

## M<sup>C</sup>LAREN TRAFFIC ENGINEERING

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Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

3 February 2026

Reference: 251034.01FB

Pathways  
c/- Farrell Coyne Projects  
Bond 5, 18 Hickson Road  
Walsh Bay NSW 2000  
Attention: Philip Hammersley

### SUPPLEMENTARY TRAFFIC AND PARKING ADVICE OF RESIDENTIAL AGED CARE FACILITY AT 203-223 LEURA MALL, LEURA

Dear Philip,

Reference is made to your request to provide a Supplementary Traffic and Parking Advice for the proposed Residential Aged Care Facility at 203-223 Leura Mall, Leura. This letter is in response to community comments, Department comments within a letter dated 14 November 2025 for SSD-80068720 and TfNSW comments within a letter dated 17 October 2025. The comments made by the relevant parties relevant to traffic and parking are shown below (*italicised*) with *M<sup>C</sup>Laren Traffic Engineering's* (MTE) response thereafter.

#### **1 Community Comments**

*Wascoe Street is simply too narrow to accommodate the traffic expected by the aged care facility on an ongoing basis and as a large project will produce excessive noise from construction over a long period.*

**MTE Response:** Blue Mountains City Council has recently graded and resealed the road shoulder and undertaken a road reseal along Wascoe Street which has resulted in a wider road carriageway. The newly resealed road was measured to be 8.6m in width which can support parking along both sides of the road and a central travel lane with passing opportunities at driveways and locations where cars are not parked. The newly resealed road is shown in **Figure 1** for reference.



**FIGURE 1: AERIAL IMAGE OF WASCOE STREET RECENT ROADWORKS**

As per the Transport Impact Assessment submitted with the application, Wascoe Street is estimated to support 110 two-way vehicle trips within the peak hour in the post development scenario. This relates to approximately one (1) vehicle every 30 seconds along the road which will be able to be accommodated by the existing road widths.

As determined through completed traffic surveys, the peak hour traffic volume along Wascoe Street is in the order of 50 two-way trips. Typically, daily traffic volumes equate to ten (10) times the peak hour traffic volume which results in a daily traffic volume along Wascoe Street of 500 trips. Daily vehicle trip generation rates are presented in the *Transport for NSW (TfNSW) Guide to Transport Impact Assessment* with a daily traffic generation rate for seniors living premises of 2.39 trips per dwelling. Applying this rate to the proposed 136 dwellings results in a daily traffic generation of 325 ( $136 * 2.39$ ) trips and hence a total expected daily traffic volume along Wascoe Street in the post development scenario of 825 ( $500 + 325$ ) trips.

A daily traffic volume of 825 trips falls within the typical annual average daily traffic (AADT) for a yield street road design category in accordance with *TfNSW Design of Roads and Streets Manual TS 00066:1.0*. Suburban yield streets are two-way roads with a typical carriageway width of 7.6-8m which is less than the width of Wascoe Street. Therefore, Wascoe Street is of sufficient width to accommodate the existing and proposed traffic.

The impact of noise is for others to address.

*The proposed driveway and ambulance bay on Wascoe Street, which would introduce ongoing vehicle noise, light spill, and safety risks to nearby homes.*

**MTE Response:** As discussed above Wascoe Street is of adequate width and dimensions to accommodate the proposed traffic generation and will not result in safety risks along the road.

The impact of light spill and noise is for others to address.

*Driveway entry still opposite existing houses, creating the same conflict and noise issues.*

**MTE Response:** The driveway location is compliant with AS2890.1:2004 and has adequate sightlines to oncoming vehicles such that no safety issue results.

The impact of noise is for others to address.

*For residents' opposite, the driveway location, traffic volumes, and overall size of the project remain the key problems.*

**MTE Response:** This is addressed in the above responses.

*Continuous movements of staff, visitors, and service vehicles would introduce engine and door noise, tyre squeal, gate operation noise, headlight glare, and reversing alarms into what is currently a quiet residential street.*

**MTE Response:** The impact of light spill and noise is for others to address.

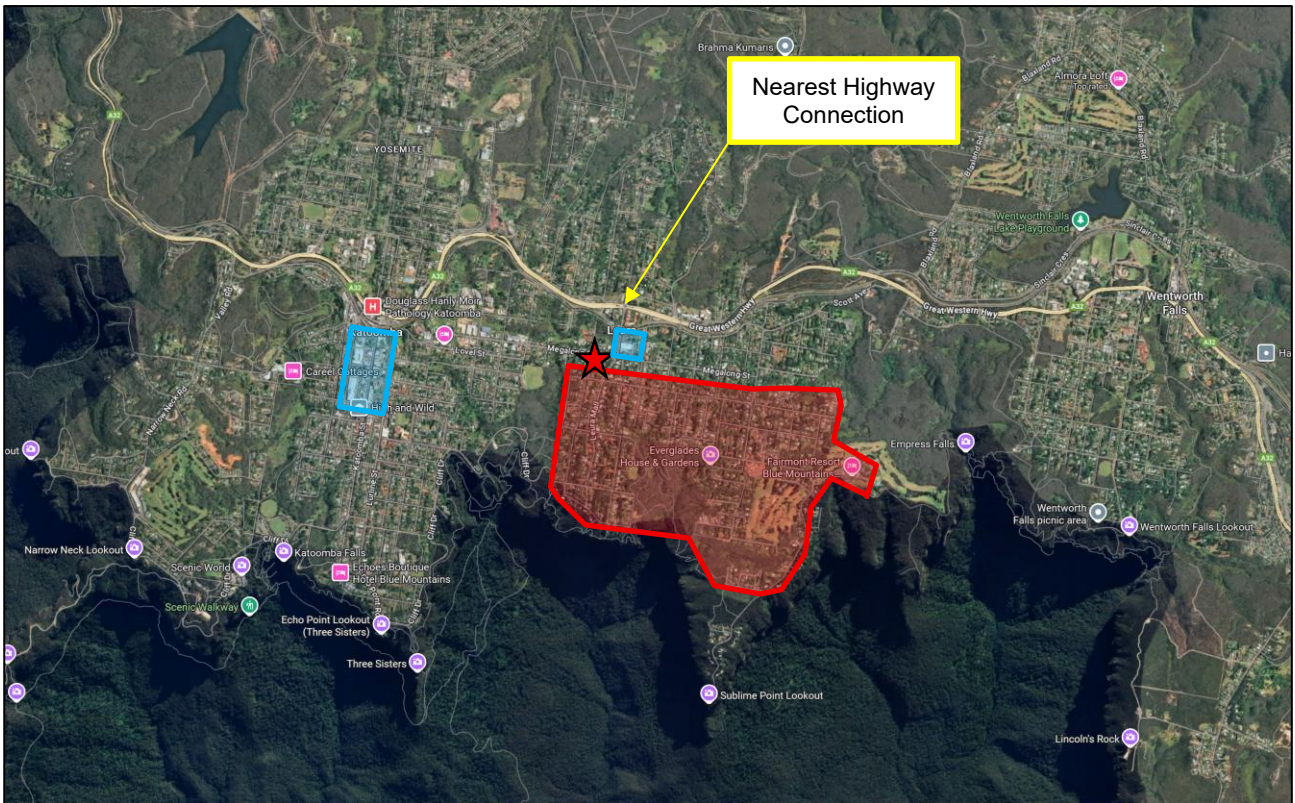
## **2 Department Comments**

### *5. Traffic and Car Parking*

*a. Provide additional justification on how it has been determined that no traffic will travel south from the site. It is noted that the intersection of Wascoe Street / Craigend Street has not been assessed at all. Further, no post development intersection assessment has been provided as it was considered that the Leura Mall / Craigend Street intersection will carry no traffic from the development*

**MTE Response:** The subject site is located such that there is only a very small catchment of residential area that is located to the south of the site. Additionally, there is no primary attractors (supermarkets, local stores, small suburban shopping centres) located to the south of the site and the nearest highway connection to the site is located to the north as shown in **Figure 2**. Therefore, for a person to leave the site and travel south they would need to be living in the small catchment of houses to the south.

Furthermore, Megalong Street is the major road connection which supports greater traffic volume and hence adding all of the proposed traffic through this intersection results in a robust and conservative analysis of the surrounding traffic environment.



- ★ Subject Site
- Primary Attractors
- Destination/origin trips that would potentially travel south of the site on Wascoe Street

**FIGURE 2: RESIDENTIAL AREA SOUTH OF THE SUBJECT SITE**

In any case, and to avoid doubt, a sensitivity assessment of the intersection of Wascoe Street / Craigend Street has been undertaken by interpolating the traffic volumes from the nearby intersections and applying 100% of the proposed development traffic through the intersection. A summary of the results are presented in **Table 1** with detailed output provided in **Annexure A**.

**TABLE 1: POST DEVELOPMENT INTERSECTION PERFORMANCE (SIDRA INTERSECTION 9.1)**

Intersection	Peak Hour	Degree of Saturation <sup>(1)</sup>	Average Delay <sup>(2)</sup> (sec/veh)	Level of Service <sup>(3)(4)</sup>	Control Type	Worst Movement
<b>Post Development Performance</b>						
Craigend Street / Wascoe Street	AM	0.07	3.9 (Worst: 5.3)	<b>A</b> (Worst: A)	Give way	RT from Craigend Street (E)
	PM	0.35	3.6 (Worst: 5.2)	<b>A</b> (Worst: A)		RT from Wascoe Street (N)

**Notes:**

- (1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
- (2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
- (3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
- (4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

As shown above, the intersection of Wascoe Street / Craigend Street would operate with a Level of Service "A" condition even if all traffic entering and exiting the subject site were to travel through this intersection. It is reiterated that it is unlikely that any traffic will travel through this intersection and the above assessment is purely to address the above comments.

*b. Provide a section plan showing the basement driveway achieves the required head height clearance of the largest vehicle proposed to enter the basement.*

**MTE Response:** A section plan of the basement driveway is provided in **Annexure B** showing a minimum headroom of 4.5m in accordance with AS2890.2:2018.

*a. Wascoe Street is an existing narrow local street which is proposed to be the primary vehicular access into and out of the site. Provide additional detail to confirm the existing carriageway widths of Wascoe Street are appropriate to cater for the proposed development, including details of any upgrade works to the eastern verge of the road, or any mitigation measures to ensure there is no vehicular conflict with parked vehicles and oncoming traffic.*

**MTE Response:** Refer to response 1 in **Section 1** above. Swept path tests have been undertaken with the newly resealed road and are presented in **Annexure C** showing that an MRV can successfully enter and exit the site.

### **3 TfNSW Comments**

*TfNSW has reviewed the application considering its primary interests and recommends the Consent Authority consider the following transport related matters in the assessment of the application:*

*1. DPHI should ensure that Council is satisfied that the swept path analysis and vehicle movement data on the local road network provides safe access and manoeuvrability for the design vehicle and emergency vehicles, particularly during peak periods. In addition, consideration should be given to the types of vehicles expected during both construction and operation phases, and whether the proposed access routes are suitable for those vehicle types.*

**MTE Response:** This comment is directed towards DPHI and is assumed to have been incorporated in the comments made by DPHI.

Please contact the undersigned on 9521 7199 should you require further information or assistance.  
Yours faithfully,

**McLaren Traffic Engineering**



**Daniel Walker**  
**Principal Traffic Engineer**  
B.E. (Hons) (Schol) (Civil Engineering)  
TfNSW Accredited Level 2 Road Safety Auditor



**ANNEXURE A: SIDRA RESULTS  
(2 SHEETS)**

# MOVEMENT SUMMARY

Site: 101 [Wascoe St / Craigend St PD AM (Site Folder: Post Development all traffic going south)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wascoe Street / Craigend Street  
 Post Development  
 AM Peak period  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%				[ Veh. veh ]	[ Dist ]				
East: Craigend St (E)															
5	T1	All MCs	35	0.0	35	0.0	0.069	0.1	LOS A	0.3	2.3	0.14	0.40	0.14	49.1
6	R2	All MCs	86	0.0	86	0.0	0.069	5.3	LOS A	0.3	2.3	0.14	0.40	0.14	49.9
Approach			121	0.0	121	0.0	0.069	3.8	NA	0.3	2.3	0.14	0.40	0.14	49.6
North: Wascoe St (N)															
7	L2	All MCs	26	0.0	26	0.0	0.028	5.1	LOS A	0.1	0.7	0.08	0.53	0.08	48.6
9	R2	All MCs	14	0.0	14	0.0	0.028	5.1	LOS A	0.1	0.7	0.08	0.53	0.08	46.6
Approach			40	0.0	40	0.0	0.028	5.1	LOS A	0.1	0.7	0.08	0.53	0.08	47.9
West: Craigend St (W)															
10	L2	All MCs	38	0.0	38	0.0	0.029	4.6	LOS A	0.0	0.0	0.00	0.37	0.00	46.8
11	T1	All MCs	17	0.0	17	0.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.37	0.00	47.9
Approach			55	0.0	55	0.0	0.029	3.2	NA	0.0	0.0	0.00	0.37	0.00	47.1
All Vehicles			216	0.0	216	0.0	0.069	3.9	NA	0.3	2.3	0.10	0.42	0.10	48.6

Site Level of Service (LOS) Method: Delay (RTA NSW). 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.

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# MOVEMENT SUMMARY

Site: 101 [Wascoe St / Craigend St PD PM (Site Folder: Post Development all traffic going south)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wascoe Street / Craigend Street  
 Post Development  
 AM Peak period  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%				[ Veh. ]	[ Dist ]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
East: Craigend St (E)															
5	T1	All MCs	33	0.0	33	0.0	0.040	0.1	LOS A	0.2	1.2	0.12	0.31	0.12	48.4
6	R2	All MCs	39	0.0	39	0.0	0.040	4.8	LOS A	0.2	1.2	0.12	0.31	0.12	47.6
Approach			72	0.0	72	0.0	0.040	2.7	NA	0.2	1.2	0.12	0.31	0.12	48.0
North: Wascoe St (N)															
7	L2	All MCs	45	0.0	45	0.0	0.043	5.2	LOS A	0.2	1.1	0.08	0.53	0.08	49.4
9	R2	All MCs	18	0.0	18	0.0	0.043	4.9	LOS A	0.2	1.1	0.08	0.53	0.08	47.0
Approach			63	0.0	63	0.0	0.043	5.1	LOS A	0.2	1.1	0.08	0.53	0.08	48.7
West: Craigend St (W)															
10	L2	All MCs	32	0.0	32	0.0	0.026	4.6	LOS A	0.0	0.0	0.00	0.35	0.00	46.9
11	T1	All MCs	17	0.0	17	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.35	0.00	48.0
Approach			48	0.0	48	0.0	0.026	3.0	NA	0.0	0.0	0.00	0.35	0.00	47.3
All Vehicles			183	0.0	183	0.0	0.043	3.6	NA	0.2	1.2	0.07	0.40	0.07	48.0

Site Level of Service (LOS) Method: Delay (RTA NSW). 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.

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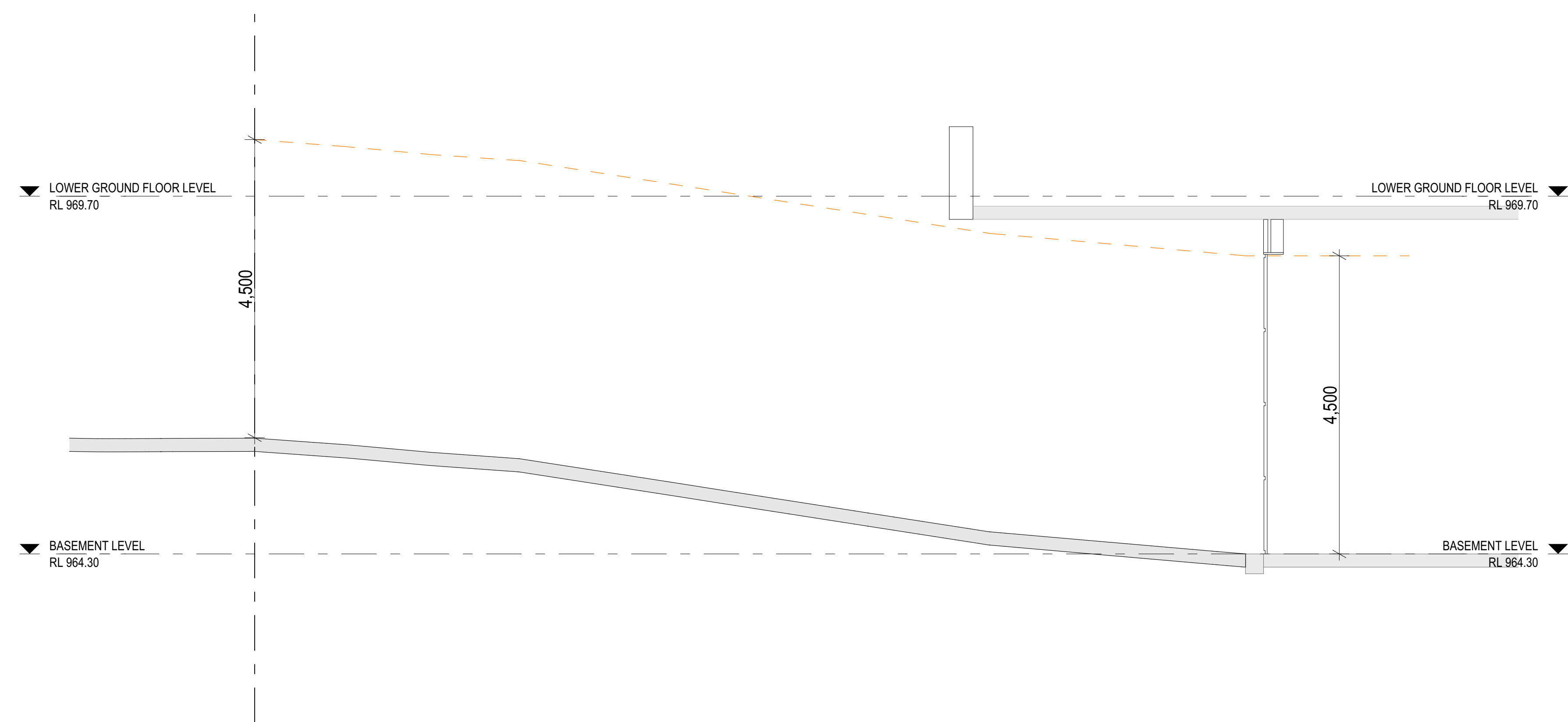
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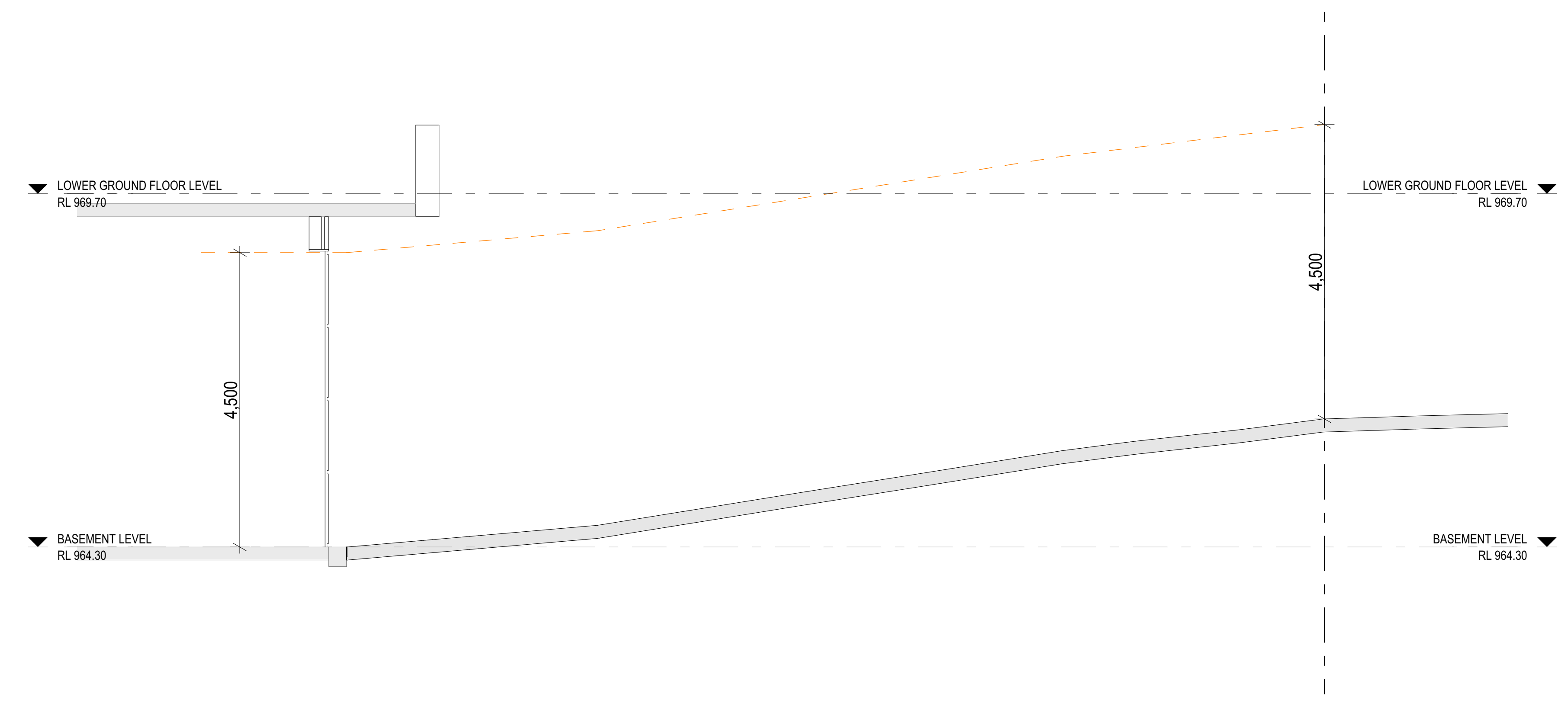
**ANNEXURE B: AMENDED RAMP SECTION PLANS  
(1 SHEET)**



01 DRIVEWAY SECTION-PLAN  
Scale 1:50

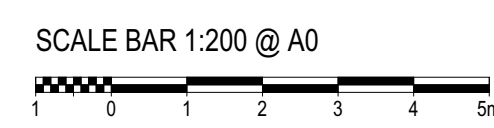


03 DRIVEWAY SECTION-D01  
Scale 1:50



02 DRIVEWAY SECTION-D02  
Scale 1:50

GENERAL NOTES:  
 • ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS  
 • DRAWINGS FOR THE PURPOSES OF DA ONLY (NOT FOR CONSTRUCTION) - FURTHER CONSULTANT/ AUTHORITY COORDINATION WILL BE REQUIRED AT DC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS  
 • ARCHITECTURAL PLANS TO BE READ IN CONJUNCTION WITH CONSULTANT'S DRAWINGS, SPECIFICATIONS & REPORTS  
 • COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY PBD ARCHITECTS AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION  
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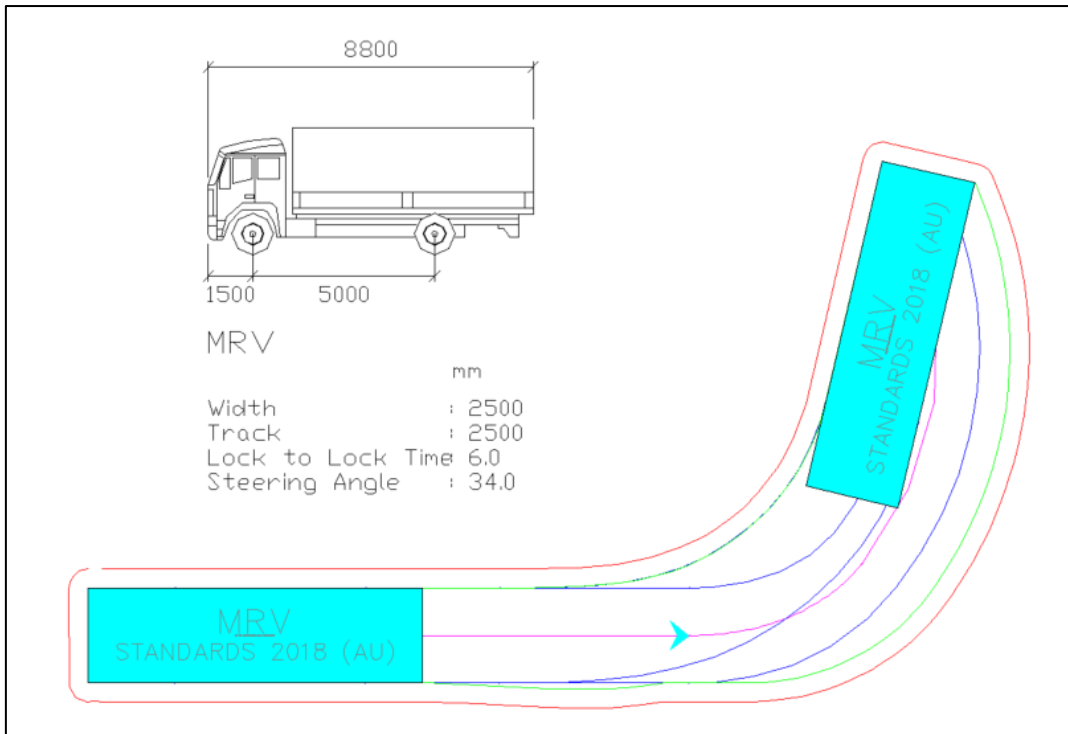
PROJECT:  
 PROPOSED RESIDENTIAL CARE FACILITY  
 203-223 LEURA MALL LEURA NSW 2780  
 CLIENT:  
 PATHWAYS RESIDENCES

DRAWING TITLE:  
 DRIVEWAY SECTIONS

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SCALE: REFER SCALE BAR			
PROJECT NO: 2441			

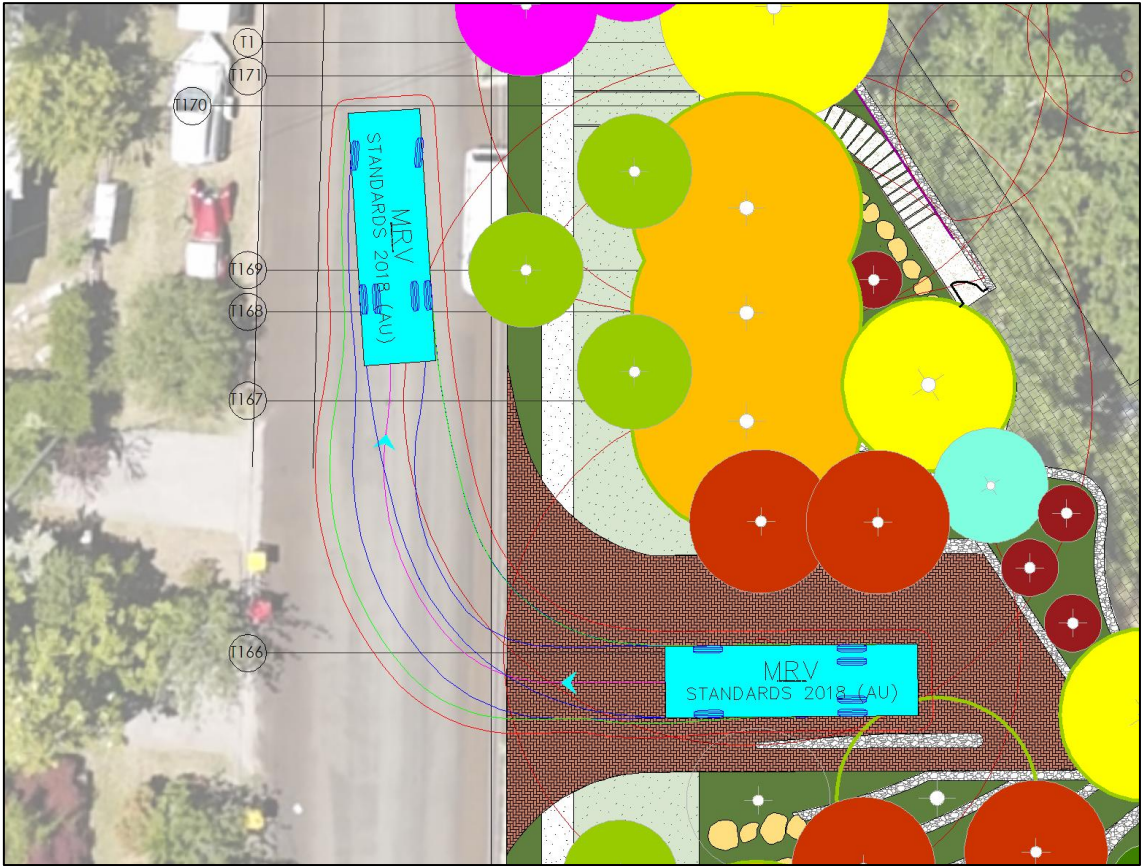
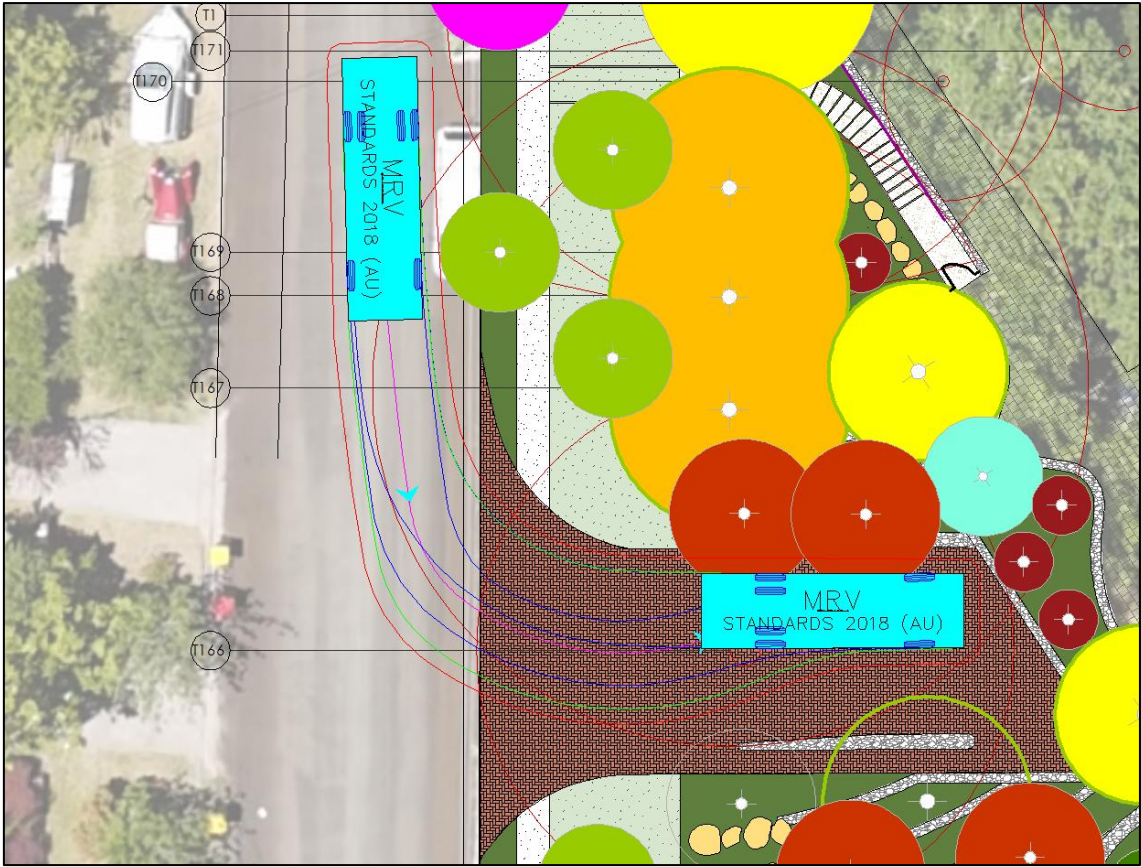


**ANNEXURE C: SWEEP PATH TESTS  
(2 SHEETS)**



**AUSTRALIAN STANDARD MEDIUM RIGID VEHICLE (MRV)**

- Blue – Tyre Path
- Green – Vehicle Body
- Red – 500mm Clearance



**MRV Entry / Exit  
SUCCESSFUL**