

**From:** [Renah Givney](#)  
**To:** [Michelle Niles](#)  
**Cc:** [Tim Smith](#)  
**Subject:** SSD-22536006 - Pacific Bay Resort Studios & Village - Lots 5, 6 and 7 DP 1112654 and SP53080 - Resort Drive, Coffs Harbour  
**Date:** Tuesday, 10 August 2021 11:53:16 AM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)

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Hi Michelle,

Further to Council's original correspondence dated 5 July 2021, I understand that you spoke with Tim Smith from Council in relation to Council providing additional commentary regarding traffic considerations. Please find these comments below:

Council has reviewed the documents described as 'Scoping Report for SEARs', 'Concept Architectural Drawings' and Transport for NSW's response to the SEARs (letter from TfNSW dated 6 July 2021 – ref NTH21/00147/01). The following comments are provided for your consideration:

#### **Traffic Impact Assessment and Transport related matters:**

Council supports the matters outlined in Transport for NSW's response to the SEARs.

In addition to the TfNSW response matters, Council recommends the following requirements be incorporated into the SEARs:

- Active transport connections/measures to be developed in collaboration with CHCC and TfNSW to ensure consistency with active transport plans – noting that Council has developed draft plans to be released later in 2021 / early 2022;
- Walking connections (paths and road crossings) to consider provision of safe and easy connections from adjoining areas where 'overflow' visitor car parking may occur eg. safe and easy walking from on-street parking along Charlesworth Bay Road to the facility
- Car parking impacts to consider overflow to adjoining residential areas and appropriate car parking management in these areas
- Consideration of public transport services to be developed in collaboration with CHCC and TfNSW to ensure consistency with future public transport plans. Considerations to include: improving bus route efficiencies or not impacting on existing efficiencies; bus stops and walking connections; future supporting / complimentary services such as on-demand first/last mile services and linking with active transport modes.
- The Road Safety Assessment recommended in TfNSW response to include consideration of current safety issues and constraints on James Small Drive and impacts of additional traffic volumes associated with the development
- Specific comments regarding pathway concepts shown on Concept Architectural Drawings:
  - **Bus stops:** The on-site employment potential of the development would make this location a key stop on north-south trunk bus routes. The proposed signalised intersection of Bay Drive and the existing highway as part of the Coffs Harbour bypass project creates the opportunity for bus stops with safe and direct pedestrian connection to the site. Therefore, it is recommended that a collaborative approach is undertaken with TfNSW and Council in regard to both the provision of bus stops near the intersection of the existing highway and Bay

Drive (refer to 'BUS STOP CONSIDERATIONS' in Attachment A) and the pedestrian connection along the Bay Drive entry in combination with the Coffs Harbour bypass project.

- **Pathway alignment to provide access via culvert underpass of highway:** This concept is supported to assist with active travel to the site (particularly for cyclists). However, it is also recommended that the shared path proposed as part of the Coffs Harbour bypass project also continues alongside the highway (in addition to the path dropping down to the underpass) so as not to disadvantage cyclists travelling north-south past the development site with unnecessary grade changes (ie so they don't have to ride up a hill from the underpass unnecessarily) – refer to 'PATH NETWORK CONSIDERATIONS – 1' in Attachment A;
- **Bay Drive entry enhancements:** in collaboration with TfNSW and Council provide: continuous shared path connectivity between highway, Bay Drive and Charlesworth Bay Road consistent with draft active transport routes developed by Council; and easy and safe pedestrian connection from proposed bus stops at Bay Drive/highway intersection. Refer to 'PATH NETWORK CONSIDERATIONS – 1' in Attachment A;
- **James Small Drive entry:** ensure new access road and bridge on James Small Drive integrates shared path network and crossing of James Small Drive proposed as part of Coffs Harbour Bypass project. Refer to 'PATH NETWORK CONSIDERATIONS – 2' in Attachment A;

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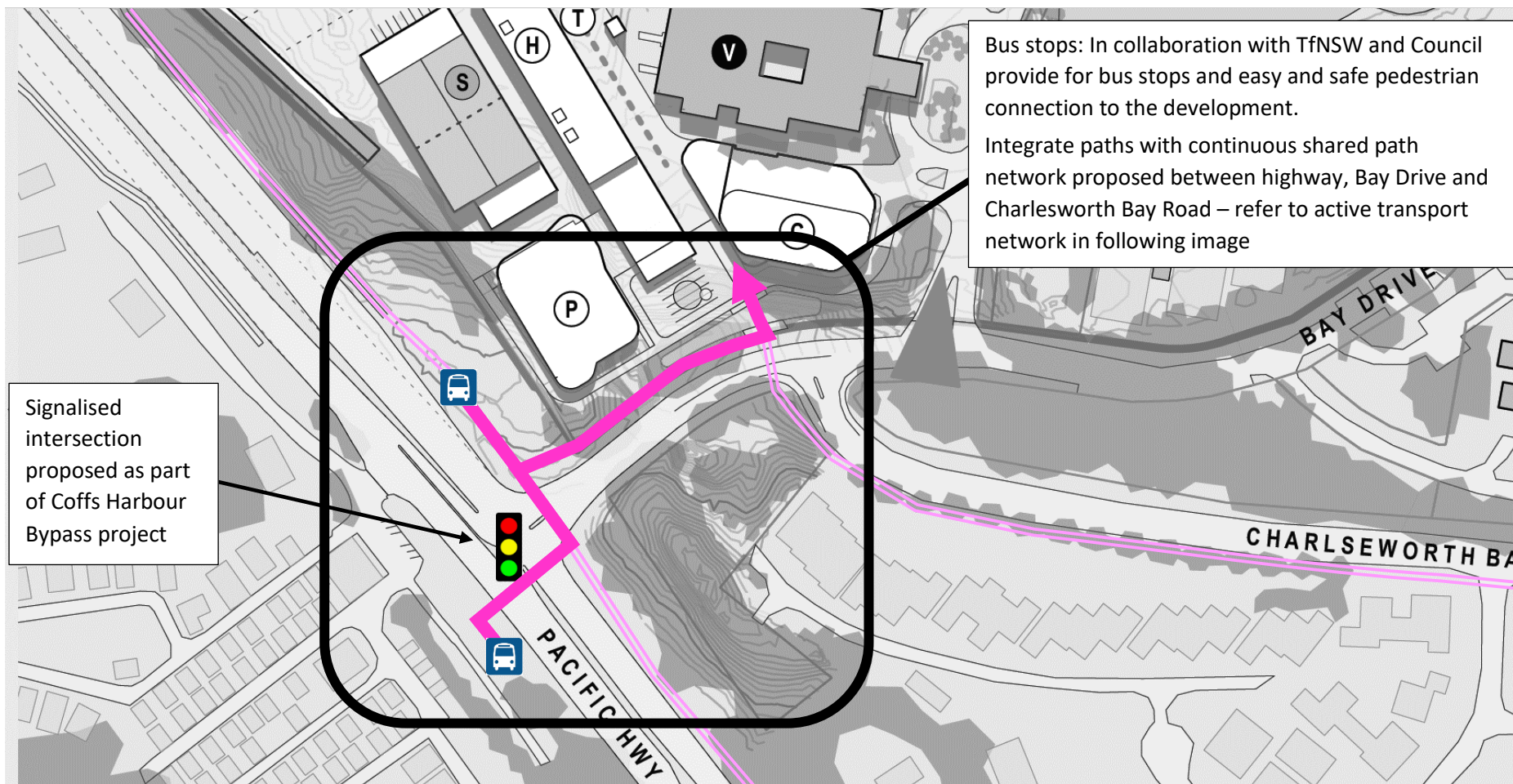
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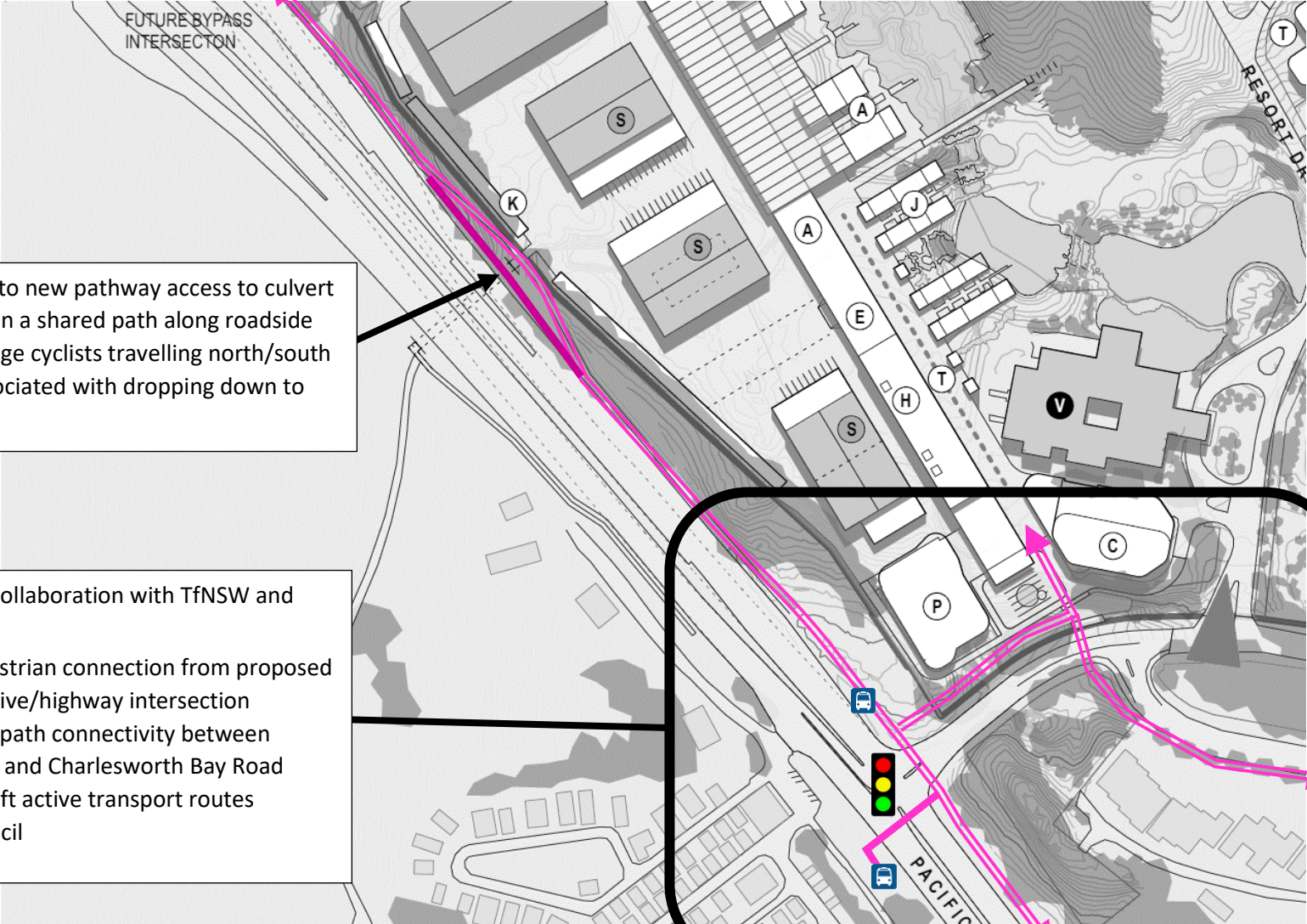
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## BUS STOP CONSIDERATIONS





PATHWAY: in addition to new pathway access to culvert underpass also maintain a shared path along roadside so as not to disadvantage cyclists travelling north/south with grade change associated with dropping down to underpass

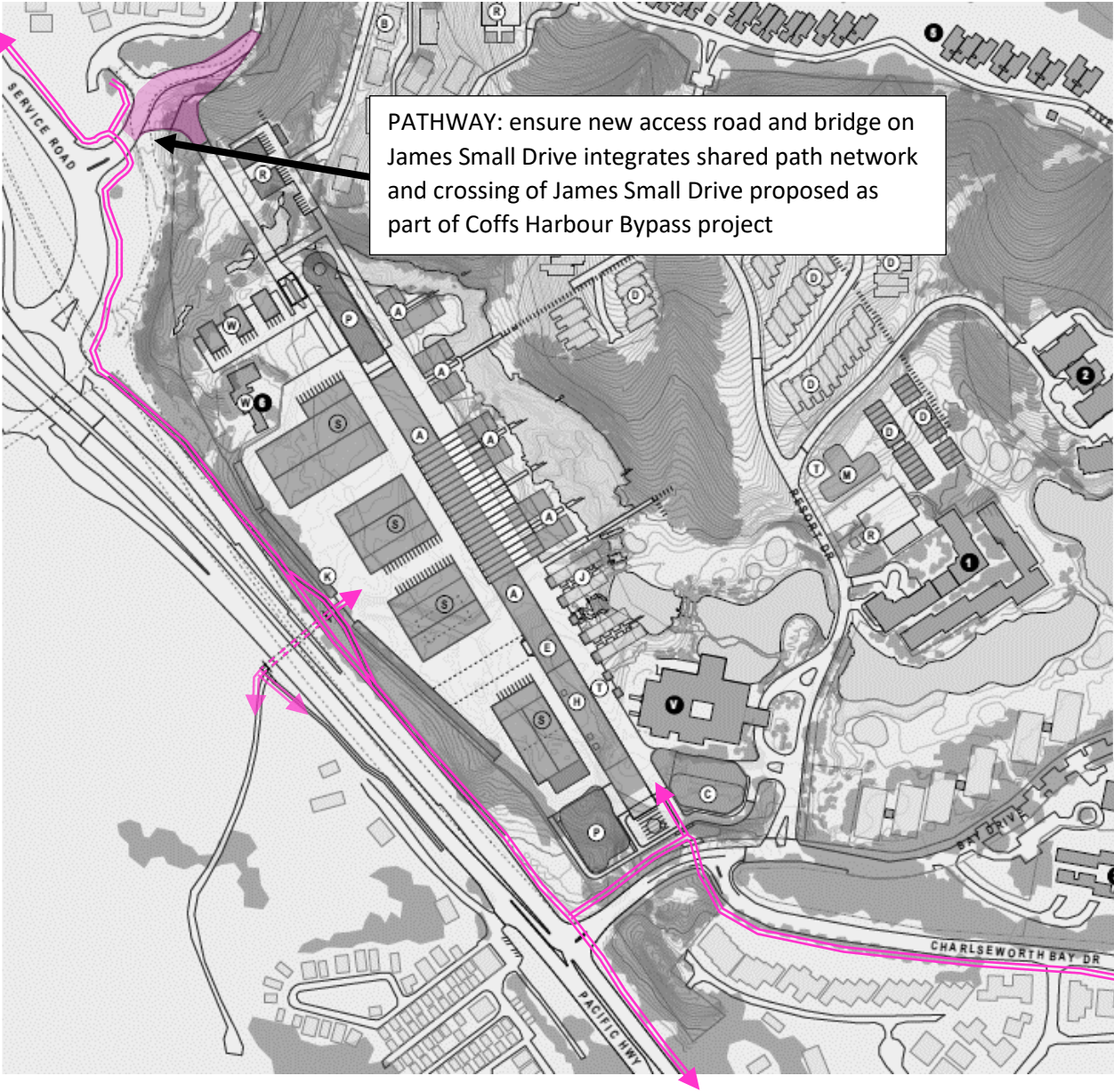
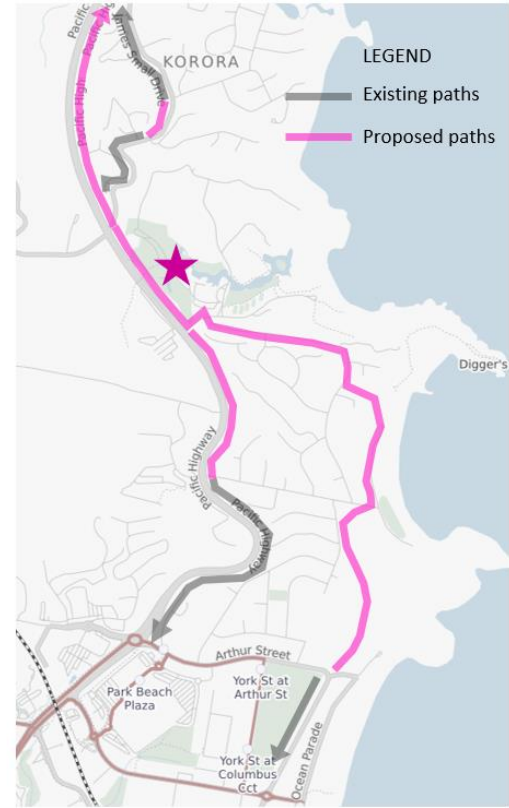
BAY DRIVE ENTRY: in collaboration with TfNSW and Council provide:

- easy and safe pedestrian connection from proposed bus stops at Bay Drive/highway intersection
- continuous shared path connectivity between highway, Bay Drive and Charlesworth Bay Road consistent with draft active transport routes developed by Council

## PATH NETWORK CONSIDERATIONS - 1



Broader Context of Active Travel Network



PATH NETWORK CONSIDERATIONS - 2