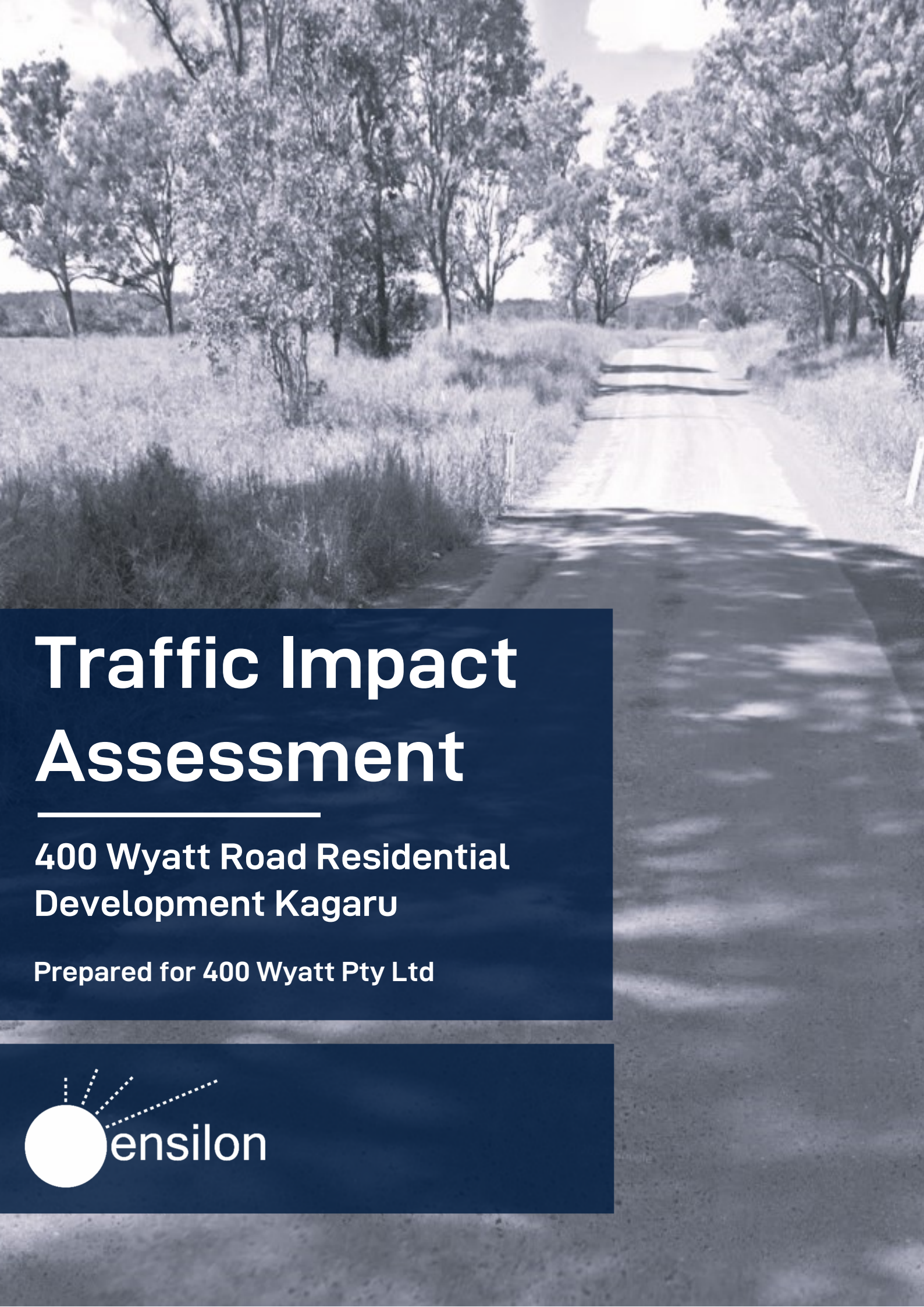




Traffic Impact Assessment

**400 Wyatt Road Residential
Development Kagaru**

Prepared for 400 Wyatt Pty Ltd





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3					

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1. Introduction

Ensilon Consulting has been engaged by 400 Wyatt Pty Ltd to prepare a Traffic Impact Assessment (TIA) report for a proposed residential subdivision development at Kagaru. The site is located at 400 Wyatt Road, Kagaru (described as Lot 20 on SP 149887) within the EDQ Greater Flagstone PDA.

The application involves Reconfiguring a Lot – One (1) lot into 437 residential lots across seven (7) stages. This includes a balance lot for a local park and waterway linear park dedications.

The assessment has been undertaken generally in accordance with the road transport related requirements identified in the Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (GTIA) (2018) and EDQ guidelines.

A site inspection of all relevant road segments and intersections was conducted on the 4 April 2026.

1.1 Purpose of Report

The purpose of this report is to document the investigation into the traffic and transport impacts of the proposed 437 lot residential development on the surrounding road network in accordance with EDQ requirements.

This report considers the following:

- The existing transport operation and environment of the surrounding road network.
- Estimated development traffic generation and distribution.
- Operational assessment of the following intersections:
 - Existing Intersection of the Site Entry with the existing Wyatt Road
 - Future Intersection of the Site Entry with the Proposed Realigned Wyatt Road
- Safety considerations, review of historical crash data and commentary on required mitigation measures (if any).
- Development site layout review.
- Compliance with state government planning criteria.

1.2 Reference Material

In preparing this report, reference has been made to the following:

- Austroads Guide to Road Design (2021), *Part 4A: Unsignalised and Signalised Intersections*
- Austroads Guide to Road Design (2021), *Part 4B: Roundabouts*
- Austroads Guide to Traffic Management (2020), *Part 6: Intersections, Interchanges & Crossings*
- SAI Global (2004), *Australian Standards AS2890: Parking Facilities*
- DTMR (2004), *Road Planning and Design Manual*
- DTMR (2018), *Guide to Traffic Impact Assessment (GTIA)*
- DTMR (2023), *Guide to Speed Management (GSM)*
- SRRC (2024), *Scenic Rim Regional Council Planning Scheme*
- IPWEAQ (2020), *Street Design Manual*
- Transport for NSW (2002), *Guide to Traffic Generating Developments*
- VLC (2023), *Wyatt Road Realignment Review*
- Bitzios (2024), *Wyatt Road Masterplan – Traffic Impact Assessment for Welco*

2. Proposed Development

2.1 Location

The proposed development is located at 400 Wyatt Road Kagaru. The site is located within the EDQ Greater Flagstone PDA and is situated approximately 12km west of Jimboomba. The site is within the Wyatt Road Context Plan Area.

The land is currently zoned as Urban Living under the Greater Flagstone Development Scheme with surrounding similar land uses. The surrounding area will be subject to intense residential development within the next decade. The subject site is close the 280 Wyatt Road residential development (Welco) which is proceeding with its RaL application.

The development site and its environs are illustrated on the locality plan in Figure 2.1.

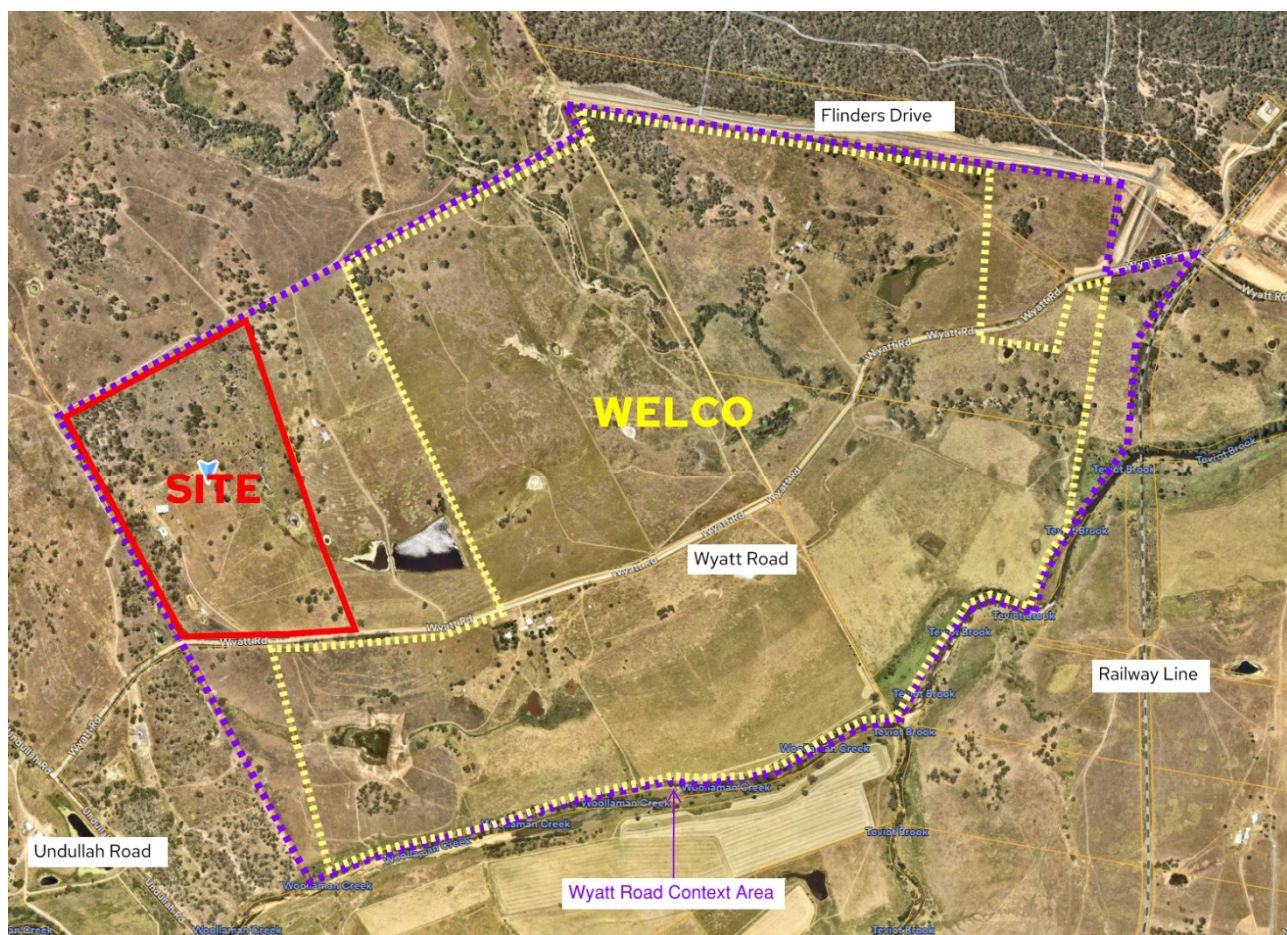


Figure 2.1 Location of Development Site (Source: Nearmap 2026)

2.2 Development Summary

The proposed development consists of 437 residential allotments, containing varying lot sizes generally between 200 m² to 600+m². It is expected that the development will start in 2028 with 62 lots and be fully completed in the year 2029.

2.2.2 Proposed Development Layout

The layout of the proposed development is shown in Figure 2.2, and a larger plan is located in Appendix A.

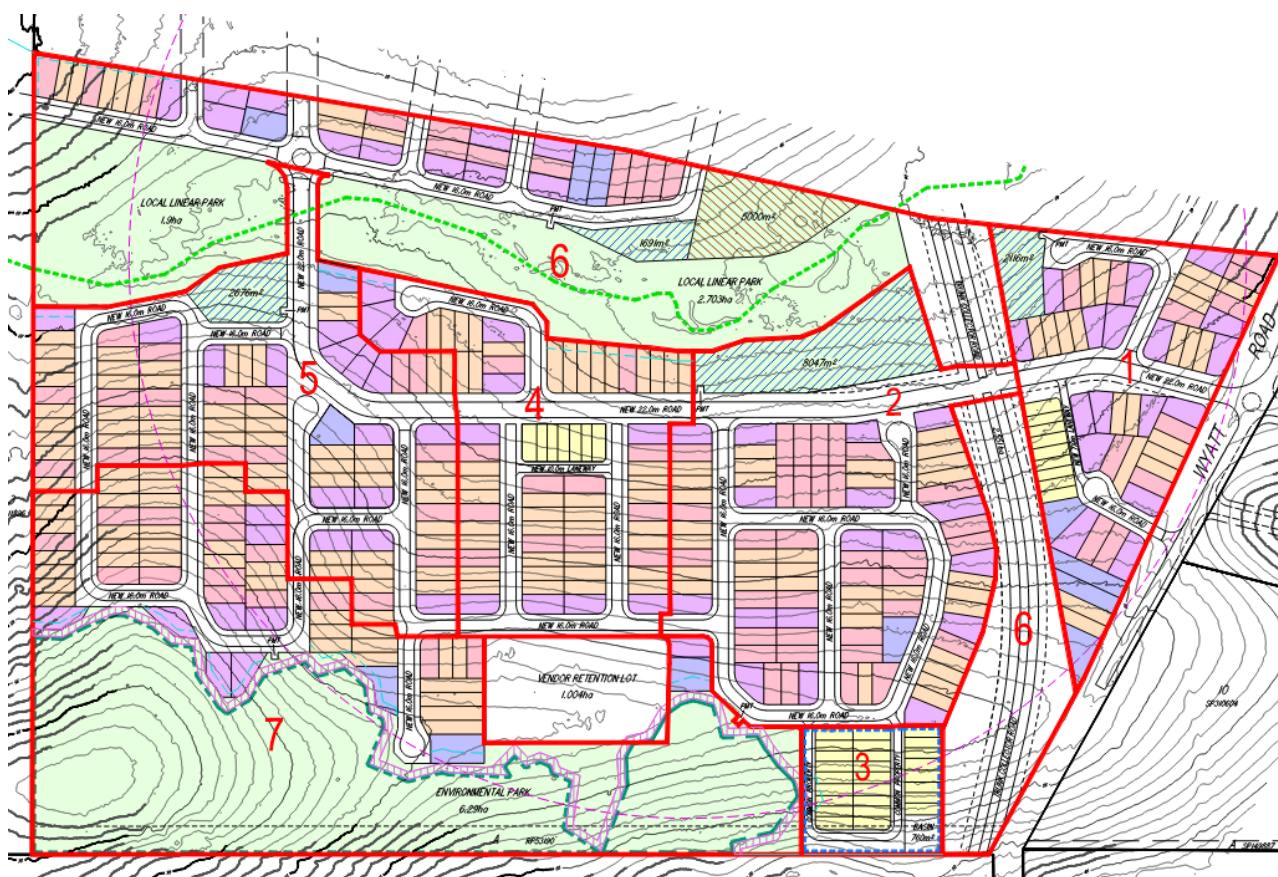


Figure 2.2 Proposed Site Layout of Development (Source: JF&P 2026)

2.2.2 Proposed Site Access

The proposed ultimate access location for the development is via a new signalised 4-leg intersection on the realigned Wyatt Road, with road connections to adjacent properties to the north, south and east as dictated by the Wyatt Road Context Plan. See Context Plan shown in Figure 2.3.

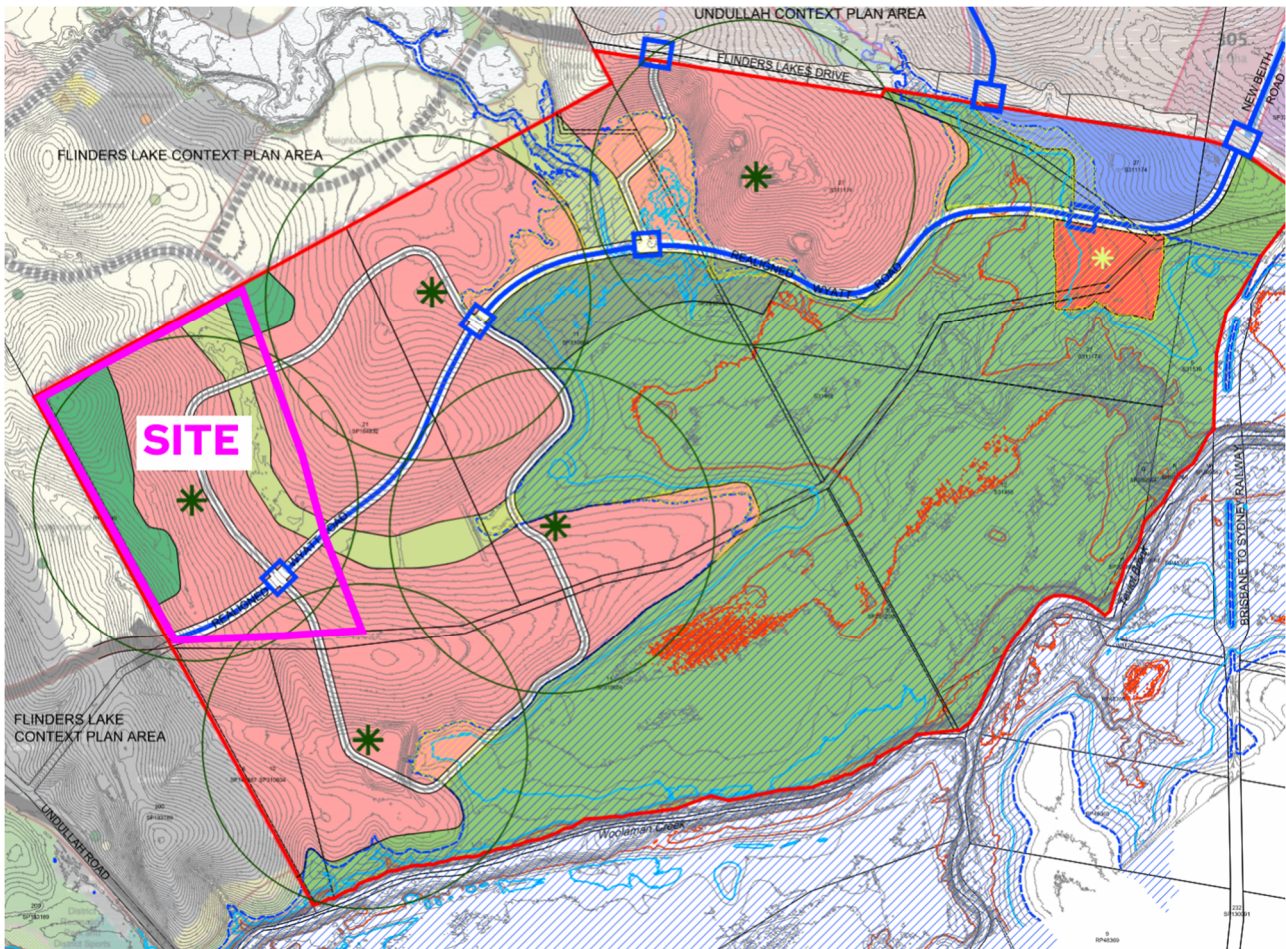


Figure 2.3 Wyatt Road Context Plan RevE (Source: SHG 2023)

This intersection has been relocated as part of the VLC Wyatt Road Realignment Review. It is shown its current proposed position as signalised Intersection No. 6 in the Welco Movement IMP. See Figure 2.4.

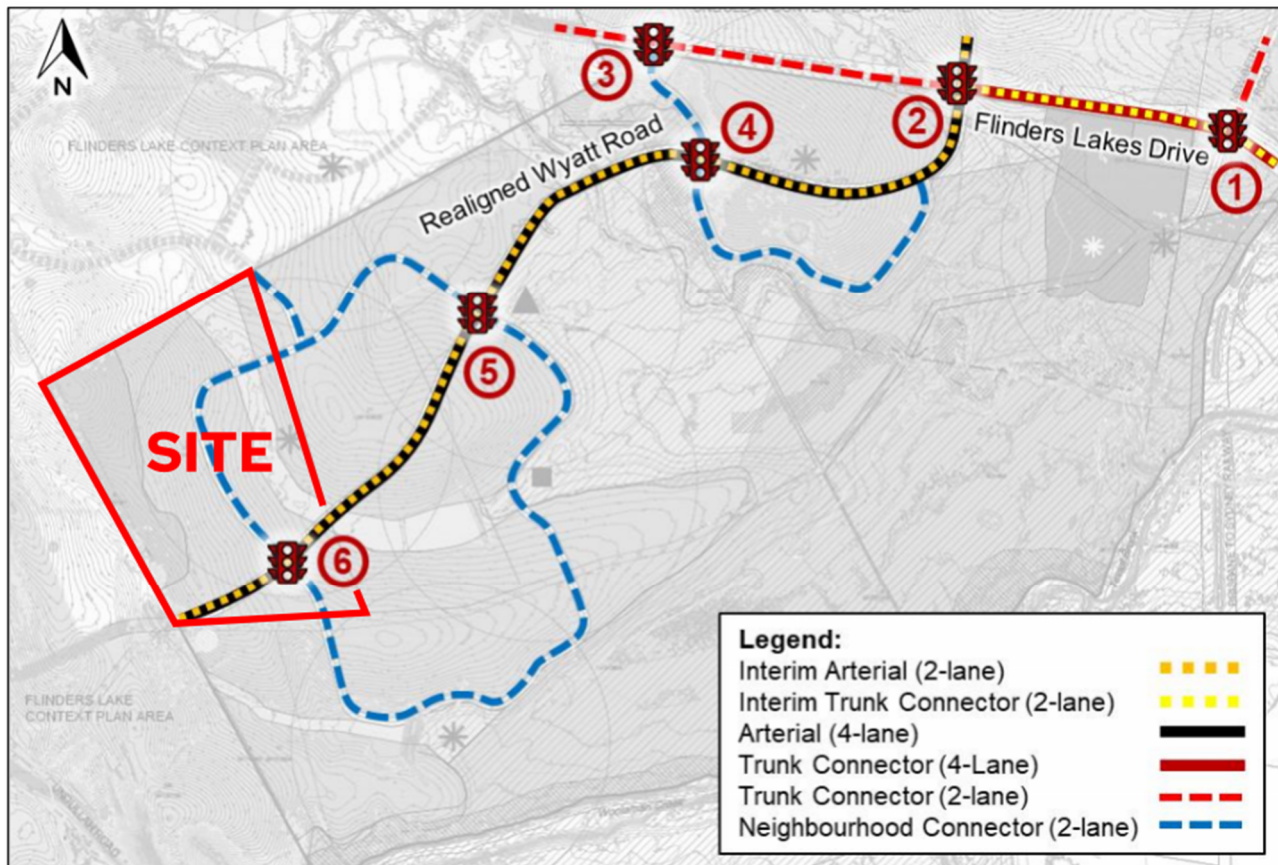


Figure 2.3 Movement IMP Rev001 (Source: Fig 4.2 of Bitzios Movement IMP dated 25Oct24)

In the Greater Flagstone DCOP mapping, Wyatt Road is referred to as R017A/R017B to reflect the staged upgrading requirements. No intersection numbering has been allocated to the intersection within the road segment of R017 at this stage. It is understood that R017 will be constructed at a later date by other parties, however the space allocation for the future construction is to be incorporated in the subdivisional layout. See Figure 2.4 for Draft DCOP mapping.

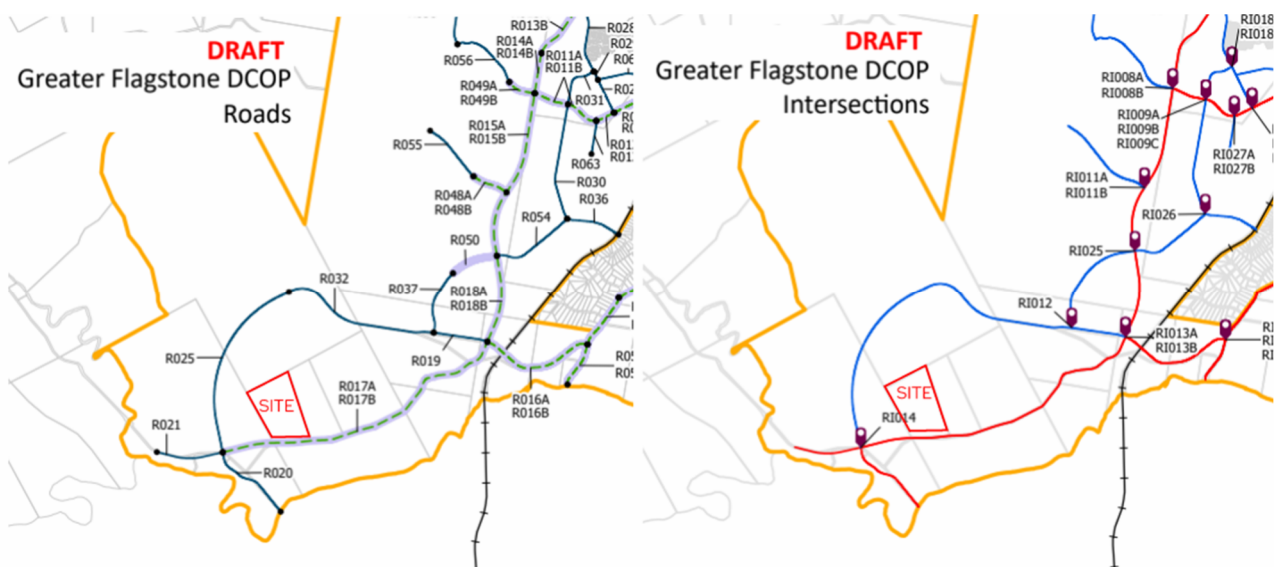


Figure 2.4 Draft Road & Intersection Mapping for Greater Flagstone PDA (Source: EDQ 2021)

In the interim, temporary access off the existing Wyatt Road intersection is proposed for the first 337 lots. For this interim arrangement, the existing carriageway between the site entry and the recently constructed Flinders Drive intersection is proposed to be upgraded to a sealed rural road standard comprising of 2 x 3.5m wide traffic lanes, 0.5m wide sealed shoulders with table drains.

See Figure 2.5 for further details.

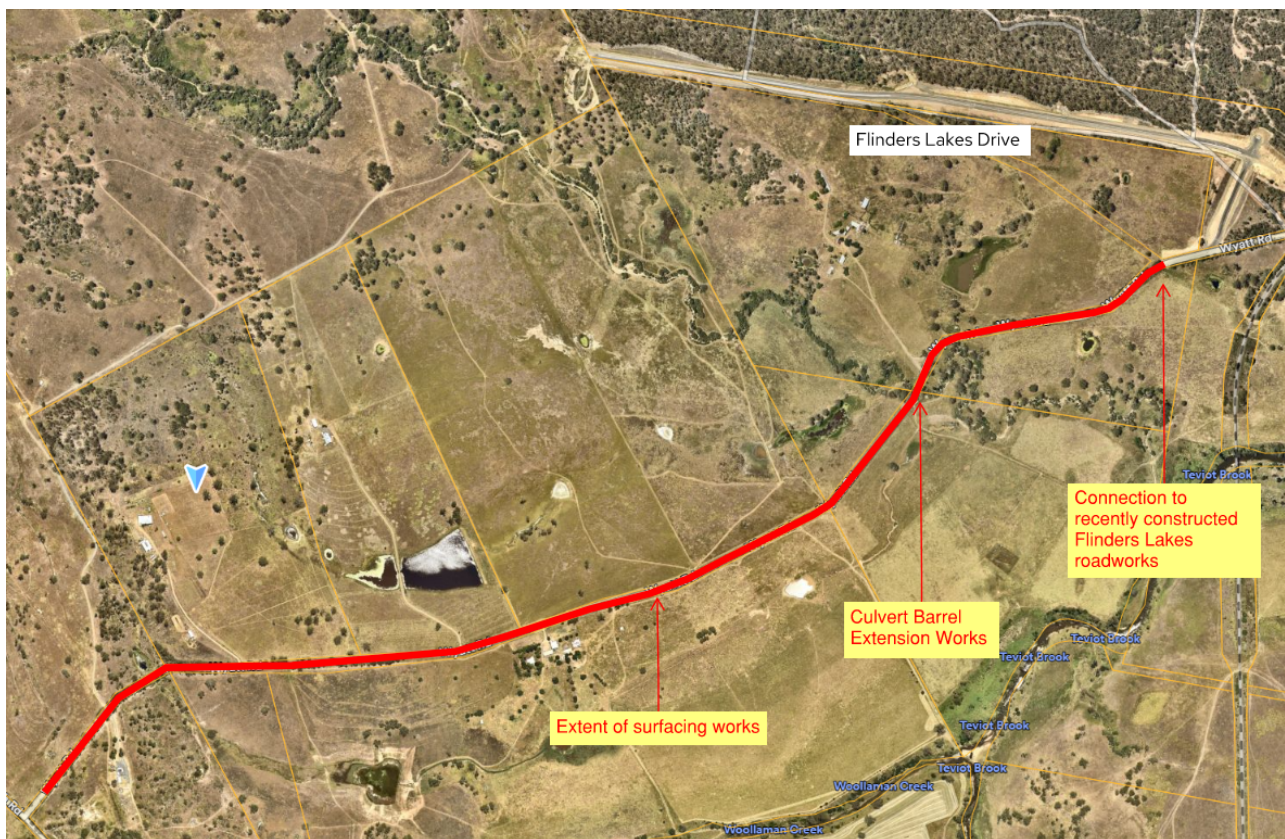


Figure 2.5 Proposed Interim Treatment of Existing Wyatt Road (Source: Nearmap 2026)

Notwithstanding the above, discussions have commenced with Pacificq (Finders Lakes) to investigate the feasibility of gaining emergency access through the north.

3. Existing Traffic Environment

3.1 Road Hierarchy

The existing road network and relevant road hierarchy, based on EDQ and LCC road classifications. Key roads and intersections within the impact assessment area are discussed below.

3.2 Key Roads

3.2.1 Wyatt Road (Existing)

Wyatt Road is a two-way undivided rural road under the jurisdiction of EDQ. It is currently classified as a Rural Collector Road in the LCC Planning Scheme. The road connects to Undullah Road in the west and indirectly to Bushman Drive to the east.

Wyatt Road is shown in Figure 3.1, and has the following characteristics:

- Road reserve width of approximately 20-40m
- Approximately 6.5-7.0m wide unsealed road carriageway
- Generally, table drainage, with no line marking and lane separation
- Posted speed limit is 100km/hr (no visible signage)

Between the site and Flinders Drive (approx. 1700m east), a single lane culvert crossing of approx. 4.8m wide exists on Wyatt Road.



Figure 3.1: Wyatt Road - looking east from the site (Source: Google Earth 2026)

3.2.2 Undullah Road

Undullah Road is a rural collector road located approx. 400m west of the site. This road is an unsealed two-way undivided road under the jurisdiction of EDQ, LCC and ultimately ICC. Its carriageway links Wyatt Road to Ripley in the west. Undullah Road is shown in Figure 3.2, and has the following characteristics:

- Road reserve width of approximately 20-27m
- Approximately 6-7.5m wide road carriageway
- Generally, table drainage, with no line marking and lane separation
- Posted speed limit is 100km/hr (no visible signage)



Figure 3.2: Undullah Road – looking west (Source: Google Earth 2026)

3.2.3 Flinders Lakes Drive

Flinders Lakes Drive is a recently constructed two-way divided road extending from the intersection of the new Bushmans Drive/Teviot Road arterial extension from Flagstone. The road is designed to service emerging residential communities around the Wyatt Road Context Area. A graded separated overpass of the adjacent rail line is also currently under construction. Flinders Lakes Drive

comprises of 2 x 3.5m traffic lanes with 5m central medians. Dedicated turn lanes are provided. A service road connecting existing Wyatt Road is also provided. This service comprises of 2 x 3.5m wide traffic lanes and 1.0m wide shoulders.

Flinders Lakes Drive (still under construction) is shown in Figure 3.3.

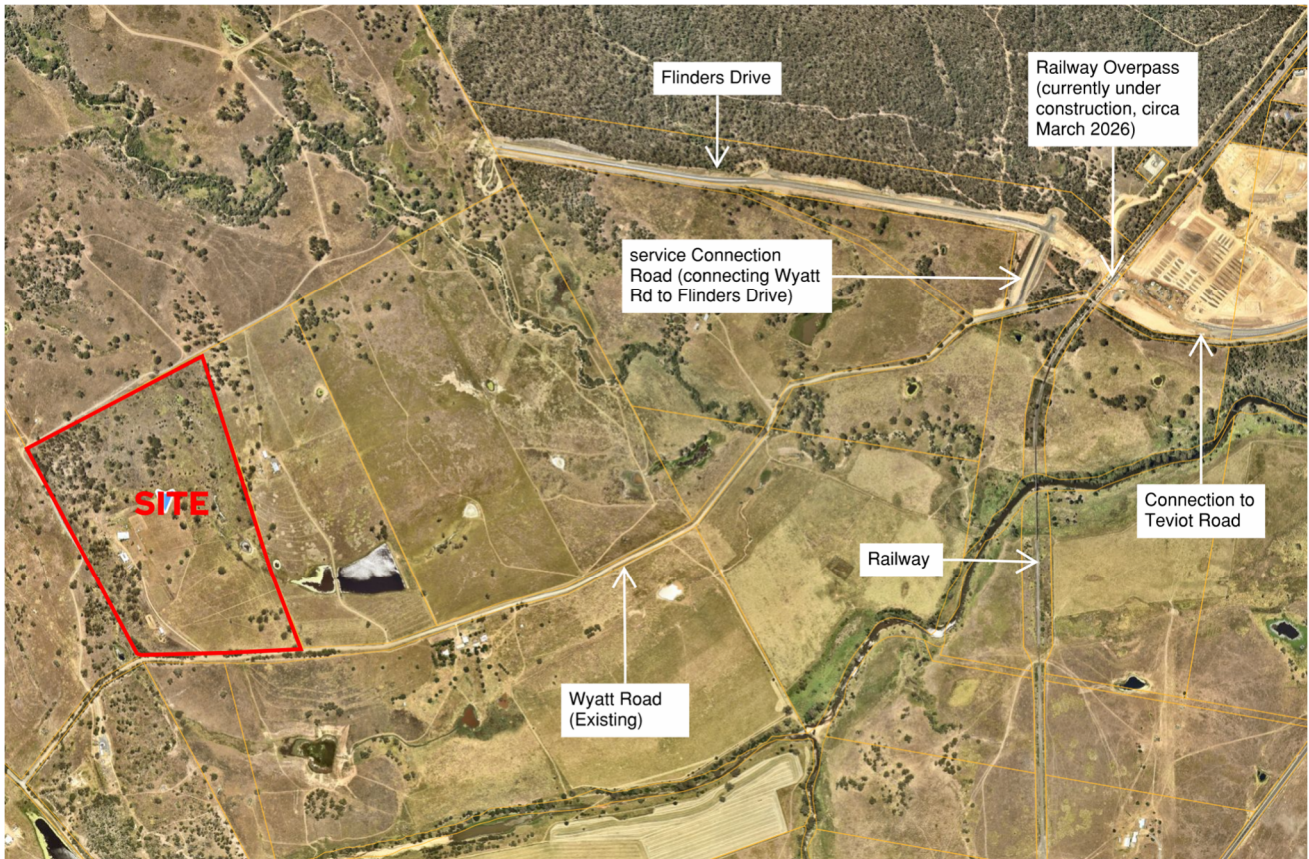


Figure 3.3 Flinders Lakes Drive (Source: Nearmap 6Feb26)

3.4 Existing public transport provisions

There are no formal active or public transport facilities in vicinity of the site. The closest bus stop is located at Homestead Drive, Flagstone which is approximately 6km north west from site. This falls outside of the walkable catchment for the of the site. There is no advice from TMR/Translink to indicate that a bus stop will be constructed near Wyatt Road in the near future.

There are studies currently being conducted by TMR to investigate further improvements to intermodal passenger transport opportunities, through the Salisbury to Beaudesert rail corridor option. As of April 2026, the Salisbury to Beaudesert Passenger Rail project has moved into the corridor protection phase. This follows the finalisation of initial planning studies in late 2024, which confirmed heavy rail as the optimal mode to meet long-term demand for the region. However, if successful, it is unlikely that construction would commence any earlier than mid 2030's.

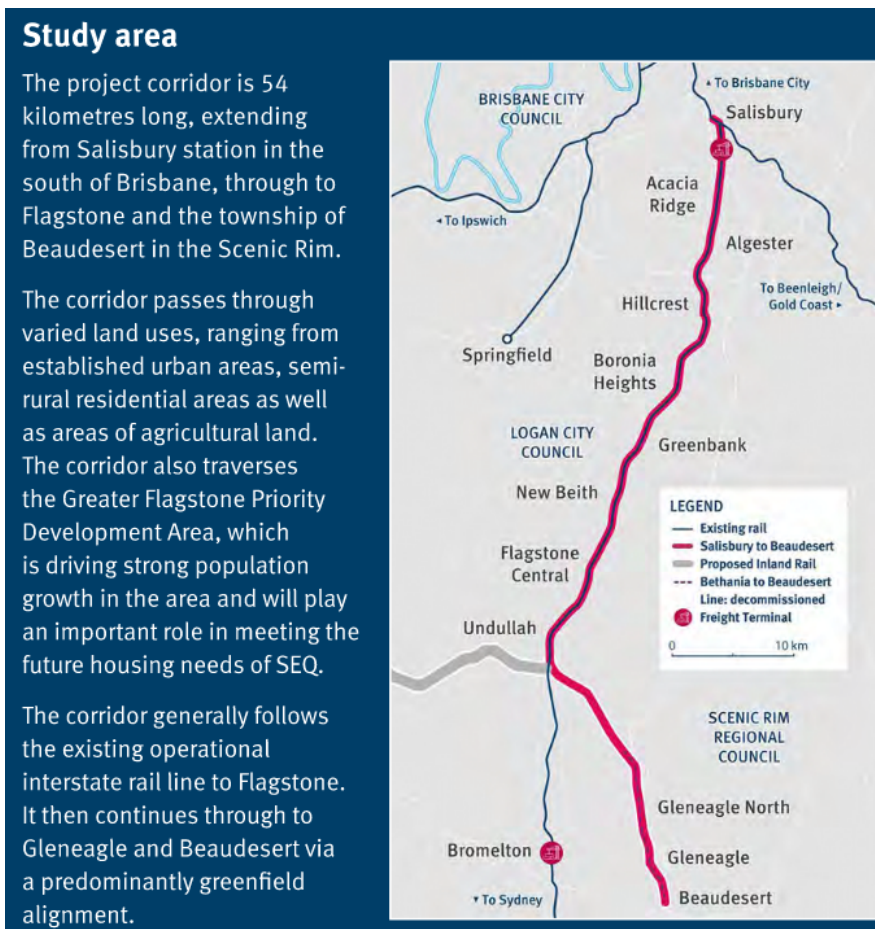


Figure 3.4 Salisbury to Beaudesert Rail Corridor Study

(Source: <https://www.tmr.qld.gov.au/projects/salisbury-to-beaudesert-passenger-rail>)

3.5 Existing active transport provisions

Currently, there is a 2.5m on-road cycle/pedestrian connection being connected on Flinders Drive. Teviot Road has also been constructed with a 3.0m wide off-road cycling facility providing northern connectivity to Flagstone.

3.6 Crash data

Queensland Government crash data was reviewed for Wyatt Road the previous five years. Data was obtained from Queensland Globe (transportation – road crash locations) and the Queensland Government Open Data Portal. The recorded crashes near the site are summarised in Table 3.1.

Table 3.1 Crash Data Summary

Crash Severity	Crash Year	Crash Nature	Crash Long	Crash Lat	Crash Street	Crash DCA Code	Crash DCA Description
Hospitalisation	2023	Sideswipe	152.925032	-27.837325	Wyatt Road	305	Vehs Same Direction: Lane Side Swipe
Medical Treatment	2019	Fall from vehicle	152.926324	-27.837278	Wyatt Road	705	Off Path- Straight: Out Of Control On Cwa
Hospitalisation	2022	Head-on	152.934339	-27.837332	Wyatt Road	201	Vehs Opposite Approach: Head On
Hospitalisation	2021	Hit object	152.984823	-27.94911344	Mt Lindesay Hwy	704	Off Path- Straight: Right Off Cway Hit Obj

No fatalities have been recorded. Due to the lack of distinct crash patterns, no adverse safety issues could be identified from the available crash data at present within the impact assessment area.

It should be noted that all recorded crashes occurred on road segments near the existing single lane rail overpass and this road segment will no longer be used for access to the development in the future.

4. Traffic Operations

4.1 Background Traffic

Due to the realignment and reconstruction of Wyatt Road, no traffic surveys were conducted on the road network. However, it is proposed that the existing Wyatt Road carriageway will be temporarily used to service the first 337 lots. To support this proposal, an estimate of the AADT of Wyatt Road and Undullah Road is required. Recent estimates of the AADT of Wyatt Road conducted by the Inland Rail Project estimates the AADT (single direction) to be 36 with a peak hour volume of 6 vehicles. (See Appendix B)

4.2 Development Traffic

The development traffic staging used for this traffic report relies on information supplied by JF&P. Assumed cumulative development lot figures are detailed in Table 4.1.

Table 4.1 Assumed Cumulative Development Schedule

Stage / Year	Lots
Stage 1 (early 2028)	62
Stage 2 (early 2029)	87
Stage 3 (late 2029)	26
Stage 4 (early 2030)	73
Stage 5 (early 2031)	89
Stage 6 (early 2032)	34
Stage 7 (early 2033)	66
Total	437

The traffic generation rate used in this assessment matches the rate used in the adjacent Welco Development Traffic Report and is as follows:

- AM Peak Hour Volume – 0.71 peak hour trips per dwelling
- PM Peak Hour Volume – 0.78 peak hour trips per dwelling

4.3 Development Traffic Distribution

4.3.1 In/Out Peak Traffic Split

The estimated in/out split for development traffic were obtained from other traffic studies adopted for Beaudesert and these splits appeared to generally rely on the *ITE Trip Generation Manual 10th Edition (2017)*. These match the splits used in the adjacent Welco Development Traffic Report. These in/out splits are detailed Table 4.2.

Table 4.2 Estimated in/out traffic splits

Development	Peak hour	In/Out splits
Wesley Way Development	AM	20% in / 80% out
	PM	70% in / 30% out

4.3.2 Directional Distribution

The estimated traffic directional distribution splits for the interim use of existing Wyatt Road assumed for this assessment are detailed in Figure 4.1.

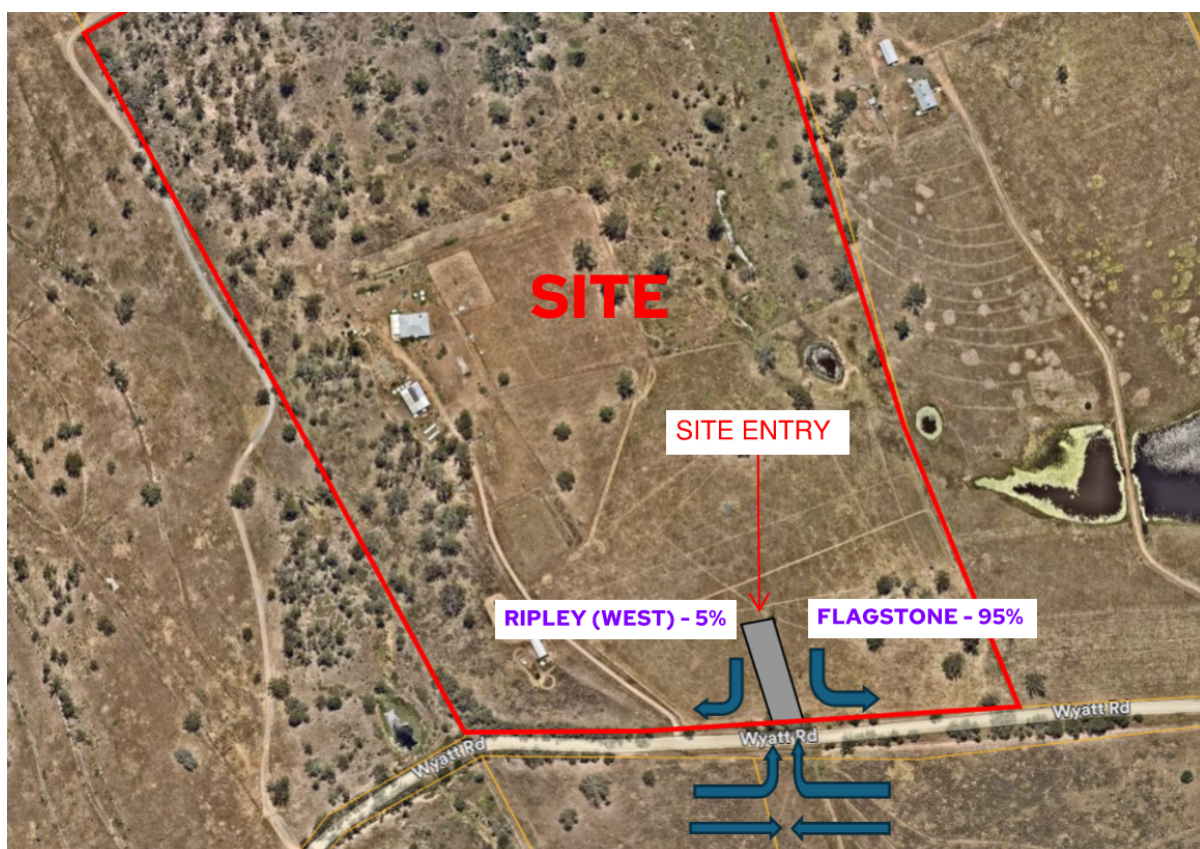


Figure 4.1 Directional Distribution for the development traffic catchment – First 337 lots onto existing Wyatt Road

The turn volumes at the new Wyatt Road intersection for the site were derived from the adjacent Welco traffic study which propose four (4) signalised intersections west of the new Wyatt Road/ Flinders Lake Drive intersection. Turn volumes were also checked against the VLC Wyatt Road Realignment Study which factored in the proposed development as part of their modelling. Figure 4.2 shows the 2066 turn movements for the future site intersection. This new intersection is known as Intersection 6, to align with the intersection numbering system adopted by the Welco traffic impact assessment. The location of the proposed Intersection 6 is shown in Figure 4.3.

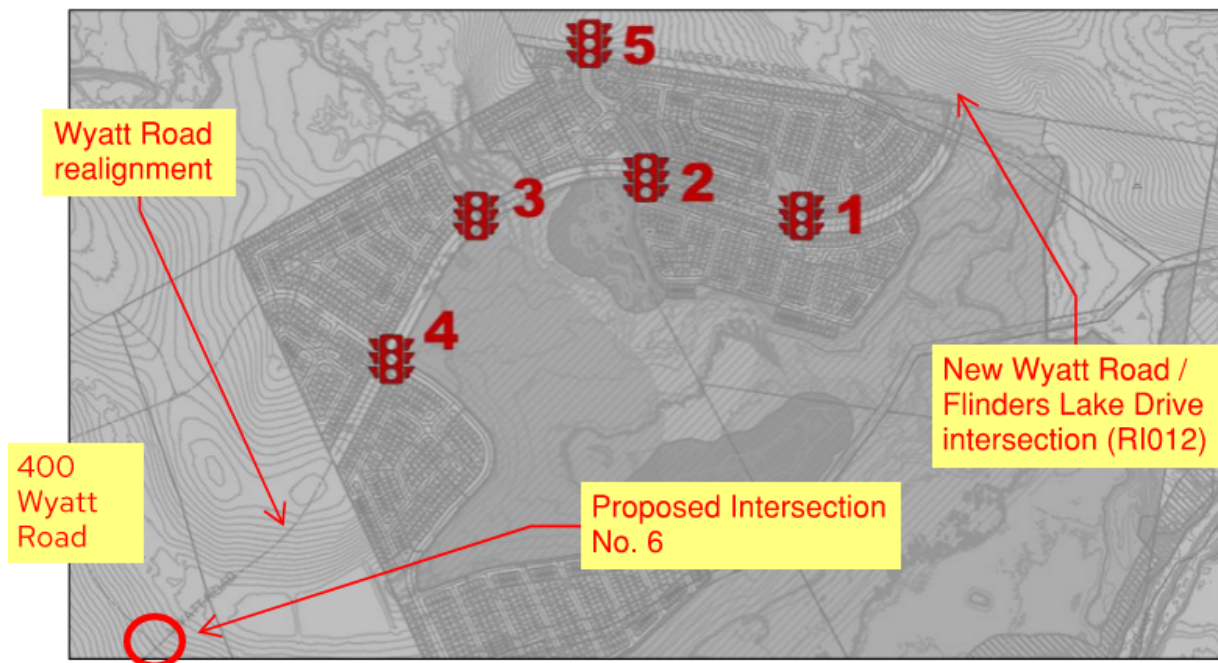


Figure 4.3 Location of Intersection 6 (Source: Welco Traffic Impact Assessment 2024)

Using the same traffic volume development methodology as the Welco Traffic Impact Assessment, the distribution of development trips onto the surrounding road network was determined from peak strategic model flows. Traffic distributions to / from each of development precincts are shown in Appendix B.

Applying these expected distributions to the forecast traffic generation, development trip assignment onto the road network was created. Working out from the Wyatt Road / Flinders Lake Drive intersection (RI012), using these turn volumes and the development traffic volumes determined above, forecast ultimate (2066) turn volumes at key development intersections were determined. Peak hour traffic volumes at the new Wyatt Road / Flinders Lake Drive intersection (RI012) were sourced from the Wyatt Road Realignment Review report. Intersection 1-5 have already been analysed in the Welco Traffic Impact Assessment, therefore it was not considered necessary to repeat this exercise. It should be noted that Welco's traffic impact assessment considered the development staging of precincts to occur without the 400 Wyatt Rd development. This is a safe and reasonable assumption considering the lack of detail on the proposed 400 Wyatt

Road development at the time of Welco's traffic impact assessment submission. It should be noted that Welco's traffic impact assessment routed all development traffic for their Precinct 4 via the southern leg of their Intersection No. 4. It should be noted with the introduction of Intersection No. 6, that a reasonable proportion of Precinct No. 4 will now be routed via Intersection No. 6. This is likely to result in a conservative analysis of Intersection 4 which is acceptable.

Noting that the VLC (2023) model included full development of the Wyatt Road Context Area (2,240 total dwellings), these intersection volumes are considered inclusive of the proposed Welco development (1,747 dwellings) and the 400 Wyatt Road development. Because the 400 Wyatt Road development is proposed to comprise of 437 lots, the lot balance (56 lots) is proposed to be assigned to 346 Wyatt Road (on the assumption that 346 Wyatt Road may be developed in the future) and all traffic routed through Intersection 6. As the development potential of 346 Wyatt Road is likely to exceed 56 lots, it was decided to increase the traffic generation base originating from 346 Wyatt Road from 56 lots to 150 lots. Of those 150 lots, 100 lots will be directed to the northern leg of Intersection 6, whilst 56 lots will be directed to the southern leg of Intersection 6.

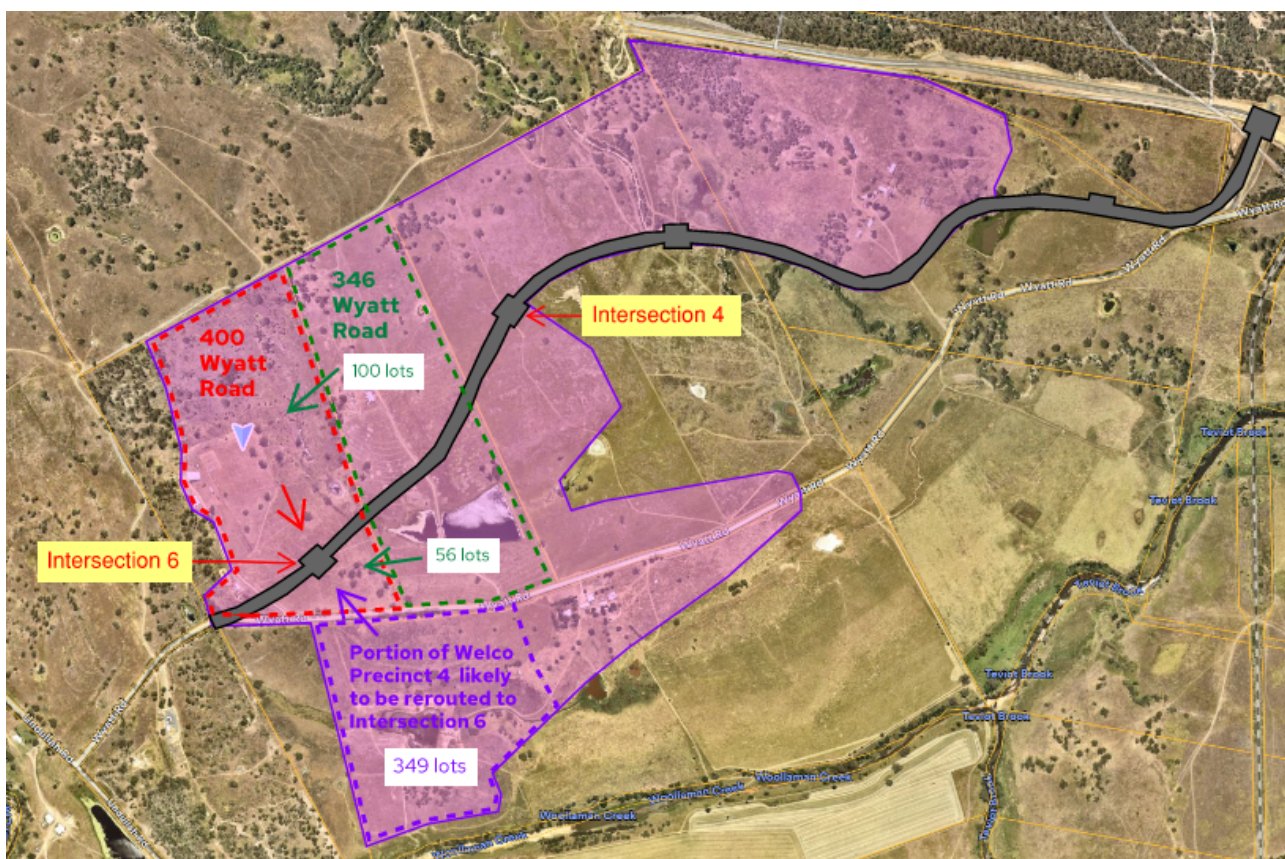


Figure 4.4 Directional Distribution for the development traffic catchment – Ultimate 2066 directional distribution (Realigned Wyatt Road)

5. Traffic Analysis

5.1 Impact Assessment Area

An assessment of the traffic impacts for the proposed development has been carried out for the following key existing intersections

- Intersection of Site Entry with Existing Wyatt Road (2030)
- Intersection of Site Entry with New Wyatt Road (2066)

5.2 Intersection Modelling

The key intersections were analysed using SIDRA 11.0 intersection analysis program. This program calculates the operational performance of intersections based on input parameters such as geometry and traffic volumes. Output values that have been recorded include the degree of saturation (DOS), queue lengths (in metres), and delay times (in seconds). The DOS is a commonly used value, which is principally a volume to capacity ratio.

The typical desired standards of service (DSS) values for DOS and intersection performance are summarised in Table 5.1. A DOS exceeding these values indicates that the intersection is exceeding its practical capacity and users of the intersection are likely to experience unsatisfactory queuing and delays.

Table 5.1 Acceptable DOS for Intersections

Intersection Type	Maximum DOS
Signalised Intersection	90% (0.90)
Roundabout	85% (0.85)
Unsignalised Intersections	80% (0.80)

It is noted that the GTIA describes desired standard service (DSS) values using aggregate movement delay instead of DOS. For this assessment, both delay and DOS have been considered to allow a deeper appreciation of the local operational traffic issues.

5.3 SIDRA Intersection Analysis – Use of Existing Wyatt Road (2031)

A SIDRA intersection analysis was performed on the proposed site entry onto Wyatt Road allowing for the first 337 lots to utilize Wyatt Road as a site access road. It assumes that Precinct 4 of Welco has yet to be developed, and access to the site from the existing Wyatt Road connects to the Flinders Lakes Drive. The 2031 AM and PM peak volumes are detailed in Figure 5.1 and 5.2.

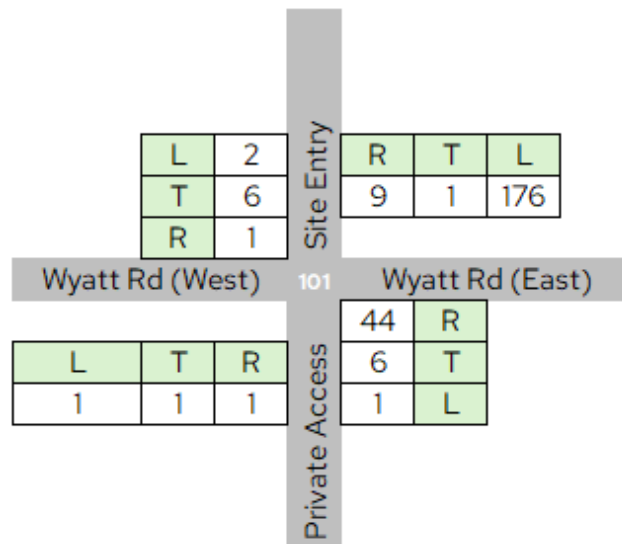


Figure 5.1 2031 AM Peak Volumes

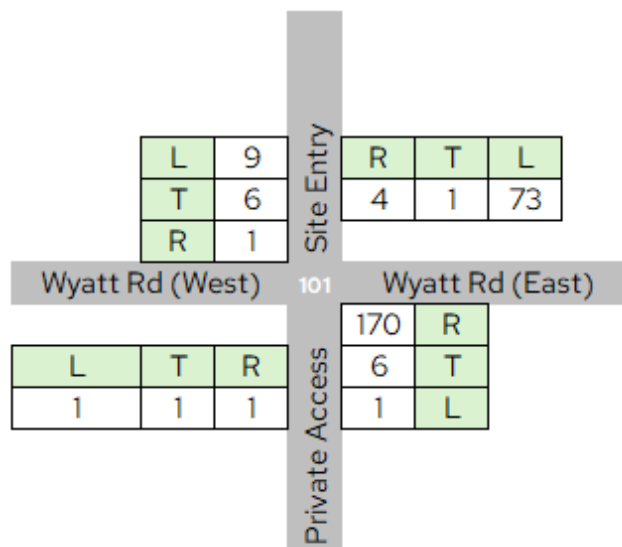


Figure 5.2 2031 PM Peak Volumes

The intersection shall be a four-leg roundabout. Whilst the southern leg will serve as the future access to Welco Precinct 4, the realignment of Wyatt Road will be completed by the time Precinct 4 is developed and will utilise this southern leg. Consequently, interim traffic on the southern leg is likely to be capped to minimal property access traffic to Welco's existing southern land holding.

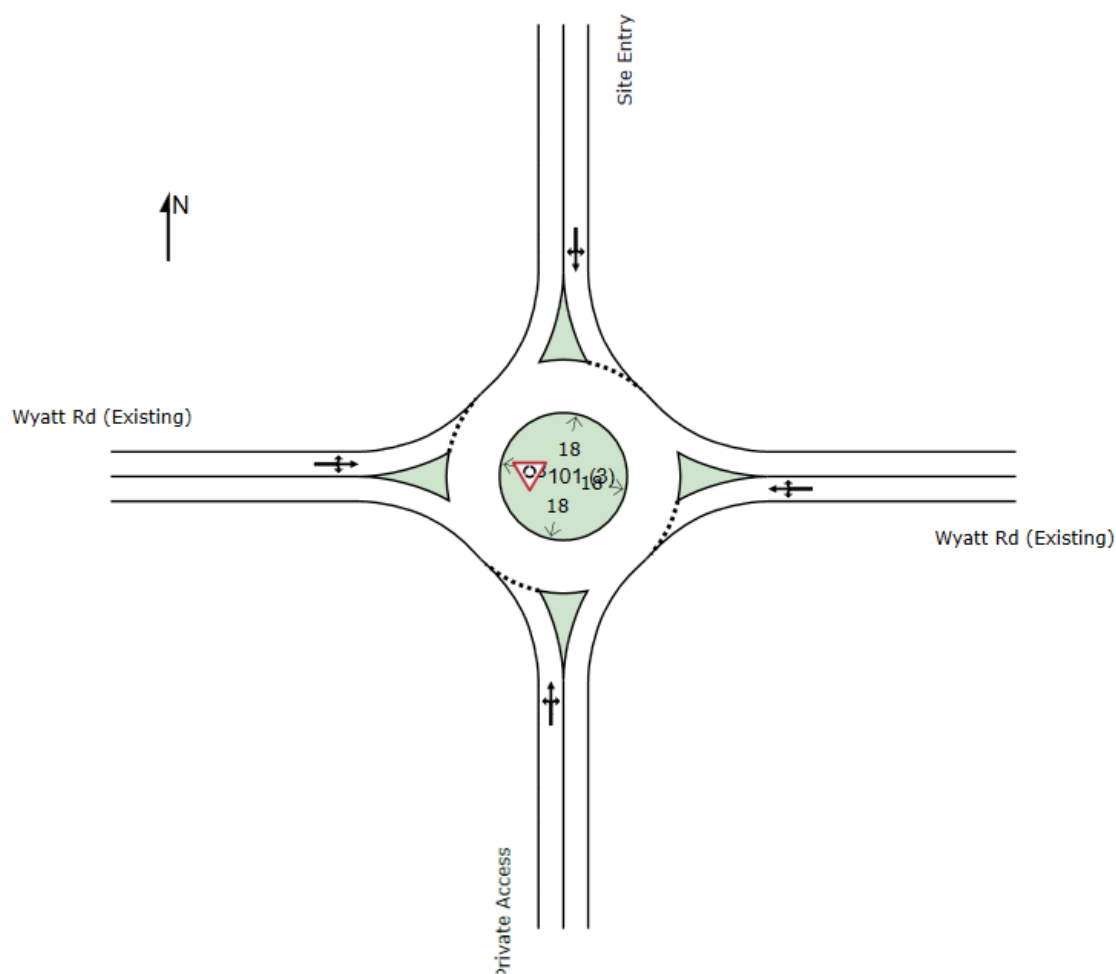


Figure 5.3 Intersection Layout (2031)

The detailed SIDRA results of the intersection analysis for AM and PM peaks periods are located in Appendix B. The summarised SIDRA analysis results are located in Table 5.2.

Table 5.2: Existing Intersection Performance (2031)

Year	Intersection			Critical Movement		
	DOS	Av. Delay (s)	LOS	Av. Delay (s)	LOS	95% ile queue (m)
<i>Intersection of Site Entry and the Exiting Wyatt Road</i>						
AM Base	0.124	5.0	LOS A	11.2	LOS B	1.4
PM Base	0.117	9.0	LOS A	11.8	LOS B	4.6

The SIDRA modelling showed that 2031 traffic operations were generally within performance standards without development traffic. Average delays were minimal.

5.4 SIDRA Intersection Analysis – Development (2066)

A SIDRA intersection analysis was performed on proposed site entry (Intersection 6) with the new realigned Wyatt Road. The 2066 AM and PM peak volumes are detailed in Figure 5.4 and 5.5. SIDRA results are located in Appendix C.

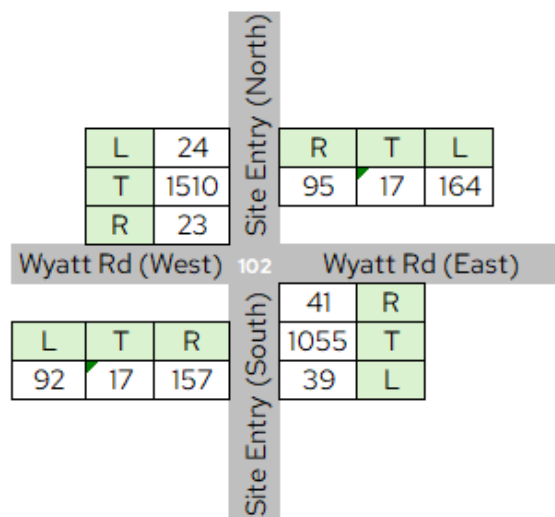


Figure 5.4 2066 AM Peak Volumes

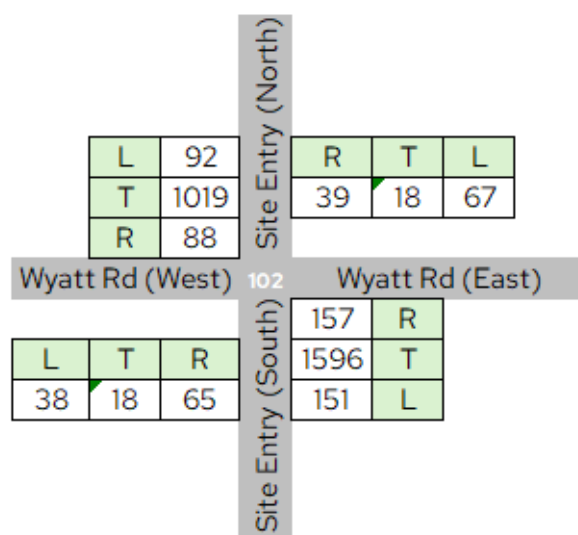


Figure 5.5 2066 PM Peak Volumes

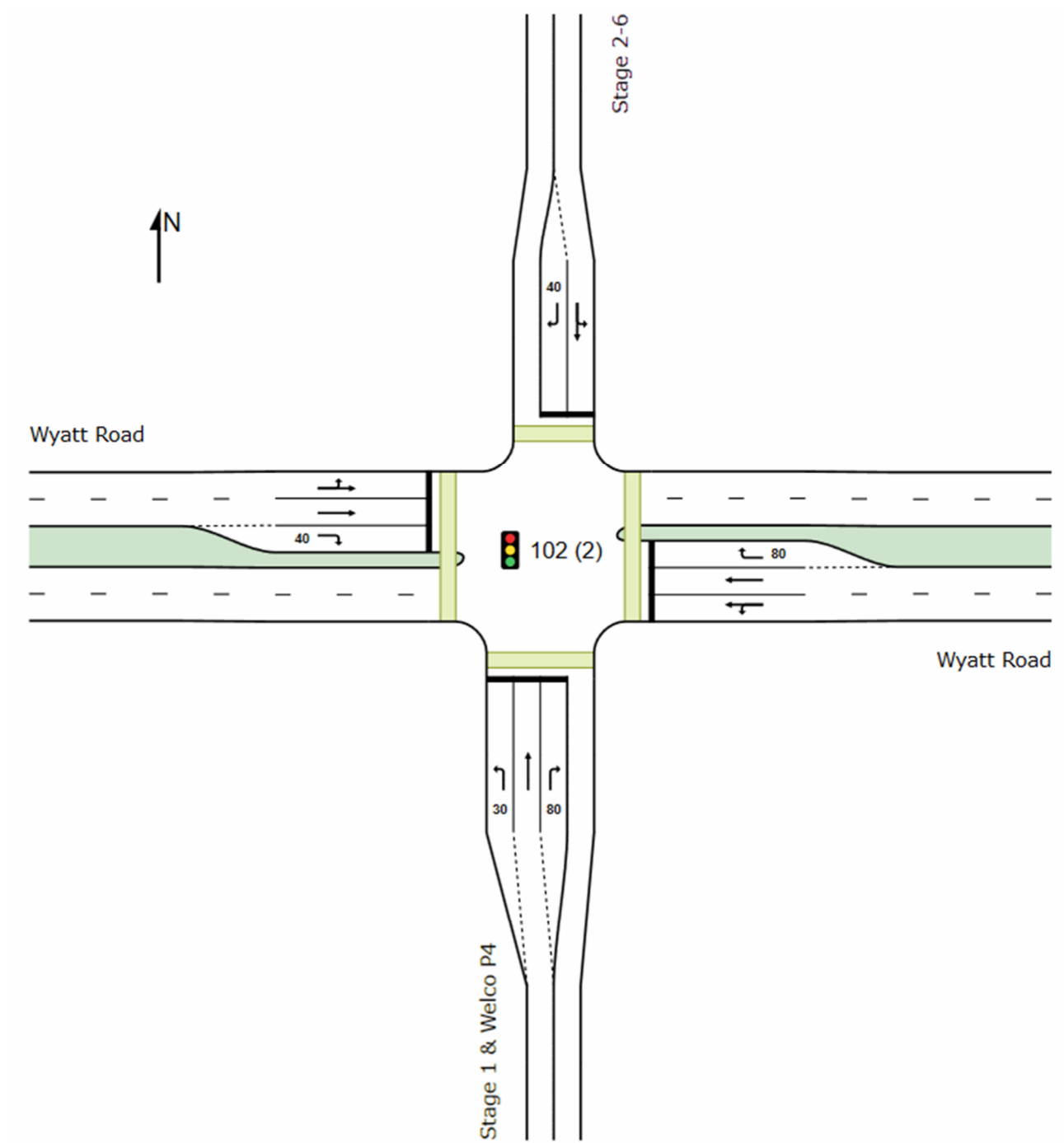
**Figure 5.6 Intersection Layout (2066)**

Table 5.3: Intersection Performance (2066)

Year	Intersection			Critical Movement		
	DOS	Av. Delay (s)	LOS	Av. Delay (s)	LOS	95% ile queue (m)
<i>Intersection of Site Entry and the Realigned Wyatt Road</i>						
AM Base	0.866	36.8	LOS D	74.8	LOS E	8.1
PM Base	0.892	41.2	LOS D	90.0	LOS F	75.2

The SIDRA modelling showed that 2066 base traffic operations were within performance standards with minimal average delays.

5.5 Summary

Development traffic impact is expected to be minor in the opening stage (2028), with moderate degrees of saturation and queuing for the existing Wyatt Road intersection. The calculated maximum DOS was 0.12 and this is considered acceptable. All other intersections analysed as part of this report appear to be performing satisfactorily in terms of traffic operations.

For traffic operations at year 2066, the ultimate intersection performance appears to be reasonable with maximum DOS calculated at 0.89.

6. Safety Considerations

6.1 Sight Distance Assessment – Safe Intersection Sight Distance (SISD)

A sight distance review has been undertaken using safe intersection sight distance (SISD) requirements for minor roads intersecting major roads.

The following intersections were examined:

- Interim Site Entry onto Existing Wyatt Road

Other intersections such as the connection of existing Wyatt Road to Flinders Lakes Drive were not reviewed due to their recent construction and upgrade to modern AUSTROAD standards, as well as the minimal increases in traffic caused by the development. This was also confirmed by recent site inspections which observed the operations of these intersections.

The sight distance requirements are derived from the formula specified in the Guide to Road Design – Part 4A. Figure 6.1 and Table 6.1 summarise the formula and common variables used for this calculation.

Table 6.1 Safe Intersection Sight Distance Variables

Variable	Description	Value adopted for this assessment	
D_T	Decision time (s) = observation time (3 s) + reaction time (s)	5.5 s	
R_T	Perception/reaction time (s)	2.5 s	
V	Operating speed (km/h)	70 km/h (Existing Wyatt Rd near the site entry)	
d	Coefficient of deceleration	Car	0.36

Available sight distance has been approximated from a site visit and online aerial mapping.

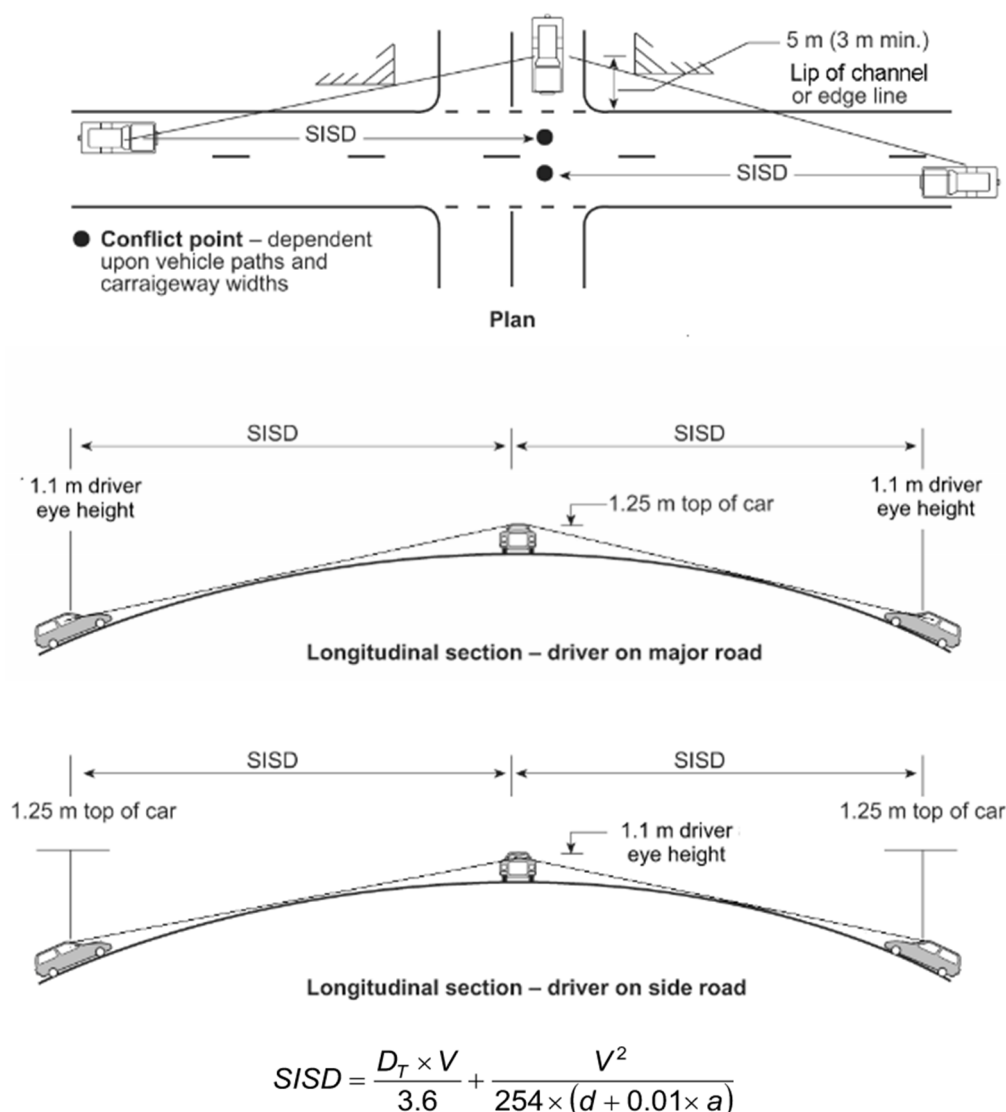


Figure 6.1 Safe Intersection Sight Distance Formula (Source: Austroads GRD Part 4A)

6.1.1 Site Entry on Existing Wyatt Road

Table 6.2 summarises the SISD requirements for the entry on Existing Wyatt Road. There is no existing visible signage, however, the posted speed limit on Wyatt Road at this location is recommended to be set at 60km/h posted speed with an assumed operating speed of 70km/h. This assessment is feasible considering the entry will be a roundabout with fully developed approached including kerb and channel along most of the frontage.

Table 6.2 Safe Intersection Sight Distance Assessment – Gould Hill Road Intersection

Major Road	Major Road Traffic Direction	Estimated Longitudinal Grade in %, a	Available SISD	Required SISD	Compliance
Existing Wyatt Road	Eastbound	-4.0%	270m	167m	Compliant
	Westbound	+1.0%	360m	159m	Compliant



Figure 6.2 Sight line to Proposed Site Entry off Existing Wyatt Road

6.3 Risk Assessment

A revised risk assessment has been considered. The assessment examines noted safety impacts or existing deficiencies. The assessment is based on site visit findings and available online imagery. The safety risk score matrix as extracted from the GTIA is shown in Figure 6.4.

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk
 M: Medium risk
 H: High risk

Figure 6.3 Safety Risk Score Matrix (reproduced from Fig 9.3.2(a) GTIA)

The following intersections have been subject to a risk assessment:

- Intersection of Existing Wyatt Road with Site Entry

The increase in traffic along Wyatt Road may increase the likelihood of the following safety risks on the road network:

- rear-end crashes between through vehicles (DCA Code 301)
- rear-end crashes between left-turning vehicles (DCA Code 302)
- rear-end crashes between right-turning vehicles (DCA Code 303)

To address these risks, a roundabout has been installed with approach kerb and channel and flag lighting. The risk items are summarised in Table 6.3.

Table 6.3 Risk Assessment

Risk Item	Development					
	Without			With		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score
Existing Wyatt Road / Site Entry						
DCA 301	2	1	L	3	1	L
DCA 302	1	1	L	2	1	L
DCA 303	1	1	L	2	1	L

As shown, there are no changes in the risk scores due to the addition of development traffic, and no high risks are identified.

7. Internal Site Layout Review

7.1 Access

The proposed development includes seven ultimate access locations via adjacent developments. This is consistent with IPWEAQ Street Design Manual for provision of two access points for residential developments greater than 100 lots.

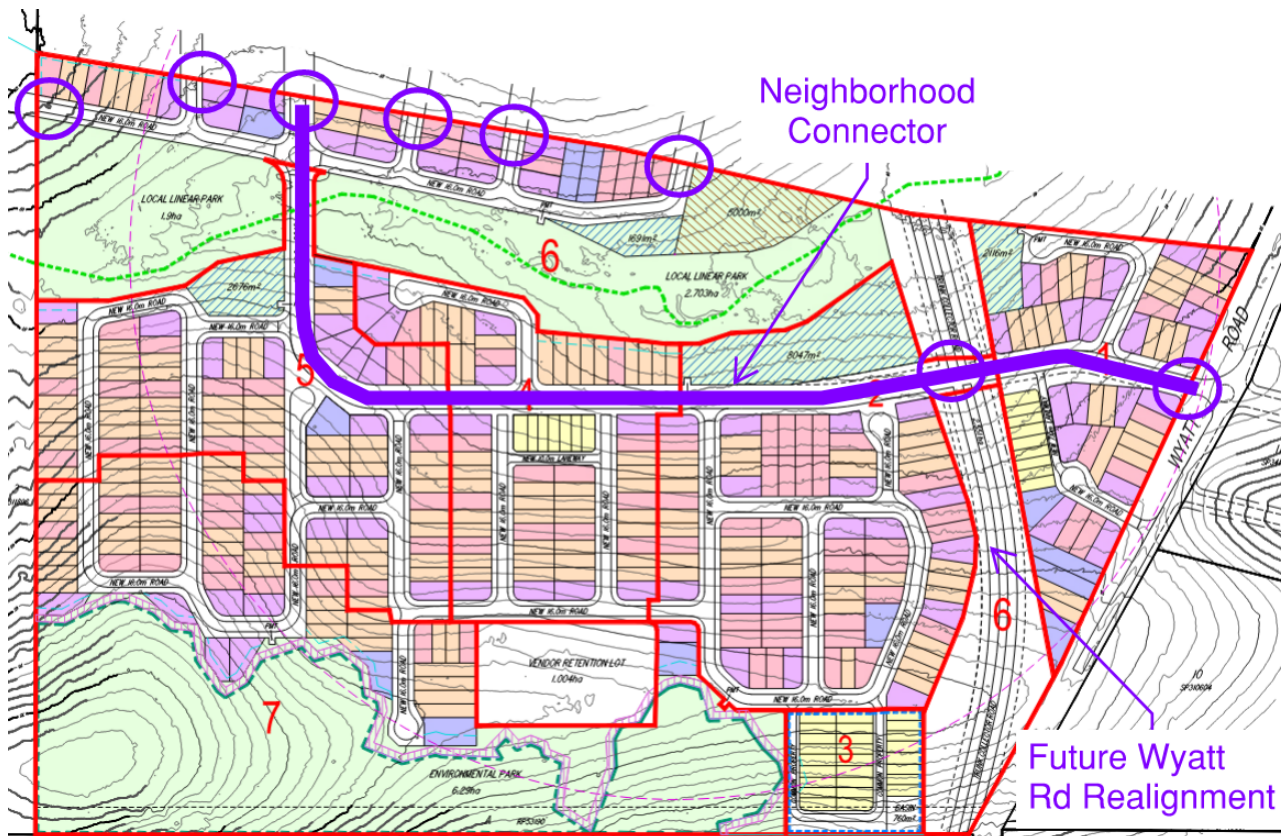


Figure 7.1 Local Street Hierarchy and connection to adjacent developments (purple circle)
[See Appendix A for full size plan]

7.2 Internal Hierarchy and Road Typologies

The proposed development internal road layout is consistent with EDQ planning scheme policies and hierarchical principles.

- **Internal Neighborhood Access Streets.** Roads reserve widths have been set at a minimum of 16.0m with a 1.5m wide footpath. The carriageway width is typically a minimum of 7.5m. The verge width for the verge containing the footpath is set at 4.25m.

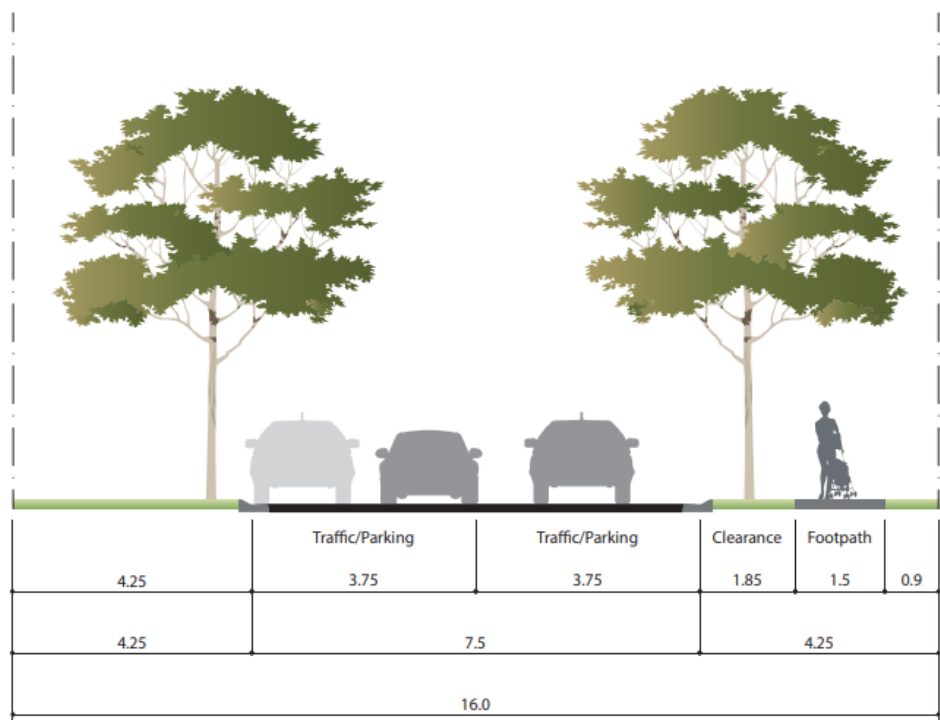


Figure 7.2 Neighborhood Access Street (Source: EDQ 2019)

- **Internal Neighborhood Connector Street.** As a minimum, roads reserve widths have been set at a minimum of 22m with a 3.0m shared path and 1.5m wide footpath. The carriageway width is typically a minimum of 11.2m.

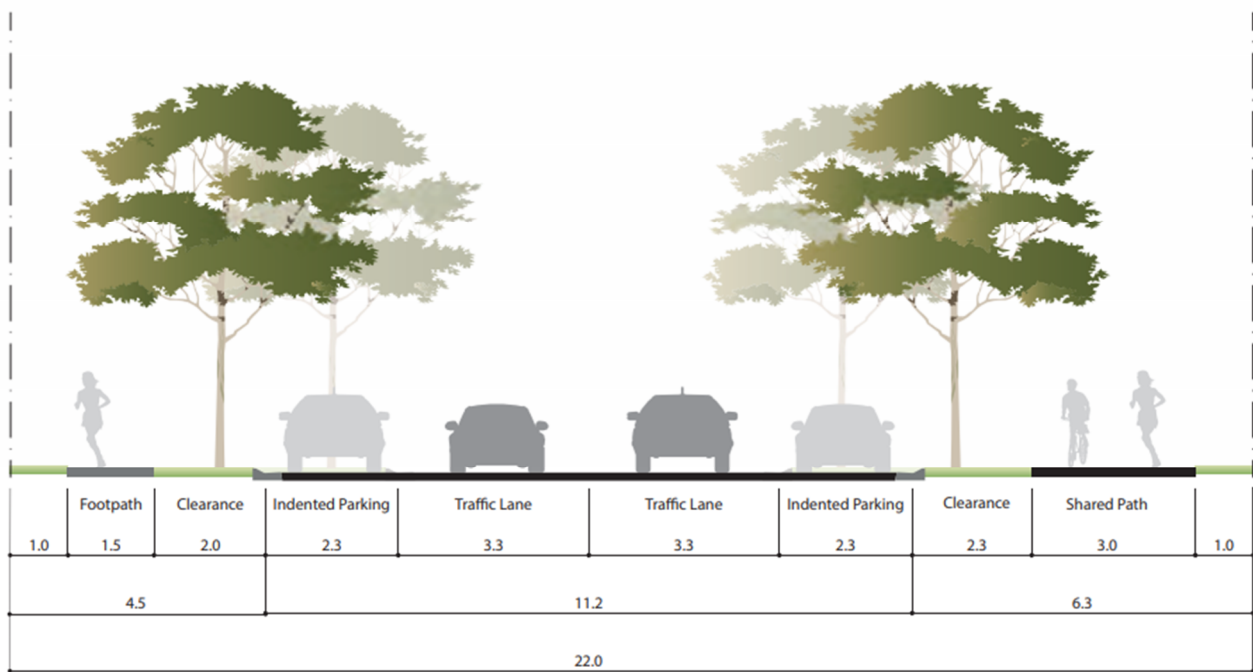


Figure 7.3 Neighborhood Connector (Source: EDQ 2019)

Some streets have frontages to linear park and thus are planned to have reduced verge widths.

Every effort has been made to ensure that intersection spacings along the neighborhood connector are at least 120m as well as efforts to reduce the number of cul-de-sacs. The prevalence of cul-de-sacs is driven by the requirement for 120m intersection spacings on neighborhood connectors and the extreme topography that is driving the orientation of neighbor access streets to limit retaining wall heights to acceptable levels. To alleviate concern with cul-de-sacs, these devices directly connect footpaths and landscaping treatments with the adjacent street network to ensure maximum active transport permeability and eliminate dead spots. Swept paths for cul-de sacs are detailed in Appendix E.

7.3 Traffic Speed

Traffic speed along the main internal collector roads have been managed by introducing variations in horizontal alignments to influence driver speed awareness. For driver convenience, and to keep motorist speeds low, all the proposed allotments are within the recommended 60 to 90 seconds of travel time from the external road network. The recommended posted speed for internal roads is 60 km/hr. It is also recommended that existing Wyatt Road be clearly signposted with 60km/h speed signs within 400m of the site and the 70km/hr until it reached Flinders Lakes Drive.

For the purposes of preliminary design, the posted speed of the future Wyatt Road realignment has been set at 70 km/hr, with an design operating speed of 80 km/hr.

7.4 Connectivity and Wayfinding

The layout of the site provides direct connectivity between the internal and external road network. The layout is simple and user friendly and provides consistency of function and environment through the network structure and hierarchy.

7.5 Internal Intersections

The internal intersections within the site are proposed as T-junctions, which will help minimise potential conflict movements and crash risks throughout the internal road network. The internal network is consistent with similar residential developments in the area and no operational or capacity issues are expected on the internal intersections, due to the lower speed and volumes on the internal network.

Additionally, queuing at internal intersections is expected to be minimal based on expected traffic generation.

8. Public and Active Transport

8.1 Public Transport

Current plans detailed in EDQ Planning Scheme mapping and adjacent Traffic Impact Assessments show future planned bus routes on the area. The extension of these major and minor bus routes are shown in Figure 8.1.

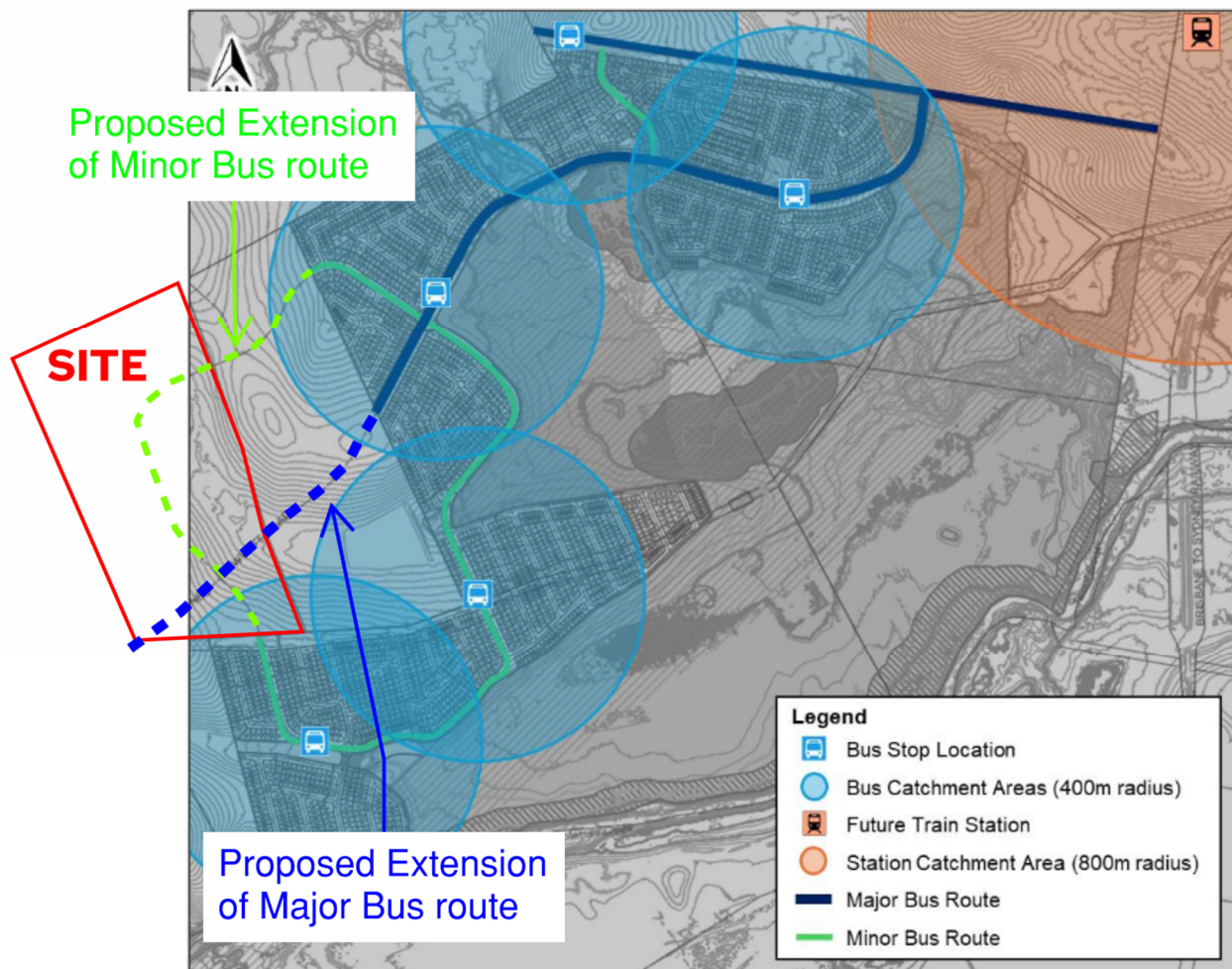


Figure 8.1 Bus Route Plan (Source: Welco TIA 2024)

The location of bus stops of the proposed be envisaged for this road extension then this would serve at least 90% of the proposed site within a 400m radius. Providing that development occurs immediately to the east and south of the site, then these bus stops are likely to come on-line.

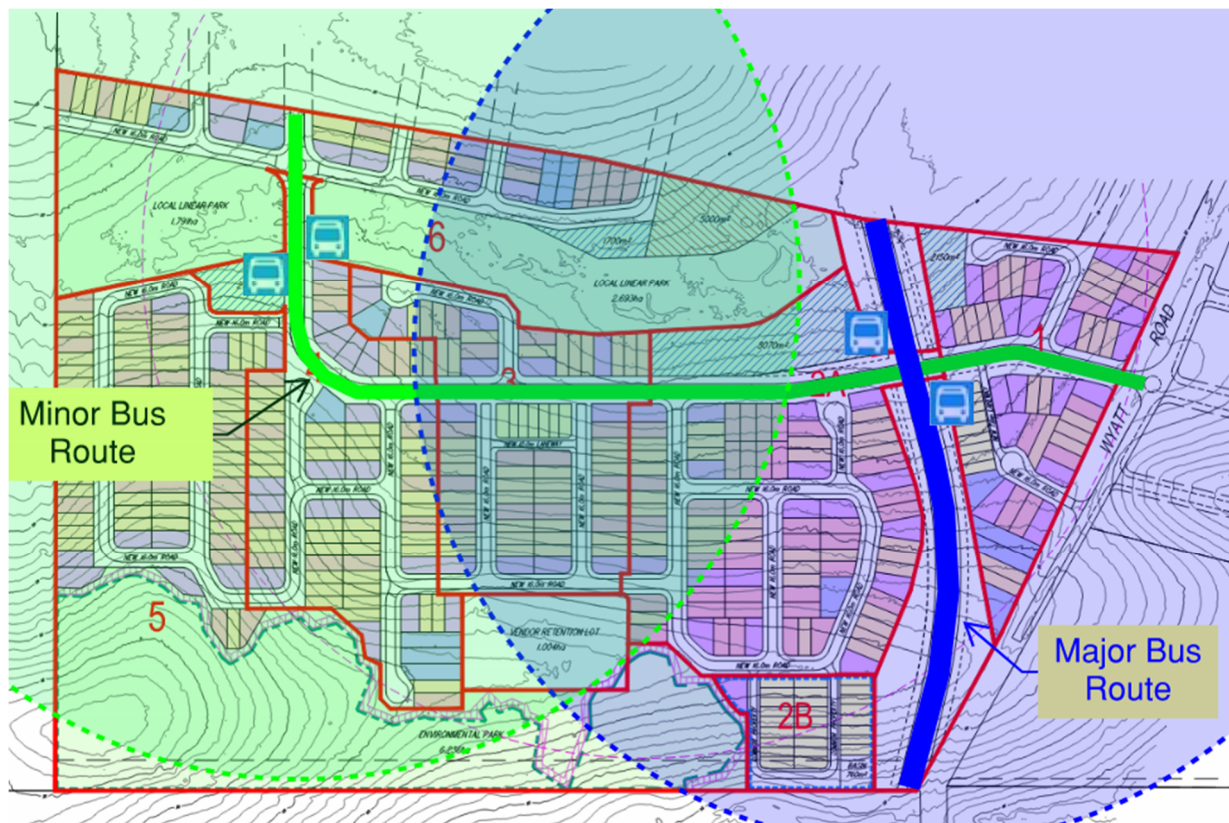


Figure 8.2 Bus Stop Plan

8.2 Active Transport

A 3.0m wide reinforced concrete off-road shared path is currently located along the northern side of the neighborhood connector. Also 3.0m off-road shared paths are planned for the Wyatt Road realignment. Figure 8.3 shows the recommended location for shared paths that match with the adjacent proposed network.

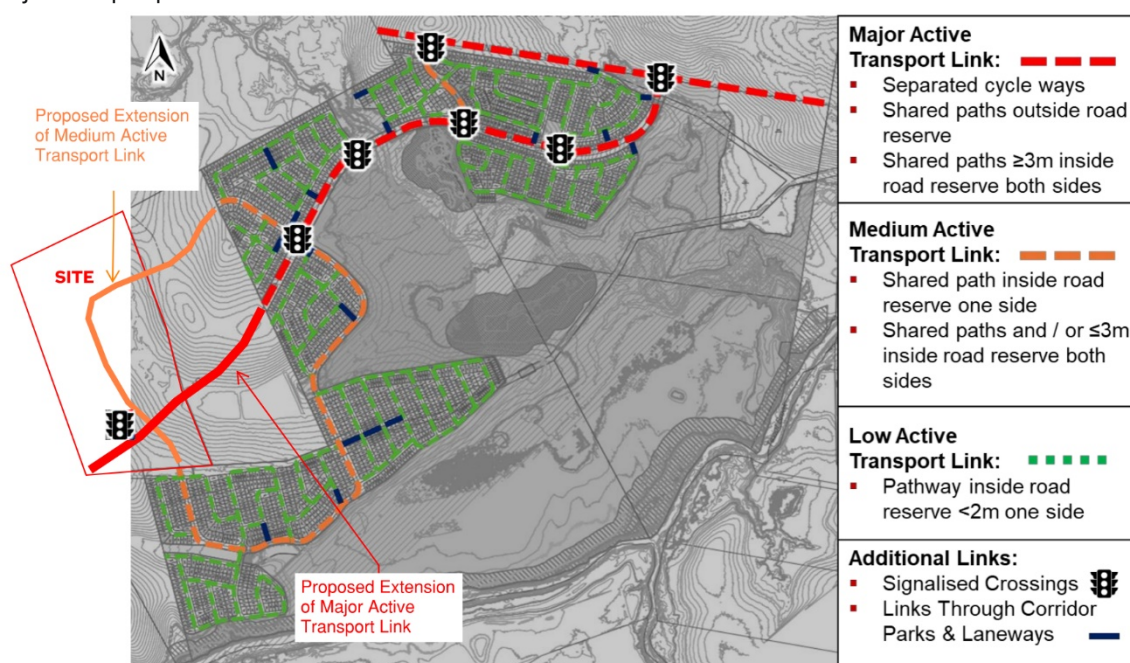


Figure 8.3 Active Transport connection to development (Source: Welco TIA 2024)

9. Conclusion

Ensilon has been engaged by 400 Wyatt Pty Ltd to prepare a Traffic Impact Assessment (TIA) report for the proposed residential subdivision development at 400 Wyatt Road Kagaru. The site is described as Lot 20 on SP 149887 within the EDQ Greater Flagstone PDA.

The assessment has been undertaken generally in accordance with the road transport related requirements identified in the Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (GTIA) (2018) and the EDQ Guidelines.

The following is a summary of the findings within this TIA:

Operational assessment

- The traffic impact is expected to be minor in the opening stage, with low degrees of saturation and queuing for the entry intersection.

Access

- No upgrade works are required to the external road network other than minor carriageway widening and sealing of the existing Wyatt Road alignment as part of the first stages of the proposed development. This is only required if Welco Precinct 4 and/or the adjacent 346 Wyatt Road property do not develop prior to the proposed Stage 1 timeline.
- Provision of multiple accesses is based on EDQ Planning Scheme requirements and best-practice recommendations (IPWEAQ 2022).

Safety

- From historical crash data, no recurring adverse safety issues are identified.
- The proposed interim site entry location possesses adequate SISD.

Site Layout

- The proposed internal layout of the development site aligns with all relevant standards and EDQ requirements, and provides direct connectivity, access, and permeability throughout the site.
- Some intersection spacings along the neighborhood connector road have not met the minimum 120m, due to topographical constraints, however these issues are not expected to create issues as the alignment is generally straight with good sight distance.

Public Transport

- Spatial allowance for a bus route has been allowed for within the internal neighborhood collector roads of the development, and routes align with adjacent development planning.

Active Transport

- A 3.0m wide off-road shared path has been allocated for the neighborhood connector and space allocation for 2 x 3.0m paths along the future realignment of Wyatt Road. Routes align with adjacent development planning.

Based on the above findings there are no traffic and transport engineering matters identified that should preclude the approval of the proposed development subject to reasonable and relevant conditions.

This traffic assessment and report have been prepared under the direction of a Registered Professional Engineer of Queensland (RPEQ) who is experienced in traffic engineering and transport planning. The report is endorsed by that RPEQ accordingly.



Jason Harley

Principal Engineer, Epsilon Consulting

BE(Hon), BSurv(Hon), MEngSc.

RPEQ 05665

Accredited Road Safety Auditor

10. Qualifications and Limitations

Due regard should be given to the limitations and constraints involved in the derivation of traffic studies which must be considered by future users of the information to correctly interpret the outcomes and outputs from this study. The following points summarise the main limitations and uncertainties associated with this study:

- Any use of LiDAR inherently has issues with accuracy as it cannot penetrate dense vegetation or water. As part of this project, the LiDAR has been reviewed through critical locations in the model. However, locations may not be accurately represented in the LiDAR topography which may affect surface levels and associated design planning levels.
- From time to time, there may be minor errors introduced into DEMs when LiDAR is reprojected between different GDA datums or when post-developed surfaces are retriangulated and merged back into surrounding LiDAR tiles.
- Whilst the traffic assessment is a comprehensive detailed investigation, traffic models represent a point in time and are based on available data. Triggers for revisiting or reworking the study will depend on the significance of change to the study outcomes which will need to be assessed accordingly. Such triggers could include major changes to surrounding road networks and infrastructure, local improvements, planning changes and increased certainty on surrounding growth rates.
- Not all roads and intersections within the overall local area have been reviewed or inspected during site visits. Future changes to the road network are evitable and these may occur after the issuing of this report. There may be errors in the local authority database or previous modelling by other parties which have been used to inform the traffic assessment.
- The local authority GIS model which this study relies on may change or be modified in the future.

In preparing this document, including all relevant calculations, and modelling, Ensilon Consulting has exercised the degree of skill, care and diligence normally exercised by members of the engineering profession and has acted in accordance with accepted practices of engineering principles.

Ensilon Consulting has used reasonable endeavours to inform itself of the parameters and requirements of the project and has taken reasonable steps to ensure that the works and documents are as accurate and comprehensive as possible given the information upon which it has been based including information that may have been provided or obtained by any third party or external sources which has not been independently verified.

Ensilon Consulting reserves the right to review and amend any aspect of the works performed including any opinions and recommendations from the works included or referred to in the works if:

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- Ensilon Consulting considers it prudent to revise any aspect of the works in light of any information which becomes known to it after the date of submission.

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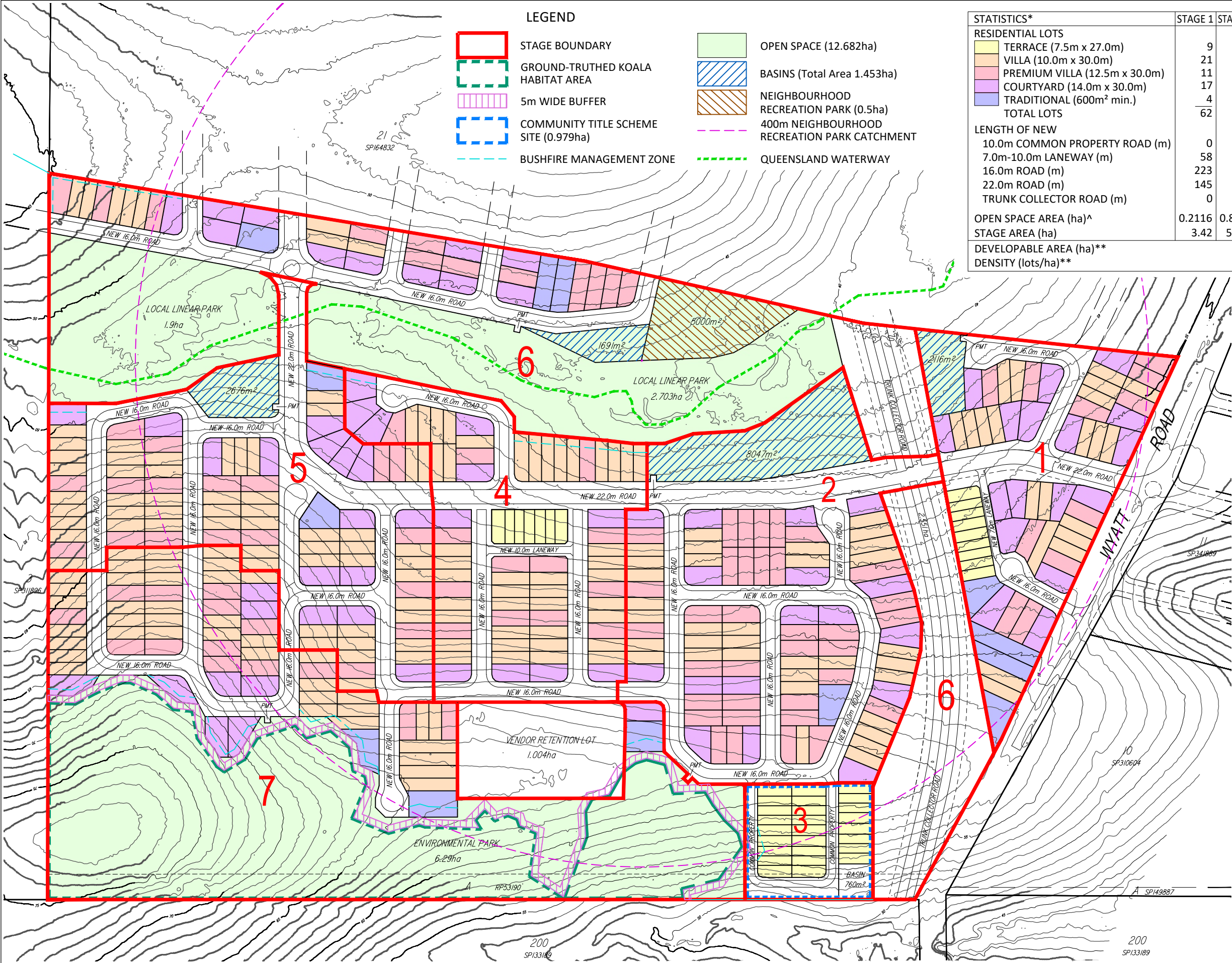
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This report is not intended as a quote, guarantee or warranty and does not cover any latent defects.

This report does not provide legal advice or legal interpretation in any way whatsoever.

The conclusions in this report should not be read in isolation. We recommend that its contents are reviewed with respect to other available information regarding this project.

Appendix A - Development Layout and Drawings



LEGEND

- STAGE BOUNDARY

GROUND-TRUTHED KOALA HABITAT AREA

5m WIDE BUFFER

COMMUNITY TITLE SCHEME SITE (0.979ha)

BUSHFIRE MANAGEMENT ZONE
- OPEN SPACE (12.682ha)

BASINS (Total Area 1.453ha)

NEIGHBOURHOOD RECREATION PARK (0.5ha)

400m NEIGHBOURHOOD RECREATION PARK CATCHMENT

QUEENSLAND WATERWAY

STATISTICS*	STAGE 1	STAGE 2A	STAGE 2B	STAGE 3	STAGE 4	STAGE 5	STAGE 6	TOTAL
RESIDENTIAL LOTS								
TERRACE (7.5m x 27.0m)	9	0	26	7	0	0	0	42 (10%)
VILLA (10.0m x 30.0m)	21	34	0	42	54	8	40	199 (45%)
PREMIUM VILLA (12.5m x 30.0m)	11	35	0	13	18	12	14	103 (24%)
COURTYARD (14.0m x 30.0m)	17	17	0	11	15	11	9	80 (18%)
TRADITIONAL (600m ² min.)	4	1	0	0	2	3	3	13 (3%)
TOTAL LOTS	62	87	26	73	89	34	66	437 (100%)
LENGTH OF NEW								
10.0m COMMON PROPERTY ROAD (m)	0	0	215	0	0	0	0	215
7.0m-10.0m LANEWAY (m)	58	0	0	60	0	0	0	118
16.0m ROAD (m)	223	820	0	570	756	585	456	3410
22.0m ROAD (m)	145	184	0	170	258	53	0	810
TRUNK COLLECTOR ROAD (m)	0	25	0	0	0	440	0	465
OPEN SPACE AREA (ha)^	0.2116	0.8047	0	0	0.2676	5.2721	6.29	12.846
STAGE AREA (ha)	3.42	5.974	0.926	3.828	5.195	10.231	9.512	39.086
DEVELOPABLE AREA (ha)**								23.689
DENSITY (lots/ha)**								18.4

* Excludes Vendor Retention Lot (1.004ha)
^ Includes Local Linear Park, Environmental Park, Neighbourhood Recreation Park & Stormwater Basins
** Excludes Open Space (12.846ha) & Trunk Collector Road (2.551ha)

PROPERTY DESCRIPTION
LOT 20 ON SP149887
TOTAL AREA 40.09 ha

NOTES

- (1) This plan was prepared for the purpose and exclusive use of 400 WYATT PTY LTD to accompany an application to ECONOMIC DEVELOPMENT QUEENSLAND for a Development Permit to Reconfigure the land described in the plan and is not to be used for any other purpose or by any other person or corporation. JFP URBAN CONSULTANTS PTY LTD accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this plan in contravention to the terms of this clause or clauses 2, 3, 4, 5, 6 or 7 hereof.
- (2) The contours on this plan are from Orthophoto mapping and are suitable only for the purpose of this application. The accuracy of the contours has not been verified and no reliance should be placed upon such contours for any purpose other than for the purpose of this application.
- (3) The MGA boundaries utilised for this plan are based on information from EDWARDS SURVEYING PTY LTD.
- (4) The dimensions, areas, size and location of improvements, flood information (if shown) and number of lots shown on this plan are approximate only and may vary.
- (5) Safety in Design
The Urban Design for the layout proposal has been developed to meet the stated project brief, as expressed in JFP Urban Consultants Offer for the works, and the Design Standards stipulated by the Local Authority named on this plan.
Non-standard design solutions adopted in the preparation of the layout are listed as follows;
• None
- (6) The State Government proposes changes to the Queensland Development Code to reflect the provisions of the National Construction Code 2022. These changes once implemented will have an impact on the design of the future dwellings on the proposed allotments identified on this plan. The amendments to the QDC may also be subject to transitional provisions and we would strongly recommend that you discuss these matters further with your preferred Building Certifier.
- (7) This plan may not be reproduced unless these notes are included.

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SURVEYORS
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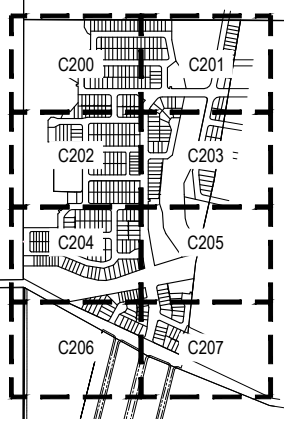
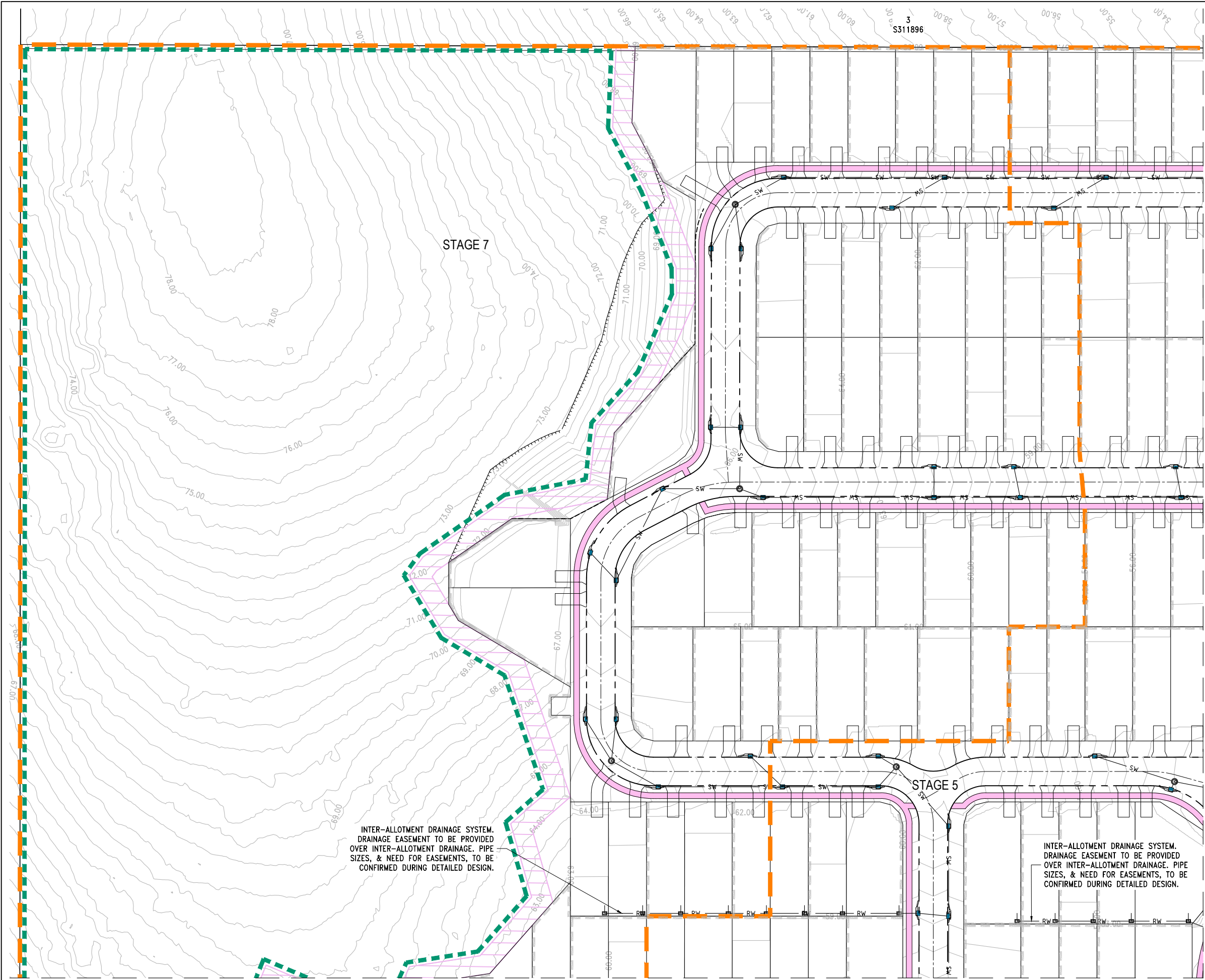
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ISSUE:	DETAILS:	DATE:	INIT:

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RECONFIGURATION MASTER PLAN
400 WYATT PTY LTD
400 WYATT ROAD, KAGARU

DETAILS:
JOB NUMBER:
B4955PA1_DA1 D1 B
SHEET:
1 OF 8
DATE:
26th May 2026

DESIGNED
TJM
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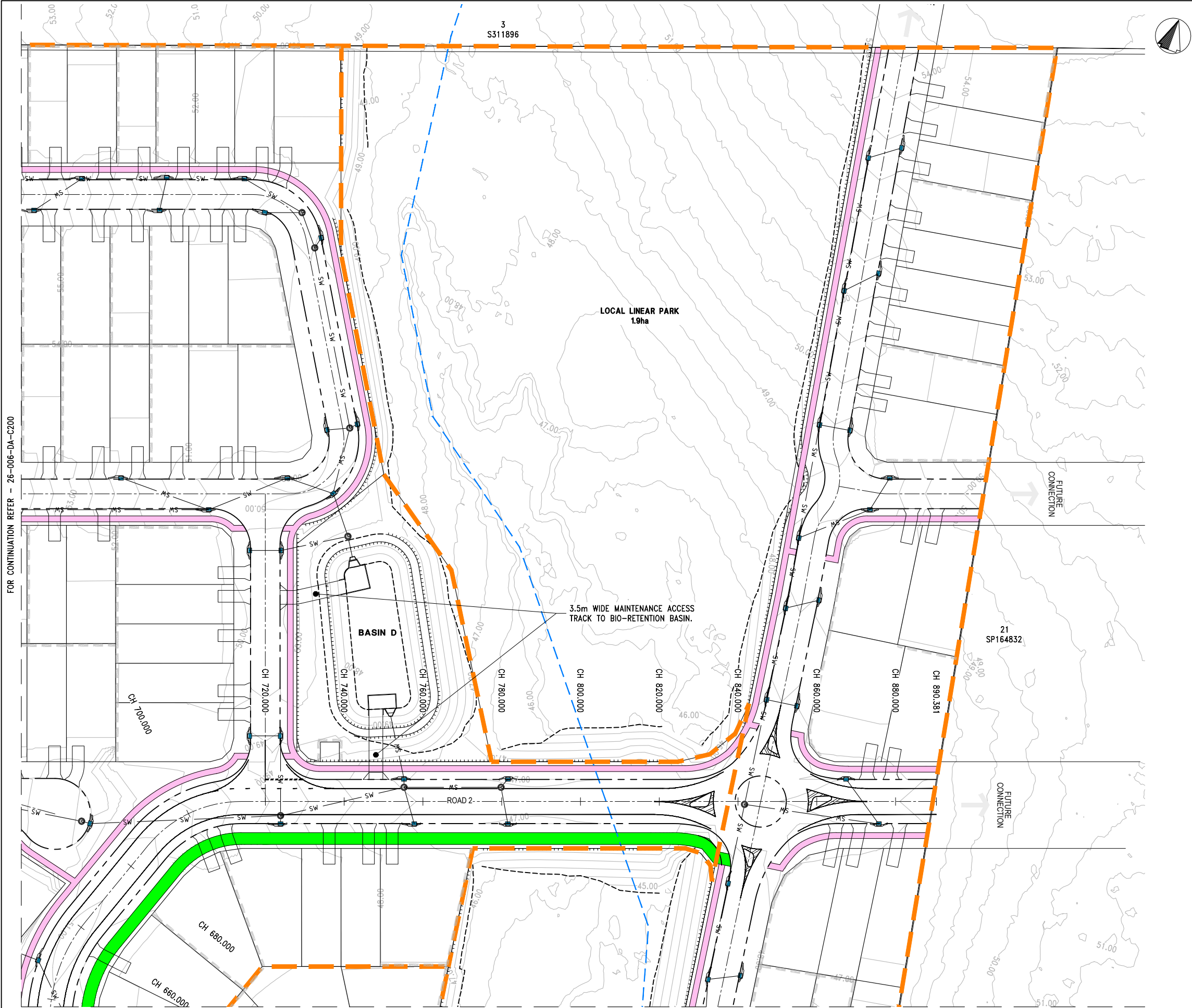
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- PROPOSED STAGE BOUNDARY
- PROPOSED KERB AND CHANNEL
- PROPOSED ROAD CONTROL LINE
- DESIGN SURFACE CONTOUR (1m INTERVALS)
- PROPOSED STORMWATER LINE
- PROPOSED ROOFWATER LINE
- PROPOSED STORMWATER STRUCTURE
- PROPOSED ROOFWATER STRUCTURE
- EARTHWORKS BATTER TOP
- EARTHWORKS BATTER BOTTOM
- 1.5m FOOTPATH
- 3.0m SHARED FOOTPATH
- PROPOSED SLEEPER RETAINING WALL
- PROPOSED CUTOFF DRAIN
- QUEENSLAND WATERWAY
- INDICATIVE FUTURE DRIVEWAY
- 5m WIDE BUFFER
- GROUND-TRUTHED KOALA HABITAT AREAS
- PROPOSED LINEMARKING
- PROPOSED RAISED ISLANDS
- FUTURE LOT BOUNDARY
- FUTURE KERB AND CHANNEL

INTER-ALLOTMENT DRAINAGE SYSTEM.
DRAINAGE EASEMENT TO BE PROVIDED
OVER INTER-ALLOTMENT DRAINAGE. PIPE
SIZES, & NEED FOR EASEMENTS, TO BE
CONFIRMED DURING DETAILED DESIGN.

INTER-ALLOTMENT DRAINAGE SYSTEM.
DRAINAGE EASEMENT TO BE PROVIDED
OVER INTER-ALLOTMENT DRAINAGE. PIPE
SIZES, & NEED FOR EASEMENTS, TO BE
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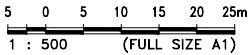
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									DATE 27/05/26
									SCALE @ A1 1:500
									SHEET 1 OF 8
									PROJECT No 26-006
									DRAWING No C200
									REV A



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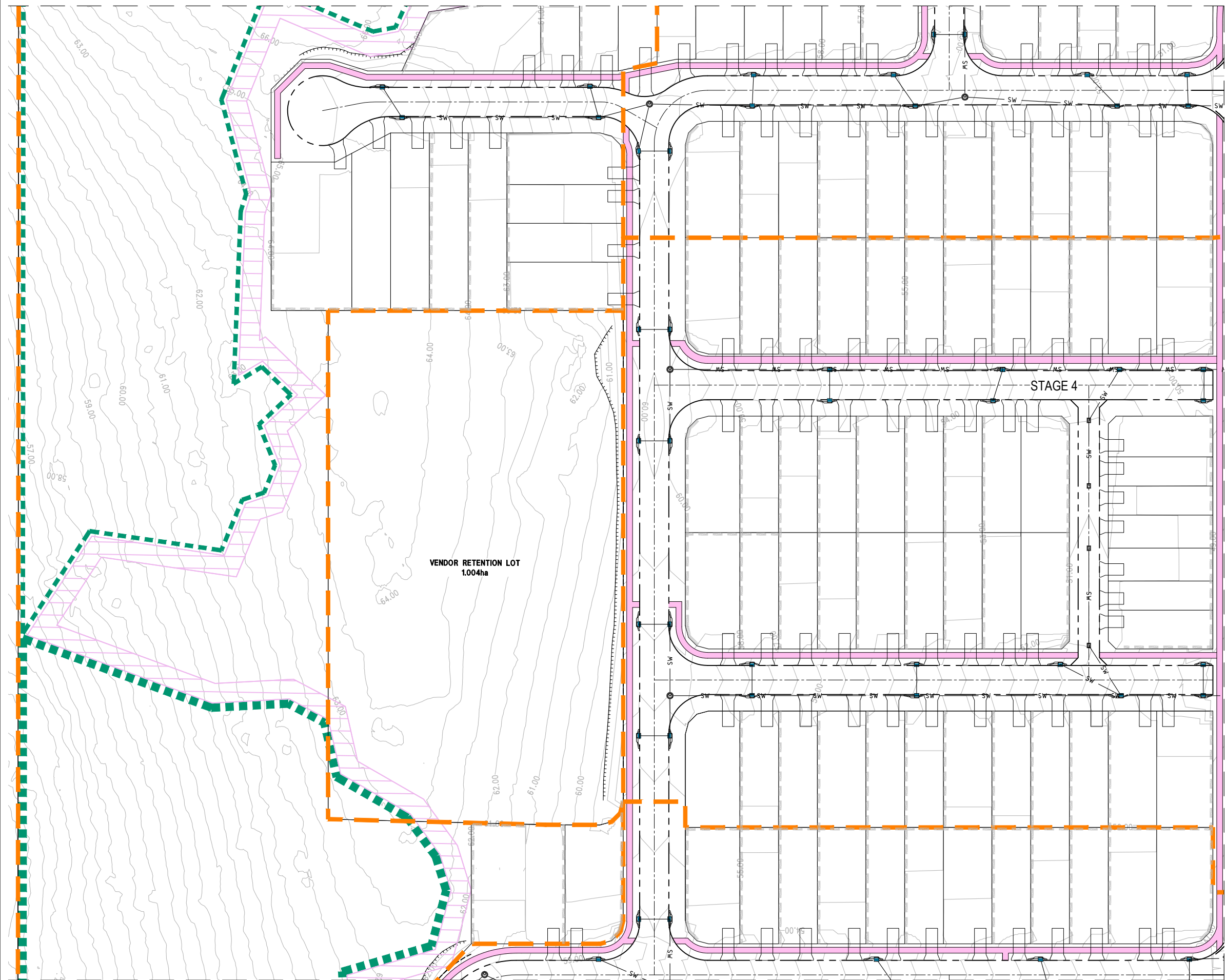
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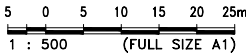
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		26-006	C201				A

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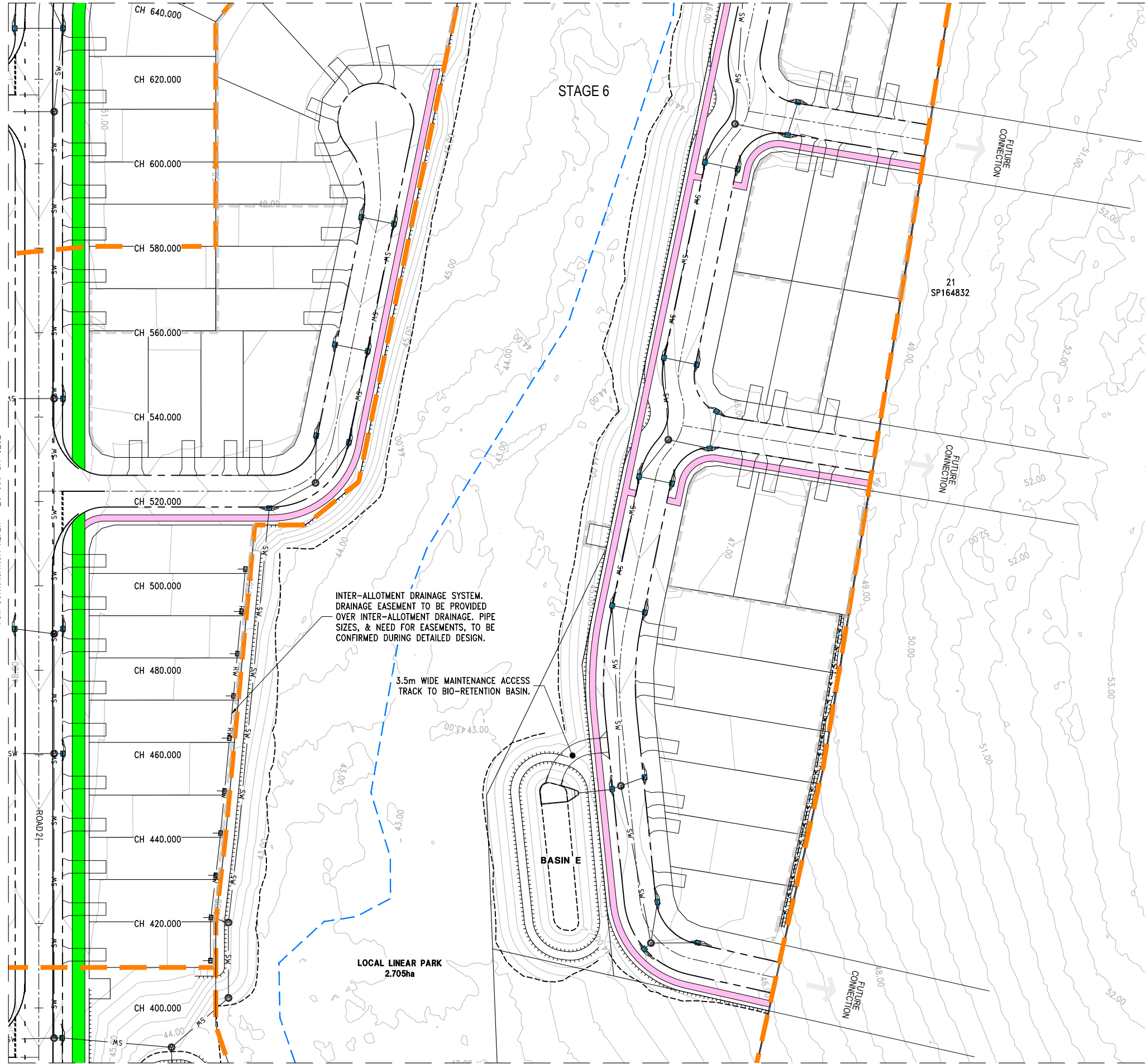


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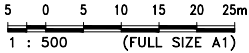
INTER-ALLOTMENT DRAINAGE SYSTEM.
DRAINAGE EASEMENT TO BE PROVIDED
OVER INTER-ALLOTMENT DRAINAGE. PIPE
SIZES, & NEED FOR EASEMENTS, TO BE
CONFIRMED DURING DETAILED DESIGN.

3.5m WIDE MAINTENANCE ACCESS
TRACK TO BIO-RETENTION BASIN.

LOCAL LINEAR PARK
2.705ha

FOR CONTINUATION REFER - 26-006-DA-C205

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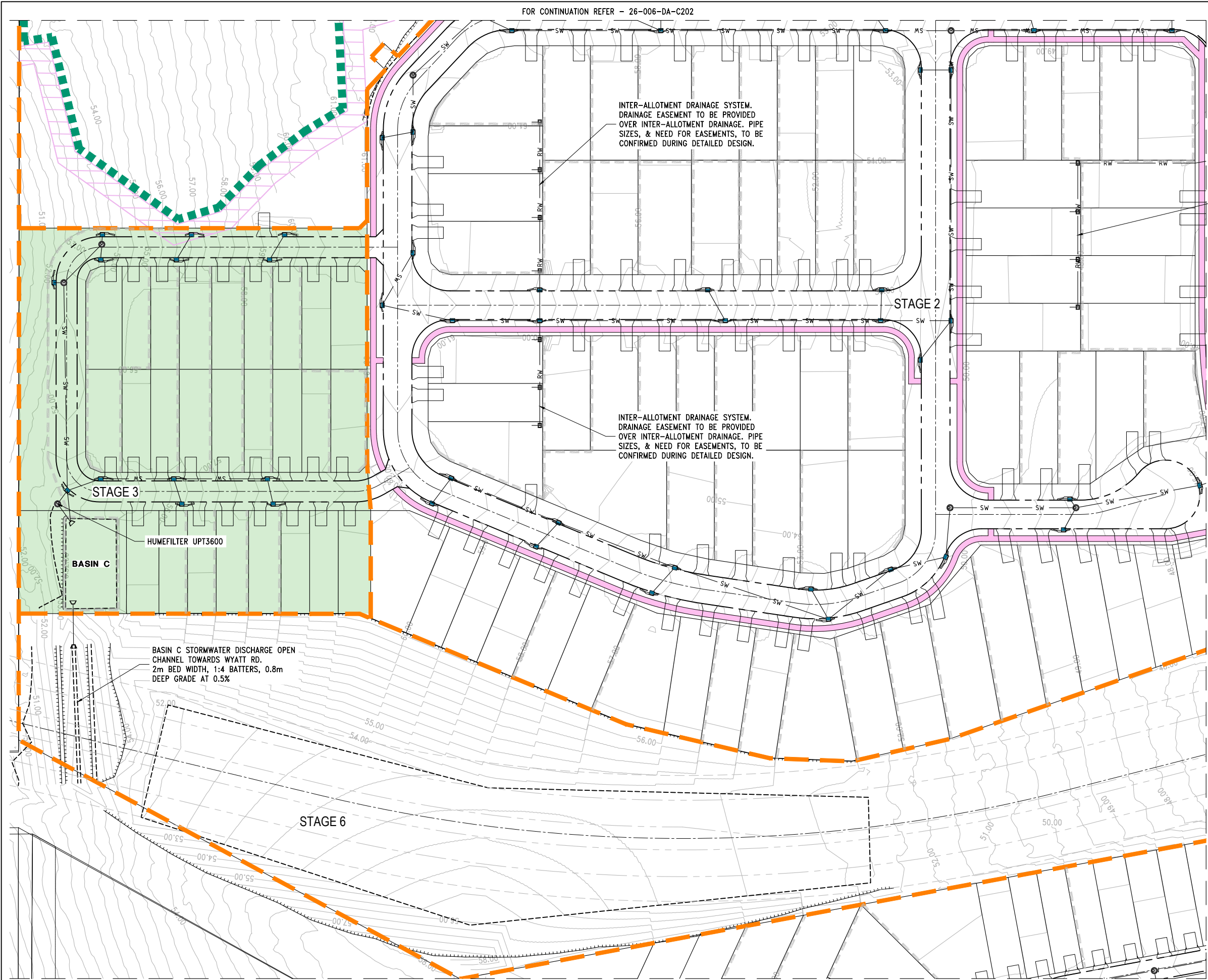
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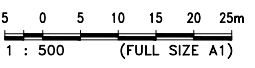
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PROJECT No	DRAWING No	REV			
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NOTE:
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NOTE:
GREEN HATCHED AREA DELINEATES THE PROPOSED COMMUNITY TITLES AREA.

REV A FOR APPROVAL		DESCRIPTION ROADWORKS AND DRAINAGE LAYOUT PLAN		BY NM	DES NM	DATE 27/05/26	NAME: RPEQ:		DATE:	Approved by, for and on behalf of Ensilon		This drawing has been produced for the exclusive use of the client (nominated on this document). No third party is to rely on this document without written permission from Ensilon. This drawing is not to be constructed from unless "Issued for construction" is displayed and only where signed by an RPEQ. © Copyright		Ensilon Pty Ltd ACN 644 618 253 http://www.ensilon.com.au © Copyright		CLIENT 400 WYATT Pty Ltd	PROJECT 400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT	STATUS FOR APPROVAL	<table border="1"> <tr> <th>DESIGNED</th> <th>DRAWN</th> <th>APPROVED</th> <th>DATE</th> <th>SCALE</th> <th>A1</th> <th>SHEET</th> </tr> <tr> <td>NM</td> <td>NM</td> <td>-</td> <td>27/05/26</td> <td>1:500</td> <td></td> <td>5 of 8</td> </tr> <tr> <td colspan="3">PROJECT No</td> <td colspan="2">DRAWING No</td> <td colspan="2">REV</td> </tr> <tr> <td colspan="3">26-006</td> <td colspan="2">C204</td> <td colspan="2">A</td> </tr> </table>	DESIGNED	DRAWN	APPROVED	DATE	SCALE	A1	SHEET	NM	NM	-	27/05/26	1:500		5 of 8	PROJECT No			DRAWING No		REV		26-006			C204		A	
DESIGNED	DRAWN	APPROVED	DATE	SCALE	A1	SHEET																																									
NM	NM	-	27/05/26	1:500		5 of 8																																									
PROJECT No			DRAWING No		REV																																										
26-006			C204		A																																										

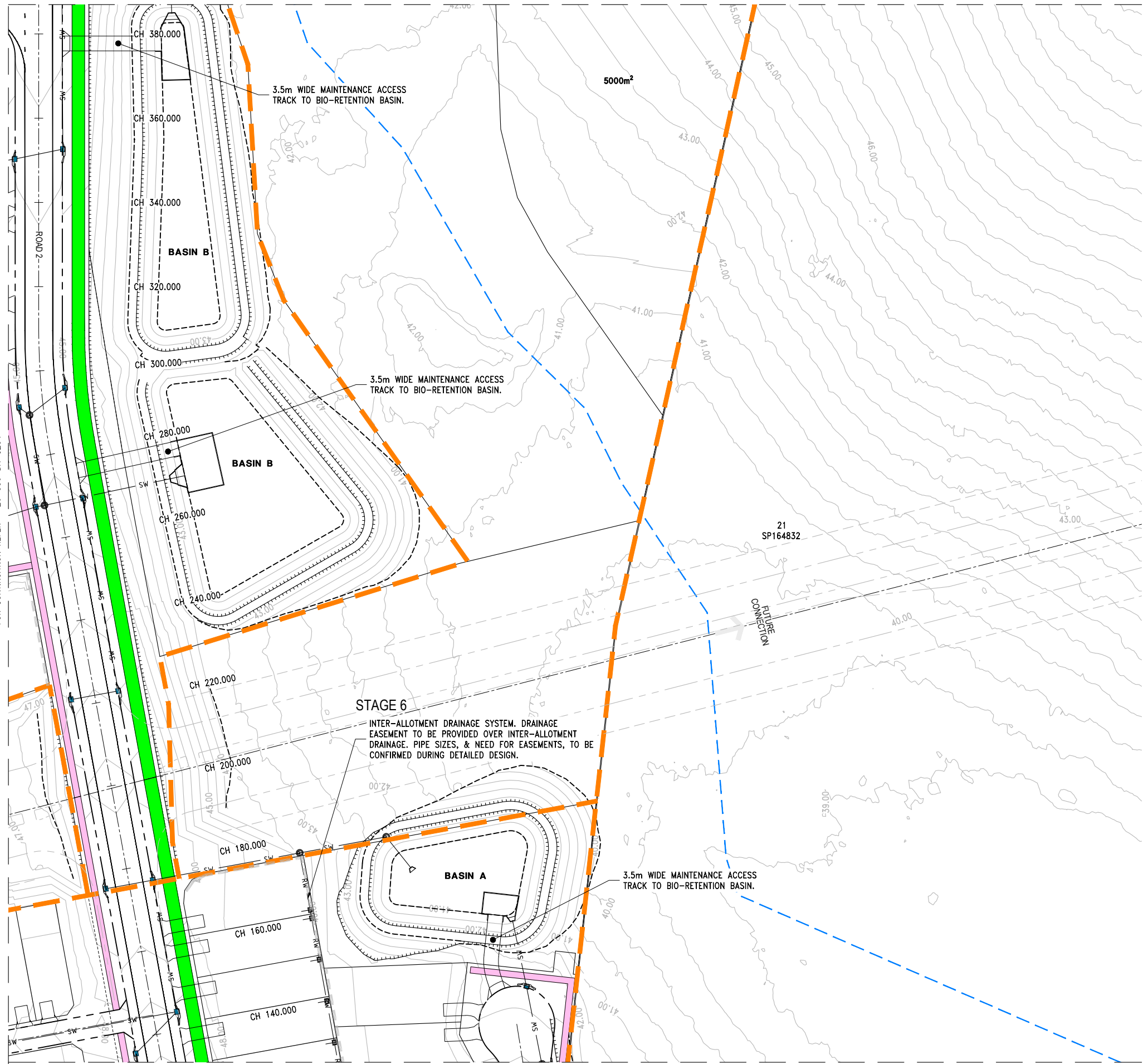


1 : 500 (FULL SIZE A1)



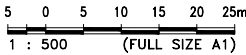
NOTE:
REFER DRAWING C200 FOR LEGEND
AND KEYMAP.

FOR CONTINUATION REFER - 26-006-DA-C204



FOR CONTINUATION REFER - 26-006-DA-C207

REV	DESCRIPTION	BY	DES	DATE
A	FOR APPROVAL	NM	NM	27/05/26



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CLIENT	400 WYATT Pty Ltd
TITLE	ROADWORKS AND DRAINAGE LAYOUT PLAN SHEET 6 OF 8

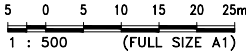
PROJECT		400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT				
STATUS		FOR APPROVAL				
DESIGNED	DRAWN	APPROVED	DATE	SCALE	AT	SHEET
NM	NM	-	27/05/26	1:500		6 of 8
PROJECT No		DRAWING No			REV	
26-006		C205			A	

NOTE:
REFER DRAWING C200 FOR LEGEND
AND KEYMAP.



FOR CONTINUATION REFER - 26-006-DA-C207

REV	DESCRIPTION	BY	DES	DATE
A	FOR APPROVAL	NM	NM	27/05/26



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CLIENT
400 WYATT Pty Ltd

TITLE
ROADWORKS AND DRAINAGE
LAYOUT PLAN
SHEET 7 OF 8

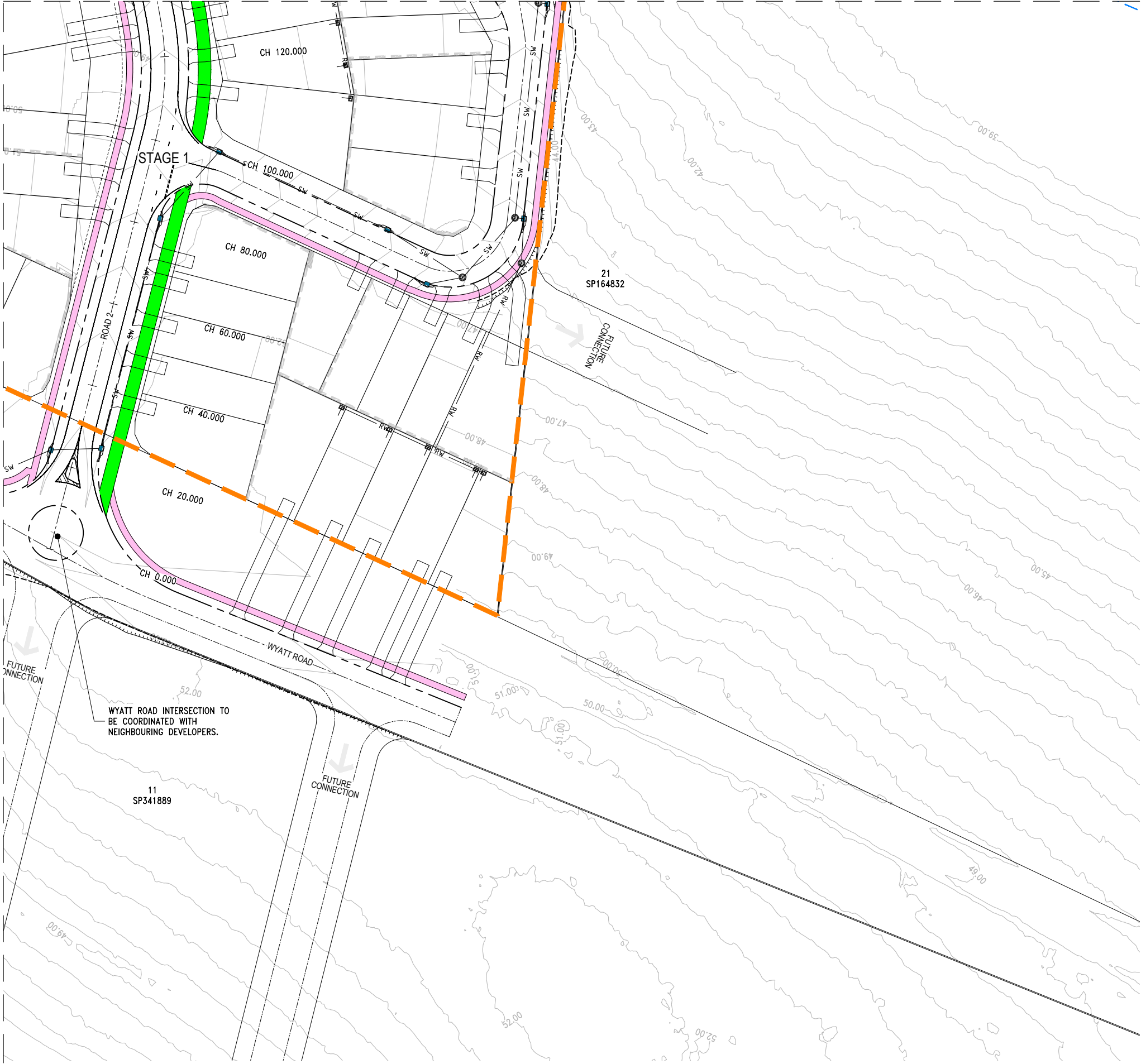
PROJECT
400 WYATT ROAD, KAGARU
RESIDENTIAL DEVELOPMENT

STATUS
FOR APPROVAL

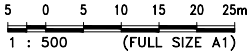
DESIGNED	DRAWN	APPROVED	DATE	SCALE	SHEET
NM	NM	-	27/05/26	1:500	7 of 8
PROJECT No	DRAWING No	REV			
26-006	C206	A			

NOTE:
REFER DRAWING C200 FOR LEGEND
AND KEYMAP.

FOR CONTINUATION REFER - 26-006-DA-C206



REV	DESCRIPTION	BY	DES	DATE
A	FOR APPROVAL	NM	NM	27/05/26



NAME:
RPEQ: _____ DATE: _____

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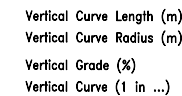
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CLIENT
400 WYATT Pty Ltd

TITLE
ROADWORKS AND DRAINAGE
LAYOUT PLAN
SHEET 8 OF 8

PROJECT		CLIENT		STATUS		DESIGNED		DRAWN		APPROVED		DATE	SCALE	SHEET
400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT		400 WYATT Pty Ltd		FOR APPROVAL		NM		NM		-		27/05/26	1:500	8 of 8
PROJECT No 26-006		DRAWING No C207		REV A										

[illegible]

R-66

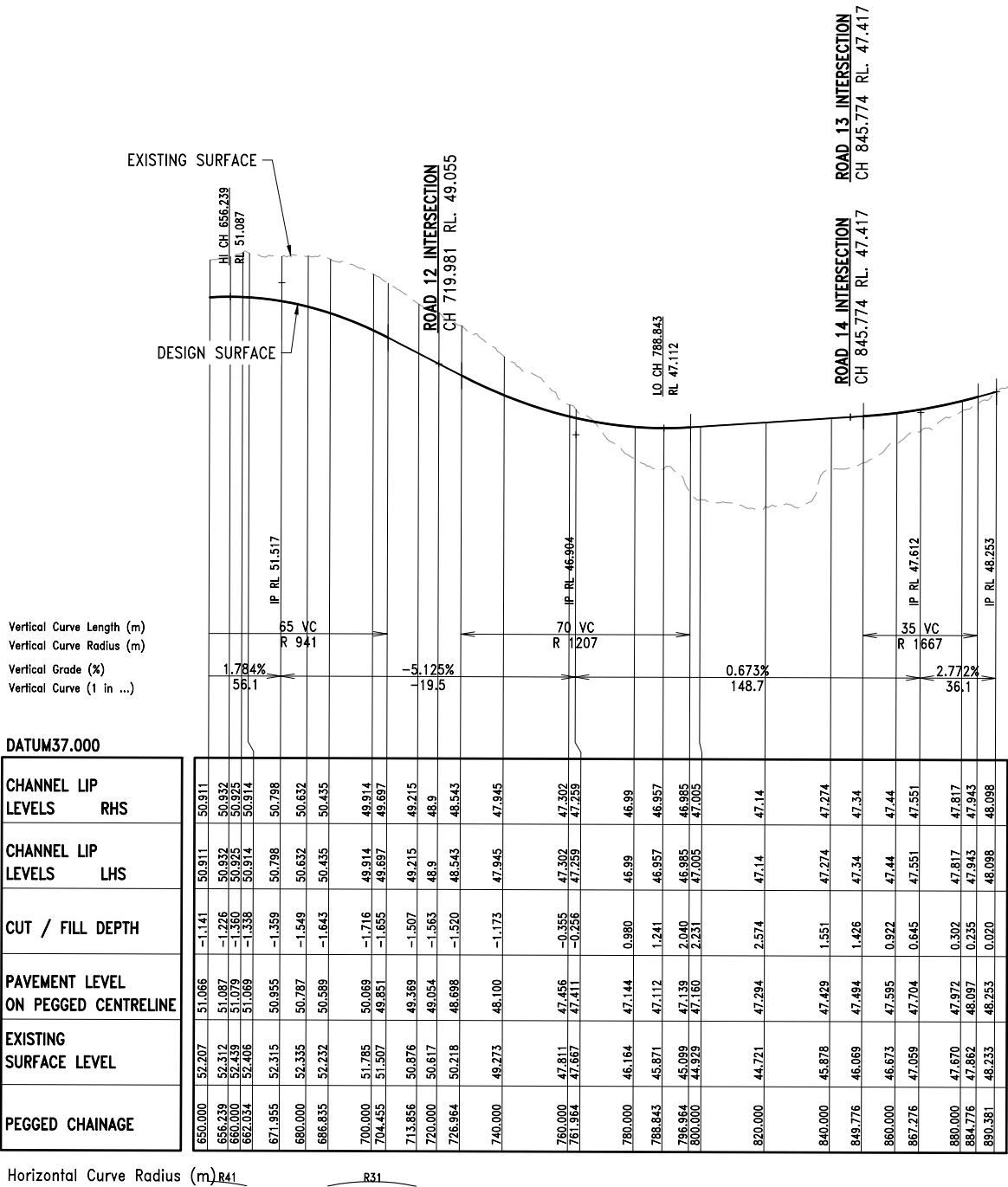
R156

R41

SCALE: HORIZONTAL - 1:1000
VERTICAL - 1:100

NOTE
1. REFER DRAWING C231 FOR TYPICAL ROAD CROSS SECTIONS.

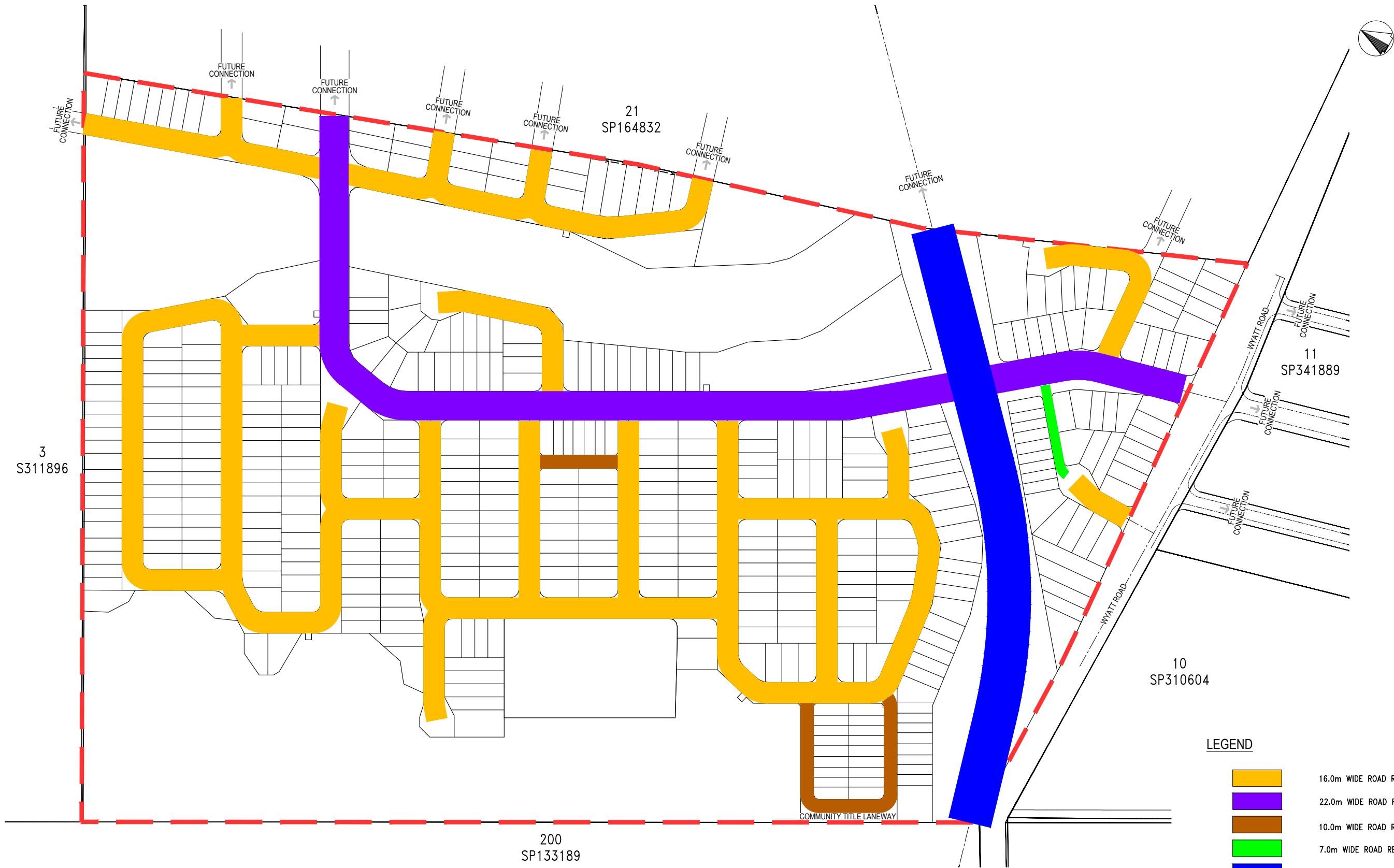
REV	DESCRIPTION	BY	DES	DATE	100m 1 : 1000 (FULL SIZE A1)	NAME: RPEQ: DATE: Approved by, for and on behalf of Ensilon This drawing has been produced for the exclusive use of the client (nominated on this document). No third party is to rely on this document without written permission from Ensilon. This drawing is not to be constructed from unless "Issued for construction" is displayed and only where signed by an RPEQ. © Copyright	Ensilon Pty Ltd ACN 644 618 253 http://www.ensilon.com.au © Copyright 	CLIENT	PROJECT				
A	FOR APPROVAL	NM	NM	27/05/26				400 WYATT Pty Ltd	400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT				
						TITLE	STATUS	DESIGNED	DRAWN	APPROVED	DATE	SCALE	SHEET
						ROAD LONG SECTION SHEET 1 OF 2	FOR APPROVAL	NM	NM	-	27/05/26	1:1000	1 of 2
						PROJECT No	DRAWING No			REV			
						26-006	C220			A			



ROAD 2 (NEIGHBORHOOD CONNECTOR)

SCALE: HORIZONTAL - 1:1000
VERTICAL - 1:100

NOTE
1. REFER DRAWING C231 FOR TYPICAL ROAD CROSS SECTIONS.



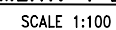
LEGEND

- 16.0m WIDE ROAD RESERVE (NEIGHBORHOOD ACCESS)
- 22.0m WIDE ROAD RESERVE (NEIGHBORHOOD CONNECTOR)
- 10.0m WIDE ROAD RESERVE (LANEWAY)
- 7.0m WIDE ROAD RESERVE (LANEWAY)
- 33.0m WIDE ROAD RESERVE (WYATT ROAD ARTERIAL REALIGNMENT)
- PROPOSED LOT BOUNDARY
- SITE BOUNDARY

NOTE

- REFER TO 26-006-DA-C231 FOR TYPICAL ROAD CROSS SECTION AND FURTHER DETAILS.
- NFK = NOMINAL FACE OF KERB

REV	DESCRIPTION	BY	DES	DATE	NAME:	DATE:	CLIENT	PROJECT	STATUS	DESIGNED	DRAWN	APPROVED	DATE	SCALE	SHEET
A	FOR APPROVAL	NM	NM	27/05/26	RPEQ:		400 WYATT Pty Ltd	400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT	FOR APPROVAL	NM	NM	-	27/05/26	1:1500	1 of 1
					Approved by, for and on behalf of Ensilon		PROJECT No 26-006		DRAWING No C230		REV A				
					This drawing has been produced for the exclusive use of the client (nominated on this document). No third party is to rely on this document without written permission from Ensilon. This drawing is not to be constructed from unless "Issued for construction" is displayed and only where signed by an RPEQ. © Copyright		http://www.ensilon.com.au © Copyright		ensilon		TITLE ROAD HIERARCHY LAYOUT PLAN				
							Ensilon Pty Ltd ACN 644 618 253								

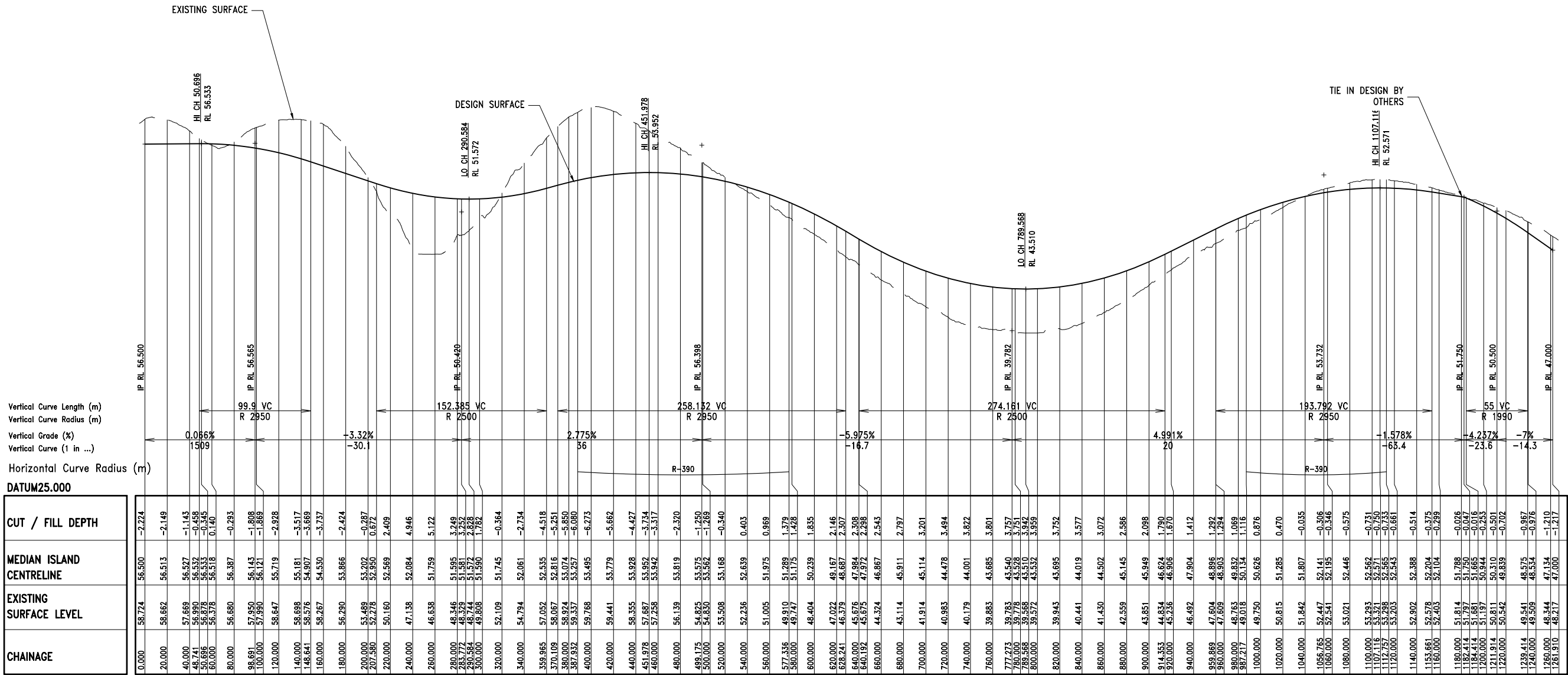
[illegible]



LEGEND	
	PROPOSED LOT BOUNDARY
	FUTURE LOT BOUNDARY
	PROPOSED KERB AND CHANNEL
	EXISTING SURFACE CONTOUR (1m INTERVALS)

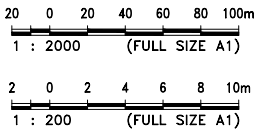
CONTROL LINE LAYOUT PLAN
SCALE 1:2000

REV		DESCRIPTION	BY	DES	DATE	NAME: RPEQ:		DATE:	Ensilon Pty Ltd ACN 644 618 253		CLIENT	PROJECT						
A		FOR APPROVAL	NM	NM	27/05/26				http://www.ensilon.com.au © Copyright		400 WYATT Pty Ltd	400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT						
2000 1 : 2000 (FULL SIZE A1)						Approved by, for and on behalf of Ensilon				ROAD 1 LAYOUT PLAN		FOR APPROVAL						
						This drawing has been produced for the exclusive use of the client (nominated on this document). No third party is to rely on this document without written permission from Ensilon. This drawing is not to be constructed from unless "Issued for construction" is displayed and only where signed by an RPEQ. © Copyright						DESIGNED NM		DRAWN NM	APPROVED -	DATE 27/05/26	SCALE @ A1 1:2000	SHEET 1 of 1
												PROJECT No 26-006		DRAWING No C600		REV A		



WYATT ROAD – ARTERIAL

SCALE: HORIZONTAL – 1:2000
VERTICAL – 1:200



NAME:
RPEQ:

DATE:

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CLIENT
400 WYATT Pty Ltd

TITLE
ROAD 1 LONG SECTION

PROJECT
400 WYATT ROAD, KAGARU
RESIDENTIAL DEVELOPMENT

STATUS
FOR APPROVAL

DESIGNED	DRAWN	APPROVED	DATE	SCALE	SHEET
NM	NM	NM	27/05/26	-	1 of 1
PROJECT No	DRAWING No	REV			
26-006	C601	A			

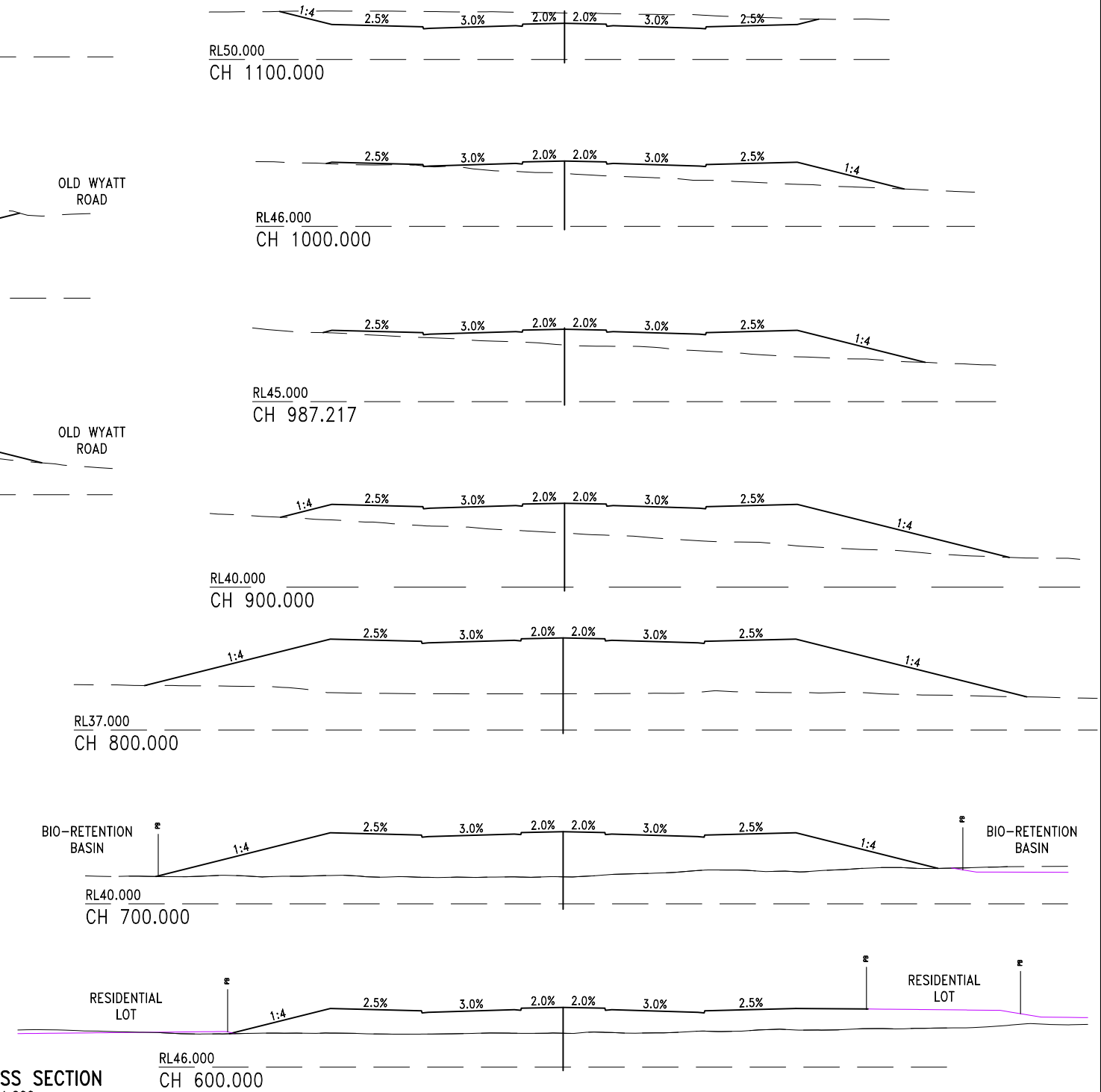
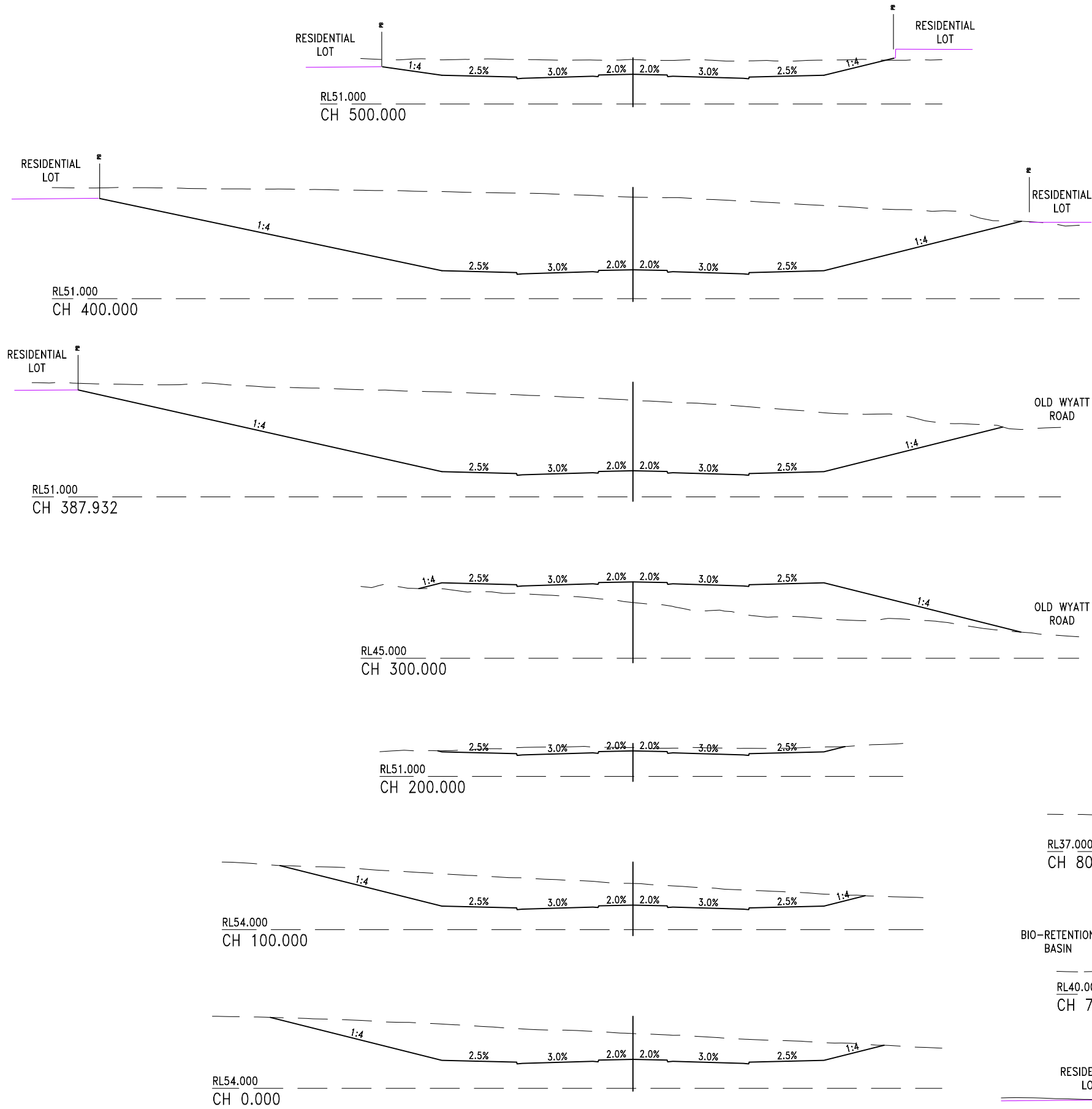
LEGEND

EXISTING SURFACE

DESIGN SURFACE

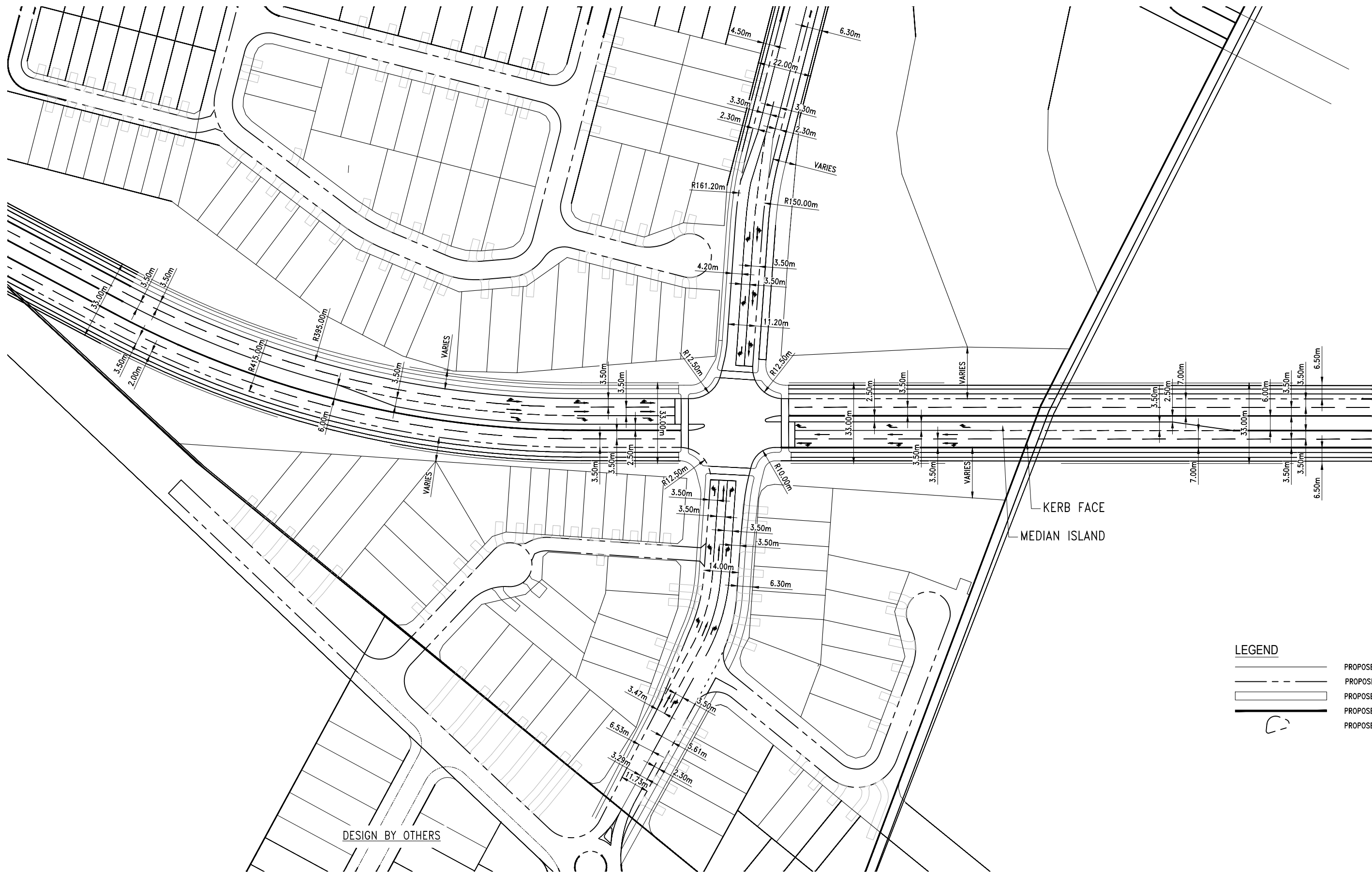
DATUM LINE

INTERNAL RESIDENTIAL SURFACE



TYPICAL CROSS SECTION
SCALE 1:200

REV	DESCRIPTION	BY	DES	DATE	NAME: RPEQ:	DATE:	Ensilon Pty Ltd ACN 644 618 253	CLIENT 400 WYATT Pty Ltd	PROJECT 400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT						
A	FOR APPROVAL	NM	NM	27/05/26	Approved by, for and on behalf of Ensilon		http://www.ensilon.com.au © Copyright	TITLE ROAD 1 CROSS SECTION	STATUS FOR APPROVAL						
20 0 2 4 6 8 10m 1 : 200 (FULL SIZE A1)					This drawing has been produced for the exclusive use of the client (nominated on this document). No third party is to rely on this document without written permission from Ensilon. This drawing is not to be constructed from unless "Issued for construction" is displayed and only where signed by an RPEQ. © Copyright					DESIGNED NM	DRAWN NM	APPROVED -	DATE 27/09/26	SCALE @ A1 1:200	SHEET 1 OF 1
										PROJECT No 26-006		DRAWING No C602		REV A	

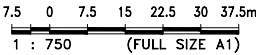


FUNCTIONAL LAYOUT PLAN
SCALE 1:750

LEGEND

- PROPOSED LOT BOUNDARY
- PROPOSED KERB AND CHANNEL
- PROPOSED FOOTPATH
- PROPOSED LINEMARKING
- PROPOSED RAISED ISLANDS

REV	DESCRIPTION	BY	DES	DATE
A	FOR APPROVAL	NM	NM	27/05/26



NAME: RPEQ:	DATE:
Approved by, for and on behalf of Ensilon	
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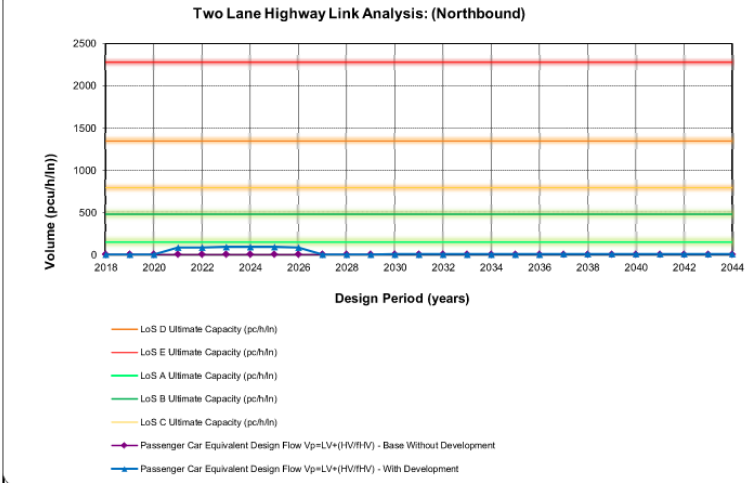
CLIENT
400 WYATT Pty Ltd
TITLE
WYATT ROAD FUNCTIONAL LAYOUT

PROJECT
400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT

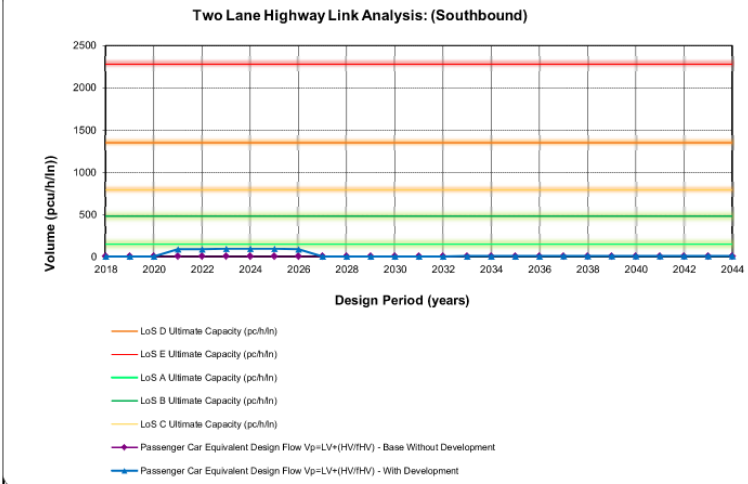
STATUS
FOR APPROVAL

DESIGNED	DRAWN	APPROVED	DATE	SCALE	SHEET
NM	NM	-	27/05/26	1:750	1 of 1
PROJECT No	DRAWING No	REV			
26-006	C610	A			

Appendix B – Traffic Volume Assessment (Existing Wyatt Road)

[illegible][illegible]

Section	Between Wyatt Road and Wild Pig Creek Road
Route	Undullah Road
Link Locality:	

[illegible]

Southbound Direction - Two Lane Highway level Terrain Link Analysis: Base Conditions With Development Traffic																											
Year of Analysis	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Ultimate Link Capacity (pc/h/in)	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280
Light Vehicle Volume (veh/h)	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5
Terrain Type (L = Level, R = Rolling, M = Mountainous)	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L
LoA Ultimate Capacity (pc/h/in)	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
LoB Ultimate Capacity (pc/h/in)	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480	480
LoC Ultimate Capacity (pc/h/in)	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795
LoD Ultimate Capacity (pc/h/in)	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
LoE Ultimate Capacity (pc/h/in)	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280	2280
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of trucks (veh/h)	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Total vehicles (veh/h)	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	8	8
Passenger car equivalent (Et)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Percentage Trucks (Pt)	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Average Annual Daily Traffic (AADT)	31	32	32	33	33	34	35	36	36	37	38	38	39	40	41	42	42	43	44	45	46	47	48	49	50	51	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
K-value (30th Highest / AADT)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Passenger Car Equivalent Design Flow Vp=LV+(HV/fHV) - Base Without Development	5	5	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	8	8	8	8	8	8	8	9	9	9
Development Traffic (veh/h)			0	56	57	58	59	59	56																		
Passenger Car Equivalent Design Flow Vp=LV+(HV/fHV) - With Development	5	5	6	90	91	93	94	95	90	6	7	7	7	7	7	7	7	8	8	8	8	8	8	8	9	9	9
LoS Result	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Volume to Capacity Ratio (V/C)	0.00	0.00	0.00	0.04	0.04	0.04	0.04	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Appendix C - SIDRA Outputs

Existing Wyatt Road Intersection

SITE LAYOUT

 **Site: [101] Existing Wyatt Rd - AM 2028** (Existing Wyatt Rd)

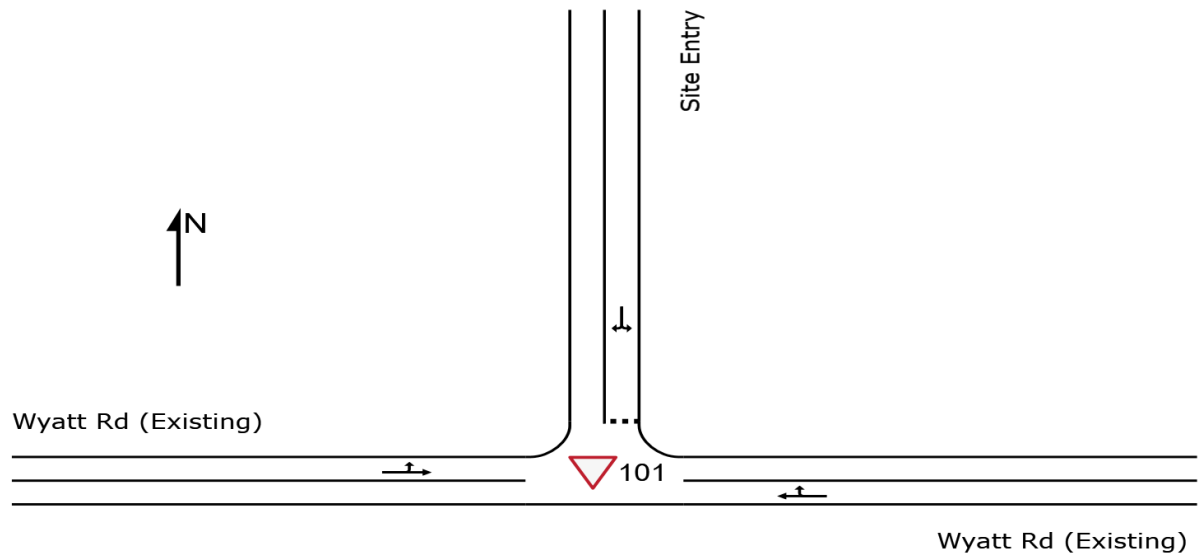
400 Wyatt

Site Category: Proposed Design 1

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\jason\Ensilon Pty Ltd\Ensilon Pty Ltd - Documents\Ensilon Mojo Drive\2. Projects\26-006 400 Wyatt Road Flinders\02_Design
\SIDRA\400 Wyatt Rd.sipx

MOVEMENT SUMMARY

▼ Site: [101] Existing Wyatt Rd - AM 2028 (Existing Wyatt Rd)
Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt
Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand		Arrival		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			Flows		Flows					[Veh. Dist]					
			[Total HV]	%	[Total HV]	%				veh	m				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Wyatt Rd (Existing)															
5	T1	All MCs	6	3.0	6	3.0	0.011	0.0	LOS A	0.0	0.4	0.04	0.45	0.04	84.8
6	R2	All MCs	14	3.0	14	3.0	0.011	7.5	LOS A	0.0	0.4	0.04	0.45	0.04	64.5
Approach			20	3.0	20	3.0	0.011	5.1	NA	0.0	0.4	0.04	0.45	0.04	70.6
North: Site Entry															
7	L2	All MCs	57	3.0	57	3.0	0.038	4.6	LOS A	0.2	1.1	0.04	0.51	0.04	59.0
9	R2	All MCs	3	3.0	3	3.0	0.038	4.6	LOS A	0.2	1.1	0.04	0.51	0.04	40.1
Approach			60	3.0	60	3.0	0.038	4.6	LOS A	0.2	1.1	0.04	0.51	0.04	58.0
West: Wyatt Rd (Existing)															
10	L2	All MCs	1	3.0	1	3.0	0.004	7.9	LOS A	0.0	0.0	0.00	0.10	0.00	39.8
11	T1	All MCs	6	3.0	6	3.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	96.3
Approach			7	3.0	7	3.0	0.004	1.1	NA	0.0	0.0	0.00	0.10	0.00	85.8
All Vehicles			87	3.0	87	3.0	0.038	4.4	NA	0.2	1.1	0.04	0.46	0.04	62.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.

MOVEMENT SUMMARY

▼ Site: [101 (2)] Existing Wyatt Rd - PM 2028 (Existing Wyatt Rd)
Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt
Site Category: Proposed Design 1
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
East: Wyatt Rd (Existing)															
5	T1	All MCs	6	3.0	6	3.0	0.035	0.0	LOS A	0.2	1.1	0.05	0.59	0.05	81.1
6	R2	All MCs	55	3.0	55	3.0	0.035	7.5	LOS A	0.2	1.1	0.05	0.59	0.05	61.8
Approach			61	3.0	61	3.0	0.035	6.7	NA	0.2	1.1	0.05	0.59	0.05	63.7
North: Site Entry															
7	L2	All MCs	23	3.0	23	3.0	0.015	4.6	LOS A	0.1	0.4	0.04	0.51	0.04	59.0
9	R2	All MCs	1	3.0	1	3.0	0.015	4.7	LOS A	0.1	0.4	0.04	0.51	0.04	40.1
Approach			24	3.0	24	3.0	0.015	4.6	LOS A	0.1	0.4	0.04	0.51	0.04	58.1
West: Wyatt Rd (Existing)															
10	L2	All MCs	3	3.0	3	3.0	0.005	7.9	LOS A	0.0	0.0	0.00	0.23	0.00	38.5
11	T1	All MCs	6	3.0	6	3.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	91.8
Approach			9	3.0	9	3.0	0.005	2.6	NA	0.0	0.0	0.00	0.23	0.00	70.3
All Vehicles			95	3.0	95	3.0	0.035	5.8	NA	0.2	1.1	0.04	0.53	0.04	62.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.

SITE LAYOUT

 **Site: [101 (3)] Existing Wyatt Rd - AM 2028 - Roundabout**
(Existing Wyatt Rd)

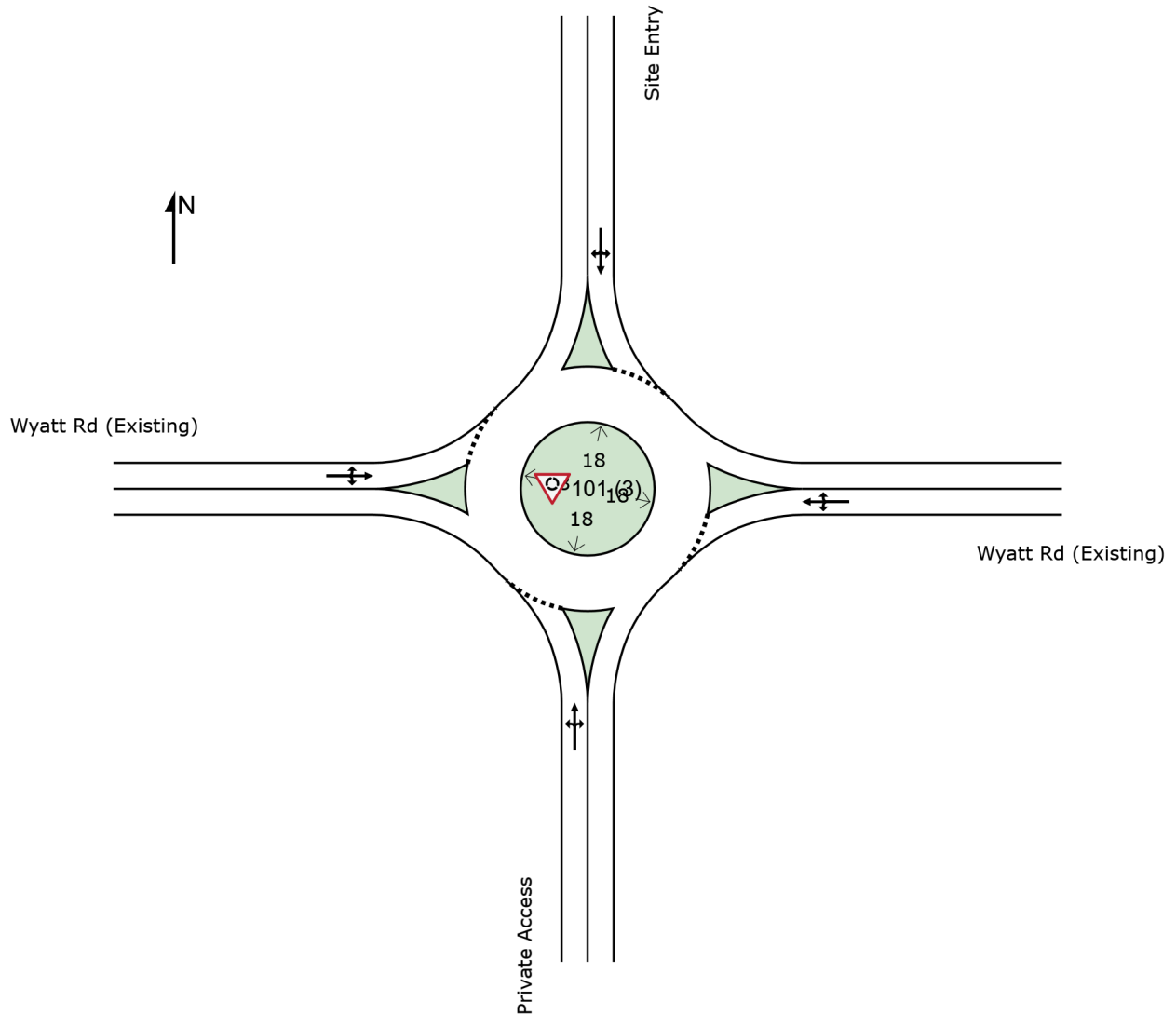
400 Wyatt

Site Category: Proposed Design 1

Roundabout

Site Scenario: 1 | Local Volumes

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\SIDRA\400 Wyatt Rd.sipx

MOVEMENT SUMMARY



Site: [101 (3)] Existing Wyatt Rd - AM 2028 - Roundabout
(Existing Wyatt Rd)

Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt
Site Category: Proposed Design 1
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Private Access															
1	L2	All MCs	1	3.0	1	3.0	0.002	4.2	LOS A	0.0	0.1	0.20	0.49	0.20	45.3
2	T1	All MCs	1	3.0	1	3.0	0.002	4.5	LOS A	0.0	0.1	0.20	0.49	0.20	40.6
3	R2	All MCs	1	3.0	1	3.0	0.002	8.9	LOS A	0.0	0.1	0.20	0.49	0.20	48.4
Approach			3	3.0	3	3.0	0.002	5.9	LOS A	0.0	0.1	0.20	0.49	0.20	45.6
East: Wyatt Rd (Existing)															
4	L2	All MCs	1	3.0	1	3.0	0.037	4.0	LOS A	0.2	1.4	0.07	0.68	0.07	59.5
5	T1	All MCs	6	3.0	6	3.0	0.037	7.8	LOS A	0.2	1.4	0.07	0.68	0.07	56.2
6	R2	All MCs	46	3.0	46	3.0	0.037	11.8	LOS B	0.2	1.4	0.07	0.68	0.07	56.8
Approach			54	3.0	54	3.0	0.037	11.2	LOS B	0.2	1.4	0.07	0.68	0.07	56.8
North: Site Entry															
7	L2	All MCs	185	3.0	185	3.0	0.124	3.0	LOS A	0.7	5.1	0.06	0.42	0.06	61.3
8	T1	All MCs	1	3.0	1	3.0	0.124	4.2	LOS A	0.7	5.1	0.06	0.42	0.06	51.2
9	R2	All MCs	9	3.0	9	3.0	0.124	7.3	LOS A	0.7	5.1	0.06	0.42	0.06	41.8
Approach			196	3.0	196	3.0	0.124	3.2	LOS A	0.7	5.1	0.06	0.42	0.06	60.2
West: Wyatt Rd (Existing)															
10	L2	All MCs	2	3.0	2	3.0	0.007	7.0	LOS A	0.0	0.3	0.17	0.55	0.17	52.0
11	T1	All MCs	6	3.0	6	3.0	0.007	8.0	LOS A	0.0	0.3	0.17	0.55	0.17	66.4
12	R2	All MCs	1	3.0	1	3.0	0.007	8.8	LOS A	0.0	0.3	0.17	0.55	0.17	55.4
Approach			9	3.0	9	3.0	0.007	7.9	LOS A	0.0	0.3	0.17	0.55	0.17	62.4
All Vehicles			262	3.0	262	3.0	0.124	5.0	LOS A	0.7	5.1	0.07	0.48	0.07	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.

MOVEMENT SUMMARY



Site: [101 (4)] Existing Wyatt Rd - PM 2028 - Roundabout
(Existing Wyatt Rd)

Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt
Site Category: Proposed Design 1
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
			veh/h		veh/h					veh	m				
South: Private Access															
1	L2	All MCs	1	3.0	1	3.0	0.003	4.9	LOS A	0.0	0.1	0.36	0.50	0.36	44.4
2	T1	All MCs	1	3.0	1	3.0	0.003	5.2	LOS A	0.0	0.1	0.36	0.50	0.36	39.5
3	R2	All MCs	1	3.0	1	3.0	0.003	9.5	LOS A	0.0	0.1	0.36	0.50	0.36	47.7
Approach			3	3.0	3	3.0	0.003	6.5	LOS A	0.0	0.1	0.36	0.50	0.36	44.7
East: Wyatt Rd (Existing)															
4	L2	All MCs	1	3.0	1	3.0	0.117	4.0	LOS A	0.6	4.6	0.05	0.70	0.05	59.4
5	T1	All MCs	6	3.0	6	3.0	0.117	7.8	LOS A	0.6	4.6	0.05	0.70	0.05	56.1
6	R2	All MCs	179	3.0	179	3.0	0.117	11.8	LOS B	0.6	4.6	0.05	0.70	0.05	56.6
Approach			186	3.0	186	3.0	0.117	11.6	LOS B	0.6	4.6	0.05	0.70	0.05	56.6
North: Site Entry															
7	L2	All MCs	77	3.0	77	3.0	0.055	3.0	LOS A	0.3	2.2	0.07	0.42	0.07	61.2
8	T1	All MCs	1	3.0	1	3.0	0.055	4.2	LOS A	0.3	2.2	0.07	0.42	0.07	51.2
9	R2	All MCs	4	3.0	4	3.0	0.055	7.3	LOS A	0.3	2.2	0.07	0.42	0.07	41.8
Approach			82	3.0	82	3.0	0.055	3.2	LOS A	0.3	2.2	0.07	0.42	0.07	60.1
West: Wyatt Rd (Existing)															
10	L2	All MCs	9	3.0	9	3.0	0.015	7.7	LOS A	0.1	0.5	0.35	0.56	0.35	51.7
11	T1	All MCs	6	3.0	6	3.0	0.015	8.7	LOS A	0.1	0.5	0.35	0.56	0.35	66.2
12	R2	All MCs	1	3.0	1	3.0	0.015	9.6	LOS A	0.1	0.5	0.35	0.56	0.35	55.2
Approach			17	3.0	17	3.0	0.015	8.2	LOS A	0.1	0.5	0.35	0.56	0.35	58.3
All Vehicles			288	3.0	288	3.0	0.117	9.0	LOS A	0.6	4.6	0.08	0.61	0.08	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.

Future Wyatt Road Intersection (2066)

SITE LAYOUT

 **Site: [102 (2)] Future Wyatt Rd - AM 2066 (Wyatt Rd 2066)**

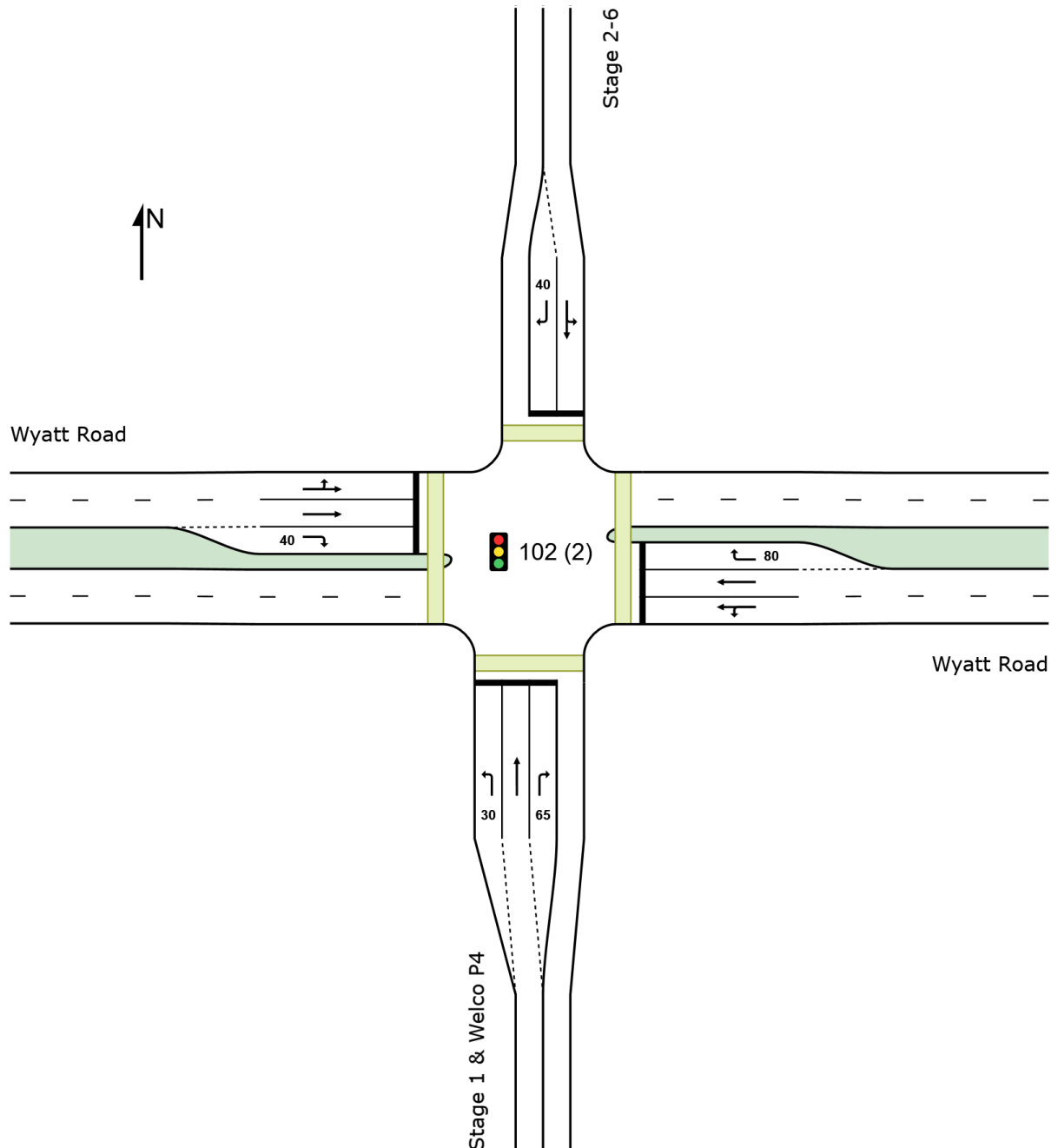
400 Wyatt

Site Category: Proposed Design 2

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Site Scenario: 1 | Local Volumes

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 Site: [102 (2)] Future Wyatt Rd - AM 2066 (Wyatt Rd 2066)
Output produced by SIDRA INTERSECTION Version: 11.0.1

Site Scenario: 1 | Local Volumes

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec	[Ped Dist]					sec	m	m/sec
South: Stage 1 & Welco P4												

P1 Full	15	15	44.2	LOS E	0.0	0.0	0.94	0.94	198.1	200.0	1.01
East: Wyatt Road											
P2 Full	15	15	44.2	LOS E	0.0	0.0	0.94	0.94	198.1	200.0	1.01
North: Stage 2-6											
P3 Full	15	15	44.2	LOS E	0.0	0.0	0.94	0.94	198.1	200.0	1.01
West: Wyatt Road											
P4 Full	15	15	44.2	LOS E	0.0	0.0	0.94	0.94	198.1	200.0	1.01
All Pedestrians	60	60	44.2	LOS E	0.0	0.0	0.94	0.94	198.1	200.0	1.01

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

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 \SIDRA\400 Wyatt Rd.sipx

PHASING SUMMARY

 **Site: [102 (2)] Future Wyatt Rd - AM 2066** (Wyatt Rd 2066)
Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt
Site Category: Proposed Design 2
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

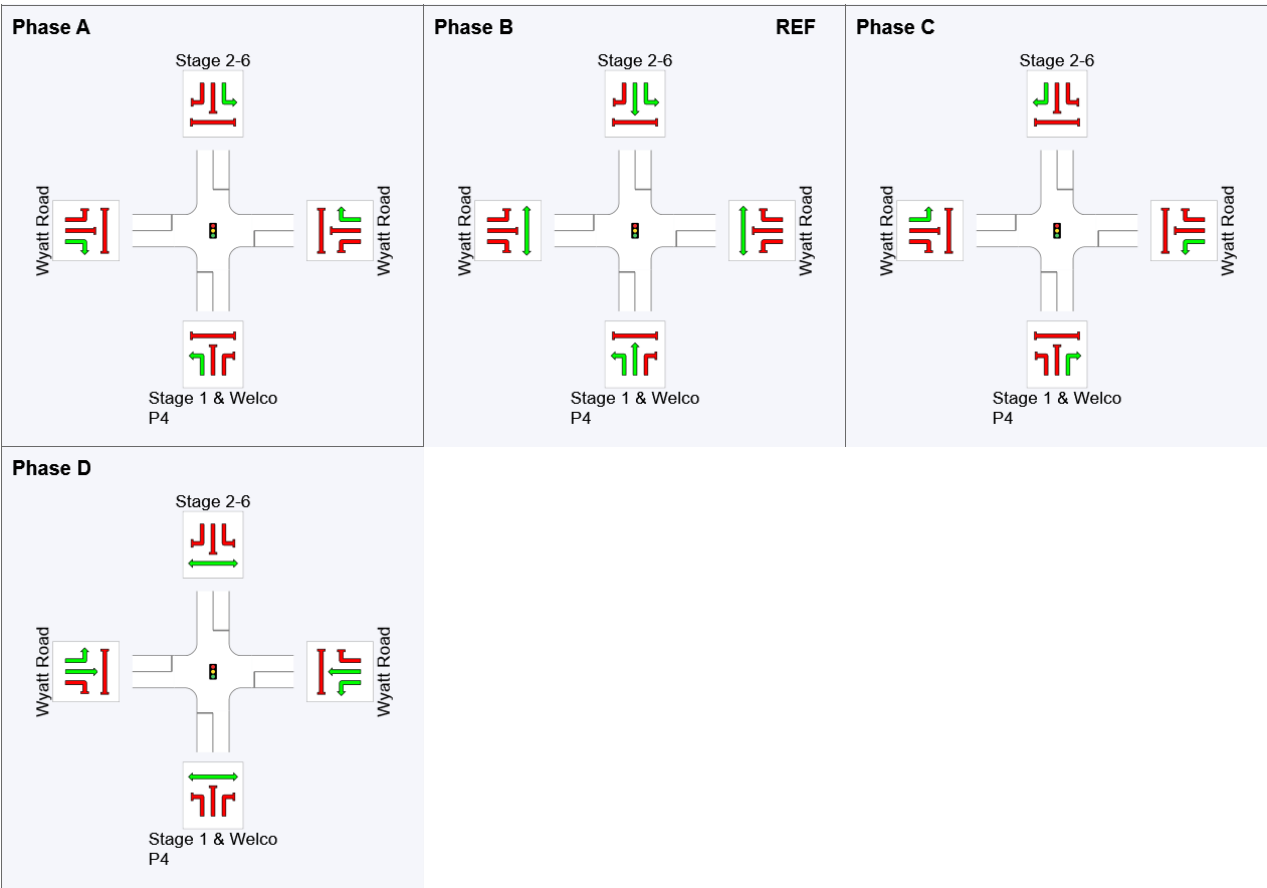
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D
Reference Phase: Phase B

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	88.0	0.0	20.2	36.0
Green Time (sec)	6.0	14.2	9.8	46.0
Phase Time (sec)	12.0	20.2	15.8	52.0
Phase Split	12%	20%	16%	52%
Phase Frequency (%)	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio per lane

 **Site: [102 (2)] Future Wyatt Rd - AM 2066** (Wyatt Rd 2066)

Output produced by SIDRA INTERSECTION Version: 11.0.1

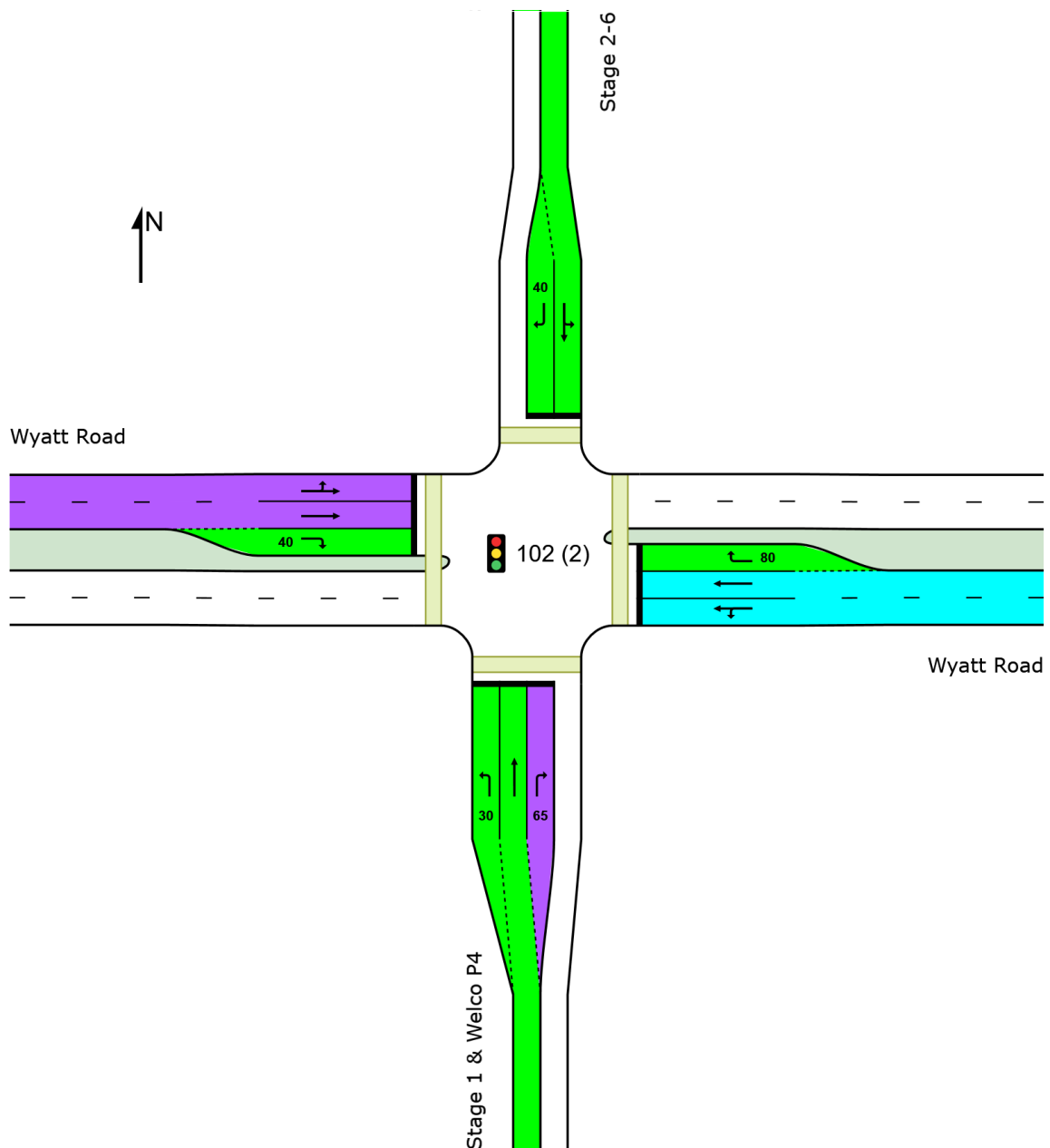
400 Wyatt

Site Category: Proposed Design 2

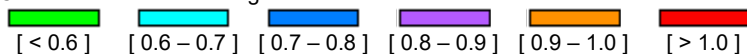
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.87	0.61	0.52	0.87	0.87



Colour code based on Degree of Saturation



QUEUE STORAGE RATIO (PERCENTILE)

Ratio of the 95% Back of Queue Distance to the available queue storage distance per lane

 Site: [102 (2)] Future Wyatt Rd - AM 2066 (Wyatt Rd 2066)

Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt

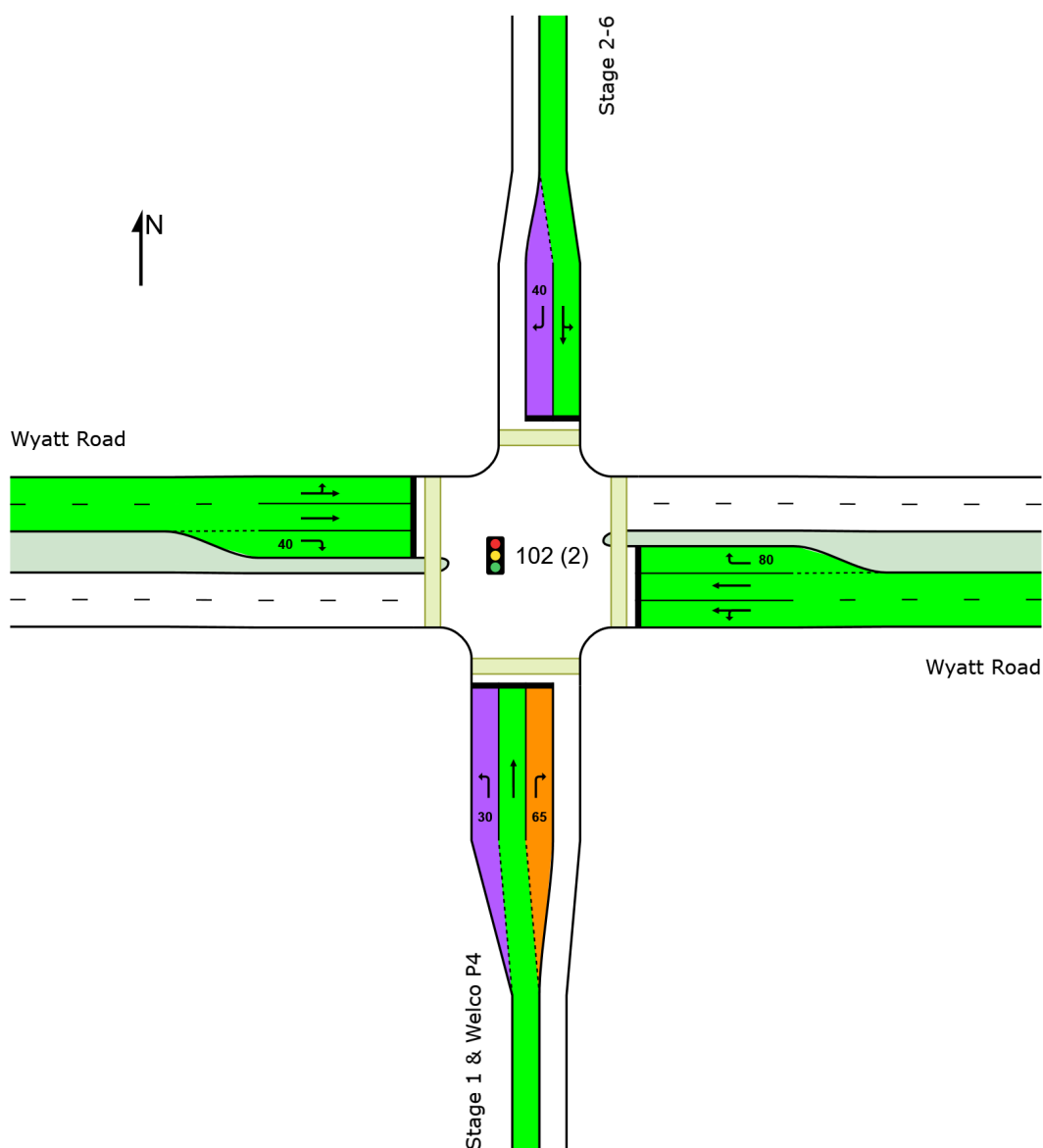
Site Category: Proposed Design 2

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100.0 seconds (Site Practical Cycle Time)

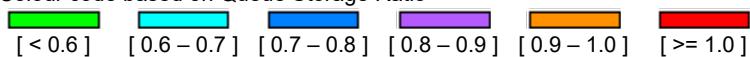
Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Queue Storage Ratio (%ile)	0.03	0.28	0.30	0.39	0.39

Short Lanes are not included in determining Queue Storage Ratios.



Colour code based on Queue Storage Ratio



Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

 Site: [102 (3)] Future Wyatt Rd - PM 2066 (Wyatt Rd 2066)
Output produced by SIDRA INTERSECTION Version: 11.0.1

Site Scenario: 1 | Local Volumes

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
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.

- * Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped	Dist]			sec	m	m/sec
South: Stage 1 & Welco P4												

P1 Full	15	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
East: Wyatt Road											
P2 Full	15	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
North: Stage 2-6											
P3 Full	15	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
West: Wyatt Road											
P4 Full	15	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians	60	60	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 **Site: [102 (3)] Future Wyatt Rd - PM 2066** (Wyatt Rd 2066)
Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt
Site Category: Proposed Design 2
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

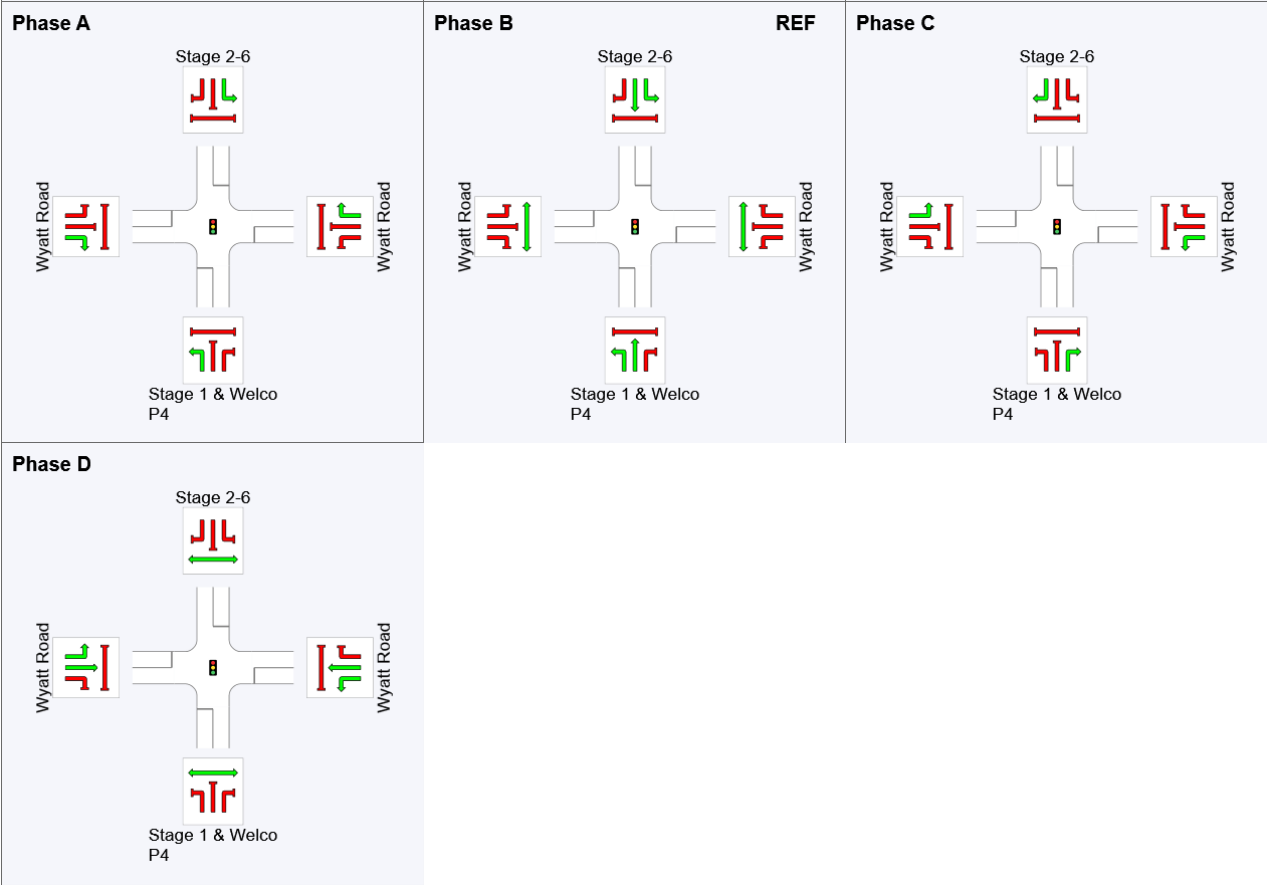
Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Four-Phase Leading Right Turns
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D
Reference Phase: Phase B

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	102.6	0.0	21.2	33.2
Green Time (sec)	11.4	15.2	6.0	63.4
Phase Time (sec)	17.4	21.2	12.0	69.4
Phase Split	15%	18%	10%	58%
Phase Frequency (%)	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

DEGREE OF SATURATION

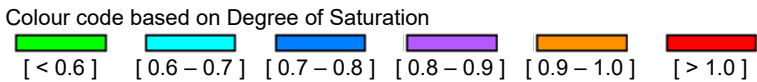
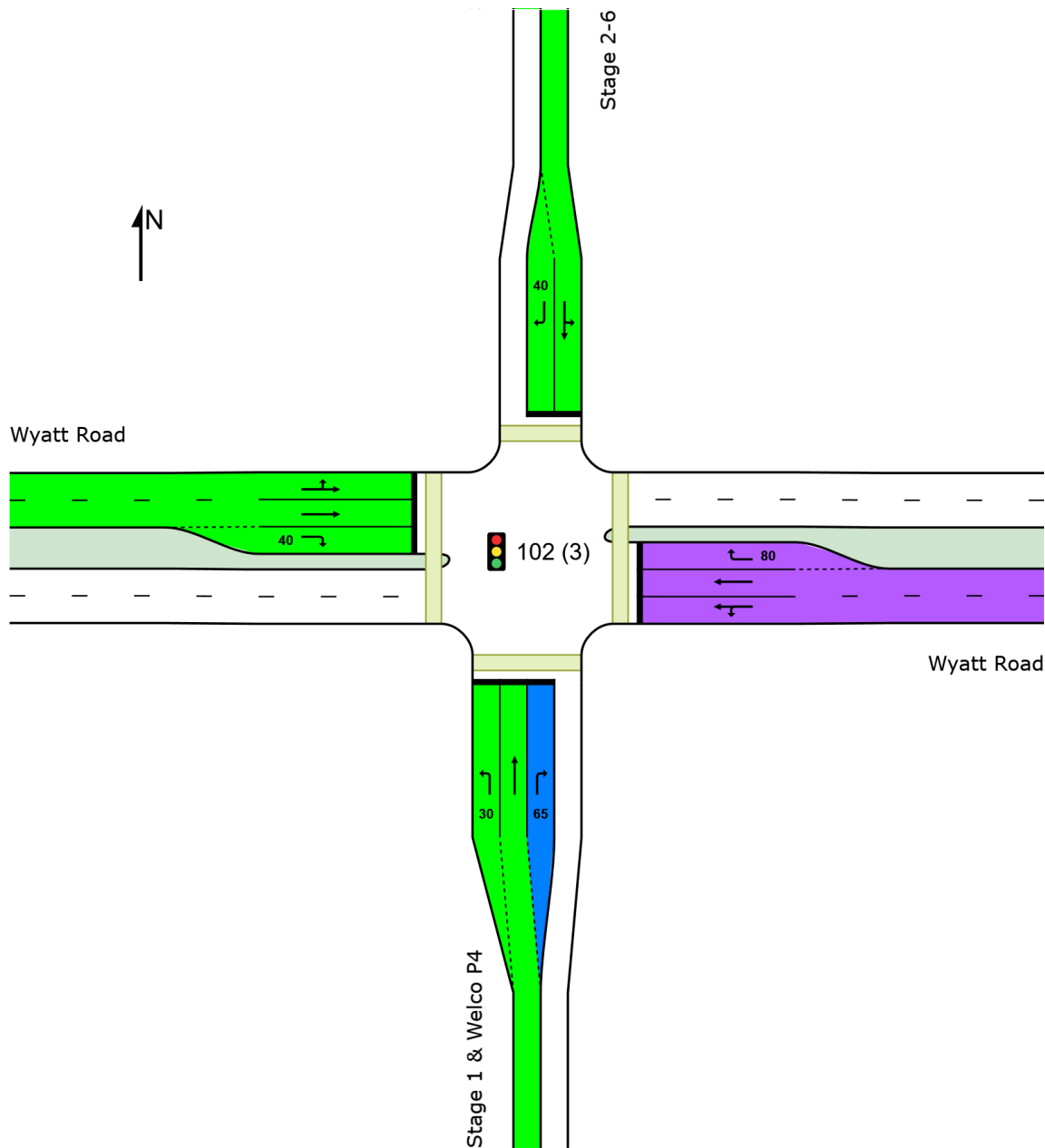
Ratio of Arrival Flow to Capacity, v/c ratio per lane

 **Site: [102 (3)] Future Wyatt Rd - PM 2066** (Wyatt Rd 2066)

Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt
Site Category: Proposed Design 2
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)
Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.70	0.89	0.42	0.57	0.89



QUEUE STORAGE RATIO (PERCENTILE)

Ratio of the 95% Back of Queue Distance to the available queue storage distance per lane

 Site: [102 (3)] Future Wyatt Rd - PM 2066 (Wyatt Rd 2066)

Output produced by SIDRA INTERSECTION Version: 11.0.1

400 Wyatt

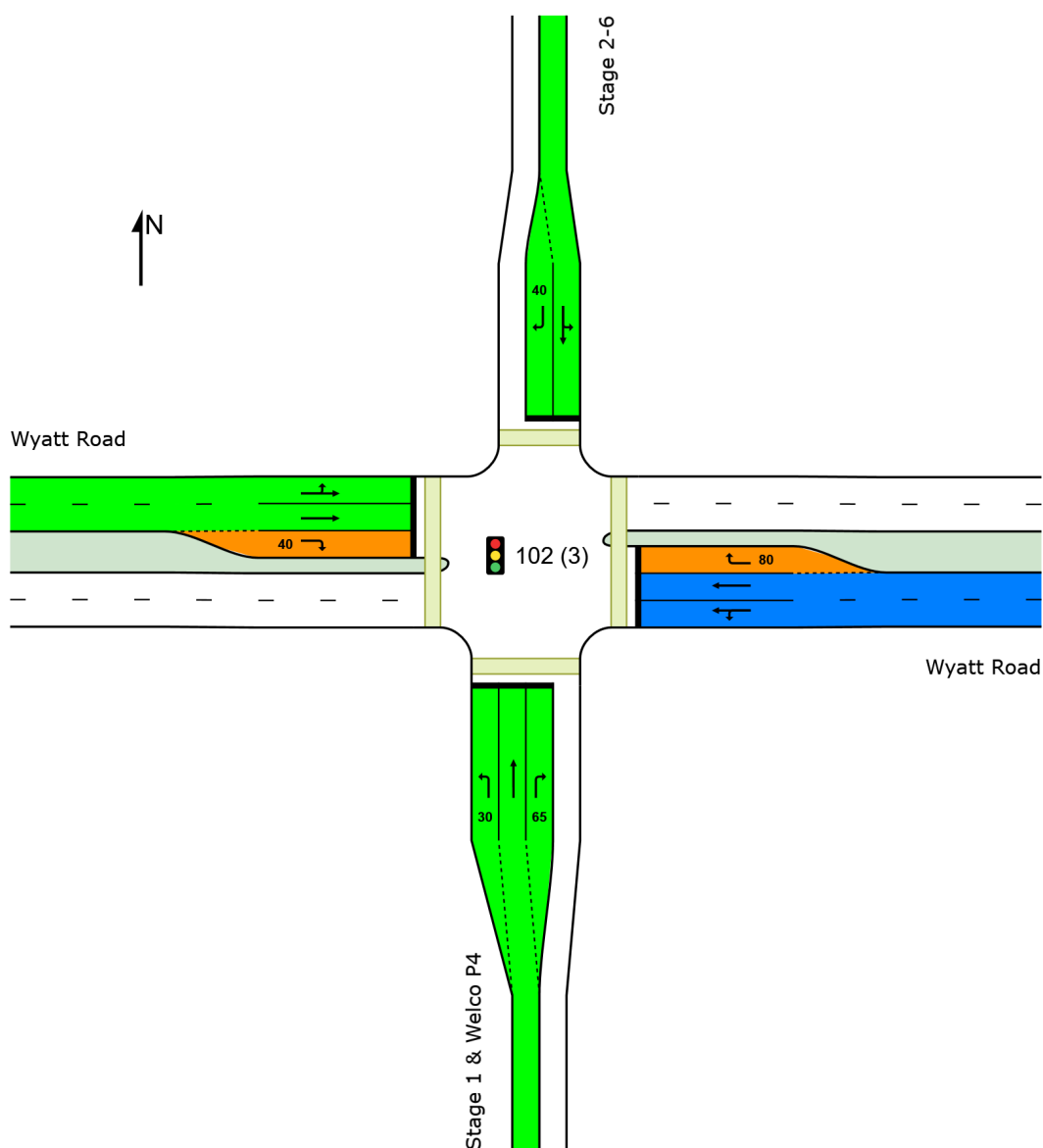
Site Category: Proposed Design 2

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120.0 seconds (Site Practical Cycle Time)

Site Scenario: 1 | Local Volumes

	Approaches				Intersection
	South	East	North	West	
Queue Storage Ratio (%ile)	0.04	0.76	0.17	0.23	0.76

Short Lanes are not included in determining Queue Storage Ratios.

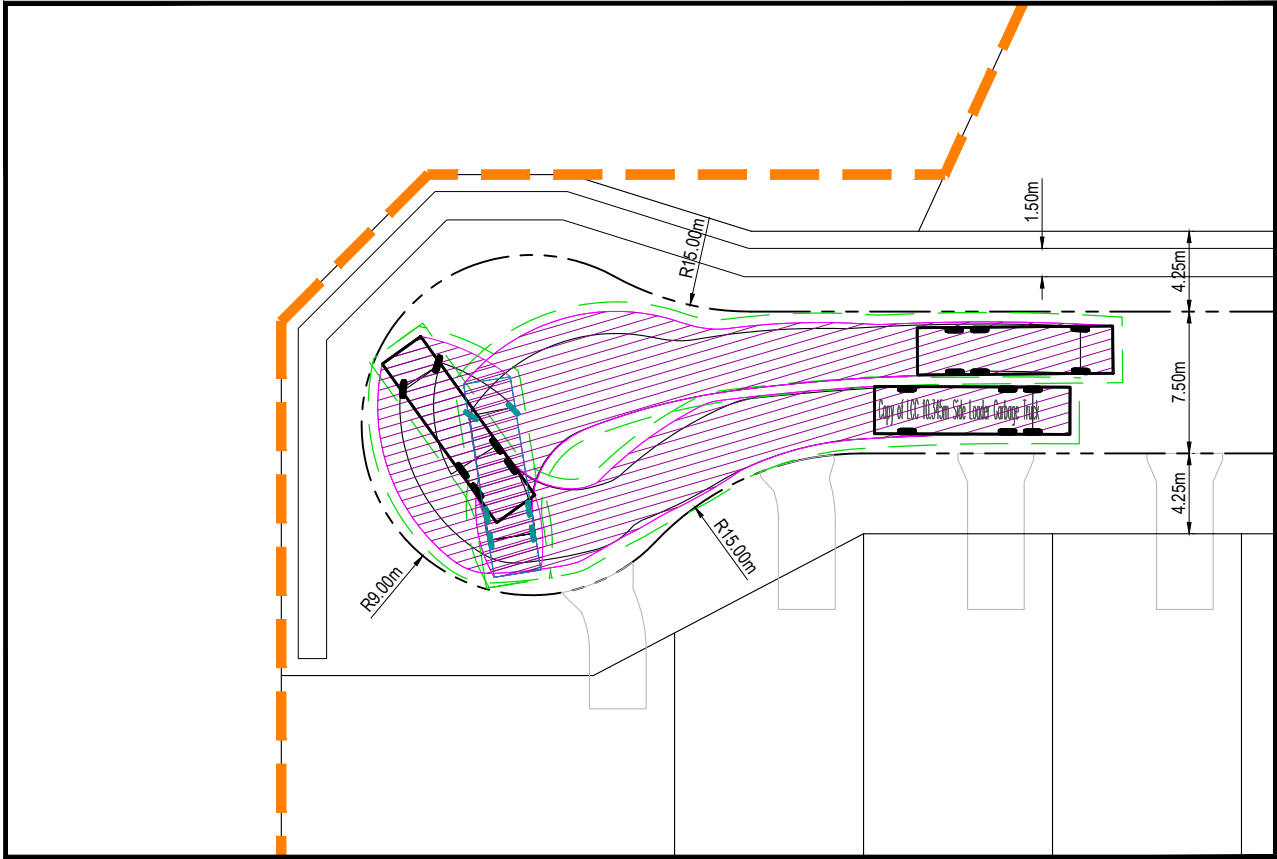


Colour code based on Queue Storage Ratio

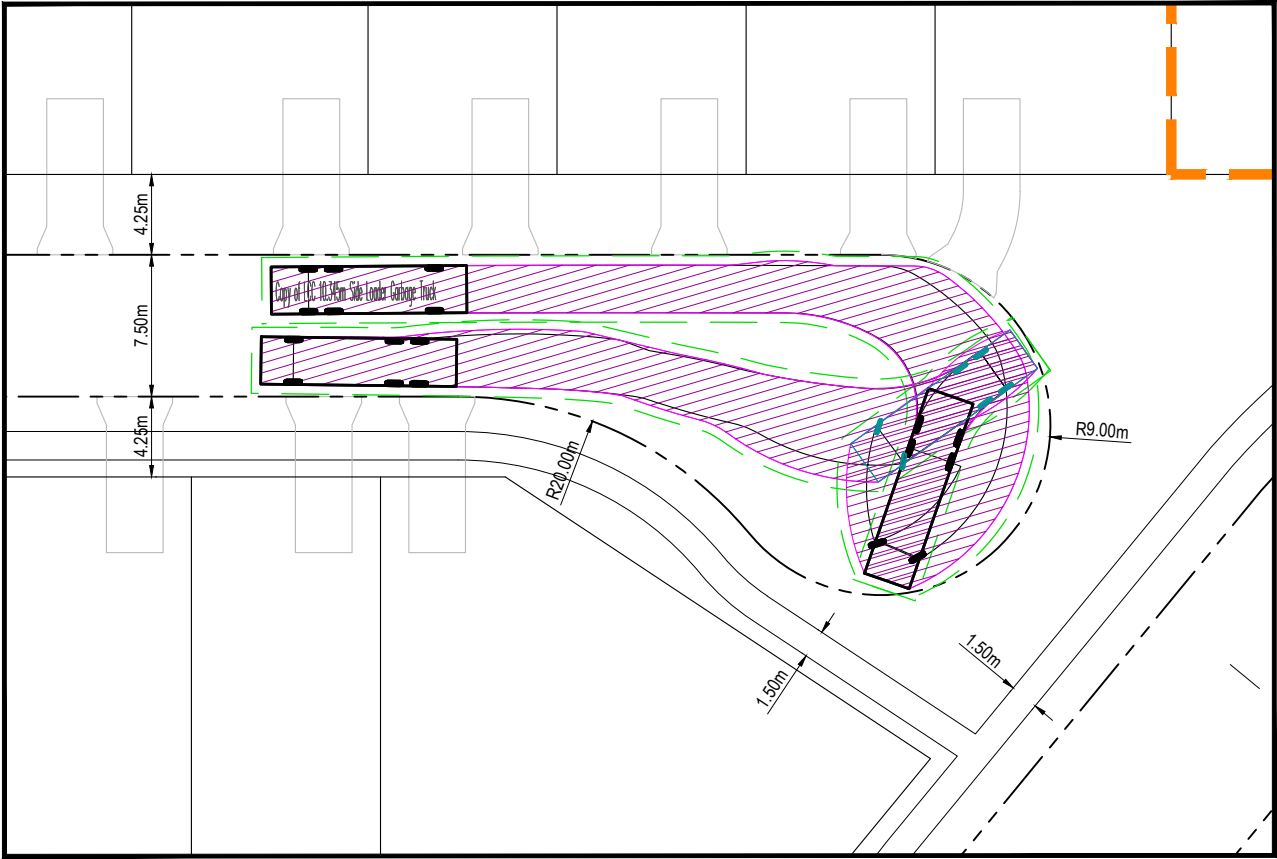
					
[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[>= 1.0]

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

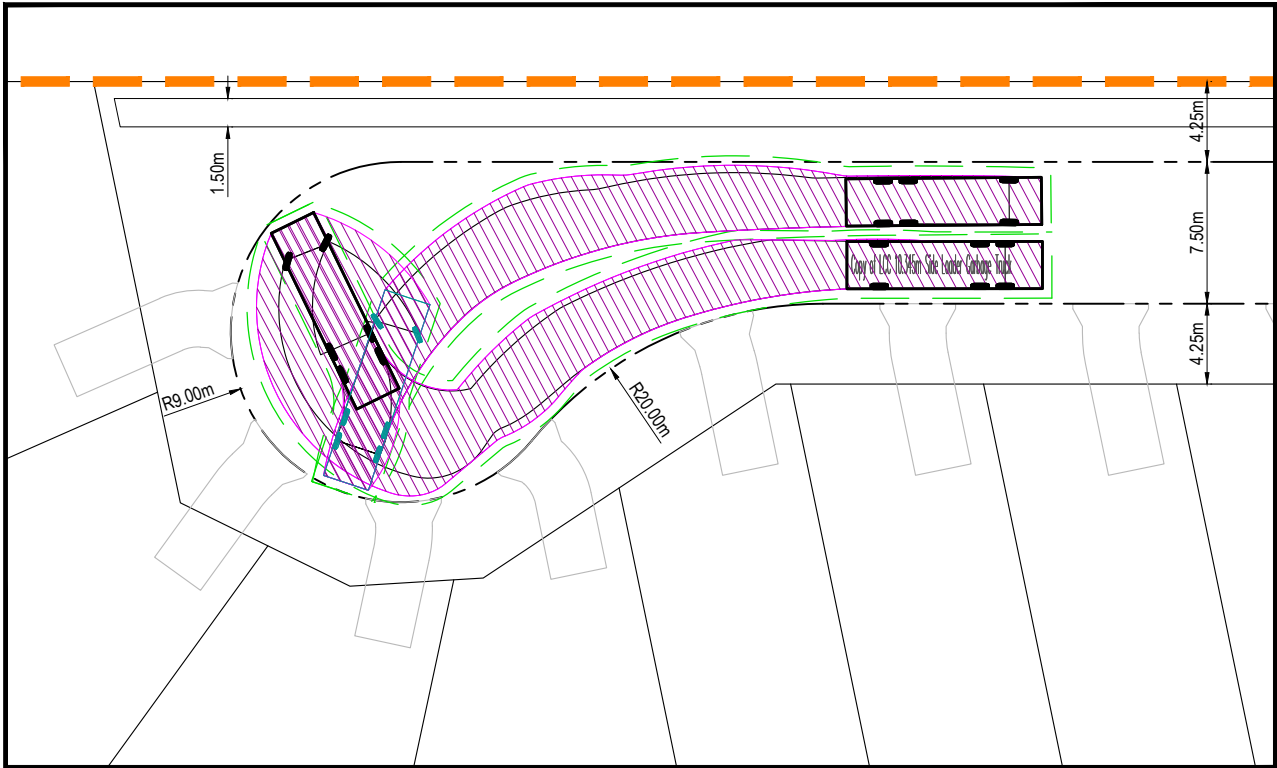
Appendix D - Swept Path Analysis



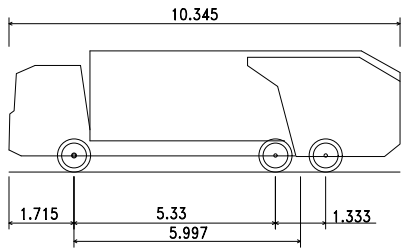
ROAD TURNAROUND – WASTE COLLECTION TRUCK TURNPATH
SCALE 1:200



ROAD TURNAROUND – WASTE COLLECTION TRUCK TURNPATH
SCALE 1:200



ROAD TURNAROUND – WASTE COLLECTION TRUCK TURNPATH
SCALE 1:200



LCC 10.345m Side Loader Waste Collection
Overall Length 10.345m
Overall Width 2.500m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock-to-lock time 4.00s
Wall to Wall Turning Radius 10.329m

- LEGEND**
- PROPOSED LOT BOUNDARY
 - PROPOSED KERB AND CHANNEL
 - PROPOSED STAGE BOUNDARY
 - VEHICLE BODY
 - CHASSIS OUTLINE
 - BODY OUTLINE – 0.3m CLEARANCE
 - BODY ENVELOPE
 - INDICATIVE FUTURE DRIVEWAY

REV	DESCRIPTION	BY	DES	DATE
A	FOR APPROVAL	NM	NM	27/05/26

2 0 2 4 6 8 10m
1 : 200 (FULL SIZE A1)

NAME: RPEQ:	DATE:
Approved by, for and on behalf of Ensilon	
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CLIENT	400 WYATT Pty Ltd
TITLE	TURNPATHS LAYOUT

PROJECT									
400 WYATT ROAD, KAGARU RESIDENTIAL DEVELOPMENT									
STATUS		FOR APPROVAL		DESIGNED NM	DRAWN NM	APPROVED -	DATE 27/05/26	SCALE 1:200	SHEET 1 OF 1
PROJECT No.		26-006		DRAWING No.		C500		REV	A