Goondiwindi REGIONAL COUNCIL | REGIONAL AUSTRALIA at its best!

File: 22/18
Date: 23 May 2024

Elonbreath Pty Ltd
C/- Property Projects Australia
PO Box 3686
TOOWOOMBA QLD 4350

Attention: Ms Harriet Veal & Mr James Juhasz

Dear Harriet & James

Decision Notice –approval (with conditions)
Change Application (Other) – Reconfiguring a Lot
Lots 8-9 on SP158267, 18 Cunningham Highway and 8 Wilson Court, Goondiwindi

We wish to advise that on 13 May 2024 a decision was made to approve the reconfiguring a lot development application for *Two (2) lots into Sixteen (16) lots and road reserve* at Lots 8 & 9 on SP158267, 18 Cunningham Highway and 8 Wilson Court, Goondiwindi. In accordance with the *Planning Act 2016*, please find attached Council's Decision Notice for the application.

Please read the conditions carefully as these include actions which must be undertaken **prior to the submission to Council of the Plan of Survey** for each relevant stage.

All conditions are required to be either complied with or bonded prior to the commencement of the use. Please note **Condition 43**, which requires a letter to be submitted to Council prior to the submission to Council of the Plan of Survey for each relevant stage, outlining and demonstrating compliance with each condition.

If you require any further information, please contact Council's Manager of Planning Services, Mrs Ronnie McMahon, on (07) 4671 7400 or rmcmahon@grc.qld.gov.au, who will be pleased to assist.

Yours faithfully

Ronnie McMahon
Manager of Planning Services
Goondiwindi Regional Council

Decision Notice approval
***Planning Act 2016* section 63**

Council File Reference: 22/18
Council Contact: Mrs Ronnie McMahon
Council Contact Phone: (07) 4671 7400

23 May 2024

Applicant Details: Elonbreath Pty Ltd
C/- Property Projects Australia
PO Box 3686
TOOWOOMBA QLD 4350

Attention: Ms Harriet Veal & Mr James Juhasz

The development application described below was properly made to Goondiwindi Regional Council on 19 October 2023.

Applicant details

Applicant name:	Elonbreath Pty Ltd
Applicant contact details:	C/- Property Projects Australia PO Box 3686, Toowoomba Qld 4350 harriet@propertyprojectsaustralia.com.au james@propertyprojectsaustralia.com.au 0416 922 674

Application details

Application number:	22/18
Approval sought:	Change Application (Other) to existing Development Permit
Details of proposed development:	Reconfiguring a Lot (Two (2) Lots into Sixteen (16) Lots and road reserve)

Location details

Street address:	18 Cunningham Highway and 8 Wilson Court, Goondiwindi
Real property description:	Lots 8-9 on SP158267

Decision

Date of decision:	16 May 2024
Decision details:	Approved in full with conditions. These conditions are set out in Attachment 1 and are clearly identified to indicate whether the assessment manager or a concurrence agency imposed them.

Details of the approval

The application is not taken to be approved (a deemed approval) under section 64(5) of the *Planning Act 2016*.

The following approvals are given:

	Planning Regulation 2017 reference	Development Permit	Preliminary Approval
Development assessable under the planning scheme, superseded planning scheme, a temporary local planning instrument, a master plan or a preliminary approval which includes a variation approval	N/A		
- building work assessable under the planning scheme		☐	☐
- plumbing or drainage work		☐	☐
- material change of use		☐	☐
- reconfiguring a lot		☒	☐
- operational work		☐	

Conditions

This approval is subject to the conditions in Attachment 1.

Further development permits

Please be advised that the following development permits are required to be obtained before the development can be carried out:

1. Survey Plan approval

Properly made submissions

Not applicable—No part of the application required public notification.

Referral agencies for the application

The referral agencies for this application are:

For an application involving	Name of referral agency	Address
As per Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) of the PR: *Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—* *(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and* *(b) the development meets or exceeds the threshold—*	Department of Housing, Local Government Planning and Public Works – *Concurrence Agency*	Post: PO Box 825, Visit: 128 Margaret Street, TOOWOOMBA QLD 4350 ToowoombaSARA@dsdilgp.qld.gov.au Ph: (07) 4616 7307

For an application involving	Name of referral agency	Address
(i) *for development in local government area 1—stated in schedule 20, column 2 for the purpose; or* (ii) *for development in local government area 2—stated in schedule 20, column 3 for the purpose; and* (c) *for development in local government area 1—the development is not for an accommodation activity or an office at premises wholly or partly in the excluded area* *However, if the development is for a combination of purposes stated in the same item of schedule 20, the threshold is for the combination of purposes and not for each individual purpose.*		
As per Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 (10.9.4.2.1.1) of the PR: *Development application for reconfiguring a lot that is assessable development under section 21, if—* (a) *all or part of the premises are within 25m of a State transport corridor; and* (b) *1 or more of the following apply—* (i) *the total number of lots is increased;* (ii) *the total number of lots adjacent to the State transport corridor is increased;* (iii) *there is a new or changed access between the premises and the State transport corridor;* (iv) *an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and* (c) *the reconfiguration does not relate to government supported transport infrastructure*	Department of Housing, Local Government Planning and Public Works	Post: PO Box 825, Visit: 128 Margaret Street, TOOWOOMBA QLD 4350 ToowoombaSARA@dsdilgp.qld.gov.au Ph: (07) 4616 7307

Approved plans and specifications

Copies of the following plans are enclosed.

Drawing No	Title	Date
BE210552-SK01 Rev C	Development Layout Plan, Goondiwindi Subdivision – Johnston Road	25.01.2024
BE210552-SK04 Rev B	Functional Layout Plan, Goondiwindi Subdivision – Johnston Road	29.02.2024
BE210552-TIA-WCA-01	Traffic Impact Assessment – Wilsons Court Access	19.09.2023
BE210552-RP-CER-01	Civil Engineering Report	02/06/2022

Currency period for the approval

The approval will lapse if a plan for the reconfiguration is not given to the local government within the following periods, in accordance with the provisions contained in section 85(1)(b) of the *Planning Act 2016*:

(a) The period stated for that part of the approval.

Stage	Proposed Lots	Timeframe
1	999 & road reserve	Within 1 year of this approval taking effect
2	1-7	Within 2 years of this approval taking effect
3	8-15	Within 4 years of this approval taking effect

Rights of appeal

The rights of an applicant to appeal to a tribunal or the Planning and Environment Court against a decision about a development application are set out in chapter 6, part 1 of the *Planning Act 2016*. For certain applications, there may also be a right to make an application for a declaration by a tribunal (see chapter 6, part 2 of the *Planning Act 2016)*.

Appeal by an applicant

An applicant for a development application may appeal to the Planning and Environment Court against the following:

- the refusal of all or part of the development application
- a provision of the development approval
- the decision to give a preliminary approval when a development permit was applied for
- a deemed refusal of the development application.

An applicant may also have a right to appeal to the Development tribunal. For more information, see schedule 1 of the *Planning Act 2016*.

The timeframes for starting an appeal in the Planning and Environment Court are set out in section 229 of the *Planning Act 2016*.

Attachment 5 is an extract from the *Planning Act 2016* that sets out the applicant's appeal rights and the appeal rights of a submitter.

To stay informed about any appeal proceedings which may relate to this decision visit: https://planning.dsdmip.qld.gov.au/planning/our-planning-system/dispute-resolution/pe-court-database.

Attachment 4 is a Notice about decision - Statement of reasons, in accordance with section 63 (5) of the Planning Act 2016.

If you wish to discuss this matter further, please contact Council's Manager of Planning Services, Mrs Ronnie McMahon, on 07 4671 7400.

Yours Sincerely

Ronnie McMahon
Manager of Planning Services
Goondiwindi Regional Council

cc Department of Housing, Local Government, Planning and Public Works
PO Box 825,
TOOWOOMBA QLD 4350
ToowoombaSARA@dsdilgp.qld.gov.au

enc Attachment 1—Assessment manager and concurrence agency conditions
- State Assessment and Referral Agency Concurrence Agency Response dated 21 December 2023

Attachment 2—Approved Plans
Attachment 3—Infrastructure Charges Notice
Attachment 4—Notice about decision – Statement of reasons
Attachment 5—*Planning Act 2016* Extracts

ATTACHMENTS

Attachment 1 – Assessment Manager and Concurrence Agency Conditions

Attachment 2 – Approved Plans

Attachment 3 – Infrastructure Charges Notice

Attachment 4 – Notice about decision - Statement of reasons

Attachment 5 – *Planning Act 2016* Extracts

Planning Act 2016 appeal provisions

Planning Act 2016 lapse dates

Goondiwindi REGIONAL COUNCIL

Attachment 1 – Assessment Manager's Conditions and Concurrence Agency Conditions

Assessment Manager's Conditions

Description:	Two (2) lots into Sixteen (16) lots and road reserve
Development:	Change Application (Other) to existing Development Permit – Reconfiguring a lot
Applicant:	Elonbreath Pty LtdC/- Property Projects Australia
Real Property Description:	Lots 8 & 9 on SP158267
Address:	18 Cunningham Highway & 8 Wilson Court, Goondiwindi
Council File Reference:	22/18

	GENERAL CONDITIONS
1.	Approval is granted for the purpose of Reconfiguring a Lot – Two (2) into sixteen (16) lot subdivision and road reserve.
2.	The development shall be in accordance with supporting information supplied by the applicant with the development application including the following plans, subject to and modified by the conditions of this approval:

Drawing No	Title	Date
BE210552-SK01 Rev C	Development Layout Plan, Goondiwindi Subdivision – Johnston Road	25.01.2024
BE210552-SK04 Rev B	Functional Layout Plan, Goondiwindi Subdivision – Johnston Road	29.02.2024
BE210552-TIA-WCA-01	Traffic Impact Assessment – Wilsons Court Access	19.09.2023
BE210552-RP-CER-01	Civil Engineering Report	02/06/2022

Where there is any conflict between the conditions of this development approval and the details shown on the above plans, the conditions must prevail.

Please note this is not an approved Plan of Survey. The approved plans are included in **Attachment 2**.

3.	The approval is over three (3) stages as follows: • Stage 1: Lot 999 & dedicate new road corridor (part) • Stage 2: Lots 1-7 (Residential Lots) • Stage 3: Lots 8-15 Conditions within this approval apply to all stages unless otherwise specified.

4.	Complete and maintain the approved development as follows: (i) Generally in accordance with development approval documents; and (ii) Strictly in accordance with those parts of the approved development which have been specified in detail by the Council or Referral Agency unless the Council or Referral Agency agrees in writing that those parts will be adequately complied with by amended specifications. All development must comply with any relevant provisions in the *Goondiwindi Region Planning Scheme 2018 (Version 2),* Council's standard designs for applicable work and any relevant Australian Standard that applies to that type of work. The development approval documents are the material contained in the development application, approved plan(s) and supporting documentation including any written and electronic correspondence between applicant, Council or Referral Agencies during all stages of the development application assessment processes.
5.	All conditions must be complied with or bonded prior to the submission to Council of the Plan of Survey, unless specified in an individual condition.
	ESSENTIAL SERVICES
6.	Prior to the submission to Council of the Plan of Survey for each relevant stage, each proposed lot shall be serviced by and connected to Council's reticulated water supply system in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards in the *Goondiwindi Region Planning Scheme 2018 (Version 2)*, to the satisfaction of and at no cost to Council. The developer shall provide all necessary water infrastructure to enable all parcels to be serviced by a standard water connection to the satisfaction of Council and to relevant engineering standards.
7.	Prior to the submission to Council of the Plan of Survey for each relevant stage, each proposed lot shall be serviced by and connected to Council's reticulated sewerage system, in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land development Stands of the *Goondiwindi Region Planning Scheme 2018 (Version 2)*, to the satisfaction of and at no cost to Council. The developer shall provide all sewerage infrastructure to enable every parcel within the development to be serviced by Council's sewerage reticulation system.
8.	Prior to commencement of any works associated with Stage 2, submit to Council an amended Sewage Pump Station Impact Study in accordance with the Gravity Sewage Code of Australia (WSA02-2014). Any upgrade works required as a result of this study must be completed prior to submission to Council of the Plan of Survey for Stage 2.

	PUBLIC UTILITIES
9.	Each proposed lot shall be connected to an adequate electricity supply system, with services to be installed underground when required, at no cost to Council.
10.	Each proposed lot shall be connected to an adequate telecommunications supply system, with services to be installed underground when required, at no cost to Council.
	FENCING
11.	Prior to the submission to Council of the Plan of Survey for Stage 2, solid screen fencing, 1.8m high, shall be provided for the full length of the western boundaries of Proposed Lots 1-7. Fencing shall be constructed of suitable materials to protect the amenity of the proposed 'residential' lots. The fence shall be appropriately integrated with the proposed landscaping on site and present an attractive visual appearance to adjoining properties.
	VEHICLE ACCESS
12.	Prior to the submission to Council of the Plan of Survey for Stage 1, Proposed Lot 999 shall be provided with an industrial vehicle crossover to Wilson Court in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the *Goondiwindi Region Planning Scheme 2018 (Version 2)* or to other relevant engineering standards to the satisfaction of and at no cost to Council. The applicant shall contact Council's Department of Engineering to ensure the correct specifications are obtained for all civil works prior to commencement of any works onsite. A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.
13.	Prior to the submission to Council of the Plan of Survey for Stage 2, Proposed Lots 1-7 shall be provided with a residential vehicle crossover to Johnston Road in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the *Goondiwindi Region Planning Scheme 2018 (Version 2)* or to other relevant engineering standards to the satisfaction of and at no cost to Council. The applicant shall contact Council's Department of Engineering to ensure the correct specifications are obtained for all civil works prior to commencement of any works onsite. A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.

14.	Prior to the submission to Council of the Plan of Survey for Stage 3, Proposed Lots 8 and 9 shall be provided with an industrial vehicle crossover to the New Road in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the *Goondiwindi Region Planning Scheme 2018 (Version 2)* or to other relevant engineering standards to the satisfaction of and at no cost to Council. The applicant shall contact Council's Department of Engineering to ensure the correct specifications are obtained for all civil works prior to commencement of any works onsite. A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.
15.	Prior to the submission to Council of the Plan of Survey for Stage 3, Proposed Lots 10-15 shall be provided with a commercial vehicle crossover from the New Road in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the *Goondiwindi Region Planning Scheme 2018 (Version 2)* or to other relevant engineering standards to the satisfaction of and at no cost to Council. The applicant shall contact Council's Department of Engineering to ensure the correct specifications are obtained for all civil works prior to commencement of any works onsite. A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.
16.	Prior to the submission to Council of the Plan of Survey for Stage 3, the crossover constructed for Proposed Lot 999 in Stage 1 is to be removed and all kerb reinstated. A new industrial vehicle crossover for Proposed Lot 999 shall be provided from the New Road in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the *Goondiwindi Region Planning Scheme 2018 (Version 2)* or to other relevant engineering standards to the satisfaction of and at no cost to Council. The applicant shall contact Council's Department of Engineering to ensure the correct specifications are obtained for all civil works prior to commencement of any works onsite. A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.
	ROADS
17.	All new roads shall have a minimum reservation width of twenty (20) metres and shall be dedicated as public road at no cost to Council.

18.	All new roads shall be constructed: (a) Generally in accordance with the approved plans, the Traffic Impact Assessment and the response to Further Advice (dated 29 February 2024). (b) With an eleven (11) metre pavement width measured from invert of kerb to invert of kerb, to relevant engineering standards as outlined in Schedule 6: Planning Scheme Policies, SC6.2.1 – Standards for Roads, Footpaths and Access of the *Goondiwindi Region Planning Scheme 2018 (Version 2)*. (c) To the satisfaction of the Director Engineering Services and shall be in accordance with the relevant engineering standards outlined in Schedule 6: Planning Scheme Policies, SC6.2.1 – Standards for Roads, Footpaths and Access of the *Goondiwindi Region Planning Scheme 2018 (Version 2)*.
19.	Prior to the submission to Council of the Plan of Survey for Stage 3, the connection of the new road to the Cunningham Highway shall be constructed to standards determined by the Department of Transport and Main Roads.
20.	Concrete kerb and channelling shall be provided on both sides of the proposed new road at a minimum of eleven (11) metres invert to invert
21.	All new roads shall be appropriately named and all lots shall be given an appropriate street number. The developer shall submit to Council a prioritised list of proposed names for consideration. Council is under no obligation to use any of the names submitted.
22.	Prior to the submission to Council of the Plan of Survey for Stage 3, all street name signs within the development shall be supplied and erected. Street warning and regulatory signage and street name plates shall be designed and installed in accordance with the approved plans, the Manual of Uniform Traffic Control Devices, Transport Infrastructure (Roads) Act 1994 or to other relevant engineering standards, to the satisfaction of and at no cost to Council. A qualified Council Officer may inspect works at the request of the developer to ensure compliance with this condition.
23.	Street lighting shall be provided along the new road, to the satisfaction of the Director Engineering Services in accordance with Australian Standard - AS1158 and to relevant engineering standards as outlined in Schedule 6: Planning Scheme Policies, SC6.2.6 – Standards for Utilities of the *Goondiwindi Region Planning Scheme 2018 (Version 2)*.

	STORMWATER
24.	The proposed development shall be adequately drained and all stormwater shall be disposed of to a legal discharge point in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the Goondiwindi Region Planning Scheme 2018 (Version 2) or to other relevant engineering standards, to the satisfaction of and at no cost to Council. Any increases in volume, concentration or velocity of stormwater from the site shall be channelled to lawful points of discharge or to other storage or dispersal arrangements which all must be agreed to in writing by Council. There shall be no change in direction or increase in the volume, concentration or velocity in any overland flow from the site to any adjoining properties unless agreed in writing by Council and the owners of any adjoining properties affected by these changes. The stormwater disposal system shall be designed to include appropriate pollution control devices or methods to ensure no contamination or silting of waterways.
25.	The stormwater drainage system shall be designed for the 1 in 5 year event. The design should be checked for the 1 in 100 year event to establish flow paths within the overall development.
26.	Any fill placed on the subject land in relation to the development shall not cause any ponding of water on any land.
	EARTHWORKS & EROSION CONTROL
27.	Any filling and excavation shall be undertaken in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the Goondiwindi Region Planning Scheme 2018 (Version 2) or to other relevant engineering standards to the satisfaction of and at no cost to Council. Excavation or filling within 1.5 metres of any site boundary is battered or retained by a wall that does not exceed 1 metre in height.
28.	Erosion and sediment control measures shall be in place prior to construction commencing and remain until work is completed in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the Goondiwindi Region Planning Scheme 2018 (Version 2) or to other relevant engineering standards to the satisfaction of and at no cost to Council. The developer shall ensure no increase in any silt loads or contaminants in overland flow from the site during construction and after construction has been completed.

	DEVELOPER'S RESPONSIBILITIES
29.	Prior to the commencement of construction, full detailed design engineering drawings and specifications certified by an RPEQ shall be provided for all roadworks, stormwater drainage, water supply, sewerage works and electricity supply and earthworks for the approval of the Director Engineering Services.
30.	Prior to the commencement of construction, a detailed project management plan addressing quality, safety and environmental management shall be provided for all roadworks, stormwater drainage, water supply, sewerage works and electricity supply and earthworks for the approval of the Director Engineering Services.
31.	Prior to the commencement of construction, a traffic control plan shall be approved by Council regarding all works affecting external roads. All construction works shall comply with the Work Health and Safety Act 2011 and AS 1742 Manual of Uniform Traffic Control Devices or to other relevant engineering standards, to the satisfaction of Council.
32.	Any alteration or damage to roads and public infrastructure that is attributable to the progress of works or vehicles associated with the development must be repaired to Council's satisfaction or the cost of repairs paid to Council.
33.	The developer shall be responsible for meeting all costs reasonably associated with the approved development, unless there is specific agreement by other parties, including Council, to meeting those costs.
34.	It is the developer's responsibility to ensure that any contractors and subcontractors have current, relevant and appropriate qualifications and insurances in place to carry out the works.
35.	The developer shall be responsible for mitigating any complaints arising from on-site operations during construction.
36.	Construction works must occur so they do not cause unreasonable interference with the amenity of adjoining premises. During construction the site must be kept in a clean and tidy state at all times.
37.	At all times all requirements of the conditions of the development approval must be maintained.
38.	Where appropriate, easements shall be provided in favour of Council to contain infrastructure elements, including water, sewerage and stormwater mains.

	BEFORE PLANS WILL BE ENDORSED
39.	All works necessitated by the conditions of approval for roadworks, stormwater drainage, water supply, sewerage, utilities and earthworks shall be completed prior to the submission to Council of the Plan of Survey required.
40.	Detailed "As Constructed" plans shall be provided for all roadworks, stormwater drainage, water supply, sewerage works and electricity supply and earthworks in an electronic format suitable for uploading to Council's GIS systems.
41.	The developer shall submit a detailed Plan of Survey, prepared by a licensed surveyor, for the endorsement of Council. In accordance with Schedule 18 of the *Planning Regulations 2017.* The relevant Council Fee for endorsement of the Plan of Survey (currently $205.; subject to change).
42.	All outstanding rates and charges shall be paid to Council prior to the submission to Council of the Plan of Survey. At its discretion, Council may accept bonds or other securities by way of bank guarantee or cash, to ensure completion of specified development approval conditions to expedite the endorsement of the Plan of Survey. It may be necessary for Council to use such bonds for the completion of outstanding works without a specific timeframe agreed.
43.	A letter outlining and demonstrating that each condition has been complied with or how they will be complied with shall be submitted to Council prior to the submission to Council of the Plan of Survey. Council officers may require a physical inspection to confirm that all conditions have been satisfied to relevant standards. *When approval takes effect* This approval takes effect in accordance with section 85 of the *Planning Act 2016.* *When approval lapses* The approval will lapse if a plan for the reconfiguration is not given to the local government within the following periods, in accordance with the provisions contained in section 85(1)(b) of the *Planning Act 2016*: (b) The period stated for that part of the approval.

Stage	Proposed Lots	Time Frame
1	999 & road reserve	Within 1 year of this approval taking effect
2	1-7	Within 2 years of this approval taking effect
3	8-15	Within 4 years of this approval taking effect

Section 86 of the *Planning Act 2016* sets out how an extension to the period of approval can be requested.

	NOTES AND ADVICE
	Infrastructure charges as outlined in the attached Infrastructure Charges Notice shall be paid upon Council's approval of the Plan of Survey. The Infrastructure Charges Notice is included in **Attachment 3.**
	All development shall be conducted in accordance with the provisions of the *Environmental Protection Act 1994* and all relevant regulations and standards under that Act. All necessary licences under the Act shall be obtained and shall be maintained at all times.
	This approval in no way removes the duty of care responsibility of the applicant under the *Aboriginal Cultural Heritage Act 2003*. Pursuant to Section 23(1) of the *Aboriginal Cultural Heritage Act 2003*, a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage (the "cultural heritage duty of care").
	This approval in no way authorises the clearing of native vegetation protected under the *Vegetation Management Act 1999.*
	The approved development does not authorise any deviation from the applicable Australian Standards nor from the application of any laws, including laws covering work place health and safety.
	It is the applicant's responsibility to obtain all statutory approvals prior to commencement of any works onsite.

Queensland Government

Our reference: 2311-37627 SRA
Your reference: 22/18

21 December 2023

The Chief Executive Officer
Goondiwindi Regional Council
LMB 7
INGLEWOOD QLD 4387
mail@grc.qld.gov.au

Attention: Mrs Ronnie McMahon

Dear Ronnie

SARA response—8 Wilson Court and 18 Cunningham Highway, Goondiwindi

(Given under section 9.2 of the Development Assessment Rules)

The change application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 15 November 2023.

Response

Outcome:	Referral agency response – with conditions.
Date of response:	21 December 2023
Conditions:	The conditions in **Attachment 1** must be attached to any development approval.
Advice:	Advice to the applicant is in **Attachment 2**.
Reasons:	The reasons for the referral agency response are in **Attachment 3**.

Development details

Description:	Development permit	Change application (Other) - Reconfiguring a lot - two lots into 17 Lots and road reserve
SARA role:	Referral Agency.	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – Development impacting on state transport infrastructure Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot near a state transport corridor (Planning Regulation 2017)	

Darling Downs South West regional office
128 Margaret Street, Toowoomba
PO Box 825, Toowoomba QLD 4350

SARA reference:	2207-29849 SRA
Assessment Manager:	Goondiwindi Regional Council
Street address:	8 Wilson Court and 18 Cunningham Highway, Goondiwindi
Real property description:	Lot 8 on SP158267; Lot 9 on SP158267
Applicant name:	Elonbreath Pty Ltd
Applicant contact details:	C/- Property Projects Australia PO Box 1264 New Farm QLD 4005 harriet@propertyprojectsaustralia.com.au

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (section 30 of the Development Assessment Rules).

Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Danica Clark, Senior Planner, on (07) 4616 7305 or via email ToowoombaSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Kieran Hanna
Manager (Planning)

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations provisions
Attachment 5 - Approved plans and specifications

cc Elonbreath Pty Ltd C/- Property Projects Australia, harriet@propertyprojectsaustralia.com.au

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the plans and specifications referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Development Permit – Reconfiguring a lot - two lots into 17 lots and road reserve		
Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 and Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1—The chief executive administering the *Planning Act 2016* nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	(a) The road access location is to be located generally in accordance with the Intersection Layout Plan prepared by Burchill Engineering Solutions dated 13/05/2022, reference BE210552-SK01. (b) Road access works comprising a 'Left in/Left out' intersection including an AUL(s) and centreline median treatment along the Cunningham Highway (at the road access location) must be provided generally in accordance with the Intersection Layout Plan prepared by Burchill Engineering Solutions dated 13/05/2022, reference BE210552-SK01. These road works are to be designed to accommodate the largest HV legally able to access the site. (c) The road access works must be designed and constructed in accordance with the Department of Transport and Main Roads' *Road Planning & Design Manual*, and any material referenced therein.	(a) At all times. (b) and (c): Prior to the commencement of use.
2.	(a) Any excavation, filling/backfilling/compaction, retaining structures, and other works involving ground disturbance must not: (i) encroach upon or de-stabilise or cause damage to the state-controlled road or the land supporting this infrastructure, or cause similar adverse impact; and (ii) adversely impact on the state-controlled road through the addition or removal of lateral loads or additional surcharge load. (b) RPEQ certification must be provided to the Department of Transport and Main Roads, confirming that the development has been designed in accordance with part (a) of this condition.	(a) At all times. (b) Prior to obtaining development approval for operational work or building work, whichever occurs first.

No.	Conditions	Condition timing
3.	(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road. (b) Any works on the land must not: (i) create any new discharge points for stormwater runoff onto the state-controlled road; (ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; (iii) surcharge any existing culvert or drain on the state-controlled road; and (iv) reduce the quality of stormwater discharge onto the state-controlled road. (c) RPEQ certification must be provided to the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with parts (a) and (b) of this condition.	(a) At all times. (b) At all times. (c) Prior to the commencement of use.
4.	Signage, indicating 'No Right Turn' is to be installed at the 'left out only' exit to the subdivision onto the Cunningham Highway in accordance with the Department of Transport and Main Roads' *Manual of Uniform Traffic Control Devices*.	Prior to the commencement of use.

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the *Planning Act 2016* its regulation or the State Development Assessment Provisions (SDAP) v3.0. If a word remains undefined it has its ordinary meaning.
2.	**Road access works approval**: Under sections 62 and 33 of the *Transport Infrastructure Act 1994* (TIA), written approval is required from the Department of Transport and Main Roads (DTMR) to carry out road works that are road access works (including driveways) on a state-controlled road. Please contact DTMR on (07) 4639 0828 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). The road access works approval process takes time – please contact DTMR as soon as possible to ensure that gaining approval does not delay construction. The applicant should note that reference to the approved plans imply conceptual approval only. Further modifications and inclusions are likely to be required in order for submitted detailed designs to comply with DTMR standards at the roadworks application (s33 TIA) stage. In particular, detailed designs may require, but should not limited to, necessary lane widening for provision of cycle lanes, lengthening of turn lanes, installation of lighting, signage and line marking, pavements, utilities and services, and roadsides and roadside furniture.

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for SARA's recommendation are:

With conditions, the development complies with State code 1 Development in a state-controlled road environment and State code 6 Protection of state transport networks of the SDAP. Specifically, the development:

- does not increase the likelihood or frequency of accidents, fatalities, or serious injury for users of a state-controlled road
- does not adversely impact the structural integrity or physical condition of state-controlled roads, road transport infrastructure, public passenger transport infrastructure or active transport infrastructure
- does not adversely impact the function efficiency of state-controlled roads or future state-controlled roads
- does not adversely impact the state's ability to plan, construct, maintain, upgrade or operate state-controlled roads, future state-controlled roads or road transport infrastructure
- does not significantly increase the cost to plan, construct, upgrade or maintain state-controlled roads, future state-controlled roads or road transport infrastructure
- does not adversely impact the state's ability to operate public passenger services on state-controlled roads.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The SDAP (v3.0), as published by SARA
- The Development Assessment Rules
- SARA DA Mapping system

Attachment 4—Change representation provisions

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Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules[1] regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.

28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—

(a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or

(b) the Minister has given the concurrence agency a direction under section 99 of the Act; or

(c) the applicant has given written agreement to the change to the referral agency response.[2]

28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.

28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—

(a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and

(b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

---

1 Pursuant to Section 68 of the *Planning Act 2016*

2 In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.[3]

[3] An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

Attachment 5—Approved plans and specifications

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LEGEND:

- EXISTING LINEMARKING
- EXISTING EDGE OF BITUMEN
- PROPOSED EDGE OF BITUMEN
- PROPOSED PAVEMENT
- PROPOSED CONCRETE MEDIAN

Prepared for :

Designer :

Date : 13/05/22

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2311-37627 SRA

Date: 21 December 2023

GOONDIWINDI SUBDIVISION

INTERSECTION LAYOUT PLAN

Scale: 1:500

BE210552 - SK01

SCALE 5 0 5 10 15 20 25 (metres)

1 : 500 (FULL SIZE)

BURCHILLS ENGINEERING SOLUTIONS

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Coote Burchills Engineering Pty Ltd
ABN 76 166 942 365

Goondiwindi REGIONAL COUNCIL

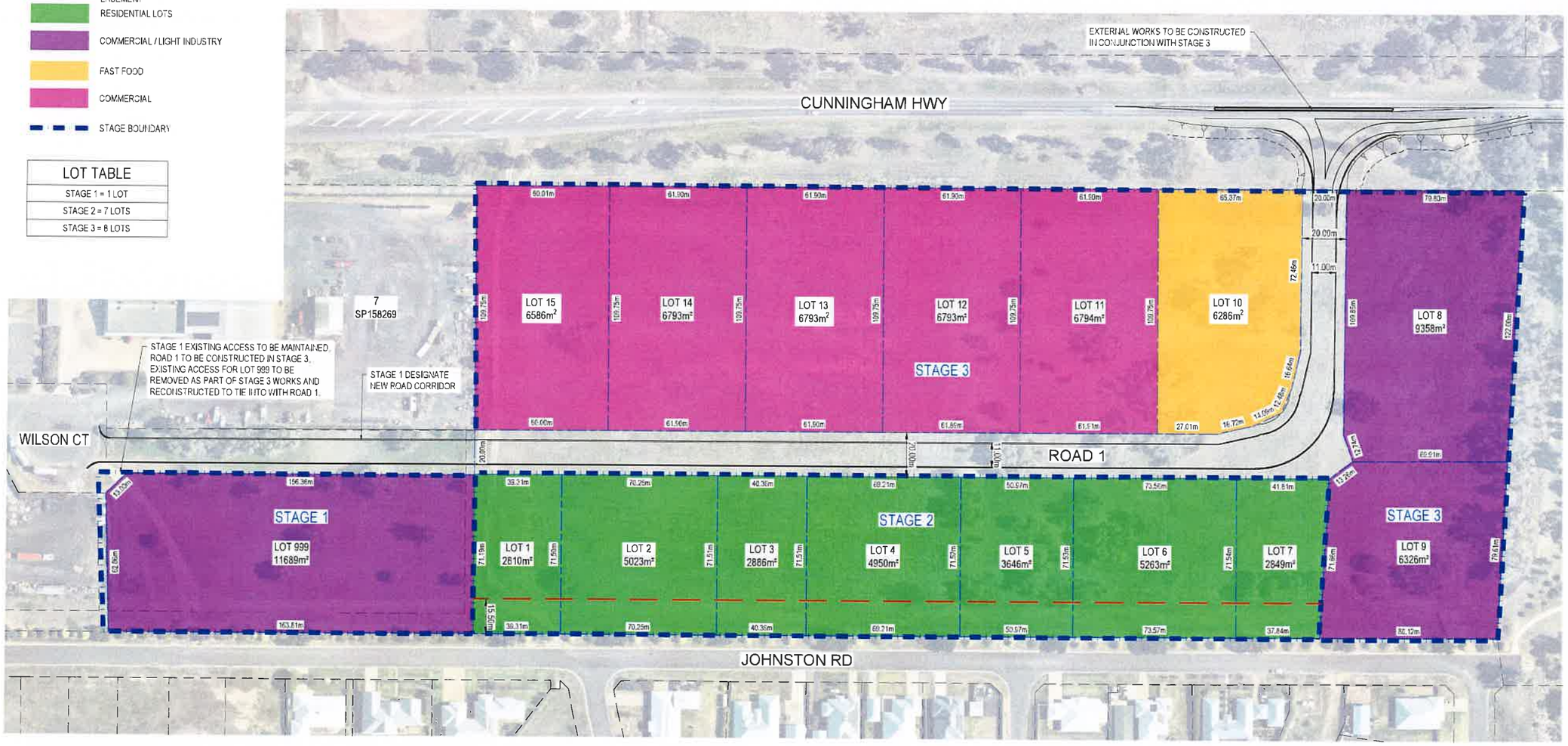
Attachment 2 – Approved Plans

GOONDIWINDI REGIONAL COUNCIL
Approved Plan referred to in Council's Decision Notice
Council Reference: 22/18
Dated: 23/05/24
Signed: RM McMahon
Print Name: Ronnie McMahon
(Under Delegation) ASSESSMENT MANAGER

LEGEND

- EXISTING LOT BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED STORMWATER & SEWER EASEMENT
- RESIDENTIAL LOTS
- COMMERCIAL / LIGHT INDUSTRY
- FAST FOOD
- COMMERCIAL
- STAGE BOUNDARY

LOT TABLE
STAGE 1 = 1 LOT
STAGE 2 = 7 LOTS
STAGE 3 = 8 LOTS



Prepared for : ELONBREATH PTY LTD

Designer : TIM EATON
Checked: JEREMY MOORING
Date : 25.01.2024

DEVELOPMENT LAYOUT PLAN
GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 10 0 10 20 30 40 50 (metres)
1 1000 (FULL SIZE)

BE210552-SK01 Rev C

BURCHILLS ENGINEERING SOLUTIONS
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Coote Burchills Engineering Pty Ltd
ABN 76 166 942 365

LEGEND

- PROPOSED ROAD CENTRELINE
- EXISTING LOT BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED STORMWATER & SEWER EASEMEIT
- RESIDENTIAL LOTS
- COMMERCIAL / LIGHT INDUSTRY
- FAST FOOD
- COMMERCIAL
- STAGE BOUNDARY

GOONDIWINDI REGIONAL COUNCIL
Approved Plan referred to in Council's Decision Notice
Council Reference: 22/18
Dated: 23/05/24
Signed: RM McM
Print Name: Ronnie McMahon
(Under Delegation) ASSESSMENT MANAGER

Prepared for : ELONBREATH PTY LTD

Designer : TIM EATON
Checked: JEREMY MOORING
Date : 29.02.2024

FUNCTIONAL LAYOUT PLAN
GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 10 0 5 10 15 20 25 30 35 (metres)
1 750 (FULL SIZE)

BE210552-SK04 Rev B

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BURCHILLS
ENGINEERING SOLUTIONS

Highway Commercial Precinct Development

18 Cunningham Highway, Goondiwindi

Traffic Impact Assessment – Wilsons Court Access

GOONDIWINDI REGIONAL COUNCIL
Approved Plan referred to in Council's Decision Notice
Council Reference: 22/18
Dated: 23/05/24
Signed: RM McMahon
Print Name: Ronnie McMahon
(Under Delegation) ASSESSMENT MANAGER

Client: Elonbreath Pty Ltd
Project No: BE210552
Document No: BE210552-TIA-WCA-01

Document Control Record

Prepared by:	Ashutosh Kotnala
Position:	Traffic Engineer
Signed:	
Date:	19 September 2023

Approved by:	Dale Kleimeyer
Position:	Principal (RPEQ 06876)
Signed:	 RPEQ: 06876
Date:	19 September 2023

Version No.	Description	Date	Prepared	Approved
01	Final Issue	19 September 2023	AK	DK

Recipients are responsible for eliminating all superseded documents in their possession

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Executive Summary

Elonbreath Pty Ltd has engaged Burchills Engineering Solutions to prepare a Traffic Impact Assessment (TIA) report for an 'other change' application to the existing approved ROL for the Highway Commercial Precinct development located on Lots 8 & 9 SP158267 at 18 Cunningham Highway, Goondiwindi. The application creates a new additional access through the adjoining land parcel to the south providing a connection to Wilson Crt. Access to the wider road network is via the existing Wilson Court Access/Cunningham Highway priority intersection.

The development ROL supports a range of future uses. The land uses of the development and their approximate yields are:

- Lot 1 to Lot 7 - Residential Land (27,423m^2 Total Area);
- Lot 8 – Light Industry (9,699m^2 Total Area);
- Lot 9 – Service station (13,876m^2 Total Area);
- Lot 10 – Food and Drink Outlet (3,714m^2 Total Area);
- Lot 11 to Lot 15 – Commercial (21,434m^2 Total Area);
- Lot 16 Light Industry (6,326m^2 Total Area); and
- Lot 999 – Light Industry (11,689m^2 Total Area).

The previous Traffic Impact Assessment (TIA) submitted by Burchills proposed a single access for the development. However, Elonbreath Pty Ltd have now proposed two access points from the development to the wider road network. The two accesses are summarised as follows:

- Wilson Court (existing Wilson Court Access intersection) through Lot 999; and
- Site Access (approved intersection) with Left in / Left out arrangement directly onto the Cunningham Hwy.

The proposed new access arrangement via Wilson Court allows for the approved commercial, light industry and service station land use and provides improved flow of traffic that compliments the approved left-in / left out access onto the Cunningham Highway by providing right turning traffic movements. This arrangement reduces the trips onto the Cunningham Highway by eliminating the U turn movements.

Cunningham Highway in the last 10 years grew at an inconsistent level, with negative growth recorded between 2017 and 2020 and exponential growth in the year 2022. For robust assessment, an average 10-year growth rate 3.05% p.a. was adopted for a Traffic Impact Assessment at the new proposed access from Wilson Court Access. Cunningham Highway carried 5,069 two-way vehicles (AADT) in 2022 with a high proportion of recorded traffic classified as road trains (23.56%). Articulated Vehicles accounted for 5.74% whereas. Trucks and buses accounted for 9.46%. In total Heavy Vehicles accounted for 38.76% of all traffic volumes with 61.24% of vehicles classified as light.

No accidents were recorded along Cunningham Highway and Johnston Road in the vicinity of the approved development site in the last 5-year period.

Cunningham Highway in the vicinity of the subject site benefits from straight alignment and good forward visibility. The existing Wilson Crt Access intersection with Cunningham Highway is adequate and located appropriately according to the road hierarchy. The existing intersection geometry provides for safe and convenient movement to, from and within the site.

The scope of this report analyses the traffic impacts with the new road connection proposed to the south connecting via Wilson Court Access to the Cunningham Hwy provided for right turn movements. Overall the development traffic superimposed the Level of Service for the existing Wilson Court Access / Cunningham Highway priority intersection performs within the acceptable paraments. In the 2034 PM with development, a delay of 42 seconds was achieved on the east approach at Wilson Court. The RTA guide recommends where delays 43 to 56 seconds are achieved the intersection is operating near capacity. As such the intersection performs within the acceptable thresholds.

Table of Contents

Tables

Figures

Appendices

1. Introduction

1.1 Background

Elonbreath Pty Ltd has engaged Burchills Engineering Solutions to prepare a Traffic Impact Assessment report for the new access proposed through the property to the south that connects to Wilson Court and the existing intersection with the Cunningham Highway. The new access connection is part of the approved Highway Commercial Precinct development located at 18 Cunningham Highway, Goondiwindi.

The approved development will result in the creation of seven (7) residential lots, five (6) commercial lots, one (3) light industry lot and one (1) service station lot over Lots 8 & 9 SP158267 (18 Cunningham Highway). The development layout plan is attached as Appendix A to this report.

1.2 Scope of This Report

The report provides an audit of the existing transport conditions in the vicinity of the site including a description of the local road network and its operation. It also determines the anticipated level of trip generation, the distribution of these trips on the local and state road network. In addition, the report addresses the key issues in relation to the provisions made for the loading, unloading and manoeuvring of service vehicles and also pedestrian paths.

The structure of this report is summarised below:

Section 2 Outlines existing traffic conditions in the vicinity of the site;

Section 3 Outlines the relevant characteristics of the approved development including access and internal road design;

Section 4 Estimate the change in traffic generated by the approved development;

Section 5 Operational Assessment including Turn Warrant Assessment and SIDRA analysis

Section 6 Conclusions; and

Section 7 References.

2. Existing Conditions

Section 2 of this report details the baseline conditions in the vicinity of the site, including the existing development sites, the local road infrastructure etc.

2.1 Site Location

The subject site is located at 18 Cunningham Highway, Goondiwindi within the Goondiwindi Regional Council Government Area. The approved development site is adjacent to Cunningham Highway to the west and Johnston Road to the east, to the north the subject site is adjacent to the Goondiwindi Natural Heritage and Water Park, and to the south with the existing commercial and light industry lots as shown in Figure 2.1 below.

Figure 2.1 Site Location – Wider Context

Goondiwindi is a rural town and locality in the Goondiwindi Region with approximately 6,355 population (2016 census).

The site is located within the Goondiwindi Regional Council Local Government Area and is currently zoned as Highway Commercial Precinct Zone as shown in Figure 2.2 below.

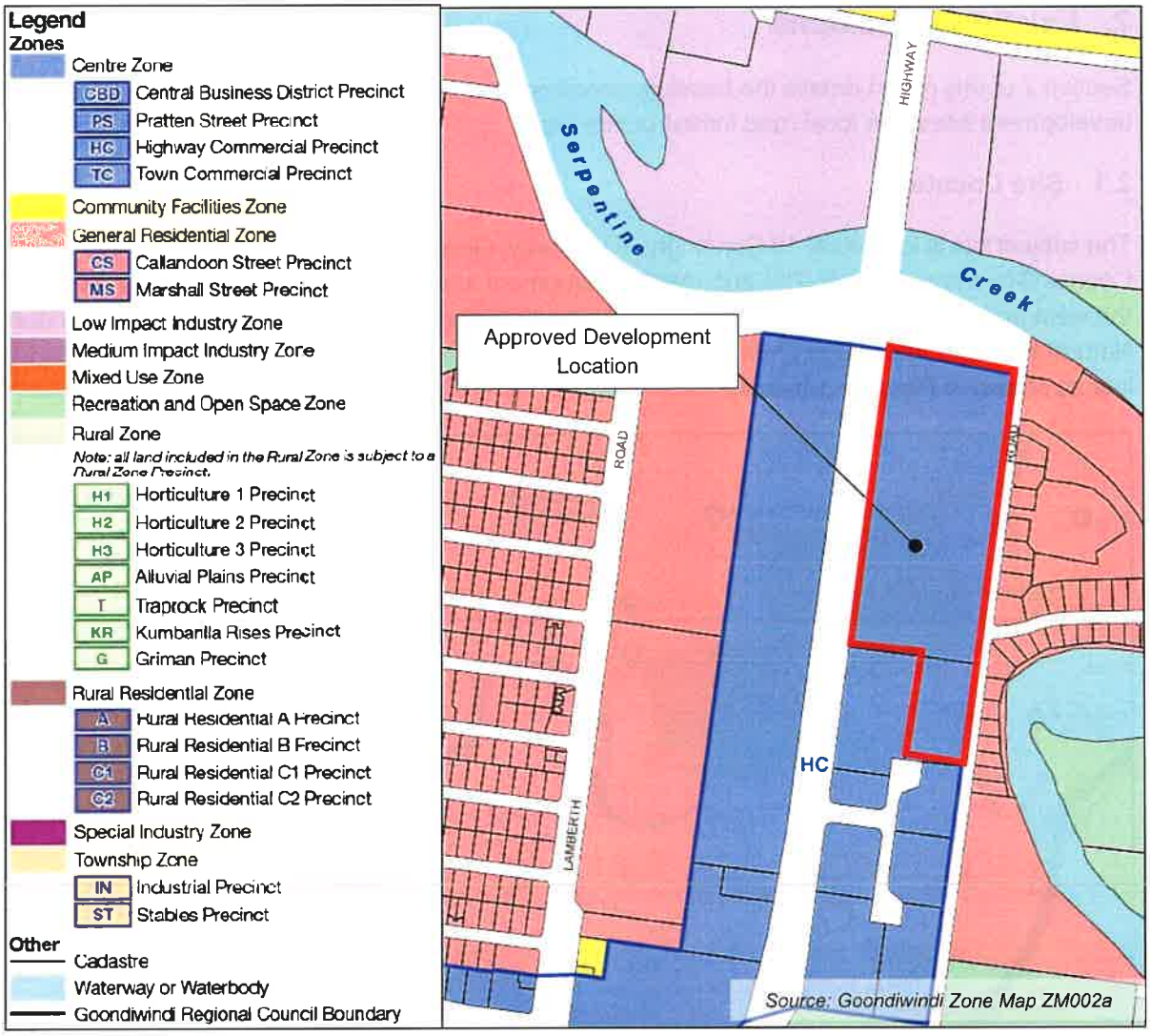


Figure 2.2 Approved Development Zoning

The Precinct 2 – Highway Commercial Precinct Zone Code includes the following:

- large format business activities including agricultural supplies stores, garden centres, hardware and trade supplies, outdoor sales and showrooms that complement the role and function of the Centre zone;
- service industry, low impact industry and warehouse uses, where compatible with surrounding land uses and not impacting on the environmental health and amenity of the zone;
- food and drink outlets and service stations that service the needs of the travelling public; and
- short-term accommodation activities where they are compatible with surrounding land uses and do not interfere with the predominantly commercial intent of the precinct.

2.2 Goondiwindi Regional Council Local Government Infrastructure Plan

The development of the Goondiwindi Regional Council Local Government Infrastructure Transport Extrinsic Material demand assumptions and conversions adopted a base year of 2016 and planning horizon of 2031. Standard conversions rates from the Department of Transport and Main Roads *Planning and Design Manual* were used by the Goondiwindi Regional Council to produce the demands conversion factors and calculate the vehicle trips per day for the corresponding zoned land use. The following Table 2.1 shows the demand conversion factors adopted.

Table 2.1 Demand Conversion Factors

Development use type	Demand unit	Vehicles trips per day per demand unit
Detached dwelling	Per dwelling	10
Attached dwelling	Per dwelling	6
Retail	100m² GFA	50
Office	100m² GFA	10
Education	Per student	0.12
Community	100m² GFA	9
Industrial	100m² GFA	9

The site is zoned Highway Commercial Precinct. Since the above demands have been already included in the Local Government Infrastructure Plan (LGIP), the trips generated have been included in the background traffic and subtracted from the trips generated by the development traffic generation. This avoids a duplication of trips entering / leaving the network. The industrial demand units have been adopted for the subject site. For the peak hour conversion from daily volumes to peak hour, the extract from the TMR Cunningham Highway Census gives AM peak hour as 7.75% AADT and PM peak Hour as 8.25% AADT. Accordingly the corresponding equivalent peak hour demand volumes 0.70vph / 100m² GFA for the AM and 0.74vph / 100m² GFA for the PM peak hour have been adopted for the industrial LGIP vehicle trips as relative to the subject site.

2.3 Vehicular Access

Access to the wider road network (Cunningham Highway) is now proposed via two (2) intersections:

- Wilson Court Access (existing intersection); and
- Site Access (approved intersection with Cunningham Hwy) with Left in / Left out arrangement.

The site access intersection directly off the Cunningham Highway is an approved left in / left out only intersection as detailed in Queensland Government Department of Main Roads correspondence dated 12th December 2022 application reference number 22/18G.

A connection through the adjoining property to the south connecting to Wilson Court in now also proposed to provide right turn movement access into the development utilising the existing intersection at Wilson Court Access / Cunningham Highway. This reduces the traffic volume along the Cunningham Highway by eliminating the need for the U turn movements associated with the approved left in/ left out access onto the Cunningham Hwy. Figure 2.3 below shows the proposed site accesses from the wider road network.

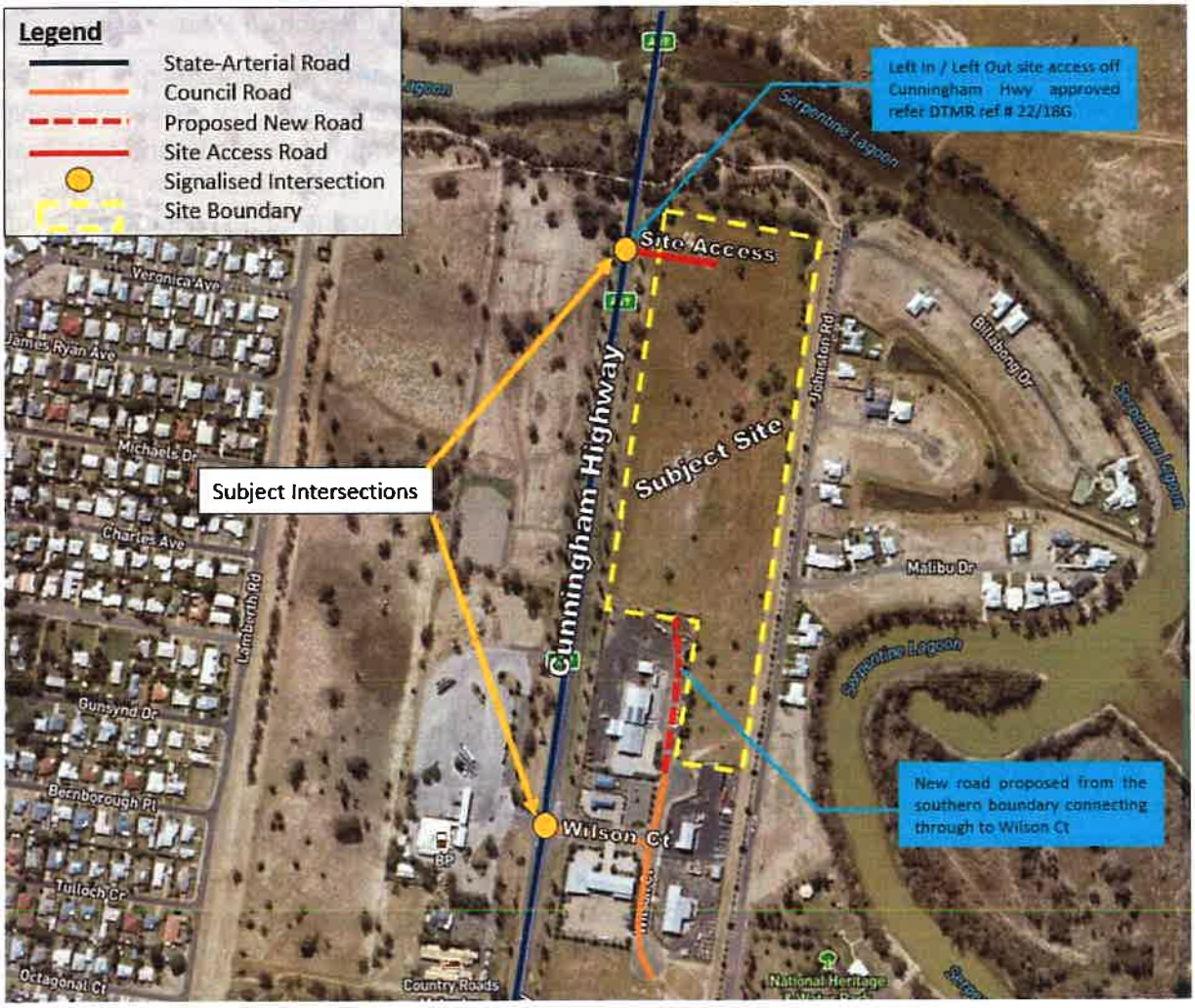


Figure 2.3 Subject Intersections

The existing approved intersection off the Cunningham Highway is detailed in Burchills Engineering Report BE210552-RP-TIA-03.

This report details the Traffic Impact Associated with the proposed access extension onto Wilson Court.

2.4 Intersection Spacing

The separation between the Cunningham Highway / Cemetery Road intersection to the north and the approved access intersection is 595 metres. The separation between the Cunningham Highway / Wilson Ct Access intersection to the south and the approved access intersection is 645 metres as shown in Figure 2.4.

Figure 2.4 Cunningham Highway Intersection Spacing

The location of the approved access intersection is not regarded to cause any safety issues and is in line of the function of Cunningham Highway.

2.5 Surrounding Road Network

The surrounding road network in the vicinity of the subject site includes Cunningham Highway and Johnston Road.

2.5.1 Cunningham Highway

Cunningham Highway is a two-way, two-lane State-controlled roadway. In the vicinity of the subject site, it has a road reserve of approximately 60m and a carriageway width of approximately 8m including 3.75m through lanes and 0.5m shoulders.

The 2020 Annual Average Daily Traffic (AADT) of Cunningham Highway is approximately 3,814 vehicles per day (vpd) in the area. The posted speed limit of the Cunningham Highway in the vicinity of the subject site is 80 km/h. The following Figure 2.5 shows the cross-sectional elevation of the Highway facing a north direction.

Figure 2.5 Cunningham Highway adjacent to Subject Site (Subject Site to the Right)

Cunningham Highway in the vicinity of the subject site benefits from straight alignment and a good forward visibility as shown in Figure 2.6 below.

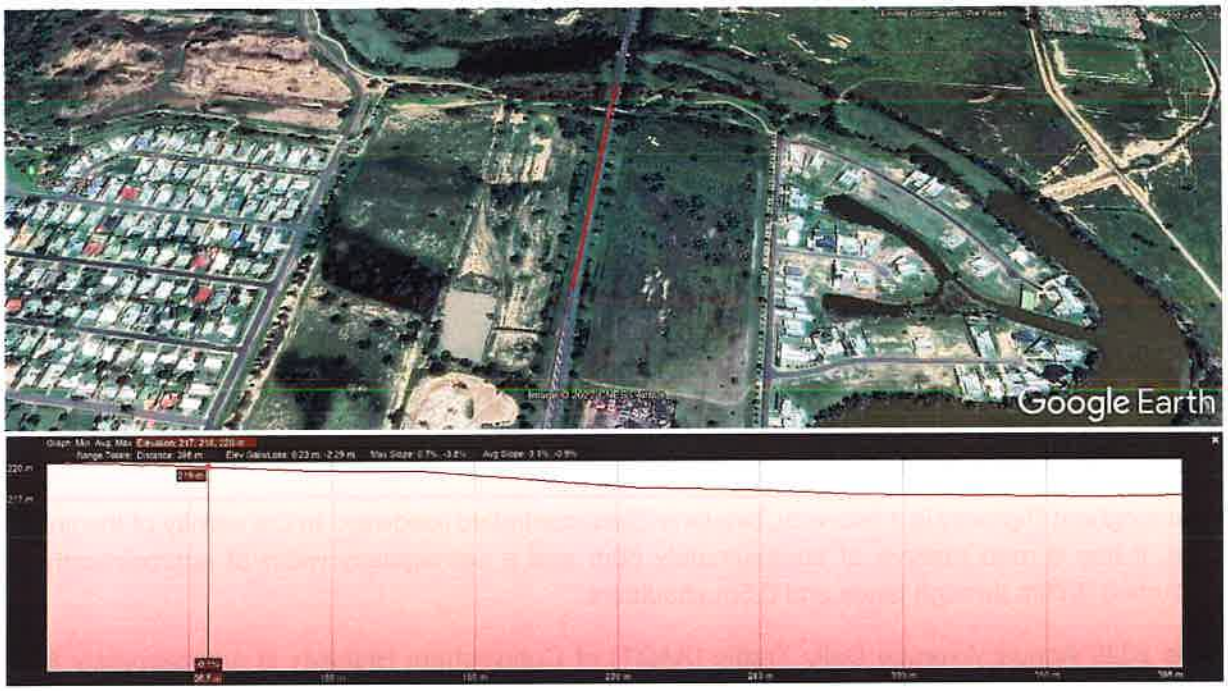


Figure 2.6 Cunningham Highway Plan and Elevation Profile

2.5.2 Johnston Road

Johnston Road is a local controlled road that has a 20.5-metre road reserve and a carriageway width of approximately 9.0m. Posted speed limit is 50km/h.

Johnston Road is flat and benefits from straight alignment with good forward visibility. The following Figure 2.7 shows the cross-sectional elevation of the Johnston Road facing a north direction.

Figure 2.7 Johnston Road adjacent to Subject Site (Subject Site to the Left)

2.6 Road Safety Review

For road safety assessments, only the most recent five-year period is considered. Details of the number of accidents recorded within Cunningham Highway and Johnston Road catchments have been obtained from the Queensland Crash Data database (https://data.qld.gov.au/dataset/crash-data-from-queensland-roads) for the period from 2018 to 2023. The information has been grouped into three categories of accidents:

- A **fatal accident** is one in which at least one person is fatally injured;
- A **serious accident** is one in which at least one person is seriously injured, but no-one suffers a fatal injury, and which is in one (or more) of the following categories:
    a. an injury for which a person is detained in hospital as an in-patient; or
    b. any accident requiring medical treatment (whether or not the person is detained in hospital). This might include but is not limited to fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock requiring treatment etc.
- A **minor accident** is one in which at least one person suffers "slight" injuries (i.e. a sprain, bruise or cut which is not judged to be severe), but no-one is seriously or fatally injured or if a property is damaged.

No accidents were recorded along Cunningham Highway and Johnston Road in the vicinity of the approved development site. A total of 5 collisions were recorded within Cunningham Highway study area and one collision within Johnston Road study area as shown in Figure 2.8.

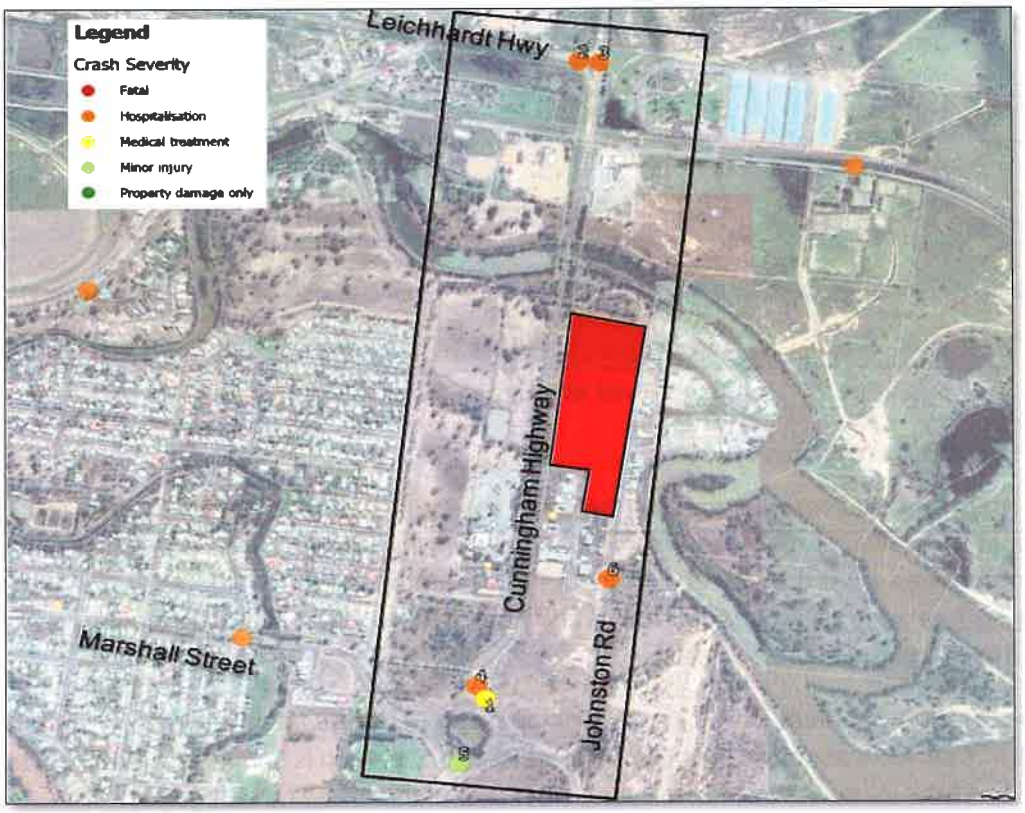


Figure 2.8 5-Year Crash Data

Of these five (5) were classified as serious accidents requiring medical treatment or hospitalisation with one (1) classified as minor accidents. Recorded six (6) accidents involved 12 casualties including seven (7) cars, one (1) motorcycle, two (2) trucks and one (1) pedestrian. Table 2.2 below shows a summary of recorded accidents within the study area.

Table 2.2 Crash Summary

ID	Crash Severity		Year	Description	Car	Truck
1	Serious	Medical treatment	2017	Rear-end	2	0
2	Serious	Hospitalisation	2018	Off carriageway on curve hit object	0	0
3	Serious	Hospitalisation	2018	Opposing vehicles turning	2	1
4	Serious	Hospitalisation	2019	Off carriageway on curve hit object	1	0
5	Minor	Minor injury	2019	Intersection from adjacent approaches	1	1
6*	Serious	Hospitalisation	2020	Pedestrian walking with traffic hit	1	0

**Accident involving Pedestrian*

In the majority of the recorded collisions, the standard of the road network does not appear to be a contributory factor. For the most part, the collisions are a result of driver/rider error or merely unfortunate circumstances.

2.7 Traffic Surveys

The traffic impact of the approved development will be assessed within the development's 'area of influence'. The implications of the approved development on the operation of Cunningham Highway including approved new priority intersection, were considered as part of the previously approved Traffic Impact Assessment. This report mainly focuses on the traffic impact assessment for proposed use of access via (Wilson Court).

2.7.1 Existing Traffic Data

The approved development site is located adjacent to Cunningham Highway and Johnston Road.

Cunningham Highway Annual Average Daily Traffic (AADT) data was provided by TMR (2012-2022 AATDs traffic Census data). Table 2.3 and Figure 2.9 below shows a summary of the recorded Annual Average Daily Traffic (AADT) in the vicinity of the approved development site with AADT report for Cunningham Highway attached as Appendix B to this report.

Table 2.3 Historical AADT Flows along Cunningham Highway

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
AADT	3,588	3,432	3,562	3,303	3,454	3,842	3,565	3,603	3,817	3864	5069

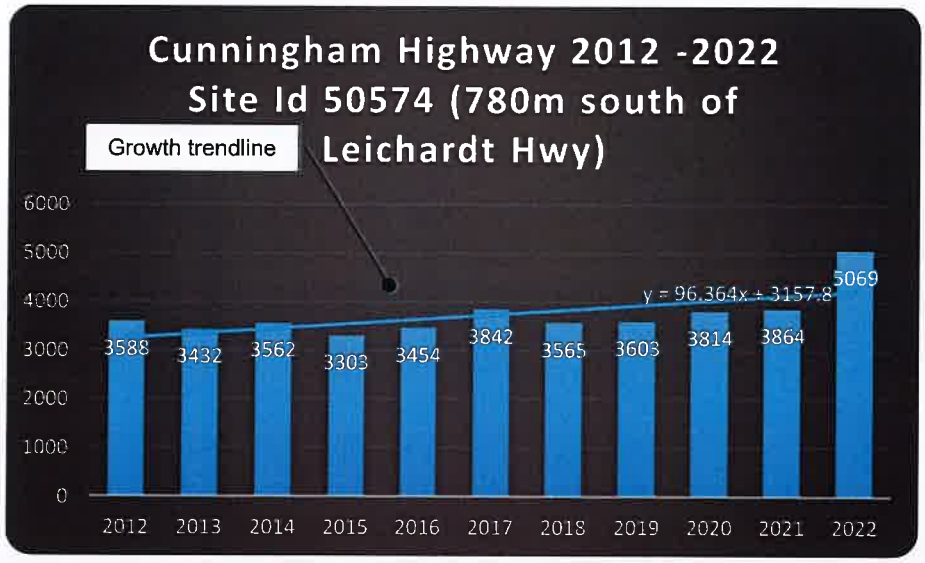


Figure 2.9 2012-2022 Historical AADT along Cunningham Highway

As shown in Figure 2.9, the traffic along Cunningham Highway in the last 10 years grew at an inconsistent level, with negative growth recoded between 2017 and 2021 and exponential growth in the year 2022. The linear growth trendline equation represents an annual growth rate 3.05% as adopted to forecast historical traffic data to 2024 and 2034 base years.

Cunningham Highway carried 5,069 two-way vehicles (AADT) in 2022. Relationship between AADT traffic volumes and peak hour traffic volumes have been identified for each assessed peak hours based on the AADT data and are summarised in Figure 2.10 below.

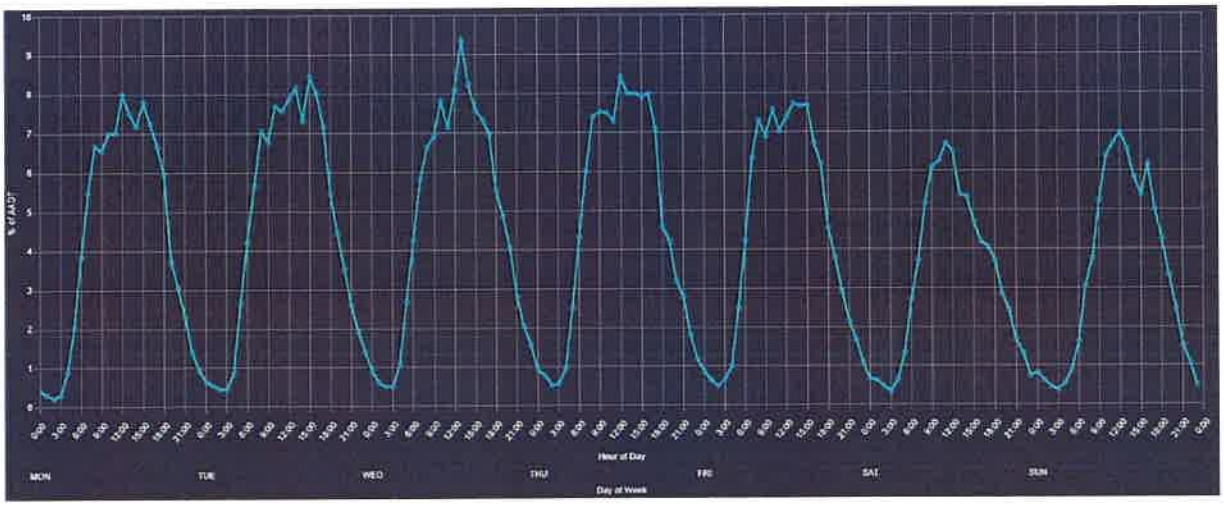


Figure 2.10 AADT to Peak Hour relationship along Cunningham Highway

The highest morning peak occurred between 9:00am and 10:00am on Wednesday and accounted to 7.75% of AADT. The highest afternoon peak occurred on Tuesday between 15:00pm and 16:00pm and accounted to 8.25% of AADT.

The above percentages were adopted to calculate AM and PM Peak volumes along Cunningham Highway. In summary, it has been forecast that Cunningham Highway carried typically 393 two-way vehicles during AM Peak and 418 two-way vehicles during PM Peak in 2022.

The extract from the DTMR 2022 AADT report including northbound / southbound traffic distribution summary is shown in Figure 2.11 below.

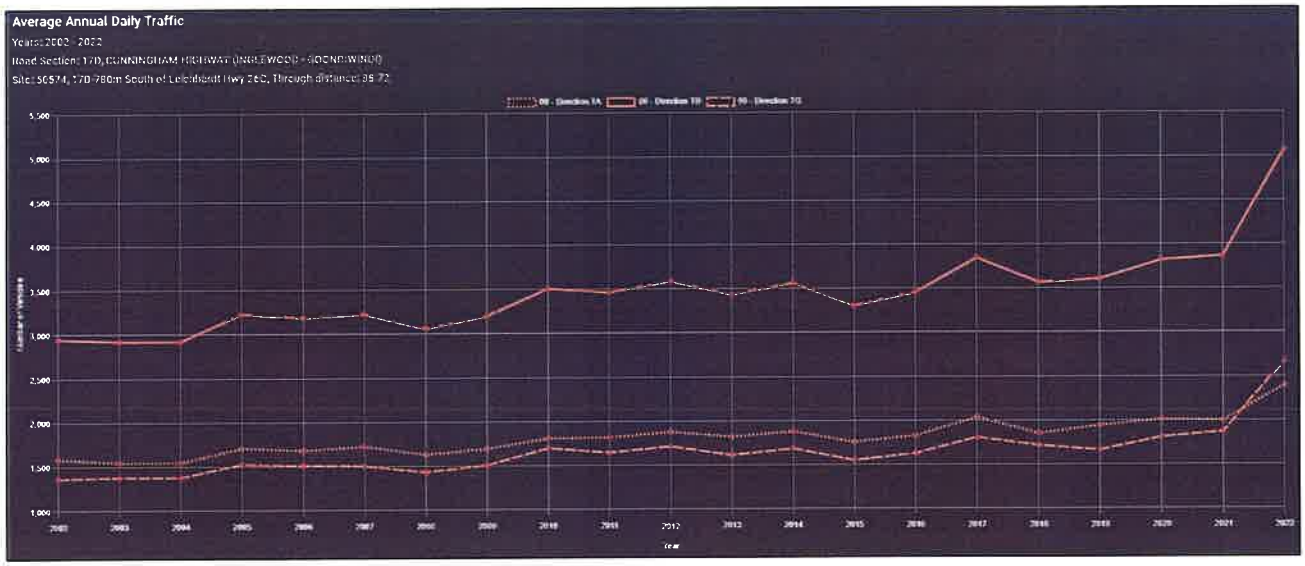


Figure 2.11 Extract from TDE Report – 2022 Existing Traffic Flows

The above traffic data includes Annual Average Daily Traffic volumes only. The northbound traffic accounted to 52.8%.

It is worth noting that very high proportion of recorded traffic was classified as road trains and accounted to 23.56% of all traffic. Articulated Vehicles accounted to 5.74% whereas Trucks and buses accounted to 9.46%. In total Heavy Vehicles accounted to 38.76% of all traffic volumes with 61.24% of vehicles classified as light.

Table 2.4 below summarises peak hour traffic volumes in northbound and southbound direction along Cunningham Highway based on AADT data available for 2022.

Based on the available two-way AADT along Cunningham Highway, there are on average 208 trips during AM Peak in northbound direction and 185 trips in southbound direction during AM Peak. During PM Peak 221 vehicles arrived from the south versus 197 vehicles arriving from the north.

Table 2.4 2022 Two-way Flows Peak Hour Directional Split Assumptions

	Peak hour	% of AADT	2022 Two-way Flows	Northbound	Southbound
Wednesday AM Peak	09:00-10:00	7.75%	393	208	185
Tuesday PM Peak	15:00-16:00	8.25%	418	221	197
Total AADTs		**100%**	**5,069**		

Cunningham Highway Baseline Peak Hour Flows for 2022 have been summarised in Figure 2.12 below:

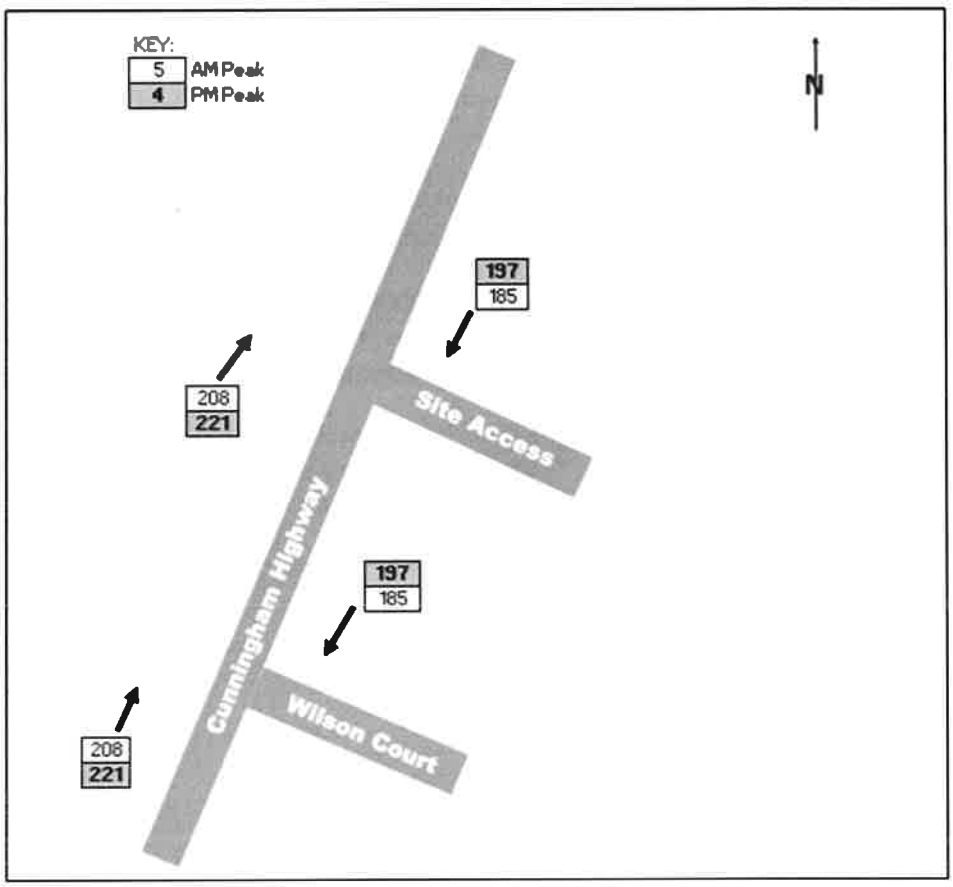


Figure 2.12 2022 Baseline Peak Hour Traffic Flows along Cunningham Highway

2.8 Wilson Court Access and Cunningham Highway Intersection Traffic Volumes.

The intersection of Wilson Court Access and Cunningham Highway is a 4-legged priority-controlled intersection with BP Truckstop located on the west and Wilson Court Access on the east of the intersection. It is to be noted that the western leg of the intersection is a direct access for BP Truckstop with ancillary fast food (Mc Donalds) and Country Road Motor Inn also accessing the intersection.

2.8.1 Existing Traffic Volume Wilson Court Access Industry East of Cunningham Highway.

At present, Wilson Court provides access for eight (8) lots including three (3) vacant lots. Previous traffic studies have applied traffic generation rates for a light industry as applicable to the occupied lots. These trip rates have been sourced from both the DTMR *Road Planning and Design Manual Chapter 3 Road Planning and Design Fundamentals*, the RTA *Guide to Traffic Generating Developments*. Trip generation rates as follows:

Factories

- Daily vehicle trips = 5 per 100 m^2 gross floor area; and
- Evening peak hour vehicle trips = 1 per 100 m^2 gross floor area.

Warehouses

- Daily vehicle trips = 4 per 100m^2 gross floor area; and
- Morning peak hour vehicle trips = 0.5 per 100m^2 gross floor area.

Truck Terminals Road Transport

- Peak Hour 1 vehicle trip per hour / 100m² GFA. (Source RTA).

Figure 2.13 Existing Allotments 1 – 7 and Buildings Wilson Court Access

Table 2.5 below summaries the existing traffic generated by the existing occupied lots on Wilson Court.

Table 2.5 Existing Traffic Volume for Wilson Court Lots 1-7

Lot	Land Use	Area (m²)	GFA (m²)	AM Peak		PM Peak	
				Trip Rate	Trips	Trip Rate	Trips
Lot 1	Vacant	20,386	N/A				
Lot 2		15,305					
Lot 3	Light Industry	10,050	1,952	1/100m² GFA	19.52	1/100m² GFA	19.52
Lot 4		9,862	1,225		12.25		12.25
Lot 5		4,931	527		5.27		5.27
Lot 6		9,155	493		4.93		4.93
Lot 7		21,015	2,297		22.97		22.97
				Total Trips (AM)	65	**Total Trips (PM)**	65

As shown in Table 2.5 above, 65 trips are generated during AM and 65 trips during PM peak. A spilt of 50-50 is applied for the in and out traffic split.

To allow for trips already included in the Highway Commercial Precinct Zone for the Local Government Infrastructure Plan (LGIP), the trips generated from the existing development is presented in Table 2.4 below. These trip rates have been sourced from the Goondiwindi Regional Council Local Government Infrastructure Transport Extrinsic Material as detailed Section 2.2 Accordingly the corresponding equivalent peak hour demand volumes are 0.70vph / 100m² for the AM and 0.74vph / m² for the PM peak hour have been adopted for the industry LGIP vehicle trips as relative to the subject site.

A summary of the trips generated from the proposed development is presented in Table 2.6 below.

Table 2.6 Existing Traffic Volume for Wilson Court Lots 1-7 LGIP allowance

Lot	Land Use	Area (m²)	GFA (m²)	AM Peak		PM Peak	
				Trip Rate	Trips	Trip Rate	Trips
Lot 1	Vacant	20,386	N/A				
Lot 2		15,305					
Lot 3	Light Industry	10,050	1,952	0.7/100m² GFA	19.52	0.74/100m² GFA	14.44
Lot 4		9,862	1,225		12.25		9.07
Lot 5		4,931	527		5.27		3.90
Lot 6		9,155	493		4.93		3.65
Lot 7		21,015	2,297		22.97		17.00
				Total Trips (AM)	46	**Total Trips (PM)**	49

Net Existing Wilson Court Access Trips are shown the following Table 2.7.

Table 2.7 Net Existing Development Trips Wilson Court Access

Trips Generated	AM peak hour	PM peak hour
Existing Development trips	65	65
LGIP trips	46	49
Net development trips	19	16

2.8.2 Existing Traffic Volume for BP Truckstop

Figure 2.14 below shows an aerial of the subject intersection and BP Truck Stop.

Figure 2.14 Aerial of Wilson Court Access and Cunningham Highway intersection

An estimation for vehicles coming in and out of BP Truckstop is calculated based on the through traffic volumes on Cunningham Highway for year 2022 obtained from DTMR Traffic Data Explore (TDE).

Traffic surveys were carried out on an existing service station on another project, involving a service station off the Mount Lindesay Highway where the morning and evening peak hour trips in or out of the service station were recorded. The project AM peak hour was 135 vehicles and PM peak hour was 167 vehicles. The AM peak hour for the surveyed service station occurred at 9.15 AM to 10.15 AM and the PM occurred at 3.30 PM to 4.30 PM. Mt Lindesay Hwy AADT was 6955 vpd and the corresponding peak hour traffic volumes for the Service Centre were:

AM 113/6955=1.62%

PM 156/6955=2.24%

Adopting the same percentage traffic volumes relative to the Cunningham Hwy traffic provides the following trips generated by BP Truckstop during the peak hours. A summary of trip generation is shown Table 2.8 below.

Table 2.8 Traffic Volume for BP Truckstop

Direction	AADT 2020	Trip Rate	AM Peak Trips	Trip Rate	PM Peak Trips
Cunningham Hwy northbound	1996	1.62%	32	2.24%	45
Cunningham Hwy southbound	1868		31		42
Trips			63		87

As shown in Table 2.8 above, 63 trips each in both inbound and outbound during AM peak and 87 trips each in both inbound and outbound during PM peak are generated by the BP Truckstop. A spilt of 50-50 is applied for the in and out traffic split. A diagram of the popular times for the service station is shown in the following Figure 2.15.

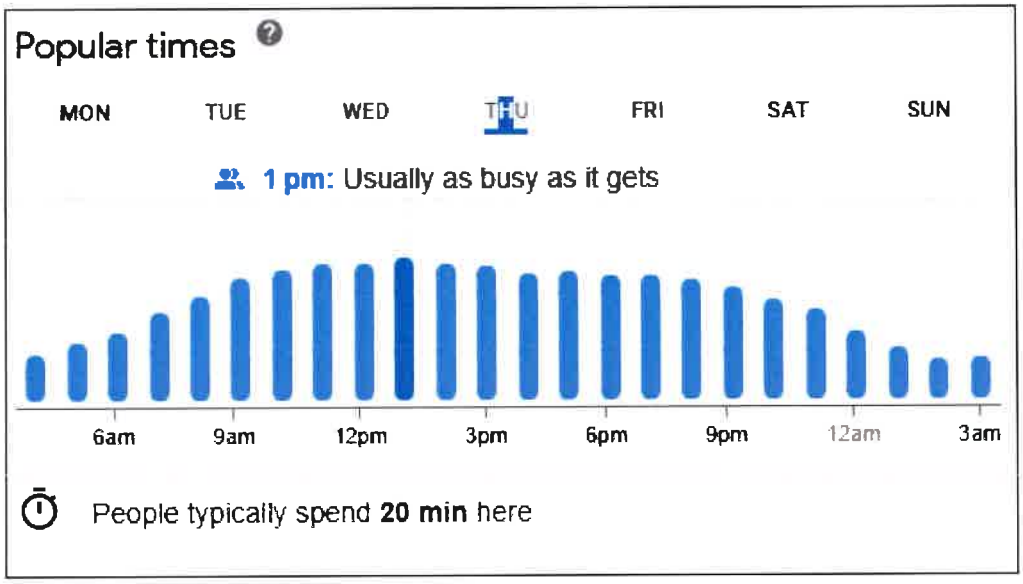


Figure 2.15 Popular times Service Station Goondiwindi

As shown above the peak times are more aligned with the middle of the day, hence the estimated peak hours are conservative. It is also to be noted that BP Truckstop has another exit located on north-east property boundary that provides another left turn access from the truckstop to Cunningham Hwy northbound. A high proportion of the left turn trips have been assigned to this left turn exit.

2.8.3 Existing Traffic Volume MacDonalds and Country Roads Motor Inn

The BP access is also shared with the MacDonalds fast food outlet and Motor Inn to the south. The following Figure 2.16 shows the relative businesses.

Figure 2.16 Aerial View of MacDonalds and Country Roads Motor Inn Access Cunningham Highway intersection

The fast-food outlet provides for a high proportion of multi-purpose trips combined with the Truck stop. The popular times for the restaurant generally occur throughout the middle of the day. The following Figure 2.17 shows the popular times for a typical Thursday. Typically for large coastal area the peak times are more aligned with the morning and evening peal hours however in this case the peak times occurs outside the peak hours during the middle of the day. Hence the published peak rates for fast food trip generation are not applicable in this instance.

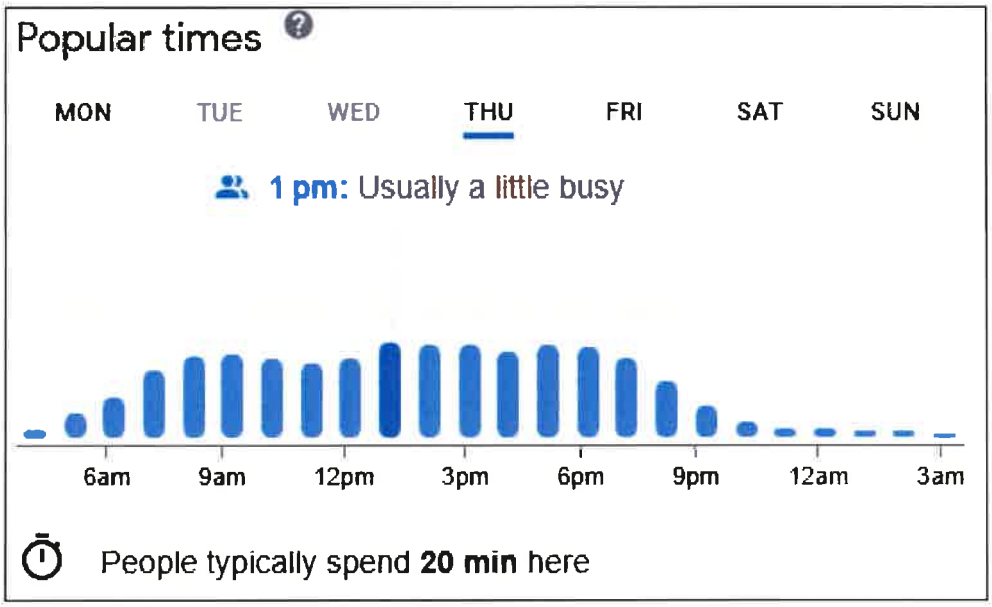


Figure 2.17 Mac Donalds Restaurant Popular Times

The Motor Inn peak hour trips don't coincide with the adjacent Cunningham Hwy peak hours and are aligned with the arrival and departure time specified by the Motor Inn.

To allow for the above, the same rate as adopted for the Wilson Court properties has been adopted for the fast food and Motor Inn. The following Table 2.9 provides the Trip generation.

Table 2.9 Net Traffic Volume for Fast Food and Motor Inn.

Combined GFA	Trip Rate	AM Peak Trips	Trip Rate	PM Peak Trips
3817	0.27/100m² GFA	11	0.34/100m² GFA	13

Due to the truck stop restaurant facilities, the adjoining fast food and motor inn, the combined facilities result in a higher proportion of light vehicles compared to the Cunningham Highway when using the facility during the peak hours. The estimated vehicle composition proportions are: Road Trains 5% of all peak hour traffic; Articulated Vehicles 3% and Trucks 8%. In total Heavy Vehicles accounted to 16% of all peak hour heavy traffic volumes with 84% of vehicles classified as light. At the BP driveway approach to the Cunningham Highway all the above heavy vehicles are assigned to the right turn.

2.8.4 Total Existing Traffic Volume Wilson Street Intersection

Existing side street traffic volumes are shown in the following Figure 2.18 for 2022 AM and PM peak hours.

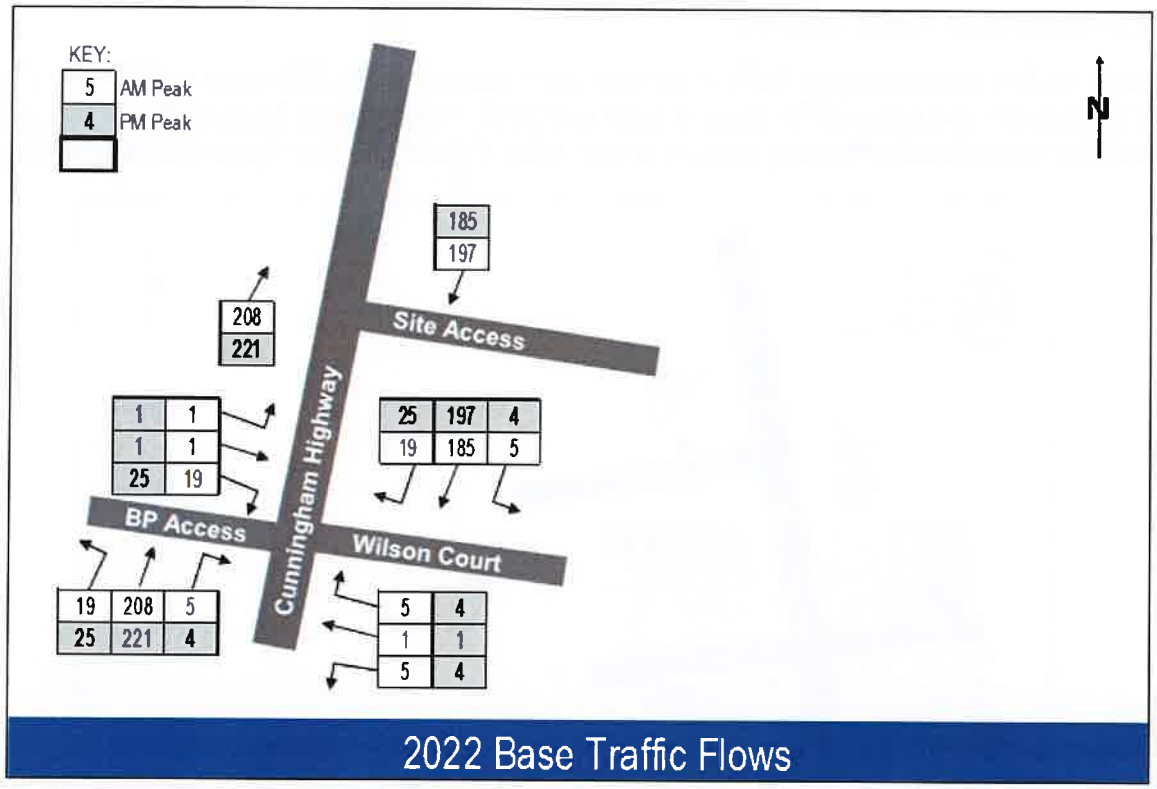


Figure 2.18 2022 Base traffic Volumes

The corresponding Base traffic volumes at the intersection to 2022 are based on the traffic volumes recorded in the 2022 Census. The left turn from the BP western approach to the intersection excludes the left turn out at the northern end of the service station. The balance of the left turn trips out have been assigned to this left turn exit.

2.9 Pre-Development Traffic 2024 and 2034

2.9.1 Background Traffic Growth Rates

As detailed in Section 2.7.1, 3.05% compound growth rate for Cunningham Highway been used in the assessment. The development is expected to be completed by 2024 and the 10-year design horizon in accordance with Department of Main Roads 2017, *Guide to Traffic Impact Assessment*, is 2034. Table 2.10 below summarises compound growth rates used in the traffic impact assessment.

Table 2.10 Traffic Growth Factors

	2022 to 2024	2024 to 2034
Cunningham Highway traffic growth	1.061	1.305

The Cunningham Highway growth rate has been applied to the adjoining development either side which is conservative.

2.9.2 Future Year Traffic Volumes

Growth factors summarised in Table 2.10 have been applied to the 2020 base traffic flows (Figure 2.17) to identify the future traffic flows in 2024 and 2034. The resultant future traffic for the year of 2024 and 2034 AM and PM peak hours is shown in the Figure 2.19 and Figure 2.20 respectively.

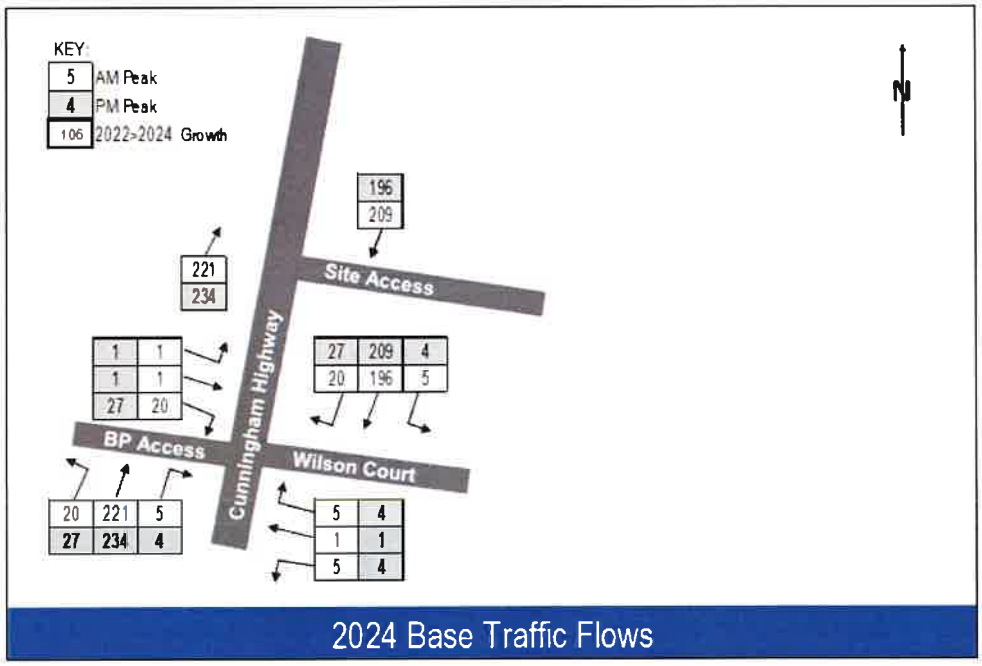


Figure 2.19 2024 Base Peak Hour Traffic Flows along Cunningham Highway

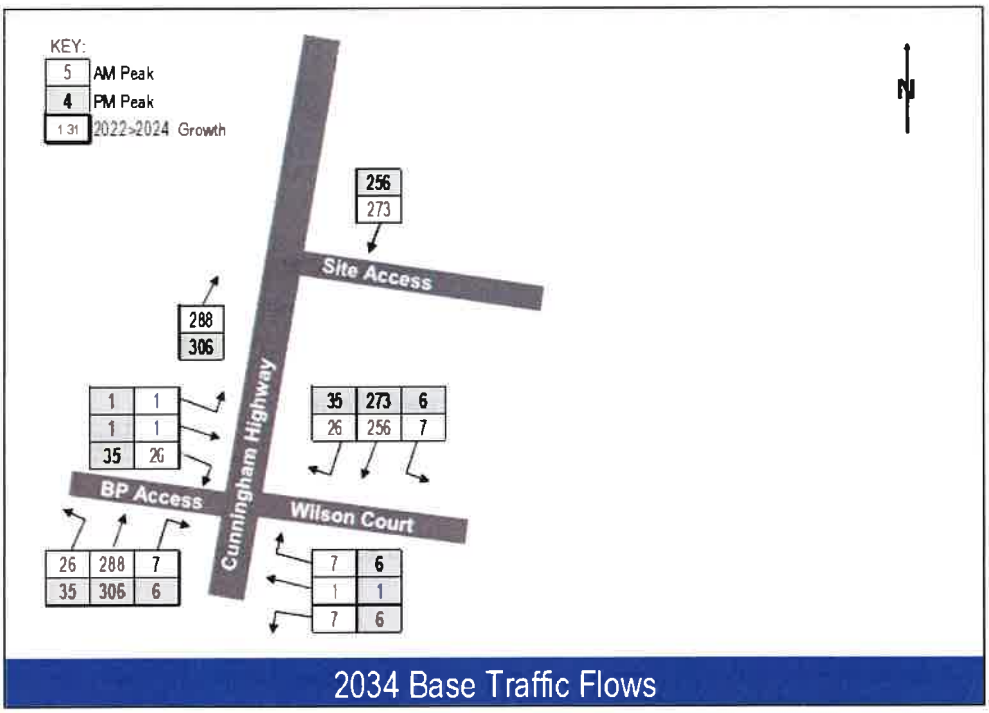


Figure 2.20 2034 Base Peak Hour Traffic Flows along Cunningham Highway

3. Proposed Development

The proposed development layout with connection to Wilson Court includes Lots 8 & 9 SP158267 and is shown in Figure 3.1 below also attached as Appendix A.

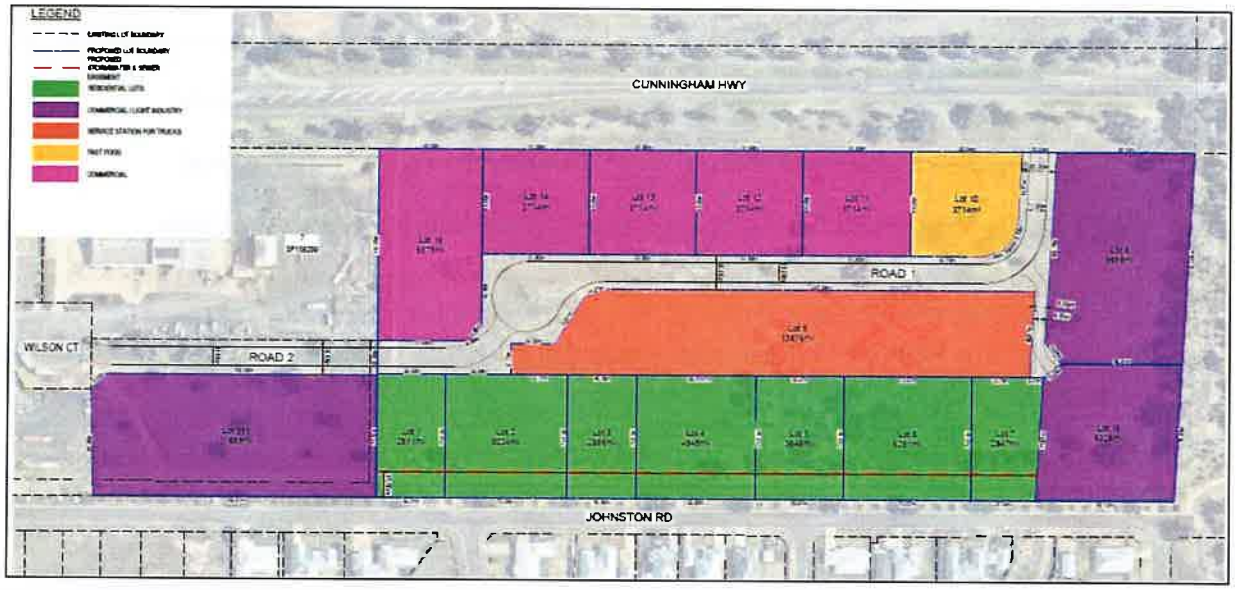


Figure 3.1 Proposed Development Layout

The allotment land use and their yields are as follows:

- Lot 1 to Lot 7 - Residential Land (27,423m^2 Total Area);
- Lot 8 – Light Industry (9,699m^2 Total Area);
- Lot 9 – Service station (13,876m^2 Total Area);
- Lot 10 – Food and Drink Outlet (3,714m^2 Total Area); and
- Lot 11 to Lot 15 – Commercial (21,434m^2 Total Area).
- Lot 16 – Light Industry (6,326m^2 Total Area); and
- Lot 999 – Light Industry (11,689m^2 Total Area);

The layout provides a road link connection through Lot 8 SP158267 between the approved internal access road and Wilson Court.

3.1 Internal Roads

The cross-section adopted for the internal road is shown in the following Figure 3.2 below for 20m Road Reserve.

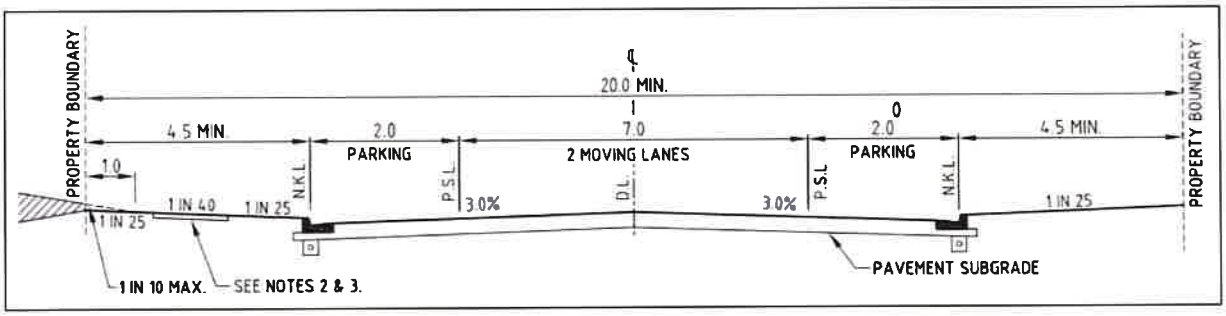


Figure 3.2 Approved Internal Road Cross-Section (20m Road Reserve)

3.2 Access via Wilson Court Access/ Cunningham Highway Intersection

The subject development proposes access to the site from the south via the existing intersection at Wilson Court Access/Cunningham Highway. The intersection is currently a priority-controlled four-way intersection arrangement. However, the west leg of the intersection mainly serves as the access for BP Truckstop.

The site access proposed via Wilson Court will mainly serve the commercial lots located on the southern end of the approved development due to the location of the lots near the intersection.

The aerial and SIDRA-assessed layout is illustrated in Figure 3.3 below.

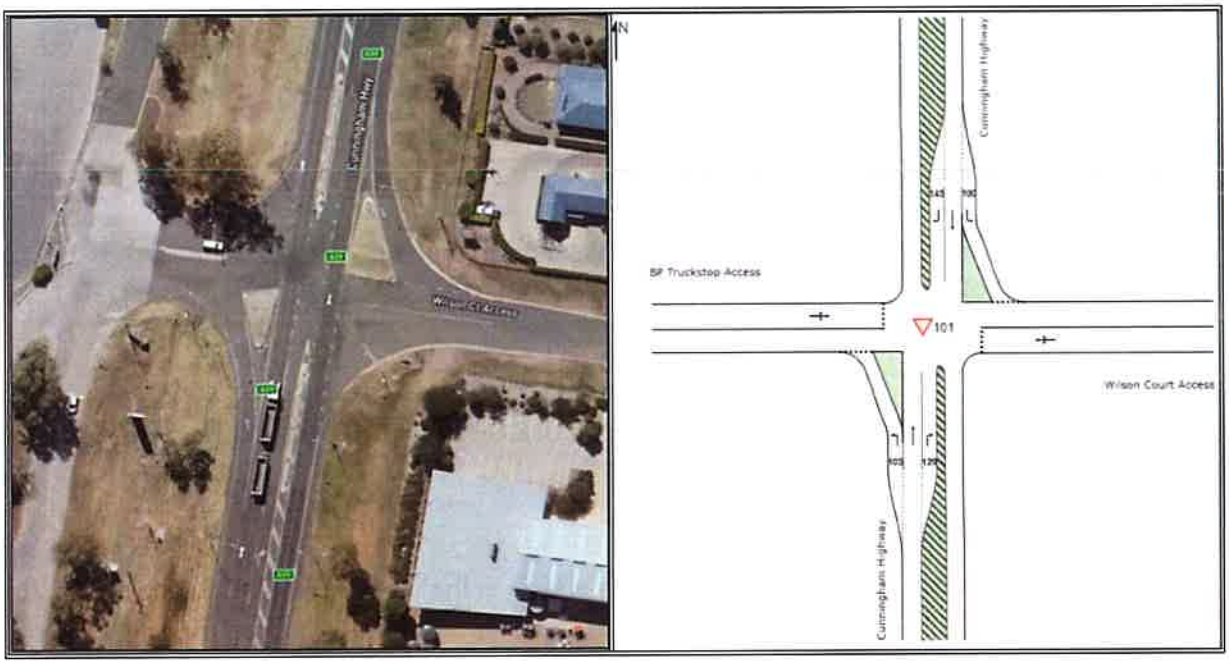


Figure 3.3 Aerial and SIDRA Layout – Intersection – Cunningham Highway and Wilson Court Access

3.3 Vehicle Circulation

The following Figure 3.4 shows the swept path for a A-Double successfully manoeuvring throughout the site.

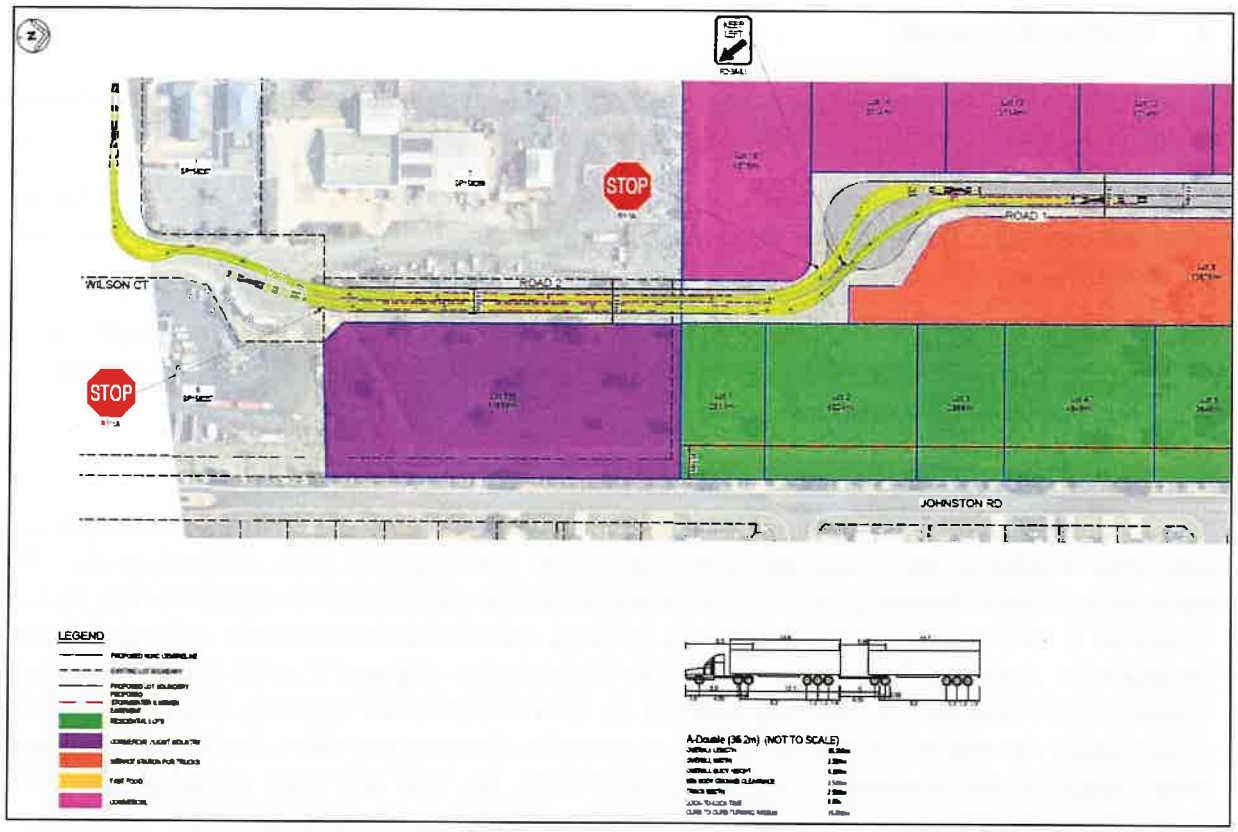


Figure 3.4 A-Double Heavy Vehicle Manoeuvre Throughout the site to / from Wilson Court Access.

Proposed traffic control signage is also shown with priority for vehicles turning around the cul-de-sac in the internal roads.

It is noted that the cul-de-sac arrangement at the end of the Road 1 is non standards. However, this arrangement provides a safer U-turn location for heavy vehicles accessing the wider road network via Road 1 and Cunningham Highway intersection.

In addition, the cul-de-sac provides a 20-meter radius turning circle which is suitable for an A-triple vehicle to make a safe U-Turn movement within the subject development avoiding any reverse maneouvers.

Drawing is contained in Appendix A.

4. Traffic Demands

In order to assess the relative impact of the proposal on the surrounding road network, it is necessary to define the existing traffic demands along Cunningham Highway.

This section of the report details the existing traffic demands as defined in DTMR 2022 AADT Census data and forecasts these to the future assessment years. These volumes represent the "Pre-Development" scenario.

The traffic generated by the approved development is estimated, along with its distribution along Cunningham Highway. These volumes are added to the "Pre-Development" scenario to provide the "Post Development" traffic scenario.

4.1 Development Traffic Generation

The trip generation rates for the development remain unchanged from the previous reporting and as approved. Individual site areas are amended as per the proposed plan of development. The applications refer to Reconfiguration of Allotments within the Highway Commercial Precinct zone as contained in the Goondiwindi Shire Planning Scheme The net increase in traffic volumes from the development considers the provisions within the Goondiwindi Regional Council Local Government Infrastructure Planning. The planning provides for road infrastructure upgrades supplemented from infrastructure developer contributions. The progressive development within the Planning Scheme zones results in the increases in the background traffic. No new land uses are proposed for the development and the corresponding trip rate are described in the following sections.

4.1.1 Residential Dwellings

The RTA *Guide to Traffic Generating Developments* recommends a peak hour traffic generation rate of 0.85 vehicles per hour (vph) per dwelling for a dwelling house and daily traffic generation rate of 9.0 vehicle trips per dwelling.

4.1.2 Service station

The RTA *Guide to Traffic Generating Developments* recommends an evening peak hour traffic generation rate of 1 / 100m² for a Service station.

4.1.3 Drive-in Take Away Food Outlet

RMS *Guide to Traffic Generating Developments* recommends a peak hour traffic generation rate of 120 vehicles per hour for a fast-food takeaway similar to KFC. Given that existing volumes along Cunningham Highway during AM Peak equates to 238 vehicles, 120 trips to fast food would account to 50% of all trips along Cunningham Highway. Based on the above, it has been assumed that the proposed take-away food outlet will attract 20% of passing traffic, which is considered to be more realistic. 2033 two-way volumes along Cunningham Highway were adopted for calculations (Refer Figure 4.6). In summary, it has been estimated that the proposed fast-food development will attract 65 two-way trips during AM Peak and 75 two-way trips during PM Peak.

It is worth noting that the peak hour of a Fast-Food outlet may not coincide with the peak hours on the surrounding road network. For robust assessment, it has been assumed that fast-food peak hours occur at the same time.

4.1.4 Light Industry

The peak traffic generation period for industrial land use for the evening peak hour has been recommended as traffic generation rate of 1 / 100m² as extracted from the RTA *Guide to Traffic Generating Developments.*

4.1.5 Commercial Use

The RTA *Guide to Traffic Generating Developments* recommends an evening peak hour traffic generation rate of 2 / 100m² for a Commercial use.

4.1.6 Total Development Trip Generation

A total development trip generation from previously approved TIA is summarised in this section. It is to be noted that the size of the lots approved below are consistence with the previous approval.

As this is the ROL application, the exact details of the tenancies for each land use are not know. For robust assessment, it has been assumed that Lots adjacent to Cunningham Highway will be occupied by a commercial business which typically generate higher trip rates in comparison to light industry land use. The above represents a robust assessment. It has been assumed, that 40% of overall lot size will be utilised for the building with the remainder area being allocated to car parking and auxiliary facilities. Table 4.1 below shows a summary of the proposed development schedule.

Table 4.1 Proposed Development Summary

Lot	Land Use	Area	GFA	Units	Access
Lot 1 - Lot 7	Residential	27,423	N/A	7	Johnston Road
Lot 8	Light Industry	9,699	3879*	N/A	Cunningham Highway
Lot 9	Service station	13,876	5551*	N/A	Cunningham Highway
Lot 10	Food and Drink Outlet	3,714	N/A	N/A	Cunningham Highway
Lot 11-Lot 15	Commercial	21,434	8574*	N/A	Cunningham Highway
Lot 16	Light Industry	6,326	2531*	N/A	Cunningham Highway
Lot 999	Light Industry	11,689	4676*	N/A	Cunningham Highway

**Assumed 40% of overall lot size*

A summary of the trips generated from the proposed development is presented in Table 4.2 below. These trip rates have been sourced from both the DTMR *Road Planning and Design Manual Chapter 3 Road Planning and Design Fundamentals*, the RTA *Guide to Traffic Generating Developments.*

Table 4.2 Development Trip Generation Rates

Lot	Land Use	Area	GFA	AM Peak		PM Peak	
				Trip Rate	Trips	Trip Rate	Trips
Lot 1 - Lot 7	Residential	27,423	N/A	0.85 per dwelling	6	0.85 per dwelling	6
Lot 8	Light Industry	9,699	3879	1/100m² GFA	39	1/100m² GFA	39
Lot 9	Service station	13,876	5551	1/100m² GFA	56	1/100m² GFA	56
Lot 10	Food and Drink Outlet	3,714	N/A	20% of through traffic	65	20% of through traffic	75
Lot 11-Lot 15	Commercial	21,434	8574	2/100m² GFA	172	2/100m² GFA	172

Lot 16	Light Industry	6,326	2531	1/100m² GFA	26	1/100m² GFA	26
Lot 999	Light Industry	11,689	4676	1/100m² GFA	47	1/100m² GFA	47

It is important to note that Service station and food and drink outlets attracts high proportion of through traffic.

4.1.7 Drop – in and shared trips

The distribution of the proposed Service station and food and drink outlets development drop-in and multi-purpose trips have been based on the advice given in the DTMR Guidelines for Assessment of Road Impacts of Development, 2006, the State of Queensland (Department of Transport and Main Roads) document (GARID). The extract relating to appropriate proportion of trips for each development type is shown in Figure 4.1 below.

Table F.1			
Development	**Trip Segmentation**		
	New (%)	**Diverted Drop In (%)**	**Undiverted Drop In (%)**
Shopping Centres >20 000 m^2	63	18	19
Shopping Centre 3 000 m^2 – 20 000 m^2	50	22	28
Shopping Centres <3 000 m^2	50	32	18
Fast Food Outlets	40	25	35

Figure 4.1 GARID Trips Segmentations

Roads and Traffic Authority 2002, *Guide to Traffic Generating Developments*, (Section 3.7.1) quotes the proportion of passing trade as 35% for McDonalds / Hungry Jacks and 50% for Kentucky Fried Chicken drive in, take away food outlets. For robust assessment it has been assumed that only 35% of trips attracted to Food and Drink outlets are pass-by trips.

Considering the above reductions and composition of the proposed development, an overall average reduction of 25% to the gross trips generated by Food and Drink outlets has been allowed for multi-purpose trips. The multi-purpose trips represent vehicle trip to the food and drink outlet in addition to the commercial or service station site (multi-purpose trip).

A 50% in and 50% out directional split is assumed for both the AM and PM peaks.

The trips generated for each land use for the morning and evening peak hour as well as percentages entering and leaving are shown in the following Table 4.3 and Table 4.4.

Table 4.3 Development Drop-in Trips Undiverted

Lot	**Land use**	**AM Peak Hour**				**PM Peak Hour**			
		IN	**%**	**OUT**	**%**	**IN**	**%**	**OUT**	**%**
Lot 1 - Lot 7	Residential	N/A							
Lot 8	Light Industry	N/A							
Lot 9	Service station	10	35%	10	35%	10	35%	10	35%

Lot 10	Food and Drink Outlet	12	35%	12	35%	13	35%	13	35%
Lot 11-Lot 15	Commercial	N/A							
Lot 16	Light Industry	N/A							
Lot 999	Light Industry	N/A							

Table 4.4 Development Multi-Purpose Trips

Lot	Land use	AM Peak Hour				PM Peak Hour			
		IN	%	OUT	%	IN	%	OUT	%
Lot 1 - Lot 7	Residential	N/A							
Lot 8	Light Industry	N/A							
Lot 9	Service station	N/A							
Lot 10	Food and Drink Outlet	8	25%	8	25%	9	25%	9	25%
Lot 11-Lot 15	Commercial	N/A							
Lot 16	Light Industry	N/A							
Lot 999	Light Industry	N/A							

Summary of total trips generated by the proposed development are shown Table 4.5 below.

Table 4.5 Total Development Trips Summary

Lot	Land use	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Lot 1 - Lot 7	Residential*	3	3	6	3	3	6
Lot 8	Light Industry	20	20	40	20	20	40
Lot 9	*Service station New Trips*	*18*	*18*	*36*	*18*	*18*	*36*
Lot 9	*Service station Drop-in Trips*	*10*	*10*	*20*	*10*	*10*	*20*
Lot 9 Total	Service station Total Trips	28	28	56	28	28	56
Lot 10	*Food and Drink Outlet New Trips*	*21*	*21*	*42*	*25*	*25*	*50*
Lot 10	*Food and Drink Outlet Drop-in Trips*	*12*	*12*	*24*	*13*	*13*	*26*
Lot 10	*Food and Drink Outlet Multi Purpose Trips*	*-8*	*-8*	*-16*	*-9*	*-9*	*-18*
Lot 10 Total	Food and Drink Outlet Total Trips	25	25	50	29	29	58
Lot 11-Lot 15	Commercial	91	91	182	91	91	182
Lot 16	Light Industry	13	13	26	13	13	26
Lot 999	Light Industry	24	24	48	24	24	48
Total Excluding Residential (access via Johnson St)		201	201	402	205	205	410

**Access via Johnston Road*

4.2 Allowance for trips already included in the Highway Commercial Precinct Zone for the Local Government Infrastructure Plan

To allow for trips already included in the Highway Commercial Precinct Zone for the Local Government Infrastructure Plan (LGIP), the trips generated from the existing zone are presented in following Tables. These trip rates have been sourced from the Goondiwindi Regional Council Local Government Infrastructure Transport Extrinsic Material as detailed Section 2.2 Accordingly the corresponding equivalent peak hour demand volumes are 0.70vph / 100m^2 for the AM and 0.74vph / m^2 for the PM peak hour have been adopted for the Industry LGIP vehicle trips as relative to the subject site. Considering the allowable higher trip rate uses in the zone adopting the industry rate is a conservative approach.

A summary of the trips generated from the proposed development is presented in Table 4.6 below.

Table 4.6 Development Trip Generation Rates Summary adopted from LGIP

Lot	Land Use	Area	GFA	AM Peak		PM Peak	
				Trip Rate	Trips	Trip Rate	Trips
Lot 1 - Lot 7	Residential	27,423	N/A	Excluded Access via Johnson Street			
Lot 8	Light Industry	9,699	3879	0.70/100m² GFA	27	0.74/100m² GFA	29
Lot 9	Light Industry	13,876	5551	0.70/100m² GFA	39	0.74/100m² GFA	41
Lot 10	Light Industry	3,714	1486	0.70/100m² GFA	10	0.74/100m² GFA	11
Lot 11-Lot 15	Light Industry	21,434	8574	0.70/100m² GFA	60	0.74/100m² GFA	63
Lot 16	Light Industry	6,326	2531	0.70/100m² GFA	18	0.74/100m² GFA	19
Lot 999	Light Industry	11,689	4676	0.70/100m² GFA	33	0.74/100m² GFA	35
TOTAL					187		198

It is important to note that Service station and food and drink outlets attracts high proportion of though traffic.

The net trip generation resulting from the development use subtracting the LGIP trips from the calculated total trips in table show results in

Net is shown the following Table.

Table 4.7 Net Total Development Trips

Trips Generated	AM peak hour	PM peak hour
Development trips	402	410
LGIP trips	187	198
Net development trips	215	212

4.3 Wilson Court Access Intersection- Traffic Split

The total development traffic shown in the Table 4.7 above is split between the two (2) access intersections.

It is expected that with the new access arrangement via Wilson Court, the development traffic will also split. Thus, a split of 50-50 is adopted for both intersections due to the relative equal traffic flows in each direction along the Cunningham Highway, with 50% of development traffic utilising the new site access intersection and remaining 50% via Wilson Court. The Highway Commercial Precinct provides for both local and regional attractions. Uses such as food and beverage outlets, service station , temporary accommodation , bulk supplies attract both the local town community as well as external and near-by residents. Hence justifying the trip distribution adopted. The traffic split is presented in Figure 4.2 below.

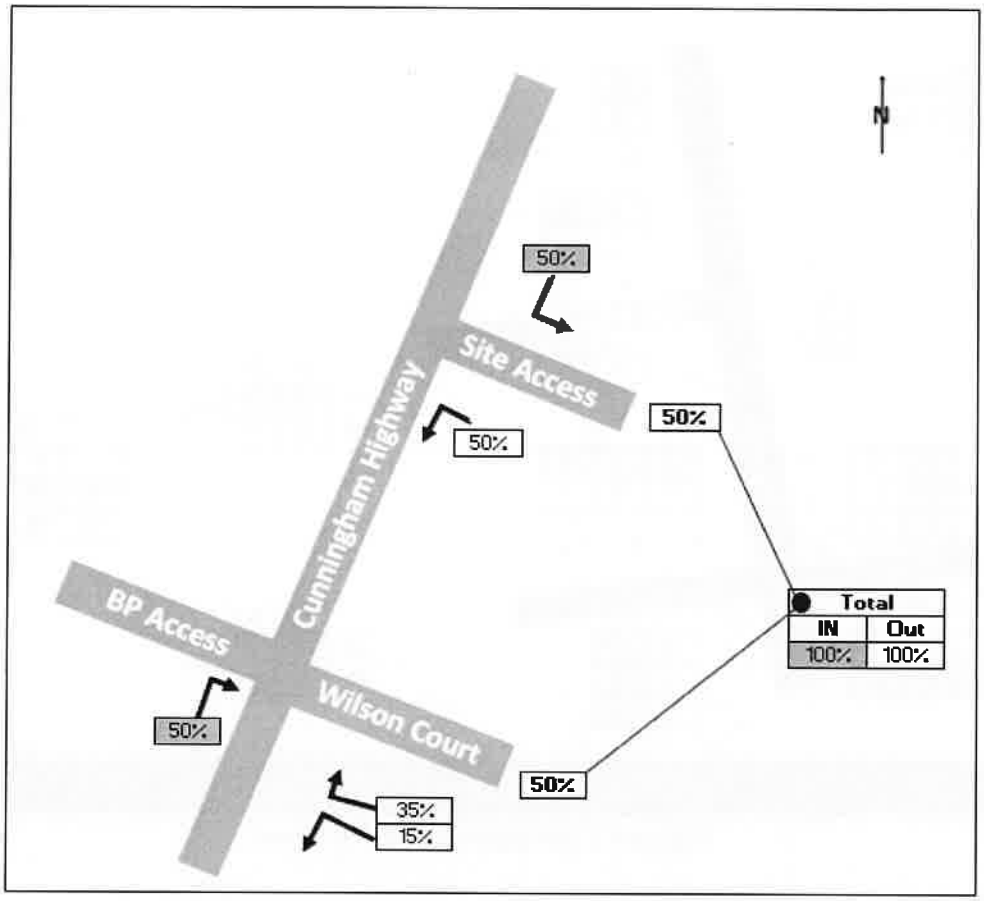


Figure 4.2 Traffic Split with new access arrangement

The spilt is bases on the location of the nearest intersection. The Site Access intersection will serve majority of the development as it the main intersection for the development; heavy vehicles are also expected to use the roundabout facility on Cunningham Highway.

It is also assumed that only the lots located on the southern end of the development will be utilising the Wilson Court Access intersection frequently. However, for the robust traffic assessment, a split of 50-50 is used.

4.4 Base plus Development – Post Development net Trip Generation

The total development traffic has been added to the traffic split with the new access arrangement to provide the new development traffic flow. Figure 4.3 shows the new development traffic flow.

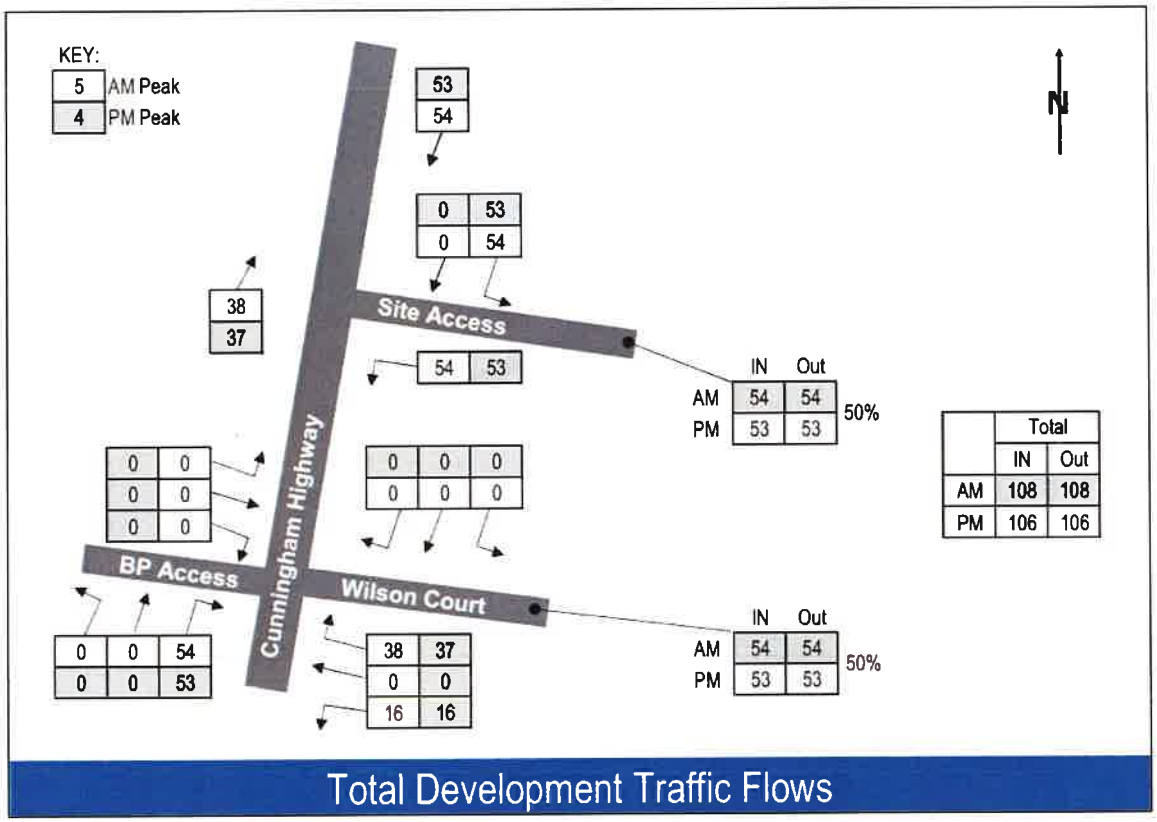


Figure 4.3 Development Traffic Flows

4.5 Post Development

The total development traffic (Figure 4.3) has been added to the Pre-Development traffic demands to provide the Post Development Traffic scenarios. The Post Development traffic for the 2024 design year is provided in Figure 4.4 below and Figure 4.5 for the 2034 development year. Refer Appendix C for traffic flow diagrams.

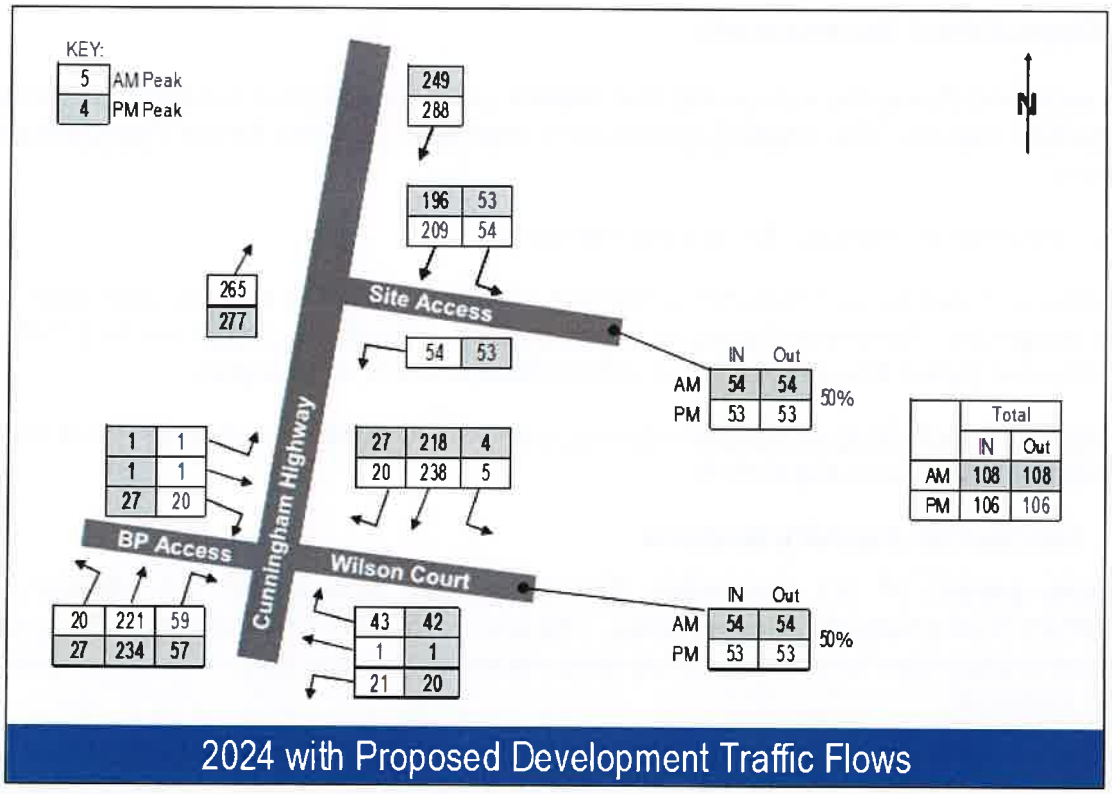


Figure 4.4 Post-Development Volume Year 2024

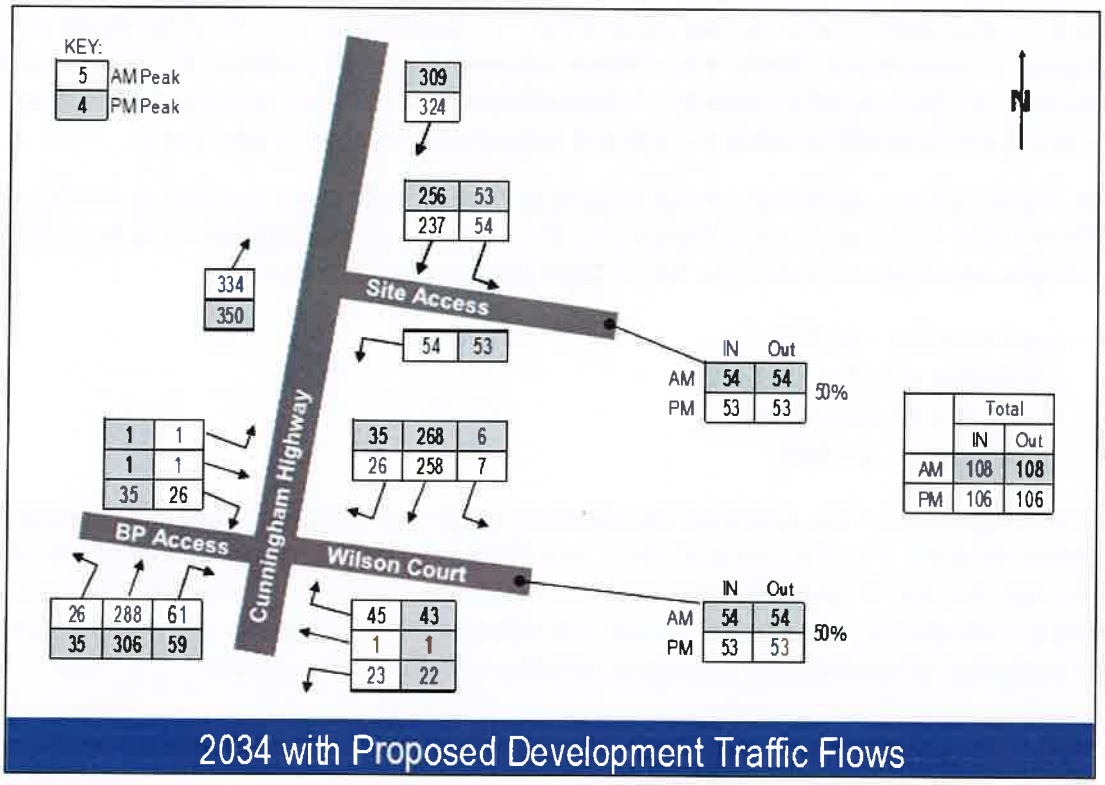


Figure 4.5 Post-Development Volume Year 2034

5. Operational Assessment

This section addresses the surrounding road network giving consideration to turning treatments and intersection capacity. The following intersections have been analysed for the Post-Development scenario:

- Cunningham Highway/ Site Access intersection.

Both intersections has been modelled for both the morning and evening weekday peak hours for the 2034 design year. Recommendations for turning provisions are provided based on the DTMR *Road Planning and Design Manual Chapter 13: Intersections at Grade* requirements.

Intersection capacity analysis has been assessed using SIDRA 9. SIDRA summaries for all modelled scenarios are provided in Appendix D.

5.1 Intersection Capacity Analysis

Capacity analysis of the surrounding intersections has been carried out utilising SIDRA INTERSECTION 9 traffic modelling software. This is an advanced micro-analytical traffic evaluation tool that employs lane-by-lane and vehicle drive models and has the ability to assess intersections within a network.

The key performance criteria considered are Degree of Saturation (DOS), Delays and Queuing. According to the DTMR *Guidelines for Assessment of Road Impacts of Developments* (Chapter 6, page 7) for priority-controlled intersections, a DOS in excess of 80% is considered over capacity. Above this value performance quickly deteriorates. In accordance with the RTA *Guide to Traffic Generating Developments* (Table 4.2), delays between 43 to 56 seconds for priority-controlled intersections are considered at capacity. Acceptable queue lengths are determined on a site-by-site basis, taking into account available storage and separation with other intersections.

SIDRA model includes additional vehicle classes as follows: Articulated Vehicles (2.9 PCU), Buses and Trucks (2.0 PCU) and Large Trucks (3.6 PCU). Cunningham Highway vehicle composition percentages have been based on the AADT 2022 Census data as follows:

- Light Vehicles – 61.24%
- Articulated Vehicles – 5.74%
- Buses and Trucks – 9.46%
- Large Trucks – 23.56%

For robust assessment the approved development traffic has been assumed to generate 5% of Articulated Vehicles, 5% of trucks and 10% Large Trucks (assumed all service station vehicles are large trucks). For the BP truckstop, fast food and motor inn it is assumed that 16% of total vehicles accessing the truckstop will be heavy vehicle and remaining 84% will be the light vehicles due to the higher proportion of light vehicles associated with the fast food and motor inn.

5.1.1 Cunningham Highway / Wilson Court Access Intersection

The existing Cunningham Highway / Wilson Court Access intersection is a priority four (4) legged intersection where Cunningham Highway is the major road. This intersection incorporates an auxiliary left turn and auxiliary right turn on Cunningham Highway. The layout has been modelled in SIDRA. The SIDRA layout for the Cunningham Highway / Site Access intersection are presented in Figure 5.1 below.

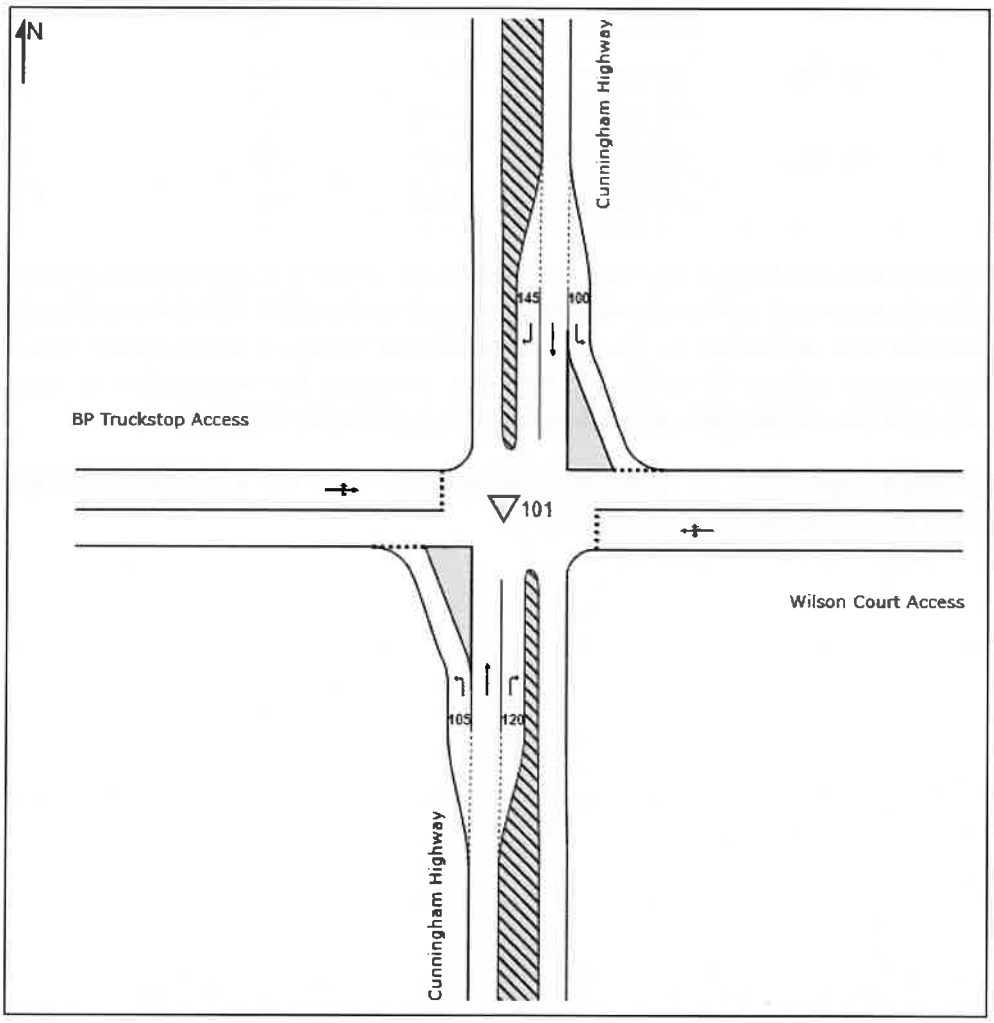


Figure 5.1 Cunningham Highway / Wilson Court Access Intersection SIDRA Layout

The performance summaries with the approved development are presented in Table 5.1 below.

Table 5.1 Cunningham Highway / Wilson Court Access Intersection Output Summary

Cunningham Highway and Wilson Court Access Intersection					
Year	**Time Period**	**Scenario**	**DOS(v/c)**	**Average Delay(s)**	**95% Back of Queue (m)**
2024	AM Peak	Background Only	0.204	1.7	2.5
		With Development	0.289	4.3	10.5
	PM Peak	Background Only	0.220	2.0	3.7
		With Development	0.279	4.5	10.0
2034	AM Peak	Background Only	0.270	2.3	4.9
		With Development	0.358	4.9	13.2
	PM Peak	Background Only	0.287	2.9	8.0
		With Development	0.382	5.5	14.1

The results show that existing priority intersection operates within the acceptable parameters by year 2034 with the development traffic volume superimposed. In the 2034 PM with development, a delay of 42.0 seconds was achieved on the east approach at Wilson Court Access. The RTA guide recommends where delays 43 to 56 seconds are achieved the intersection is operating near capacity. As such the intersection performs within the acceptable thresholds.

The performance summaries for 2034 assessment year with the approved development traffic superimposed are presented in Appendix D.

6. Conclusions and Recommendations

The previous Traffic Impact Assessment (TIA) submitted by Burchills proposed a single access for the development. However, Elonbreath Pty Ltd have now proposed two access points from the development to the wider road network. The two accesses are summarised as follows:

- Wilson Court (existing Wilson Court Access intersection) through Lot 999; and
- Site Access (approved intersection) with Left in / Left out arrangement directly onto the Cunningham Hwy.

The proposed new access arrangement via Wilson Court allows for the approved commercial, light industry and service station land use and provides improved flow of traffic that compliments the approved left-in / left out access onto the Cunningham Highway by providing right turning traffic movements. This arrangement reduces the trips onto the Cunningham Highway by eliminating the U turn movements.

Cunningham Highway in the last 10 years grew at an inconsistent level, with negative growth recorded between 2017 and 2020 and exponential growth in the year 2022. For robust assessment, an average 10-year growth rate 3.05% p.a. was adopted for a Traffic Impact Assessment at the new proposed access from Wilson Court Access. Cunningham Highway carried 5,069 two-way vehicles (AADT) in 2022 with a high proportion of recorded traffic classified as road trains (23.56%). Articulated Vehicles accounted for 5.74% whereas. Trucks and buses accounted for 9.46%. In total Heavy Vehicles accounted for 38.76% of all traffic volumes with 61.24% of vehicles classified as light.

No accidents were recorded along Cunningham Highway and Johnston Road in the vicinity of the approved development site in the last 5-year period.

Cunningham Highway in the vicinity of the subject site benefits from straight alignment and good forward visibility. The existing Wilson Court Access intersection with Cunningham Highway is adequate and located appropriately according to the road hierarchy. The existing intersection geometry provides for safe and convenient movement to, from and within the site.

The scope of this report analyses the traffic impacts with the new road connection proposed to the south connecting to Wilson Court Access to the Cunningham Hwy is then provided for right turn movements via the existing Wilson Court Access. Overall the Level of Service for the existing intersections performs within the acceptable paraments. In the 2034 PM with development, a delay of 42.0 seconds was achieved on the east approach at Wilson Court Access. The RTA guide recommends where delays 43 to 56 seconds are achieved the intersection is operating near capacity. As such the intersection performs within the acceptable thresholds.

7. References

Australian / New Zealand Standard 2004, Parking Facilities Part 1: *Off-Street Car Parking*, Standards Australia, Sydney.

Standards Australia 2002, AS 2890.2 Parking Facilities Part 2: *Off-Street Commercial Vehicle*.

Department of Main Roads 2004, Road Planning and Design Manual Chapter 5: *Traffic Parameters and Human Factors*, Queensland Government, Brisbane.

Department of Main Roads 2005, Road Planning and Design Manual Chapter 3: *Road Planning and Design Fundamentals*, Queensland Government, Brisbane.

Department of Main Roads 2006, Road Planning and Design Manual: Supplement to Austroads Guide to Road Design Part 4A: *Unsignalised and Signalised Intersections*.

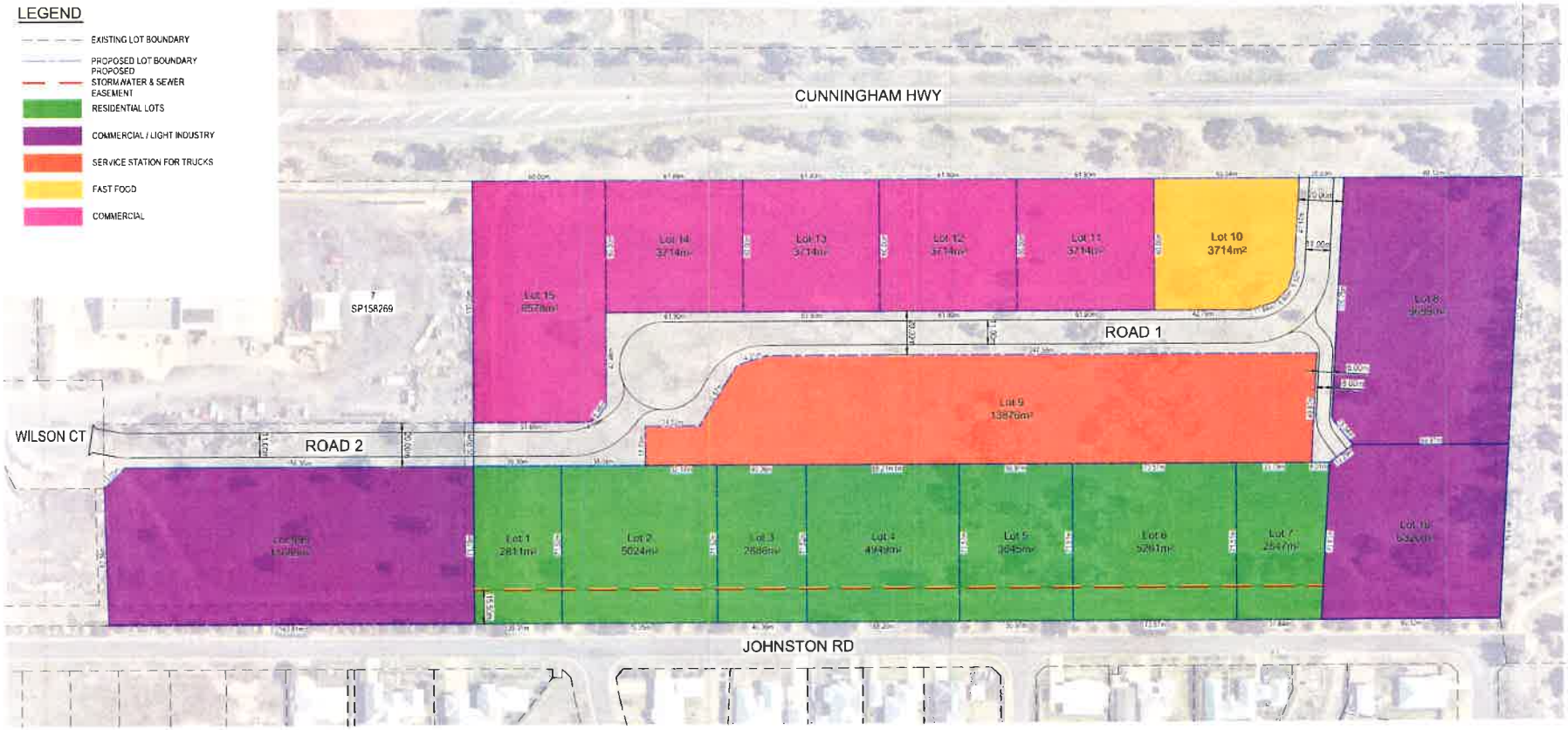
Department of Main Roads 2006, *Guidelines for Assessment of Road Impacts of Development*, Queensland Government, Brisbane.

Roads and Traffic Authority (RTA) 2002, *Guide to Traffic Generating Developments*, Roads and Traffic Authority, Sydney.

Austroads 2009, Guide to Road Design – Part 4A: *Unsignalised and Signalised Intersections*, Austroads Incorporated, Sydney.

Translink Transit Authority *Public Transport Infrastructure Manual*.

Appendix A – Proposed Development Layout



Prepared for : ELONBREATH PTY LTD

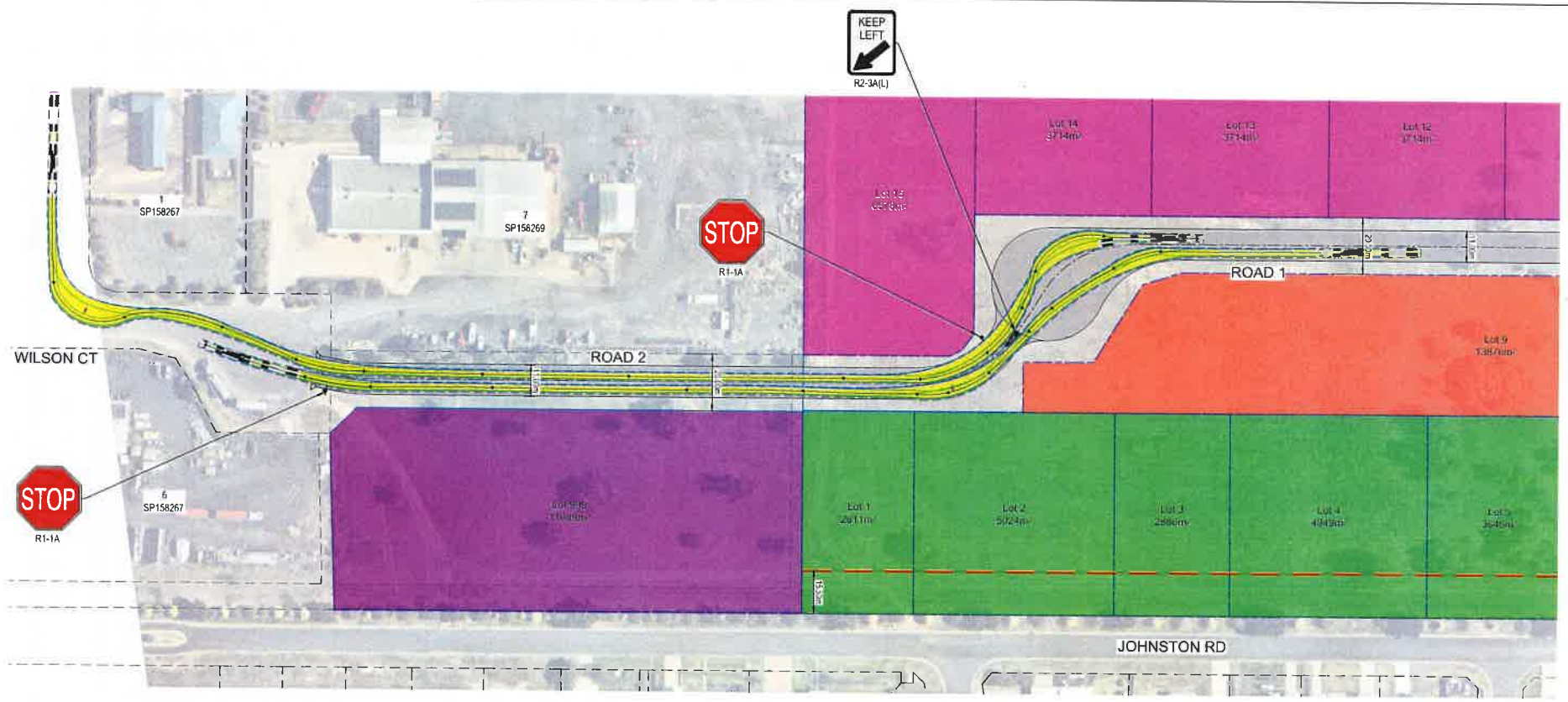
Designer : TIM EATON
Checked: JEREMY MOORING
Date : 14 09 2023

DEVELOPMENT LAYOUT PLAN
GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 1 1000 (FULL SIZE) (metres)

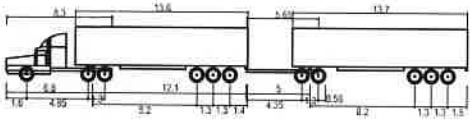
BE210552-SK01 Rev B

BURCHILLS ENGINEERING SOLUTIONS
Coole Burchills Engineering Pty Ltd
ABN 76 164 942 265



LEGEND

- PROPOSED ROAD CENTRELINE
- EXISTING LOT BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED STORMWATER & SEWER EASEMENT
- RESIDENTIAL LOTS
- COMMERCIAL / LIGHT INDUSTRY
- SERVICE STATION FOR TRUCKS
- FAST FOOD
- COMMERCIAL



A-Double (36.2m) (NOT TO SCALE)

OVERALL LENGTH	36.200m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.540m
TRACK WIDTH	2.500m
LOCK-TO-LOCK TIME	6.00s
CURB TO CURB TURNING RADIUS	15.000m

Prepared for : ELONBREATH PTY LTD

FUNCTIONAL LAYOUT PLAN
GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 10 0 5 10 15 20 25 30 35 (metres)
1 : 750 (FULL SIZE)

BE210552-SK04 Rev A

Designer : TIM EATON
Checked: JEREMY MOORING
Date : 14.09.2023

BURCHILLS ENGINEERING SOLUTIONS
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Coote Burchills Engineering Pty Ltd
ABN 76 166 942 265

Appendix B – Traffic Surveys

Queensland Government

Disclaimer:

AADT Site Profiles Report

Filters

17D-780m South of Leichhardt Hwy 26C | Both Directions | 2022

AADT 5069	Growth last Year 31.19% ▲	% of year with data 8%
Week day % of AADT 108.58%	Growth last 5 years 8.84% ▲	
Weekend day % of AADT 78.54%	Growth last 10 years 5.26% ▲	

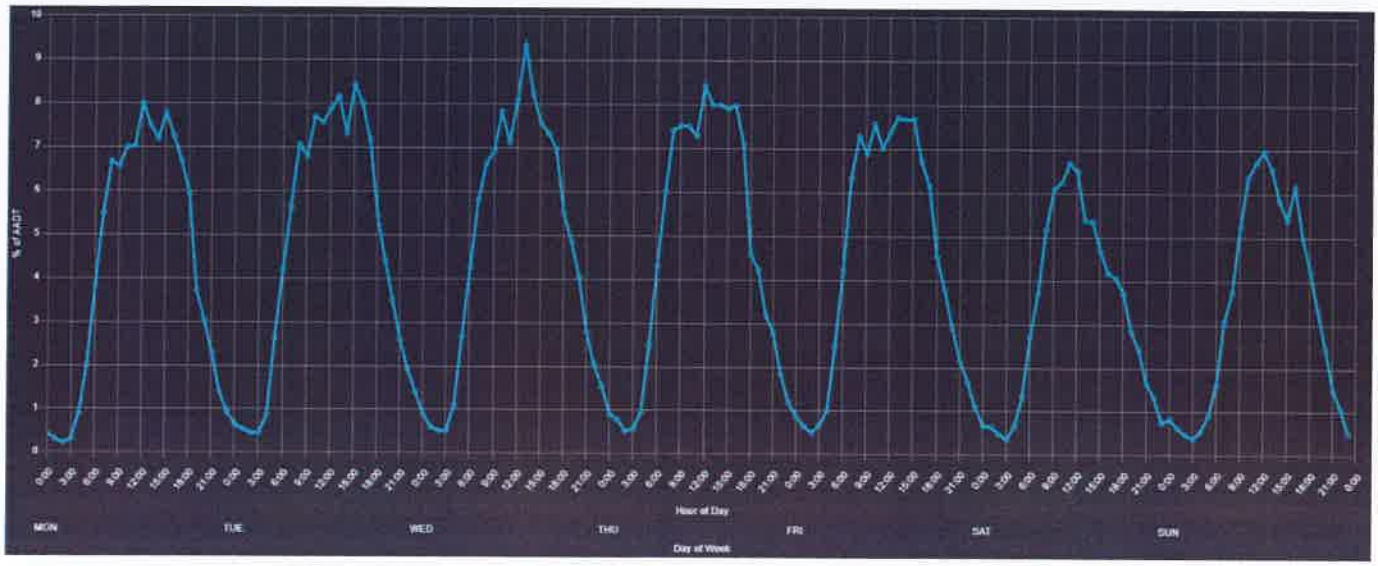
Annual Site Profile

Average Hourly Profile

Year: 2022

Road Section: 17D, CUNNINGHAM HIGHWAY (INGLEWOOD - GOONDIWINDI)

Site: 50574, 17D-780m South of Leichhardt Hwy 26C, 88.72



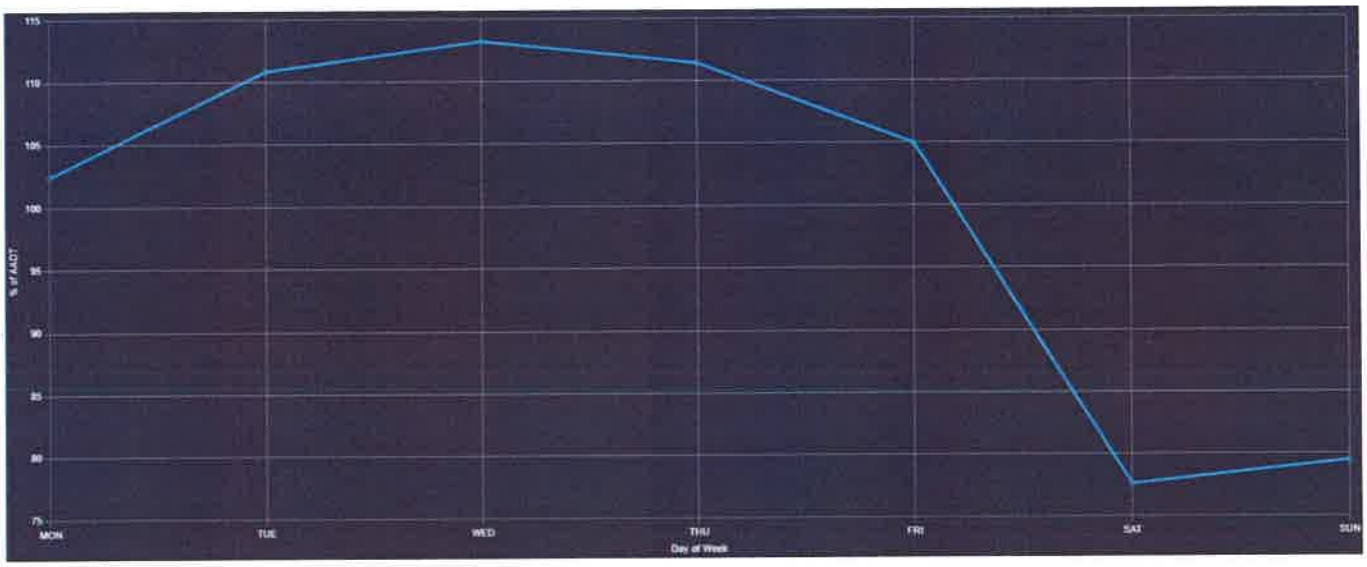
Annual Site Profile

Average Daily Profile

Year: 2022

Road Section: 17D, CUNNINGHAM HIGHWAY (INGLEWOOD - GOONDIWINDI)

Site: 50574, 17D-780m South of Leichhardt Hwy 26C, 88.72



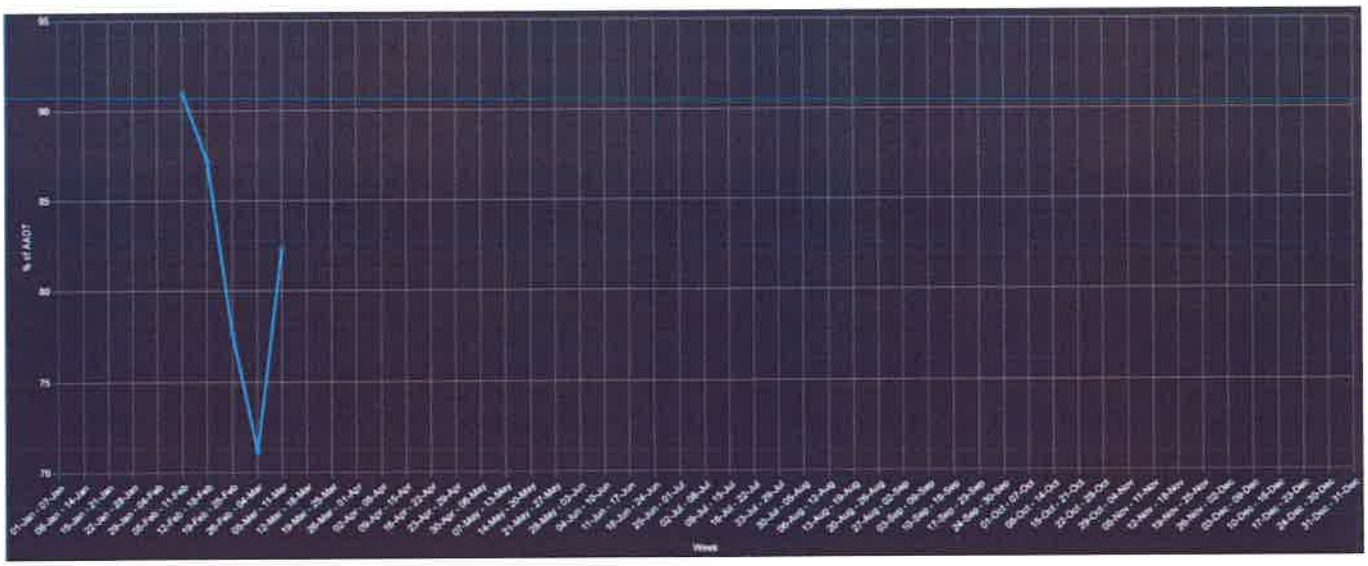
Annual Site Profile

Annual Weekly Profile

Year: 2022

Road Section: 17D, CUNNINGHAM HIGHWAY (INGLEWOOD - GOONDIWINDI)

Site: 50574, 17D-780m South of Leichhardt Hwy 26C, 88.72



Annual Site Profile

Data Availability

January, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

March, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

June, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

August, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

October, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

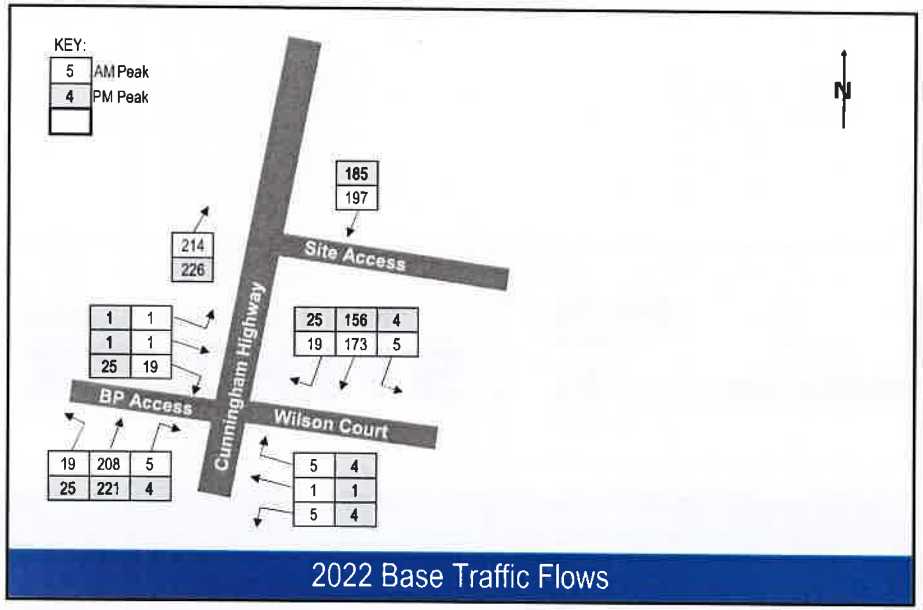
November, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

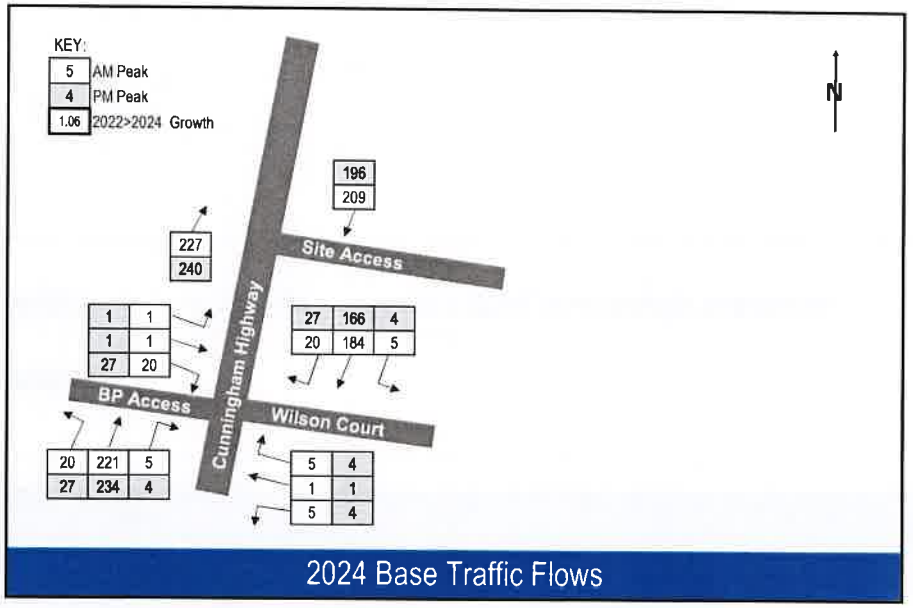
December, 2022

MON	TUE	WED	THU	FRI	SAT	SUN
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

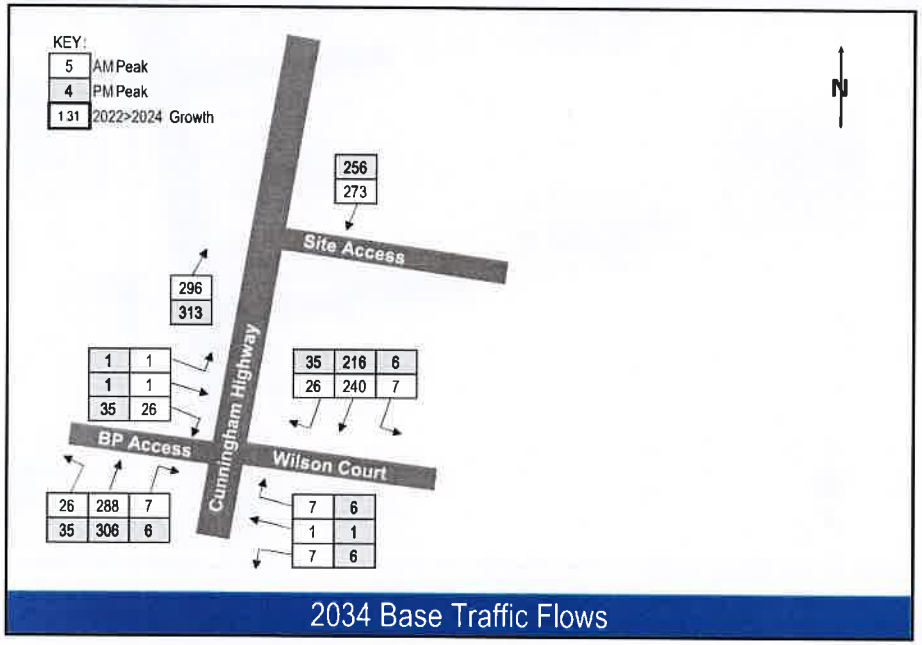
Appendix C – Traffic Flow Diagrams



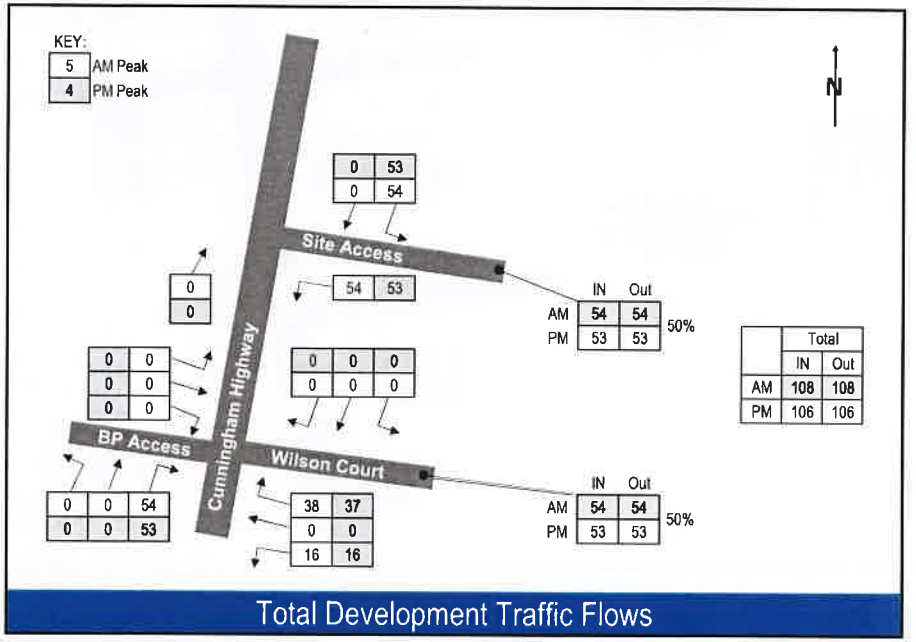
2022 Base Traffic Flows



2024 Base Traffic Flows



2034 Base Traffic Flows



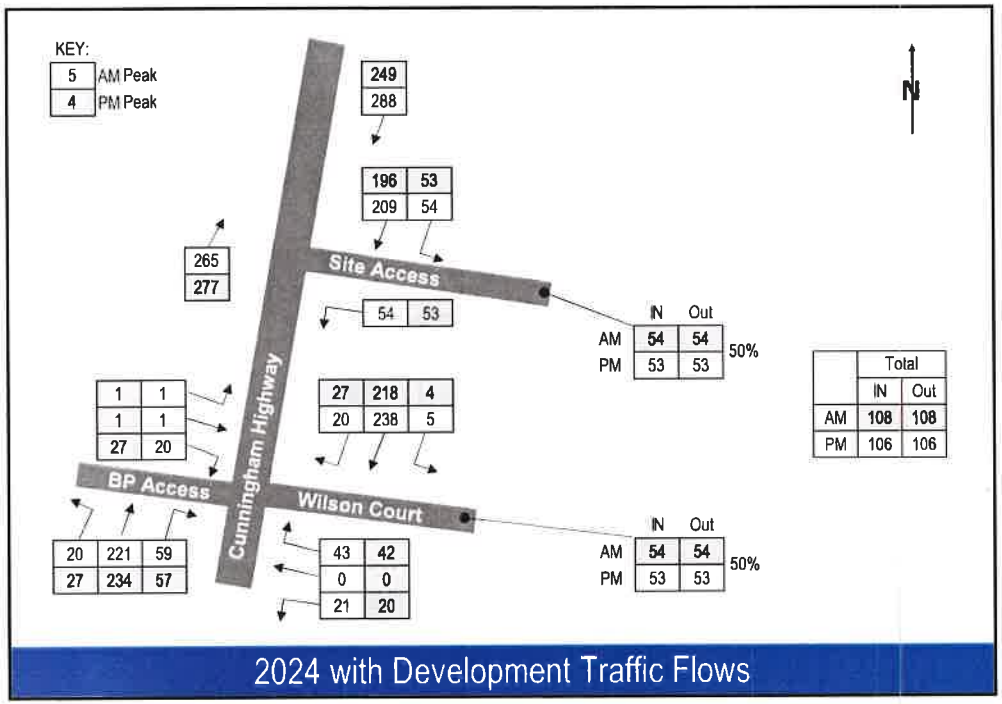
Total Development Traffic Flows

BURCHILLS ENGINEERING SOLUTIONS

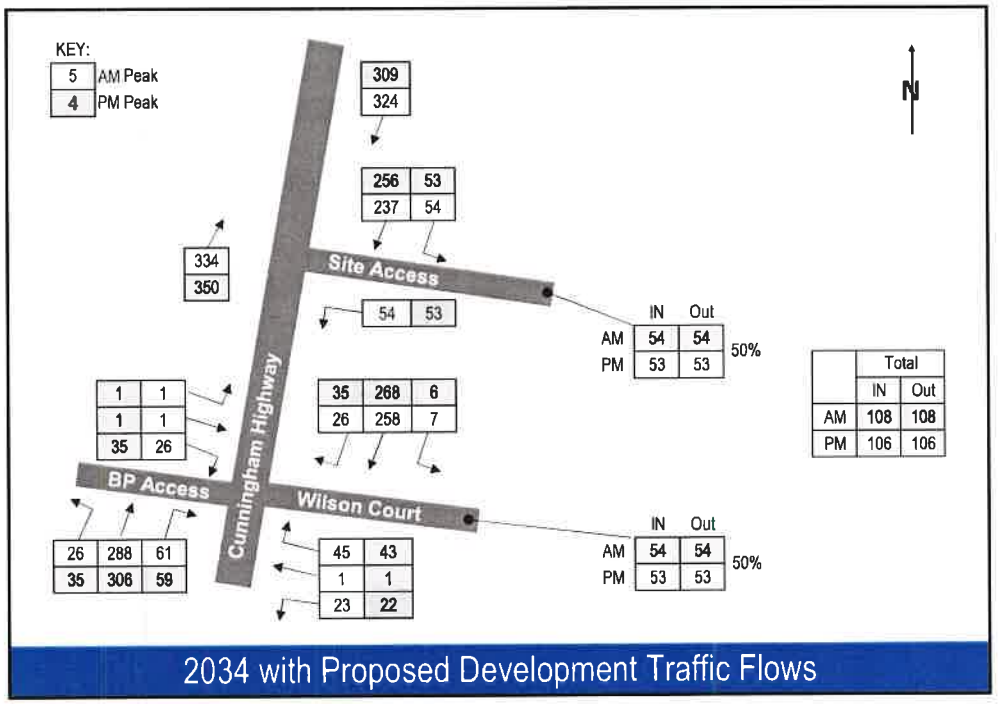
PLAN TITLE:

Figure 2 - Traffic Volumes Forecast

PROJECT NO:	REVISION	DATE:	AUTHOR:	PROJECT:
BE210552	C	15/09/2023	A. Kotnala	BE210552_Goondiwindi Subdivision



2024 with Development Traffic Flows



2034 with Proposed Development Traffic Flows

BURCHILLS
ENGINEERING SOLUTIONS

PLAN TITLE:

Figure 1 - Traffic Volumes Forecast

PROJECT NO:	REVISION	DATE:	AUTHOR:	PROJECT:
BE210552	C	15/09/2023	A. Kotnala	BE210552_Goondiwindi Subdivision

Appendix D – SIDRA Output

MOVEMENT SUMMARY

▽ Site: 101 [Wilson Court Access / Cunningham Highway 2024BG AM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	20	16.0	21	16.0	0.015	5.9	LOS A	0.1	0.5	0.09	0.51	0.09	48.5
11	T1	221	38.8	233	38.8	0.204	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
12	R2	5	20.0	5	20.0	0.005	8.7	LOS A	0.0	0.2	0.40	0.58	0.40	54.0
Approach		246	36.5	259	36.5	0.204	0.7	LOS A	0.1	0.5	0.02	0.05	0.02	77.0
East: Wilson Court Access														
1	L2	5	20.0	5	20.0	0.032	7.6	LOS A	0.1	1.0	0.56	0.71	0.56	42.6
5	T1	1	0.0	1	0.0	0.032	11.5	LOS B	0.1	1.0	0.56	0.71	0.56	18.0
3	R2	5	20.0	5	20.0	0.032	19.1	LOS C	0.1	1.0	0.56	0.71	0.56	43.2
Approach		11	18.2	12	18.2	0.032	13.2	LOS B	0.1	1.0	0.56	0.71	0.56	41.3
North: Cunningham Highway														
4	L2	5	20.0	5	20.0	0.004	7.7	LOS A	0.0	0.1	0.04	0.59	0.04	56.3
5	T1	196	38.8	206	38.8	0.184	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
9	R2	20	16.0	21	16.0	0.019	7.2	LOS A	0.1	0.7	0.42	0.58	0.42	46.6
Approach		221	36.3	233	36.3	0.184	0.9	LOS A	0.1	0.7	0.04	0.07	0.04	76.5
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.085	5.4	LOS A	0.3	2.5	0.70	0.85	0.70	39.3
11	T1	1	16.0	1	16.0	0.085	12.6	LOS B	0.3	2.5	0.70	0.85	0.70	23.8
12	R2	20	16.0	21	16.0	0.085	15.7	LOS C	0.3	2.5	0.70	0.85	0.70	39.8
Approach		22	16.0	23	16.0	0.085	15.1	LOS C	0.3	2.5	0.70	0.85	0.70	39.4
All Vehicles		500	35.1	526	35.1	0.204	1.7	NA	0.3	2.5	0.07	0.11	0.07	74.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Wilson Court Access / Cunningham Highway 2024BG PM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	27	16.0	28	16.0	0.020	5.9	LOS A	0.1	0.7	0.10	0.51	0.10	48.4
11	T1	234	41.5	246	41.5	0.220	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
12	R2	4	20.0	4	20.0	0.004	8.8	LOS A	0.0	0.2	0.42	0.58	0.42	53.9
Approach		265	38.6	279	38.6	0.220	0.8	LOS A	0.1	0.7	0.02	0.06	0.02	76.4
East: Wilson Court Access														
1	L2	4	20.0	4	20.0	0.028	7.7	LOS A	0.1	0.9	0.59	0.72	0.59	41.9
5	T1	1	0.0	1	0.0	0.028	12.3	LOS B	0.1	0.9	0.59	0.72	0.59	17.5
3	R2	4	20.0	4	20.0	0.028	20.9	LOS C	0.1	0.9	0.59	0.72	0.59	42.5
Approach		9	17.8	9	17.8	0.028	14.1	LOS B	0.1	0.9	0.59	0.72	0.59	40.2
North: Cunningham Highway														
4	L2	4	20.0	4	20.0	0.003	7.7	LOS A	0.0	0.1	0.04	0.59	0.04	56.4
5	T1	209	41.5	220	41.5	0.199	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
9	R2	27	16.0	28	16.0	0.026	7.2	LOS A	0.1	0.9	0.43	0.60	0.43	46.5
Approach		240	38.3	253	38.3	0.199	1.0	LOS A	0.1	0.9	0.05	0.08	0.05	75.9
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.125	5.6	LOS A	0.4	3.7	0.74	0.87	0.74	37.8
11	T1	1	16.0	1	16.0	0.125	14.2	LOS B	0.4	3.7	0.74	0.87	0.74	22.2
12	R2	27	16.0	28	16.0	0.125	17.7	LOS C	0.4	3.7	0.74	0.87	0.74	38.3
Approach		29	16.0	31	16.0	0.125	17.2	LOS C	0.4	3.7	0.74	0.87	0.74	37.9
All Vehicles		543	36.9	572	36.9	0.220	2.0	NA	0.4	3.7	0.08	0.12	0.08	73.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [Wilson Court Access / Cunningham Highway 2024WD AM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	20	16.0	21	16.0	0.015	5.9	LOS A	0.1	0.5	0.09	0.51	0.09	48.5
11	T1	221	38.8	233	38.8	0.205	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
12	R2	59	20.0	62	20.0	0.063	9.3	LOS A	0.3	2.5	0.46	0.67	0.46	53.7
Approach		300	33.6	316	33.6	0.205	2.3	LOS A	0.3	2.5	0.10	0.17	0.10	72.9
East: Wilson Court Access														
1	L2	21	20.0	22	20.0	0.289	10.0	LOS B	1.1	10.5	0.75	0.91	0.88	36.5
5	T1	1	0.0	1	0.0	0.289	16.6	LOS C	1.1	10.5	0.75	0.91	0.88	14.5
3	R2	43	20.0	45	20.0	0.289	28.5	LOS D	1.1	10.5	0.75	0.91	0.88	36.9
Approach		65	19.7	68	19.7	0.289	22.3	LOS C	1.1	10.5	0.75	0.91	0.88	36.5
North: Cunningham Highway														
4	L2	5	20.0	5	20.0	0.004	8.0	LOS A	0.0	0.2	0.17	0.55	0.17	55.5
5	T1	238	38.8	251	38.8	0.223	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
9	R2	20	16.0	21	16.0	0.019	7.2	LOS A	0.1	0.7	0.42	0.58	0.42	46.6
Approach		263	36.7	277	36.7	0.223	0.8	LOS A	0.1	0.7	0.04	0.05	0.04	77.0
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.115	5.4	LOS A	0.4	3.3	0.78	0.89	0.78	35.6
11	T1	1	16.0	1	16.0	0.115	16.2	LOS C	0.4	3.3	0.78	0.89	0.78	20.0
12	R2	20	16.0	21	16.0	0.115	21.4	LOS C	0.4	3.3	0.78	0.89	0.78	36.0
Approach		22	16.0	23	16.0	0.115	20.5	LOS C	0.4	3.3	0.78	0.89	0.78	35.6
All Vehicles		650	32.8	684	32.8	0.289	4.3	NA	1.1	10.5	0.16	0.22	0.17	68.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [Wilson Court Access / Cunningham Highway 2024WD PM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	27	16.0	28	16.0	0.020	5.9	LOS A	0.1	0.7	0.10	0.51	0.10	48.4
11	T1	234	41.5	246	41.5	0.222	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
12	R2	57	20.0	60	20.0	0.058	9.1	LOS A	0.3	2.4	0.44	0.65	0.44	53.8
Approach		318	35.5	335	35.5	0.222	2.2	LOS A	0.3	2.4	0.09	0.16	0.09	72.8
East: Wilson Court Access														
1	L2	20	20.0	21	20.0	0.279	9.6	LOS A	1.1	10.0	0.74	0.90	0.85	36.7
5	T1	1	0.0	1	0.0	0.279	16.4	LOS C	1.1	10.0	0.74	0.90	0.85	14.5
3	R2	42	20.0	44	20.0	0.279	28.1	LOS D	1.1	10.0	0.74	0.90	0.85	37.1
Approach		63	19.7	66	19.7	0.279	22.0	LOS C	1.1	10.0	0.74	0.90	0.85	36.7
North: Cunningham Highway														
4	L2	4	20.0	4	20.0	0.003	8.0	LOS A	0.0	0.1	0.17	0.55	0.17	55.6
5	T1	218	41.5	229	41.5	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
9	R2	27	16.0	28	16.0	0.026	7.3	LOS A	0.1	0.9	0.44	0.60	0.44	46.5
Approach		249	38.4	262	38.4	0.208	1.0	LOS A	0.1	0.9	0.05	0.07	0.05	76.0
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.153	5.6	LOS A	0.5	4.4	0.79	0.90	0.79	35.2
11	T1	1	16.0	1	16.0	0.153	16.5	LOS C	0.5	4.4	0.79	0.90	0.79	19.7
12	R2	27	16.0	28	16.0	0.153	21.8	LOS C	0.5	4.4	0.79	0.90	0.79	35.7
Approach		29	16.0	31	16.0	0.153	21.0	LOS C	0.5	4.4	0.79	0.90	0.79	35.3
All Vehicles		659	34.2	694	34.2	0.279	4.5	NA	1.1	10.0	0.17	0.23	0.18	67.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Wilson Court Access / Cunningham Highway 2034BG AM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	26	16.0	27	16.0	0.019	5.9	LOS A	0.1	0.7	0.10	0.51	0.10	48.4
11	T1	288	41.5	303	41.5	0.270	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
12	R2	7	20.0	7	20.0	0.008	9.3	LOS A	0.0	0.3	0.47	0.61	0.47	53.6
Approach		321	39.0	338	39.0	0.270	0.8	LOS A	0.1	0.7	0.02	0.05	0.02	76.8
East: Wilson Court Access														
1	L2	7	20.0	7	20.0	0.067	8.4	LOS A	0.2	2.0	0.70	0.81	0.70	38.3
5	T1	1	20.0	1	20.0	0.067	23.7	LOS C	0.2	2.0	0.70	0.81	0.70	15.3
3	R2	7	20.0	7	20.0	0.067	29.6	LOS D	0.2	2.0	0.70	0.81	0.70	38.8
Approach		15	20.0	16	20.0	0.067	19.3	LOS C	0.2	2.0	0.70	0.81	0.70	37.4
North: Cunningham Highway														
4	L2	7	20.0	7	20.0	0.005	7.7	LOS A	0.0	0.2	0.05	0.58	0.05	56.3
5	T1	256	41.5	269	41.5	0.244	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	26	16.0	27	16.0	0.028	7.8	LOS A	0.1	1.0	0.49	0.63	0.49	46.3
Approach		289	38.7	304	38.7	0.244	1.0	LOS A	0.1	1.0	0.05	0.07	0.05	76.3
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.172	6.4	LOS A	0.6	4.9	0.83	0.92	0.84	33.3
11	T1	1	16.0	1	16.0	0.172	19.7	LOS C	0.6	4.9	0.83	0.92	0.84	17.9
12	R2	26	16.0	27	16.0	0.172	25.3	LOS D	0.6	4.9	0.83	0.92	0.84	33.6
Approach		28	16.0	29	16.0	0.172	24.4	LOS C	0.6	4.9	0.83	0.92	0.84	33.3
All Vehicles		653	37.4	687	37.4	0.270	2.3	NA	0.6	4.9	0.08	0.12	0.08	73.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [Wilson Court Access / Cunningham Highway 2034BG PM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	35	16.0	37	16.0	0.026	5.9	LOS A	0.1	0.9	0.12	0.51	0.12	48.3
11	T1	306	41.5	322	41.5	0.287	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
12	R2	6	20.0	6	20.0	0.007	9.5	LOS A	0.0	0.3	0.48	0.62	0.48	53.5
Approach		347	38.6	365	38.6	0.287	0.8	LOS A	0.1	0.9	0.02	0.06	0.02	76.3
East: Wilson Court Access														
1	L2	6	20.0	6	20.0	0.064	8.6	LOS A	0.2	1.9	0.73	0.82	0.73	37.3
5	T1	1	0.0	1	0.0	0.064	17.5	LOS C	0.2	1.9	0.73	0.82	0.73	14.9
3	R2	6	20.0	6	20.0	0.064	33.6	LOS D	0.2	1.9	0.73	0.82	0.73	37.8
Approach		13	18.5	14	18.5	0.064	20.8	LOS C	0.2	1.9	0.73	0.82	0.73	36.3
North: Cunningham Highway														
4	L2	6	20.0	6	20.0	0.005	7.7	LOS A	0.0	0.2	0.05	0.58	0.05	56.3
5	T1	273	41.5	287	41.5	0.262	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	35	13.0	37	13.0	0.038	7.9	LOS A	0.2	1.3	0.50	0.65	0.50	46.1
Approach		314	37.9	331	37.9	0.262	1.1	LOS A	0.2	1.3	0.06	0.08	0.06	75.7
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.266	9.1	LOS A	0.9	8.0	0.87	0.97	0.98	29.9
11	T1	1	16.0	1	16.0	0.266	25.4	LOS D	0.9	8.0	0.87	0.97	0.98	15.2
12	R2	35	16.0	37	16.0	0.266	32.1	LOS D	0.9	8.0	0.87	0.97	0.98	30.2
Approach		37	16.0	39	16.0	0.266	31.3	LOS D	0.9	8.0	0.87	0.97	0.98	29.9
All Vehicles		711	36.7	748	36.7	0.287	2.9	NA	0.9	8.0	0.09	0.13	0.10	71.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Wilson Court Access / Cunningham Highway 2034WD AM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	26	16.0	26	16.0	0.018	5.9	LOS A	0.1	0.6	0.10	0.51	0.10	48.5
11	T1	288	41.5	288	41.5	0.259	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
12	R2	61	20.0	61	20.0	0.063	9.3	LOS A	0.3	2.5	0.47	0.67	0.47	53.6
Approach		375	36.2	375	36.2	0.259	2.0	LOS A	0.3	2.5	0.08	0.14	0.08	73.6
East: Wilson Court Access														
1	L2	23	20.0	23	20.0	0.358	12.2	LOS B	1.4	13.2	0.80	0.97	1.01	33.2
5	T1	1	0.0	1	0.0	0.358	21.3	LOS C	1.4	13.2	0.80	0.97	1.01	12.7
3	R2	45	20.0	45	20.0	0.358	37.1	LOS E	1.4	13.2	0.80	0.97	1.01	33.6
Approach		69	19.7	69	19.7	0.358	28.6	LOS D	1.4	13.2	0.80	0.97	1.01	33.2
North: Cunningham Highway														
4	L2	7	20.0	7	20.0	0.006	8.0	LOS A	0.0	0.2	0.17	0.56	0.17	55.5
5	T1	258	41.5	258	41.5	0.233	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	26	16.0	26	16.0	0.026	7.6	LOS A	0.1	0.9	0.48	0.62	0.48	46.3
Approach		291	38.7	291	38.7	0.233	0.9	LOS A	0.1	0.9	0.05	0.07	0.05	76.4
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.177	6.4	LOS A	0.6	5.0	0.84	0.93	0.86	32.2
11	T1	1	16.0	1	16.0	0.177	20.6	LOS C	0.6	5.0	0.84	0.93	0.86	17.0
12	R2	26	16.0	26	16.0	0.177	27.5	LOS D	0.6	5.0	0.84	0.93	0.86	32.5
Approach		28	16.0	28	16.0	0.177	26.5	LOS D	0.6	5.0	0.84	0.93	0.86	32.2
All Vehicles		763	34.9	763	34.9	0.358	4.9	NA	1.4	13.2	0.16	0.22	0.18	67.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [Wilson Court Access / Cunningham Highway 2034WD PM Peak (Site Folder: General)]

Wilson Court Access and Cunningham Highway
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cunningham Highway														
1	L2	35	16.0	35	16.0	0.025	5.9	LOS A	0.1	0.9	0.12	0.51	0.12	48.3
11	T1	306	41.5	306	41.5	0.275	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
12	R2	59	20.0	59	20.0	0.062	9.4	LOS A	0.3	2.5	0.48	0.68	0.48	53.5
Approach		400	36.1	400	36.1	0.275	2.0	LOS A	0.3	2.5	0.08	0.14	0.08	73.4
East: Wilson Court Access														
1	L2	22	20.0	22	20.0	0.382	13.5	LOS B	1.5	14.1	0.82	0.99	1.07	31.6
5	T1	1	0.0	1	0.0	0.382	24.0	LOS C	1.5	14.1	0.82	0.99	1.07	11.9
3	R2	43	20.0	43	20.0	0.382	42.0	LOS E	1.5	14.1	0.82	0.99	1.07	31.9
Approach		66	19.7	66	19.7	0.382	32.3	LOS D	1.5	14.1	0.82	0.99	1.07	31.6
North: Cunningham Highway														
4	L2	6	20.0	6	20.0	0.005	8.0	LOS A	0.0	0.2	0.17	0.56	0.17	55.6
5	T1	268	41.5	268	41.5	0.244	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	35	16.0	35	16.0	0.036	7.8	LOS A	0.1	1.3	0.49	0.64	0.49	46.2
Approach		309	38.2	309	38.2	0.244	1.1	LOS A	0.1	1.3	0.06	0.08	0.06	75.7
West: BP Truckstop Access														
10	L2	1	16.0	1	16.0	0.266	9.0	LOS A	0.9	7.8	0.87	0.97	0.98	29.3
11	T1	1	0.0	1	0.0	0.266	19.7	LOS C	0.9	7.8	0.87	0.97	0.98	15.0
12	R2	35	16.0	35	16.0	0.266	33.8	LOS D	0.9	7.8	0.87	0.97	0.98	29.6
Approach		37	15.6	37	15.6	0.266	32.7	LOS D	0.9	7.8	0.87	0.97	0.98	29.3
All Vehicles		812	34.6	812	34.6	0.382	5.5	NA	1.5	14.1	0.17	0.23	0.19	66.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

BURCHILLS
ENGINEERING SOLUTIONS

18 Cunningham Highway, Goondiwindi

Civil Engineering Report

Client: FKG Group Pty Ltd
Project No: BE210552
Document No: BE210552-RP-CER-01

June 2022

GOONDIWINDI REGIONAL COUNCIL
Approved Plan referred to in Council's Decision Notice
Council Reference: 22/18
Dated: 31/01/23
Signed: RM McM
Print Name: Ronnie McMahon
(Under Delegation) ASSESSMENT MANAGER

Document Control Record

Prepared by:	Elly Ricketts
Position:	Undergraduate Civil Engineer
Signed:	
Date:	2/06/2022

Approved by:	Rod Barry
Position:	Principal Engineer
Signed:	
Date:	2/06/2022

Version No.	Description	Date	Prepared	Approved
00	Original Issue	25/05/2022	ER	RB
01	Revision 1	2/06/2022	ER	RB

Recipients are responsible for eliminating all superseded documents in their possession

Coote Burchills Engineering Pty Ltd ACN: 166 942 365

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Appendices

1. Introduction

FKG Group has engaged Burchills Engineering Solutions to prepare a Servicing Report to be considered as part of a Development Application for a 1 into 15 Lot Reconfiguration over 18 Cunningham Highway, Goondiwindi, properly described as Lot 9 on SP158267.

This report determined that the site is suitable for the proposed development, in relation to matters concerning civil engineering design parameters and site constraints. The development can be undertaken in accordance with the current Goondiwindi Regional Council guidelines, Department of Energy and Water Supply's Planning Guidelines for Water Supply and Sewerage and best management practices.

1.1 Scope of Report

This report describes the existing physical conditions of the site, and suitability for the proposed development with particular respect to:

- Project Identification;
- Proposed Development;
- Site Earthworks;
- Roadworks, Access and Traffic;
- Stormwater Drainage;
- Water Supply;
- Sewer Reticulation; and
- Electricity and Telecommunications Supply.

This report represents an assessment of the facts and circumstances pertaining to these matters, as they are known to the writer at the time of preparation.

2. Project Identification

2.1 Real Property Description

The subject site is located at 18 Cunningham Highway, Goondiwindi, and is properly described as Lot 9 on SP158267. The site is rectangular in shape and occupies an area of approximately 9.4 hectares.

The site to be developed is shown on the Site Layout Plan prepared by Burchills Engineering Solutions is included within Appendix A of this report. The location of the subject site is shown on Figure 2.1 below.

Figure 2.1 Site Locality Plan

2.2 Physical Description

Currently, the subject site is vacant with sparse vegetation and light grass cover. The site is relatively flat, grading uniformly at less than 1% to the north-east. There is an existing drain within the site that runs adjacent to the eastern boundary. The highest point within the site is in the south-western extents at RL 218.6m AHD, and the lowest point is within the drainage channel at approximately 215.5m AHD. The site is bounded by the following existing land uses:

North:	Open parkland;
South:	Existing industrial development and vacant lot;
East:	Johnston Road; and
West:	Cunningham Highway..

3. Proposed Development

The proposal seeks to reconfigure the subject site, into a total of fifteen (15) allotments. The development will provide seven residential lots, seven commercial lots and one service station. The subdivision also allows for the construction of a new internal road with access gained from Cunningham Highway. Residential lots will be accessed via Johnston Rd.

Figure 3.1 below shows the proposed development layout. For further details regarding the proposed layout, please refer to the complete site layout plan attached within Appendix A.

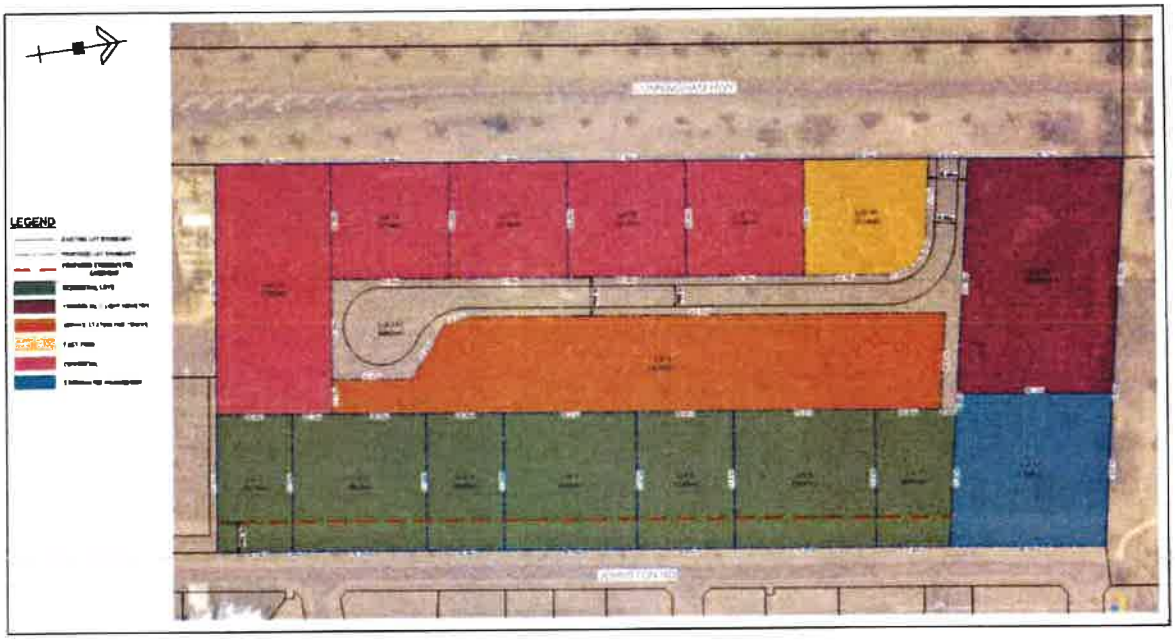


Figure 3.1 Proposed Site Layout

Based on the Water Services Association of Australia – WSA 02-2014 Gravity Sewerage Code of Australia, Part 1: Planning and Design, the Equivalent Population (EP) for the proposed development is shown in Table 3.1.

Table 3.1 Development Summary

Use	Unit	Total Units	EP's/Unit	Total EP
Residential	Lot	7	3.5	25
Local Commercial	Gross hectare	5.7	75	428
Total	-	-	-	**453**

4. Site Earthworks

It is anticipated that earthworks associated with the proposed development will be kept to a minimum with general cutting and filling associated with road construction, trenching of services and minor alterations to levels to allow for level building pads.

4.1 Sediment and Erosion Control

The best management practices will be implemented according to the IECA Best Practice Erosion and Sediment Control (2008) guidelines.

The following is a procedure of water quality controls to be implemented for the construction stage of the development.

4.1.1 Phase 1 – Stripping and Bulk Earthworks

- Identify and mark all trees to be retained and erect exclusions zones, if required.
- Prior to any demolition, stripping or bulk earthworks on site, sediment fences, inlet traps, gully protection and entry/exit pad shall be put in place.
- A wash-down area and entry/exit pad will be provided at the construction site entrance to minimise the amount of sediment being tracked off the site.
- The wash down area will be drained to a suitable sediment capture device installed downstream of the construction entry.
- Sediment fences are to be installed along the downstream property boundaries prior to stripping and earthworks commencing.
- Construct an appropriately sized sediment basin for the development.
- If refuelling of machinery is to occur on site, appropriate absorbent products for cleaning oil spills will be provided.
- Provide bins on site for the disposal of waste and building debris.
- All fresh water upstream of disturbed areas and stockpiles is to be diverted around the disturbed area to minimise the amount of sediment mobilization.
- If it is anticipated that stockpiled material will not be used for a period of two weeks or more, a polythene cover (or equivalent) shall be used to prevent sediment transport by rain during wet periods. Conversely during dry spells a cover shall be used to prevent fine sediments becoming airborne.
- The contractor shall provide on-going maintenance of sediment and erosion control devices around the site.
- The contractor is to stage all works so that disturbed areas remain exposed for a short a period as practicable.

Measures to minimise airborne pollutants during construction in the form of dust during dry and/or windy weather shall include the following:

- Exposed soils shall be kept damp to prevent particulates becoming airborne; and
- Stockpiles exposed for more than two weeks shall be covered to prevent wind erosion.

4.1.2 Phase 2 – Infrastructure, Building and Roadworks

- The site stormwater pipes and pits shall be installed with drop inlets provided to all pits.
- Provide sediment fences, sandbags or fine mesh cover to all gully pits.
- Monitoring of new stormwater pipes and infrastructure (including the storm water quality improvement devices) to ensure they are free of sediment and debris.
- Maintain shake down and wash down area at entry/exit.
- All disturbed areas are to be surfaced or landscaped/grassed (maintained to minimum 70% ground cover) as soon as practicable after completion of localized works.

4.1.3 Phase 3 – Finishing Works and Defects Liability Period

All erosion and sediment control measures, including sediment fences and inlet traps shall be maintained until completion of surface finishes including landscaping and turfing:

- Maintain sediment fences.
- Tend to landscaped areas to maintain ground cover.

5. Roadworks, Access and Traffic

Access to the proposed commercial lots will be gained via Cunningham Highway. The internal road network will generally have a 20m wide road reserve and a 11m wide pavement width (kerb to kerb). Access driveways are proposed to service residential Lots 1-7 from Johnston Road which is an existing residential access street. Design and grading of the new road will be in accordance with the Goondiwindi Regional Council Development Guidelines.

An assessment of the impact of the proposed development on the external road network has been conducted and is included within the Traffic Impact Assessment prepared by Burchills Engineering Solutions (BE210552-RP-TIA-00).

Based on this study, the following conclusions have been drawn:

- The development will have access to the wider road network via Cunningham Highway. The layout of the subdivision as proposed is included in Appendix A and ultimately comprises 15 lots varying in uses and sizes. (with the residential lots accessing directly to Johnston Road)
- Existing roads within the local network have sufficient capacity to accommodate the subdivision;
- The proposed internal road network and residential driveways are consistent with Queensland Streets for commercial and residential access respectively. The internal road network caters for B-double movements and occasional A-double access; and
- The traffic impact assessment found that the proposed development will not create any adverse impacts on the surrounding road network.

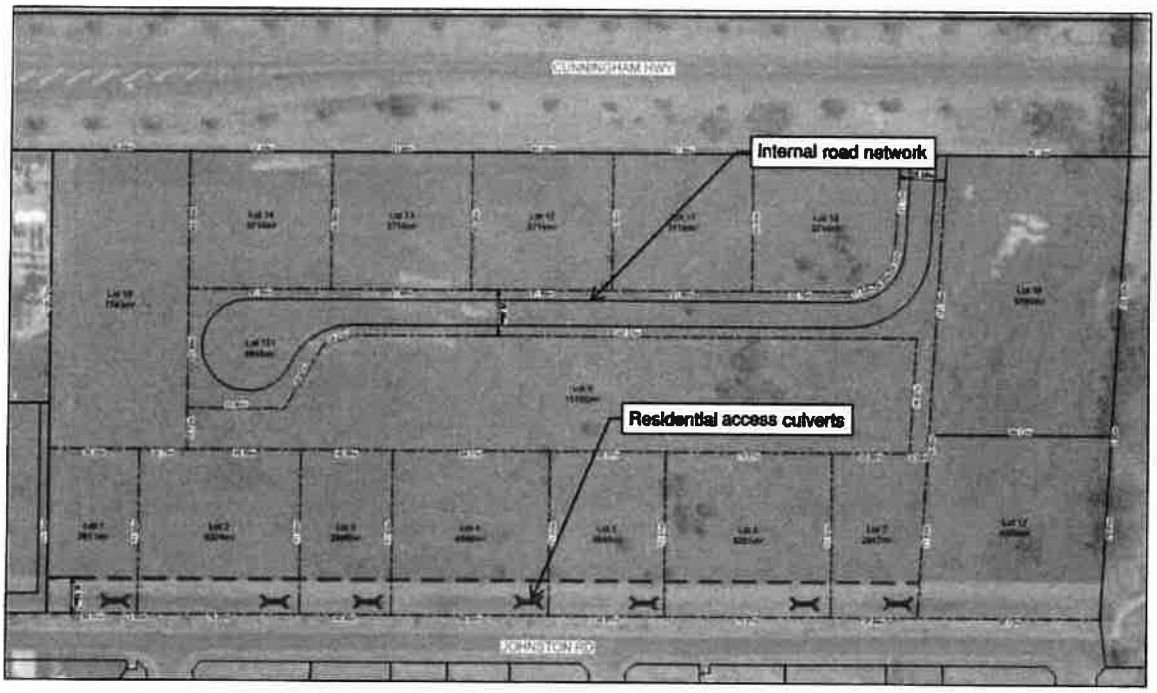


Figure 5.1 Proposed Access

6. Stormwater Drainage

All necessary stormwater drainage infrastructure can be provided to satisfy site constraints. The access road will collect stormwater runoff and convey it to inlet pits within the kerbs. These pits will be connected through a series of stormwater drain lines, discharging to the proposed detention basin. The stormwater detention system will require approximately 2,530 m^3.

A Conceptual Stormwater Management Plan, BE210552-RP-CSMP-00, has been prepared by Burchills Engineering Solutions. This CSMP confirms that water quality controls are not required of the development to manage runoff from the subject site in its developed state.

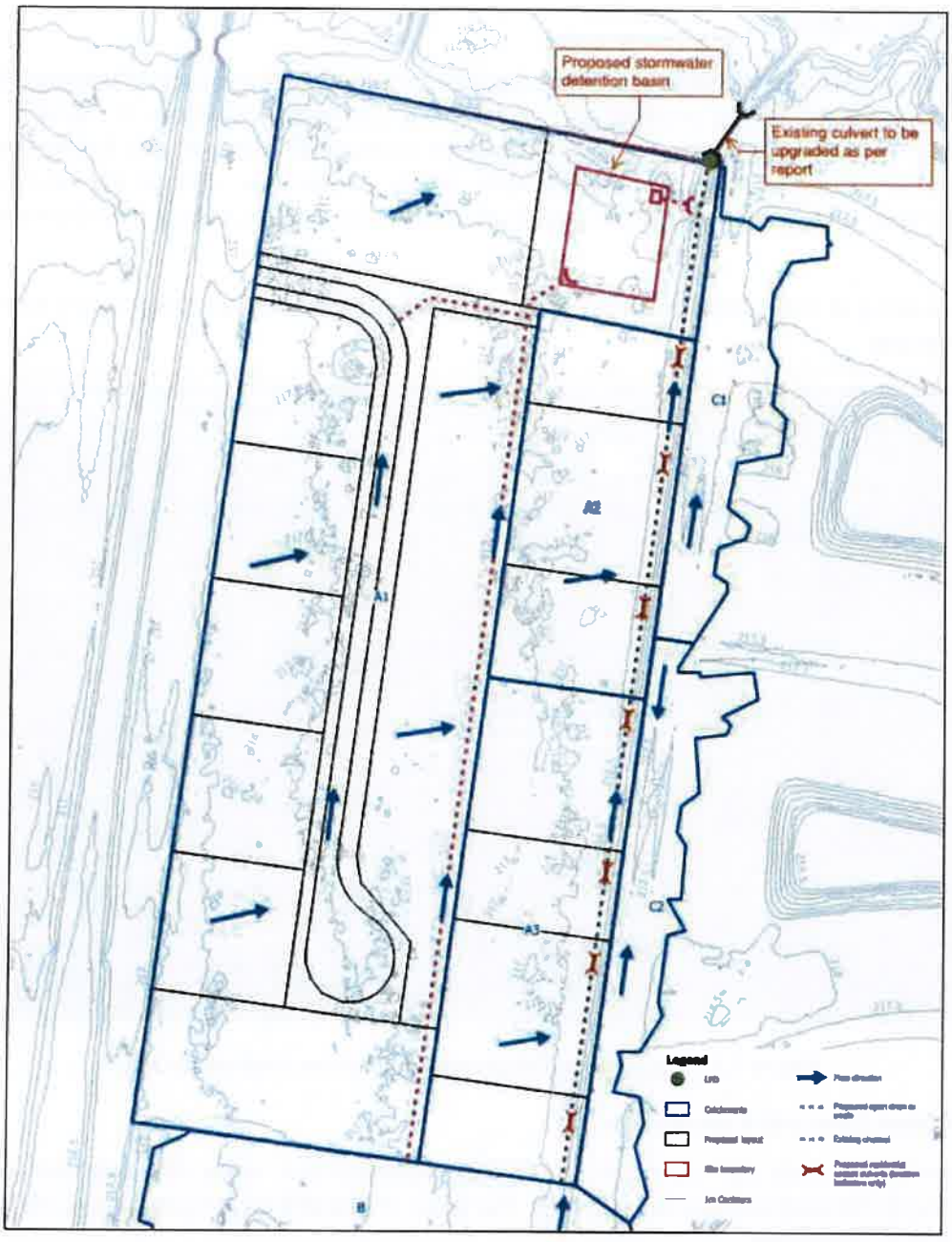


Figure 6.1 Post-Development Drainage Schematic

7. Water Supply

There is an existing 150mm diameter water main that runs on the eastern side of Johnston Rd. It is proposed that Lots 1-7 be serviced via connection to this main, as shown in Figure 7.1. It is anticipated that a potable water main exists along the Cunningham Highway and that the proposed western, commercial lots will gain potable water supply via this main. Should this not be readily available then a connection through proposed Lot 8 (in an easement) is proposed as shown in Figure 7.1.

Detailed sizing of mains and internal layout for water reticulation will be provided during the detailed design phase.

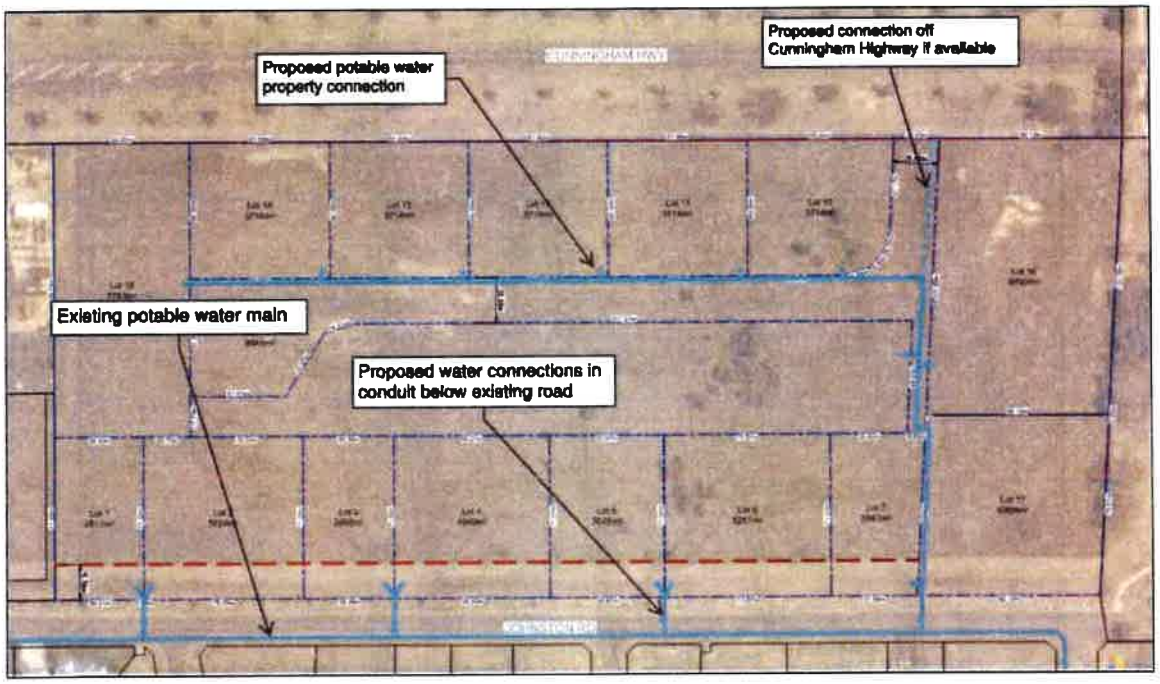


Figure 7.1 Proposed Potable Water Connections (Indicative Only)

7.1 Water Demand Calculation

To determine suitable pipe sizing for the proposed development, water demands are calculated according to the intended new development. The water criteria and design parameters are based on the following references:

- Department of Energy and Water Supply – Planning Guidelines for Water Supply and Sewerage (April 2010); and
- Water Services Association of Australia – WSA 03-2013 Water Supply Code of Australia, Part 1: Planning and Design.

The service mains internal of each building will be designed and constructed in accordance with AS/NZS 3500.1:2003 Plumbing and Drainage – Water services (Standards Australia, 2003).

The water flow parameters shown in Table 7.1, 7.2 and 7.3 required to meet Council's Standards of Service and have been based on Single Supply (Drinking Water Only) Network parameters shown in DEWS Planning Guidelines for Water Supply and Sewerage and WSA03-2013.

Table 7.1 Potable Water Supply Demand and Peaking Factor

Property Type	Average Day Demand L/EP/day	Non-Revenue L/EP/day	Peaking Factors		
			MDMM	PD	PH
Residential and Commercial	1162	20	1.4	1.5	3.6

Notes:

MDMM	Mean Day Maximum Month Demand
PD	Peak Day Demand
AD	Average Day Demand
PH	Peak Hour Demand

Table 7.2 Potable Water Pressure Parameters

Item	Pressure Parameter
Minimum Service Pressure	Target 20 metres head
Maximum Service Pressure	Target 50 metres head Max. 60 metres head

Table 7.3 Fire Fighting Parameters

Item	Pressure Parameter
Minimum Residential Mains Pressure (Emergency Fire operating conditions)	12 metres at the main 6 metres elsewhere
Fire Flow Urban Residential	15 L/s for a duration of 2 hrs
Fire Flow Commercial	30 L/s for a duration of 4 hrs
Background Demand	2/3 x Peak Hour demand (not less than Average Day Demand)

The calculated water supply demand for the proposed development is shown in Table 7.4.

Table 7.4 Water Supply Demand Calculations

Use	EP	AD Flow (L/EP/Day)	Non-Revenue (L/EP/Day)	AD (kL/day)	PH (L/s)
Residential **and Commercial**	453	229	20	526.3	22.04

Calculations of maximum peak demand and demand multiplier for the residential aspect of the development are based on an allowance of 1162 L/EP/day and a peak hour factor of 3.6 while applying the Non-Revenue flows of 20 L/EP/day, as follows:

Maximum Peak Demand = PHF x Demand Rate x EP's + NR

= 3.6 x 1162 x 453 + (20 x 1162)

= 1,903,894 L/day

= 22.04 L/s

Demand Multiplier = Maximum Demand / EP's

= 0.049 L/sec/EP

8. Sewer Reticulation

There is an existing sewer pump station fronting the proposed Lot 7 on the eastern side of Johnston Rd. It is anticipated that the proposed development will convey wastewater to this existing pump station as per Figure 8.1. A detailed assessment of the pump station capacity has not been conducted.

Detailed sizing of mains and internal layout for sewer reticulation will be provided during the detailed design phase.

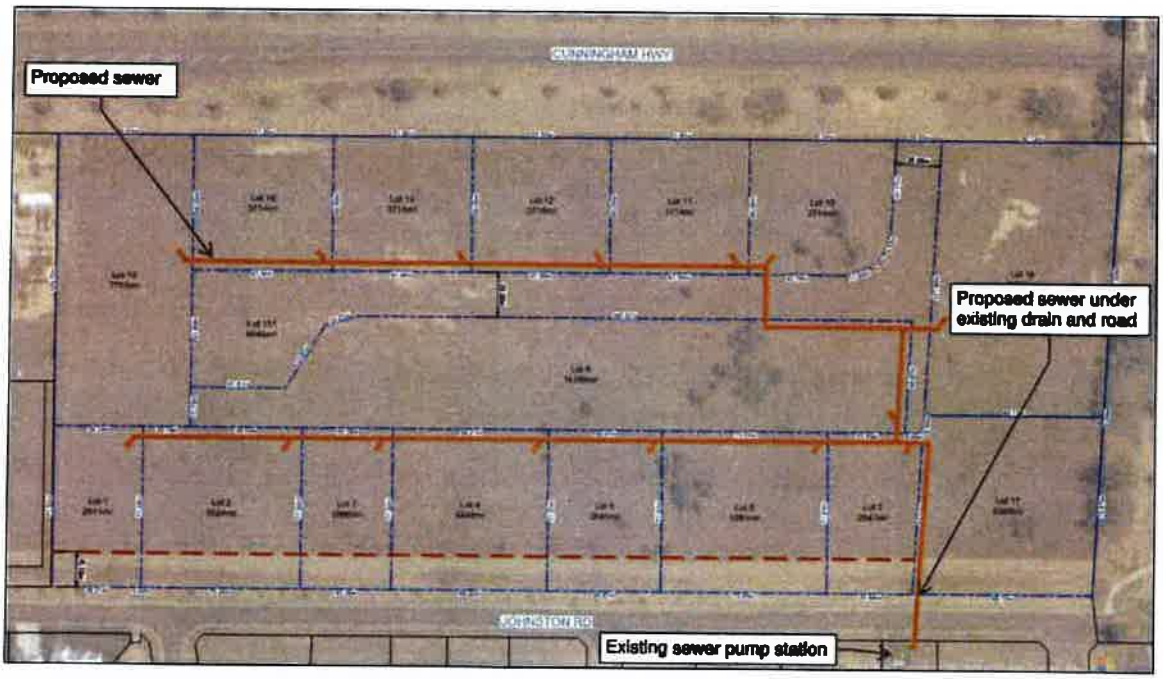


Figure 8.1 Proposed Sewer Reticulation (Indicative Only)

8.1 Sewer Demand Calculation

The sewer criteria and design parameters are based on the following references:

- Department of Energy and Water Supply – Planning Guidelines for Water Supply and Sewerage (April 2010); and
- Water Services Association of Australia – WSA 02-2014 Sewerage Code of Australia, Part 1: Planning and Design.

The sewer flow generation, pipe design parameters, minimum sewer pipe grades and maximum capacity are shown below in Table 8.1, 8.2 and 8.3. The following parameters are based on a Reduced Infiltration Gravity System (RIGS):

Table 8.1 Sewer Flow Generation Parameters

Flow	Parameter
Average Dry Weather Flow (ADWF)	180 L/EP/d
Peak Dry Weather Flow (PDWF)	C_2 x ADWF where $C_2 = 4.7 \times (EP)^{-0.105}$
Peak Wet Weather Flow (PWWF)	The larger of 5 x ADWF and C_1 x ADWF where $C_1 = 15 \times EP^{-0.1587} > 3.5$

Table 8.2 Pipe Design Parameters

Flow	Parameter
Mannings 'n'	0.013
Minimum velocity @ PDWF +GWI	0.7 m/s
Depth of Flow @ PWWF	Up to 0.75d

Table 8.3 Minimum Pipe Capacity – New Sewers Flowing ¾ Full

Pipe Size (mm)	Min Pipe Grade (1 in x)	Capacity (L/s)
150	180	10.4
225	300	23.6
300	400	44.1
525	750	143.0
1200	2400	796.1

The total development yield has been taken into account, not just the increase in equivalent persons on the subject site. The calculated sewer demand generation for the proposed development is shown in Table 8.4.

Table 8.4 Sewer Demand Calculation

	EP	ADWF Rate	ADWF (L/d)	ADWF (L/s)	PWWF (L/d)	PWWF (L/s)
Total	453	180	82,192	0.95	203,254	2.35

The calculations indicate that the total post development demand at PWWF will be approximately 2.35 L/s.

9. Electrical and Telecommunications

A Dial Before You Dig search has also been completed, and results are included within Appendix B. The survey indicates that there are existing electrical and telecommunications services in the immediate area of Johnston Rd. It is envisaged that adequate power supply can be provided to the site from the existing infrastructure. However, a specialist electrical consultant will need to be engaged to provide advice in relation to internal electrical reticulation requirements, to prepare detailed designs and to liaise with the relevant authorities.

10. Conclusion

The findings of this Civil Engineering Report support the site use proposed in this development application to Goondiwindi Regional Council.

It is anticipated that earthworks associated with the proposed development will be kept to a minimum with general cutting and filling associated with road construction, trenching of services and minor alterations to levels to allow for level building pads.

Access to the commercial lots will be gained via Cunningham Highway. The internal road network will generally have a 20m wide road reserve and a 11m wide pavement width (kerb to kerb). Individual access driveways are proposed to service residential Lots 1-7 from Johnston Rd. Design and grading of the new road will be in accordance with the Goondiwindi Regional Council Development Guidelines.

All necessary stormwater drainage infrastructure can be provided to satisfy site constraints. The access road will collect stormwater runoff and convey it to inlet pits within the kerbs. These pits will be connected through a series of stormwater drain lines, discharging to the proposed detention basin. The stormwater detention system will require approximately 2,530 m^3.

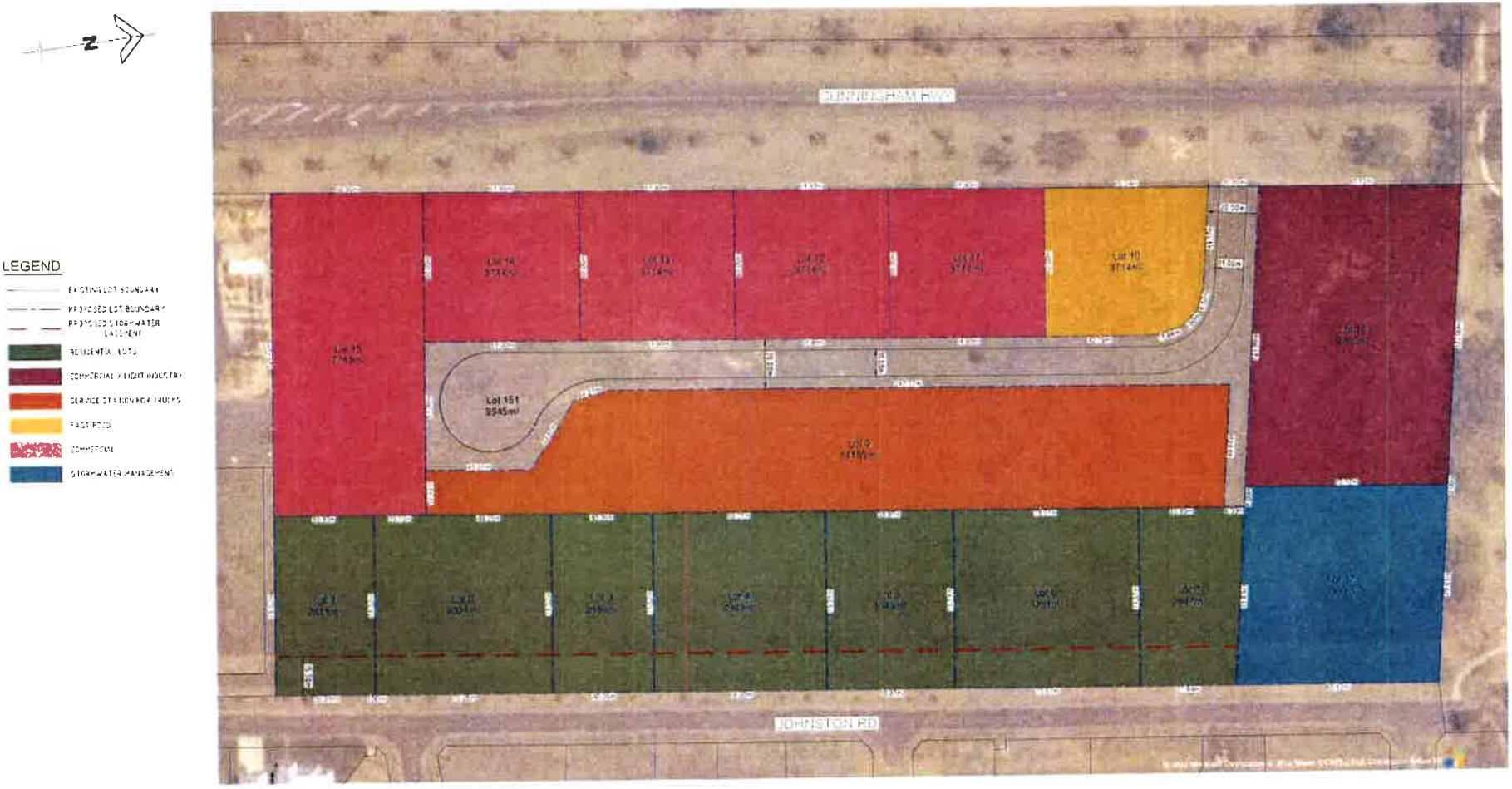
There is an existing 150mm diameter water main that runs on the eastern side of Johnston Rd. It is proposed that Lots 1-7 be serviced via connection to this main. It is anticipated that a potable water main exists along the Cunningham Highway and that the proposed western, commercial lots will gain potable water supply via this main. Should this not be readily available then a connection through proposed Lot 8 (in an easement) is proposed as shown in Figure 7.1.

There is an existing sewer pump station fronting the proposed Lot 7 on the eastern side of Johnston Rd. It is anticipated that the development will convey wastewater to this existing pump station. However, a detailed assessment of the pump station capacity has not been conducted.

All required essential services can be suitably provided to the development, including:

- Stormwater Drainage;
- Reticulated Water Services;
- Reticulated Sewerage Services;
- Electricity and Telecommunications Supply.

Appendix A – Site Layout Plans



Prepared for: FK GARDNER & SONS PTY LTD

Designed: JARED SKINNER
Checked: JEREMY MUDFORD
Date: 01.05.2020

DEVELOPMENT LAYOUT PLAN
GOONDIWINDI SUBDIVISION - JOHNSTON RD

SCALE 0 5 10 15 20 25 (metres)
1:500 (FULL SIZE)

BE210552-SK01 Rev A

BURCHILLS
ENGINEERING SOLUTIONS

Burchills Engineering Pty Ltd

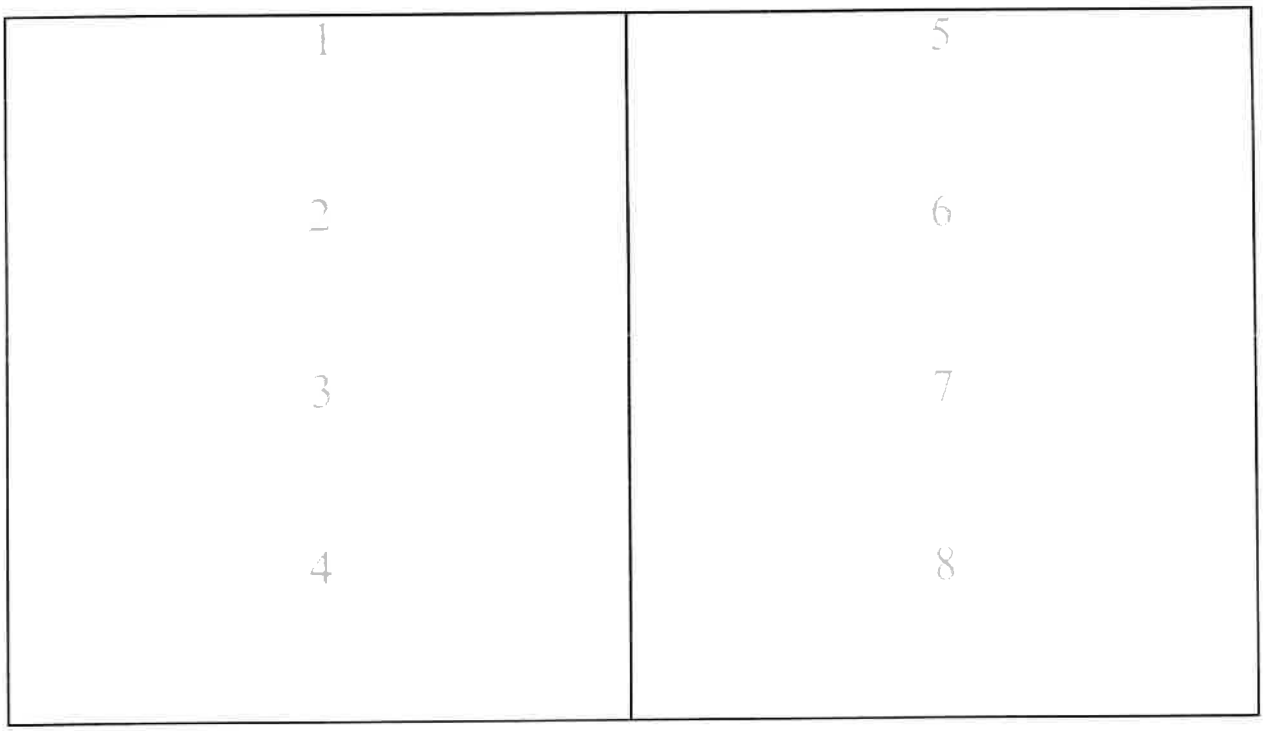
Appendix B – DBYD Plans

To:	Elly Ricketts
Phone:	Not Supplied
Fax:	Not Supplied
Email:	elly.ricketts@burchills.com.au

Dial before you dig Job #:	31312742
Sequence #	207665021
Issue Date:	02/02/2022
Location:	18 Cunningham Highway , Goondiwindi , QLD , 4390

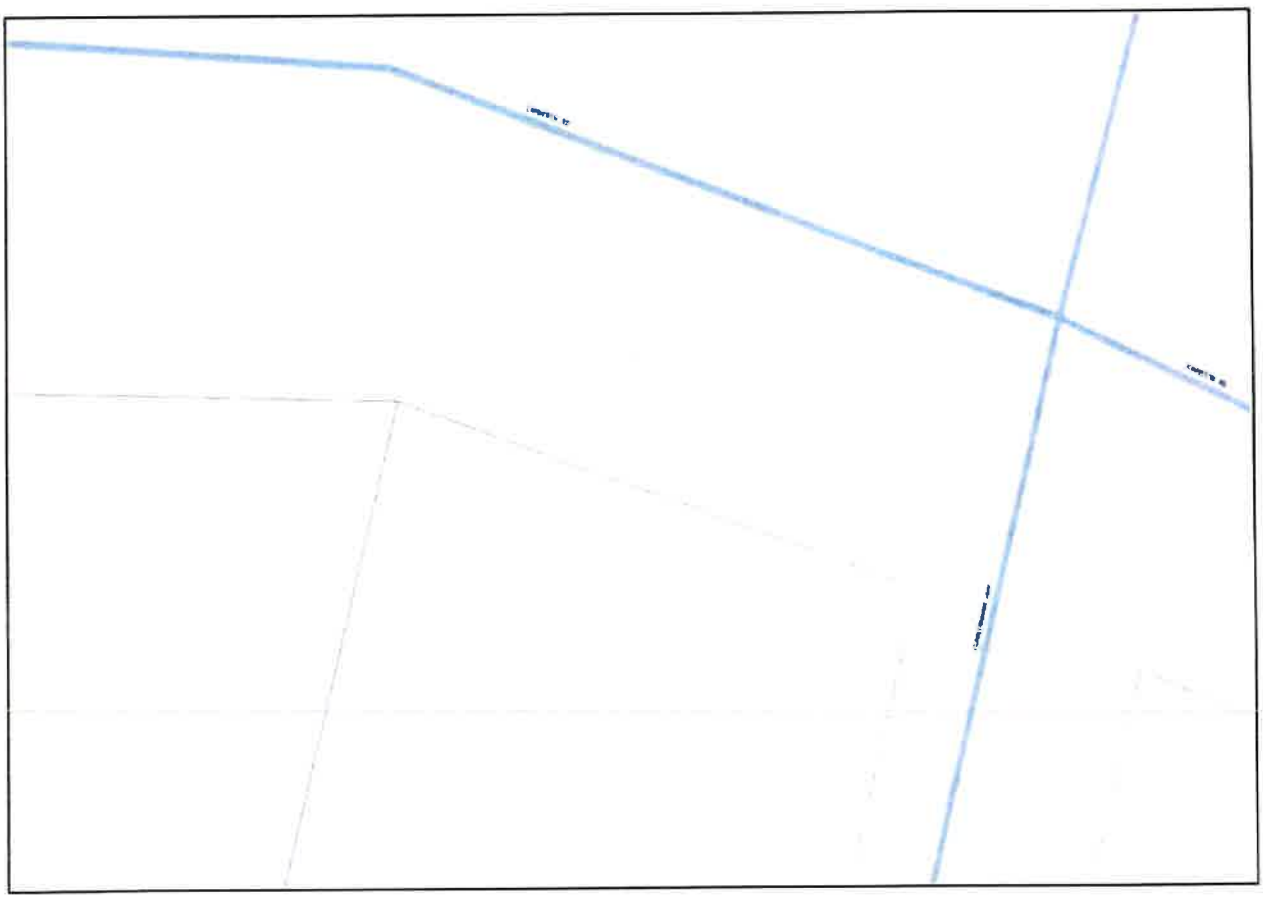
DIAL BEFORE YOU DIG www.1100.com.au

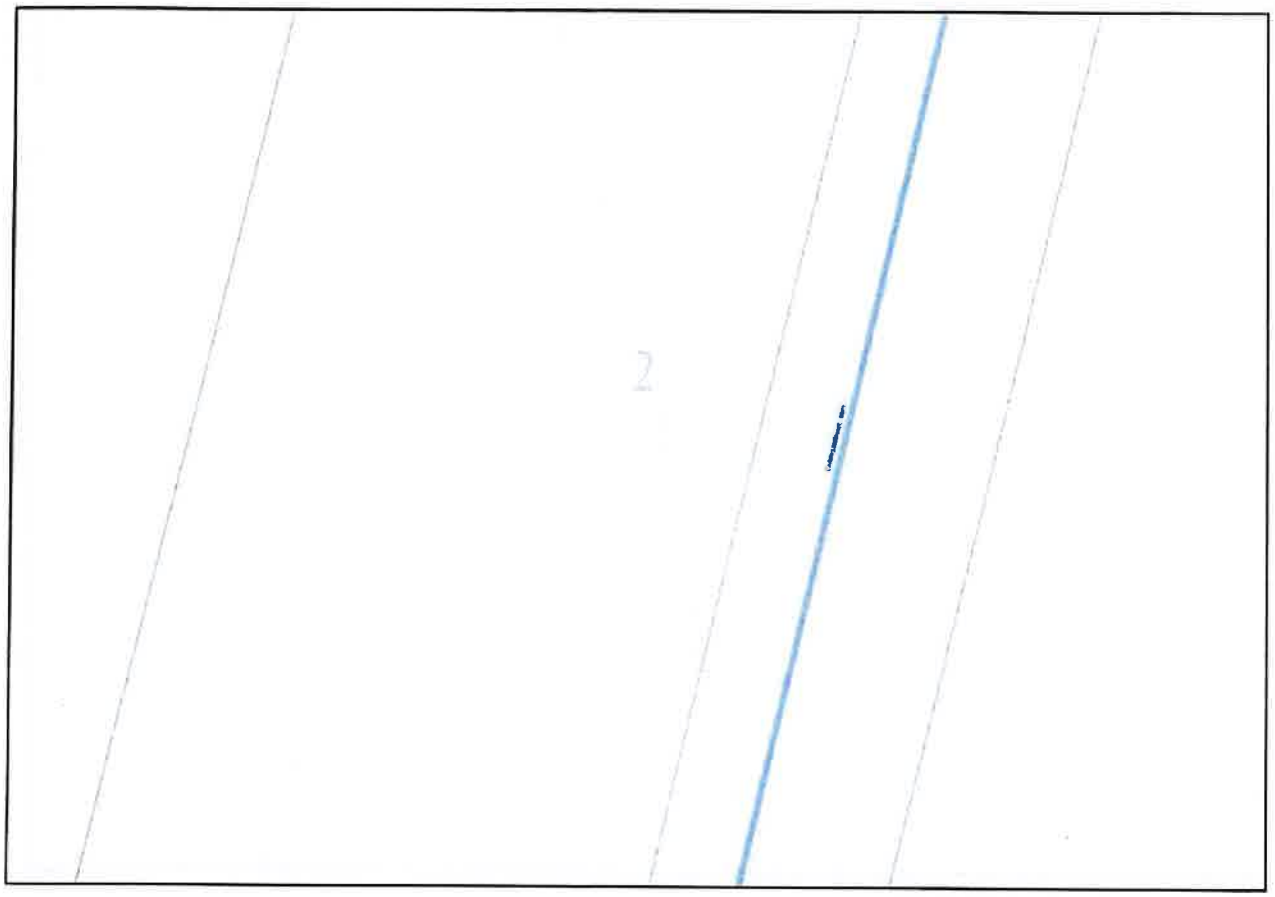
Indicative Plans

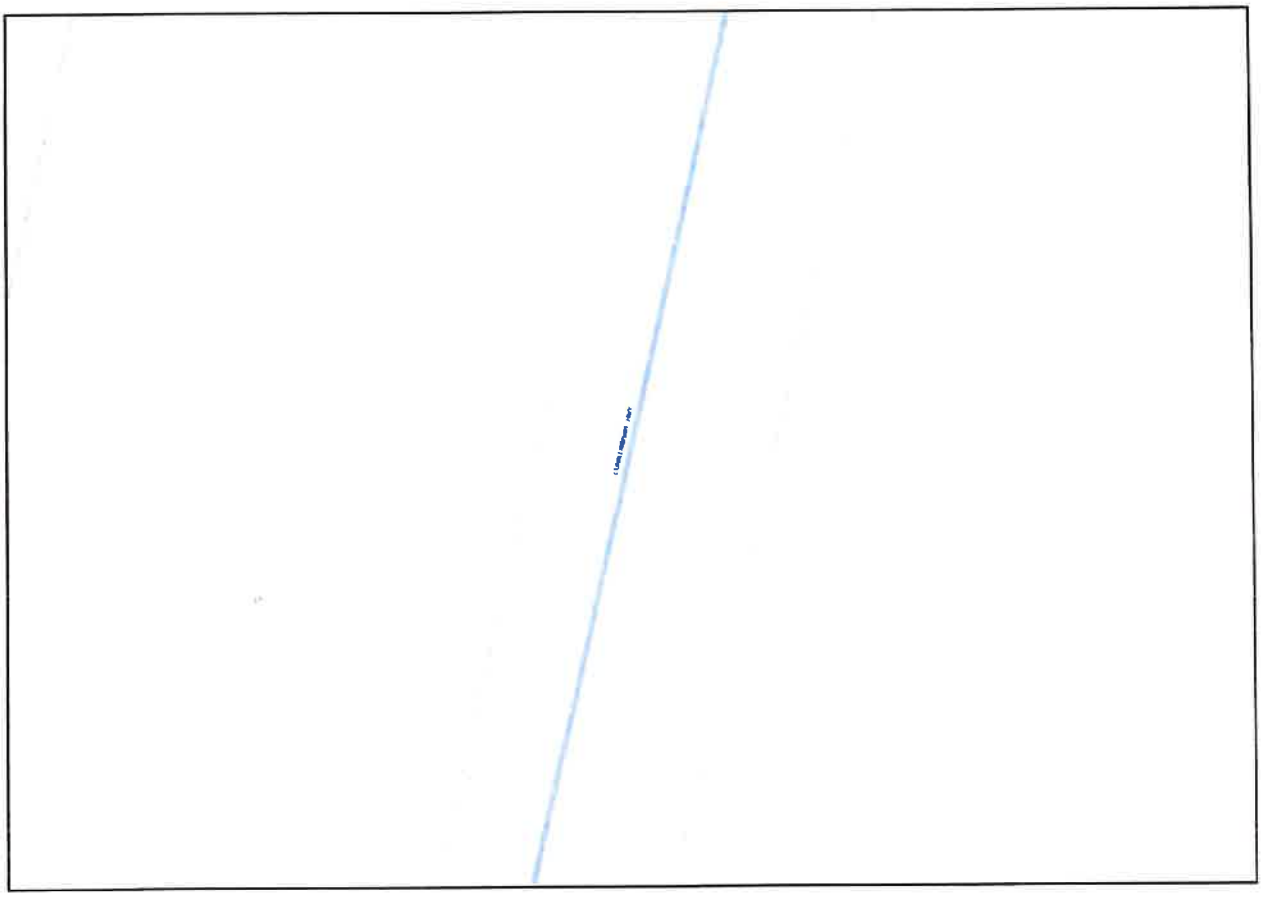


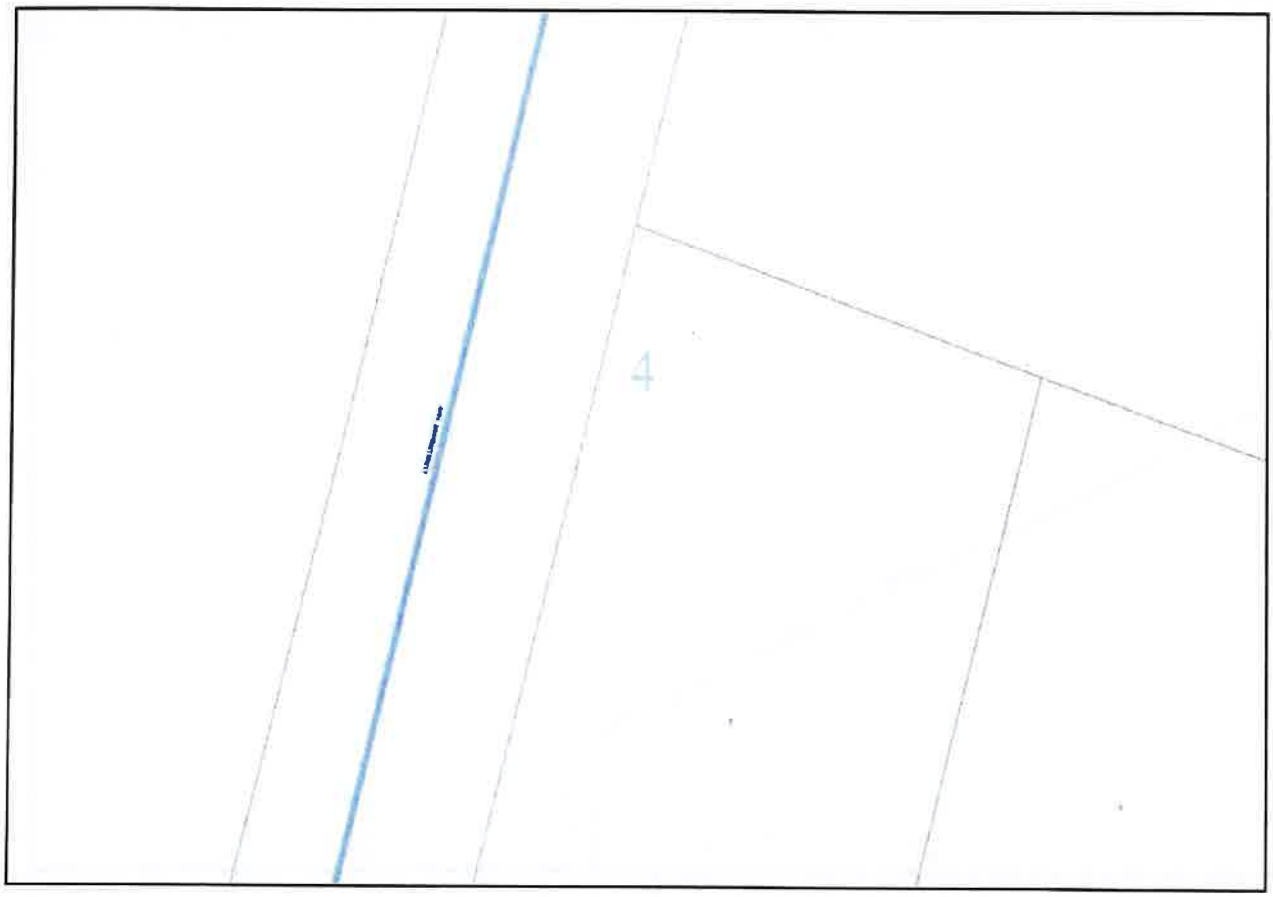
LEGEND

34	Parcel and the location
5	Pit with size "5"
2E	Power Pit with size "2E". Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.
	Manhole
	Pillar
2 PO – T- 25.0m P40 – 20.0m 5 9	Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart. One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.
2 10.0m 5 9	2 Direct buried cables between pits of sizes ,"5" and "9" are 10.0m apart.
5 9	Trench containing any INSERVICE/CONSTRUCTED (Copper/RF/Fibre) cables.
5 9	Trench containing only DESIGNED/PLANNED (Copper/RF/Fibre/Power) cables.
5 9	Trench containing any INSERVICE/CONSTRUCTED (Power) cables.
BROADWAY ST	Road and the street name "Broadway ST"
Scale	0 20 40 60 Meters 1:2000 1 cm equals 20 m





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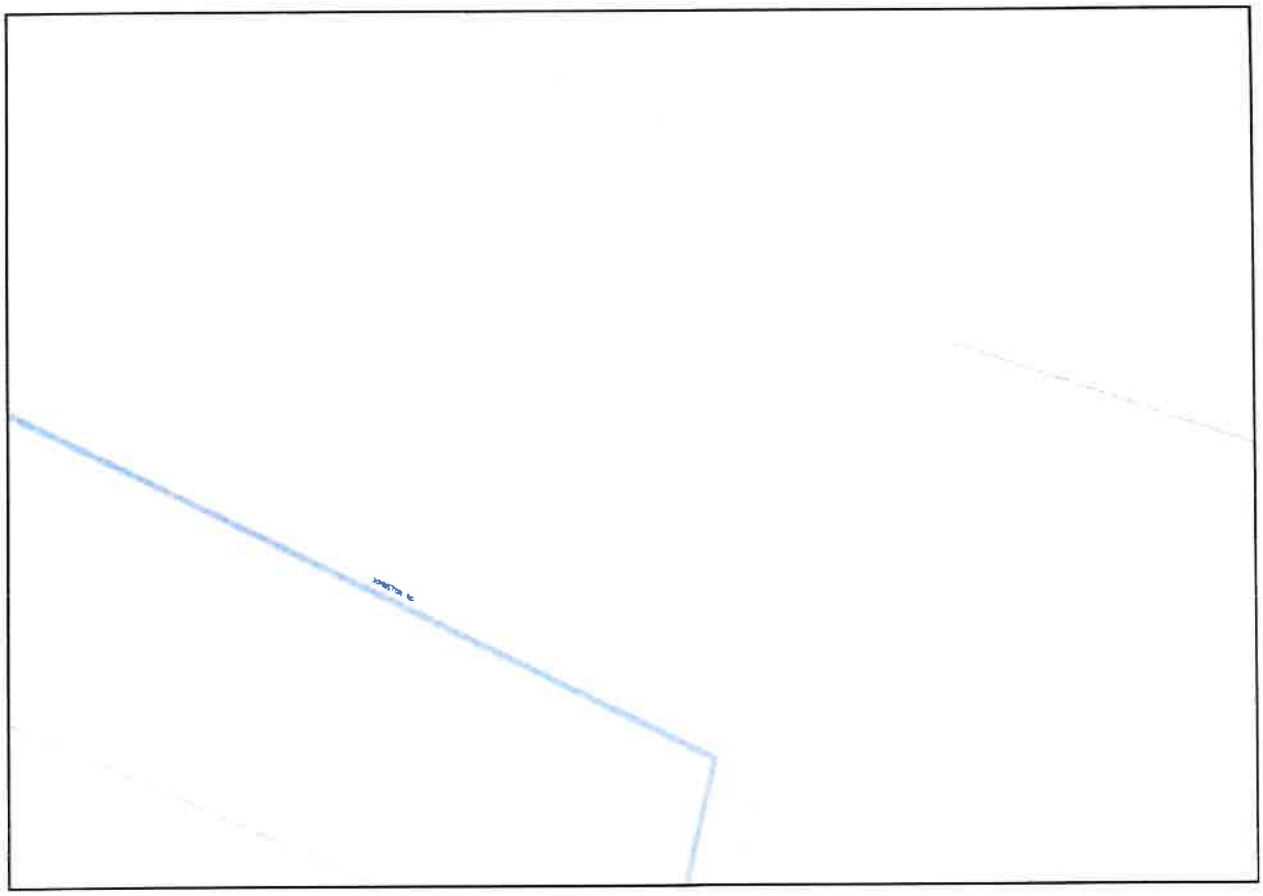
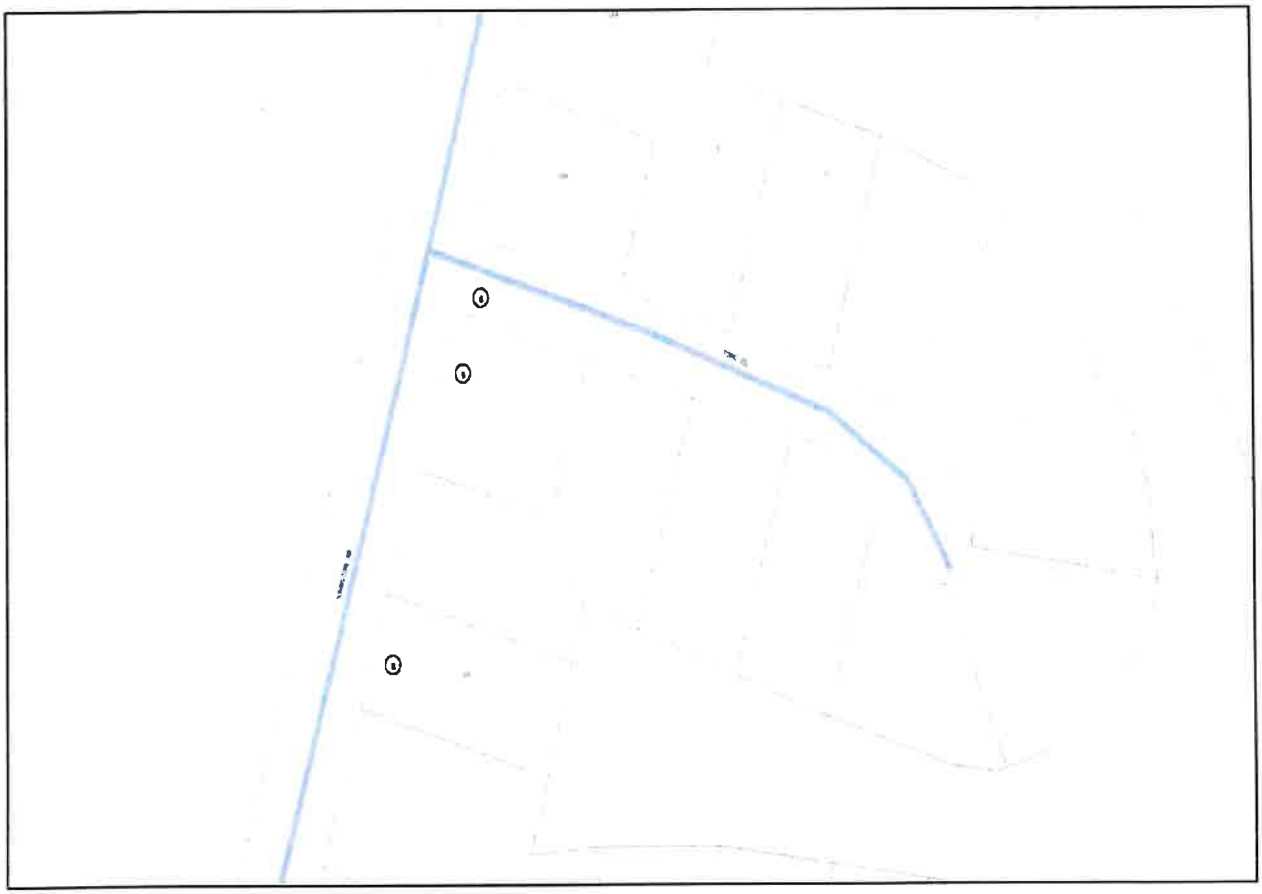




Emergency Contacts

You must immediately report any damage to the **nbn™** network that you are/become aware of. Notification may be by telephone - 1800 626 329.

Overhead wires not shown
LOOK UP & LIVE!

LEGEND

- LV Underground Cable
- HV Underground Cable
- Underground Pipe
- Underground Earth or Wires
- Ground Substation
- Pole
- Cubicle
- Pit
- Area of Interest

Critical Assets

Contact Essential Energy on 13 23 91

- Zone Substation
- Underground Cable
- Underground Fibre

Proposed Works

- Area of proposed works

Proposed assets are shown as orange symbols

THE INFORMATION ON THIS MAP MAY NOT BE ACCURATE
If details are incorrect, please notify Essential Energy on 13 23 91 (or fax 1800 354 636)

ISSUE DATE: 02/02/2022

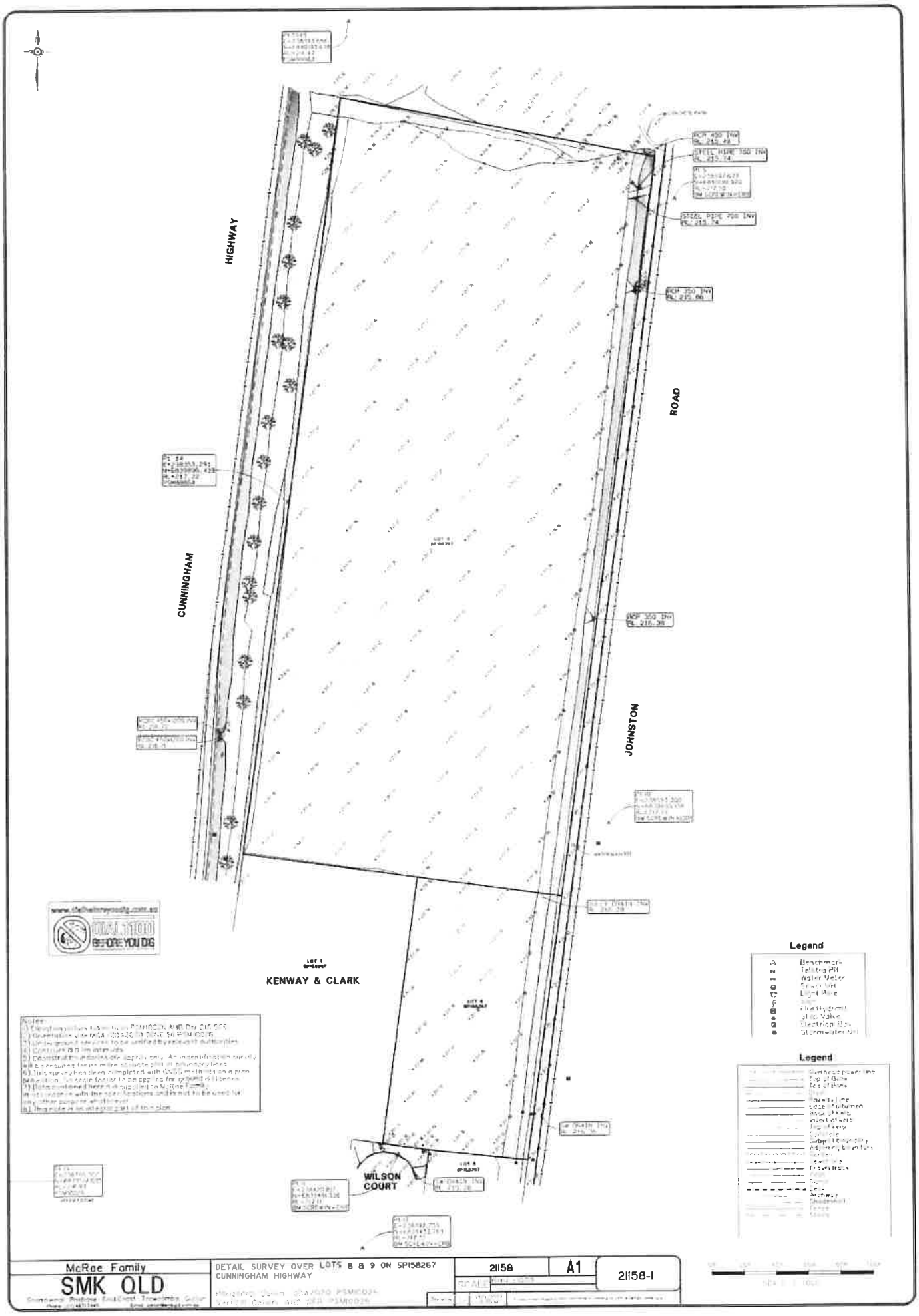
You must resubmit your request if you have not started work within 4 weeks of the 'Issue Date' above

A4 | SCALE: 1:4269

essential energy

Job Number: 31312742 Sequence number: 207665019 Job location: 18 Cunningham Highway, Goondiwindi Map Centre: 150° 19' 37.0", -28° 32' 28.4"

Appendix C – Site Survey



McRae Family SMK QLD	DETAIL SURVEY OVER LOTS 8 & 9 ON SP158267 CUNNINGHAM HIGHWAY	21158	A1
		SCALE	21158-1

Goondiwindi REGIONAL COUNCIL

Attachment 3 – Infrastructure Charges Notice

Goondiwindi Customer Service Centre
4 McLean Street
Goondiwindi
Inglewood Customer Service Centre
18 Elizabeth Street
Inglewood

Locked Mail Bag 7
Inglewood QLD 4387

Telephone: 07 4671 7400
Email: mail@grc.qld.gov.au

Infrastructure Charges Notice

Address	18 Cunningham Highway & 8 Wilson Court, Goondiwindi
Owner	Elonbreath Pty Ltd
Applicant	Elonbreath Pty Ltd C/- Property Projects Australia
Application No.	22/18
Lot and Survey Plan	Lots 8 & 9 on SP158267
Date	23 May 2024
Approval	Change Application (Other) to existing Development Permit

Development Application Details
Reconfiguring a Lot (Two (2) lots into Sixteen (16) lots and road reserve) - **STAGE 1**

Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot ($)	Number of additional lots	Charge ($)
Reconfiguring a Lot	A	5,000	0	**0**

Due Date	When Goondiwindi Regional Council approves the plan of subdivision	**Total Charge ($)**	$0
Charge to be paid to	Goondiwindi Regional Council		
Lapse Date	23 May 2025		

Authorised by:

An offset has been applied to this notice, where the existing lots have not been charged.

Print Name: **Mrs Ronnie McMahon**
Manager of Planning Services

In accordance the Planning Act 2016

Office Use – Receipt Number

Subdivisions – 1250-1150-0000

Goondiwindi Customer Service Centre
4 McLean Street
Goondiwindi
Inglewood Customer Service Centre
18 Elizabeth Street
Inglewood

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Inglewood QLD 4387

Telephone: 07 4671 7400
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Infrastructure Charges Notice

Address	18 Cunningham Highway & 8 Wilson Court, Goondiwindi
Owner	Elonbreath Pty Ltd
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Application No.	22/18
Lot and Survey Plan	Lots 8 & 9 on SP158267
Date	23 May 2024
Approval	Change Application (Other) to existing Development Permit

Development Application Details
Reconfiguring a Lot (Two (2) lots into Sixteen (16) lots and road reserve) - **STAGE 2**

Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot ($)	Number of additional lots	Charge ($)
Reconfiguring a Lot	A	5,000	7	**35,000**

Due Date	When Goondiwindi Regional Council approves the plan of subdivision	**Total Charge ($)**	$35,000
Charge to be paid to	Goondiwindi Regional Council		
Lapse Date	23 May 2026		

Authorised by:

An offset has been applied to this notice, where the existing lots have not been charged.

Print Name: **Mrs Ronnie McMahon**
Manager of Planning Services

In accordance the Planning Act 2016

Office Use – Receipt Number

Subdivisions – 1250-1150-0000

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Infrastructure Charges Notice

Address	18 Cunningham Highway & 8 Wilson Court, Goondiwindi
Owner	Elonbreath Pty Ltd
Applicant	Elonbreath Pty Ltd C/- Property Projects Australia
Application No.	22/18
Lot and Survey Plan	Lots 8 & 9 on SP158267
Date	23 May 2024
Approval	Change Application (Other) to existing Development Permit

Development Application Details
Reconfiguring a Lot (Two (2) lots into Sixteen (16) lots and road reserve) - **STAGE 3**

Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot ($)	Number of additional lots	Charge ($)
Reconfiguring a Lot	A	5,000	7	**35,000**

Due Date	When Goondiwindi Regional Council approves the plan of subdivision	**Total Charge ($)**	$35,000
Charge to be paid to	Goondiwindi Regional Council		
Lapse Date	23 May 2028		

Authorised by:

An offset has been applied to this notice, where the existing lots have not been charged.

Print Name: **Mrs Ronnie McMahon**
Manager of Planning Services

In accordance the Planning Act 2016

Office Use – Receipt Number

Subdivisions – 1250-1150-0000

Attachment 4 – Notice about decision - Statement of reasons

Notice about decision - Statement of reasons

The following information is provided in accordance with section 63 (5) of *the Planning Act 2016* and must be published on the assessment managers website

The development application for Reconfiguring a Lot (Two (2) lots into Sixteen (16) lots and road reserve)

22/18

18 Cunningham Highway & 8 Wilson Court, Goondiwindi

Lots 8 & 9 on SP158267

On 16 May 2024, the above development application was:

☐ approved in full or

☐ approved in part for _____ or

☒ approved in full with conditions or

☐ approved in part for _____, with conditions or

☐ refused.

1. Reasons for the decision

The reasons for this decision are:

- Having regard to the relevant criteria in the Goondiwindi Region Planning Scheme 2018, the proposed development satisfied all relevant criteria, or any non-compliance was addressed through an approval subject to appropriate, relevant and reasonable conditions.

2. Assessment benchmarks

The following are the benchmarks applying for this development:

Benchmarks applying for the development	Benchmark reference
Reconfiguring a Lot Code	PO1-PO12
Flood Hazard Overlay Code	PO1-PO4
Natural Resources Overlay Code	PO5-PO8

3. Compliance with benchmarks

The proposed development complies with all relevant assessment benchmarks.

~~4. Relevant matters for impact assessable development~~

~~5. Matters raised in submissions for impact assessable development~~

~~6. Matters prescribed by Regulation~~

Goondiwindi REGIONAL COUNCIL

Attachment 5 – *Planning Act 2016* Extracts

EXTRACT FROM *PLANNING ACT 2016* RELATING TO APPEAL RIGHTS

Chapter 6 Dispute Resolution, Part 1 Appeal Rights

229 Appeals to tribunal or P&E Court

(1) Schedule 1 states—

(a) matters that may be appealed to—

(i) either a tribunal or the P&E Court; or

(ii) only a tribunal; or

(iii) only the P&E Court; and

(b) the person—

*(i) who may appeal a matter (the **appellant**); and*

(ii) who is a respondent in an appeal of the matter; and

(iii) who is a co-respondent in an appeal of the matter; and

(iv) who may elect to be a co-respondent in an appeal of the matter.

(2) An appellant may start an appeal within the appeal period.

*(3) The **appeal period** is—*

(a) for an appeal by a building advisory agency—10 business days after a decision notice for the decision is given to the agency; or

(b) for an appeal against a deemed refusal—at any time after the deemed refusal happens; or

(c) for an appeal against a decision of the Minister, under chapter 7, part 4, to register premises or to renew the registration of premises—20 business days after a notice is published under section 269(3)(a) or (4); or

(d) for an appeal against an infrastructure charges notice—20 business days after the infrastructure charges notice is given to the person; or

(e) for an appeal about a deemed approval of a development application for which a decision notice has not been given—30 business days after the applicant gives the deemed approval notice to the assessment manager; or

(f) for any other appeal—20 business days after a notice of the decision for the matter, including an enforcement notice, is given to the person.

Note—

See the P&E Court Act for the court's power to extend the appeal period.

(4) Each respondent and co-respondent for an appeal may be heard in the appeal.

(5) If an appeal is only about a referral agency's response, the assessment manager may apply to the tribunal or P&E Court to withdraw from the appeal.

(6) To remove any doubt, it is declared that an appeal against an infrastructure charges notice must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of trunk infrastructure identified in a LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

230 Notice of appeal

(1) An appellant starts an appeal by lodging, with the registrar of the tribunal or P&E Court, a notice of appeal that—

(a) is in the approved form; and

(b) succinctly states the grounds of the appeal.

(2) The notice of appeal must be accompanied by the required fee.

(3) The appellant or, for an appeal to a tribunal, the registrar must, within the service period, give a copy of the notice of appeal to—

(a) the respondent for the appeal; and

(b) each co-respondent for the appeal; and

(c) for an appeal about a development application under schedule 1, table 1, item 1—each

principal submitter for the development application; and

(d) for an appeal about a change application under schedule 1, table 1, item 2—each principal submitter for the change application; and

(e) each person who may elect to become a co-respondent for the appeal, other than an eligible submitter who is not a principal submitter in an appeal under paragraph (c) or (d); and

(f) for an appeal to the P&E Court—the chief executive; and

(g) for an appeal to a tribunal under another Act—any other person who the registrar considers appropriate.

*(4) The **service period** is—*

(a) if a submitter or advice agency started the appeal in the P&E Court—2 business days after the appeal is started; or

(b) otherwise—10 business days after the appeal is started.

(5) A notice of appeal given to a person who may elect to be a co-respondent must state the effect of subsection (6).

(6) A person elects to be a co-respondent by filing a notice of election, in the approved form, within 10 business days after the notice of appeal is given to the person.

231 Other appeals

(1) Subject to this chapter, schedule 1 and the P&E Court Act, unless the Supreme Court decides a decision or other matter under this Act is affected by jurisdictional error, the decision or matter is non-appealable.

(2) The Judicial Review Act 1991, part 5 applies to the decision or matter to the extent it is affected by jurisdictional error.

(3) A person who, but for subsection (1) could have made an application under the Judicial Review Act 1991 in relation to the decision or matter, may apply under part 4 of that Act for a statement of reasons in relation to the decision or matter.

(4) In this section—

***decision** includes—*

(a) conduct engaged in for the purpose of making a decision; and

(b) other conduct that relates to the making of a decision; and

(c) the making of a decision or the failure to make a decision; and

(d) a purported decision; and

(e) a deemed refusal.

***non-appealable**, for a decision or matter, means the decision or matter—*

(a) is final and conclusive; and

(b) may not be challenged, appealed against, reviewed, quashed, set aside or called into question in any other way under the Judicial Review Act 1991 or otherwise, whether by the Supreme Court, another court, a tribunal or another entity; and

(c) is not subject to any declaratory, injunctive or other order of the Supreme Court, another court, a tribunal or another entity on any ground.

232 Rules of the P&E Court

(1) A person who is appealing to the P&E Court must comply with the rules of the court that apply to the appeal.

(2) However, the P&E Court may hear and decide an appeal even if the person has not complied with rules of the P&E Court.

Part 2 Development tribunal

Division 1 General

233 Appointment of referees

(1) The Minister, or chief executive, (the appointer) may appoint a person to be a referee, by an appointment notice, if the appointer considers the person—

(a) has the qualifications or experience prescribed by regulation; and

(b) has demonstrated an ability—

(i) to negotiate and mediate outcomes between parties to a proceeding; and

(ii) to apply the principles of natural justice; and

(iii) to analyse complex technical issues; and

(iv) to communicate effectively, including, for example, to write informed succinct and well-organised decisions, reports, submissions or other documents.

(2) The appointer may—

(a) appoint a referee for the term, of not more than 3 years, stated in the appointment notice; and

(b) reappoint a referee, by notice, for further terms of not more than 3 years.

(3) If an appointer appoints a public service officer as a referee, the officer holds the appointment concurrently with any other appointment that the officer holds in the public service.

(4) A referee must not sit on a tribunal unless the referee has given a declaration, in the approved form and signed by the referee, to the chief executive.

(5) The appointer may cancel a referee's appointment at any time by giving a notice, signed by the appointer, to the referee.

(6) A referee may resign the referee's appointment at any time by giving a notice, signed by the referee, to the appointer.

(7) In this section—

***appointment notice** means—*

(a) if the Minister gives the notice—a gazette notice; or

(b) if the chief executive gives the notice—a notice given to the person appointed as a referee.

234 Referee with conflict of interest

(1) This section applies if the chief executive informs a referee that the chief executive proposes to appoint the referee as a tribunal member, and either or both of the following apply—

(a) the tribunal is to hear a matter about premises—

(i) the referee owns; or

(ii) for which the referee was, is, or is to be, an architect, builder, drainer, engineer, planner, plumber, plumbing inspector, certifier, site evaluator or soil assessor; or

(iii) for which the referee has been, is, or will be, engaged by any party in the referee's capacity as an accountant, lawyer or other professional; or

(iv) situated or to be situated in the area of a local government of which the referee is an officer, employee or councillor;

(b) the referee has a direct or indirect personal interest in a matter to be considered by the tribunal, and the interest could conflict with the proper performance of the referee's functions for the tribunal's consideration of the matter.

(2) However, this section does not apply to a referee only because the referee previously acted in relation to the preparation of a relevant local planning instrument.

(3) The referee must notify the chief executive that this section applies to the referee, and on doing so, the chief executive must not appoint the referee to the tribunal.

(4) If a tribunal member is, or becomes, aware the member should not have been appointed to the tribunal, the member must not act, or continue to act, as a member of the tribunal.

235 Establishing development tribunal

(1) The chief executive may at any time establish a tribunal, consisting of up to 5 referees, for tribunal proceedings.

(2) The chief executive may appoint a referee for tribunal proceedings if the chief executive considers the referee has the qualifications or experience for the proceedings.

(3) The chief executive must appoint a referee as the chairperson for each tribunal.

(4) A regulation may specify the qualifications or experience required for particular proceedings.

(5) After a tribunal is established, the tribunal's membership must not be changed.

236 Remuneration

A tribunal member must be paid the remuneration the Governor in Council decides.

237 Tribunal proceedings

(1) A tribunal must ensure all persons before the tribunal are afforded natural justice.

(2) A tribunal must make its decisions in a timely way.

(3) A tribunal may—

(a) conduct its business as the tribunal considers appropriate, subject to a regulation made for this section; and

(b) sit at the times and places the tribunal decides; and

(c) hear an appeal and application for a declaration together; and

(d) hear 2 or more appeals or applications for a declaration together.

(4) A regulation may provide for—

(a) the way in which a tribunal is to operate, including the qualifications of the chairperson of the tribunal for particular proceedings; or

(b) the required fee for tribunal proceedings.

238 Registrar and other officers

(1) The chief executive may, by gazette notice, appoint—

(a) a registrar; and

(b) other officers (including persons who are public service officers) as the chief executive considers appropriate to help a tribunal perform its functions.

(2) A person may hold the appointment or assist concurrently with any other public service appointment that the person holds.

Division 2 Applications for declarations

239 Starting proceedings for declarations

(1) A person may start proceedings for a declaration by a tribunal by filing an application, in the approved form, with the registrar.

(2) The application must be accompanied by the required fee.

240 Application for declaration about making of development application

(1) The following persons may start proceedings for a declaration about whether a development application is properly made—

(a) the applicant;

(b) the assessment manager.

(2) However, a person may not seek a declaration under this section about whether a development application is accompanied by the written consent of the owner of the premises to the application.

(3) The proceedings must be started by—

(a) the applicant within 20 business days after receiving notice from the assessment manager, under the development assessment rules, that the development application is not properly made; or

(b) the assessment manager within 10 business days after receiving the development application.

(4) The registrar must, within 10 business days after the proceedings start, give notice of the proceedings to the respondent as a party to the proceedings.

(5) In this section—

***respondent** means—*

(a) if the applicant started the proceedings—the assessment manager; or

(b) if the assessment manager started the proceedings—the applicant.

241 Application for declaration about change to development approval

(1) This section applies to a change application for a development approval if—

(a) the approval is for a material change of use of premises that involves the use of a classified building; and

(b) the responsible entity for the change application is not the P&E Court.

(2) The applicant, or responsible entity, for the change application may start proceedings for a

declaration about whether the proposed change to the approval is a minor change.

(3) The registrar must, within 10 business days after the proceedings start, give notice of the proceedings to the respondent as a party to the proceedings.

(4) In this section—

***respondent** means—*

(a) if the applicant started the proceedings—the responsible entity; or

(b) if the responsible entity started the proceedings—the applicant.

Division 3 Tribunal proceedings for appeals and declarations

242 Action when proceedings start

If a document starting tribunal proceedings is filed with the registrar within the period required under this Act, and is accompanied by the required fee, the chief executive must—

(a) establish a tribunal for the proceedings; and

(b) appoint 1 of the referees for the tribunal as the tribunal's chairperson, in the way required under a regulation; and

(c) give notice of the establishment of the tribunal to each party to the proceedings.

243 Chief executive excusing noncompliance

(1) This section applies if—

(a) the registrar receives a document purporting to start tribunal proceedings, accompanied by the required fee; and

(b) the document does not comply with any requirement under this Act for validly starting the proceedings.

(2) The chief executive must consider the document and decide whether or not it is reasonable in the circumstances to excuse the noncompliance (because it would not cause substantial injustice in the proceedings, for example).

(3) If the chief executive decides not to excuse the noncompliance, the chief executive must give a notice stating that the document is of no effect, because of the noncompliance, to the person who filed the document.

(4) The chief executive must give the notice within 10 business days after the document is given to the chief executive.

(5) If the chief executive does excuse the noncompliance, the chief executive may act under section 242 as if the noncompliance had not happened.

244 Ending tribunal proceedings or establishing new tribunal

(1) The chief executive may decide not to establish a tribunal when a document starting tribunal proceedings is filed, if the chief executive considers it is not reasonably practicable to establish a tribunal.

Examples of when it is not reasonably practicable to establish a tribunal—

• there are no qualified referees or insufficient qualified referees because of a conflict of interest

• the referees who are available will not be able to decide the proceedings in a timely way

(2) If the chief executive considers a tribunal established for tribunal proceedings—

(a) does not have the expertise to hear or decide the proceedings; or

(b) is not able to make a decision for proceedings (because of a tribunal member's conflict of interest, for example); the chief executive may decide to suspend the proceedings and establish another tribunal, complying with section 242(c), to hear or re-hear the proceedings.

(3) However, the chief executive may instead decide to end the proceedings if the chief executive considers it is not reasonably practicable to establish another tribunal to hear or re-hear the proceedings.

(4) If the chief executive makes a decision under subsection (1) or (3), the chief executive must give a decision notice about the decision to the parties to the proceedings.

(5) Any period for starting proceedings in the P&E Court, for the matter that is the subject of the tribunal proceedings, starts again when the chief

executive gives the decision notice to the party who started the proceedings.

(6) The decision notice must state the effect of subsection (5).

245 Refunding fees

The chief executive may, but need not, refund all or part of the fee paid to start proceedings if the chief executive decides under section 244—

(a) not to establish a tribunal; or

(b) to end the proceedings.

246 Further material for tribunal proceedings

(1) The registrar may, at any time, ask a person to give the registrar any information that the registrar reasonably requires for the proceedings.

Examples of information that the registrar may require—

• material about the proceedings (plans, for example)

• information to help the chief executive decide whether to excuse noncompliance under section 243

• for a deemed refusal—a statement of the reasons why the entity responsible for deciding the application had not decided the application during the period for deciding the application.

(2) The person must give the information to the registrar within 10 business days after the registrar asks for the information.

247 Representation of Minister if State interest involved

If, before tribunal proceedings are decided, the Minister decides the proceedings involve a State interest, the Minister may be represented in the proceedings.

248 Representation of parties at hearing

A party to tribunal proceedings may appear—

(a) in person; or

(b) by an agent who is not a lawyer.

249 Conduct of tribunal proceedings

(1) Subject to section 237, the chairperson of a tribunal must decide how tribunal proceedings are to be conducted.

(2) The tribunal may decide the proceedings on submissions if the parties agree.

(3) If the proceedings are to be decided on submissions, the tribunal must give all parties a notice asking for the submissions to be made to the tribunal within a stated reasonable period.

(4) Otherwise, the tribunal must give notice of the time and place of the hearing to all parties.

(5) The tribunal may decide the proceedings without a party's submission (written or oral) if—

(a) for proceedings to be decided on submissions—the party's submission is not received within the time stated in the notice given under subsection (3); or

(b) for proceedings to be decided by hearing—the person, or the person's agent, does not appear at the hearing.

(6) When hearing proceedings, the tribunal—

(a) need not proceed in a formal way; and

(b) is not bound by the rules of evidence; and

(c) may inform itself in the way it considers appropriate; and

(d) may seek the views of any person; and

(e) must ensure all persons appearing before the tribunal have a reasonable opportunity to be heard; and

(f) may prohibit or regulate questioning in the hearing.

(7) If, because of the time available for the proceedings, a person does not have an opportunity to be heard, or fully heard, the person may make a submission to the tribunal.

250 Tribunal directions or orders

A tribunal may, at any time during tribunal proceedings, make any direction or order that the tribunal considers appropriate.

Examples of directions—

• *a direction to an applicant about how to make their development application comply with this Act*

• *a direction to an assessment manager to assess a development application, even though the referral agency's response to the assessment manager was to refuse the application*

251 Matters tribunal may consider

(1) This section applies to tribunal proceedings about—

(a) a development application or change application; or

(b) an application or request (however called) under the Building Act or the Plumbing and Drainage Act.

(2) The tribunal must decide the proceedings based on the laws in effect when—

(a) the application or request was properly made; or

(b) if the application or request was not required to be properly made—the application or request was made.

(3) However, the tribunal may give the weight that the tribunal considers appropriate, in the circumstances, to any new laws.

252 Deciding no jurisdiction for tribunal proceedings

(1) A tribunal may decide that the tribunal has no jurisdiction for tribunal proceedings, at any time before the proceedings are decided—

(a) on the tribunal's initiative; or

(b) on the application of a party.

(2) If the tribunal decides that the tribunal has no jurisdiction, the tribunal must give a decision notice about the decision to all parties to the proceedings.

(3) Any period for starting proceedings in the P&E Court, for the matter that is the subject of the tribunal proceedings, starts again when the tribunal gives the decision notice to the party who started the proceedings.

(4) The decision notice must state the effect of subsection (3).

(5) If the tribunal decides to end the proceedings, the fee paid to start the proceedings is not refundable.

253 Conduct of appeals

(1) This section applies to an appeal to a tribunal.

(2) Generally, the appellant must establish the appeal should be upheld.

(3) However, for an appeal by the recipient of an enforcement notice, the enforcement authority that gave the notice must establish the appeal should be dismissed.

(4) The tribunal must hear and decide the appeal by way of a reconsideration of the evidence that was before the person who made the decision appealed against.

(5) However, the tribunal may, but need not, consider—

(a) other evidence presented by a party to the appeal with leave of the tribunal; or

(b) any information provided under section 246.

254 Deciding appeals to tribunal

(1) This section applies to an appeal to a tribunal against a decision.

(2) The tribunal must decide the appeal by—

(a) confirming the decision; or

(b) changing the decision; or

(c) replacing the decision with another decision; or

(d) setting the decision aside, and ordering the person who made the decision to remake the decision by a stated time; or

(e) for a deemed refusal of an application—

(i) ordering the entity responsible for deciding the application to decide the application by a stated time and, if the entity does not comply with the order, deciding the application; or

(ii) deciding the application.

(3) However, the tribunal must not make a change, other than a minor change, to a development application.

(4) The tribunal's decision takes the place of the decision appealed against.

(5) The tribunal's decision starts to have effect—

(a) if a party does not appeal the decision—at the end of the appeal period for the decision; or

(b) if a party appeals against the decision to the P&E Court—subject to the decision of the court, when the appeal ends.

255 Notice of tribunal's decision

A tribunal must give a decision notice about the tribunal's decision for tribunal proceedings, other than for any directions or interim orders given by the tribunal, to all parties to proceedings.

256 No costs orders

A tribunal must not make any order as to costs.

257 Recipient's notice of compliance with direction or order

If a tribunal directs or orders a party to do something, the party must notify the registrar when the thing is done.

258 Tribunal may extend period to take action

(1) This section applies if, under this chapter, an action for tribunal proceedings must be taken within a stated period or before a stated time, even if the period has ended or the time has passed.

(2) The tribunal may allow a longer period or a different time to take the action if the tribunal considers there are sufficient grounds for the extension.

259 Publication of tribunal decisions

The registrar must publish tribunal decisions under the arrangements, and in the way, that the chief executive decides.

Schedule 1 Appeals

section 229

Appeal rights and parties to appeals

(1) Table 1 states the matters that may be appealed to—

(a) the P&E court; or

(b) a tribunal.

(2) However, table 1 applies to a tribunal only if the matter involves—

(a) the refusal, or deemed refusal of a development application, for—

(i) a material change of use for a classified building; or

(ii) operational work associated with building work, a retaining wall, or a tennis court; or

(b) a provision of a development approval for—

(i) a material change of use for a classified building; or

(ii) operational work associated with building work, a retaining wall, or a tennis court; or

(c) if a development permit was applied for—the decision to give a preliminary approval for—

(i) a material change of use for a classified building; or

(ii) operational work associated with building work, a retaining wall, or a tennis court; or

(d) a development condition if—

(i) the development approval is only for a material change of use that involves the use of a building classified under the Building Code as a class 2 building; and

(ii) the building is, or is proposed to be, not more than 3 storeys; and

(iii) the proposed development is for not more than 60 sole-occupancy units; or

(e) a decision for, or a deemed refusal of, an extension application for a development approval that is only for a material change of use of a classified building; or

(f) a decision for, or a deemed refusal of, a change

application for a development approval that is only for a material change of use of a classified building; or

(g) a matter under this Act, to the extent the matter relates to the Building Act, other than a matter under that Act that may or must be decided by the Queensland Building and Construction Commission; or

(h) a decision to give an enforcement notice—

(i) in relation to a matter under paragraphs (a) to (g); or

(ii) under the Plumbing and Drainage Act; or

(i) an infrastructure charges notice; or

(j) the refusal, or deemed refusal, of a conversion application; or

(l) a matter prescribed by regulation.

(3) Also, table 1 does not apply to a tribunal if the matter involves—

(a) for a matter in subsection (2)(a) to (d)—

(i) a development approval for which the development application required impact assessment; and

(ii) a development approval in relation to which the assessment manager received a properly made submission for the development application; or

(b) a provision of a development approval about the identification or inclusion, under a variation approval, of a matter for the development.

(4) Table 2 states the matters that may be appealed only to the P&E Court.

(5) Table 3 states the matters that may be appealed only to the tribunal.

(6) In each table—

(a) column 1 states the appellant in the appeal; and

(b) column 2 states the respondent in the appeal; and

(c) column 3 states the co-respondent (if any) in the appeal; and

(d) column 4 states the co-respondents by election (if any) in the appeal.

(7) If the chief executive receives a notice of appeal under section 230(3)(f), the chief executive may elect to be a co-respondent in the appeal.

(8) In this section—

***storey** see the Building Code, part A1.1.*

Table 1
Appeals to the P&E Court and, for certain matters, to a tribunal
1. Development applications
For a development application other than a development application called in by the
Minister, an appeal may be made against—
(a) the refusal of all or part of the development application; or
(b) the deemed refusal of the development application; or
(c) a provision of the development approval; or
(d) if a development permit was applied for—the decision to give a preliminary approval.

EXTRACT FROM THE *PLANNING ACT 2016* RELATING TO LAPSE DATES

Division 4 Lapsing of and extending development approvals

85 Lapsing of approval at end of current period

(1) A part of a development approval lapses at the end of the following period (the ***currency period****)—*

(a) for any part of the development approval relating to a material change of use—if the first change of use does not happen within—

(i) the period stated for that part of the approval; or

(ii) if no period is stated—6 years after the approval starts to have effect;

(b) for any part of the development approval relating to reconfiguring a lot—if a plan for the reconfiguration that, under the Land Title Act, is required to be given to a local government for approval is not given to the local government within—

(i) the period stated for that part of the approval; or

(ii) if no period is stated—4 years after the approval starts to have effect;

(c) for any other part of the development approval if the development does not substantially start within—

(i) the period stated for that part of the approval; or

(ii) if no period is stated—2 years after the approval starts to take effect.

(2) If part of a development approval lapses, any monetary security given for that part of the approval must be released.