

File: 21/07G  
Date: 12 July 2021

SMK QLD Pty Ltd  
PO Box 422  
GOONDIWINDI QLD 4390

Attention: Tom Jobling

Dear Mr Jobling

**Decision Notice – approval (with conditions)  
Reconfiguring a Lot  
Lots 60 & 61 on RP844302, 63 & 69 Ulawanna Road, Goondiwindi**

We wish to advise that on 12 July 2021 a decision was made to approve the reconfiguring a lot development application for two (2) into one-hundred and five (105) lot subdivision at Lots 60 & 61 on RP844302, 63 & 69 Ulawanna Road, 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**.

Please note **Condition 39**, which requires a letter outlining and demonstrating that conditions have been complied with, shall be submitted to Council prior to the submission to Council of the Plan of Survey for each stage.

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](mailto:rmcmahon@grc.qld.gov.au), who will be pleased to assist.

Yours faithfully



✓ **Carl Manton**  
Chief Executive Officer  
Goondiwindi Regional Council

## Decision Notice approval

### *Planning Act 2016 section 63*

Council File Reference: 21/07G  
Council Contact: Mrs Ronnie McMahon: LMM  
Council Contact Phone: (07) 4671 7400

12 July 2021

**Applicant Details:** SMK QLD Pty Ltd  
PO Box 422  
GOONDIWINDI QLD 4390

Attention: Tom Jobling

The development application described below was properly made to Goondiwindi Regional Council on 01 March 2021.

#### **Applicant details**

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Applicant name: SMK QLD Pty Ltd  
Applicant contact details: Mr Tom Jobling  
PO Box 422, Goondiwindi, QLD 4390  
[tom@smkqld.com.au](mailto:tom@smkqld.com.au)  
(07) 4671 2445

#### **Application details**

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Application number: 21/07G  
Approval sought: Development Permit – Reconfiguring a Lot  
Details of proposed development: Two (2 into One-hundred and five (105) lot subdivision

#### **Location details**

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Street address: 63 & 69 Ulawanna Road, Goondiwindi  
Real property description: Lots 60 & 61 on RP844302

#### **Decision**

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Date of decision: 12 July 2021  
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**

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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 - building work assessable under the planning scheme - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	N/A	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Carrying out building work (assessable under the <i>Building Act 1975</i> )	Schedule 9, part 1	<input type="checkbox"/>	<input type="checkbox"/>
Development on airport land if the land use plan for the airport land states the development is assessable development - building work - plumbing or drainage work - material change of use (consistent with the land use plan) - reconfiguring a lot - operational work	Schedule 10, part 1, division 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Making a material change of use on airport land that is inconsistent with the land use plan for the airport land	Schedule 10, part 1, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use for a brothel	Schedule 10, part 2, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work for the clearing of native vegetation	Schedule 10, part 3, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use on contaminated land	Schedule 10, part 4, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for an environmentally relevant activity	Schedule 10, part 5, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for aquaculture	Schedule 10, part 6, division 1, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that is completely or partly in a declared fish habitat area	Schedule 10, part 6, division 2, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that is the removal, destruction or damage of a marine plant	Schedule 10, part 6, division 3, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that is constructing or raising waterway barrier works	Schedule 10, part 6, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>

	<b>Planning Regulation 2017 reference</b>	<b>Development Permit</b>	<b>Preliminary Approval</b>
Making a material change of use for a hazardous chemical facility	Schedule 10, part 7, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Development on a local heritage place (other than a Queensland heritage place) - building work assessable under the <i>Building Act 1975</i> - building work assessable under the planning scheme - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	Schedule 10, part 8, division 1, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Development on or adjoining a Queensland heritage place - building work assessable under the <i>Building Act 1975</i> - building work assessable under the planning scheme - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	Schedule 10, part 8, division 2, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Development interfering with koala habitat in koala habitat areas outside koala priority areas	Schedule 10, part 10, division 3, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Development interfering with koala habitat in koala habitat areas for extractive industries in key resource areas	Schedule 10, part 10, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work for reconfiguring a lot, if the reconfiguration is also assessable development	Schedule 10, part 12, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Development in a priority port's master planned area that the port overlay for the master planned area states is assessable development - building work - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	Schedule 10, part 13, division 4, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Development on strategic port land if the land use plan for the strategic port land states the development is assessable development - building work - plumbing or drainage work - material change of use (consistent with the land use plan) - reconfiguring a lot - operational work	Schedule 10, part 13, division 5, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

	<b>Planning Regulation 2017 reference</b>	<b>Development Permit</b>	<b>Preliminary Approval</b>
Making a material change of use on strategic port land that is inconsistent with the land use plan	Schedule 10, part 13, division 5, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Reconfiguring a lot under the <i>Land Title Act 1994</i>	Schedule 10, part 14, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a tourist activity or sport and recreation activity in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 2, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a residential care facility in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 3, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a community activity, other than a residential care facility, in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 3, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for indoor recreation in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a biotechnology industry in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 6, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a service station in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 6, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for an urban activity other than a biotechnology industry or service station in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 6, subdivision 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for two or more of the following: (i) a community activity (ii) indoor recreation (iii) a sport and recreation activity (iv) a tourist activity (v) an urban activity, in the SEQ regional landscape and rural production area or the SEQ rural living area	Schedule 10, part 16, division 7, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Carrying out operational work that is tidal works or work carried out completely or partly in a coastal management district	Schedule 10, part 17, division 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that involves taking, or interfering with, water	Schedule 10, part 19, division 1, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>

	<b>Planning Regulation 2017 reference</b>	<b>Development Permit</b>	<b>Preliminary Approval</b>
Development for removing quarry material from a watercourse or lake - building work assessable under the <i>Building Act 1975</i> - building work assessable under the planning scheme - plumbing or drainage work - material change of use - reconfiguring a lot - operational work	Schedule 10, part 19, division 2, subdivision 1	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Carrying out operational work that is the construction of a dam or relates to a dam.	Schedule 10, part 19, division 3, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work for construction of a new category 2 or 3 levee or for modification of an existing category 2 or 3 levee	Schedule 10, part 19, division 4, subdivision 1	<input type="checkbox"/>	<input type="checkbox"/>
Carrying out operational work that is high impact earthworks in a wetland protection area	Schedule 10, part 20, division 2	<input type="checkbox"/>	<input type="checkbox"/>
Making a material change of use of premises for a wind farm	Schedule 10, part 21, division 1	<input type="checkbox"/>	<input type="checkbox"/>

### **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. Not applicable

### **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	Advice agency or concurrence agency	Address
<p>As per Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) of the PR:</p> <p><i>Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—</i></p> <p>(a) <i>the development is for a purpose stated in schedule 20, column 1 for the aspect; and</i></p> <p>(b) <i>the development meets or exceeds the threshold—</i></p> <p>(i) <i>for development in local government area 1—stated in schedule 20, column 2 for the purpose; or</i></p> <p>(ii) <i>for development in local government area 2—stated in schedule 20, column 3 for the purpose; and</i></p> <p>(c) <i>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.</i></p> <p><i>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.</i></p>	<p>Department of State Development, Infrastructure, Local Government and Planning</p>	<p><i>Concurrence Agency</i></p>	<p>Department of State Development, Manufacturing, Infrastructure and Planning, Post: PO Box 825, Visit: 128 Margaret Street, TOOWOOMBA QLD 4350</p> <p><a href="mailto:ToowoombaSARA@dsmip.qld.gov.au">ToowoombaSARA@dsmip.qld.gov.au</a></p> <p>Ph: (07) 4616 7307</p>

## Approved plans and specifications

Copies of the following plans, drawings and other documents are enclosed.

Drawing/report title	Prepared by	Date	Reference no.
<b>Aspect of development: [reconfiguring a lot]</b>			
Staging Plan to Accompany ROL Application on Lot 60 RP844302 & Lot 61 on RP844302	SMK QLD Pty Ltd	10/02/21	220008-1
Staging Plan to Accompany ROL Application on Lot 60 & 61 RP844302	SMK QLD Pty Ltd	10/02/21	220008-2
Proposal Plan to Accompany ROL Application on Lots 60 & 61 RP844302	SMK QLD Pty Ltd	25/02/21	220008-3
Proposal Plan to Accompany ROL Application on Lots 60 & 61 RP844302	SMK QLD Pty Ltd	25/02/21	220008-4
Proposal Plan to accompany ROL Application on Lots 60 & 61 RP844302	SMK QLD Pty Ltd	25/02/21	220008-5
Proposal Plan to Accompany ROL Application on Lots 60 & 61 on RP844302	SMK QLD Pty Ltd	25/02/21	220008-6
Schedule of Designs and Documents		08/07/2021	Revision 1

## Currency period for the approval

This development approval will lapse at the end of the period set out in section 85 of *Planning Act 2016*

- [for reconfiguring a lot] This approval lapses if a plan for the reconfiguration that, under the *Land Title Act 1994*, is required to be given to a local government for approval is not given within the period stated for that part of the approval:

Stage	Proposed Lots	Time Frame
1	1 to 15	Completed by mid-2022
2	16 to 30	Completed by 2024
3	31 to 45	Completed by mid-2025
4	46 to 60	Completed by 2026
5	61 to 75	Completed by mid-2027
6	76 to 90	Completed by 2029
7	91 to 105	Completed by mid-2031



## **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*.

### Appeal by an eligible submitter

An eligible submitter for a development application may appeal to the Planning and Environment Court against the decision to approve the application, to the extent the decision relates to:

- any part of the development application that required impact assessment
- a variation request.

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

A handwritten signature in black ink, appearing to read 'Carl Manton', with a long horizontal flourish extending to the right.

**Carl Manton**  
Chief Executive Officer  
Goondiwindi Regional Council

enc    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



## **ATTACHMENTS**

### **Attachment 1 – Assessment Manager’s Conditions**

*Part 1 – Assessment Manager’s Conditions*

*Part 2 – Department of State Development, Infrastructure, Local Government and Planning - Concurrence Agency Response*

### **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*



## **Attachment 1 – Assessment Manager's Conditions**



## Assessment Manager's Conditions

<b>Approved Use:</b>	Two (2) into One-hundred and five (105) lot subdivision
<b>Development:</b>	Reconfiguring a Lot – Development Permit
<b>Applicant:</b>	SMK QLD Pty Ltd
<b>Address:</b>	63 & 69 Ulawanna Road, Goondiwindi
<b>Real Property Description:</b>	Lots 60 & 61 on RP844302
<b>Council File Reference:</b>	21/07G

<b>GENERAL CONDITIONS</b>																									
1.	Approval is granted for the purpose of Reconfiguring a Lot – Two (2) into One-hundred and five (105) lot subdivision.																								
2.	<p>The development shall be in accordance with supporting information supplied by the applicant with the development application including the following plans:</p> <table border="1"> <thead> <tr> <th>Drawing No</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>220008-1</td> <td>Staging Plan to Accompany ROL Application on Lot 60 RP844302 &amp; Lot 61 RP844302</td> <td>10/02/21</td> </tr> <tr> <td>220008-2</td> <td>Staging Plan to Accompany ROL Application on Lot 60 &amp; 61 RP844302</td> <td>10/02/21</td> </tr> <tr> <td>220008-3</td> <td>Proposal Plan to Accompany ROL Application on Lots 60 &amp; 61 on RP844302</td> <td>25/02/21</td> </tr> <tr> <td>220008-4</td> <td>Proposal Plan to Accompany ROL Application on Lots 60 &amp; 61 RP844302</td> <td>25/02/21</td> </tr> <tr> <td>220008-5</td> <td>Proposal Plan to Accompany ROL Application on Lots 60 &amp; 61 RP844302</td> <td>25/02/21</td> </tr> <tr> <td>220008-6</td> <td>Proposal Plan to Accompany ROL Application on Lots 60 &amp; 61 RP844302</td> <td>25/02/21</td> </tr> <tr> <td>Rev 1</td> <td>Schedule of Designs and Documents</td> <td>08/07/2021</td> </tr> </tbody> </table> <p>Please note this is not an approved Plan of Survey. The approved plans are included in <b>Attachment 2</b>.</p>	Drawing No	Title	Date	220008-1	Staging Plan to Accompany ROL Application on Lot 60 RP844302 & Lot 61 RP844302	10/02/21	220008-2	Staging Plan to Accompany ROL Application on Lot 60 & 61 RP844302	10/02/21	220008-3	Proposal Plan to Accompany ROL Application on Lots 60 & 61 on RP844302	25/02/21	220008-4	Proposal Plan to Accompany ROL Application on Lots 60 & 61 RP844302	25/02/21	220008-5	Proposal Plan to Accompany ROL Application on Lots 60 & 61 RP844302	25/02/21	220008-6	Proposal Plan to Accompany ROL Application on Lots 60 & 61 RP844302	25/02/21	Rev 1	Schedule of Designs and Documents	08/07/2021
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220008-6	Proposal Plan to Accompany ROL Application on Lots 60 & 61 RP844302	25/02/21																							
Rev 1	Schedule of Designs and Documents	08/07/2021																							

3.	<p>Complete and maintain the approved development as follows:</p> <ul style="list-style-type: none"> <li>(i) Generally in accordance with development approval documents; and</li> <li>(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.</li> </ul> <p>All development must comply with any relevant provisions in the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>, Council's standard designs for applicable work and any relevant Australian Standard that applies to that type of work.</p> <p>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.</p>
4.	<p>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.</p>
5.	<p>Easement B on RP844302 and Easement C on RP844302 shall remain unchanged.</p> <p>Easement A on RP171174 shall be replaced with an easement for access purposes from the extension of Sandalwood Drive within the development to the levee bank.</p>
<b>ESSENTIAL SERVICES</b>	
6.	<p>Prior to the submission to Council of the Plan of Survey, each proposed lot shall be serviced by and connected to Council's reticulated water supply system, in accordance with the Water Conceptual Layout Plans DA-401 (Rev A), DA-402 (Rev A), DA-403 (Rev B) and DA-404 (Rev A), prepared by Baker Rossow, and in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards in the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>, to the satisfaction of and at no cost to Council.</p> <p>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.</p>
7.	<p>Prior to the submission to Council of the Plan of Survey, each proposed lot shall be serviced by and connected to Council's reticulated sewerage system, in accordance with the Sewer Conceptual Layout Plans DA-201 – DA204 Revision B, prepared by Baker Rossow, and in accordance with Schedule 6.2 – Planning Scheme Policy 1 – Land development Stands of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>, to the satisfaction of and at no cost to Council.</p> <p>The developer shall provide all sewerage infrastructure to enable every parcel within the development to be serviced by Council's sewerage reticulation system.</p>

	<b>PUBLIC UTILITIES</b>
8.	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.
9.	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.
	<b>FENCING</b>
10.	Fencing, to prevent vehicular access to Brennans Road, shall be constructed along the northern boundary of the development adjacent to Brennans Road. It is a condition of this development that there is to be no vehicular access from the new lots to Brennans Road and Ulawanna Road.
	<b>VEHICLE ACCESS</b>
11.	<p>Each proposed lot shall be provided with a residential vehicle crossover in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i> or to other relevant engineering standards to the satisfaction of and at no cost to Council.</p> <p>Vehicular access shall be designed to mitigate against bushfire hazards, and crossovers shall be either constructed or bonded prior to the submission of a Building Application.</p> <p>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.</p> <p>A qualified Council Officer may inspect construction works at the request of the developer to ensure compliance with this condition.</p>
	<b>ROADS</b>
12.	All new roads shall have a minimum reservation width of eighteen (18) metres, with the exception of the extension of Sandalwood Drive, which shall have a minimum reservation width of twenty (20) metres in line with the current road reservation and shall be dedicated as public road at no cost to Council.

<p><b>13.</b></p>	<p>All new roads shall be constructed:</p> <ul style="list-style-type: none"> <li>(a) Generally in accordance with the approved plans, the Traffic Impact Assessment and the Infrastructure report.</li> <li>(b) With an eight (8) metre pavement width and a Cul-de-sac diameter of eighteen (18) metres, 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 <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>.</li> <li>(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 <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>.</li> </ul>
<p><b>14.</b></p>	<p>Prior to the endorsement of plans for stage one (1), BAR and BAL turn treatments shall be constructed at the intersection of Ulawanna Drive and Brennans Road. These turn treatments shall be constructed to a sealed standard and designed in accordance with the Austroads guide to road design.</p>
<p><b>15.</b></p>	<p>Concrete kerb and channelling shall be provided on both sides of each of the proposed six (6) new roads and to the extension of Sandalwood Drive (8 metres invert to invert).</p>
<p><b>16.</b></p>	<p>The extension of Sandalwood Drive shall be joined neatly into the existing end of Sandalwood Drive and must take into account local storm water drainage and the connection of existing driveways to Lots 143 &amp; 144 on SP101417.</p>
<p><b>17.</b></p>	<p>Prior to the endorsement of plans for each relevant stage, Ulawanna Drive shall be widened generally in accordance with the approved plans including the construction of concrete kerb and channel on the widened eastern side of the road. Allowance must be made for the connection of existing accesses to Ulawanna Drive.</p>
<p><b>18.</b></p>	<p>A 2.0m wide concrete footpath shall be constructed on the southern side of Brennans Road, connecting Ulawanna Drive with the existing concrete path at the termination of Wilga Place. A 2.0m wide concrete footpath shall be constructed on the eastern side of Ulawanna Drive from the Brennans Road path, to be extended with each stage of construction as far as the northern side of proposed new road at stage six (6).</p>
<p><b>19.</b></p>	<p>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.</p>
<p><b>20.</b></p>	<p>Street lighting shall be provided along the six (6) new roads, the extension of Sandalwood Drive and Ulawanna Drive including the intersection with Brennans Road, to the satisfaction of the Director Engineering Services and to relevant engineering standards as outlined in Schedule 6: Planning Scheme Policies, SC6.2.6 – Standards for Utilities of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i>.</p>



<b>STORMWATER</b>	
<b>21.</b>	The subject site shall be adequately drained and all stormwater shall be disposed of to the satisfaction of the Director Engineering Services and to relevant engineering standards as outlined in Schedule 6: Planning Scheme Policies, SC6.2.4 – Standards for Stormwater Drainage of the <i>Goondiwindi Region Planning Scheme 2018 (Version 2)</i> . The stormwater disposal system shall be designed generally in accordance with the approved plans and infrastructure report.
<b>22.</b>	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.
<b>23.</b>	Any fill placed on the subject land in relation to the development shall not cause any ponding of water on any land.
<b>DEVELOPER'S RESPONSIBILITIES</b>	
<b>24.</b>	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.
<b>25.</b>	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.
<b>26.</b>	Development is to be designed and constructed to avoid significant adverse impacts on areas of environmental significance.
<b>27.</b>	An adequate buffer to areas of environmental significance is to be provided and maintained.
<b>28.</b>	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.
<b>29.</b>	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.
<b>30.</b>	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.

31.	The developer shall be responsible for mitigating any complaints arising from on-site operations during construction.
32.	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.
33.	At all times all requirements of the conditions of the development approval must be maintained.
34.	Where appropriate, easements shall be provided in favour of Council to contain infrastructure elements, including water, sewerage and stormwater mains.
<b>BEFORE PLANS WILL BE ENDORSED</b>	
35.	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.
36.	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.
37.	<p>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 <i>Planning Regulations 2017</i>.</p> <p>The relevant Council Fee for endorsement of the Plan of Survey (currently \$190.00; subject to change).</p>
38.	<p>All outstanding rates and charges shall be paid to Council prior to the submission to Council of the Plan of Survey.</p> <p>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.</p> <p>It may be necessary for Council to use such bonds for the completion of outstanding works without a specific timeframe agreed.</p>

**39.** 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*:

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

Stage	Proposed Lots	Time Frame
1	1 to 15	Completed by mid-2022
2	16 to 30	Completed by 2024
3	31 to 45	Completed by mid-2025
4	46 to 60	Completed by 2026
5	61 to 75	Completed by mid-2027
6	76 to 90	Completed by 2029
7	91 to 105	Completed by mid-2031

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*.

	<p>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.</p>
	<p>It is the applicant's responsibility to obtain all statutory approvals prior to commencement of any works onsite.</p>



## **Attachment 1 – Assessment Manager’s Conditions**

***Part 2 – Department of State Development, Infrastructure, Local Government and Planning - Concurrence Agency Response***





SARA reference: 2103-21374 SRA  
 Council reference: 21/07G

3 June 2021

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

Attention: Mrs Ronnie McMahon

Dear Ronnie

## SARA response—63 & 69 Ulawanna Road, Goondiwindi

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency on 4 March 2021.

### Response

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Outcome:	Referral agency response – with conditions.
Date of response:	3 June 2021
Conditions:	The conditions in <b>Attachment 1</b> must be attached to any development approval.
Advice:	Advice to the applicant is in <b>Attachment 2</b> .
Reasons:	The reasons for the referral agency response are in <b>Attachment 3</b> .

### Development details

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Description:	Development permit	Reconfiguring a Lot - Two (2) lots into One-Hundred and five (105) lot subdivision
SARA role:	Referral Agency.	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (Planning Regulation 2017) Development application for an aspect of development stated in Schedule 20.	
SARA reference:	2103-21374 SRA	
Assessment Manager:	Goondiwindi Regional Council	

Street address: 63 & 69 Ulawanna Road, Goondiwindi  
Real property description: Lot 60 on RP84430 and Lot 61 on RP844302  
Applicant name: SMK QLD PTY LTD  
Applicant contact details: 9 Pratten Street  
Goondiwindi QLD 4390  
tom@smkqld.com.au

## Representations

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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 (s.30 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 Richard Webber, Principal Planning Officer, on (07) 4616 7304 or via email ToowoombaSARA@dsmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Darren Cooper  
Manager - DDSW (Planning)

cc SMK QLD PTY LTD, tom@smkqld.com.au

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

## 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
<b>Material change of use</b>		
Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1—The chief executive administering the <i>Planning Act 2016</i> 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.	The development must be carried out generally in accordance with Section 5 Road Network Performance and Section 7 Risk Assessment of the Traffic Report prepared by TTM Consulting Pty Ltd dated 18 May 2021, reference 21BRT0141, as amended in red by SARA.	Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times



## Attachment 2—Advice to the applicant

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General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) [v2.6]. If a word remains undefined it has its ordinary meaning.

## **Attachment 3—Reasons for referral agency response**

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

### **The reasons for SARA's decision are:**

- Subject to the imposition of a condition, the proposed development complies with the relevant provisions of the State Development Assessment Provisions, State code 6: Protection of State transport networks.

### **Material used in the assessment of the application:**

The development application material and submitted plans

- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version 2.6)
- The Development Assessment Rules
- SARA DA Mapping system
- *Human Rights Act 2019*

## **Attachment 4—Representations about a referral agency response**

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## **Attachment 5—Approved plans and specifications**

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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<sup>1</sup> regarding **representations about a referral agency response**

### Part 6: Changes to the application and referral agency responses

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#### 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.<sup>2</sup>
- 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.

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<sup>1</sup> Pursuant to Section 68 of the *Planning Act 2016*

<sup>2</sup> 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.<sup>3</sup>

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<sup>3</sup> 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.



18 May 2021  
Our Ref: 21BRT0141  
Your Ref: 21/07G

PLANS AND DOCUMENTS  
referred to in the REFERRAL  
AGENCY RESPONSE



SARA ref: 2103-21374 SRA

Date: 3 June 2021

**Attention:** Robert and Lisa Hanna

R.J. Hanna Constructions Pty Ltd  
P.O. Box 1169  
GOONDIWINDI QLD 4390

Dear Robert and Lisa,  
**RE: Development Permit - Reconfiguring a Lot  
63 & 69 Ulawanna Road, Goondiwindi  
Traffic Impact Statement**

## 1. Introduction

TTM Consulting Pty Ltd (TTM) has been engaged by R.J. Hanna Constructions Pty Ltd to prepare a Traffic Impact Statement relating to a proposed residential subdivision located at 63 & 69 Ulawanna Road in Goondiwindi. It is understood that this statement will form part of a Response to a Council Information Request to be submitted to Goondiwindi Regional Council (GRC) and the State Assessment and Referral Agency (SARA).

## 2. Site Information

The subject site is located at 63 & 69 Ulawanna Road, as shown in Figure 1. The property descriptions for both blocks are Lot 60 & 61 on RP844302, respectively. The subject site is currently occupied by several detached buildings.

The surrounding sites are primarily occupied by detached residential dwellings.



Figure 1: Site Location

Source: Queensland Globe, 2021

### 3. Proposed Development

The applicant seeks approval to reconfigure two (2) lots into one-hundred and five (105) lots. It is understood that the existing detached buildings will be retained and form one of these lots. The other lots will be delivered in seven (7) stages.

It is proposed that seven (7) new roads will be constructed as part of the development. Six (6) of these will connect to Ulawanna Road and one (1) will connect to Sandalwood Drive. Each of the new roads connecting to Ulawanna Road will facilitate access to fifteen (15) lots. The new road accessed via Sandalwood Drive will facilitate access to fourteen (14) lots. Each of the proposed roads conclude in a cul-de-sac.

For reference, a copy of the proposed plans is included as **Attachment 1**.



## 4. Traffic Impact Assessment

### Introduction

The potential traffic impacts of the proposed development have been assessed for the following intersections:

- Brennans Road / Ulawanna Road (Council-controlled)
- Brennans Road / Sandalwood Drive (Council-controlled)
- Barwon Highway / Brennans Rd / Lagoon Street (State-controlled)

In accordance with typical traffic impact assessment guidelines the two Council-controlled intersections have been assessed for the 10-year design horizon.

In accordance with the Department of Transport and Main Roads' 'Guide to Traffic Impact Assessment' (GTIA), the one State-controlled intersection has been assessed for the opening year of the full development, assumed to be 2024 based on a construction rate of fifty (50) dwellings per year, with construction expected to commence in 2022.

### Existing Traffic Volumes

TTM conducted traffic surveys of the intersections nominated above to establish base traffic conditions. The surveys were conducted in the afternoon of Wednesday the 21<sup>st</sup> and in the morning of Thursday the 22<sup>nd</sup> of April 2020. The surveys were undertaken between 7-9am and 4pm-6pm.

From this data, respective morning and afternoon peak hour movements along with estimated daily traffic volumes were derived. In general, the morning and afternoon peak hours were found to be between 7:45-8:45am and 4:30-5:30pm, respectively. Detailed network diagrams illustrating the surveyed peak hour volumes is included in **Attachment 2**.

### Future Base Traffic Conditions

Three DTMR traffic count sites are located within close proximity to the Brennans Road. These count sites are identified as follows:

- **Count Site 55427:** 31A-460m from Rail Xing (Goondiwindi)
- **Count Site 55428:** 31A-500m West of Goondi. West Conn Rd
- **Count Site 55440:** 362-70m West of Short St (Goondiwindi)

The location of the traffic count sites is illustrated in Figure 2. The AADT data for the respective count sites have been reviewed to determine the historic growth experienced across the state-controlled network. The data indicates that traffic loadings have increased by an average of approximately 1% per annum between

2013 and 2019. This growth factor has been applied to the state-controlled network for the purpose of assessing future development scenarios.

A growth factor of 3% has been applied to Brennans Road to account for the possibility of future growth to the west of the site.



Figure 2: Location of Nearby DTMR Traffic Count Sites

Source: QLD Globe 2021

### Estimated Development Traffic Generation and Distribution

Sandalwood Drive facilitates access to a residential catchment comprising of seventy-five (75) dwellings. The peak hour surveys undertaken at the Brennans Road / Sandalwood Drive intersection indicate that an average generation rate of 0.88vph in the AM peak hour and 0.81vph in the PM peak hour per dwelling. These rates are comparable to 0.85vph per dwelling generic rate outlined in the RTA's 'Guide to Traffic Generating Developments'. The surveyed rates have been adopted for the purposes of development generation as they are more reflective of site travel characteristics.

The resultant development generation is detailed in Table 1.

Table 1: Estimated Development Generation

Period	Rate	Yield	Generation
Weekday AM (Peak Hr)	0.88vph	105 Lots	92vph
Weekday PM (Peak Hr)	0.81vph		85vph

Distribution of development traffic has been based on the surveyed inbound and outbound movements at the Brennans Road / Sandalwood Drive and Barwon Highway / Brennans Rd / Lagoon Street intersections. The adopted distribution is illustrated in Figure 3.

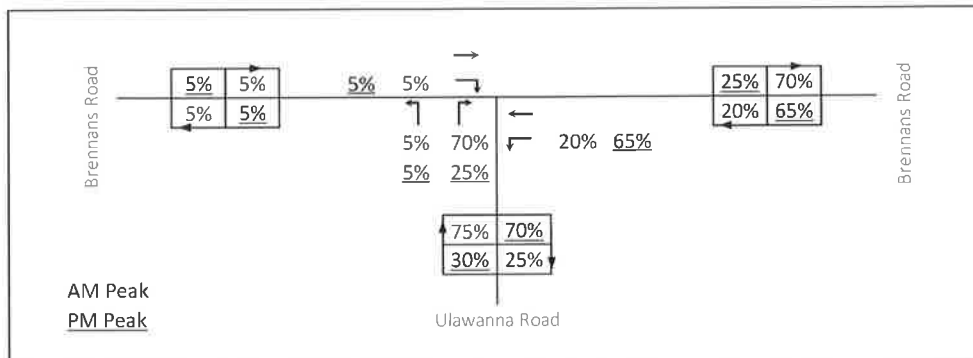


Figure 3: Estimated Development Distribution

### Assessment Scenarios

TTM has identified three assessment periods for the road network as follows:

#### Current Traffic Scenario (2021)

This scenario includes the 2021 traffic volumes modelled over the existing road network. This analysis has been performed for the AM and PM peaks for all three intersections.

#### Opening Year (2024) Traffic Scenario

A growth rate of 3% has been applied to Brennans Road and a rate of 1% has been applied to the state-controlled network for a period of three (3) years from the most recent survey. This analysis has been performed for the AM and PM peaks for all three intersections.

#### Design Horizon (2034) Traffic Scenario

A growth rate of 3% has been applied to Brennans Road for a period of thirteen (13) years from the most recent survey. This analysis has been performed for the AM and PM peaks for the site access intersections.

## 5. Road Network Performance

Brennans Road / Ulawanna Road

Turn Warrant Analysis

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2103-21374 SRA

Date: 3 June 2021

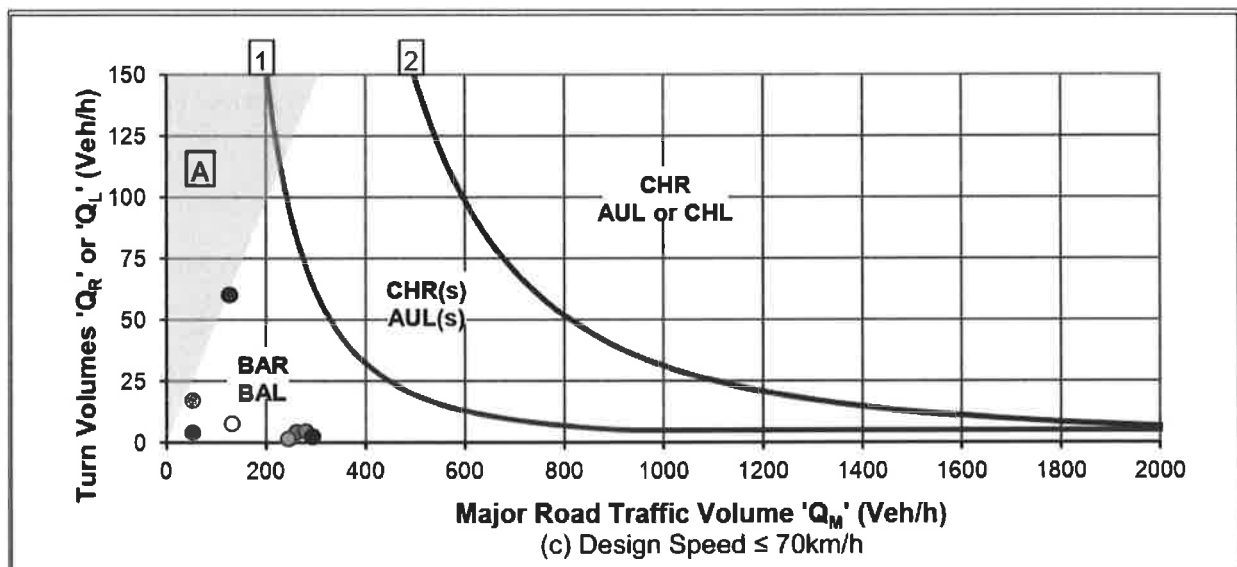
Amended in red by SARA on 3 June 2021

A turn lane warrant analysis has been undertaken in accordance with Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management (2020) to determine if any turn treatment upgrades are required as a result of the proposed development.

Table 2 and Figure 4 details the parameters and turn lane treatment types required at the Brennans Road / Ulawanna Road intersection based on the estimated 2034 peak hour traffic volumes.

Table 2: Turn Lane Warrant Assessment – Brennans Road / Ulawanna Road Intersection

Approach	Scenario	AM Peak Hour			PM Peak Hour		
		Q <sub>R/L</sub>	Q <sub>M</sub>	Treatment	Q <sub>R/L</sub>	Q <sub>M</sub>	Treatment
Right Turn-in	2034 Base	2	234	BAR	1	225	BAR
	2034 Project	2	251	BAR	1	277	BAR
Left Turn-in	2034 Base	5	58	BAL	7	133	BAL
	2034 Project	21	58	BAL	59	133	BAL



### Legend

- AM Peak Base Right    ● AM Peak Dev Right    ● PM Peak Base Right    ● PM Peak Dev Right
- AM Peak Base Left    ● AM Peak Dev Left    ○ PM Peak Base Left    ● PM Peak Dev Left

Figure 4: Turn Warrant Treatment Analysis – Brennans Road / Ulawanna Road Intersection

The assessment indicates that the proposed development requires a basic right-turn and left-turn treatments to be constructed at the intersection.

The development does not result in an increase in right turning vehicles. In fact, the number of vehicles turning right is minimal, with two (2) vehicles undertaking this movement in the AM peak hour and one (1) vehicle in the PM peak hour. A survey of Brennans Road indicates that the eastbound traffic lane is four metres wide, and the gravel shoulder is two metres wide. The combined width of these lanes is sufficient to allow a through vehicle to manoeuvre around a vehicle slowing to turn right. The use of a gravel shoulder in this arrangement is consistent with a rural basic-right turn treatment.

It is TTM’s recommendation that a basic-left turn lane treatment be implemented at this intersection.

#### Sidra Analysis

Figure 5 shows the modelled intersection configuration. Table 3 summarises the analysis outputs for the intersection. Detailed analysis output summaries are included in **Attachment 4**.

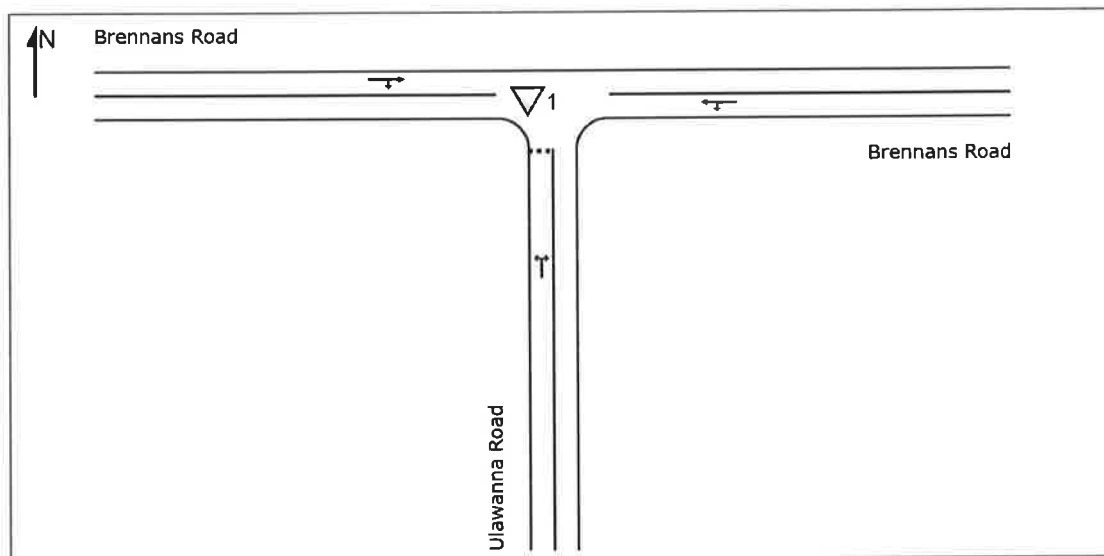


Figure 5: Brennans Road / Ulawanna Road Intersection Layout

Table 3: Summary of Sidra Outputs (Brennans Road / Ulawanna Road Intersection)

Case	Degree of Saturation	Average/Worst Delay	Worst Level of Service	95th Percentile Critical Queue (m)		
				South	East	West
<b>AM Peak</b>						
2021 Survey Case	6.5	0.8 / 6.0	A	0.4	0	0.1
2024 Base Case	7.1	0.7 / 6.1	A	0.4	0	0
2024 Project Case	7.9	2.3 / 6.2	A	1.8	0	0
2034 Base Case	9.6	0.6 / 6.3	A	0.4	0	0.1
2034 Project Case	9.6	2.0 / 6.4	A	1.9	0	0.1

Case	Degree of Saturation	Average/ Worst Delay	Worst Level of Service	95th Percentile Critical Queue (m)		
				South	East	West
<b>PM Peak</b>						
2021 Survey Case	5.2	0.4 / 5.9	A	0.1	0	0
2024 Base Case	5.7	0.4 / 6.0	A	0.1	0	0
2024 Project Case	9.0	2.0 / 6.1	A	0.6	0	0.1
2034 Base Case	7.6	0.3 / 6.2	A	0.1	0	0.1
2034 Project Case	10.9	1.7 / 6.4	A	0.6	0	0.1

The analysis confirms that the existing intersection would adequately accommodate the additional traffic demands associated with the proposed development with ample spare capacity being available. The highest average delay is calculated to be 2.0 seconds in the 2024 AM Project Case. This is well within the 42 second nominal threshold indicated in the DTMR assessment guideline. The assessment confirms that the maximum queuing experienced on the right-turn movement on the western approach is 0.1m.

On the basis of the above, the proposed rural basic-right turn and basic left-turn lane treatments are considered to be adequate.

### Brennans Road / Sandalwood Drive

#### Turn Warrant Analysis

Basic right-turn and left-turn treatments are currently provided at the Brennans Road / Sandalwood Drive Intersection. A turn lane warrant analysis has been undertaken to determine if these existing turn treatments are sufficient to accommodate development traffic.

Table 4 and **Error! Reference source not found.** details the parameters and turn lane treatment types required at the Brennans Road / Sandalwood Drive Intersection based on the estimated 2034 peak hour traffic volumes.

**Table 4: Turn Lane Warrant Assessment – Brennans Road / Sandalwood Drive Intersection**

Approach	Scenario	AM Peak Hour			PM Peak Hour		
		QR/L	QM	Treatment	QR/L	QM	Treatment
Right Turn-in	2034 Base	2	261	BAR	3	264	BAR
	2034 Project	2	344	BAR	3	346	BAR
Left Turn-in	2034 Base	13	62	BAL	39	140	BAL
	2034 Project	15	78	BAL	47	192	BAL

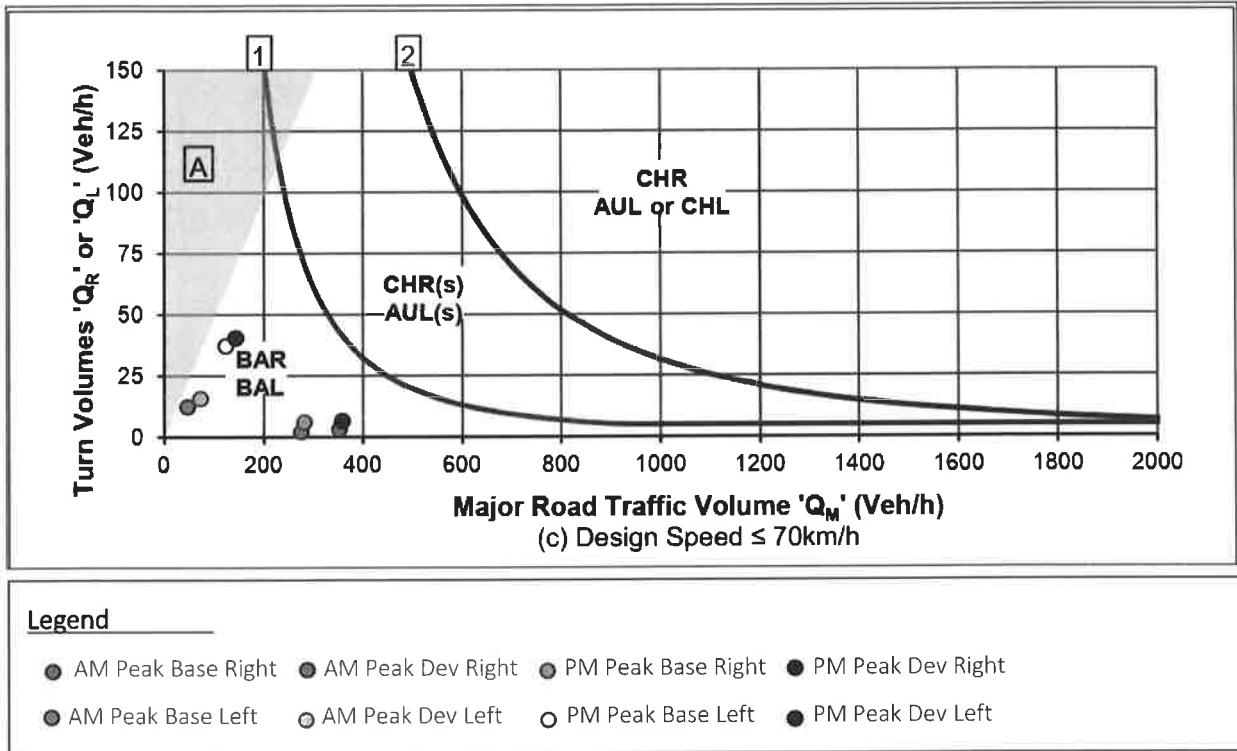


Figure 6: Turn Warrant Treatment Analysis – Brennans Road / Ulawanna Road Intersection

The assessment indicates that the existing basic right-turn and basic left-turn treatments are sufficient to accommodate development traffic.

Sidra Analysis

Figure 7 shows the modelled intersection configuration. Table 5 summarises the analysis outputs for the intersection. Detailed analysis output summaries are included in **Attachment 4**.

Table 5: Summary of Sidra Outputs (Brennans Road / Sandalwood Drive Intersection)

Case	Degree of Saturation	Average/Worst Delay	Worst Level of Service	95th Percentile Critical Queue (m)		
				South-East	North-East	South-West
<b>AM Peak</b>						
2021 Survey Case	7.1	1.7 / 6.2	A	1.1	0	0.1
2024 Base Case	7.8	1.6 / 6.2	A	1.2	0	0.1
2024 Project Case	11.2	1.5 / 6.6	A	1.5	0	0.1
2034 Base Case	10.2	1.3 / 6.5	A	1.2	0	0.1
2034 Project Case	13.7	1.3 / 6.9	A	1.6	0	0.1

PM Peak						
2021 Survey Case	7.4	1.7 / 6.1	A	0.4	0	0.1
2024 Base Case	8.0	1.6 / 6.1	A	0.4	0	0.1
2024 Project Case	11.2	1.4 / 6.5	A	0.6	0	0.2
2034 Base Case	9.8	1.3 / 6.4	A	0.5	0	0.2
2034 Project Case	13.1	1.2 / 6.7	A	0.6	0	0.2

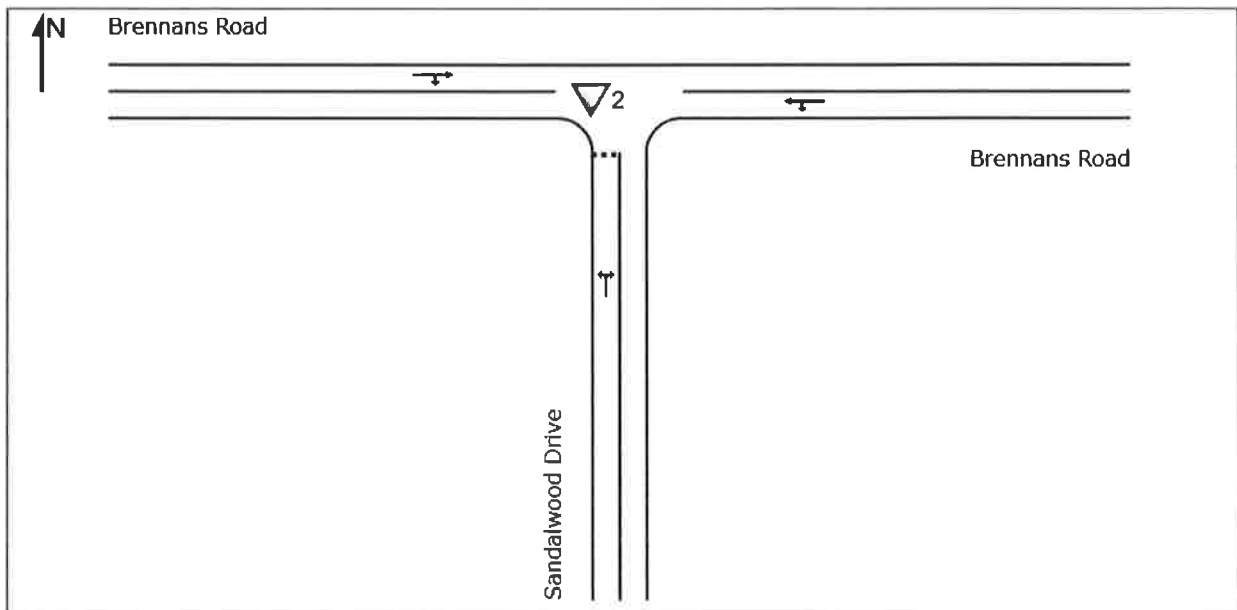


Figure 7: Brennans Road / Sandalwood Drive Intersection Layout

The analysis confirms that the existing intersection would adequately accommodate the additional traffic demands associated with the proposed development with ample spare capacity being available. The highest average delay is calculated to be 1.7 seconds in the 2024 AM Base Case. The maximum delay experienced is 6.9 seconds in the 2034 AM Project Case. This is well within the 42 second nominal threshold indicated in the DTMR assessment guideline.

On the basis of the above, no mitigation works are considered to be warranted as a result of the development.



### Barwon Highway / Brennans Rd / Lagoon Street

#### Sidra Analysis

Figure 8 shows the modelled intersection configuration. Table 6 summarises the analysis outputs for the intersection, with the net delay outputs presented in Table 7. Detailed analysis output summaries are included in **Attachment 4**.

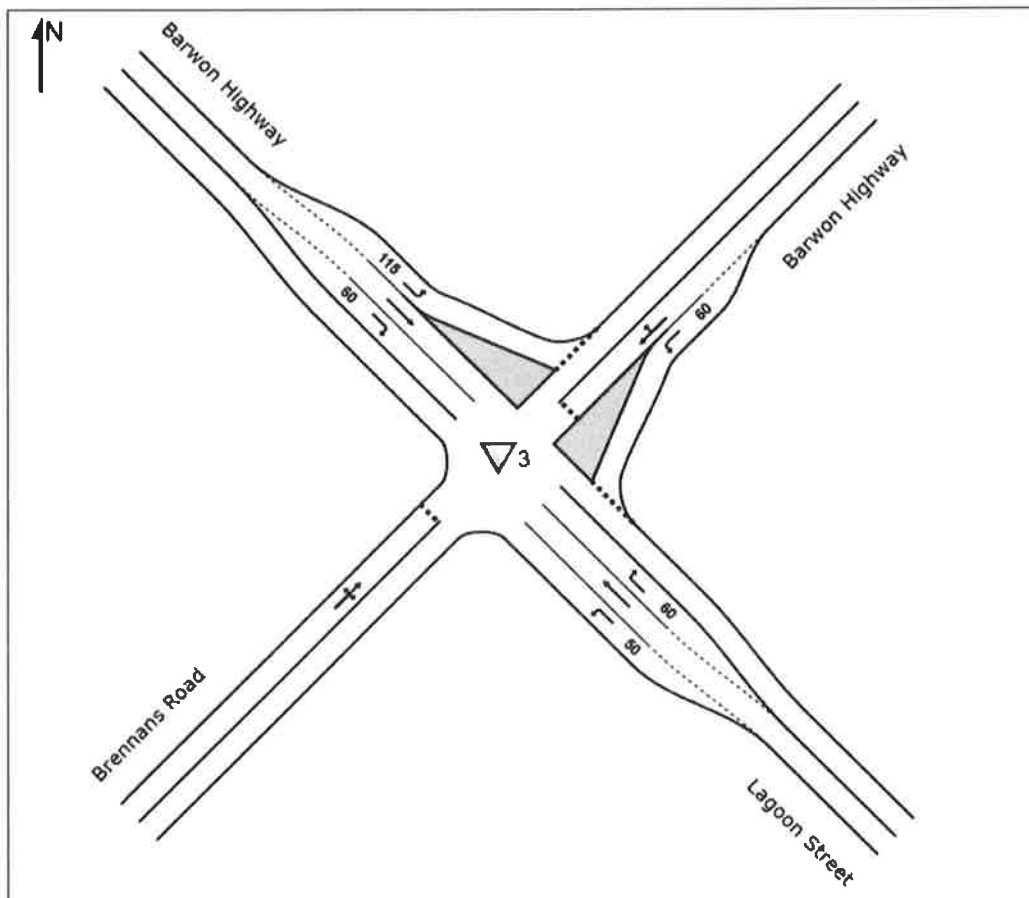


Figure 8: Barwon Highway / Brennans Rd / Lagoon Street Intersection Layout

Table 6: Summary of Sidra Outputs (Barwon Highway / Brennans Rd / Lagoon Street Intersection)

Case	Degree of Saturation	Average/ Worst Delay	Worst Level of Service	95th Percentile Critical Queue (m)			
				South-East	North-East	North-West	South-West
<b>AM Peak</b>							
2024 Base Case	31.7	6.0 / 8.4	A	1.7	2.5	0.1	9.9
2024 Project Case	44.3	6.9 / 9.8	A	1.7	2.7	0.4	19.9
<b>PM Peak</b>							
2024 Base Case	13.1	5.4 / 7.7	A	0.8	2.3	0.4	3.5
2024 Project Case	17.9	5.7 / 8.3	A	0.8	2.4	0.4	5.0

**Table 7: Net Intersection Delay Comparison (Barwon Highway / Brennans Rd / Lagoon Street Intersection)**

Scenario	Net Intersection Delay (vehicle-minutes)		Change
	Base	Project*	
AM Peak Hour	57	63	+5.58 (+9.79%)
PM Peak Hour	43	44	+1.26 (+2.96%)
<b>Total Network Delay</b>	<b>100</b>	<b>107</b>	<b>+6.84 (+6.9%)</b>

The analysis confirms that the change in delay due to the proposed development equates to a 6.9% increase which exceeds the nominal 5% threshold identified in DTMR’s ‘GTIA’. As such, mitigation works warrant consideration.

The undertaken SIDRA analysis confirms that the existing intersection would adequately accommodate the additional traffic demands associated with the proposed development with ample spare capacity being available. The highest degree of saturation is calculated to be 44.3%, which occurs in the 2024 AM Development Case. This is well below the 80% nominal threshold indicated in the DTMR assessment guideline.

The highest average delay is calculated to be 6.9 seconds in the 2024 Development Case, which is well within the 42 second nominal threshold indicated in the DTMR assessment guideline.

Based on the above, it is concluded that the generally operating performance of the intersection (i.e. Level of Service A) will not change and therefore will not significantly increase safety risk due to the increase in traffic volumes. Accordingly, no mitigation works are considered necessary as a result of the development.

## 6. Road Crash History Assessment

TTM have investigated the road crash history at the intersection to determine if there are any existing issues that will be exacerbated by the addition of development traffic. The Queensland Government’s road crash database, which contains a record of all reported road traffic crashes that have occurred, indicates that no crashes have ever occurred on Brennans Road, Ulawanna Road or Sandalwood Road. This suggests that there are not any existing issues that will worsened by the introduction of development traffic.

## 7. Risk Assessment

A road safety risk assessment has been conducted for the Barwon Highway / Brennans Rd / Lagoon Street intersection, in line with the methodology contained in Section 9.3 of the ‘GTIA’. A copy of this risk assessment, showing pre and post development risk ratings and further commentary is included in **Attachment 3**. The assessment indicates that the ‘risk score’ under the ‘with development’ case does not increase beyond that which applies in the ‘without development’ case, meaning that no mitigating works are required as a consequence of the development and further road safety assessments are not required.

## 8. Conclusions

Based on the traffic impact assessment contained herein the following conclusions and recommendations apply:

- No impact mitigating upgrade works are required at the Barwon Highway / Brennans Rd / Lagoon Street intersection.
- No impact mitigating upgrade works are required at the Brennans Road / Sandalwood Drive intersection.
- The Brennans Road / Ulawanna Road intersection should be upgraded to provide a Type BAL left turn treatment on Ulawanna.

Based on the above, TTM see no traffic engineering reason why this development scheme not be granted the relevant approvals. Should you have any questions in relation to the content of this letter, please contact David Grummitt or myself on (07) 3327 9500.

Yours sincerely,



Nathan Garvey  
Project Consultant  
**TTM Consulting Pty Ltd**

Reviewed and RPEQ:



David Grummitt | RPEQ MIEAust NER  
Director  
**TTM Consulting Pty Ltd**



**Attachment 1 – Development Plans**

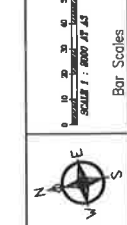
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CONSULTING ENGINEERS

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**RJ HANNA**  
CONSTRUCTIONS  
PTY LTD



Revisions	Bar	Scales	Date
A. Original Issue			

Client  
**RJ HANNA**  
**CONSTRUCTIONS PTY LTD**

Project  
**ULAWANNA ROAD,  
GOONDIWINDI**

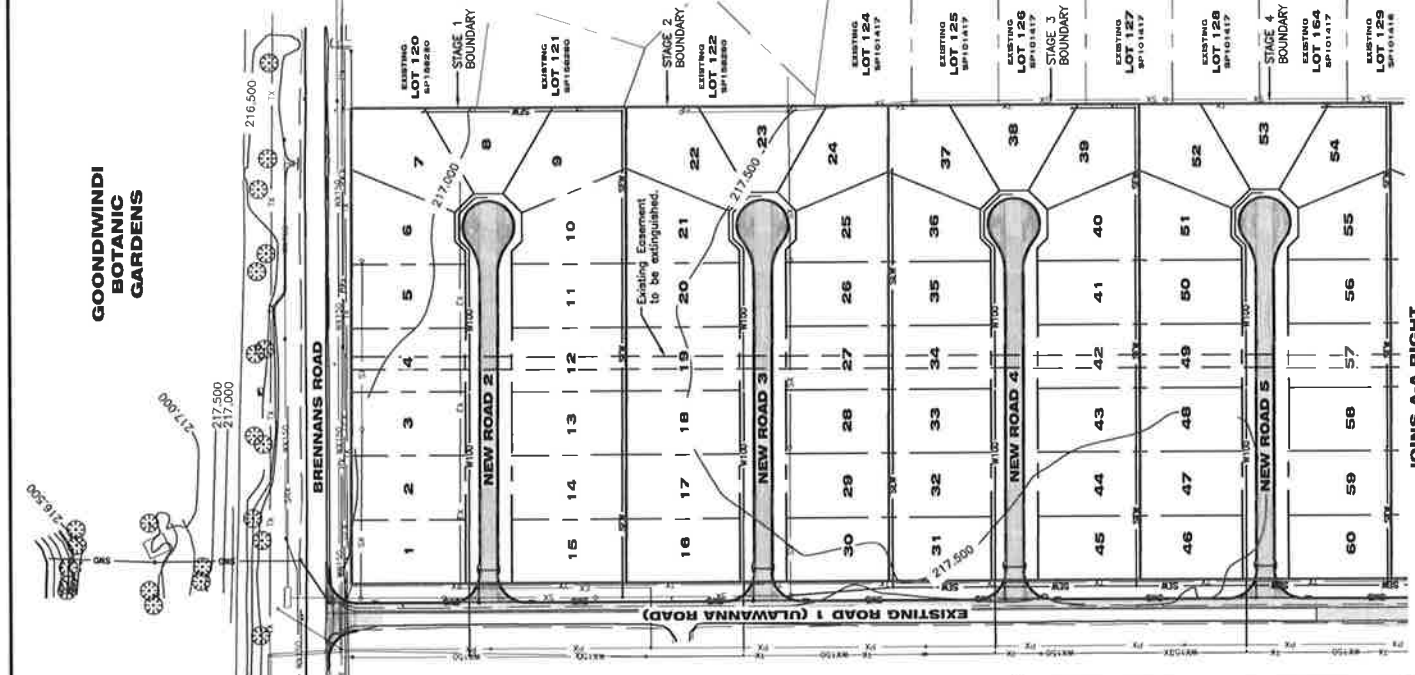
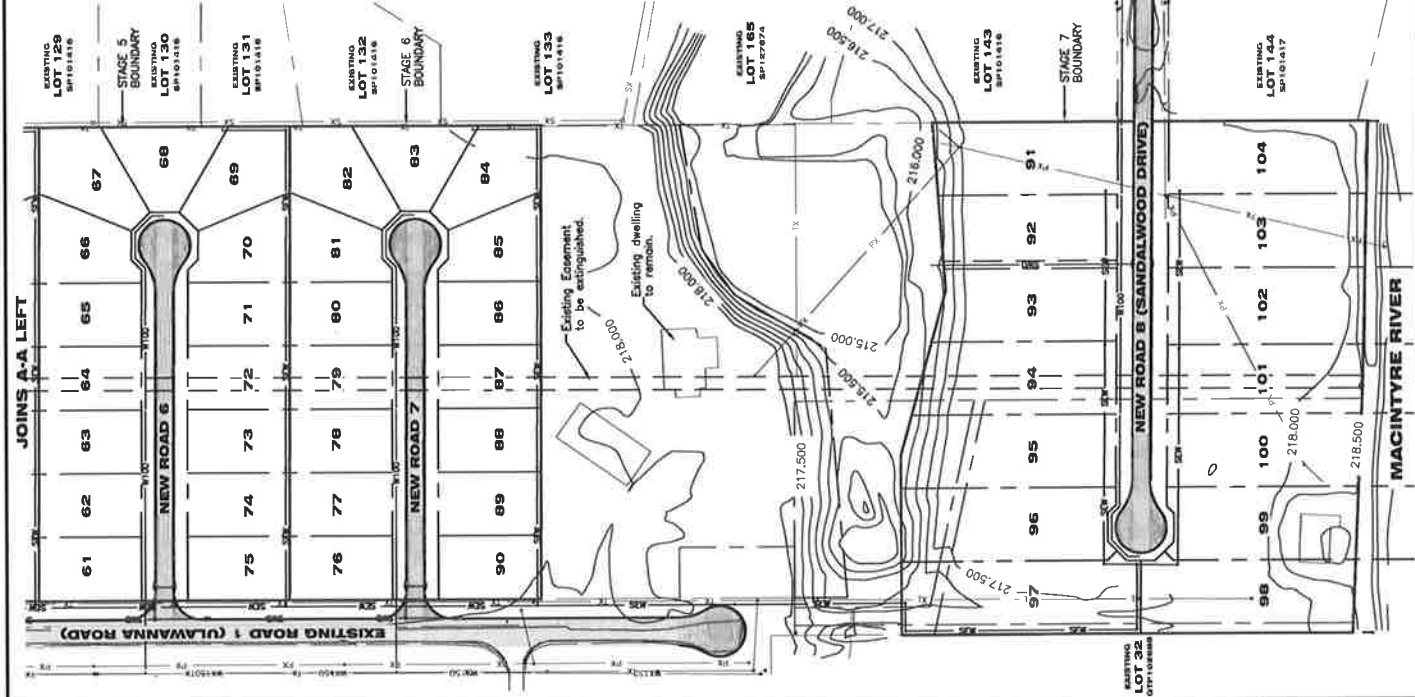
Title  
**OVERALL CONCEPTUAL  
LAYOUT PLAN**

J/M Design Drawn Examined  
BDR BDR WJC BDR  
SEP 20 SEP 20 SEP 20 01/12/20

Scale  
1:2000 Certified RPEC

Original Size A3  
Plan No.  
**DA-001**

JOB No.  
**200218**



**PRELIMINARY**  
FOR DEVELOPMENT APPLICATION  
NOT FOR CONSTRUCTION

THESE DRAWINGS ARE FOR THE PURPOSE  
OF DEVELOPMENT APPLICATION, IN ORDER  
TO OBTAIN CONSTRUCTION PERMITS FOR  
ROADWORKS, SEWER, STORMWATER  
DRAINAGE, WATER SUPPLY AND ALLOTMENT  
EARTHWORKS, SUBJECT TO DETAILED DESIGN

ROADWORKS, refer  
sheets 101-126  
for details

STORMWATER DRAINAGE,  
refer sheet 301-307  
for details

SEWER RETICULATION,  
refer sheets 401-404  
for details

ALLOTMENT EARTHWORKS,  
refer sheets 501-505  
for details

**LEGEND**

---	PROPOSED PROPERTY BOUNDARY
---	EXISTING PROPERTY BOUNDARY
---	EXISTING EASEMENT BOUNDARY
---	EXISTING SURFACE CONTOURS (0.5M INTERVALS)
---	217.500
---	PROPOSED KERB AND CHANNEL
---	PROPOSED SEWER GRAVITY MAIN
---	EXISTING SEWER GRAVITY MAIN
---	EXISTING SEWER RISING MAIN
---	PROPOSED STORMWATER MAIN
---	EXISTING STORMWATER MAIN
---	PROPOSED WATER MAIN (ø100)
---	EXISTING WATER MAIN (ø150)
---	EXISTING OVERHEAD ELECTRICAL CABLES
---	EXISTING UNDERGROUND ELECTRICAL CABLES
---	EXISTING TELECOMMUNICATIONS CONDUITS
---	EXISTING OPTIC FIBRE CONDUITS
---	TELECOMMUNICATIONS CONDUITS

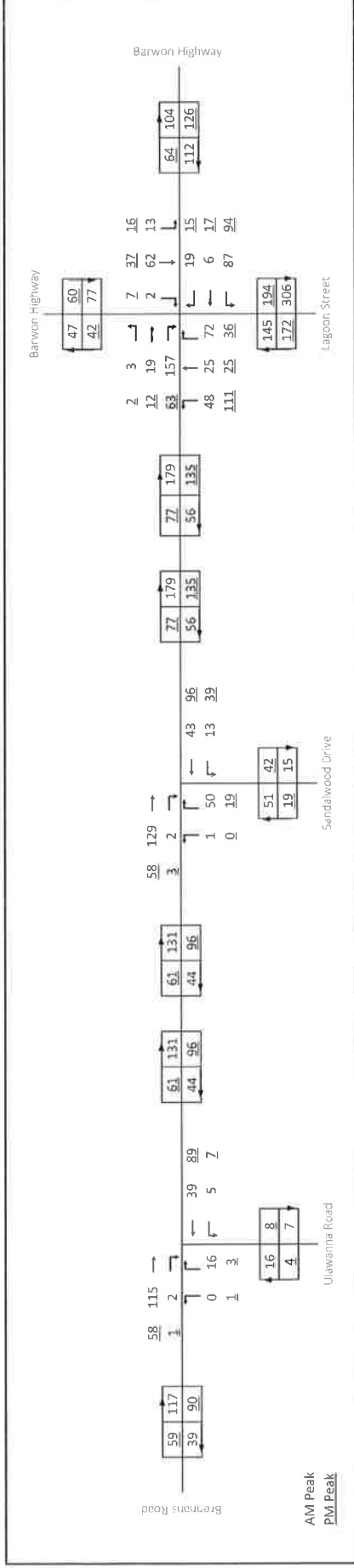


**Attachment 2 – Traffic Network Diagrams**

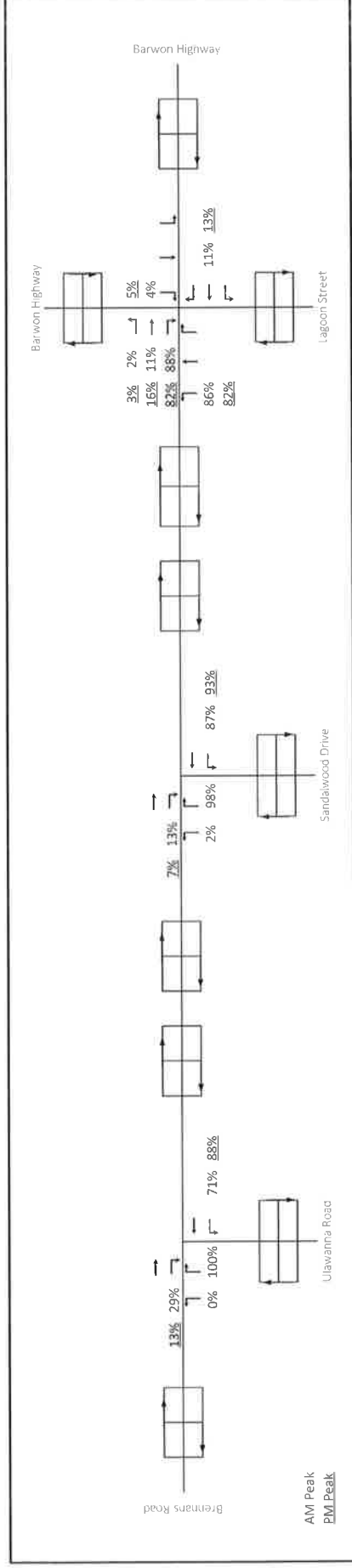


**Base Volumes**

**Surveyed Volumes (vph) - 2021**



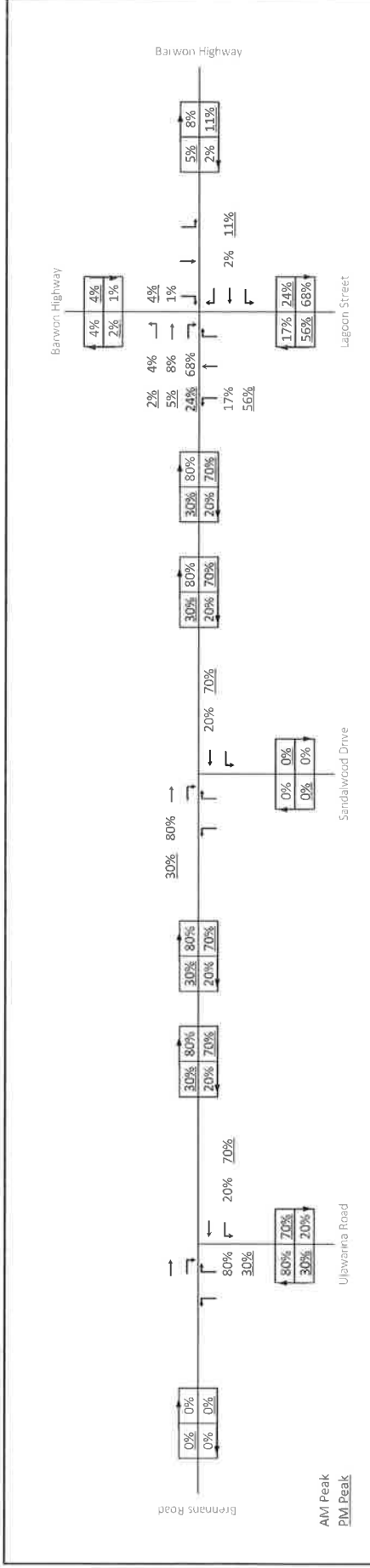
**Surveyed Volumes (%) - 2021**



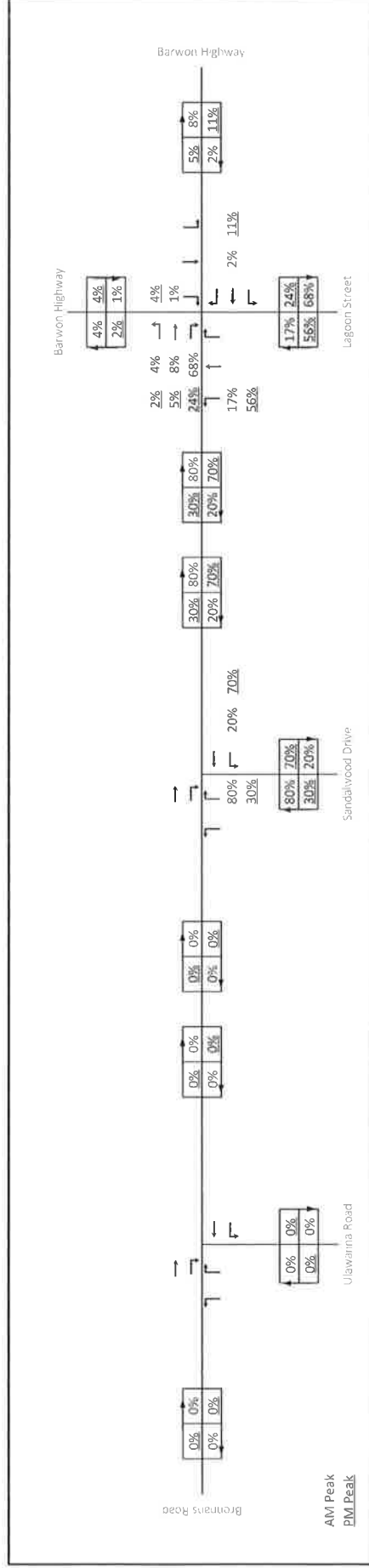


**Development Traffic Volumes**

**Development Volumes Distribution (%) – Ulawanna Road**



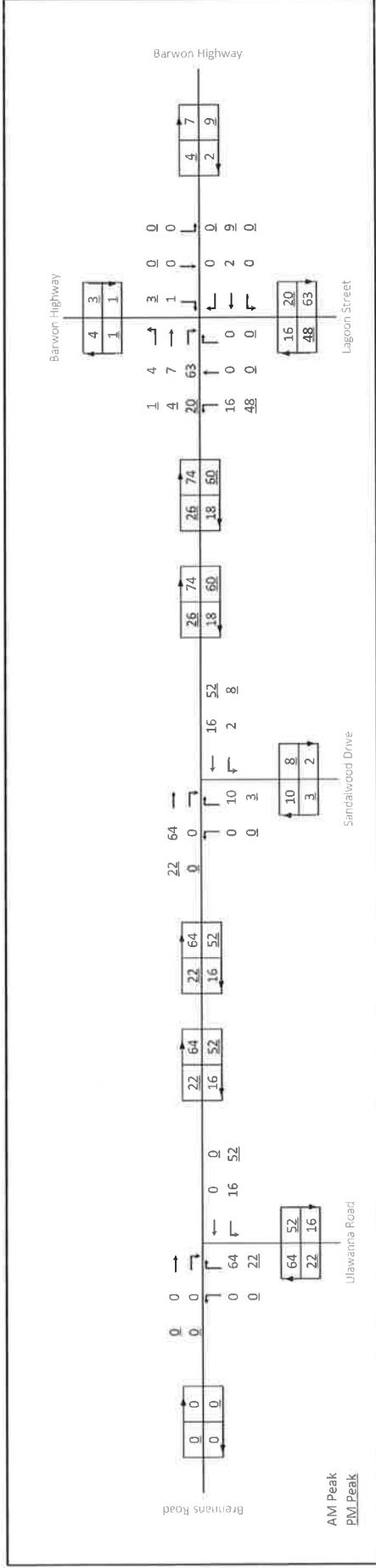
**Development Volumes Distribution (%) – Sandalwood Drive**







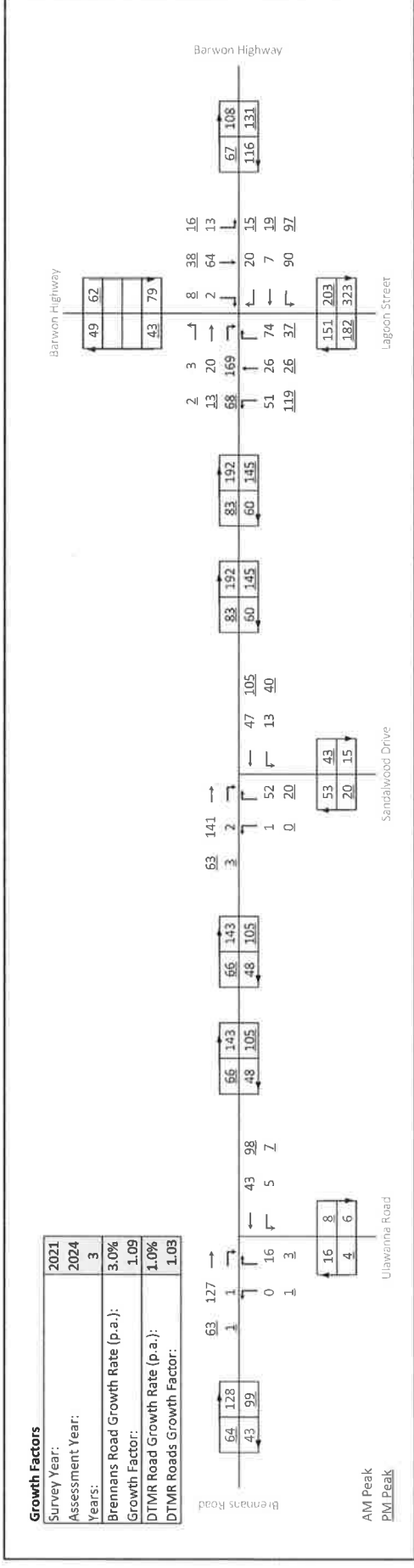
Development Volumes – Distribution (vol)



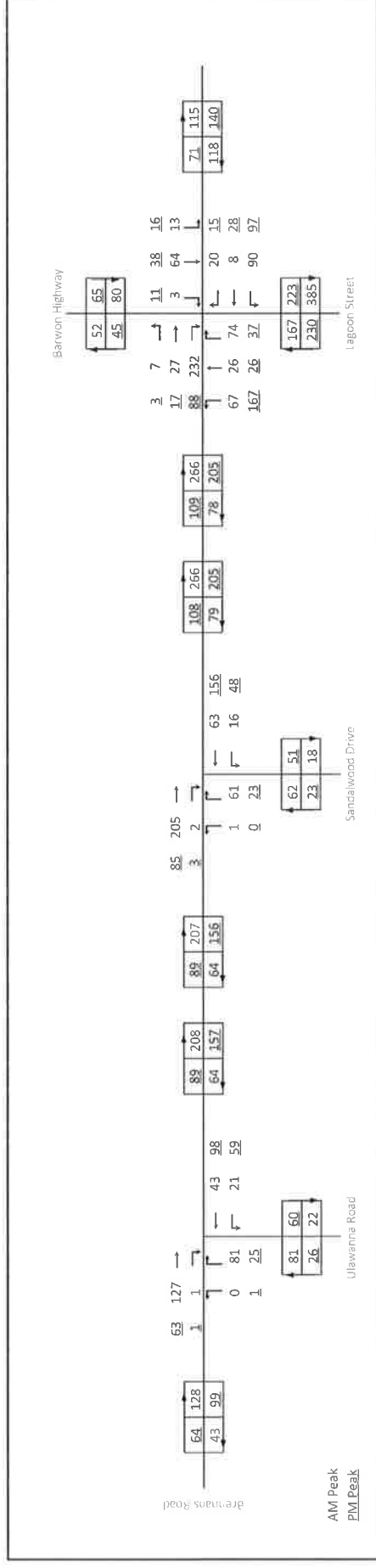


**Assessment Scenarios**

**2024 Base Scenario**

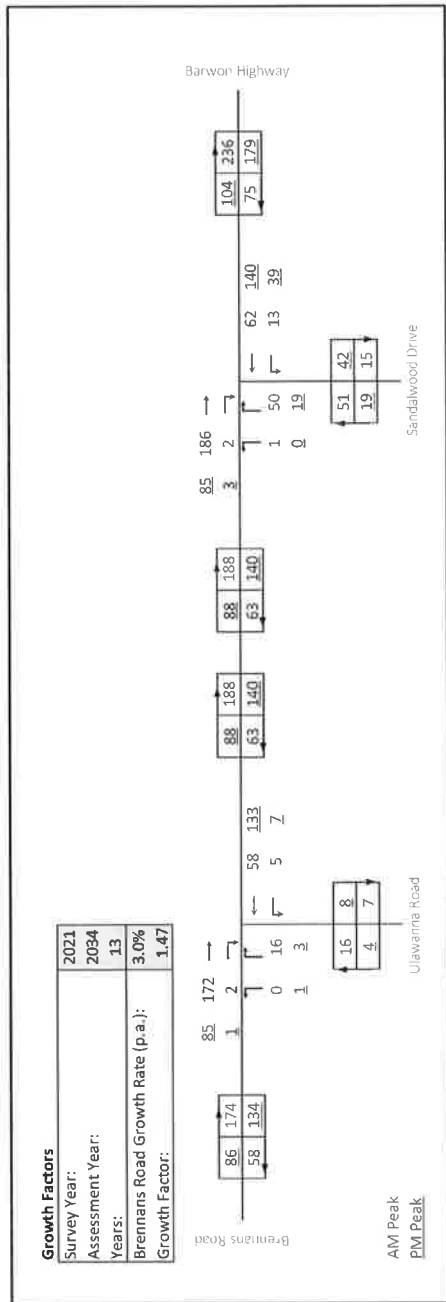


**2024 Development Scenario**

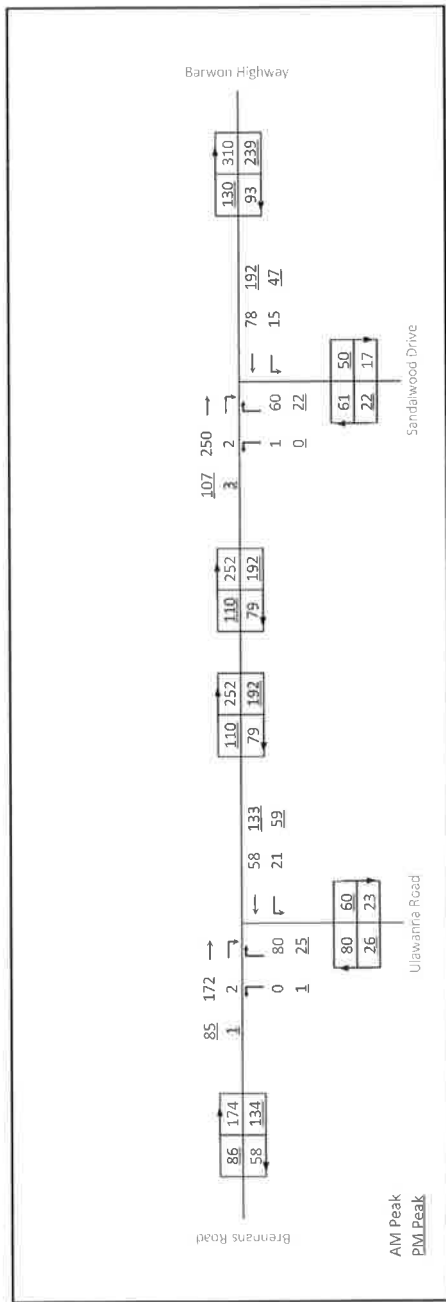




**2034 Base Scenario**



**2034 Development Scenario**





**Attachment 3 – Road Safety Assessment**

Risk Item	Without Development				With Development				Mitigation Measures	Comments
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score				
<b>Barwon Highway / Brennans Rd / Lagoon Street Intersection</b>										
1	<b>Right turning traffic from Brennans Road.</b> Chance of angled collision due to increased demands to traffic turning right out from Brennans Road.	1*	4	M	2~	4	M	No action required	* Based on no crash data history in over 10 years. ~ Likelihood is expected to increase from 'without development' case given the additional number of vehicles travelling to and from the Goondiwindi township.	
2	<b>Right turning traffic from Barwon Highway.</b> Chance of angled collision due to increased demands to traffic turning right into Brennans Road.	1*	4	M	1~	4	M	No action required	* Based on no crash data history in over 10 years. ^ Assumed to have a "Minor Injury (3)" consequence based on the type of collision - 60km/hr posted speed of the road likely to result in possible moderate injuries. ~ Likelihood is not expected to increase from 'without development' case as there as the development will result in 3 additional vehicles in the PM peak hour undertaking this movement (i.e. negligible increase in queuing and negligible increase in crash risk).	
3	<b>Left turning traffic from Brennans Road.</b> Chance of angled collision due to increased demands to traffic turning left out from Brennans Road.	1*	2^	L	1~	2^	L	No action required	* Based on no crash data history in over 10 years. ^ Assumed to have a "Minor Injury (3)" consequence based on the type of collision - 60km/hr posted speed of the road likely to result in possible moderate injuries. ~ Likelihood is not expected to increase from 'without development' case as there as the development will result in 4 additional vehicles in the AM peak hour undertaking this movement (i.e. negligible increase in queuing and negligible increase in crash risk).	
4	<b>Left turning traffic from Lagoon Street.</b> Chance of angled collision due to increased demands to traffic turning left into Brennans Road.	1*	2^	L	2~	2^	L	No action required	* Based on no crash data history in over 10 years. ^ Assumed to have a "Minor Injury (3)" consequence based on the type of collision - 60km/hr posted speed of the road likely to result in possible moderate injuries. ~ Likelihood is expected to increase from 'without development' case given the additional number of vehicles travelling to and from the Goondiwindi township.	

Risk Item	Without Development			With Development			Mitigation Measures	Comments
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score		
5 <b>Right turning traffic from Barwon Highway.</b> Chance of rear-end collision between through traffic and right turning traffic due to increased queuing in right turn lane.	1*	4^	M	1~	4^	M	No action required	* Based on no crash data history in over 10 years. ^ Assumed to have a "Hospitalisation (4)" consequence based on a rear end crash that occurred at the Lagoon Street West Street intersection in 2008. ~ Likelihood is not expected to increase from 'without development' case as there as the development will result in 3 additional vehicles in the PM peak hour undertaking this movement (i.e. negligible increase in queuing and negligible increase in crash risk). Design queue length under both 'without development' and 'with development' cases is less than 1 vehicle length.
6 <b>Left turning traffic from Lagoon Street.</b> Chance of rear-end collision due to increased demands to traffic turning left into Brennans Road.	1*	4^	M	2~	4^	M	No action required	* Based on no crash data history in over 10 years. ^ Assumed to have a "Hospitalisation (4)" consequence based on a rear end crash that occurred at the Lagoon Street West Street intersection in 2008. ~ Likelihood is expected to increase from 'without development' case given the additional number of vehicles travelling to and from the Goondiwindi township.

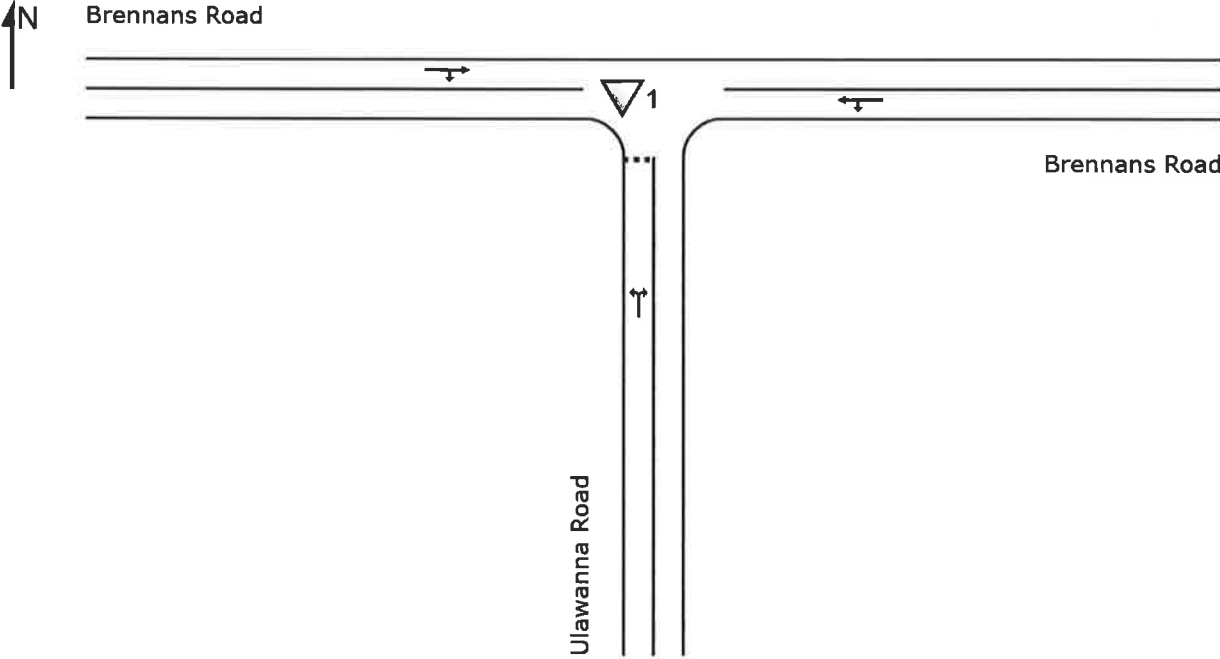
**Attachment 4 – SIDRA Outputs:**

# SITE LAYOUT

▽ Site: 1 [2021 AM SURVEY (Site Folder: Brennans Road x Ulawanna Road)]

2021 AM SURVEY - BRENNANS ROAD X ULAWANNA ROAD  
Site Category: Existing Design  
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.





## MOVEMENT SUMMARY

Site: 1 [2021 AM SURVEY (Site Folder: Brennans Road x Ulawanna Road)]

2021 AM SURVEY - BRENNANS ROAD X ULAWANNA ROAD

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.016	5.7	LOS A	0.1	0.4	0.20	0.57	0.20	52.0
3	R2	16	0.0	17	0.0	0.016	6.0	LOS A	0.1	0.4	0.20	0.57	0.20	51.9
Approach		17	0.0	18	0.0	0.016	6.0	LOS A	0.1	0.4	0.20	0.57	0.20	51.9
East: Brennans Road														
4	L2	5	20.0	5	20.0	0.025	5.8	LOS A	0.0	0.0	0.00	0.07	0.00	56.5
5	T1	39	8.0	41	8.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.3
Approach		44	9.4	46	9.4	0.025	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
West: Brennans Road														
11	T1	115	3.0	121	3.0	0.065	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.8
12	R2	2	0.0	2	0.0	0.065	5.6	LOS A	0.0	0.1	0.01	0.01	0.01	57.2
Approach		117	2.9	123	2.9	0.065	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		178	4.3	187	4.3	0.065	0.8	NA	0.1	0.4	0.02	0.08	0.02	58.6

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.

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Project: L:\Synergy\Projects\21BRT\21BRT0141 63 & 69 Ulawanna Road, Goondiwindi - Residential Subdivision\6 - Analysis\21BRT0141 SA01.sip9

# MOVEMENT SUMMARY

Site: 1 [2024 AM BASE (Site Folder: Brennans Road x Ulawanna Road)]

2024 AM BASE - BRENNANS ROAD X ULAWANNA ROAD  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. ]	[ Dist ]				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.016	5.7	LOS A	0.1	0.4	0.22	0.58	0.22	52.0
3	R2	16	0.0	17	0.0	0.016	6.1	LOS A	0.1	0.4	0.22	0.58	0.22	51.8
Approach		17	0.0	18	0.0	0.016	6.0	LOS A	0.1	0.4	0.22	0.58	0.22	51.8
East: Brennans Road														
4	L2	5	20.0	5	20.0	0.028	5.8	LOS A	0.0	0.0	0.00	0.06	0.00	56.6
5	T1	43	8.0	45	8.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
Approach		48	9.3	51	9.2	0.028	0.6	NA	0.0	0.0	0.00	0.06	0.00	59.0
West: Brennans Road														
11	T1	127	3.0	134	3.0	0.071	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	1	0.0	1	0.0	0.071	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.3
Approach		128	3.0	135	3.0	0.071	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		193	4.3	203	4.3	0.071	0.7	NA	0.1	0.4	0.02	0.07	0.02	58.7

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.

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Project: L:\Synergy\Projects\21BRT\21BRT0141 63 & 69 Ulawanna Road, Goondiwindi - Residential Subdivision\6 - Analysis\21BRT0141 SA01.sip9

# MOVEMENT SUMMARY

Site: 1 [2024 AM DEVELOPMENT (Site Folder: Brennans Road x Ulawanna Road)]

2024 AM DEVELOPMENT - BRENNANS ROAD X ULAWANNA ROAD  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.079	5.7	LOS A	0.3	1.8	0.26	0.60	0.26	51.9
3	R2	81	0.0	85	0.0	0.079	6.2	LOS A	0.3	1.8	0.26	0.60	0.26	51.7
Approach		82	0.0	86	0.0	0.079	6.2	LOS A	0.3	1.8	0.26	0.60	0.26	51.7
East: Brennans Road														
4	L2	21	20.0	22	20.0	0.038	5.8	LOS A	0.0	0.0	0.00	0.19	0.00	55.5
5	T1	43	8.0	45	8.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	57.9
Approach		64	11.9	67	11.9	0.038	1.9	NA	0.0	0.0	0.00	0.19	0.00	57.0
West: Brennans Road														
11	T1	127	3.0	134	3.0	0.071	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	1	0.0	1	0.0	0.071	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.3
Approach		128	3.0	135	3.0	0.071	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		274	4.2	288	4.2	0.079	2.3	NA	0.3	1.8	0.08	0.23	0.08	56.3

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.

# MOVEMENT SUMMARY

Site: 1 [2034 AM BASE (Site Folder: Brennans Road x Ulawanna Road)]

2034 AM BASE - BRENNANS ROAD X ULAWANNA ROAD  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.017	5.7	LOS A	0.1	0.4	0.26	0.59	0.26	51.9
3	R2	16	0.0	17	0.0	0.017	6.3	LOS A	0.1	0.4	0.26	0.59	0.26	51.7
Approach		17	0.0	18	0.0	0.017	6.3	LOS A	0.1	0.4	0.26	0.59	0.26	51.7
East: Brennans Road														
4	L2	5	20.0	5	20.0	0.036	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	56.7
5	T1	58	8.0	61	8.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		63	9.0	66	9.0	0.036	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.2
West: Brennans Road														
11	T1	172	3.0	181	3.0	0.096	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
12	R2	2	0.0	2	0.0	0.096	5.7	LOS A	0.0	0.1	0.00	0.01	0.00	57.3
Approach		174	3.0	183	3.0	0.096	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9
All Vehicles		254	4.3	267	4.3	0.096	0.6	NA	0.1	0.4	0.02	0.06	0.02	59.0

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.

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# MOVEMENT SUMMARY

Site: 1 [2034 AM DEVELOPMENT (Site Folder: Brennans Road x Ulawanna Road)]

2034 AM DEVELOPMENT - BRENNANS ROAD X ULAWANNA ROAD

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.083	5.7	LOS A	0.3	1.9	0.30	0.62	0.30	51.7
3	R2	80	0.0	84	0.0	0.083	6.4	LOS A	0.3	1.9	0.30	0.62	0.30	51.6
Approach		81	0.0	85	0.0	0.083	6.4	LOS A	0.3	1.9	0.30	0.62	0.30	51.6
East: Brennans Road														
4	L2	21	20.0	22	20.0	0.047	5.8	LOS A	0.0	0.0	0.00	0.16	0.00	55.8
5	T1	58	8.0	61	8.0	0.047	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.3
Approach		79	11.2	83	11.2	0.047	1.5	NA	0.0	0.0	0.00	0.16	0.00	57.5
West: Brennans Road														
11	T1	172	3.0	181	3.0	0.096	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	2	0.0	2	0.0	0.096	5.7	LOS A	0.0	0.1	0.01	0.01	0.01	57.3
Approach		174	3.0	183	3.0	0.096	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		334	4.2	352	4.2	0.096	2.0	NA	0.3	1.9	0.08	0.19	0.08	56.8

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.

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# MOVEMENT SUMMARY

Site: 1 [2021 PM SURVEY (Site Folder: Brennans Road x Ulawanna Road)]

2021 PM SURVEY - BRENNANS ROAD X ULAWANNA ROAD

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.20	0.55	0.20	52.0
3	R2	3	0.0	3	0.0	0.004	5.9	LOS A	0.0	0.1	0.20	0.55	0.20	51.8
Approach		4	0.0	4	0.0	0.004	5.9	LOS A	0.0	0.1	0.20	0.55	0.20	51.9
East: Brennans Road														
4	L2	7	14.0	7	14.0	0.052	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.0
5	T1	89	0.0	94	0.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach		96	1.0	101	1.0	0.052	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.3
West: Brennans Road														
11	T1	58	0.0	61	0.0	0.032	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.8
12	R2	1	0.0	1	0.0	0.032	5.7	LOS A	0.0	0.0	0.01	0.01	0.01	57.2
Approach		59	0.0	62	0.0	0.032	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.8
All Vehicles		159	0.6	167	0.6	0.052	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.2

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.

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Project: L:\Synergy\Projects\21BRT\21BRT0141 63 & 69 Ulawanna Road, Goondiwindi - Residential Subdivision\6 - Analysis\21BRT0141 SA01.sip9

# MOVEMENT SUMMARY

Site: 1 [2024 PM BASE (Site Folder: Brennans Road x Ulawanna Road)]

2024 PM BASE - BRENNANS ROAD X ULAWANNA ROAD  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.004	5.8	LOS A	0.0	0.1	0.21	0.55	0.21	52.0
3	R2	3	0.0	3	0.0	0.004	6.0	LOS A	0.0	0.1	0.21	0.55	0.21	51.8
Approach		4	0.0	4	0.0	0.004	5.9	LOS A	0.0	0.1	0.21	0.55	0.21	51.9
East: Brennans Road														
4	L2	7	14.0	7	14.0	0.057	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	57.1
5	T1	98	0.0	103	0.0	0.057	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach		105	0.9	111	0.9	0.057	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Brennans Road														
11	T1	63	0.0	66	0.0	0.035	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.8
12	R2	1	0.0	1	0.0	0.035	5.8	LOS A	0.0	0.0	0.01	0.01	0.01	57.2
Approach		64	0.0	67	0.0	0.035	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.8
All Vehicles		173	0.6	182	0.6	0.057	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.3

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.

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Project: L:\Synergy\Projects\21BRT\21BRT0141 63 & 69 Ulawanna Road, Goondiwindi - Residential Subdivision\6 - Analysis\21BRT0141 SA01.sip9

# MOVEMENT SUMMARY

Site: 1 [2024 PM DEVELOPMENT (Site Folder: Brennans Road x Ulawanna Road)]

2024 PM DEVELOPMENT - BRENNANS ROAD X ULAWANNA ROAD

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.025	5.8	LOS A	0.1	0.6	0.25	0.58	0.25	51.9
3	R2	25	0.0	26	0.0	0.025	6.1	LOS A	0.1	0.6	0.25	0.58	0.25	51.7
Approach		26	0.0	27	0.0	0.025	6.1	LOS A	0.1	0.6	0.25	0.58	0.25	51.7
East: Brennans Road														
4	L2	59	14.0	62	14.0	0.090	5.7	LOS A	0.0	0.0	0.00	0.22	0.00	55.5
5	T1	98	0.0	103	0.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	57.6
Approach		157	5.3	165	5.3	0.090	2.2	NA	0.0	0.0	0.00	0.22	0.00	56.7
West: Brennans Road														
11	T1	63	0.0	66	0.0	0.035	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.8
12	R2	1	0.0	1	0.0	0.035	6.0	LOS A	0.0	0.1	0.01	0.01	0.01	57.2
Approach		64	0.0	67	0.0	0.035	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		247	3.3	260	3.3	0.090	2.0	NA	0.1	0.6	0.03	0.20	0.03	56.8

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.

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# MOVEMENT SUMMARY

Site: 1 [2034 PM BASE (Site Folder: Brennans Road x Ulawanna Road)]

2034 PM BASE - BRENNANS ROAD X ULAWANNA ROAD  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist. m ]				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.25	0.56	0.25	51.9
3	R2	3	0.0	3	0.0	0.004	6.2	LOS A	0.0	0.1	0.25	0.56	0.25	51.7
Approach		4	0.0	4	0.0	0.004	6.1	LOS A	0.0	0.1	0.25	0.56	0.25	51.7
East: Brennans Road														
4	L2	7	14.0	7	14.0	0.076	5.7	LOS A	0.0	0.0	0.00	0.03	0.00	57.1
5	T1	133	0.0	140	0.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		140	0.7	147	0.7	0.076	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
West: Brennans Road														
11	T1	85	0.0	89	0.0	0.047	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	1	0.0	1	0.0	0.047	5.9	LOS A	0.0	0.1	0.01	0.01	0.01	57.3
Approach		86	0.0	91	0.0	0.047	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		230	0.4	242	0.4	0.076	0.3	NA	0.0	0.1	0.01	0.03	0.01	59.4

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: 1 [2034 PM DEVELOPMENT (Site Folder: Brennans Road x Ulawanna Road)]

2034 PM DEVELOPMENT - BRENNANS ROAD X ULAWANNA ROAD

Site Category: Existing Design

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist. m ]				
<b>South: Ulawanna Road</b>														
1	L2	1	0.0	1	0.0	0.027	5.9	LOS A	0.1	0.6	0.30	0.60	0.30	51.8
3	R2	25	0.0	26	0.0	0.027	6.4	LOS A	0.1	0.6	0.30	0.60	0.30	51.6
Approach		26	0.0	27	0.0	0.027	6.4	LOS A	0.1	0.6	0.30	0.60	0.30	51.6
<b>East: Brennans Road</b>														
4	L2	59	14.0	62	14.0	0.109	5.7	LOS A	0.0	0.0	0.00	0.18	0.00	55.9
5	T1	133	0.0	140	0.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	58.0
Approach		192	4.3	202	4.3	0.109	1.8	NA	0.0	0.0	0.00	0.18	0.00	57.3
<b>West: Brennans Road</b>														
11	T1	85	0.0	89	0.0	0.047	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	1	0.0	1	0.0	0.047	6.1	LOS A	0.0	0.1	0.01	0.01	0.01	57.2
Approach		86	0.0	91	0.0	0.047	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
<b>All Vehicles</b>		<b>304</b>	<b>2.7</b>	<b>320</b>	<b>2.7</b>	<b>0.109</b>	<b>1.7</b>	<b>NA</b>	<b>0.1</b>	<b>0.6</b>	<b>0.03</b>	<b>0.17</b>	<b>0.03</b>	<b>57.3</b>

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.

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# MOVEMENT SUMMARY

Site: 1 [2034 PM DEVELOPMENT - TURN (Site Folder: Brennans Road x Ulawanna Road)]

2034 PM DEVELOPMENT - TURN - BRENNANS ROAD X ULAWANNA ROAD  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Ulawanna Road														
1	L2	1	0.0	1	0.0	0.034	6.1	LOS A	0.1	0.9	0.38	0.61	0.38	51.2
3	R2	25	0.0	26	0.0	0.034	7.3	LOS A	0.1	0.9	0.38	0.61	0.38	51.4
Approach		26	0.0	27	0.0	0.034	7.2	LOS A	0.1	0.9	0.38	0.61	0.38	51.4
East: Brennans Road														
4	L2	59	14.0	62	14.0	0.037	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	52.4
5	T1	133	0.0	140	0.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		192	4.3	202	4.3	0.072	1.8	NA	0.0	0.0	0.00	0.18	0.00	57.1
West: Brennans Road														
11	T1	85	0.0	89	0.0	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	1	0.0	1	0.0	0.001	6.2	LOS A	0.0	0.0	0.30	0.53	0.30	51.2
Approach		86	0.0	91	0.0	0.046	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		304	2.7	320	2.7	0.072	1.8	NA	0.1	0.9	0.03	0.17	0.03	57.2

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).

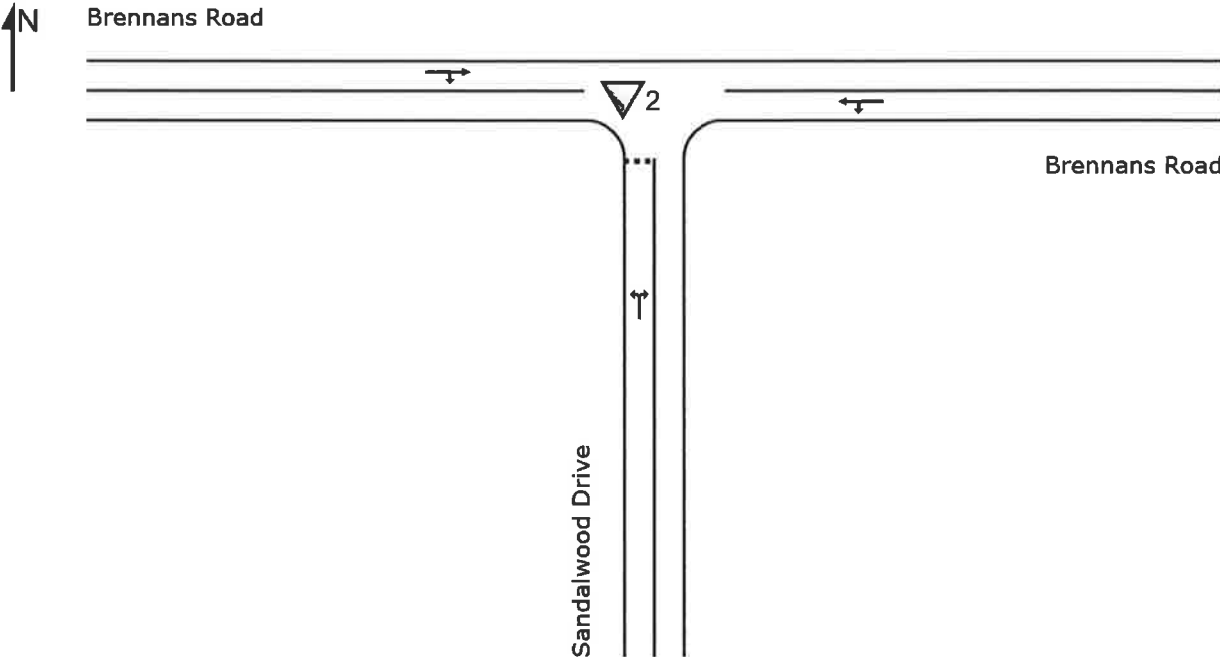
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

▽ Site: 2 [2021 AM SURVEY (Site Folder: Brennans Road x Sandalwood Drive)]

2021 AM SURVEY - Brennans Road x Sandalwood Drive  
Site Category: (None)  
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

Site: 2 [2021 AM SURVEY (Site Folder: Brennans Road x Sandalwood Drive)]

2021 AM SURVEY - Brennans Road x Sandalwood Drive

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.050	5.7	LOS A	0.2	1.1	0.25	0.59	0.25	52.3
3	R2	50	2.0	53	2.0	0.050	6.2	LOS A	0.2	1.1	0.25	0.59	0.25	49.6
Approach		51	2.0	54	2.0	0.050	6.2	LOS A	0.2	1.1	0.25	0.59	0.25	49.6
East: Brennans Road														
4	L2	13	0.0	14	0.0	0.032	5.5	LOS A	0.0	0.0	0.00	0.14	0.00	56.0
5	T1	43	9.0	45	9.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	57.8
Approach		56	6.9	59	6.9	0.032	1.3	NA	0.0	0.0	0.00	0.14	0.00	57.3
West: Brennans Road														
11	T1	129	0.0	136	0.0	0.071	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	2	30.0	2	30.0	0.071	6.0	LOS A	0.0	0.1	0.01	0.01	0.01	55.7
Approach		131	0.5	138	0.5	0.071	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		238	2.3	251	2.3	0.071	1.7	NA	0.2	1.1	0.06	0.16	0.06	56.4

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.

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SA01.sip9

# MOVEMENT SUMMARY

▽ Site: 2 [2024 AM BASE (Site Folder: Brennans Road x Sandalwood Drive)]

2024 AM BASE - Brennans Road x Sandalwood Drive  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist. m ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.052	5.7	LOS A	0.2	1.2	0.26	0.60	0.26	52.3
3	R2	52	2.0	55	2.0	0.052	6.2	LOS A	0.2	1.2	0.26	0.60	0.26	49.5
Approach		53	2.0	56	2.0	0.052	6.2	LOS A	0.2	1.2	0.26	0.60	0.26	49.6
East: Brennans Road														
4	L2	13	0.0	14	0.0	0.034	5.5	LOS A	0.0	0.0	0.00	0.13	0.00	56.1
5	T1	47	9.0	49	9.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	57.9
Approach		60	7.1	63	7.1	0.034	1.2	NA	0.0	0.0	0.00	0.13	0.00	57.5
West: Brennans Road														
11	T1	141	0.0	148	0.0	0.078	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	2	30.0	2	30.0	0.078	6.1	LOS A	0.0	0.1	0.01	0.01	0.01	55.7
Approach		143	0.4	151	0.4	0.078	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		256	2.3	269	2.3	0.078	1.6	NA	0.2	1.2	0.06	0.16	0.06	56.6

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: 2 [2024 AM DEVELOPMENT (Site Folder: Brennans Road x Sandalwood Drive)]

2024 AM DEVELOPMENT - Brennans Road x Sandalwood Drive

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.066	5.7	LOS A	0.2	1.5	0.32	0.63	0.32	52.1
3	R2	61	2.0	64	2.0	0.066	6.6	LOS A	0.2	1.5	0.32	0.63	0.32	49.3
Approach		62	2.0	65	2.0	0.066	6.6	LOS A	0.2	1.5	0.32	0.63	0.32	49.4
East: Brennans Road														
4	L2	16	0.0	17	0.0	0.045	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	56.2
5	T1	63	9.0	66	9.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.1
Approach		79	7.2	83	7.2	0.045	1.1	NA	0.0	0.0	0.00	0.12	0.00	57.6
West: Brennans Road														
11	T1	205	0.0	216	0.0	0.112	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	2	30.0	2	30.0	0.112	6.2	LOS A	0.0	0.1	0.01	0.01	0.01	55.7
Approach		207	0.3	218	0.3	0.112	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		348	2.2	366	2.2	0.112	1.5	NA	0.2	1.5	0.06	0.14	0.06	56.9

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.

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# MOVEMENT SUMMARY

Site: 2 [2034 AM BASE (Site Folder: Brennans Road x Sandalwood Drive)]

2034 AM BASE - Brennans Road x Sandalwood Drive  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.053	5.7	LOS A	0.2	1.2	0.30	0.62	0.30	52.1
3	R2	50	2.0	53	2.0	0.053	6.5	LOS A	0.2	1.2	0.30	0.62	0.30	49.4
Approach		51	2.0	54	2.0	0.053	6.5	LOS A	0.2	1.2	0.30	0.62	0.30	49.4
East: Brennans Road														
4	L2	13	0.0	14	0.0	0.043	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	56.4
5	T1	62	9.0	65	9.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.3
Approach		75	7.4	79	7.4	0.043	1.0	NA	0.0	0.0	0.00	0.10	0.00	57.9
West: Brennans Road														
11	T1	186	0.0	196	0.0	0.102	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	2	30.0	2	30.0	0.102	6.1	LOS A	0.0	0.1	0.01	0.01	0.01	55.7
Approach		188	0.3	198	0.3	0.102	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles		314	2.3	331	2.3	0.102	1.3	NA	0.2	1.2	0.05	0.13	0.05	57.2

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.

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# MOVEMENT SUMMARY

Site: 2 [2034 AM DEVELOPMENT (Site Folder: Brennans Road x Sandalwood Drive)]

2034 AM DEVELOPMENT - Brennans Road x Sandalwood Drive  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.070	5.8	LOS A	0.2	1.6	0.36	0.65	0.36	51.8
3	R2	60	2.0	63	2.0	0.070	6.9	LOS A	0.2	1.6	0.36	0.65	0.36	49.0
Approach		61	2.0	64	2.0	0.070	6.9	LOS A	0.2	1.6	0.36	0.65	0.36	49.1
East: Brennans Road														
4	L2	15	0.0	16	0.0	0.053	5.5	LOS A	0.0	0.0	0.00	0.10	0.00	56.5
5	T1	78	9.0	82	9.0	0.053	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.4
Approach		93	7.5	98	7.5	0.053	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.1
West: Brennans Road														
11	T1	250	0.0	263	0.0	0.137	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
12	R2	2	30.0	2	30.0	0.137	6.3	LOS A	0.0	0.1	0.00	0.00	0.00	55.7
Approach		252	0.2	265	0.2	0.137	0.1	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles		406	2.2	427	2.2	0.137	1.3	NA	0.2	1.6	0.06	0.12	0.06	57.3

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.

## MOVEMENT SUMMARY

▽ Site: 2 [2021 PM SURVEY (Site Folder: Brennans Road x Sandalwood Drive)]

2021 PM SURVEY - Brennans Road x Sandalwood Drive  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.019	5.8	LOS A	0.1	0.4	0.24	0.58	0.24	52.3
3	R2	19	0.0	20	0.0	0.019	6.1	LOS A	0.1	0.4	0.24	0.58	0.24	49.8
Approach		20	0.0	21	0.0	0.019	6.1	LOS A	0.1	0.4	0.24	0.58	0.24	50.0
East: Brennans Road														
4	L2	39	0.0	41	0.0	0.074	5.5	LOS A	0.0	0.0	0.00	0.17	0.00	55.7
5	T1	96	1.0	101	1.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	57.4
Approach		135	0.7	142	0.7	0.074	1.6	NA	0.0	0.0	0.00	0.17	0.00	56.9
West: Brennans Road														
11	T1	58	0.0	61	0.0	0.033	0.0	LOS A	0.0	0.1	0.03	0.03	0.03	59.4
12	R2	3	0.0	3	0.0	0.033	5.9	LOS A	0.0	0.1	0.03	0.03	0.03	57.1
Approach		61	0.0	64	0.0	0.033	0.3	NA	0.0	0.1	0.03	0.03	0.03	59.2
All Vehicles		216	0.4	227	0.4	0.074	1.7	NA	0.1	0.4	0.03	0.17	0.03	56.7

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.

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# MOVEMENT SUMMARY

Site: 2 [2024 PM BASE (Site Folder: Brennans Road x Sandalwood Drive)]

2024 PM BASE - Brennans Road x Sandalwood Drive  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist. m ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.020	5.8	LOS A	0.1	0.4	0.25	0.58	0.25	52.3
3	R2	20	0.0	21	0.0	0.020	6.1	LOS A	0.1	0.4	0.25	0.58	0.25	49.8
Approach		21	0.0	22	0.0	0.020	6.1	LOS A	0.1	0.4	0.25	0.58	0.25	49.9
East: Brennans Road														
4	L2	40	0.0	42	0.0	0.080	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	55.7
5	T1	105	1.0	111	1.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	57.6
Approach		145	0.7	153	0.7	0.080	1.5	NA	0.0	0.0	0.00	0.16	0.00	57.0
West: Brennans Road														
11	T1	63	0.0	66	0.0	0.036	0.0	LOS A	0.0	0.1	0.03	0.03	0.03	59.4
12	R2	3	0.0	3	0.0	0.036	5.9	LOS A	0.0	0.1	0.03	0.03	0.03	57.1
Approach		66	0.0	69	0.0	0.036	0.3	NA	0.0	0.1	0.03	0.03	0.03	59.2
All Vehicles		232	0.5	244	0.5	0.080	1.6	NA	0.1	0.4	0.03	0.16	0.03	56.8

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.

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# MOVEMENT SUMMARY

Site: 2 [2024 PM DEVELOPMENT (Site Folder: Brennans Road x Sandalwood Drive)]

2024 PM DEVELOPMENT - Brennans Road x Sandalwood Drive  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. ]	[ Dist ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.025	6.0	LOS A	0.1	0.6	0.31	0.60	0.31	52.1
3	R2	23	0.0	24	0.0	0.025	6.5	LOS A	0.1	0.6	0.31	0.60	0.31	49.6
Approach		24	0.0	25	0.0	0.025	6.4	LOS A	0.1	0.6	0.31	0.60	0.31	49.7
East: Brennans Road														
4	L2	48	0.0	51	0.0	0.112	5.5	LOS A	0.0	0.0	0.00	0.14	0.00	56.0
5	T1	156	1.0	164	1.0	0.112	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	57.9
Approach		204	0.8	215	0.8	0.112	1.3	NA	0.0	0.0	0.00	0.14	0.00	57.4
West: Brennans Road														
11	T1	85	0.0	89	0.0	0.048	0.0	LOS A	0.0	0.2	0.03	0.02	0.03	59.5
12	R2	3	0.0	3	0.0	0.048	6.1	LOS A	0.0	0.2	0.03	0.02	0.03	57.2
Approach		88	0.0	93	0.0	0.048	0.2	NA	0.0	0.2	0.03	0.02	0.03	59.4
All Vehicles		316	0.5	333	0.5	0.112	1.4	NA	0.1	0.6	0.03	0.14	0.03	57.1

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.

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# MOVEMENT SUMMARY

Site: 2 [2034 PM BASE (Site Folder: Brennans Road x Sandalwood Drive)]

2034 PM BASE - Brennans Road x Sandalwood Drive

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.020	6.0	LOS A	0.1	0.5	0.29	0.59	0.29	52.2
3	R2	19	0.0	20	0.0	0.020	6.4	LOS A	0.1	0.5	0.29	0.59	0.29	49.6
Approach		20	0.0	21	0.0	0.020	6.3	LOS A	0.1	0.5	0.29	0.59	0.29	49.8
East: Brennans Road														
4	L2	39	0.0	41	0.0	0.098	5.5	LOS A	0.0	0.0	0.00	0.13	0.00	56.1
5	T1	140	1.0	147	1.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	58.0
Approach		179	0.8	188	0.8	0.098	1.2	NA	0.0	0.0	0.00	0.13	0.00	57.6
West: Brennans Road														
11	T1	85	0.0	89	0.0	0.048	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	59.5
12	R2	3	0.0	3	0.0	0.048	6.0	LOS A	0.0	0.2	0.02	0.02	0.02	57.2
Approach		88	0.0	93	0.0	0.048	0.2	NA	0.0	0.2	0.02	0.02	0.02	59.4
All Vehicles		287	0.5	302	0.5	0.098	1.3	NA	0.1	0.5	0.03	0.13	0.03	57.4

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.

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Project: L:\Synergy\Projects\21BRT\21BRT0141 63 & 69 Ulawanna Road, Goondiwindi - Residential Subdivision\6 - Analysis\21BRT0141 SA01.sip9

# MOVEMENT SUMMARY

Site: 2 [2034 PM DEVELOPMENT (Site Folder: Brennans Road x Sandalwood Drive)]

2034 PM DEVELOPMENT - Brennans Road x Sandalwood Drive  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist. m ]				
South: Sandalwood Drive														
1	L2	1	0.0	1	0.0	0.025	6.1	LOS A	0.1	0.6	0.34	0.62	0.34	52.0
3	R2	22	0.0	23	0.0	0.025	6.7	LOS A	0.1	0.6	0.34	0.62	0.34	49.5
Approach		23	0.0	24	0.0	0.025	6.7	LOS A	0.1	0.6	0.34	0.62	0.34	49.6
East: Brennans Road														
4	L2	47	0.0	49	0.0	0.131	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	56.3
5	T1	192	1.0	202	1.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.2
Approach		239	0.8	252	0.8	0.131	1.1	NA	0.0	0.0	0.00	0.12	0.00	57.8
West: Brennans Road														
11	T1	107	0.0	113	0.0	0.060	0.0	LOS A	0.0	0.2	0.02	0.02	0.02	59.6
12	R2	3	0.0	3	0.0	0.060	6.3	LOS A	0.0	0.2	0.02	0.02	0.02	57.2
Approach		110	0.0	116	0.0	0.060	0.2	NA	0.0	0.2	0.02	0.02	0.02	59.5
All Vehicles		372	0.5	392	0.5	0.131	1.2	NA	0.1	0.6	0.03	0.12	0.03	57.6

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).

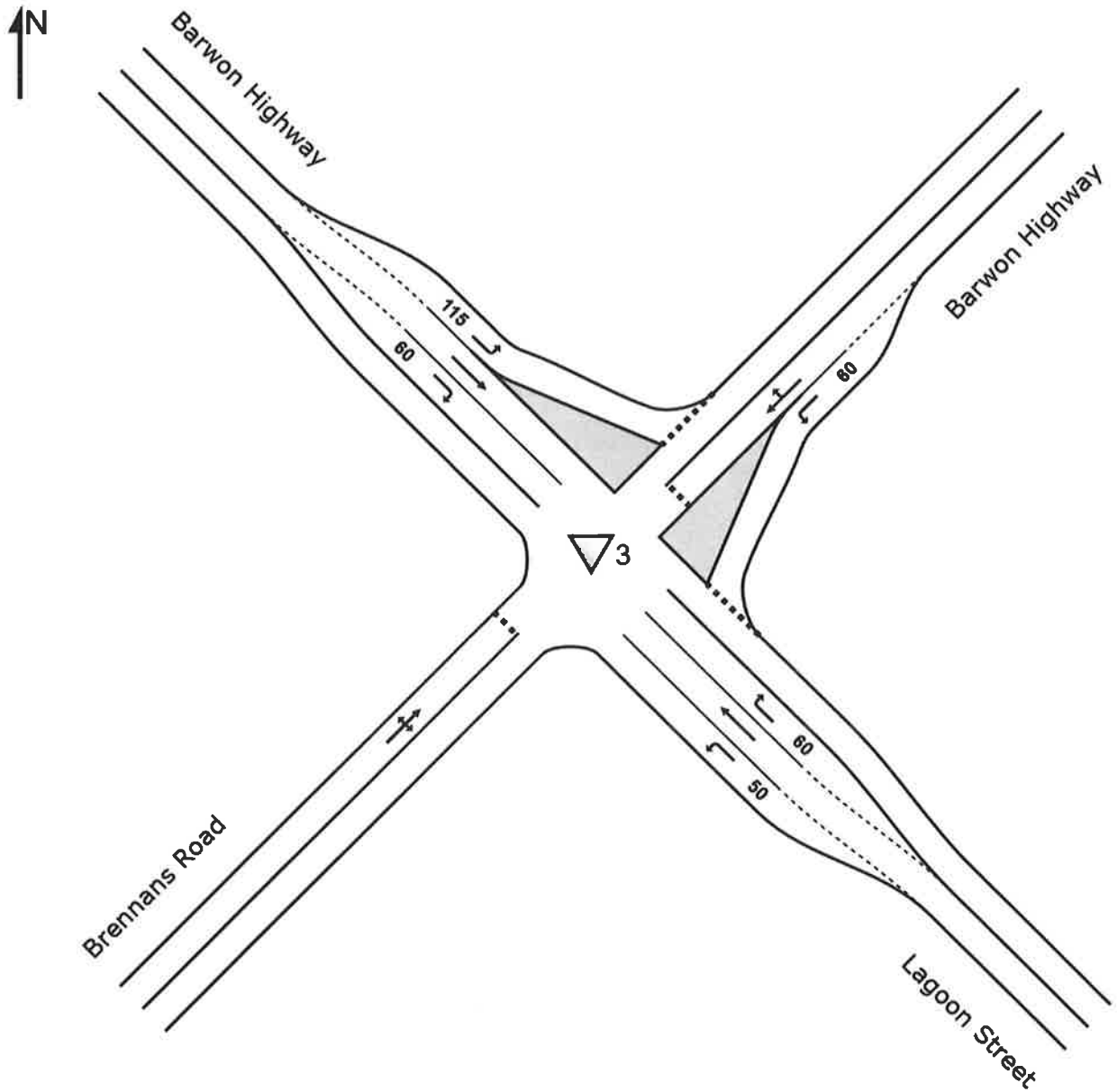
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# SITE LAYOUT

▽ Site: 3 [2024 AM BASE (Site Folder: Barwon Highway x Lagoon Street x Brennans Road)]

2024 AM BASE - Barwon Highway x Lagoon Street x Brennans Road  
Site Category: Existing Design  
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

▽ Site: 3 [2024 AM BASE (Site Folder: Barwon Highway x Lagoon Street x Brennans Road)]

2024 AM BASE - Barwon Highway x Lagoon Street x Brennans Road  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. ]	[ Dist ]				
SouthEast: Lagoon Street														
1	L2	51	8.0	54	8.0	0.031	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	50.4
2	T1	26	9.0	27	9.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	74	10.0	78	10.0	0.048	5.8	LOS A	0.2	1.7	0.17	0.54	0.17	52.5
Approach		151	9.2	159	9.2	0.048	4.8	NA	0.2	1.7	0.08	0.46	0.08	53.2
NorthEast: Barwon Highway														
4	L2	90	5.0	95	5.0	0.093	6.8	LOS A	0.3	2.5	0.34	0.59	0.34	52.9
5	T1	7	13.0	7	13.0	0.052	7.2	LOS A	0.2	1.6	0.40	0.62	0.40	48.1
6	R2	20	30.0	21	30.0	0.052	8.7	LOS A	0.2	1.6	0.40	0.62	0.40	50.6
Approach		117	9.8	123	9.8	0.093	7.1	LOS A	0.3	2.5	0.35	0.60	0.35	52.3
NorthWest: Barwon Highway														
7	L2	13	30.0	14	30.0	0.011	6.3	LOS A	0.0	0.4	0.20	0.50	0.20	52.4
8	T1	64	6.0	67	6.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	2	0.0	2	0.0	0.002	5.7	LOS A	0.0	0.0	0.18	0.54	0.18	50.1
Approach		79	9.8	83	9.8	0.036	1.2	LOS A	0.0	0.4	0.04	0.10	0.04	58.4
SouthWest: Brennans Road														
10	L2	3	0.0	3	0.0	0.317	5.7	LOS A	1.4	9.9	0.43	0.67	0.43	48.7
11	T1	20	7.0	21	7.0	0.317	7.2	LOS A	1.4	9.9	0.43	0.67	0.43	49.0
12	R2	169	0.0	178	0.0	0.317	8.4	LOS A	1.4	9.9	0.43	0.67	0.43	48.8
Approach		192	0.7	202	0.7	0.317	8.2	LOS A	1.4	9.9	0.43	0.67	0.43	48.8
All Vehicles		539	6.4	567	6.4	0.317	6.0	NA	1.4	9.9	0.26	0.51	0.26	52.4

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: 3 [2024 AM DEVELOPMENT (Site Folder: Barwon Highway x Lagoon Street x Brennans Road)]

2024 AM DEVELOPMENT - Barwon Highway x Lagoon Street x Brennans Road  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
SouthEast: Lagoon Street														
1	L2	67	8.0	71	8.0	0.040	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	50.4
2	T1	26	9.0	27	9.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	74	10.0	78	10.0	0.048	5.8	LOS A	0.2	1.7	0.17	0.54	0.17	52.5
Approach		167	9.0	176	9.0	0.048	4.9	NA	0.2	1.7	0.07	0.47	0.07	52.9
NorthEast: Barwon Highway														
4	L2	90	5.0	95	5.0	0.100	7.2	LOS A	0.4	2.7	0.39	0.62	0.39	52.7
5	T1	8	13.0	8	13.0	0.055	7.4	LOS A	0.2	1.7	0.42	0.63	0.42	48.0
6	R2	20	30.0	21	30.0	0.055	8.9	LOS A	0.2	1.7	0.42	0.63	0.42	50.5
Approach		118	9.8	124	9.8	0.100	7.5	LOS A	0.4	2.7	0.39	0.62	0.39	52.1
NorthWest: Barwon Highway														
7	L2	13	30.0	14	30.0	0.011	6.3	LOS A	0.0	0.4	0.21	0.50	0.21	52.4
8	T1	64	6.0	67	6.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	3	0.0	3	0.0	0.002	5.8	LOS A	0.0	0.1	0.20	0.54	0.20	50.0
Approach		80	9.7	84	9.7	0.036	1.3	LOS A	0.0	0.4	0.04	0.10	0.04	58.3
SouthWest: Brennans Road														
10	L2	7	0.0	7	0.0	0.443	6.5	LOS A	2.8	19.9	0.47	0.74	0.58	47.5
11	T1	27	7.0	28	7.0	0.443	8.6	LOS A	2.8	19.9	0.47	0.74	0.58	47.7
12	R2	232	0.0	244	0.0	0.443	9.8	LOS A	2.8	19.9	0.47	0.74	0.58	47.6
Approach		266	0.7	280	0.7	0.443	9.6	LOS A	2.8	19.9	0.47	0.74	0.58	47.6
All Vehicles		631	5.7	664	5.7	0.443	6.9	NA	2.8	19.9	0.30	0.57	0.34	51.4

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: 3 [2024 PM BASE (Site Folder: Barwon Highway x Lagoon Street x Brennans Road)]

2024 PM BASE - Barwon Highway x Lagoon Street x Brennans Road  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. ]	[ Dist ]				
SouthEast: Lagoon Street														
1	L2	119	0.0	125	0.0	0.067	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	51.3
2	T1	26	0.0	27	0.0	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	37	8.0	39	8.0	0.023	5.7	LOS A	0.1	0.8	0.12	0.55	0.12	52.7
Approach		182	1.6	192	1.6	0.067	4.8	NA	0.1	0.8	0.02	0.49	0.02	53.0
NorthEast: Barwon Highway														
4	L2	97	4.0	102	4.0	0.087	6.1	LOS A	0.3	2.3	0.21	0.53	0.21	53.4
5	T1	19	0.0	20	0.0	0.056	6.9	LOS A	0.2	1.6	0.36	0.58	0.36	50.5
6	R2	15	30.0	16	30.0	0.056	7.7	LOS A	0.2	1.6	0.36	0.58	0.36	51.4
Approach		131	6.4	138	6.4	0.087	6.4	LOS A	0.3	2.3	0.25	0.55	0.25	52.8
NorthWest: Barwon Highway														
7	L2	16	30.0	17	30.0	0.012	6.1	LOS A	0.0	0.4	0.14	0.50	0.14	52.6
8	T1	38	3.0	40	3.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	8	0.0	8	0.0	0.007	6.0	LOS A	0.0	0.2	0.25	0.55	0.25	49.8
Approach		62	9.6	65	9.6	0.021	2.4	LOS A	0.0	0.4	0.07	0.20	0.07	56.8
SouthWest: Brennans Road														
10	L2	2	0.0	2	0.0	0.131	5.6	LOS A	0.5	3.5	0.34	0.61	0.34	49.5
11	T1	13	0.0	14	0.0	0.131	6.3	LOS A	0.5	3.5	0.34	0.61	0.34	50.1
12	R2	68	0.0	72	0.0	0.131	7.7	LOS A	0.5	3.5	0.34	0.61	0.34	49.6
Approach		83	0.0	87	0.0	0.131	7.4	LOS A	0.5	3.5	0.34	0.61	0.34	49.7
All Vehicles		458	3.8	482	3.8	0.131	5.4	NA	0.5	3.5	0.15	0.49	0.15	53.0

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 long 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.

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Project: L:\Synergy\Projects\21BRT\21BRT0141 63 & 69 Ulawanna Road, Goondiwindi - Residential Subdivision\6 - Analysis\21BRT0141 SA01.sip9

# MOVEMENT SUMMARY

Site: 3 [2024 PM DEVELOPMENT (Site Folder: Barwon Highway x Lagoon Street x Brennans Road)]

2024 PM DEVELOPMENT - Barwon Highway x Lagoon Street x Brennans Road  
 Site Category: Existing Design  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
SouthEast: Lagoon Street														
1	L2	167	0.0	176	0.0	0.095	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	51.3
2	T1	26	0.0	27	0.0	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	37	8.0	39	8.0	0.023	5.7	LOS A	0.1	0.8	0.12	0.55	0.12	52.7
Approach		230	1.3	242	1.3	0.095	5.0	NA	0.1	0.8	0.02	0.51	0.02	52.7
NorthEast: Barwon Highway														
4	L2	97	4.0	102	4.0	0.089	6.2	LOS A	0.3	2.4	0.24	0.54	0.24	53.3
5	T1	28	0.0	29	0.0	0.074	7.5	LOS A	0.3	2.1	0.39	0.61	0.39	50.0
6	R2	15	30.0	16	30.0	0.074	7.8	LOS A	0.3	2.1	0.39	0.61	0.39	51.0
Approach		140	6.0	147	6.0	0.089	6.6	LOS A	0.3	2.4	0.28	0.56	0.28	52.5
NorthWest: Barwon Highway														
7	L2	16	30.0	17	30.0	0.013	6.1	LOS A	0.0	0.4	0.15	0.50	0.15	52.6
8	T1	38	3.0	40	3.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	11	0.0	12	0.0	0.010	6.2	LOS A	0.0	0.3	0.30	0.56	0.30	49.6
Approach		65	9.1	68	9.1	0.021	2.6	LOS A	0.0	0.4	0.09	0.22	0.09	56.5
SouthWest: Brennans Road														
10	L2	3	0.0	3	0.0	0.179	5.7	LOS A	0.7	5.0	0.37	0.64	0.37	49.0
11	T1	17	0.0	18	0.0	0.179	6.7	LOS A	0.7	5.0	0.37	0.64	0.37	49.6
12	R2	88	0.0	93	0.0	0.179	8.3	LOS A	0.7	5.0	0.37	0.64	0.37	49.1
Approach		108	0.0	114	0.0	0.179	7.9	LOS A	0.7	5.0	0.37	0.64	0.37	49.2
All Vehicles		543	3.2	572	3.2	0.179	5.7	NA	0.7	5.0	0.17	0.51	0.17	52.5

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.

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Project: L:\Synergy\Projects\21BRT\21BRT0141 63 & 69 Ulawanna Road, Goondiwindi - Residential Subdivision\6 - Analysis\21BRT0141

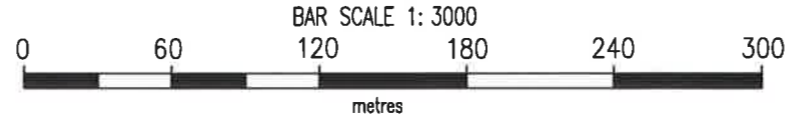
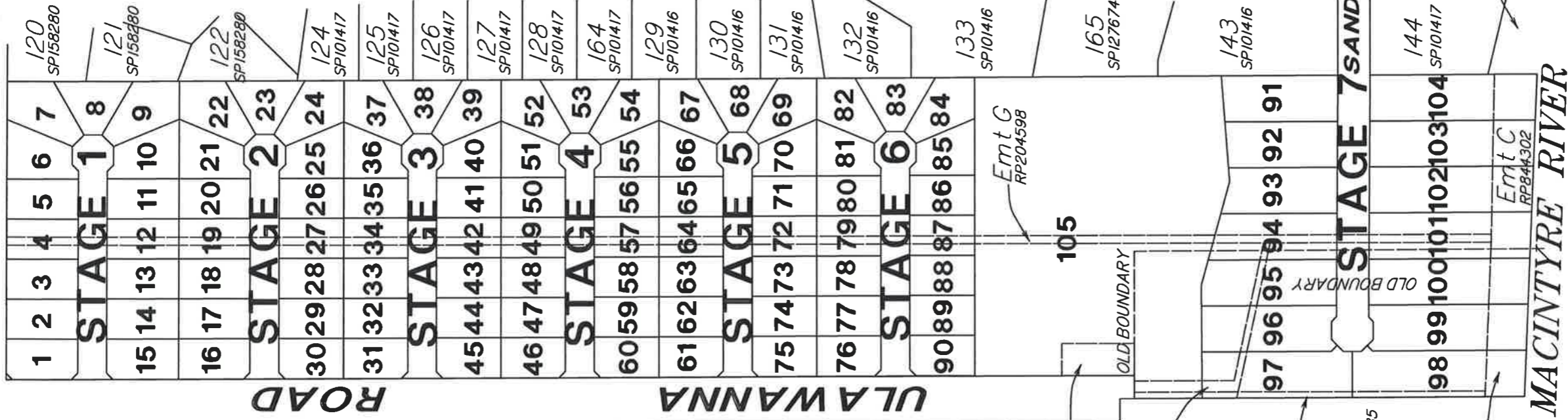
SA01.sip9



## Attachment 2 – Approved Plans



**BRENNANS ROAD**



**Note:**  
This plan was prepared for RJ HANNA as a proposed subdivision to accompany a subdivision application to the GOONDIWINDI REGIONAL Council and should not be used for any other purpose. The dimensions, areas and total number of lots shown hereon are subject to field survey and also to the requirements of Council and any other relevant legislation. In particular, no reliance should be placed on this plan for any financial dealings involving the land. This note is an integral part of this plan.

GOONDIWINDI REGIONAL COUNCIL  
Approved Plan referred to Council's Decision Notice  
Council Reference: 21/016  
Dated: 12 July 2024  
Signed: *Mr. Carl Minton*  
Print Name: Mr. Carl Minton  
(Under Delegation) ASSESSMENT MANAGER

RJ HANNA

**SMK OLD** PTY. LTD. **A3**

Goondiwindi | Brisbane | Gold Coast | Toowoomba | Gatton  
Ph (07)4671 2445 Email admin@smkold.com.au

Drawn TJJ 10/02/21 Checked

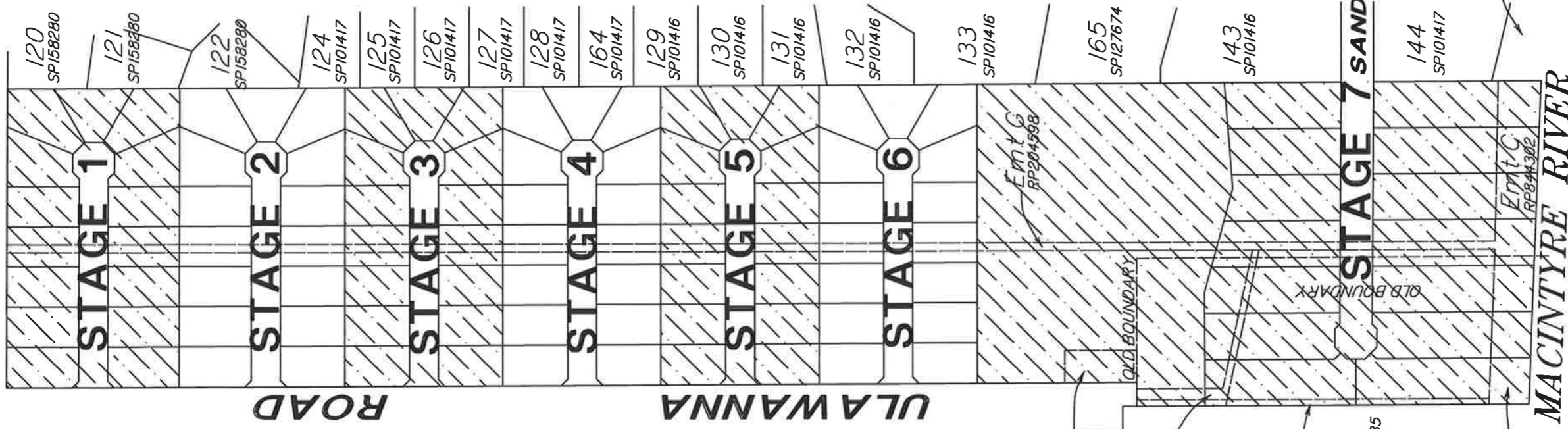
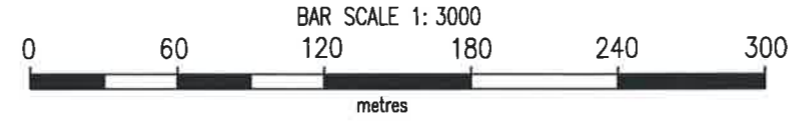
STAGING PLAN TO ACCOMPANY  
ROL APPLICATION ON  
LOT 60 RP844302 &  
LOT 61 RP844302

220008

SCALE: 1:3000

220008-1

**BRENNANS ROAD**



**Note:**  
 This plan was prepared for R J HANNA as a proposed subdivision to accompany a subdivision application to the GOONDIWINDI REGIONAL Council and should not be used for any other purpose. The dimensions, areas and total number of lots shown hereon are subject to field survey and also to the requirements of Council and any other relevant legislation. In particular, no reliance should be placed on this plan for any financial dealings involving the land. This note is an integral part of this plan.

GOONDIWINDI REGIONAL COUNCIL  
 Approved: [Signature] referred to in Council's Decision No.: ce  
 Council Reference: 21076  
 Dated: 12 July 2021  
 Signed: [Signature]  
 Print Name: Mr. Carl Munro  
 (Under Delegation) ASSESSMENT MANAGER

RJ HANNA

**SMK QLD** PTY. LTD.  
 Goondiwindi | Brisbane | Gold Coast | Toowoomba | Gatton  
 Ph (07)4671 2445 Email admin@smkqld.com.au

**A3**

Drawn TJJ 10/02/21 Checked

STAGING PLAN TO ACCOMPANY  
 ROL APPLICATION ON  
 LOTS 60 & 61 RP844302

220008

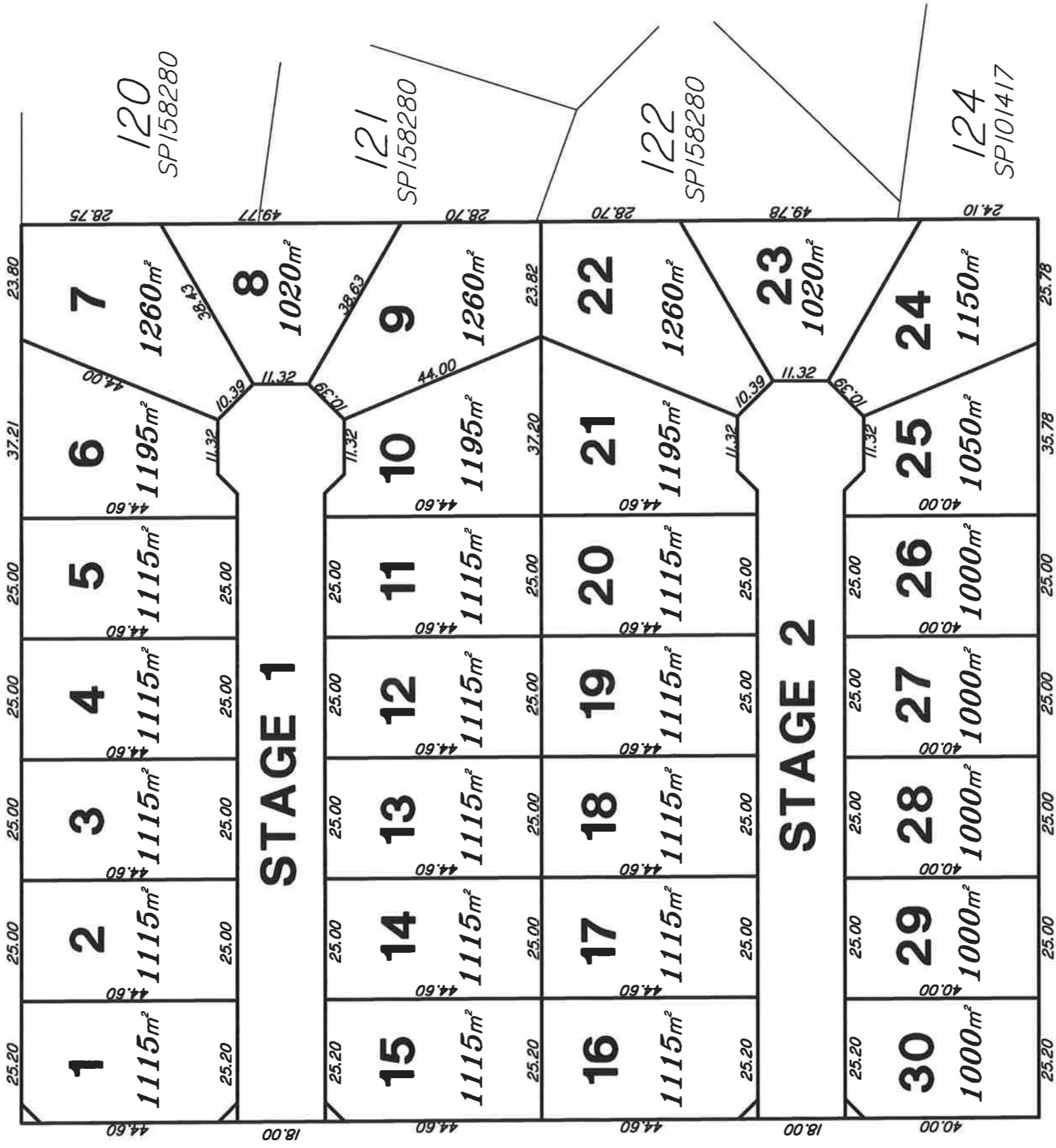
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220008-2

GOONDIWINDI REGIONAL COUNCIL  
 Approved Plan referred to in Council's Decision Notice  
 Council Reference: *2/1976*  
 Dated: *12 Sub 2021*  
 Signed: *[Signature]*  
 Print Name: *Mr. Carl Munten*  
 (Under Delegation) ASSESSMENT MANAGER



# BRENNANS ROAD



**Note:**  
 This plan was prepared for SMK QLD as a proposed subdivision to accompany a subdivision application to the GOONDIWINDI REGIONAL Council and should not be used for any other purpose. The dimensions, areas and total number of lots shown hereon are subject to field survey and also to the requirements of Council and any other relevant legislation. In particular, no reliance should be placed on this plan for any financial dealings involving the land. This note is an integral part of this plan.



SMK QLD PTY LTD

**SMK QLD** PTY. LTD.

Goondiwindi | Brisbane | Gold Coast | Toowoomba | Gatton  
 Ph (07)4671 2445 Email admin@smkqld.com.au

Drawn TJJ 25/02/21 Checked

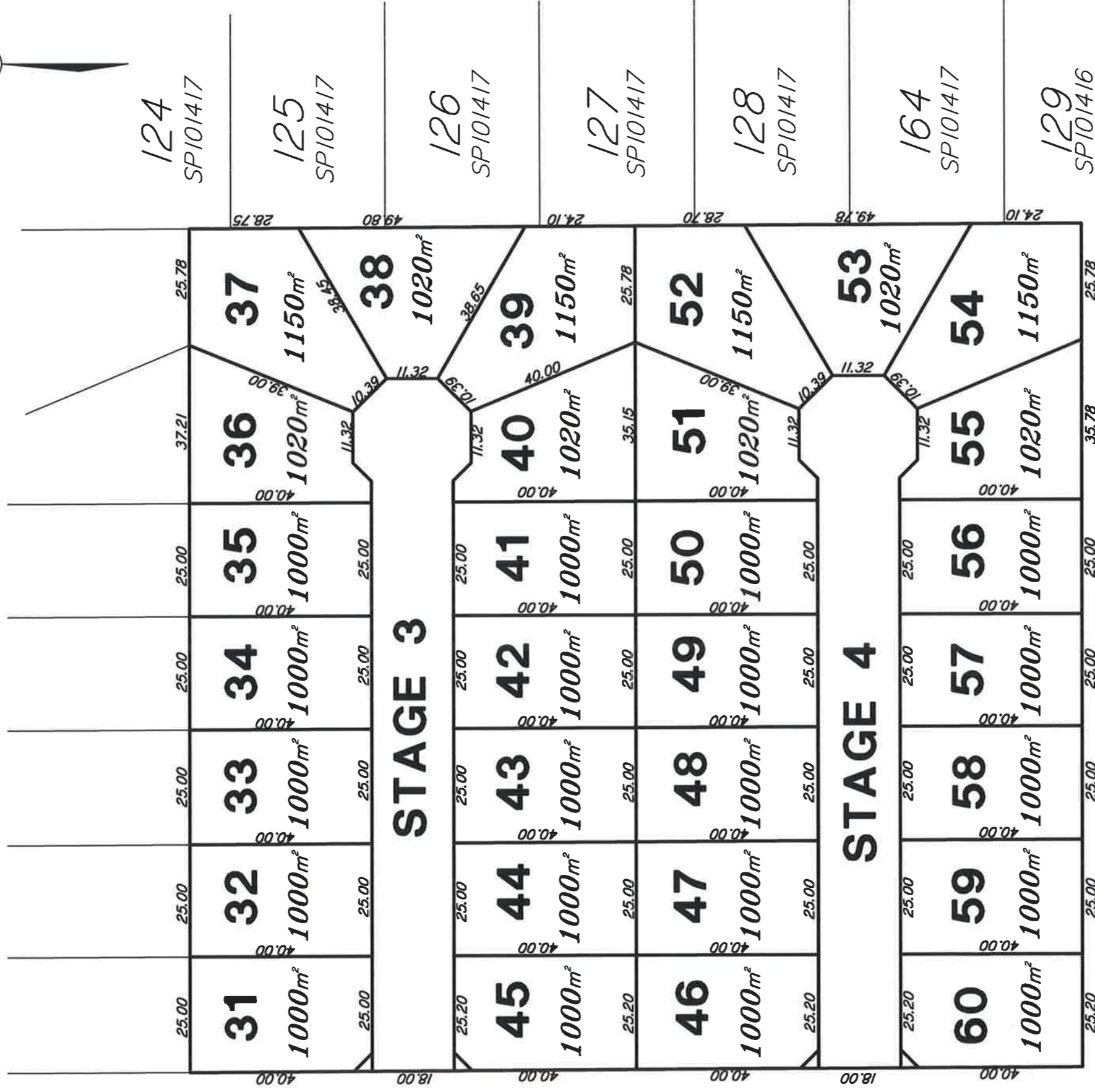
**A3**

PROPOSAL PLAN TO ACCOMPANY  
 ROL APPLICATION ON LOTS  
 60 & 61 RP844302

220008

SCALE: 1:1000

220008-3



GOONDIWINDI REGIONAL COUNCIL  
 Approved Plan referred to in Council's Decision Notice  
 Council Reference: 21/076  
 Dated: 22 July 2021  
 Signed: *[Signature]*  
 Print Name: Mr. Carl Manton  
 (Under Delegation) ASSESSMENT MANAGER

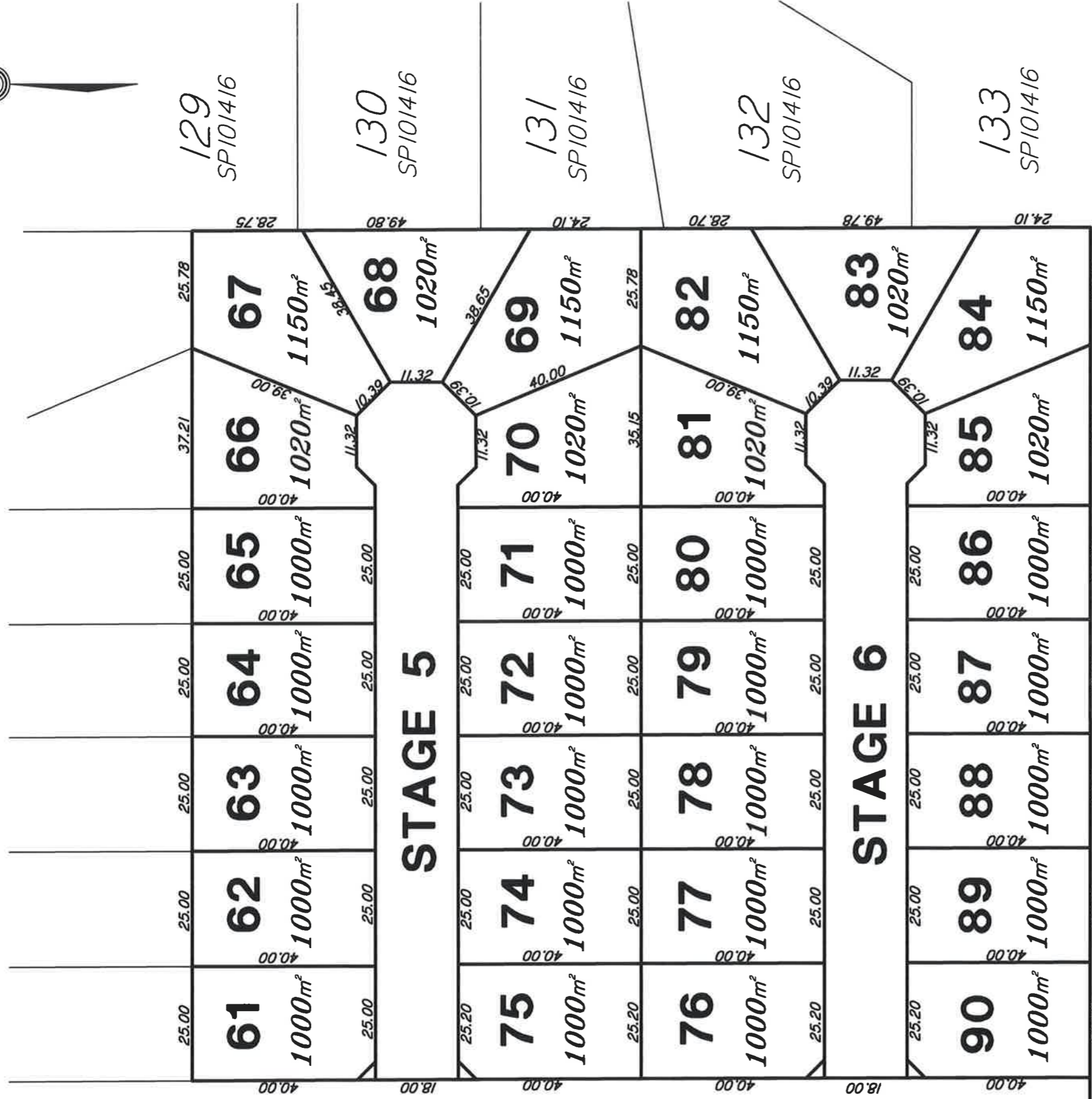


**Note:**  
 This plan was prepared for SMK QLD as a proposed subdivision to accompany a subdivision application to the GOONDIWINDI REGIONAL Council and should not be used for any other purpose. The dimensions, areas and total number of lots shown hereon are subject to field survey and also to the requirements of Council and any other relevant legislation. In particular, no reliance should be placed on this plan for any financial dealings involving the land. This note is an integral part of this plan

SMK QLD PTY LTD		PROPOSAL PLAN TO ACCOMPANY ROL APPLICATION ON LOTS 60 & 61 RP844302		SCALE: 1:1000
<b>SMK QLD</b> PTY. LTD. <small>Goondiwindi   Brisbane   Gold Coast   Toowoomba   Gatton        Ph (07)4671 2445 Email admin@smkqld.com.au</small>		220008		220008-4
Drawn TJJ	25/02/21	Checked		

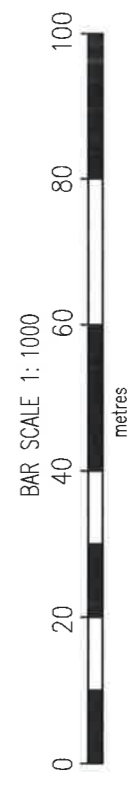
**A3**





GOONDIWINDI REGIONAL COUNCIL  
 Approved For: 220008 in Council's Decision Notice  
 Council Reference: 21076  
 Dated: 25 July 2021  
 Signed: *Mr. Carl Minter*  
 Print Name: Mr. Carl Minter  
 (Under Delegation) ASSESSMENT MANAGER

**Note:**  
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SMK QLD PTY LTD  
 Goondiwindi | Brisbane | Gold Coast | Toowoomba | Gatton  
 Ph (07)4671 2445 Email admin@smkqld.com.au

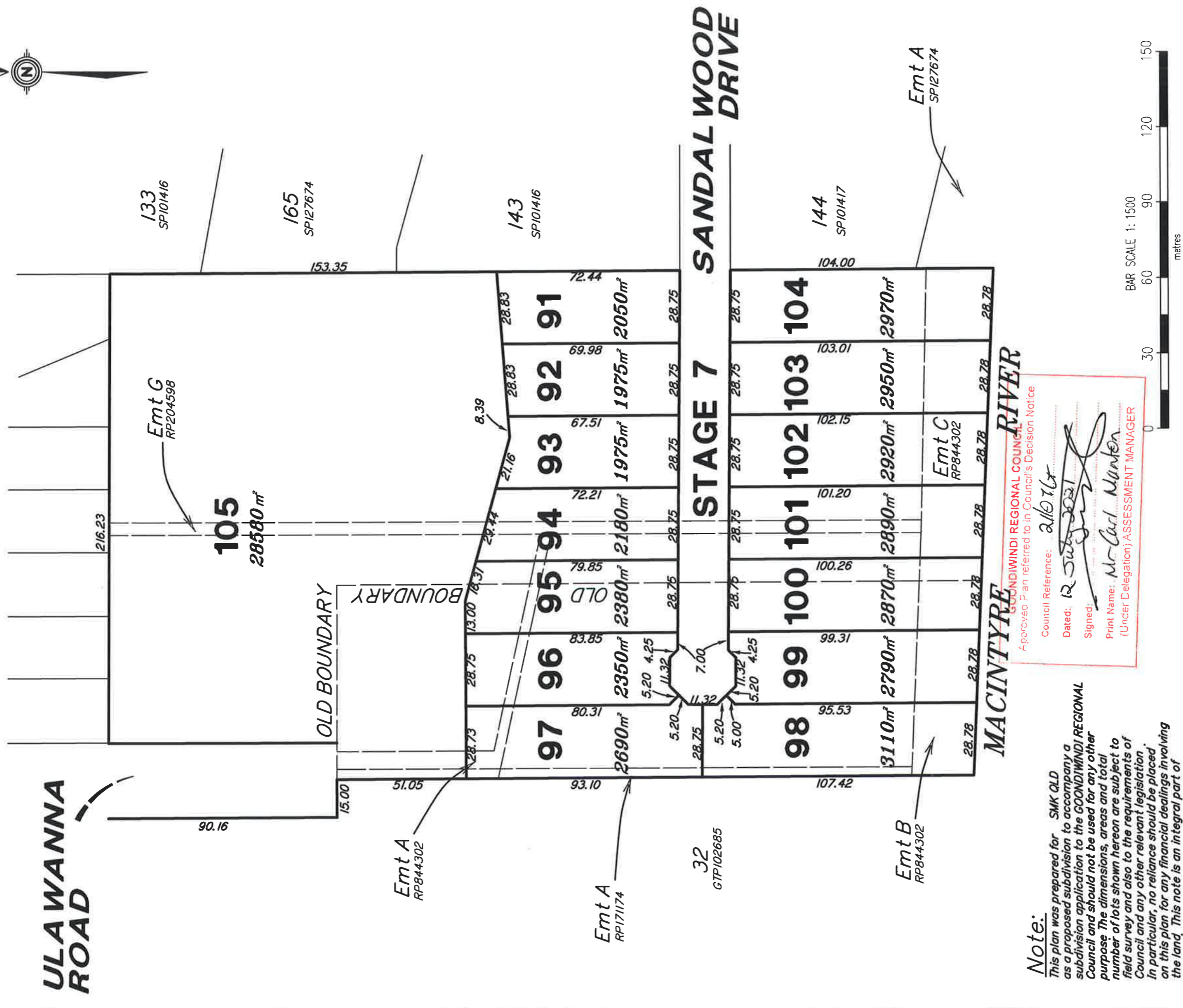
PROPOSAL PLAN TO ACCOMPANY  
 ROL APPLICATION ON LOTS  
 60 & 61 RP844302

SCALE: 1:1000  
 220008-5

Drawn TJJ 25/02/21 Checked **A3**

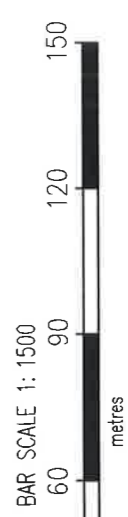
220008

**ULA WANNA ROAD**



**Note:**  
 This plan was prepared for SMK QLD as a proposed subdivision to accompany a subdivision application to the GOONDIWINDI REGIONAL Council and should not be used for any other purpose. The dimensions, areas and total number of lots shown hereon are subject to field survey and also to the requirements of Council and any other relevant legislation. In particular, no reliance should be placed on this plan for any financial dealings involving the land. This note is an integral part of this plan.

**GOONDIWINDI REGIONAL COUNCIL**  
 Approved Plan referred to in Council's Decision Notice  
 Council Reference: 216/16  
 Dated: 12 July 2021  
 Signed: *[Signature]*  
 Print Name: Mr Carl Munten  
 (Under Delegation) ASSESSMENT MANAGER



**SMK QLD** PTY. LTD.  
 Goondiwindi | Brisbane | Gold Coast | Toowoomba | Gatton  
 Ph (07)4571 2445 Email admin@smkqld.com.au

**PROPOSAL PLAN TO ACCOMPANY  
 ROL APPLICATION ON LOTS  
 60 & 61 RP844302**

SCALE: 1:1500  
 220008-6

**A3**

Drawn TJJ 25/02/21 Checked

220008

Council Reference: 21/076

Dated: 12 July 2021

Signed:

Print Name: Mr. Carl Muntz

(Under Delegation) ASSESSMENT MANAGER

### Schedule of Designs and Documents

Document Title	Reference	Revision
Traffic Impact Statement	21BRT0141	18 May 2021
Infrastructure Report	200218	Version 1 - 04/12/2020
Overall Conceptual Layout Plan	DA-001	Rev B
<b>ROADWORKS</b>		
Roadworks Conceptual Layout – Sheet 1 of 4	DA-101	Rev A
Roadworks Conceptual Layout – Sheet 2 of 4	DA-102	Rev A
Roadworks Conceptual Layout – Sheet 3 of 4	DA-103	Rev B
Roadworks Conceptual Layout – Sheet 4 of 4	DA-104	Rev A
Road Typical Cross Sections and Details	DA-105	Rev A
Roadworks Control Line 1 Long Sections	DA-106	Rev A
Roadworks Control Line 1 Long Sections	DA-107	Rev A
Roadworks Control Line 1 Long Sections	DA-108	Rev A
Control Line 1 Cross Sections – Sheet 1 of 4	DA-109	Rev A
Control Line 1 Cross Sections Sheet 2 of 4	DA-110	Rev A
Control Line Cross Sections Sheet 3 of 4	DA-111	Rev A
Control Line 1 Cross Sections Sheet 4 of 4	DA-112	Rev A
Roadworks Control Line 2 Long Section	DA-113	Rev A
Control Line 2 Cross Sections	DA-114	Rev A
Roadworks Control Line 3 Long Section	DA-115	Rev A
Control Line 3 Cross Sections	DA-116	Rev A
Roadworks Control Line 4 Long Section	DA-117	Rev A
Control Line 4 Cross Sections	DA-118	Rev A
Roadworks Control Line 5 Long Section	DA-119	Rev A
Control Line 5 Cross Sections	DA-120	Rev A
Roadworks Control Line 6 Long Section	DA-121	Rev A
Control Line 6 Cross Sections	DA-122	Rev A
Roadworks Control Line 7 Long Section	DA-123	Rev A
Control line 7 Cross Sections	DA-124	Rev A
Roadworks Control Line 8 Long Section	DA-125	Rev A
Control Line 8 Cross Sections	DA-126	Rev A
<b>SEWERAGE</b>		
Sewer Conceptual Layout – Sheet 1 of 4	DA-201	Rev B
Sewer Conceptual Layout – Sheet 2 of 4	DA-202	Rev B
Sewer Conceptual Layout – Sheet 3 of 4	DA-203	Rev B
Sewer Conceptual Layout – Sheet 4 of 4	DA-204	Rev B
<b>STORMWATER</b>		
Stormwater Conceptual Layout – Sheet 1 of 4	DA-301	Rev B
Stormwater Conceptual Layout – sheet 2 of 4	DA-302	Rev B
Stormwater Conceptual Layout – Sheet 3 of 4	DA-303	Rev B
Stormwater Conceptual Layout – Sheet 4 of 4	DA-304	Rev B
Stormwater Conceptual Longitudinal Sections	DA-305	Rev A
Stormwater Conceptual Longitudinal Sections	DA-306	Rev A
Stormwater Conceptual Longitudinal Sections	DA-307	Rev A
<b>WATER</b>		
Water Conceptual Layout – Sheet 1 of 4	DA-401	Rev A
Water Conceptual layout – Sheet 2 of 4	DA-402	Rev A
Water Conceptual Layout – Sheet 3 of 4	DA-403	Rev B
Water Conceptual Layout – Sheet 4 of 4	DA-404	Rev A
<b>EARTHWORKS</b>		
Earthworks Conceptual Layout – Sheet 1 of 4	DA-501	Rev A
Earthworks Conceptual Layout – Sheet 2 of 4	DA-502	Rev A
Earthworks Conceptual Layout – Sheet 3 of 4	DA-503	Rev B
Earthworks Conceptual Layout – Sheet 4 of 4	DA-504	Rev A
Earthworks Conceptual Depth Banding Plan	DA-505	Rev A



## **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  
Fax: 07 4671 7433

Email: [mail@grc.qld.gov.au](mailto:mail@grc.qld.gov.au)

## Infrastructure Charges Notice

<b>Address</b>	63 & 69 Ulawanna Road, Goondiwindi
<b>Owner</b>	Robert Joseph Hanna & Lisa Peri Hanna
<b>Applicant</b>	SMK QLD Pty Ltd
<b>Application No.</b>	21/07G
<b>Lot and Survey Plan</b>	Lots 60 & 61 on RP844302
<b>Date</b>	12 July 2021
<b>Approval</b>	Development Permit – Reconfiguration of a Lot

<b>Development Application Details</b>
Development Permit for Reconfiguration of a Lot (Two (2) into One-hundred and five (105) lot subdivision)

<b>Type of Charge</b>	<b>Charge Area (A, B, C, D or E)</b>	<b>Charge Amount per lot (\$)</b>	<b>Number of additional lots</b>	<b>Charge (\$)</b>
<b>Stage 1 Reconfiguring a Lot</b>	A	5,000	15	5,000
<b>Stage 1 Total Charge - \$75,000</b>				
<b>Type of Charge</b>	<b>Charge Area (A, B, C, D or E)</b>	<b>Charge Amount per lot (\$)</b>	<b>Number of additional lots</b>	<b>Charge (\$)</b>
<b>Stage 2 Reconfiguring a Lot</b>	A	5,000	15	5,000
<b>Stage 2 Total Charge - \$75,000</b>				
<b>Type of Charge</b>	<b>Charge Area (A, B, C, D or E)</b>	<b>Charge Amount per lot (\$)</b>	<b>Number of additional lots</b>	<b>Charge (\$)</b>
<b>Stage 3 Reconfiguring a Lot</b>	A	5,000	15	5,000
<b>Stage 3 Total Charge - \$75,000</b>				



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

Locked Mail Bag 7  
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Telephone: 07 4671 7400  
Fax: 07 4671 7433

Email: [mail@grc.qld.gov.au](mailto:mail@grc.qld.gov.au)

Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot (\$)	Number of additional lots	Charge (\$)
Stage 4 Reconfiguring a Lot	A	5,000	15	5,000
<b>Stage 4 Total Charge – \$75,000</b>				
Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot (\$)	Number of additional lots	Charge (\$)
Stage 5 Reconfiguring a Lot	A	5,000	15	5,000
<b>Stage 5 Total Charge - \$75,000</b>				
Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot (\$)	Number of additional lots	Charge (\$)
Stage 6 Reconfiguring a Lot	A	5,000	15	5,000
<b>Stage 6 Total Charge - \$75,000</b>				
Type of Charge	Charge Area (A, B, C, D or E)	Charge Amount per lot (\$)	Number of additional lots	Charge (\$)
Stage 7 Reconfiguring a Lot	A	5,000	13	5,000
<b>Stage 7 Total Charge - \$65,000</b>				

<b>Due Date</b>	When Goondiwindi Regional Council approves the plan of subdivision	<b>Total Charge (\$)</b>	515,000
<b>Charge to be paid to</b>	Goondiwindi Regional Council		
<b>Lapse Date</b>	12 July 2031		

Authorised by:

Print Name: **Mr Carl Manton**  
**Chief Executive Officer**

An offset has been applied to this notice, where the existing lots have not been charged. The amount of the charge per lot is \$5,000 for the additional lots.

*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 Two (2) into One-hundred and five (105) lot subdivision

21/07G

63 & 69 Ulawanna Road, Goondiwindi

Lots 60 & 61 on RP844302

On 12 July 2021, 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 Reconfiguring a Lot Code, The Biodiversity Areas Overlay Code, the Bushfire Hazard Overlay Code, the Natural Resources Overlay Code and the Flood Hazard Overlay Code of the Goondiwindi Region Planning Scheme 2018 (Version 2), the proposed development satisfied all relevant criteria, and was approved 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	<i>Goondiwindi Region Planning Scheme 2018 (Version 2): AO1.1, AO1.2, AO1.3, AO2, AO3.1, AO4.1, AO5, AO6, AO7, AO8, AO9, AO10, AO11, PO12</i>
Biodiversity Areas Overlay Code	<i>Goondiwindi Region Planning Scheme 2018 (Version 2): AO1.1, AO1.2, AO2, AO3.1, AO3.2, AO3.3, AO3.4</i>
Bushfire Hazard Overlay Code	<i>Goondiwindi Region Planning Scheme 2018 (Version 2): AO1.1, AO2.1, AO2.2, AO2.3, AO3, AO4, AO5, AO6.1, AO6.2, AO6.3, AO7.1, AO8</i>
Natural Resources Overlay Code	<i>Goondiwindi Region Planning Scheme 2018 (Version 2): PO5, PO6, PO7, PO8</i>



Benchmarks applying for the development	Benchmark reference
Flood Hazard Overlay Code	<i>Goondiwindi Region Planning Scheme 2018 (Version 2):</i> AO1.1, AO1.2, AO1.3, AO1.4, AO2.1, AO3.1, AO3.2, AO4

**3. Compliance with benchmarks**

Not applicable, as the development complied with all applicable benchmarks.

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

Not applicable, as the development was code assessable.

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

Not applicable, as the development was code assessable.

**6. Matters prescribed by Regulation**

Not applicable to this development.



**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 property 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.*