

PLANNING PROPOSAL

***Lot 1 DP 217032
37-77 Jewry Street, Tamworth***

Amendment to the

**Tamworth Regional Local Environmental Plan (TRLEP)
2010**

November 2017

Contact Details

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PLANNING PROPOSAL

Lot 1 DP 217032, 37-77 Jewry Street, Tamworth Amendment to the Tamworth Regional Local Environmental Plan (TRLEP) 2010

Introduction

The Planning Proposal has been prepared in accordance with Section 55 (3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and guidelines "A Guide to Preparing Planning Proposals" prepared by the NSW Department of Planning and Infrastructure.

The Planning Proposal aims to amend the zoning of the land known as Lot 1, DP 217032, 37-77 Jewry Street in Taminda, to facilitate the redevelopment of the land for business development and industrial purposes. An amendment to the *TRLEP 2010*, will result in a change to the zone of the land from *SP3 - Tourist* to *B5 - Business Development* including a portion of land fronting Jewry Street to an *IN1-General Industrial* zone. A Floor Space Ratio (FSR) of 1:1 will apply to the *B5 - Business Development* zone. There will be no minimum lot size provisions applicable to the subject site.

The Tamworth Region provides an economic hub for the New England North West area that supports a number of existing centres in relation to goods and services. The Tamworth Region is also accessible to other local towns such as Gunnedah, Armidale and Inverell as well as being well serviced by transport networks and infrastructure. The proposed changes to Lot 1, DP 217032, 37-77 Jewry Street in Taminda will contribute toward the provision of goods and services within the Region and surrounds.

Council is seeking Delegated Authority to make this LEP and has included the delegated plan making report template and evaluation criteria for the delegation of plan making functions with the request for a Gateway Determination.

Background

The subject site was initially part of the land that consisted of the Tamworth Race Course which was at the time located on the outskirts of the city. In 1946 it then became part of the original Tamworth Airport until the Airport relocated to its present site. Council subsequently subdivided the land in 1962 which became known as Federation Park and was established as a sporting soccer fields. The site was occupied by one building that was connected to Council servicing infrastructure previously used in conjunction with the sporting activities, however the structure has since been removed and the land is currently a vacant site.

The land was reclassified to operational land on 1st March 2002 and the public reserve status was removed. The land was rezoned to 6 Recreation under the *Tamworth City Local Environmental Plan 1996* and subsequently rezoned to *SP3 Tourist* under the *TRLEP 2010*. The land is currently classified as Operational and still owned by Tamworth Regional Council.

Site Identification

The subject site is located on the north western fringe of the Taminda Industrial Precinct and has frontage to Jewry Street. The total area of the land is approximately 7.95 hectares and is surrounded to the north by the levee bank that manages flood events generated from the Peel River. The lands to the north are zoned *RU4 – Primary Production Small Lots* and to the west *SP3 – Tourist* being the Tamworth Racecourse. (Refer to **Attachment 1 – Site Identification Map**).

Part 1 – Objectives or Intended Outcomes

The subject site is currently zoned *SP3-Tourist* pursuant to the *TRLEP 2010*. The aim of the Planning Proposal is to rezone the land to include both a *B5 – Business Development* zone and an *IN1-General Industrial* zone. These two zones will accommodate a range of industrial and bulky goods development. A Floor Space Ratio of 1:1 will only apply to the land proposed to be rezoned to *B5-Business Development* (similar to the provisions already existing for land zoned B5 in Taminda). No minimum lot size provisions will apply to the parcel of land.

The total area of the land is approximately 7.95 hectares. The proposed business development and industrial zone will consist of the following:

- *IN1 – General Industrial*: - 1.50ha
- *B5 – Business Development*: - 6.45ha

Part 2 – Explanation of Provisions

There are a number of changes required to be made to enable the subject site to be developed for business and industrial purposes. The lots and road reserves affected by these changes are listed below.

| Street address | Lot & DP | Current zone | Area |
|------------------------------|--|----------------------|--------|
| 37-77 Jewry Street, Tamworth | Lot 1 DP 217032 | <i>SP3 – Tourist</i> | 7.95ha |
| Jewry Street | Road Reserve - Portion of Jewry Street | <i>SP3 – Tourist</i> | 0 |
| Britten Road | Road Reserve - Portion of Britten Street | | |

Proposed Changes to Land Zoning

The lots affected by the change of Land Zoning are listed below. (Refer to **Attachment 2 – Proposed Land Zoning Map**)

| Land Use | Street address | Lot & DP | Current zoning | Proposed zone |
|--------------|------------------------|-----------------|----------------------|---|
| Vacant Land | Jewry Street, Tamworth | Lot 1 DP 217032 | <i>SP3 – Tourist</i> | <i>B5 – Business Development</i> <i>IN1 – General Industrial</i> |
| Road Reserve | Jewry Street | ----- | <i>SP3 – Tourist</i> | <i>IN1 – General Industrial</i> |
| Road Reserve | Britten Street | ----- | | <i>B5 – Business Development</i> |

Proposed Changes to Lot Size

The Lot Size for the subject lots will not change and will remain as zero.

Proposed Changes to Floor Space Ratio from 0 to 1:1

The Floor Space Ratio for the subject lots and road reserves is proposed to change. (Refer to **Attachment 3 – Proposed Floor Space Ratio Map**)

| Address | Lot and DP | Current FSR | Proposed FSR |
|------------------------------|--|-------------|--------------|
| 37-77 Jewry Street, Tamworth | Lot 1 DP 217032 | 0 | 1:1 |
| Jewry Street | Road Reserve - Portion of Jewry Street | 0 | 0 |
| Britten Road | Road Reserve - Portion of Britten Street | 0 | 1:1 |

Part 3 – Justification

Section A – Need for the Planning Proposal

A1 Is this planning proposal a result of any strategic study or report?

The *Tamworth Regional Development Strategy (TRDS)* prepared in 2008, provides Council with a strategic plan to manage growth and outlines the visions and guiding principles for urban and rural area in the Tamworth region. The strategy highlights the need to strengthen the Taminda Industrial Precinct. Considerable investment has been made by Council toward maintaining and sustaining the Taminda Precinct which supports a range of industrial and commercial uses.

The TRDS recommended that one of the main factors of economic growth for the region was the attraction of new economic activity. The strategy recommends the following initiatives:

- “Provide for and facilitate future economic growth in the Region”
- “Encourage and support commercial development within the Region”; and
- “Ensure the provision of well-located, suitable land for future industrial purposes”.

Chapter 7 of the TRDS, ‘Supporting Employment and Economic Development’ outlines strategic directions and actions in relation to future employment opportunities and potential economic development. The strategic directions and actions relating to future industrial lands :

- *Identify land that is appropriate for industrial development:*
 - *Provide a range of allotment sizes for industrial uses; and*
 - *Rehabilitate and make available underutilised industrial land for new development.*
- *Ensure the location of industry and surrounding land uses does not jeopardise future industrial expansion and efficiency by:*
 - *Encourage the co-location of industry to achieve a demand that warrants the provision of infrastructure.*

The proposed changes to the subject lands are consistent with the aims and objectives of the *TRDS 2008*.

A2 Is this planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is the only legal method of amending the *TRLEP 2010* to permit future business and industrial development on the land.

A3 Is there a net community benefit?

There is a significant net community benefit associated with the proposed amendments to the *TRLEP 2010*. Refer to **Attachment 4** for an analysis of the net community benefit.

Section B – Relationship to strategic planning framework

The Planning Proposal is consistent with the strategic planning direction outlined in the *Tamworth Regional Development Strategy 2008 (TRDS)*, in relation to the future provision of business development and an industrial use of the land which is outlined in Section 7 ‘Supporting Employment and Economic Development’.

B1 Is the planning proposal consistent with the objectives and action contained within the applicable regional or sub-regional strategy?

The *New England North West Regional Plan* which guides the NSW Government’s land use planning priorities and decisions to 2036 supports the priorities of the Tamworth Local Government Area. The Planning Proposal is consistent with the *New England North Western Regional Plan 2036*.

B2 Is the planning proposal consistent with the local council’s Community Strategic Plan, or other local strategic plan?

The Planning Proposal is consistent with the strategic planning direction outlined in the *Tamworth Regional Development Strategy 2008*, as noted above. The proposal is also consistent with Tamworth Regional Council’s *Community Strategic Plan 2017-2027*.

The *Community Strategic Plan 2017-2027 – A Prosperous Region* identifies the following:

- P1.1 ‘Support and facilitate economic development and employment opportunities’
 - Respond to emerging opportunities
 - Facilitate opportunities for new business

It is considered that the Planning Proposal aims to achieve these objectives by optimising the opportunity to rezone and introduce a floor space ratio to the subject site for future business growth in context with the adjacent industrial precinct.

B3 Is the planning proposal consistent with applicable state environmental planning policies (SEPPs)?

Refer to **Attachment 5**.

B4 Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Refer to **Attachment 6**.

Section C – Environmental, Social and Economic Impacts

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

As the previous use of the subject land was for recreational sporting fields, and considering the land is currently vacant and devoid of any vegetation, it has been determined that flora/fauna or contaminated land assessments are required at the rezoning stage.

C2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

There will be no other environmental effects as a result of the Planning Proposal.

C3 How has the planning proposal adequately addressed any social and economic effects?

The proposal has significant positive social and economic outcomes. The increase of business development and an industrial uses adjacent to the existing Taminda Industrial Precinct will provide for potential future economic investment. This will also provide for employment opportunities and additional services and facilities within the industrial precinct.

Section D – State and Commonwealth interests

D1 Is there adequate public infrastructure for the planning proposal?

The subject lands are serviced by road, water, sewer, electricity and telecommunications infrastructure. Due to the nature of the proposed development of the subject lands provision will be made for the increased demand for public infrastructure that will occur on the site.

The site is not subject to flooding due to the construction of the levee bank. Council has undertaken a comprehensive stormwater drainage analysis which underpins the planning proposal. This analysis indicates that options exist to manage drainage issues affecting the land so that it may be developed for future industrial and business purposes. The stormwater drainage analysis has been based on a range of scenarios in relation to the levee bank surrounding the Taminda precinct. Refer to **Attachment 7 – ‘Taminda Revitalisation and Economic Development Strategy, Flooding and Drainage Investigation’**.

A *Tamworth Traffic Study* was undertaken in 2012, with further detailed traffic modelling of the Taminda precinct provided in 2016. The traffic modelling takes into account future traffic volumes configured with the recent upgrade works along Gunnedah Road and Manilla Road, and a potential future bypass to the south west of the site. **Attachment 8 – ‘Extract from the Tamworth Traffic Study 2016’**.

D2 What are the views of State and Commonwealth Public Authorities consulted in accordance with gateway determination?

The propose changes to the lands for future business development and an industrial use will not not require consultation with any public authorities.

Part 4 – Mapping

Refer to attached mapping throughout this document.

Part 5 – Community Consultation

Council, in accordance with the requirements of a Gateway determination and the NSW Department of Planning’s *Guidelines to Preparing LEP’s*, will formally notify adjoining landholders and government stakeholders of the proposal and extend an invitation to make comment. Public exhibition following a Gateway determination can be expected to include advertising in local newspapers, displays at

Council offices and publication of public exhibition material on Council’s website, www.tamworth.nsw.gov.au, for the prescribed period.

Part 6 – Project timeline

The table below provides an indication of the timeline for the planning proposal.

| | |
|---|------------------------------|
| Anticipated commencement date (date of Gateway determination) | December 2017 |
| Anticipated timeframe for the completion of technical information | To be determined by the DP&E |
| Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination) | Not required |
| Commencement and completion dates for public exhibition period | December 2017/January 2018 |
| Dates for public hearing (if required) | Not required |
| Timeframe for consideration of submissions | 2 weeks |
| Timeframe for the consideration of a proposal post exhibition | 2 weeks |
| Date of submission to department to finalise LEP | February 2018 |
| Anticipated date RPA will make the plan (if delegated) | March 2018 |
| Anticipated date RPA will forward to the Department for notification | March 2018 |



Tamworth Regional Local Environmental Plan 2010

Attachment 1

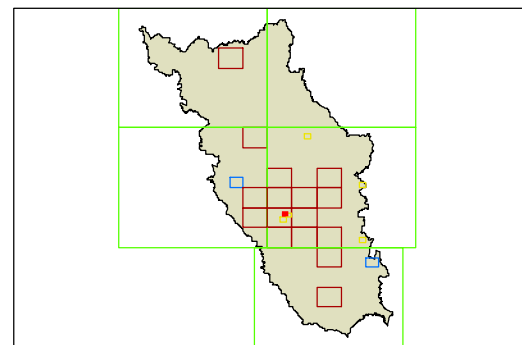
Planning Proposal for
Lot 1 DP 217032
37-77 Jewry Street, Tamworth
Aerial Imagery

Cadastral

Base Data 18/08/2017 - NSW LPI

Planning Proposal

Subject Lands



0 25 50 75 100 Meters

Scale 1:4000 @ A3

Projection: GDA 1994
Zone 56

Map Identification Number



Tamworth Regional Local Environmental Plan 2010

Attachment 2

Planning Proposal for
Lot 1 DP 217032
37-77 Jewry Street, Tamworth
Land Zoning Map

Zone

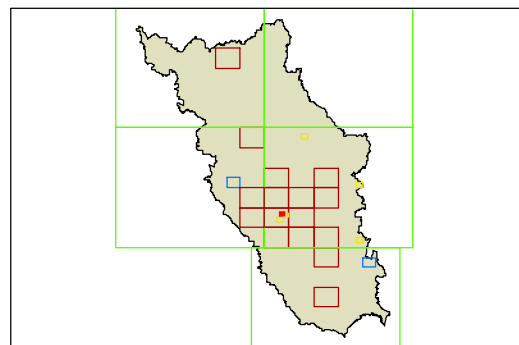
- B1** Neighbourhood Centre
- B2** Local Centre
- B3** Commercial Core
- B4** Mixed Use
- B5** Business Development
- B7** Business Park
- E1** National Parks and Nature Reserves
- E2** Environmental Conservation
- E3** Environmental Management
- IN1** General Industrial
- IN3** Heavy Industrial
- R1** General Residential
- R2** Low Density Residential
- R5** Large Lot Residential
- RE1** Public Recreation
- RE2** Private Recreation
- RU1** Primary Production
- RU3** Forestry
- RU4** Rural Small Holdings
- RU5** Village
- RU6** Transition
- SP1** Special Activities
- SP2** Infrastructure
- SP3** Tourist

Cadastral

- Base Data 18/08/2017 - NSW LPI

Planning Proposal

- Subject Lands

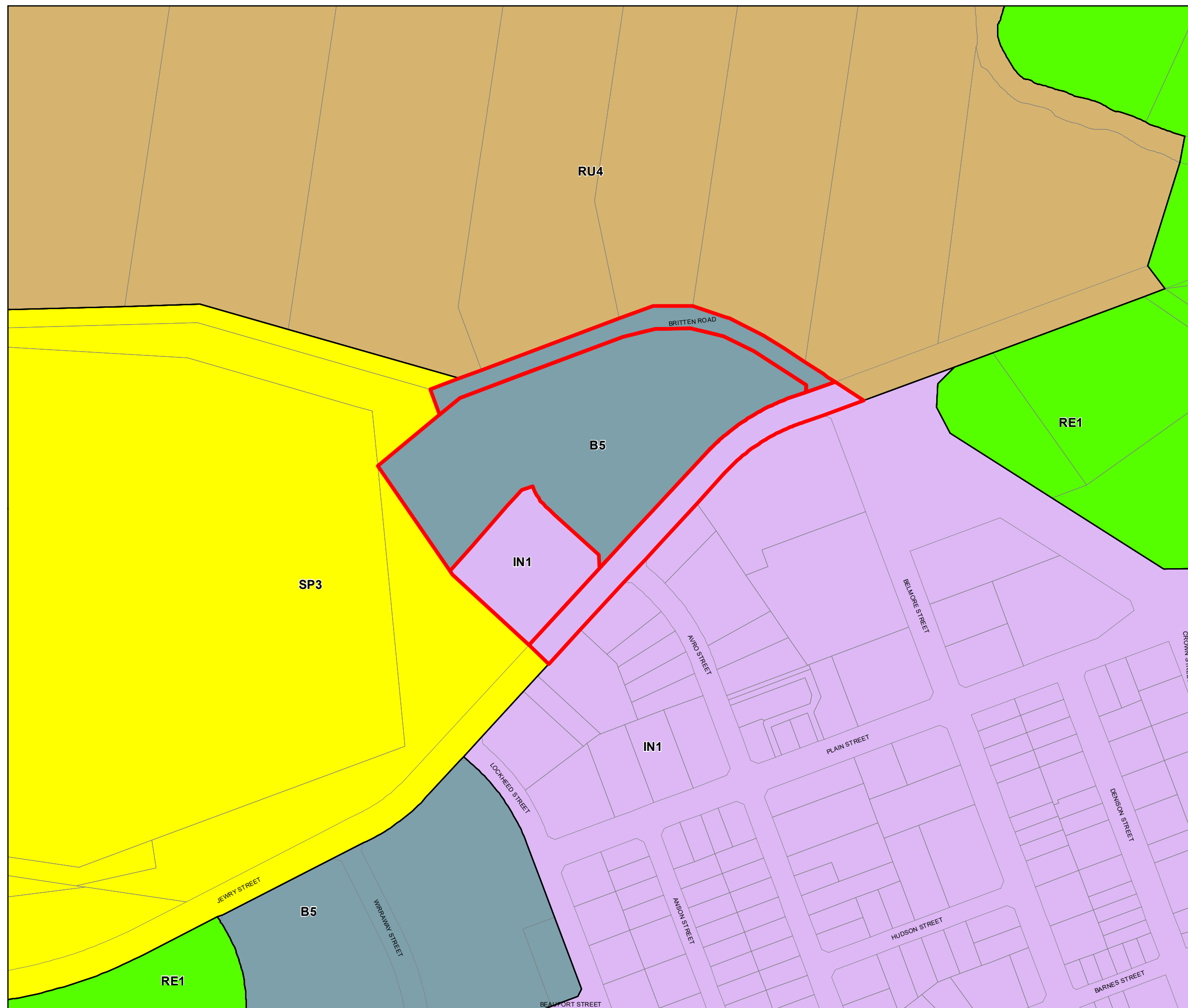


0 40 80 120 160 Meters

Scale 1:4000 @ A3

Projection: GDA 1994
Zone 56

Map Identification Number



Attachment 3
Planning Proposal for
Lot 1 DP 217032
37-77 Jewry Street, Tamworth
Floor Space Ratio Map

Maximum Floor Space Ratio (n:1)

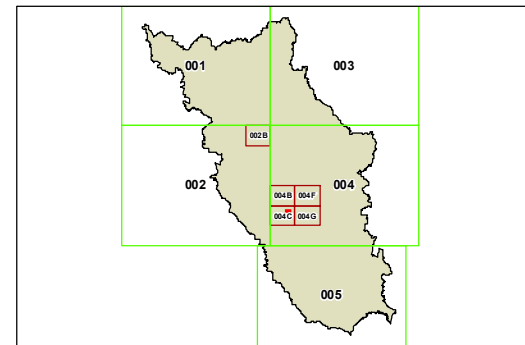
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|----|-----|
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| F | 0.6 |
| N | 1 |
| S | 1.5 |
| T | 2 |
| X | 4 |
| AA | 6 |

Cadastre

Base Data 12/09/2017 © NSW LPI

Planning Proposal

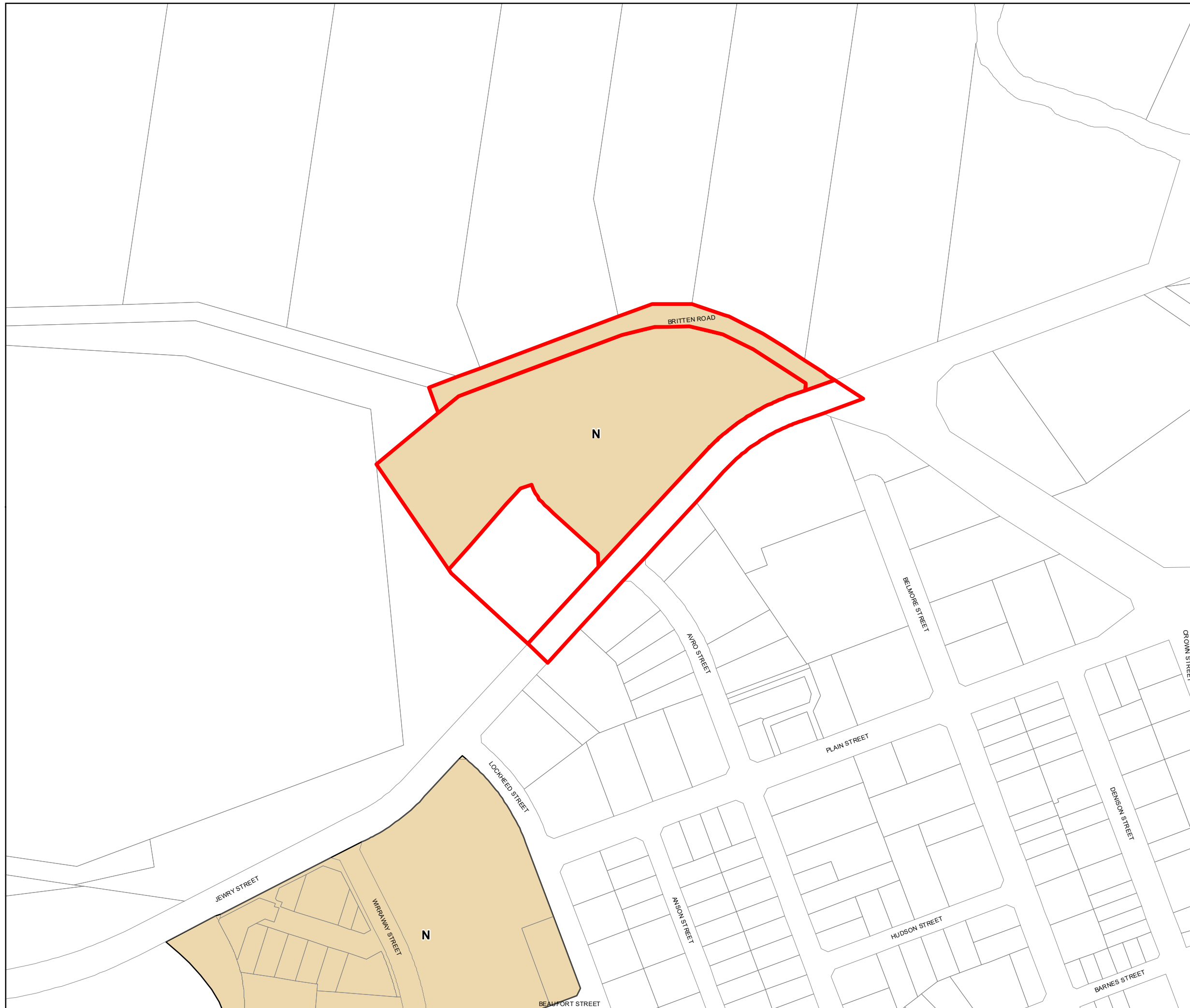
Subject Lands



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Projection: GDA 1994
Zone 56

Map Identification Number
7310_COM_FSR_004C_040_20171011



Attachment 4

Analysis of Net Community Benefit Criteria

Planning Proposal for Part Lot 73 DP 1107041, Corner of Peel and Roderick Streets, Tamworth

| EVALUATION CRITERIA (YES/NO RESPONSE as applicable) | COMMUNITY COSTS AND BENEFITS | | |
|--|---|---|---|
| | BASE CASE – CURRENT SITUATION - or COMMENT | PLANNING PROPOSAL | COMMUNITY BENEFIT PER CRITERIA |
| Will the LEP be compatible with agreed State and Regional strategic direction for development in the area? YES | The proposal is compatible with the <i>New England North West Regional Plan 2036</i> prepared by the Department of Planning and Environment and the <i>Tamworth Regional Development Strategy 2008</i> . Both plans support the rezoning of lands for future business and industrial development to stimulate economic and employment growth. | The Planning Proposal will increase the availability of land for business and industrial development within close proximity to the Taminda Industrial Precinct. | The rezoning of lands to the west of the existing Taminda Industrial Precinct will benefit the community by encouraging economic activity to the area including the generation of future employment opportunities. Additional benefits may include an increase in population from employed opportunities generated by a business and industrial development. |
| Is the planning proposal located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or another regional/sub-regional strategy? YES | The subject site with its current zoning is identified within the <i>New England North West Regional Plan 2036</i> . | The proposed changes to the lands are supported by the goals identified by the <i>New England North West Regional Plan 2036</i> for future business, commercial and industrial uses. | The <i>New England North West Regional Plan 2036</i> supports the growth of regional cities including Tamworth to provide high level services and facilities. This in turn will support the Tamworth Region and the New England and North Western areas. |
| Is the proposal likely to create a precedent or create or change the expectations of the landowner or other landholders? YES | The current zoning of the land is <i>SP3 Tourist</i> . Rezoning of the lands will change the expectations a Tourist use to an industrial and business use. | The zoning of land will change the land use from <i>SP3 Tourist</i> to <i>B5 Business Development with a portion of IN1 General Industrial</i> . The lot size provisions will remain as having a zero minimum lot size and the floor space ratio will change to 1:1 for the <i>B5 Business Development zone</i> . | The benefits that will result from the rezoning, will allow for a range of uses associated with business and industrial development. The changes to the land will provide for the expansion of the Taminda Industrial Precinct. |
| Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these | A spot rezoning was undertaken on the western edge of the Taminda Industrial Precinct to rezone Lot 2 DP 633198 from <i>B5 Business</i> | As a result of the spot zoning and the reduction of <i>B5 Business Development</i> lands within the Taminda Industrial Precinct, the | The rezoning of land will benefit the community by encouraging economic activity to the area including the generation of future |

Attachment 4

Analysis of Net Community Benefit Criteria

Planning Proposal for Part Lot 73 DP 1107041, Corner of Peel and Roderick Streets, Tamworth

| EVALUATION CRITERIA (YES/NO RESPONSE as applicable) | COMMUNITY COSTS AND BENEFITS | | |
|--|--|--|---|
| | BASE CASE – CURRENT SITUATION - or COMMENT | PLANNING PROPOSAL | COMMUNITY BENEFIT PER CRITERIA |
| considerations? YES | <i>Development</i> zone to a <i>SP1 Special Activities</i> zone. The changes to the lands were to facilitate the extension of the Tamworth Cemetery. | Planning Proposal recommends the rezoning of Lot 1 DP 217032, 33-37 Jewry Street to accommodate additional future business, commercial and industrial uses within the industrial precinct. | employment opportunities. |
| Will the planning proposal facilitate a permanent employment generating activity? YES | The subject site was previously used for a recreational purpose and is currently vacant land on the edge western edge of the Taminda Industrial Precinct. | The subject site is located adjacent to the Taminda Industrial Precinct which services the Tamworth Region and surrounds. The rezoning of the lands will allow for additional business and industrial development which will generate considerable employment activities. The changes to the land will support future economic growth within the region. | The investment in the construction of future business and industrial development will support the existing Taminda Industrial Precinct and provide an opportunity to provide permanent and part time employment in a range of trades and professions. Employment opportunities will be available for local residents and those outside the region wanting to relocate to the area. This trend may impact upon population growth with future investment potential within the local housing market. |
| Will the planning proposal impact upon the supply of residential land and therefore housing supply and affordability? NO | No. The land is currently zoned <i>SP3 – Tourist</i> and is proposed to be rezoned for business development with a portion allocated for an industrial use. | Not applicable. | Not applicable. |
| Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? YES | The subject site is located on the western fringe of the Taminda Industrial Precinct with the site having frontage to Jewry Street. Rail facilities are located on the eastern | Once the land is rezoned the development application process will determine the most appropriate access to the site and internal road network. The existing road network | The current road and rail infrastructure is considered sufficient to accommodate potential traffic generated by future business development and industrial uses on |

Attachment 4

Analysis of Net Community Benefit Criteria

Planning Proposal for Part Lot 73 DP 1107041, Corner of Peel and Roderick Streets, Tamworth

| EVALUATION CRITERIA (YES/NO RESPONSE as applicable) | COMMUNITY COSTS AND BENEFITS | | |
|---|--|---|---|
| | BASE CASE – CURRENT SITUATION - or COMMENT | PLANNING PROPOSAL | COMMUNITY BENEFIT PER CRITERIA |
| | fringe of the Taminda Industrial Precinct. The land is serviced by water, sewer and stormwater infrastructure. | is capable of servicing the proposed site. Internal servicing of the site will also be determined at the development application stage. | the subject site. |
| Is public transport currently available or is there infrastructure capacity to support future public transport? YES | A bus service is currently available throughout the city of Tamworth. The Tamworth Railway Station is located on Marius Street in north western direction from the subject site. | Future industrial and business development may generate future locations where buses may stop and provision of additional services within the area. | The current road infrastructure is considered sufficient to accommodate future public transport requirements. |
| Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? NO If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety? | The subject site is located on the western edge of the Taminda Industrial Precinct. Customers and suppliers currently utilise the industrial precinct. | The subject site is located on the western edge of the Taminda Industrial Precinct where there is existing vehicle movement. The rezoning of the subject site will not affect the car distances travelled by cars, employees and suppliers. | The rezoning has the potential to provide future business development and industrial opportunities to the community while not affecting travelling distances or compromise the supply of services within this location. |
| Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? NO If so, what is the expected impact? | The subject site is not located in an area that contains significant Government investments in infrastructure or services. | Not applicable. | Not applicable. |
| Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high | The subject site is not constrained by environmental impacts or factors. | Not applicable. | Not applicable. |

Attachment 4

Analysis of Net Community Benefit Criteria

Planning Proposal for Part Lot 73 DP 1107041, Corner of Peel and Roderick Streets, Tamworth

| EVALUATION CRITERIA (YES/NO RESPONSE as applicable) | COMMUNITY COSTS AND BENEFITS | | |
|---|---|---|---|
| | BASE CASE – CURRENT SITUATION - or COMMENT | PLANNING PROPOSAL | COMMUNITY BENEFIT PER CRITERIA |
| biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors? NO | | | |
| Will the LEP be compatible or complementary with surrounding land uses? What is the impact on amenity in the location and wider community? Will the public domain improve? YES | The subject site is currently zoned <i>SP3 Tourist</i> and located on the western fringe of the Taminda Industrial Precinct. | The rezoning to <i>B5 Business Development</i> and a portion of land to <i>IN1 General Industrial</i> will be complimentary with the surrounding lands which are currently zoned for business and industrial purposes. The future development of the site will be in context with the surrounding uses. | The amenity and public domain will be improved due to the site being development to include business and industrial development that will complement the existing development. |
| Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area? YES | The subject site was previously used for public recreation in the form of soccer fields. The site is currently vacant with an area of approximately 7.95 hectares and has the capacity to accommodate an industrial use and a range of business development uses. | The rezoning of the subject site to a <i>B5 Business Development</i> zone and a portion to an <i>IN1 General Industrial</i> zone will permit future business development and industrial uses. | The changes proposed for the subject site will permit a range of business, commercial and industrial uses on the land and support the extension of the Taminda Industrial Precinct. |
| If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future? N/A | The subject site is located on the western fringe of the Taminda Industrial Precinct. | The rezoning of the subject site to business development and a portion of industrial will be complimentary to the existing development within the Taminda Industrial Precinct. | The increase of business and industrial development will provide the community with a range of services and contribute toward a regional industrial/business hub for north western NSW. |
| What are the public interest reasons for preparing the draft plan? | There has been considerable interest in the future potential of the subject site as it is currently vacant | The planning proposal will rezone the lands for future business and industrial business development | The sale of the subject site will fund the development of other projects that will benefit the community. |

Attachment 4

Analysis of Net Community Benefit Criteria

Planning Proposal for Part Lot 73 DP 1107041, Corner of Peel and Roderick Streets, Tamworth

| EVALUATION CRITERIA (YES/NO RESPONSE as applicable) | COMMUNITY COSTS AND BENEFITS | | |
|--|--|--|---|
| | BASE CASE – CURRENT SITUATION - or COMMENT | PLANNING PROPOSAL | COMMUNITY BENEFIT PER CRITERIA |
| What are the implications of not proceeding at that time? | and adjacent to the Taminda Industrial Precinct. | that will support the surrounding land uses. Not proceeding with the proposed changes will result in a shortage of business development lands within the Taminda Industrial Precinct. | |
| Summary | A significant net community benefit is identified by this analysis for the criteria examined above. No significant net cost was identified relating to any of the criteria considered. | | |

Attachment 5

Consideration of State Environmental Planning Policies Relative to the Planning Proposal for Lot 1 DP 217032, 37-77 Jewry Street, Tamworth

The following SEPP's apply to the Tamworth Regional Council Area Local Government Area, as at November 2017.

| SEPP | Applicable to TRC? | Consistent/ Inconsistent | Reason for inconsistency or comment |
|---|--------------------|--------------------------|--|
| State Environmental Planning Policy No. 1 - Development Standards | Yes | N/A | SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy No. 14 - Coastal Wetlands | No | N/A | Not applicable |
| State Environmental Planning Policy No. 19 - Bushland in Urban Areas | No | N/A | Not applicable |
| State Environmental Planning Policy No. 21 - Caravan Parks | Yes | Consistent | Caravan Parks are prohibited <i>IN1 General Industrial</i> and <i>B5 Business Development</i> zones. |
| State Environmental Planning Policy No. 26 – Littoral Rainforests | No | N/A | Not applicable |
| State Environmental Planning Policy No. 30 - Intensive Agriculture | Yes | N/A | Not applicable to the lands identified in the Planning Proposal |
| State Environmental Planning Policy No. 33 - Hazardous and Offensive Development | Yes | N/A | Not applicable to the lands identified in the Planning Proposal |
| State Environmental Planning Policy No. 36 - Manufactured Home Estates | Yes | Consistent | The SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy No. 44 - Koala Habitat Protection | No | N/A | Not applicable |
| State Environmental Planning Policy No. 47 – Moore Park Showground | No | N/A | Not applicable |
| State Environmental Planning Policy No. 50 - Canal Estate Development | No | N/A | Not applicable |
| State Environmental Planning Policy No. 52 – Farm Dams and other works in Land and Water Management Plan Area | No | N/A | Not applicable |
| State Environmental Planning Policy No. 55 - Remediation of Land | Yes | Consistent | The SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy No. 62 - Sustainable Aquaculture | Yes | N/A | Not applicable to the lands identified in the Planning Proposal |
| State Environmental Planning Policy No. 64 - Advertising and Signage | Yes | Consistent | SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development | Yes | Consistent | SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy No. 70 – Affordable Housing (Revised Schemes) | No | N/A | Not applicable |
| State Environmental Planning Policy No. 71 – Coastal Protection | No | N/A | Not applicable |
| State Environmental Planning Policy (Affordable Rental Housing) 2009 | Yes | Consistent | SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 | Yes | Consistent | SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |

Attachment 5
Consideration of State Environmental Planning Policies Relative to the
Planning Proposal for Lot 1 DP 217032, 37-77 Jewry Street, Tamworth

| SEPP | Applicable to TRC? | Consistent/ Inconsistent | Reason for inconsistency or comment |
|---|--------------------|---|--|
| State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 | Yes | Inconsistent (IN1 zone) Consistent (B5 zone) | Educational Establishments are prohibited in the <i>IN1 General Industrial</i> zone, however are permissible under the SEPP Infrastructure 2007 in the <i>B5 Business Development</i> zone. Child Care facilities are not permissible in the <i>IN1 General Industrial</i> zone, however are permissible in the <i>B5 Business Development</i> zone. |
| State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 | Yes | Consistent | SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy Housing for Seniors or People with a Disability 2004 | Yes | Consistent | Seniors Housing and residential care facilities are prohibited within the <i>IN1 General Industrial</i> and <i>B5 Business Development</i> zones. |
| State Environmental Planning Policy (Infrastructure) 2007 | Yes | Consistent | SEPP provisions are additional to those in the <i>TRLEP 2010</i> . |
| State Environmental Planning Policy (Integration and Repeals) 2016 | No | N/A | Not applicable |
| State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007 | No | N/A | Not applicable |
| State Environmental Planning Policy (Kurnell Peninsula) 1989 | No | N/A | Not applicable |
| State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 | Yes | N/A | Not applicable to the lands identified in the Planning Proposal |
| State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007 | No | N/A | Not applicable |
| State Environmental Planning Policy (Penrith Lakes Scheme) 1989 | No | N/A | Not applicable |
| State Environmental Planning Policy (Rural Lands) 2008 | Yes | N/A | Not applicable to the lands identified in the Planning Proposal |
| State Environmental Planning Policy (State and Regional Development) 2011 | No | N/A | Not applicable |
| State Environmental Planning Policy (State Significant Precincts) 2005 | Yes | N/A | Not applicable to the lands identified in the Planning Proposal |
| State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011 | No | N/A | Not applicable |
| State Environmental Planning Policy (Sydney Region Growth Centres) 2006 | No | N/A | Not applicable |
| State Environmental Planning Policy (Three Ports) 2013 | No | N/A | Not applicable |
| State Environmental Planning Policy (Urban Renewal) 2010 | No | N/A | Not applicable |
| State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 | No | N/A | Not applicable |
| State Environmental Planning Policy (Western Sydney Employment Area) | No | N/A | Not applicable |
| State Environmental Planning Policy (Western Sydney Parklands) 2009 | No | N/A | Not applicable |

Attachment 6
Consideration of Section 117 Ministerial Directions
Assessment relative to Lot 1 DP 217032
37-77 Jewry Streets, Tamworth

1. Employment and Resources

| Direction | Applicable | Consistent | Reason for inconsistency or comment |
|--|-------------------|-------------------|---|
| 1.1 Business and Industrial Zones | Yes | Consistent | The Planning proposal is in accordance with the requirement of the S.117 Direction. The Tamworth Regional Development Strategy 2008 encourages commercial development and employment growth within the Central Business District. |
| 1.2 Rural Zones | Yes | Not Applicable | Does not affect the subject land. |
| 1.3 Mining, Petroleum Production and Extractive Industries | Yes | Not Applicable | Does not affect the subject land. |
| 1.4 Oyster Aquaculture | No | Not Applicable | Land use does not affect Tamworth LGA |
| 1.5 Rural Lands | No | Not Applicable | Does not affect the subject land. |

2. Environment and Heritage

| Direction | Applicable | Consistent | Reason for inconsistency or comment |
|----------------------------------|-------------------|-------------------|--|
| 2.1 Environment Protection Zones | No | Not Applicable | Does not affect the subject land. |
| 2.2 Coastal Protection | No | Not Applicable | Does not affect Tamworth LGA |
| 2.3 Heritage Conservation | Yes | Consistent | Does not affect the subject land. |
| 2.4 Recreation Vehicle Areas | Yes | Not Applicable | Does not affect the subject land. |

Attachment 6
Consideration of Section 117 Ministerial Directions
Assessment relative to Lot 1 DP 217032
37-77 Jewry Streets, Tamworth

3. Housing, Infrastructure and Urban Development

| Direction | Applicable | Consistent | Reason for inconsistency or comment |
|---|------------|----------------|---|
| 3.1 Residential Zones | No | Not Applicable | The Planning Proposal does not apply to residential zones. |
| 3.2 Caravan Parks and Manufactured Home Estates | No | Not Applicable | Caravan Parks and Manufactured Home Estates are prohibited within the <i>IN1 General Industrial</i> and <i>B5 Business Development</i> zones. |
| 3.3 Home Occupations | Yes | Consistent | The Planning Proposal is in accordance with the requirements of the S.117 Direction. |
| 3.4 Integrating Land Use and Transport | Yes | Consistent | The Planning Proposal will support vehicle access and public transport within the proposed commercial core precinct. |
| 3.5 Development Near Licensed Aerodromes | No | Not Applicable | Does not affect the subject land. |
| 3.6 Shooting Ranges | No | Not Applicable | Does not affect the subject land. |

4. Hazard and Risk

| Direction | Applicable | Consistent | Reason for inconsistency or comment |
|---------------------------------------|------------|----------------|--|
| 4.1 Acid Sulfate Soils | No | Not Applicable | Does not affect the LGA. |
| 4.2 Mine Subsidence and Unstable Land | No | Not Applicable | Does not affect the LGA. |
| 4.3 Flood Prone Land | No | Not Applicable | The subject site is not identified as flood prone land due to the construction of the Tamworth City Levees |
| 4.4 Planning for Bushfire Protection | Yes | Not Applicable | Does not affect the subject land. |

Attachment 6
Consideration of Section 117 Ministerial Directions
Assessment relative to Lot 1 DP 217032
37-77 Jewry Streets, Tamworth

5. Regional Planning

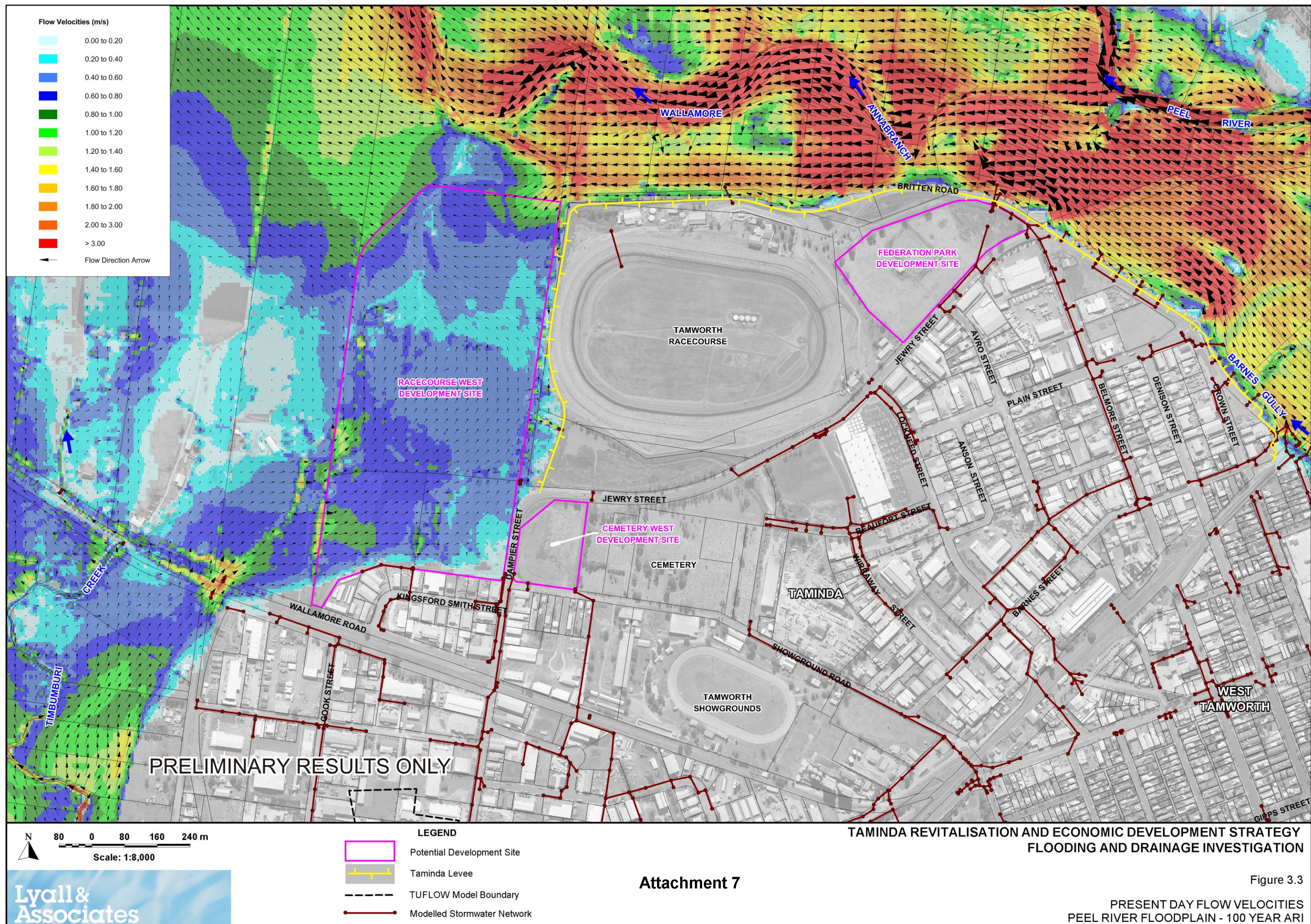
| Direction | Applicable | Consistent | Reason for inconsistency or comment |
|--|------------|----------------|-------------------------------------|
| 5.1 Implementation of Regional Strategies | No | Not Applicable | Does not affect the Tamworth LGA. |
| 5.2 Sydney Drinking Water Catchments | No | Not Applicable | Does not affect the Tamworth LGA. |
| 5.3 Farmland of State and Regional Significance on the NSW Far North Coast | No | Not Applicable | Does not affect the Tamworth LGA. |
| 5.4 Commercial and Retail Development along the Pacific Highway, North Coast | No | Not Applicable | Does not affect the Tamworth LGA. |
| 5.8 Second Sydney Airport: Badgerys Creek | No | Not Applicable | Does not affect the Tamworth LGA. |

6. Local Plan Making

| Direction | Applicable | Consistent | Reason for inconsistency or comment |
|--|------------|----------------|--|
| 6.1 Approval and Referral Requirements | Yes | Consistent | The Planning proposal is in accordance with the requirements of the S.117 Direction. |
| 6.2 Reserving Land for Public Purposes | No | Not Applicable | Does not affect the Planning Proposal |
| 6.3 Site Specific Provisions | Yes | Consistent | The Planning proposal is in accordance with the requirements of the S.117 Direction. |

7. Metropolitan Planning

| Direction | Applicable | Consistent | Reason for inconsistency or comment |
|---|------------|----------------|-------------------------------------|
| 7.1 Implementation of the Metropolitan Strategy | No | Not Applicable | Does not affect the Tamworth LGA. |





Tamworth Traffic Study Tamworth Strategic Transport Model Modelling Report

Client // Tamworth Regional Council and Roads and Maritime Services
Office // VIC
Reference // 16S12550000
Date // 15/09/2016

Attachment 8

Tamworth Traffic Study

Tamworth Strategic Transport Model

Modelling Report


Issue: B 15/09/2016

Client: Tamworth Regional Council and Roads and Maritime Services

Reference: 16S12550000

GTA Consultants Office: VIC

Quality Record

| Issue | Date | Description | Prepared By | Checked By | Approved By | Signed |
|-------|------------|-------------|-----------------|-----------------|-----------------|---|
| A-Dr | 18/05/2016 | Draft | Darren Bayfield | Reece Humphreys | Reece Humphreys | |
| A-Dr2 | 26/05/2016 | Draft 2 | Mark Stephens | Reece Humphreys | Reece Humphreys | |
| A-Dr3 | 01/06/2016 | Draft 3 | Mark Stephens | Reece Humphreys | Reece Humphreys | |
| A | 06/09/2016 | Final | Mark Stephens | Reece Humphreys | Reece Humphreys | |
| B | 15/09/2016 | Final | Mark Stephens | Reece Humphreys | Reece Humphreys |  |

6. Stage 3 - Taminda Bypass

6.1 Background

Taminda is an industrial and commercial suburb located in the north western area of Tamworth alongside the Peel River. The sub arterial roads through the area include Ebsworth Street, Jewry Street and Dampier Street, and collector roads include Barnes Street, Westdale Road which becomes Showground Road and Wallamore Road.

The Proposed Taminda bypass aims to provide an alternate link connecting Jewry Street to the Oxley Highway via Bass Street. Its approximate location is shown in Figure 6.1.

Figure 6.1: Location of the Proposed Taminda Bypass



The purpose of the analysis is to:

- Provide advice on whether the Taminda Bypass needs to proceed given the recent upgrade works at the intersection of Dampier Street and Gunnedah Road and the upgrade work on Gunnedah Road;
- Determine the split of traffic between Jewry Street/Dampier Street and the Taminda Bypass.
- Determine the recommended intersection type at the Wallamore Road/Taminda Bypass intersection.
- Assess the impact on the network should the the Taminda Bypass not proceed.

- Determine the most appropriate treatment at key intersections and the expected effects of each intersection on the adjoining intersections.

6.2 Strategic Model Outputs

A comparison between the 2040 AM forecast traffic volumes for the reference case and the Taminda Bypass scenario indicates that the bypass will alleviate traffic volumes along Dampier Street and along Gunnedah Road between Dampier Street and Cole Road indicating that the Taminda Bypass will have a positive impact on traffic congestion. The 2040 AM reference case and bypass scenario volumes are illustrated in Figures 6.2 and 6.3 respectively.

Figure 6.2: 2040 AM Reference Case Traffic Volumes (2-hour flows)



Figure 6.3: 2040 AM Bypass Scenario Traffic Volumes (2-hour flows)



The 2040 PM reference case and bypass scenario results exhibit a similar trend as the AM peak with volumes are illustrated in Figures 6.4 and 6.5 respectively.

Figure 6.4: 2040 PM Reference Case Traffic Volumes (2-hour flows)



Figure 6.5: 2040 PM Bypass Scenario Traffic Volumes (2-hour flows)



The results show the new link is expected to carry between 600 and 800 vehicles per hour (two-way) in the AM and PM peaks. Volumes on Dampier Street will reduce by between 500 and 600 vehicles per hour which represents a reduction of 47.5%.

6.3 Intersection Assessment

6.3.1 Methodology

Scenario models were developed within TSTM for the Taminda Bypass Option and a reference case scenario that does not include the proposed Taminda Bypass. These scenario models were based upon the 2020, 2030 and 2040 reference case models.

These models were run to assess the impacts that a Taminda Bypass would have upon intersection performance and traffic distribution and were then used to generate turning volumes to assess the performance of the intersections listed above.

6.3.2 Assumptions

The following assumptions have been used for the intersection assessment:

- Future year (2020, 2030 and 2040) reference case scenarios modelled with the new Callala connection road in place (Stage 1 Option 3)
- Posted speed limits for Future Years assumed to be as per existing
- For give way priority controlled intersections, the worst LOS for all movements is reported, as SIDRA does not give an intersection LOS for two-way sign control intersections
- Turn volumes have been taken directly from future year Strategic model outputs
- It is assumed that there will be some form of grade separation where the proposed bypass crosses the rail line.

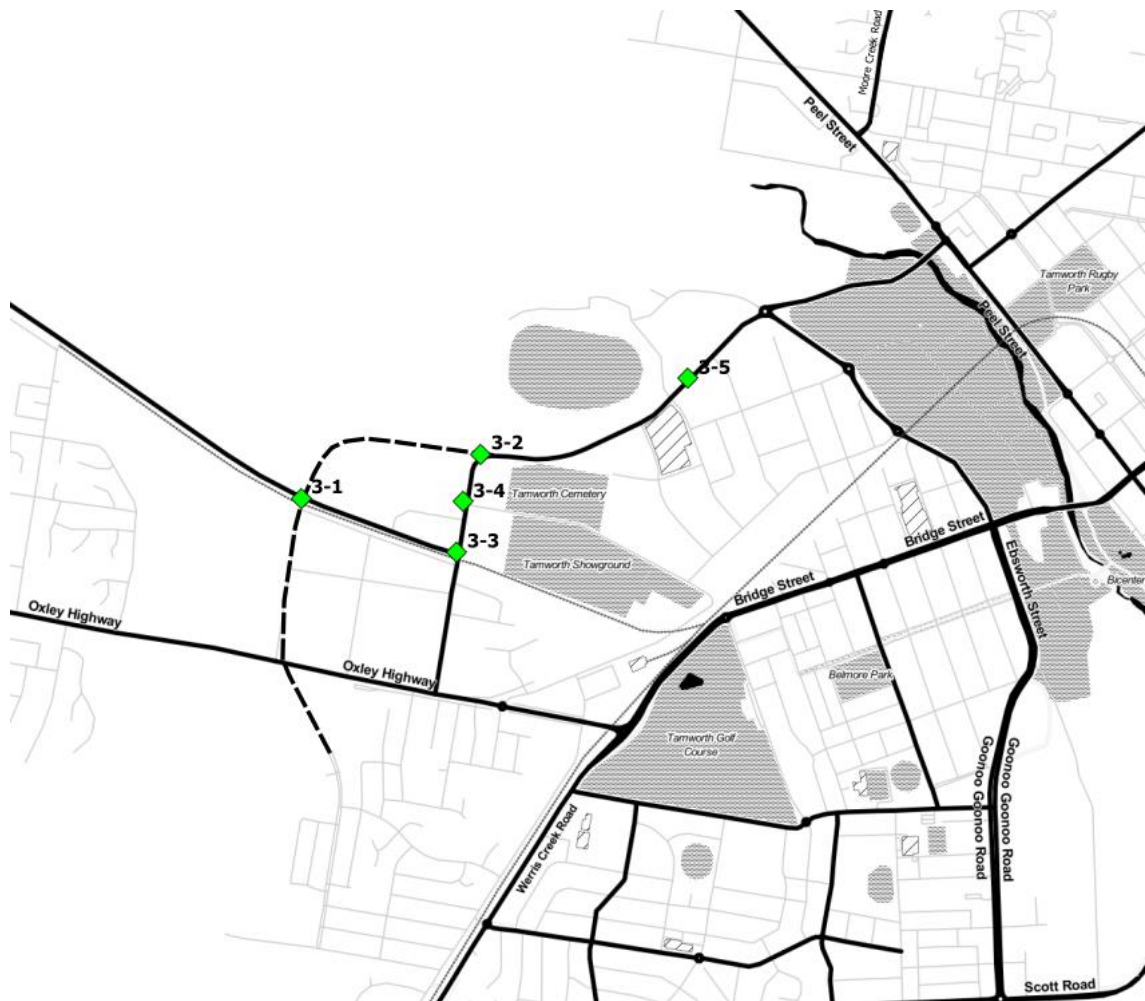
6.4 Intersection Analysis Results

The turn volumes have been extracted from the TSTM for both a Reference case (without the Taminda Bypass) and a Bypass Scenario for the 2020, 2030 and 2040 future years. These turn volumes have been used to undertake intersection analysis of the following key intersections:

- Intersection 3-1, Dampier Street / Wallamore Road
- Intersection 3-2, Dampier Street / Westdale
- Intersection 3-3, Dampier Street / Jewry Street (if the Taminda Bypass needs to progress)
- Intersection 3-4, Taminda Bypass / Wallamore Road (if the Taminda Bypass needs to progress)
- Intersection 3-5, Jewry Street / Federation Park

The intersection Locations are illustrated in Figure 6.6.

Figure 6.6: Locations of the Key Intersections

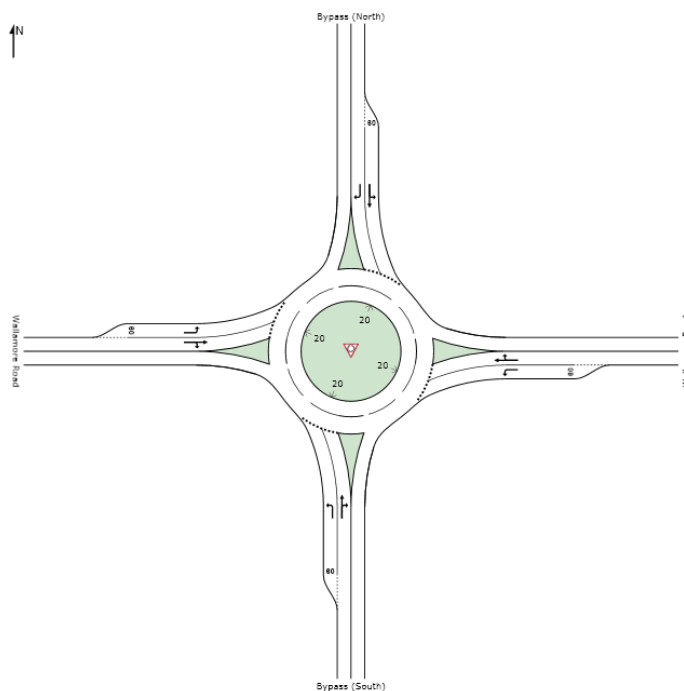


The outcomes of these analyses are presented in the following sections.

6.4.1 Intersection 3-1 Wallamore Road / Bypass Road

The Wallamore Road / Bypass Road intersection will be required to operate as a roundabout controlled intersection, as shown in Figure 6.7.

Figure 6.7: Wallamore Road / Bypass Road Intersection Layout Requirements



The results of the SIDRA modelling for the Wallamore Road / Bypass Road intersection are summarised in Table 6.1.

Table 6.1: Wallamore Road / Bypass Road - Intersection Analysis Summary

| Scenario | 2020 | | 2030 | | 2040 | |
|---------------------|------|-----|------|-----|------|-----|
| | DOS | LOS | DOS | LOS | DOS | LOS |
| AM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.33 | A | 0.66 | A | 0.88 | B |
| PM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.44 | A | 0.75 | A | 0.94 | B |

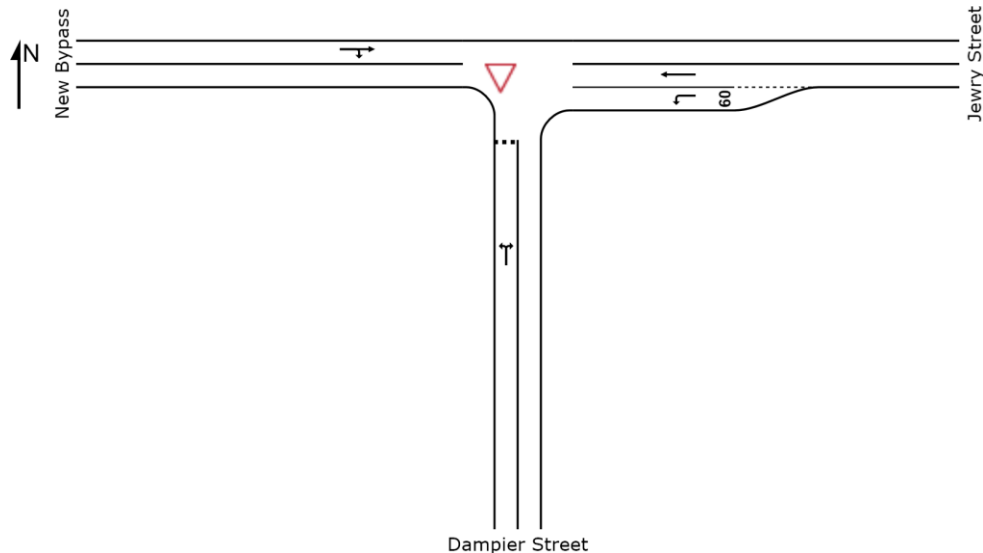
The assessment shows that the roundabout will begin to reach its theoretical capacity by 2040, where further investigation will be required. It is noted that the key movement that results in the high DOS value are the Wallamore Road (West Leg) through and right turn movements.

The LOS values are based on intersection delays which is per the RMS standard for determining the level of service.

6.4.2 Intersection 3-2 Bypass Road / Jewry Street / Dampier Street

The Bypass Road / Jewry Street / Dampier Street intersection will operate as a priority controlled intersection, as shown in Figure 6.8.

Figure 6.8: Bypass Road / Jewry Street / Dampier Street Intersection Layout Requirements



The results of the SIDRA modelling for the Wallamore Road / Bypass Road intersection are summarised in Table 6.2.

Table 6.2: Bypass Road / Jewry Street / Dampier Street - Intersection Analysis Summary

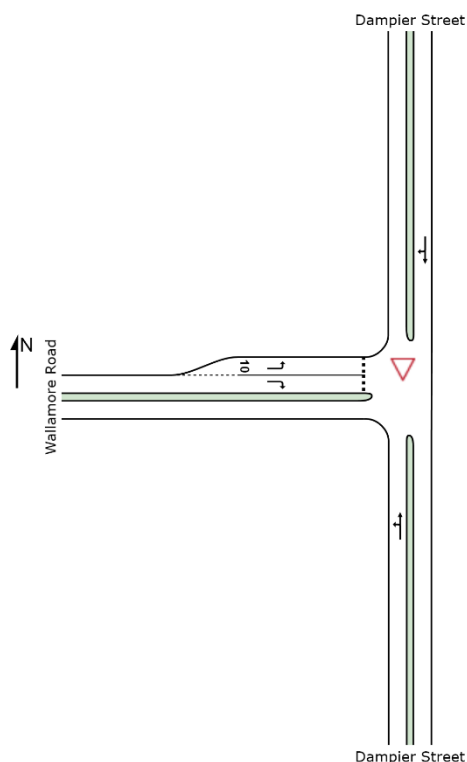
| Scenario | 2020 | | 2030 | | 2040 | |
|---------------------|------|-----|------|-----|------|-----|
| | DOS | LOS | DOS | LOS | DOS | LOS |
| AM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.32 | B | 0.40 | C | 0.47 | C |
| PM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.30 | B | 0.39 | C | 0.42 | C |

The analysis shows that the intersection is expected to operate at acceptable levels of service and degrees of saturation of less than 0.5. Further design may be warranted in terms of turning lanes and the like, and should be considered as part of further detailed design and development.

6.4.3 Intersection 3-3 Wallamore Road / Dampier Street

The Wallamore Road / Dampier Street intersection has been assessed as a priority controlled intersection (i.e. its current form), as shown in Figure 6.9.

Figure 6.9: Wallamore Road / Dampier Street Intersection Layout Requirements



The results of the SIDRA modelling for the Wallamore Road / Dampier Street intersection are summarised in Table 6.3.

Table 6.3: Wallamore Road / Dampier Street - Intersection Analysis Summary

| Scenario | 2020 | | 2030 | | 2040 | |
|---------------------|------|-----|------|-----|------|-----|
| | DOS | LOS | DOS | LOS | DOS | LOS |
| AM Peak Hour | | | | | | |
| Reference Case | 0.40 | A | 0.59 | A | 0.76 | B |
| With Bypass | 0.19 | A | 0.26 | A | 0.25 | A |
| PM Peak Hour | | | | | | |
| Reference Case | 0.66 | A | 0.92 | B | 0.77 | B |
| With Bypass | 0.28 | A | 0.26 | A | 0.37 | A |

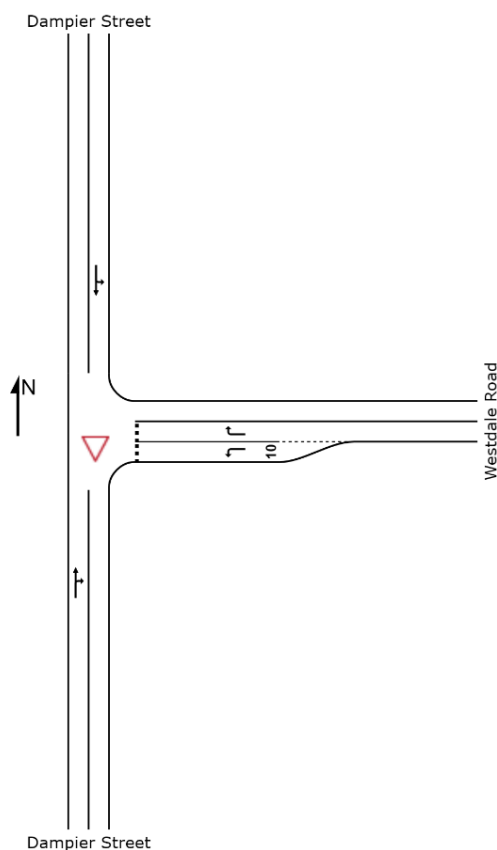
The results indicate that without the Taminda Bypass, the intersection the intersection will be approaching its capacity in terms of DOS by 2040, meaning that improvements will be required should the bypass not proceed.

It is noted that the levels of service are considered to be excellent, indicating that delays are low for the intersection.

6.4.4 Intersection 3-4 Dampier Street / Showground Road

The Dampier Street / Showground Road intersection has been assessed as a priority controlled intersection, shown in Figure 6.10.

Figure 6.10: Dampier Street / Showground Road Intersection Layout Requirements



The results of the SIDRA modelling for the Dampier Street / Showground Road intersection are summarised in Table 6.4.

Table 6.4: Dampier Street / Showground Road - Intersection Analysis Summary

| Scenario | 2020 | | 2030 | | 2040 | |
|---------------------|------|-----|------|-----|------|-----|
| | DOS | LOS | DOS | LOS | DOS | LOS |
| AM Peak Hour | | | | | | |
| Reference Case | 0.30 | A | 0.43 | B | 0.66 | B |
| With Bypass | 0.07 | A | 0.18 | A | 0.31 | A |
| PM Peak Hour | | | | | | |
| Reference Case | 0.47 | B | 0.72 | C | 0.91 | E |
| With Bypass | 0.14 | A | 0.33 | A | 0.34 | A |

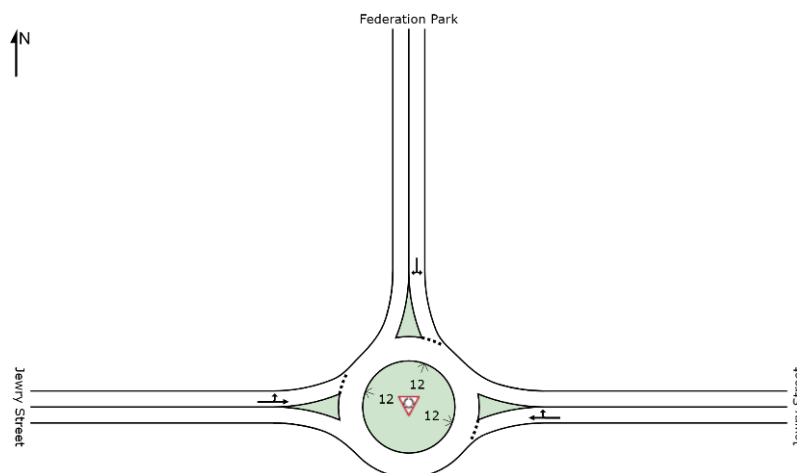
The results show that without the Taminda Bypass the intersection will approach failure by 2040, meaning that capacity improvements will be required should the bypass not proceed.

The poor levels of service (E) indicate the long delays will be expected at the intersection.

6.4.5 Intersection 3-5 Jewry Street / Federation Park

The Jewry Street / Federation Park intersection will be required to operate as a roundabout controlled intersection, as shown in Figure 6.11.

Figure 6.11: Jewry Street / Federation Park Intersection Layout Requirements



The results of the SIDRA modelling for the Jewry Street / Federation Park intersection are summarised in Table 6.5.

Table 6.5: Jewry Street / Federation Park - Intersection Analysis Summary

| Scenario | 2020 | | 2030 | | 2040 | |
|---------------------|------|-------|------|-------|------|-------|
| | DOS | LOS | DOS | LOS | DOS | LOS |
| AM Peak Hour | | | | | | |
| Reference Case | 0.51 | LOS A | 0.63 | LOS B | 0.72 | LOS B |
| With Bypass | 0.52 | LOS A | 0.71 | LOS B | 0.81 | LOS B |
| PM Peak Hour | | | | | | |
| Reference Case | 0.53 | LOS B | 0.65 | LOS B | 0.76 | LOS C |
| With Bypass | 0.56 | LOS B | 0.73 | LOS C | 0.80 | LOS C |

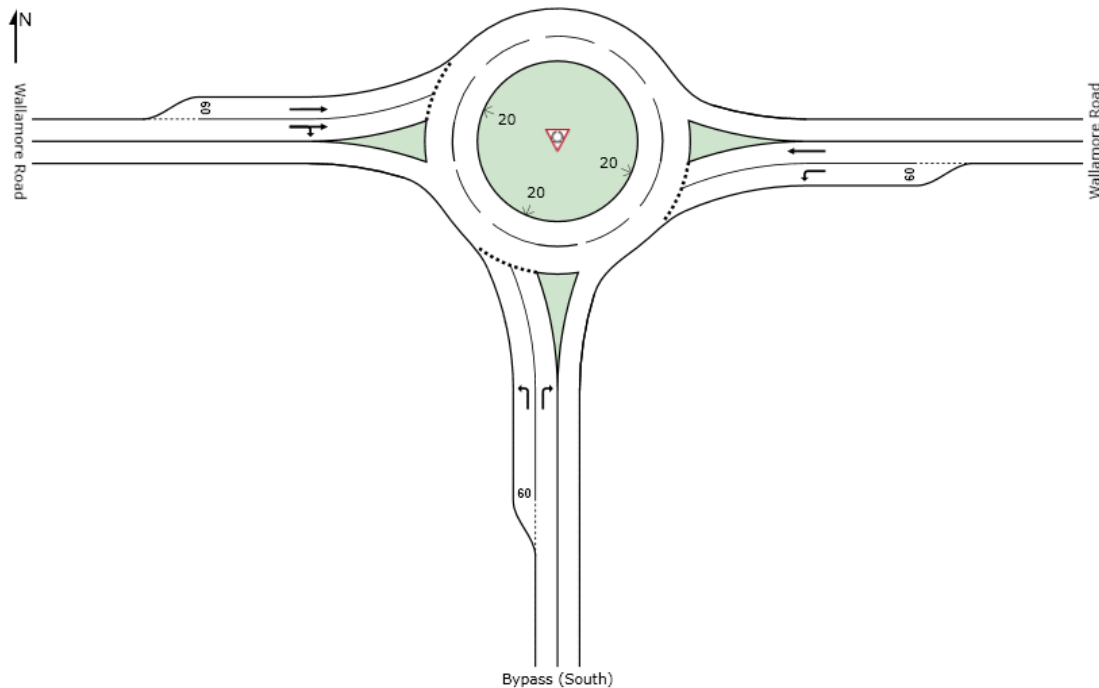
The analysis shows that the intersection is expected to operate at acceptable levels of service and degrees of saturation. Further design may be warranted in terms of turning lanes and the roundabout diameter, which should be considered as part of further detailed design and development.

6.4.6 Intersection 3-1b Wallamore Road / Bypass Road (south only)

Council are also investigating the possibility of constructing the section of bypass south of Wallamore Road only and as such a scenario has been accessed in the strategic model. In this

regard the Wallamore Road / Bypass Road intersection has been assumed to operate as a roundabout, as in the full bypass scenario, and is shown in Figure 6.12.

Figure 6.12: Wallamore Road / Bypass Road (South) Intersection Layout Requirements



The results of the SIDRA modelling for the Wallamore Road / Bypass Road (south only) intersection are summarised in Table 6.6.

Table 6.6: Wallamore Road / Bypass Road - Intersection Analysis Summary

| Scenario | 2020 | | 2030 | | 2040 | |
|---------------------|------|-----|------|-----|------|-----|
| | DOS | LOS | DOS | LOS | DOS | LOS |
| AM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.44 | A | 0.56 | A | 0.75 | A |
| PM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.44 | A | 0.54 | A | 0.86 | A |

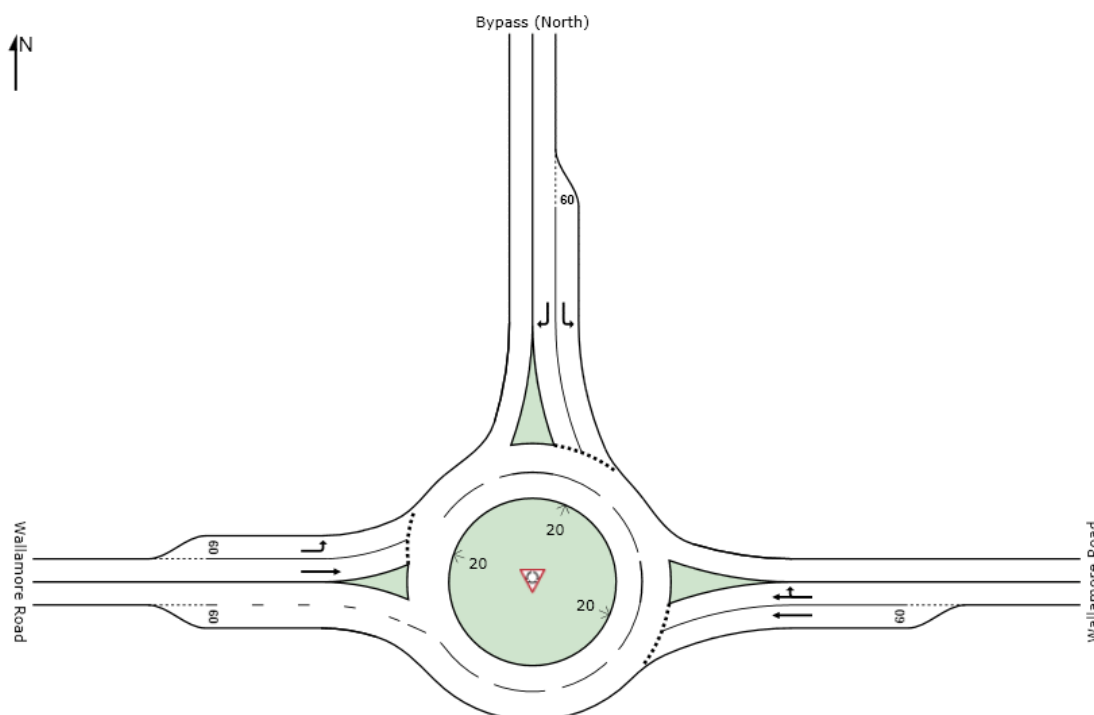
The assessment shows that the roundabout will approach its theoretical capacity by 2040 where further investigation may be required. It is noted that with the predicted 2020 and 2030 traffic demands the intersection is able to function within capacity accommodating a single west approach lane. However, under 2040 volumes the additional short lane is required to increase capacity on the west approach.

The LOS values are based on intersection delays which is per the RMS standard for determining the level of service.

6.4.7 Intersection 3-1c Wallamore Road / Bypass Road (North only)

Council are also investigating the possibility of constructing the section of bypass North of Wallamore Road only and as such a scenario has been accessed in the strategic model. In this regard the Wallamore Road / Bypass Road intersection has been assumed to operate as a roundabout, as in the full bypass scenario, and is shown in Figure 6.13.

Figure 6.13: Wallamore Road / Bypass Road (South) Intersection Layout Requirements



The results of the SIDRA modelling for the Wallamore Road / Bypass Road (north only) intersection are summarised in Table 6.7.

Table 6.7: Wallamore Road / Bypass Road - Intersection Analysis Summary

| Scenario | 2020 | | 2030 | | 2040 | |
|---------------------|------|-----|------|-----|------|-----|
| | DOS | LOS | DOS | LOS | DOS | LOS |
| AM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.32 | A | 0.41 | A | 0.65 | C |
| PM Peak Hour | | | | | | |
| Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| With Bypass | 0.31 | A | 0.38 | A | 0.55 | A |

The assessment concluded that the roundabout would reach its theoretical capacity by 2040 in the AM peak (resultant DOS =1.035) where a single through lane from the east is provided. In this regard, the Sidra analysis was re-run with the layout shown in Figure 6.13 with the additional through lane from the east leg. Under this layout the roundabout is expected to operate within capacity and with an excellent level of service under all tested future year scenarios.

6.4.8 Grade Separated Bypass

Investigations into an additional scenario were requested by Council to investigate the impact introducing the bypass as grade separated such that it does not intersect with Wallamore Road. In this regard, the strategic model suggests that the bypass would become less attractive.

The route is less attractive because it removes the ability for motorists to access onto Wallamore Road and only vehicles that desire to travel between Oxley Highway and Jewry Street will use the route. As a result, increased traffic volumes will be required to use the alternative route along Dampier Street.

Sidra was used to investigate the indicative intersection performance at the three intersections along Dampier Street. At the Bypass Road / Jewry Street / Dampier Street intersection (3-2) it is expected that under the grade separated scenario the right turn from Dampier Street to Jewry Street will have greater demands than the bypass (west approach). In this regard, Sidra indicates that the Jewry Street-Dampier Street turn should be from the major road, whilst motorists accessing/leaving the bypass route would be required to give-way. Tests indicate the intersection would reach capacity under by 2030 under the layout proposed in Section 6.4.2 (at grade bypass). Figure 6.14 shows the proposed layout for this intersection under the grade separated bypass scenario, whilst a summary of the results is provided in Table 6.8.

Figure 6.14: Proposed Layout change - Bypass Road / Jewry Street / Dampier Street (3-2)

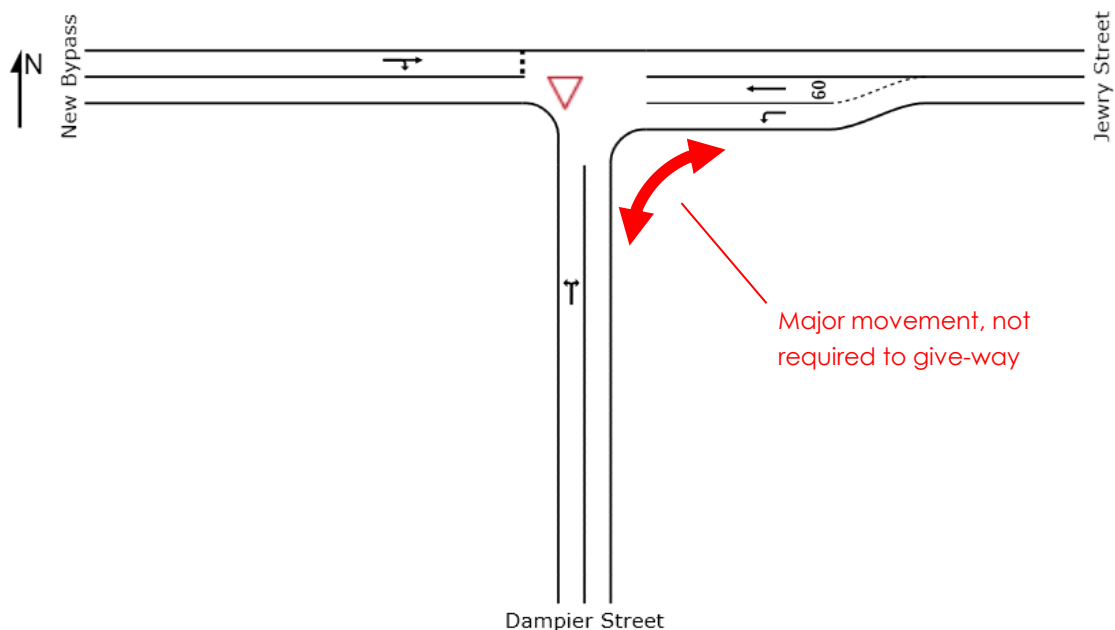


Table 6.8: Dampier Street Intersections – Grade Separated Analysis Summary

| Intersection | Scenario | 2020 | | 2030 | | 2040 | |
|--|-----------------------------|------|-----|------|-----|------|-----|
| | | DOS | LOS | DOS | LOS | DOS | LOS |
| 3-2 Bypass Road / Jewry Street / Dampier Street | AM Peak Hour | | | | | | |
| | Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| | With Grade Separated Bypass | 0.29 | B | 0.49 | C | 0.85 | D |
| | PM Peak Hour | | | | | | |
| | Reference Case | n/a | n/a | n/a | n/a | n/a | n/a |
| | With Grade Separated Bypass | 0.38 | B | 0.62 | C | 1.15 | F |
| 3-3 Wallamore Road / Dampier Street | AM Peak Hour | | | | | | |
| | Reference Case | 0.40 | A | 0.59 | A | 0.76 | B |
| | With Grade Separated Bypass | 0.32 | A | 0.39 | A | 0.51 | A |
| | PM Peak Hour | | | | | | |
| | Reference Case | 0.66 | A | 0.92 | B | 0.77 | B |
| | With Grade Separated Bypass | 0.50 | A | 0.65 | A | 1.02 | D |
| 3-4 Dampier Street / Showground Road | AM Peak Hour | | | | | | |
| | Reference Case | 0.30 | A | 0.43 | B | 0.66 | B |
| | With Grade Separated Bypass | 0.29 | A | 0.29 | A | 0.33 | A |
| | PM Peak Hour | | | | | | |
| | Reference Case | 0.47 | B | 0.72 | C | 0.91 | E |
| | With Grade Separated Bypass | 0.32 | A | 0.44 | B | 0.61 | B |

Reference Case refers to the existing layout without the construction of the bypass.

LOS is based on the worst approach.

The results indicate that by adopting a grade separated bypass, as opposed to the at grade bypass, intersections along Dampier Street will encounter additional demands. According to the modelling outcomes, this additional demand is predicted to cause the Dampier Street intersections with Jewry Street and Wallamore Road to reach theoretical capacity by 2040. The Dampier Street / Showground Road intersection is expected to remain within theoretical capacity beyond 2040 under the proposed arrangement.

The critical movements are the right hand turns from Wallamore Road and the proposed bypass at Jewry Street/Dampier Street. These turns are expected to experience high demands and heavy delays when attempting to exit. Accordingly, improvements will be required beyond 2030 to ensure the network has sufficient capacity to accommodate the anticipated demands.

6.5 Summary

The analyses presented in this report show that the Taminda Bypass will reduce traffic volumes on Dampier Street and Gunnedah Road, as well as providing reduced congestion for vehicles accessing Taminda. The outcomes of the strategic modelling for the proposed bypass indicate that there will be a shift in the number of motorists using the bypass as the levels of development increases.

If the Taminda Bypass does not proceed, upgrades will be required to intersections on Dampier Street. Overall, there are clear benefits to the network with the bypass and more detailed planning and investigation is warranted for its inclusion in future planning for the area.

Adopting a grade separated bypass, as opposed to the at grade bypass, will reduce the attractiveness of the bypass such that intersections along Dampier Street will encounter higher demands. As a result, the Dampier Street intersections with Jewry Street and Wallamore Road are expected to reach capacity by 2040 and require upgrades to the network.

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