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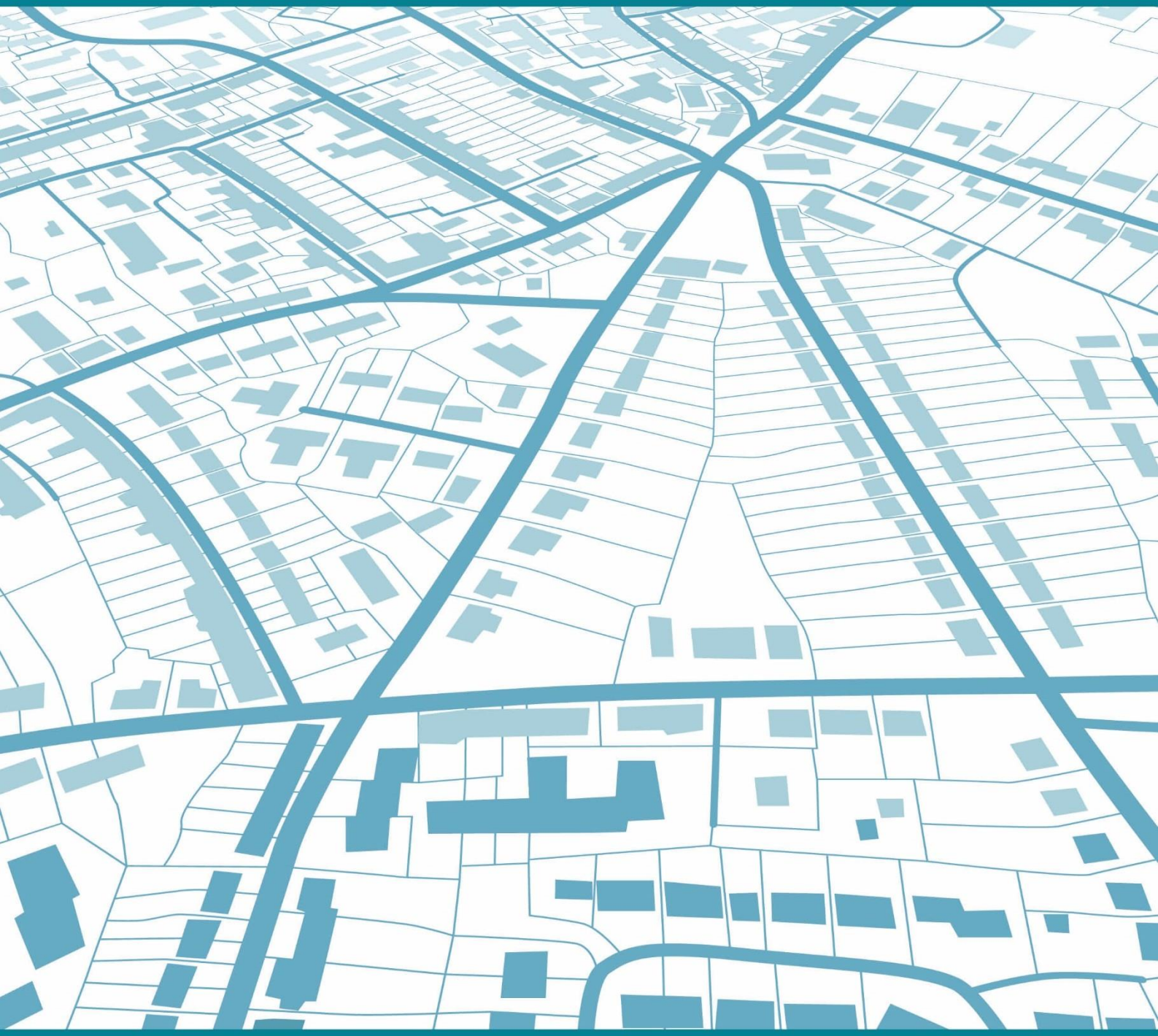

"Salamander Shores"
Proposed Redevelopment Scheme
Salamander Bay, Port Stephens

Traffic and Parking Assessment for Part 3A Application MOD 2

Ref: 21322 (Report 1)
Date: March 2022
Issue: A

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1.0 Introduction

This report has been prepared for Bannisters Hotels to accompany a Part 3A Modification Application (MP06 – 0183 MOD 2) to the Department of Planning and Environment for the proposed redevelopment on the existing Salamander Shores Resort at Salamander Bay, Port Stephens (Figure 1).

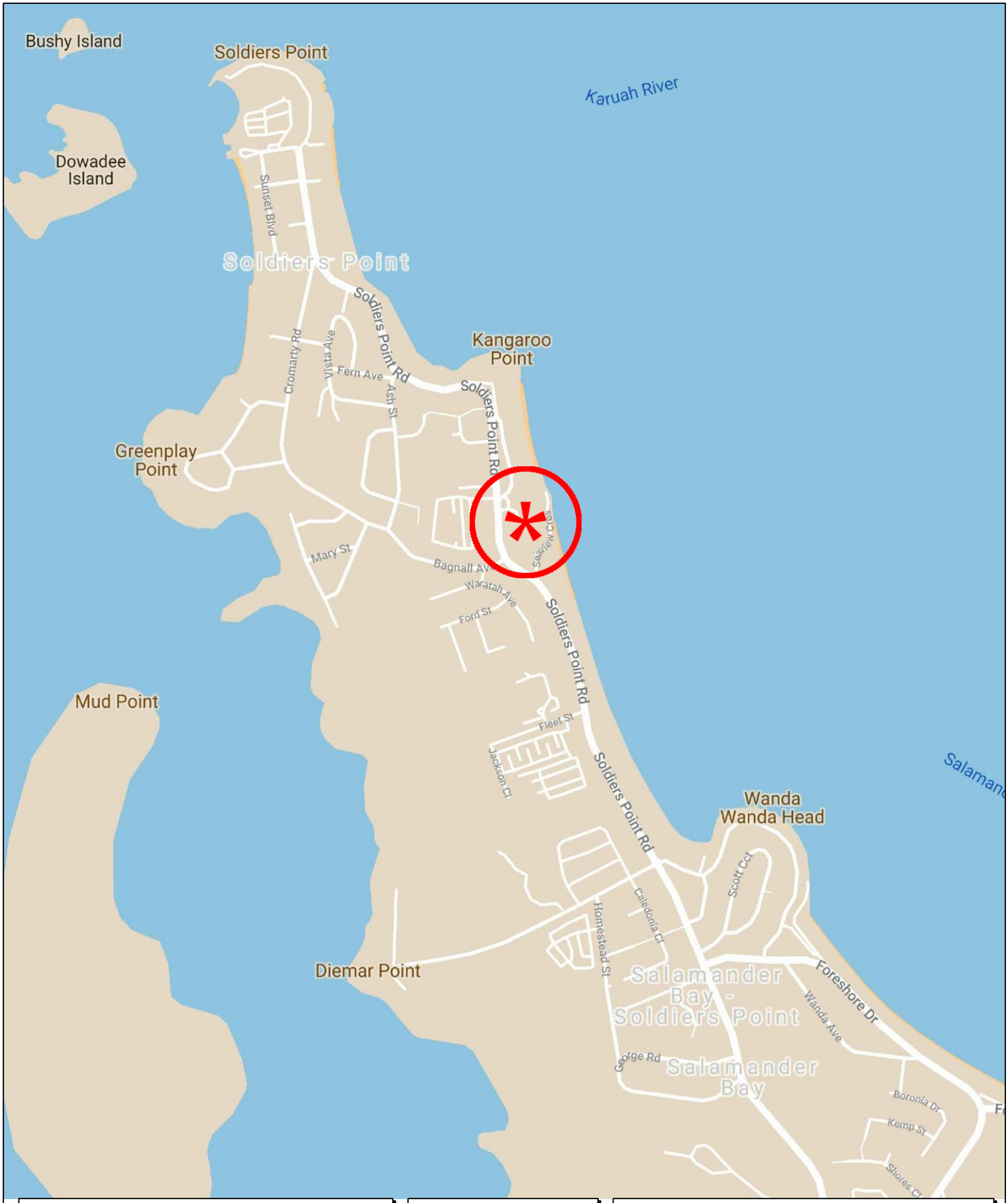
Port Stephens and its environs is a popular coastal area which has a growing population base and attracts a wide range of tourists and visitors. The 'Salamander Shores' site is located on the western foreshore of Salamander Bay, which is contained within Port Stephens inlet and the existing resort complex has operated on the site for more than 40 years.

The resort complex is aged, however its unique picturesque location has again promoted the desire to redevelop the site to provide a contemporary mixed use complex with hotel, restaurant and residential elements.

A Part 3A Concept Plan application was approved by the Department in 2011 for demolition and redevelopment of the site and although this proposal is yet to proceed other substantial works including refurbishment of the hotel and restaurant were undertaken via a separate application. The subject application seeks to amend the earlier approved Part 3A Concept Plan to encompass a revised Concept Plan for the redevelopment scheme.

The purpose of this report is to:

- describe the site, its context and the proposed redevelopment scheme
- describe the road network serving the site and the prevailing traffic conditions
- assess the vehicle access arrangements and potential traffic implications
- assess the adequacy of the proposed parking provision
- assess the proposed internal circulation and servicing arrangements



LEGEND

N

LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is Lot 31 of DP 529002 which occupies an irregular shaped area of some 1.2 ha. The surrounding uses comprise:

- the open space areas along the shore line
- the residential dwellings to the north
- Caravan Park and Bowling Club along the western side of Soldiers Point Road
- the residential dwellings, accommodation facilities and retirement villages to the south

The existing Salamander Shores development comprises:

91 hotel rooms	
Bottle Shop	49m^2
Restaurant	330m^2
Bistro	264m^2
Bar/Pub (Cheeky Dog)	135m^2
Function/Conference	311m^2
Parking	135 spaces

2.2 Approved Concept Plan

The approved redevelopment scheme comprises:

- Permanent apartments
  - 44
- Serviced apartments
  - 34 (dual key)
- Hotel
  - 84 rooms
  - Bar and lounge 570m^2 (Cheeky Dog deleted)
  - Conference and pre-function 665m^2
  - Restaurant 400m^2
  - Café/Retail boutique 260m^2
  - Gym/games/recreation 430m^2

A total of 275 parking spaces will be provided in basement areas with vehicle access comprising separate ingress and egress driveways on Soldiers Point Road and a porte-cochere ingress on the road reserve to the north of the site.

Details of the Approved Concept Plan are provided on the plans prepared by djrd architects which are reproduced in part in Appendix A.

2.3 Proposed Modified Development

It is proposed to demolish the existing building structures and excavate part of the site to provide basement carparking and a level building platform.

The revised proposal scheme comprises:

Hotel	90 rooms
	Restaurant 500m^2
	Bar/Lounge (Cheeky Dog deleted)
	Conference
	Gym/Spa
	Back of House/Store
Residential apartments	19 x one-bedroom
	55 x two-bedroom
	24 x three-bedroom
Total:	**98 apartments**

A total of 310 parking spaces will be provided in basement areas with vehicle access comprising separate ingress and egress driveways on Soldiers Point Road and a porte-cochere ingress on the road reserve to the north of the site.

Details of the proposed modified scheme are provided on the plans prepared by djrd architects which accompany the Modification Application and are reproduced in part in Appendix B.

LEGEND

N

SITE

FIG 2

M&P

PORT STEPHENS

SOLDIERS POINT ROAD

SP103344

2561 DP580239

2562 DP580239

1 DP627638

2 DP627638

31 DP529002

321 DP595752

322 DP595752

259 DP26875

1 DP1101679

1 DP205371

2 DP595261

REFER SHEET 2

REFER SHEET 3

REFER SHEET 4

REFER SHEET 5

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MGA

LINE TYPES

- DRAIN PIPE
- DISH DRAIN
- HV — UNDERGROUND ELECTRICAL HV CABLE
- LV — UNDERGROUND ELECTRICAL LV CABLE
- ELECTRICAL PAINT MARK
- HE — OVERHEAD ELECTRICITY CABLE
- TELECOMMUNICATIONS CABLE
- FIBRE OPTIC CABLE
- GAS MAIN
- SEWER MAIN
- W — WATER MAIN
- FENCING
- RETAINING WALL
- EDGE OF CONCRETE
- TOP — TOP OF BANK
- TOE — TOE OF BANK
- CENTRELINE OF BITUMEN
- EDGE OF BITUMEN
- EDGE OF GRAVEL

LEGEND

FL FLOOR LEVEL

DRAINAGE

- DIP DRAINAGE INLET PIT
- INV INVERT LEVEL
- KIP KERB INLET PIT
- SIP SURFACE INLET PIT

ELECTRICITY

- EM ELECTRICITY MARKER
- ESS ELECTRICITY SUB STATION
- EPI ELECTRICITY PILLAR
- EPT ELECTRICITY PIT
- LP LIGHT POLE
- PP POWER POLE

SEWER

- SMH SEWER MANHOLE
- IPS SEWER INSPECTION POINT
- SVT SEWER VENT

STRUCTURE

- BOL BOLLARD
- SGN SIGN POST

TELECOMMUNICATIONS

- TPI TELECOMMUNICATIONS PILLAR
- TPT TELECOMMUNICATIONS PIT

TREES

- TR TREE
- H HEIGHT OF TREE
- C SPREAD OF CANOPY
- D DIAMETER OF TRUNK

WATER

- HYD HYDRANT
- ICB VEGETATION IRRIGATION CONTROL BOX
- SV STOP VALVE
- WMT WATER METER
- WV WATER VALVE

IMPORTANT NOTES

1. NOT ALL SERVICE INFORMATION MAY BE SHOWN DUE TO UNAVAILABILITY OF SERVICE PLANS OR CURRENT INFORMATION.
2. THE POSITION OF SERVICES LOCATED BY ACCREDITED SERVICES CONTRACTOR USING CONDUCTIVE TRACING TECHNIQUES ARE RECORDED ON THIS PLAN. MONTEATH & POWYS ARE UNABLE TO VERIFY THE ACCURACY OF THESE LOCATIONS AND ADVISE THE REQUIREMENT FOR POSITIVE IDENTIFICATION PRIOR TO EXCAVATION OR CONSTRUCTION IN THEIR VICINITY. ANY DEPTHS OF SERVICES FROM INDUCTIVE TRACING WHICH ARE INDICATED ON THIS PLAN ARE INDICATIVE ONLY AND SHOULD BE VERIFIED BY POTHOLING IF CRITICAL TO DESIGN.
3. THE BOUNDARIES SHOWN ON THIS PLAN HAVE BEEN COMPILED FROM SURVEY PLANS ON PUBLIC RECORD, INCLUDING DP 529002.
4. THE BOUNDARIES SHOWN ON THIS PLAN ARE BASED ON INFORMATION DERIVED FROM NSW SPATIAL SERVICES– DIGITAL CADASTRAL DATABASE (DCDB). NO FIELD SURVEY HAS BEEN UNDERTAKEN TO DETERMINE THE ACCURACY OF THE BOUNDARIES AS SHOWN.
5. NO EXCAVATIONS HAVE BEEN MADE TO DETERMINE THE EXTENT TO WHICH ANY SUBJECT WALLS, FOUNDATIONS OR FOOTINGS MAY ENCROACH UPON ADJOINING LAND.
6. NO EXCAVATIONS HAVE BEEN MADE TO DETERMINE THE EXTENT TO WHICH ANY ADJOINING WALLS, FOUNDATIONS OR FOOTINGS MAY ENCROACH UPON SUBJECT LAND.
7. ALL TREE DIMENSIONS, HEIGHT (H), CANOPY (C) AND TRUNK DIAMETER (D) HAVE BEEN ESTIMATED. IF ACCURATE DIMENSIONS ARE REQUIRED FOR DESIGN PURPOSES, FURTHER SURVEY SHOULD BE REQUESTED.
8. CONTOURS SHOWN DEPICT THE TOPOGRAPHY. CONTOURS DO NOT REPRESENT THE EXACT LEVEL AT ANY PARTICULAR POINT, EXCEPT AT SPOT LEVELS SHOWN.
9. THIS PLAN MUST REMAIN UNALTERED AS ISSUED BY MONTEATH & POWYS. ALTERING ANY PART OF THIS PLAN DESTROYS THE INTEGRITY OF THE PLAN. ANY REVISIONS REQUESTED MUST BE ISSUED BY MONTEATH & POWYS.
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SURVEY INFORMATION

1. THE SURVEY IS ON GROUND CO-ORDINATES.
   - THE ORIGIN OF CO-ORDINATES IS SSM 78766
   - MGA CO-ORDINATES: E 412945.595 N 6380369.731 (GDA 2020) (ZONE 56)
   - SOURCE OF CO-ORDINATES: SCIMS
   - DATE 09/02/2022
2. ALL REDUCED LEVELS ARE ON AUSTRALIAN HEIGHT DATUM (A.H.D)
   - ORIGIN OF LEVELS SSM 78766, RL6.497
   - SOURCE OF REDUCED LEVELS: SCIMS
   - DATE OF REDUCED LEVELS 09/02/2022
3. CONTOUR INTERVAL IS 0.5m.
4. MGA AND ISG CO-ORDINATE SYSTEMS ARE BASED ON A MATHEMATICAL EARTH MODEL AND SUBJECT TO VARIABLE SCALE FACTORS. DISTANCES CALCULATED FROM CO-ORDINATES MAY VARY SIGNIFICANTLY FROM GROUND MEASUREMENTS. IF FURTHER CLARIFICATION IS REQUIRED CONTACT MONTEATH AND POWYS.

DIAL BEFORE YOU DIG www.1100.com.au

0 10 20 30 40 50m

REVISION PLAN – 1:500 (A1) REDUCTION RATIO – 1:1000 (A3)

REVISIONS						
1	ISSUE TO CLIENT	LM	MAK	BJB	02/03/22
No	REVISION	SVY	DFT	CHK	DATE

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Surveyed	Drafted	Checked
LM	MAK	BJB

REGISTERED SURVEYOR

@A1 : 1:500
@A3 : 1:1000
DO NOT SCALE

Original Size
A1

Client: BANNISTERS

Title: DETAIL SURVEY OF BANNISTERS PORT STEPHENS
LOT 31 DP 529002
SOLDIERS POINT ROAD, SOLDIERS POINT

CAD File: 220020A_01 | Ref No: 22/0020 | Date: 24/02/2022

Sheet No. 1/14

Revision 1

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- *Nelson Bay Road* – a State Road and sub-arterial route providing the principal connection between the southern headland of Port Stephens and the Pacific Highway
- *Port Stephens Drive* – a collector route connecting between Salamander Bay and Nelson Bay Road
- *Salamander Road* – a collector road route connecting between Nelson Bay Road and Soldiers Point
- *Foreshore Drive-Sandy Point Road-Government Road* – a collector route running along the southern shore
- *Bagnall Avenue-Cromarty Road* – a minor collector route along the western side of Soldiers Point.

Soldiers Road in the vicinity of the site has a relatively straight and level alignment being some 12 metres wide.

3.2 Traffic Controls

The traffic controls provided on the road system serving the site (Figure 4) comprise:

- the roundabouts at the Port Stephens Road/Nelson Bay Drive and Port Stephen Road/Soldiers Point Road/Salamander Way intersections
- the roundabout at the Soldiers Point Road/Mars Road/Randall Drive intersection
- the 50 kmph speed restriction on Soldiers Point Road
- the GIVE WAY control on the side streets intersecting with Soldiers Point Road

LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR

N

ROAD NETWORK

FIG 3

LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT

N

TRAFFIC CONTROLS

FIG 4

- the centre line-marking along Soldiers Point Road including the barrier line in the section near the Bagnall Avenue intersection
- the shared (pedestrian/bicycle) pathway running along the western side of Soldiers Point Road

3.3 Traffic Conditions

An indication of traffic conditions in the area is provided by data published by the TfNSW and surveys undertaken as part of this study. The TfNSW data is published in terms of Annual Average Daily Traffic (AADT) and the latest volumes recorded at the nearby stations are as follows:

	AADT
Nelson Bay Road east of Gan Gan Road	12,511

Traffic surveys have been undertaken in the vicinity of the site in November 2021 during the Friday morning and afternoon peak periods. Details of the recorded movement volumes are provided in Appendix C and summarised in the following:

		AM	**PM**
Soldiers Point Road	Northbound	164	312
	Left-turn	129	126
	Southbound	184	176
	Right-turn	6	2
Bagnall Avenue	Right-turn	185	87
	Left-turn	11	13

Soldiers Point Road	Northbound	287	424
	Right-turn	8	8
	U-turn	37	34
	Left-turn	21	28
	Southbound	396	275
	Right-turn	6	5
	U-turn	-	3
	Left-turn	13	5
Randall Drive	Westbound	2	4
	Right-turn	32	40
	Left-turn	30	38
Diemars Road	Eastbound	1	-
	Right-turn	36	25
	Left-turn	6	16
Soldiers Point Road	Northbound	172	303
	Right-turn	2	21
	Southbound	178	175
	Left-turn	-	1
Access	Right-turn	1	4
	Left-turn	11	2

	AM		PM	
	IN	**OUT**	**IN**	**OUT**
Bowling Club Access	26	10	78	47
Caravan Park Access	8	13	13	5

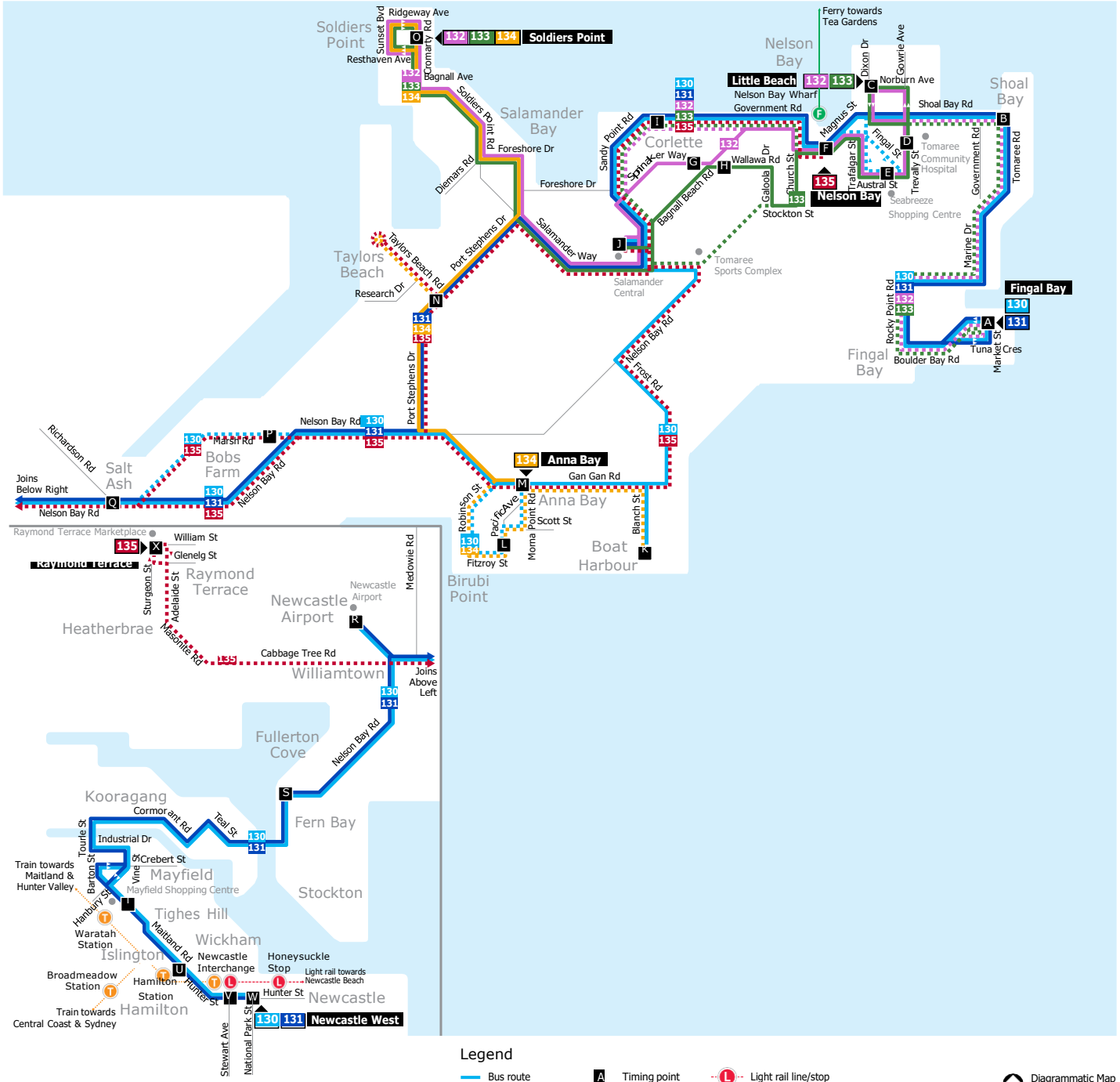
The operational performance of the intersections and site accesses in the area are quite satisfactory and there is no unsatisfactory delay or congestion circumstances.

3.4 Transport Services

Public transport services in the vicinity of the site are essentially limited to the bus service operated by Port Stephens Coaches Routes 132, 133 and 134 which connect between Soldiers Point and Newcastle. This combined service offers 8 morning and 11 afternoon services in each direction on weekdays and Public Holidays.

Routes 130, 131, 132, 133, 134, 135

B



Legend

- Bus route
- 130 Bus route number
- A Timing point
- Train line/station
- Light rail line/stop

Diagrammatic Map
Not to Scale

North

4.0 Traffic

The proposed modified development scheme remains of a similar make up and nature to that of the existing development. The redevelopment of the site will still remove the Cheeky Dog pub component. Further to this, the modified scheme will delete the serviced apartment component from the design concept.

The RTA Guidelines do not contain any criteria in relation to the traffic generation characteristics of tourist hotels, however a study undertaken by the former Traffic Authority of NSW for motels reveals a generation rate per room during the weekday morning and afternoon periods of some 0.36 vtph.

Reference to the comprehensive Institute of Transportation Engineers "Trip Generation" publication reveals criteria for the "Resort Hotel" category which comprises:

- accommodation rooms
- restaurants
- bars
- retail shops
- convention/meeting rooms
- recreational facilities.

The average occupancy rate of the hotels surveyed was 82% and details of the traffic generation rates are provided in Appendix D and are summarised in the following:

Av vtph per room in morning and afternoon on-street peak periods

AM	0.31	(72% IN / 28% OUT)
PM	0.42	(43% IN / 57% OUT)

The proposed hotel will have 90 rooms and on this basis (ie the criteria provided for 82% occupancy) the weekday morning and afternoon peak traffic generation will be:

AM	28 vtph	(20 IN / 8 OUT)
PM	38 vtph	(16 IN / 22 OUT)

In regard to the residential apartment element, it is apparent that there will be characteristics of:

- retiree occupants
- 'holiday home' occupants
- lease occupants

As such, the traffic generation circumstances of these elements will not reflect the criteria contained in the RTA's Development Guidelines. That criteria is sourced from surveys undertaken in the Sydney Metropolitan Area and accordingly does not reflect the lifestyle, demographics or residential/accommodation nature of dwellings in the Port Stephens area and more specifically that of the proposed development.

The traffic generation of residential apartments is somewhat less than that of single dwelling houses particularly for two-bedroom apartments as demonstrated in the RTA's criteria for medium density housing (0.4 – 0.5 vtph). However, in order to provide some 'sensitivity provision' in the generation rates the following criteria has been adopted in relation to the proposed development scheme albeit that the apartments will also be managed by the hotel as rented serviced apartments:

	Peak Traffic Generation
Residential apartments	0.25 vtph

Application of this criteria to the proposed residential apartment element would indicate the following peak traffic generation:

98 apartments @ 0.25 vtph – 24 vtph

AM		PM	
IN	**OUT**	**IN**	**OUT**
4	20	20	4

The other proposed elements of the development will not contribute to additional generated movements in these periods because:

- they will not generate movements during the on-street peak periods (i.e. bar, restaurant)
- they are very largely ancillary to the accommodation elements (i.e. function, café, retail)

Thus, the total projected generation of the concept scheme development will be:

	AM		PM		Sat	
	IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**
Hotel	20	8	16	22	39*	39*
Residential	4	20	20	4	10	10
Other (service, coaches etc)	4	4	4	4	2	2
Total:	**28**	**32**	**40**	**30**	**51**	**51**

** Factored from existing generation*

The operational performance of the main access driveway has been assessed using SIDRA and the results are provided in Appendix E and summarised in the following:

	AM	**PM**	**Sat**
LOS	A	A	A
AVD	1.8	1.9	2.2

The results indicate a quite satisfactory operational performance with significant spare capacity.

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals** both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

5.0 Parking

Assessment in relation to the appropriate parking provision for the various elements of development scheme has had regard to Council's DCP criteria as follows:

Hotel

1 space per room

1 space per 2 staff

Restaurant (Commercial Premises)

1 space per 25m^2

Apartments

One Bed	1 space
Two Bed	1 space
Three Bed	2 spaces
Visitors	1 space per 3 apartments

Ancillary considerations include:

- the likely 'retiree' nature of residents
- the likely shared use of the hotel, restaurant/function parking
- the likely general occupation levels of the hotel rooms and rented apartments
- the unusually high "visitor" provision of the DCP

Application of this criteria to the proposed development would indicate the following:

19 x one-bedroom apartments	19 spaces
55 x two-bedroom apartments	55 spaces
24 x three-bedroom apartments	48 spaces
Total:	**122 spaces**
Visitors (98)	33 spaces

Hotel – 90 rooms	90 spaces
67 staff (max.)	34 spaces
Restaurant 500m^2	20 spaces
Total:	**299 spaces**

It is apparent that the provision of this level of parking (i.e. compound maximums) would be more than adequate for peak demand circumstances given the multi use (restaurant/hotel room/apartment), the travel mode of hotel guest, the unlikely event that all 3 bedroom apartments would require 2 spaces.

However, it is in fact proposed to provide a total of 310 parking spaces and this is considered to be an appropriate quantum which would have a 'flexible' component of public access spaces. If there is any concern for potential occasional usual demands needs for high occupancy/conference use could be dealt with by the provision of valet parking services with some stacking in the hotel guest section of the carpark (as per TfNSW Guidelines). An appropriate component of spaces for disabled drivers would also be incorporated into this proposed provision in accordance with the DCP and BCA requirements.

6.0 Access, Internal Circulation and Servicing

Access

The proposed vehicle access provisions will maintain the arrangement of the previously approved Concept Plan with:

- a combined ingress/egress driveway on Soldiers Point Road for the carpark and service vehicles (in the location of the existing access)
- an ingress driveway on the road reserve bounding the north of the site for porte-cochere and coach access
- an egress driveway on Soldiers Point Road for porte-cochere and coach egress.

These accesses will be located on relatively straight and level sections of road where good sight distances are available. The proposed accesses will comply with the design requirements of AS2890.1 and 2 and will provide for all vehicles requiring to access the site.

Internal Circulation

The internal circulation arrangements will comprise:

- the porte-cochere area for the hotel
- the basement carpark area for the hotel, restaurant and function elements
- the basement carpark area for the residential apartments.

The design of these areas will accord with the requirements of AS2890.1 and Council's Code and there is no apparent reason why these design standards could not be achieved. The internal circulation arrangements will accommodate all vehicles requiring to access the development elements and will include provisions for disabled drivers.

Servicing

Service vehicle movements for modified proposal will be accommodated in a dedicated separate dock area off the main access driveway. This dock will be suitable for all deliveries and garbage removals etc to enter and depart in a forward direction.

Small service vehicles/service personnel etc) will also be able to park in the visitor parking spaces while separate parking areas will be provided for tour coaches (2 spaces) and mini coaches (2 spaces) adjacent to the porte-cochere.

7.0 Pedestrians, Cyclists and Public Transport

The site and the nature of the modified development present ideal circumstances for the encouragement and facilitation of walking and cycling for residents, guests, visitors and staff.

There is an existing shared footway along the western side of Soldiers Point Road as well as extensive walking opportunities along the foreshore on both sides of Soldiers Point. The development will have ready access to these facilities as well as circulation within and through the site.

Bicycles will be available for hotel guests while bicycle parking will be available for all elements comprising:

- a storage area in the basement
- an external rack
- individual storage for residential apartments

The adjacent bus stops on Soldiers Point Road will also be within easy walking distance while the provisions for tour coaches and mini-buses will also present an important element of alternative travel mode.

8.0 Conclusion

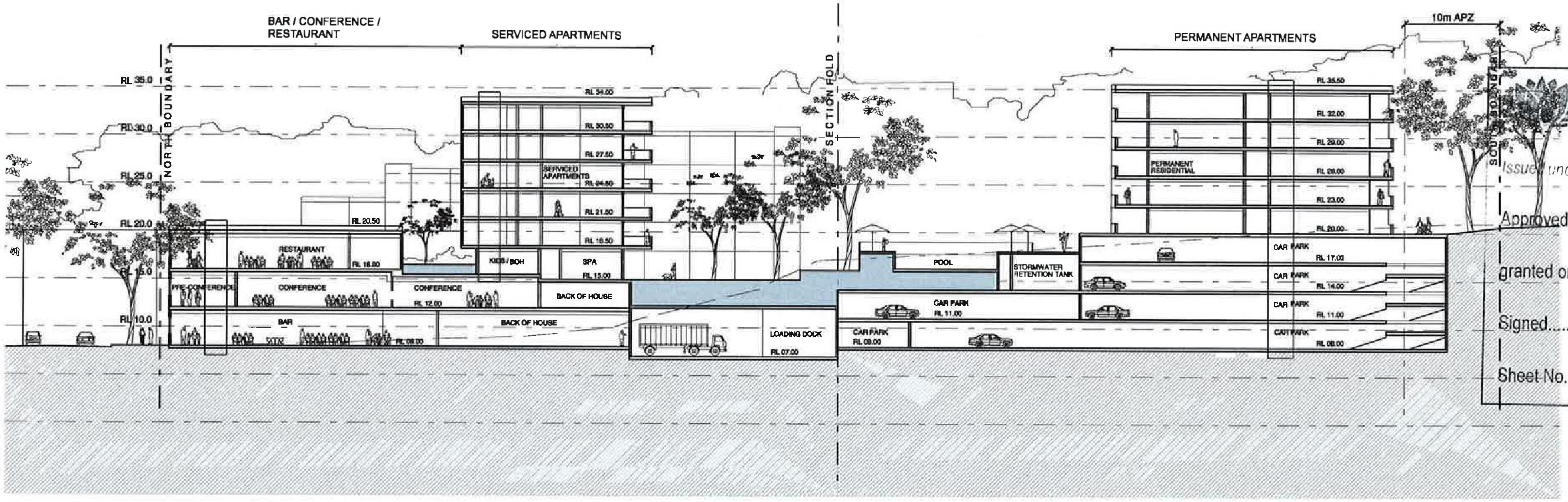
The proposed redevelopment scheme for Salamander Shores with its new residential element presents amended impact, however these uses will not engender a high level of traffic generation and the access movements will be spread throughout the day and night.

Assessment of the Modified Concept Plan for development has concluded that:

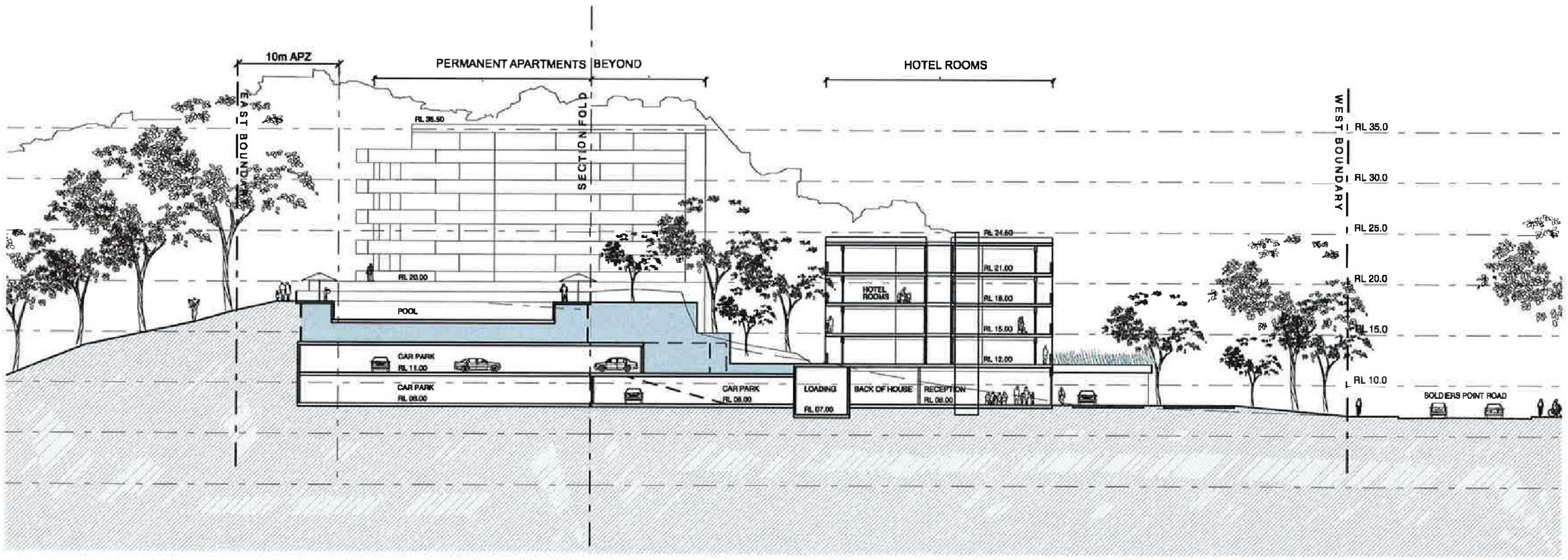
- there will not be any unsatisfactory traffic implications
- the vehicle access and circulation arrangements will be suitable and appropriate
- the proposed parking provisions will be adequate
- the proposed arrangements for pedestrians, cyclists and service vehicles will be suitable and appropriate

Appendix A

Approved Consent Plans



SECTION 01 - NORTH SOUTH



SECTION 02 - WEST EAST

NSW GOVERNMENT
Planning

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No. 06_0183

granted on the 4/9/11

Signed [signature]

Sheet No. 11 of 14

Rev.	Date	Amendment	Drawn
C	JUNE '11	RE-ISSUED TO DOP	SE
B	DEC '10	RE-ISSUED TO DOP	SE
A	JULY '10	ISSUED TO DOP	JF/SE

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Client
SALAMANDER SHORES HOTEL

Project
SALAMANDER SHORES
147 SOLDIERS POINT ROAD
SOLDIERS POINT

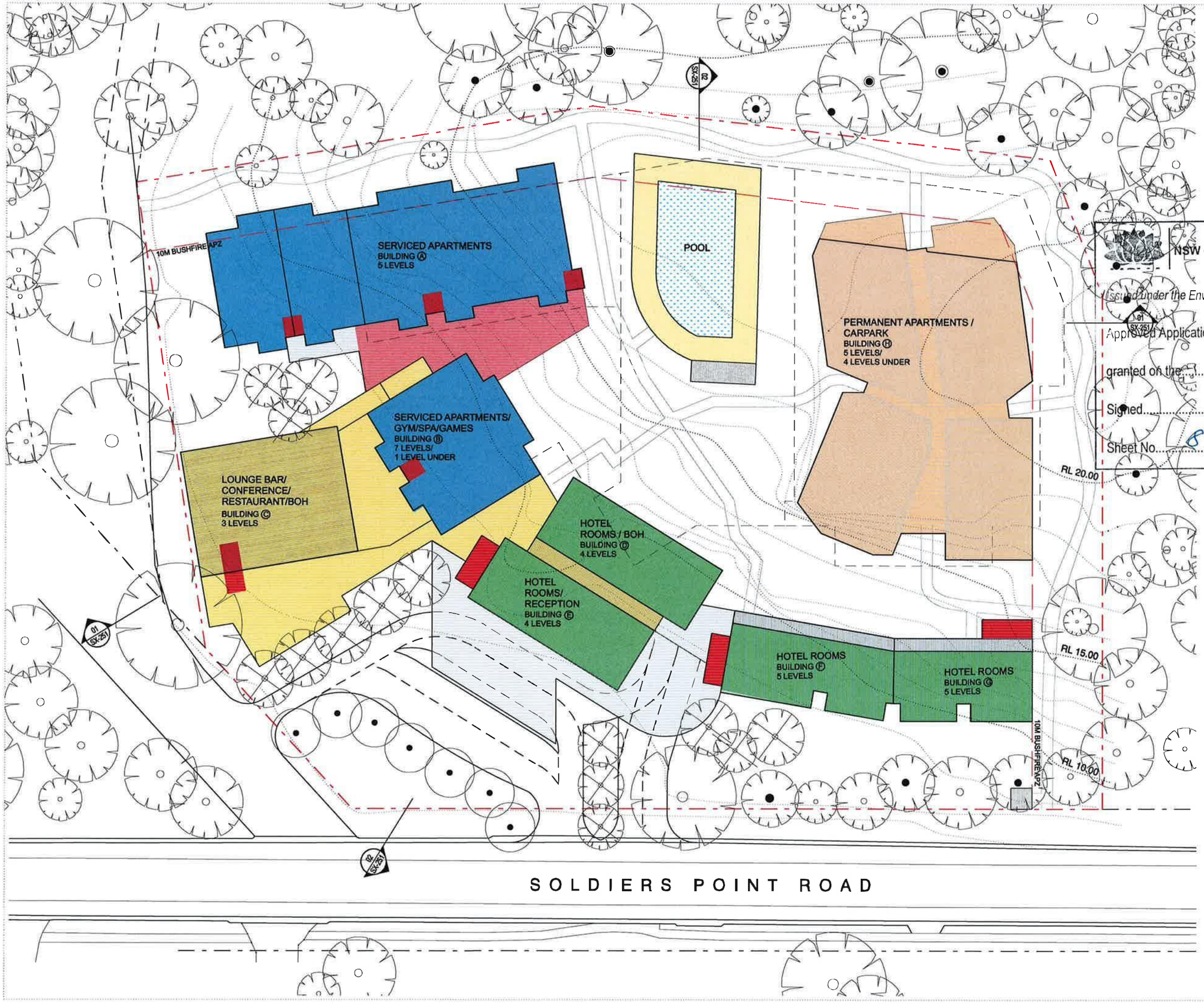
CONCEPT PLAN APPLICATION

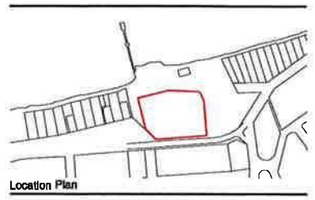
Scale @ A3	Date:
1:500	21/06/2011

0 5 10 15 20 25m
1 : 500

Description
SECTIONS
SHEET 01

Job Number	Dwg. No.	Revision
06 431	SK-251	C





SCHEDULE

PERMANENT RESIDENTIAL	40 (20x2B, 20x3B)
SERVICED APARTMENTS	34
HOTEL ROOMS	84
BAR	570 SQM
RESTAURANT	400 SQM
PRE FUNCTION	115 SQM
CONFERENCE	550 SQM
CAFE/RETAIL	260 SQM
GYM/SPA/RECREATION	430 SQM
GENERAL BOH/STORAGE	1900 SQM
CAR PARKING	275

FSR 1.5:1

NSW GOVERNMENT

Issued Under the Environmental Planning and Assessment Act 1979

Approved Application No. 06_0183

granted on the 4/9/11

Signed.....

Sheet No. 8 of 14

Rev.	Date	Amendment	Drawn
C	JUNE '11	RE-ISSUED TO DOP	SE
B	DEC '10	RE-ISSUED TO DOP	SE
A	JULY '10	ISSUED TO DOP	JF/SE

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Email: sarah_kelly@optusnet.com.au

Client
SALAMANDER SHORES HOTEL

Project
SALAMANDER SHORES
147 SOLDIERS POINT ROAD
SOLDIERS POINT

CONCEPT PLAN APPLICATION

Scale @ A3	Date:
1:500	20/06/2011

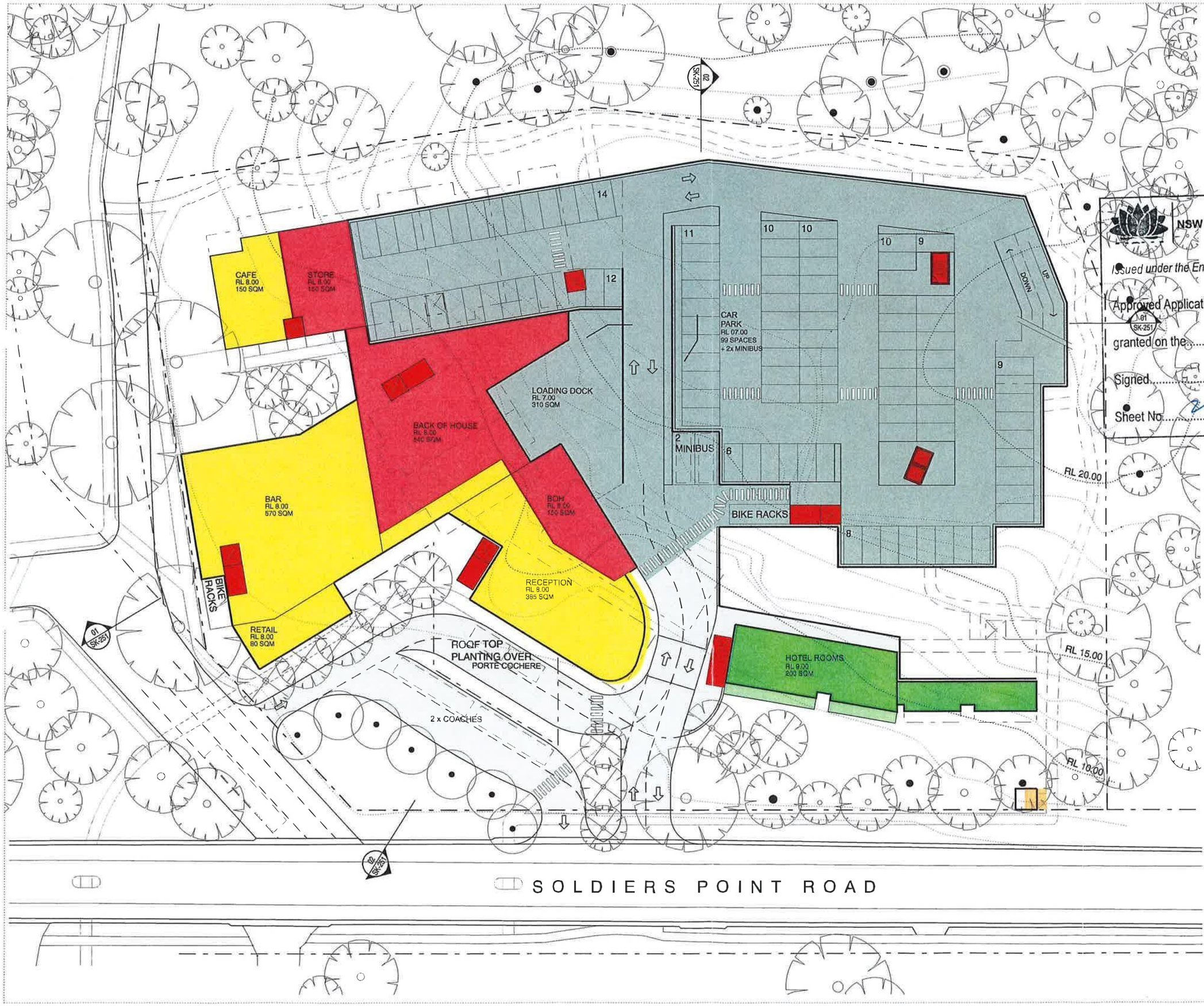
N

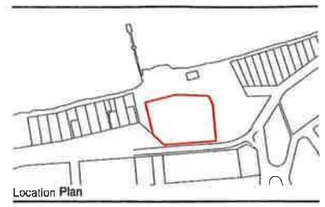
0 5 10 15 20 25m
1 : 500

Description
ROOF PLAN

Job Number	Dwg. No.	Revision
06 431	SK-107	C

X:\Drawings\2006\06 431 Salamander Shores\plots\SK_107.dgn





NSW GOVERNMENT
Planning

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No. 06_0183

granted on the 4/9/11

Signed.....

Sheet No. 2 of 14

Rev.	Date	Amendment	Drawn
B	DEC '10	RE-ISSUED TO DOP	SE
A	JULY '10	ISSUED TO DOP	JF/SE

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SALAMANDER SHORES HOTEL

Project

SALAMANDER SHORES

147 SOLDIERS POINT ROAD
SOLDIERS POINT

CONCEPT PLAN APPLICATION

Scale @ A3	Date:
1:500	18/01/2011

N

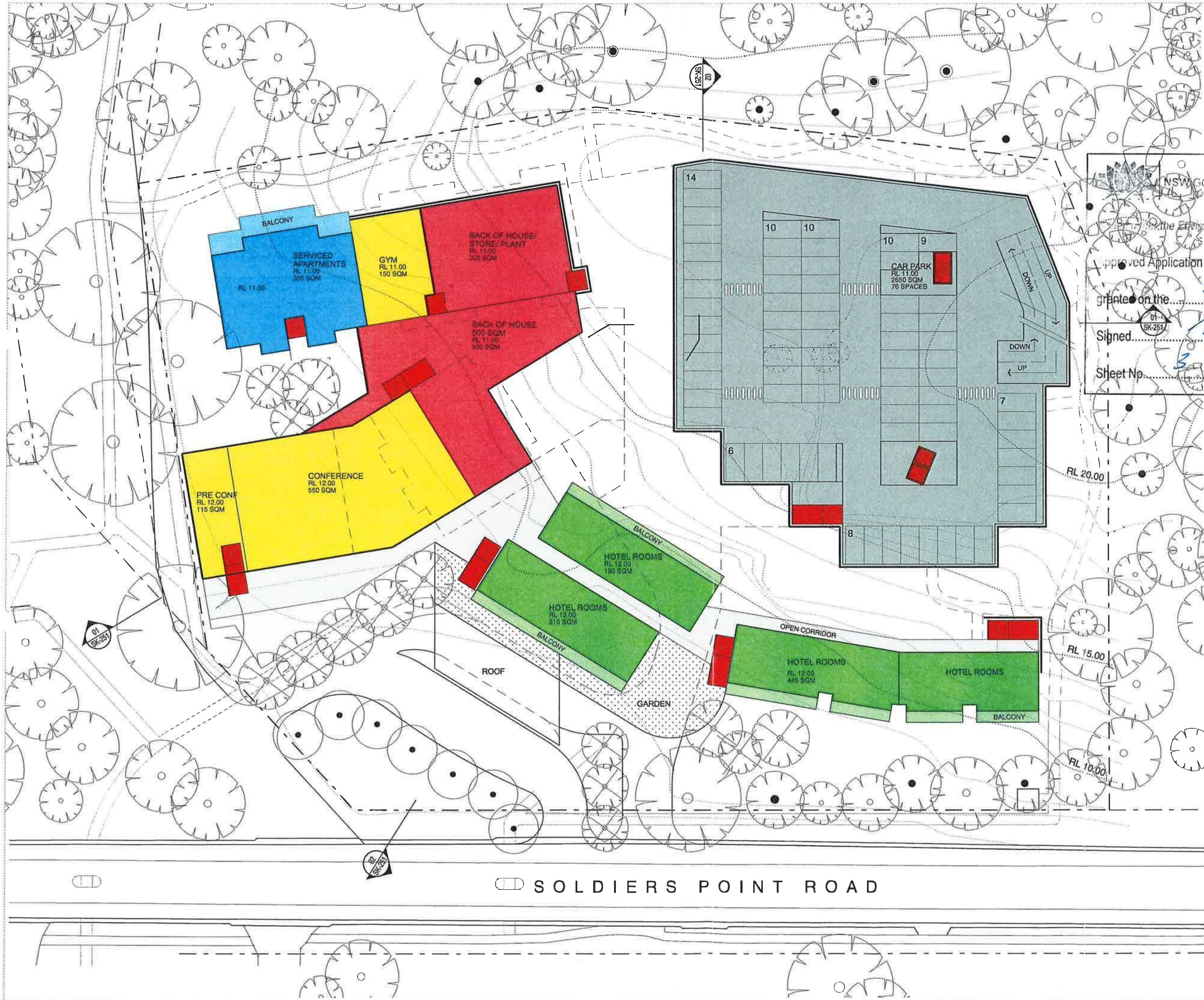
0 5 10 15 20 25m
1 : 500

Description

GROUND LEVEL PLAN
RL 08.00

Job Number	Dwg. No.	Revision
06 431	SK-101	B

X:\Drawings\2006\06 431 Salamander Shores\plotting\SK_101.dgn



Location Plan

NSW GOVERNMENT
Planning

...the Environmental Planning and Assessment Act 1979

Approved Application No. 06_0183

granted on the 4/9/11

Signed [signature]

Sheet No. 3 of 14

Rev.	Date	Amendment	Drawn
C	JUNE '11	RE-ISSUED TO DOP	SE
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A	JULY '10	ISSUED TO DOP	JF/SE

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Project

SALAMANDER SHORES

147 SOLDIERS POINT ROAD
SOLDIERS POINT

CONCEPT PLAN APPLICATION

Scale @ A3: 1:500

Date: 20/06/2011

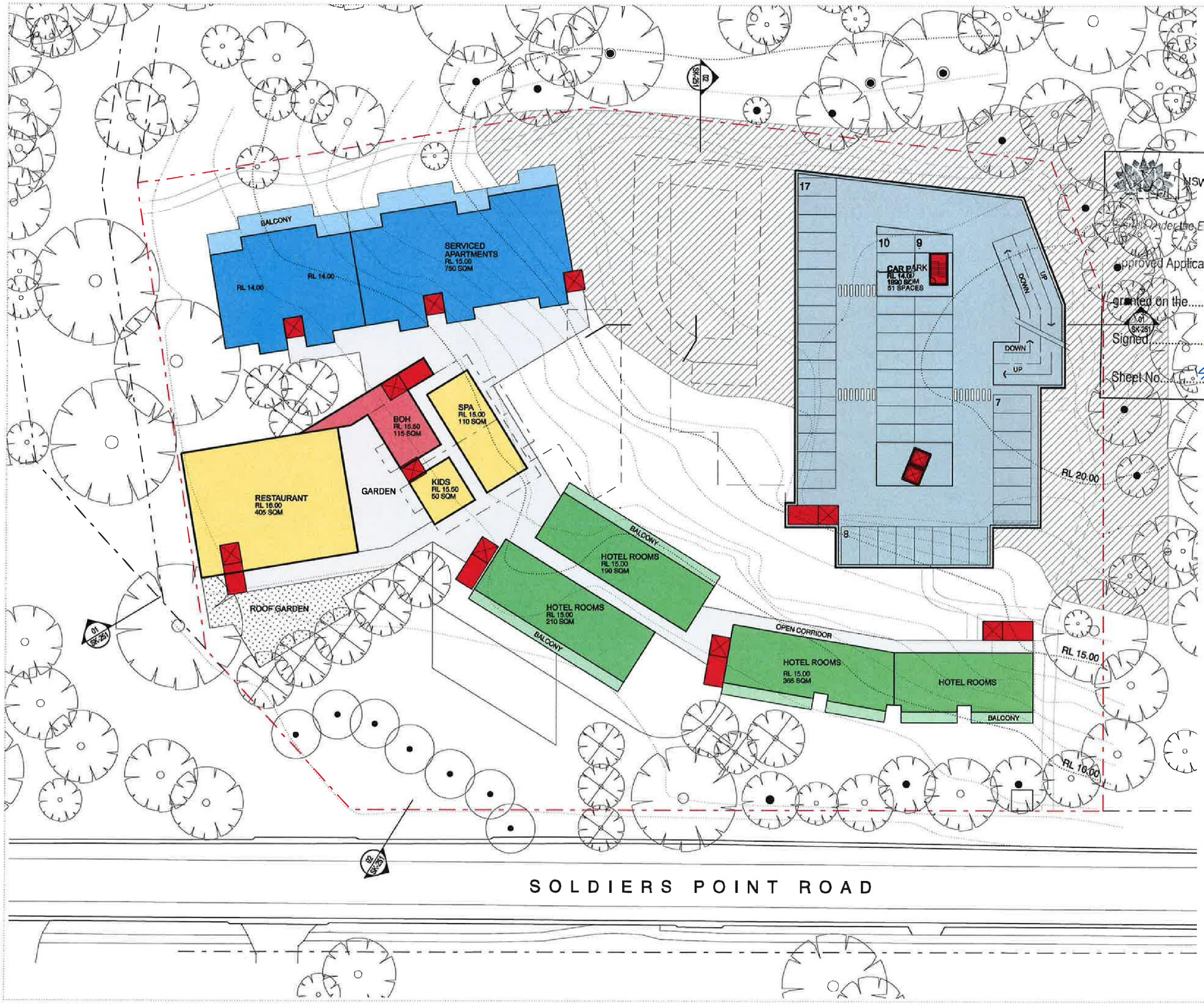
N

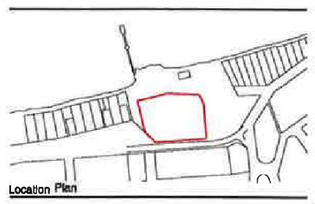
0 5 10 15 20 25m
1 : 500

Description

LEVEL 1 PLAN
RL 12.00

Job Number	Dwg. No.	Revision
06 431	SK-102	C





NSW GOVERNMENT
Planning

Approved Under the Environmental Planning and Assessment Act 1979

Approved Application No. 06_0183

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Signed

Sheet No. 4 of 14

C	JUNE '11	RE-ISSUED TO DOP	SE
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A	JULY '10	ISSUED TO DOP	JF/SE
Rev.	Date	Amendment	Drawn

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147 SOLDIERS POINT ROAD
SOLDIERS POINT

CONCEPT PLAN APPLICATION

Scale @ A3	Date:
1:500	20/06/2011

N

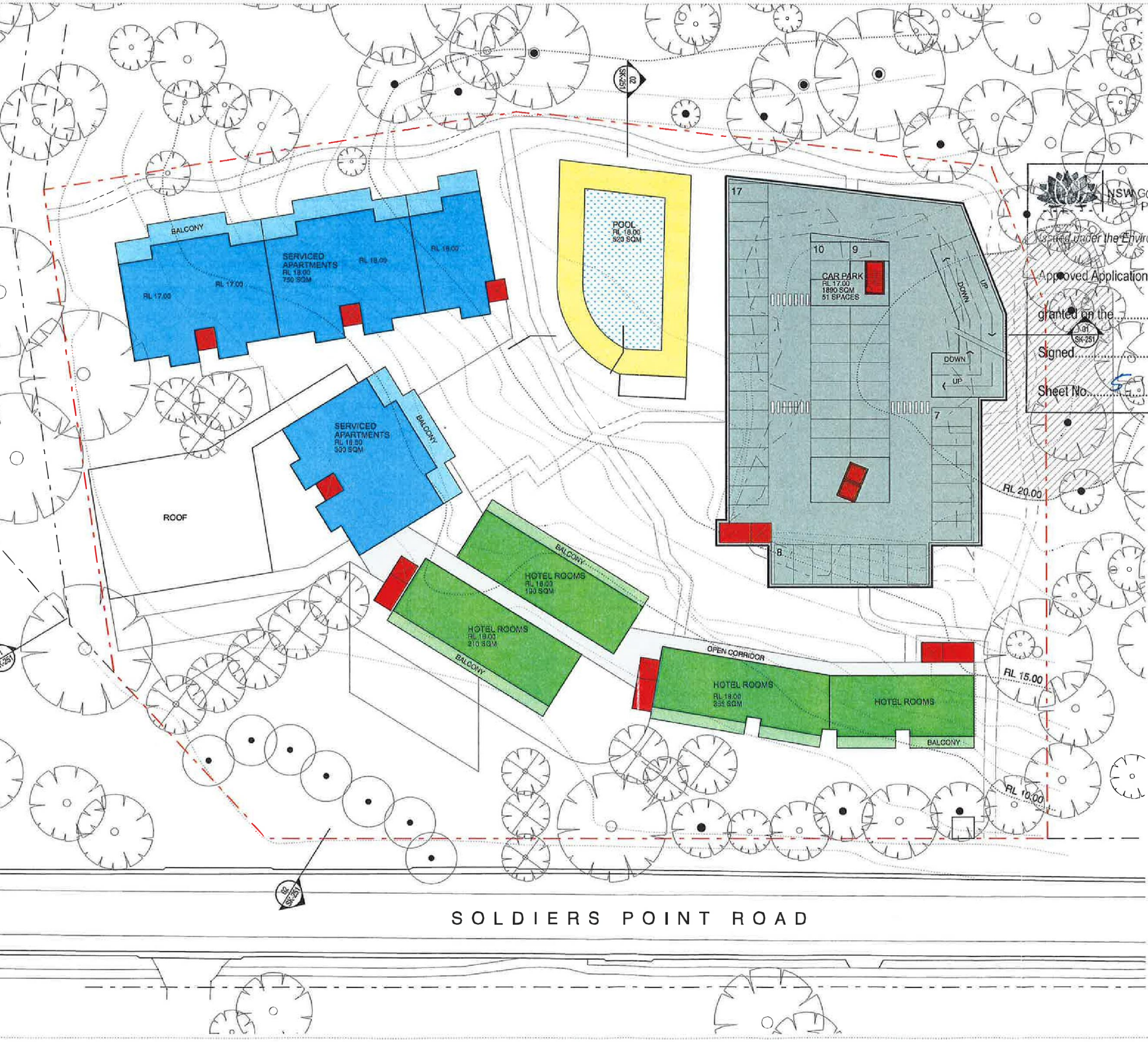
0 5 10 15 20 25m
1 : 500

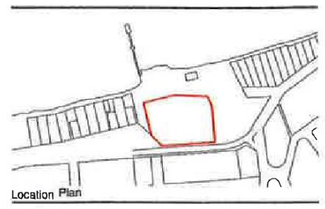
Description

LEVEL 2 PLAN
RL 15.00

Job Number	Dwg. No.	Revision
06 431	SK-103	C

X:\Drawings\06\06 431 Salamander Shores\plotting\SK_103.dgn





NSW GOVERNMENT
Planning

Assessed under the Environmental Planning and Assessment Act 1979

Approved Application No. 06_0183

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Signed.....

Sheet No. 5 of 14

B	DEC '10	RE-ISSUED TO DOP	SE
A	JULY '10	ISSUED TO DOP	JF/SE
Rev.	Date	Amendment	Drawn

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Project

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147 SOLDIERS POINT ROAD
SOLDIERS POINT

CONCEPT PLAN APPLICATION

Scale @ A3: 1:500

Date: 22/12/2010

N

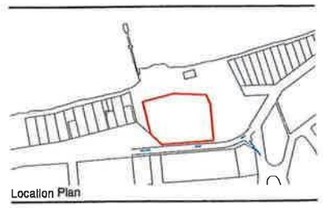
0 5 10 15 20 25m
1 : 500

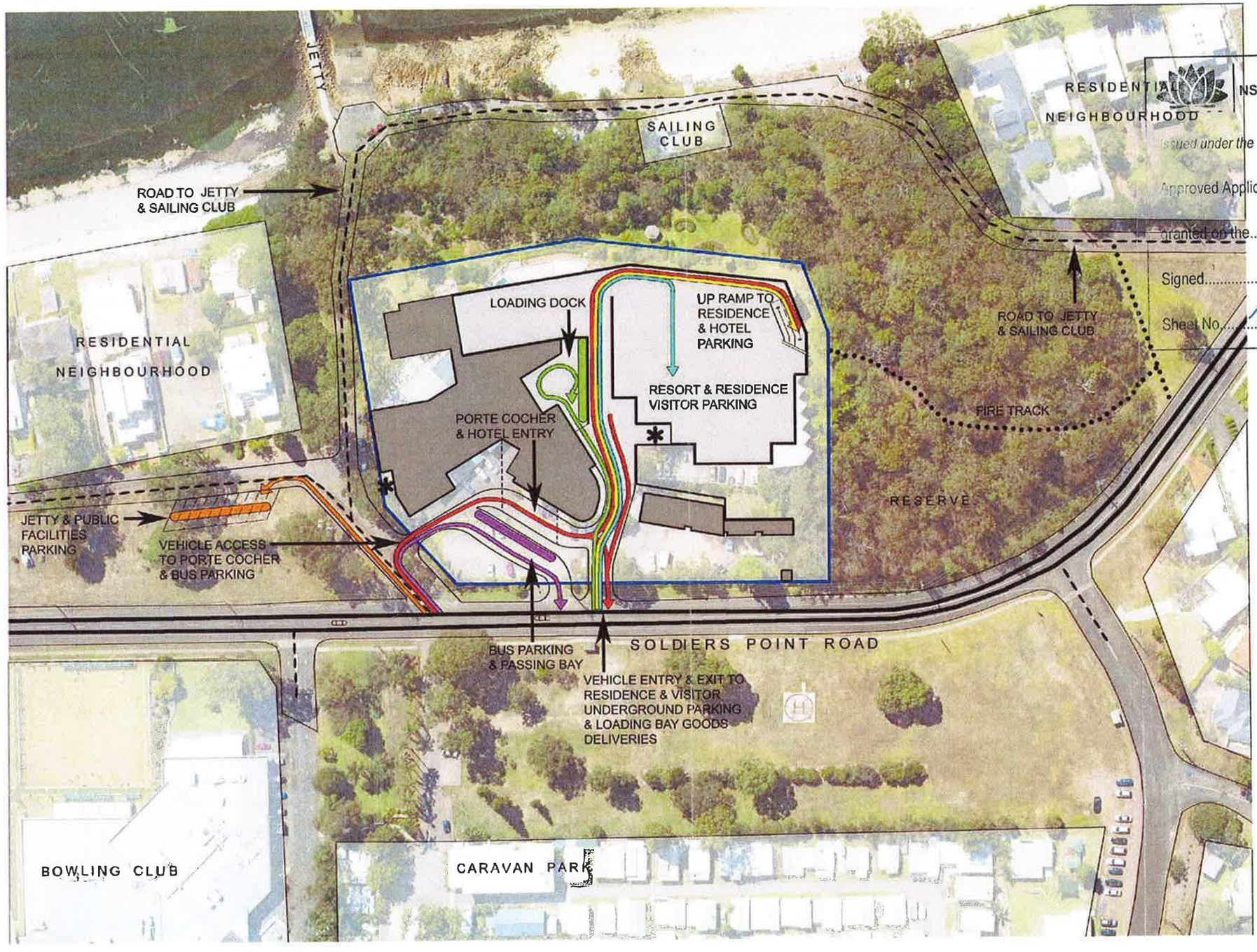
Description

LEVEL 3 PLAN
RL 18.00

Job Number	Dwg. No.	Revision
06 431	SK-104	B

X:\Drawing\2006\06 431 Salamander Shores\pln\dwg\SK_104.dgn





KEY

- JETTY VISITORS
- RESORT/APARTMENT VISITORS
- HOTEL GUESTS
- RESIDENTS
- BUSES
- GOODS & SERVICES
- MAJOR ROAD
- MINOR ROAD
- FIRE TRACK
- BIKE RACK

NSW GOVERNMENT
Planning

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Approved Application No. 06 - 0163

Granted on the 4/9/11

Signed

Sheet No. 13 of 14

Rev.	Date	Amendment	Drawn
A	DEC '10	ISSUED TO DOP	SE

Architect

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Project

SALAMANDER SHORES

147 SOLDIERS POINT ROAD
SOLDIERS POINT

CONCEPT PLAN APPLICATION

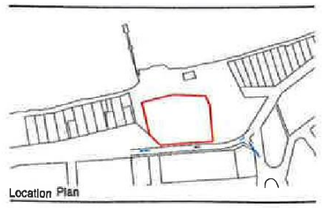
Scale @ A3	Date:
N.T.S.	22/12/2010

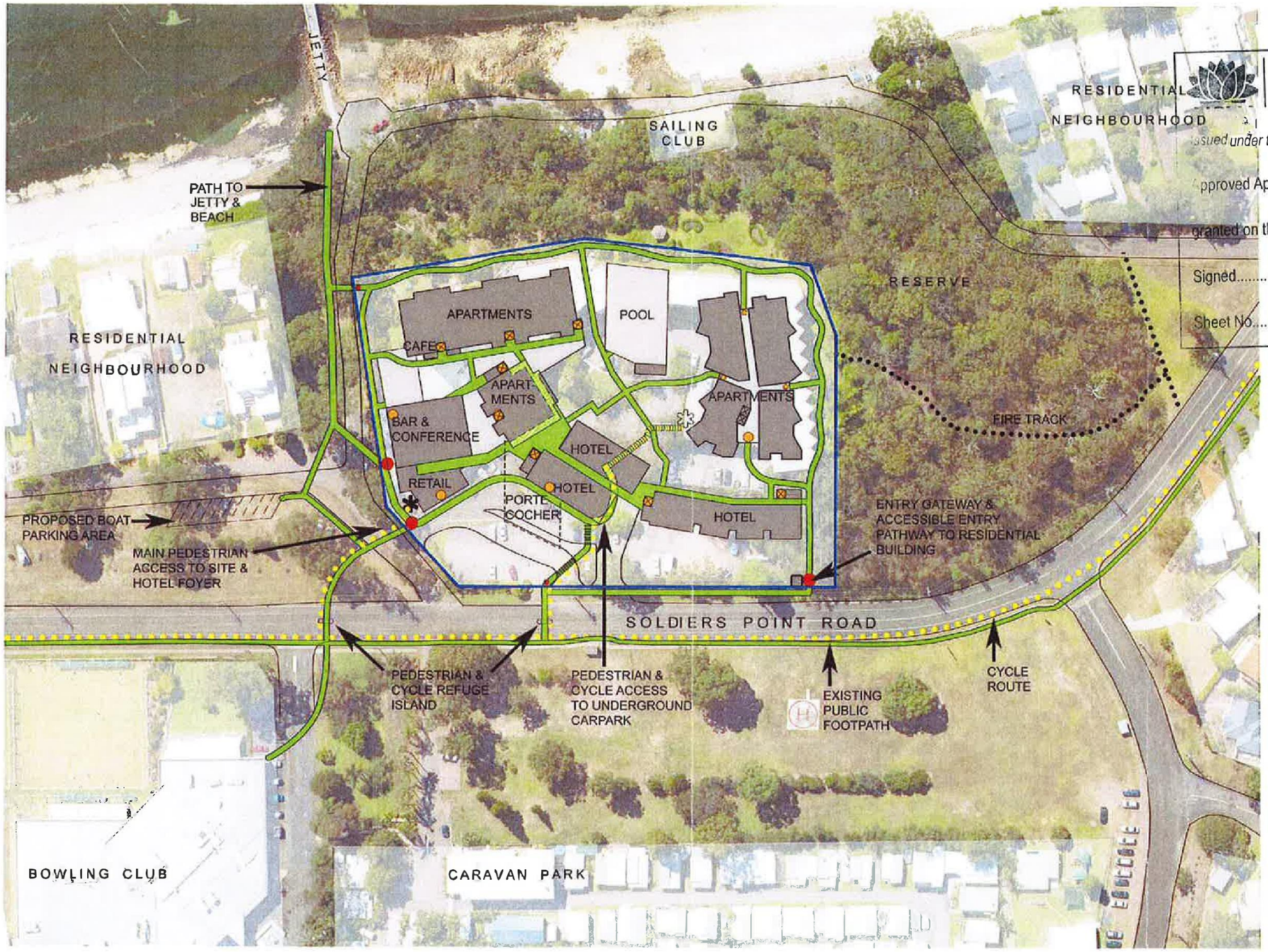
Description

MOVEMENT DIAGRAM VEHICLES

Job Number	Dwg. No.	Revision
06 431	SK-MD01	A

X:\Drawing\2006\06 431 Salamander Shores\plotting\06_MD01.dgn





KEY

- PEDESTRIAN PATHWAY
- CYCLE ROUTE
- FIRE TRACK
- SITE ENTRY POINT
- BUILDING ENTRY POINT
- BIKE RACK

NSW GOVERNMENT
Planning

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Approved Application No 06_0183

granted on the 4/9/11

Signed MS

Sheet No 14 of 14

Rev.	Date	Amendment	Drawn
A	DEC '10	ISSUED TO DOP	SE

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Project
SALAMANDER SHORES
147 SOLDIERS POINT ROAD
SOLDIERS POINT

CONCEPT PLAN APPLICATION

Scale @ A3: N.T.S.
Date: 22/12/2010

Description
MOVEMENT DIAGRAM
PEDESTRIAN & CYCLE

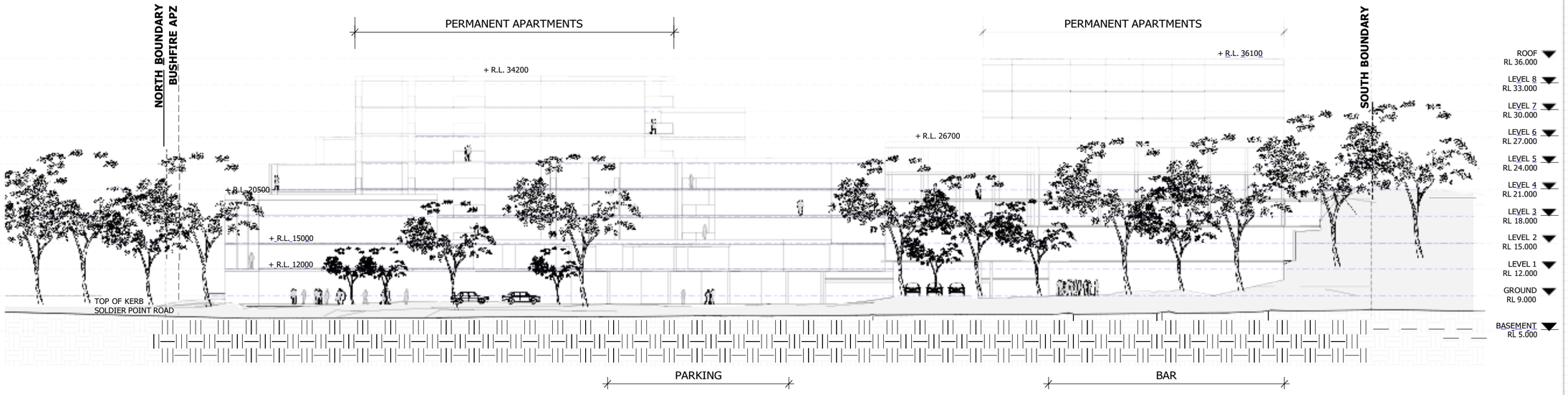
Job Number	Dwg. No.	Revision
06 431	SK-MD02	A

X:\Drawings\2006\06 431 Salamander Shores\cad\dwg\06_MD02.dgn

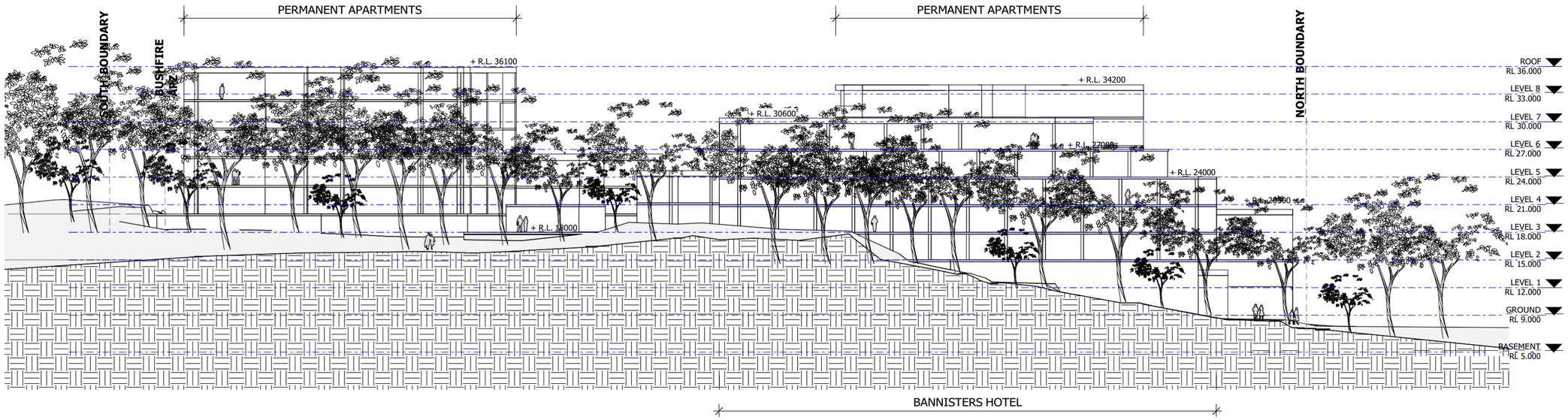
Appendix B

Modified Plans

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300mm at A1



1 ELEVATION 01 SOLDIERS POINT ROAD
SK0.010 1 : 250



2 ELEVATION 02 EASTERN BOUNDARY
SK0.010 1 : 250

NOTES

THE PARAPET RLs NOMINATED ON THIS DRAWING REPRESENT THE MINIMUM REQUIRED HEIGHT TO ACHIEVE THE FIRE, ACOUSTIC AND WATERPROOFING REQUIREMENTS OF THE NCC. ARCHITECTURAL FEAYTURES MAY EXTEND BEYOND THESE LEVELS AND WILL BE DEVELOPED IN FUTURE PROJECT STAGES.

This drawing should be read in conjunction with all relevant contracts, specifications and drawings. Dimensions are in millimetres. Levels are metres. Do not scale off drawings. Use figured dimensions only. Check dimensions on Site. Report discrepancies immediately.

AUTHORISED FOR ISSUE

DIRECTOR

SIGN OFF DATE

ISSUE	DATE	SUBJECT	VALID'N.
H	18/11/21	LEVELS UPDATED	NK
G	11/11/21	ISSUED FOR PART 3A MOD	LO
F	07/10/21	ISSUED FOR CONSULTATION	LO
E	30/09/21	ISSUED TO CONSULTANT	LO
D	23/09/21	ISSUED FOR REVIEW	LO
C	05/06/11	REISSUED TO DOP	SE
B	05/12/10	REISSUED TO DOP	SE
A	05/06/10	ISSUED TO DOP	JF/SE

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Nominated Architects:
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Daniel Beekwilder 6192
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PROJECT
SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE
PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
LO	As indicated	18/11/21

DESCRIPTION
ELEVATIONS SHEET 01

PROJECT No	DRAWING No	REVISION
20 421	SK-201	H

DATE PRINTED: 18/11/2021 10:49:54 AM

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300mm at A1

10710

10000

1000

10m APZ

RESTAURANT
+ R.L. 8000

CAFE
+ R.L. 8000

BAR
+ R.L. 8000

FOYER
+ R.L. 8000

BOH
+ R.L. 8000

BOH
+ R.L. 8000

RAMP UP TO L1

RAMP FROM B1

RAMP UP TO L1

60 CAR SPACES
+ R.L. 8000

TRUCK LOADING DOCK
+ R.L. 7000

PORTE COCHERE

TRUCK ENTRY / EXIT

HOTEL GUESTS &
RESI CARPARK
ENTRY / EXIT

BOH
+ R.L. 9000

BAR
+ R.L. 9000

UNEXCAVATED

RL 20.00

RL 15.00

RL 10.00

10090

10780

PALM

3
SK-252

1
SK-252

2
SK-251

1
SK-251

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AUTHORISED FOR ISSUE

DIRECTOR

SIGN OFF DATE

G	18/11/21	LEVELS UPDATED	NK
F	11/11/21	ISSUED FOR PART 3A MOD	LO
E	07/10/21	ISSUED FOR CONSULTATION	LO
D	30/09/21	ISSUED TO CONSULTANT	LO
C	23/09/21	ISSUED FOR REVIEW	LO
B	05/12/10	REISSUED TO DOP	SE
A	05/06/10	ISSUED TO DOP	JF/SE

ISSUE DATE SUBJECT VALID'N.

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PROJECT
SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE
PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
KL	1 : 250	18/11/21

DESCRIPTION
GROUND LEVEL PLAN RL 8.00

PROJECT No	DRAWING No	REVISION
20 421	SK-101	G

DATE PRINTED: 18/11/2021 10:48:24 AM

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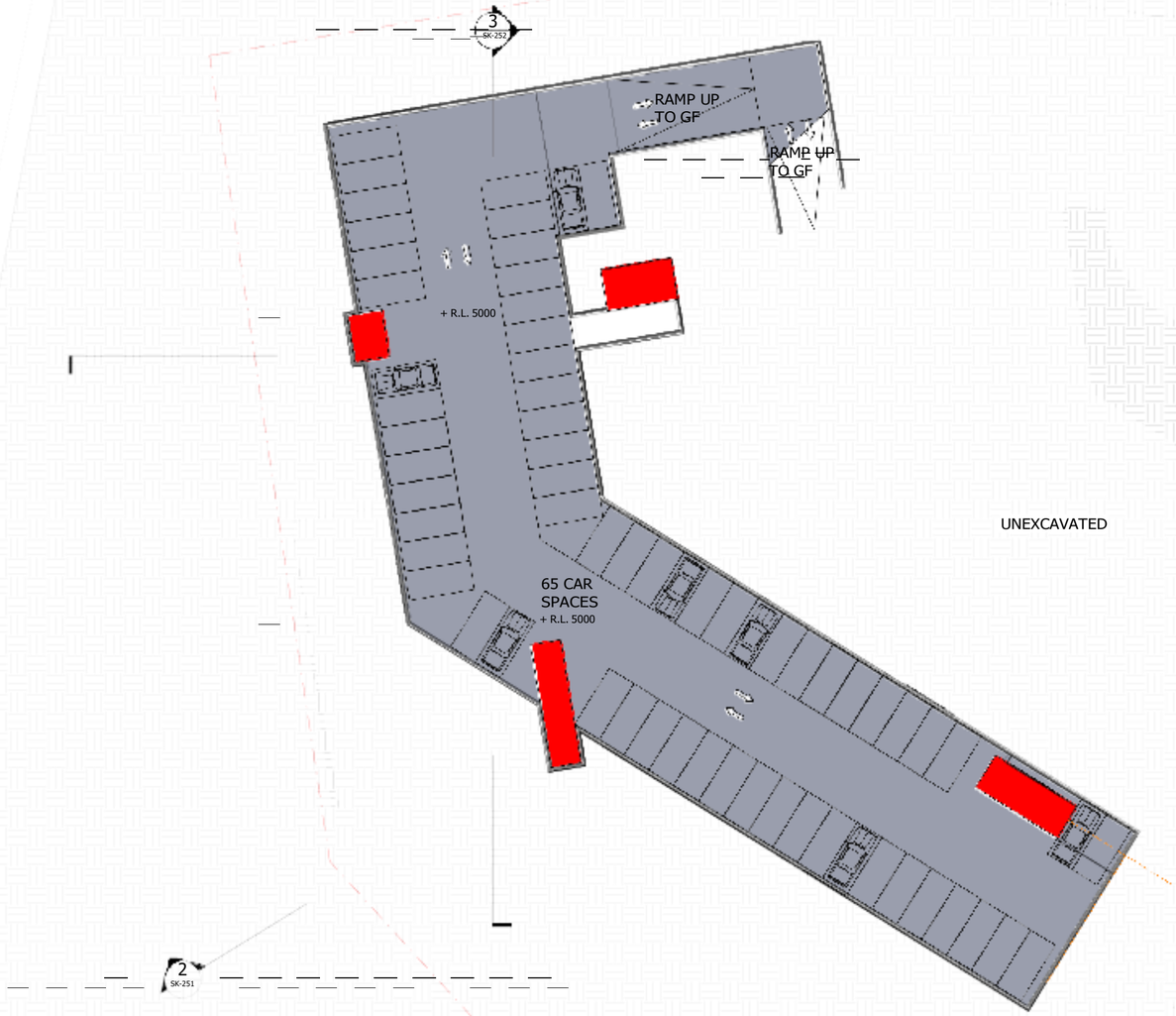

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AUTHORISED FOR ISSUE

DIRECTOR

SIGN OFF DATE

E	18/11/21	LEVELS UPDATED	NK
D	11/11/21	ISSUED FOR PART 3A MOD	LO
C	07/10/21	ISSUED FOR CONSULTATION	LO
B	30/09/21	ISSUED TO CONSULTANT	LO
A	23/09/21	ISSUED FOR REVIEW	LO

ISSUE DATE SUBJECT VALID'N.

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PROJECT
SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE
PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
KL	1 : 250	18/11/21

DESCRIPTION
BASEMENT

PROJECT No	DRAWING No	REVISION
20 421	SK-099	E

DATE PRINTED: 18/11/2021 10:48:16 AM

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10740

10000

10m APZ

3400

10980

RESTAURANT
+ R.L. 11000

VOID

VOID

VOID

GYM/SPA
+ R.L. 12000

RAMP
FROM GF

BOH
+ R.L. 12000

PERMANENT
APARTMENTS
+ R.L. 12000

BALCONY

BALCONY

BALCONY

BALCONY

LIGHT COURT

PERMANENT
APARTMENTS
+ R.L. 12000

BALCONY

75 CAR
SPACES
+ R.L. 11000

RAMP UP
TO L2

CONFERENCE
+ R.L. 13000

BOH
+ R.L. 13000

BOH
+ R.L. 13000

BALCONY

UNEXCAVATED

1 SK-252

2 SK-252

3 SK-252

1 SK-251

2 SK-251

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G	11/11/21	ISSUED FOR PART 3A MOD	LO
F	07/10/21	ISSUED FOR CONSULTATION	LO
E	30/09/21	ISSUED TO CONSULTANT	LO
D	23/09/21	ISSUED FOR REVIEW	LO
C	05/06/11	REISSUED TO DOP	SE
B	05/12/10	REISSUED TO DOP	SE
A	05/06/10	ISSUED TO DOP	JF/SE

ISSUE DATE SUBJECT VALID'N.

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PROJECT
SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE
PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
NK	1 : 250	18/11/21

DESCRIPTION
LEVEL 1 PLAN RL 12.00

PROJECT No	DRAWING No	REVISION
20 421	SK-102	H

DATE PRINTED: 18/11/2021 10:48:37 AM

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DIRECTOR

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F	11/11/21	ISSUED FOR PART 3A MOD	LO
E	07/10/21	ISSUED FOR CONSULTATION	LO
D	30/09/21	ISSUED TO CONSULTANT	LO
C	23/09/21	ISSUED FOR REVIEW	LO
B	05/12/10	REISSUED TO DOP	SE
A	05/06/10	ISSUED TO DOP	JF/SE

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Chippendale NSW 2008
Sydney Australia
djrd.com.au

PROJECT
SALAMANDER SHORES

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Soldiers Point

PHASE
PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
LO	1 : 250	18/11/21

DESCRIPTION
LEVEL 4 PLAN RL 21.00

PROJECT No	DRAWING No	REVISION
20 421	SK-105	G

DATE PRINTED: 18/11/2021 10:49:02 AM

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BUILDING A

BUILDING H

BUILDING B

BUILDING C

BUILDING D/E

BUILDING F/G

BALCONIES

HOTEL ROOMS
+ R.L. 15000

BOH
+ R.L. 15000

BALCONY

10m APZ

UNEXCAVATED

PERMANENT APARTMENTS
+ R.L. 15000

BALCONIES

RAMP FROM L1

42 CAR SPACES
+ R.L. 14000

RAMP UP TO L3

CONFERENCE
+ R.L. 13000

BOH
+ R.L. 13000

BOH
+ R.L. 13000

10710

10000

8000

20210

17070

3400

1010

19470

15266

10980

10000

1 SK-252

2 SK-252

3 SK-252

1 SK-251

2 SK-251

SOLDIERS POINT ROAD

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F	07/10/21	ISSUED FOR CONSULTATION	LO
E	30/09/21	ISSUED TO CONSULTANT	LO
D	23/09/21	ISSUED FOR REVIEW	LO
C	05/06/11	REISSUED TO DOP	SE
B	05/12/10	REISSUED TO DOP	SE
A	05/06/10	ISSUED TO DOP	JF/SE

ISSUE DATE SUBJECT VALID'N.

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Chippendale NSW 2008
Sydney Australia
djrd.com.au

PROJECT
SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE
PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
NK	1 : 250	18/11/21

DESCRIPTION
LEVEL 2 PLAN RL 15.00

PROJECT No	DRAWING No	REVISION
20 421	SK-103	H

DATE PRINTED: 18/11/2021 10:48:47 AM

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300mm at A1

This drawing should be read in conjunction with all relevant contracts, specifications and drawings. Dimensions are in millimetres. Levels are metres. Do not scale off drawings. Use figured dimensions only. Check dimensions on Site. Report discrepancies immediately.

AUTHORISED FOR ISSUE

DIRECTOR

SIGN OFF DATE

G	18/11/21	LEVELS UPDATED	NK
F	11/11/21	ISSUED FOR PART 3A MOD	LO
E	07/10/21	ISSUED FOR CONSULTATION	LO
D	30/09/21	ISSUED TO CONSULTANT	LO
C	23/09/21	ISSUED FOR REVIEW	LO
B	05/12/10	REISSUED TO DOP	SE
A	05/06/10	ISSUED TO DOP	JF/SE

ISSUE DATE SUBJECT VALID'N.

CLIENT

SALAMANDER SHORES HOTEL

ARCHITECT

djrd architects

T +612 9319 2955
ABN: 48 942 921 969
Nominated Architects:
Andrew Hipwell 6562
Daniel Beekwilder 6192

63 Myrtle Street
Chippendale NSW 2008
Sydney Australia
djrd.com.au

PROJECT

SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE

PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
KL	1 : 250	18/11/21

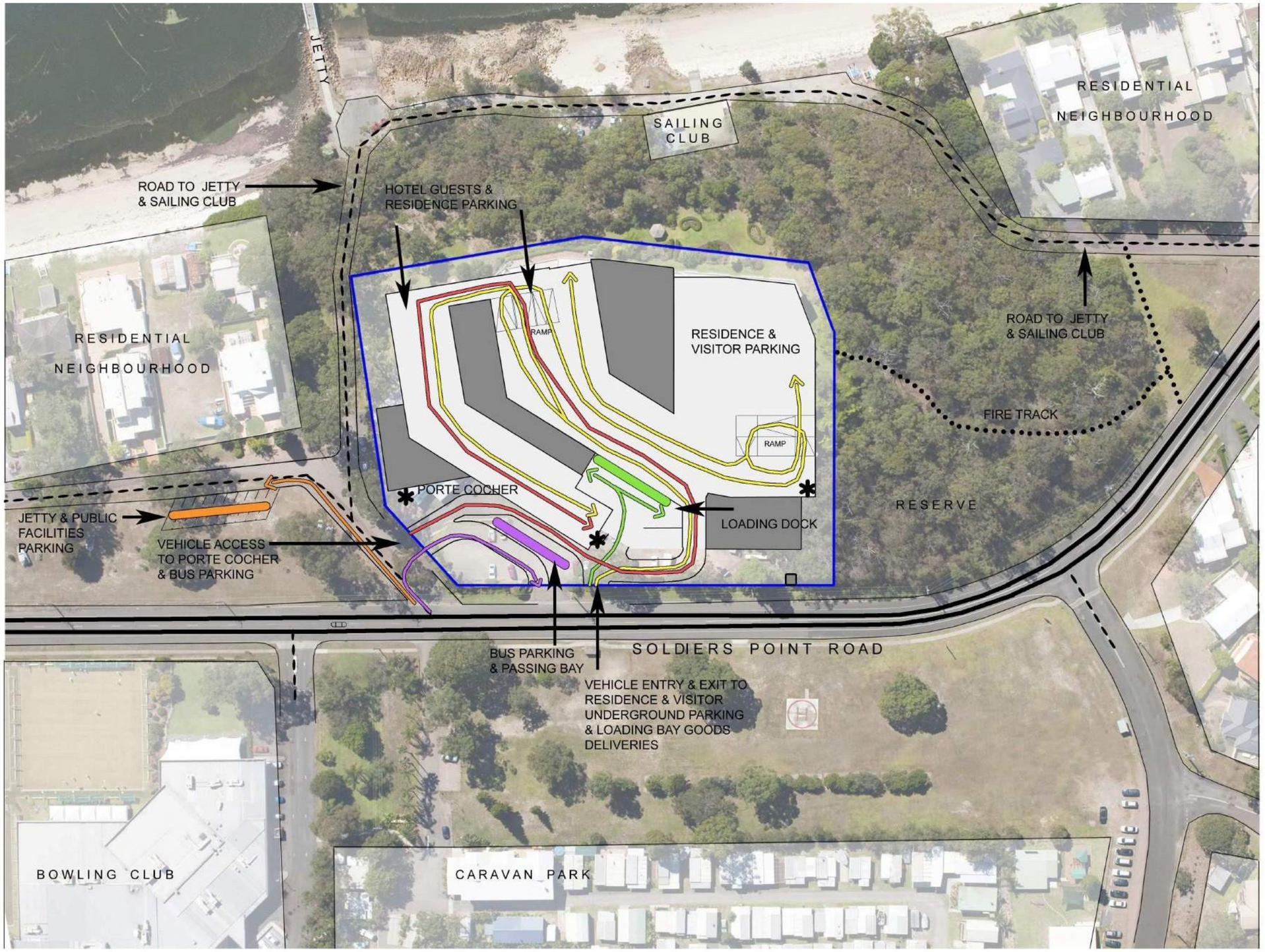
DESCRIPTION

LEVEL 3 PLAN RL 18.00

PROJECT No	DRAWING No	REVISION
20 421	SK-104	G

DATE PRINTED: 18/11/2021 10:48:55 AM

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300mm at A1



KEY

- JETTY VISITORS
- HOTEL GUESTS
- RESIDENTS
- BUSES
- GOODS & SERVICES
- MAJOR ROAD
- MINOR ROAD
- FIRE TRACK
- * BIKE RACK

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DIRECTOR

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C	30/09/21	ISSUED TO CONSULTANT	LO
B	23/09/21	ISSUED FOR REVIEW	LO
A	05/12/10	REISSUED TO DOP	SE

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PROJECT
SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE
PART 3A MODIFICATION

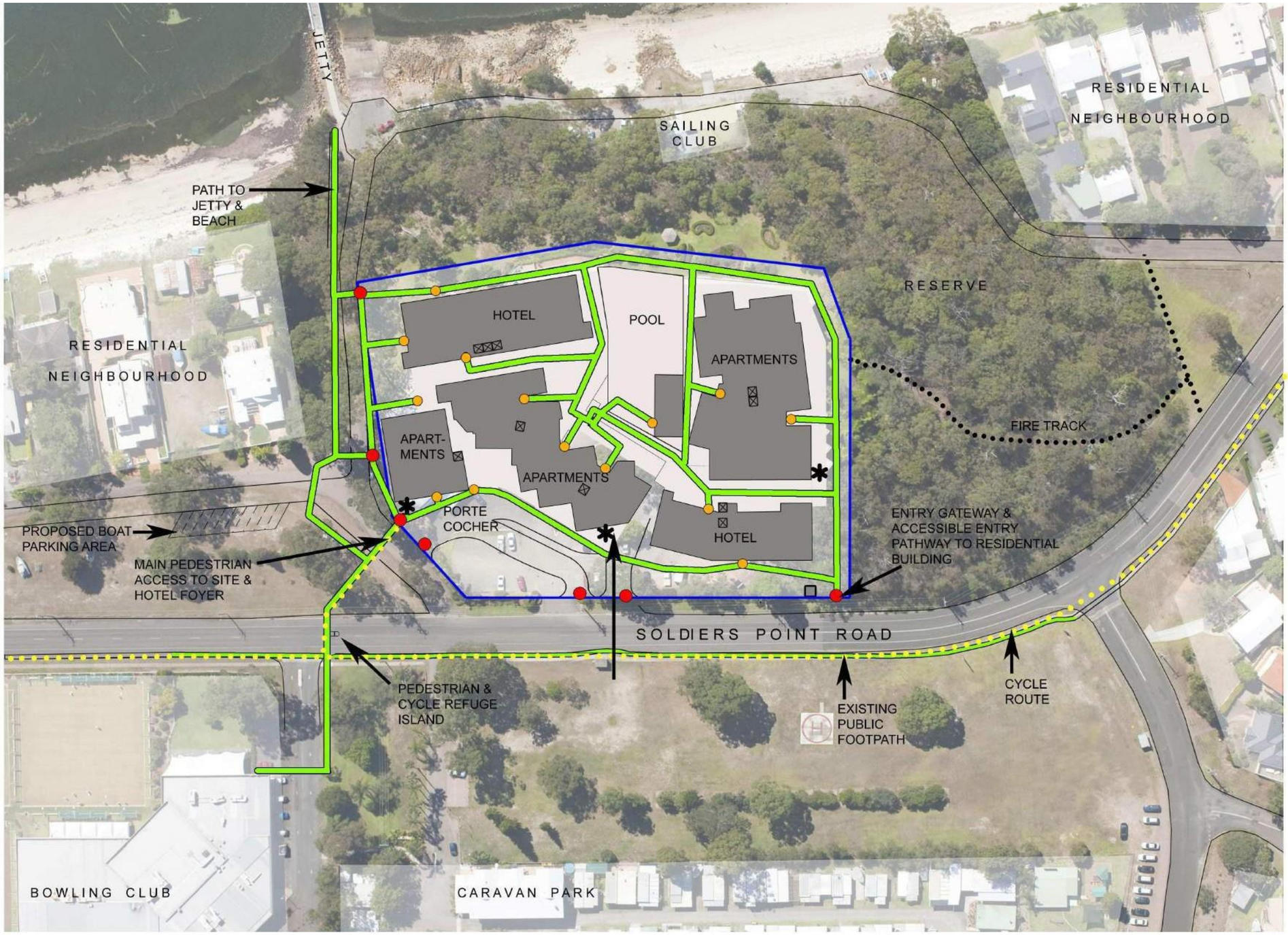
DRAWN	SCALE AT A1	PRINT DATE
LO	1 : 500	18/11/21

DESCRIPTION
MOVEMENT DIGRAM VEHICLES

PROJECT No	DRAWING No	REVISION
20 421	SK-MD01	F

DATE PRINTED: 18/11/2021 10:50:51 AM

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300mm at A1



KEY

- PEDESTRIAN PATHWAY
- CYCLE ROUTE
- FIRE TRACK
- SITE ENTRY POINT
- BUILDING ENTRY POINT
- BIKE RACK

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AUTHORISED FOR ISSUE

DIRECTOR

SIGN OFF DATE

F	18/11/21	LEVELS UPDATED	NK
E	11/11/21	ISSUED FOR PART 3A MOD	LO
D	07/10/21	ISSUED FOR CONSULTATION	LO
C	30/09/21	ISSUED TO CONSULTANT	LO
B	23/09/21	ISSUED FOR REVIEW	LO
A	05/12/10	REISSUED TO DOP	SE

ISSUE DATE SUBJECT VALID'N.

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PROJECT
SALAMANDER SHORES

147 Soldiers Point Road
Soldiers Point

PHASE
PART 3A MODIFICATION

DRAWN	SCALE AT A1	PRINT DATE
LO	1 : 500	18/11/21

DESCRIPTION
MOVEMENT DIAGRAM
PEDESTRIAN AND CYCLE

PROJECT No	DRAWING No	REVISION
20 421	SK-MD02	F

DATE PRINTED: 18/11/2021 10:51:03 AM

Appendix C

Traffic Survey Results

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Soldiers Point Rd and Access Rd, Soldiers

GPS *-32.711453, 152.071256*

Date:	P
Weather:	Fine
Suburban:	Soldiers Point
Customer:	TTPA

North:	Soldiers Point Rd
East:	Access Rd
South:	Soldiers Point Rd
West:	N/A

Survey Period	AM:	7:00 AM-9:00 AM
	PM:	4:00 PM-7:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

Time		rth Approach Soldiers Point			East Approach Access Rd			uth Approach Soldiers Point			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:00	7:15	0	26	1	0	0	2	0	0	17	222	
7:15	7:30	0	23	0	0	0	0	0	0	22	246	
7:30	7:45	0	39	0	0	0	2	1	2	23	286	
7:45	8:00	0	29	0	0	1	1	0	0	33	319	
8:00	8:15	0	39	0	0	0	2	0	1	28	365	Peak
8:15	8:30	0	36	0	0	0	2	0	0	47		
8:30	8:45	0	46	0	0	1	5	1	1	46		
8:45	9:00	0	57	0	0	0	2	0	0	51		
16:00	16:15	0	40	0	0	0	2	0	3	44	420	
16:15	16:30	0	24	0	0	0	2	0	6	65	459	
16:30	16:45	0	37	0	0	0	0	0	6	65	507	Peak
16:45	17:00	0	53	0	0	1	0	0	5	67	502	
17:00	17:15	0	34	0	0	1	2	1	5	85	487	
17:15	17:30	0	51	1	0	2	0	0	5	86	442	
17:30	17:45	0	33	1	0	0	3	0	3	63	366	

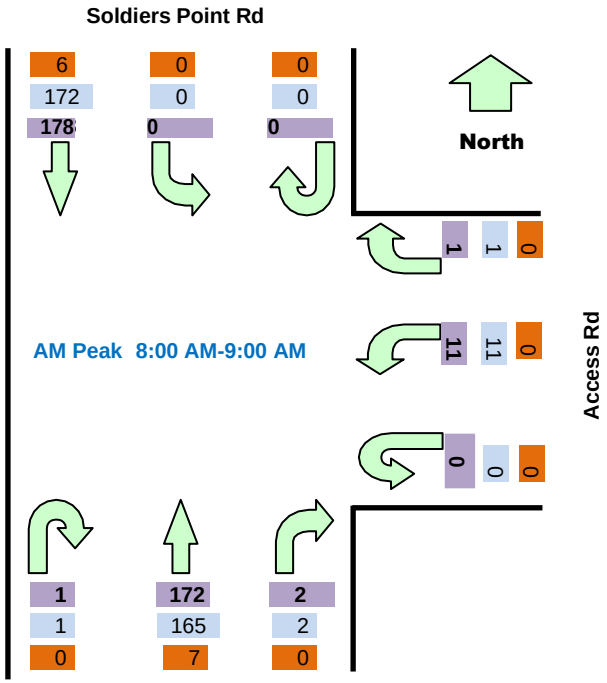
17:45	18:00	0	32	1	0	2	3	0	6	67	321	
18:00	18:15	0	31	2	0	4	1	0	3	42	287	
18:15	18:30	0	21	1	0	4	1	0	3	39		
18:30	18:45	0	29	0	0	1	1	0	4	23		
18:45	19:00	0	45	2	0	0	2	0	2	26		

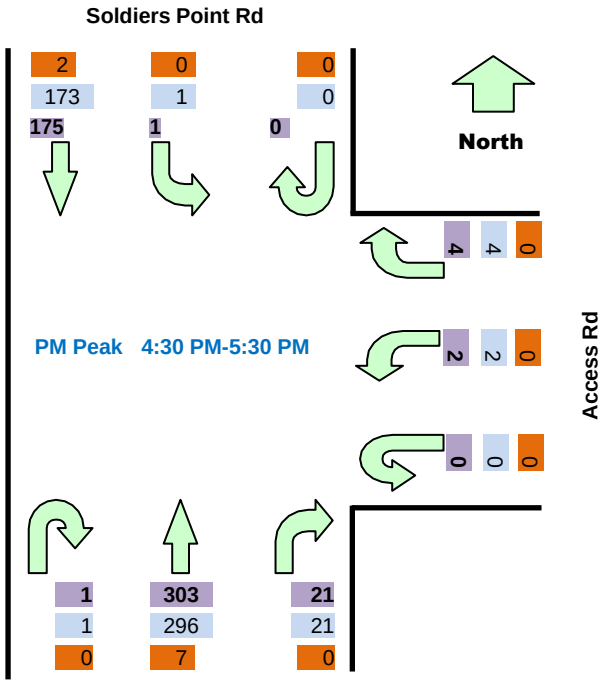
Peak Time		rth Approach Soldiers Point			East Approach Access Rd			uth Approach Soldiers Point			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	0	178	0	0	1	11	1	2	172	365
16:30	17:30	0	175	1	0	4	2	1	21	303	507

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Light Vehicles

Time		rth Approach Soldiers Point			East Approach Access Rd			uth Approach Soldiers Point		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:00	7:15	0	25	1	0	0	2	0	0	17
7:15	7:30	0	23	0	0	0	0	0	0	17
7:30	7:45	0	37	0	0	0	2	1	1	23
7:45	8:00	0	28	0	0	0	1	0	0	31
8:00	8:15	0	36	0	0	0	2	0	1	28
8:15	8:30	0	36	0	0	0	2	0	0	41
8:30	8:45	0	44	0	0	1	5	1	1	46
8:45	9:00	0	56	0	0	0	2	0	0	50
16:00	16:15	0	39	0	0	0	2	0	3	42
16:15	16:30	0	23	0	0	0	2	0	6	64
16:30	16:45	0	36	0	0	0	0	0	6	63
16:45	17:00	0	53	0	0	1	0	0	5	64
17:00	17:15	0	33	0	0	1	2	1	5	85
17:15	17:30	0	51	1	0	2	0	0	5	84
17:30	17:45	0	32	1	0	0	3	0	3	63
17:45	18:00	0	32	1	0	2	3	0	6	67
18:00	18:15	0	31	2	0	4	1	0	3	41
18:15	18:30	0	21	1	0	4	1	0	3	38
18:30	18:45	0	29	0	0	1	1	0	4	23
18:45	19:00	0	44	2	0	0	2	0	2	26

Peak Time		rth Approach Soldiers Point			East Approach Access Rd			uth Approach Soldiers Point			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	0	172	0	0	1	11	1	2	165	352
16:30	17:30	0	173	1	0	4	2	1	21	296	498

Heavy Vehicles

Time		rth Approach Soldiers Point			East Approach Access Rd			uth Approach Soldiers Point		
Period Start	**Period End**	U	SB	L	U	R	L	U	R	NB
7:00	7:15	0	1	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	5
7:30	7:45	0	2	0	0	0	0	0	1	0
7:45	8:00	0	1	0	0	1	0	0	0	2
8:00	8:15	0	3	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	6
8:30	8:45	0	2	0	0	0	0	0	0	0
8:45	9:00	0	1	0	0	0	0	0	0	1
16:00	16:15	0	1	0	0	0	0	0	0	2
16:15	16:30	0	1	0	0	0	0	0	0	1
16:30	16:45	0	1	0	0	0	0	0	0	2
16:45	17:00	0	0	0	0	0	0	0	0	3
17:00	17:15	0	1	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	2
17:30	17:45	0	1	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	1
18:15	18:30	0	0	0	0	0	0	0	0	1
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	1	0	0	0	0	0	0	0

Peak Time		rth Approach Soldiers Point			East Approach Access Rd			uth Approach Soldiers Point			Peak
Period Start	**Period End**	U	SB	L	U	R	L	U	R	NB	**total**
8:00	9:00	0	6	0	0	0	0	0	0	7	13
16:30	17:30	0	2	0	0	0	0	0	0	7	9

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Bagnall Ave and Soldiers Point Rd, Soldier

GPS *-32.712545, 152.071402*

Date:	Fri 19/11/21
Weather:	Fine
Suburban:	Soldiers Point
Customer:	TTPA

North:	Soldiers Point Rd
East:	N/A
South:	Soldiers Point Rd
West:	Bagnall Ave

Survey Period	AM:	7:00 AM-9:00 AM
	PM:	4:00 PM-7:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

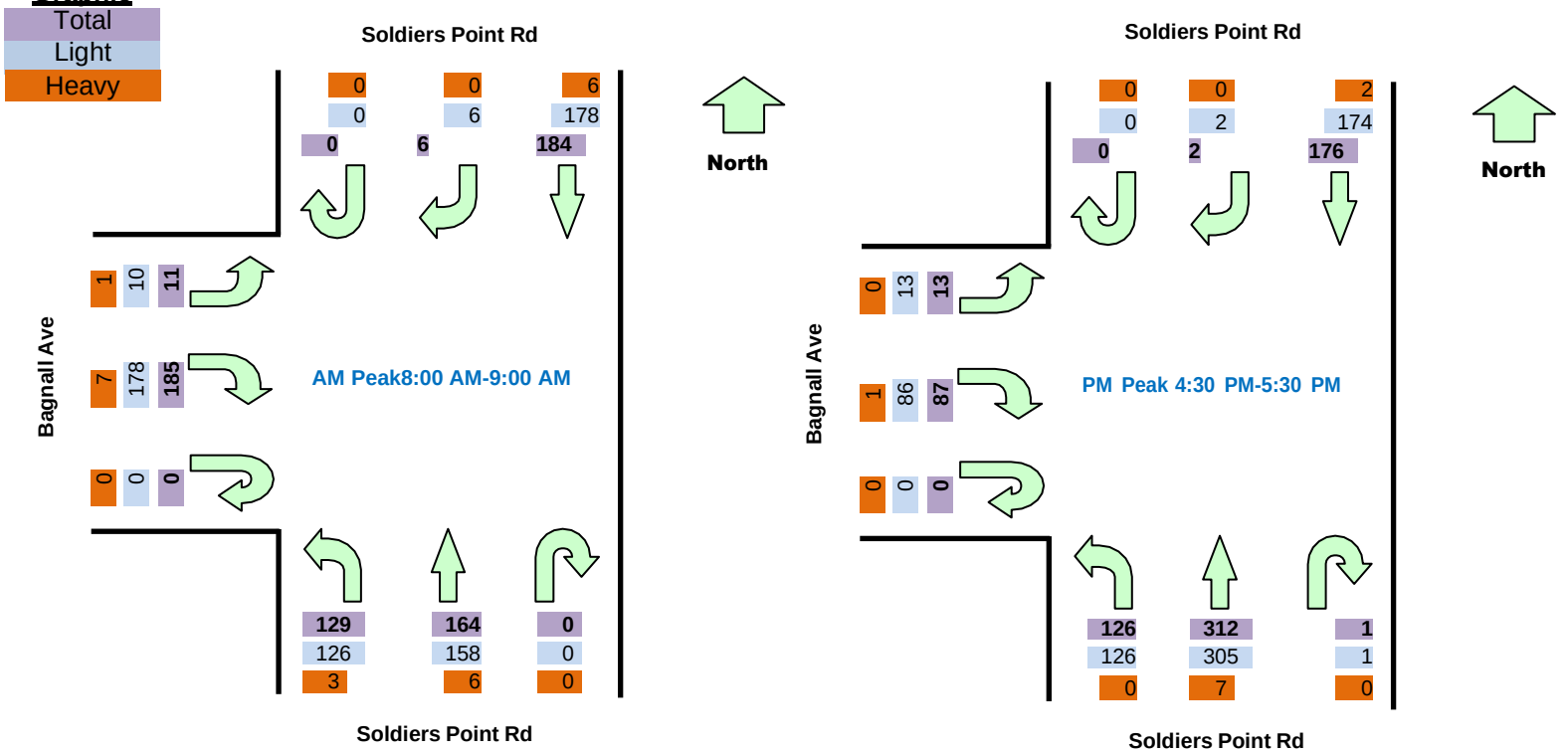
Time		rth Approach Soldiers Point			uth Approach Soldiers Point			West Approach Bagnall Ave			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
7:00	7:15	0	0	28	0	17	7	0	18	0	364	
7:15	7:30	0	0	23	0	21	8	0	21	1	423	
7:30	7:45	0	1	41	0	25	12	0	34	1	509	
7:45	8:00	0	1	29	0	29	16	0	27	4	579	
8:00	8:15	0	1	40	0	27	22	0	37	2	679	Peak
8:15	8:30	0	0	38	0	47	33	0	42	0		
8:30	8:45	0	3	49	0	45	35	0	49	3		
8:45	9:00	0	2	57	0	45	39	0	57	6		
16:00	16:15	0	4	38	0	45	24	0	16	2	619	
16:15	16:30	0	3	23	0	66	35	0	29	5	675	
16:30	16:45	0	0	37	0	70	21	0	17	1	717	Peak
16:45	17:00	0	0	53	0	69	31	0	27	3	717	Peak
17:00	17:15	0	1	36	0	88	33	0	24	3	677	
17:15	17:30	0	1	50	1	85	41	0	19	6	616	
17:30	17:45	0	3	33	0	63	28	0	16	3	510	

17:45	18:00	0	1	34	0	70	19	0	16	3	435	
18:00	18:15	0	2	30	0	44	37	0	10	1	387	
18:15	18:30	0	1	21	0	40	18	0	15	2		
18:30	18:45	0	1	29	0	26	1	0	13	1		
18:45	19:00	0	2	45	0	26	11	0	9	2		

Peak Time		rth Approach Soldiers Point			uth Approach Soldiers Point			West Approach Bagnall Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	6	184	0	164	129	0	185	11	679
16:30	17:30	0	2	176	1	312	126	0	87	13	717

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic



Light Vehicles

Time		rth Approach Soldiers Point			uth Approach Soldiers Point			West Approach Bagnall Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:00	7:15	0	0	27	0	17	7	0	16	0
7:15	7:30	0	0	23	0	16	8	0	20	1
7:30	7:45	0	1	39	0	24	12	0	32	1
7:45	8:00	0	1	28	0	27	16	0	27	4
8:00	8:15	0	1	37	0	27	20	0	36	2
8:15	8:30	0	0	38	0	41	33	0	39	0
8:30	8:45	0	3	47	0	45	34	0	47	3
8:45	9:00	0	2	56	0	45	39	0	56	5
16:00	16:15	0	4	37	0	43	24	0	15	2
16:15	16:30	0	3	22	0	65	35	0	26	5
16:30	16:45	0	0	36	0	68	21	0	17	1
16:45	17:00	0	0	53	0	66	31	0	26	3
17:00	17:15	0	1	35	0	88	33	0	24	3
17:15	17:30	0	1	50	1	83	41	0	19	6
17:30	17:45	0	3	32	0	63	28	0	15	3
17:45	18:00	0	1	34	0	70	19	0	16	3
18:00	18:15	0	2	30	0	43	37	0	9	1
18:15	18:30	0	1	21	0	39	17	0	15	2
18:30	18:45	0	1	29	0	26	1	0	13	1
18:45	19:00	0	2	44	0	26	10	0	8	2

Peak Time		rth Approach Soldiers Point			uth Approach Soldiers Point			West Approach Bagnall Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	6	178	0	158	126	0	178	10	656
16:30	17:30	0	2	174	1	305	126	0	86	13	707

Heavy Vehicles

Time		rth Approach Soldiers Point			uth Approach Soldiers Point			West Approach Bagnall Ave		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:00	7:15	0	0	1	0	0	0	0	2	0
7:15	7:30	0	0	0	0	5	0	0	1	0
7:30	7:45	0	0	2	0	1	0	0	2	0
7:45	8:00	0	0	1	0	2	0	0	0	0
8:00	8:15	0	0	3	0	0	2	0	1	0
8:15	8:30	0	0	0	0	6	0	0	3	0
8:30	8:45	0	0	2	0	0	1	0	2	0
8:45	9:00	0	0	1	0	0	0	0	1	1
16:00	16:15	0	0	1	0	2	0	0	1	0
16:15	16:30	0	0	1	0	1	0	0	3	0
16:30	16:45	0	0	1	0	2	0	0	0	0
16:45	17:00	0	0	0	0	3	0	0	1	0
17:00	17:15	0	0	1	0	0	0	0	0	0
17:15	17:30	0	0	0	0	2	0	0	0	0
17:30	17:45	0	0	1	0	0	0	0	1	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	1	0	0	1	0
18:15	18:30	0	0	0	0	1	1	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	1	0	0	1	0	1	0

Peak Time		rth Approach Soldiers Point			uth Approach Soldiers Point			West Approach Bagnall Ave			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	0	6	0	6	3	0	7	1	23
16:30	17:30	0	0	2	0	7	0	0	1	0	10

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Randall Dr and Soldiers Point Rd, Soldiers Point

GPS *-32.720853, 152.076606*

Date:	Fri 19/11/21
Weather:	Fine
Suburban:	Soldiers Point
Customer:	TTPA

North:	Soldiers Point Rd
East:	Randall Dr
South:	Soldiers Point Rd
West:	Diemars Rd

Survey Period	AM:	7:00 AM-9:00 AM
	PM:	4:00 PM-7:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

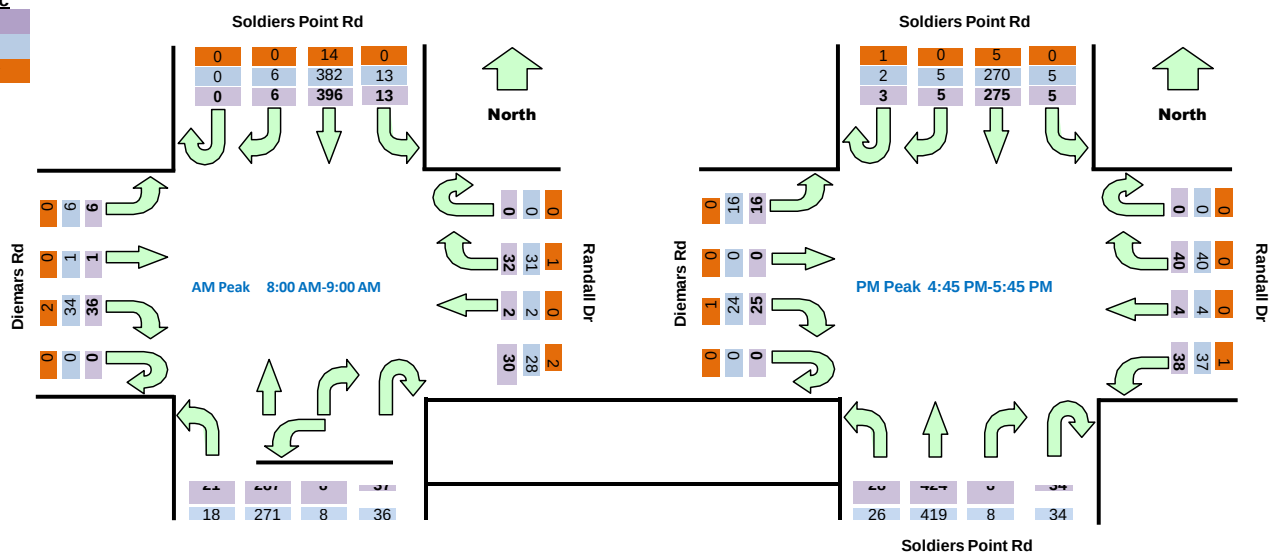
Time		North Approach Soldiers Point Rd				East Approach Randall Dr				South Approach Soldiers Point Rd				West Approach Diemars Rd				Hourly Total	
Period Start	**Period End**	**U**	**R**	**SB**	**L**	**U**	**R**	**WB**	**L**	**U**	**R**	**NB**	**L**	**U**	**R**	**EB**	**L**	**Hour**	**Peak**
7:00	7:15	0	2	55	0	0	7	3	3	7	3	35	6	0	4	0	0	521	
7:15	7:30	0	0	48	0	0	5	0	3	10	1	26	6	0	3	0	0	567	
7:30	7:45	1	0	84	0	0	3	1	4	9	3	39	1	0	7	0	0	699	
7:45	8:00	0	1	62	2	0	2	0	10	6	1	42	5	0	10	0	1	775	
8:00	8:15	0	0	75	1	0	5	1	9	10	4	54	5	0	6	0	1	875	Peak
8:15	8:30	0	1	98	2	0	15	0	5	6	3	85	7	0	11	0	1		
8:30	8:45	0	1	107	3	0	7	1	7	11	1	74	6	0	7	1	2		
8:45	9:00	0	4	116	7	0	5	0	9	10	0	74	3	0	12	0	2		
16:00	16:15	0	3	56	4	0	15	0	6	17	1	73	13	0	6	0	1	814	
16:15	16:30	0	2	59	0	0	8	0	10	11	1	100	10	0	4	0	2	848	
16:30	16:45	0	6	49	0	0	5	0	9	17	0	85	10	0	10	1	5	890	
16:45	17:00	0	4	69	2	0	4	2	4	8	3	99	10	0	6	0	4	905	Peak
17:00	17:15	3	1	72	0	0	12	0	7	7	1	111	6	0	4	0	5	884	
17:15	17:30	0	0	75	3	0	12	1	11	11	2	116	6	0	6	0	6	818	
17:30	17:45	0	0	59	0	0	12	1	16	8	2	98	6	0	9	0	1	706	
17:45	18:00	0	4	44	0	0	11	3	12	15	3	90	10	0	1	0	1	614	
18:00	18:15	0	0	37	1	0	13	1	10	12	4	78	1	0	6	0	0	549	
18:15	18:30	1	0	48	1	0	4	1	9	6	1	56	5	0	3	0	2		
18:30	18:45	0	0	39	0	0	10	2	9	7	2	43	7	0	1	0	0		
18:45	19:00	1	2	50	0	0	2	0	3	9	0	54	3	0	3	0	2		

Peak Time		North Approach Soldiers Point Rd				East Approach Randall Dr				South Approach Soldiers Point Rd				West Approach Diemars Rd				Peak
Period Start	**Period End**	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	**total**
8:00	9:00	0	6	396	13	0	32	2	30	37	8	287	21	0	36	1	6	875
16:45	17:45	3	5	275	5	0	40	4	38	34	8	424	28	0	25	0	16	905

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Soldiers Point Rd				East Approach Randall Dr				South Approach Soldiers Point Rd				West Approach Diemars Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	2	50	0	0	7	3	3	7	2	34	6	0	4	0	0
7:15	7:30	0	0	47	0	0	5	0	2	7	1	21	6	0	3	0	0
7:30	7:45	0	0	80	0	0	3	1	3	8	3	38	1	0	7	0	0
7:45	8:00	0	1	61	2	0	2	0	9	5	1	40	5	0	9	0	1
8:00	8:15	0	0	72	1	0	5	1	9	10	4	50	4	0	6	0	1
8:15	8:30	0	1	95	2	0	14	0	4	5	3	78	6	0	9	0	1
8:30	8:45	0	1	102	3	0	7	1	6	11	1	72	5	0	7	1	2
8:45	9:00	0	4	113	7	0	5	0	9	10	0	71	3	0	12	0	2
16:00	16:15	0	2	54	4	0	15	0	6	17	1	71	13	0	6	0	1
16:15	16:30	0	2	55	0	0	8	0	10	11	1	99	10	0	4	0	1
16:30	16:45	0	6	47	0	0	5	0	9	17	0	83	10	0	10	1	5
16:45	17:00	0	4	68	2	0	4	2	4	8	3	96	10	0	6	0	4
17:00	17:15	2	1	70	0	0	12	0	7	7	1	111	6	0	4	0	5
17:15	17:30	0	0	75	3	0	12	1	11	11	2	114	4	0	6	0	6
17:30	17:45	0	0	57	0	0	12	1	15	8	2	98	6	0	8	0	1
17:45	18:00	0	4	44	0	0	11	3	12	15	3	90	10	0	1	0	1
18:00	18:15	0	0	37	1	0	13	1	10	12	4	77	1	0	6	0	0

18:15	18:30	1	0	47	1	0	4	1	9	6	1	55	5	0	3	0	2
18:30	18:45	0	0	39	0	0	10	2	9	7	2	43	6	0	1	0	0
18:45	19:00	1	2	50	0	0	1	0	3	9	0	54	3	0	2	0	2

Peak Time		North Approach Soldiers Point Rd				East Approach Randall Dr				South Approach Soldiers Point Rd				West Approach Diemars Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	6	382	13	0	31	2	28	36	8	271	18	0	34	1	6	836
16:45	17:45	2	5	270	5	0	40	4	37	34	8	419	26	0	24	0	16	890

Heavy Vehicles

Time		North Approach Soldiers Point Rd				East Approach Randall Dr				South Approach Soldiers Point Rd				West Approach Diemars Rd			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	0	5	0	0	0	0	0	0	1	1	0	0	0	0	0
7:15	7:30	0	0	1	0	0	0	0	1	3	0	5	0	0	0	0	0
7:30	7:45	1	0	4	0	0	0	0	1	1	0	1	0	0	0	0	0
7:45	8:00	0	0	1	0	0	0	0	1	1	0	2	0	0	1	0	0
8:00	8:15	0	0	3	0	0	0	0	0	0	0	4	1	0	0	0	0
8:15	8:30	0	0	3	0	0	1	0	1	1	0	7	1	0	2	0	0
8:30	8:45	0	0	5	0	0	0	0	1	0	0	2	1	0	0	0	0
8:45	9:00	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
16:00	16:15	0	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0
16:15	16:30	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	16:45	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
16:45	17:00	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
17:00	17:15	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
17:30	17:45	0	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:15	18:30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:45	19:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

Peak Time		North Approach Soldiers Point Rd				East Approach Randall Dr				South Approach Soldiers Point Rd				West Approach Diemars Rd				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	14	0	0	1	0	2	1	0	16	3	0	2	0	0	39
16:45	17:45	1	0	5	0	0	0	0	1	0	0	5	2	0	1	0	0	15

Appendix D

Hotel Traffic Generation

Resort Hotel
(330)

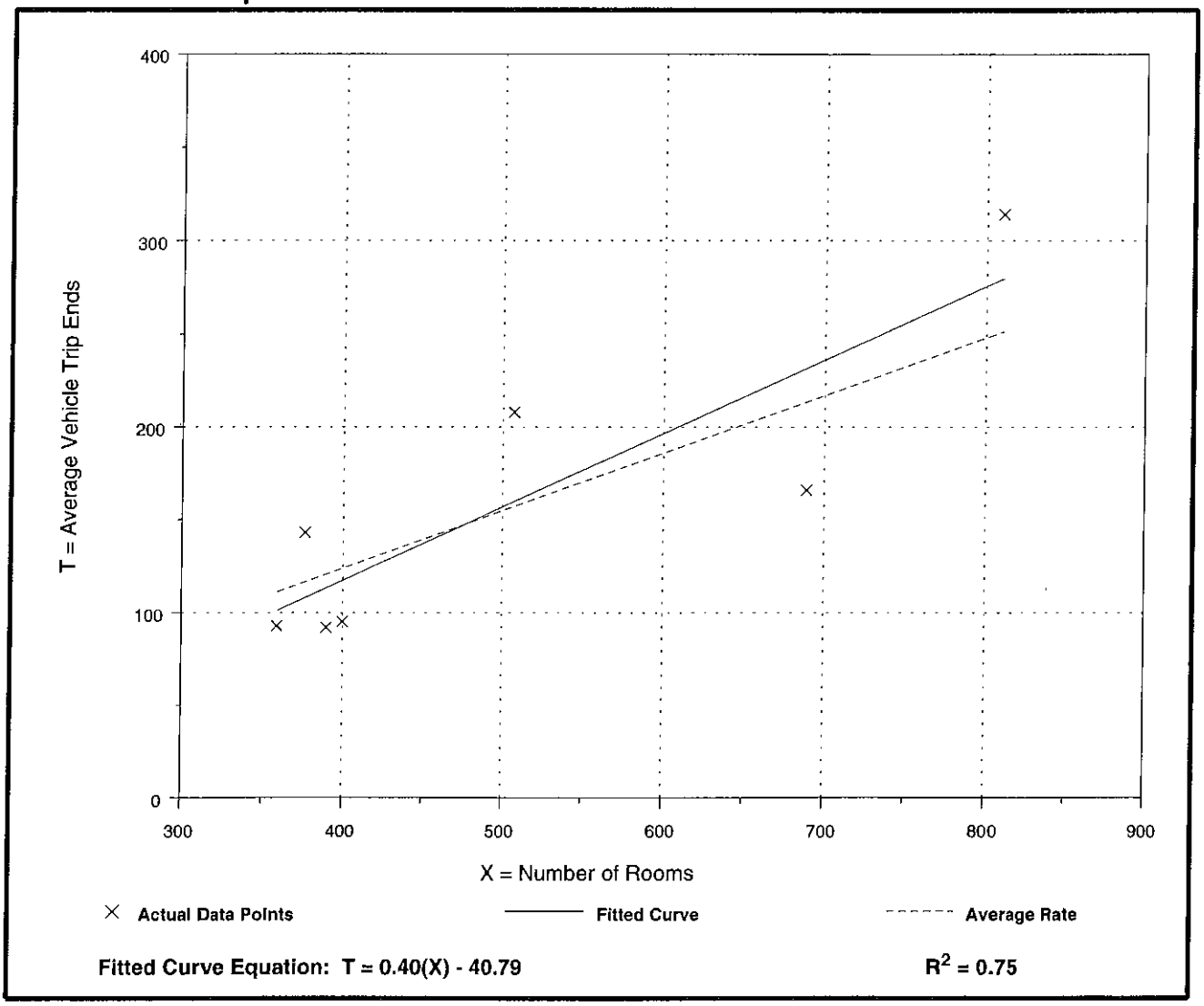
Average Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 7
Average Number of Rooms: 504
Directional Distribution: 72% entering, 28% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.31	0.24 - 0.41	0.57

Data Plot and Equation



Fitted Curve Equation: T = 0.40(X) - 40.79

R^2 = 0.75

Resort Hotel
(330)

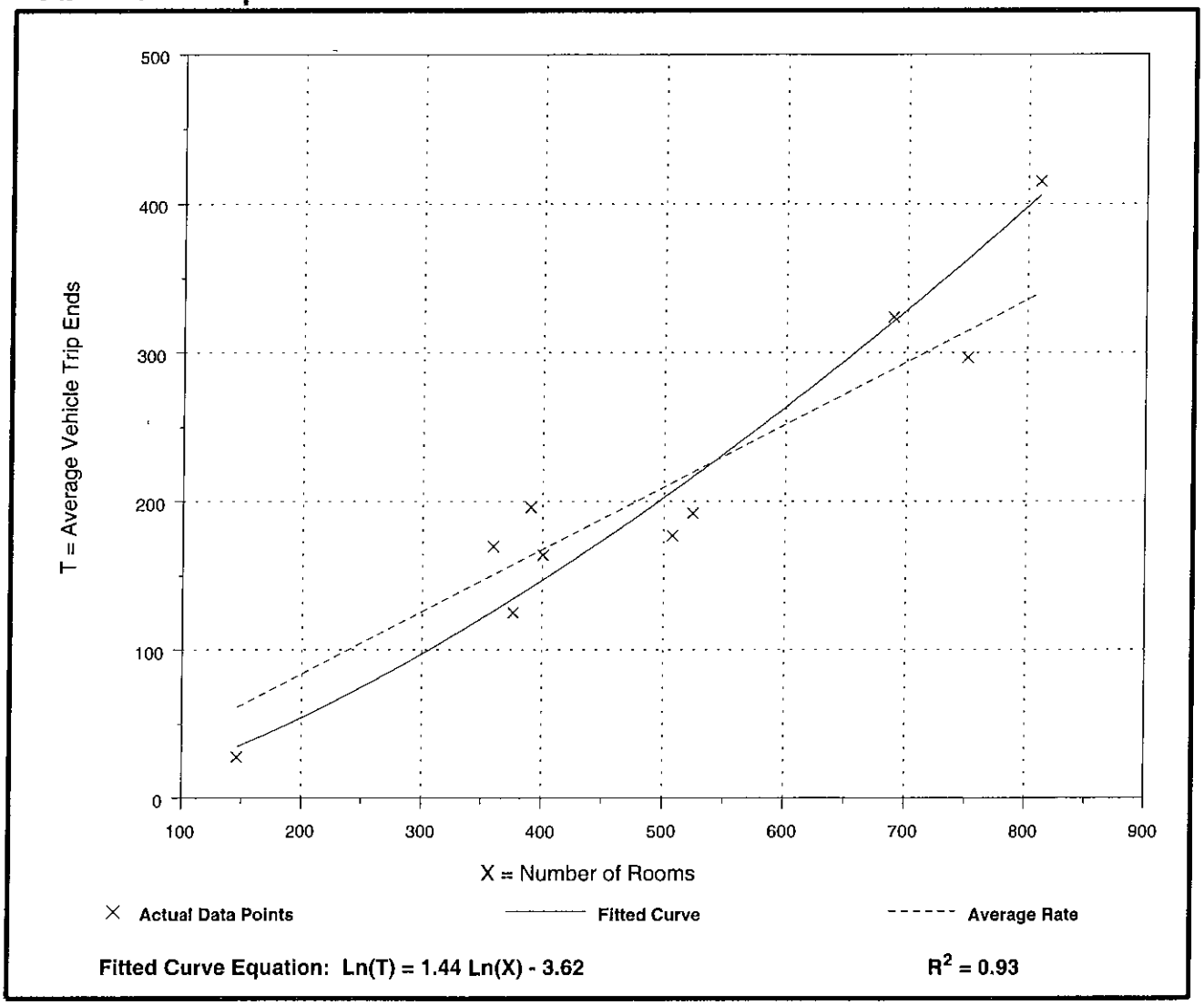
Average Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 10
Average Number of Rooms: 495
Directional Distribution: 43% entering, 57% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.42	0.19 - 0.51	0.65

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.44 Ln(X) - 3.62

R^2 = 0.93

Appendix E

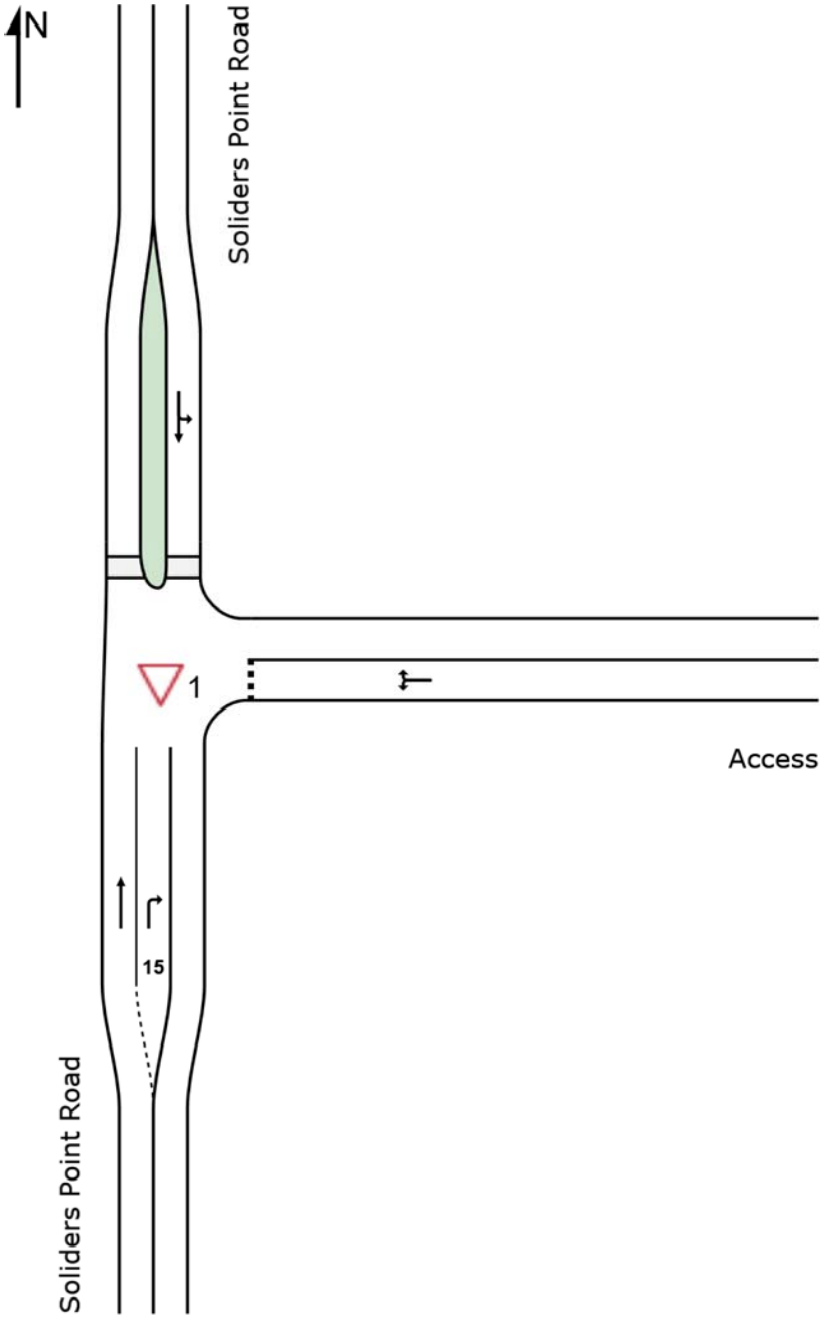
SIDRA Results

SITE LAYOUT

Site: 1 [Soliders Point Rd & Access]

Salamander Bay, Port Stephens

Site Category: Salamander Shores
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 1 [Soliders Point Rd & Access AM]

Salamander Bay, Port Stephens

Site Category: Salamander Shores
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Soliders Point Road												
2	T1	181	0.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
3	R2	15	0.0	0.012	5.3	LOS A	0.0	0.3	0.30	0.53	0.30	42.0
Approach		196	0.0	0.093	0.4	NA	0.0	0.3	0.02	0.04	0.02	49.6
East: Access												
4	L2	17	0.0	0.051	4.8	LOS A	0.2	1.3	0.40	0.60	0.40	42.4
6	R2	17	0.0	0.051	8.4	LOS A	0.2	1.3	0.40	0.60	0.40	41.9
Approach		34	0.0	0.051	6.6	LOS A	0.2	1.3	0.40	0.60	0.40	42.1
North: Soliders Point Road												
7	L2	15	0.0	0.104	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	25.7
8	T1	187	0.0	0.104	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.8
Approach		202	0.0	0.104	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.9
All Vehicles		432	0.0	0.104	0.9	NA	0.2	1.3	0.04	0.08	0.04	48.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Soliders Point Rd & Access PM]

Salamander Bay, Port Stephens

Site Category: Salamander Shores
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Soliders Point Road												
2	T1	319	0.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
3	R2	21	0.0	0.018	5.3	LOS A	0.1	0.5	0.30	0.54	0.30	42.0
Approach		340	0.0	0.165	0.3	NA	0.1	0.5	0.02	0.03	0.02	49.6
East: Access												
4	L2	16	0.0	0.058	4.8	LOS A	0.2	1.4	0.44	0.63	0.44	41.2
6	R2	16	0.0	0.058	11.1	LOS A	0.2	1.4	0.44	0.63	0.44	40.7
Approach		32	0.0	0.058	8.0	LOS A	0.2	1.4	0.44	0.63	0.44	41.0
North: Soliders Point Road												
7	L2	21	0.0	0.106	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	25.7
8	T1	184	0.0	0.106	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.7
Approach		205	0.0	0.106	0.5	NA	0.0	0.0	0.00	0.06	0.00	47.0
All Vehicles		577	0.0	0.165	0.8	NA	0.2	1.4	0.03	0.07	0.03	48.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Soliders Point Rd & Access SAT]

Salamander Bay, Port Stephens

Site Category: Salamander Shores
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Soliders Point Road												
2	T1	167	0.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
3	R2	26	0.0	0.023	5.4	LOS A	0.1	0.6	0.31	0.54	0.31	41.9
Approach		194	0.0	0.087	0.7	NA	0.1	0.6	0.04	0.07	0.04	49.2
East: Access												
4	L2	27	0.0	0.082	4.8	LOS A	0.3	2.1	0.41	0.62	0.41	42.3
6	R2	26	0.0	0.082	8.5	LOS A	0.3	2.1	0.41	0.62	0.41	41.8
Approach		54	0.0	0.082	6.7	LOS A	0.3	2.1	0.41	0.62	0.41	42.1
North: Soliders Point Road												
7	L2	27	0.0	0.110	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	25.6
8	T1	185	0.0	0.110	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.6
Approach		213	0.0	0.110	0.6	NA	0.0	0.0	0.00	0.07	0.00	46.3
All Vehicles		460	0.0	0.110	1.4	NA	0.3	2.1	0.07	0.14	0.07	47.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.