NSW GOVERNMENT
Department of Planning

Contact: Sally Munk
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Email: sally.munk@planning.nsw.gov.au

Our ref: MP06_0237
File: S06/00663

Mr Robert Smith
General Manager
Twin Towns Services Club
PO Box 369
Tweed Heads NSW 2485

Dear Mr Smith

Twin Towns Services Club Redevelopment (MP06_0237)

I refer to the proposed redevelopment of the Twin Towns Services Club in Tweed Heads and to the meeting held between representatives of the Club, Tweed Shire Council and the Department of Planning on Thursday 21 August 2008. A final copy of the minutes of this meeting is attached for your records.

I understand that the Club has agreed to proceed with the major project application with the Department and that the Club is now seeking approval to construct the new six storey building in three stages. As agreed, Chris Wilson has discussed the key outcomes of the meeting with Chris Johnson, the Department's Executive Director - Cities and Centres, and Mr Johnson has indicated he is happy to discuss the architecture of the building with your architect, Bayden Goddard.

As advised at the meeting, the Department would prefer to consider the Club redevelopment and embellishment of the Jack Evans Boat Harbour (JEBH) adjacent to the Club concurrently. However, it is acknowledged that funding of the foreshore embellishment is subject to further discussions between the Club and Council and as such, the foreshore embellishment may be withdrawn from the project application.

Notwithstanding, the Department and Council are keen to see an appropriate aesthetic and functional relationship between the proposed redevelopment of the Club and the planned JEBH foreshore embellishment. On 25 August 2008 Council wrote to the Department giving its support for an appropriate pedestrian access between the Club's site and the adjoining portion of the JEBH. The Department is also supportive of this approach, however, we acknowledge that this presents a conflict between pedestrians and vehicles between the Club entry and the foreshore area, based on the current proposed Club re-design (Drawing No. SK-02 Revision E dated 10 May 2007).

As required by Key Outcome No.2 of the 21 August 2008 meeting minutes, the Department and Council have developed a number of options for the Club to consider in relation to addressing this issue. The options are outlined in the attachment to this letter. It would be appreciated if the Club considered each of the options in developing the final design plans, in particular with regard to Club entry points, or any further options considered appropriate. The Environmental Assessment (EA) for the project should include justification for and a detailed assessment of the preferred option and strong justification for not proceeding with all alternative options.

Please contact the Department at least two weeks before you propose to submit the revised EA for the project to determine:

- the fees applicable to the application. Note that you will need to provide a signed statement from a Quantity Surveyor to verify the capital investment value of the project;
- consultation and public exhibition arrangements that will apply; and
- number and format (hard-copy & CD-ROM) of the EA that will be required.

Should you have any questions regarding any of the above, please contact Sally Munk.

Yours sincerely,

Heather Warton
Director, Coastal Assessments
5/9/08

Major Project Assessments 23-33 Bridge Street Sydney NSW 2000 GPO Box 39 Sydney 2001
Phone 02 9228 6111 Fax 9228 6366 Website www.planning.nsw.gov.au

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ATTACHMENT 1: CAR PARK DESIGN OPTIONS FOR CONSIDERATION

Option 1 – No North-South Vehicle Movement & Additional Car Parking on Crown Land
This option allows no north-south movement of vehicles across the JEBH / Club entry and the provision of additional car parking on Crown land immediately to the north of the Club site. This will involve negotiating a lease and car park design with the Department of Lands having consideration for the Masterplan developed by Aspect Studios on behalf of Council for the JEBH. Department of Lands has indicated that they are willing to discuss this option with the Club. The southern Club car park could still be used for Club patrons with a left-in left-out entry/exit onto Wharf Street.

Option 2 – No North-South Vehicle Movement
This option allows no north-south movement of vehicles across the JEBH / Club entry and the southern Club car park could be used for staff and service vehicles only to simplify parking arrangements for Club patrons. This may require some minor reconfiguration of the northern car park to provide the required car parking spaces. Alternatively, the southern Club car park could still be used for Club patrons with a left-in left-out entry/exit onto Wharf Street.

Option 3 – Southern Vehicle Movement Only
This option allows southern movement only of vehicles across the JEBH / Club entry to minimise traffic and pedestrian conflict. The southern Club car park could be used for Club patrons with a left-in left-out entry / exit onto Wharf Street. Pedestrian / vehicle conflict is to be managed through incorporation of traffic calming devices, signage, lighting and surface treatments.

Option 4 – North-South Vehicle Movement
This option allows a north-south movement of vehicles across the JEBH / Club entry managed through incorporation of traffic calming devices, signage, lighting and surface treatments.

Options 1 or 2 are the Department's preferred options. However, should the Club prefer Options 3 or 4, a detailed assessment of traffic movements and sight distances within the car park and a review of the proposed refuse management plan are required. Refer to Council's memo attached for more detail.

The Club is welcome to investigate any further options that are considered to be appropriate.

NSW GOVERNMENT
Department of Planning

MEETING MINUTES

TWIN TOWNS SERVICES CLUB REDEVELOPMENT
Joint Meeting / Site Inspection

Project Name: Twin Towns Services Club Redevelopment (MP06_0237)

Meeting Venue: Twin Towns Services Club Board Room,
Twin Towns Services Club, Level 4, Wharf Street, Tweed Heads

Meeting Date and Time: 9am, Thursday, 21 August 2008

Attendees: Chris Wilson, DoP; Sally Munk, DoP; Genevieve Slattery, TSC; Vince Connell, TSC; Lindsay McGavin, TSC; Rob Smith, TTSC; Geoff Lord, TTSC; Mike Fraser, TTSC; Darryl Anderson, DA Consulting; Craig Brown, DoL; Bayden Goddard, BGD Architects

Apologies: Mike Rayner, TSC

KEY OUTCOMES	ACTION
1. Project application to remain with Department of Planning.	NA
2. Department to liaise with Council to develop options for the proponent to consider in relation to the issue of car parking and pedestrian movement between the Club and the Jack Evans Boat Harbour (JEBH) foreshore. The aim is to enable a safe and aesthetically acceptable pedestrian entry to the Club from the JEBH while retaining required carparking spaces and good traffic flow in the carpark for Club patrons.	DoP to give advice to proponent by 29/8/08
3. Proponent to consider car parking arrangements proposed by Department & Council in final design plans, in particular with regard to Club entry points. Environmental Assessment to include justification for preferred design and justification for not proceeding with alternative options.	Twin Towns
4. Proponent is now seeking a staged approval to construct the 6 storey building in three stages. Bayden Goddard to consider incorporating screening to the Wharf Street elevation in the design of Stage 2 or Stage 3. Waterfront elevation to include a façade design that integrates the new building with the existing 'millenium' bulding.	Twin Towns / Bayden Goddard
5. Chris Wilson to speak with Chris Johnson at the Department regarding key outcomes of the joint meeting and Club's difficulty in addressing the Design Integrity Panel's design principles.	Chris Wilson (actioned 21/8/08)
6. Bayden Goddard to speak with Chris Johnson regarding architecture of 6 storey building.	Bayden Goddard

KEY OUTCOMES	ACTION
7. Bayden Goddard to update architectural design statement to reflect and justify preferred design. Statement to include reference to the Design Integrity Panel design principles (30 November 2007 & 18 March 2008). Each principle to be addressed, i.e. either acknowledged in amended design or justification provided for not responding to the design principle.	Bayden Goddard
8. Darryl Anderson to update Environmental Assessment to reflect new design and additional information requested by the Department in October 2007. 25/9/07	Darryl Anderson
9. Department of Planning to engage Tweed Shire Council as a consultant to undertake assessment of the engineering aspects of the project application. Contract to be prepared and fees agreed.	Sally Munk
10. The Department would prefer to consider the Club redevelopment and foreshore embellishment concurrently. However, it is acknowledged that funding of the foreshore embellishment is subject to further discussions between Twin Towns Club and Tweed Shire Council, and as such the foreshore embellishment works may be withdrawn from the project application.	Twin Towns / Tweed Shire Council
11. Following completion of all updates and amended design plans the revised Environmental Assessment will be reviewed for adequacy against the Director-General's Environmental Assessment Requirements prior to being placed on public exhibition.	Sally Munk

INTER-DIVISIONAL MEMO

Does this memo need to be registered? ***YES***

TO : Vince Connell Director Planning & Regulation

FROM : Paul Morgan Manager Design

SUBJECT : **Twin Towns Services Club Expansion Car Park Issues**

FILE :

DATE : 20 August 2008

I18h05.doc

On the 6 August 2008, Darryl Anderson Consulting forwarded additional information which included a Traffic Statement prepared by Cardno Eppel Olsen (See DW1879533) dated 30 May 2007 and a letter dated 30 October 2006.

The document has been submitted to address two (2) issues that are unresolved being

1. Revised Vehicular Access to Wharf Street and its proposed usage; and
2. Pedestrian movement from the Public Parkland into the Clubs foyer.

My comments are as follows:

1. Revised vehicular access to Wharf Street

The submitted document provides additional information on the proposal including usage.

The document states that the upgrading of the access is to provide for service vehicles only and the general car park will be physically separated from the loading bay area, which complies with the requirements of AS2890 and Councils DCP-A2.

The access is proposed to be widened to allow articulated vehicles to enter and leave the site in a forward direction. Attachment 1 is taken from the Traffic Report and shows the extent of work required and the impact on Councils existing traffic islands.

The report also addresses potential conflict with the 'zebra' crossing on Wharf Street. It is noted the alterations required to the streetscaping island are clear of the crossing and will be safer then the current practice of trucks reversing from the site onto Wharf Street which is a safety concern (and has not been approved by Council).

The proposal as contained in the submitted document is considered satisfactory and could be approved subject to conditions requiring the following:

a) Work to be in accordance with TSC Access to Property Policy;

b) Detailed design plan to be prepared showing details of modifications to Councils infrastructure in Wharf Street and be approved be Tweed Shire Council prior to construction;

c) Any modification to the 'mural' wall to achieve sight lines specified in AS 2890 are to be shown on the Plan required in (2);

d) The physical barrier proposed between the loading dock area and the car park area be constructed prior to occupation.

2. <u>Pedestrian Movement Corridor between the Public Parkland and Club Foyer.</u>

The pedestrian movement from the Parkland to the ground floor foyer is required to link with the pedestrian access shown on the Jack Evans Masterplan and shown in the submission and attached as Attachment 3.

Attachment 2 shows the pedestrian corridor location within the car park.

AS 1742.1 Off Street Car Parking addresses 'pedestrian service' in Section 4.0.

It states in part:

"Where pedestrians must cross busy circulation roadways, they shall be guided to a safe crossing point which shall have adequate sight distance and shall be provided with appropriate signs and pavement markings (see AS 1742.1 (in Australia) or NZ Manual of Traffic Signs and Markings (in New Zealand))."

And

4.1.3 Surface car parks

"When considering pedestrian provisions in the planning of surface car parks, the following principles apply:

a) Pedestrians shall be directed and encouraged to cross circulating aisles and roadways at right angles at points were there is acceptable sight distance to circulating traffic. NOTE: Crossing points should be provided at locations remote from the major concentrations of vehicular movement.

b) Service yards shall be accessed separately front he car park."

Section 4.9 of AS 2890.1 allows speed humps to be used and sets out design requirements.

Based on the information submitted and the contents of AS 2890, a pedestrian 'corridor' crossing the circulation isle of the car park is permissible and manageable. The

requirements for 'sight distances' and 'speed bumps' can easily be placed in a consent condition.

The pedestrian corridor shown in Attachments 2 & 4 both appear to be in a location that complies with AS2890.1 and it is recommended that speed humps in accordance with Section 4.9 of AS 2890 be placed on the traffic isle either side of the 'corridor' to further ensure low speed of circulating traffic. Even without such devices the speed environment is low due to the curvilinear alignment and short aisle lengths.

Suggested consent conditions should include:

a) Sight distance must be demonstrated in accordance with AS2890.1;

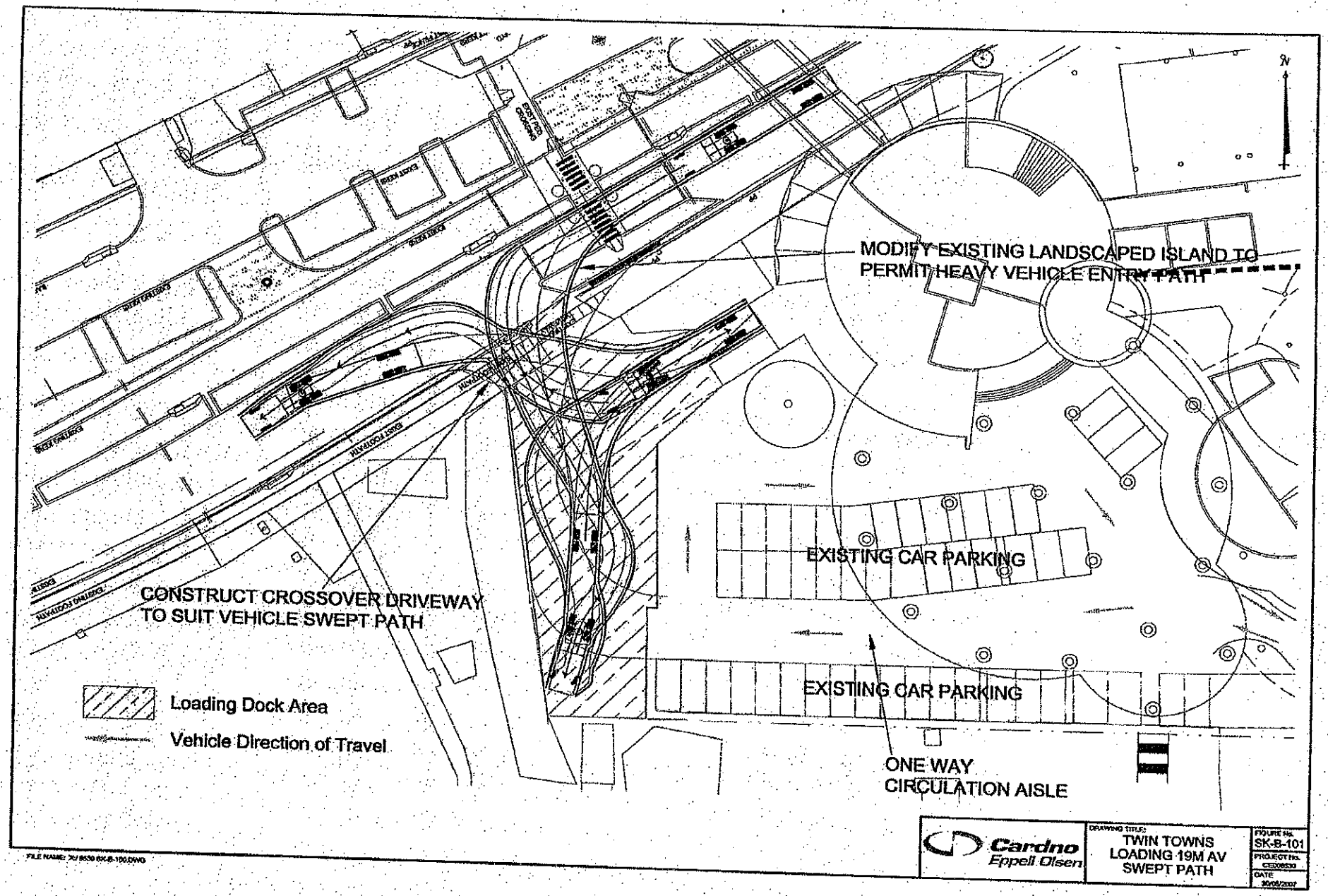
b) Speed humps are required on each side of the pedestrian corridor across the traffic isle in accordance with Section 4.9 of AS 2890;

c) An alternative pavement 'colour' or surface be used between the speed humps;

d) Adequate lighting in accordance with AS 1158 streetlighting to be provided.

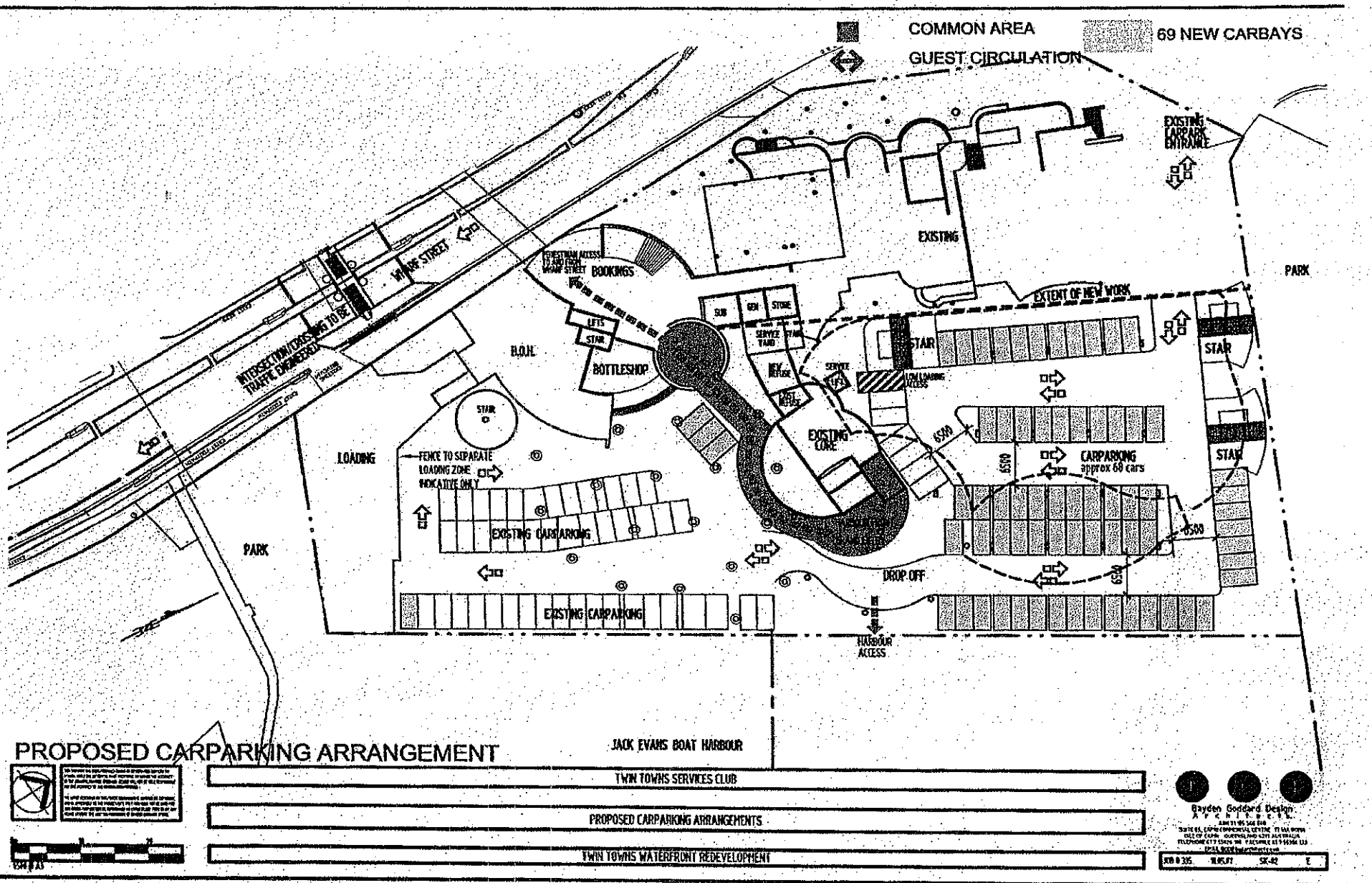
Paul Morgan
Manager Design

Attachments

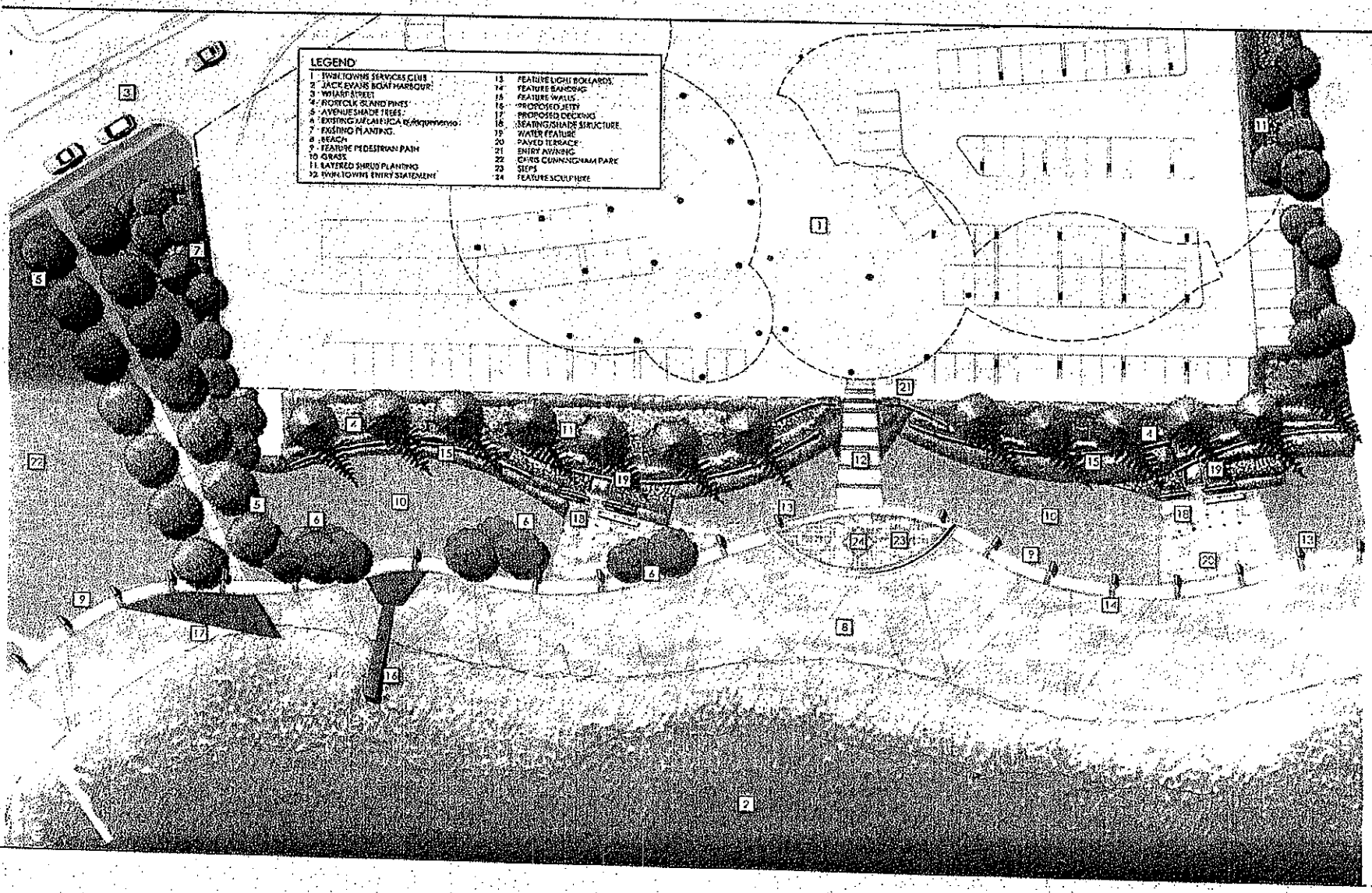


FILE NAME: 30 8530 SK-B-100.DWG

ATTACHMENT 1



ATTACHMENT 2



IMAGINE
INNOVATIVE DESIGN GROUP

Master Planning
Landscape Design

Project and Client
TWIN TOWNS - FORESHORE

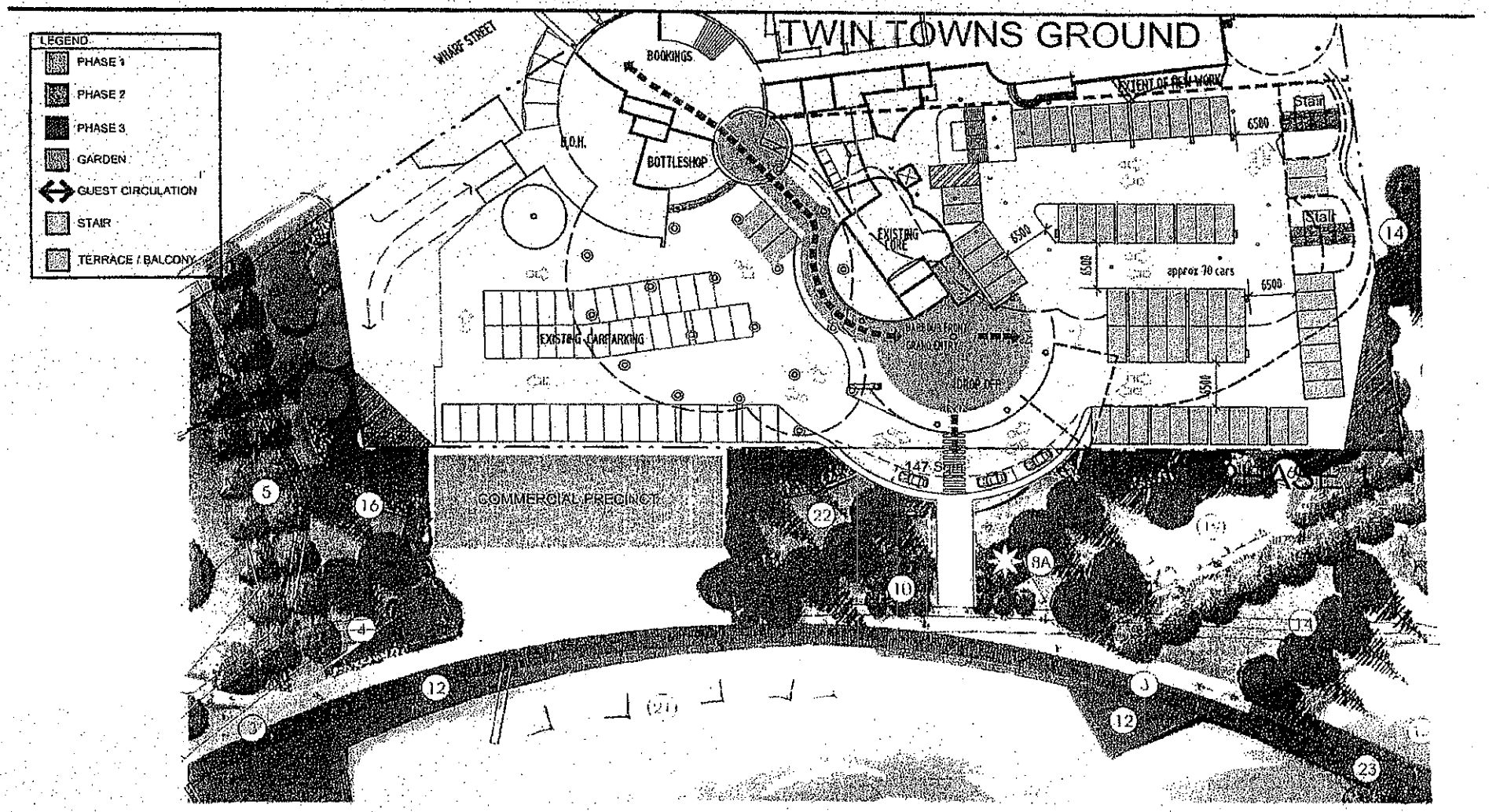
Revisions

Title
LANDSCAPE
CONCEPT
PLAN

Scale 1:200 • A1 EXT
Date FEB 2007
Drawn AB
Chk DB

Sheet No.
LCP-01

ATTACHMENT 3



TWIN TOWNS REDEVELOPMENT

STAGE 1 - PROPOSED GROUND

TWIN TOWNS SERVICES CLUB

Bayden Goddard Design
Architects

ATTACHMENT 4