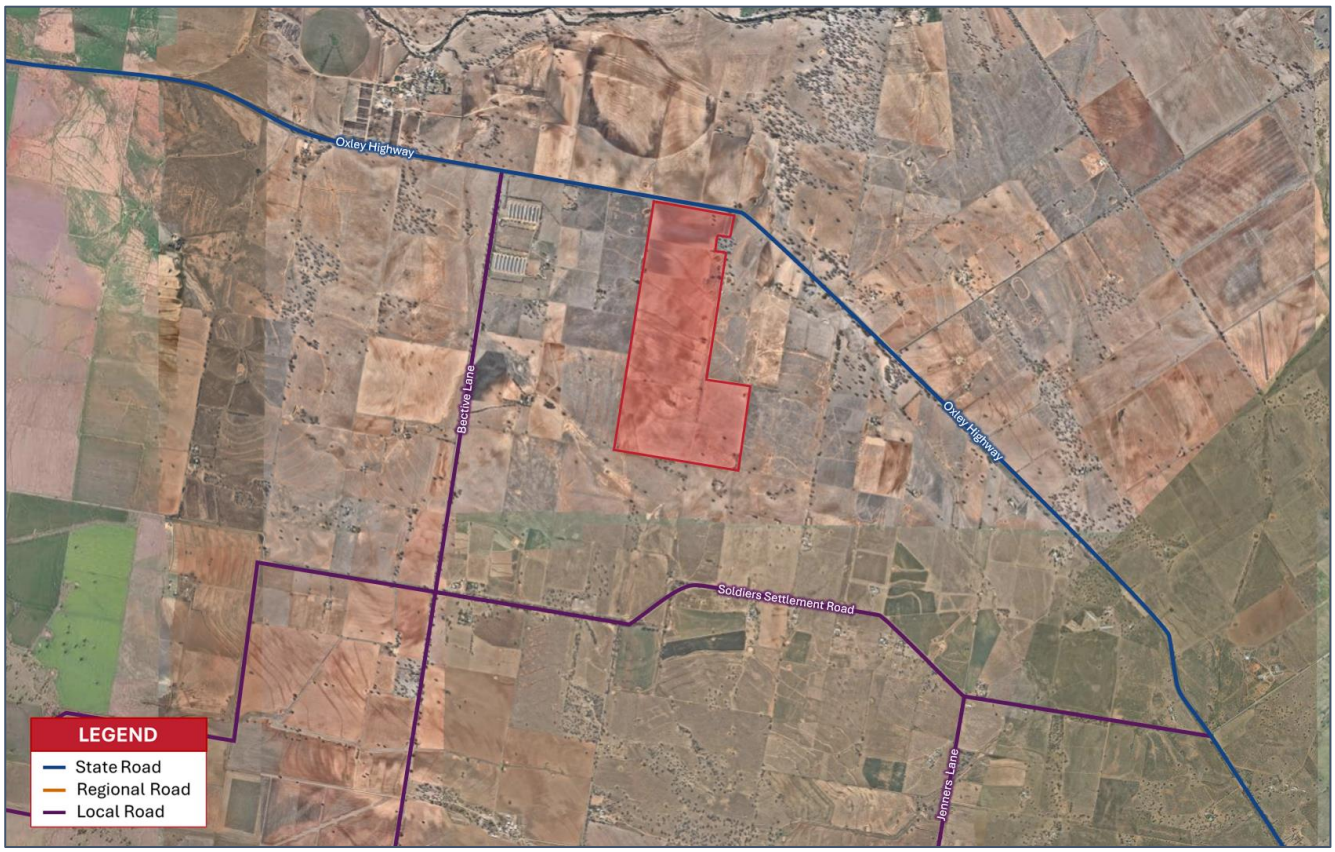


Figure 3: Surrounding Road Network (Source: Nearmap, PSA)

Table 1: Surrounding Road Network Characteristics (Source: TfNSW, PSA)

Road Name	Jurisdiction	Classification / Hierarchy	Cross Section / Geometry	Posted Speed Limit
Oxley Highway	State-controlled	Highway	Sealed two-lane / two-way undivided	100km/hr
Bective Lane	Council-controlled	Local Road	Sealed two-lane / two-way undivided	100km/hr
Soldiers Settlement Road	Council-controlled	Local Road	Sealed two-lane / two-way undivided	100km/hr
Jenners Lane	Council-controlled	Local Road	Sealed two-lane / two-way undivided	100km/hr

2.2.1 Heavy Vehicle Road Access

The National Heavy Vehicle Regulator (NHVR) outlines the comprehensive road network restrictions and approved routes for use by heavy vehicles. Oxley Highway is part of 25/26 B-double route which allows up to 26m B-double vehicles. Meanwhile, Bective Lane would need to comply with certain conditions to allow vehicles up to 26m B-double. The heavy vehicle route in the surrounding road network is illustrated in Figure 4.

Soldier Settlement Road is not identified as a B-Double Route and approval from the NHVR will be required prior to use.

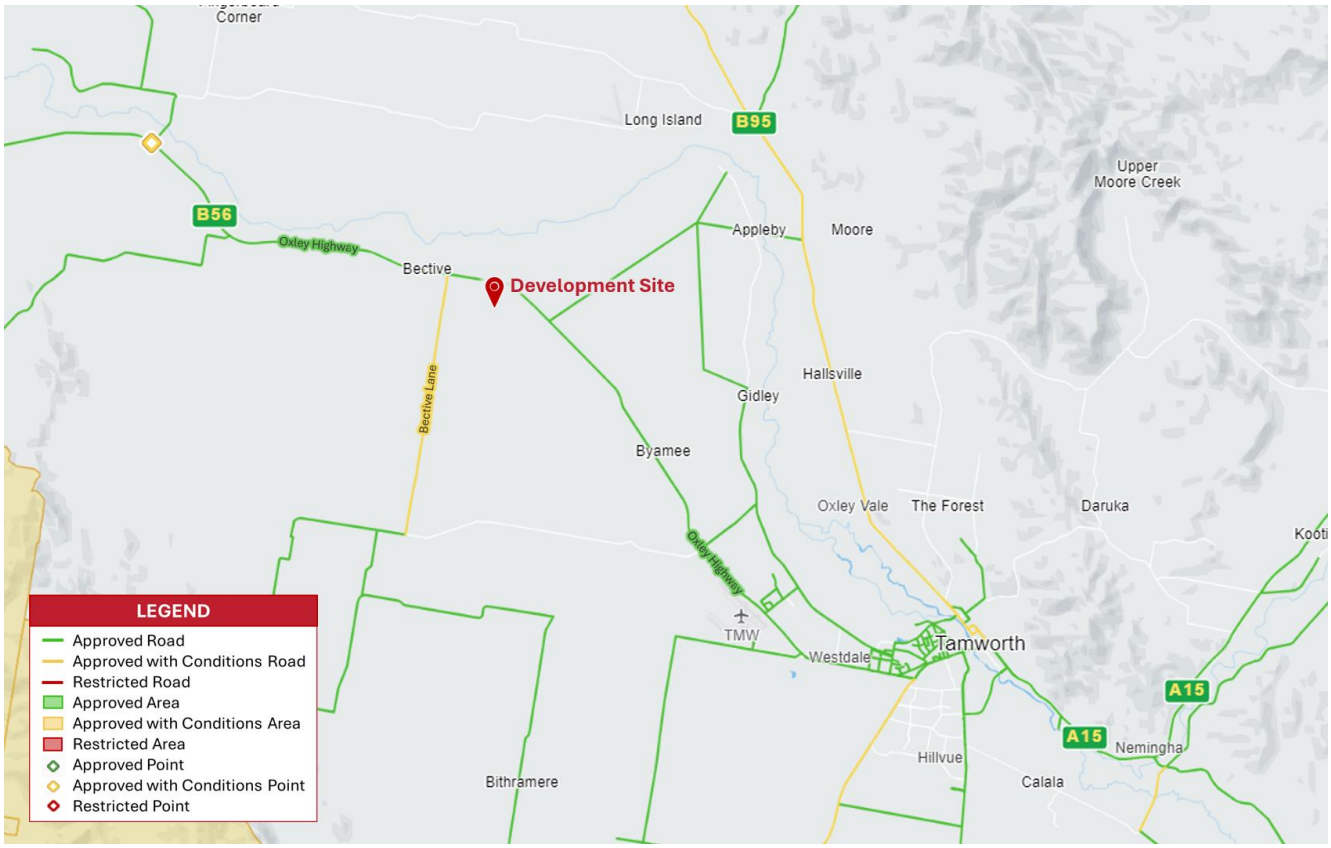


Figure 4: Heavy Vehicle Haulage Route (Source: TfNSW, PSA)

2.3 BACKGROUND TRAFFIC VOLUMES

Traffic surveys were undertaken by Austraffic on Wednesday 07 August 2024 during AM and PM peak periods. The traffic surveys were conducted at the following intersections:

- Oxley Highway / Bective Lane
- Oxley Highway / Soldiers Settlement Road
- Soldiers Settlement Road / Jenners Lane

The location of these intersections is shown in Figure 5.

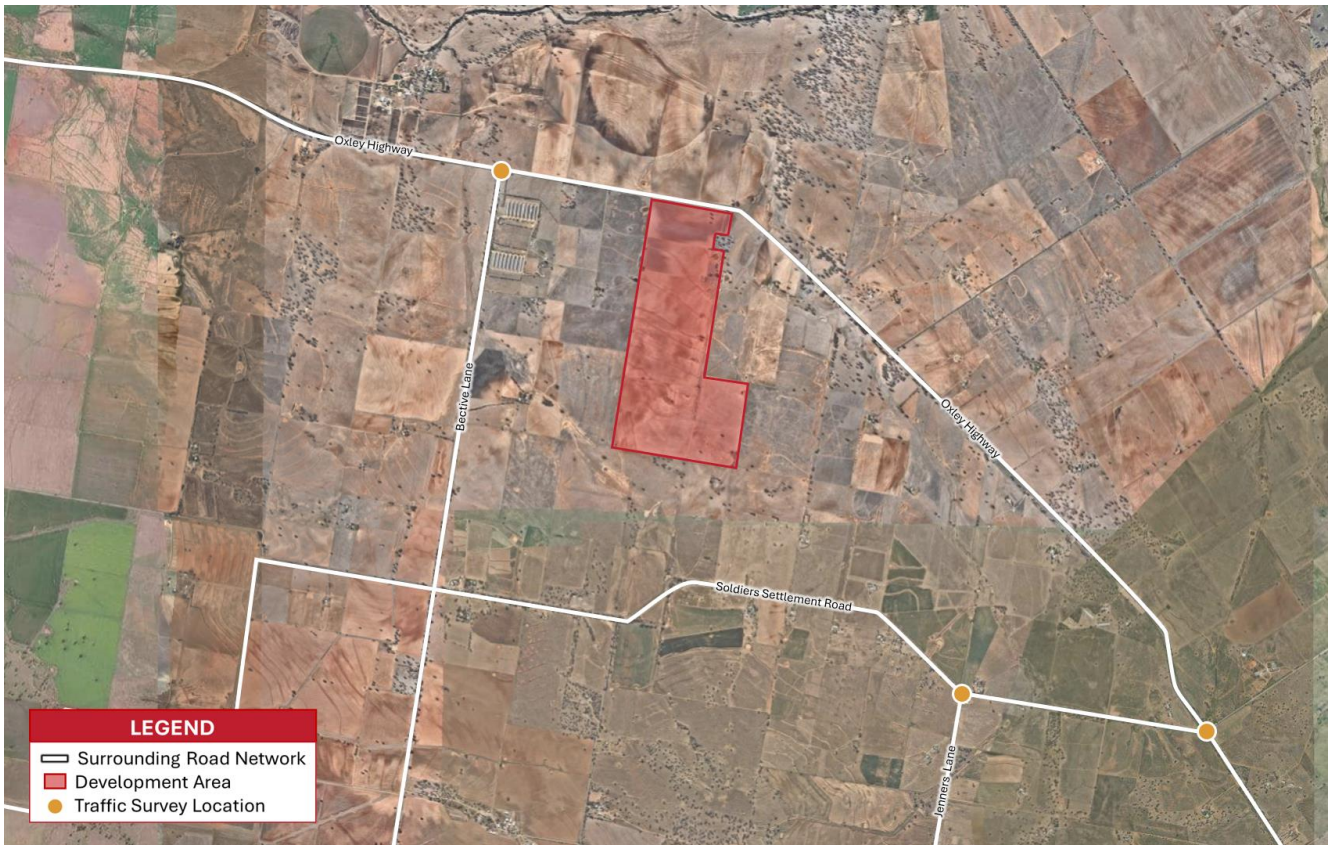


Figure 5: Traffic Survey Location (Source: Nearmap, PSA)

The 2024 peak hour traffic volumes for the assessed intersections are detailed in Appendix 2 while turning movement diagrams is shown in Figure 6 and Figure 7 for AM and PM peak periods, respectively.

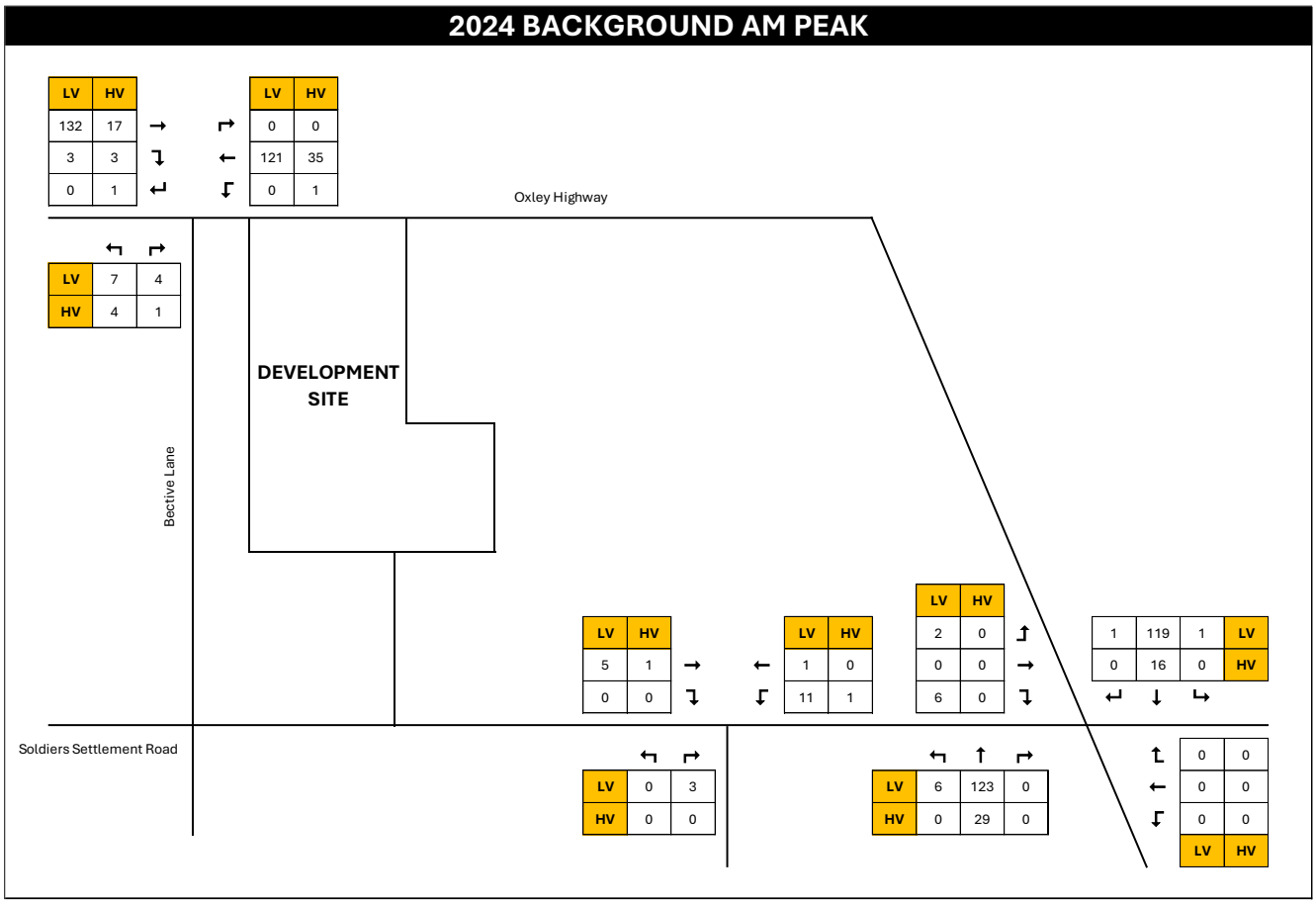


Figure 6: 2024 Background Traffic – AM Peak (Source: PSA)

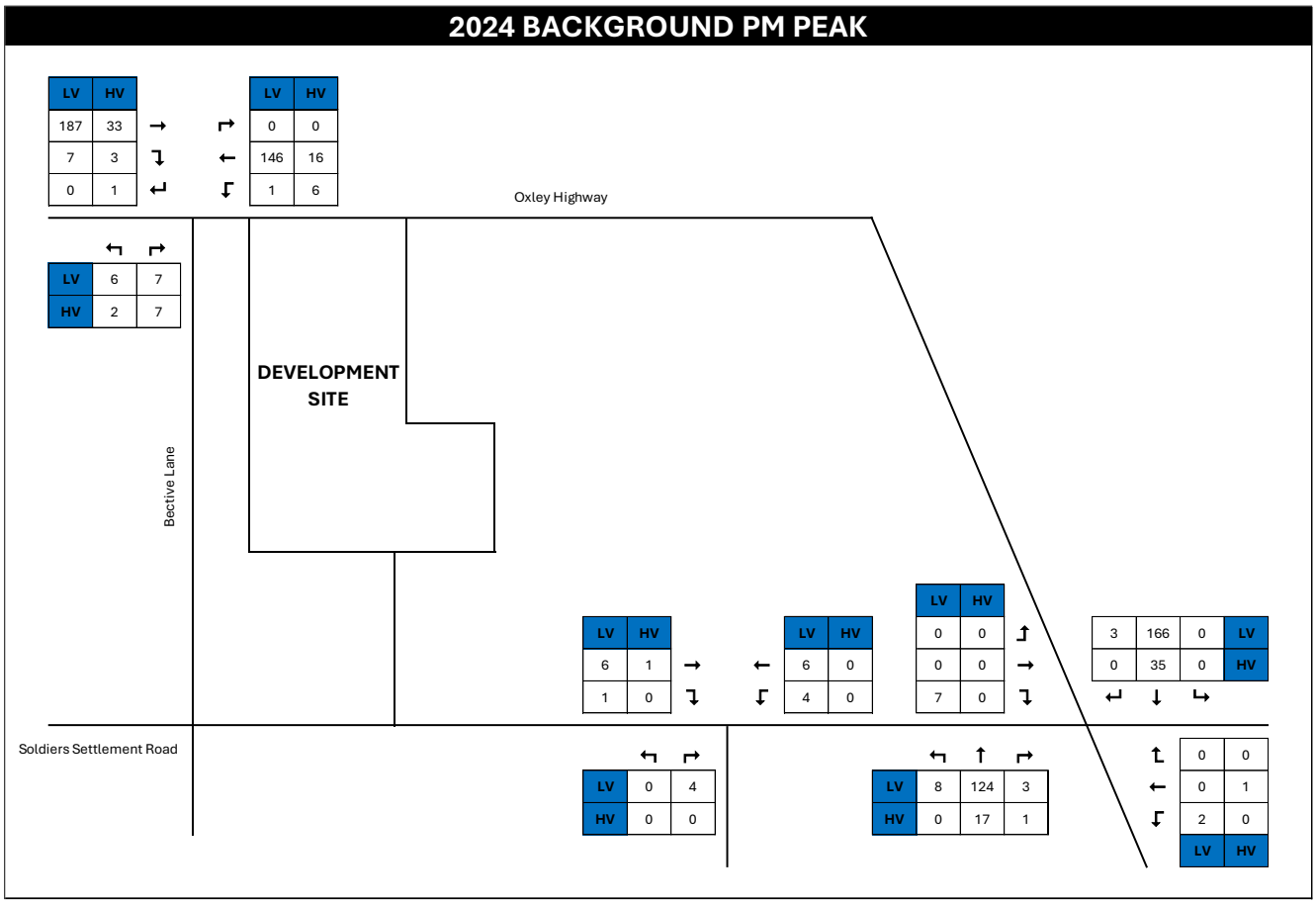


Figure 7: 2024 Background Traffic – PM Peak (Source: PSA)

3. DEVELOPMENT PROFILE

3.1 DEVELOPMENT DETAILS

The proposed site involves the construction of an 18 shed broiler farm over 174 ha land area which will contain a total of 1, 236, 150 birds as well as associated facilities and infrastructure. The proposed development will run over Lot 161 DP755319. Additionally, ancillary buildings including two caretaker residences will be constructed on site. A site layout of the proposed development is shown in Figure 8. Full development plans are provided in Appendix 1.

Figure 8: Proposed Site Layout (Source: Bath Stewart & Associates Pty Ltd)

As shown in the plan, the primary site access will be from Soldiers Settlement Road via a new driveway and access road with all heavy and light vehicles accessing the site from this location. It is expected that the development will be open for operation in 2026. During operation of the farm, two on-site managers and four full-time staff will work at the site. Contract staff will also be used for assistance. Based on knowledge of peak operations through previous poultry farm assessments conducted by PSA the anticipated additional staff that will be occasionally required on site are proposed to include:

- Ten additional staff on-site approximately 30 days per year to assist with collection and clean out
- Five additional staff on-site approximately 30 days per year to assist with shed set up, placement and vaccination of birds

3.2 TRAFFIC GENERATION AND DISTRIBUTION

Traffic generated by the development has been obtained from AAM. The traffic generation of the proposed farm during operation and construction in detailed in Table 2 and Table 3, respectively.

Table 2: Operation Traffic Generation

Generation	Vehicles / Batch	Vehicles / Annum	Daily Trips
Heavy Vehicles			
Bobcat (cleaning) Deliveries	2	12	0.1
Shed Cleaning Vehicles	36	208	1.1
Bedding Deliveries	29	168	0.9
Propane Deliveries	2	12	0.1
Day-old Chick Deliveries	18	104	0.6
Feed B-double Deliveries	173	1000	5.5
Litter Collection & Removals	50	289	1.6
Broiler Collection	178	1028	5.6
Dead Bird Collection	13	75	0.4
	501	**2896**	**16 daily trips**
Light Vehicles			
Staff Vehicles	165	**953**	**6 daily trips**

As shown, it is anticipated that the proposed poultry farm will generate approximately 3,900 heavy vehicle trips per year, averaging approximately 16 heavy vehicle trips per day (8 incoming / 8 outgoing) and 6 light vehicle trips (3 incoming / 3 outgoing). While a majority of the heavy vehicles will typically occur during the day, bird collections does occur at night. During the nighttime collection, the heavy vehicles could be up to a maximum of 38 trips (19 incoming / 19 outgoing) on a peak collection night. It is noted that the surrounding traffic on Oxley Highway would be significantly reduced during this nighttime period. It is expected that the development will generate 2 heavy vehicles and 3 lights vehicles during peak periods.

Table 3: Construction Traffic Generation

Generation	Apr 25	May 25	Jun 25	Jul 25	Aug 25	Sep 25	Oct 25	Nov 25	Dec 25	Jan 26	Feb 26	Mar 26	Apr 26	May 26	Jun 26
Heavy Vehicles															
Electrical HV Works	2	8	10	0	0	0	0	0	0	0	0	12	12	0	0
Generator	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Builders & Installers	42	16	0	42	2	23	23	2	44	2	23	2	0	2	8
Total Trips	**44**	**24**	**14**	**42**	**2**	**23**	**23**	**2**	**44**	**2**	**23**	**14**	**12**	**2**	**8**
Light Vehicles															
Project Manager	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Site Supervisor	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Civil – pads & dam	286	286	286	0	0	0	0	0	0	0	0	0	0	0	0
Electrical HV Works	0	96	96	0	0	0	0	0	0	0	0	104	40	0	0
Solar	0	0	0	0	0	0	0	0	40	40	0	0	0	0	0
Builders & Installers	0	144	394	394	394	394	394	394	394	394	394	394	394	394	252
Concreters	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0
Electricians	0	144	144	144	144	144	144	144	144	144	144	144	144	144	144
Plumber	0	0	72	72	72	72	72	72	72	72	72	72	72	72	72
Total Trips	**366**	**672**	**1066**	**756**	**756**	**756**	**756**	**756**	**796**	**730**	**690**	**794**	**730**	**690**	**548**

The peak vehicular movement during construction of the poultry farm will occur in June 2025, with 14 heavy vehicles and 1, 066 light vehicles, averaging approximately 36 light vehicle trips per day and 1 heavy vehicle per day. Assuming 10% of the daily traffic occurs during peak periods, the construction peak traffic volume is approximately 3 light vehicles and 0.1 heavy vehicle.

Throughout the construction and operations of the poultry farm, the operation peak hour volume represents the worst-case scenario and therefore will be utilised in subsequent analysis to provide conservative estimate of the impact of the generated trips to the external road network, with distribution outlined in Table 4.

Table 4: Estimated Trip Distribution (Source: PSA)

Vehicle Type	AM Peak		PM Peak	
	IN %	OUT %	IN %	OUT %
Light Vehicles	90%	10%	10%	90%
Heavy Vehicles	90%	10%	10%	90%

Table 5 outlines the number of vehicles entering and exiting the site during the AM and PM peak hours.

Table 5: Estimated Traffic Generation (Source: PSA)

Vehicle Type	AM Peak		PM Peak	
	Entering Development	Exiting Development	Entering Development	Exiting Development
Light Vehicles	3	0	0	3
Heavy Vehicles	2	0	0	2

Based on the surrounding developments, it has been assumed that:

- All heavy vehicles trips will travel either north or south via Soldiers Settlement Road and the Oxley Highway.
- Light vehicle trips either travel to north via Bective Lane to Oxley Highway or travel to south via Soldiers Settlement Road to Oxley Highway. The directional split of generated traffic is detailed in Table 6.

Table 6: Directional Split (Source: PSA)

Direction	AM Peak	PM Peak
Northbound	10%	10%
Southbound	90%	90%

3.3 DEVELOPMENT TRAFFIC TURNING VOLUMES

The peak hour development traffic turning movements during opening year have been calculated based on the assumptions previously outlined and are shown in Figure 9 and Figure 10 for the AM and PM peak period, respectively.

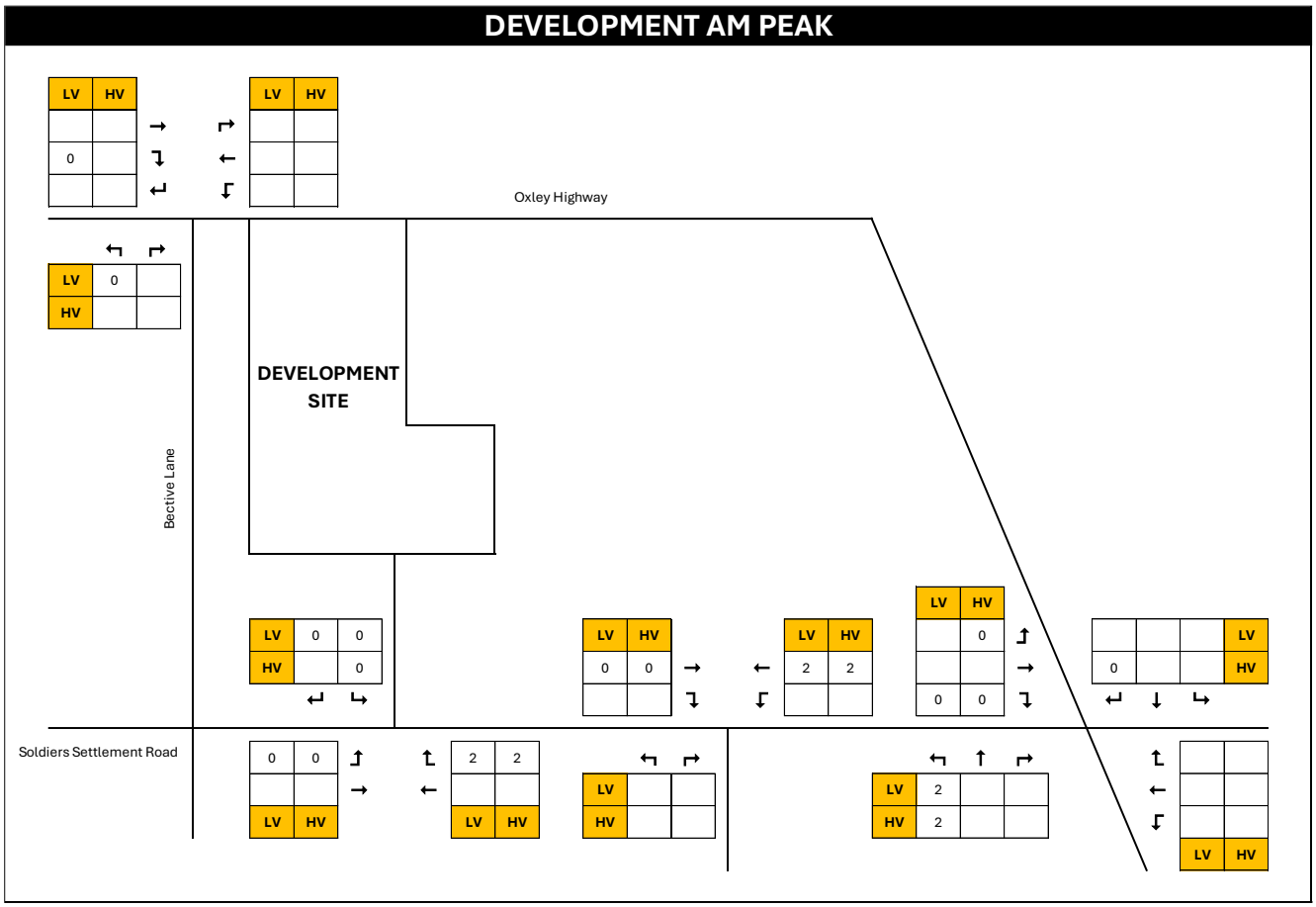


Figure 9: Development Traffic Movement – AM Peak (Source: PSA)

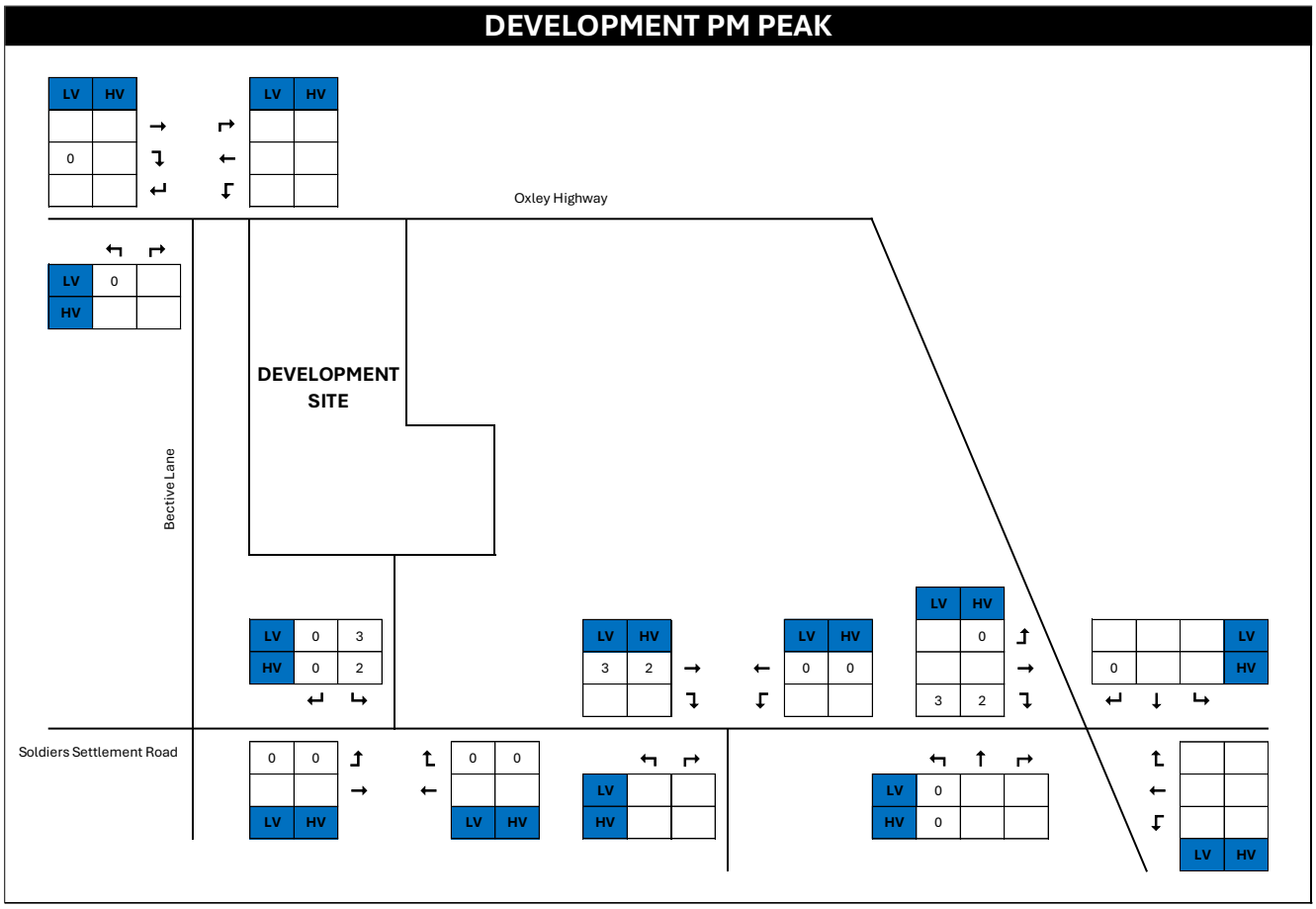


Figure 10: Development Traffic Movement – PM Peak (Source: PSA)

4. IMPACT ASSESSMENT

4.1 TRAFFIC IMPACT ASSESSMENT

It is a requirement when analysing traffic impacts to adopt a 10-year design horizon from the year of opening / full operation of the proposed development. The following development parameters have been adopted for the purpose of the assessment:

- Existing traffic count: 2024
- Year of operation: 2026
- 10-year horizon: 2036

The calculated background traffic for 2026 and the development traffic provide the design traffic generated from the site as shown in shown in Figure 11 and Figure 12 for AM and PM peak period, respectively.

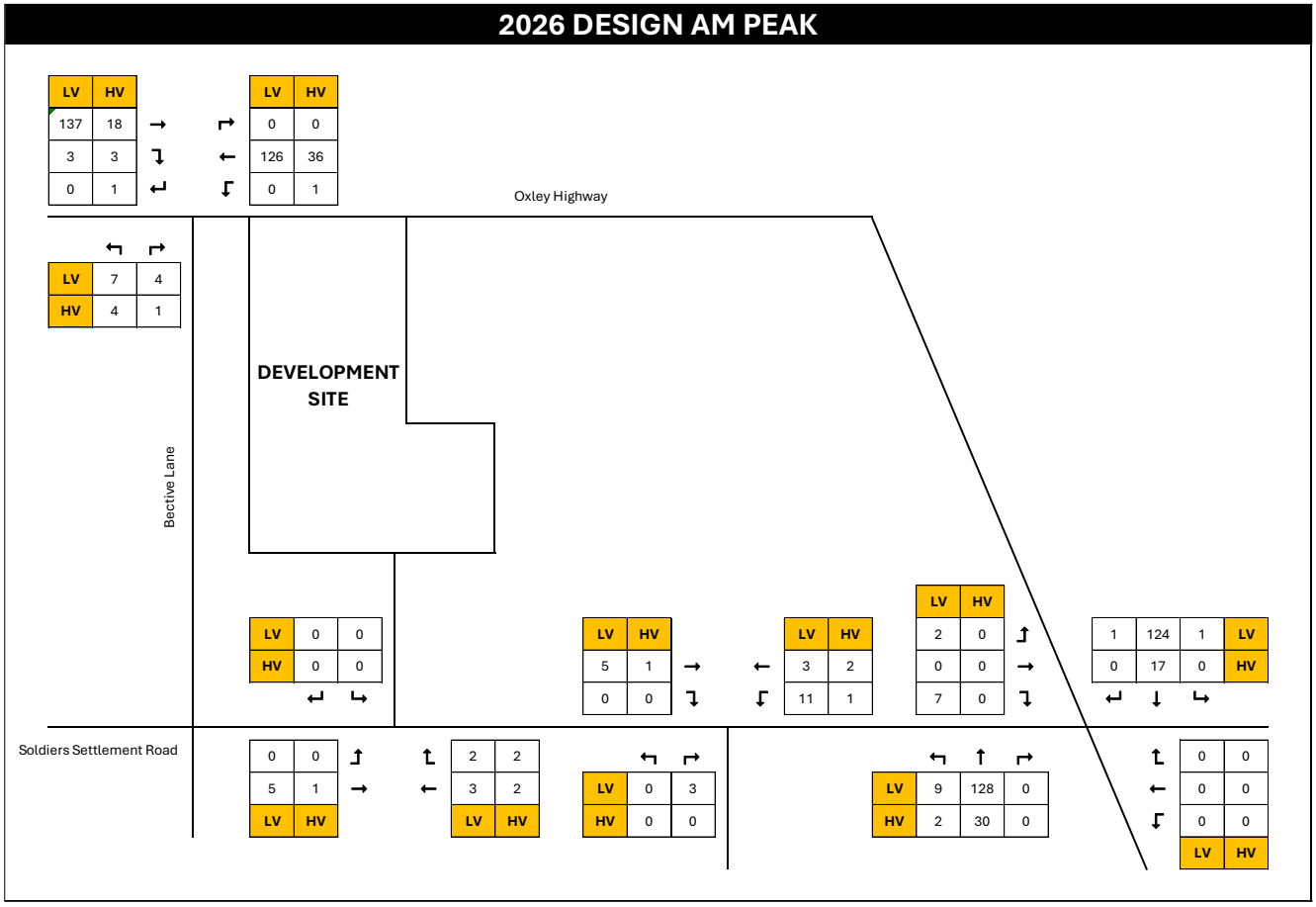


Figure 11: 2026 Design Traffic – AM Peak (Source: PSA)

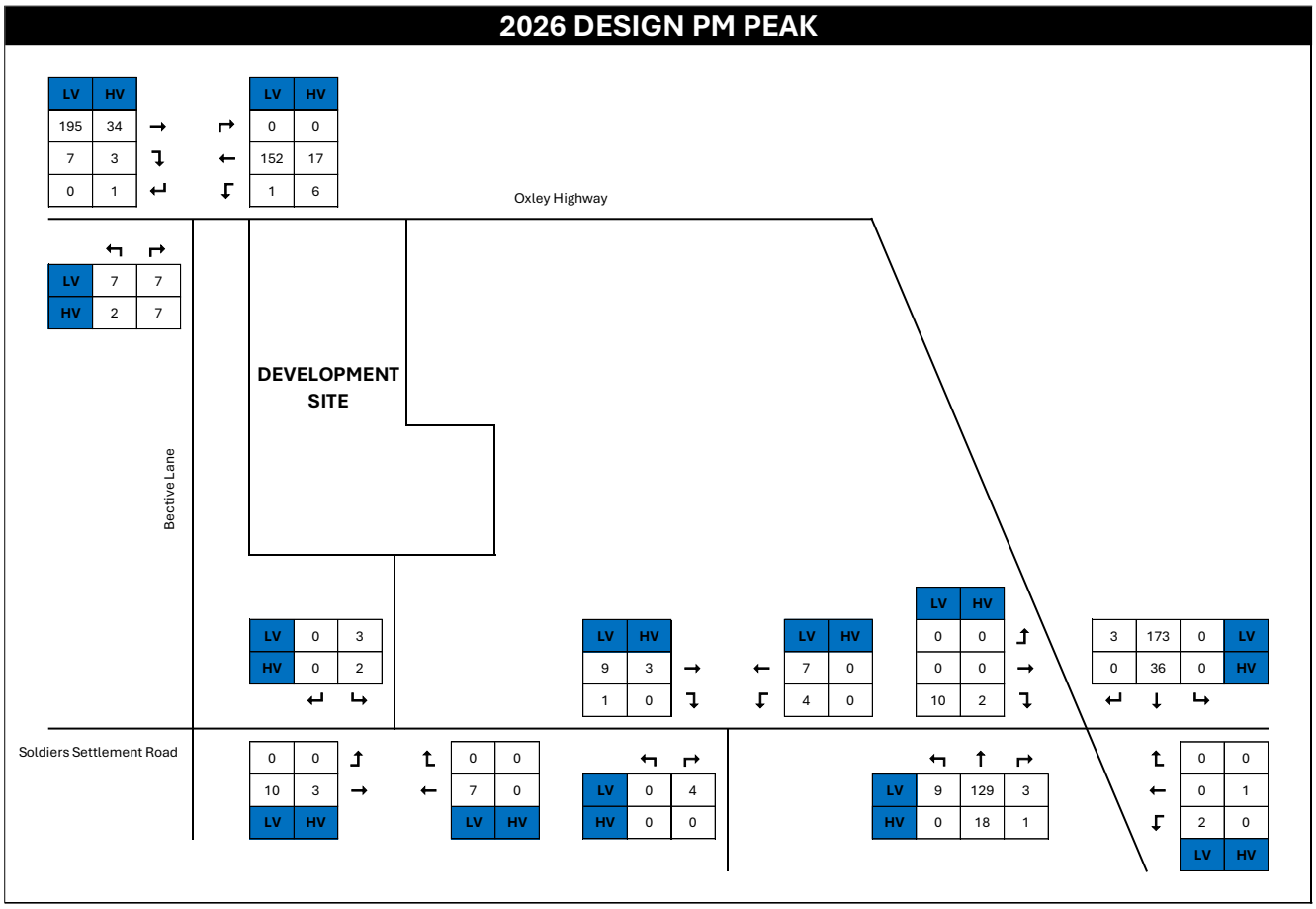


Figure 12: 2026 Design Traffic – PM Peak (Source: PSA)

The calculated background traffic for 2036 and the development traffic provide the design traffic generated from the site as shown in shown in Figure 13 and Figure 14 for AM and PM peak period, respectively.

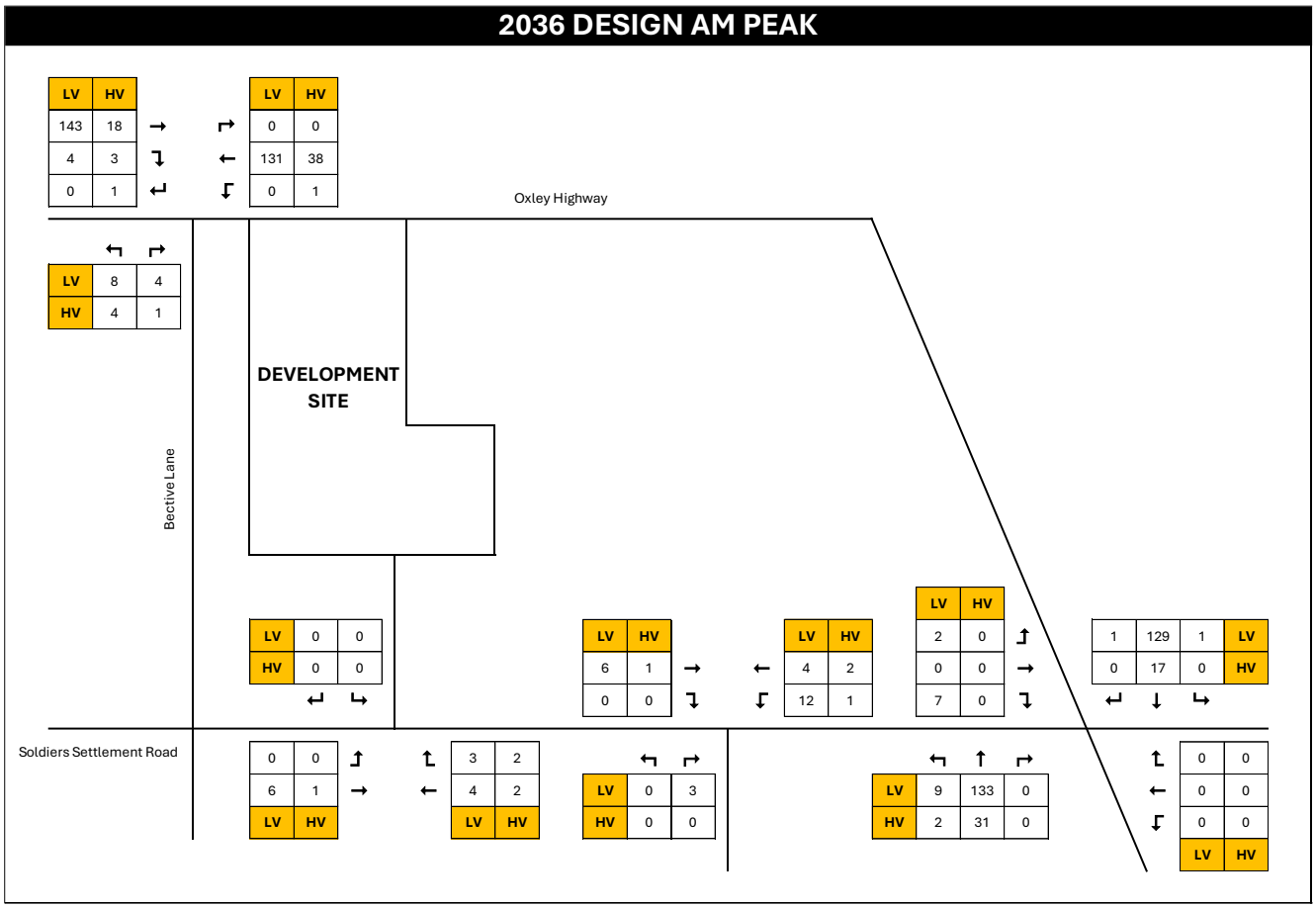


Figure 13: 2036 Design Traffic – AM Peak (Source: PSA)

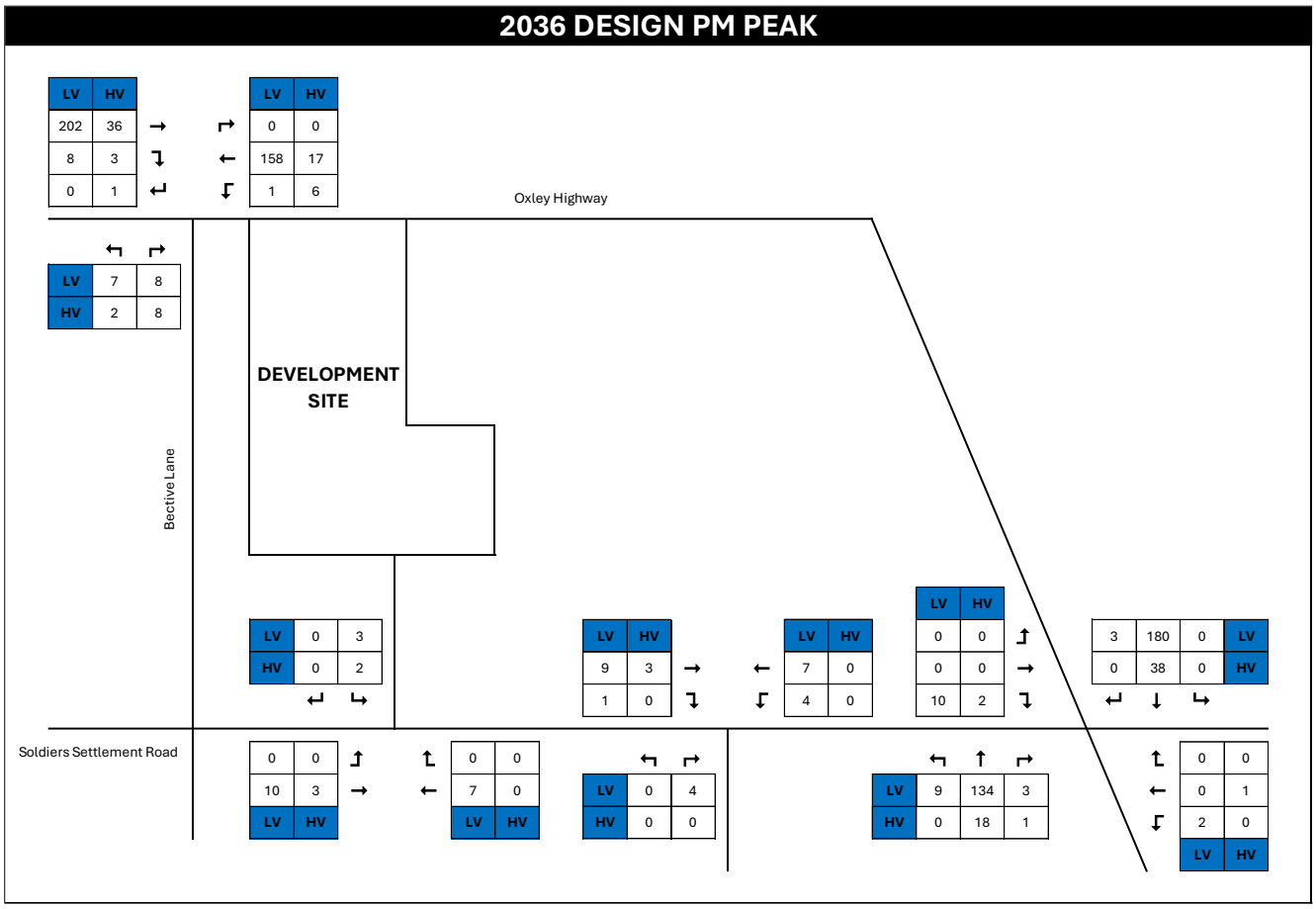


Figure 14: 2036 Design Traffic – PM Peak (Source: PSA)

Austroads Guide to Traffic Management Part 3: Traffic Study and Analysis Methods (2009) lists the intersection capacity – uninterrupted flow conditions for a range of traffic volumes for unsignalised intersections. This is shown in Table 7.

Table 7: Source: Uninterrupted Flow Conditions (Source: Austroads)

Major Road Types	Major Road Flow (vph)[2]	Minor Road Flow (vph)[3]
Two-Lane	400	250
	500	200
	650	100
Four Lane	1000	100
	1500	50
	2000	25

Note:

1. Major road is through road i.e. has priority
2. Major road design volumes include through and turning movements
3. Minor road design volumes include through and turning movements

Figure 13 shows that it is unnecessary to carry out intersection analysis when combinations of major and minor road volumes are less than those outlined in Table 7.

4.2 ROAD SAFETY ASSESSMENT

The vehicle crash history within the vicinity of the development was sourced from the TfNSW LGA view crashes map which occurred within a 5-year period (2018-2022) from this report as shown in Figure 15.

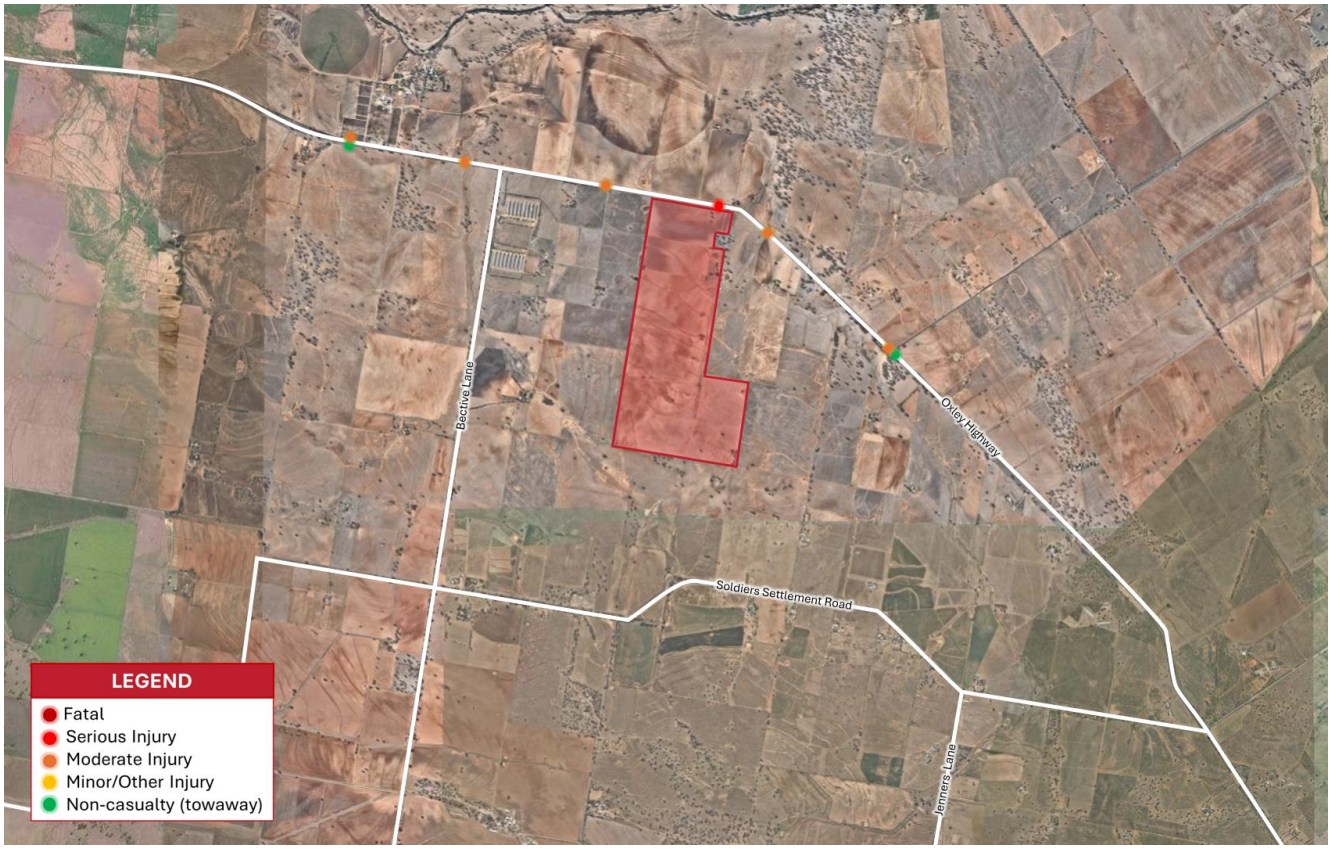


Figure 15: Surrounding Development Crash Locations (Source: TfNSW)

The crash locations identified in Figure 15 have been further analysed by the characteristics of the crashes included in Table 8. This is considered a high crash rate for the low volumes of vehicles using this part of the road network. The multiple occurrences of rear-end crashes along with the off-road crashes and head-on crashes indicate a need for any development generated traffic to be suitably contained within appropriate turning provisions, including ensuring sufficient sight distance is provided at accesses.

Table 8: Surrounding Crash Data Locations Characteristics (Source: TfNSW)

Year	Crash ID	Degree of Crash	Description	Number Injured	Number Killed
2018	1187224	Moderate Injury	Off road left to object	1	-
2019	1199386	Non-casualty (towaway)	Object on road	-	-
2019	1208442	Moderate Injury	Object on road	1	-
2019	1213285	Moderate Injury	Head On	1	-
2019	1221082	Moderate Injury	Off road to right	1	-
2020	1222966	Serious Injury	Rear End	2	-
2020	1223092	Serious Injury	Rear End	2	-
2022	1306409	Non-casualty (towaway)	Right rear	-	-
2022	1312006	Moderate Injury	On road out of control	2	-

4.3 SITE ACCESS ASSESSMENT

4.3.1 Sight Distance Assessment

A desktop safe sight distance assessment has been undertaken for Soldiers Settlement Road / Site Access intersection whereby Soldiers Settlement Road has an unposted speed limit of 100km/hr and therefore the sight distance requirements are for a 110km/hr design speed. The requirements for a design speed of 110km/hr have been highlighted in Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections and are shown in Table 9.

Table 9: Soldiers Settlement Road / Site Access – Sight Distance Requirements (Source: Austroads)

Scenario	ASD[a]	SISD[b]	MGSD[c]
Soldiers Settlement Road Posted Speed: 100km/h Design Speed: 110km/h	193m	285m	153m

[a] Approach Sight Distance – Minimum sight distance required from Site access to the Soldiers Settlement Road intersection
[b] Safe Intersection Sight Distance – Minimum sight distance required from Soldiers Settlement Road to the intersection
[c] Minimum Gap Sight Distance – Minimum sight distance required at the intersection from the Site access to see vehicles on Soldiers Settlement Road

Sight distance trianges have been created using the SISD lengths speciifed in Table 9 and are shown in Figure 16. It has been observed that there is sufficient sight distance in both the east and west on Soldiers Settlement Road Road and therefore no mitigations are necessary for the sight view.

Figure 16: Site Access Sight Distance Assessment (Source: Nearmap, PSA)

4.3.2 Turn Warrant Assessment

A turn warrants assessment has been undertaken to determine the requirements (or otherwise) for the installation of additional turning lanes at the Soldiers Settlement Road / Site Access and Oxley Highway / Soldiers Settlement Road intersections.

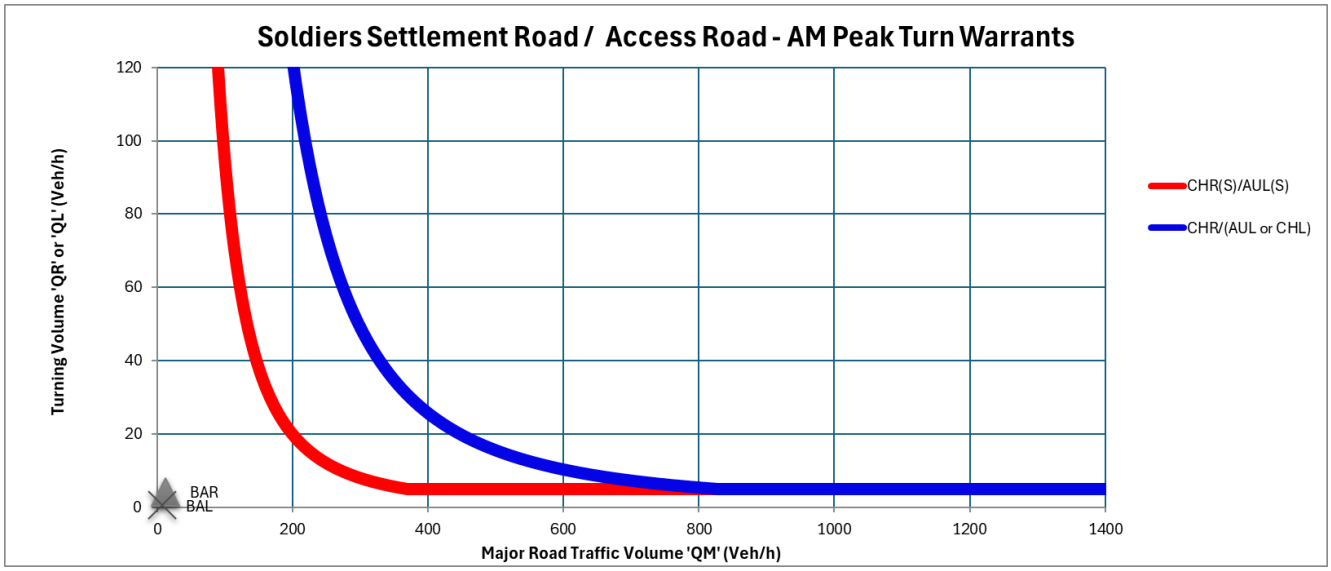


Figure 17: Turn Warrant Assessment – Soldiers Settlement Road / Site Access – AM Peak (Source: Austroads, PSA)

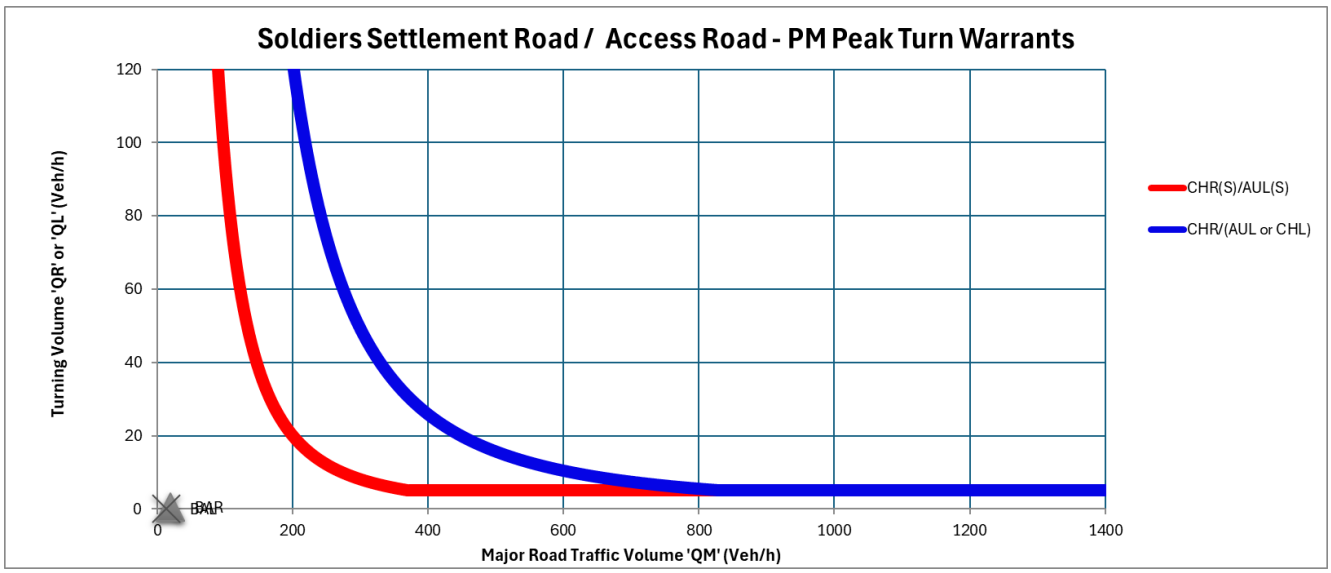


Figure 18: Turn Warrant Assessment – Soldiers Settlement Road / Site Access – PM Peak (Source: Austroads, PSA)

Based on Figure 17 and Figure 18, the traffic volumes travelling from Soldiers Settlement Road / Site Access intersection will trigger the requirement of a Basic Left Turn (BAL) and a Basic Right Turn (BAR) turn treatments during AM and PM peak period. The current intersection configuration can accommodate BAR/BAL turn treatments, and therefore, no additional mitigation measures are necessary.

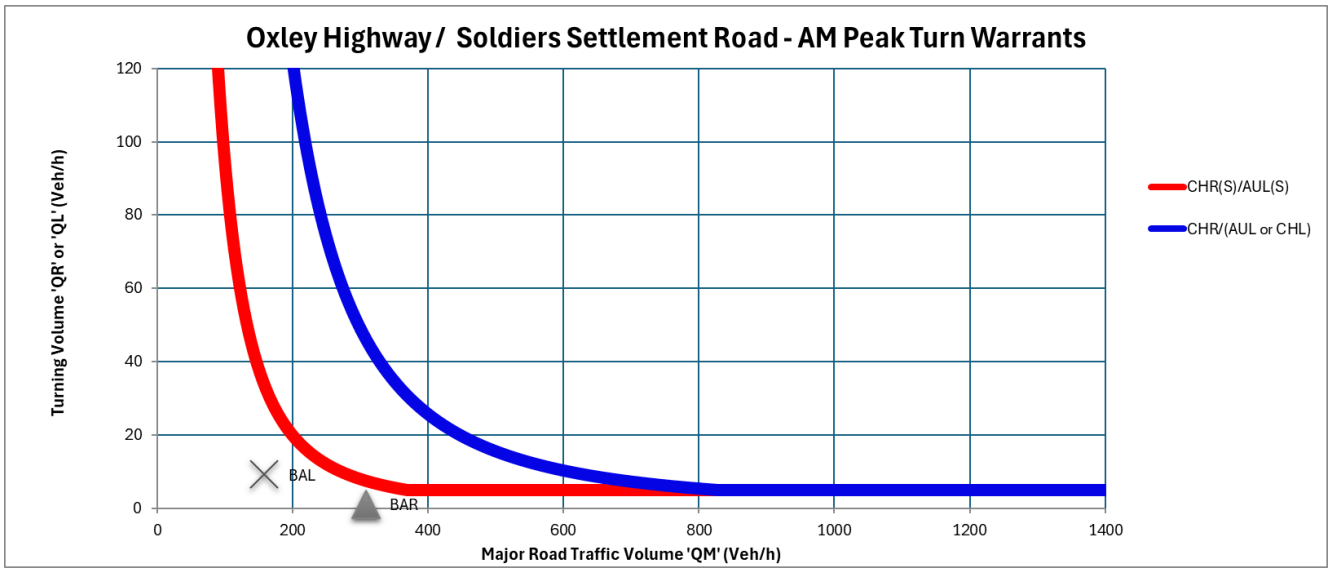


Figure 19: Turn Warrant Assessment – Oxley Highway / Soldiers Settlement Road – AM Peak (Source: Austroads, PSA)

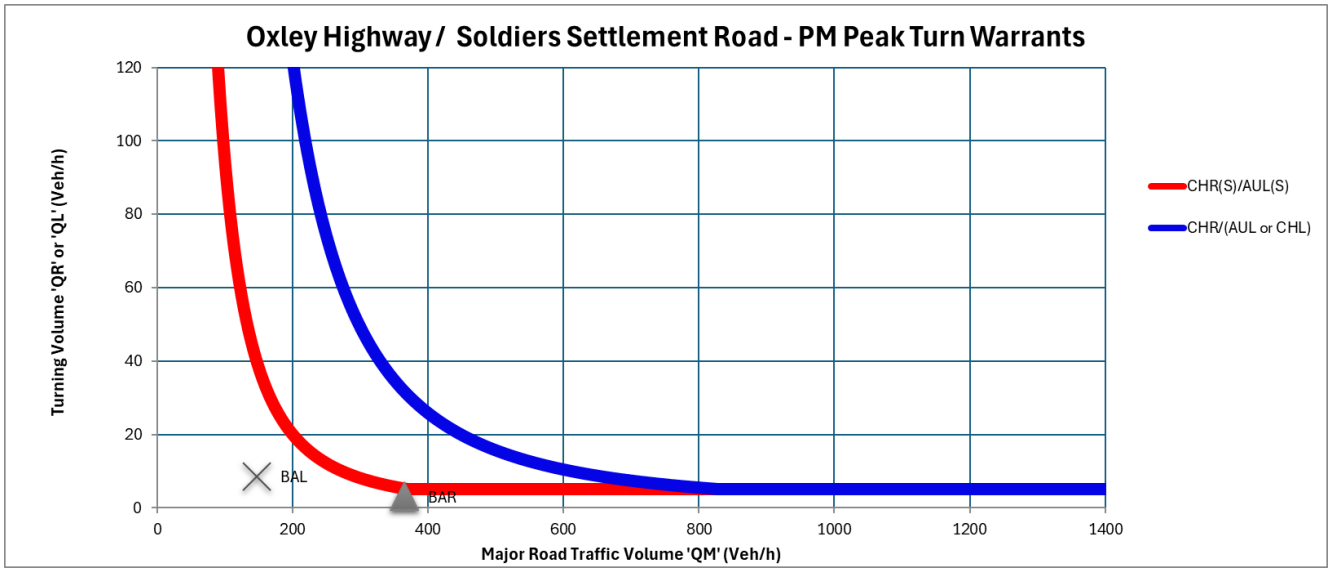


Figure 20: Turn Warrant Assessment – Oxley Highway / Soldiers Settlement Road – PM Peak (Source: Austroads, PSA)

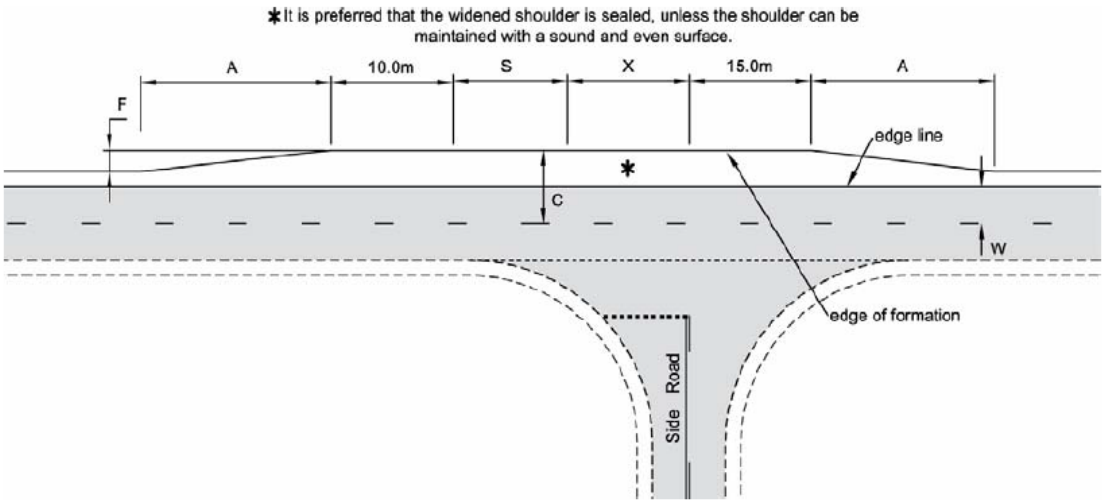
Based on Figure 19 and Figure 20, the traffic volumes travelling from Oxley Highway / Soldiers Settlement Road intersection will trigger the requirement of a Basic Left Turn (BAL) and a Basic Right Turn (BAR) turn treatments during AM and PM peak period. The current intersection configuration can accommodate BAR/BAL turn treatments; however, the required widening of shoulder will extend to Gidley Siding Road. To prevent conflict with vehicle coming from Gidley Siding Road and vehicles turning right to Soldiers Settlement Road, it is recommended to install give way line as illustrated in Figure 21.

Figure 21: Recommended Mitigation Measures (Source: PSA)

It should be noted that vehicles coming from Gidley Siding Road are low in volume and vehicles at the stopping line have enough visibility to percieve incoming vehicles from north as shown in Figure 22. The treatment is similar to that on Soldiers Settlment Road, albeit slightly faded in the imagery above. Therefore, this mitigation measures is deemed adequate in road safety perspective.

Figure 22: Looking to North from Recommended Give Way Line (Source: Google Streetview)

Figure 23 and Figure 24 illustrates the design layout for Basic Right (BAR) and Basic Left (BAL) turn treatments.



W= Nominal through lane width (m) (including widening for curves). Width to be continuous through the intersection.

C = On straights - 6.5m minimum
- 7.0m minimum for Type 1 & Type 2 Road Trains

On curves - widths as above + curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle)

$$A = \frac{0.5 \times V \times F}{3.6}$$

Increase length A on tighter curves. Where the design through vehicle is larger than or equal to a 19m semi-trailer, the minimum speed used to calculate A is 80km/h.

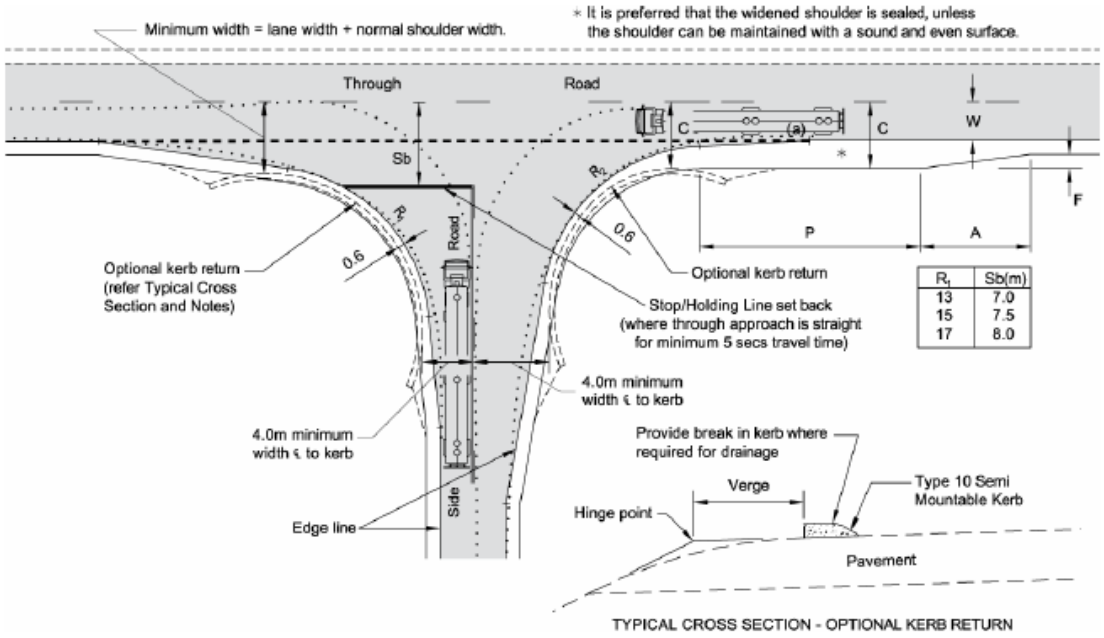
V = Design speed of major road approach (km/h)

F = Formation/carriageway widening (m)

S = Storage length to cater for one design turning vehicle (m) (minimum length 12.5m)

X = Distance based on design vehicle turning path, typically 10 - 15m

Figure 23: BAR Design Layout on Rural Road (Source: Austroads)



R_1	Sb(m)
13	7.0
15	7.5
17	8.0

Design Speed of Major Road Approach (km/h)	Minimum Length of Parallel Widened Shoulder P (m) (1)
50	0
60	5
70	10
80	15
90	20
100	25
110	35
120	45
(1) Adjust for grade using the 'Correction to Grade' table in Figure 13.42.	

W = Nominal through lane width (m) (including widening for curves)

C = On straights - 6.0m minimum
On curves - 6.0m plus curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle)

$$A = \frac{0.33 \times V \times F}{3.6}$$

V = Design speed of major road approach (km/h)

F = Formation/carriageway widening (m)

Note: Refer to Appendix 13E for dimensions of BAL layouts to suit various articulated vehicles

Figure 24: BAL Design Layout on Rural Road (Source: Austroads)

5. PARKING AND SERVICING REQUIREMENTS

5.1 PARKING PROVISION

The Tamworth Development Control Plan (DCP) establishes guidelines for on-site parking in connection with various development projects. Specifically minimum on-site parking rates which outline the car parking requirements based on the land use. The proposed development is defined as a poultry farm (agriculture) however, since there is no parking rates associated with these uses, the parking rates for industry has been used for this assessment. Table 10 outlines the required car parking spaces necessary based on the development.

Table 10: Car Parking Requirements (Source: Tamworth DCP)

Land Use	Parking	Comments
Industry	1 space per 75m GFA Or 1 space per 2 employees (whichever is greater)	This requirement may increase when retailing is permitted on-site, or the office space component is in excess of 20% of the floor area. On-site truck parking spaces should be provided for each vehicle present at any one time excluding those vehicles in loading docks. Under no circumstances is the parking or trucks on public roads acceptable.

As the main workers area of the farm has a GFA of approximately 500m^2, 7 car parks would be required to adhere to the DCP. The development site plan contains 10 car parking spaces. Therefore, there is sufficient car parking spaces on the site for parking and manoeuvring.

Furthermore, Table 10 states that on-site truck parking spaces should be provided for each vehicle present at any one time and under no circumstances should parking of trucks be acceptable on public roads.

5.2 SERVICING REQUIREMENT

Swept path analysis has been undertaken to examine the ability for vehicle to manoeuvre in and out as well as around the site. The largest anticipated vehicle entering and exiting the development is a B-double. Moreover, swept path analysis has also been undertaken at Oxley Highway / Soldiers Settlement Road to ensure that the current intersection geometry can accommodate turning of B-doubles to the development. Swept path analysis indicates that no conflict was observed during entrance and exit of B-double. Full swept path analysis is included in Appendix 3.

6. CONCLUSION

PSA Consulting has been engaged by AAM Invest to undertake a Traffic Impact Assessment (TIA) to accompany a development application for the proposed poultry farm on 2432 Oxley Highway, Bective, NSW. A summary of the findings of the TIA is as follows:

- The proposed development involves the constriction of 18 shed broiler farm which will contain a total of 1,236,150 birds as well as associated facilities and infrastructure.
- The site has an area of approximately 174ha of land and is situated 20km northwest of Tamworth NSW.
- The development has main vehicular access at Soldiers Settlement Road.
- The total peak daily trips generated by the development are calculated to be approximately 36 light vehicle trips per day and 1 heavy vehicle per day with the assumption that 10% of these trips will occur during the peak hour.
- 3 light vehicles will enter in the site during the AM peak hour and 3 light vehicles will exit the site during the PM peak hour.
- 2 heavy vehicles will enter in the site during the AM peak hour and 2 heavy vehicles will exit the site during the PM peak hour.
- A detailed impact assessment was not undertaken due to the traffic generated by the proposed development not anticipating adverse or significant impacts to the existing road network.
- It has been observed that there is sufficient sight distance in both the east and west on Soldiers Settlement Road and therefore no mitigations are necessary for the sight view.
- It is recommended that the access to the site is designed from Soldiers Settlement Road as a Basic Right Turn and Basic Left Turn treatment in accordance with Austroads Guide to Road Design.
- The assessment demonstrated that no works are required at the Oxley Highway/ Soldiers Settlement Road intersection as a Basic Left Turn treatment and Basic Right Turn treatment in accordance with Austroads Guide to Road Design are sufficient to cater for the development trip generation.
- To prevent conflict with vehicle coming from Gidley Siding Road and vehicles turning right to Soldiers Settlement Road, it is recommended to install give way line at Gidley Siding Road.
- In accordance with Tamworth DCP, 7 car parking spaces is required for the development. The development will include 10 car parking spaces. Therefore, there is sufficient car parking spaces on the site for parking and manoeuvring.

APPENDIX 1 DEVELOPMENT PLANS AP01

IMPORTANT NOTES & CAUTIONS:-

1. These plans have been prepared at a reduction ratio at A3 as shown. The accuracy of any enlargement or other reproduction may be less than that of the original
2. All levels shown on this plan are reduced to the level based on SSM 1381 with an RL 356.555
3. Survey orientation is to Grid North and based on GDA 2020 co-ordinate system
4. The cadastre shown on this plan has been located to a standard of accuracy in accordance with Regulation 10 of the Surveying & Spatial Information Regulation 2017. The boundaries have not been marked by this survey. It is our recommendation that marks to define the boundaries should be placed if any construction work is to be undertaken on or near the boundaries
5. No title searches have been completed on the subject land(s)
6. All utility services shown on this drawing are approximate only and have been located from survey data & site investigation. It is the responsibility of the contractor to confirm services prior to any and all work on site - phone dial before you dig. Before commencing any excavation or construction on this site, you should contact the relevant authorities for verification of the location & depth of their services
7. This site survey was carried out using Differential Global Navigational Satellite System technology (GNSS) on various dates at the start of July 2024
8. Tree canopies shown are approximate only
9. This plan is copyright and is not to be copied or reproduced in whole or in part without the prior written approval of Bath Stewart Associates Pty Ltd. Upon payment of all fees invoiced to complete this survey, the client, shall have a licence to use this drawing, (for which it was originally prepared), without the requirement to obtain the afore
10. These notes are an integral part of this plan

Station Co-Ordinates

Station	Easting	Northing	Level	Description
9901	286043.990	6568151.944	395.523	Star Picket
9902	286250.940	6567127.189	400.912	Star Picket
9903	285891.633	6570382.768	356.779	Star Picket

Based on MGA 2020 Co-Ordinate System and Australian Height Datum

SURVEY LEGEND

- K.I.P. — Kerb Inlet Pit
- Fence
- 50.29m — Boundary & Dimension
- Contour & Height (0.2m Interval)
- 471.565 — Spot Level
- T — Underground Telstra Cables
- W100 — Watermains & Size
- WS — Waterservices
- E — Underground Electrical Cables
- S — Sewer Pipes and Manholes
- S W — Stormwater Pipe & Size
- G — Gasmain

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DIAL1100 BEFORE YOU DIG

Contours at 1.0m Intervals

LEGEND (EXISTING – LIGHT PROPOSED – DARKER)

CENTRE LINE
KERB AND GUTTER
TOP OF BATTER
SURFACE DRAINAGE
EDGE OF BITUMEN SEAL
SEWERMAIN — S
WATERMAIN (& SIZE) — W100
STORMWATER DRAINAGE
OVERHEAD POWER
UNDERGROUND ELECTRICAL — E

TREE, SHRUB, SIGN
SEWER MANHOLE, INSPECTION PIT
DOWNPIPE & ROOFWATER OUTLET
POWER POLE
STREETLIGHT, GUIDE POST
WATER (HYDRANT,VALVE,METER)
TELSTRA PIT AND CABLES — T

Rev.	DESCRIPTION	APPROVED	DATE
A	Preliminary issued for Client's information and input	M.Beath	01.08.24

Model: Not Applicable
DL: Various
Survey: M.Beath
Drawn: M.Beath
Designed: M.Beath
Checked: M.Beath

Original A3 Drawing Scale Bar:
A3 Scale 1:10.000
100.0 0.0 100.0 200.0
Drawing: 24290PR Rev A to Client 01-08-2024
Datum Description:
SSM 1381 RL 356.555 GDA 2020
Located on the southern side of Gunnedah Road, 120m east of Bective Lane

BATH STEWART ASSOCIATES Pty Ltd
DEVELOPMENT CONSULTANTS
SURVEYORS – ENGINEERS – PLANNERS – PROJECT MANAGERS
239 Marius Street TAMWORTH NSW 2340
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office@bathstewart.com.au

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AAM
2342 OXLEY HIGHWAY BECTIVE
Lot 5, 147 & 161 DP 755319 & Lot 1 DP 127958
SITE PLAN

Ref. No: 24290PR
Sheet No : 01 of 10
Revision : A TO CLIENT 01-08-2024

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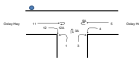
APPENDIX 2 AUSTRAFFIC TRAFFIC COUNTS AP02

austraffic

Client	FHA Connection
Job	Oxley Highway, Tarea with Traffic Counts
Survey Date	Wednesday 17 March 2021
Survey Location	Oxley Hwy & Bonbon Ln
Weather	iTrue

Class	Description
1	Motorbikes
2	Sedan / Hatchback
3	Van, Ute, 4-Cyl 4t or Bus
4	Rigid Truck, 6-Cyl 4t or Bus
5	Truck, Bus, Articulated
6	Three Axle Articulated
7	Four Axle Articulated
8	Five Axle Articulated
9	Six Axle Articulated
10	B-Double
11	Double Road Train
12	Triple Road Train



| Time Period | Movement 1 | | | | | | | | | | | | Movement 2 | | | | | | | | | | | | Movement 3 | | | | | | | | | | | | Movement 4 | | | | | | | | | | | | Movement 5 | | | | | | | | | | | | Movement 6 | | | | | | | | | | | | Movement 7 | | | | | | | | | | | | Movement 8 | | | | | | | | | | | | Movement 9 | | | | | | | | | | | | Movement 10 | | | | | | | | | | | | Movement 11 | | | | | | | | | | | | Movement 12 | | | | | | | | | | | | Movement 13 | | | | | | | | | | | | Movement 14 | | | | | | | | | | | | Movement 15 | | | | | | | | | | | | Movement 16 | | | | | | | | | | | | Total all Movements | Peak Hour Volume Commencing |
|---|---|---

austraffic

Client	:
Job	:
Location	:
Survey Location	:
Weather	:

Code	Description
1	Car
2	Taxi - Touring
3	Taxi With Trailer or Van
4	Taxi - Stretch Limo or Bus
5	Four Wheel Drive
6	Four Wheel Drive with Trailer
7	Four Wheel Drive with Caravan
8	Four Wheel Drive with Boat
9	Rigid Truck or Bus
10	Articulated Truck or Bus
11	Prime Mover Only
12	Prime Mover Single Trailer

austraffic

Client	:
Job	:
Survey Location	:
Weather	:

Code	Description
1	Motorcycle
2	Car / Taxi
3	Van, less than or equal to 3m
4	Van, greater than 3m and less than 5.2m
5	Rigid, less than 7.5 tonnes
6	Rigid, two axle tractor
7	Rigid, three axle tractor
8	Four axle articulated
9	Five axle articulated
10	Six axle articulated
11	Bus / Coach
12	Pedestrian / Cyclist
13	Tram / Road Train

Motorcycle 1

Time Period	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Total
0:00 - 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 - 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 - 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0
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12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak:	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak:	0	0	0	0	0	0	0	0	0	0	0	0

Motorcycle 2

Time Period	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Total
0:00 - 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 - 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 - 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0
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17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak:	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak:	0	0	0	0	0	0	0	0	0	0	0	0

Motorcycle 3

Time Period	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Total
0:00 - 0:15	0	0	0	0	0	0	0	0	0	0	0	0
0:15 - 0:30	0	0	0	0	0	0	0	0	0	0	0	0
0:30 - 0:45	0	0	0	0	0	0	0	0	0	0	0	0
0:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0

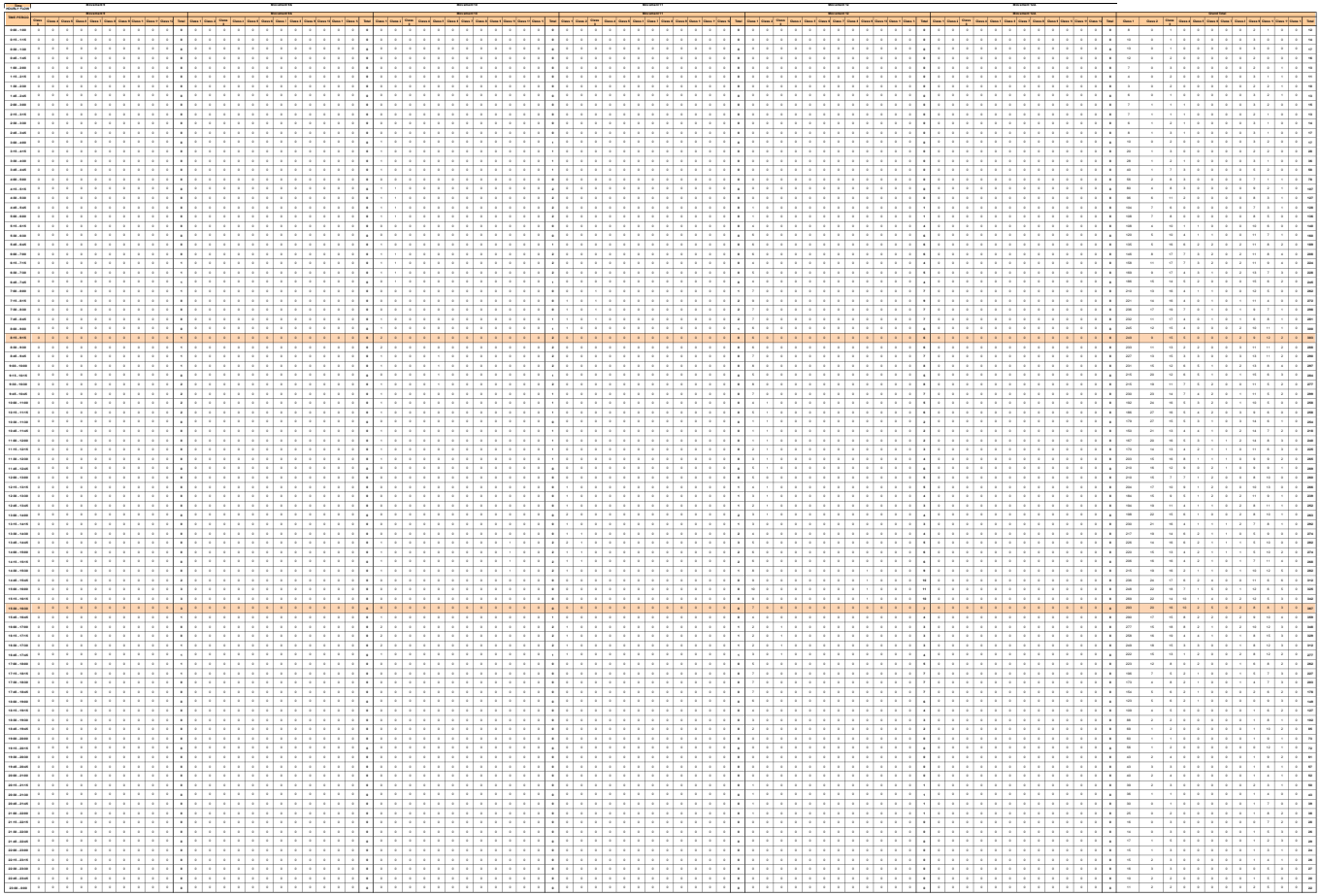
austraffic

Client	:
Job	:
Survey Date	:
Survey Location	:
Weather	:

Site No.	Description
1	Site 1 - Training
2	Site 2 - Training
3	Site 3 - Training
4	Site data 10 min or less
5	Site data 10 min or less
6	Data data 10 min or less
7	Data data unavailable
8	No data abstracted
9	No data abstracted
10	Training Room
11	Training Room
12	Training Room

Wednesday 7 August

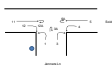
| Time Period | Movement 1 | | | | | | | | | | | | Movement 2 | | | | | | | | | | | | Movement 3 | | | | | | | | | | | | Movement 3a | | | | | | | | | | | | Movement 4 | | | | | | | | | | | | Movement 5 | | | | | | | | | | | | Movement 6 | | | | | | | | | | | | Movement 6a | | | | | | | | | | | | Movement 7 | | | | | | | | | | | | Movement 8 | | | | | | | | | | | |
|---|---|---



austraffic

Client	FHA Connection
Job	Giving Highway Terms with Traffic Counts
Survey Date	Wednesday, 5 March 2025
Survey Location	Gordons Earthmoved Rd & access rd
Weather	Fine

Arrow	Description
1	Mov1 - Through
2	Mov2 - Turning
3	Mov 3the Trck or Bus
4	Mov 4 Truck or Bus Turning
5	From Mov Through
6	From Mov Movement
7	From Mov Movement
8	From Mov Movement
9	Mov Mov Movement
10	Mov Mov Movement
11	Exit Mov Movement
12	From Road Train

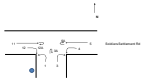


| Time Period | Movement 1 | | | | | | | | | | | | Movement 2 | | | | | | | | | | | | Movement 3 | | | | | | | | | | | | Movement 4 | | | | | | | | | | | | Movement 5 | | | | | | | | | | | | Movement 6 | | | | | | | | | | | | Movement 7 | | | | | | | | | | | | Movement 8 | | | | | | | | | | | | Movement 9 | | | | | | | | | | | | Movement 10 | | | | | | | | | | | | Movement 11 | | | | | | | | | | | | Movement 12 | | | | | | | | | | | | Movement 13 | | | | | | | | | | | | Movement 14 | | | | | | | | | | | | Movement 15 | | | | | | | | | | | | Movement 16 | | | | | | | | | | | | Total of Movements | Peak Hour Volume Commencing |
|---|---|---

austraffic

Client	
Job	
Survey Date	
Survey Location	
Weather	

Code	Description
1	Bicycle
2	Motor Vehicle
3	Taxi, Ute, Truck or Van
4	Bus, Coach or Tram
5	Four Axle Truck
6	Three Axle Articulated
7	Four Axle Articulated
8	Five Axle Articulated
9	Six Axle Articulated
10	Double Road Train
11	Triple Road Train

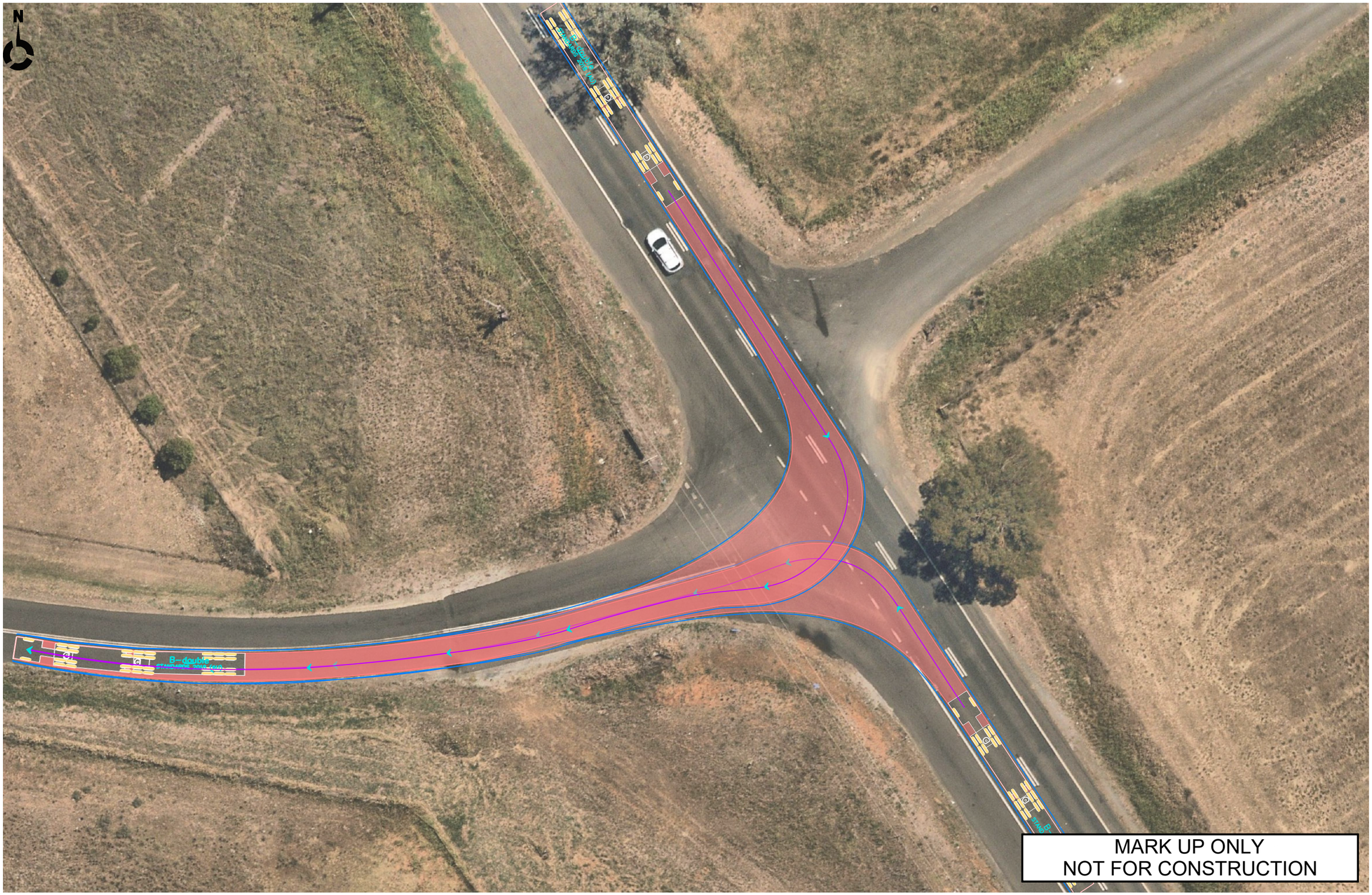


Movement 1 Cycle

| Time Period | Movement 1 | | | | | | | | | | | | Movement 2 | | | | | | | | | | | | Movement 3a | | | | | | | | | | | | Movement 3b | | | | | | | | | | | | Movement 4 | | | | | | | | | | | | Movement 5 | | | | | | | | | | | | Movement 6a | | | | | | | | | | | | Movement 6b | | | | | | | | | | | | Movement 11 | | | | | | | | | | | | Movement 12 | | | | | | | | | | | | Movement 12a | | | | | | | | | | | | Whole Site | | | | | | | | | | | |
|---|---|---

APPENDIX 3 SWEPT PATH ANALYSIS

AP03



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	19.08.2024

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Head Office: Level 11 / ICON PLACE 270 Adelaide Street, Brisbane Qld 4000
Address: PO Box 10824 Adelaide Street, Brisbane Qld 4000
Website: www.psaconsult.com.au
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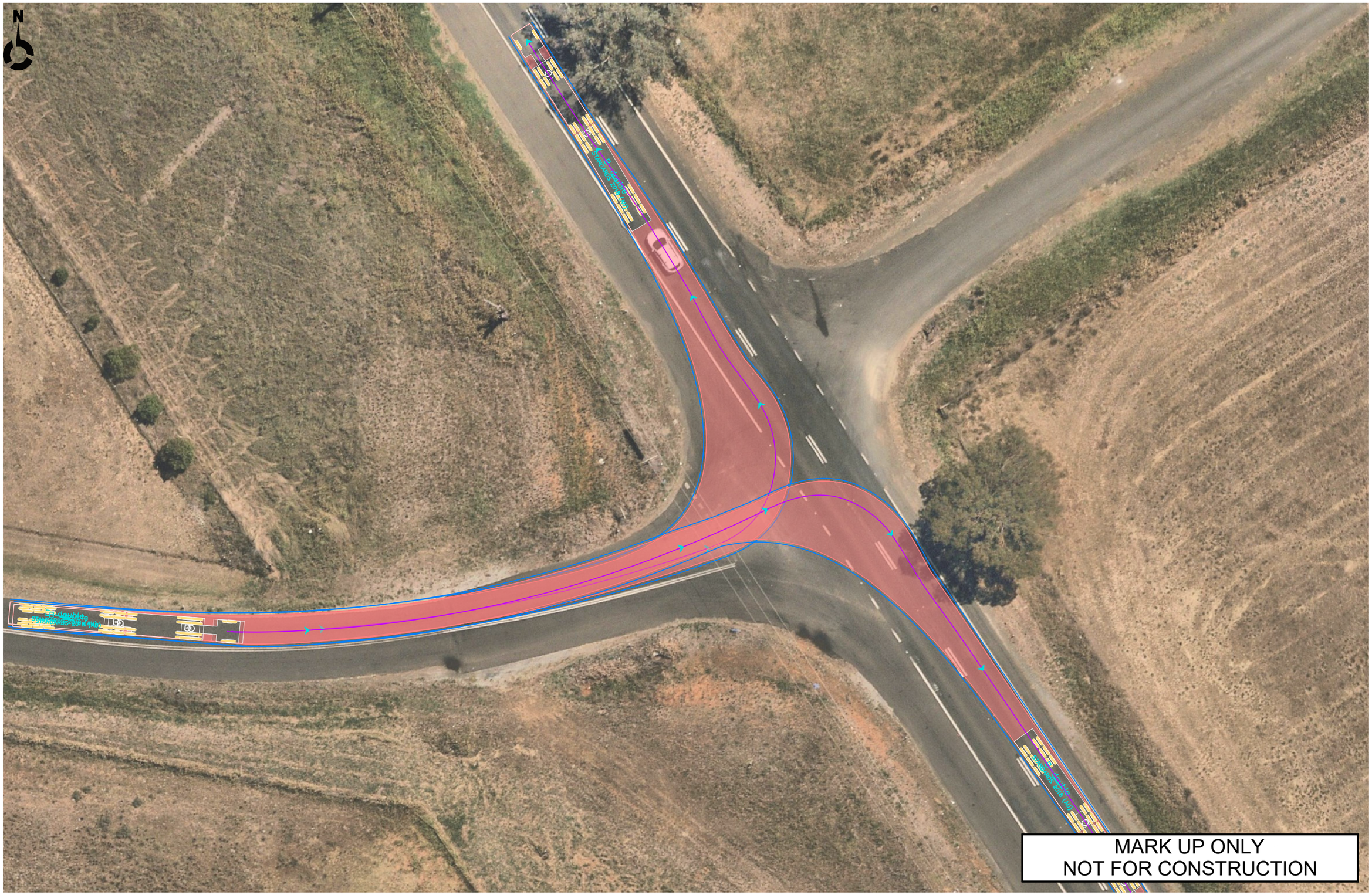
DRAWING TITLE: SWEPT PATH ANALYSIS - B-DOUBLE FROM OXLEY HIGHWAY
CLIENT: AAM INVEST
PROJECT: BECTIVE POULTRY FARM
LOCATION: 2432 OXLEY HIGHWAY, BECTIVE NSW 2340

DRAWING DATE: AUGUST 2024
ORIGINAL SIZE: A1 SCALE A3: 1:400
SCALE: 0 4 8 12m
SCALE 1:200 (A1)

DRAWN BY: D.A
CHECKED BY: H.R
APPROVED BY: H.R (17016)
PROJECT NO.: 1799
DRAWING NO.: SK01
REVISION: 1



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	19.08.2024

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CLIENT: AAM INVEST
PROJECT: BECTIVE POULTRY FARM
LOCATION: 2432 OXLEY HIGHWAY, BECTIVE NSW 2340

DRAWING DATE: AUGUST 2024
ORIGINAL SIZE: A1 SCALE A3: 1:400
SCALE: 0 4 8 12m
SCALE 1:200 (A1)

DRAWN BY: D.A
CHECKED BY: H.R
APPROVED BY: H.R (17016)

PROJECT NO.	DRAWING NO.	REVISION
1799	SK02	1

REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	19.08.2024

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DRAWING TITLE: SWEPT PATH ANALYSIS - B-DOUBLE FROM SITE ACCESS

CLIENT: AAM INVEST

PROJECT: BECTIVE POULTRY FARM

LOCATION: 2432 OXLEY HIGHWAY, BECTIVE NSW 2340

DRAWING DATE: AUGUST 2024
ORIGINAL SIZE: A1 SCALE A3: 1:600
SCALE: 0 6 12 18m
SCALE 1:300 (A1)

DRAWN BY: D.A
CHECKED BY: H.R
APPROVED BY: H.R (17016)

PROJECT NO.	DRAWING NO.	REVISION
1799	SK03	1

REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	19.08.2024

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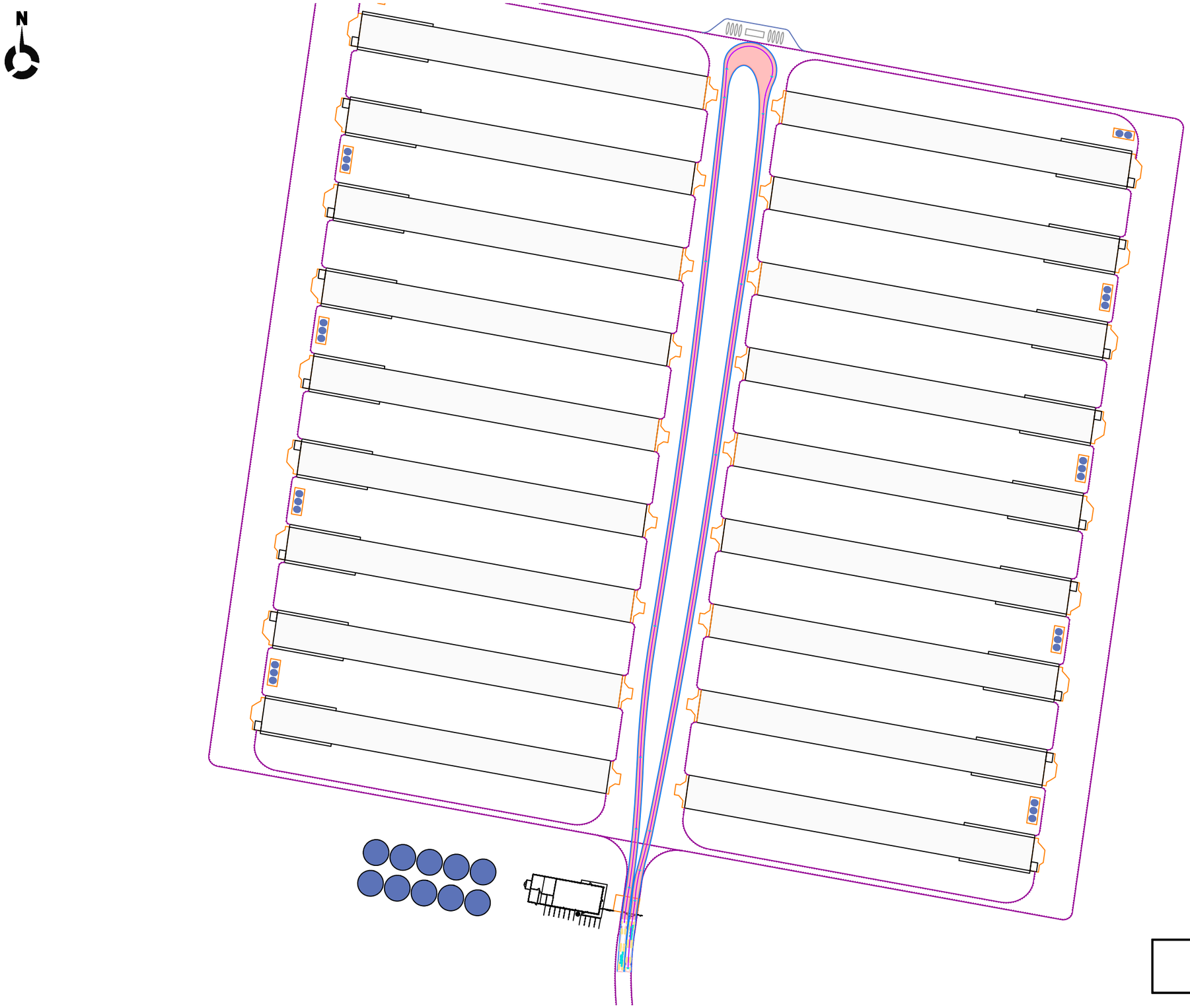
DRAWING TITLE: SWEPT PATH ANALYSIS - B-DOUBLE TO SITE ACCESS
CLIENT: AAM INVEST
PROJECT: BECTIVE POULTRY FARM
LOCATION: 2432 OXLEY HIGHWAY, BECTIVE NSW 2340

DRAWING DATE: AUGUST 2024
ORIGINAL SIZE: A1 SCALE A3: 1:600
SCALE: 0 6 12 18m
SCALE 1:300 (A1)

DRAWN BY: D.A
CHECKED BY: H.R
APPROVED BY: H.R (17016)

PROJECT NO.	DRAWING NO.	REVISION
1799	SK04	1



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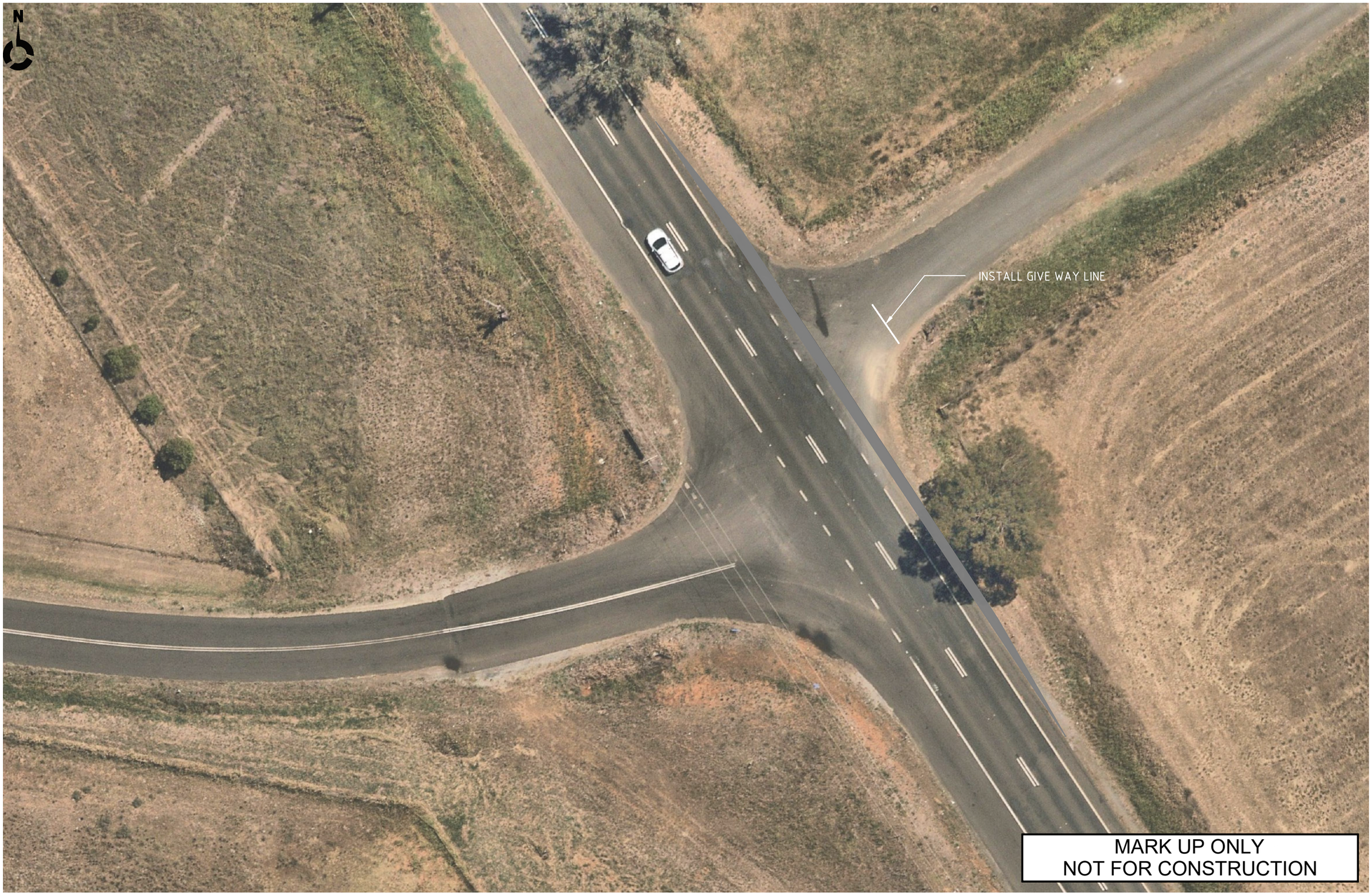
DRAWING TITLE: SWEPT PATH ANALYSIS - B-DOUBLE AROUND SITE
CLIENT: AAM INVEST
PROJECT: BECTIVE POULTRY FARM
LOCATION: 2432 OXLEY HIGHWAY, BECTIVE NSW 2340

DRAWING DATE: AUGUST 2024
ORIGINAL SIZE: A1 SCALE AS: 1:2000
SCALE: 0 20 40 60m
SCALE 1:1000 (A1)

DRAWN BY: D.A
CHECKED BY: H.R
APPROVED BY: H.R (17016)

PROJECT NO.	DRAWING NO.	REVISION
1799	SK05	1



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.A	19.08.2024

PSA CONSULTING
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DRAWING TITLE: OXLEY HWY/SOLDIERS SETTLEMENT RD RECOMMENDATION
CLIENT: AAM INVEST
PROJECT: BECTIVE POULTRY FARM
LOCATION: 2432 OXLEY HIGHWAY, BECTIVE NSW 2340

DRAWING DATE: AUGUST 2024
ORIGINAL SIZE: A1 SCALE A3: 1:400
SCALE: 0 4 8 12m
SCALE 1:200 (A1)

DRAWN BY: D.A
CHECKED BY: H.R
APPROVED BY: H.R (17016)

PROJECT NO.	DRAWING NO.	REVISION
1799	SK06	1

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