



REPORT TO COUNCIL

Department:	Infrastructure and Regulation.
Submitted by:	Manager Planning and Regulation.
Reference/Subject:	Report 10 – DIVISION DECISION - Planning Proposal, Amendment to the Uralla Local Environment Plan 2012 (ULEP 2012) by the inclusion of site specific enabling clause under Schedule 1 'Additional permitted uses' of the ULEP 2012

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK

Goal:	2.1	An attractive environment for business, tourism and industry
Strategy:	2.1.4	Implement tools to simplify development processes and encourage quality commercial, industrial, and residential development
Activity:	2.1.4.1	Process building and development applications
Action:	2.1.4.1.1	Assess and determine development, construction, and other regulatory applications

NOTE TO COUNCILLORS:

In accordance with the provisions of S375A of the *Local Government Act 1993*, a Division is to be called whenever a motion for a planning decision is put to the meeting, for the purpose of recording voting on planning matters.

SUMMARY:

Proposal:	Amend the Uralla Local Environment Plan 2012 (ULEP 2012) by the inclusion of site specific enabling clause under Schedule 1 'Additional permitted uses' of the ULEP 2012
Property description:	Lot 8 Section 21 in DP 759022
Applicant:	Bath Stewart Associates Pty Ltd
Owner:	Kanha Pty Ltd
Zoning:	R1 General Residential
Date received:	16 February 2018 (deposit paid 9 March 2018)

OFFICER'S RECOMMENDATION:

That Council endorse Planning Proposal – Amendment to Schedule 1 of the Uralla LEP 2012, prepared by Bath Stewart Associates Pty Ltd for Kanha Pty Ltd and submit the document to the Department of Planning and Environment for a Gateway Determination.

BACKGROUND:

Planning Proposal – Amendment to Schedule 1 of the Uralla LEP 2012, was received on 16 February 2018 (deposit paid 9 March 2018).

Council requested more information regarding alternative sites available, more detailed consideration of traffic impacts, and consistency with the New England Development Strategy on 23 February 2018.

An amended proposal was received on 27 June 2018 which included a traffic study.

REPORT:

It is proposed to amend Schedule 1 ‘Additional permitted uses’ of the Uralla Local Environment Plan to permit an additional use of ‘service station’ in relation to Lot 8 Section 21 in DP 759022.

The historical land use associated with the site is that of a service station. This land use ceased when the business closed circa 10 years ago, and existing land use rights become abandoned if the use ceases for 12 months under the provisions of Section 4.66(3) of the Environmental Planning and Assessment Act 1979.

The owner seeks to re-develop the site as a service station, a land use not permitted in an R1 General Residential zone.

KEY ISSUES:

Effective sterilization of site due to former use – As the site was formerly used as a service station, it is reasonable to suggest that the site would need to be remediated if it were to be developed as residential accommodation. Remediation costs are very likely to exceed the commercial value of the land, therefore despite being zoned residential, there is little prospect of future residential use. In this context, reactivation of the site through the Planning Proposal and a subsequent Development Application for a service station presents as the most viable land use. Should the Planning Proposal not be successful, it is likely that the site will remain dilapidated and unused for the foreseeable future.

Amenity to surrounding residents – Dwellings in the immediate locale may not wish the site to be reactivated as a service station due to the impacts on their amenity. This would not be an unreasonable position as the LEP which prohibits commercial premises on the site has been in force for six years, and properties may have been purchased with the expectation that the service station could never reopen. Should a Gateway Determination be successful, these residents and the broader community would have an opportunity to make submissions on the proposal, and these submissions would need to be considered in the final assessment.

Traffic impacts – The supplied traffic study identified no issues with sight distances, kerbside parking, accident history, public transport impacts, access for service vehicles, pedestrian safety or traffic generation. No significant impact expected.

Need for the planning proposal – The applicant has not clearly demonstrated a need for the proposal, particularly with regard to identification of why no alternative sites are available or suitable to develop a service station. Reactivation of the site does however present as being in the public interest for reasons previously identified, even though need has not been proven.

ASSESSMENT:

New England North West Regional Plan (The Plan)

The planning proposal appears to give effect to Goal 1 in the Plan, “A strong and dynamic regional economy”. It will assist in ‘building a strong economic centre’ as the proposal will extend the range of services to the community/travelling public as well as provide additional employment opportunities.

New England Development Strategy 2010 (The Strategy)

The proposal is consistent with the General Aims and Objectives of the New England Development Strategy, particularly:

- To facilitate stimulation of demand for a range of residential, enterprise and employment opportunities, and
- To ensure that development is sensitive to both the economic and social need of the community and the environmental capacity of the area.

Uralla Shire Council Community Strategic Plan

The planning proposal appears to be consistent with Goal 6 in the Plan, “Growing and diversified employment, education and tourism opportunities” as some employment will be generated should the site be reactivated as a service station. There is no apparent inconsistency with any other goals.

State Environment Planning Policies

State Environment Planning Policy 33 – Hazardous and Offensive Development

The planning proposal will allow for the development of a potentially hazardous land use in the R1 General Residential zone. Any such development will require a Preliminary Hazard Analysis and subsequent merit assessment to be completed prior to development occurring. No inconsistency identified.

State Environment Planning Policy 55 – Remediation of Land

The site was not remediated after the closure of the previous service station business. Any required remediation would be addressed at the Development Application stage and assessed in line with the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2008. No inconsistency identified.

State Environment Planning Policy 64 – Advertising and Signage

The advertising and signage SEPP does not relate to the planning proposal. Should this proposal be approved, development of the subject land will be required to satisfy the requirements of this SEPP. No inconsistency identified.

State Environment Planning Policy (Infrastructure)

Clause 101 relates to development on land with a frontage to a classified road. Should this proposal be approved, development of the subject land will be required to satisfy the requirements of this SEPP. No inconsistency identified.

Section 9.1 Ministerial Directions

3.1 Residential Zones

The objectives of this direction are:

- (a) to encourage a variety and choice of housing types to provide for existing and future housing needs,

- (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and
- (c) to minimise the impact of residential development on the environment and resource lands.

While the proposal does not further the objectives of the direction, no inconsistency is apparent.

5.10 Implementation of Regional Plans

The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans. As previously noted, it is reasonable to suggest that the proposal gives effect to Goal 1 in the New England North West Regional Plan, and is not inconsistent with the other stated goals.

6.1 Approval and Referral Requirements

The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development. No inconsistency identified.

6.3 Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. No inconsistency identified.

CONCLUSION:

The Planning Proposal is not inconsistent with applicable regulation and strategies and presents as being in the public interest. In this context, it is appropriate for it to be endorsed to be submitted to the Department of Planning and Environment for a Gateway Determination.

COUNCIL IMPLICATIONS:

1. Community Engagement/ Communication (per engagement strategy)

Should the Planning Proposal be endorsed, a minimum public exhibition period of 28 days is applicable.

2. Policy and Regulation

Environmental Planning & Assessment Act 1979
Environmental Planning and Assessment Regulation 2000
Uralla Local Environmental Plan 2012

3. Financial (LTFP)

Council staff will invoice the applicant on a cost recovery basis for time spent on the application. A \$4,500 deposit for these costs has been received as part of the application and as required by Council's Operational Plan 2017-2018.

4. Asset Management (AMS)

Nil

5. Workforce (WMS)

Nil

6. Legal and Risk Management

Nil

7. Performance Measures

Nil

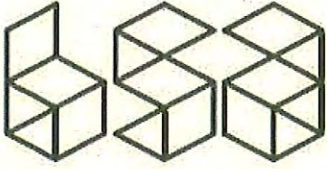
8. Project Management

Nil

9. Disclosure of Political Donations and Gifts

Has a Political Donations Disclosure Statement been received in relation to this application?	No
Political Donation Disclosure Statement register details	N/A
Have staff received a gift or benefit from anyone involved in this application that needs to be disclosed?	No
Gift and benefits register details	N/A

Prepared by staff member: Matt Clarkson, Manager Planning and Regulation
TRIM Reference Number: U12/6915-02
Approved/Reviewed by Manager: Director Infrastructure and Regulation
Department: Infrastructure & Regulation
Attachments: Bath Stewart Associates Planning Proposal – Amendment to the Uralla Local Environment Plan 2012 (ULEP 2012) by the inclusion of site specific enabling clause under Schedule 1 ‘Additional permitted uses’ of the ULEP 2012



Prepared by
Bath, Stewart Associates Pty Ltd

PLANNING PROPOSAL



27/06/2018

KANHA PTY LTD.

Lot 8 Section 21 in DP 759022
136 Bridge Street
Uralla NSW 2358

PLANNING PROPOSAL – PROPOSED SCHEDULE 1 AMENDMENT

Prepared by:

Name: Sonya Vickery

Qualifications: Graduate Diploma, Urban and Regional Planning (University of New England)

Company: Bath, Stewart Associates Pty Ltd
A.C.N. 002 745 020
PO Box 403
Tamworth NSW 2340

in respect of

PLANNING PROPOSAL: Amendment to Schedule 1 of the Uralla LEP 2012

Proprietors Name: Kanha Pty Ltd
c/-Bath Stewart Associates Pty Limited
PO BOX 403
TAMWORTH NSW 2340

**Land in respect of which
the Planning Proposal is made:** Lot 8 Section 21 in DP 759022

136 Bridge Street, Uralla NSW
Parish of Uralla
County of Sandon
L.G.A.: Uralla Shire Council

We hereby certify that we have prepared the contents of this statement and to the best of our knowledge it is true in all material particulars and does not, by its presentation or omission of information, materially mislead.

Signature:

Name: Sonya Vickery
Date: 26th June 2018

For Bath, Stewart Associates Pty Ltd.

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1.0 INTRODUCTION

This planning proposal has been prepared in accordance with Section 55 (3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the associated guidelines 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment dated August 2016 which requires the following matters to be addressed:

- Part 1 - Objectives or intended outcomes;
- Part 2 - Explanation of provisions;
- Part 3 - Justification;
 - Questions to consider when demonstrating justification;
- Part 4 - Mapping;
- Part 5 - Community consultation; and
- Part 6 - Project timeline.

This planning proposal aims to provide justification for an amendment to the *Uralla Local Environmental Plan 2012* (ULEP 2012) based on sound land use planning principles aimed at maximising the economic potential of the subject land while minimising possible deleterious environmental, social or economic impacts.

The following documents have been relied upon in the preparation of this planning proposal:

- The *Uralla Local Environmental Plan 2012* (ULEP 2012); and
- Site photos of the subject lot and surrounds.

1.1 PURPOSE OF THE PLANNING PROPOSAL

The purpose of the planning proposal is to amend the *Uralla Local Environmental Plan 2012* (ULEP 2012) by inclusion of a site specific enabling clause under Schedule 1 'Additional permitted uses' of the ULEP 2012.

In accordance with the prevailing planning instrument, the ULEP 2012, the subject site is zoned R1 – General Residential. The recent land use associated with the site is that of a 'service station'. This land use ceased when the business closed approximately ten (10) years ago. Consequently, any existing use rights relating to the subject site have expired. Our client seeks to re-develop the site for use as a service station, a land use which is not permissible in the R1 General Residential zone.

The intended outcome of this planning proposal is to amend Schedule 1 of the ULEP 2012. The amendment will describe an additional land use of service station in relation to lot 8 Section 21 in DP 759022. Lot 8 Section 21 in DP 759022 will be hereafter described as the 'subject lot/site'.

Preliminary discussions with Uralla Shire Council (Council) have indicated that Council is generally supportive of an amendment to Schedule 1 in relation to the proposed development. The successful inclusion of an enabling clause will permit a service station to be lawfully re-established on the subject site.

1.2 BACKGROUND

The proponent of the development (and owner of the subject lot) is a property development firm, 'Kanha Pty Ltd'. Kanha Pty Ltd have engaged Bath Stewart Associates to submit this planning proposal and act on their behalf in this regard.

The subject lot is located with frontage to Bridge Street and John Street Uralla. Bridge Street forms part of the state road network (B65) and is the key arterial road servicing Uralla. Uralla is a regional town located approximately 20 km south of the city of Armidale in the New England region of inland northern NSW. The subject lot was previously occupied by a Mobil service station. The service station was closed more than ten (10) years ago and the site, including the buildings thereon, have subsequently fallen into disrepair.

The subject site has been purchased by the aforementioned proponents for the purpose of re-development as a service station. The existing buildings, driveways, canopy, forecourt area and associated structures will be removed and re-built in accordance with a future development application.

The site has been identified as suitable for re-development as a service station due to the existing infrastructure, site layout and location which are considered compatible with an operational service station. There are no known alternatives in the Uralla CBD, with highway frontage, considered suitable for a development of this type.

1.2.1 Location and Legal Description

The site is located at 136 Bridge Street, Uralla NSW 2358. The proposed development site consists of one (1) allotment, identified as Lot 8 Section 21 in DP 759022.

The site area totals approximately 2,023m² of urban land improved by a former service station and associated structures.

Figure 1, overleaf provides an aerial image of the subject site.



Figure 1. Aerial image of subject site – source SIXmaps.

Development within the immediate locality consists of residential and mixed use commercial development. Plates 1-6 below and overleaf demonstrate the site's key features and characteristics.



Plate 1 – View of existing building located on subject site.



Plate 2. View of access node – New England Highway road reserve



Plate 3. View of southerly approach to subject site.



Plate 4. View of John St, access node to the south.



Plate 5. View of access node from John Street.



Plate 6. View or northerly approach – New England Highway

1.2.2 Constraints Affecting the Site

1.2.2.1 Traffic

A Traffic Impact Assessment has been undertaken in support of this planning proposal, please refer to Appendix C for a copy of the report. There are no traffic movements associated with the site in its current condition. Should this planning proposal be adopted the subsequent re-development of the site as a functioning service station will result in new and additional traffic movements.

The site's primary frontage is to Bridge Street which is a key arterial road, considered capable of accommodating traffic movements associated with the re-development of the site. Traffic movements are likely to be associated with passing traffic, already utilising Bridge Street. The report prepared by SECA solution provides the following statement with regard to increased traffic movements:

“The vast majority of demand for this development will be associated with passing trade, thereby generating only a small number (18, 9 inbound and 9 outbound) of additional vehicle movements on the road network.” (Traffic Impact Assessment, SECA Solution, p. 13).

Additional movements via John Street are likely to originate from local residents predominantly to the east of Bridge Street. John Street is considered capable of accommodating development related movements in a safe and appropriate manner due to the width of the street, the excellent sight distances, road alignment and camber.

Preliminary examination of site capacity indicates the site is capable of accommodating safe and appropriate traffic movements associated with a service station development. Should this Planning Proposal be approved a Development Application to re-develop the site will be prepared which will

include modelling of vehicle movements and turning paths in relation to existing constraints and proposed new buildings and infrastructure.

1.2.2.2 Access

Access to the site is currently facilitated via two (2) sealed access nodes located within the road reserve of Bridge Street (New England Highway). One (1) additional access node is located in the road reserve of John Street which facilitates access via that street. All vehicles requiring access to the site must enter and exit via these driveway/access nodes. The existing access nodes will be retained and incorporated into the new site design. No additional access nodes are considered necessary in order to facilitate future re-development.

The NSW *Roads and Maritime Services* (NSW RMS) has not been consulted in relation to the suitability of the existing access nodes and/or the potential traffic associated impacts of the proposed development. However, there are no known or anticipated impediments or safety concerns in relation to the proposal.

This planning proposal aims to facilitate the intensification of an existing land use which will result in additional vehicle movements and associated impacts in relation to the subject land. However, due to the nature of the proposed LEP amendment it is considered unlikely that additional vehicle movements will detrimentally impact the access node, or result in a decrease in public safety.

1.2.2.3 Natural Hazards

According to Council records the subject site is not prone to flooding, bush fire or any other natural hazards.

1.2.2.4 Noise/Dust/Odour

This planning proposal aims to facilitate the development of the subject site in accordance with a future development application. It is not anticipated that the development will result in any noise/dust/odour impacts over and above those normally associated with a development of this type. Issues pertaining to noise, dust and/or odour and any possible negative cumulative effects associated with the proposal will be addressed in accordance with the regulatory requirements associated with a future development application.

It is acknowledged that the site is located within a residential area, zoned for that purpose. However, it should also be noted that the site benefits from dual frontage to a State highway and wide well-formed local road. The location of the site facilitates easy access with minimal impact on neighbouring properties from the perspective of access and/or congestion. The site was occupied as a service station for many years and is located within 150 m of another service station, located on the western side of the highway. Furthermore, the operating hours of the proposed service station will be restricted to the hours of 5am to 10pm 7 days per week.

1.2.2.5 Visual Impact & Scenic Amenity

The subject site benefits from frontage to Bridge Street (part of the New England Highway network) and a fully sealed public road, John Street. It is considered that the visual and scenic amenity of neighbor properties will not be unduly impacted by the development. On the contrary, the visual and scenic amenity of adjoining and adjacent properties will be improved by the re-development of the

site due to the current state of disrepair which has resulted in vandalism, vegetative overgrowth and illegal dumping in recent years.

The costs associated with remediating a service station site are substantial. To our knowledge potential remediation and re-development of the site was not actively pursued by the previous owner. Re-developing the site as a service station appears to be the most logical and cost-effective use of the land in the absence of alternatives, evidenced by the abandoned and derelict condition of the existing site.

2.0 PART 1 – OBJECTIVES OR INTENDED OUTCOMES OF THE PLANNING PROPOSAL

Objectives

The objective of the planning proposal is to amend the *Uralla Local Environmental Plan 2012* (ULEP 2012) by including a site specific enabling clause under Schedule 1 'Additional permitted uses'. The enabling clause will permit the proposed development to be undertaken lawfully on the site. The site is zoned **R1 - General Residential**. The proposed land use is not permissible in this zone.

Re-zoning the site for commercial use is not considered a suitable option for this planning proposal as the site is not contiguous with Uralla's commercial core which is concentrated five hundred (500) metres to the north-east of the subject site.

Intended Outcome

The submission of this planning proposal will precede the submission of a development application with the aim of re-developing the site for purposes which are detailed in this report.

Preliminary discussions with Uralla Shire Council (Council) have indicated that Council is generally supportive of the planning proposal and the development as a whole.

3.0 PART 2 – EXPLANATION OF PROVISIONS TO BE INCLUDED IN THE PLANNING PROPOSAL

The objectives or intended outcomes of this planning proposal are to be achieved by the following actions:

Amendment Applies To	Explanation of the Provision
Schedule 1 – Additional Permitted Uses of the ULEP 2012.	Insertion of a site specific enabling clause which will lawfully permit the proposed land use to be undertaken on the subject land.

4.0 PART 3 – JUSTIFICATION

4.1 Section A – Need for the Planning Proposal

4.1.1 A1. Is the Planning Proposal a result of any strategic study or report?

The planning proposal is not the direct result of a strategic study or report.

The subject site benefits from frontage to Bridge Street which forms part of the New England Highway state road network. Bridge Street bisects Uralla and is the key arterial road connecting Uralla with other towns and cities to the north and south. Bridge Street features a mix of commercial, tourism and leisure related services and facilities as well as residential housing. Two (2) service stations are located along the western side of Bridge Street, providing direct access to commuters travelling in a northerly direction. Commuters travelling in a southerly direction must cross the highway to access these stations. There are no functioning service stations on the eastern side of Bridge Street, therefore commuters travelling in a southerly direction are subject to service access restrictions.

The proposed re-development of the subject site will increase the total number of service stations in Uralla from two (2) to three (3). The subject site will facilitate the re-development of a site, currently derelict, which will facilitate the only service station capable of servicing southern bound users via direct access from Bridge and John Streets.

It is acknowledged that the re-development of the site will increase competition between service station operators in Uralla. However, the proponent considers that there is sufficient room in the Uralla market to successfully accommodate a new entrant. Moreover, an additional service station is considered likely to enhance the commuter/traveler experience in Uralla and improve overall services amenity in the town.

4.1.2 A2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal is required in order to facilitate the intensification of an existing land use for purposes detailed in this report and to enable an additional land use in accordance with the requirements of the *Environmental Planning and Assessment Act 1979*. Amending the *Uralla Local Environmental Plan 2012* is the only avenue available to lawfully facilitate the proposed development.

4.2 Section B – Relationship to Strategic Planning Framework

4.2.1 B1. Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The Uralla Shire local government area is subject to the provisions of the *New England North West Regional Plan 2036 (the Plan)*. The Plan contains various goals including 'Goal 1 – A strong and dynamic regional economy' and 'Goal 4 – Attractive and thriving communities'. According to Goal 1 "the focus of the future is to leverage the distinctive regional identity to promote intensive agriculture, horticulture, green industries, renewable energy generation and tourism." While the proposed development does not directly address the individual components of this goal, the proposal reflects the core themes of the Plan in relation to economic growth and dynamism. The planning proposal will facilitate access to additional services and provide additional employment opportunities for residents in the Uralla Shire.

The Uralla Shire local government area is also subject to the provisions of the *New England Development Strategy 2010 (the Strategy)*. The strategy contains a vision statement with goals including the facilitation of quality sustainable development, economic development through diversity, and support for existing settlement structures and enhancement of such. Uralla is identified in the strategy with references to gradual population growth partially constrained by issues

pertaining to servicing. The strategy identifies ongoing requirements for facilitating industrial development opportunities in order to satisfy increasing demand associated with population growth.

According to an Industry Snapshot of Fuel Retailing in Australia, structural changes in the sector in recent years have resulted in a turn-around from approximately -5% growth to projected growth over next five years (from 2017) to +1.1%. This projection is due to a forecast increase in the world price of crude oil (Magner, L. IBISWorld. Feb 2017). Moreover, the addition of one more service station in Uralla is considered unlikely to place undue pressure on existing businesses due to the ongoing increases in road usage nationally and aforementioned population growth locally.

The proposed development is consistent with the Strategy's goals and reflects the overall theme of the Strategy in relation to economic growth and dynamism. The existing site is derelict and abandoned. As previously mentioned in this report, the re-development of a former service station site for such a use represents a logical and economically sound land use outcome.

4.2.2 B2. Is the Planning Proposal consistent with a Council's Local Community Strategic Plan, or other Local Strategic Plan?

This planning proposal is consistent with the *Uralla Shire Council Community Strategic Plan 2017-2027* which contains a 'mission' and certain 'values' associated with future planning for the region. Several of the values the Uralla community strives towards are thriving business centres, diverse job opportunities, improved socio-economic outcomes as well as population growth and access to public services and relevant infrastructure.

This planning proposal will facilitate the construction of a new business which will service residents of the Shire, visitors to Uralla and travelers passing through the town. The proposal will facilitate additional employment opportunities and contribute to the thriving business centre of Uralla. Moreover, the re-development will improve a key site which has fallen into disrepair through lack of maintenance and the absence of commercial activity. It is considered that the intent of this planning proposal is consistent with the mission and values contained in the *Uralla Shire Council Community Strategic Plan 2017-2027*.

4.2.3 B3. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

An assessment of relevant State Environmental Planning Policies (SEPPs) against the planning proposal is provided in Table 1, overleaf:

Table 1: Relevant State Environmental Planning Policies

SEPP	Objectives	Relevance and Implications
SEPP 1 – Development Standards	This SEPP aims to improve flexibility with regard to development standards.	The planning proposal has no implications in terms of SEPP 1
SEPP 15 – Rural Land Sharing Communities	This SEPP provides for multiple occupancy development, with council consent, in rural and non-urban zones, subject to a list of criteria outlined in the policy.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP 21 – Caravan Parks	This SEPP provides for the development of caravan parks.	The planning proposal has no implications in terms of the application of the SEPP.

SEPP 30 – Intensive Agriculture	This SEPP provides considerations for consent for intensive agriculture.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	This SEPP makes provisions for the redevelopment of urban land suitable for multi-unit housing and related development.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP 33 – Hazardous & Offensive Development	This SEPP provides considerations for consent in relation to hazardous and offensive development.	The planning proposal may have implications in terms of the application of this SEPP. Please see SEPP commentary for further details.
SEPP 36 – Manufactured Home Estates	This SEPP aims to facilitate the development of manufactured home estates where suitable.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP 44 – Koala Habitat Protection	This SEPP applies to land across NSW greater than 1 hectare that is not a National Park or Forestry Reserve. The SEPP encourages the conservation and management of natural vegetation areas that provide habitat for koalas.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP 55 – Remediation of Land	This SEPP applies to land in NSW considered to be unsuitable for development due to contamination.	The planning proposal may have implications in terms of the application of this SEPP. Please see SEPP commentary for further details.
SEPP 64 – Advertising and Signage	The SEPP aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish.	The planning proposal may have implication in terms of the application of the SEPP. Please see SEPP commentary for further details.
SEPP 65 – Design Quality of Residential Development	This SEPP relates to residential flat development throughout NSW through the application of a series of design principles.	The planning proposal has no direct implications in terms of the application of the SEPP.
SEPP (Affordable Rental Housing) 2009	This SEPP provides for an increase in the supply and diversity of affordable rental and social housing in NSW.	The planning proposal has no direct implications in terms of the application of the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	This SEPP provides for the implementation of BASIX in NSW.	The planning proposal has no implications in terms of the application of the SEPP at this point in time. Should future construction occur the aims and objectives of this SEPP will be addressed accordingly.

SEPP (Exempt and Complying Development Codes) 2008	This SEPP provides exempt and complying development codes that have state-wide application.	The planning proposal has no implications in terms of the application of the SEPP at this stage.
SEPP (Housing for Seniors or People with a Disability) 2004	This SEPP aims to encourage the provision of housing for seniors, including residential care facilities.	The planning proposal has no direct implications in terms of the application of the SEPP at this stage, however, it is acknowledged that the existing R1 General Residential zoning provides for the permissibility of group home development.
SEPP (Infrastructure) 2007	This SEPP provides a consistent approach for infrastructure and the provision of services across NSW.	The subject site is already fully serviced, and will place no additional strain on public infrastructure services in the area. However, the site has frontage to and access from a national highway therefore the planning proposal has implications in terms of the application of this SEPP. Please see SEPP commentary for further details.
SEPP (Major Development) 2005	This SEPP defines certain major projects to be assessed under Part 3A of the EP&A Act 1979.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP (Miscellaneous Consent Provisions) 2007	This SEPP provides for the safe erection of temporary structures and ensures that development consent is sought for the erection of a building, subdivision of land or demolition of a building not already requiring development consent.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP (Rural Lands) 2008	This SEPP aims to facilitate the economic use and sustainable development of rural lands, reduce land use conflicts and provides development principles.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP (State and Regional Development) 2011	This SEPP aims to identify development and infrastructure that is considered state significant and confer functions on the Joint Regional Planning Panels (JRPPs) to determine development applications.	The planning proposal has no implications in terms of the application of the SEPP.
SEPP (Urban Renewal) 2010	This SEPP aims to facilitate the renewal and revitalisation of urban areas.	The planning proposal has no implications in terms of the application of the SEPP.

4.2.3.1 SEPP Commentary

SEPP 33 – Hazardous and Offensive Development

This SEPP states that development which may involve potentially hazardous or offensive industry or storage requires specific assessment by the consent authority. The proposed development involves the storage and distribution of petroleum products. A Preliminary Hazard Analysis (PHA) has not been undertaken at this point in time. Should the planning proposal be approved and adopted any subsequent development application may require the submission of a PHA.

SEPP 55 – Remediation of Land

This SEPP stipulates that land must be remediated, should contamination be identified, to an appropriate level to safely facilitate its proposed use. The subject site was previously occupied by a Mobil service station. The subject site is not listed on the NSW EPA Contaminated Land register. However, it would be reasonable to assume that any site associated with a service station would be susceptible to potential contamination. To our knowledge, the site was not remediated (beyond emptying fuel stores) and no physical works were undertaken following closure of the Mobil service station.

The proponents will address the likelihood of contamination arising from the development, appropriate measures to reduce contamination risks, details of the design and capacity of the fuel depot along with details of hard stand areas, liquid run-off capture, storage and relevant maintenance and controls in association with a future development application.

SEPP 64 – Advertising and Signage

This planning proposal does not contain provisions that will contradict or hinder the application of this SEPP. The erection of new or additional signage will be addressed should a future development application be submitted.

SEPP Infrastructure (2007)

Clauses 101 of this SEPP is considered relevant to the planning proposal.

Clause 101 refers to development with frontage to a classified road. The subject site fronts a classified state road, the 'New England Highway'. Specifically, Section 2 subsections (a) to (c) are required to be satisfied in relation to development consent:

- (2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:
 - (a) where practicable, vehicular access to the land is provided by a road other than the classified road, and
 - (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:
 - (i) the design of the vehicular access to the land, or
 - (ii) the emission of smoke or dust from the development, or

- (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and
- (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

Traffic movements will be directed to and from the site via the existing formed access nodes and driveway. It is acknowledged that should this planning proposal facilitate future development the site may generate additional traffic movements in the locality. The traffic assessment undertaken in support of this planning proposal indicates that additional traffic movements will be minimal and within known thresholds as defined by the NSW RMS.

The subject site is located within a 50km per hour speed zone. Existing access nodes located in the road reserve of Bridge Street will facilitate safe ingress, egress and internal site maneuvering in relation to passing (predominantly non-local) traffic. Local traffic is likely to utilise the John Street access node which is also well formed and provides for safe maneuvering.

The planning proposal is not anticipated to contradict or hinder the application of the stated objectives or requirements associated with Clause 101. Moreover, it is considered that any future development application will be able to demonstrate compliance with the subject Clause.

4.2.4 B4. Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

The planning proposal is considered to be consistent with the relevant and applicable Ministerial Directions, under s.117 (2) of the Environmental Planning and Assessment Act, 1979. Refer to Table 2 below for an assessment of consistency and implications in relation to the Directions.

Table 2: Relevant Ministerial Directions

MINISTERIAL DIRECTION	AIM OF DIRECTION	CONSISTENCY AND IMPLICATION
1. EMPLOYMENT AND RESOURCES		
1.1 Business and Industrial Zones	To encourage employment growth in suitable locations, protect employment land in business and industrial zones and support the viability of identified strategic centres.	Consistent. While the planning proposal does not relate to land currently zoned for business or industrial purposes the proposal will facilitate land use of this type. Due to the 'stand-alone' nature of service station development the proposal is considered unlikely to impact the viability of the existing CBD. Moreover, the planning proposal will facilitate ongoing employment growth in a location considered appropriate within the local and wider regional context.
1.2 Rural Zones	The objective of this direction is to protect the agricultural production value of rural land.	The planning proposal has no implications with regard to this direction.

1.5 Rural Lands	The objective of this direction is to protect the agricultural production value of rural land and to facilitate the economic development of rural land for rural related purposes.	The planning proposal has no implications with regard to this direction.
2. ENVIRONMENT AND HERITAGE		
2.1 Environmental Protection Zones	The objective of this direction is to protect and conserve environmentally significant or sensitive areas.	Consistent. The planning proposal does not seek to alter or remove any environmental protection zone.
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance.	N/A. The planning proposal has no implications with regard to this direction.
3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT		
3.1 Residential Zones	The aim is encourage a variety of housing types to provide for existing and future housing needs and to minimise the impact of residential development on the environment and resource lands.	Consistent. The planning proposal aims to utilize residential zoned land for purposes suited to its location and commensurate with the historical land use associated with the site. The site is not considered suitable for residential development.
3.2 Caravan Parks and Manufactured Home Estates	The aim of this direction is to provide for a variety of housing types and provide opportunities for caravan parks and manufactured home estates.	N/A. The planning proposal is not affected by this Direction.
3.3 Home Occupations	The aim of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	N/A. The planning proposal is not directly affected by this Direction at this time. However, it is acknowledged that home industries are considered a permissible use in the R1 General Residential zone.
3.4 Integrating Land Use and Transport	The aim of this direction is to ensure that urban structures, building forms, land use localities, development designs, subdivision and street layouts achieve sustainable transport objectives.	Consistent. The planning proposal is considered to be consistent with this Direction as the proposal will facilitate development which is located adjacent to a key arterial road which forms part of a regional highway network. Transport connections to the subject site are available via the New England Highway/Bridge Street. Public transport options are also available in the locality.
4. HAZARD AND RISK		
4.1 Acid Sulphate Soils	The aim of this direction is to avoid adverse environmental	N/A. The planning proposal is not affected by this Direction. The site is

	impacts arising from the use of land that has a probability of containing acid sulphate soils.	not known to contain acid sulphate soils.
4.3 Flood Prone Land	The aims of this direction are to ensure the development of flood prone land consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 and that the provisions of an LEP relative to flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts, both site-specific and site external.	N/A. The planning proposal is not affected by this Direction. According to Council, the subject site is not considered to be flood prone.
4.4 Planning for Bushfire Protection	The aims of this direction are to protect life, property and the environment from bush fire hazards by discouraging the establishment of incompatible land uses in bush fire prone areas and to encourage sound management of bush fire prone areas.	N/A. The planning proposal is not affected by this Direction. According to Council, the subject site is not considered to be bush fire prone.
5. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT		
5.10 Implementation of Regional Plans	The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	Consistent - the planning proposal is considered consistent with the vision, land use strategy, policies, overall intent and intended outcomes of the relevant plans.
6. LOCAL PLAN MAKING		
6.1 Approval and Referral Requirements	The aim of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Consistent - the planning proposal does not increase, unnecessarily, the requirements for the concurrence or referral of other bodies as outlined in this Direction.
6.2 Reserving Land for Public Purposes	This direction aims to facilitate the provision of land for public purposes by reserving such land for public use.	N/A. The planning proposal is not affected by this Direction.
6.3 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	Consistent- The planning proposal has been prepared for the purpose of enabling a site specific land use to be undertaken on the subject land commensurate with the historical use of the land.

4.3 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

4.3.1 C1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

There are no detrimental environmental effects envisaged as a result of this planning proposal. The site is considered suitable and appropriate for the proposed development.

4.3.2 C2. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Waste water and fuel/chemical management will be subject to the protection and oversight of the relevant regulatory bodies.

4.3.3 C3. How has the Planning Proposal adequately addressed any social and economic effects?

The planning proposal aims to ensure that a strategically well positioned and appropriately serviced land parcel is legally able to accommodate an additional land use activity. The planning proposal will provide for additional employment opportunities and additional services to the Uralla community and surrounds thus reinforcing current and ongoing growth in this locality.

The social and economic consequences arising from further development of the site are likely to provide positive socio-economic flow-on effects to the surrounding communities.

4.4 SECTION D – STATE AND COMMONWEALTH INTERESTS

4.4.1 D1. Is there adequate public infrastructure for the Planning Proposal?

The subject site is serviced with existing reticulated water and sewer, power and telecommunications services. The proposed development of the site will not trigger any requirement for upgrades to storm water capabilities and/or other public infrastructure.

4.4.2 D2. What are the views of state and Commonwealth Public Authorities consulted in accordance with the Gateway determination?

State and Commonwealth public authorities will be consulted following the outcome of the gateway determination, if required. Consultation will be carried out in accordance with section 57 of the EP&A Act.

5.0 PART 4 – MAPPING



Figure 2 Zoning Map – Map Reference LZN_004C

6.0 PART 5. COMMUNITY CONSULTATION

In accordance with Section 57(2) of the Environmental Planning and Assessment Act, before community consultation is undertaken, the Director-General of the Department of Planning & Infrastructure must approve the form of planning proposals to comply with the Gateway determination.

We are of the view that this site meets the criteria of a 'low impact planning proposal' in the Department's "Guide to Preparing Local Environmental Plans" therefore we consider this planning proposal should be exhibited for a minimum of 14 days.

We suggest that the Planning Proposal should be advertised in the following manner:-

- Advertisement in the local daily newspaper;
- Exhibited material will be on display at Council's Chambers throughout the duration of the exhibition period;
- Exhibition material will also be made available on Council's website throughout the duration of the exhibition period; and
- Letters will be issued to adjoining property owners advising them of the planning proposal.

7.0 PART 6. TIMEFRAME

The following timeframe is indicative only and is subject to change. It is estimated that the total timeframe for the assessment and implementation of this Planning Proposal is six to eight months.

Table 3. Project Timeline

Project Item	Estimated Time Frame
Gateway Determination	4 weeks from report to Council
Revisions/Additional Studies (if required)	2 weeks from Gateway Determination
Public hearing	Not required
Consideration of submissions	2 weeks following completion of public exhibition
Submission to Department to finalise LEP amendment	2 weeks following completion of consideration of submissions
Anticipated time RPA will make the plan (if delegated)	4 weeks from submission to Department to finalise LEP amendment
Anticipated time RPA will forward to the department for notification	1 week from making of the plan

8.0 CONCLUSION

The planning proposal will facilitate the intensification of land use on a site which is currently under-utilised for purposes associated with the relevant zoning. The proposal is considered to be consistent with the relevant statutory and policy provisions. Moreover, the proposal is considered to be consistent with the aims and objectives of relevant strategic land use planning documents and suitable and appropriate for the locality.

Development which is compatible with the surrounding environment, is well serviced and site responsive will invariably add to the Uralla Shire's ongoing appeal and economic growth from a socio-economic perspective. The adoption of this planning proposal will facilitate the re-development of a site previously occupied by a service station. The proposal will result in additional employment opportunities and will provide a positive contribution to the future growth of the local and wider regional community.

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 8/21/759022

SEARCH DATE	TIME	EDITION NO	DATE
-----	----	-----	----
18/12/2017	12:00 PM	1	31/10/2016

LAND

LOT 8 OF SECTION 21 IN DEPOSITED PLAN 759022
AT URALLA
LOCAL GOVERNMENT AREA URALLA
PARISH OF URALLA COUNTY OF SANDON
(FORMERLY KNOWN AS ALLOTMENT 8 OF SECTION 21)
TITLE DIAGRAM CROWN PLAN 8.1585

FIRST SCHEDULE

KANHA PTY LTD

(TS AK874009)

SECOND SCHEDULE (1 NOTIFICATION)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

CONSENT OF OWNER


Property Location: 136 Bridge Street, Uralla NSW 2358

Subject Land: Lot 8 Section 21 in DP 759022

Registered Proprietors: Kanha Pty Ltd

Description of Development: Planning Proposal

We, the above registered proprietors of the subject land hereby consent to any employee of Bath Stewart Associates Pty Limited, executing any document which directly relates to applications lodged with Uralla Shire required to obtain consent for a Planning Proposal in relation to the subject land, pursuant to the provisions of the Environmental Planning & Assessment Act, 1979.



(Signature) – Director/Secretary

17/1/2018

(Date)

(Signature) – Director/Secretary

(Date)

27 June 2018

P1196 BSA 136 Bridge Street Uralla Service Station

Bath Stewart Associate
P O Box 403
Tamworth NSW 2340

Attn: Sonya Vickery

Dear Sonya,

Re: Traffic Impact Statement for the proposed service station, 136 Bridge Street Uralla, NSW.

Further to our site visit and a review of the provided documentation for the proposed redevelopment of the former service station site located at 136 Bridge Street, Uralla, we provide the following traffic impact assessment. This assessment has been prepared in accordance with the Austroads Guidelines and Section 2.3 of the RMS Guide to Traffic Generating Developments which provides the structure for the reporting of key issues to be addressed when determining the impacts of traffic associated with a development. This guide indicates that the use of this format and checklist ensures that the most significant matters are considered by the relevant road authority.

The report has also taken into consideration the planning requirements outlined in the Uralla Shire Council Development Control Plan 2011, as well as the relevant requirements of the Australian Standard for parking facilities, AS2890.

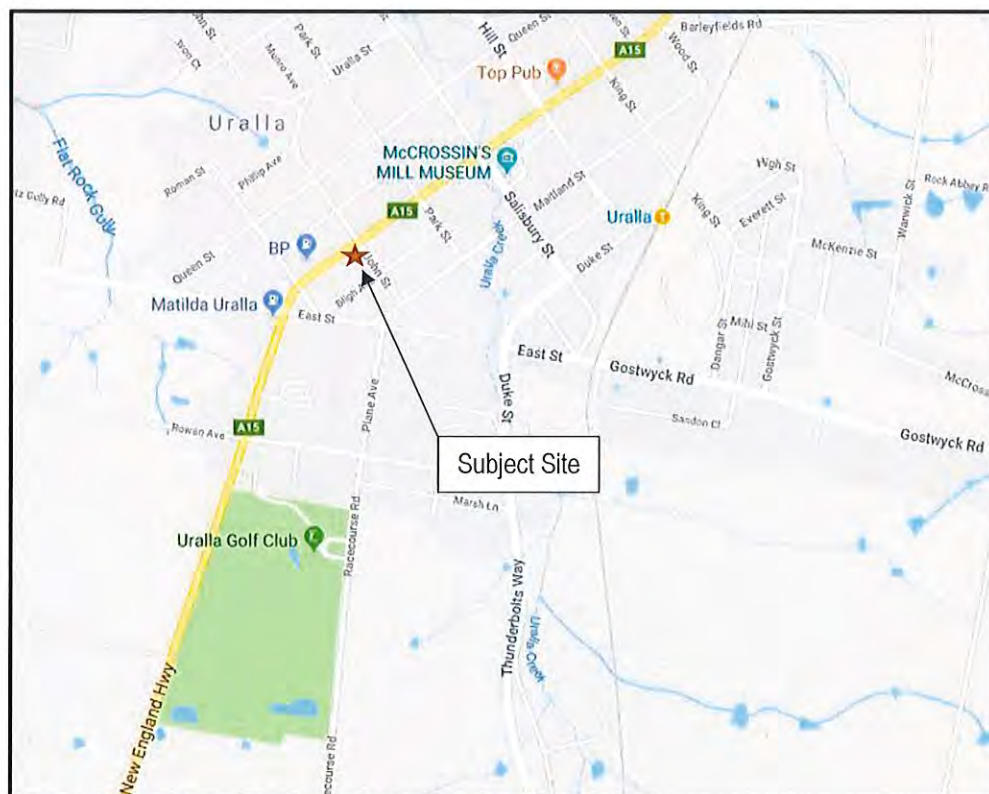


Figure 1 - Subject site in the context of the local road network

A summary of the key issues and their comments are provided below:

Item	Comment
Existing Situation	
2.1 Site Location and Access	The subject site is located on the corner of Bridge Street (New England Highway) and John Street., Uralla. Access to the site is available off both of these roads, with a single driveway crossover located on John Street along the north-east frontage of the site, just prior to the intersection with Bridge Street, and a further two driveways providing access directly off Bridge Street along the north-west frontage of the site.
2.2.1 Road Hierarchy	<p>Bridge Street (New England Highway) forms part of the state road network (B65) providing a single lane of travel in both directions with a wide pavement width and kerb and guttering on both sides of the road. Kerb side parking is available along its length to both sides, with the usual restrictions at driveways, as well as no stopping along the frontage of the site between the two access driveways. A footpath is provided through the locality along the eastern roadside, with an additional footpath along the western roadside, to the north of John Street only. It operates under the posted speed limit of 50 km/h however a school zone is present to the north of John Street limiting drivers to 40km/hr from 8am-9:30am and 2:30pm-4pm. Street lighting is provided along its length through the Uralla township.</p> <p>Bridge Street connects with John Street at a 4-way priority controlled give-way intersection, allowing all turning movements, with Bridge Street the priority road. Sheltered right turn lanes are provided for turning movements on both the northbound and southbound approach to John Street.</p> <p>John Street is a local road providing a sealed surface with a pavement width in the order of 18 metres and kerb and guttering along both sides of the road. There is no line marking present, however the road width allows for kerb side parking along both sides of the road. There are no footpaths or street lighting provided along its length to the east of Bridge Street, with this road providing access to residential development only apart from the subject site.</p> <p>Bridge Street forms part of the State Road network. Whilst Council is the road authority, the development will be reviewed by the Roads and Maritime Services (RMS) who have a concurrence role as part of any approval process.</p>
2.2.2 Current and Proposed Roadworks, Traffic Management Works and Bikeways	<p>No roadworks were noted in the vicinity.</p> <p>A review of the pedestrian activity area along Bridge Street between King Street and John Street was completed by Rupert G H Milne, Home Landscape Consultants, who were commissioned by Uralla Shire Council. The draft concept plan was released for community consultation in late 2017. The existing school zone (40km/hr) is recommended to be maintained, with no change to the 50km/hr speed limit outside of school periods deemed feasible in the proximity of John Street.</p>

Item	Comment													
	<p>Of relevance to John Street is the proposed removal of the concrete islands on Bridge Street, to the north of John Street. This area is proposed to be closed in with blisters to better define vehicle movements and create a lead-in to a calm traffic zone. This would involve removal of the existing islands in this location.</p> <p>There are no dedicated cycling facilities with cyclists able to ride on road as appropriate, with wide shoulders available.</p>													
2.3 Traffic Flows														
2.3.1 Daily Traffic Flows	<p>A traffic survey was undertaken at the intersection of Bridge Street and John Street during the afternoon from 3:00pm-5:30pm. This period is considered the peak for vehicle movements for this type of development by the RMS Guide to Traffic Generating Developments. The peak hour was determined as 4:15pm-5:15pm, with the flows outlined below in Table 1. The raw traffic data is provided in Attachment C.</p> <p><i>Table 1 - PM peak hour flows at the intersection of Bridge Street and John Street</i></p> <table border="1" data-bbox="624 891 1310 1066"> <thead> <tr> <th colspan="2">Location</th> <th>PM Peak Flow</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Bridge Street (South of John Street)</td> <td>Northbound</td> <td>213</td> </tr> <tr> <td>Southbound</td> <td>254</td> </tr> <tr> <td rowspan="2">John Street (East of Bridge Street)</td> <td>Eastbound</td> <td>20</td> </tr> <tr> <td>Westbound</td> <td>30</td> </tr> </tbody> </table> <p>It can be seen the two-way peak hour flows along John Street, west of Bridge Street were 50 vehicles, whilst the two-way flows along Bridge Street (south of John Street) were 467 vehicles.</p> <p>The RMS Guide provides advice with regard to mid-block road capacity for urban roads, with the following applicable to Bridge Street as a two-lane, undivided urban carriageway:</p> <ul style="list-style-type: none"> • 900 vehicles per hour per direction <p>The traffic data collected for the project shows that flows along Bridge Street are well within this capacity in the afternoon peak, with flows in each direction less than 380 vehicles equating to a Level of Service B (LoS B) under the RMS Guide (Table 4.4).</p> <p>John Street is a local street providing access to a small number of residential dwellings. The RMS Guide provides advice regarding performance of residential streets based on environmental capacity (Table 4.6). This table states a desired goal of 200 vehicles per hour, with 300 maximum. The recorded flows of 50 vehicles, to the west of Bridge Street in the peak hour are well within the desired limit.</p> <p>The RMS Guide indicates peak hour traffic flows represent 8-12% of daily volumes (average 10%). Thus, the estimated daily volumes for the above locations are 4,670 vehicles per day (vpd) two-way along Bridge Street and 500vpd along John Street.</p>	Location		PM Peak Flow	Bridge Street (South of John Street)	Northbound	213	Southbound	254	John Street (East of Bridge Street)	Eastbound	20	Westbound	30
Location		PM Peak Flow												
Bridge Street (South of John Street)	Northbound	213												
	Southbound	254												
John Street (East of Bridge Street)	Eastbound	20												
	Westbound	30												

Item	Comment
2.3.2 AADT	<p>The RMS has collected traffic data with a sample counter installed in 2011 on Bridge Street, 100 metres south-west of Hill Street (Station id: 92502). This data shows average daily flows of 8,093vpd in this location split relatively evenly in both directions.</p> <p>This AADT data shows a higher volume of daily traffic than that determined from the survey data (4,670vpd). This data was collected closer to the Uralla Town Centre, with the counters located to the north of the subject site accounting for a higher volume of the local traffic demands.</p> <p>Prior to this traffic data was collected further to the south along Bridge Street, 100 metres south-west of Salisbury Street (Station id: 92503). Southbound flows only were recorded, with 2,928vpd on average. Assuming even distribution would give in the order of 5,856vpd in this location.</p>
2.3.3 Daily Traffic Flow Distribution	<p>There was a slight bias for vehicles travelling southbound along Bridge Street during the PM survey. To the south of John Street 54% of vehicles were recorded travelling southbound, with the remaining 46% travelling northbound.</p>
2.3.4 Vehicle Speeds	<p>No vehicle speed surveys were carried out as part of this investigation. However, observations during the traffic survey indicate drivers typically travel at or below the speed limit in the vicinity of John Street.</p>
2.3.5 Existing Site Flows	<p>The development site currently generates no traffic flows, with the site not operational. It formerly operated as a service station but has been closed for more than 10 years, with no other use occurring in this period.</p>
2.3.6 Heavy Vehicle Flows	<p>There is a high volume of heavy vehicles along Bridge Street, given its operation as part of the state road network providing a key route through regional NSW and Queensland, between Newcastle and Toowoomba.</p> <p>Of the 467 vehicles recorded on Bridge Street, north of John Street, 50 related to heavy vehicles, equating to just under 11% of the total traffic flow. Along John Street there were low traffic demands, however a number of heavy vehicles were observed relating to Uralla Council, with a depot located to the west of John Street. To the east of Bridge Street there were 7 heavy vehicle movements recorded on John Street in the peak hour, equating to 14% of the total traffic flow in this location.</p>
2.3.7 Current Road Network Operation	<p>Observations during the traffic survey indicate the intersection of Bridge Street and John Street operates well given the low traffic volumes, with minimal delays for road users. The width of Bridge Street, including the sheltered right turn lanes, allows for turning movements to occur with negligible impact upon through traffic in this location.</p> <p>The good visibility out of John Street enables drivers to safely turn onto Bridge Street, with regular gaps observed in the flow of traffic.</p>
2.4 Traffic Safety and Accident History	<p>Accident data supplied by the RMS indicates that there has been no accidents at the intersection of Bridge Street and John Street during the period from 2012-2017. There were also no recorded accidents along</p>

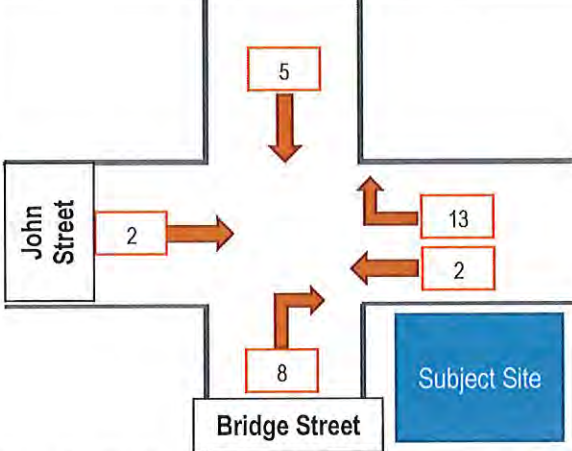
Item	Comment
	<p>John Street, or Bridge Street within 200 metres of the subject site in this period. The accident map generated by the RMS is provided in Attachment B.</p> <p>The accident history in this location shows there is an adequate level of safety for road users in this location, consistent with observations on site.</p>
2.5 Parking Supply and Demand	
2.5.1 On-street Parking Provision	<p>There is a No Stopping sign along the site frontage on Bridge Street, between the two access driveways for the site, to restrict on-street parking in this location. Kerbside parking is otherwise available in the locality along Bridge Street and John Street, with the usual restrictions in close proximity to intersections and driveways.</p>
2.5.2 Off-street Parking Provision	<p>Residential properties in the surrounding area have off street parking for each individual lot. There is no public off street parking available in close proximity to the subject site</p>
2.5.3 Current Parking Demand and Utilisation	<p>There was limited demand for kerb side parking observed during the site work, with the surrounding land use being residential for which parking is generally contained within each lot.</p>
2.5.4 Short term set down or pick up areas	<p>There are no set down areas in this location.</p>
2.6 Modal Split	<p>The majority of commuters in the area rely on private vehicles, however there were pedestrian demands observed in the area to the west of Bridge Street, relating to Uralla Central School</p>
2.7 Public Transport	
2.7.1 Rail Station Locations	<p>The closest railway station is at Uralla station approximately 900 metres to the north-east of the site.</p>
2.7.2 Bus Stops and Associated Facilities	<p>There is a bus stop with seating provided located on the eastern side of Bridge Street, less than 100 metres to the north of the subject site.</p>
2.7.3 Transport Services	<p>There is one bus service provided through the area along Bridge Street, being the 480 Uralla – Armidale Loop. This service is provided by Edwards Coaches and operates Monday to Friday, with limited services with one in the AM and two in the PM during school periods. In school holidays there is only one AM and one PM service provided.</p>
2.8 Pedestrian Network	<p>A pedestrian footpath is provided along both sides of Bridge Street to the north of the site and along the eastern side only to the south of John Street. There is a drop kerb on the corner of Bridge Street and John Street along the site boundary, with no formal footpath provided in this location.</p> <p>There are no footpaths along John Street to the east of Bridge Street, with pedestrians able to utilise the wide road reserve. There is a footpath available along John Street to the west of Bridge Street on the northern roadside.</p>
2.9 Other Proposed Developments	<p>There are no other significant developments occurring within the immediate locality of the subject site.</p>

Item	Comment
The Development	
3.1.1 Nature of Development	<p>The proposal relates to the construction of a service station development that will include an associated onsite convenience store with the potential for a food outlet. The site layout is yet to be determined, however the total site area to be developed is in the order of 2017m². The proposed operating hours are from 5am to 10pm, 7 days a week. It has been advised the site will not be designed to cater for B-double vehicles.</p> <p>This development would fall under the category of Service Station and convenience store for the RMS Guide.</p>
3.1.2 Access and Circulation Requirements	All vehicles will be required to enter and exit the site in a forward direction per AS2890 and the Council DCP.
3.2 Access	Access will be provided in a manner consistent with the existing situation.
3.2.1 Driveway Location	The development will maintain the existing driveways providing access to the site, with two located on the eastern side of Bridge Street and one located on the southern side of John Street 15 metres east of Bridge Street.
3.2.2 Sight Distances	<p>Sight distances for access driveways are provided by AS2890.1. For the posted speed limit along Bridge Street and John Street of 50km/h a sight distance of 69 metres is desirable, with a minimum of 45 metres required.</p> <p>Bridge Street provides a straight road alignment passing the subject site. Visibility to the left out of the site access is 190 metres, whilst visibility to the right extends at least 130 metres, thereby satisfying AS2890.1.</p> <p>Visibility to the right out of the John Street access extends along the length of the road being 200 metres, with visibility partially obscured by a tree adjacent to the kerb. To the left this driveway access is only 15 metres from Bridge Street. There is clear visibility to sight a vehicle waiting to turn off Bridge Street onto John Street, allowing for safe turning movements in this location.</p>
3.2.3 Service Vehicle Access	<p>There will be a requirement for petrol tankers to access the site for refuelling. The subject site has previously operated as a service station, with the proposed development to utilise the same driveway layout. As such, the width and driveway splays shall provide appropriate ingress/egress for required service vehicles for the site, as per the previous use.</p> <p>The internal site layout shall be designed to provide sufficient manoeuvring for any required service vehicles, allowing all access in a forward in / forward out manner.</p>
3.2.4 Queuing at entrance to site	Traffic entering the site will experience limited delays with appropriate queueing distance to be provided between the entrance driveway / property boundary and the first petrol dispenser. Some delays may occur

Item	Comment
	<p>when there are fuel deliveries, but these generally occur out of peak periods when they do not impact upon general users of the site.</p> <p>Any delays for drivers exiting the site will allow for containment of vehicles within the site with no impact upon the external road network.</p>
3.2.5 <i>Comparison with existing site access</i>	The site is currently not in use, however the development will maintain the previous access arrangement for the former service station use.
3.2.6 <i>Access to Public Transport</i>	Demands for public transport shall be minimal. There is a bus stop located on Bridge Street to the north of the site, which can be accessed via the footpath on the eastern roadside.
3.3 <i>Circulation</i>	
3.3.1 <i>Pattern of circulation</i>	All vehicles will enter and leave the site in a forward direction. The entrance and exit points are provided via separate driveways. Service delivery vehicles and petrol tanker deliveries will be required to circulate through the site to access loading areas. The layout will be designed to enable petrol tankers to undertake this in a forward direction.
3.3.2 <i>Internal Road width</i>	All internal manoeuvre widths shall be provided to satisfy the requirements of AS2890.1 Off Street parking.
3.3.3 <i>Internal Bus Movements</i>	No internal bus movements are required for the development.
3.3.4 <i>Service Area Layout</i>	Some restricted access to petrol dispensers may occur during delivery by the petrol tanker however this would be managed by staff within the site as per normal practice within a service station. These deliveries typically occur outside of daytime peak trading periods when the extent of on-site activity is much lower.
3.4 <i>Parking</i>	
3.4.1 <i>Proposed Supply</i>	Parking shall be supplied in accordance with the Uralla DCP.
3.4.2 <i>Authority Parking</i>	<p>Uralla DCP (2011) requires the following for service stations:</p> <ul style="list-style-type: none"> • 3 spaces for service station use, with additional spaces to be provided for other on-site uses in accordance with Table 3.1 (DCP) or RMS Guide <p>Potential other uses include:</p> <ul style="list-style-type: none"> • Shops = 1 space per 35m² GFA • Restaurants / cafes = 1 per 10m² of service area <p>A parking space for people with disabilities shall also be provided in a suitable location to satisfy the requirement of the Building Code of Australia.</p>
3.4.3 <i>Parking Layout</i>	Parking on site shall be designed in accordance with AS2890.1, with this to be determined as the design progresses.

Item	Comment
3.4.4 <i>Parking Demand</i>	<p>Applying the DCP parking rate, allowing for approximately 300m² of convenience store the parking demands for the site shall be 12 spaces (3 + 9).</p> <p>Allowing for 150m² of store and 150m² of takeaway the parking demands shall be 23 spaces (3+5+15).</p>
3.4.5 <i>Service Vehicle Parking</i>	<p>Fuel deliveries will not require parking on site. Parking for deliveries relating to the convenience store may be completed by vans (eg Hyundai iMax) which can be accommodated in parking spaces to be provided. Any requirement for larger vehicles to park on site shall be determined in conjunction with the design of the site.</p>
3.4.6 <i>Pedestrian and Bicycle Facilities</i>	<p>Bike storage shall be provided for visitors to the convenience store. There will be a low demand for pedestrians with the site able to safely connect with the broader pedestrian network.</p>
Traffic Analysis	
4.1 Traffic Generation	<p>The RMS Guide to Traffic Generating Developments provides a traffic generation rate for Evening Peak Hour Vehicle Trips (PVT) for service stations and convenience stores, as below:</p> $PVT = 0.04(\text{Area of site}) + 0.3(\text{GFA of convenience store})$ <p>The total site area is 2017m². A convenience store shall be included, with the layout and GFA to be determined. Based on a review of other similar developments convenience stores typically account for between 10-15% of the total site area. Applying the upper bound would see a GFA of approximately 303m² for the convenience store use. This would give the following <i>evening peak hour trips for the site</i>:</p> $PVT = 0.04(2017\text{m}^2) + 0.3(303\text{m}^2)$ $PVT = 172 \text{ trips (86 inbound / 86 outbound)}$ <p>Located as it is, this type of development generally appeals to passing trade with drivers diverting from existing trips, with such service stations therefore not a major generator of additional traffic movements on the road network. Local residents may use the general facilities of the site for some retail needs, with this often occurring late in the evening when the local shops in Uralla would be closed.</p> <p>For service stations located on major roads it is typical that up to 90% of traffic generated / attracted is passing trade already present on the road network. Applying this would see 154 (77 inbound / 77 outbound) of the total PVT relating to diverted trips, giving 18 additional vehicle movements associated with this development.</p> <p>The total number of vehicles recorded in the traffic survey passing the subject site along John Street and Bridge Street was 517 vehicles in the peak hour. Allowing for 77 diverted trips (inbound flows) based on the RMS rates would mean that just under 15% of vehicles passing the site will enter, equating to more than 1 car entering per every 7 cars.</p>

Item	Comment
	<p>This is considered to be an overstatement of the demands for this type of development, with the demand expected to be less in this location given the relatively low volume of traffic. As such, this assessment provides the worst case scenario for traffic generated by this development, with the actual traffic demands expected to be lower.</p>
<p>4.1.1 Daily and Seasonal Factors</p>	<p>This development is not expected to see significant seasonal variation, with trip generation rates relatively consistent throughout the year. Periods of higher traffic flows on the highway eg school holidays may see higher associated demands for the facility.</p>
<p>4.1.2 Pedestrian Movements</p>	<p>Little pedestrian activity is expected with this development, with the majority of customers accessing the site via a vehicle.</p>
<p>4.2 Hourly distribution of trips</p>	
<p>4.2.1 Origin / destinations assignment</p>	<p>There are 2 existing service stations in Uralla located on the western side of Bridge Street, with northbound traffic passing these developments prior to reaching the proposed development. It is therefore considered that demands for vehicles accessing the site from this direction would be low, with the majority of vehicles accessing the site approaching southbound and continuing in this direction on departure.</p> <p>For the 77 inbound diverted vehicle trips for the development, the following origin has been applied:</p> <ul style="list-style-type: none"> • 80% from the north (61 vehicles) • 10% from the east (8 vehicles) • 10% from the south (8 vehicles) <p>Of the above, only the 8 inbound vehicles from the south could impact on the intersection of Bridge Street and John Street. These movements could either turn into the site from Bridge Street or otherwise turn right at the intersection and turn right into the site. Exiting movements would be a left out of the site on John Street to then turn right to re-join the northbound traffic flow.</p> <p>For the additional 9 inbound trips (not diverted), these have been distributed through the intersection based on anticipated demand from each direction, with each assumed to return in the same direction as approach:</p> <ul style="list-style-type: none"> • 50% from the north (5 vehicles) • 25% from the east (2 vehicles) • 25% from the west (2 vehicles) <p>Applying the distribution described above could see the following additional vehicle movements at the intersection of Bridge Street and John Street:</p>

Item	Comment
	 <p data-bbox="619 763 1369 815"><i>Figure 2 - Distribution of PM peak development traffic at the intersection of Bridge Street and John Street</i></p> <p data-bbox="619 819 675 842"><i>Notes:</i></p> <ol data-bbox="619 846 1369 958" style="list-style-type: none"> 1. Vehicles approaching from the south (8 diverted trips) turn right into John Street, then right into the site. On departure these vehicles can exit onto John Street, before turning right back onto Bridge Street. 2. The additional generated trips from the north and the west(7) return in the same direction as the approach by exiting the site onto John Street. Traffic from the east to not impact on the intersection.
<p data-bbox="228 969 512 992">4.3 Impact on Road Safety</p>	<p data-bbox="619 969 1369 1099">The development will have a minimal impact upon road safety. The accident data indicates that there have been no accidents in the area over the last 5 years, indicating this intersection operates in a safe manner. Sight distances are appropriate and satisfy the requirements of AS2890.1.</p> <p data-bbox="619 1126 1369 1189">The site has previously operated as a service station, with the same access operation proposed for this development.</p>
<p data-bbox="228 1216 555 1238">4.4 Impact of Generated Traffic</p>	
<p data-bbox="228 1272 592 1294">4.4.1 Impact on Daily Traffic Flows</p>	<p data-bbox="619 1272 1369 1473">The RMS Guide indicates that service stations may generate up to 19 times the PM peak period traffic per day. In this case, allowing for 90% of these to be passing trade the extent of additional daily traffic generated by the development will be in the order of 327 trips per day (164 in / 163 out) on the road network. There is however no assessment for road performance based on daily flows.</p> <p data-bbox="619 1500 1369 1809">The additional 18 vehicles generated in the PM peak hour will see no change to the existing level of service along Bridge Street under the RMS Guide, with flows remaining well below 380 vehicles per direction. Similarly, the minor increase in flows along John Street shall see this road remain well within its environmental capacity as discussed in Section 2.3.1. This additional traffic will therefore have minimal impact on the capacity of the local road network during the afternoon peak period. As it is acceptable during the peak hour it is expected to equally have a minimal impact on the daily traffic flow.</p>
<p data-bbox="228 1843 592 1899">4.4.2 Peak Hour Impacts on Intersections</p>	<p data-bbox="619 1843 1369 1966">The key intersection that will be impacted upon by this development is Bridge Street and John Street. This intersection has been analysed using Sidra Intersection 8, the results for which are provided in Attachment D. A summary of these results is provided at the conclusion of this table.</p>

Item	Comment
4.4.3 <i>Impact of Construction Traffic</i>	Construction traffic associated with the site shall be the subject of a CTMP prepared by the contractor as part of the CC phase of the development. This shall outline the works required with appropriate Traffic Control Plans as required. Construction work will be contained within the site with space for workers to park within the site or if necessary to park on street during periods of concrete pours, re-tanking etc.
4.4.4 <i>Other Developments</i>	There are no other known significant developments in the area.
4.5 Public Transport	
4.5.1 <i>Options for improving services</i>	There is minimal demand for public transport associated with the proposed development. There is an existing bus stop and service located on Bridge Street which will be able to service the demand of the site. No changes are required.
4.5.2 <i>Pedestrian Access to Bus Stops</i>	The existing pedestrian paths in the locality allow for access to the existing bus stop.
4.6 Recommended Works	
4.6.1 <i>Improvements to Access and Circulation</i>	Subject to the detailed design of the site no improvements to access and circulation are anticipated in association with the development. The existing driveways shall provide access to the site, with these to operate in the same manner as the historical service station use on site. Internal circulation is to be provided in accordance with AS2890 with vehicles able to enter and exit in a forward direction.
4.6.2 <i>Improvements to External Road Network</i>	No improvements are required.
4.6.3 <i>Improvements to Pedestrian Facilities</i>	Minimal external pedestrian demands associated with the development.
4.6.4 <i>Effect of Recommended Works on Adjacent Developments</i>	Nil.
4.6.5 <i>Effect of Recommended Works on Public Transport Services</i>	No impact as a result of this development.
4.6.6 <i>Provision of LATM Measures</i>	No improvements are recommended.
4.6.7 <i>Funding</i>	No external works are required. Internal works will be funded by the developer.

SIDRA assessment – Bridge Street and John Street

The key intersection of Bridge Street and John Street has been assessed with SIDRA, based on the traffic data collected by Seca Solution for the critical afternoon peak period. The traffic flows associated with the proposed development have been assigned in accordance with Section 4.2.1 above, the volume of traffic has been applied as per Section 4.1 above.

The results of the SIDRA analysis are presented below:

Table 2 – SIDRA results, PM peak existing flows 2018

Approach	Level of service	Delay (seconds)	Queue (metres)
South: Bridge Street	A	0.4	0.1
East: John Street	A	10.1	1.4
North: Bridge Street	A	0.9	0.9
West: John Street	A	8.8	2.5

The intersection currently operates with an overall LoS A for all movements on each approach, with minimal delays and queuing. The intersection was then assessed with the increase in traffic movements associated with the subject site.

Table 3 – SIDRA results, PM peak existing plus development 2018

Approach	Level of service	Delay (seconds)	Queue (metres)
South: Bridge Street	A	0.6	0.2
East: John Street	A	10.8	2.4
North: Bridge Street	A	0.9	0.9
West: John Street	A	9.0	2.7

The above results show that the intersection will continue to operate at LoS A for all movements on each approach, with minor increases in delays and queuing.

As per normal RMS requirements, the intersection was then assessed with background traffic growth on Bridge Street for the future design year of 2028 (plus 10 years). A background growth value of 20% has been applied (2% per annum), consistent with normal RMS requirements. The results of the SIDRA assessment for the future design year are shown below.

Table 4 - SIDRA results, PM peak existing plus development plus background growth 2028

Approach	Level of service	Delay (seconds)	Queue (metres)
South: Bridge Street	A	0.6	0.3
East: John Street	A	13.4	3.5
North: Bridge Street	A	0.9	1.2
West: John Street	A	10.8	3.8

The SIDRA analysis above shows that the existing intersection of Bridge Street and John Street can continue to maintain its existing standard, with minimal delays and congestion for the future design year of 2028.

Conclusion

From the site work undertaken and the review of the development proposal and associated plans against the requirements of the RMS Guide to Traffic Generating Developments and Austroads Guide to Traffic Management, it is considered that the proposed development application should have no objections raised on traffic and access grounds.

The vast majority of demand for this development will be associated with passing trade, thereby generating only a small number (18, 9 inbound, 9 outbound) of additional vehicle movements on the road network. These additional traffic movements will have a minimal impact on the surrounding road network, with the site access able to operate in a safe manner given the good visibility available. Sidra analysis shows that the intersection of Bridge Street and John Street will continue to operate well with acceptable delays and congestion for the 2028 horizon year including an allowance for background growth and development including the subject site. Turning movements out of John Street occur in an efficient manner given regular gaps in the flow of traffic along Bridge Street, with turning movements out of the site access to occur efficiently in the same manner.

Parking associated with the development can be provided on site.

It is considered that the development is consistent with the requirements of the Development Control Plan in relation to traffic and access as well as the overall planning for the development site.

Please feel free to contact our office on 4032 7979, should you have any queries.

Yours sincerely



Sean Morgan
Director

Attached: A – Site Photos
 B – Accident Data
 C – Survey Results
 D – SIDRA Analysis

Attachment A

Site Photos



Photo 1 - Subject site



Photo 2 - Cross section of John Street looking west toward Bridge Street



Photo 3 - Cross section of John Street looking to the east (east of Bridge Street)



Photo 4 - Cross section of Bridge Street looking south passing the subject site (on left)



Photo 5 - Photo 3 - Cross section of Bridge Street looking north passing the subject site (right)



Photo 6 - Visibility to the left out of John Street access driveway



Photo 7 - Visibility to the right out of John Street site access

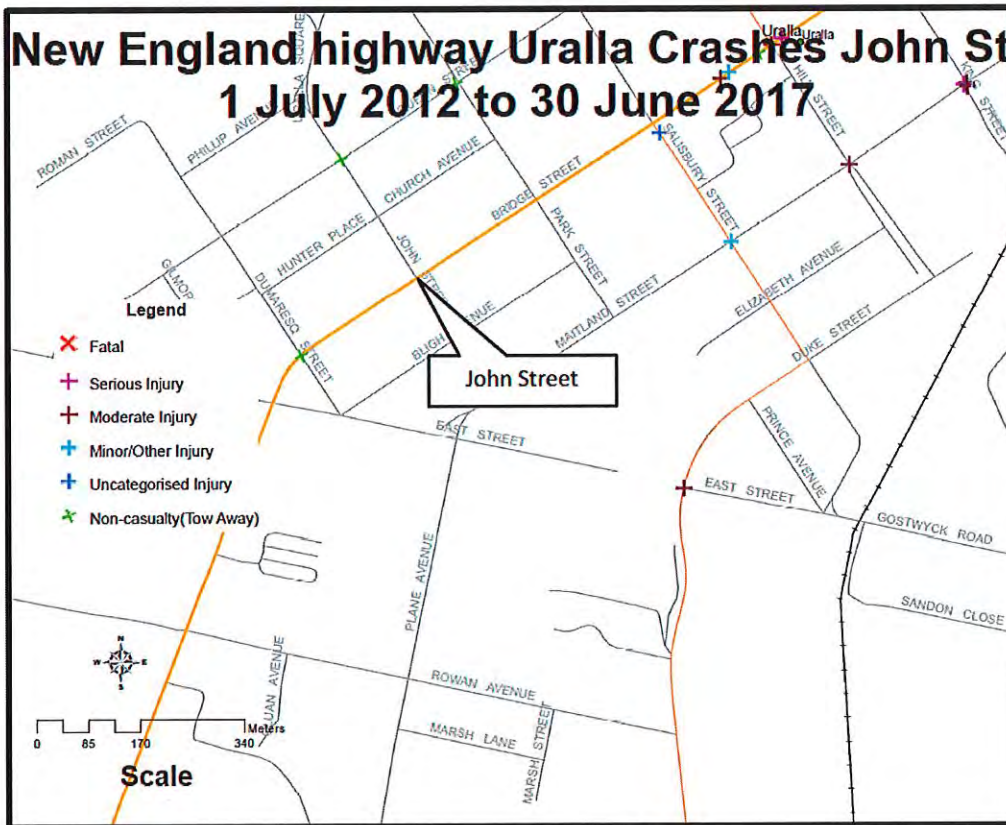


Photo 8 - Visibility to the left out of the southern Bridge Street access



Photo 9 - Visibility to the right out of the southern Bridge Street access

Attachment B RMS Accident Data



Attachment C Survey Data

Turn Count Summary

Location: Bridge Street at John Street, Uralla
GPS Coordinates:
Date: 2018-05-15
Day of week: Tuesday
Weather: Sunny
Analyst: TN

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14:58	0	2	0	0	0	0	0	4	0	1	0	0	7
15:00	1	40	5	0	3	0	4	52	2	3	2	0	112
15:15	0	39	5	1	2	2	3	37	0	13	6	5	113
15:30	2	59	3	1	1	1	3	53	0	5	2	1	131
15:45	1	59	4	1	3	1	2	50	0	5	4	1	131
16:00	2	57	5	0	3	0	3	41	0	4	3	1	119
16:15	2	71	10	0	3	3	5	48	0	3	2	1	148
16:30	1	61	12	0	7	2	5	48	1	9	5	2	153
16:45	4	54	8	0	2	0	1	54	2	1	5	6	137
17:00	4	56	6	1	2	0	4	45	0	5	4	2	129
17:15	2	60	6	0	4	0	2	37	2	1	3	3	120
17:30	0	0	0	0	0	0	0	1	0	0	0	0	1

Intersection Peak Hour

16:15 - 17:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	11	242	36	1	14	5	15	195	3	18	16	11	567
Factor	0.69	0.85	0.75	0.25	0.50	0.42	0.75	0.90	0.38	0.50	0.80	0.46	0.93
Approach Factor	0.87			0.56			0.93			0.70			

Peak Hour Vehicle Summary

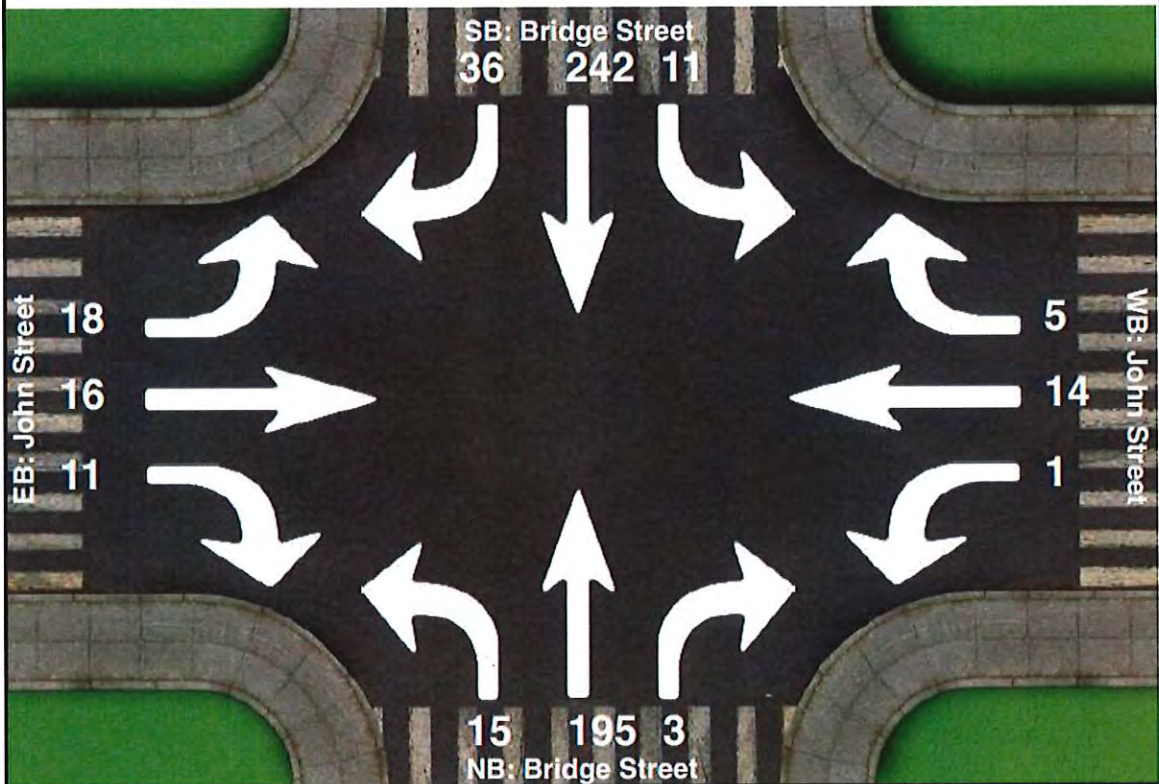
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	11	212	32	1	11	5	14	176	3	18	12	10	505
Truck	0	30	4	0	3	0	1	19	0	0	4	1	62

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: Bridge Street at John Street, Uralla
GPS Coordinates:
Date: 2018-05-15
Day of week: Tuesday
Weather: Sunny
Analyst: TN



Attachment D SIDRA Analysis

1-Level of Service (LoS)

LoS	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Good	Good
B	Good, with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but requires accident study
D	Operating near capacity	Near capacity and requires accident study
E	At capacity, excessive delay: roundabout requires other control method	At capacity, requires other control mode
F	Unsatisfactory, requires other control mode or additional capacity	Unsatisfactory, requires other control mode

2-Average Vehicle Delay (AVD)

The AVD is a measure of operational performance of an intersection relating to its LoS. The average delay should be taken as a guide only for an average intersection. Longer delays may be tolerated at some intersections where delays are expected by motorists (e.g. those in inner city areas or major arterial roads).

LoS	Average Delay / Vehicle (secs)	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Less than 15	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28 to 42	Satisfactory	Satisfactory but accident study required
D	42 to 56	Operating near capacity	Near capacity, accident study required
E	56 to 70	At capacity, excessive delays: roundabout requires other control mode	At capacity; requires other control mode
F	Exceeding 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode

1) 3-Degree of Saturation (D/S)

The D/S of an intersection is usually taken as the highest ratio of traffic volumes on an approach to an intersection compared with the theoretical capacity, and is a measure of the utilisation of available green time. For intersections controlled by traffic signals, both queues and delays increase rapidly as DS approaches 1.0. An intersection operates satisfactorily when its D/S is kept below 0.75. When D/S exceeds 0.9, queues are expected.

MOVEMENT SUMMARY

▽ Site: 101 [2018 PM Existing]

Bridge Site / Category: John St (None)
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %									
South: Bridge Street												
1	L2	16	6.7	0.121	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	48.8
2	T1	205	9.7	0.121	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.8
3	R2	3	0.0	0.002	5.4	LOS A	0.0	0.1	0.36	0.51	0.36	44.0
Approach		224	9.4	0.121	0.4	NA	0.0	0.1	0.01	0.05	0.01	49.6
East: John Street												
4	L2	1	0.0	0.048	5.6	LOS A	0.2	1.4	0.59	0.72	0.59	41.6
5	T1	15	21.4	0.048	10.0	LOS A	0.2	1.4	0.59	0.72	0.59	37.6
6	R2	5	0.0	0.048	11.1	LOS A	0.2	1.4	0.59	0.72	0.59	41.4
Approach		21	15.0	0.048	10.1	LOS A	0.2	1.4	0.59	0.72	0.59	39.1
North: Bridge Street												
7	L2	12	0.0	0.149	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	49.1
8	T1	255	12.4	0.149	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
9	R2	38	11.1	0.028	5.5	LOS A	0.1	0.9	0.34	0.55	0.34	43.7
Approach		304	11.8	0.149	0.9	NA	0.1	0.9	0.04	0.09	0.04	49.2
West: John Street												
10	L2	19	0.0	0.087	5.4	LOS A	0.3	2.5	0.49	0.66	0.49	42.3
11	T1	17	25.0	0.087	10.6	LOS A	0.3	2.5	0.49	0.66	0.49	38.6
12	R2	12	9.1	0.087	11.9	LOS A	0.3	2.5	0.49	0.66	0.49	41.9
Approach		47	11.1	0.087	8.8	LOS A	0.3	2.5	0.49	0.66	0.49	41.2
All Vehicles		597	10.9	0.149	1.7	NA	0.3	2.5	0.08	0.14	0.08	48.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2018 PM with Development]

Bridge St / John St
 Site Category: (None)
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bridge Street												
1	L2	16	6.7	0.121	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	48.8
2	T1	205	9.7	0.121	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.8
3	R2	12	0.0	0.008	5.4	LOS A	0.0	0.2	0.36	0.54	0.36	44.0
Approach		233	9.0	0.121	0.6	NA	0.0	0.2	0.02	0.06	0.02	49.5
East: John Street												
4	L2	1	0.0	0.087	5.7	LOS A	0.3	2.4	0.60	0.78	0.60	41.1
5	T1	17	18.8	0.087	10.3	LOS A	0.3	2.4	0.60	0.78	0.60	36.9
6	R2	19	0.0	0.087	11.6	LOS A	0.3	2.4	0.60	0.78	0.60	40.9
Approach		37	8.6	0.087	10.8	LOS A	0.3	2.4	0.60	0.78	0.60	39.5
North: Bridge Street												
7	L2	12	0.0	0.151	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	49.1
8	T1	260	12.1	0.151	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
9	R2	38	11.1	0.028	5.5	LOS A	0.1	0.9	0.34	0.55	0.34	43.7
Approach		309	11.6	0.151	0.9	NA	0.1	0.9	0.04	0.09	0.04	49.2
West: John Street												
10	L2	19	0.0	0.093	5.4	LOS A	0.3	2.7	0.50	0.67	0.50	42.1
11	T1	19	22.2	0.093	10.7	LOS A	0.3	2.7	0.50	0.67	0.50	38.5
12	R2	12	9.1	0.093	12.2	LOS A	0.3	2.7	0.50	0.67	0.50	41.8
Approach		49	10.6	0.093	9.0	LOS A	0.3	2.7	0.50	0.67	0.50	41.0
All Vehicles		628	10.4	0.151	2.0	NA	0.3	2.7	0.10	0.16	0.10	48.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [2018 PM with Development + Background Growth]

Bridge Site Giveway Design Life Analysis (Final Year): Results for 10 years
 St / Category: John St (None) (Two-Way)
 Yield

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Bridge Street												
1	L2	19	6.7	0.145	4.6	LOS A	0.0	0.0	0.00	0.00	48.8	
2	T1	246	9.7	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	49.8	
3	R2	14	0.0	0.011	5.7	LOS A	0.0	0.3	0.40	0.40	43.9	
Approach		279	9.0	0.145	0.6	NA	0.0	0.3	0.02	0.02	49.5	
East: John Street												
4	L2	1	0.0	0.129	6.0	LOS A	0.5	3.5	0.68	0.68	39.6	
5	T1	20	18.8	0.129	12.8	LOS A	0.5	3.5	0.68	0.68	34.9	
6	R2	23	0.0	0.129	14.3	LOS A	0.5	3.5	0.68	0.68	39.4	
Approach		44	8.6	0.129	13.4	LOS A	0.5	3.5	0.68	0.68	37.7	
North: Bridge Street												
7	L2	14	0.0	0.181	4.6	LOS A	0.0	0.0	0.00	0.00	49.1	
8	T1	312	12.1	0.181	0.0	LOS A	0.0	0.0	0.00	0.00	49.8	
9	R2	45	11.1	0.035	5.7	LOS A	0.2	1.2	0.37	0.37	43.6	
Approach		371	11.6	0.181	0.9	NA	0.2	1.2	0.05	0.05	49.2	
West: John Street												
10	L2	23	0.0	0.134	5.7	LOS A	0.5	3.8	0.56	0.56	41.0	
11	T1	23	22.2	0.134	13.4	LOS A	0.5	3.8	0.56	0.56	36.9	
12	R2	14	9.1	0.134	15.2	LOS B	0.5	3.8	0.56	0.56	40.6	
Approach		59	10.6	0.134	10.8	LOS A	0.5	3.8	0.56	0.56	39.6	
All Vehicles		754	10.4	0.181	2.3	NA	0.5	3.8	0.11	0.11	48.1	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.