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Our Reference: P1427.002L

Your Reference: -

18 February 2014

Zinkohl Pty Ltd
PO Box 5741
GCMC QLD 9726

Attention: Majeed Tabrizi
Sent via email: majeed@tweedultima.com.au

Dear Majeed

**RE : TWEED ULTIMA WHARF STREET – RESPONSE TO COUNCIL AND STATE GOVERNMENT
INFORMATION REQUEST**

This letter provides further information with respect to traffic element requests for additional information from the New South Wales Department of Planning and Infrastructure dated 24th December, 2013 (DA 456-10-2013 MOD 6) and the Tweed Shire Council dated the 20th December, 2013 (DA04/0016.16 LN22600). Our response is outlined below:

1.0 RESPONSE – NSW DEPARTMENT OF PLANNING AND INFRASTRUCTURE

1.1. Item 3.1 – Pedestrian/Vehicle Conflict

3.1 Pedestrian/vehicle conflict

The proposed deletion of the basement level 1 connection will increase the likelihood of motor vehicles coming into conflict with pedestrians. The approved development prevents opportunities for pedestrian/vehicle conflict through the use of the basement connection (with the constructed Western towers car park), however, under the proposed development Navigation Lane will become the main point of motor vehicle access. According to the Traffic Assessment, Navigation Lane will be subject to up to additional 78 trips per hour and the proposal has not provided any measures for maintaining pedestrian safety around the through site link/public square areas. Given the importance of creating the through site link into a high quality public domain area, the proponent is requested to revisit the proposed access to Stage 2 from Navigation Lane.

Whilst it is noted there would be an increase in vehicular traffic with the proposed access when compared to the previously approved basement connection, this is considered an appropriate alternative due to the following:

- the amended plans include a separated footpath connection between the proposed development access and Bay Street. This removes the vehicular/pedestrian conflict at the site's main traffic link;
- the increased vehicular traffic on Navigation Lane improves passive surveillance for the public lane;
- the access for the Stage 2 building will allow development traffic to ingress/egress the site directly without the inconvenience of passing through the Stage 1 building's basement. The alternative access

via the Stage 1 building is considered circuitous and would deter retail customers from using Stage 2 parking provisions;

- the provision of a second point of access for the two buildings distributes the traffic impacts, whereas maintaining a single access for the site would concentrate traffic at one location (i.e. corner of Navigation Lane / Stuart Street);
- the existing school on Stuart Street opposite the Stage 1 building generates high pedestrian crossing volumes and traffic congestion during school peak periods. Utilising solely the Stage 1 access would increase turn movements at this location (i.e. Stuart Street / Navigation Road intersection) and therefore exasperate existing pedestrian/vehicular conflicts in Stuart Street. In contrast, the proposed Stage 2 access on Navigation Lane would promote Stage 2 development traffic to use Bay Street; and
- the peak hour flow on Navigation Lane (Bay Street side) will result in less than 2 vehicles a minute which is consistent with its local access function.

The proposed access configuration with a separate Stage 2 development access onto Navigation Lane is considered acceptable and will not result in adverse safety impacts to pedestrians.

1.2. Item 3.2 – Service Vehicle Access

3.2 Service vehicle access

Service vehicle access to the Stage 2 building is proposed via a 'reverse in' arrangement off Navigation Lane. The Traffic Assessment notes that this arrangement is as per the original consent and is not expected to cause significant problems due to the service lane's "low traffic volumes and low speed environment" (p.11). Whilst it is noted that existing consent exists for the reverse in arrangement, it is likely that such a scheme would only be acceptable on the basis that Navigation Lane experiences very low traffic volumes. Given that the proposal will result in up to 78 additional vehicle movements per hour along the Navigation Lane, the proposed modification increases the likelihood of dangerous situations involving service vehicles blocking traffic attempting to egress the site. Such situations could be problematic as it would require blocked vehicles to reverse several hundred metres along Navigation Lane. This approach is undesirable as it would create dangerous situations for both motor vehicles and pedestrians. Given the existing arrangement for service vehicles to access Navigation Lane, reconsideration should be given to the current practicality of the basement level 1 connection to the Western constructed towers.

To accommodate service vehicle access to the site in a forward gear an "on-street" service bay has been included into the revised design. This loading facility maintains pedestrian footpath width. In addition, the "on-street" configuration allows use of the loading bay by surrounding sites and removes the need for loading facilities to be installed on Bay Street. The proposed indented service bay is proposed on Navigation Lane fronting the Stage 2 building and allows servicing access without impacting Navigation Lane traffic. The design of the service bay includes the following:

- 12.5 metre length at full width to allow standing access for a refuse collection vehicle;
- transition tapers for efficient forward ingress and egress bay access via Navigation Lane; and
- a 3 metre bay width to store a service vehicle clear of Navigation Lane through traffic.

The proposed indented service bay is considered an appropriate option for the site's servicing access requirements. The bay eliminates the need to reverse in a constrained area and results in an efficient use of space.

A swept path check for a Heavy Rigid Vehicle (HRV) access into the service bay is shown in Figure 1:

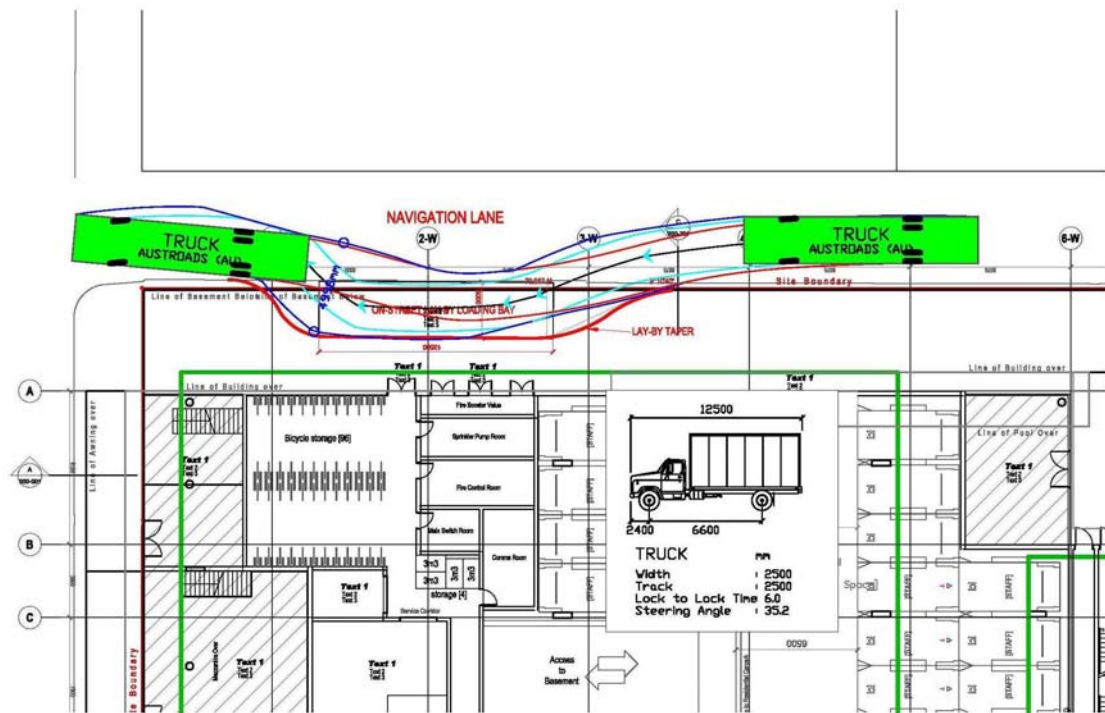


Figure 1: HRV Access into On-street Servicing Bay

1.3. Item 3.3 – Parking Scheme

3.3 Parking scheme

The proposed parking scheme results in both residential and retail tandem car park spaces. The use of tandem parking arrangements is generally undesirable due to the inherent issues that arise when a particular motorist is unable to move their vehicle when desired. Further information demonstrating the sufficient management and function of the tandem spaces is therefore requested.

Retail tandem parking was previously provided at a proportion of 76% of the total retail parking supply. This proportion of tandem spaces has since been reduced in the amended plans to a 64% share (parking rate remains at 1 space per 40m² GFA). The amended retail/commercial GFA and parking provision for the development is 998.1 m² and 25 parking spaces respectively. To assist in the efficient use of the tandem spaces the following parking management measures are proposed:

- "Customer 2hr Parking" signage and pavement markings are to be provided for all single retail parking spaces;
- allocation of tandem parking spaces are for each tenancy and shall be reserved for staff only; and
- compliance of parking restrictions are to be monitored by on-site security/management.

2.0 RESPONSE – TWEED SHIRE COUNCIL

2.1. Retail Customer Parking Access

- The existing car parking layout at ground level (with stacked parking) is undesirable. The parking area is not considered to have good interconnection with Bay or Wharf Street or easy access for customers to the ground level retail and commercial spaces.

Directional signage to customer parking will be provided at the Navigation Lane / Bay Street intersection and the car park entrance. This will promote the use of retail customer parking and direct traffic from the main Bay Street access.

2.2. Parking Space Markings Item

- Condition of consent – The residential car parking spaces are to be numbered in white line marking paint specifying which residential units the car parking spaces apply to. All customer and staff parking spaces for the retail and commercial areas are also to be clearly marked in white line marking paint specifying which car parking spaces are designated as customer or staff to ensure compliance with Tweed DCP B2 – Tweed Heads Parking Rates.

All residential and commercial/retail parking spaces will be marked as noted in the condition of consent above.

2.3. Service Vehicle Access Item

- It is noted service vehicle access is from Navigation Lane. This access requires reversing from Navigation Lane into the service access bay. All service vehicle arrangements should be able to drive forward into the access bay and exit the site in a forward direction. The application states that this type of arrangement was approved in the original development by the Department of Planning and is proposed in the amended development due to the 'constrained nature' of the laneway. This type of arrangement for a service bay is not generally supported. It is noted that this arrangement has been previously approved for the original development.

The development plans have been amended to accommodate service vehicle access to the site in a forward gear. The access is via a indented on-street service bay located on Navigation Lane. The design of the servicing bay includes the following:

- 12.5 metre length at full width to allow standing access for a refuse collection vehicle;
- transition tapers for efficient forward ingress and egress bay access via Navigation Lane; and
- a 3 metre bay width to store a service vehicle clear of Navigation Lane through traffic.

2.4. Residential Visitor Parking Item

In regard to residential visitors spaces the ground floor car park provides 12 visitor spaces which is a minor variation to the required parking (12.6 spaces, rounded to 13 spaces). This does not present a major concern for Council on its own.

Access to the visitor parking area must be ensured by way of a consent condition as they are currently located behind the residential security doors.

The residential visitor area is now unrestricted during business and daytime hours. Outside of these times it is understood that access will be provided via an intercom system at the entry.

2.5. Retail Tandem Parking Item

In regard to the retail component 21 spaces are provided as required. Tweed DCP-B2 does not differentiate between staff and customer parking in the specified rate, however these spaces must be available for both user groups. The major concern is that 16 of the 21 spaces are in a tandem configuration, rendering them unsuitable for customer car parking and short term staff use.

Retail tandem parking was previously provided at a proportion of 76% of the total retail parking supply. This proportion of tandem spaces has since been reduced in the amended plans to a 64% share (parking rate remains at 1 space per 40m² GFA). In addition to the above, the following parking management measures are proposed to assist in the efficient use of the tandem spaces:

- "Customer 2hr Parking" signage and pavement markings are to be provided for all single retail parking spaces;

- allocation of tandem parking spaces are for each tenancy and shall be reserved for staff only; and
- compliance of parking restrictions are to be monitored by on-site security/management.

2.6. Retail Parking Access Item

Access to the retail parking spaces must be made freely available to the public, requiring the deletion of the sliding car park doors. Other areas of the car park are secured from the public, so the external doors are unnecessary.

It is understood that the external car park sliding doors are provided for security reasons and will be open during daytime and business hours. Furthermore, it is understood that outside of daytime and business operating hours, access will be controlled via remote controls which will be provided to all residents and tenants of the development.

I trust the above information is sufficient to respond to the N.S.W's Department of Planning and Infrastructure and the Tweed Shire Council information requests.

Yours faithfully



Andrew Eke
Senior Traffic Engineer & Transport Planner
BITZIOS CONSULTING

ATTACHMENT 1

AMENDED DEVELOPMENT PLANS

STUART STREET

STAGE 1 DEVELOPMENT

NORTH
TOWER

NAVIGATION LANE

BAY STREET

ON-STREET LAY BY
LOADING BAY MRV

PUBLIC
PLAZA

COVERED WALKWAY

THROUGH
SITE LINK TO
PHASE 1

EXISTING
DOLPHIN HOTEL

WHARF STREET

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Project Title
Tweed Ultima Stage 2, Wharf Street

Drawing Title
Site Plan

| | | | | | |
|--------------------|---------|-------------|--------------------------|--------------|-------------------|
| A | 23/1/14 | DS | Modified S75W Submission | | |
| Rev. | Date | Approved by | Revision Notes | | |
| Scale | | | Project No | 13027 | Drawn by LB North |
| VARIES @B1, 40%@A3 | | | | | |
| Status | | | Dwg No | S75W 100-006 | Rev A |
| S75W | | | | | |

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Project Title:
Tweed Ultima Stage 2, Wharf Street
Drawing Title:
Ground Floor Plan

| | | | |
|-------|-------------|-------------|--------------------------|
| D | 23/1/14 | DS | Modified S75W Submission |
| C | 11/11/13 | CT | S75W Submission, Updated |
| B | 01/10/13 | CT | S75W Submission |
| Rev | Date | Approved by | Revision Notes |
| Scale | @B1, 40%@A3 | Project No. | 13027 |
| Sheet | S75W | Drawn by | CT |
| | | Rev | D |
| | | Drawn by | D |
| | | Rev | D |

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