



# **PLANNING PROPOSAL**

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## **COFFS HARBOUR CITY COUNCIL**

**Planning Proposal PP-2021-7194**  
**Additional Permitted Use**  
**Lots 3 & 4 DP825181, 4/4a Bray Street Coffs Harbour**

**May 2022**  
**VERSION 2 Exhibition**

## PLANNING PROPOSAL STATUS

Stage	Version / Date <i>(blank until achieved)</i>
Reported to Council – Initiate s3.33 Version 1 - Pre_Exhibition	Version 1 - Pre_Exhibition 10 March 2022
Referred to DPIE s3.34(1) Version 1 - Pre_Exhibition	Version 1 - Pre_Exhibition 10 March 2022
Gateway Determination s3.34(2) Version 1 - Pre_Exhibition	Version 1 - Pre_Exhibition
Amendments Required:	Yes
Public Exhibition – Schedule 1 Clause 4 Version 2 - Exhibition	Public exhibition 25 May – 24 June 2022
Reported to Council – Initiate Revised PP s3.33 Version x - Re_Exhibition	<i>(insert date on revised PP)</i>
Revised PP Sent to the Minister - s3.35(1) Version x - Re_Exhibition	<i>(insert new date if the PP is amended after Council meeting or put N/A if no changes)</i>
Altered Gateway Determination s3.34(2) Version x - Re_Exhibition	<i>(insert Date of Altered Determination or N/A)</i>
Public Exhibition – Schedule 1 Clause 4 Version x - Re_Exhibition	<i>(insert Exhibition Dates xx/xx/xx – xx/xx/xx or N/A )</i>
Reported to Council – Endorsement (or Making of LEP if delegated) s3.36 Version x - Post Exhibition	<i>(insert date on PP)</i>
Endorsed by Council for Submission to Minister for Notification (or Making where not delegated) s3.36(2) Version x – Post Exhibition	<i>(insert date on PP)</i>

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## APPENDICES

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3	Traffic and Parking Impact Assessment
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## EXECUTIVE SUMMARY & EXHIBITION INFORMATION

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### ***What is a Planning Proposal?***

A planning proposal is a document that explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making that plan. Essentially, the preparation of a planning proposal is the first step in making an amendment to *Coffs Harbour Local Environmental Plan 2013* ('Coffs Harbour LEP 2013').

A planning proposal assists those who are responsible for deciding whether an LEP amendment should proceed and is required to be prepared by a relevant planning authority. Council, as a relevant planning authority, is responsible for ensuring that the information contained within a planning proposal is accurate and accords with the *Environmental Planning and Assessment Act 1979* and the NSW Department of Planning and Environment's *A guide to preparing planning proposals 2018* and *A guide to preparing local environmental plans 2018*.

### ***What is the Intent of this Planning Proposal?***

The intent of this planning proposal is to amend Coffs Harbour LEP 2013 to allow the utilisation of a vacant restaurant building located on Lot 3 DP825181 as a "drive-through bottle shop".



## BACKGROUND

Proposal	Schedule 1 Amendment to make "Pub" an additional permitted use
Property Details	Lots 3 & 4 DP825181, 4/4a Bray Street Coffs Harbour
Current Land Use Zone	B6 Enterprise Corridor
Proponent	Design Collaborative
Landowner	ALH Group
Location	A location map is included in Part 4 - Mapping

This planning proposal has been prepared in accordance with the Environmental Planning and Assessment Act 1979 and *A guide to preparing planning proposals* (NSW Department of Planning and Environment 2018) and *A guide to preparing local environmental plans* (NSW Department of Planning and Environment 2018).

This planning proposal explains the intended effects of a proposed amendment to Coffs Harbour LEP 2013 ('CHLEP13') to enable the utilisation of a building located on Lot 3 DP825181 as a drive-through bottle shop and make consequential alterations to the existing tavern including provision for an increase to the gaming room area, as shown on concept diagrams submitted with the Application to Amend LEP 2013. In accordance with Council Resolution Number 2022/41, it should be noted that Council does not support the suggested increase to the gaming area.

### The Site

The land the subject of the planning proposal is described in Real Property terms as Lots 3 and 4 DP825181.

The Greenhouse Tavern is located on Lot 4 and comprises:

- 278m<sup>2</sup> Drive-thru Bottleshop;
- 90m<sup>2</sup> Gaming Room;
- 803m<sup>2</sup> Bar Area;
- 130m<sup>2</sup> Beer Garden;
- 351m<sup>2</sup> Outdoor Deck Area;
- 65 car parking spaces (including 2 disabled car parking spaces).

The Greenhouse Tavern is a "pub" for the purposes of Coffs Harbour LEP 2013 ("CHLEP13") and the land use is an "existing use" (i.e. prohibited under the current site zoning) pursuant to the Environmental Planning and Assessment Act and Regulations.



Figure 1. Site plan illustrating Lot 4 DP825181.

On Lot 3 is a building originally constructed as a single level restaurant. This use is a "restaurant or café" use under CHLEP13. It is currently vacant with 694m<sup>2</sup> GFA and 78 car parking spaces (including 2 disabled spaces).

Access to Lots 3 and 4 is gained via a driveway from Bray Street some 70 metres west of its intersection with the Pacific Highway and thence via an easement which services the precinct, which includes Hungry Jacks fast food restaurant, Zarraffas Café, BBQ Barn and Coffs Harbour Regional Conservatorium.

### Planning controls applicable to the locality

Under CHLEP13, there is an eclectic mix of zonings in the surrounding locality, including, to the west, land zoned R2 Low Density Residential and RE1 Public Recreation Area. The Park Beach "Home Base Mall" is zoned B5 Business Development Zone and north of the subject site separated by the SP2 zoned North Coast Railway.



Figure 2. Plan illustrating the location of Lot 3

The Pacific Highway is zoned SP2. The Park Beach Plaza precinct has a B2 Local Centre zone and immediately eastward of the site, the industrial precinct is zoned IN1 General Industry zone.

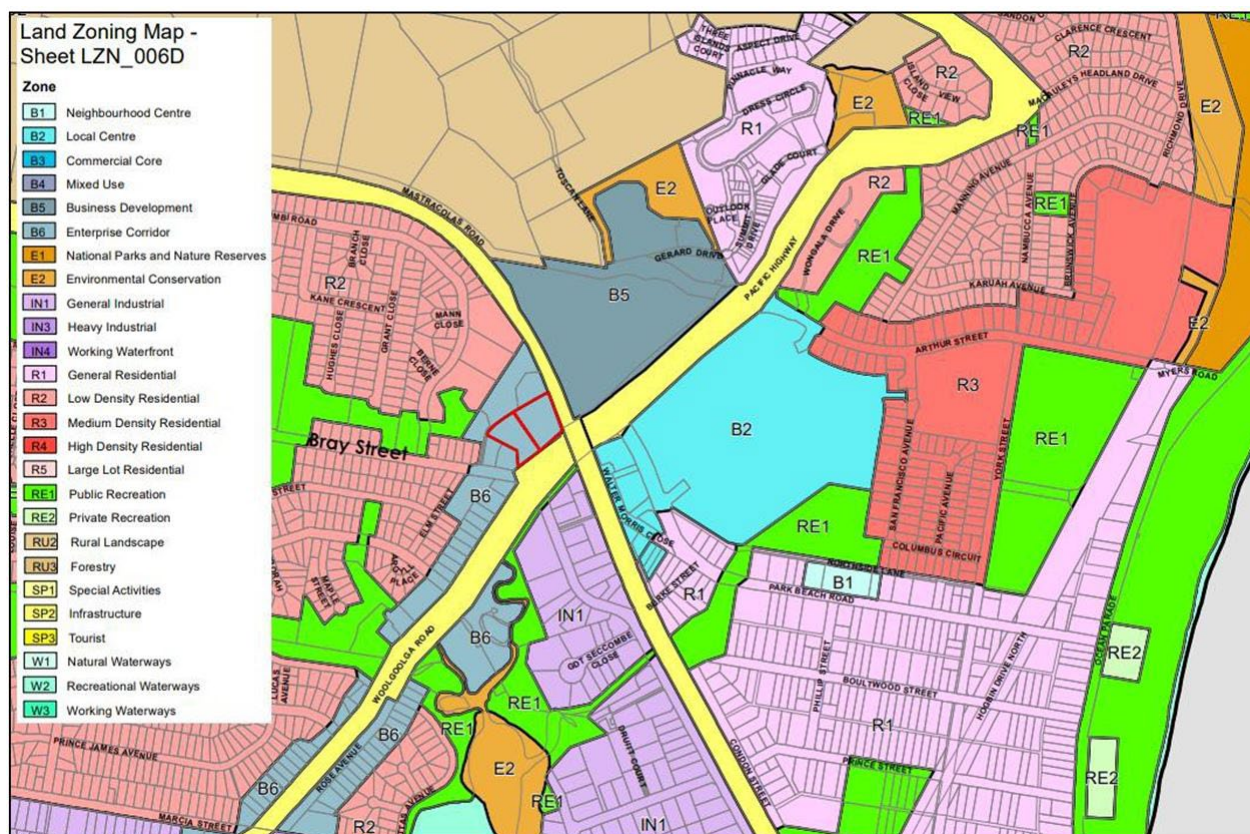


Figure 3. Extract from the zoning map associated with Coffs Harbour Local Environmental

No special provision of CHLEP13 relating to terrestrial biodiversity, height, Acid Sulfate soils or the like are applicable in the subject circumstances.

A range of State Environmental Planning Policies apply to the land. However, the only one of specific relevance in the subject circumstances is State Environmental Planning Policy (Coastal Management)



2018. As illustrated in the graphic below, the site is located within the Coastal Environment Area Map and Coastal Use Area Map precincts.



Figure 4. Extract from the mapping associated with State Environmental Planning Policy (Coastal Management).

## PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this planning proposal is to amend Coffs Harbour LEP 2013 to facilitate the utilisation of the vacant restaurant building located on Lot 3 DP825181 as a "drive-through bottle shop" and make consequential alterations to the existing tavern.

## PART 2 – EXPLANATION OF PROVISIONS

The intended outcomes of the proposed LEP amendment will be achieved by amending Coffs Harbour LEP 2013 by adding a new item to Schedule 1 relating to Lots 3 & 4 DP825181, 4/4a Bray Street Coffs Harbour to permit a "pub" and amending the Additional Permitted Uses Map to specify the site.

## PART 3 – JUSTIFICATION

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This part provides a response to the following matters in accordance with A guide to preparing planning proposals (NSW Department of Planning and Environment 2018):

- Section A: Need for the planning proposal
- Section B: Relationship to strategic planning framework
- Section C: Environmental, social and economic impact

### **Section A – Need for the planning proposal**

#### **1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?**

No. The planning proposal has been prepared in response to a landowner's request to amend Coffs Harbour LEP 2013 to enable the utilisation of an existing restaurant building as a drive-through bottle shop. The planning proposal is accompanied by a detailed Traffic Impact Assessment which has been included as an Appendix to this planning proposal.

#### **2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

Yes. A Schedule 1 style amendment to Coffs Harbour Local Environmental Plan 2013 is a straight forward method of achieving the desired outcome. The land use sought for the (former restaurant) building is a “pub”, as defined in the Standard Instrument. This is preferred to the more generic land-use definition of a “shop” in this situation, as a “shop” may open up the site to a range of undesirable uses in this location.

#### **3. Is there a net community benefit?**

The Net Community Benefit Criteria is identified in the NSW Government's publication *The Right Place for Business and Services*. This policy document has a focus on ensuring growth within existing centres and minimising dispersed trip generating development. It applies most appropriately to planning proposals that promote significant increased residential areas or densities, or significant increased employment areas or the like. This planning proposal will enable the orderly and economic use of a building which has not been actively used for some time under Coffs Harbour LEP 2013. However, the Net Community Benefit test cannot be properly applied to this planning proposal.

### **Section B – Relationship to strategic planning framework**

#### **4. Will the planning proposal give effect to the objectives and actions contained within the North Coast Regional Plan 2036?**

The proposed LEP amendment is considered to be consistent with the relevant goals, directions and actions within the North Coast Regional Plan 2036 as follows:

#### **GOAL 1 – THE MOST STUNNING ENVIRONMENT IN NSW**

*Action 1.1 - Focus future urban development to mapped urban growth areas.*

The proposed LEP amendment relates to land which has been fully developed for business purposes. Accordingly, no adverse impact on biodiversity is anticipated.

#### **GOAL 2 – A THRIVING, INTERCONNECTED ECONOMY**

- **Direction 6 - Develop successful centres of employment**

Action 6.4 - Focus retail and commercial activities in existing centres and develop place-making focused planning strategies for centres.

The proposed LEP amendment is not inconsistent with this action given that it seeks to better utilise existing built infrastructure within a business zoned area.

Action 6.6 - Deliver an adequate supply of employment land through local growth management strategies and local environmental plans to support jobs growth.

The proposed LEP amendment is not inconsistent with this action given that it seeks to better utilise existing built infrastructure within a business zoned area.

- **Direction 20 - Maintain the region's distinct built character**

Action 20.1 - Deliver new high-quality development that protects the distinct character of the North Coast, consistent with the North Coast Urban Design Guidelines (2009).

The proposed LEP amendment is not inconsistent with this action given that it seeks to better utilise existing built infrastructure.

## 5. Will the planning proposal give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

### Coffs Harbour Local Strategic Planning Statement

Coffs Harbour City Council adopted its Local Strategic Planning Statement ("LSPS") on 25 June 2020. The LSPS was prepared in accordance with the Environmental Planning and Assessment Act 1979 and Regulations and provides a 20-year land use planning vision for the Coffs Harbour LGA. It identifies 16 Planning Priorities to be delivered in four themes to 2040: connected, sustainable, thriving and leadership. This planning proposal is consistent with the following relevant planning priority and associated action within the adopted LSPS:

Planning Priority	Action	
9. Deliver a Local Centres placemaking approach to revitalise local centres.	A9.5	Deliver on strategic directions for local employment and business centres outlined in the Local Growth Management Strategy, as funding allows.

### Coffs Harbour Regional City Action Plan 2036

The NSW Government developed the Coffs Harbour Regional City Action Plan to provide a framework to manage and shape the city's future growth to conform with the requirements of the North Coast Regional Plan 2036. The Plan was finalised in March 2021 and it identifies 5 overarching goals which incorporate objectives and related actions. This planning proposal is consistent with the following relevant goal, objective and associated actions within the Plan:

Goal	Objective	Actions	
Work	14. Optimise employment land delivery across the city	14.1	Characterise employment areas in local plans to reflect their strategic employment role.
		14.2	Enhance employment land stock by restricting encroachment of non-compatible uses and identifying infrastructure needs including suitable freight and transport access.
		14.4	Maximise the competitive and natural advantages of employment precincts.

## 6. Is the planning proposal consistent with council's Community Strategic Plan and Local Growth Management Strategy?

### **MyCoffs Community Strategic Plan 2030**

Council's Community Strategic Plan is based on four key themes: Community Wellbeing; Community Prosperity; A Place for Community; and Sustainable Community Leadership. Within each theme there are a number of objectives and for each objective there are a number of strategies to assist in achieving the objectives. The planning proposal is generally consistent with the following relevant objective and strategies within the Plan:

Objective	Strategy
<i>A thriving and sustainable local economy</i>	B1.1 We champion business, events, innovation and technology to stimulate economic growth, investment and local jobs
	B1.2 We attract people to work, live and visit in the Coffs Harbour local government area

### **Coffs Harbour Local Growth Management Strategy**

Chapters 3 and 8 of the Coffs Harbour Local Growth Management Strategy are applicable to this planning proposal.

Chapter 3 describes the Strategic Approach and includes the policy 3.1 Growth Management Philosophy

- *Encourage walkability and cycling in urban centres, plan for improved public transport options and encourage the use of the public transport network as an alternative mode of transport*

Implementation of the planning proposal will encourage the use of public transport and walking to access the site due to its close proximity to residential zoning and access to public transport.

Chapter 8 set out policies for Employment Lands, including at 8.1.1 a Vision statement

- *Coffs Harbour LGA will comprise a network of sustainable places that facilitate community connectivity, productivity and knowledge advancement. Coffs Harbour City Centre will be the pinnacle regional city; the place to go for business, shopping, entertainment and administrative services.*

Implementation of the planning proposal will enhance the current experience for patrons by providing enhanced facilities and amenities as a food and entertainment hub. Although not directly in the City Centre, the site is in reasonable proximity to the City Centre and would serve as a social hub within a very reasonable travel distance.

Chapter 8.5, concerning Industry Trends, describes policies relating to food and beverage retailing in the following terms:

- *The café culture and eating experience has become increasingly important as a result of changes in consumer behaviour including less cooking at home, increasing consumption of meals out and a desire for entertainment and socialisation whilst eating.*
- *While there are cafés and restaurants in Coffs Harbour City Centre, the night-time economy is lacking, with many places not opening after hours.*
- *Improve the night-time economy and facilitating outdoor dining, bars, pubs and restaurants may aid in revitalising the centre.*

Implementation of the planning proposal will see a refurbished tavern interior potentially increasing patron enjoyment at the tavern, prompting a more likely return and further enhancing the night-time economy.

Chapter 8.8 describes Priority Precinct Gateway Opportunities, noting:

- *There are a small number of unoccupied buildings located in the precinct and a small proportion of undeveloped land.*

The proposed bottleshop would occupy a currently unoccupied building, giving it a useful function.

**7. Is the planning proposal consistent with applicable state environmental planning policies (SEPP)?**

The table provided in Appendix 1 provides an assessment of consistency against each State Environmental Planning Policy relevant to the planning proposal.

**8. Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?**

The table provided in Appendix 2 provides an assessment of consistency against Ministerial Planning Directions relevant to the planning proposal.

**Section C – Environmental, social and economic impact**

**9. 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?**

No. The land the subject of the planning proposal has been developed for some decades for commercial purposes and there is unlikely to be any adverse impacts on threatened species, populations or ecological communities.

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

No. The proposal essentially facilitates the "recycling" of the existing built structures and accordingly no environmental impacts are anticipated.

**11. Has the planning proposal adequately addressed any social and economic effects?**

The proposal is likely to have a positive economic impact, revitalising a structure that has been vacant for some time. The change in intensity is unlikely to have any discernible amenity or traffic impacts.

**Section D – State and Commonwealth interests**

**12. Is there adequate public infrastructure for the planning proposal?**

Yes. The planning proposal is unlikely to create any significant additional demand on any public structure. The amendment to the permissible uses under Coffs Harbour LEP 2013 will enable the revitalisation of an area that has been under-performing for some time.

**13. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?**

A Gateway determination has not been issued by NSW Planning, Industry and Environment, therefore consultation has not yet been undertaken with public authorities and/or government agencies.

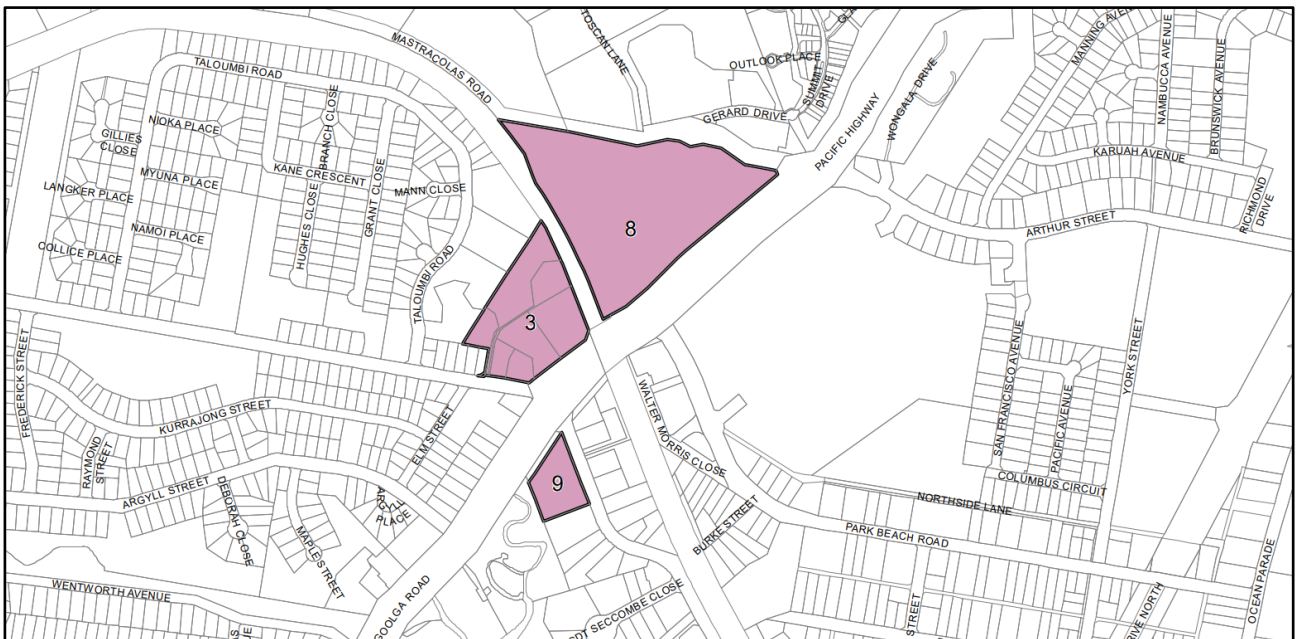
At this stage in the process there does not appear to be any matters of interest to Commonwealth authorities in relation to the planning proposal.

Any required authority to be consulted will be identified by NSW Planning, Industry and Environment as part of the gateway process. This section of the planning proposal will be updated to align with any Gateway Determination by NSW Planning, Industry and Environment.

*Note: Following Gateway Determination this section of the planning proposal will be updated to include details of the community consultation.*

## PART 4 – MAPPING

An extract from the current *Additional Permitted Uses Map -Sheet APU\_006D* showing the subject site as part of Area 3 is illustrated below in Figure 5.



*Figure 5. Extract from the current Additional Permitted Uses Map -Sheet APU\_006D map showing the subject site*

Proposed map amendments to Coffs Harbour LEP 2013, as described in Part 2 of this planning proposal, are outlined below in Figure 6.



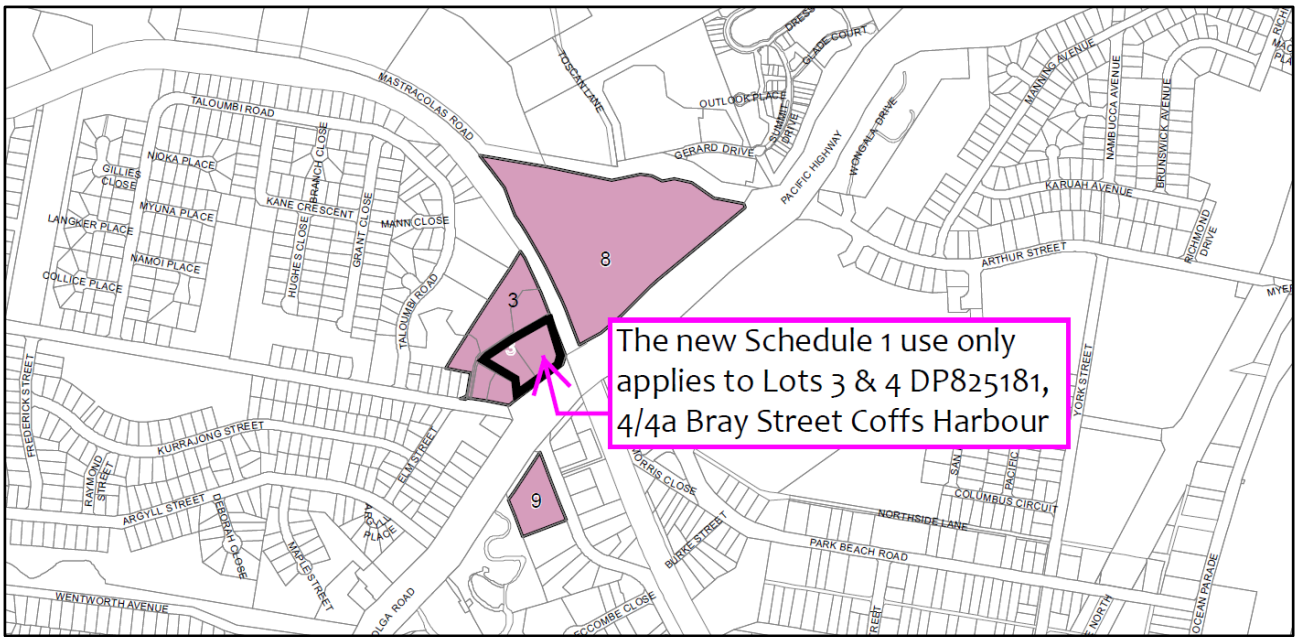


Figure 5. Proposed Amendment

## PART 5 – COMMUNITY CONSULTATION

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The Gateway determination issued by the Department of Planning and Environment will specify the community consultation requirements that must be undertaken for the planning proposal. Council considers that the planning proposal should be exhibited for 28 days, given that it is not a principal LEP and does not seek to reclassify public land.

Public Exhibition of the planning proposal will include the following:

### **Advertisement**

Placement of an online advertisement in the Coffs Newsroom.

### **Consultation with affected owners and adjoining landowners**

Written notification of the public exhibition to the proponent, the landowner and adjoining/adjacent landowners.

### **Website**

The planning proposal will be made publicly available on Council's Have Your Say Website at: <https://haveyoursay.coffsharbour.nsw.gov.au/>

*Note: Following public exhibition, this section of the planning proposal will be updated to include details of the community consultation.*

## PART 6 –PROJECT TIMELINE

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A project timeline is yet to be determined however the anticipated timeframes are provided below in Table 6.1, noting that the Gateway Determination issued by the Department of Planning and Environment will specify the date that the planning proposal is to be completed.

*Table 6.1: Anticipated Timeline*

<b>Milestone</b>	<b>Anticipated Timeframe</b>
Decision by Council to initiate the planning proposal	March 2022
Commencement (date of Gateway determination)	April 2022
Public exhibition & agency consultation	May 2022
Reporting to Council for consideration	July 2022
Submission to Minister to make the plan (if not delegated) Submission to Minister for notification of the plan (if delegated)	August 2022

## APPENDIX 1 – CONSIDERATION OF STATE ENVIRONMENTAL PLANNING POLICIES

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Chapter 2 - Vegetation in Non-Rural Areas	N/A	N/A	<p>The aims of this chapter of the Policy are:</p> <ul style="list-style-type: none"> <li>a) to protect the biodiversity values of trees and other vegetation in non-rural areas of the State, and</li> <li>b) to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation.</li> </ul> <p>This chapter of the SEPP is not directly relevant to this planning proposal and the proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
	Chapter 3 - Koala Habitat Protection 2020	N/A	N/A	<p>The aims of this chapter of the Policy are to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline:</p> <ul style="list-style-type: none"> <li>a) by requiring the preparation of plans of management before development consent can be granted in relation to areas of core koala habitat, and</li> <li>b) by encouraging the identification of areas of core koala habitat, and</li> <li>c) by encouraging the inclusion of areas of core koala habitat in environment protection zones.</li> </ul> <p>This chapter of the SEPP is not directly relevant to this planning proposal and the proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
	Chapter 4 - Koala Habitat Protection 2021	N/A	N/A	<p>The aims of this chapter of the Policy are to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline.</p> <p>Refer to discussion above. The proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
	Chapter 6 – Bushland in Urban Areas	N/A	N/A	Coffs Harbour City Council is not listed in Schedule 1 of this policy and thus the policy does not apply to the Coffs Harbour LGA at this point in time.
	Chapter 7 – Canal Estate Development	N/A	N/A	<p>The aims of this chapter of the Policy are to prohibit canal estate development as described in this Policy in order to ensure that the environment is not adversely affected by the creation of new developments of this kind.</p> <p>This planning proposal does not propose any canal estate development. The proposed LEP amendment therefore does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
SEPP (Exempt and Complying Development Codes) 2008	N/A – this is a standalone State Environmental Planning Policy	N/A	N/A	<p>This Policy aims to provide streamlined assessment processes for development that complies with specified development standards by:</p> <ul style="list-style-type: none"> <li>a) providing exempt and complying development codes that have State-wide application, and</li> <li>b) identifying, in the exempt development codes, types of development that are of minimal environmental impact that may be carried out without the need for development consent, and</li> <li>c) identifying, in the complying development codes, types of complying development that may be carried out in accordance with a complying development certificate as defined in the Act, and</li> <li>d) enabling the progressive extension of the types of development in this Policy, and</li> <li>e) providing transitional arrangements for the introduction of the State-wide codes, including the amendment of other environmental planning instruments.</li> </ul> <p>The planning proposal is consistent with the aims or provisions of this chapter of the SEPP. The proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
State Environmental Planning Policy (Housing) 2021	N/A – this is a standalone State Environmental Planning Policy	N/A	N/A	<p>The principles of this Policy are:</p> <ul style="list-style-type: none"> <li>a) enabling the development of diverse housing types, including purpose-built rental housing,</li> </ul>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
				<ul style="list-style-type: none"> <li>b) encouraging the development of housing that will meet the needs of more vulnerable members of the community, including very low to moderate income households, seniors and people with a disability,</li> <li>c) ensuring new housing development provides residents with a reasonable level of amenity, promoting the planning and delivery of housing in locations where it will make good use of existing and planned infrastructure and services,</li> <li>d) minimising adverse climate and environmental impacts of new housing development,</li> <li>e) reinforcing the importance of designing housing in a way that reflects and enhances its locality,</li> <li>f) supporting short-term rental accommodation as a home-sharing activity and contributor to local economies, while managing the social and environmental impacts from this use,</li> <li>g) mitigating the loss of existing affordable rental housing.</li> </ul> <p>The planning proposal is consistent with the aims or provisions of this SEPP. The proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
State Environmental Planning Policy (Industry and Employment) 2021	Chapter 3 - Advertising and Signage	N/A	N/A	<p>This aims of this chapter of the Policy are:</p> <ul style="list-style-type: none"> <li>a) to ensure that signage (including advertising): <ul style="list-style-type: none"> <li>(i) is compatible with the desired amenity and visual character of an area, and</li> <li>(ii) provides effective communication in suitable locations, and</li> <li>(iii) is of high quality design and finish, and</li> </ul> </li> <li>b) to regulate signage (but not content) under Part 4 of the Act, and</li> <li>c) to provide time-limited consents for the display of certain advertisements, and</li> <li>d) to regulate the display of advertisements in transport corridors, and</li> <li>e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.</li> </ul>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
				<p>The proposed LEP amendment does not regulate the content of signage and does not require consent for a change in the content of signage.</p> <p>The proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
State Environmental Planning Policy (Planning Systems) 2021.	Chapter 2 -State and Regional Development	N/A	N/A	<p>The aims of this chapter of the Policy are:</p> <ul style="list-style-type: none"> <li>a) to identify development that is State significant development,</li> <li>b) to identify development that is State significant infrastructure and critical State significant infrastructure,</li> <li>c) to identify development that is regionally significant development.</li> </ul> <p>The proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
	Chapter 3 - Aboriginal Land	N/A	N/A	This chapter of the SEPP only applies to the Central Coast LGA at this point in time.
	Chapter 4 - Concurrences and Consents	N/A	N/A	This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.
State Environmental Planning Policy (Precincts—Central River City) 2021	Chapter 6 - Urban Renewal	N/A	N/A	<p>The aims of this chapter of the Policy are to:</p> <ul style="list-style-type: none"> <li>a) to establish the process for assessing and identifying sites as urban renewal precincts,</li> <li>b) to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts,</li> <li>c) to facilitate delivery of the objectives of any applicable government State, regional or metropolitan strategies connected with the renewal of urban areas that are accessible by public transport.</li> </ul> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>
State Environmental Planning Policy	Chapter 2 - State Significant Precincts	N/A	N/A	The aims of this chapter of the Policy are to:

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
(Precincts—Eastern Harbour City) 2021				<p>a) to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State significant precincts for the benefit of the State,</p> <p>b) to facilitate service delivery outcomes for a range of public services and to provide for the development of major sites for a public purpose or redevelopment of major sites no longer appropriate or suitable for public purposes</p> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>
State Environmental Planning Policy (Primary Production) 2021	Chapter 2 - Primary Production and Rural Development	N/A	N/A	<p>The aims of this chapter of the Policy are to:</p> <p>a) to facilitate the orderly economic use and development of lands for primary production,</p> <p>b) to reduce land use conflict and sterilisation of rural land by balancing primary production, residential development and the protection of native vegetation, biodiversity and water resources,</p> <p>c) to identify State significant agricultural land for the purpose of ensuring the ongoing viability of agriculture on that land, having regard to social, economic and environmental considerations,</p> <p>d) to simplify the regulatory process for smaller-scale low risk artificial waterbodies, and routine maintenance of artificial water supply or drainage, in irrigation areas and districts, and for routine and emergency work in irrigation areas and districts,</p> <p>e) to encourage sustainable agriculture, including sustainable aquaculture,</p> <p>f) to require consideration of the effects of all proposed development in the State on oyster aquaculture,</p> <p>g) to identify aquaculture that is to be treated as designated development using a well-defined and concise</p>



State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
				<p>development assessment regime based on environment risks associated with site and operational factors.</p> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 2 - Coastal Management	Yes	Yes	<p>The aim of this chapter of the Policy is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal Management Act 2016, including the management objectives for each coastal management area, by:</p> <ul style="list-style-type: none"> <li>a) managing development in the coastal zone and protecting the environmental assets of the coast, and</li> <li>b) establishing a framework for land use planning to guide decision-making in the coastal zone, and</li> <li>c) mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016.</li> </ul> <p>The subject land is located within land mapped as "coastal environment area" and "coastal use area" under this SEPP. Having regard to the matters for consideration set out at Clauses 13 and 14 of the Coastal Management SEPP, the proposed LEP will not hinder the application of this Policy.</p>
	Chapter 3 – Hazardous and Offensive Development	N/A	N/A	<p>The aims of this chapter of the Policy are:</p> <ul style="list-style-type: none"> <li>a) to amend the definitions of hazardous and offensive industries where used in environmental planning instruments, and</li> <li>b) to render ineffective a provision of any environmental planning instrument that prohibits development for the purpose of a storage facility on the ground that the facility is hazardous or offensive if it is not a hazardous or offensive storage establishment as defined in this Policy, and</li> <li>c) to require development consent for hazardous or offensive development proposed to be carried out in the Western Division, and</li> </ul>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
				<p>d) to ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account, and</p> <p>e) to ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact, and</p> <p>f) to require the advertising of applications to carry out any such development.</p> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>
	Chapter 4 – Remediation of Land	N/A	N/A	<p>The aims of this chapter of the Policy are to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment—</p> <p>a) by specifying when consent is required, and when it is not required, for a remediation work, and</p> <p>b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and</p> <p>c) by requiring that a remediation work meet certain standards and notification requirements.</p> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>
State Environmental Planning Policy (Resources and Energy) 2021	Chapter 2 - Mining, Petroleum Production and Extractive Industries	N/A	N/A	<p>The aims of this chapter of the Policy are, in recognition of the importance to New South Wales of mining, petroleum production and extractive industries:</p>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
				<p>a) to provide for the proper management and development of mineral, petroleum and extractive material resources for the purpose of promoting the social and economic welfare of the State, and</p> <p>b) to facilitate the orderly and economic use and development of land containing mineral, petroleum and extractive material resources, and</p> <p>b1) to promote the development of significant mineral resources, and</p> <p>c) to establish appropriate planning controls to encourage ecologically sustainable development through the environmental assessment, and sustainable management, of development of mineral, petroleum and extractive material resources, and</p> <p>d) to establish a gateway assessment process for certain mining and petroleum (oil and gas) development:</p> <p>(i) to recognise the importance of agricultural resources, and</p> <p>(ii) to ensure protection of strategic agricultural land and water resources, and</p> <p>(iii) to ensure a balanced use of land by potentially competing industries, and</p> <p>(iv) to provide for the sustainable growth of mining, petroleum and agricultural industries.</p> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
State Environmental Planning Policy (Transport and Infrastructure) 2021	Chapter 2 - Infrastructure	Yes	Yes	<p>The aim of this chapter of the Policy is to facilitate the effective delivery of infrastructure across the State by:</p> <ul style="list-style-type: none"> <li>a) improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and</li> <li>b) providing greater flexibility in the location of infrastructure and service facilities, and</li> <li>c) allowing for the efficient development, redevelopment or disposal of surplus government owned land, and</li> <li>d) identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and</li> <li>e) identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and</li> <li>f) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and</li> <li>g) providing opportunities for infrastructure to demonstrate good design outcomes.</li> </ul> <p>The planning proposal is consistent with the aims and provisions of this chapter of the SEPP. The proposed LEP amendment does not contain provisions that contradict or hinder the application of this chapter of the SEPP.</p>
	Chapter 3 - Educational Establishments and Child Care Facilities	N/A	N/A	<p>The aim of this chapter of the Policy is to facilitate the effective delivery of educational establishments and early education and care facilities across the State by:</p> <ul style="list-style-type: none"> <li>a) improving regulatory certainty and efficiency through a consistent planning regime for educational establishments and early education and care facilities, and</li> <li>b) simplifying and standardising planning approval pathways for educational establishments and early education and care facilities (including</li> </ul>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
				<p>identifying certain development of minimal environmental impact as exempt development), and</p> <p>c) establishing consistent State-wide assessment requirements and design considerations for educational establishments and early education and care facilities to improve the quality of infrastructure delivered and to minimise impacts on surrounding areas, and</p> <p>d) allowing for the efficient development, redevelopment or use of surplus government-owned land (including providing for consultation with communities regarding educational establishments in their local area), and</p> <p>e) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and</p> <p>f) aligning the NSW planning framework with the National Quality Framework that regulates early education and care services, and</p> <p>g) ensuring that proponents of new developments or modified premises meet the applicable requirements of the National Quality Framework for early education and care services, and of the corresponding regime for State regulated education and care services, as part of the planning approval and development process, and</p> <p>h) encouraging proponents of new developments or modified premises and consent authorities to facilitate the joint and shared use of the facilities of educational establishments with the community through appropriate design.</p> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>
	Chapter 4 – Major Infrastructure Corridors	N/A	N/A	<p>The aims of this chapter of the Policy are:</p> <p>a) to identify land that is intended to be used in the future as an infrastructure corridor,</p>

State Environmental Planning Policy	Relevant Chapter	Applicable	Consistent	Comment
				<p>b) to establish appropriate planning controls for the land for the following purposes—</p> <p>(i) to allow the ongoing use and development of the land until it is needed for the future infrastructure corridor,</p> <p>(ii) to protect the land from development that would adversely impact on or prevent the land from being used as an infrastructure corridor in the future.</p> <p>This chapter of the SEPP is not directly relevant to this planning proposal and nothing in this planning proposal will compromise the efficient application of this chapter of the SEPP to any future development.</p>

## APPENDIX 2 – CONSIDERATION OF MINISTERIAL PLANNING DIRECTIONS

S9.1 Direction	Applicable	Consistent	Comment
<b>Focus area 1: Planning Systems</b>			
1.1 Implementation of Regional Plans	<p>This direction applies to a relevant planning authority when preparing a planning proposal for land to which a Regional Plan has been released by the Minister for Planning and Public Spaces.</p> <p>Planning proposals must be consistent with a Regional Plan released by the Minister for Planning and Public Spaces.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary), that:</p> <p>(a) the extent of inconsistency with the Regional Plan is of minor significance, and</p> <p>(b) the planning proposal achieves the overall intent of the Regional Plan and does not undermine the achievement of the Regional Plan's vision, land use strategy, goals, directions or actions.</p>	Yes	<p>The North Coast Regional Plan 2036 (NCRP) applies to the Coffs Harbour LGA. The NCRP includes actions on environmental, economic and social (community) opportunities, as well as maintaining character and housing.</p> <p>Specific responses to relevant strategic directions and the accompanying actions contained within the NCRP are provided in Part 3, Section A (3) and Section B (4) above.</p> <p>It is considered that this planning proposal complies with the NCRP.</p>
1.2 Development of Aboriginal Land Council land	This direction does not currently apply to the Coffs Harbour LGA.	N/A	
1.3 Approval and Referral Requirements	<p>This direction applies to all relevant planning authorities when preparing a planning proposal.</p> <p>A planning proposal to which this direction applies must:</p> <p>(a) minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and</p> <p>(b) not contain provisions requiring concurrence, consultation or referral of a Minister or public authority unless the relevant planning authority has obtained the approval of:</p> <p>i. the appropriate Minister or public authority, and</p> <p>ii. the Planning Secretary (or an officer of the Department nominated by the Secretary), prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&amp;A Act, and</p>	Yes	<p>The planning proposal does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority. It does not identify development as designated development.</p> <p>It is considered that the planning proposal is consistent with the terms of this direction.</p>

Sg.1 Direction	Applicable	Consistent	Comment
	<p>(c) not identify development as designated development unless the relevant planning authority:</p> <ul style="list-style-type: none"> <li>i. can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the class of development is likely to have a significant impact on the environment, and</li> <li>ii. has obtained the approval of the Planning Secretary (or an officer of the Department nominated by the Secretary) prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&amp;A Act.</li> </ul> <p>A planning proposal must be substantially consistent with the terms of this direction.</p>		
1.4 Site Specific Provisions	<p>This direction applies to all relevant planning authorities when preparing a planning proposal that will allow a particular development to be carried out.</p> <p>(1) A planning proposal that will amend another environmental planning instrument in order to allow particular development to be carried out must either:</p> <ul style="list-style-type: none"> <li>(a) allow that land use to be carried out in the zone the land is situated on, or</li> <li>(b) rezone the site to an existing zone already in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or</li> <li>(c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</li> </ul> <p>(2) A planning proposal must not contain or refer to drawings that show details of the proposed development.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are of minor significance.</p>	Yes	<p>The planning proposal seeks to amend Coffs Harbour LEP 2013 in order to allow a particular development to be carried out on the subject land. The addition to Schedule 1 of Coffs Harbour LEP 2013, as described in this planning proposal will allow that land use without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p> <p>The LEP amendment does not contain or refer to drawings that show details of the development proposal.</p>
<b>Focus area 1: Planning Systems – Place Based</b>			
Directions 1.5 – 1.17 do not apply to the Coffs Harbour LGA.			



S9.1 Direction	Applicable	Consistent	Comment
<b>Focus area 2: Design and Place</b>			
Directions yet to be included.			
<b>Focus area 3: Biodiversity and Conservation</b>			
3.1 Conservation Zones	<p>This direction applies to all relevant planning authorities when preparing a planning proposal.</p> <p>(1) A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas.</p> <p>(2) A planning proposal that applies to land within a conservation zone or land otherwise identified for environment conservation/protection purposes in a LEP must not reduce the conservation standards that apply to the land (including by modifying development standards that apply to the land). This requirement does not apply to a change to a development standard for minimum lot size for a dwelling in accordance with Direction 9.3 (2) of “Rural Lands”.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a strategy approved by the Planning Secretary which:</p> <ul style="list-style-type: none"> <li>i. gives consideration to the objectives of this direction, and</li> <li>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</li> </ul> <p>(b) justified by a study prepared in support of the planning proposal which gives consideration to the objectives of this direction, or</p> <p>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or</p> <p>(d) is of minor significance.</p>	N/A	The planning proposal does not apply to land included in any environment protection zones.

S9.1 Direction	Applicable	Consistent	Comment
3.2 Heritage Conservation	<p>This direction applies to all relevant planning authorities when preparing a planning proposal.</p> <p>A planning proposal must contain provisions that facilitate the conservation of:</p> <p>(a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area,</p> <p>(b) Aboriginal objects or Aboriginal places that are protected under the <i>National Parks and Wildlife Act 1974</i>, and</p> <p>(c) Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that:</p> <p>(a) the environmental or indigenous heritage significance of the item, area, object or place is conserved by existing or draft environmental planning instruments, legislation, or regulations that apply to the land, or</p> <p>(b) the provisions of the planning proposal that are inconsistent are of minor significance.</p>	Yes	<p><i>European Heritage</i></p> <p>The subject land does not contain any items listed as Heritage Items in Schedule 5 of Coffs Harbour LEP 2013. In this regard, there are no European Heritage issues that would prevent the progression of the LEP amendment</p> <p><i>Aboriginal Cultural Heritage</i></p> <p>The subject land is not likely to contain any Aboriginal Cultural Heritage (ACH) and an AHIMS search conducted on the 25<sup>th</sup> October 2021 did not reveal any ACH sites on or near the subject land.</p>
3.3 Sydney Drinking Water Catchments	This direction does not currently apply to the Coffs Harbour LGA.	N/A	
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	This direction does not currently apply to the Coffs Harbour LGA.	N/A	
3.5 Recreation Vehicle Areas	A planning proposal must not enable land to be developed for the purpose of a recreation	N?A	This planning proposal does not enable land to be developed for

S9.1 Direction	Applicable	Consistent	Comment
	<p>vehicle area (within the meaning of the <i>Recreation Vehicles Act 1983</i>):</p> <p>(a) where the land is within a conservation zone,</p> <p>(b) where the land comprises a beach or a dune adjacent to or adjoining a beach,</p> <p>(c) where the land is not within an area or zone referred to in paragraphs (a) or (b) unless the relevant planning authority has taken into consideration:</p> <p>i. the provisions of the guidelines entitled <i>Guidelines for the Selection, Establishment and Maintenance of Recreation Vehicle Areas</i>, Soil Conservation Service of NSW, September 1985, and</p> <p>ii. the provisions of the guidelines entitled <i>Recreation Vehicles Act 1983, Guidelines for Selection, Design and Operation of Recreation Vehicle Areas</i>, State Pollution Control Commission, September 1985.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a strategy approved by the Planning Secretary which:</p> <p>i. gives consideration to the objective of this direction, and</p> <p>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</p> <p>(b) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or</p> <p>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or</p> <p>(d) of minor significance.</p>		the purpose of a recreation vehicle area.
<b>Focus Area 4: Resilience and Hazards</b>			

S9.1 Direction	Applicable	Consistent	Comment
4.1 Flooding	<p>This direction applies to all relevant planning authorities that are responsible for flood prone land when preparing a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.</p> <p>(1) A planning proposal must include provisions that give effect to and are consistent with:</p> <ul style="list-style-type: none"> <li>(a) the NSW Flood Prone Land Policy,</li> <li>(b) the principles of the Floodplain Development Manual 2005,</li> <li>(c) the Considering flooding in land use planning guideline 2021, and</li> <li>(d) any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council.</li> </ul> <p>(2) A planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Business, Industrial or Special Purpose Zones.</p> <p>(3) A planning proposal must not contain provisions that apply to the flood planning area which:</p> <ul style="list-style-type: none"> <li>(a) permit development in floodway areas,</li> <li>(b) permit development that will result in significant flood impacts to other properties,</li> <li>(c) permit development for the purposes of residential accommodation in high hazard areas,</li> <li>(d) permit a significant increase in the development and/or dwelling density of that land,</li> <li>(e) permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate,</li> <li>(f) permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, drainage canals, levees, still require development consent,</li> <li>(g) are likely to result in a significantly increased requirement for government</li> </ul>	<p>No, however the inconsistency with this Direction has been justified in accordance with the terms of the Direction as noted in the Department correspondence dated 22 April 2022.</p>	<p>The land affected by this planning proposal is flood affected. However, the planning proposal:</p> <ul style="list-style-type: none"> <li>• will not permit development on flood prone land;</li> <li>• will not change the zone of any land;</li> <li>• will not generate additional spending on flood mitigation measures, infrastructure or services; and</li> <li>• no additional development is proposed without consent.</li> </ul> <p>It is noted that the Department correspondence dated 22 April 2022 states that any inconsistency with this Direction has been justified in accordance with the terms of the Direction. No further approval is required in relation to this Direction.</p>

S9.1 Direction	Applicable	Consistent	Comment
	<p>spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation infrastructure and utilities, or</p> <p>(h) permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event.</p> <p>(4) A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:</p> <p>(a) permit development in floodway areas,</p> <p>(b) permit development that will result in significant flood impacts to other properties,</p> <p>(c) permit a significant increase in the dwelling density of that land,</p> <p>(d) permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate,</p> <p>(e) are likely to affect the safe occupation of and efficient evacuation of the lot, or</p> <p>(f) are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities.</p> <p>(5) For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council.</p> <p>A planning proposal may be inconsistent with this direction only if the planning proposal authority can satisfy the Planning Secretary (or their nominee) that:</p> <p>(a) the planning proposal is in accordance with a floodplain risk management study or plan adopted by the relevant council in</p>		

Sg.1 Direction	Applicable	Consistent	Comment
	<p>accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i>, or</p> <p>(b) where there is no council adopted floodplain risk management study or plan, the planning proposal is consistent with the flood study adopted by the council prepared in accordance with the principles of the <i>Floodplain Development Manual 2005</i> or</p> <p>(c) the planning proposal is supported by a flood and risk impact assessment accepted by the relevant planning authority and is prepared in accordance with the principles of the <i>Floodplain Development Manual 2005</i> and consistent with the relevant planning authorities' requirements, or</p> <p>(d) the provisions of the planning proposal that are inconsistent are of minor significance as determined by the relevant planning authority.</p>		
4.2 Coastal Management	<p>This direction applies when a planning proposal authority prepares a planning proposal that applies to land that is within the coastal zone, as defined under the <i>Coastal Management Act 2016</i> -comprising the coastal wetlands and littoral rainforests area, coastal vulnerability area, coastal environment area and coastal use area -and as identified by chapter 3 of the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>.</p> <p>(1) A planning proposal must include provisions that give effect to and are consistent with:</p> <p>(a) the objects of the <i>Coastal Management Act 2016</i> and the objectives of the relevant coastal management areas;</p> <p>(b) the NSW Coastal Management Manual and associated Toolkit;</p> <p>(c) NSW Coastal Design Guidelines 2003; and</p> <p>(d) any relevant Coastal Management Program that has been certified by the Minister, or any Coastal Zone Management Plan under the <i>Coastal Protection Act 1979</i> that continues to have effect under clause 4 of Schedule 3 to the <i>Coastal Management Act 2016</i>, that applies to the land.</p> <p>(2) A planning proposal must not rezone land which would enable increased development or more intensive land-use on land:</p> <p>(a) within a coastal vulnerability area identified by the <i>State Environmental</i></p>	<p>No, however the inconsistency with this Direction has been justified in accordance with the terms of the Direction as noted in the Department correspondence dated 22 April 2022.</p>	<p>The subject land is mapped as "coastal environment area" and "coastal use area" pursuant to State Environmental Planning Policy (Coastal Management) 2018.</p> <p>This planning proposal will not hinder the outcomes required pursuant to Clauses 13 and 14 of the Coastal Management SEPP.</p> <p>It is noted that the Department correspondence dated 22 April 2022 states that any inconsistency with this Direction has been justified in accordance with the terms of the Direction. No further approval is required in relation to this Direction.</p>

S9.1 Direction	Applicable	Consistent	Comment
	<p><i>Planning Policy (Coastal Management) 2018; or</i></p> <p>(b) that has been identified as land affected by a current or future coastal hazard in a local environmental plan or development control plan, or a study or assessment undertaken:</p> <p>i. by or on behalf of the relevant planning authority and the planning proposal authority, or</p> <p>ii. by or on behalf of a public authority and provided to the relevant planning authority and the planning proposal authority.</p> <p>(3) A planning proposal must not rezone land which would enable increased development or more intensive land-use on land within a coastal wetlands and littoral rainforests area identified by chapter 3 of the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>.</p> <p>(4) A planning proposal for a local environmental plan may propose to amend the following maps, including increasing or decreasing the land within these maps, under the <i>State Environmental Planning Policy (Coastal Management) 2018</i>:</p> <p>(a) Coastal wetlands and littoral rainforests area map;</p> <p>(b) Coastal vulnerability area map;</p> <p>(c) Coastal environment area map; and</p> <p>(d) Coastal use area map.</p> <p>Such a planning proposal must be supported by evidence in a relevant Coastal Management Program that has been certified by the Minister, or by a <i>Coastal Zone Management Plan</i> under the <i>Coastal Protection Act 1979</i> that continues to have effect under clause 4 of Schedule 3 to the <i>Coastal Management Act 2016</i>.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the planning proposal authority can satisfy the Planning Secretary (or their nominee) that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a study or strategy prepared in support of the planning proposal which gives consideration to the objective of this direction, or</p> <p>(b) in accordance with any relevant Regional Strategic Plan or District Strategic Plan, prepared under Division 3.1 of the EP&amp;A Act by the relevant strategic planning authority,</p>		

Sg.1 Direction	Applicable	Consistent	Comment
	which gives consideration to the objective of this direction, or (c) of minor significance.		
4.3 Planning for Bushfire Protection	<p>This direction applies to all local government areas when a relevant planning authority prepares a planning proposal that will affect, or is in proximity to land mapped as bushfire prone land.</p> <p>In the preparation of a planning proposal, the relevant planning authority must consult with the Commissioner of the NSW Rural Fire Service following receipt of a Gateway determination under section 56 of the Act, and prior to undertaking community consultation in satisfaction of section 57 of the Act, and take into account any comments so made.</p> <p>A planning proposal must:</p> <ul style="list-style-type: none"> <li>(a) have regard to <i>Planning for Bushfire Protection 2019</i>,</li> <li>(b) introduce controls that avoid placing inappropriate developments in hazardous areas, and</li> <li>(c) ensure that bushfire hazard reduction is not prohibited within the Asset Protection Zone (APZ).</li> </ul> <p>A planning proposal must, where development is proposed, comply with the following provisions, as appropriate:</p> <ul style="list-style-type: none"> <li>(a) provide an Asset Protection Zone (APZ) incorporating at a minimum: <ul style="list-style-type: none"> <li>(i) an Inner Protection Area bounded by a perimeter road or reserve which circumscribes the hazard side of the land intended for development and has a building line consistent with the incorporation of an APZ, within the property, and</li> <li>(ii) an Outer Protection Area managed for hazard reduction and located on the bushland side of the perimeter road,</li> </ul> </li> <li>(b) for infill development (that is development within an already subdivided area), where an appropriate APZ cannot be achieved, provide for an appropriate performance standard, in consultation with the NSW Rural Fire Service. If the provisions of the planning proposal permit Special Fire Protection Purposes (as defined under section 100B of the <i>Rural Fires Act 1997</i>), the APZ provisions must be complied with,</li> <li>(c) contain provisions for two-way access roads which link to perimeter roads and/or to fire trail networks,</li> </ul>	N/A	The subject land is not mapped as bushfire prone.



Sg.1 Direction	Applicable	Consistent	Comment
	<p>(d) contain provisions for adequate water supply for firefighting purposes,</p> <p>(e) minimise the perimeter of the area of land interfacing the hazard which may be developed,</p> <p>(f) introduce controls on the placement of combustible materials in the Inner Protection Area.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the council has obtained written advice from the Commissioner of the NSW Rural Fire Service to the effect that, notwithstanding the non-compliance, the NSW Rural Fire Service does not object to the progression of the planning proposal.</p>		
4.4 Remediation of Contaminated Land	<p>This direction applies when a planning proposal authority prepares a planning proposal that applies to:</p> <p>(a) land that is within an investigation area within the meaning of the <i>Contaminated Land Management Act 1997</i>,</p> <p>(b) land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,</p> <p>(c) the extent to which it is proposed to carry out development on it for residential, educational, recreational or childcare purposes, or for the purposes of a hospital – land:</p> <p>i. in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and</p> <p>ii. on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).</p> <p>(1) A planning proposal authority must not include in a particular zone (within the meaning of the local environmental plan) any land to which this direction applies if the inclusion of the land in that zone would permit a change of use of the land, unless:</p> <p>(a) the planning proposal authority has considered whether the land is contaminated, and</p>	Yes	The intended outcome of the planning proposal is the reuse of an the existing structure which has previously been the subject of Development Application consideration pursuant to SEPP 55.

S9.1 Direction	Applicable	Consistent	Comment
	<p>(b) if the land is contaminated, the planning proposal authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and</p> <p>(c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning proposal authority is satisfied that the land will be so remediated before the land is used for that purpose.</p> <p>In order to satisfy itself as to paragraph 1(c), the planning proposal authority may need to include certain provisions in the local environmental plan.</p> <p>(2) Before including any land to which this direction applies in a particular zone, the planning proposal authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.</p>		
4.5 Acid Sulfate Soils	<p>This direction applies to all relevant planning authorities that are responsible for land having a probability of containing acid sulfate soils when preparing a planning proposal that will apply to land having a probability of containing acid sulfate soils as shown on the Acid Sulfate Soils Planning Maps held by the Department of Planning, Industry and Environment.</p> <p>(1) The relevant planning authority must consider the Acid Sulfate Soils Planning Guidelines adopted by the Planning Secretary when preparing a planning proposal that applies to any land identified on the Acid Sulfate Soils Planning Maps as having a probability of acid sulfate soils being present.</p> <p>(2) When a relevant planning authority is preparing a planning proposal to introduce provisions to regulate works in acid sulfate soils, those provisions must be consistent with:</p> <p>(a) the Acid Sulfate Soils Model LEP in the Acid Sulfate Soils Planning Guidelines adopted by the Planning Secretary, or</p> <p>(b) other such provisions provided by the Planning Secretary that are consistent with the Acid Sulfate Soils Planning Guidelines.</p> <p>(3) A relevant planning authority must not prepare a planning proposal that proposes</p>	Yes	The subject land is not affected by acid sulfate soils.

Sg.1 Direction	Applicable	Consistent	Comment
	<p>an intensification of land uses on land identified as having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulfate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. The relevant planning authority must provide a copy of any such study to the Planning Secretary prior to undertaking community consultation in satisfaction of clause 4 of Schedule 1 to the Act.</p> <p>(4) Where provisions referred to under 2(a) and 2(b) above of this direction have not been introduced and the relevant planning authority is preparing a planning proposal that proposes an intensification of land uses on land identified as having a probability of acid sulfate soils on the Acid Sulfate Soils Planning Maps, the planning proposal must contain provisions consistent with 2(a) and 2(b).</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or</p> <p>(b) of minor significance.</p>		
4.6 Mine Subsidence and Unstable Land	<p>This direction applies when a relevant planning authority prepares a planning proposal that permits development on land that is within a declared mine subsidence district in the Coal Mine Subsidence Compensation Regulation 2017 pursuant to section 20 of the Coal Mine Subsidence Compensation Act 2017, or has been identified as unstable in a study, strategy or other assessment undertaken by or on behalf of the relevant planning authority or by or on behalf of a public authority and provided to the relevant planning authority.</p> <p>(1) When preparing a planning proposal that would permit development on land that is within a declared mine subsidence district, a relevant planning authority must:</p> <p>(a) consult Subsidence Advisory NSW to ascertain:</p>	N/A	The planning proposal does not impact on any mine subsidence area.

S9.1 Direction	Applicable	Consistent	Comment
	<p>i. if Subsidence Advisory NSW has any objection to the draft local environmental plan, and the reason for such an objection, and</p> <p>ii. the scale, density and type of development that is appropriate for the potential level of subsidence, and</p> <p>(b) incorporate provisions into the draft Local Environmental Plan that are consistent with the recommended scale, density and type of development recommended under 1(a)(ii), and</p> <p>(c) include a copy of any information received from Subsidence Advisory NSW with the statement to the Planning Secretary (or an officer of the Department nominated by the Secretary prior to undertaking community consultation in satisfaction of Schedule 1 to the Act.</p> <p>(2) A planning proposal must not permit development on land that has been identified as unstable as referred to in the application section of this direction.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a strategy approved by the Planning Secretary which:</p> <p>i. gives consideration to the objective of this direction, and</p> <p>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</p> <p>(b) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or</p> <p>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or</p> <p>(d) of minor significance.</p>		
<b>Focus Area 5: Transport and Infrastructure</b>			

S9.1 Direction	Applicable	Consistent	Comment
5.1 Integrating Land Use and Transport	<p>This direction applies to all relevant planning authorities when preparing a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p> <p>(1) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <p>(a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</p> <p>(b) The Right Place for Business and Services – Planning Policy (DUAP 2001).</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a strategy approved by the Planning Secretary which:</p> <p>i. gives consideration to the objective of this direction, and</p> <p>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</p> <p>(b) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or</p> <p>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or</p> <p>(d) of minor significance.</p>	Yes	This planning proposal is consistent with the objectives of this direction.
5.2 Reserving Land for Public Purposes	<p>This direction applies to all relevant planning authorities when preparing a planning proposal.</p> <p>(1) A planning proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the Planning Secretary (or an officer of the Department nominated by the Secretary).</p> <p>(2) When a Minister or public authority requests a relevant planning authority to reserve land for a public purpose in a</p>	Yes	This planning proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.

Sg.1 Direction	Applicable	Consistent	Comment
	<p>planning proposal and the land would be required to be acquired under Division 3 of Part 2 of the Land Acquisition (Just Terms Compensation) Act 1991, the relevant planning authority must:</p> <ul style="list-style-type: none"> <li>(a) reserve the land in accordance with the request, and</li> <li>(b) include the land in a zone appropriate to its intended future use or a zone advised by the Planning Secretary (or an officer of the Department nominated by the Secretary), and</li> <li>(c) identify the relevant acquiring authority for the land.</li> </ul> <p>(3) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal relating to the use of any land reserved for a public purpose before that land is acquired, the relevant planning authority must:</p> <ul style="list-style-type: none"> <li>(a) include the requested provisions, or</li> <li>(b) take such other action as advised by the Planning Secretary (or an officer of the Department nominated by the Secretary) with respect to the use of the land before it is acquired.</li> </ul> <p>(4) When a Minister or public authority requests a relevant planning authority to include provisions in a planning proposal to rezone and/or remove a reservation of any land that is reserved for public purposes because the land is no longer designated by that public authority for acquisition, the relevant planning authority must rezone and/or remove the relevant reservation in accordance with the request.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that:</p> <ul style="list-style-type: none"> <li>(a) with respect to a request referred to in paragraph (4), further information is required before appropriate planning controls for the land can be determined, or</li> <li>(b) the provisions of the planning proposal that are inconsistent with the terms of this direction are of minor significance.</li> </ul>		
5.3 Development Near Regulated Airports and	This direction applies to all relevant planning authorities when preparing a planning proposal that will create, alter or remove a zone or a provision relating to land near a	Yes	This planning proposal does not affect land in proximity to any regulated airports or defence airfields

Sg.1 Direction	Applicable	Consistent	Comment
Defence Airfields	<p>regulated airport which includes a defence airfield.</p> <p>(1) In the preparation of a planning proposal that sets controls for development of land near a regulated airport, the relevant planning authority must:</p> <ul style="list-style-type: none"> <li>(a) consult with the lessee/operator of that airport;</li> <li>(b) take into consideration the operational airspace and any advice from the lessee/operator of that airport;</li> <li>(c) for land affected by the operational airspace, prepare appropriate development standards, such as height controls.</li> <li>(d) not allow development types that are incompatible with the current and future operation of that airport.</li> </ul> <p>(2) In the preparation of a planning proposal that sets controls for development of land near a core regulated airport, the relevant planning authority must:</p> <ul style="list-style-type: none"> <li>(a) consult with the Department of the Commonwealth responsible for airports and the lessee/operator of that airport;</li> <li>(b) for land affected by the prescribed airspace (as defined in clause 6(1) of the <i>Airports (Protection of Airspace) Regulation 1996</i>, prepare appropriate development standards, such as height controls.</li> <li>(c) not allow development types that are incompatible with the current and future operation of that airport.</li> <li>(d) obtain permission from that Department of the Commonwealth, or their delegate, where a planning proposal seeks to allow, as permissible with consent, development that would constitute a controlled activity as defined in section 182 of the <i>Airports Act 1996</i>. This permission must be obtained prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&amp;A Act.</li> </ul> <p>(3) In the preparation of a planning proposal that sets controls for the development of land near a defence airfield, the relevant planning authority must:</p> <ul style="list-style-type: none"> <li>(a) consult with the Department of Defence if: <ul style="list-style-type: none"> <li>i. the planning proposal seeks to exceed the height provisions contained in the</li> </ul> </li> </ul>		

Sg.1 Direction	Applicable	Consistent	Comment
	<p><i>Defence Regulations 2016 – Defence Aviation Areas</i> for that airfield; or</p> <p>ii. no height provisions exist in the <i>Defence Regulations 2016 – Defence Aviation Areas</i> for the airfield and the proposal is within 15km of the airfield.</p> <p>(b) for land affected by the operational airspace, prepare appropriate development standards, such as height controls.</p> <p>(c) not allow development types that are incompatible with the current and future operation of that airfield.</p> <p>(4) A planning proposal must include a provision to ensure that development meets <i>Australian Standard 2021 – 2015, Acoustic-Aircraft Noise Intrusion – Building siting and construction</i> with respect to interior noise levels, if the proposal seeks to rezone land:</p> <p>(a) for residential purposes or to increase residential densities in areas where the Australian Noise Exposure Forecast (ANEF) is between 20 and 25; or</p> <p>(b) for hotels, motels, offices or public buildings where the ANEF is between 25 and 30; or</p> <p>(c) for commercial or industrial purposes where the ANEF is above 30.</p> <p>(5) A planning proposal must not contain provisions for residential development or to increase residential densities within the 20 Australian Noise Exposure Concept (ANEC)/ANEF contour for Western Sydney Airport.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a strategy approved by the Planning Secretary, which:</p> <p>i. gives consideration to the objectives of this direction; and</p> <p>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</p> <p>(b) justified by a study prepared in support of the planning proposal which gives</p>		



S9.1 Direction	Applicable	Consistent	Comment
	<p>consideration to the objectives of this direction; or</p> <p>(c) in accordance with the relevant Regional Plan prepared by the Department of Planning, Industry and Environment and Environment which gives consideration to the objectives of this direction.</p>		
5.4 Shooting Ranges	<p>This direction applies to all relevant planning authorities when preparing a planning proposal that will affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.</p> <p>(1) A planning proposal must not seek to rezone land adjacent to and/ or adjoining an existing shooting range that has the effect of:</p> <p>(a) permitting more intensive land uses than those which are permitted under the existing zone; or</p> <p>(b) permitting land uses that are incompatible with the noise emitted by the existing shooting range.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a strategy approved by the Planning Secretary, which:</p> <p>i. gives consideration to the objectives of this direction, and</p> <p>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</p> <p>(b) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or</p> <p>(c) is of minor significance.</p>	Yes	This planning proposal does not affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.
<b>Focus area 6: Housing</b>			
6.1 Residential Zones	This direction applies to all relevant planning authorities when preparing a planning proposal that will affect land within an existing	N/A	This planning proposal does not affect any land in a residential zone.

or proposed residential zone (including the alteration of any existing residential zone boundary), or any other zone in which significant residential development is permitted or proposed to be permitted.

(1) A planning proposal must include provisions that encourage the provision of housing that will:

- (a) broaden the choice of building types and locations available in the housing market, and
- (b) make more efficient use of existing infrastructure and services, and
- (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and
- (d) be of good design.

(2) A planning proposal must, in relation to land to which this direction applies:

- (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and
- (b) not contain provisions which will reduce the permissible residential density of land.

A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:

- (a) justified by a strategy approved by the Planning Secretary which:
  - i. gives consideration to the objective of this direction, and
  - ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or
- (b) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or
- (c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or
- (d) of minor significance.

Sg.1 Direction	Applicable	Consistent	Comment
6.2 Caravan Parks and Manufactured Home Estates	<p>This direction applies to all relevant planning authorities when preparing a planning proposal.</p> <p>This direction does not apply to Crown land reserved or dedicated for any purposes under the <i>Crown Land Management Act 2016</i>, except Crown land reserved for accommodation purposes, or land dedicated or reserved under the <i>National Parks and Wildlife Act 1974</i>.</p> <p>(1) In identifying suitable zones, locations and provisions for caravan parks in a planning proposal, the relevant planning authority must:</p> <ul style="list-style-type: none"> <li>(a) retain provisions that permit development for the purposes of a caravan park to be carried out on land, and</li> <li>(b) retain the zonings of existing caravan parks, or in the case of a new principal LEP zone the land in accordance with an appropriate zone under the <i>Standard Instrument (Local Environmental Plans) Order 2006</i> that would facilitate the retention of the existing caravan park.</li> </ul> <p>(2) In identifying suitable zones, locations and provisions for manufactured home estates (MHEs) in a planning proposal, the relevant planning authority must:</p> <ul style="list-style-type: none"> <li>(a) take into account the categories of land set out in Schedule 6 of <i>State Environmental Planning Policy (Housing)</i> as to where MHEs should not be located,</li> <li>(b) take into account the principles listed in clause 9 Schedule 5 of <i>State Environmental Planning Policy (Housing)</i> (which relevant planning authorities are required to consider when assessing and determining the development and subdivision proposals), and</li> <li>(c) include provisions that the subdivision of MHEs by long term lease of up to 20 years or under the <i>Community Land Development Act 1989</i> be permissible with consent.</li> </ul> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary that the provisions of the planning proposal that are inconsistent are:</p> <ul style="list-style-type: none"> <li>(a) justified by a strategy approved by the Planning Secretary which:</li> </ul>	N/A	This planning proposal does not include any details of caravan parks and/or manufactured home estates.

Sg.1 Direction	Applicable	Consistent	Comment
	<ul style="list-style-type: none"> <li>i. gives consideration to the objective of this direction, and</li> <li>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</li> </ul> (b) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or (c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or (d) of minor significance.		
<b>Focus area 7: Industry and Employment</b>			
7.1 Business and Industrial Zones	<p>This direction applies to all relevant planning authorities when preparing a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).</p> <p>A planning proposal must:</p> <ul style="list-style-type: none"> <li>(a) give effect to the objectives of this direction,</li> <li>(b) retain the areas and locations of existing business and industrial zones,</li> <li>(c) not reduce the total potential floor space area for employment uses and related public services in business zones,</li> <li>(d) not reduce the total potential floor space area for industrial uses in industrial zones, and</li> <li>(e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Planning Secretary.</li> </ul> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <ul style="list-style-type: none"> <li>(a) justified by a strategy approved by the Planning Secretary, which:               <ul style="list-style-type: none"> <li>i. gives consideration to the objective of this direction, and</li> <li>ii. identifies the land which is the subject of the planning proposal (if the planning</li> </ul> </li> </ul>	Yes	<p>This planning proposal affects land within an existing B6 – Enterprise Corridor zone. The planning proposal:</p> <ul style="list-style-type: none"> <li>a) gives effect to the objectives of the direction,</li> <li>b) retains the areas and locations of existing business and industrial zones,</li> <li>c) does not reduce the total potential floor space area for employment uses and related public services in business zones,</li> <li>d) does not reduce the total potential floor space area for industrial uses in industrial zones, and</li> <li>e) does not propose any new employment areas.</li> </ul> <p>The LEP amendment is therefore consistent with this Ministerial Direction.</p>

Sg.1 Direction	Applicable	Consistent	Comment
	<p>proposal relates to a particular site or sites), or</p> <p>(b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or</p> <p>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or</p> <p>(d) of minor significance.</p>		
7.2 Reduction in non-hosted short-term rental accommodation period	This direction does not currently apply to the Coffs Harbour LGA.	N/A	This direction does not currently apply to the Coffs Harbour LGA.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	<p>Applies when a relevant planning authority prepares a planning proposal for land in the vicinity of the existing and/or proposed alignment of the Pacific Highway.</p> <p>(1) A planning proposal that applies to land located on “within town” segments of the Pacific Highway must provide that:</p> <p>(a) new commercial or retail development must be concentrated within district centres rather than spread along the Highway;</p> <p>(b) development with frontage to the Pacific Highway must consider impacts that the development has on the safety and efficiency of the highway; and</p> <p>(c) for the purposes of this paragraph, “within town” means areas which prior to the draft LEP have an urban zone (e.g. Village, residential, tourist, commercial and industrial etc.) and where the Pacific Highway is less than 80km/hour.</p> <p>(2) A planning proposal that applies to land located on “out-of-town” segments of the Pacific Highway must provide that:</p> <p>(a) new commercial or retail development must not be established near the Pacific Highway if this proximity would be inconsistent with the objectives of this Direction.</p> <p>(b) development with frontage to the Pacific Highway must consider the</p>	Yes	<p>This proposal will not affect commercial and retail land along the Pacific Highway, North Coast.</p> <p>This planning proposal applies to land located on a “within town” segment of the Pacific Highway.</p> <p>The proposed commercial development is located within a district centre and is not spread along the Pacific Highway; and</p> <p>The proposed development does not have frontage to the Pacific Highway.</p>

S9.1 Direction	Applicable	Consistent	Comment
	<p>impact the development has on the safety and efficiency of the highway.</p> <p>(c) For the purposes of this paragraph, “out-of-town” means areas which, prior to the draft local environmental plan, do not have an urban zone (e.g.: “village”, “residential”, “tourist”, “commercial”, “industrial”, etc.) or are in areas where the Pacific Highway speed limit is 80 km/hour or greater.</p> <p>(3) Notwithstanding the requirements of paragraphs (4) and (5), the establishment of highway service centres may be permitted at the localities listed in Table 1, provided that the Roads and Traffic Authority is satisfied that the highway service centre(s) can be safely and efficiently integrated into the highway interchange(s) at those localities.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are of minor significance.</p>		
<b>Focus area 8: Resources and Energy</b>			
8.1 Mining, Petroleum Production and Extractive Industries	<p>This direction applies to all relevant planning authorities when preparing a planning proposal that would have the effect of:</p> <p>(a) prohibiting the mining of coal or other minerals, production of petroleum, or winning or obtaining of extractive materials, or</p> <p>(b) restricting the potential development of resources of coal, other minerals, petroleum or extractive materials which are of State or regional significance by permitting a land use that is likely to be incompatible with such development.</p> <p>(1) In the preparation of a planning proposal affected by this direction, the relevant planning authority must:</p> <p>(a) consult the Secretary of the Department of Primary Industries (DPI) to identify any:</p> <p>i. resources of coal, other minerals, petroleum or extractive material that are of either State or regional significance, and</p> <p>ii. existing mines, petroleum production operations or extractive industries</p>	N/A	This planning proposal does not impact on any land affected by mining, petroleum production and extractive industries.

S9.1 Direction	Applicable	Consistent	Comment
	<p>occurring in the area subject to the planning proposal, and</p> <p>(b) seek advice from the Secretary of DPI on the development potential of resources identified under (1)(a)(i), and</p> <p>(c) identify and take into consideration issues likely to lead to land use conflict between other land uses and:</p> <p>i. development of resources identified under (1)(a)(i), or</p> <p>ii. existing development identified under (1)(a)(ii).</p> <p>(2) Where a planning proposal prohibits or restricts development of resources identified under (1)(a)(i), or proposes land uses that may create land use conflicts identified under (1)(c), the relevant planning authority must:</p> <p>(a) provide the Secretary of DPI with a copy of the planning proposal and notification of the relevant provisions,</p> <p>(b) allow the Secretary of DPI a period of 40 days from the date of notification to provide in writing any objections to the terms of the planning proposal, and</p> <p>(c) include a copy of any objection and supporting information received from the Secretary of DPI with the statement to the Planning Secretary (or an officer of the Department nominated by the Secretary before undertaking community consultation in satisfaction of Schedule 1 to the Act.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary), that the provisions of the planning proposal that are inconsistent are of minor significance.</p>		
<b>Focus area 9: Primary Production</b>			
9.1 Rural Zones	<p>This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural zone (including the alteration of any existing rural zone boundary).</p> <p>A planning proposal must not rezone land from a rural zone to a residential, business, industrial, village or tourist zone.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant</p>	N/A	This planning proposal does not affect land within a rural zone.

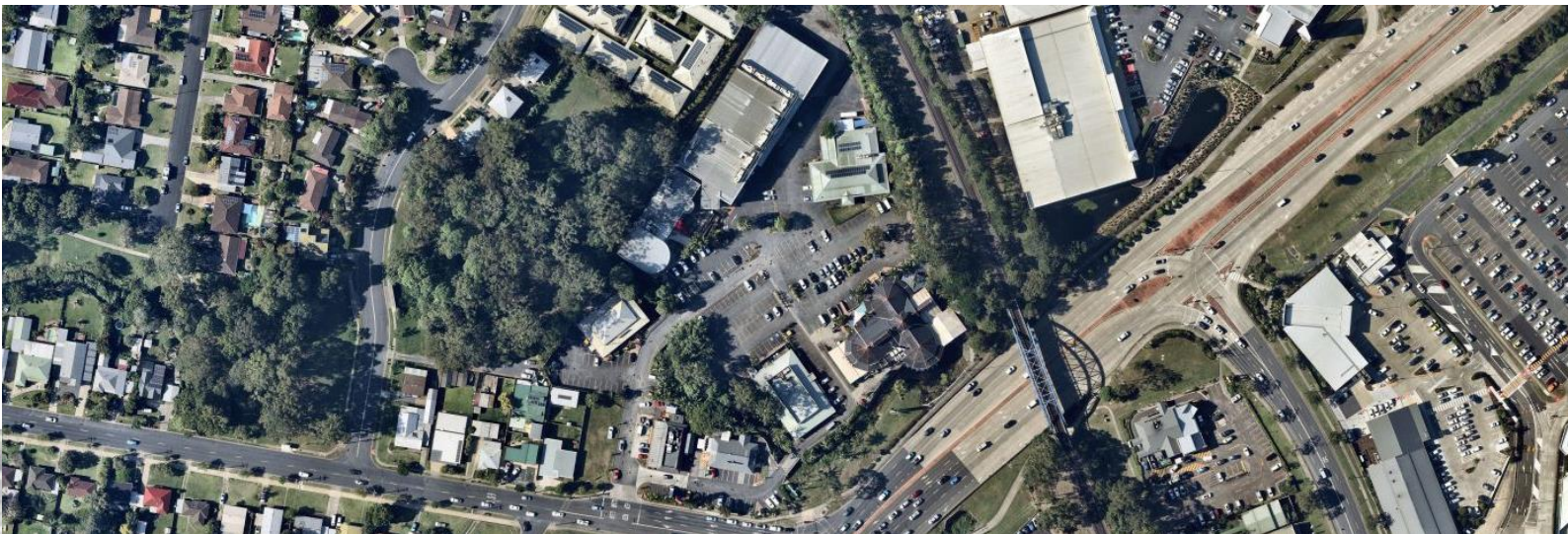
Sg.1 Direction	Applicable	Consistent	Comment
	<p>planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary that the provisions of the planning proposal that are inconsistent are:</p> <ul style="list-style-type: none"> <li>(a) justified by a strategy approved by the Planning Secretary which: <ul style="list-style-type: none"> <li>i. gives consideration to the objectives of this direction, and</li> <li>ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or</li> </ul> </li> <li>(b) justified by a study prepared in support of the planning proposal which gives consideration to the objectives of this direction, or</li> <li>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning, Industry and Environment which gives consideration to the objective of this direction, or</li> <li>(d) is of minor significance.</li> </ul>		
9.2 Rural Lands	<p>This direction applies when a relevant planning authority prepares a planning proposal for land outside the local government areas of Lake Macquarie, Newcastle, Wollongong and LGAs in the Greater Sydney Region (as defined in the <i>Greater Sydney Commission Act 2015</i>) other than Wollondilly and Hawkesbury, that:</p> <ul style="list-style-type: none"> <li>(a) will affect land within an existing or proposed rural or conservation zone (including the alteration of any existing rural or conservation zone boundary) or</li> <li>(b) changes the existing minimum lot size on land within a rural or conservation zone.</li> </ul> <p>(1) A planning proposal must:</p> <ul style="list-style-type: none"> <li>(a) be consistent with any applicable strategic plan, including regional and district plans endorsed by the Planning Secretary, and any applicable local strategic planning statement</li> <li>(b) consider the significance of agriculture and primary production to the State and rural communities</li> <li>(c) identify and protect environmental values, including but not limited to, maintaining biodiversity, the protection of native vegetation, cultural heritage, and the importance of water resources</li> <li>(d) consider the natural and physical constraints of the land, including but not</li> </ul>	N/A	This planning proposal does not affect rural land.



Sg.1 Direction	Applicable	Consistent	Comment
	<p>limited to, topography, size, location, water availability and ground and soil conditions</p> <p>(e) promote opportunities for investment in productive, diversified, innovative and sustainable rural economic activities</p> <p>(f) support farmers in exercising their right to farm</p> <p>(g) prioritise efforts and consider measures to minimise the fragmentation of rural land and reduce the risk of land use conflict, particularly between residential land uses and other rural land use</p> <p>(h) consider State significant agricultural land identified in chapter 2 of the <i>State Environmental Planning Policy (Primary Production) 2021</i> for the purpose of ensuring the ongoing viability of this land</p> <p>(i) consider the social, economic and environmental interests of the community.</p> <p>(2) A planning proposal that changes the existing minimum lot size on land within a rural or conservation zone must demonstrate that it:</p> <p>(a) is consistent with the priority of minimising rural land fragmentation and land use conflict, particularly between residential and other rural land uses</p> <p>(b) will not adversely affect the operation and viability of existing and future rural land uses and related enterprises, including supporting infrastructure and facilities that are essential to rural industries or supply chains</p> <p>(c) where it is for rural residential purposes:</p> <p>i. is appropriately located taking account of the availability of human services, utility infrastructure, transport and proximity to existing centres</p> <p>ii. is necessary taking account of existing and future demand and supply of rural residential land.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p> <p>(a) justified by a strategy approved by the Planning Secretary and is in force which:</p> <p>i. gives consideration to the objectives of this direction, and</p>		

S9.1 Direction	Applicable	Consistent	Comment
	ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or (b) is of minor significance.		
9.3 Oyster Aquaculture	<p>This direction applies to any relevant planning authority when preparing a planning proposal in ‘Priority Oyster Aquaculture Areas’ and oyster aquaculture outside such an area as identified in the <i>NSW Oyster Industry Sustainable Aquaculture Strategy</i> (2006) (“the Strategy”), when proposing a change in land use which could result in:</p> <p>(a) adverse impacts on a ‘Priority Oyster Aquaculture Area’ or a “current oyster aquaculture lease in the national parks estate”, or</p> <p>(b) incompatible use of land between oyster aquaculture in a ‘Priority Oyster Aquaculture Area’ or a “current oyster aquaculture lease in the national parks estate” and other land uses.</p> <p>(1) In the preparation of a planning proposal the relevant planning authority must:</p> <p>(a) identify any ‘Priority Oyster Aquaculture Areas’ and oyster aquaculture leases outside such an area, as shown the maps to the Strategy, to which the planning proposal would apply,</p> <p>(b) identify any proposed land uses which could result in any adverse impact on a ‘Priority Oyster Aquaculture Area’ or oyster aquaculture leases outside such an area,</p> <p>(c) identify and take into consideration any issues likely to lead to an incompatible use of land between oyster aquaculture and other land uses and identify and evaluate measures to avoid or minimise such land use in compatibility,</p> <p>(d) consult with the Secretary of the Department of Primary Industries (DPI) of the proposed changes in the preparation of the planning proposal, and</p> <p>(e) ensure the planning proposal is consistent with the Strategy.</p> <p>(2) Where a planning proposal proposes land uses that may result in adverse impacts identified under (1)(b) and (1)(c), relevant planning authority must:</p>	N/A	This planning proposal does not affect land within an existing or proposed oyster aquaculture area.

S9.1 Direction	Applicable	Consistent	Comment
	<p>(a) provide the Secretary of DPI with a copy of the planning proposal and notification of the relevant provisions,</p> <p>(b) allow the Secretary of DPI a period of 40 days from the date of notification to provide in writing any objections to the terms of the planning proposal, and</p> <p>(c) include a copy of any objection and supporting information received from the Secretary of DPI with the statement to the Planning Secretary before undertaking community consultation in satisfaction of Schedule 1 to the EP&amp;A Act.</p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are of minor significance.</p>		
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	This direction does not currently apply to the Coffs Harbour LGA.	N/A	This direction does not currently apply to the Coffs Harbour LGA.



**TRAFFIC AND PARKING IMPACT ASSESSMENT OF  
ALTERATIONS AND ADDITIONS TO GREENHOUSE TAVERN  
AT 4/4A BRAY STREET, COFFS HARBOUR**



**Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232  
Postal: P.O Box 66 Sutherland NSW 1499**

**Telephone: +61 2 9521 7199  
Web: [www.mclarentraffic.com.au](http://www.mclarentraffic.com.au)  
Email: [admin@mclarentraffic.com.au](mailto:admin@mclarentraffic.com.au)**

**Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457**

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

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

**Development Type:** Alterations and Additions to Greenhouse Tavern

**Site Address:** 4/4A Bray Street, Coffs Harbour

**Prepared for:** Design Collaborative

**Document reference:** 210047.01FA

Status	Issue	Prepared By	Checked By	Date
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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

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## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 1 INTRODUCTION

*McLaren Traffic Engineering (MTE)* was commissioned by *Design Collaborative* to provide a traffic and parking impact assessment of the proposed alterations and additions to Green House Tavern at 4/4A Bray Street, Coffs Harbour. The proposed development is shown on reduced plans reproduced in **Annexure A** for reference.

#### **1.1 Description and Scale of Development**

The existing site has the following characteristics relevant to traffic and parking:

- Existing Greenhouse Tavern with 1652m<sup>2</sup> Tavern Area comprising of:
  - 278m<sup>2</sup> Drive-thru Bottleshop;
  - 90m<sup>2</sup> Gaming Room;
  - 803m<sup>2</sup> Bar Area;
  - 130m<sup>2</sup> Beer Garden;
  - 351m<sup>2</sup> Outdoor Deck Area;
  - 65 car parking spaces (including 2 disabled car parking spaces).
- Existing Food and Drink Tenancy (currently vacant) with 694m<sup>2</sup> GFA and 78 car parking spaces (including 2 disabled spaces).

The proposed development has the following characteristics relevant to traffic and parking:

- The internal renovation and fit out of the existing tavern building with 1652m<sup>2</sup> Tavern Area comprising of:
  - 256m<sup>2</sup> Gaming room;
  - 782m<sup>2</sup> Bar Area;
  - 97m<sup>2</sup> Beer Garden;
  - 409m<sup>2</sup> Outdoor Deck Area;
  - 67 car parking spaces (including 2 disabled car parking spaces).
- 694m<sup>2</sup> GFA drive-through bottle shop with 74 car parking spaces (including 2 disabled parking spaces);
- Existing car parking to remain generally unchanged.

#### **1.2 State Environmental Planning Policy (Infrastructure) 2007**

The proposed development has frontage to a classified road and therefore qualifies as such with reference to *Clause 101 of SEPP (Infrastructure) 2007*. The development therefore must satisfy that:

*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 and safe, vehicular access to the land is provided by a road other than the classified road, and*

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

*(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.*
- ii. the emission of smoke or dust from the development*
- iii. the nature, volume or frequency of vehicles using the classified road to gain access to the land.*

An assessment of the proposal against the criteria provided in Clause 101 of SEPP (Infrastructure) is undertaken in **Section 4.4**.

### **1.3 Site Description**

The subject site is currently zoned *B6 – Enterprise Corridor* under the *Coffs Harbour Council LEP 2013* and is currently occupied by Greenhouse Tavern and a vacant food and drink premises. The site has frontages to Pacific Highway to the east and Bray Street to the south.

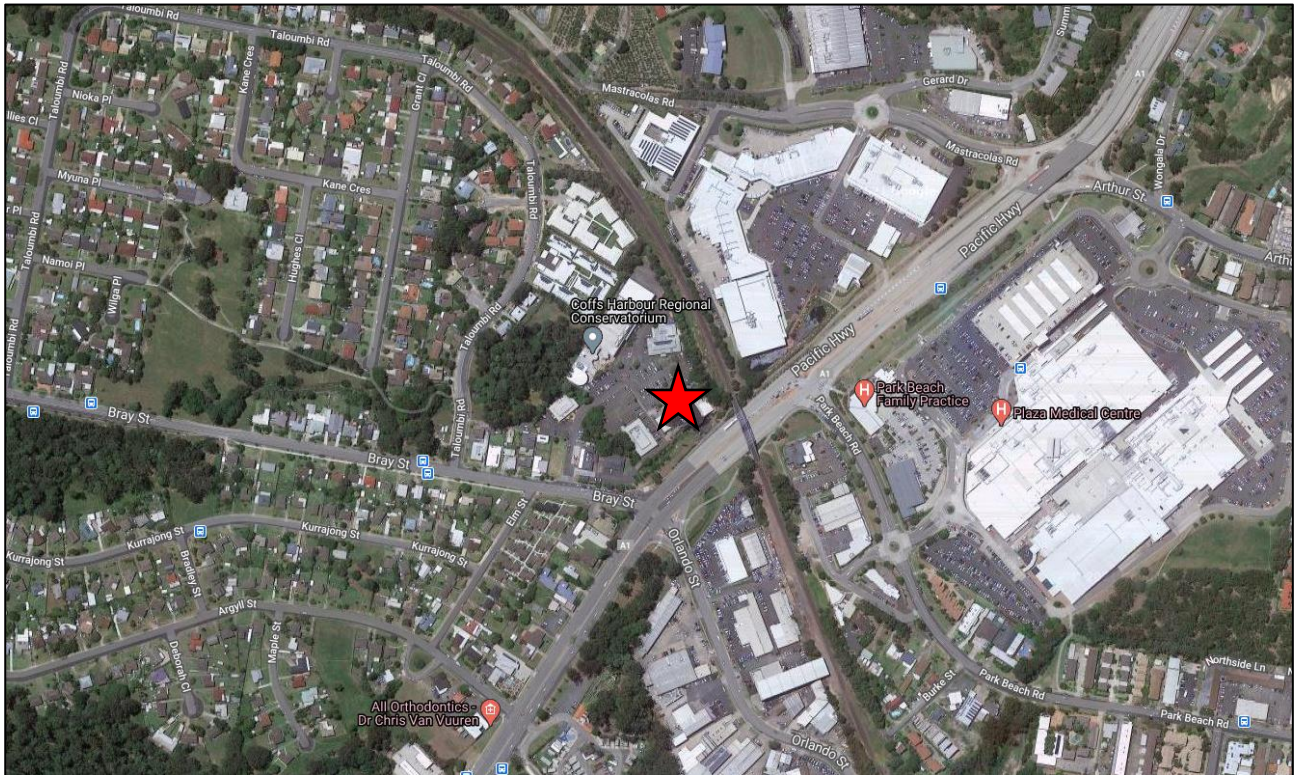
The site is generally surrounded by low-medium density residential developments to the south and west and commercial developments to the north and east. Park Beach Plaza (shopping centre) is located to the east of the site while Park Beach Home Base (shopping centre) is located to the north of the site. The North West NSW train line is located along the northern boundary of the site.



## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

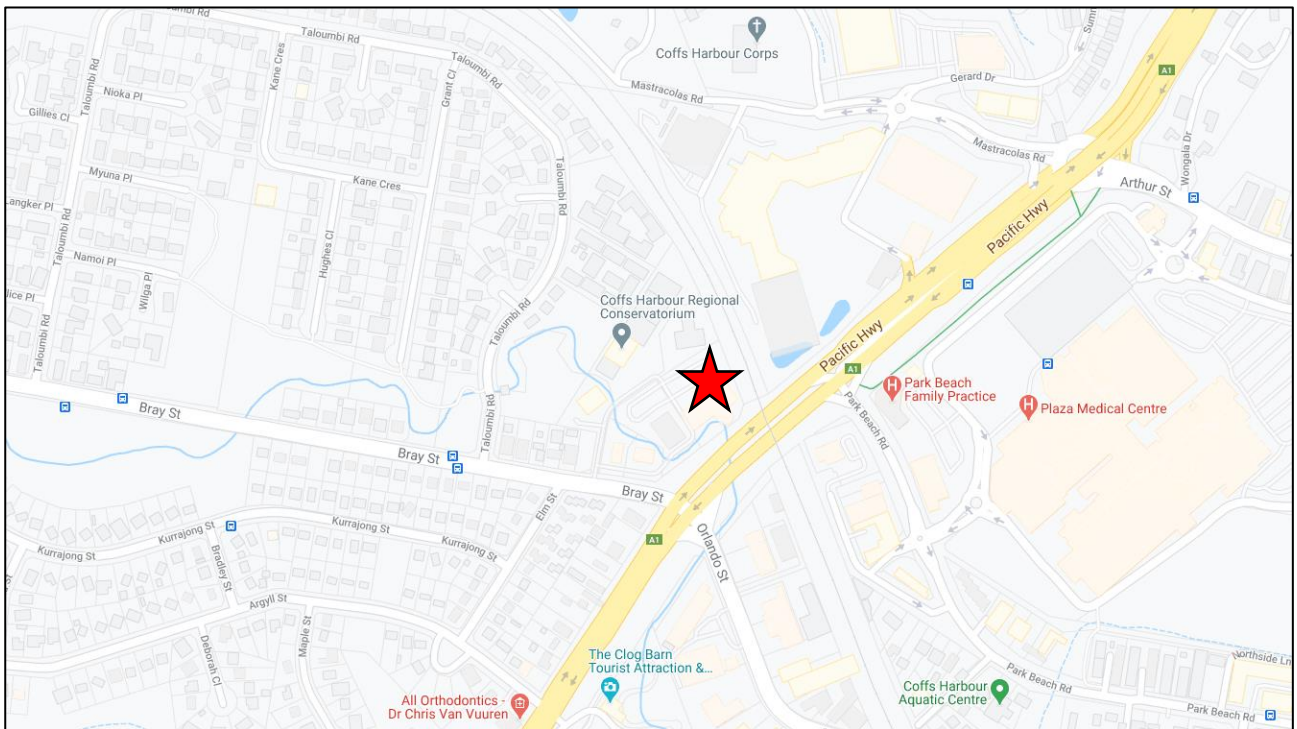
### 1.4 Site Context

The site location is shown on aerial imagery and a street map in **Figure 1** and **Figure 2** respectively.



★ Site Location

**FIGURE 1: SITE CONTEXT – AERIAL PHOTO**



★ Site Location

**FIGURE 2: SITE CONTEXT – STREET MAP**

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 2 **TRAFFIC AND PARKING CONDITIONS**

#### 2.1 ***Road Hierarchy***

The road network within close proximity of the site has characteristics as described in the following sub-sections.

##### 2.1.1 Pacific Highway

- TfNSW Classified STATE Highway (No. 10);
- Approximately 25m wide two-way carriageway, including median, facilitating two (2) traffic flow lanes and kerbside parking in both directions. Additional turn and merge lanes provided at key intersections;
- Signposted 60km/h speed limit;
- Unrestricted kerbside parking permitted along the eastern side of the road and 'No Stopping, 4pm-6pm, MON-FRI' along the western side of the road south of Bray Street. No stopping permitted along both sides of the road to the north of Bray Street.

##### 2.1.2 Bray Street

- Unclassified COLLECTOR Road;
- Approximately 12m wide two-way carriageway facilitating one (1) traffic flow lane in both directions and kerbside parking along both sides of the road;
- Signposted 50km/h speed limit to the west of the site and 60km/h speed limit along the site access driveway;
- 'No Stopping' restrictions on the southern side of the road east of Elm Street and 'No Stopping' restriction on the northern side of the road west of Taloumbi Road;
- Generally, unrestricted kerbside parking permitted outside of the 'No Stopping' zone above.

#### 2.2 ***Existing Traffic Management***

- Signal controlled intersection of Pacific Highway / Bray Street / Orlando Street;
- Priority controlled 'Keep Clear' intersection of Bray Street / site access driveway;
- Priority controlled intersection of Bray Street / Elm Street;
- Priority controlled intersection of Bray Street / Taloumbi Road;
- Signal controlled intersection of Pacific Highway / Park Beach Road.

#### 2.3 ***Patron and Parking Survey Results***

##### 2.3.1 Patron Surveys

Patronage surveys were conducted at Green House Tavern on three days, being Friday 12<sup>th</sup>, Friday 26<sup>th</sup> and Saturday 27<sup>th</sup> of March 2021, to determine the typical travel mode to and from the Tavern for patrons.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

Patron surveys were undertaken at half hourly intervals, with the location of patrons within the premises. The results are summarised in **Table 1** and the data provided in **Annexure B** for reference.

**TABLE 1: PATRON ACCUMULATION**

Time	Patrons		
	12/05/2021	26/05/2021	27/05/2021
16:00	41	32	71 (12)
16:30	46	37 (1)	103 (24)
17:00	54	87	103 (25)
17:30	78 (2)	105 (2)	94 (18)
18:00	101 (8)	119 (6)	114 (22)
18:30	116 (11)	<b>125 (6)</b>	146 (37)
19:00	<b>140 (19)</b>	111 (5)	<b>155 (42)</b>
19:30	132 (21)	111 (3)	138 (32)
20:00	118 (15)	97 (4)	122 (21)
20:30	83 (13)	55	108 (17)
21:00	76 (11)	46	87 (19)

Notes:

- (1) The number of children observed is shown in brackets and included within the total patron count.
- (2) Peak patronage noted in bold.

### 2.3.2 Parking Accumulation from Tube Count Surveys

Seven-day parking accumulation surveys were undertaken from 15 March 2021 to 22 March 2021 and 22 March 2021 to 29 March 2021. The car parking areas surveyed are illustrated in **Figure 3**. The existing car park acts in a shared arrangement between all tenancies within close proximity as there is no restriction on parking for different users. The total number of shared parking spaces between the tenancies is 398. The results of the parking accumulation is summarised in **Table 2** and the survey data provided in **Annexure C** for reference.



## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT



Subject site buildings



Parking accumulation survey area

**FIGURE 3: PARKING ACCULATION SURVEY AREA**

**TABLE 2: MINIMUM AVAILABLE PARKING WITHIN EXISTING CARPARK**

Week	Friday	Saturday
<b>Week 1</b> (15/03/2021 to 22/03/2021)	306 <sup>(1)</sup> (77%)	239 <sup>(1)</sup> (60%)
<b>Week 2</b> (22/03/2021 to 29/03/2021)	174 <sup>(2)</sup> (44%)	190 <sup>(3)</sup> (48%)

Notes:

- (1) Peak Hour between 12:00-13:00;
- (2) Peak Hour between 17:00-18:00;
- (3) Peak Hour between 18:00-19:00;

As shown above there is a minimum of **174** spare car parking spaces within the existing car parking area equating to a minimum **44%** spare car parking capacity. It cannot be determined which parked car was associated with the individual tenancies, therefore, it is assumed that the parking associated with the tavern is also operating with a minimum spare capacity of **43.7%**.

### **2.4 Existing Traffic Environment**

Turning movement count surveys were conducted at the intersections of Bray Street / Site Driveway, Bray Street / Pacific Highway and Pacific Highway / Park Beach Road from 2:00pm to 7:00pm on Friday 19 March 2021 and Saturday 20 March 2021 representing a typical operating weekday. The full survey results are shown in **Annexure D** for reference.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 2.4.1 Existing Road Performance

The performance of the surrounding intersections under the existing traffic conditions has been assessed using SIDRA INTERSECTION 9.0. The intersection models have been calibrated using observed queues during the peak 15 minutes. **Table 3** summarises the resultant intersection performance data, with full SIDRA results reproduced in **Annexure E**.

**TABLE 3: EXISTING INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.0)**

Intersection	Peak Hour	Degree of Saturation <sup>(1)</sup>	Average Delay <sup>(2)</sup> (sec/veh)	Level of Service <sup>(3)(4)</sup>	Control Type	Worst Movement	95th Percentile Queue
<b>EXISTING PERFORMANCE</b>							
Bray St /Site Driveway	FRI	0.46	3.1 (Worst: 21.3)	<b>NA</b> (Worst: B)	Give Way	RT from Site Driveway	2.9 veh (20.7m) Bray St
	SAT	0.46	3.4 (Worst: 25.2)	<b>NA</b> (Worst: B)		RT from Site Driveway	2.4 veh (16.9m) Bray St
Pacific Hwy /Orlando St	FRI	1.00	54.1	<b>D</b>	Signals	RT from Orlando St	34.8 veh (251.3m) Pacific Hwy
	SAT	0.74	35.3	<b>C</b>		RT from Pacific Hwy	15.3 veh (108.8m) Pacific Hwy
Pacific Hwy /Park Beach Rd	FRI	0.61	18	<b>B</b>	Signals	RT from Park Beach Rd	8.6 veh (63.9m) Pacific Hwy
	SAT	0.58	18.5	<b>B</b>		RT from Park Beach Rd	12.1 veh (86.7m) Pacific Hwy

**NOTES:**

(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.

(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.

(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.

(4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

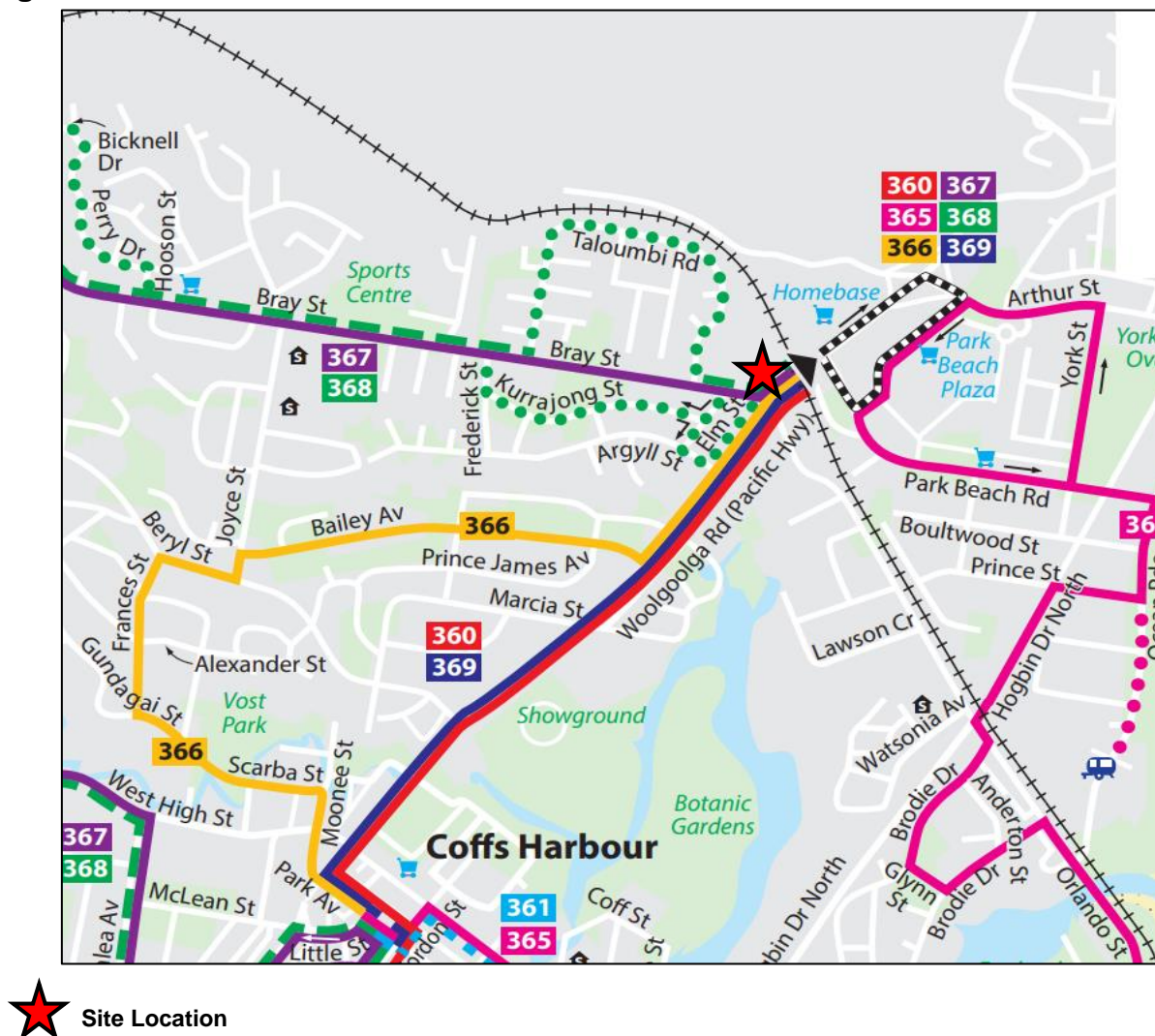
As shown, the intersection of Bray Street / Site Driveway and Pacific Highway / Park Beach Road are operating with a high level of service of “B” which is characterised by low approach delays and spare capacity. The intersection of Pacific Highway / Orlando Street / Bray Street is operating at LoS “D” which indicates that the intersection is operating near capacity.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 2.5 Public Transport

The subject site has access to existing bus stops (ID: 245041 and 2450117) located approximately 200m and 400m walking distance to the west and south of site on Bray Street and Pacific Highway, respectively. The bus stops service existing bus Routes 360 (Macksville to Coffs Harbour), 363 (Toormina to Coffs Harbour via Boambee East), 364 (Toormina to Coffs Harbour via Sawtell), 366 (Park Beach Plaza to Coffs Harbour City Centre), 367 (Park Beach Plaza to Coffs Harbour City Centre via Donn-Patterson Drive), 369 (Coffs Harbour Health Campus to Park Beach Plaza via Park Ave), and 372 (Grafton to Coffs Harbour via Woolgoolga) provided by Busways and Forest Coach Lines.

The location of the site subject to the surrounding public transport network is shown in **Figure 4**.



**FIGURE 4: PUBLIC TRANSPORT NETWORK MAP**

### 2.6 Future Road and Infrastructure Upgrades

From the Coffs Harbour City Council and RMS Projects tracker and website, it appears that there are no future planned road or public transport changes that will affect traffic conditions within the immediate vicinity of the subject site.



## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 3 PARKING ASSESSMENT

#### 3.1 *DCP Parking Requirement*

Reference is made to *Coffs Harbour Development Control Plan 2015 – Part F: General Developmental Controls* which outlines the following car parking requirements for the proposed development.

*Shops / Neighbourhood Shops / Takeaway Food and Drink Premises /  
Cellar Door Premises / Kiosks / Restricted Premises*

*One space per 25m<sup>2</sup> GLFA*

*Pubs / Small Bars*

*Subject to parking study*

*Calculations are to be rounded up to the nearest whole number e.g. if the calculation determines that 2.3 car parking spaces are required, then three parking spaces are required.*

The proposed drive-through bottle shop requires the provision of **28** (694/25) car parking spaces. A parking study has been undertaken at the site to determine the peak parking demand for the pub use of the site, further detailed in the section below.

#### 3.2 *MTE Tavern Parking Demand Analysis – Existing Scale*

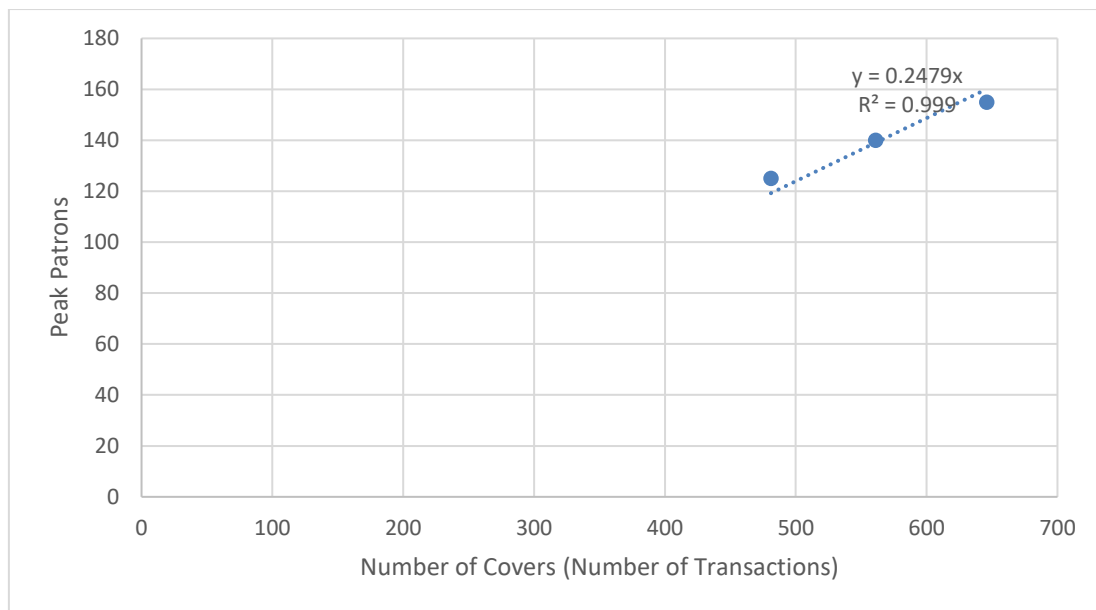
##### 3.2.1 Patron Demand Analysis

The *RMS Guide to Traffic Generating Developments 2002* prescribes that “Off-street car parking must be provided to satisfy the average maximum demand” for taverns. The subject site is zoned B6 – Enterprise Corridor and is within close proximity to R2 – Low Density Residential. Therefore, to reduce any impacts on the residential amenity, the proposed development must provide sufficient off-street parking to cater for the 85<sup>th</sup> percentile parking demand on peak days being Fridays and Saturdays.

A year's worth of sales transactions at the existing Greenhouse Tavern was obtained to determine a correlation of the peak patron numbers and the number of transactions that occurred in a day. The year worth of sales transactions was obtained in the year prior to the lock downs associated with COVID-19. A headcount survey was undertaken on 12/03/21, 26/03/21 & 27/03/21 which counted the number of patrons inside the tavern between 4pm-9pm, the survey results are summarised in **Section 2.3.1** and detailed results are provided **Annexure B** for reference. The detailed data from the sales transactions is also provided in **Annexure F**.

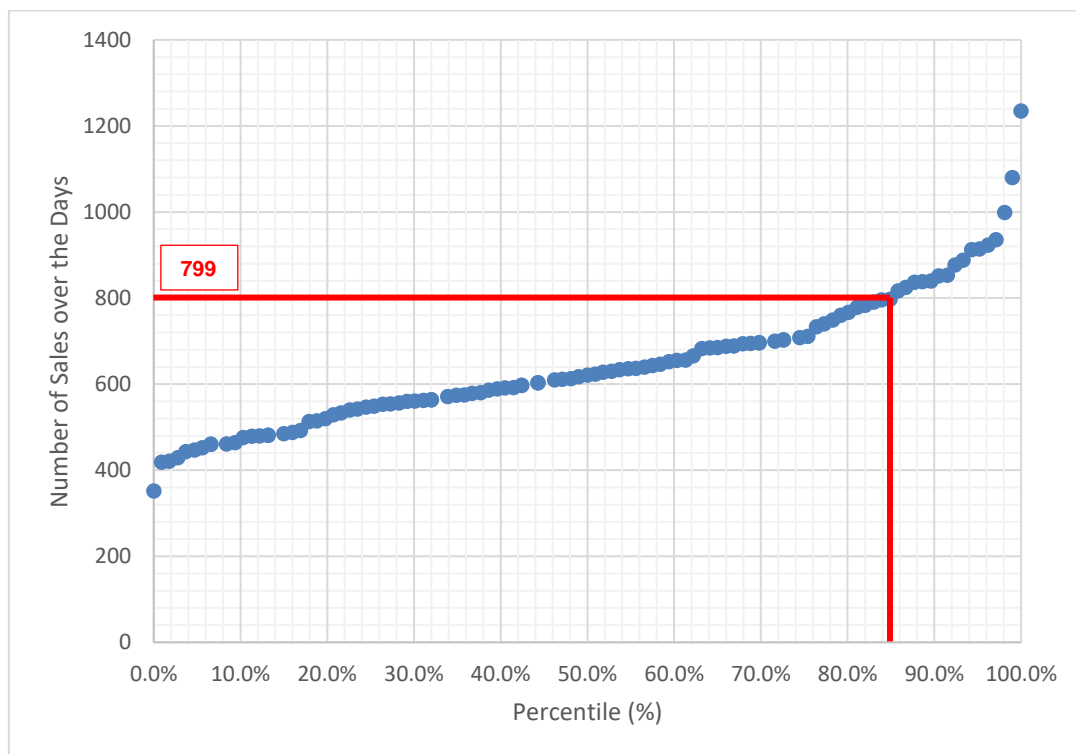
The peak number of patrons was regressed against the number of transactions in a day. The regression analysis presented in **Figure 5** was undertaken which resulted in an R<sup>2</sup> value of **0.999** representing a very strong correlation between peak patrons and number of sales over a day.

### APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT



**FIGURE 5: GREENHOUSE TAVERN– PATRON NUMBER REGRESSION**

The sales transaction data on Fridays and Saturdays over the year were ordered by number of transactions to determine the percentile 'business' on each day and subsequently the percentile 'business' on the days that the headcount surveys were undertaken. By relating the existing parking demand to the percentile 'business' the 85<sup>th</sup> percentile peak patron number of the tavern was determined to be **198** ( $0.2479 \times 799$ ) patrons. The patron percentile demand of the tavern is presented in **Figure 6** below with the 85<sup>th</sup> percentile demand highlighted in red.



**FIGURE 6: GREENHOUSE TAVERN– PATRON PERCENTILE DEMAND**



## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 3.2.2 Patron Mode of Transport

During the parking and headcount survey period patron interviews were also undertaken to determine the method of transportation that patrons used to arrive at the site. A summary of the mode of arrival of the surveyed patrons is shown in **Table 4** below.

**TABLE 4: SURVEYED PATRON MODE OF TRANSPORT**

Date	Car driver	Car passenger	Walked	Dropped off	Taxi	Percent Drivers
12/03/21	91	131	0	17	3	37.6%
26/03/21	101	75	0	19	4	50.7%
27/03/21	90	129	3	12	12	36.4%
Average						41.6%

As shown above the existing percentage of patrons that drive to the tavern is **41.59%**.

### 3.2.3 Patron Parking Demand

The patron driver percentage is applied to the 85<sup>th</sup> percentile patron demand of 198, results in an existing 85<sup>th</sup> percentile parking demand of **82** ( $198 \times 41.6\%$ ) car parking spaces for patrons. A summary of the parking demand on the surveyed days and subsequent 85<sup>th</sup> percentile parking demand is presented in **Table 5** below.

**TABLE 5: PATRON PARKING DEMAND OF THE EXISTING TAVERN**

Date	Peak number of Patrons	Percentile Day	Percent Drivers	Patron Parking Demand
Friday: 12/05/2021	140	30 <sup>th</sup> percentile	37.6%	53
Friday: 26/05/2021	125	13 <sup>th</sup> percentile	50.7%	63
Saturday: 27/05/2021	155	58 <sup>th</sup> percentile	36.4%	56
<b>85<sup>th</sup> Percentile</b>	198	85 <sup>th</sup> percentile	41.6%	<b>82</b>

### 3.2.4 Staff Parking Demand

The existing staff numbers of the tavern is a peak of 15 staff which equates to a demand of **15** car parking spaces assuming each staff member drives to the site as a conservative assessment.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 3.3 Future Parking Demand Analysis

The above parking demand has been used to derive an existing patron parking rate per square meter for the existing development. The GFA of the licensed areas for the existing tavern totals 1,374m<sup>2</sup> (excludes bottleshop area). Therefore, the 85<sup>th</sup> percentile patron demand of the tavern is 1 patron per 6.94m<sup>2</sup> of licensed GFA (1374/198), or 1 patron car parking space per 16.76m<sup>2</sup> of licensed GFA (1,374/82).

To assess the parking demand of the proposed alterations and additions to the tavern a comparison of the existing and the proposed scales are provided in **Table 6** below. A diagram of the assessed GFA's is provided in **Annexure G**.

**TABLE 6: COMPARISON OF EXISTING AND PROPOSED TAVERN SCALES**

Type	Description	Scale		
		Existing	Proposed	Change in Scale
<b>Bottle Shop</b>	-	278m <sup>2</sup>	0m <sup>2</sup> <sup>(1)</sup>	-278m <sup>2</sup>
<b>Licensed Area</b>	Bar	803m <sup>2</sup>	782m <sup>2</sup>	-21m <sup>2</sup>
	Outdoor Deck Area	351m <sup>2</sup>	409m <sup>2</sup>	+58m <sup>2</sup>
	Gaming	90m <sup>2</sup>	256m <sup>2</sup>	+166m <sup>2</sup>
	Beer Garden	130m <sup>2</sup>	97m <sup>2</sup>	-33m <sup>2</sup>
<b>Total</b>		-	-	<b>+ 170m<sup>2</sup> Licensed Area</b>

Notes:

- (1) The future bottle shop will be relocated to the currently vacant tenancy.

As shown above the proposed alterations and additions will relocate the bottleshop and increase the licensed area of the tavern. To determine the expected parking demand of the proposed site these changes shall be added to the existing parking demand determined in **Section 3.2**.

The following additional parking demand has been determined:

- +170m<sup>2</sup> of licensed area:
  - **+24** patrons based on 1 patron per 6.94m<sup>2</sup> licensed area;
  - **+10** car parking spaces based on 1 per 16.76m<sup>2</sup> licensed area.

The parking demand of the proposed tavern and drive thru bottleshop is presented in **Table 7** below.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

**TABLE 7: PROPOSED TAVERN PARKING DEMAND**

Land Use	Percentile day	Scale	Rate	Parking Required
<b>Existing Development</b>				
Tavern Licensed Area	85 <sup>th</sup>	1374m <sup>2</sup>	1 per 16.76m <sup>2</sup>	82
		15 Staff	1 per staff	15
Bottle Shop	-	278m <sup>2</sup> GFA	1 per 25m <sup>2</sup> <sup>(1)</sup>	11
Food and Drink Premise (vacant)	-	694m <sup>2</sup> GFA	1 per 25m <sup>2</sup> <sup>(1)</sup>	28
<b>Sub-Total</b>	-	-	-	<b>136</b>
<b>Future Development</b>				
Tavern Licensed Area	85 <sup>th</sup>	1544m <sup>2</sup>	1 per 16.76m <sup>2</sup>	92
	-	15 Staff <sup>(2)</sup>	1 per staff	15
Bottle Shop	-	694m <sup>2</sup> GFA	1 per 25m <sup>2</sup> <sup>(1)</sup>	28
<b>Sub-Total</b>	-	-	-	<b>135</b>
<b>Net Increase</b>	-	-	-	<b>-1</b>

Notes:

(1) DCP parking rate.

(2) No additional staff assumed for the future development.

As shown above the 85<sup>th</sup> percentile car parking demand of the proposed development results in a parking requirement of some **135** car parking spaces. The site provides a total of **143** off-street car parking representing a numerical surplus of some eight (8) car parking spaces above the 85<sup>th</sup> percentile car parking demand.

### 3.4 Mini-Bus Shuttle Service

The existing tavern utilises the operation of a courtesy bus which transports patrons to and from the site from the local area. In **MTE's** experience, the utilisation of a mini-bus is typically equivalent to the provision of 20-30 extra car parking spaces. The courtesy bus will continue operation under the future scenario of the proposed development.

### 3.5 Bicycle & Motorcycle Parking Requirements

Coffs Harbour Council DCP does not provide rates for bicycle parking/storage or motorcycle parking / storage for licensed premises and as such does not require the provision of this facility.

### 3.6 Servicing & Loading

No changes are proposed to the loading dock area of either site as part of the proposed alteration and additions. The loading operation of the site is not expected to change significantly under the proposed scenario. Swept path tests of an 8.8m Medium Rigid Vehicle (MRV) vehicle circulating through the existing car park to the proposed loading zone has been undertaken with the results presented in **Annexure H**.

### 3.7 Disabled Parking

Reference is made to *Coffs Harbour DCP 2015 – Part F: General Development Controls* which outlines the following disabled car parking requirement.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### ***F1.5 On-Site Parking – Non Residential Uses***

*(3) Accessible parking spaces are to be provided in accordance with the Disability (Access to Premises – Building Standards) 2010*

The proposed tavern falls within a building Class 6 classification under the BCA and as such, has the following requirements for disabled parking provision:

#### ***Class 6***

*1 space for every 50 carparking spaces or part thereof.*

The above parking requirements result in a total requirement for one (3) disabled parking spaces to be provided on site. The existing car parking area provides four (4) disabled car parking spaces, satisfying BCA disabled car parking requirements.

### **3.8 Car Park Design & Compliance**

The car parking layout as depicted in **Annexure A** is an existing and approved car parking layout and as such has not been assessed by MTE against the objectives of AS2890.1:2004, AS2890.2:2002 or AS2890.6:2009. Swept path tests of a B99 vehicle circulating through the proposed drive-thru bottle shop have been undertaken with the results presented in **Annexure H**.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 4 TRAFFIC ASSESSMENT

#### 4.1 Traffic Generation

The operation of the Tavern will not substantially change as a result of this application. However, the drive-through bottle shop GFA is proposed to be increased. *RMS Guide to Traffic Generating Developments 2002* does not specifically outline any traffic generation rate for a drive-through bottle-shop. As such, the Dan Murphy's bottle shop located at 100-102 Grafton Street, Coffs Harbour was surveyed on Friday 19 March 2021 between 2:00pm and 9:00pm and Saturday 20 March 2021 between 10:00am and 3:00pm to determine the peak hour trips per m<sup>2</sup> GFA. The results of the survey are presented in **Annexure D** and are summarised in **Table 8**.

**TABLE 8: DAN MURPHY'S TRIP GENERATION SUMMARY**

Scale	Friday Peak Hour Trips	Saturday Peak Hour Trips
Approx. 1150m <sup>2</sup> GFA <sup>(1)</sup>	262 trips <sup>(2)</sup>	227 trips <sup>(3)</sup>
<b>Trips per m<sup>2</sup> GFA</b>	<b>1 per 4.4m<sup>2</sup> GFA</b>	<b>1 per 5.1m<sup>2</sup> GFA</b>

Notes:

- (1) Based on aerial imagery of the Dan Murphy's building.
- (2) Peak hour between 4:00pm-5:00pm
- (3) Peak hour between 1:00pm-2:00pm.

As shown above, the Friday and Saturday peak hour traffic generation rate are 1 trip per 4.4m<sup>2</sup> and 1 trip per 5.1m<sup>2</sup>, respectively. The resulting traffic generation of the proposed drive-through bottle shop is outlined in **Table 9**.

**TABLE 9: TRAFFIC GENERATION**

Land Use	Day	Scale	Rate	Traffic Generation	Trip Distribution	
					Inbound	Outbound
Existing Development						
Drive-Through Bottle Shop	Friday	278m <sup>2</sup>	1 per 4.4m <sup>2</sup>	63	32	31
	Saturday		1 per 5.1m <sup>2</sup>	55	28	27
Future Development						
Drive-Through Bottle Shop	Friday	694m <sup>2</sup>	1 per 4.4m <sup>2</sup>	158	79	79
	Saturday		1 per 5.1m <sup>2</sup>	136	68	68
Net Change	Friday	-	-	+ 95	+ 47	+ 48
	Saturday			+ 81	+ 40	+ 41

As shown above, the proposed increase of the Bottle-Shop GFA results in a net increase of **95** trips (47 inbound, 48 outbound) and **81** trips (40 inbound, 41 outbound) during the Friday and Saturday peak hours, respectively.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### **4.2 Traffic Assignment**

The road network, traffic surveys and locations of residential areas surrounding the site have been assessed and the following traffic assignment has been assumed for all traffic to and from the site:

- 25% to / from the west via Bray Street;
- 35% to / from the north via Pacific Highway;
- 30% to / from the south via Pacific Highway;
- 10% to / from the east via Orlando Street.

### **4.3 Traffic Impact**

The traffic generation outlined in **Section 4.1 & 4.2** above has been added to the existing traffic volumes recorded. SIDRA INTERSECTION 9.0 was used to assess the intersections performance. The purpose of this assessment is to compare the existing intersection operations to the future scenario under the increased traffic load. The results of this assessment are shown in **Table 10**.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

**TABLE 10: INTERSECTION PERFORMANCE (SIDRA INTERSECTION 9.0)**

Intersection	Peak Hour	Degree of Saturation <sup>(1)</sup>	Average Delay <sup>(2)</sup> (sec/veh)	Level of Service <sup>(3)(4)</sup>	Control Type	Worst Movement	95th Percentile Queue
EXISTING PERFORMANCE							
Bray St /Site Driveway	FRI	0.46	3.1 (Worst: 21.3)	NA (Worst: B)	Give Way	RT from Site Driveway	2.9 veh (20.7m) Bray St
	SAT	0.46	3.4 (Worst: 25.2)	NA (Worst: B)		RT from Site Driveway	2.4 veh (16.9m) Bray St
Pacific Hwy /Orlando St	FRI	1.00	54.1	D	Signals	RT from Orlando St	34.8 veh (251.3m) Pacific Hwy
	SAT	0.74	35.3	C		RT from Pacific Hwy	15.3 veh (108.8m) Pacific Hwy
Pacific Hwy /Park Beach Rd	FRI	0.61	18	B	Signals	RT from Park Beach Rd	8.6 veh (63.9m) Pacific Hwy
	SAT	0.58	18.5	B		RT from Park Beach Rd	12.1 veh (86.7m) Pacific Hwy
FUTURE PERFORMANCE							
Bray St /Site Driveway	AM	0.62	4.4 (Worst: 26.7)	NA (Worst: B)	Give Way	RT from Site Driveway	2.9 veh (20.2m) Bray St
	PM	0.61	4.5 (Worst: 30.6)	NA (Worst: C)		RT from Site Driveway	2.4 veh (17.1m) Bray St
Pacific Hwy /Orlando St	AM	0.99	54.3	D	Signals	RT from Orlando St	36.3 veh (262.1m) Pacific Hwy
	PM	0.77	34.7	C		RT from Pacific Hwy	14.9 veh (105.7m) Pacific Hwy
Pacific Hwy /Park Beach Rd	AM	0.69	17.6	B	Signals	RT from Park Beach Rd	8 veh (59.9m) Pacific Hwy
	PM	0.60	17.9	B		RT from Park Beach Rd	11.7 veh (83.8m) Pacific Hwy

Notes: Refer to Table 3

As shown, the intersections of Bray Street / Site Driveway, Pacific Highway / Orlando Street / Bray Street and Pacific Highway / Park Beach Road all retain the same overall level of service under future conditions with minimal delays, indicating that there will be negligible impact on the existing road network as a result of the proposed development.

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 4.4 SEPP (Infrastructure) Clause 101

The proposed development has frontage to Pacific Highway, a classified road (No. 10) and as such an assessment against the criteria in *Clause 101 of SEPP (Infrastructure)* is presented below. The relevant items raised in Clause 101 are presented below (italicised) with MTE response thereafter.

*(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*

**MTE Response:** The access to the site is existing and provided via Bray Street which is an unclassified collector road.

*(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.*

**MTE Response:** The existing access is approximately 12m in width and includes “Keep Clear” linemarking to improve traffic flow efficiency for entering and exiting vehicles. **Section 4.3** demonstrates the proposed driveway will have negligible impact along Pacific Highway.

*ii. the emission of smoke or dust from the development*

**MTE Response:** For others to address but noted that parking demand and traffic generation would likely remain consistent with existing approvals.

*iii. the nature, volume or frequency of vehicles using the classified road to gain access to the land.*

**MTE Response:** **Section 4** outlines the expected peak hour traffic generation and impact on the surrounding intersections. The traffic generation of the site will have negligible impact on the surrounding intersections.



## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

### 5 CONCLUSION

In view of the foregoing, the subject alterations and additions to Greenhouse Tavern proposal at 4/4A Bray Street, Coffs Harbour (as depicted in **Annexure A**) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:

- The proposal includes the provision of **143** car parking spaces within an existing carpark, satisfying the relevant controls applicable and anticipated 85<sup>th</sup> percentile parking demand of the site.
- Council's DCP does not require the provision of bicycle and motorcycle parking facilities.
- The parking areas of the site are an existing and approved car parking layout and as such has not been assessed by MTE against the objectives of *AS2890.1:2004*, *AS2890.2:2002* and *AS2890.6:2009*. Swept path testing of the proposed drive-thru bottleshop operation has been undertaken and the results are presented in **Annexure H**.
- The additional traffic generation of the proposed development has been estimated to be some **95** trips in the Friday PM peak period (47 in, 48 out) and **81** trips in the Saturday peak period (40 in, 41 out). The impacts of the traffic generation have been modelled using SIDRA INTERSECTION 9.0, indicating that there will be no detrimental impact to the performance of the intersections as a result of the generated traffic.



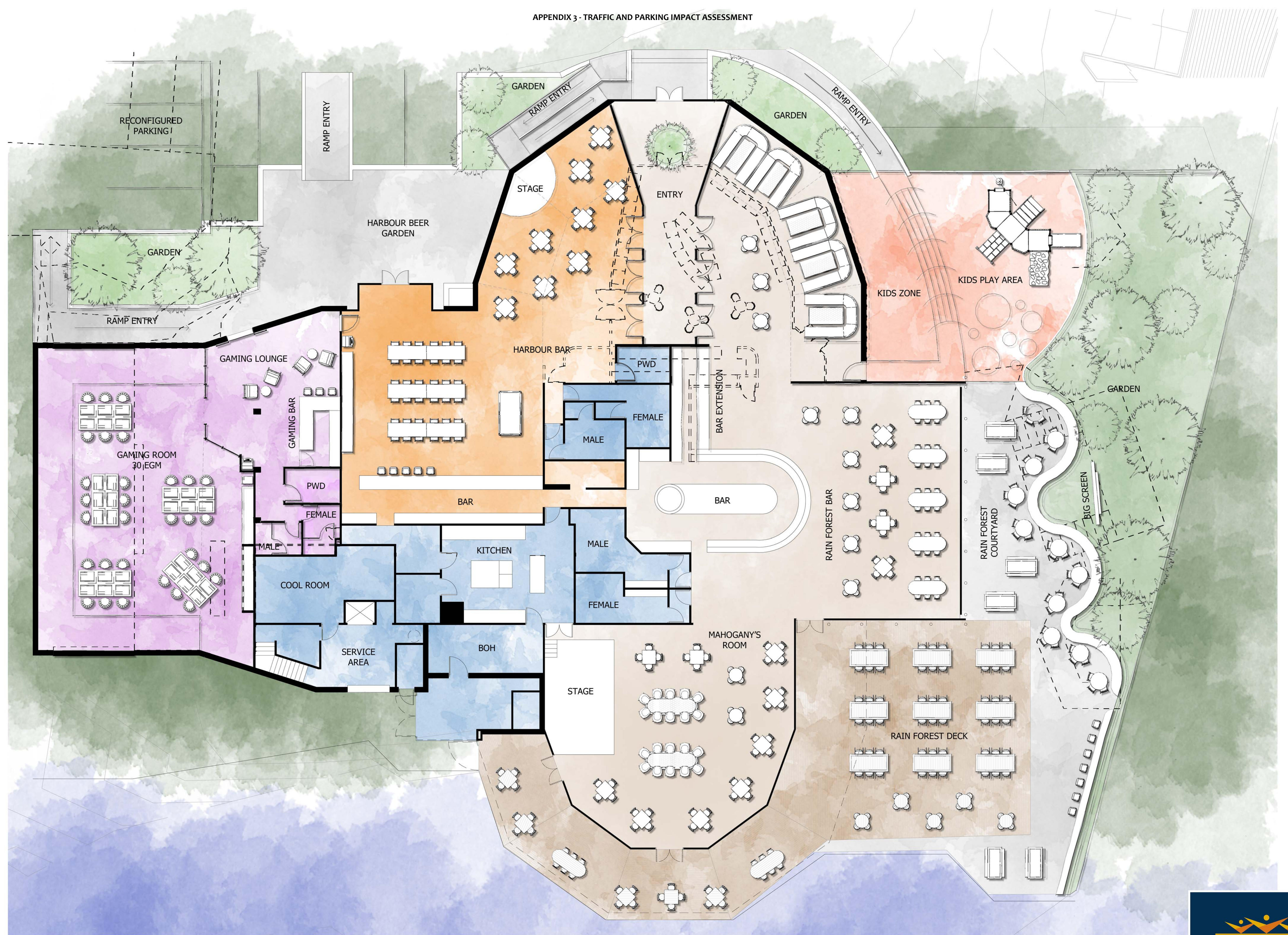
**ANNEXURE A: PROPOSED PLANS**

**(2 SHEETS)**













**ANNEXURE B: PATRON HEADCOUNT SURVEY  
RESULTS  
(6 SHEETS)**

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## Head Count

Job: 210302mcl (21\_0047)

Client: McLaren Traffic Engineering

Day, date 27/03/21

Location: Greenwood Tavern Coffs Harbour

Weather: Fine

Surveyor MC

Time	Rainforest Room		Rainforest Room		Deck open to public		Mahogany Room		Gaming Areas	Harbour Bar	Harbour Bar open area	Deck reserved for the "Colts"	
	Open Area		Adults	Children	Adults	Children	Adults	Children	Adults	Adults	Adults	Adults	Children
	Adults	Children	Adults	Children	Adults	Children	Adults	Children	Adults	Adults	Adults	Adults	Children
16:00	2	2	4	0	0	0	0	0	13	23	0	17	10
16:30	2	2	4	2	3	0	0	0	16	25	0	29	20
17:00	3	2	5	2	2	0	0	0	11	21	9	27	21
17:30	2	0	7	3	7	0	5	1	5	20	5	25	14
18:00	0	0	18	5	6	2	15	4	11	17	1	24	11
18:30	3	3	26	5	3	4	27	11	5	12	1	32	14
19:00	9	0	27	11	6	3	26	11	9	6	0	30	17
19:30	7	0	22	11	11	3	29	9	5	5	0	27	9
20:00	9	0	14	6	9	3	31	5	5	4	0	29	7
20:30	0	0	17	2	7	2	27	2	4	2	0	34	11
21:00	0	0	16	8	5	2	22	3	5	1	0	19	6

Job: 210302mcl (21\_0047)

Tavern Mini Bus not in use

Client: McLaren Traffic Engineering

Function for sporting club in most of the deck

Day, date 27/03/21

family groups arriving from before 16:00

Location: Greenwood Tavern Coffs Harbour

Weather: Fine

Surveyor MC

Time Start	Arriving vehicle occupancy											
16:00	1	2	3	4	5	6+ specify	Taxi	Ube	Walk	Droppe d off	Other (specify)	
16:15	2	0	3	2	2			3	0	0	3	
16:30	2	1	2	0	0			0	0	0	1	
16:45	2	3	0	1	0			0	0	0	0	
17:00	2	2	0	1				0	0	0	4	
17:15	1	2	1	0	0			0	0	0	0	
17:30	0	2	1	1	0			0	0	0	4	
17:45	1	6	0	1	0			0	0	0	0	
18:00	5	3	3	0	2			0	0	0	3	1 motorcycle
18:15	0	3	1	3	1			0	0	0	0	
18:30	5	3	3	2	1			0	0	0	0	
18:45	1	1	0	1	0			0	0	0	0	
19:00	0	3	0	1	0			0	0	0	0	
19:15	0	2	0	1	0			0	0	0	0	
19:30	0	1	1	0	0			0	0	0	0	
19:45	0	0	0	0	0			0	0	0	0	
20:00	0	0	0	0	0			0	0	0	0	
20:15	0	0	0	0	0			0	0	0	2	
20:30	0	2	0	0	0			0	0	0	0	
20:45	0	1	0	0	0			0	0	0	0	
21:00	0	0	0	0	0			0	0	0	0	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## Head Count

Job: 210302mcl (21\_0047)

Client: McLaren Traffic Engineering

Day, date 26/03/21

Location: Greenwood Tavern Coffs Harbour

Weather: Fine

Surveyor MC

	Rainforest Room							Gaming		Harbour	Bar open
	Open Area		Rainforest Room		Deck		Mahogany Room		Areas	Bar	area
Time	Adults	Children	Adults	Children	Adults	Children	Adults	Children	Adults	Adults	Adults
16:00	1	0	6	0	3	0	0	0	10	10	2
16:30	0	0	10	0	5	1	3	0	9	4	5
17:00	0	0	14	0	21	0	26	0	12	11	3
17:30	3	0	17	0	23	2	31	0	10	17	2
18:00	0	0	24	1	29	5	32	0	13	13	2
18:30	0	0	25	1	34	5	35	0	7	17	1
19:00	1	0	11	1	35	4	25	0	15	18	1
19:30	1	0	9	0	35	3	26	0	17	17	3
20:00	0	0	4	0	28	4	28	0	17	13	3
20:30	0	0	2	0	15	0	17	0	12	7	2
21:00	0	0	4	0	14	0	12	0	7	5	4



# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## Vehicle Occupancy & Arrival Mode

Job: 210302mcl (21\_0047) Tavern Mini Bus not in use

Client: McLaren Traffic Engineering

Day, date 26/03/21

Location: Greenwood Tavern Coffs Harbour

Weather: Fine

Surveyor MC

### Time Slot Arriving vehicle occupancy

16:00	1	2	3	4	5	6+ specify	Taxi	Ube	Walk	d off	(specify)
16:15	1	1	0	0	0			0	0	0	0
16:30	4	2	2	0	0			0	0	0	1
16:45	4	2	1	0	0			0	0	0	5
17:00	3	1	0	0	0				0	0	6
17:15	2	1	1	0	0				0	0	1 bicycle
17:30	1	2	1	1	0			1	0	0	2
17:45	3	4	2	0	0			0	0	0	3
18:00	2	2	2	0	0			0	0	0	0 1 bicycle
18:15	2	2	0	0	0			0	0	0	0
18:30	4	7	3	1	0			0	0	0	0
18:45	3	6	0	0	0			1	0	0	0
19:00	1	2	1	1	0			2	0	0	1
19:15	1	2	1	0	0			0	0	0	0 1 bicycle
19:30	1	3	0	0	0			0	0	0	1
19:45	2	2	0	1	0			0	0	0	0
20:00	1	4	0	0	0			0	0	0	0
20:15	1	1	0	0	0			0	0	0	0
20:30	1	1	0	0	0			0	0	0	0
20:45	1	0	0	0	0			0	0	0	0
21:00	0	0	0	0	0			0	0	0	0

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## Curtis Traffic Surveys

Job: 210302mcl (21\_0047)  
 Client: McLaren Traffic Engineering  
 Day, date 12/03/21  
 Location: Greenwood Tavern Coffs Harbour  
 Weather: Fine  
 Surveyor MC

Time	Rainforest Room Open Area		Rainforest Room		Deck		Mahagony Room		Gaming Harbour Areas		Bar open area	
	Adults	Children	Adults	Children	Adults	Children	Adults	Children	Adults	Adults	Adults	
		n		n		n		n				n
16:00	0	0	10	0	7	0	0	0	9	14	1	
16:30	0	0	12	0	8	0	0	0	10	16	0	
17:00	0	0	17	0	5	0	0	0	13	17	2	
17:30	3	0	16	0	10	2	13	0	17	16	1	
18:00	0	0	21	1	20	4	23	3	12	16	1	
18:30	0	0	20	3	27	8	22	0	14	19	3	
19:00	0	0	30	3	39	13	22	3	11	14	5	
19:30	0	0	27	5	43	15	28	1	5	3	5	
20:00	0	0	10	0	36	12	23	3	14	16	4	
20:30	1	0	11	3	18	9	15	1	11	14	0	
21:00	0	0	10	0	13	10	15	1	10	14	3	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## Vehicle Occupancy & Arrival Mode

Job: 210302mcl (21\_0047) Tavern Mini Bus not in use

Client: McLaren Traffic Engineering

Day, date 12/03/21

Location: Greenwood Tavern Coffs Harbour

Weather: Fine

Surveyor MC

### Time Start Arriving vehicle occupancy

Time Start	1	2	3	4	5	6+ specify	Taxi	Ube	Walk	Droppe d off	Other (specify)
16:00											
16:15	1	0	0	0	0			0	0	0	1
16:30	0	1	0	0	0			2	0	0	
16:45	1	0	0	0	0			0	0	0	1   bicycle
17:00	0	1	2	0	0			0	0	0	1
17:15	2	1	2	0	0			0	0	3	'
17:30	2	4	2	1	0			0	0	0	1
17:45	3	2	0	1	0			0	0	0	0   hire car
18:00	2	5	2	4	0			0	0	0	2
18:15	4	4	0	2	0			0	0	0	1
18:30	1	4	1	0	1			0	0	0	0
18:45	2	3	2	3	3			3	1	0	0
19:00	4	2	3	1	0			6	0	0	0
19:15	0	1	1	2	0			1	0	0	0
19:30	0	1	0	0	1			0	0	0	2
19:45	0	0	0	0	0			0	0	0	0
20:00	0	1	0	2	0			0	0	0	2
20:15	1	0	0	0	0			0	0	0	0
20:30	0	0	0	0	0			0	0	0	0
20:45	0	1	0	0	0			0	0	0	0
21:00	0	0	0	0	0			0	0	0	0



**ANNEXURE C: TUBE COUNT SURVEY RESULTS**  
**(8 SHEETS)**

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Bray St

Direction Northbound ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	15/03/2021	16/03/2021	17/03/2021	18/03/2021	19/03/2021	20/03/2021	21/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	00:00	00:00	06:00	06:00	10:00	05:00	09:00	N/A	06:00	N/A	06:00	N/A	05:00
PM Peak	18:00	18:00	12:00	15:00	18:00	14:00	19:00	N/A	14:00	N/A	16:00	N/A	14:00
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	1	0	0	0	1	1
06:00	0	0	2	2	0	0	0	4	1	4	1	0	0
07:00	0	0	0	0	0	1	0	1	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	1	0	0	1	3	0	2	0	1	1
10:00	0	0	2	0	2	1	0	5	1	4	1	1	1
11:00	0	0	2	0	0	0	0	2	0	2	0	0	0
12:00	0	0	2	0	0	1	0	3	0	2	0	1	1
13:00	0	1	0	0	1	0	1	3	0	2	0	1	1
14:00	0	0	0	0	1	2	1	4	1	1	0	3	2
15:00	0	0	0	1	0	1	2	4	1	1	0	3	2
16:00	1	1	1	0	0	0	0	3	0	3	1	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2	2	0	0	2	1	2	9	1	6	1	3	2
19:00	0	2	0	0	0	0	3	5	1	2	0	3	2
20:00	0	2	0	0	0	2	0	4	1	2	0	2	1
21:00	0	0	1	0	0	0	0	1	0	1	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	8	11	4	6	10	10	52	7	32	4	20	15
% Heavy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		0.00%		0.00%	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Bray St

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/03/2021	23/03/2021	24/03/2021	25/03/2021	26/03/2021	27/03/2021	28/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	14:00	14:00	20:00	19:00	18:00	21:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	0	4	2	9	4	14	4	37	5	19	4	18	9
01:00	0	0	0	1	0	0	2	3	0	1	0	2	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	1	0	2	0	5	1	3	1	2	1
06:00	2	1	1	0	6	2	0	12	2	10	2	2	1
07:00	3	3	2	4	11	1	2	26	4	23	5	3	2
08:00	11	5	6	8	7	4	7	48	7	37	7	11	6
09:00	7	6	7	7	5	14	6	52	7	32	6	20	10
10:00	6	12	14	24	24	37	11	128	18	80	16	48	24
11:00	16	19	40	38	25	61	23	222	32	138	28	84	42
12:00	25	37	43	31	36	70	29	271	39	172	34	99	50
13:00	29	37	37	35	38	59	99	334	48	176	35	158	79
14:00	62	101	49	44	58	82	50	446	64	314	63	132	66
15:00	36	44	41	72	58	67	111	429	61	251	50	178	89
16:00	47	62	60	70	65	87	31	422	60	304	61	118	59
17:00	45	48	74	69	89	64	102	491	70	325	65	166	83
18:00	36	42	61	60	106	102	48	455	65	305	61	150	75
19:00	32	34	48	92	97	49	29	381	54	303	61	78	39
20:00	17	35	111	72	62	67	84	448	64	297	59	151	76
21:00	2	5	20	71	106	145	15	364	52	204	41	160	80
22:00	3	3	4	13	10	15	8	56	8	33	7	23	12
23:00	2	4	5	4	8	18	2	43	6	23	5	20	10
Total	381	504	625	725	815	960	663	4673	667	3050	611	1623	814
% Heavy	3.67%	3.97%	2.72%	4.14%	2.58%	3.44%	2.41%	3.23%		3.34%		3.02%	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	15/03/2021	16/03/2021	17/03/2021	18/03/2021	19/03/2021	20/03/2021	21/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	11:00	10:00	11:00	11:00	11:00	N/A	11:00	N/A	10:00	N/A	11:00
PM Peak	17:00	14:00	17:00	20:00	17:00	14:00	13:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	0	0	2	2	3	4	3	14	2	7	1	7	4
01:00	0	0	0	0	1	0	0	1	0	1	0	0	0
02:00	0	0	0	0	1	0	0	1	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	1	2	1	0	7	1	6	1	1	1
06:00	2	0	2	3	2	4	0	13	2	9	2	4	2
07:00	2	3	2	3	6	3	4	23	3	16	3	7	4
08:00	5	2	2	7	1	3	0	20	3	17	3	3	2
09:00	7	11	12	21	11	8	8	78	11	62	12	16	8
10:00	7	13	20	45	16	22	20	143	20	101	20	42	21
11:00	22	20	32	11	17	33	33	168	24	102	20	66	33
12:00	34	36	58	21	27	65	50	291	42	176	35	115	58
13:00	27	26	23	43	51	53	91	314	45	170	34	144	72
14:00	48	61	46	24	50	75	55	359	51	229	46	130	65
15:00	35	47	35	30	49	73	89	358	51	196	39	162	81
16:00	53	51	69	47	54	44	21	339	48	274	55	65	33
17:00	61	54	78	30	55	41	51	370	53	278	56	92	46
18:00	32	47	57	27	43	51	23	280	40	206	41	74	37
19:00	35	39	67	14	35	36	16	242	35	190	38	52	26
20:00	22	27	42	50	40	56	19	256	37	181	36	75	38
21:00	8	10	8	19	45	43	11	144	21	90	18	54	27
22:00	1	6	4	6	7	11	1	36	5	24	5	12	6
23:00	1	2	8	3	2	9	1	26	4	16	3	10	5
Total	402	458	567	407	518	635	496	3483	498	2352	468	1131	569
% Heavy	4.23%	5.46%	2.65%	5.41%	6.18%	2.20%	1.81%	3.85%		4.72%		2.03%	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/03/2021	23/03/2021	24/03/2021	25/03/2021	26/03/2021	27/03/2021	28/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	10:00	10:00	10:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	14:00	12:00	18:00	18:00	18:00	18:00	15:00	N/A	18:00	N/A	18:00	N/A	18:00
00:00	0	0	0	1	1	5	3	10	1	2	0	8	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	1	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	1	0	0	0	3	0	3	1	0	0
05:00	0	1	0	3	0	2	0	6	1	4	1	2	1
06:00	4	3	4	2	13	3	3	32	5	26	5	6	3
07:00	8	7	9	9	10	5	2	50	7	43	9	7	4
08:00	15	10	15	17	15	27	5	104	15	72	14	32	16
09:00	29	30	40	31	37	69	17	253	36	167	33	86	43
10:00	22	31	43	57	45	58	51	307	44	198	40	109	55
11:00	41	73	36	39	41	77	84	391	56	230	46	161	81
12:00	53	84	68	54	78	131	93	561	80	337	67	224	112
13:00	48	42	48	52	59	65	92	406	58	249	50	157	79
14:00	66	63	55	57	68	113	80	502	72	309	62	193	97
15:00	61	69	98	104	92	82	125	631	90	424	85	207	104
16:00	60	83	86	114	148	117	57	665	95	491	98	174	87
17:00	63	77	100	131	149	102	82	704	101	520	104	184	92
18:00	47	37	160	167	187	194	66	858	123	598	120	260	130
19:00	14	24	41	54	63	56	21	273	39	196	39	77	39
20:00	6	19	12	19	41	40	27	164	23	97	19	67	34
21:00	4	7	4	8	31	58	9	121	17	54	11	67	34
22:00	5	1	4	8	9	10	3	40	6	27	5	13	7
23:00	1	1	8	3	3	4	1	21	3	16	3	5	3
Total	547	663	832	931	1091	1218	821	6103	872	4064	812	2039	1025
% Heavy	4.94%	4.37%	2.76%	3.44%	2.66%	2.22%	1.46%	2.93%		3.44%		1.91%	



# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	15/03/2021	16/03/2021	17/03/2021	18/03/2021	19/03/2021	20/03/2021	21/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	00:00	00:00	06:00	06:00	10:00	05:00	09:00	N/A	06:00	N/A	06:00	N/A	05:00
PM Peak	18:00	18:00	12:00	15:00	18:00	14:00	19:00	N/A	14:00	N/A	16:00	N/A	14:00
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	1	0	0	0	1	1
06:00	0	0	2	2	0	0	0	4	1	4	1	0	0
07:00	0	0	0	0	0	1	0	1	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	1	0	0	1	3	0	2	0	1	1
10:00	0	0	2	0	2	1	0	5	1	4	1	1	1
11:00	0	0	2	0	0	0	0	2	0	2	0	0	0
12:00	0	0	2	0	0	1	0	3	0	2	0	1	1
13:00	0	1	0	0	1	0	1	3	0	2	0	1	1
14:00	0	0	0	0	1	2	1	4	1	1	0	3	2
15:00	0	0	0	1	0	1	2	4	1	1	0	3	2
16:00	1	1	1	0	0	0	0	3	0	3	1	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2	2	0	0	2	1	2	9	1	6	1	3	2
19:00	0	2	0	0	0	0	3	5	1	2	0	3	2
20:00	0	2	0	0	0	2	0	4	1	2	0	2	1
21:00	0	0	1	0	0	0	0	1	0	1	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	8	11	4	6	10	10	52	7	32	4	20	15
% Heavy	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		0.00%		0.00%	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	15/03/2021	16/03/2021	17/03/2021	18/03/2021	19/03/2021	20/03/2021	21/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	11:00	10:00	09:00	11:00	10:00	10:00	11:00	N/A	10:00	N/A	10:00	N/A	10:00
PM Peak	17:00	16:00	17:00	17:00	16:00	14:00	16:00	N/A	16:00	N/A	17:00	N/A	16:00
00:00	0	1	1	1	0	0	0	3	0	3	1	0	0
01:00	0	0	0	0	1	0	0	1	0	1	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	1	0	1	0	0	0
05:00	0	1	0	0	0	1	0	2	0	1	0	1	1
06:00	0	1	0	4	1	1	1	8	1	6	1	2	1
07:00	0	0	1	0	1	1	0	3	0	2	0	1	1
08:00	1	0	1	1	1	1	1	6	1	4	1	2	1
09:00	5	6	8	3	6	5	1	34	5	28	6	6	3
10:00	7	8	6	2	14	7	8	52	7	37	7	15	8
11:00	10	2	5	8	10	6	9	50	7	35	7	15	8
12:00	9	8	12	8	25	26	14	102	15	62	12	40	20
13:00	11	3	9	12	24	23	16	98	14	59	12	39	20
14:00	17	13	17	9	25	30	18	129	18	81	16	48	24
15:00	21	18	22	18	33	25	22	159	23	112	22	47	24
16:00	22	26	24	30	44	28	25	199	28	146	29	53	27
17:00	27	24	30	33	35	21	17	187	27	149	30	38	19
18:00	12	19	13	17	22	19	11	113	16	83	17	30	15
19:00	5	12	8	14	13	12	9	73	10	52	10	21	11
20:00	1	4	6	10	18	11	4	54	8	39	8	15	8
21:00	1	1	2	2	4	4	2	16	2	10	2	6	3
22:00	0	0	0	0	1	0	0	1	0	1	0	0	0
23:00	1	0	1	1	0	1	0	4	1	3	1	1	1
Total	150	148	166	173	278	222	158	1295	183	915	182	380	195
% Heavy	5.33%	4.73%	4.22%	8.09%	5.04%	4.95%	1.27%	4.86%		5.46%		3.42%	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	15/03/2021	16/03/2021	17/03/2021	18/03/2021	19/03/2021	20/03/2021	21/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	11:00	10:00	09:00	11:00	10:00	10:00	11:00	N/A	10:00	N/A	10:00	N/A	10:00
PM Peak	17:00	16:00	17:00	17:00	16:00	14:00	16:00	N/A	16:00	N/A	17:00	N/A	16:00
00:00	0	1	1	1	0	0	0	3	0	3	1	0	0
01:00	0	0	0	0	1	0	0	1	0	1	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	1	0	1	0	0	0
05:00	0	1	0	0	0	1	0	2	0	1	0	1	1
06:00	0	1	0	4	1	1	1	8	1	6	1	2	1
07:00	0	0	1	0	1	1	0	3	0	2	0	1	1
08:00	1	0	1	1	1	1	1	6	1	4	1	2	1
09:00	5	6	8	3	6	5	1	34	5	28	6	6	3
10:00	7	8	6	2	14	7	8	52	7	37	7	15	8
11:00	10	2	5	8	10	6	9	50	7	35	7	15	8
12:00	9	8	12	8	25	26	14	102	15	62	12	40	20
13:00	11	3	9	12	24	23	16	98	14	59	12	39	20
14:00	17	13	17	9	25	30	18	129	18	81	16	48	24
15:00	21	18	22	18	33	25	22	159	23	112	22	47	24
16:00	22	26	24	30	44	28	25	199	28	146	29	53	27
17:00	27	24	30	33	35	21	17	187	27	149	30	38	19
18:00	12	19	13	17	22	19	11	113	16	83	17	30	15
19:00	5	12	8	14	13	12	9	73	10	52	10	21	11
20:00	1	4	6	10	18	11	4	54	8	39	8	15	8
21:00	1	1	2	2	4	4	2	16	2	10	2	6	3
22:00	0	0	0	0	1	0	0	1	0	1	0	0	0
23:00	1	0	1	1	0	1	0	4	1	3	1	1	1
Total	150	148	166	173	278	222	158	1295	183	915	182	380	195
% Heavy	5.33%	4.73%	4.22%	8.09%	5.04%	4.95%	1.27%	4.86%		5.46%		3.42%	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## AUTOMATIC COUNTER SUMMARY AND DATA SHEET



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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	15/03/2021	16/03/2021	17/03/2021	18/03/2021	19/03/2021	20/03/2021	21/03/2021	Total	Average	Total	Average	Total	Average
AM Peak	11:00	09:00	10:00	10:00	11:00	11:00	10:00	N/A	10:00	N/A	10:00	N/A	10:00
PM Peak	17:00	17:00	17:00	16:00	16:00	12:00	13:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	0	0	1	1	2	1	0	5	1	4	1	1	1
01:00	0	0	0	0	2	0	0	2	0	2	0	0	0
02:00	0	0	0	0	1	0	0	1	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	2	0	2	0	0	0
05:00	0	1	1	2	2	2	1	9	1	6	1	3	2
06:00	3	3	4	7	7	4	1	29	4	24	5	5	3
07:00	5	3	3	8	7	5	3	34	5	26	5	8	4
08:00	11	6	10	6	10	12	1	56	8	43	9	13	7
09:00	18	36	53	33	30	47	14	231	33	170	34	61	31
10:00	28	29	54	45	41	62	100	359	51	197	39	162	81
11:00	39	34	32	42	43	83	72	345	49	190	38	155	78
12:00	54	62	59	54	81	115	80	505	72	310	62	195	98
13:00	28	37	34	47	62	66	110	384	55	208	42	176	88
14:00	66	60	60	32	62	85	56	421	60	280	56	141	71
15:00	68	75	83	51	88	54	80	499	71	365	73	134	67
16:00	70	74	84	69	90	66	35	488	70	387	77	101	51
17:00	73	78	110	62	89	75	24	511	73	412	82	99	50
18:00	38	59	70	68	81	88	25	429	61	316	63	113	57
19:00	11	19	37	28	43	36	25	199	28	138	28	61	31
20:00	9	7	19	9	32	24	9	109	16	76	15	33	17
21:00	5	8	8	7	15	13	7	63	9	43	9	20	10
22:00	0	5	4	3	4	8	1	25	4	16	3	9	5
23:00	1	1	2	3	3	5	0	15	2	10	2	5	3
Total	527	599	728	577	795	851	644	4721	673	3226	644	1495	755
% Heavy	4.55%	3.34%	2.06%	5.72%	4.78%	2.59%	2.33%	3.54%		4.03%		2.47%	



**ANNEXURE D: INTERSECTION SURVEY RESULTS  
(8 SHEETS)**

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY

Intersection of Orlando Street and Pacific Hwy, Coffs Harbour

GPS: -30.283659, 153.126694

Date: Fri 19/03/21  
Weather: Overcast  
Suburban: Coffs Harbour  
Customer: McLaren

North: Pacific Hwy  
East: Orlando Street  
South: Pacific Hwy  
West: Bray Street

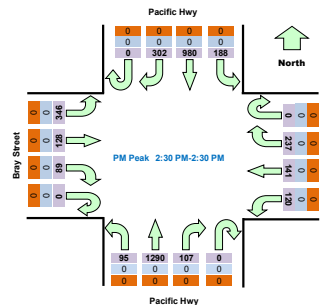
Survey Period: AM: N/A  
PM: 12:00 PM-7:00 PM  
Traffic Peak: AM: N/A  
PM: 2:30 PM-2:30 PM

Time		North Approach Pacific Hwy				East Approach Orlando Street				South Approach Pacific Hwy				West Approach Bray Street				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
14:00	14:15	0	88	275	58	0	38	35	42	0	40	276	17	0	21	26	72	3848	
14:15	14:30	0	67	234	38	0	57	33	26	0	19	223	9	0	22	42	80	3822	
14:30	14:45	0	74	268	54	0	40	23	15	0	23	296	17	0	25	36	81	4023	Peak
14:45	15:00	0	72	250	29	0	64	39	36	0	37	348	24	0	27	33	99	4002	
15:00	15:15	0	72	223	44	0	59	41	33	0	25	298	25	0	17	33	92	3945	
15:15	15:30	0	84	239	61	0	74	38	36	0	22	348	29	0	20	26	74	3963	
15:30	15:45	0	87	191	30	0	75	48	36	0	22	288	17	0	18	31	88	3843	
15:45	16:00	0	80	223	37	0	77	49	38	0	19	322	21	0	14	33	88	3846	
16:00	16:15	0	94	209	41	0	49	35	25	0	20	338	26	0	31	27	85	3714	
16:15	16:30	0	79	225	32	0	58	50	28	0	14	298	19	0	18	33	77	3591	
16:30	16:45	0	83	242	22	0	46	24	22	0	20	335	12	0	24	25	79	3556	
16:45	17:00	0	83	182	26	0	59	43	23	0	24	268	33	0	21	29	78	3419	
17:00	17:15	0	92	185	34	0	38	34	24	0	11	292	18	0	12	28	89	3290	
17:15	17:30	0	82	183	44	0	56	32	23	0	17	335	26	0	12	24	62	3111	
17:30	17:45	0	92	198	32	0	38	37	13	0	13	247	18	0	17	17	75	2830	
17:45	18:00	0	96	217	26	0	26	21	16	0	11	194	13	0	18	26	76	2556	
18:00	18:15	0	83	164	35	0	38	28	12	0	12	172	26	0	24	20	64	2226	
18:15	18:30	0	77	147	17	0	32	15	11	0	20	169	26	0	19	25	57		
18:30	18:45	0	62	129	23	0	24	16	26	0	7	125	21	0	21	21	48		
18:45	19:00	0	52	109	14	0	29	18	4	0	6	91	24	0	9	14	40		

Peak Time		North Approach Pacific Hwy				East Approach Orlando Street				South Approach Pacific Hwy				West Approach Bray Street				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
14:30	15:30	0	302	980	188	0	237	141	120	0	107	1290	95	0	89	128	346	4023

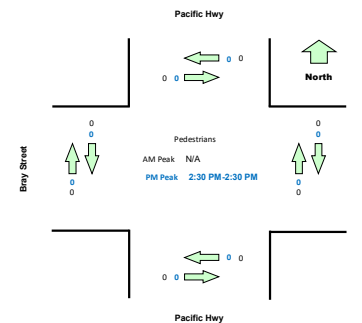
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic  
Total  
Light  
Heavy



Time		North Approach Pacific Hwy		East Approach Orlando Street		South Approach Pacific Hwy		West Approach Bray Street		Hourly Total	
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Hour	Peak
14:00	14:15	0	0	1	0	0	0	0	0	19	
14:15	14:30	0	1	0	2	1	1	2	0	22	
14:30	14:45	0	1	1	3	0	0	0	0	20	
14:45	15:00	3	2	1	0	0	0	0	0	56	
15:00	15:15	2	2	0	0	0	0	0	0	67	
15:15	15:30	0	0	2	2	0	1	0	0	75	
15:30	15:45	1	2	1	24	0	12	1	0	82	
15:45	16:00	0	1	1	8	0	5	2	0	45	
16:00	16:15	2	8	1	0	1	0	0	0	33	
16:15	16:30	3	1	1	2	2	3	0	0	22	
16:30	16:45	0	0	3	1	0	0	0	0	13	
16:45	17:00	2	0	0	3	0	0	0	0	19	
17:00	17:15	1	0	0	0	0	0	0	0	17	
17:15	17:30	1	0	1	0	1	0	0	0	20	
17:30	17:45	4	4	2	0	0	0	0	0	19	
17:45	18:00	0	0	3	0	0	0	0	0	13	
18:00	18:15	0	0	3	0	0	0	0	1	16	
18:15	18:30	0	0	0	0	2	0	0	0		
18:30	18:45	1	1	1	0	0	0	0	1		
18:45	19:00	0	5	1	0	0	0	0	0		

Peak Time	North Approach Pacific Hwy		East Approach Orlando Street		South Approach Pacific Hwy		West Approach Bray Street		Peak hour total
14:30	15:30	0	0	0	0	0	0	0	0



# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY

Intersection of Pacific Hwy and Park Beach Rd, Coffs Har

GPS -30.282489, 153.128484

Date: Fri 19/03/21  
Weather: Overcast  
Suburban: Coffs Harbour  
Customer: McLaren

North: Pacific Hwy  
East: Park Beach Rd  
South: Pacific Hwy  
West: N/A

Survey AM: N/A  
Period PM: 12:00 PM-7:00 PM  
Traffic AM: N/A  
Peak PM: 2:45 PM-3:45 PM

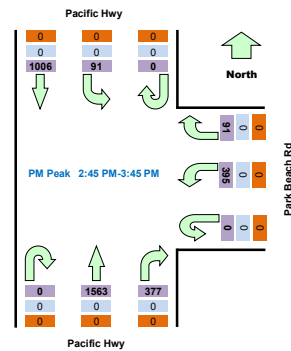
### All Vehicles

Time		North Approach Pacific Hwy			East Approach Park Beach Rd			South Approach Pacific Hwy			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
14:00	14:15	0	304	24	0	20	98	0	83	307	3346	
14:15	14:30	0	260	17	0	11	104	0	77	277	3354	
14:30	14:45	0	298	29	0	15	102	0	90	307	3494	
14:45	15:00	0	238	19	0	22	115	0	100	429	3523	Peak
15:00	15:15	0	255	27	0	23	94	0	99	346	3439	
15:15	15:30	0	257	23	0	30	92	0	91	393	3496	
15:30	15:45	0	256	22	0	16	94	0	87	395	3413	
15:45	16:00	0	226	31	0	24	102	0	86	370	3379	
16:00	16:15	0	274	17	0	26	90	0	78	416	3357	
16:15	16:30	0	210	26	0	24	124	0	98	321	3191	
16:30	16:45	0	247	22	0	26	91	0	86	364	3179	
16:45	17:00	0	252	26	0	23	81	0	92	343	3116	
17:00	17:15	0	203	21	0	15	86	0	73	337	2996	
17:15	17:30	0	188	26	0	28	107	0	80	362	2834	
17:30	17:45	0	249	22	0	16	99	0	73	314	2639	
17:45	18:00	0	231	26	0	20	104	0	61	255	2338	
18:00	18:15	0	190	19	0	21	78	0	51	214	2030	
18:15	18:30	0	178	20	0	15	96	0	54	233		
18:30	18:45	0	139	24	0	18	74	0	53	164		
18:45	19:00	0	131	11	0	10	61	0	44	132		

Peak Time		North Approach Pacific Hwy			East Approach Park Beach Rd			South Approach Pacific Hwy			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
14:45	15:45	0	1006	91	0	91	395	0	377	1563	3523

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

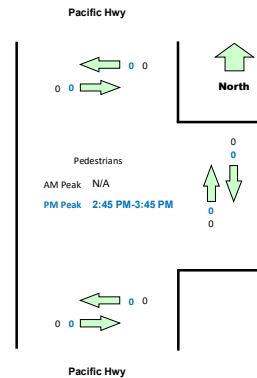
Graphic  
Total  
Light  
Heavy



### Pedestrians Crossing

Time		North Approach Pacific Hwy		East Approach Park Beach Rd		South Approach Pacific Hwy		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
14:00	14:15	1	0	0	2	0	0	10
14:15	14:30	0	0	0	0	0	0	11
14:30	14:45	0	0	3	0	0	0	14
14:45	15:00	0	0	2	2	0	0	14
15:00	15:15	0	0	2	1	0	1	16
15:15	15:30	0	0	1	2	0	0	17
15:30	15:45	0	0	2	1	0	0	15
15:45	16:00	1	0	3	2	0	0	19
16:00	16:15	0	0	5	0	0	0	14
16:15	16:30	0	0	1	0	0	0	11
16:30	16:45	1	0	2	3	1	0	11
16:45	17:00	0	0	1	0	0	0	6
17:00	17:15	0	0	2	0	0	0	8
17:15	17:30	0	0	0	1	0	0	9
17:30	17:45	0	0	0	2	0	0	10
17:45	18:00	0	0	1	1	1	0	9
18:00	18:15	0	0	1	1	0	1	13
18:15	18:30	0	0	0	2	0	0	
18:30	18:45	0	0	0	1	0	0	
18:45	19:00	0	0	6	1	0	0	

Peak Time		North Approach Pacific Hwy		East Approach Park Beach Rd		South Approach Pacific Hwy		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
14:45	15:45	0	0	0	0	0	0	0



# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY

trafficsurvey.com.au



### Intersection of Bray Street and Hungry Jack's Assess, Cof

GPS -30.283536, 153.125806

Date:	Fri 19/03/21
Weather:	Overcast
Suburban:	Coffs Harbour
Customer:	McLaren

North:	Hungry Jack's Assess
East:	Bray Street
South:	N/A
West:	Bray Street

Survey	AM:	N/A
Period	PM:	12:00 PM-7:00 PM
Traffic	AM:	N/A
Peak	PM:	3:30 PM-4:30 PM

#### All Vehicles

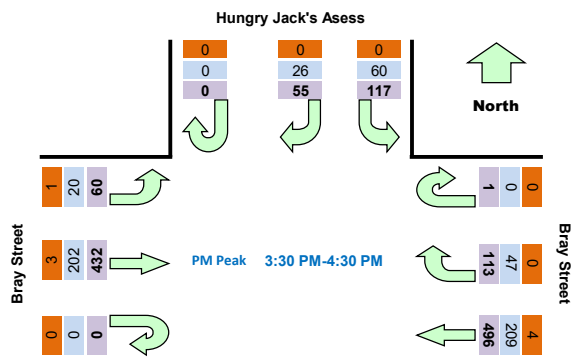
Time		h Approach Hungry Jack's Assess			East Approach Bray Street			West Approach Bray Street			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
14:00	14:15	0	11	31	0	29	105	0	101	12	1165	
14:15	14:30	0	15	29	0	18	108	0	104	9	1161	
14:30	14:45	0	11	22	0	17	92	0	128	13	1169	
14:45	15:00	0	12	19	0	37	98	0	134	10	1207	
15:00	15:15	0	14	33	0	18	111	0	104	5	1220	
15:15	15:30	0	12	28	1	32	112	0	93	13	1257	
15:30	15:45	0	12	33	0	27	126	0	110	13	1274	Peak
15:45	16:00	0	15	26	1	25	122	0	114	20	1222	
16:00	16:15	0	16	27	0	33	122	0	111	13	1206	
16:15	16:30	0	12	31	0	28	126	0	97	14	1178	
16:30	16:45	0	14	25	0	17	98	0	103	12	1156	
16:45	17:00	0	13	27	0	40	112	0	100	15	1166	
17:00	17:15	0	13	21	0	22	130	0	103	5	1138	
17:15	17:30	0	17	21	0	22	125	0	84	17	1125	
17:30	17:45	0	13	17	0	22	123	0	95	9	1091	
17:45	18:00	0	11	16	0	29	105	0	104	14	1011	
18:00	18:15	0	13	36	0	25	104	0	83	20	915	
18:15	18:30	0	12	25	0	35	93	0	73	14		
18:30	18:45	0	7	20	0	24	77	0	67	4		
18:45	19:00	0	9	14	0	25	72	0	55	8		

Peak Time		h Approach Hungry Jack's Assess			East Approach Bray Street			West Approach Bray Street			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
15:30	16:30	0	55	117	1	113	496	0	432	60	1274

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

#### Graphic

Total
Light
Heavy





## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

# TRANS TRAFFIC SURVEY

## TURNING MOVEMENT SURVEY

trafficsurvey.com.au



**GPS** -30.294418, 153.115299

<b>Date:</b>	Fri 19/03/21
<b>Weather:</b>	Overcast
<b>Suburban:</b>	Coffs Harbour
<b>Customer:</b>	McLaren

### All Vehicles

Time				Hourly Tot
Period Start	Period End	Entry	Exit	
14:00	14:15	18	33	228
14:15	14:30	35	28	243
14:30	14:45	31	28	247
14:45	15:00	28	27	247
15:00	15:15	31	35	251
15:15	15:30	35	32	254
15:30	15:45	28	31	250
15:45	16:00	33	26	255
16:00	16:15	32	37	262
16:15	16:30	31	32	238
16:30	16:45	31	33	230
16:45	17:00	32	34	220
17:00	17:15	25	20	199
17:15	17:30	22	33	194
17:30	17:45	28	26	190
17:45	18:00	21	24	168
18:00	18:15	23	17	146
18:15	18:30	22	29	
18:30	18:45	16	16	
18:45	19:00	10	13	

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY



### Intersection of Orlando Street and Pacific Hwy, Coffs Harbour

GPS: -30.283659, 153.126694

Date: Sat 20/03/21  
Weather: Overcast  
Suburban: Coffs Harbour  
Customer: McLaren

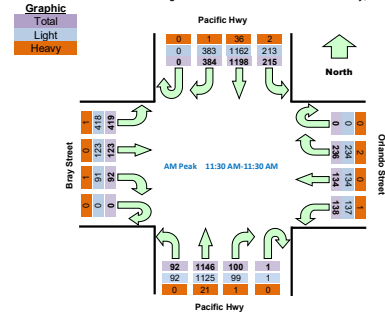
North: Pacific Hwy  
East: Orlando Street  
South: Pacific Hwy  
West: Bray Street

Survey Period: AM: 10:00 AM-12:00 PM  
PM: 12:00 PM-7:00 PM  
Traffic: AM: 11:30 AM-11:30 AM  
Peak: PM: 12:00 PM-12:00 PM

Time		North Approach Pacific Hwy				East Approach Orlando Street				South Approach Pacific Hwy				West Approach Bray Street				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	93	243	60	0	33	35	26	0	25	178	18	0	20	37	96	3783	
10:15	10:30	0	84	295	49	0	55	38	37	0	25	257	24	0	26	30	86	3900	
10:30	10:45	0	89	279	48	0	38	23	24	0	22	244	18	0	21	32	105	3935	
10:45	11:00	0	80	302	42	0	30	40	21	0	31	280	18	0	18	31	77	4029	
11:00	11:15	0	78	277	49	0	42	37	27	0	22	283	25	0	18	29	94	4169	
11:15	11:30	0	72	281	56	0	65	23	39	0	32	285	22	0	25	37	104	4193	
11:30	11:45	0	77	301	54	0	65	35	41	0	31	270	14	0	13	39	97	4278	Peak
11:45	12:00	0	100	331	68	0	43	28	33	1	20	303	29	0	22	29	103	4245	
12:00	12:15	0	94	273	39	0	60	30	28	0	32	264	23	0	30	26	106	4043	
12:15	12:30	0	113	293	54	0	68	41	36	0	17	309	26	0	27	29	113	3902	
12:30	12:45	0	118	278	47	0	55	23	29	0	14	286	36	0	18	21	79	3683	
12:45	13:00	0	88	293	31	0	41	14	20	0	20	243	20	0	19	23	96	3497	
13:00	13:15	0	97	244	42	0	54	20	16	0	26	224	22	0	18	24	77	3414	
13:15	13:30	1	66	284	41	0	29	20	14	0	12	272	12	0	20	36	100	3357	
13:30	13:45	0	99	222	26	0	45	25	17	0	19	228	20	0	14	26	77	3301	
13:45	14:00	1	72	210	32	0	33	25	23	0	16	280	10	0	9	35	79	3246	
14:00	14:15	0	94	228	38	0	35	16	13	0	12	218	24	0	18	21	90	3230	
14:15	14:30	0	88	244	34	0	33	28	19	0	22	249	16	0	16	31	71		
14:30	14:45	0	80	215	32	0	38	30	14	0	10	217	20	0	14	26	67		
14:45	15:00	0	93	238	25	0	27	27	19	0	18	230	20	0	13	32	67		

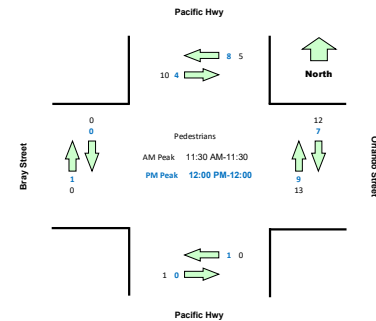
Peak Time	North Approach Pacific Hwy				East Approach Orlando Street				South Approach Pacific Hwy				West Approach Bray Street				Peak total
Period Start/Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
11:30 12:30	0	384	1198	215	0	236	134	138	1	100	1146	92	0	92	123	419	4278
12:00 13:00	0	413	1137	171	0	224	108	113	0	83	1102	105	0	94	99	394	4043

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



Time		North Approach Pacific Hwy		East Approach Orlando Street		South Approach Pacific Hwy		West Approach Bray Street		Hourly Total	
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Hour	Peak
10:00	10:15	1	1	1	1	0	0	0	0	20	
10:15	10:30	1	1	0	6	0	1	0	0	26	
10:30	10:45	0	0	0	1	0	0	0	0	21	
10:45	11:00	1	0	2	2	1	0	0	0	30	
11:00	11:15	2	0	3	2	1	1	1	0	37	
11:15	11:30	1	2	1	0	0	0	0	0	38	
11:30	11:45	0	6	2	1	0	1	0	0	41	
11:45	12:00	0	1	7	5	0	0	0	0	40	
12:00	12:15	4	3	0	4	0	0	0	0	30	
12:15	12:30	1	0	3	3	0	0	0	0	22	
12:30	12:45	2	1	4	1	1	0	0	0	21	
12:45	13:00	1	0	0	1	0	0	0	1	24	
13:00	13:15	1	0	1	1	0	0	0	0	24	
13:15	13:30	2	0	1	0	1	0	0	2	31	
13:30	13:45	2	0	3	6	1	0	0	0	29	
13:45	14:00	0	3	0	0	0	0	0	0	25	
14:00	14:15	2	0	3	3	1	1	0	0	24	
14:15	14:30	2	0	0	1	0	1	0	0		
14:30	14:45	3	3	0	1	0	0	1	0		
14:45	15:00	0	1	0	0	0	0	0	1		

Peak Time	North Approach Pacific Hwy		East Approach Orlando Street		South Approach Pacific Hwy		West Approach Bray Street		Peak hour total
Period Start/Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
11:30 12:30	5	10	12	13	0	1	0	0	41
12:00 13:00	8	4	7	9	1	0	0	1	30



# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY

Intersection of Pacific Hwy and Park Beach Rd, Coffs Harbour

GPS: -30.282489, 153.128484

Date: Sat 20/03/21  
Weather: Overcast  
Suburban: Coffs Harbour  
Customer: McLaren

North: Pacific Hwy  
East: Park Beach Rd  
South: Pacific Hwy  
West: N/A

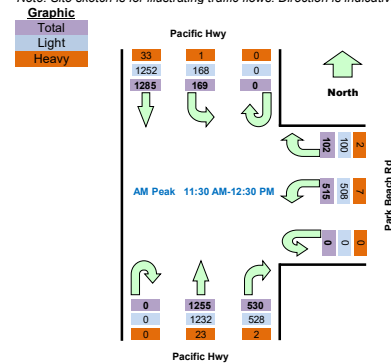
Survey Period: AM: 10:00 AM-12:00 PM  
PM: 12:00 PM-7:00 PM  
Traffic Peak: AM: 11:30 AM-12:30 PM  
PM: 12:00 PM-1:00 PM

### All Vehicles

Time		North Approach Pacific Hwy									South Approach Pacific Hwy			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak			
10:00	10:15	0	308	30	0	23	102	0	77	255	3341				
10:15	10:30	0	295	44	0	18	118	0	117	269	3463				
10:30	10:45	0	292	40	0	13	110	0	125	284	3545				
10:45	11:00	0	292	24	0	23	114	0	108	260	3630				
11:00	11:15	0	305	47	0	13	114	0	114	324	3795				
11:15	11:30	0	307	52	0	24	103	0	147	310	3803				
11:30	11:45	0	331	41	0	25	124	0	122	306	3856	Peak			
11:45	12:00	0	340	46	0	31	135	0	136	298	3819				
12:00	12:15	0	286	38	0	25	133	0	138	305	3701				
12:15	12:30	0	328	44	0	21	123	0	134	346	3617				
12:30	12:45	0	285	29	0	24	149	0	137	288	3469				
12:45	13:00	0	298	38	0	38	130	0	113	251	3322				
13:00	13:15	0	253	36	0	34	146	0	107	265	3231				
13:15	13:30	0	261	30	0	30	112	0	120	295	3126				
13:30	13:45	0	225	33	0	37	113	0	91	266	3032				
13:45	14:00	0	222	36	0	30	113	0	109	267	2953				
14:00	14:15	0	250	23	0	21	117	1	88	236	2893				
14:15	14:30	0	255	26	0	25	98	0	79	271					
14:30	14:45	0	237	28	0	12	106	0	91	212					
14:45	15:00	0	230	26	0	16	117	0	78	250					

Peak Time		North Approach Pacific Hwy			East Approach Park Beach Rd			South Approach Pacific Hwy			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
11:30	12:30	0	1285	169	0	102	515	0	530	1255	3856
12:00	13:00	0	1197	149	0	108	535	0	522	1190	3701

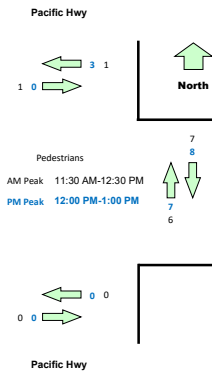
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



### Pedestrians Crossing

Time		North Approach Pacific Hwy		East Approach Park Beach Rd		South Approach Pacific Hwy		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
10:00	10:15	0	0	1	0	0	0	14
10:15	10:30	0	0	5	2	0	0	18
10:30	10:45	0	0	0	1	0	0	12
10:45	11:00	0	0	2	3	0	0	11
11:00	11:15	0	1	2	2	0	0	10
11:15	11:30	0	0	1	0	0	0	
11:30	11:45	0	0	0	0	0	0	
11:45	12:00	1	1	1	1	0	0	
12:00	12:15	0	0	5	3	0	0	18
12:15	12:30	0	0	1	2	0	0	15
12:30	12:45	3	0	2	2	0	0	12
12:45	13:00	0	0	0	0	0	0	8
13:00	13:15	0	0	1	4	0	0	13
13:15	13:30	0	0	0	0	0	0	23
13:30	13:45	0	0	1	2	0	0	26
13:45	14:00	0	0	2	3	0	0	26
14:00	14:15	2	0	8	5	0	0	22
14:15	14:30	0	0	3	0	0	0	
14:30	14:45	0	0	0	1	2	0	
14:45	15:00	1	0	0	0	0	0	

Peak Time		North Approach Pacific Hwy		East Approach Park Beach Rd		South Approach Pacific Hwy		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
11:30	12:30	1	1	7	6	0	0	15
12:00	13:00	3	0	8	7	0	0	18



# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## TRANS TRAFFIC SURVEY

### TURNING MOVEMENT SURVEY

trafficsurvey.com.au



### Intersection of Bray Street and Hungry Jack's Assess, Cof

GPS -30.283536, 153.125806

Date:	Sat 20/03/21
Weather:	Overcast
Suburban:	Coffs Harbour
Customer:	McLaren

North:	Hungry Jack's Assess
East:	Bray Street
South:	N/A
West:	Bray Street

Survey	AM:	10:00 AM-12:00 PM
Period	PM:	12:00 PM-7:00 PM
Traffic	AM:	11:45 AM-12:45 PM
Peak	PM:	12:00 PM-1:00 PM

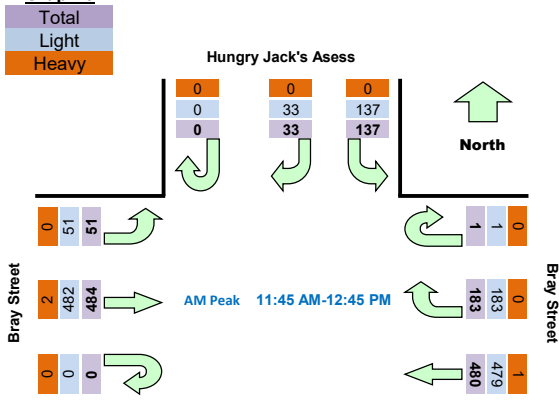
#### All Vehicles

Time		h Approach Hungry Jack's A			East Approach Bray Street			West Approach Bray Street			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
10:00	10:15	0	7	17	0	37	103	0	132	5	1197	
10:15	10:30	0	7	21	1	33	117	0	123	6	1197	
10:30	10:45	0	4	23	0	16	114	0	130	13	1185	
10:45	11:00	0	5	22	0	25	118	0	109	9	1172	
11:00	11:15	0	8	19	1	29	117	0	114	13	1214	
11:15	11:30	0	9	26	0	29	88	0	136	8	1265	
11:30	11:45	0	7	20	0	21	100	0	129	10	1322	
11:45	12:00	0	7	32	1	37	111	0	130	12	1369	Peak
12:00	12:15	0	7	33	0	48	109	0	139	16	1337	
12:15	12:30	0	9	35	0	45	126	0	126	12	1258	
12:30	12:45	0	10	37	0	53	134	0	89	11	1189	
12:45	13:00	0	19	33	0	41	89	0	108	8	1136	
13:00	13:15	0	12	39	0	37	99	0	71	15	1094	
13:15	13:30	0	11	31	0	22	84	0	126	10	1110	
13:30	13:45	0	11	28	0	26	123	0	82	11	1105	
13:45	14:00	0	11	18	0	15	99	0	103	10	1097	
14:00	14:15	0	15	24	1	32	102	0	104	11	1142	
14:15	14:30	0	12	52	0	30	93	0	77	15		
14:30	14:45	0	21	24	0	33	106	0	80	9		
14:45	15:00	0	19	24	1	27	119	0	97	14		

Peak Time		h Approach Hungry Jack's A			East Approach Bray Street			West Approach Bray Street			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
11:45	12:45	0	33	137	1	183	480	0	484	51	1369
12:00	13:00	0	45	138	0	187	458	0	462	47	1337

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

#### Graphic



# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY

trafficsurvey.com.au



**GPS** -30.294418, 153.115299

<b>Date:</b>	Sat 20/03/21
<b>Weather:</b>	Overcast
<b>Suburban:</b>	Coffs Harbour
<b>Customer:</b>	McLaren

### All Vehicles

Time				Hourly Total
Period Start	Period End	Entry	Exit	
10:00	10:15	15	17	142
10:15	10:30	13	14	171
10:30	10:45	23	13	197
10:45	11:00	22	25	201
11:00	11:15	33	28	205
11:15	11:30	26	27	189
11:30	11:45	15	25	185
11:45	12:00	35	16	190
12:00	12:15	18	27	184
12:15	12:30	23	26	207
12:30	12:45	20	25	224
12:45	13:00	24	21	220
13:00	13:15	43	25	227
13:15	13:30	25	41	198
13:30	13:45	18	23	192
13:45	14:00	28	24	197
14:00	14:15	20	19	195
14:15	14:30	30	30	
14:30	14:45	23	23	
14:45	15:00	22	28	



**ANNEXURE E: SIDRA RESULTS**

**(20 SHEETS)**

# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

Site: 101 [Bray Street / Site Driveway - EX FRI (Site Folder: Existing Peak Hour)]

Network: N101 [FRI Existing (Network Folder: Existing Conditions)]

Bray Street / Site Driveway  
Existing Conditions  
Friday PM Peak Period  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total HV veh/h	%				[ Veh. veh	Dist ] m				
East: Bray St (E)														
5	T1	435	2.2	435	2.2	0.307	1.3	LOS A	0.6	4.0	0.26	0.14	0.28	55.9
6	R2	111	0.0	111	0.0	0.307	8.3	LOS A	0.6	4.0	0.34	0.19	0.37	52.6
Approach		545	1.7	545	1.7	0.307	2.7	NA	0.6	4.0	0.27	0.15	0.30	55.2
North: Site Driveway														
7	L2	107	1.0	107	1.0	0.460	9.0	LOS A	1.5	10.6	0.47	0.76	0.66	42.3
9	R2	52	0.0	52	0.0	0.460	21.3	LOS B	1.5	10.6	0.47	0.76	0.66	48.6
Approach		159	0.7	159	0.7	0.460	13.0	LOS A	1.5	10.6	0.47	0.76	0.66	45.2
West: Bray St (W)														
10	L2	43	0.0	43	0.0	0.130	5.6	LOS A	2.9	20.7	0.00	0.10	0.00	57.4
11	T1	483	1.3	483	1.3	0.130	0.0	LOS A	2.9	20.7	0.00	0.04	0.00	59.1
Approach		526	1.2	526	1.2	0.130	0.5	NA	2.9	20.7	0.00	0.05	0.00	58.9
All Vehicles		1231	1.4	1231	1.4	0.460	3.1	NA	2.9	20.7	0.18	0.18	0.22	54.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

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## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

 **Site: 102 [Pacific Hwy / Bray St- EX FRI (Site Folder: Existing Peak Hour)]**       **Network: N101 [FRI Existing (Network Folder: Existing Conditions)]**

## Pacific Highway / Bray Street

### Existing Conditions

Friday Peak PM Period

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Pacific Hwy (S)														
1	L2	100	2.1	100	2.1	* 0.486	34.2	LOS C	10.2	73.4	0.73	0.71	0.73	30.4
2	T1	1358	3.7	1358	3.7	* 0.972	57.8	LOS E	34.8	251.3	0.92	0.99	1.10	21.0
3	R2	113	5.6	113	5.6	0.591	76.4	LOS F	5.0	36.4	1.00	0.79	1.00	26.4
Approach		1571	3.8	1571	3.8	0.972	57.6	LOS E	34.8	251.3	0.92	0.96	1.07	22.0
East: Orlando St (E)														
4	L2	126	4.2	126	4.2	0.154	11.5	LOS A	1.4	10.5	0.32	0.64	0.32	50.5
5	T1	148	1.4	148	1.4	* 0.997	115.3	LOS F	12.1	85.8	1.00	1.17	1.61	12.9
6	R2	249	1.7	249	1.7	0.997	121.4	LOS F	12.1	85.8	1.00	1.13	1.61	12.5
Approach		524	2.2	524	2.2	0.997	93.2	LOS F	12.1	85.8	0.84	1.02	1.30	17.7
North: Pacific Hwy (N)														
7	L2	198	4.3	198	4.3	0.140	8.8	LOS A	2.1	15.5	0.31	0.64	0.31	48.6
8	T1	1032	8.3	1032	8.3	0.491	24.7	LOS B	12.0	89.7	0.59	0.52	0.59	37.8
9	R2	318	1.7	318	1.7	* 0.825	88.1	LOS F	7.5	53.4	1.00	0.86	1.11	7.1
Approach		1547	6.4	1547	6.4	0.825	35.7	LOS C	12.0	89.7	0.64	0.61	0.66	29.9
West: Bray St (W)														
10	L2	364	1.2	364	1.2	0.674	54.8	LOS D	9.9	70.0	0.94	0.85	0.94	5.2
11	T1	135	1.6	135	1.6	0.455	62.8	LOS E	5.6	39.4	0.96	0.77	0.96	21.9
12	R2	94	0.0	94	0.0	0.329	66.3	LOS E	3.8	26.5	0.94	0.77	0.94	20.7
Approach		593	1.1	593	1.1	0.674	58.4	LOS E	9.9	70.0	0.94	0.82	0.94	13.5
All Vehicles		4235	4.2	4235	4.2	0.997	54.1	LOS D	34.8	251.3	0.81	0.82	0.93	22.5

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

- \* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Pacific Hwy (S)											
P1	Full	1	69.1	LOS F	0.0	0.0	0.96	0.96	243.8	227.1	0.93
East: Orlando St (E)											
P2	Full	9	69.1	LOS F	0.0	0.0	0.96	0.96	232.1	211.9	0.91
North: Pacific Hwy (N)											



## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

P3 Full	11	69.2	LOS F	0.0	0.0	0.96	0.96	245.9	229.8	0.93
West: Bray St (W)										
P4 Full	1	69.1	LOS F	0.0	0.0	0.96	0.96	237.2	218.5	0.92
All Pedestrians	22	69.1	LOS F	0.0	0.0	0.96	0.96	239.5	221.5	0.92

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

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

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

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

 Site: 103 [Pacific Hwy / Park Beach Rd - EX FRI (Site Folder: Existing Peak Hour)]  Network: N101 [FRI Existing (Network Folder: Existing Conditions)]

Pacific Highway / Park Beach Road

Existing Conditions

Friday Peak PM Period

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total HV ] veh/h	%				[ Veh. veh	Dist ] m				
South: Pacific Hwy (S)														
2	T1	1553	4.0	1553	4.0	0.272	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	400	0.5	400	0.5	* 0.610	48.2	LOS D	6.8	47.7	0.97	0.81	0.97	27.5
Approach		1953	3.3	1953	3.3	0.610	9.9	LOS A	6.8	47.7	0.20	0.17	0.20	48.2
East: Park Beach Rd (E)														
4	L2	424	3.0	424	3.0	0.349	44.3	LOS D	7.1	51.3	0.79	0.78	0.79	24.9
6	R2	95	1.1	95	1.1	* 0.603	79.4	LOS F	4.3	30.1	1.00	0.79	1.01	25.9
Approach		519	2.6	519	2.6	0.603	50.7	LOS D	7.1	51.3	0.83	0.78	0.83	25.2
North: Pacific Hwy (N)														
7	L2	103	1.0	103	1.0	0.068	7.4	LOS A	0.7	4.8	0.20	0.60	0.20	52.8
8	T1	1103	7.5	1103	7.5	* 0.345	17.9	LOS B	8.6	63.9	0.57	0.50	0.57	38.1
Approach		1206	7.0	1206	7.0	0.345	17.0	LOS B	8.6	63.9	0.54	0.51	0.54	39.8
All Vehicles		3678	4.4	3678	4.4	0.610	18.0	LOS B	8.6	63.9	0.40	0.37	0.40	40.7

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Park Beach Rd (E)											
P2	Full	14	69.2	LOS F	0.1	0.1	0.96	0.96	233.8	214.0	0.92
P2B	Slip/ Bypass	14	69.2	LOS F	0.1	0.1	0.96	0.96	228.4	207.0	0.91
North: Pacific Hwy (N)											
All Pedestrians		27	69.2	LOS F	0.1	0.1	0.96	0.96	231.1	210.5	0.91

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

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

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

## **APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT**

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

Site: 101 [Bray Street / Site Driveway - EX SAT (Site Folder: Existing Peak Hour)] Network: N101 [SAT Existing (Network Folder: Existing Conditions)]

Bray Street / Site Driveway  
Existing Conditions  
Saturday Peak Period  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total HV veh/h	%				[ Veh. veh	Dist ] m				
East: Bray St (E)														
5	T1	469	0.2	469	0.2	0.384	2.1	LOS A	1.0	6.7	0.34	0.19	0.42	54.4
6	R2	160	0.0	160	0.0	0.384	9.5	LOS A	1.0	6.7	0.50	0.27	0.60	50.3
Approach		629	0.2	629	0.2	0.384	4.0	NA	1.0	6.7	0.38	0.21	0.46	53.3
North: Site Driveway														
7	L2	126	0.0	126	0.0	0.457	8.9	LOS A	1.3	9.0	0.46	0.75	0.64	43.1
9	R2	32	0.0	32	0.0	0.457	25.2	LOS B	1.3	9.0	0.46	0.75	0.64	49.1
Approach		158	0.0	158	0.0	0.457	12.2	LOS A	1.3	9.0	0.46	0.75	0.64	44.9
West: Bray St (W)														
10	L2	53	0.0	53	0.0	0.149	5.6	LOS A	2.4	16.9	0.00	0.11	0.00	57.4
11	T1	552	0.4	552	0.4	0.149	0.0	LOS A	2.4	16.9	0.00	0.05	0.00	59.1
Approach		604	0.3	604	0.3	0.149	0.5	NA	2.4	16.9	0.00	0.05	0.00	58.8
All Vehicles		1392	0.2	1392	0.2	0.457	3.4	NA	2.4	16.9	0.23	0.20	0.28	54.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

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Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Pacific Hwy (S)											
P1	Full	1	51.7	LOS E	0.0	0.0	0.95	0.95	226.4	227.1	1.00
East: Orlando St (E)											
P2	Full	26	51.7	LOS E	0.1	0.1	0.95	0.95	214.7	211.9	0.99
North: Pacific Hwy (N)											

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

P3 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	228.5	229.8	1.01
West: Bray St (W)										
P4 Full	1	51.7	LOS E	0.0	0.0	0.95	0.95	219.7	218.5	0.99
All Pedestrians	44	51.7	LOS E	0.1	0.1	0.95	0.95	220.0	218.8	0.99

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

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

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

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

 Site: 103 [Pacific Hwy / Park Beach Rd - EX SAT (Site Folder: Existing Peak Hour)]  Network: N101 [SAT Existing (Network Folder: Existing Conditions)]

Pacific Highway / Park Beach Road

Existing Conditions

Saturday Peak Period

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total HV ] veh/h	%				[ Veh. veh	Dist ] m				
South: Pacific Hwy (S)														
2	T1	1321	1.8	1321	1.8	0.229	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	558	0.4	558	0.4	* 0.568	29.3	LOS C	6.2	43.4	0.94	0.82	0.94	34.6
Approach		1879	1.4	1879	1.4	0.568	8.7	LOS A	6.2	43.4	0.28	0.24	0.28	49.2
East: Park Beach Rd (E)														
4	L2	542	1.4	542	1.4	0.313	25.2	LOS B	5.6	40.0	0.65	0.75	0.65	33.3
6	R2	107	2.0	107	2.0	* 0.571	60.7	LOS E	3.7	26.1	1.00	0.79	1.00	29.9
Approach		649	1.5	649	1.5	0.571	31.1	LOS C	5.6	40.0	0.71	0.76	0.71	32.3
North: Pacific Hwy (N)														
7	L2	178	0.6	178	0.6	0.131	8.1	LOS A	1.3	8.9	0.28	0.63	0.28	52.3
8	T1	1353	2.6	1353	2.6	* 0.578	27.3	LOS B	12.1	86.7	0.82	0.72	0.82	32.0
Approach		1531	2.3	1531	2.3	0.578	25.1	LOS B	12.1	86.7	0.75	0.71	0.75	34.7
All Vehicles		4059	1.8	4059	1.8	0.578	18.5	LOS B	12.1	86.7	0.53	0.50	0.53	40.2

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Park Beach Rd (E)											
P2	Full	14	51.7	LOS E	0.0	0.0	0.95	0.95	216.3	214.0	0.99
P2B	Slip/ Bypass	14	51.7	LOS E	0.0	0.0	0.95	0.95	210.9	207.0	0.98
North: Pacific Hwy (N)											
All Pedestrians		27	51.7	LOS E	0.0	0.0	0.95	0.95	213.6	210.5	0.99

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

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

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

## **APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT**

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

Site: 101 [Bray Street / Site Driveway - FU FRI (Site Folder: Future Peak Hour)]

Network: N101 [FRI Future (Network Folder: Future Conditions)]

Bray Street / Site Driveway  
Future Conditions  
Friday PM Peak Period  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total HV veh/h	%				[ Veh. veh	Dist ] m				
East: Bray St (E)														
5	T1	435	2.2	435	2.2	0.345	1.7	LOS A	0.8	5.4	0.30	0.18	0.35	55.1
6	R2	147	0.0	147	0.0	0.345	8.7	LOS A	0.8	5.4	0.43	0.25	0.49	51.3
Approach		582	1.6	582	1.6	0.345	3.5	NA	0.8	5.4	0.34	0.20	0.38	54.1
North: Site Driveway														
7	L2	145	0.7	145	0.7	0.619	12.4	LOS A	2.0	14.4	0.48	0.85	0.89	38.9
9	R2	64	0.0	64	0.0	0.619	26.7	LOS B	2.0	14.4	0.48	0.85	0.89	46.3
Approach		209	0.5	209	0.5	0.619	16.8	LOS B	2.0	14.4	0.48	0.85	0.89	42.1
West: Bray St (W)														
10	L2	56	0.0	56	0.0	0.133	5.6	LOS A	2.9	20.2	0.00	0.13	0.00	57.2
11	T1	483	1.3	483	1.3	0.133	0.0	LOS A	2.9	20.2	0.00	0.05	0.00	59.0
Approach		539	1.2	539	1.2	0.133	0.6	NA	2.9	20.2	0.00	0.06	0.00	58.6
All Vehicles		1331	1.3	1331	1.3	0.619	4.4	NA	2.9	20.2	0.22	0.24	0.31	53.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

 Site: 102 [Pacific Hwy / Bray St- FU FRI (Site Folder: Future Peak Hour)]

 Network: N101 [FRI Future (Network Folder: Future Conditions)]

Pacific Highway / Bray Street

Future Conditions

Friday Peak PM Period

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 145 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %	v/c	sec		[ Veh. veh	Dist ] m				km/h
South: Pacific Hwy (S)														
1	L2	115	1.8	115	1.8	* 0.494	33.4	LOS C	10.0	71.8	0.74	0.72	0.74	30.7
2	T1	1358	3.7	1358	3.7	* 0.989	62.4	LOS E	36.3	262.1	0.93	1.03	1.15	19.9
3	R2	113	5.6	113	5.6	0.572	73.5	LOS F	4.8	35.0	1.00	0.79	1.00	27.0
Approach		1585	3.7	1585	3.7	0.989	61.1	LOS E	36.3	262.1	0.92	0.99	1.11	21.1
East: Orlando St (E)														
4	L2	126	4.2	126	4.2	0.154	12.0	LOS A	1.5	10.8	0.34	0.65	0.34	50.2
5	T1	154	1.4	154	1.4	* 0.976	102.7	LOS F	11.4	80.7	1.00	1.14	1.55	14.1
6	R2	249	1.7	249	1.7	0.976	108.7	LOS F	11.4	80.7	1.00	1.10	1.56	13.6
Approach		529	2.2	529	2.2	0.976	83.9	LOS F	11.4	80.7	0.84	1.00	1.27	19.0
North: Pacific Hwy (N)														
7	L2	198	4.3	198	4.3	0.140	8.3	LOS A	1.7	12.1	0.25	0.62	0.25	49.0
8	T1	1032	8.3	1032	8.3	0.495	24.8	LOS B	11.9	88.9	0.62	0.54	0.62	37.7
9	R2	335	1.6	335	1.6	* 0.839	86.0	LOS F	7.7	54.6	1.00	0.87	1.13	7.2
Approach		1564	6.3	1564	6.3	0.839	35.8	LOS C	11.9	88.9	0.65	0.62	0.68	29.8
West: Bray St (W)														
10	L2	382	1.1	382	1.1	0.716	54.3	LOS D	9.9	70.0	0.96	0.86	0.96	5.2
11	T1	140	1.5	140	1.5	0.501	62.4	LOS E	5.7	40.2	0.97	0.78	0.97	22.0
12	R2	108	0.0	108	0.0	0.403	66.2	LOS E	4.3	30.3	0.95	0.78	0.95	20.7
Approach		631	1.0	631	1.0	0.716	58.1	LOS E	9.9	70.0	0.96	0.83	0.96	13.7
All Vehicles		4309	4.1	4309	4.1	0.989	54.3	LOS D	36.3	262.1	0.82	0.83	0.95	22.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Pacific Hwy (S)											
P1	Full	1	66.6	LOS F	0.0	0.0	0.96	0.96	241.3	227.1	0.94
East: Orlando St (E)											
P2	Full	9	66.7	LOS F	0.0	0.0	0.96	0.96	229.7	211.9	0.92

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

North: Pacific Hwy (N)											
P3	Full	11	66.7	LOS F	0.0	0.0	0.96	0.96	243.4	229.8	0.94
West: Bray St (W)											
P4	Full	1	66.6	LOS F	0.0	0.0	0.96	0.96	234.7	218.5	0.93
All Pedestrians		22	66.6	LOS F	0.0	0.0	0.96	0.96	237.0	221.5	0.93

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

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

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

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

 Site: 103 [Pacific Hwy / Park Beach Rd - FU FRI (Site Folder: Future Peak Hour)]

 Network: N101 [FRI Future (Network Folder: Future Conditions)]

Pacific Highway / Park Beach Road

Future Conditions

Friday Peak PM Period

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 145 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Pacific Hwy (S)														
2	T1	1571	4.0	1571	4.0	0.275	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	400	0.5	400	0.5	* 0.663	49.7	LOS D	6.9	48.7	1.00	0.82	1.00	27.0
Approach		1971	3.3	1971	3.3	0.663	10.1	LOS A	6.9	48.7	0.20	0.17	0.20	48.0
East: Park Beach Rd (E)														
4	L2	424	3.0	424	3.0	0.374	45.7	LOS D	7.2	51.5	0.81	0.79	0.81	24.4
6	R2	95	1.1	95	1.1	* 0.688	80.3	LOS F	4.2	30.0	1.00	0.82	1.09	25.8
Approach		519	2.6	519	2.6	0.688	52.0	LOS D	7.2	51.5	0.85	0.79	0.87	24.8
North: Pacific Hwy (N)														
7	L2	103	1.0	103	1.0	0.068	7.5	LOS A	0.7	4.9	0.21	0.60	0.21	52.7
8	T1	1120	7.4	1120	7.4	* 0.338	15.8	LOS B	8.0	59.9	0.55	0.48	0.55	39.8
Approach		1223	6.9	1223	6.9	0.338	15.1	LOS B	8.0	59.9	0.52	0.49	0.52	41.4
All Vehicles		3713	4.4	3713	4.4	0.688	17.6	LOS B	8.0	59.9	0.40	0.36	0.40	41.0

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Park Beach Rd (E)											
P2	Full	14	66.7	LOS F	0.1	0.1	0.96	0.96	231.3	214.0	0.93
P2B	Slip/ Bypass	14	66.7	LOS F	0.1	0.1	0.96	0.96	225.9	207.0	0.92
North: Pacific Hwy (N)											
All Pedestrians		27	66.7	LOS F	0.1	0.1	0.96	0.96	228.6	210.5	0.92

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

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

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

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

Site: 101 [Bray Street / Site Driveway - FU SAT (Site Folder: Future Peak Hour)]

Network: N101 [SAT Future (Network Folder: Future Conditions)]

Bray Street / Site Driveway  
Future Conditions  
Saturday Peak Period  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total HV veh/h	%				[ Veh. veh	Dist ] m				
East: Bray St (E)														
5	T1	469	0.2	469	0.2	0.422	2.5	LOS A	1.2	8.1	0.37	0.22	0.47	53.8
6	R2	192	0.0	192	0.0	0.422	9.9	LOS A	1.2	8.1	0.56	0.33	0.70	49.3
Approach		661	0.2	661	0.2	0.422	4.6	NA	1.2	8.1	0.43	0.25	0.53	52.4
North: Site Driveway														
7	L2	159	0.0	159	0.0	0.606	12.3	LOS A	1.7	11.7	0.48	0.84	0.88	39.5
9	R2	42	0.0	42	0.0	0.606	30.6	LOS C	1.7	11.7	0.48	0.84	0.88	46.7
Approach		201	0.0	201	0.0	0.606	16.1	LOS B	1.7	11.7	0.48	0.84	0.88	41.7
West: Bray St (W)														
10	L2	63	0.0	63	0.0	0.151	5.6	LOS A	2.4	17.1	0.00	0.13	0.00	57.2
11	T1	552	0.4	552	0.4	0.151	0.0	LOS A	2.4	17.1	0.00	0.05	0.00	59.0
Approach		615	0.3	615	0.3	0.151	0.6	NA	2.4	17.1	0.00	0.06	0.00	58.6
All Vehicles		1477	0.2	1477	0.2	0.606	4.5	NA	2.4	17.1	0.26	0.25	0.36	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

 Site: 102 [Pacific Hwy / Bray St - FU SAT (Site Folder: Future Peak Hour)]

 Network: N101 [SAT Future (Network Folder: Future Conditions)]

Pacific Highway / Bray Street

Future Conditions

Saturday Peak Period

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Pacific Hwy (S)														
1	L2	109	0.0	109	0.0	* 0.512	33.7	LOS C	8.9	63.0	0.82	0.78	0.82	30.6
2	T1	1206	1.8	1206	1.8	* 0.731	30.4	LOS C	14.9	105.7	0.88	0.79	0.88	30.2
3	R2	106	1.0	106	1.0	0.373	51.6	LOS D	3.2	22.7	0.94	0.78	0.94	32.2
Approach		1422	1.6	1422	1.6	0.731	32.2	LOS C	14.9	105.7	0.88	0.78	0.88	30.5
East: Orlando St (E)														
4	L2	145	0.7	145	0.7	0.161	13.3	LOS A	1.6	11.3	0.42	0.67	0.42	49.7
5	T1	145	0.0	145	0.0	* 0.767	53.5	LOS D	6.8	47.9	1.00	0.90	1.14	22.0
6	R2	248	0.8	248	0.8	0.767	59.3	LOS E	6.8	47.9	1.00	0.89	1.15	21.1
Approach		539	0.6	539	0.6	0.767	45.3	LOS D	6.8	47.9	0.84	0.83	0.95	28.1
North: Pacific Hwy (N)														
7	L2	226	0.9	226	0.9	0.159	8.1	LOS A	1.8	12.7	0.33	0.64	0.33	49.3
8	T1	1261	3.0	1261	3.0	0.708	21.5	LOS B	12.3	88.1	0.70	0.61	0.70	39.8
9	R2	419	0.3	419	0.3	* 0.743	63.2	LOS E	7.2	50.2	1.00	0.85	1.05	9.4
Approach		1906	2.2	1906	2.2	0.743	29.1	LOS C	12.3	88.1	0.72	0.67	0.73	32.9
West: Bray St (W)														
10	L2	456	0.2	456	0.2	0.773	43.3	LOS D	10.0	70.0	0.97	0.89	1.02	6.4
11	T1	134	0.0	134	0.0	0.580	51.2	LOS D	4.3	30.2	0.99	0.79	0.99	24.8
12	R2	109	1.0	109	1.0	0.502	55.6	LOS D	3.5	24.7	0.98	0.78	0.98	23.1
Approach		699	0.3	699	0.3	0.773	46.7	LOS D	10.0	70.0	0.98	0.85	1.01	15.1
All Vehicles		4566	1.5	4566	1.5	0.773	34.7	LOS C	14.9	105.7	0.82	0.75	0.85	28.9

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Pacific Hwy (S)											
P1	Full	1	49.2	LOS E	0.0	0.0	0.95	0.95	223.9	227.1	1.01
East: Orlando St (E)											
P2	Full	26	49.2	LOS E	0.1	0.1	0.95	0.95	212.2	211.9	1.00

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

North: Pacific Hwy (N)											
P3	Full	16	49.2	LOS E	0.0	0.0	0.95	0.95	226.0	229.8	1.02
West: Bray St (W)											
P4	Full	1	49.2	LOS E	0.0	0.0	0.95	0.95	217.2	218.5	1.01
All Pedestrians		44	49.2	LOS E	0.1	0.1	0.95	0.95	217.5	218.8	1.01

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

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

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

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# APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

## MOVEMENT SUMMARY

 Site: 103 [Pacific Hwy / Park Beach Rd - FU SAT (Site Folder: Future Peak Hour)]  Network: N101 [SAT Future (Network Folder: Future Conditions)]

Pacific Highway / Park Beach Road

Future Conditions

Saturday Peak Period

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Pacific Hwy (S)														
2	T1	1336	1.8	1336	1.8	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	558	0.4	558	0.4	* 0.580	28.8	LOS C	6.0	41.8	0.94	0.82	0.94	34.9
Approach		1894	1.4	1894	1.4	0.580	8.5	LOS A	6.0	41.8	0.28	0.24	0.28	49.4
East: Park Beach Rd (E)														
4	L2	542	1.4	542	1.4	0.317	24.8	LOS B	5.5	38.7	0.66	0.75	0.66	33.6
6	R2	107	2.0	107	2.0	* 0.596	59.3	LOS E	3.6	25.3	1.00	0.80	1.02	30.2
Approach		649	1.5	649	1.5	0.596	30.5	LOS C	5.5	38.7	0.72	0.76	0.72	32.6
North: Pacific Hwy (N)														
7	L2	178	0.6	178	0.6	0.131	8.0	LOS A	1.2	8.4	0.28	0.63	0.28	52.3
8	T1	1367	2.5	1367	2.5	* 0.581	26.1	LOS B	11.7	83.8	0.82	0.72	0.82	32.6
Approach		1545	2.3	1545	2.3	0.581	24.1	LOS B	11.7	83.8	0.76	0.71	0.76	35.3
All Vehicles		4088	1.8	4088	1.8	0.596	17.9	LOS B	11.7	83.8	0.53	0.50	0.53	40.7

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

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

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

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Park Beach Rd (E)											
P2	Full	14	49.2	LOS E	0.0	0.0	0.95	0.95	213.8	214.0	1.00
P2B	Slip/ Bypass	14	49.2	LOS E	0.0	0.0	0.95	0.95	208.4	207.0	0.99
North: Pacific Hwy (N)											
All Pedestrians		27	49.2	LOS E	0.0	0.0	0.95	0.95	211.1	210.5	1.00

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

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

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

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

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**ANNEXURE F: GREENHOUSE TAVERN SALES DATA**

**(1 SHEET)**

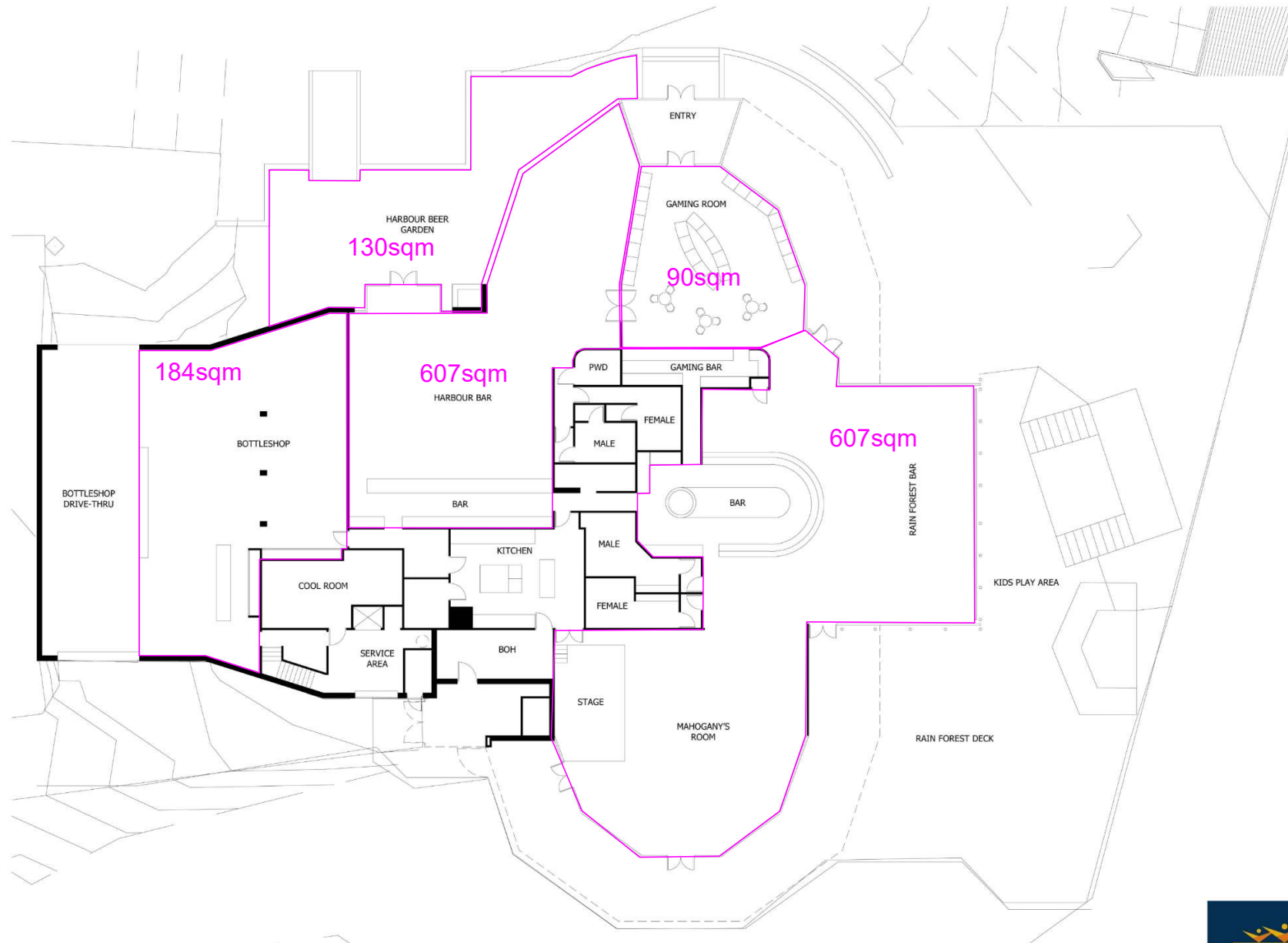
## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT

AVERAGE COVERS	MONDAYS	TUESDAYS	WEDNESDAYS	THURSDAYS	FRIDAYS	SATURDAYS	SUNDAYS
WEEK 1	404	596	664	546	634	574	491
WEEK 2	384	372	539	547	481	603	341
WEEK 3	254	232	421	497	1080	688	550
WEEK 4	316	288	425	395	592	352	476
WEEK 5	412	194	310	389	460	520	272
WEEK 6	238	281	326	375	913	796	511
WEEK 7	228	286	426	355	888	685	400
WEEK 8	207	267	484	343	554	696	258
WEEK 9	187	211	357	369	485	708	430
WEEK 10	251	232	368	404	936	636	348
WEEK 11	273	329	381	445	740	656	334
WEEK 12	266	278	399	412	564	637	445
WEEK 13	223	202	385	484	666	999	488
WEEK 14	205	172	426	410	817	571	373
WEEK 15	245	307	368	383	542	547	515
WEEK 16	269	356	434	476	586	838	579
WEEK 17	565	486	578	741	628	684	382
WEEK 18	273	254	327	390	529	640	413
WEEK 19	255	162	379	370	923	623	541
WEEK 20	217	214	331	417	479	560	402
WEEK 21	313	243	312	259	589	575	465
WEEK 22	184	167	297	314	421	452	365
WEEK 23	191	247	381	281	597	760	585
WEEK 24	287	291	300	339	779	564	249
WEEK 25	262	267	301	308	443	447	344
WEEK 26	197	233	360	310	553	597	357
WEEK 27	276	260	332	421	556	694	383
WEEK 28	407	408	426	418	877	700	386
WEEK 29	381	476	464	444	696	611	472
WEEK 30	304	208	320	317	460	464	379
WEEK 31	227	233	337	555	419	603	355
WEEK 32	190	194	496	374	579	429	334
WEEK 33	336	366	438	309	1235	767	348
WEEK 34	231	310	334	383	617	461	329
WEEK 35	299	247	327	345	630	549	528
WEEK 36	272	187	325	333	476	513	405
WEEK 37	255	256	295	347	791	515	395
WEEK 38	247	257	252	335	591	643	591
WEEK 39	290	291	413	369	683	621	521
WEEK 40	385	483	365	582	610	703	837
WEEK 41	504	306	424	457	797	783	511
WEEK 42	249	262	337	443	689	853	351
WEEK 43	278	217	370	349	540	562	426
WEEK 44	226	214	347	427	480	852	579
WEEK 45	225	368	291	406	703	492	394
WEEK 46	258	259	392	316	695	488	339
WEEK 47	308	407	438	399	533	749	380
WEEK 48	329	400	423	461	733	613	384
WEEK 49	325	330	450	380	655	580	526
WEEK 50	332	466	419	456	711	652	436
WEEK 51	293	303	534	373	825	840	484
WEEK 52	461	352	857	692	837	914	707



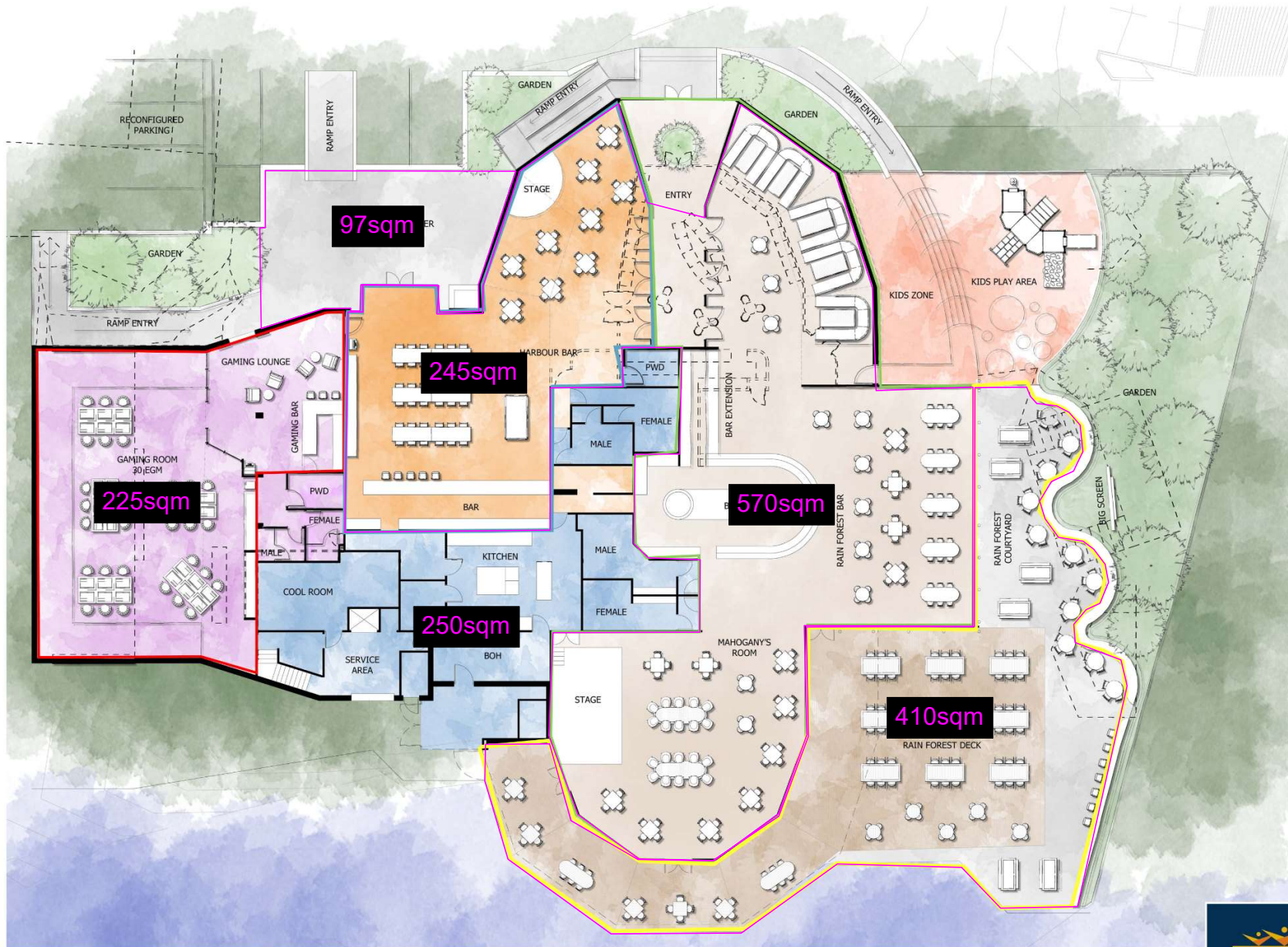
**ANNEXURE G: GREENHOUSE TAVERN GFA  
CALCULATION  
(2 SHEETS)**

## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT





## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT



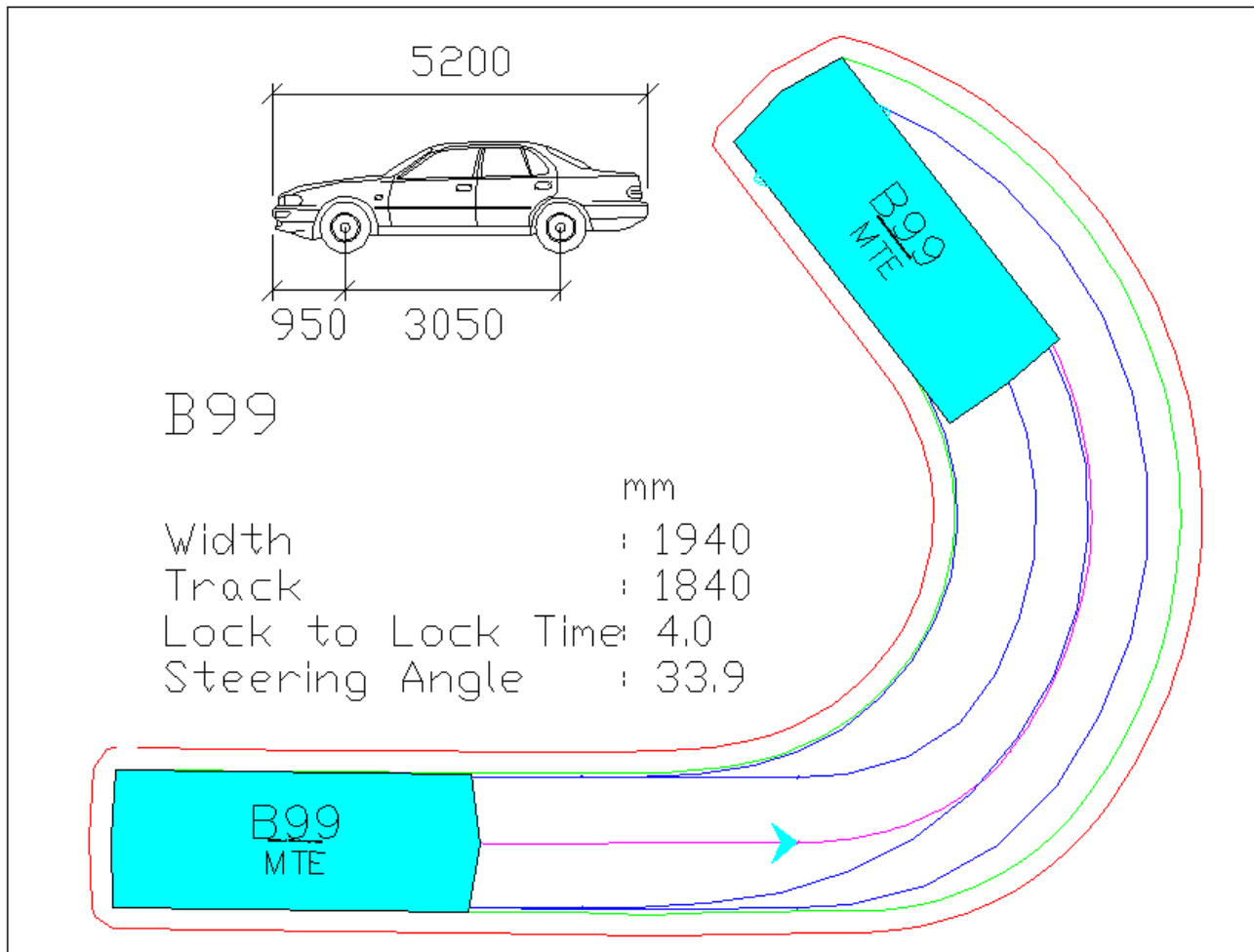


**ANNEXURE H: SWEEP PATH TESTS**

**(4 SHEETS)**



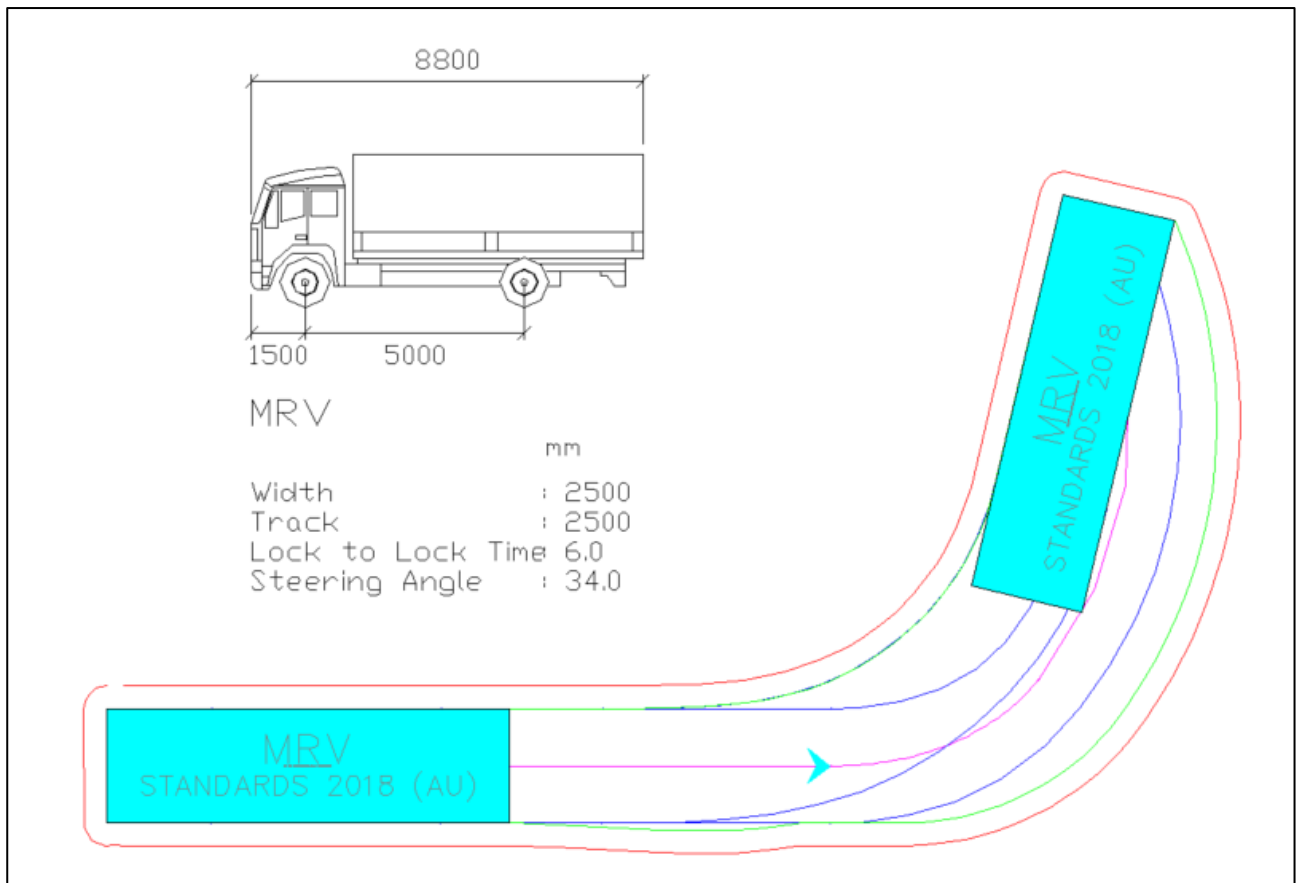
## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT



### AUSTRALIAN STANDARD 99.8<sup>TH</sup> PERCENTILE SIZE VEHICLE (B99)

Blue – Tyre Path  
Green – Vehicle Body  
Red – 300mm Clearance

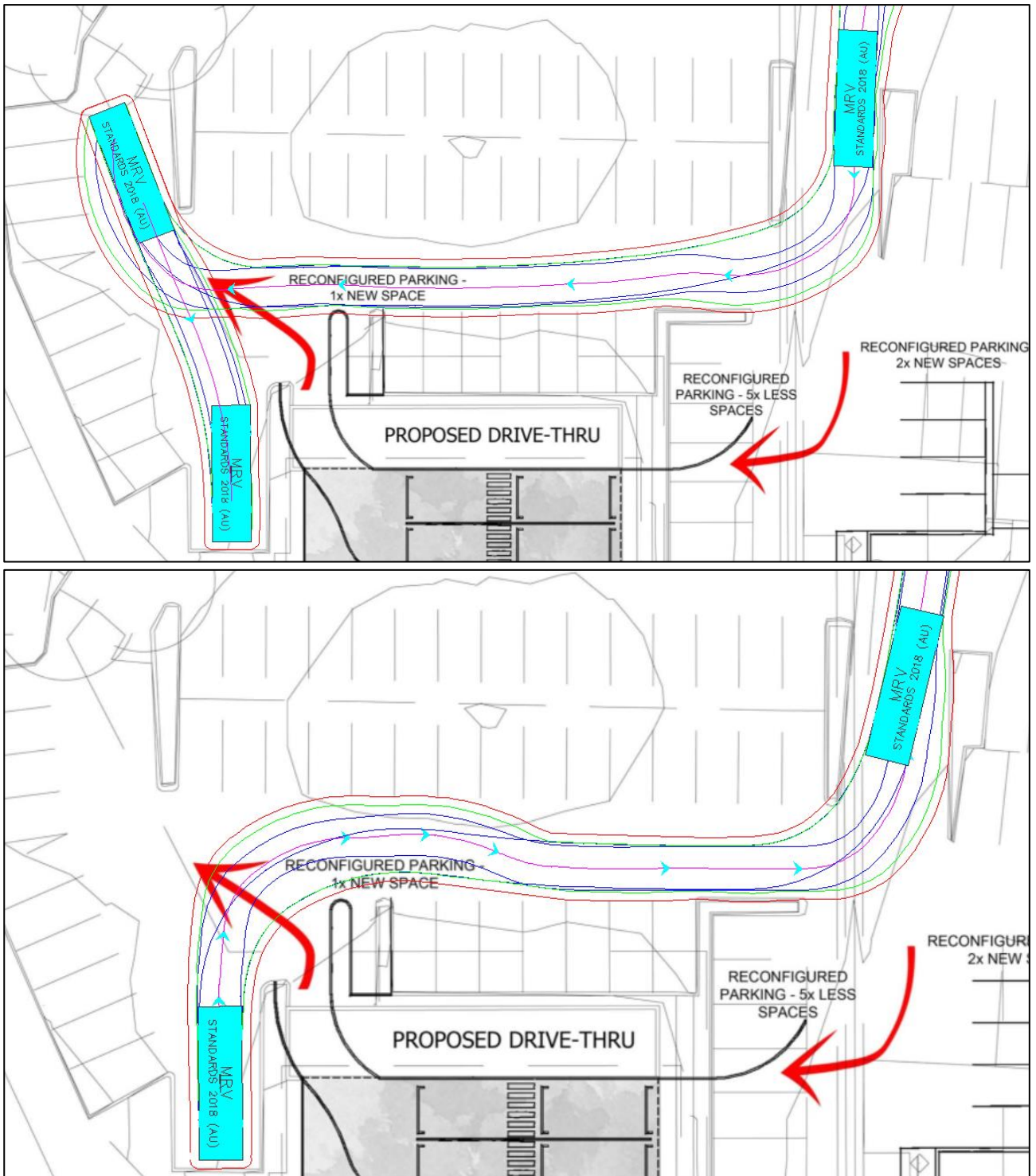
## APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT



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

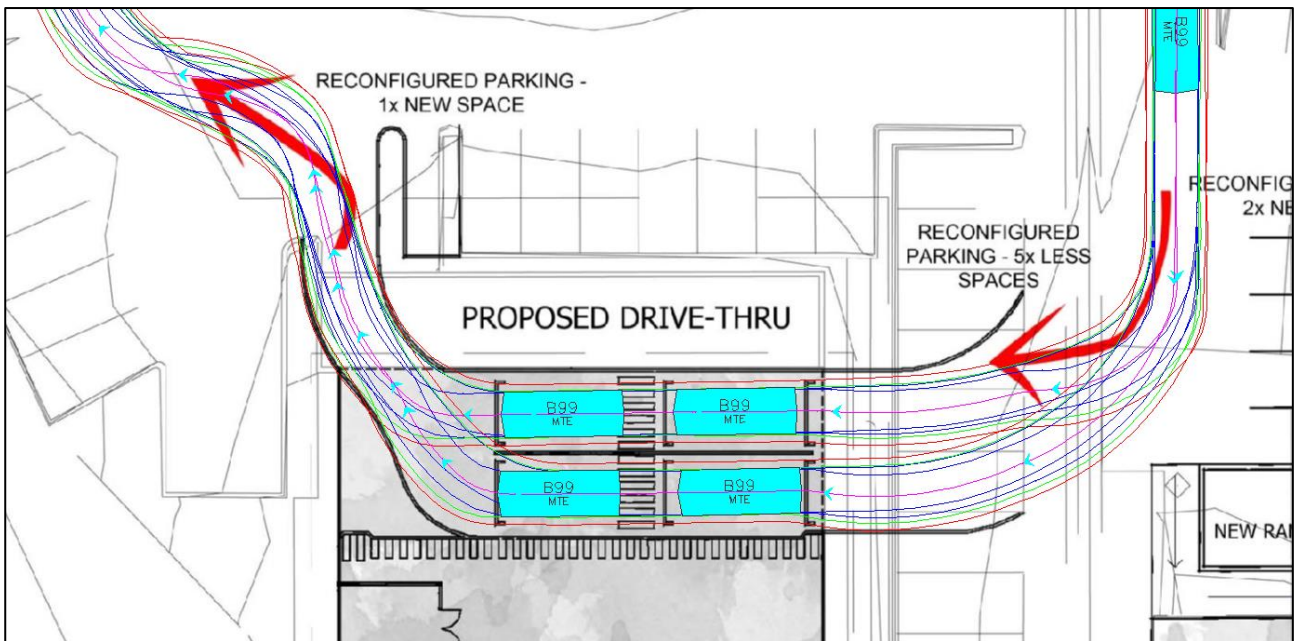
Blue – Tyre Path  
Green – Vehicle Body  
Red – 500mm Clearance

### APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT



**MRV ENTRY and EXIT loading dock  
SUCCESSFUL**

### APPENDIX 3 - TRAFFIC AND PARKING IMPACT ASSESSMENT



**B99 ENTRY and EXIT Proposed drive-thru bottle shop  
SUCCESSFUL**

# SDS Civil Enterprises

---

461 Hinterland Way, Knockrow NSW 2479

8 September 2021

Planners North  
PO Box 538  
Lennox Head NSW 2478

Delivered via email: [steve@plannersnorth.com.au](mailto:steve@plannersnorth.com.au)

**RE: Review of Traffic and Parking Impact Assessment For Alterations and Additions  
Greenhouse Tavern at 4 & 4A Bray Street, Coffs Harbour**

SDS Civil Enterprises have been commissioned to undertake an initial review of a Traffic and Parking Impact Assessment (Report Document Ref: 210047.01FA 25<sup>th</sup> May 2021) prepared by McLaren Traffic Engineering and Road Safety Consultants. In addition to this report, documents reviewed by SDS Civil Enterprises include:

- Coffs Harbour City Council Scanned DA 1310\_01
- Coffs Harbour City Council Scanned DA 0096\_98
- Coffs Harbour City Council Scanned DA 0027\_95

With Covid lockdown restrictions in place for the region, SDS Civil Enterprises have not visited the site but have relied upon use of Sixmaps and Google Earth aerial images. Using these resources, a site parking audit count of the numbers allocated within the Traffic and Parking Impact Assessment (ie TPIA) was performed. It is also noted that various easements for car parking and access over the lands are present. An audit plan check / overlay was undertaken to ascertain parking locations relative to easements. These audit investigations confirm it is reasonable to rely upon the parking numbers used with the TPIA as being satisfactory. Copies of SDS Civil Enterprises audit plan attached.

Review of parking demand accumulation time period showed 60% to 77% spare car parking – however investigation shows significant rainfall event occurred during this count and that the food and beverage building was vacant, hence suggestions as to why ample parking. Notwithstanding, the report does not rely on or assigns this spare parking but rather outlines that the site has spare capacity.

The key parking relationship used was the assignment of parking demand to patron counts and interview as to mode of transport. This patron demand has then been linked to transactions to ascertain seasonal 85<sup>th</sup> percentile parking demand for the existing facility area. For the new development alterations and additions, the parking demand has been +/- scaled using these 85<sup>th</sup> percentile patron demand calculation. SDS Civil Enterprises consider the Table 7 Proposed Tavern Parking Demand is reasonable and sound.

It is noted that the use of Mini-Bus Shuttle Service is nominated as to being in operation for the development and should be conditioned to be in service. A MRV service vehicle has been nominated as the facilities loading bay and the location of the bay does not impact other uses.

Traffic generation assessment process used is valid and demonstrates that Level of Service (LOS) does not have any change of significance for the local intersections. The technical SIDRA modelling parameters used within the actual software model have not been reviewed as not included within SDS

## APPENDIX 4 - INDEPENDENT REVIEW OF TRAFFIC AND PARKING IMPACT ASSESSMENT

Civil Enterprises brief. Notwithstanding, on the basis that the same software parameters were used for existing and future case modelling, no further investigation into parameters would have been had.

The TPIA specifically clarifies that parking layout compliance of existing parking with *AS890.6 Off-street Parking for People With Disabilities* has not been assessed. It would be recommended that the development be asked to update the disabled car parking to current day dimensional standards. This will likely result in the reduction of car parking by 2 to 3 spaces due to the increase in dimensions. It would be reasonable to not seek 'finding' the additional spaces lost in achieving compliance, particularly as the development does not seek any parking credit offsets for the use of mini-bus shuttle service.

Recommendations. Consideration to the following matters be included within approval documentation that:

(i) That the development be required to provide the mini-bus shuttle service as part of its normal operating conditions.

(ii) That the development update existing disabled parking to comply with *AS2890.6 Off-street Parking for People With Disabilities*.

Should you have any questions on the above, please don't hesitate to contact me.

Yours sincerely



Mr Peter Williams  
Civil Engineer

m. 0438 725 414  
e. [peterw@sdscivil.com.au](mailto:peterw@sdscivil.com.au)

Encl: - Parking Count Audit Sketch (1 page A4)



## APPENDIX 4 - INDEPENDENT REVIEW OF TRAFFIC AND PARKING IMPACT ASSESSMENT

## Car Park Counts



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## Car Park Counts Aerial



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