



**TWEED
SHIRE
COUNCIL**

Please Quote
Council Ref:

DA4030/3580 Pt6

[dltr]

Your Ref No:

23 MAY 2007

For Enquiries
Please Contact:

Garry Smith

Telephone Direct (02) 6670 2450

L14J01

17 May 2007

Mr R Smith
General Manager
Twin Towns Services Club Ltd
PO Box 369
TWEED HEADS NSW 2485

Dear Sir

Re: Major Project Application No. 06-0327 - Redevelopment of Twin Towns Services Club at Lot 1 DP 777183 Wharf Street, Tweed Heads

I refer to a letter dated 4 May 2007, from Darryl Anderson Consulting Pty Ltd advising that the above proposal was on exhibition at your Club from 7 May 2007 to 21 May 2007 for comment.

As your proposal is not yet a formal application a detailed assessment of the development has not been carried out by Council. This assessment will occur when the Department of Planning advertises the application and it is referred to Council by them for comment.

In the meantime the following general comments are provided:

1. The key issues associated with the development are those set out in Council's letter to the Department of Planning dated 4 December 2006. A copy of this letter and attachment is included in this letter for your information.
2. In relation to point 2 in the letter referred to in 1) above the landscaping of the public reserve between your club and the Jack Evans Boat Harbour should be consistent with the Council's endorsed Jack Evans Boat Harbour Concept Plan.

In this regard as you would be aware I will be organising a meeting with you, your Landscape Architect and Council's Landscape Architect in the near future to further discuss this issue.

3. In relation to point 4 in the letter referred to in 1) above there appears to be some discrepancy between the diagrams for 2.00pm on 21 June and 3.00pm on 21 June particularly for the "Proposed Development". These should be checked before inclusion in the formal application.

The above comments should be considered when you finalise your formal application to the Department of Planning.

Yours faithfully

Mike Rayner
GENERAL MANAGER

cc: Darryl Anderson Consulting Pty Ltd

enc.



CIVIC AND CULTURAL CENTRE, MURWILLUMBAH
PO BOX 816, MURWILLUMBAH NSW 2484
TELEPHONE: (02)6670 2400 FAX: (02)6670 2429

PLEASE ADDRESS ALL COMMUNICATIONS TO THE GENERAL MANAGER
ABN 90 178 732 496
www.tweed.nsw.gov.au



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4 December 2006

1507963

Ms Heather Warton
The Director
Urban & Coastal Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Ms Warton

**Request for provision of details of key issues and assessment requirements -
MP 06_0237 - redevelopment of Twin Towns Services Club.**

I refer to your letter of 20 November 2006 regarding the above project and advise that the following key issues should be considered for inclusion in the Director Generals Environmental Assessment requirements:

1. Car Parking -

Car parking for the Twin Towns development will be a key issue and the reductions being sought in the accordance with the requirements of Section 4.8 of the Development Control Plan No 2 will need to be substantiated.

2. Tweed Heads Town Centre Master Plan -

The provisions of this master plan will need to be addressed as part of this application. In particular Section 5.6 Jack Evans Boat Harbour precinct will need to be considered particularly the urban design principals and the drawings shown at figure 5.20.

3. Vehicle access from Wharf Street and service and delivery vehicles -

Councils Traffic and Transportation Engineer Mr Paul Morgan has reviewed the information provided by Darryl Anderson Consultant Pty Ltd and has provided a detailed list of his concerns in relation to these matters. I have attached a copy of the Inter-Divisional Memo from Mr Morgan to myself, which outlines his concerns. These matters will be a key issue in the assessment of this development.

4. Overshadowing of the Jack Evans Boat Harbour -

This aspect of the development will need to be assessed against the relevant provisions of the North Coast Regional Environmental Plan.



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5. Height of Buildings -

As indicated in the submission by Darryl Anderson Consultant Pty Ltd the exhibited draft Local Environmental Plan Amendment No. 64 proposes a two (2) storey height limit on the subject land. As indicated in the attachments to the consultancy report council has acknowledged that this an anomaly and would have no objection in principal to the proposed building being of a similar height to the existing Twin Towns building to the south of the site for this work. The assessment of a building of this height will however have to be considered on its merit having particular regard to its impact on the adjacent Jack Evans Boat Harbour foreshore areas.

In addition to the above key issues the assessment requirements should include consideration of the relevant provisions of Tweed Local Environment Plan 2000 re North Coast Regional Environmental Plan 1988 and relevant development control plans prepared by Tweed Shire Council.

I trust the above comments are of assistance however if you require any further information or more details on these issues please do not hesitate to contact me.

Yours faithfully



Garry Smith
Manager Development Assessment

I N T E R - D I V I S I O N A L M E M O

Registered: ☒Not Registered: ☐

TO : Garry Smith
FROM : Paul Morgan
SUBJECT : Twin Towns Services Club Expansion - Wharf Street
FILE :
DATE : 27 November 2006

l27m01.doc

Garry

After reviewing the available documents I comment as follows.

1. Location of Entrance

The proposed amendments to the Wharf Street pedestrian crossing are unacceptable in regards to pedestrian safety.

Currently the zebra crossing has 'kerb blister extensions' restricting the crossing width to 2 lanes of traffic, one in each direction.

The RTA at the instruction of the NSW Government are reviewing all zebra crossings that cross more than one lane in each direction. The proposal creates a new turn lane by removing the kerb blisters, resulting in pedestrians having to cross 2 lanes of southbound traffic which is undesirable and may not meet any new standards the RTA introduce. (NB Wollumbin St crossing in Murwillumbah is being replaced with signals for this reason.)

A potential solution is for the applicant to fund signaling the pedestrian crossing, but RTA approval of such is required.

This matter should be referred to the RTA for further comment as it is inappropriate in my opinion to reduce the level of service and safety of pedestrians to facilitate this proposal.

2. Loading Bay

The loading bay does not comply with TSC DCP2 or AS2890.2 as the manoeuvring area for delivery trucks is the access road to the car park.

In the location shown, it is highly probable given the size of the car park that cars will be forced to queue onto Wharf Street, blocking a high use footpath and the zebra crossing whilst delivery trucks manoeuvre into and out of the loading bay, and accordingly should not be supported.

3. Delivery Vehicles

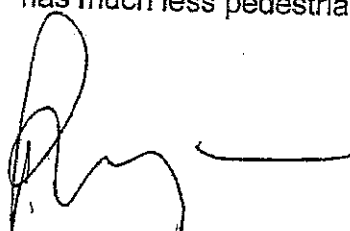
In addition to (2) above, it appears the building physically covers all the access traffic isles through the car park to Boundary Street, which appears to result in service vehicles reversing out of the loading bay into Wharf Street.

This may not be a problem if clearance of at least that required for a garbage truck is provided under the building.

4. Access Design

The proposal to construct an 'intersection' at the access road at Wharf Street is unacceptable as it takes away pedestrian priority on the footpath. The new zebra crossing shown across the access road won't be permissible under RTA specifications, therefore the only acceptable access arrangement is a Driveway Crossover to maintain pedestrian priority. The width of the access driveway needed to cater for truck entry is excessive and out of character with the area.

The obvious solution is to have loading bays accessible from Boundary Street which has much less pedestrian and vehicular traffic, and have an exit only onto Wharf Street.



Paul Morgan
Traffic & Transport Engineer
WORKS