TRAFFIC IMPACT ASSESSMENT

MIXED USE DEVELOPMENT
HOMEMAKERS CENTRE

LOT 1 IN DP 1228883
202 BUSHLAND DRIVE, TAREE

PREPARED FOR: ANDRES PROPERTY GROUP

MAY 2025

24/050

TRAFFIC IMPACT ASSESSMENT
ANDRES PROPERTY GROUP

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LOT 1 IN DP 1228883
202 BUSHLAND DRIVE, TAREE

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Issue	Date	Description	By
A	30/01/25	Draft	JG
B	22/05/25	Edit	JG
C	23/05/25	Final Proof / Amended Plans	JG
D	24/05/25	Approved	JG

This document has been authorised by

Date 24th May 2025

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1.0 INTRODUCTION

Intersect Traffic Pty Ltd (Intersect Traffic) has been engaged by Andres Property Group to undertake a traffic impact assessment for a proposed Homemakers Centre (mixed use development) containing a 24 hour gymnasium (Tenancy 15) and fifteen (15) "Specialised Retail" large format retail tenancies on Lot 1 in DP 1228883 – 202 Bushland Drive, Taree. The development includes a subdivision of the existing lot into 4 lots with proposed lot 1 containing the gymnasium, lot 2 being a vacant future development lot, Lot 3 containing all the large format retail tenancies and the stormwater detention infrastructure and lot 4 to be dedicated as public road. The site is located within the Mid-Coast Local Government Area (Mid-Coast LGA). The proposed site plan and access proposal off Bushland Drive is shown in ***Attachment A***.

Access to Bushland Drive is proposed as a single CHR / AUL give way controlled T-intersection and public road to an entry roundabout providing access to all the newly created development lots. The roundabout also acts as a traffic calming measure for vehicles before they enter the private car parks on the site. All new road infrastructure and private car parks and circulation roads within the Centre will be constructed to Mid-Coast Council requirements.

This report presents the findings of the traffic assessment and includes the following.

1. An outline of the existing situation near the site.
2. An assessment of the traffic impact of the proposed development including the predicted traffic generation and its impact on existing road and intersection capacities.
3. Reviews on-site parking, public transport, pedestrian, and cycle way requirements for the proposed development, including assessment against Council's DCP and Australian Standard requirements.
4. Presentation of conclusions and recommendations.

2.0 SITE DESCRIPTION

The subject site is located on the south-eastern corner of Bushland Drive and Grey Gum Road, Taree. The site is immediately to the east of the existing Taree Bunnings and immediately north of the Club Taree golf course. It is approximately 2.7 kms north-west of the Taree CBD and 500 metres east of Wingham Road. The site contains some shed structures but is currently not occupied therefore is considered vacant industrial land. The site is currently accessed off Bushland Drive approximately 500 metres east of Wingham Road. The subject site in context with the surrounding properties is shown in ***Figure 1***.

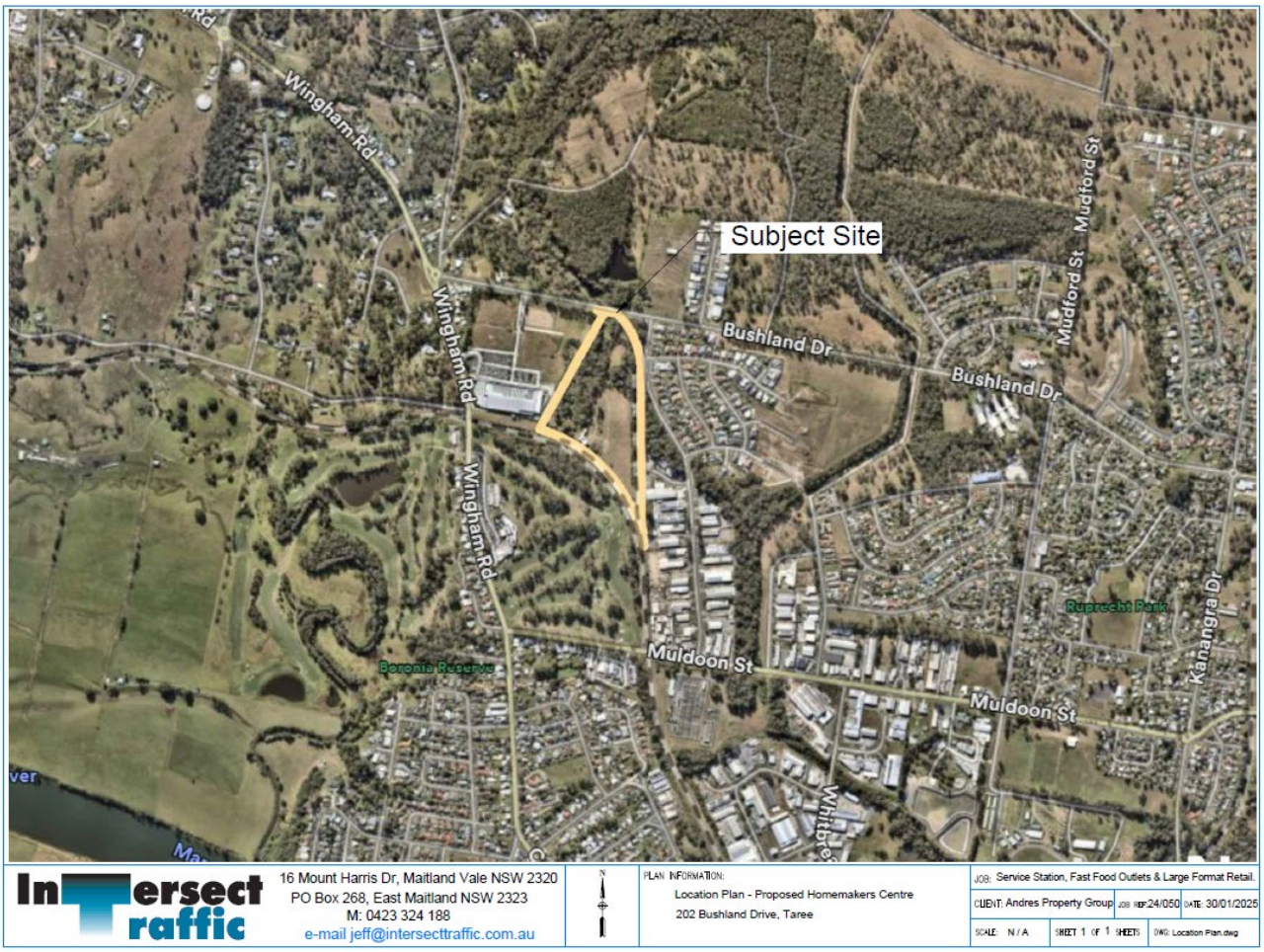


Figure 1 – Site Location

The site has the following property descriptors:

- Formal title of Lot 1 in DP 1228883;
- Street Address of 202 Bushland Drive, Taree;
- Area of approximately 8.53 ha; and
- Zoning of E4 – General Industrial, E3 productivity support and C2 Environmental Conservation pursuant to Greater Taree Local Environmental Plan 2010; and
- The site has small frontages to Bushland Drive and Grey Gum Road and is bordered to the south by the North Coast Rail Line and Club Taree Golf Course. Vehicular access to the site is proposed to be via the Bushland Drive frontage of the site approximately 500 metres east of Wingham Road.

Photographs 1 & 2 below show the existing site conditions from Bushland Drive and Grey Gum Road Note- it is proposed to utilise the small Bushland Drive frontage of the development for vehicular access to the development as shown in Attachment A.

Photograph 1 – Development site from Bushland Drive near proposed vehicular access.

Photograph 2 – Development site from Grey Gum Road.

3.0 EXISTING ROAD NETWORK

3.1 Bushland Drive

Bushland Drive under a functional road hierarchy is a local urban collector road that collects traffic from the northern areas of Taree to the sub-arterial road network at Wingham Road in the vicinity of the site. As such it is under the care and control of Mid-Coast Council. Near the site, Bushland Drive is generally a two-way two-lane urban road approximately 12.5 metres wide which allows travel lanes, one per direction of 3.5 metres and some on-street car parking or additional turn lanes at major intersections. A 60 km/h speed limit exists on Bushland Drive adjacent to the site and it is centre line marked. At the time of inspection, Bushland Drive was observed to be in good condition as shown in ***Photograph 3*** below. Bushland Drive intersects with Wingham Road via a single lane roundabout with a bypass lane for through traffic on Wingham Road as shown in ***Photograph 4*** below.

Photograph 3 – Bushland Drive west of the site

3.2 Wingham Road

Wingham Road under a functional road hierarchy is a sub-arterial road which connects Taree to Wingham in the north. As a sub-arterial road it is a classified Regional Road under the care and control of Mid-Coast Council but with funding assistance from Transport for NSW (TfNSW). Near the site, Wingham Road is generally a two-way two-lane urban road approximately 12 metres wide which allows travel lanes, one per direction of 3.5 metres and some on-street car parking or additional turn lanes at major intersections. A 60 km/h speed limit exists on Wingham Road adjacent to the site and it is centre line and edge line marked. At the time of inspection, Wingham Road was observed to be in good condition as shown in ***Photograph 5*** below.

Photograph 4 – Wingham Road / Bushland Drive roundabout.

Photograph 5 – Wingham Road south of Bushland Drive.

3.3 Grey Gum Road

Grey Gum Road under a functional road hierarchy is a local urban road providing vehicular access to residential and industrial developments south of Bushland Drive and east of Wingham Road. As a local urban road it is under the care and control of Mid-Coast Council. Near the site, Grey Gum Road is a two-way two-lane urban road approximately 12 metres wide which allows travel lanes, one per direction of 3.5 metres and some on-street car parking. A 60 km/h speed limit exists on Grey Gum Road adjacent to the site and it is centre line marked. At the time of inspection, Grey Gum Road was observed to be in good condition as shown in ***Photograph 6*** below. Grey Gum Road connects to Bushland Drive via a stop sign priority controlled T-intersection constructed as a BAR/BAL intersection with Bushland Drive traffic having priority.

Photograph 6 – Grey Gum Road south of Bushland Drive.

4.0 ROAD NETWORK IMPROVEMENTS

There are no known road network upgrades planned for the area that will result in increased capacity of the local and state road network around the site. As such it is expected that the capacity of the local and state road network is likely to remain the same for at least the next 10 years.

Maintenance and rehabilitation of the local and state road network will however occur regularly in the future in line with Mid-Coast Council and TfNSW strategic works plans.

5.0 TRAFFIC VOLUMES

As part of the development planning and assessment Intersect Traffic originally engaged Northern Transport Planning and Engineering (NTPE) to undertake traffic classifier counts on the road network around the site. These counts were undertaken between Thursday 27th June 2024 and Wednesday 3rd July 2024 at the following locations;

- Bushland Drive – west of Grey Gum Road (site frontage);
- Grey Gum Road – south of Bushland Drive (site frontage); and
- Wingham Road – south of Bushland Drive (near Bunnings entrance).

The recorded peak hour two-way mid-block traffic volumes, peak times and percentage heavy vehicles from these counts are summarised below in ***Table 1***. Note 2025 and 2035 predicted two-way mid-block traffic volumes are shown in ***Table 2*** below based on a 2% per annum compound background traffic growth rate as advised by TfNSW as relevant for this area. The traffic classifier count summaries are provided in ***Attachment B***.

Table 1 – 2024 peak hour traffic volume results (Classifier Counts June 2024).

Road	Section	Daily Peak 2024 (vtpd)	Peak hour - 2024		Peak hour periods		Percentage Heavy Vehicles
			AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)	
Wingham Road	south of Bushland Drive	11369	1077	1191	8 am - 9 am	3 pm - 4 pm	3%
Bushland Drive	west of Grey Gum Road	7677	796	887	8 am - 9 am	3 pm - 4 pm	3%
Grey Gum Road	south of Butea Drive	4345	411	590	8 am - 9 am	3 pm - 4 pm	3%

Table 2 – Predicted 2025 & 2035 peak daily and hourly traffic volumes (Classifier counts).

Road	Section	Daily Peak 2025 (vtpd)	Peak hour - 2025		Daily Peak 2035 (vtpd)	Peak hour - 2035	
			AM (vtph)	PM (vtph)		AM (vtph)	PM (vtph)
Wingham Road	south of Bushland Drive	11596	1099	1215	14136	1339	1481
Bushland Drive	west of Grey Gum Road	7831	812	905	9545	990	1103
Grey Gum Road	south of Butea Drive	4432	419	602	5402	511	734

To aid with intersection analysis in this assessment NTPE and Intersect Traffic carried out intersection counts at the following intersections on Wednesday 11th December 2024 (PM peak period) and Thursday 12th December 2024 (AM peak) at the following intersections.

- Bushland Drive / Grey Gum Road T-intersection.
- Wingham Road / Bushland Drive / Woola Road roundabout.
- Wingham Road / Bunnings Access T-intersection; and
- Wingham Road / Kolodong Road T-intersection.

The recorded results for these counts are provided in ***Attachment B*** while a summary of the extracted two-way mid-block traffic volumes from these counts is shown in ***Table 3*** below.

These traffic volumes recorded around the site have been adopted in this assessment.

Table 3 – Predicted 2025 & 2035 peak hour traffic volumes (Intersection Counts).

Road	Section	Peak hour - 2025		Peak hour - 2035	
		AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)
Wingham Road	south of Bushland Drive	974	1090	1187	1329
Wingham Road	north of Bushland Drive	1362	1568	1660	1911
Bushland Drive	east of Wingham Road	686	770	836	939
Bushland Drive	west of Grey Gum Drive	739	848	901	1034
Bushland Drive	east of Grey Gum Road	489	513	596	625
Grey Gum Road	south of Bushland Drive	386	485	471	591
Wingham Road	south of Bunnings access	1081	1213	1318	1479
Bunnings access	east of Wingham Road	179	219	179	219
Wingham Road	south of Kolodong Road	1083	1221	1320	1488
Kolodong Road	west of Wingham Road	36	44	44	54

6.0 ROAD CAPACITY

The capacity of urban roads is generally determined by the capacity of intersections. However, Table 4.3 of the *RTA's Guide to Traffic Generating Developments* provides some guidance on mid-block capacities for urban roads and likely levels of service. This table is reproduced below.

Table 4.3
Typical mid-block capacities for urban roads with interrupted flow

Type of Road	One-Way Mid-block Lane Capacity (pcu/hr)	
Median or inner lane:	Divided Road	1,000
	Undivided Road	900
Outer or kerb lane:	With Adjacent Parking Lane	900
	Clearway Conditions	900
	Occasional Parked Cars	600
4 lane undivided:	Occasional Parked Cars	1,500
	Clearway Conditions	1,800
4 lane divided:	Clearway Conditions	1,900

Source: - RTA's Guide to Traffic Generating Developments (2002).

Based on this table and noting the local road network as a two-lane two-way undivided road the one-way mid-block capacity is 900 vtph or the two-way mid-block capacity is 1,800 vtph. However, as a sub-arterial road, Wingham Road would be expected to carry more vehicles with a resulting lower LoS D. Lane capacities of at least up to 1,100 vtph would be expected on this road for LoS D therefore the likely two-way mid-block capacity of Wingham Road adopted in this assessment is 2,200 vtph. Therefore, the adopted road capacities in this assessment are as follows;

- Wingham Road – 2,200 vtph (LoS D).
- Bushland Drive, Grey Gum Road – 1,800 vtph (LoS C).

From the traffic data collected in ***Section 5*** and noting that even 2035 traffic volumes are below the adopted road capacities there is some spare capacity within the adjoining local and state road network to cater for additional development in the area.

7.0 ALTERNATIVE TRANSPORT MODES

Eggins Comfort Coaches provide public transport (bus) services in the area. A review of the route maps and timetables for the service indicates that the site has limited access to public transport with the nearest public bus routes being Route' 319 – Taree – Wingham as well as Routes 311 – 312 – Taree to Taree North & Chatham and Taree to Cundletown via Taree North and Chatham.

Route 319 runs along Wingham Road with the nearest bus stop (see ***Photograph 7*** below) being located south of Bushland Drive some 500 metres west of the site. Routes 311 and 312 travel along Bushland Drive east of the site but only reach Barton Street as shown in the bus route extract shown in ***Figure 2***, with the nearest bus stop being 1 km from the site. It is noted school bus services do service the residential area near Grey Gum Road with a school bus stop on Grey Gum Road in front of the site opposite Grandis Parade. Overall the local bus services are not considered convenient to the site though Route 319 may be used by staff at the Homemakers Centre if they had no other means of transport to the site.

There were no pedestrian pathways or on or off-road cycleways observed in close proximity to the site. It is therefore concluded that existing pedestrian and cycle facilities in the vicinity of the site are non-existent and thus travel to the site would need to be via the grassed footpaths or the parking lanes / travel lanes on the road network where they would share with all the vehicular traffic on the road network.

Photograph 7 – Bus stop Wingham Road, south of Bushland Drive.

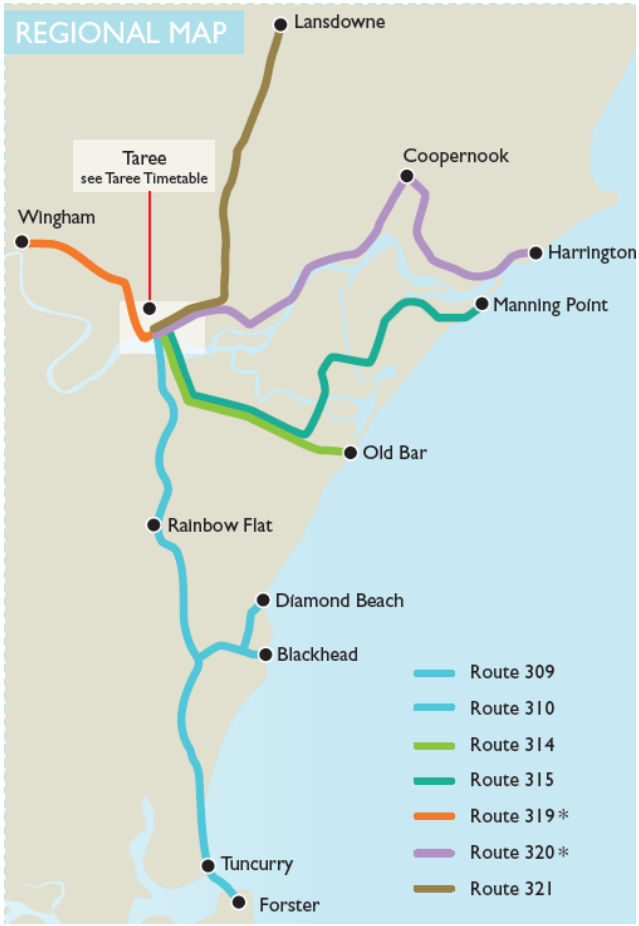


Figure 2 – Eggins Comfort Coaches – bus routes near site.

8.0 DEVELOPMENT PROPOSAL

The proposal is to construct a mixed-use development (Homemakers Centre) on Lot 1 DP1228883 – 202 Bushland Drive, Taree, including a 4 lot subdivision to separate the proposed 24 hour gymnasium from the fifteen (15) large format retail tenancies, provide for a future development lot at the front of the site and dedicate public road for the vehicular access to the site. Vehicular access to the associated on-site car parking for the development will be off Bushland Drive approximately 470 metres east of Wingham Road and 110 metres west of Grey Gum Road and be constructed as an at-grade give way controlled T-intersection and public road access to an entry roundabout (also public road) to all the proposed development lots.

Specifically, the development involves the following:

- Clearing, demolition of all structures and bulk earthworks;
- Construction of a 24 – hour gymnasium tenancy (1,500 m^2 GLA);
- Construction of fifteen (15) large format retail tenancies ranging in size from 630 m^2 GLA to 2,400 m^2 GLA with a total GLA of 17,090 m^2;
- Construction of an at-grade T-intersection, public access road and roundabout access to the on-site car parking off Bushland Drive;
- 492 on-site car parking bays including 13 accessible spaces, 42 staff bicycle storage spaces and 10 visitor bicycle racks;
- Drive through service road around the site providing access to allow rear servicing for the large format retail tenancies; and
- Landscaping and drainage to Mid-Coast Council requirements.

The public road access road and intersections, internal roads and car parks are to be constructed to Mid-Coast Council requirements. Whilst no tenants for the large format retail tenancies have been locked in for this assessment it is assumed operating hours for these tenancies will align with the neighbouring Bunnings Warehouse which are 6.30 am – 9 pm.

9.0 TRAFFIC GENERATION

The recently released TfNSW Guide to Transport Impact Assessment provides the most recent advice on the traffic generation potential of different land-use. In regard to this development the relevant advice within the Guide is as follows.

Fitness Centres

Table 5.51. **Fitness centres weekday and weekend sample summary**

Rates	Weekday	Weekend
Person trips (person trips/100m² GFA)		
Site peak hour	8.5	6.7
Daily	37.7	22.8
Vehicle trips (vehicle trips/100m² GFA)		
Site peak hour	3.6	2.9
Daily	16.9	10.4

Bulky Goods Retail

Table 5.39. **Bulky goods stores sample summary (weekend)**

Weekend rates	Sydney	Regional	Combined
Person trips (person trips/100m² GLFA)			
Site peak hour	7.90	8.67	8.28
Network peak hour	4.36	5.49	4.92
Daily	33.72	42.37	38.05
Vehicle trips (vehicle trips/100m² GLFA)			
Site peak hour	3.75	3.94	3.85
Network peak hour	2.24	2.72	2.48
Daily	16.16	21.02	18.59

There are no rates provided for self-storage facilities however Aurecon undertook a traffic and parking study of self-storage units around Australia in 2009 and produced a report for the Self-storage Association of Australia. This document provides relevant data for assessment of both traffic and parking impacts of a self-storage development and has been used in this assessment.

The report found a variation in results for these facilities due to size and location of the facilities but suggested the following rates would apply to self-storage facilities.

Based on the above advice the maximum peak hour traffic generation for the site during the road network peak, can be calculated as follows;

AM peak = 3.6 x 1500/100 + 2.72 x 17090/100
= 54 + 465
= 519 vtph rounded up.

PM peak = 3.6 x 1500/100 + 2.72 x 17090/100
= 54 + 465
= 519 vtph rounded up.

However, with a large development like this there are generally cross-use concessions for multi purpose trip making by customers. Normally these are in the range of 5% to 15 % and based on previous experience a 10% concession is considered applicable for the size of this development. On this basis the peak traffic generation from the site is as follows;

AM and PM peak = 0.9 x 519 = **470 vtph** approximately.

10.0 TRIP DISTRIBUTION

Before carrying out any traffic assessment the additional peak hour traffic generated by the development needs to be distributed through the adjoining road network. This involves making a number of assumptions as to distribution patterns to and from the development based on likely origin / destinations of trips. Some variations to the assumptions may occur however their impact is considered insignificant. The trip distribution assumptions therefore are as follows based on the traffic data collection results presented in ***Attachment B***:

- Traffic will be distributed as 60% inbound and 40% outbound in the AM peak and 40% inbound and 60% outbound in the PM peak;

- Origin / destinations for traffic accessing the development at Bushland Drive will be 80% west and 20% west;
- Origin / destinations for development traffic at Wingham Road will be 80% north and 20% south; and
- Origin / destinations for development traffic at Grey Gum Road will be 70% east and 30% south.

The resulting predicted peak hour trip distributions for traffic generated by the development a is as shown below in ***Figure 3.***

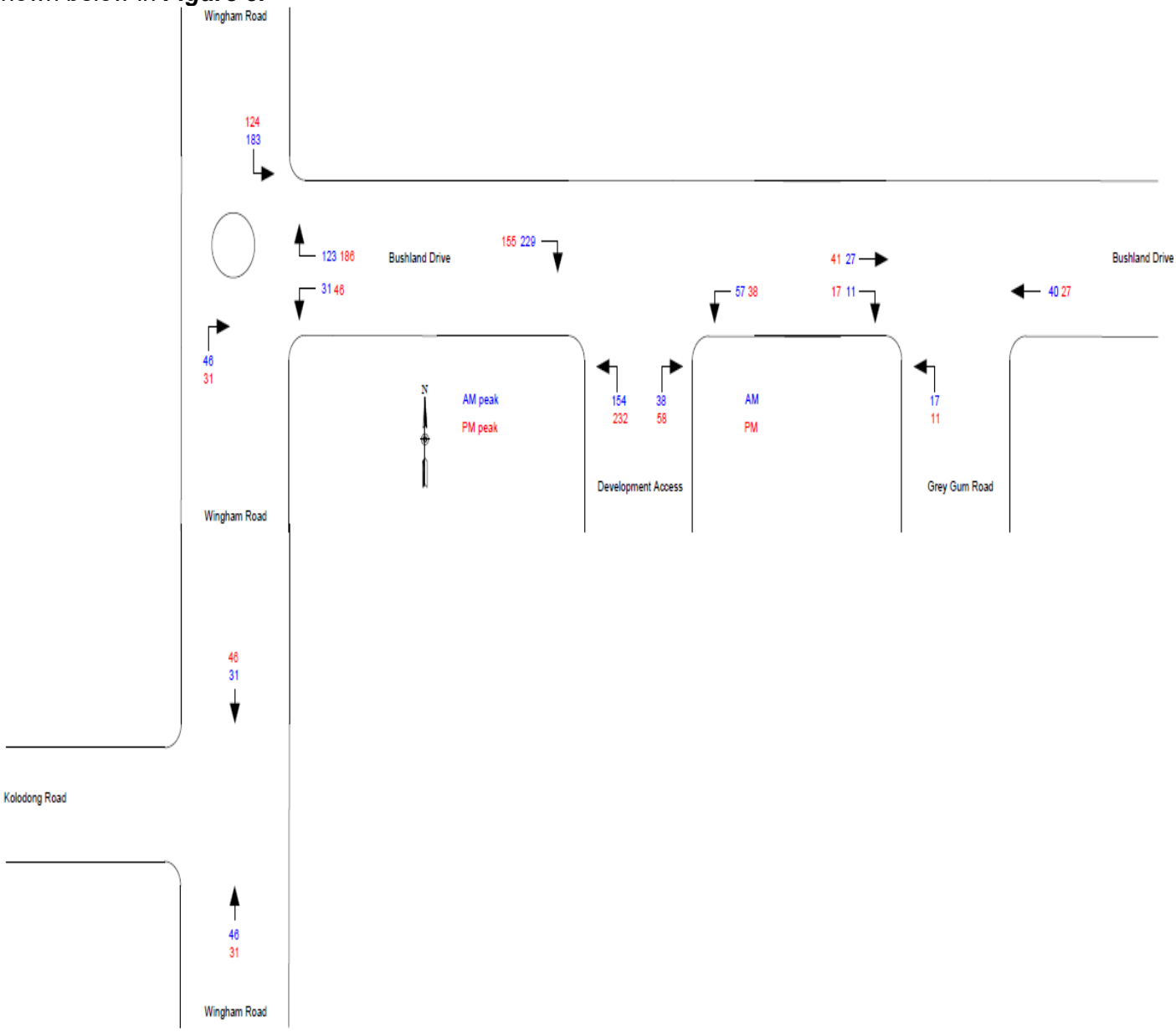


Figure 3 – Development Traffic Trip Distribution

11.0 TRAFFIC IMPACTS OF DEVELOPMENT

The traffic impacts that developments have on the local road network include;

- The impact of the additional traffic generated by the development on the capacity of the road network;
- The road safety issues associated with the proposed access to the development; and
- The parking demand generated by the development.

11.1 Road Network Capacity

It has previously been shown in ***Section 6*** of this report that the surrounding road network is currently operating within its technical capacity. Further the addition of ten years background traffic growth at 2% per annum would still only result in maximum peak hour traffic volumes on the road network below the technical two-way mid-block capacity of the road network.

The addition of up to 470 AM and PM peak hour vehicle trips resulting from this development will result in an additional 306 AM and 310 PM vehicle trips on Wingham Road north of Bushland Drive and 383 AM and 387 PM vehicle trips on Bushland Drive west of the site access. This additional development traffic will not result in the road network mid-block two-way capacity thresholds being reached in both 2025 and 2035. It is therefore reasonable to conclude the development will not adversely impact on the two-way mid-block traffic flows on the state and local road network. This is demonstrated in ***Table 4*** below.

Table 2 – Road Network Capacity Assessment

Road	Section	Peak hour - 2025		Peak hour - 2035		Development Traffic		Road Capacity (vtph)
		AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)	
Wingham Road	south of Bushland Drive	1051	1167	1264	1406	77	77	2200
Wingham Road	north of Bushland Drive	1668	1878	1966	2221	306	310	2200
Bushland Drive	east of Wingham Road	1069	1157	1219	1326	383	387	1800
Bushland Drive	west of Grey Gum Drive	834	944	996	1130	95	96	1800
Bushland Drive	east of Grey Gum Road	556	581	663	693	67	68	1800
Grey Gum Road	south of Bushland Drive	414	513	499	619	28	28	1800
Wingham Road	south of Bunnings access	1158	1290	1395	1556	77	77	2200
Bunnings access	east of Wingham Road	179	219	179	219	0	0	1800
Wingham Road	south of Kolodong Road	1160	1298	1397	1565	77	77	2200
Kolodong Road	west of Wingham Road	36	44	44	54	0	0	1800

11.2 Intersection Capacity

The existing road network intersections considered critical for this assessment are the following intersections adjacent to the site.

- Wingham Road / Bushland Drive / Woola Road roundabout.
- Bushland Drive / Grey Gum Road stop-controlled T-intersection (BAR / BAL).
- Wingham Road / Bunnings access give way urban seagull intersection; and
- Wingham Road / Kolodong Road give way-controlled T-intersection (CHR/AUL).

To determine the impact of this development on these intersections they have been analysed using the network feature within the SIDRA INTERSECTION 9 modelling software to determine if they will continue to operate satisfactorily post development. The Sidra software package predicts likely

delays, queue lengths and thus levels of service that will occur at intersections. Assessment is then based on the level of service requirements of TfNSW shown in Table 4.2 sourced from the RTA's Guide to Traffic Generating Developments (2002) shown below:

Table 4.2
Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	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 will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

Source: - RTA's Guide to Traffic Generating Developments (2002).

Assumptions made in this modelling were.

- ♦ The intersections were modelled as a local network (including the proposed site access) as currently constructed i.e. no upgrading.
- ♦ The proposed access was modelled as a CHR / AUL intersection due to the high volumes of turning traffic at the intersection.
- ♦ 2025 and 2035 post development models were developed based on the intersection traffic count data collected in December 2024 by NTPE and Intersect Traffic.
- ♦ Heavy vehicle percentage of 3 % was adopted based on existing road network data and applied to the site access traffic and the data collected at the Bushland Drive / Grey Gum Road intersection where heavy vehicle numbers were not recorded.
- ♦ 2035 traffic volumes were calculated using a 2% compound per annum background traffic growth rate as recommended by TfNSW for use in the area; and
- ♦ Gap Acceptance data was in accordance with minimum values recommended by Sidra Solutions and Austroads.

A summary of the results of this modelling for each intersection are presented below in ***Tables 5 – 8*** below for the worst movement in regard to average delay, LoS and 95% back of queue length. The full Sidra Movement Summary Tables for each modelled scenario is provided in ***Attachment C***.

Table 5 – Wingham Rd / Bushland Dr / Woola Rd roundabout – Sidra Results Summary

Model	Degree of Saturation (v/c)	Average Delay (s)	Level of Service	95 % back of queue length (cars)
2025 AM + development	0.459	13.9	A	1.3
2025 PM + development	0.567	15.3	B	2.1
2035 AM + development	0.567	17.1	B	2.0
2035 PM + development	0.737	21.5	B	4.1

Table 6 –Bushland Dr / Grey Gum Rd stop T-intersection – Sidra Results Summary

Model	Degree of Saturation (v/c)	Average Delay (s)	Level of Service	95 % back of queue length (cars)
2025 AM + development	0.275	10.8	A	0.5
2025 PM + development	0.289	10.7	A	0.5
2035 AM + development	0.339	12.3	A	0.7
2035 PM + development	0.368	12.1	A	0.8

Table 7 – Wingham Rd / Bunnings Access urban seagull – Sidra Results Summary

Model	Degree of Saturation (v/c)	Average Delay (s)	Level of Service	95 % back of queue length (cars)
2025 AM + development	0.365	12.7	A	0.2
2025 PM + development	0.355	14.6	B	0.2
2035 AM + development	0.441	17.7	B	0.2
2035 PM + development	0.427	21.1	B	0.3

Table 8 – Wingham Rd / Kolodong Rd give way T-intersection – Sidra Results Summary

Model	Degree of Saturation (v/c)	Average Delay (s)	Level of Service	95 % back of queue length (cars)
2025 AM + development	0.407	19.1	B	0.1
2025 PM + development	0.406	22.8	B	0.1
2035 AM + development	0.492	30.6	C	0.2
2035 PM + development	0.490	39.3	C	0.2

The modelling shows that the road network around the site continues to operate satisfactorily post development and through to at least 2035. Average delays, LoS and 95% back of queue lengths for all movements remain within the acceptable limits set by TfNSW for all intersections. The critical intersection within the network is the Wingham Road / Bushland Drive / Woola Road roundabout which the modelling shows would still only be operating at 74 % capacity in the 2035 PM peak post development. Therefore, there is still some available capacity for other future development in the area.

It is therefore concluded that the proposed development does not adversely impact on the adjacent local and state road network and no upgrading of external intersections is required resulting from the development.

11.3 Access

The development plans for the site show a new at-grade intersection connection to Bushland Drive and a new public road access to a public road roundabout providing access to the on-site car park and service delivery lane within the site. With significant turning volumes into the site from the west and east, a turn lane warrant assessment of this intersection requires both a protected channelised right turn bay and deceleration lane and an auxiliary left turn and deceleration lane i.e. CHR / AUL Intersection layout as shown conceptively below in ***Figure 4.***

Under Austroads *Guide to Road Design Part 4A – Unsignalised and Signalised Intersections (2020)* new intersections should provide the following sight distances:

- Safe Intersection Sight Distance (SISD) – 123 metres desirable or 114 metres minimum (60 km/h speed zone); and
- Approach Sight Distance (ASD) – 55 metres desirable or 48 metres minimum (50 km/h speed zone).

By observation on site the available sight distances at the development access roads would exceed 200 metres. This would need to be verified at the construction stage of the development. Therefore, the location is considered suitable such that an at-grade intersection in accordance with Austroads *Guide to Road Design Part 4A – Unsignalised and Signalised Intersections (2020)* could be constructed to the site off Bushland Drive.

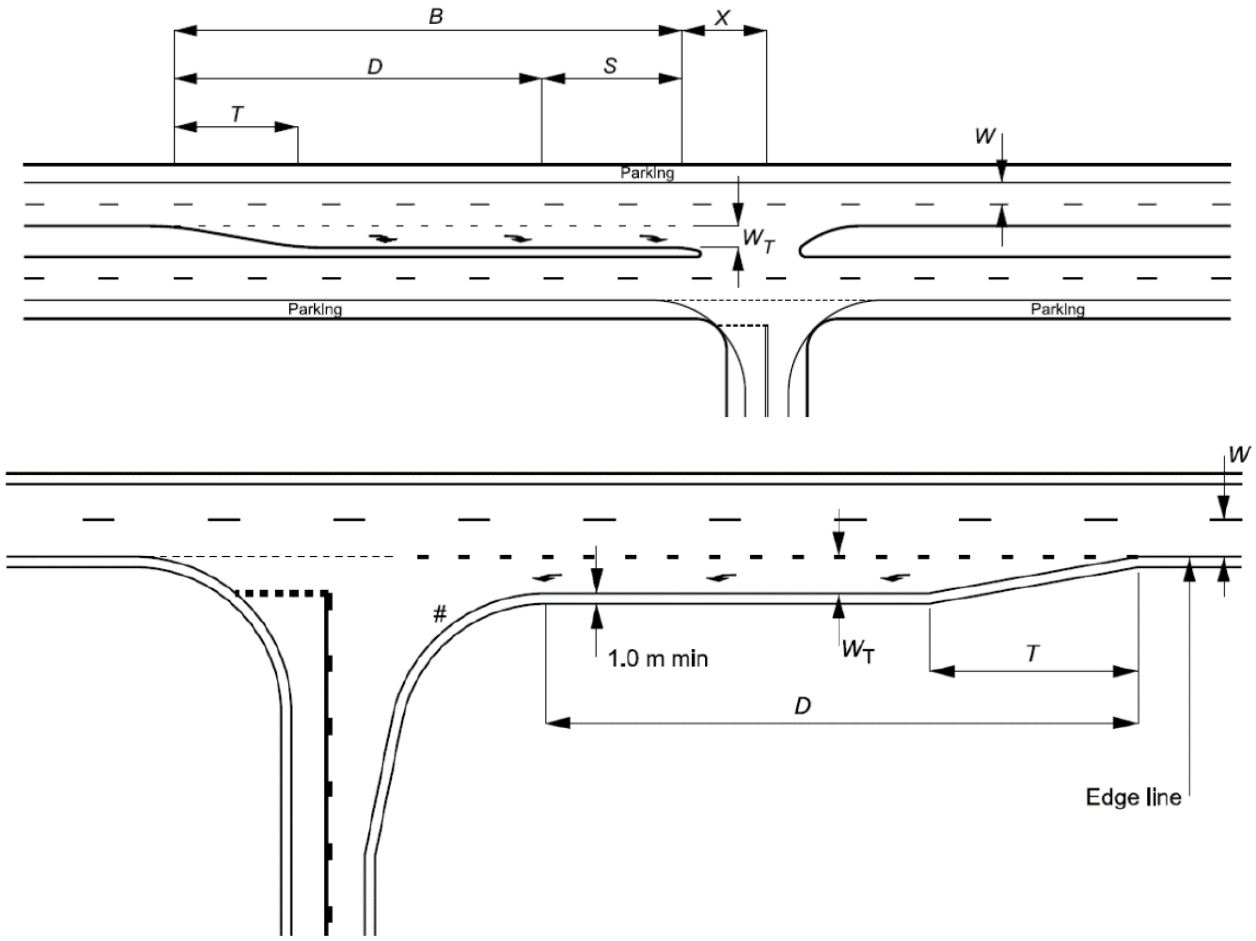


Figure 4 – Concept CHR & AUL treatments for access intersection.

The access intersection was modelled as a CHR/AUL intersection in the SIDRA INTERSECTION network model developed for the road network around the site to determine if it operated satisfactorily during road network peak periods. The modelling results for the access intersection are presented in ***Table 9*** below for the worst movement average delay, LoS and 95% back of queue length. The Sidra Movement Summary Tables for each scenario modelled are reproduced in ***Attachment C***.

Table 9 – Bushland Drive / Site Access give way T-intersection (CHR/AUL) – Sidra Results Summary

Model	Degree of Saturation (v/c)	Average Delay (s)	Level of Service	95 % back of queue length (cars)
2025 AM + development	0.271	15.8	B	0.5
2025 PM + development	0.333	17.7	B	0.6
2035 AM + development	0.302	21.3	B	0.6
2035 PM + development	0.396	28.2	B	0.7

This modelling shows the site access intersection will operate satisfactorily within the local road network through to at least 2035 with average delays, LoS and 95% back of queue lengths well within the thresholds set by TfNSW for satisfactory performance. Even by 2035 there is significant spare capacity within the intersection as it is only operating at 40% capacity at this time.

With the site supporting up to 492 car parks (Class 3A short term parking) and being accessed off a local road Table 3.1 of Australian Standard A*S2890.1-2004 Parking facilities – Part 1 – Off-street car parking* requires the access to the site to be a Category 4 access facility. *Table 3.2* of the Standard then describes a Category 4 access facility as separate entry and exit driveways minimum 6 metres wide per entry and exit lanes with a minimum separation (median) 1 metre wide. It is noted however that the access to the site will be an at grade public road roundabout constructed to Mid Coast Council's requirements therefore would be Australian Standard compliant as it is a higher standard of access than a Category 4 access.

It is therefore concluded that subject to the site access off Bushland Drive being constructed as an at grade CHR/AUL give way-controlled T-intersection with connecting public road to a public road roundabout all to Mid Coast Council requirements it would be a suitably safe and efficient access to the site.

11.4 Off-Street Car Parking

Under the Greater Taree DCP (2010) Part G Car Parking and Access the following parking requirements apply to the development.

Gymnasium

1 car space per 25 m² floor area;

Bulky Goods Retail

1 car space per 50 m² floor area plus spaces for car and trailers.

Therefore, the DCP compliant car parking requirement for the site is as follows.

Car parking = 1500/25 + 17090/50
= 60 + 341.8
= **402 car parks** rounded up.

Whilst the DCP does not specify requirements for bicycle and accessible spaces it is recommended some bicycle racks be provided throughout the development and particularly in front of the gymnasium. Accessible parking should also be provided at the rate of at least 1 per 50 car parks i.e. a minimum 8 accessible spaces should be provided.

In reviewing the plans, the development provides 492 on-site car parking spaces including 13 accessible spaces. The development also provides suitable staff and visitor bicycle storage / parking facilities within the site. Whilst no motorcycle parking is provided there is an excess of on-site car parking which could be used by motorcycles, so no specific motorcycle parking is required. It is therefore concluded that there is more than sufficient on-site car parking proposed to meet the likely peak parking demand of the development.

In regard to the on-site car parking, it should be designed in accordance with the requirements of Australian Standard *AS2890.1-2004 Parking facilities – Part 1 – Off-street car parking* for Class 3A short term parking. Therefore, parking modules should be 2.6 metres wide by 5.4 metres long with aisle widths of 6 to 6.6 metres. The plans have been reviewed, and the car parking has been assessed as being compliant with Australian Standard *AS2890.1-2004 Parking facilities – Part 1 – Off-street car parking* ensuring convenient forward entry and exit from all car parking areas to the public road network.

Overall, it is concluded that sufficient and suitable parking has been provided within the development to meet the requirements of both Mid-Coast Council and Australian Standards.

11.5 Servicing

The site has been designed to be serviced via a separate one-way service road that runs around the perimeter of the site with servicing of tenancies being provided either at the rear of the tenancy or the side of the tenancy well clear of the light vehicle aisles and car parking. This access allows convenient and safe servicing of all tenancies for up to AV vehicle size. All service vehicles will be able to enter and exit the site in a forward direction.

It is therefore concluded that the proposed servicing arrangements for the site are suitable for the safe and efficient servicing of the development. Swept turning paths for critical service vehicles are provided within the plans in ***Attachment A.***

11.6 Construction Traffic

Construction traffic associated with the road works required of this development would be minimal compared to the operational traffic volumes generated by the fully developed planning proposal. Likely peak hour traffic volumes would be in the order of 30 to 50 vtph and would be well less than 10% of existing traffic volumes on the road network therefore would not have a noticeable impact on traffic flows on the road network. It would be expected that a construction traffic management plan be part of the environmental management system put in place for any of the construction works required by condition of consent.

12.0 PEDESTRIAN & CYCLE FACILITIES

The proposal has the potential to generate some external pedestrian and cycle traffic however this additional demand is not considered to be sufficient to provide a nexus to provide external pedestrian and cycle infrastructure, particularly as there is little existing infrastructure in the area. Internal infrastructure would be designated within Mid Coast Council's standards and conditioned on any consent though it is noted suitable internal pedestrian linkages are shown on the development concept plans in ***Attachment A*** and bicycle racks are to be provided around the site.

13.0 PUBLIC TRANSPORT FACILITIES

The proposed development may generate some demand for public transport services however this would not be considered to be significant enough to require improvements to the current public transport (bus) services to the site which is considered limited.

14.0 CONCLUSIONS

This traffic impact assessment for a proposed Homemakers Centre (mixed use development) containing a 24-hour gymnasium, self-storage facility and fourteen (14) large format retail tenancies on Lot 1 in DP 1228883 – 202 Bushland Drive, Taree has concluded.

- Existing two-way mid-block traffic volumes on the local and state road network are within the technical capacity standards determined by Austroads and TfNSW.
- The proposed development is likely to generate 470 vtph in the AM and PM peak trading periods as additional traffic on the local and state road network.
- The adjoining local and state road network has sufficient spare two-way mid-block capacity to cater for the development traffic generated by this proposal without adversely impacting on the current levels of service experienced by motorists on the road.

- Sidra Intersection modelling shows that the road network around the site continues to operate satisfactorily post development and through to at least 2035. Average delays, LoS and 95% back of queue lengths for all movements remain within the acceptable limits set by TfNSW for all intersections. The critical intersection within the network is the Wingham Road / Bushland Drive / Woola Road roundabout which the modelling shows would still only be operating at 74 % capacity in the 2035 PM peak post development. Therefore, there is still some available capacity for other future development in the area.
- The proposed development therefore does not adversely impact on the adjacent local and state road network and no upgrading of external intersections is required resulting from the development.
- With large turning volumes into the site the site access off Bushland Drive will need to be constructed as a CHR/AUL intersection. Sidra modelling of this access has shown that it will operate satisfactorily through to at least 2035 where it will still only be operating at 40% capacity.
- Therefore, subject to the site access being constructed as an at grade CHR/AUL give way-controlled T-intersection it would be a suitably safe and efficient access to the site.
- Sufficient and suitable car parking has been provided within the development to more than meet the requirements of both Mid Coast Council and Australian Standards.
- The proposed servicing arrangements for the site are suitable for the safe and efficient servicing of the development.
- Construction traffic will not adversely impact on the local and state road network.
- The proposal is unlikely to generate a significant enough increase in pedestrian and cycle traffic to establish a nexus to provide external pedestrian and cycle infrastructure given the lack of existing infrastructure in the area. Internal pedestrian linkages and bicycle racks will be provided to Mid-Coast Council's requirements conditioned on any consent issued for the development.
- The proposed development may generate some demand for public transport services however this would not be considered to be significant enough to require improvements to the current public transport (bus) services to the site which is considered limited.

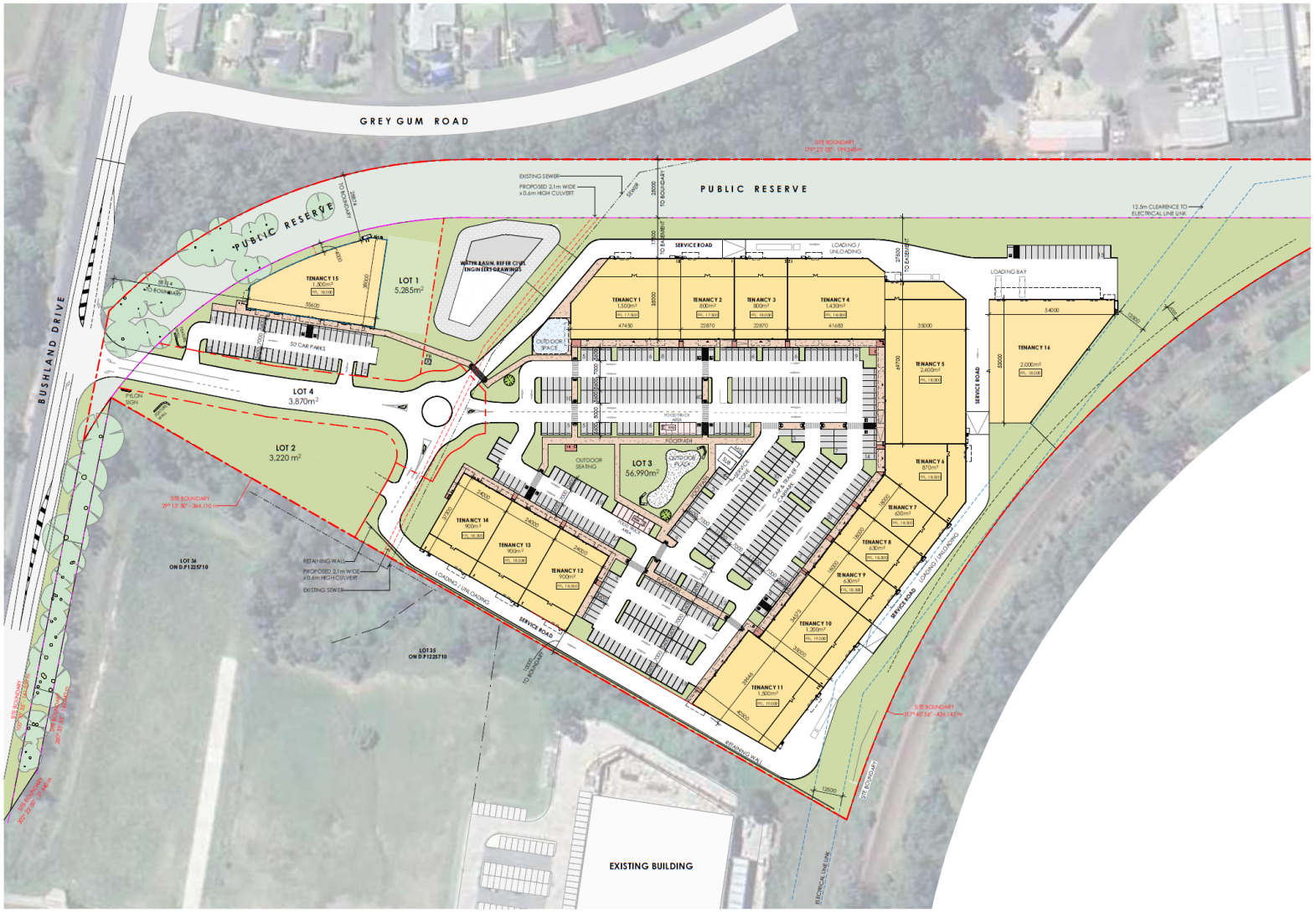
15.0 RECOMMENDATION

Having carried out this traffic impact assessment for a proposed Homemakers Centre (mixed use development) including a 4 lot subdivision and containing a 24 hour gymnasium and fifteen (15) large format retail tenancies on Lot 1 in DP 1228883 – 202 Bushland Drive, Taree, it is recommended that the proposal can be supported from a traffic impact perspective as it will not adversely impact on the local and state road network and complies with all relevant Mid-Coast Council, Austroads and TfNSW requirements.

JR Garry BE (Civil), Masters of Traffic
Director
Intersect Traffic Pty Ltd

ATTACHMENT A
DEVELOPMENT PLAN

ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	19.12.24	WG
P 2	FOR INFORMATION	29.01.25	WG
P 3	FOR INFORMATION	20.02.25	WG
P 4	SITE & TENANCY UPDATE	21.03.25	WG
P 5	ROAD UPDATED, SUB LOCATION UPDATED, FEATURE WALLS UPDATED	01.04.25	WG
P 6	ROAD AND CARPARK UPDATED	03.04.25	WG
P 7	ROAD UPDATE, TENANCY 15 CURVED WALL UPDATED, TENANCY 12-14 LOCATION UPDATED	16.05.25	WG



LEGEND

- PROPERTY BOUNDARIES
- EASEMENTS
- SEWER MAIN
- ELECTRICAL LINE
- PROPOSED CULVERT
- SWALE
- LANDSCAPING
- PROPOSED CARSPACES
- PROPOSED FOOTPATH
- PEDESTRIAN CROSSING
- COLUMN
- DOWNPIPE
- TREE - REFER LANDSCAPE ARCHITECTS DRAWINGS
- FFL — FINISH FLOOR LEVEL SUBJECT TO CIVIL ENGINEERS ADVICE

DEVELOPMENT ANALYSIS TABLE

SITE AREA

Name	Area
SITE BOUNDARY	85,217 m²

AREA SCHEDULE (GROSS LETTABLE AREA)

TENANCY 1	1500 M²
TENANCY 2	800 M²
TENANCY 3	800 M²
TENANCY 4	1,430 M²
TENANCY 5	2,400 M²
TENANCY 6	870 M²
TENANCY 7	630 M²
TENANCY 8	630 M²
TENANCY 9	630 M²
TENANCY 10	1,200 M²
TENANCY 11	1,500 M²
TENANCY 12	900 M²
TENANCY 13	900 M²
TENANCY 14	900 M²
TENANCY 15	1,500 M²
TENANCY 16	2,000 M²
TOTAL	18,590 M²

PARKING SCHEDULE

Comments	Carpark Number
ACCESSIBLE	13
PROPOSED	479
TOTAL	492

BICYCLE SCHEDULE

BICYCLE - STAFF (TBC)	42
BICYCLE - VISITOR (TBC)	10
TOTAL (TBC)	52

NOTE:
ALL AREAS ARE APPROXIMATELY CALCULATED AS GROSS LEASABLE (GLA)PER METHOD OF MEASUREMENT BY PROPERTY COUNCIL OF AUSTRALIA.

DESCRIPTION
GLA
GROSS LETTABLE AREA IS DETERMINED BY INCLUDING EVERYTHING WITHIN THE EXTERNAL BUILDING WALLS. IT IS CALCULATED AT EACH FLOOR LEVEL, MEASURING FROM THE OUTSIDE FACE OF THE STRUCTURAL WALLS OF THE BUILDING AUGMENT AND THE CENTRE OF THE INTER-TENANCY WALLS OR COMMON AREAS.
NLA
THE NET LETTABLE AREA OF A BUILDING IS THE SUM OF ITS WHOLE FLOOR AREA, TAKING MEASUREMENTS FROM THE INTERNAL FINISH SURFACES OF PERMANENT INTERNAL WALLS AND THE INTERNAL FINISHED SURFACES OF DOMINANT PORTIONS OF THE PERMANENT OUTER BUILDING WALLS.

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PROPOSED SITE PLAN

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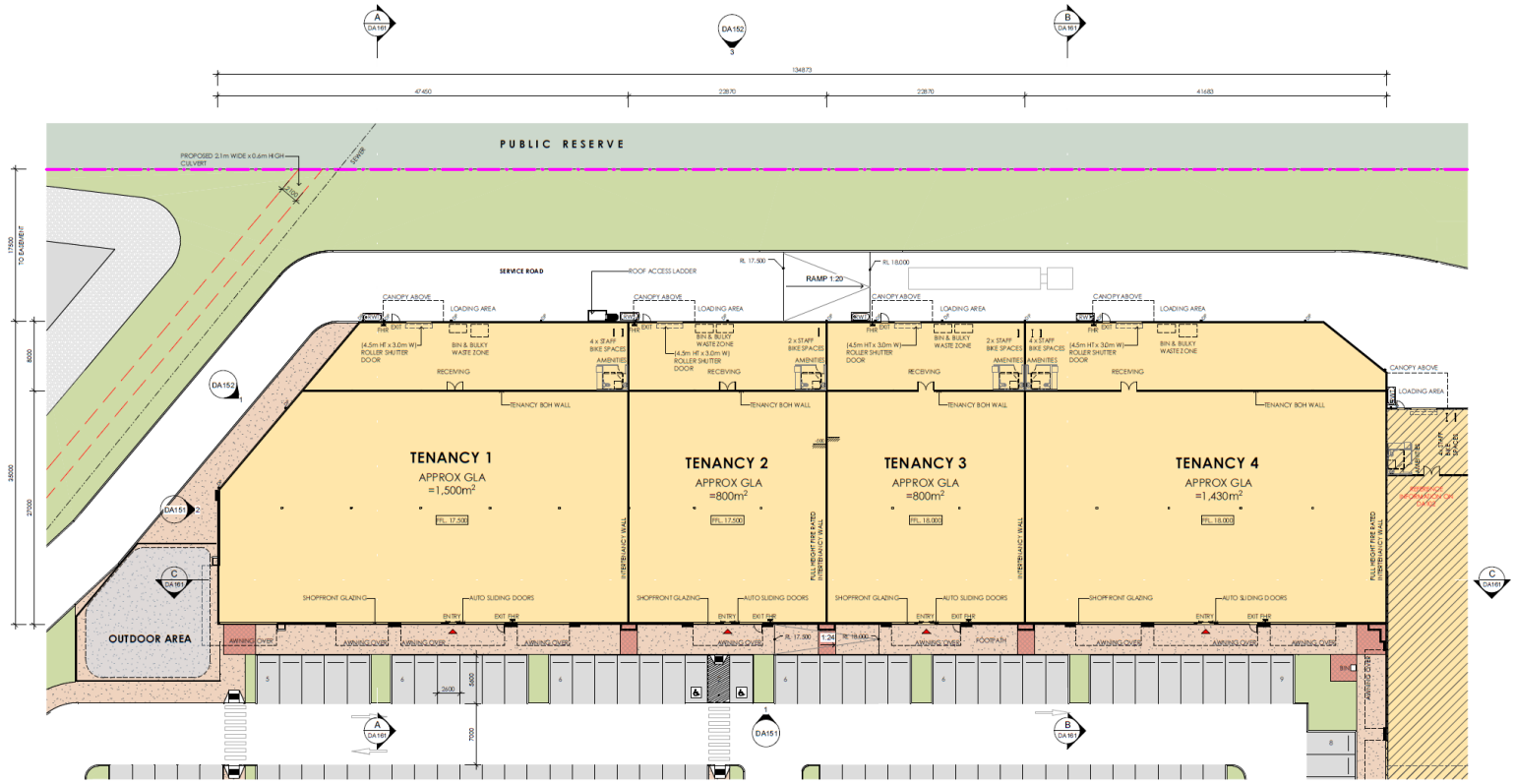
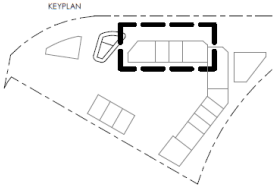


LEGEND

- PROPERTY BOUNDARIES
- EASEMENTS
- SEWER MAIN
- ELECTRICAL LINE
- PROPOSED CULVERT
- SWALE
- LANDSCAPING
- PROPOSED CARSPACES
- PROPOSED FOOTPATH
- PEDESTRIAN CROSSING
- COLUMN
- DOWNPIPE
- TREE - REFER LANDSCAPE ARCHITECTS DRAWINGS
- RL — FINISH FLOOR LEVEL SUBJECT TO CIVIL ENGINEERS ADVICE

KEYPLAN



TENANCY 1-4 GROUND FLOOR PLAN

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P 4 SITE & TENANCY UPDATE 21.03.25 WG
LEGEND
PROPERTY BOUNDARIES
EASEMENTS
SEWER MAIN
ELECTRICAL LINE
PROPOSED CULVERT
SWALE
LANDSCAPING
PROPOSED CARSPACE
PROPOSED FOOTPATH
PEDESTRIAN CROSSING
COLUMN
DOWNPIPE
TREE - REFER LANDSCAPE ARCHITECTS DRAWINGS
FINISH FLOOR LEVEL SUBJECT TO CIVIL ENGINEERS ADVICE
KEYPLAN
TENANCY 5-6, 16 GROUND FLOOR PLAN
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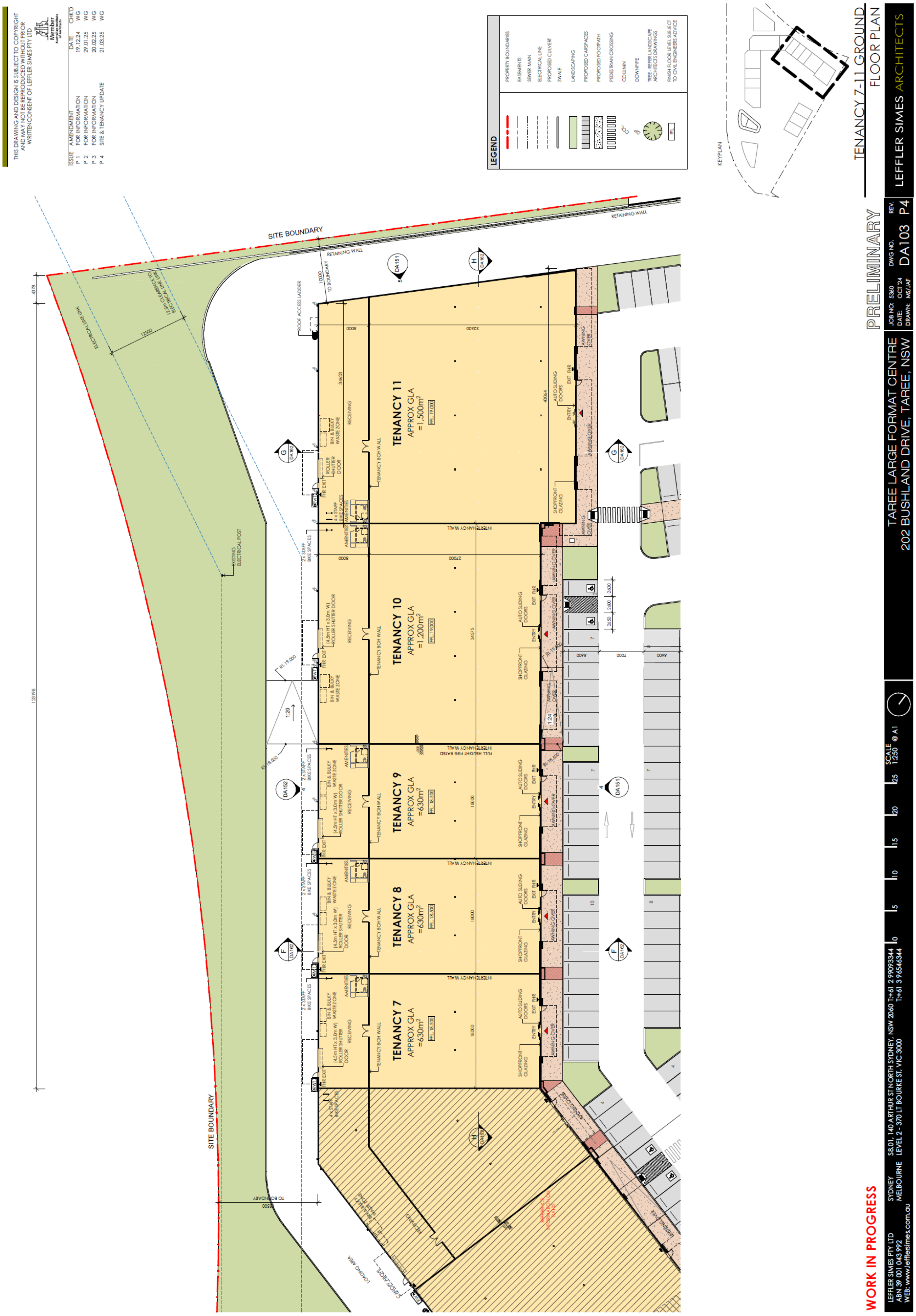
SCALE 1:250 @ A1
SITE BOUNDARY
TENANCY 16
APPROX GLA
=2,000m²
TENANCY 5
APPROX GLA
=2,400m²
TENANCY 6
APPROX GLA
=857m²
APPROX GLA
=600m²
APPROX GLA
=600m²


SITE BOUNDARY
RETAINING WALL
TENANCY 11
APPROX GLA
=1,500m²
TENANCY 10
APPROX GLA
=1,200m²
TENANCY 9
APPROX GLA
=630m²
TENANCY 8
APPROX GLA
=630m²
TENANCY 7
APPROX GLA
=630m²
LEGEND
KEYPLAN
PRELIMINARY
TENANCY 7-11 GROUND FLOOR PLAN
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TENANCY 12-15 GROUND FLOOR PLAN
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202 BUSHLAND DRIVE, TAREE, NSW
LEFFLER SIMES ARCHITECTS
WORK IN PROGRESS
TENANCY 12
APPROX GLA =900m²
TENANCY 13
APPROX GLA =900m²
TENANCY 14
APPROX GLA =900m²
TENANCY 15
APPROX GLA =1,500m²
CUSTOMER CARPARK
SITE BOUNDARY
PUBLIC RESERVE
SITE EASEMENT
LEGEND
KEYPLAN

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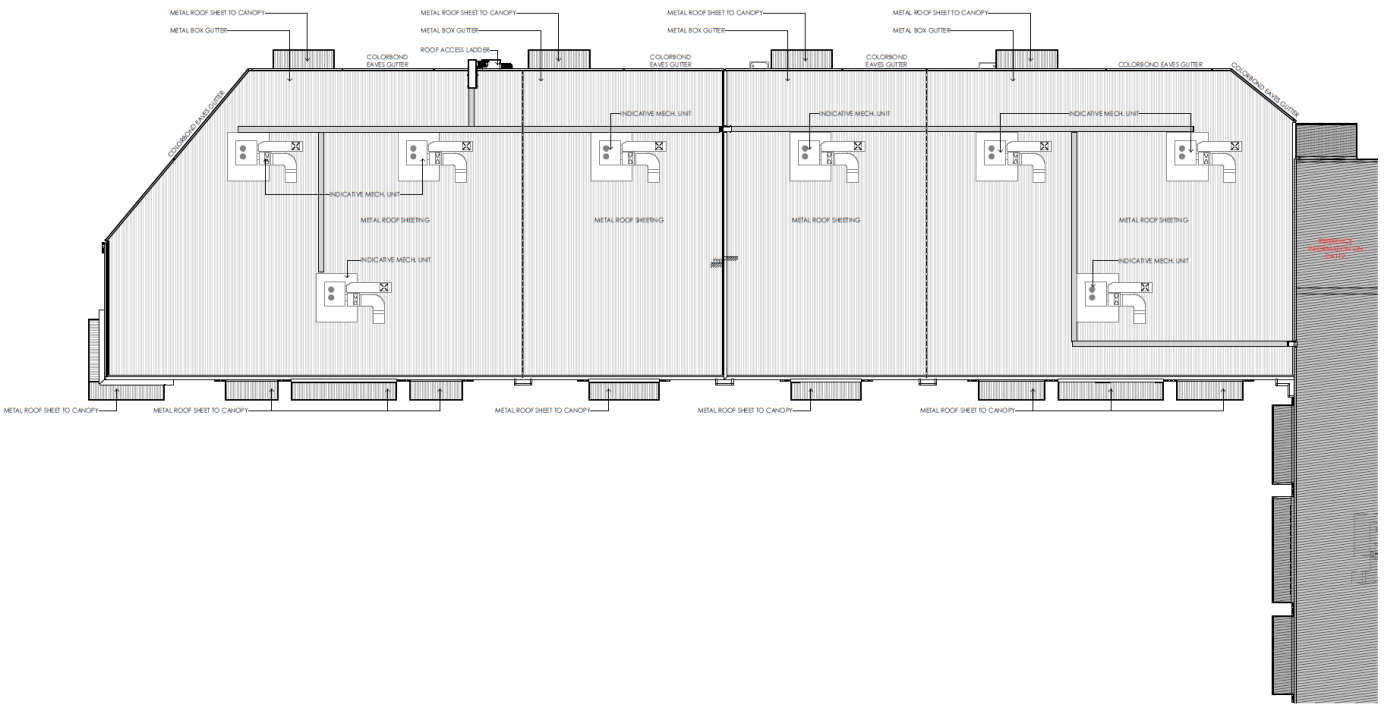
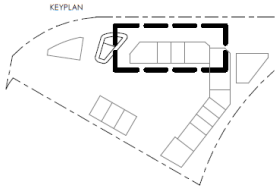
P 4	SITE & TENANCY UPDATE	21.03.25	WG

PUBLIC RESERVE

SITE EASEMENT





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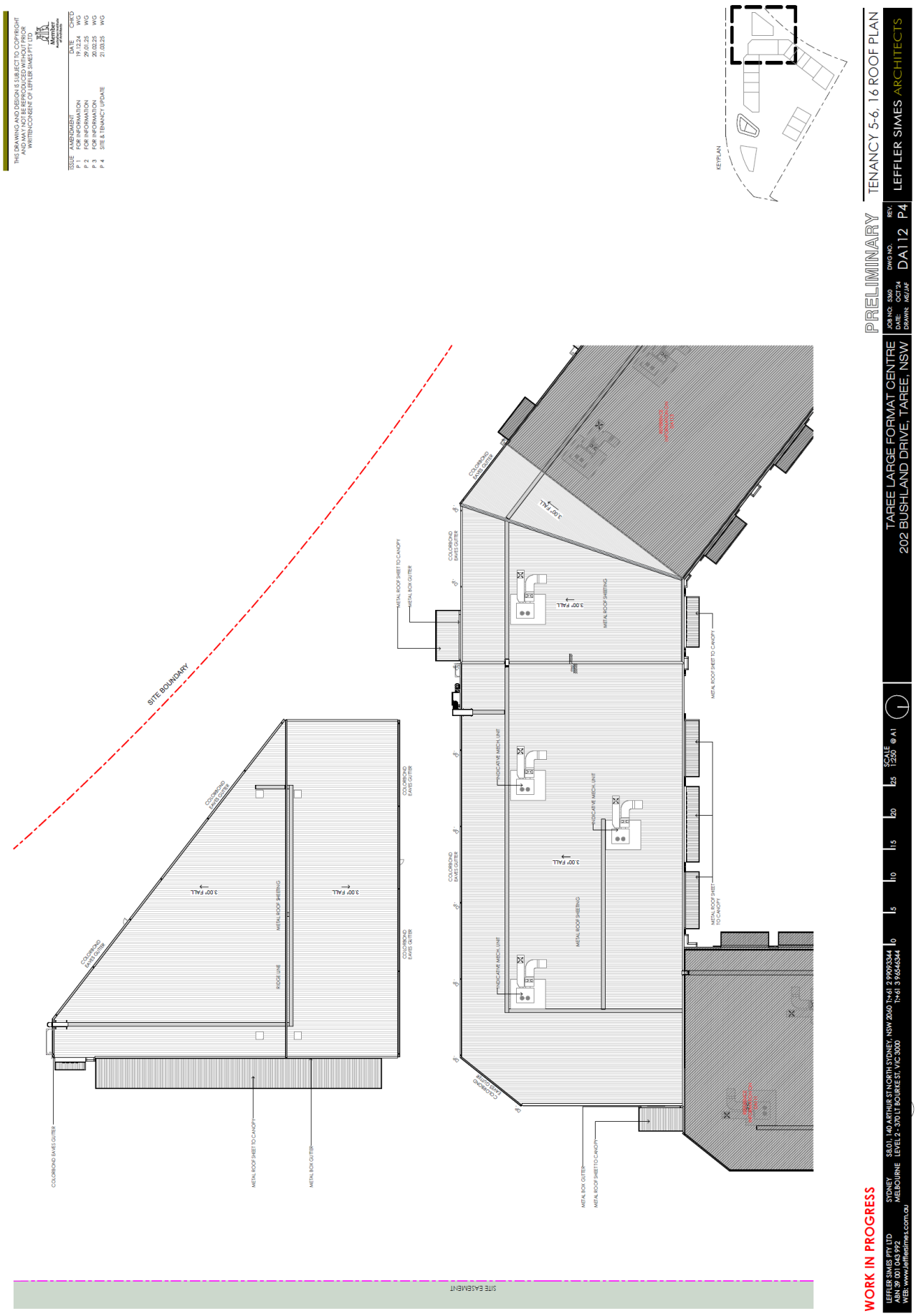
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KEYPLAN
SITE BOUNDARY
SITE EASEMENT
COLORBOND EAVES GUTTER
METAL ROOF SHEET TO CANOPY
METAL BOX GUTTER
METAL ROOF SHEETING
RIDGE LINK
COLORBOND FASCIA/GUTTER
INDICATIVE MECH. UNIT
3.00° FALL
PRELIMINARY
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TENANCY 5-6, 16 ROOF PLAN
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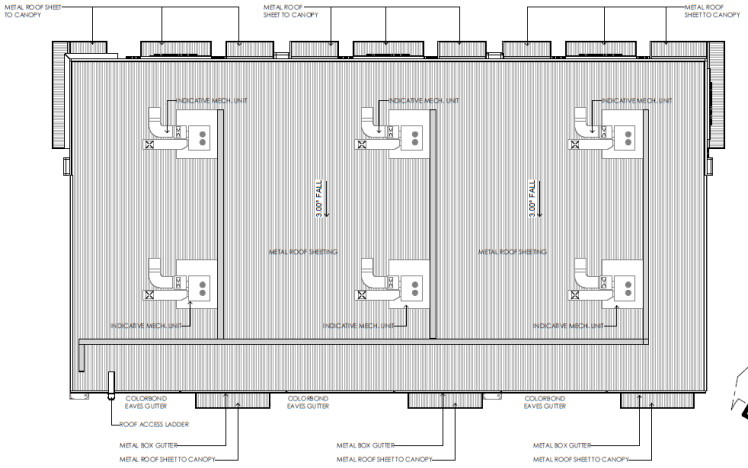
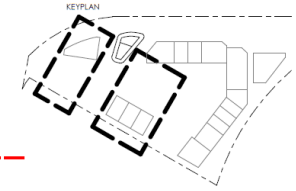
P 5	TENANCY UPDATE	01.04.25	WG
P 6	TENANCY SIGNAGE UPDATE	03.04.25	WG
P 7	TENANCY 12-14, 15 UPDATED	16.05.25	WG





SITE BOUNDARY

SITE BOUNDARY

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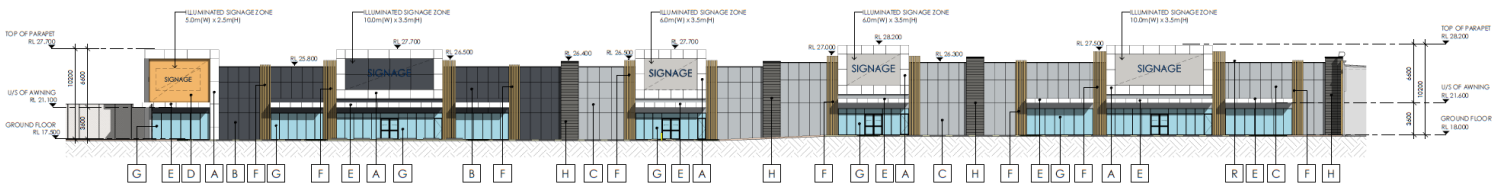

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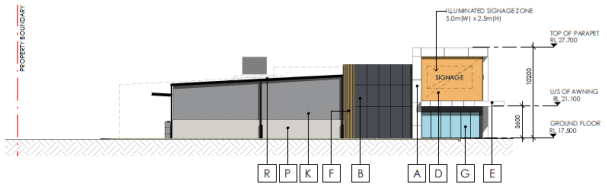

2 A100 **NORTH ELEVATION T1**
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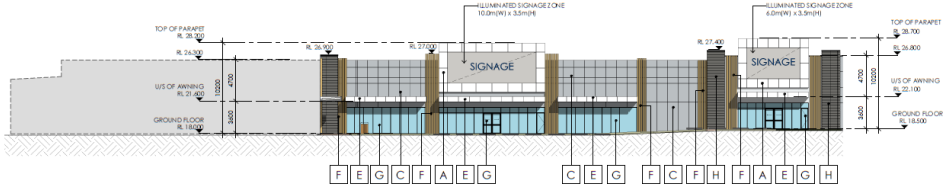

3 A100 **NORTH ELEVATION T5-T6**
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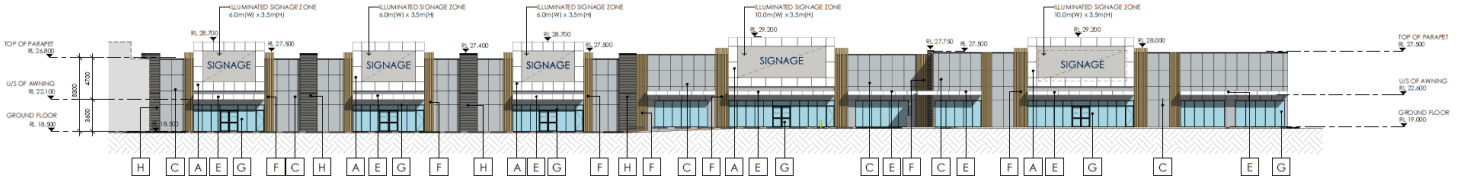

4 A100 **NORTH EAST ELEVATION T7-T11**
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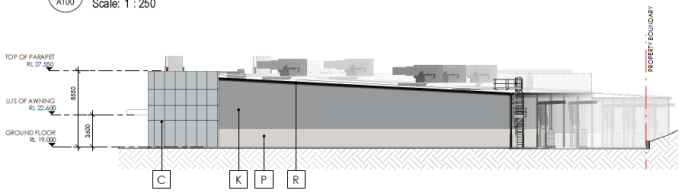
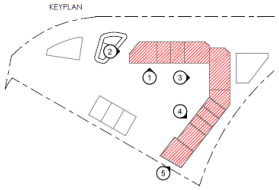


5 A100 **NORTH WEST ELEVATION T11**
Scale: 1 : 250

A FC CLADDING EXPRESS JOINT PAINTED WHITE	**C** FC CLADDING EXPRESS JOINT PAINTED LIGHT GREY	**E** ALUMINIUM CLADDING POWDERCOAT FINISH WHITE AWNING AND FACIA	**G** SHOPFRONT GLAZING POWDERCOATED BLACK
B FC CLADDING EXPRESS JOINT PAINTED DARK GREY	**D** FC CLADDING PAINTED CENTRE COLOUR (TBC)	**F** TIMBER LOOK ALUMINIUM BATTENS	**H** RIBBED FC SHEET MALAY GREY

K CORRUGATED METAL CLADDING MEDIUM GREY	**R** METAL POWDERCOAT FINISH BLACK	
P PRECAST CONCRETE PANEL NATURAL FINISH		

KEYPLAN



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PRELIMINARY

ELEVATIONS - SHEET 1

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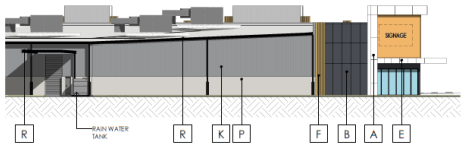
SCALE 1:250 @ A1

TAREE LARGE FORMAT CENTRE
202 BUSHLAND DRIVE, TAREE, NSW

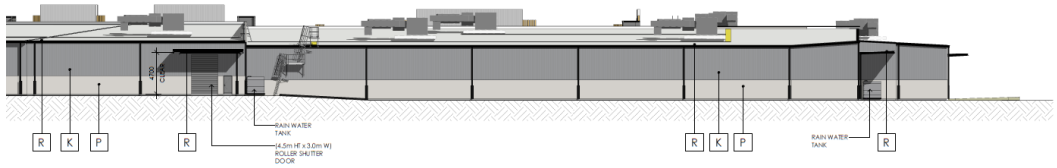
JOB NO: 5360
DATE: OCT '24
DRAWN: MS/JAF
DWG NO. DA151
REV. P5

LEFFLER SIMES ARCHITECTS

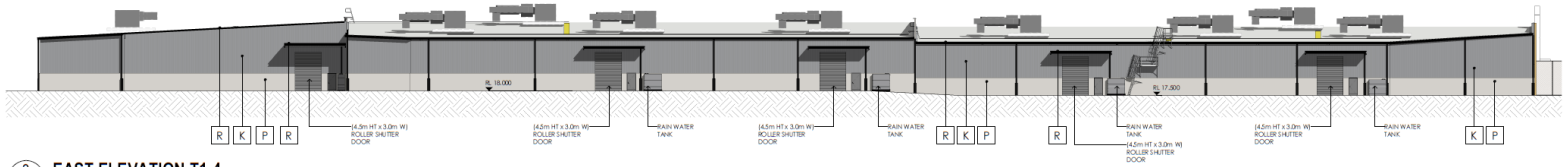
ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	19.12.24	WG
P 2	FOR INFORMATION	29.01.25	WG
P 3	FOR INFORMATION	20.02.25	WG
P 4	SITE & TENANCY UPDATE	21.03.25	WG



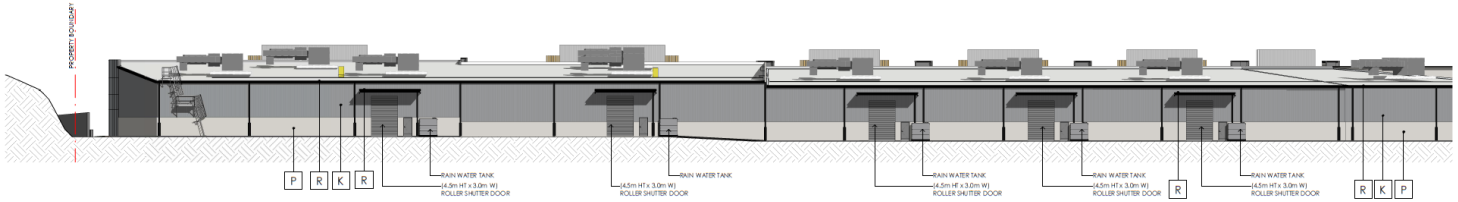
1 A100 **NORTH EAST ELEVATION T1**
Scale: 1 : 250



2 A100 **SOUTH ELEVATION T4-5**
Scale: 1 : 250



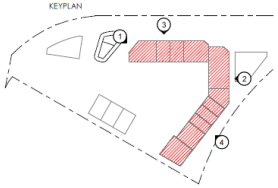
3 A100 **EAST ELEVATION T1-4**
Scale: 1 : 250



4 A100 **SOUTH WEST ELEVATION T5-10**
Scale: 1 : 250

A — FC CLADDING EXPRESS JOINT PAINTED WHITE	C — FC CLADDING EXPRESS JOINT PAINTED LIGHT GREY
B — FC CLADDING EXPRESS JOINT PAINTED DARK GREY	D — FC CLADDING PAINTED CENTRE COLOUR (TBC)
E — ALUMINIUM CLADDING POWDERCOAT FINISH WHITE AWNING AND FACIA	G — SHOPFRONT GLAZING POWDERCOATED BLACK
F — TIMBER LOOK ALUMINIUM BATTENS	H — RIBBED FC SHEET MALAY GREY
K — CORRUGATED METAL CLADDING MEDIUM GREY	R — METAL POWDERCOAT FINISH BLACK
P — PRECAST CONCRETE PANEL NATURAL FINISH	

KEYPLAN



WORK IN PROGRESS

PRELIMINARY

ELEVATIONS - SHEET 2

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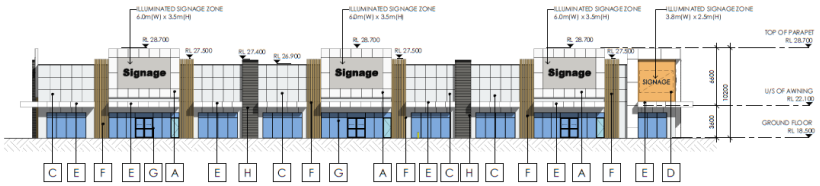
SCALE 1:250 @ A1

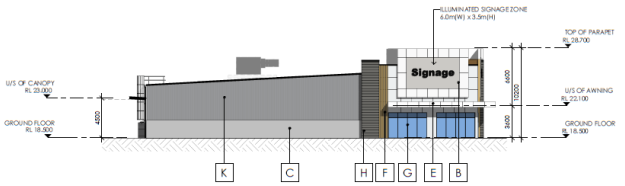
TAREE LARGE FORMAT CENTRE
202 BUSHLAND DRIVE, TAREE, NSW

JOB NO: 5360
DATE: OCT'24
DRAWN: MS/JAF
DWG NO. DA152
REV. P4

LEFFLER SIMES ARCHITECTS



1 A100 **SOUTH EAST ELEVATION T12-14**
Scale: 1 : 250



2 A100 **SOUTH WEST ELEVATION T12-14**
Scale: 1 : 250

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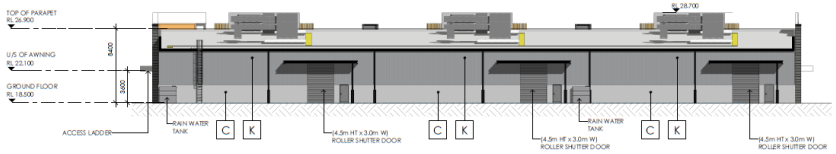
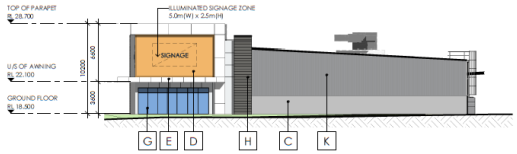
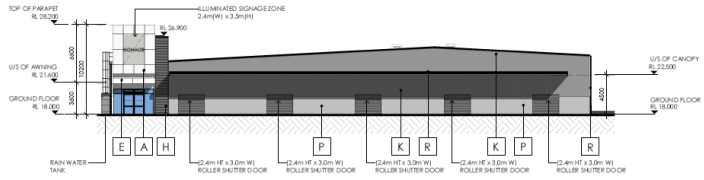
ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	19.12.24	WG
P 2	FOR INFORMATION	29.01.25	WG
P 3	FOR INFORMATION	20.02.25	WG
P 4	SITE & TENANCY UPDATE	21.03.25	WG
P 5	TENANCY UPDATE	01.04.25	WG
P 6	TENANCY SIGNAGE UPDATE	03.04.25	WG
P 7	TENANCY 12-14 UPDATED	16.05.25	WG



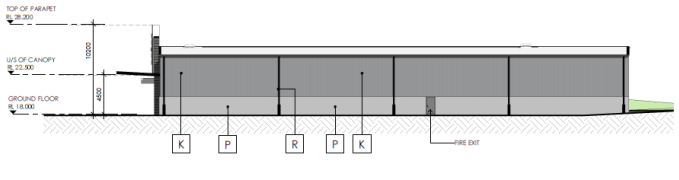
3 A100 **NORTH WEST ELEVATION T12-14**
Scale: 1 : 250



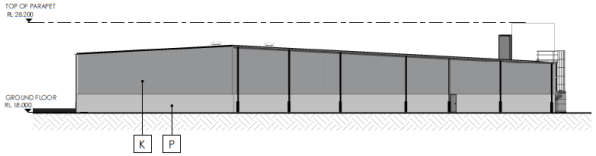
4 A100 **NORTH EAST ELEVATION T12-14**
Scale: 1 : 250



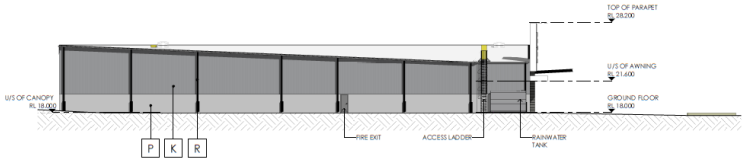
5 A100 **WEST ELEVATION T16**
Scale: 1 : 250



6 A100 **NORTH ELEVATION T16**
Scale: 1 : 250



7 A100 **EAST ELEVATION T16**
Scale: 1 : 250



8 A100 **SOUTH ELEVATION T16**
Scale: 1 : 250

A FC CLADDING EXPRESS JOINT PAINTED WHITE

B FC CLADDING EXPRESS JOINT PAINTED DARK GREY

C FC CLADDING EXPRESS JOINT PAINTED LIGHT GREY

D FC CLADDING PAINTED CENTRE COLOUR (TBC)

E ALUMINIUM CLADDING POWDERCOAT FINISH WHITE AWNING AND FACIA

F TIMBER LOOK ALUMINIUM BATTENS

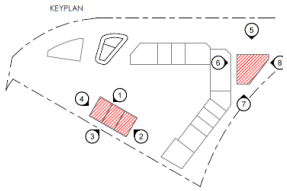
G SHOPFRONT GLAZING POWDERCOATED BLACK

H RIBBED FC SHEET MALAY GREY

K CORRUGATED METAL CLADDING MEDIUM GREY

P PRECAST CONCRETE PANEL NATURAL FINISH

R METAL POWDERCOAT FINISH BLACK



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SCALE 1:250 @ A1

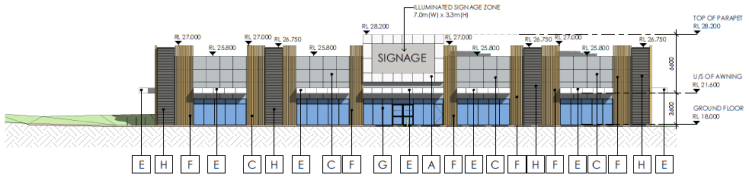
TAREE LARGE FORMAT CENTRE
202 BUSHLAND DRIVE, TAREE, NSW

JOB NO: 5360
DATE: OCT '24
DRAWN: MS/JAF
DWG NO. DA153
REV. P7

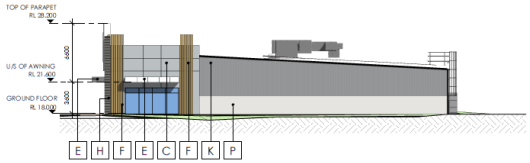
ELEVATIONS - SHEET 3

LEFFLER SIMES ARCHITECTS

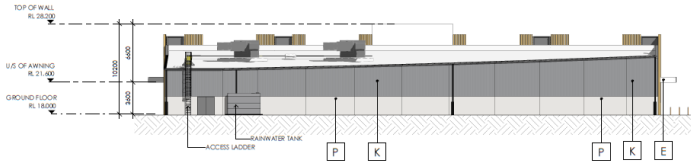
ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	19.12.24	WG
P 2	FOR INFORMATION	29.01.25	WG
P 3	FOR INFORMATION	20.02.25	WG
P 4	SITE & TENANCY UPDATE	21.03.25	WG
P 5	TENANCY 15 CURVED WALL UPDATED	16.05.25	WG



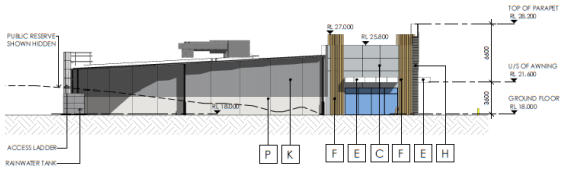
1 A100 **WEST ELEVATION T15**
Scale: 1 : 250



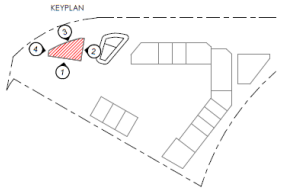
2 A100 **SOUTH ELEVATION T15**
Scale: 1 : 250



3 A100 **EAST ELEVATION T15**
Scale: 1 : 250



4 A100 **NORTH ELEVATION T15**
Scale: 1 : 250



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ELEVATIONS - SHEET 4

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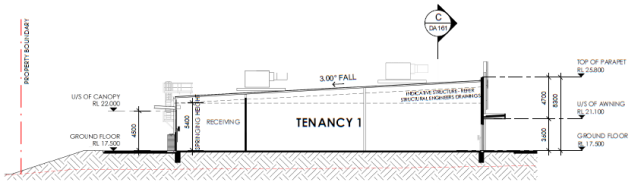
SCALE 1:250 @ A1

TAREE LARGE FORMAT CENTRE
202 BUSHLAND DRIVE, TAREE, NSW

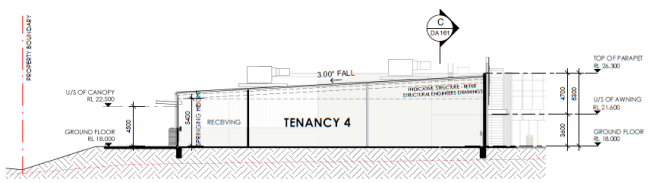
JOB NO: 5360
DATE: DEC '24
DRAWN: MS/JAF
DWG NO. DA154
REV. P5

LEFFLER SIMES ARCHITECTS

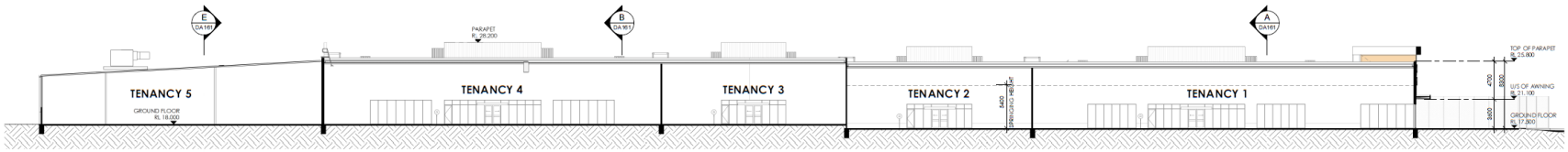
ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	19.12.24	WG
P 2	FOR INFORMATION	29.01.25	WG
P 3	FOR INFORMATION	20.02.25	WG
P 4	SITE & TENANCY UPDATE	21.03.25	WG



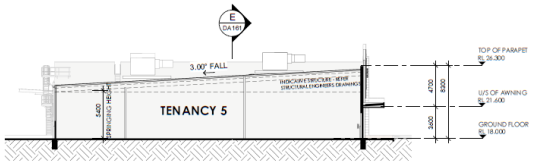
A DA101 **TENANCY 1 - SECTION**
Scale: 1 : 250



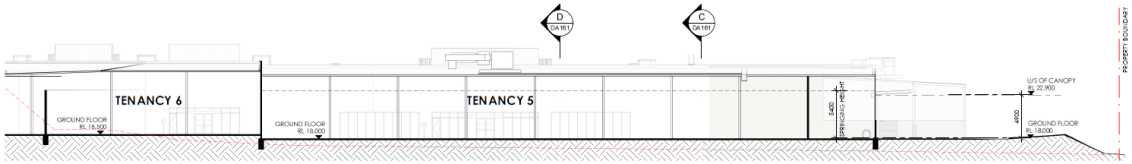
B DA101 **TENANCY 4 - SECTION**
Scale: 1 : 250



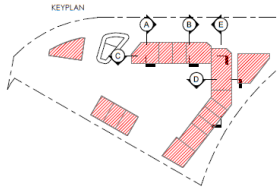
C DA101 **TENANCY 1/4 - SECTION**
Scale: 1 : 250



D DA102 **TENANCY 5 - SECTION**
Scale: 1 : 250



E DA102 **TENANCY 5/6 - LONG SECTION**
Scale: 1 : 250



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PRELIMINARY

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SCALE 1:250 @ A1

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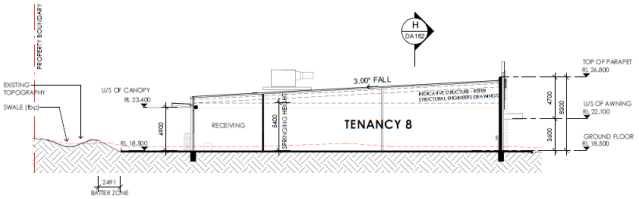
202 BUSHLAND DRIVE, TAREE, NSW

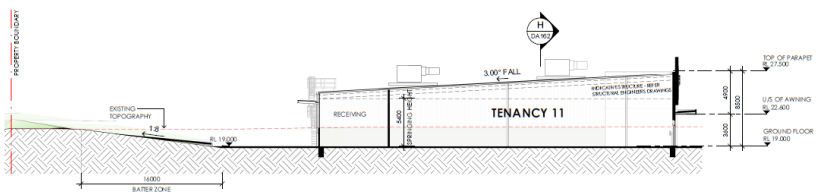
JOB NO: 5360 DWG NO. REV.
DATE: DEC '24 DA161 P4
DRAWN: MS/JAF

LEFFLER SIMES ARCHITECTS

ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	19.12.24	WG
P 2	FOR INFORMATION	29.01.25	WG
P 3	FOR INFORMATION	20.02.25	WG
P 4	SITE & TENANCY UPDATE	21.03.25	WG



F DA103 **TENANCY 8 - SECTION**
Scale: 1 : 250



G DA103 **TENANCY 11 - SECTION**
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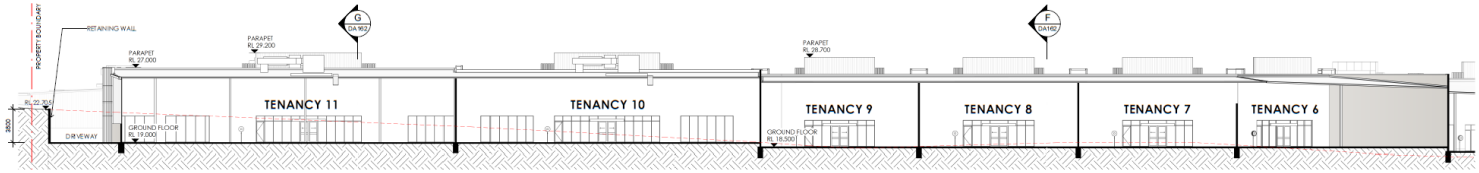
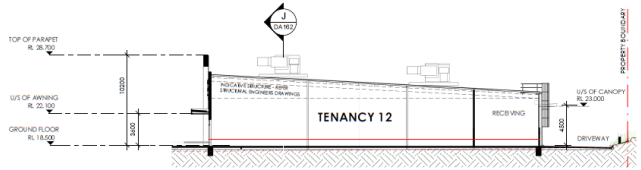
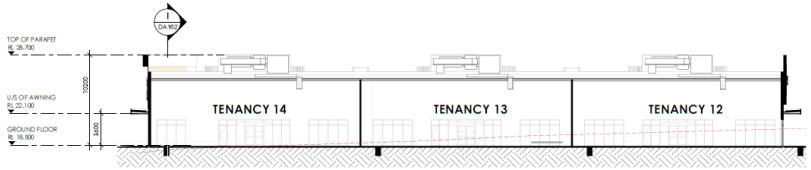


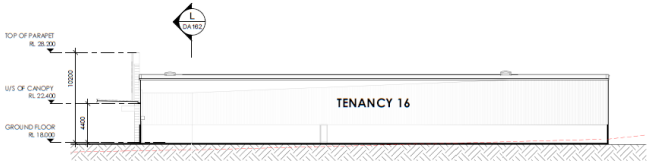
H DA103 **TENANCY 6/11 - LONG SECTION**
Scale: 1 : 250



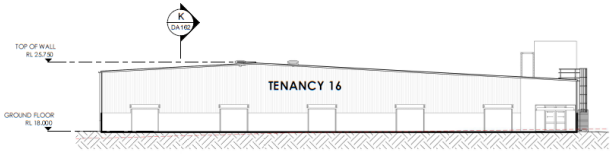
I DA104 **TENANCY 12 - SECTION**
Scale: 1 : 250



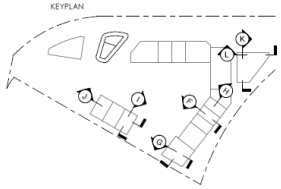
J DA104 **TENANCY 12/13/14 - SECTION**
Scale: 1 : 250



K DA102 **TENANCY 16 - SECTION**
Scale: 1 : 250



L DA102 **TENANCY 16 - SECTION**
Scale: 1 : 250



WORK IN PROGRESS

PRELIMINARY

SECTIONS - SHEET 2

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SCALE 1:250 @ A1

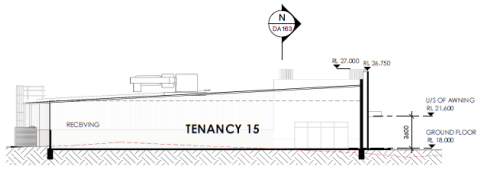
TAREE LARGE FORMAT CENTRE
202 BUSHLAND DRIVE, TAREE, NSW

JOB NO: 5360
DATE: OCT'24
DRAWN: MS/JAF
DWG NO. DA162
REV. P4

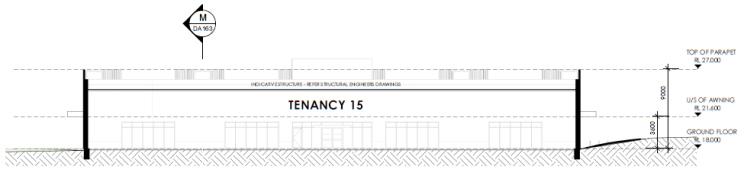
LEFFLER SIMES ARCHITECTS

Member Australian Institute of Architects

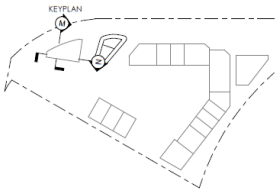
ISSUE	AMENDMENT	DATE	CHK'D
P 1	FOR INFORMATION	19.12.24	WG
P 2	FOR INFORMATION	29.01.25	WG
P 3	FOR INFORMATION	20.02.25	WG
P 4	SITE & TENANCY UPDATE	21.03.25	WG
P 5	TENANCY 15 CURVED WALL UPDATED	16.05.25	WG



M DA104 **TENANCY 15 - SECTION - 1**
Scale: 1 : 250



N DA104 **TENANCY 15 - SECTION - 2**
Scale: 1 : 250



WORK IN PROGRESS

PRELIMINARY

SECTIONS - SHEET 3

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SCALE 1:250 @ A1

TAREE LARGE FORMAT CENTRE
202 BUSHLAND DRIVE, TAREE, NSW

JOB NO: 5360
DATE: OCT '24
DRAWN: MS/JAF

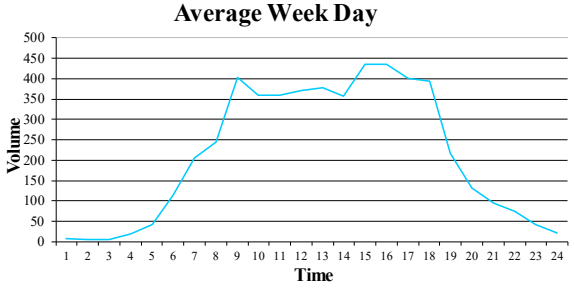
DWG NO. DA163 REV. P5

LEFFLER SIMES ARCHITECTS

ATTACHMENT B
TRAFFIC DATA

Site 3 WINGHAM RD S OF BUSHLAND DR [60] **Northbound**

Day	Thu	Fri	Sat	Sun	Mon	Tue	Wed	W/Day	W/End	7 Day
Time	27/06/24	28/06/2024	29/06/2024	30/06/2024	1/07/2024	2/07/2024	3/07/2024	Ave.	Ave.	Ave
0:00	8	8	11	18	2	11	7	7	15	9
1:00	2	6	11	13	2	8	7	5	12	7
2:00	8	5	6	7	7	2	9	6	7	6
3:00	20	18	10	4	19	19	16	18	7	15
4:00	37	44	21	6	44	41	44	42	14	34
5:00	118	124	52	30	110	112	107	114	41	93
6:00	221	222	75	49	202	204	181	206	62	165
7:00	265	233	109	72	206	270	248	244	91	200
8:00	389	437	204	130	397	389	406	404	167	336
9:00	385	373	289	258	357	340	343	360	274	335
10:00	366	374	394	282	394	323	346	361	338	354
11:00	368	366	408	346	352	400	369	371	377	373
12:00	378	380	376	302	395	400	340	379	339	367
13:00	362	374	289	328	347	349	352	357	309	343
14:00	450	436	321	280	420	433	436	435	301	397
15:00	472	420	252	226	436	414	441	437	239	380
16:00	400	394	248	249	402	412	392	400	249	357
17:00	377	413	241	162	391	382	408	394	202	339
18:00	246	267	182	100	181	177	214	217	141	195
19:00	153	148	111	81	124	97	135	131	96	121
20:00	101	134	87	55	60	95	84	95	71	88
21:00	85	119	74	48	63	53	55	75	61	71
22:00	45	60	79	28	39	34	35	43	54	46
23:00	21	29	27	17	14	20	22	21	22	21
Total	**5277**	**5384**	**3877**	**3091**	**4964**	**4985**	**4997**	**5121**	**3484**	**4654**

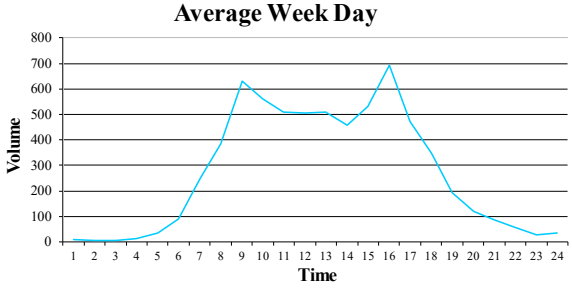


Summary

	from	to	
AM Peak	8:00 AM	9:00 AM	**437**
PM Peak	3:00 PM	4:00 PM	**472**
		Week Day Average	**5121**
		Weekend Day Average	**3484**
		7 Day Average	**4654**

Site 3 WINGHAM RD S OF BUSHLAND DR [60] **Southbound**

Day	Thu	Fri	Sat	Sun	Mon	Tue	Wed	W/Day	W/End	7 Day
Time	27/06/24	28/06/2024	29/06/2024	30/06/2024	1/07/2024	2/07/2024	3/07/2024	Ave.	Ave.	Ave
0:00	8	7	10	14	7	8	13	9	12	10
1:00	7	8	7	10	5	5	10	7	9	7
2:00	10	4	7	8	7	7	7	7	8	7
3:00	12	17	8	13	14	13	16	14	11	13
4:00	30	32	19	15	36	37	29	33	17	28
5:00	94	93	55	22	87	88	91	91	39	76
6:00	259	257	90	66	233	251	231	246	78	198
7:00	391	403	187	88	388	378	363	385	138	314
8:00	688	594	342	182	630	642	596	630	262	525
9:00	578	575	411	361	531	561	558	561	386	511
10:00	503	513	509	365	508	486	538	510	437	489
11:00	519	571	538	500	503	475	451	504	519	508
12:00	538	533	495	388	494	490	483	508	442	489
13:00	470	522	396	376	435	461	404	458	386	438
14:00	510	624	328	350	509	525	491	532	339	477
15:00	719	709	307	255	673	678	685	693	281	575
16:00	532	449	284	228	454	448	472	471	256	410
17:00	388	390	287	160	334	317	316	349	224	313
18:00	202	252	159	90	158	158	188	192	125	172
19:00	143	138	89	64	110	100	103	119	77	107
20:00	83	117	90	66	78	72	75	85	78	83
21:00	53	86	47	43	37	55	46	55	45	52
22:00	23	50	45	14	20	27	20	28	30	28
23:00	36	33	30	22	33	39	27	34	26	31
Total	**6796**	**6977**	**4740**	**3700**	**6284**	**6321**	**6213**	**6518**	**4220**	**5862**

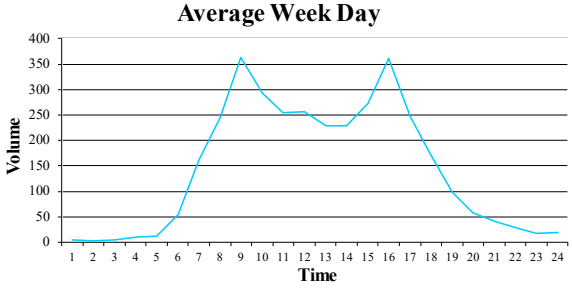


Summary

	from	to	
AM Peak	8:00 AM	9:00 AM	**688**
PM Peak	3:00 PM	4:00 PM	**719**
		Week Day Average	**6518**
		Weekend Day Average	**4220**
		7 Day Average	**5862**

Site 2 BUSHLAND DR W OF GREY GUM RD [60] **Eastbound**

Day	Thu	Fri	Sat	Sun	Mon	Tue	Wed	W/Day	W/End	7 Day
Time	27/06/24	28/06/2024	29/06/2024	30/06/2024	1/07/2024	2/07/2024	3/07/2024	Ave.	Ave.	Ave
0:00	5	8	7	10	2	6	4	5	9	6
1:00	1	3	4	6	2	4	4	3	5	3
2:00	4	4	4	6	2	3	6	4	5	4
3:00	14	10	3	3	8	10	10	10	3	8
4:00	13	11	3	2	11	14	14	13	3	10
5:00	69	61	27	9	47	48	47	54	18	44
6:00	168	156	34	29	174	150	157	161	32	124
7:00	242	237	77	49	237	271	238	245	63	193
8:00	411	371	189	84	348	336	350	363	137	298
9:00	298	306	217	127	296	324	245	294	172	259
10:00	261	272	254	173	244	243	252	254	214	243
11:00	259	270	279	209	265	272	215	256	244	253
12:00	222	272	210	202	201	242	208	229	206	222
13:00	235	244	189	162	196	243	228	229	176	214
14:00	285	335	177	171	257	221	264	272	174	244
15:00	374	373	175	103	339	378	346	362	139	298
16:00	260	270	125	117	223	250	235	248	121	211
17:00	211	192	127	82	164	159	136	172	105	153
18:00	92	127	110	49	88	104	83	99	80	93
19:00	63	72	70	41	60	49	48	58	56	58
20:00	48	43	41	30	26	45	43	41	36	39
21:00	38	32	53	26	25	20	29	29	40	32
22:00	14	26	24	10	13	15	21	18	17	18
23:00	14	21	18	13	25	17	22	20	16	19
Total	**3601**	**3716**	**2417**	**1713**	**3253**	**3424**	**3205**	**3440**	**2065**	**3047**

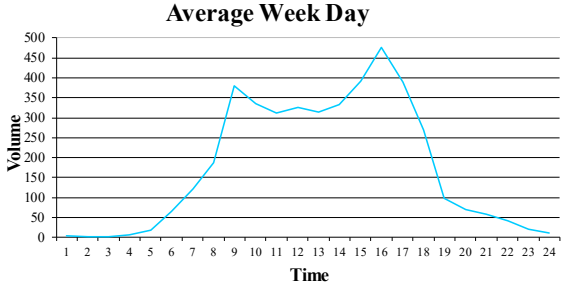


Summary

	from	to	
AM Peak	8:00 AM	9:00 AM	**411**
PM Peak	3:00 PM	4:00 PM	**378**
		Week Day Average	**3440**
		Weekend Day Average	**2065**
		7 Day Average	**3047**

Site 2 BUSHLAND DR W OF GREY GUM RD [60] **Westbound**

Day	*Thu*	*Fri*	*Sat*	*Sun*	*Mon*	*Tue*	*Wed*	*W/Day*	*W/End*	*7 Day*
Time	27/06/24	28/06/2024	29/06/2024	30/06/2024	1/07/2024	2/07/2024	3/07/2024	*Ave.*	*Ave.*	*Ave*
0:00	10	3	7	9	5	2	5	5	8	6
1:00	2	2	3	3	1	1	2	2	3	2
2:00	3	0	2	8	3	1	4	2	5	3
3:00	10	5	3	6	2	7	8	6	5	6
4:00	23	21	10	4	18	20	13	19	7	16
5:00	72	53	17	9	61	65	70	64	13	50
6:00	117	120	27	29	128	125	119	122	28	95
7:00	196	185	77	41	194	189	172	187	59	151
8:00	385	409	157	72	370	374	359	379	115	304
9:00	344	360	223	151	337	332	299	334	187	292
10:00	322	327	313	189	321	292	299	312	251	295
11:00	327	348	353	247	321	341	293	326	300	319
12:00	299	356	326	206	321	317	283	315	266	301
13:00	343	382	230	220	321	322	297	333	225	302
14:00	433	395	246	204	337	403	386	391	225	343
15:00	513	487	196	158	460	457	463	476	177	391
16:00	426	441	149	147	335	387	363	390	148	321
17:00	302	265	123	77	259	282	239	269	100	221
18:00	112	107	72	48	96	79	101	99	60	88
19:00	96	82	73	41	73	55	48	71	57	67
20:00	60	93	62	24	44	45	50	58	43	54
21:00	39	55	26	32	30	51	35	42	29	38
22:00	23	31	49	14	14	13	24	21	32	24
23:00	16	6	11	5	11	11	14	12	8	11
Total	**4473**	**4533**	**2755**	**1944**	**4062**	**4171**	**3946**	**4237**	**2350**	**3698**

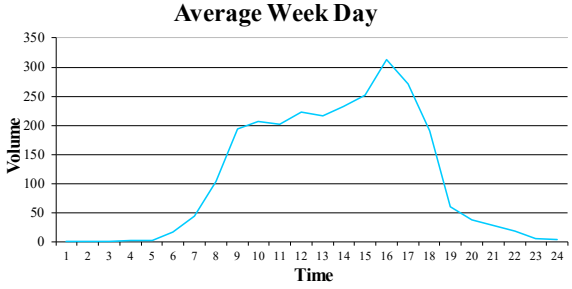


Summary

	from	to	
AM Peak	8:00 AM	9:00 AM	**409**
PM Peak	3:00 PM	4:00 PM	**513**
		Week Day Average	**4237**
		Weekend Day Average	**2350**
		7 Day Average	**3698**

Site 1 GREY GUM RD S OF BUTEA DR [60] **Northbound**

Day	Thu	Fri	Sat	Sun	Mon	Tue	Wed	W/Day	W/End	7 Day
Time	27/06/24	28/06/2024	29/06/2024	30/06/2024	1/07/2024	2/07/2024	3/07/2024	Ave.	Ave.	Ave
0:00	2	0	1	3	2	1	1	1	2	1
1:00	0	0	1	1	1	1	1	1	1	1
2:00	0	0	1	1	0	0	2	0	1	1
3:00	3	1	1	1	0	2	2	2	1	1
4:00	1	1	2	1	3	2	1	2	2	2
5:00	20	10	4	1	15	17	20	16	3	12
6:00	44	42	9	7	48	47	37	44	8	33
7:00	103	106	25	14	98	106	103	103	20	79
8:00	187	218	80	39	190	179	193	193	60	155
9:00	230	207	141	73	207	208	184	207	107	179
10:00	211	201	185	114	202	195	197	201	150	186
11:00	224	223	187	140	198	257	212	223	164	206
12:00	209	238	210	142	214	219	202	216	176	205
13:00	233	255	136	145	213	232	230	233	141	206
14:00	284	265	131	98	222	242	248	252	115	213
15:00	345	304	101	81	301	305	312	313	91	250
16:00	277	302	83	85	236	272	267	271	84	217
17:00	213	177	62	46	188	196	180	191	54	152
18:00	73	61	45	27	57	55	56	60	36	53
19:00	40	46	31	17	49	29	24	38	24	34
20:00	27	60	28	24	17	22	18	29	26	28
21:00	16	20	7	16	16	17	22	18	12	16
22:00	2	11	22	4	4	7	6	6	13	8
23:00	4	2	3	2	3	6	4	4	3	3
Total	**2748**	**2750**	**1496**	**1082**	**2484**	**2617**	**2522**	**2624**	**1289**	**2243**

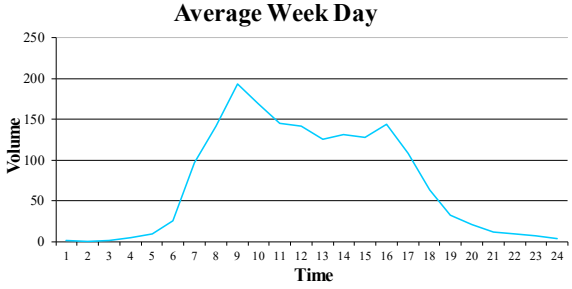


Summary

	from	to	
AM Peak	11:00 AM	12:00 PM	**257**
PM Peak	3:00 PM	4:00 PM	**345**
		Week Day Average	**2624**
		Weekend Day Average	**1289**
		7 Day Average	**2243**

Site 1 GREY GUM RD S OF BUTEA DR [60] **Southbound**

Day	Thu	Fri	Sat	Sun	Mon	Tue	Wed	W/Day	W/End	7 Day
Time	27/06/24	28/06/2024	29/06/2024	30/06/2024	1/07/2024	2/07/2024	3/07/2024	Ave.	Ave.	Ave
0:00	3	3	3	1	0	1	3	2	2	2
1:00	0	2	0	1	1	1	0	1	1	1
2:00	1	2	3	1	0	2	2	1	2	2
3:00	6	7	1	3	3	4	4	5	2	4
4:00	10	8	3	1	9	10	9	9	2	7
5:00	25	31	11	3	23	25	22	25	7	20
6:00	101	87	12	10	96	101	103	98	11	73
7:00	148	126	36	17	155	152	131	142	27	109
8:00	210	193	86	38	184	188	191	193	62	156
9:00	177	171	120	74	184	178	137	169	97	149
10:00	145	157	108	75	140	138	147	145	92	130
11:00	146	143	118	72	140	155	124	142	95	128
12:00	115	155	76	86	106	131	120	125	81	113
13:00	137	138	71	61	116	129	138	132	66	113
14:00	122	146	72	54	120	113	142	129	63	110
15:00	145	154	49	43	150	136	134	144	46	116
16:00	119	128	43	39	96	99	102	109	41	89
17:00	68	74	35	25	63	59	55	64	30	54
18:00	24	45	34	24	32	40	25	33	29	32
19:00	18	18	26	19	32	13	26	21	23	22
20:00	14	12	17	8	10	13	12	12	13	12
21:00	11	8	14	11	10	8	9	9	13	10
22:00	2	9	7	4	7	6	10	7	6	6
23:00	2	2	5	4	5	5	4	4	5	4
Total	**1749**	**1819**	**950**	**674**	**1682**	**1707**	**1650**	**1721**	**812**	**1462**

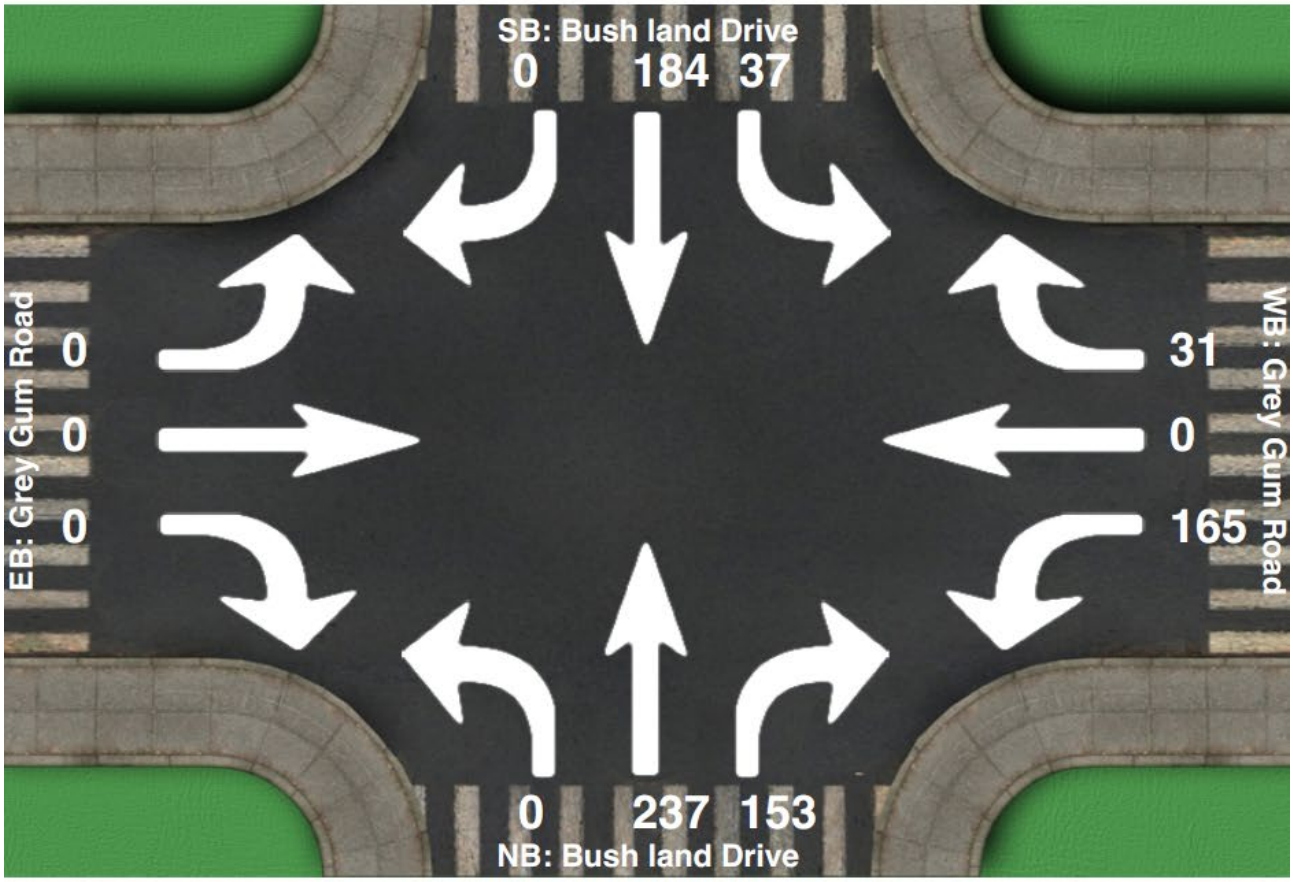


Summary

	from	to	
AM Peak	8:00 AM	9:00 AM	**210**
PM Peak	12:00 PM	1:00 PM	**155**
		Week Day Average	**1721**
		Weekend Day Average	**812**
		7 Day Average	**1462**

Intersection Peak Hour

Location: Bush land Drive at Grey Gum Road, Taree
GPS Coordinates: Lat=-31.898396, Lon=152.421799
Date: 2024-12-12
Day of week: Thursday
Weather: Fine
Analyst: Mick



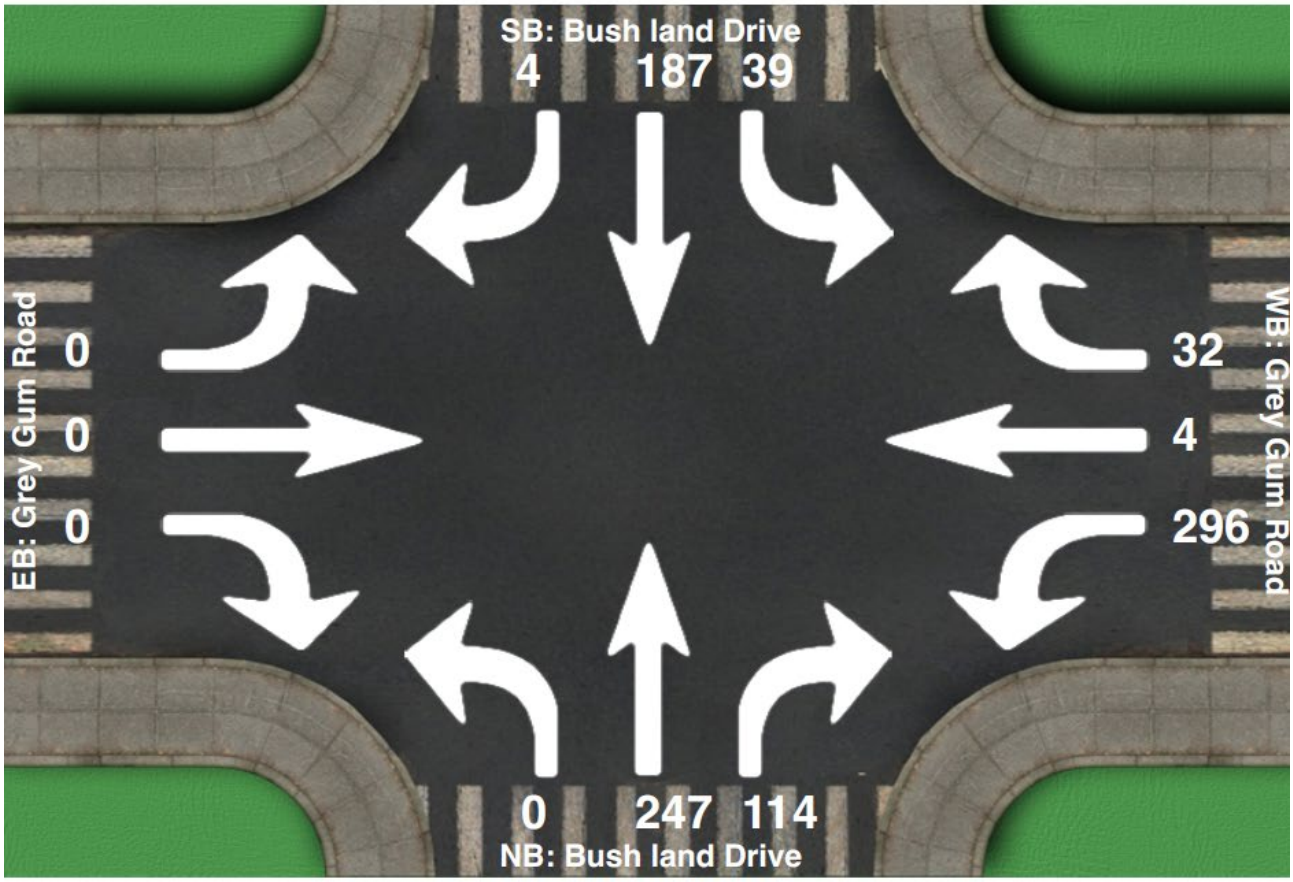
Intersection Peak Hour

08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	37	184	0	165	0	31	0	237	153	0	0	0	807
Factor	0.77	0.79	0.00	0.81	0.00	0.78	0.00	0.80	0.80	0.00	0.00	0.00	0.84
Approach Factor	0.79			0.86			0.87			0.00			

Intersection Peak Hour

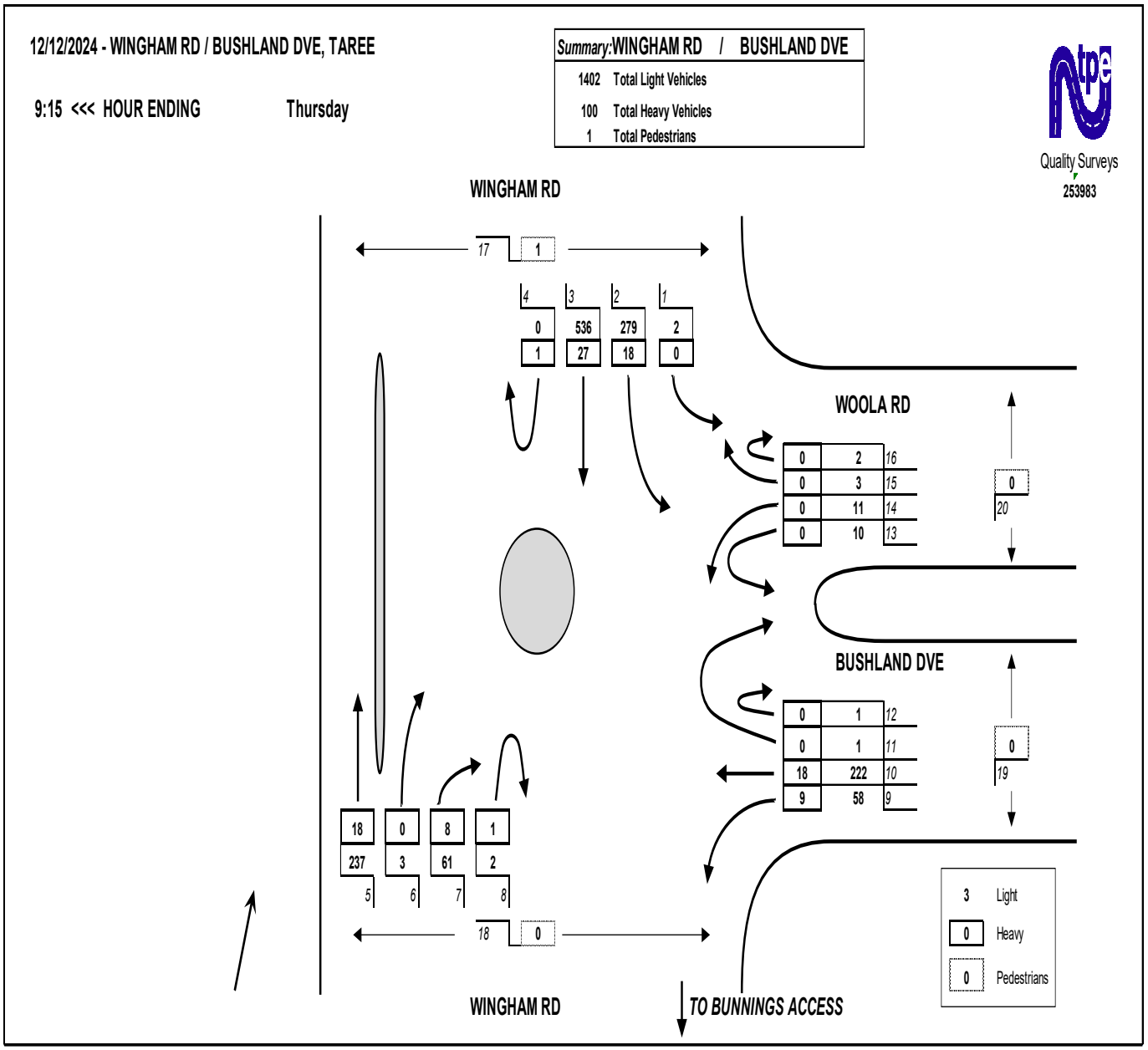
Location: Bush land Drive at Grey Gum Road, Taree
GPS Coordinates: Lat=-31.898396, Lon=152.421799
Date: 2024-12-11
Day of week: Wednesday
Weather: Hot And Sunny
Analyst: Mick

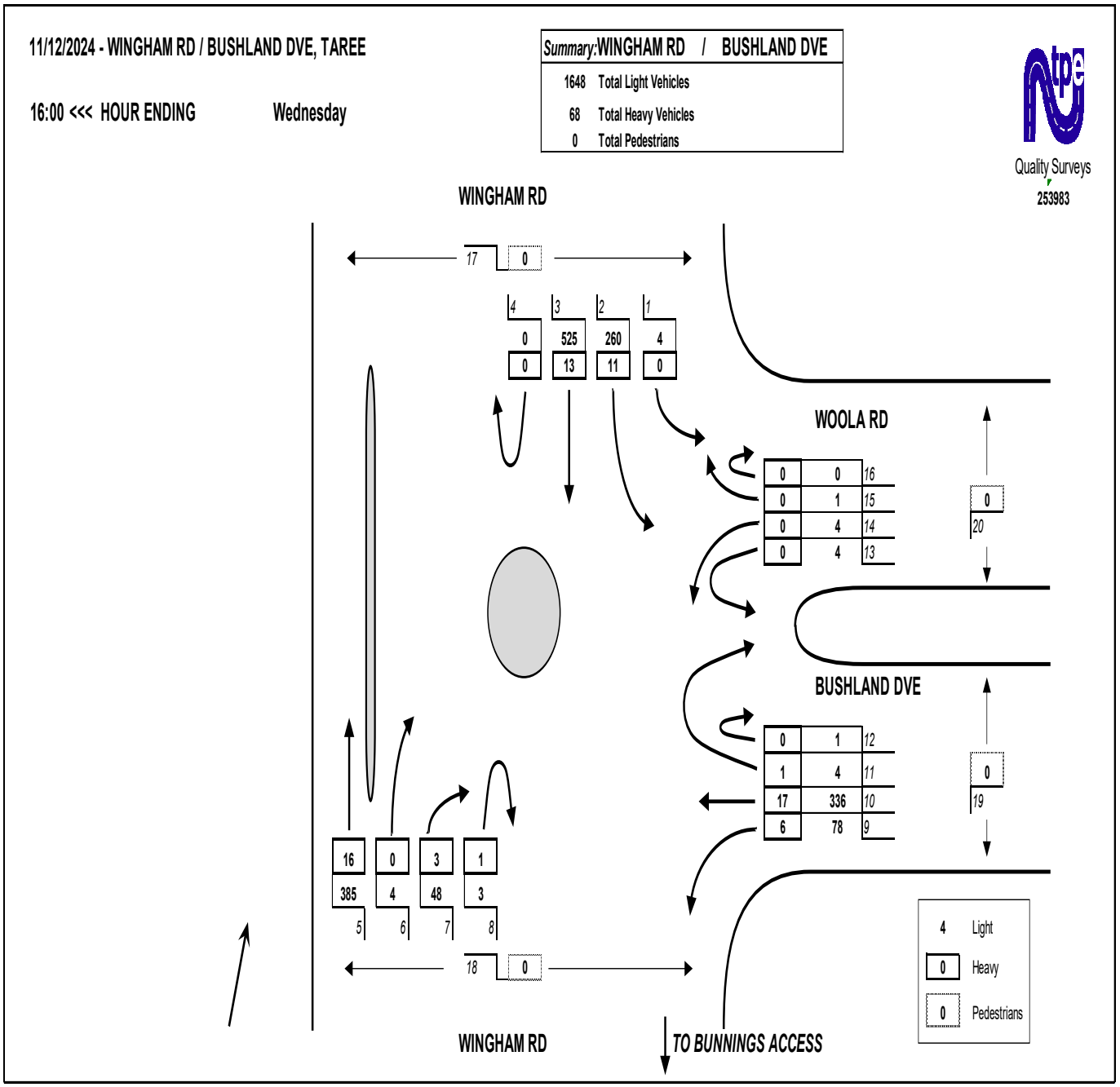


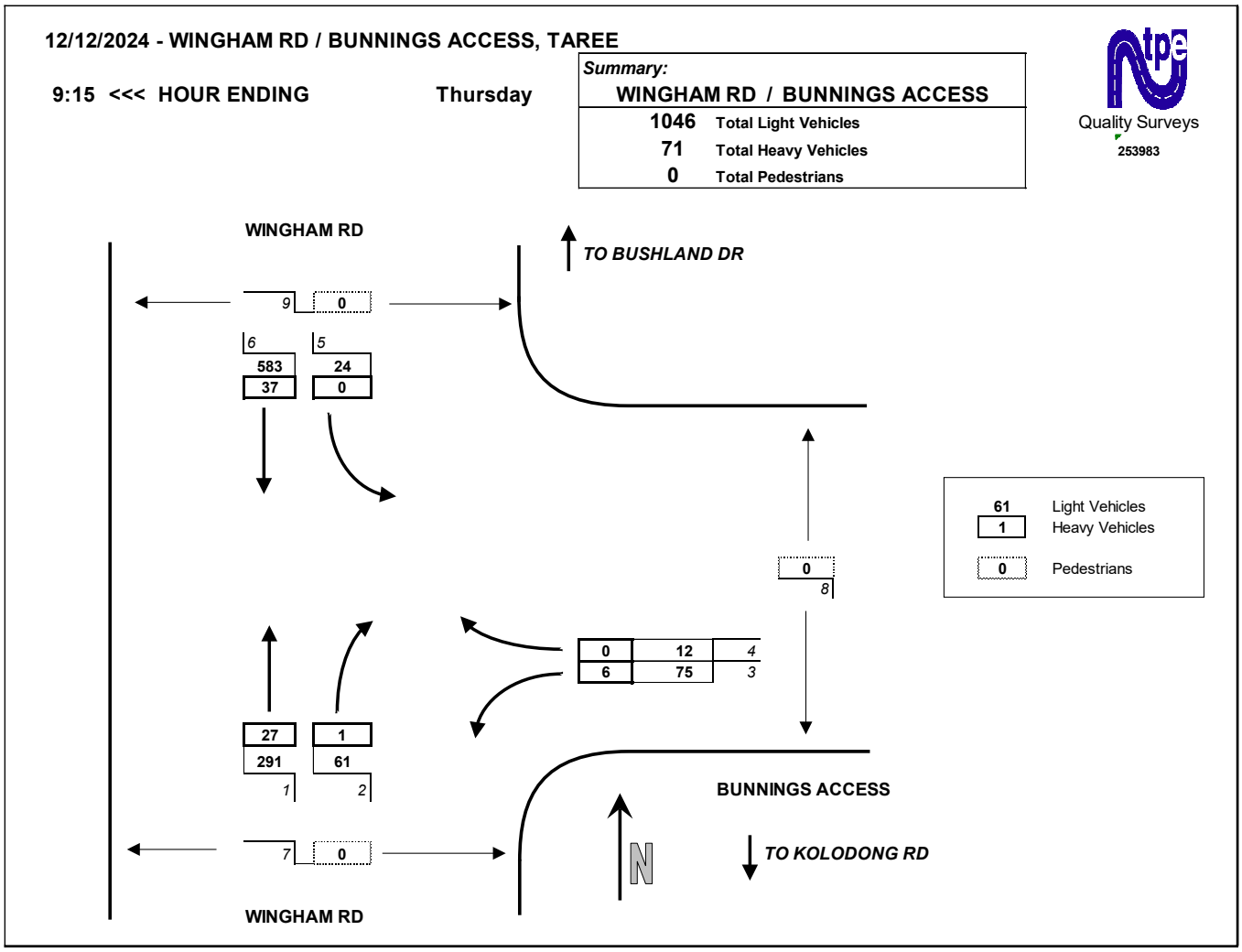
Intersection Peak Hour

15:00 - 16:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	39	187	4	296	4	32	0	247	114	0	0	0	923
Factor	0.75	0.87	0.50	0.78	0.50	0.80	0.00	0.86	0.95	0.00	0.00	0.00	0.89
Approach Factor	0.85			0.78			0.89			0.00			


12/12/2024 - WINGHAM RD / BUSHLAND DVE, TAREE
9:15 <<< HOUR ENDING
Thursday
Summary: WINGHAM RD / BUSHLAND DVE
1402 Total Light Vehicles
100 Total Heavy Vehicles
1 Total Pedestrians
Quality Surveys
253983
WINGHAM RD
WOOLA RD
BUSHLAND DVE
WINGHAM RD
TO BUNNINGS ACCESS
3 Light
0 Heavy
0 Pedestrians


11/12/2024 - WINGHAM RD / BUSHLAND DVE, TAREE
16:00 <<< HOUR ENDING
Wednesday
Summary: WINGHAM RD / BUSHLAND DVE
1648 Total Light Vehicles
68 Total Heavy Vehicles
0 Total Pedestrians
Quality Surveys
253983
WINGHAM RD
WOOLA RD
BUSHLAND DVE
WINGHAM RD
TO BUNNINGS ACCESS
4 Light
0 Heavy
0 Pedestrians

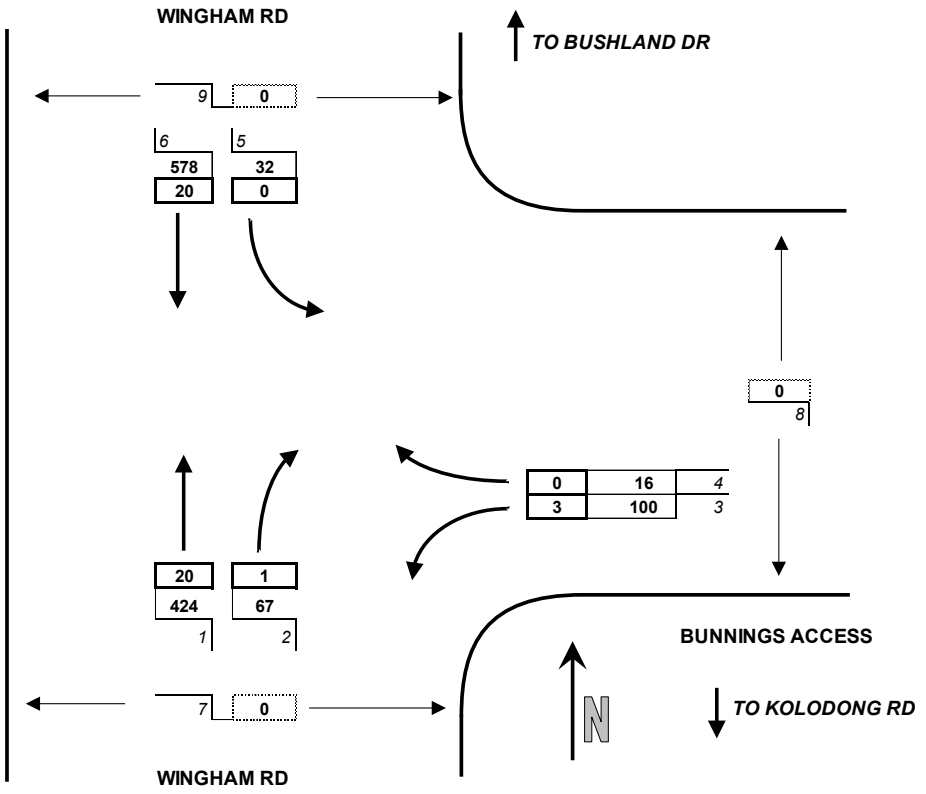

12/12/2024 - WINGHAM RD / BUNNINGS ACCESS, TAREE
9:15 <<< HOUR ENDING
Thursday
Summary:
WINGHAM RD / BUNNINGS ACCESS
1046 Total Light Vehicles
71 Total Heavy Vehicles
0 Total Pedestrians
Quality Surveys
253983
WINGHAM RD
TO BUSHLAND DR
9
0
6
583
37
5
24
0
0
8
0
12
4
6
75
3
27
291
1
1
61
2
BUNNINGS ACCESS
TO KOLODONG RD
N
7
0
WINGHAM RD
61 Light Vehicles
1 Heavy Vehicles
0 Pedestrians

11/12/2024 - WINGHAM RD / BUNNINGS ACCESS, TAREE

16:00 <<< HOUR ENDING **Wednesday**

Quality Surveys
253983

Summary: WINGHAM RD / BUNNINGS ACCESS	
1217	Total Light Vehicles
44	Total Heavy Vehicles
0	Total Pedestrians

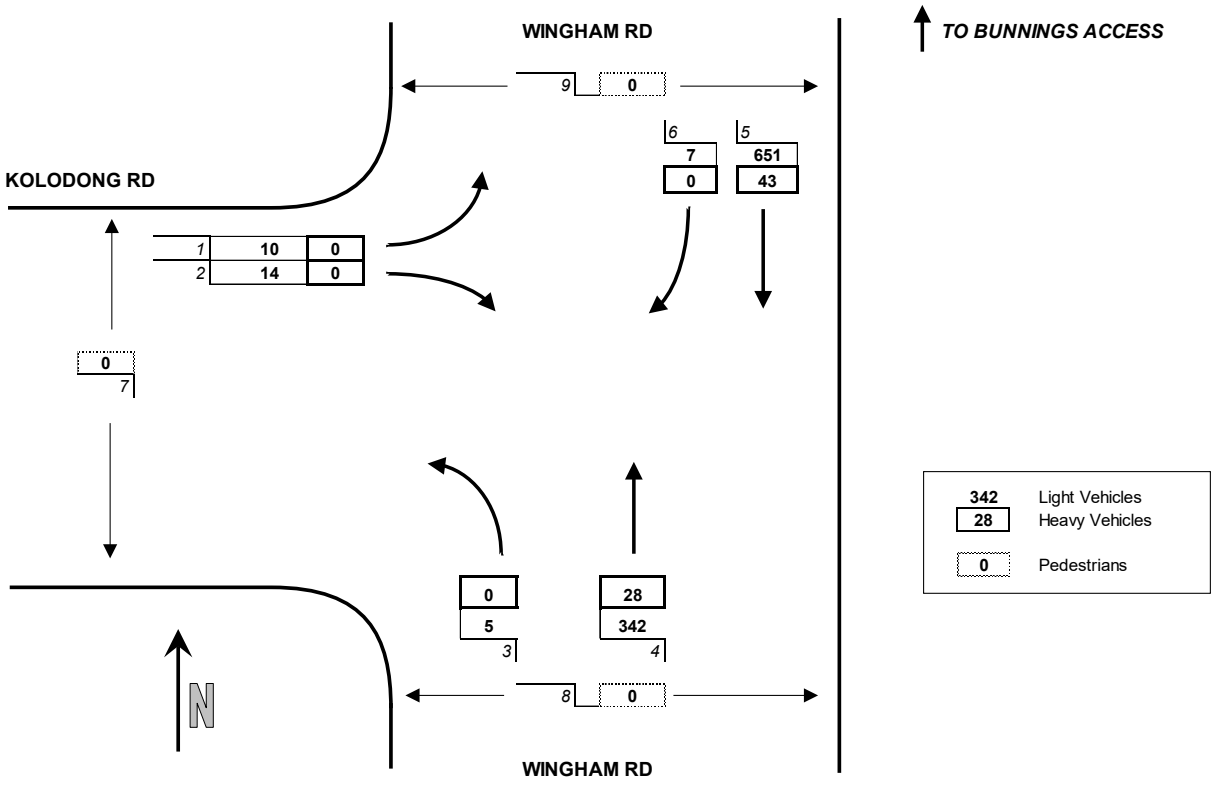


12/12/2024 - WINGHAM RD / KOLODONG RD, TAREE

9:15 <<< HOUR ENDING **Thursday**

Summary:	WINGHAM RD / KOLODONG RD
1029	Total Light Vehicles
71	Total Heavy Vehicles
0	Total Pedestrians

Quality Surveys
253983

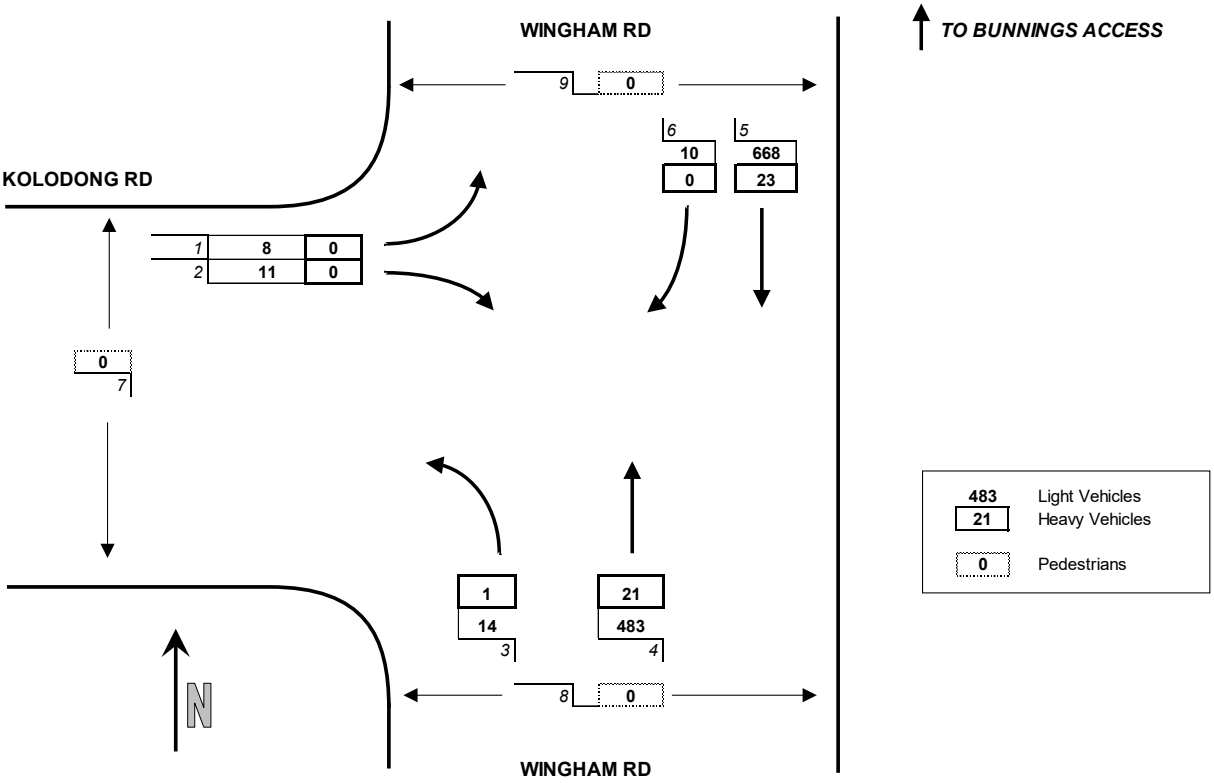


11/12/2024 - WINGHAM RD / KOLODONG RD, TAREE

16:00 <<< HOUR ENDING **Wednesday**

Summary:	WINGHAM RD / KOLODONG RD
1194	Total Light Vehicles
45	Total Heavy Vehicles
0	Total Pedestrians

Quality Surveys
253983



ATTACHMENT C
SIDRA SUMMARY TABLES

MOVEMENT SUMMARY

Site: 101 [Wingham_Bushland 2025AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025AM + development (Network Folder: General)]

Wingham Road / Bushland Drive roundabout
2024 counts
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: RoadName															
2	T1	All MCs	268	7.1	268	7.1	0.139	5.4	LOS A	0.0	0.0	0.00	0.43	0.00	52.8
3a	R1	All MCs	3	0.0	3	0.0	0.118	9.1	LOS A	0.3	2.2	0.57	0.66	0.57	42.2
3b	R3	All MCs	121	7.8	121	7.8	0.118	11.2	LOS A	0.3	2.2	0.57	0.66	0.57	34.8
3u	U	All MCs	3	33.3	3	33.3	0.118	12.9	LOS A	0.3	2.2	0.57	0.66	0.57	34.8
Approach			396	7.4	396	7.4	0.139	7.3	LOS A	0.3	2.2	0.18	0.51	0.18	49.1
SouthEast: Bushland Drive															
21b	L3	All MCs	103	10.2	103	10.2	0.173	9.8	LOS A	0.4	2.9	0.70	0.73	0.70	45.5
23a	R1	All MCs	382	6.1	382	6.1	0.402	11.3	LOS A	1.2	8.6	0.77	0.72	0.77	48.9
23	R2	All MCs	1	0.0	1	0.0	0.402	12.0	LOS A	1.2	8.6	0.77	0.72	0.77	45.9
23u	U	All MCs	1	0.0	1	0.0	0.402	13.9	LOS A	1.2	8.6	0.77	0.72	0.77	44.4
Approach			487	6.9	487	6.9	0.402	11.0	LOS A	1.2	8.6	0.76	0.72	0.76	48.5
NorthEast: Woola Road															
24	L2	All MCs	11	0.0	11	0.0	0.049	7.2	LOS A	0.1	0.5	0.64	0.78	0.64	41.2
24a	L1	All MCs	12	0.0	12	0.0	0.049	6.8	LOS A	0.1	0.5	0.64	0.78	0.64	41.2
26b	R3	All MCs	3	0.0	3	0.0	0.049	12.1	LOS A	0.1	0.5	0.64	0.78	0.64	47.1
26u	U	All MCs	2	0.0	2	0.0	0.049	12.9	LOS A	0.1	0.5	0.64	0.78	0.64	44.1
Approach			27	0.0	27	0.0	0.049	8.0	LOS A	0.1	0.5	0.64	0.78	0.64	42.6
North: Wingham Road															
7b	L3	All MCs	2	0.0	2	0.0	0.426	5.4	LOS A	1.1	8.2	0.39	0.48	0.39	49.2
7a	L1	All MCs	505	5.0	505	5.0	0.426	4.8	LOS A	1.1	8.2	0.39	0.48	0.39	50.6
8	T1	All MCs	593	4.8	593	4.8	0.459	5.1	LOS A	1.3	9.3	0.40	0.47	0.40	49.7
9u	U	All MCs	1	0.0	1	0.0	0.459	11.1	LOS A	1.3	9.3	0.40	0.47	0.40	52.3
Approach			1101	4.9	1101	4.9	0.459	4.9	LOS A	1.3	9.3	0.39	0.47	0.39	50.1
All Vehicles			2012	5.8	2012	5.8	0.459	6.9	LOS A	1.3	9.3	0.44	0.54	0.44	49.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Wingham_Bushland 2025PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025PM + development (Network Folder: General)]

Wingham Road / Bushland Drive roundabout
2024 counts
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: RoadName															
2	T1	All MCs	422	4.0	422	4.0	0.214	6.4	LOS A	0.0	0.0	0.00	0.43	0.00	52.9
3a	R1	All MCs	4	0.0	4	0.0	0.104	10.1	LOS A	0.3	2.1	0.70	0.70	0.70	41.9
3b	R3	All MCs	86	4.9	86	4.9	0.104	12.1	LOS A	0.3	2.1	0.70	0.70	0.70	34.1
3u	U	All MCs	4	25.0	4	25.0	0.104	13.8	LOS A	0.3	2.1	0.70	0.70	0.70	34.1
Approach			517	4.3	517	4.3	0.214	7.5	LOS A	0.3	2.1	0.13	0.48	0.13	50.8
SouthEast: Bushland Drive															
21b	L3	All MCs	137	5.4	137	5.4	0.217	9.5	LOS A	0.5	3.5	0.69	0.72	0.69	45.9
23a	R1	All MCs	567	4.3	567	4.3	0.567	12.7	LOS A	2.1	15.6	0.82	0.79	0.95	48.1
23	R2	All MCs	5	20.0	5	20.0	0.567	14.3	LOS A	2.1	15.6	0.82	0.79	0.95	44.9
23u	U	All MCs	1	0.0	1	0.0	0.567	15.3	LOS B	2.1	15.6	0.82	0.79	0.95	43.1
Approach			711	4.6	711	4.6	0.567	12.1	LOS A	2.1	15.6	0.80	0.77	0.90	47.8
NorthEast: Woola Road															
24	L2	All MCs	4	0.0	4	0.0	0.017	6.6	LOS A	0.0	0.2	0.59	0.69	0.59	41.7
24a	L1	All MCs	4	0.0	4	0.0	0.017	6.2	LOS A	0.0	0.2	0.59	0.69	0.59	41.7
26b	R3	All MCs	1	0.0	1	0.0	0.017	11.5	LOS A	0.0	0.2	0.59	0.69	0.59	47.4
26u	U	All MCs	1	0.0	1	0.0	0.017	12.3	LOS A	0.0	0.2	0.59	0.69	0.59	44.4
Approach			11	0.0	11	0.0	0.017	7.5	LOS A	0.0	0.2	0.59	0.69	0.59	43.0
North: Wingham Road															
7b	L3	All MCs	4	0.0	4	0.0	0.351	5.2	LOS A	0.9	6.3	0.33	0.46	0.33	49.4
7a	L1	All MCs	416	3.8	416	3.8	0.351	4.5	LOS A	0.9	6.3	0.33	0.46	0.33	51.0
8	T1	All MCs	566	2.4	566	2.4	0.419	4.8	LOS A	1.2	8.3	0.34	0.44	0.34	50.1
9u	U	All MCs	1	0.0	1	0.0	0.419	10.9	LOS A	1.2	8.3	0.34	0.44	0.34	52.5
Approach			987	3.0	987	3.0	0.419	4.7	LOS A	1.2	8.3	0.33	0.45	0.33	50.5
All Vehicles			2225	3.8	2225	3.8	0.567	7.7	LOS A	2.1	15.6	0.44	0.56	0.47	49.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Wingham_Bushland 2035AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035AM + development (Network Folder: General)]

Wingham Road / Bushland Drive roundabout
2024 counts
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: RoadName															
2	T1	All MCs	327	7.1	327	7.1	0.169	5.7	LOS A	0.0	0.0	0.00	0.43	0.00	52.8
3a	R1	All MCs	4	0.0	4	0.0	0.144	9.4	LOS A	0.4	2.9	0.64	0.68	0.64	42.0
3b	R3	All MCs	137	8.5	137	8.5	0.144	11.6	LOS A	0.4	2.9	0.64	0.68	0.64	34.5
3u	U	All MCs	3	33.3	3	33.3	0.144	13.3	LOS A	0.4	2.9	0.64	0.68	0.64	34.5
Approach			472	7.6	472	7.6	0.169	7.5	LOS A	0.4	2.9	0.20	0.51	0.20	49.2
SouthEast: Bushland Drive															
21b	L3	All MCs	119	10.6	119	10.6	0.231	11.4	LOS A	0.5	4.1	0.79	0.77	0.79	43.8
23a	R1	All MCs	438	6.3	438	6.3	0.533	14.5	LOS B	2.0	14.9	0.91	0.83	1.08	46.9
23	R2	All MCs	1	0.0	1	0.0	0.533	15.2	LOS B	2.0	14.9	0.91	0.83	1.08	44.2
23u	U	All MCs	1	0.0	1	0.0	0.533	17.1	LOS B	2.0	14.9	0.91	0.83	1.08	41.4
Approach			559	7.2	559	7.2	0.533	13.9	LOS A	2.0	14.9	0.89	0.82	1.01	46.5
NorthEast: Woola Road															
24	L2	All MCs	13	0.0	13	0.0	0.067	7.9	LOS A	0.1	0.7	0.69	0.83	0.69	40.6
24a	L1	All MCs	14	0.0	14	0.0	0.067	7.6	LOS A	0.1	0.7	0.69	0.83	0.69	40.6
26b	R3	All MCs	4	0.0	4	0.0	0.067	12.8	LOS A	0.1	0.7	0.69	0.83	0.69	46.6
26u	U	All MCs	2	0.0	2	0.0	0.067	13.7	LOS A	0.1	0.7	0.69	0.83	0.69	43.7
Approach			33	0.0	33	0.0	0.067	8.8	LOS A	0.1	0.7	0.69	0.83	0.69	42.0
North: Wingham Road															
7b	L3	All MCs	2	0.0	2	0.0	0.500	5.6	LOS A	1.4	10.6	0.46	0.49	0.46	49.0
7a	L1	All MCs	574	5.1	574	5.1	0.500	5.0	LOS A	1.4	10.6	0.46	0.49	0.46	50.1
8	T1	All MCs	722	4.8	722	4.8	0.567	5.3	LOS A	1.8	13.4	0.49	0.49	0.49	49.1
9u	U	All MCs	1	0.0	1	0.0	0.567	11.3	LOS A	1.8	13.4	0.49	0.49	0.49	51.9
Approach			1299	4.9	1299	4.9	0.567	5.2	LOS A	1.8	13.4	0.48	0.49	0.48	49.5
All Vehicles			2362	5.9	2362	5.9	0.567	7.7	LOS A	2.0	14.9	0.52	0.58	0.55	48.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Wingham_Bushland 2035PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035PM + development (Network Folder: General)]

Wingham Road / Bushland Drive roundabout
2024 counts
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: RoadName															
2	T1	All MCs	515	4.1	515	4.1	0.261	7.3	LOS A	0.0	0.0	0.00	0.43	0.00	52.9
3a	R1	All MCs	5	0.0	5	0.0	0.138	10.7	LOS A	0.4	3.0	0.80	0.72	0.80	41.6
3b	R3	All MCs	99	5.3	99	5.3	0.138	12.7	LOS A	0.4	3.0	0.80	0.72	0.80	33.7
3u	U	All MCs	5	20.0	5	20.0	0.138	14.3	LOS A	0.4	3.0	0.80	0.72	0.80	33.7
Approach			624	4.4	624	4.4	0.261	8.3	LOS A	0.4	3.0	0.14	0.48	0.14	50.8
SouthEast: Bushland Drive															
21b	L3	All MCs	159	7.3	159	7.3	0.289	11.1	LOS A	0.7	5.1	0.78	0.77	0.78	44.2
23a	R1	All MCs	649	4.4	649	4.4	0.737	18.8	LOS B	4.1	30.1	0.99	1.00	1.48	44.5
23	R2	All MCs	6	16.7	6	16.7	0.737	20.5	LOS B	4.1	30.1	0.99	1.00	1.48	41.8
23u	U	All MCs	1	0.0	1	0.0	0.737	21.5	LOS B	4.1	30.1	0.99	1.00	1.48	37.8
Approach			816	5.0	816	5.0	0.737	17.3	LOS B	4.1	30.1	0.95	0.96	1.35	44.5
NorthEast: Woola Road															
24	L2	All MCs	5	0.0	5	0.0	0.023	7.3	LOS A	0.0	0.3	0.65	0.74	0.65	41.2
24a	L1	All MCs	5	0.0	5	0.0	0.023	7.0	LOS A	0.0	0.3	0.65	0.74	0.65	41.2
26b	R3	All MCs	1	0.0	1	0.0	0.023	12.2	LOS A	0.0	0.3	0.65	0.74	0.65	47.0
26u	U	All MCs	1	0.0	1	0.0	0.023	13.1	LOS A	0.0	0.3	0.65	0.74	0.65	44.1
Approach			13	0.0	13	0.0	0.023	8.1	LOS A	0.0	0.3	0.65	0.74	0.65	42.3
North: Wingham Road															
7b	L3	All MCs	5	0.0	5	0.0	0.416	5.3	LOS A	1.1	8.1	0.39	0.47	0.39	49.2
7a	L1	All MCs	478	3.7	478	3.7	0.416	4.7	LOS A	1.1	8.1	0.39	0.47	0.39	50.6
8	T1	All MCs	691	2.4	691	2.4	0.518	5.0	LOS A	1.7	11.8	0.42	0.46	0.42	49.5
9u	U	All MCs	1	0.0	1	0.0	0.518	11.0	LOS A	1.7	11.8	0.42	0.46	0.42	52.2
Approach			1175	3.0	1175	3.0	0.518	4.9	LOS A	1.7	11.8	0.41	0.46	0.41	50.0
All Vehicles			2627	3.9	2627	3.9	0.737	9.6	LOS A	4.1	30.1	0.51	0.62	0.64	47.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Bushland_Grey Gum 2025AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025AM + development (Network Folder: General)]

Bushland Drive / Grey Gum Road Stop T-intersection
December 2024 counts
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Grey Gum Road															
1	L2	All MCs	192	3.0	192	3.0	0.172	8.7	LOS A	0.3	2.1	0.37	0.88	0.37	41.3
3	R2	All MCs	33	3.0	33	3.0	0.044	10.8	LOS A	0.1	0.5	0.60	0.91	0.60	45.7
Approach			224	3.0	224	3.0	0.172	9.0	LOS A	0.3	2.1	0.40	0.89	0.40	42.3
East: Bushland Drive															
4	L2	All MCs	39	3.0	39	3.0	0.145	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	56.6
5	T1	All MCs	236	3.0	236	3.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	58.4
Approach			275	3.0	275	3.0	0.145	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.0
West: Bushland Drive															
11	T1	All MCs	278	3.0	278	3.0	0.275	0.7	LOS A	0.5	3.7	0.33	0.36	0.33	54.9
12	R2	All MCs	173	3.0	173	3.0	0.275	6.7	LOS A	0.5	3.7	0.33	0.36	0.33	45.8
Approach			451	3.0	451	3.0	0.275	3.0	NA	0.5	3.7	0.33	0.36	0.33	51.0
All Vehicles			949	3.0	949	3.0	0.275	3.8	NA	0.5	3.7	0.25	0.41	0.25	50.3

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

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MOVEMENT SUMMARY

Site: 101 [Bushland_Grey Gum 2025PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025PM + development (Network Folder: General)]

Bushland Drive / Grey Gum Road Stop T-intersection
December 2024 counts
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Grey Gum Road															
1	L2	All MCs	323	3.0	323	3.0	0.289	8.8	LOS A	0.5	3.9	0.40	0.87	0.40	41.2
3	R2	All MCs	38	3.0	38	3.0	0.050	10.7	LOS A	0.1	0.6	0.60	0.91	0.60	45.8
Approach			361	3.0	361	3.0	0.289	9.0	LOS A	0.5	3.9	0.42	0.88	0.42	42.0
East: Bushland Drive															
4	L2	All MCs	41	3.0	41	3.0	0.143	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.6
5	T1	All MCs	229	3.0	229	3.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	58.3
Approach			271	3.0	271	3.0	0.143	0.9	NA	0.0	0.0	0.00	0.09	0.00	57.9
West: Bushland Drive															
11	T1	All MCs	303	3.0	303	3.0	0.262	0.6	LOS A	0.4	3.1	0.28	0.31	0.28	55.6
12	R2	All MCs	138	3.0	138	3.0	0.262	6.7	LOS A	0.4	3.1	0.28	0.31	0.28	46.4
Approach			441	3.0	441	3.0	0.262	2.5	NA	0.4	3.1	0.28	0.31	0.28	52.4
All Vehicles			1073	3.0	1073	3.0	0.289	4.3	NA	0.5	3.9	0.26	0.44	0.26	49.6

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:56 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Bushland_Grey Gum 2035AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035AM + development (Network Folder: General)]

Bushland Drive / Grey Gum Road Stop T-intersection
December 2024 counts
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Grey Gum Road															
1	L2	All MCs	229	3.0	229	3.0	0.217	9.0	LOS A	0.4	2.7	0.42	0.89	0.42	41.1
3	R2	All MCs	40	3.0	40	3.0	0.066	12.3	LOS A	0.1	0.7	0.65	0.96	0.65	45.0
Approach			269	3.0	269	3.0	0.217	9.5	LOS A	0.4	2.7	0.45	0.90	0.45	42.0
East: Bushland Drive															
4	L2	All MCs	47	3.0	47	3.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.6
5	T1	All MCs	278	3.0	278	3.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	58.4
Approach			325	3.0	325	3.0	0.171	0.9	NA	0.0	0.0	0.00	0.09	0.00	57.9
West: Bushland Drive															
11	T1	All MCs	333	3.0	333	3.0	0.339	1.0	LOS A	0.7	4.9	0.38	0.41	0.38	54.6
12	R2	All MCs	208	3.0	208	3.0	0.339	7.1	LOS A	0.7	4.9	0.38	0.41	0.38	45.6
Approach			541	3.0	541	3.0	0.339	3.3	NA	0.7	4.9	0.38	0.41	0.38	50.7
All Vehicles			1136	3.0	1136	3.0	0.339	4.1	NA	0.7	4.9	0.29	0.43	0.29	50.1

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:48 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Bushland_Grey Gum 2035PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035PM + development (Network Folder: General)]

Bushland Drive / Grey Gum Road Stop T-intersection
December 2024 counts
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Grey Gum Road															
1	L2	All MCs	392	3.0	392	3.0	0.368	9.4	LOS A	0.8	5.6	0.47	0.89	0.49	40.9
3	R2	All MCs	46	3.0	46	3.0	0.073	12.1	LOS A	0.1	0.8	0.64	0.96	0.64	45.1
Approach			438	3.0	438	3.0	0.368	9.7	LOS A	0.8	5.6	0.49	0.90	0.51	41.6
East: Bushland Drive															
4	L2	All MCs	51	3.0	51	3.0	0.170	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.5
5	T1	All MCs	273	3.0	273	3.0	0.170	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	58.3
Approach			323	3.0	323	3.0	0.170	0.9	NA	0.0	0.0	0.00	0.09	0.00	57.8
West: Bushland Drive															
11	T1	All MCs	360	3.0	360	3.0	0.319	0.8	LOS A	0.6	4.0	0.32	0.35	0.32	55.4
12	R2	All MCs	164	3.0	164	3.0	0.319	7.1	LOS A	0.6	4.0	0.32	0.35	0.32	46.2
Approach			524	3.0	524	3.0	0.319	2.8	NA	0.6	4.0	0.32	0.35	0.32	52.1
All Vehicles			1285	3.0	1285	3.0	0.368	4.6	NA	0.8	5.6	0.30	0.47	0.30	49.3

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:03:04 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 1 [Bunnings entrance Wingham Road 2025AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025AM + development (Network Folder: General)]

Three-way intersection with 5-lane major road (Stop control)
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Minor Road															
2	T1	All MCs	383	7.7	383	7.7	0.206	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
2	R2	All MCs	65	1.6	65	1.6	0.082	9.1	LOS A	0.1	0.9	0.60	0.78	0.60	36.6
Approach			448	6.8	448	6.8	0.206	1.3	NA	0.1	0.9	0.09	0.11	0.09	47.3
East: Major Road															
3	L2	All MCs	85	7.4	85	7.4	0.124	7.5	LOS A	0.2	1.3	0.59	0.77	0.59	34.5
6	R2	All MCs	13	0.0	13	0.0	0.030	12.7	LOS A	0.0	0.3	0.77	0.83	0.77	31.8
Approach			98	6.5	98	6.5	0.124	8.1	LOS A	0.2	1.3	0.61	0.78	0.61	34.1
North: RoadName															
7	L2	All MCs	25	0.0	25	0.0	0.016	5.8	LOS A	0.0	0.2	0.14	0.51	0.14	40.2
8	T1	All MCs	685	5.8	685	5.8	0.365	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			711	5.6	711	5.6	0.365	0.3	LOS A	0.0	0.2	0.01	0.02	0.01	56.9
All Vehicles			1257	6.1	1257	6.1	0.365	1.3	NA	0.2	1.3	0.08	0.11	0.08	48.9

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:40 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 1 [Bunnings entrance Wingham Road 2025PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025PM + development (Network Folder: General)]

Three-way intersection with 5-lane major road (Stop control)
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Minor Road															
2	T1	All MCs	500	4.4	500	4.4	0.264	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
2	R2	All MCs	72	1.5	72	1.5	0.087	8.9	LOS A	0.1	1.0	0.59	0.78	0.59	36.7
Approach			572	4.1	572	4.1	0.264	1.1	NA	0.1	1.0	0.07	0.10	0.07	48.3
East: Major Road															
3	L2	All MCs	108	2.9	108	2.9	0.145	7.1	LOS A	0.2	1.5	0.58	0.76	0.58	34.7
6	R2	All MCs	17	0.0	17	0.0	0.046	14.6	LOS B	0.1	0.5	0.80	0.89	0.80	30.9
Approach			125	2.5	125	2.5	0.145	8.1	LOS A	0.2	1.5	0.61	0.78	0.61	34.2
North: RoadName															
7	L2	All MCs	34	0.0	34	0.0	0.022	5.8	LOS A	0.0	0.2	0.15	0.51	0.15	40.1
8	T1	All MCs	678	3.3	678	3.3	0.355	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			712	3.1	712	3.1	0.355	0.3	LOS A	0.0	0.2	0.01	0.02	0.01	56.1
All Vehicles			1408	3.4	1408	3.4	0.355	1.3	NA	0.2	1.5	0.09	0.12	0.09	48.2

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:56 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 1 [Bunnings entrance Wingham Road 2035AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035AM + development (Network Folder: General)]

Three-way intersection with 5-lane major road (Stop control)
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Minor Road															
2	T1	All MCs	457	7.8	457	7.8	0.246	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
2	R2	All MCs	65	1.6	65	1.6	0.105	10.7	LOS A	0.2	1.1	0.67	0.86	0.67	35.7
Approach			522	7.1	522	7.1	0.246	1.4	NA	0.2	1.1	0.08	0.11	0.08	47.7
East: Major Road															
3	L2	All MCs	85	7.4	85	7.4	0.162	9.4	LOS A	0.2	1.6	0.69	0.83	0.69	33.3
6	R2	All MCs	13	0.0	13	0.0	0.044	17.7	LOS B	0.1	0.5	0.85	0.92	0.85	29.3
Approach			98	6.5	98	6.5	0.162	10.5	LOS A	0.2	1.6	0.71	0.84	0.71	32.7
North: RoadName															
7	L2	All MCs	25	0.0	25	0.0	0.016	5.8	LOS A	0.0	0.2	0.14	0.51	0.14	40.2
8	T1	All MCs	828	5.8	828	5.8	0.441	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			854	5.7	854	5.7	0.441	0.2	LOS A	0.0	0.2	0.00	0.02	0.00	57.2
All Vehicles			1474	6.2	1474	6.2	0.441	1.3	NA	0.2	1.6	0.08	0.10	0.08	49.3

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:48 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 1 [Bunnings entrance Wingham Road 2035PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035PM + development (Network Folder: General)]

Three-way intersection with 5-lane major road (Stop control)
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Minor Road															
2	T1	All MCs	602	4.4	602	4.4	0.318	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
2	R2	All MCs	72	1.5	72	1.5	0.110	10.4	LOS A	0.2	1.2	0.66	0.86	0.66	35.8
Approach			674	4.1	674	4.1	0.318	1.1	NA	0.2	1.2	0.07	0.09	0.07	48.9
East: Major Road															
3	L2	All MCs	108	2.9	108	2.9	0.183	8.7	LOS A	0.3	1.9	0.67	0.82	0.67	33.7
6	R2	All MCs	17	0.0	17	0.0	0.071	21.1	LOS B	0.1	0.7	0.88	0.93	0.88	28.0
Approach			125	2.5	125	2.5	0.183	10.3	LOS A	0.3	1.9	0.70	0.84	0.70	32.8
North: RoadName															
7	L2	All MCs	34	0.0	34	0.0	0.022	5.8	LOS A	0.0	0.2	0.15	0.51	0.15	40.1
8	T1	All MCs	816	3.2	816	3.2	0.427	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			849	3.1	849	3.1	0.427	0.3	LOS A	0.0	0.2	0.01	0.02	0.01	56.5
All Vehicles			1648	3.4	1648	3.4	0.427	1.4	NA	0.3	1.9	0.09	0.11	0.09	48.6

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:03:04 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Wingham-Kolodong 2025AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025AM + development (Network Folder: General)]

Wingham Road / Lolodong Road give way T
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Wingham Road															
1	L2	All MCs	5	0.0	5	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
2	T1	All MCs	438	7.0	438	7.0	0.235	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			443	6.9	443	6.9	0.235	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Wingham Road															
8	T1	All MCs	763	6.1	763	6.1	0.407	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
9	R2	All MCs	7	0.0	7	0.0	0.008	7.5	LOS A	0.0	0.1	0.46	0.62	0.46	42.8
Approach			771	6.0	771	6.0	0.407	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.5
West: Kolodong Road															
10	L2	All MCs	11	0.0	11	0.0	0.068	6.7	LOS A	0.1	0.7	0.71	0.82	0.71	36.3
12	R2	All MCs	15	0.0	15	0.0	0.068	19.1	LOS B	0.1	0.7	0.71	0.82	0.71	43.6
Approach			25	0.0	25	0.0	0.068	14.0	LOS A	0.1	0.7	0.71	0.82	0.71	41.4
All Vehicles			1239	6.2	1239	6.2	0.407	0.4	NA	0.1	0.7	0.02	0.02	0.02	58.8

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:40 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Wingham-Kolodong 2025PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025PM + development (Network Folder: General)]

Wingham Road / Lolodong Road give way T
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Wingham Road															
1	L2	All MCs	16	6.7	16	6.7	0.009	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	52.6
2	T1	All MCs	563	4.1	563	4.1	0.297	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			579	4.2	579	4.2	0.297	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.4
North: Wingham Road															
8	T1	All MCs	776	3.3	776	3.3	0.406	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
9	R2	All MCs	11	0.0	11	0.0	0.014	8.5	LOS A	0.0	0.1	0.53	0.68	0.53	42.0
Approach			786	3.2	786	3.2	0.406	0.2	NA	0.0	0.1	0.01	0.01	0.01	59.4
West: Kolodong Road															
10	L2	All MCs	8	0.0	8	0.0	0.067	7.6	LOS A	0.1	0.6	0.77	0.89	0.77	34.6
12	R2	All MCs	12	0.0	12	0.0	0.067	22.8	LOS B	0.1	0.6	0.77	0.89	0.77	42.3
Approach			20	0.0	20	0.0	0.067	16.4	LOS B	0.1	0.6	0.77	0.89	0.77	39.9
All Vehicles			1385	3.6	1385	3.6	0.406	0.4	NA	0.1	0.6	0.02	0.02	0.02	58.8

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:56 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Wingham-Kolodong 2035AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035AM + development (Network Folder: General)]

Wingham Road / Lolodong Road give way T
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Wingham Road															
1	L2	All MCs	6	0.0	6	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
2	T1	All MCs	523	7.0	523	7.0	0.281	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			529	7.0	529	7.0	0.281	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Wingham Road															
8	T1	All MCs	923	6.0	923	6.0	0.492	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
9	R2	All MCs	9	0.0	9	0.0	0.012	8.2	LOS A	0.0	0.1	0.51	0.66	0.51	42.3
Approach			933	6.0	933	6.0	0.492	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.3
West: Kolodong Road															
10	L2	All MCs	13	0.0	13	0.0	0.134	7.4	LOS A	0.2	1.3	0.82	0.92	0.82	31.9
12	R2	All MCs	18	0.0	18	0.0	0.134	30.6	LOS C	0.2	1.3	0.82	0.92	0.82	40.2
Approach			31	0.0	31	0.0	0.134	21.0	LOS B	0.2	1.3	0.82	0.92	0.82	37.6
All Vehicles			1493	6.2	1493	6.2	0.492	0.6	NA	0.2	1.3	0.02	0.03	0.02	58.5

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:48 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Wingham-Kolodong 2035PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035PM + development (Network Folder: General)]

Wingham Road / Lolodong Road give way T
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Wingham Road															
1	L2	All MCs	19	5.6	19	5.6	0.011	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	52.7
2	T1	All MCs	680	4.2	680	4.2	0.358	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			699	4.2	699	4.2	0.358	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.3
North: Wingham Road															
8	T1	All MCs	935	3.3	935	3.3	0.490	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
9	R2	All MCs	13	0.0	13	0.0	0.021	9.7	LOS A	0.0	0.2	0.58	0.74	0.58	41.1
Approach			947	3.2	947	3.2	0.490	0.2	NA	0.0	0.2	0.01	0.01	0.01	59.3
West: Kolodong Road															
10	L2	All MCs	11	0.0	11	0.0	0.139	8.9	LOS A	0.2	1.3	0.87	0.94	0.87	29.3
12	R2	All MCs	14	0.0	14	0.0	0.139	39.3	LOS C	0.2	1.3	0.87	0.94	0.87	38.1
Approach			24	0.0	24	0.0	0.139	26.1	LOS B	0.2	1.3	0.87	0.94	0.87	35.1
All Vehicles			1671	3.6	1671	3.6	0.490	0.6	NA	0.2	1.3	0.02	0.03	0.02	58.5

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:03:04 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Site Access 2025AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025AM + development (Network Folder: General)]

Homemakers Centre access Bushland Drive
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV %]	Arrival Flows [Total veh/h	HV %]	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist m]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	162	3.0	162	3.0	0.183	5.4	LOS A	0.3	2.0	0.45	0.62	0.45	35.8
3	R2	All MCs	40	3.0	40	3.0	0.121	15.8	LOS B	0.2	1.4	0.80	0.90	0.80	29.8
Approach			202	3.0	202	3.0	0.183	7.5	LOS A	0.3	2.0	0.52	0.67	0.52	34.4
East: Bushland Drive															
4	L2	All MCs	60	3.0	60	3.0	0.033	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	49.1
5	T1	All MCs	367	3.0	367	3.0	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			427	3.0	427	3.0	0.192	0.8	NA	0.0	0.0	0.00	0.08	0.00	54.5
West: Bushland Drive															
11	T1	All MCs	411	3.0	411	3.0	0.215	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	241	3.0	241	3.0	0.271	8.1	LOS A	0.5	3.4	0.53	0.72	0.53	42.9
Approach			652	3.0	652	3.0	0.271	3.0	NA	0.5	3.4	0.20	0.27	0.20	49.4
All Vehicles			1281	3.0	1281	3.0	0.271	3.0	NA	0.5	3.4	0.18	0.27	0.18	46.6

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:40 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Site Access 2025PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2025PM + development (Network Folder: General)]

Homemakers Centre access Bushland Drive
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	244	3.0	244	3.0	0.333	7.4	LOS A	0.6	4.4	0.57	0.79	0.68	34.5
3	R2	All MCs	61	3.0	61	3.0	0.201	17.7	LOS B	0.3	2.4	0.83	0.92	0.86	28.9
Approach			305	3.0	305	3.0	0.333	9.5	LOS A	0.6	4.4	0.62	0.81	0.72	33.2
East: Bushland Drive															
4	L2	All MCs	40	3.0	40	3.0	0.022	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	49.1
5	T1	All MCs	508	3.0	508	3.0	0.266	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			548	3.0	548	3.0	0.266	0.4	NA	0.0	0.0	0.00	0.04	0.00	56.3
West: Bushland Drive															
11	T1	All MCs	380	3.0	380	3.0	0.199	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	163	3.0	163	3.0	0.217	9.0	LOS A	0.3	2.5	0.57	0.78	0.57	42.4
Approach			543	3.0	543	3.0	0.217	2.7	NA	0.3	2.5	0.17	0.23	0.17	50.4
All Vehicles			1397	3.0	1397	3.0	0.333	3.3	NA	0.6	4.4	0.20	0.29	0.22	45.0

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:56 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Site Access 2035AM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035AM + development (Network Folder: General)]

Homemakers Centre access Bushland Drive
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	162	3.0	162	3.0	0.203	6.1	LOS A	0.3	2.2	0.50	0.67	0.50	35.4
3	R2	All MCs	40	3.0	40	3.0	0.169	21.3	LOS B	0.3	1.8	0.86	0.93	0.86	27.4
Approach			202	3.0	202	3.0	0.203	9.1	LOS A	0.3	2.2	0.57	0.72	0.57	33.4
East: Bushland Drive															
4	L2	All MCs	60	3.0	60	3.0	0.033	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	49.1
5	T1	All MCs	448	3.0	448	3.0	0.234	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			508	3.0	508	3.0	0.234	0.7	NA	0.0	0.0	0.00	0.07	0.00	55.0
West: Bushland Drive															
11	T1	All MCs	501	3.0	501	3.0	0.262	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	241	3.0	241	3.0	0.302	9.1	LOS A	0.6	4.1	0.58	0.79	0.64	42.4
Approach			742	3.0	742	3.0	0.302	3.0	NA	0.6	4.1	0.19	0.26	0.21	49.8
All Vehicles			1453	3.0	1453	3.0	0.302	3.0	NA	0.6	4.1	0.18	0.26	0.19	47.0

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:02:48 PM
Project: D:\Work\2024\24.050 - Homemakers Centre - Bushland Drive Taree\2025DA\Sidra\Homemaker Centre network Taree.sip9

MOVEMENT SUMMARY

Site: 101 [Site Access 2035PM + development (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2035PM + development (Network Folder: General)]

Homemakers Centre access Bushland Drive
December 2024 counts
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	244	3.0	244	3.0	0.396	9.3	LOS A	0.7	5.4	0.65	0.90	0.87	33.4
3	R2	All MCs	61	3.0	61	3.0	0.302	28.2	LOS B	0.5	3.5	0.90	1.00	1.05	24.8
Approach			305	3.0	305	3.0	0.396	13.1	LOS A	0.7	5.4	0.70	0.92	0.90	31.2
East: Bushland Drive															
4	L2	All MCs	40	3.0	40	3.0	0.022	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	49.1
5	T1	All MCs	620	3.0	620	3.0	0.324	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			660	3.0	660	3.0	0.324	0.4	NA	0.0	0.0	0.00	0.03	0.00	56.7
West: Bushland Drive															
11	T1	All MCs	463	3.0	463	3.0	0.242	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	163	3.0	163	3.0	0.258	10.5	LOS A	0.4	3.1	0.62	0.86	0.68	41.7
Approach			626	3.0	626	3.0	0.258	2.8	NA	0.4	3.1	0.16	0.22	0.18	50.8
All Vehicles			1592	3.0	1592	3.0	0.396	3.8	NA	0.7	5.4	0.20	0.28	0.24	44.8

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

Organisation: INTERSECT TRAFFIC PTY LTD | Licence: NETWORK / 1PC | Processed: Saturday, 1 February 2025 4:03:04 PM
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