



18 October 2010

General Manager
Tweed Shire Council
PO Box 816
MURWILLUMBAH NSW 2484

Attention: Iain Lonsdale

Dear Sir

LN: 37060

TWEED SHIRE COUNCIL	
FILE No:	PP10/0002 Pt 1
DOC. No:	
REC'D:	20 OCT 2010
ASSIGNED TO:	JUKES, P
HARD COPY	<input checked="" type="checkbox"/>
IMAGE	<input type="checkbox"/>

Gateway Planning Proposal – Terranora Resort – Lot 30 DP 850230, Marana Street, Bilambil Heights

I refer to the previously submitted planning proposal for the "Royal Terranora Resort".

As you may recall, this matter was considered at Councils meeting of 20 July 2010. At this meeting, Council resolved as follows:

1. *Planning Proposal PP10/0002 for Lot 30 DP 850230 No. 61 Marana Street, Bilambil Heights not be referred to the Department of Planning for a gateway determination under section 56 of the Environmental Planning and Assessment Act 1979 based on insufficient capacity within the Kennedy Drive catchment to accommodate urban growth exceeding that which already has potential under existing Local Environmental Plan 2000 zonings west of Cobaki Bridge.*
2. *The proponent be advised that additional traffic assessment is required and should be submitted as an addendum to the planning proposal that clearly demonstrates the capacity of the catchment. Any addendum information requiring reassessment is to be subject to the draft fees and charges recommended in Planning Reforms Work Program report listed in the Council agenda of 20 July 2010.*

You will also recall that you advised that it would be beneficial to meet with Councils Director of Engineering in order to establish precisely what Councils concerns were with respect to the traffic capacity of Kennedy Drive.

We have met with Mr Patrick Knight, Director of Engineering, to discuss the proposal and Councils resolution. It was agreed that if it could be established that traffic generation under the existing zoning would be comparable to that likely to be realised under the proposed zoning then there would be no issue with continuing with the rezoning proposal.

A supplementary traffic report has been prepared and is attached. The anticipated traffic generation under existing and proposed zonings are similar. As such, the issue of Kennedy Drive capacity should not be an obstruction to the planning proposal proceeding to the next phase. Of relevance, on a broader strategic level the issue of road capacity in the Bilambil Heights area is to being addressed by a combination of Council and developer driven infrastructure upgrades. Council's section 94 contributions will be utilised in the locality to implement significant road infrastructure upgrades. Also, Cobaki Lakes will see the construction of Cobaki Parkway. The Cobaki Parkway will provide a

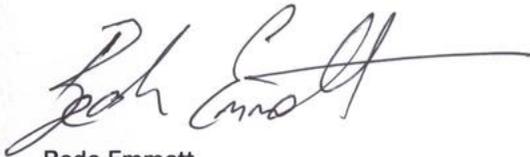
northern link to Boyd Street and the Pacific Highway. The subject land will be able to utilize this route via the Spine Road which is included within the recently approved Rise development. Notwithstanding, we are cognizant of the fact that until such time these works are completed there is restrictions on gaining any development consents for additional development on the site.

It is also important to keep in mind that the subject land is already considered urban land under the Far North Coast Regional Strategy. The land, particularly when taking into account the recently approved Rise development, will essentially be surrounded by urban zoned land. Another relevant factor is that the lands current zoning allows for a number of intense urban uses. The uses that are consistent with the lands current zoning include child care centres, clubs, community buildings, hotels, motels places of assembly public buildings, refreshment rooms, tourist accommodation and tourist facilities.

It should also be highlighted that the rezoning will facilitate utilisation of the existing buildings on site for permanent residential occupation. It is likely that this accommodation will be assist in provision of affordable housing in the locality. Accordingly, there is a clear positive social benefit that the proposal will provide to the community in the short term.

If you have any questions regarding the above please do not hesitate to telephone me on 02 66 74 5001.

Yours Sincerely



Bede Emmett
Director
PLANIT CONSULTING Pty Ltd



CARTER RYTENSKILD GROUP
Traffic and Acoustical Consultants

GOLD COAST

2563 Gold Coast Highway
Mermaid Beach Queensland 4218

POSTAL:
PO Box 441
Mermaid Beach Queensland 4218

P: (07) 5527 7333
F: (07) 5527 7555

E: info@crg.net.au
CRG Traffic & Acoustics Pty Ltd

BRISBANE

Level 36, Riparian Plaza
71 Eagle Street
Brisbane Queensland 4000

POSTAL:
Level 36, Riparian Plaza
71 Eagle Street
Brisbane Queensland 4000

P: (07) 3121 3198
F: (07) 3121 3030

www.crg.net.au
ABN 47 553 772 655

Proposed Rezoning
6(b) Recreation to R1 – General Residential
Lot 30 DP 850230
61 Marana Street, Bilambil Heights

TRAFFIC ASSESSMENT

Prepared For

Terranora Resorts Pty Ltd

14 October 2010

crgref: 10334





DOCUMENT REGISTER

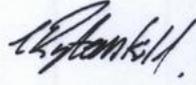
NUMBER	ISSUE	AUTHOR	PROJECT DIRECTOR
2	14 October 2010	L. Rytenskild BE (Civil), RPEQ	 Luke Rytenskild

TABLE OF CONTENTS

1.	Introduction3
2.	Subject Site4
3.	Proposed Development8
4.	Existing Traffic & Transport Network9
5.	Transport Planning11
6.	Development Traffic Estimates13
7.	Summary of Conclusions & Recommendations14



1 INTRODUCTION

CRG Traffic & Acoustics Pty Ltd has been engaged by Terranora Resorts Pty Ltd to undertake a Traffic Impact Assessment of its proposal to develop a residential community at Bilambil Heights.

A Planning Proposal has been submitted to Council which seeks referral to the Department of Planning for a Gateway Determination to amend the Tweed LEP 2000 for land known as Lot 30 DP 850230, 61 Marana Street, Bilambil Heights. The site is known as Royal Terranora Resort.

Council is of the view that there is an overarching issue relating to traffic capacity in the local catchment that needs to be addressed, before the application progresses any further. This report has been prepared in response to the following recommendation made by Council at its meeting of Tuesday 20 July 2010:

- 2. The proponent be advised that additional traffic assessment is required and should be submitted as an addendum to the planning proposal that clearly demonstrates the capacity of the catchment. Any addendum information requiring reassessment is to be subject to the draft fees and charges recommended in Planning Reforms Work Program report listed in the Council agenda of 20 July 2010.**

2 SUBJECT SITE

2.1 Location

As shown in Figure 2.1 the subject site is located on the southern side of Marana Street. The site is located approximately 10 minutes (drive) from the Pacific Highway at West Tweed, and 15 minutes from the Tweed Heads.

There are currently 48 tourist accommodation units and ancillary facilities on the site.

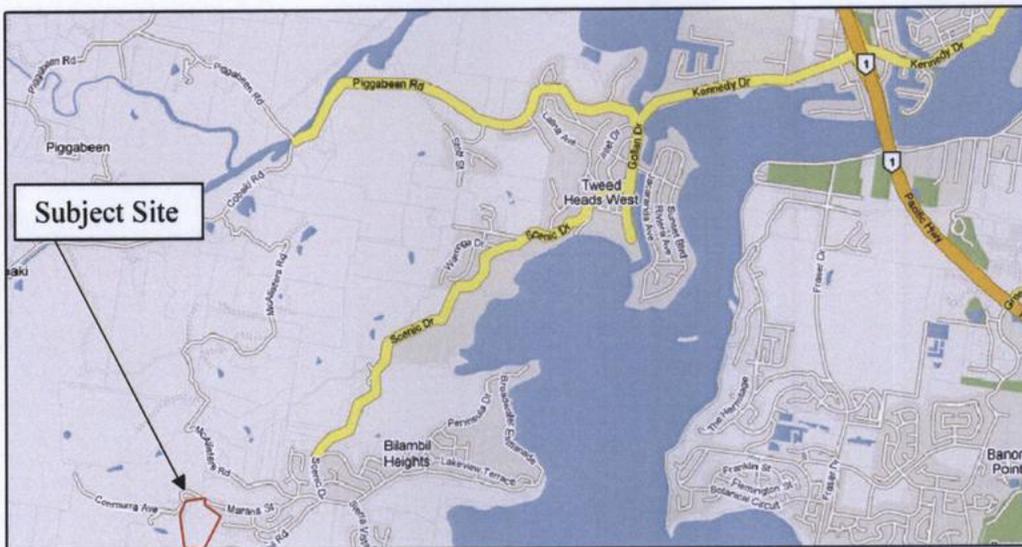


FIGURE 1.1 – LOCATION OF SUBJECT SITE

2.2 Allowable Development Under Current Zoning

The current zoning allows for a significant amount of development to occur on the site which is similar in scale to that would occur under the proposed zoning.

Previous plans of development over the subject site, provided as Figures 2.2 and 2.3, have been produced which show the following yield:

- Figure 2.2 - 90 tourist accommodation units, with each unit being self contained and having 1 – 3 bedrooms.
- Figure 2.3 – 152 tourist accommodation units, with each unit being self contained and having 1 – 3 bedrooms.



**FIGURE 2.2 – POSSIBLE SCALE OF DEVELOPMENT UNDER CURRENT ZONING
(EXISTING 48 UNITS PLUS 90 SELF CONTAINED VILLAS)**



**FIGURE 2.3 – POSSIBLE SCALE OF DEVELOPMENT UNDER CURRENT ZONING
(EXISTING 48 UNITS PLUS 152 SELF CONTAINED VILLAS)**

3 PROPOSED DEVELOPMENT

The proposed plan of development comprises of the following residential yield:

Detached dwelling lots -	31
Attached dwellings (townhouses) -	40
Total dwellings -	71 + 48 existing units

Access to the development is proposed to be gained via a private road system.



FIGURE 3.1 – PROPOSED DEVELOPMENT PLAN



4 EXISTING TRAFFIC & TRANSPORT NETWORK

4.1 Road Network

Marana Street is a local access street and provides access to adjoining detached housing allotments and the subject site. The street has a pavement width of approximately 12 metres and currently carries in the order of 750 – 1,000 vehicles per day at its eastern end.

McAlisters Road functions as a Collector Road between Scenic Drive and Mountain View Esplanade and then a local access street to the west. West of Mountain View Esplanade, McAlisters Road provides access to adjoining detached housing allotments and some rural properties. All local streets in the vicinity of the subject site have a speed limit of 50 Km / Hr.

The Mountain View Esplanade / McAlisters Road intersection consists of a four way priority junction with traffic exiting Mountain View Esplanade having priority. Traffic exiting each of the other legs are required to give way.

Scenic Drive provides for sub-arterial travel between Bilambil and West Tweed and currently carries in the order of 6,800 vehicles per day north of McAlisters Road. Its speed limit ranges from 80Km / Hr through its mid-section to 50 Km / Hr through Bilambil Heights. The capacity of the road is constrained by its mountainous topography and horizontal alignment.

Kennedy Drive is a sub-arterial route linking West Tweed to Tweed Heads via a grade separated connection to the Pacific Highway.

The Scenic Drive / McAlisters Road intersection operates as a priority four way junction with Scenic Drive – Bilambil Road being the major road. A dedicated turning lane is provided for traffic turning right into McAlisters Road. The intersection is located at the top of a crest which restricts visibility, particularly to and from the Bilambil Road leg. There is a significant level of cross movement between McAlisters Road and Simpsons Drive, due to the location of commercial uses (convenience shops and child care) in Simpsons Drive. There is also a school bus stop in Simpsons Drive which generates a relatively high level of pedestrian activity before and after school periods.

4.2 Traffic Volumes

Traffic surveys undertaken by the Tweed Shire Council indicate that Kennedy Drive currently carries in the order of 18,500 vehicles per day at the Cobaki Bridge and approximately 20,000 vehicles per day east of the Pacific Highway.

Scenic Drive and Gollan Drive currently carry approximately 6,800 vehicles per day and 13,000 vehicles per day, respectively.

4.3 Public Transport & School Bus Routes

Surfside Buslines currently services the Bilambil Heights area with a bus service between the subject site and Kingscliff via Tweed Heads. This service operates on an hourly frequency, seven days a week.

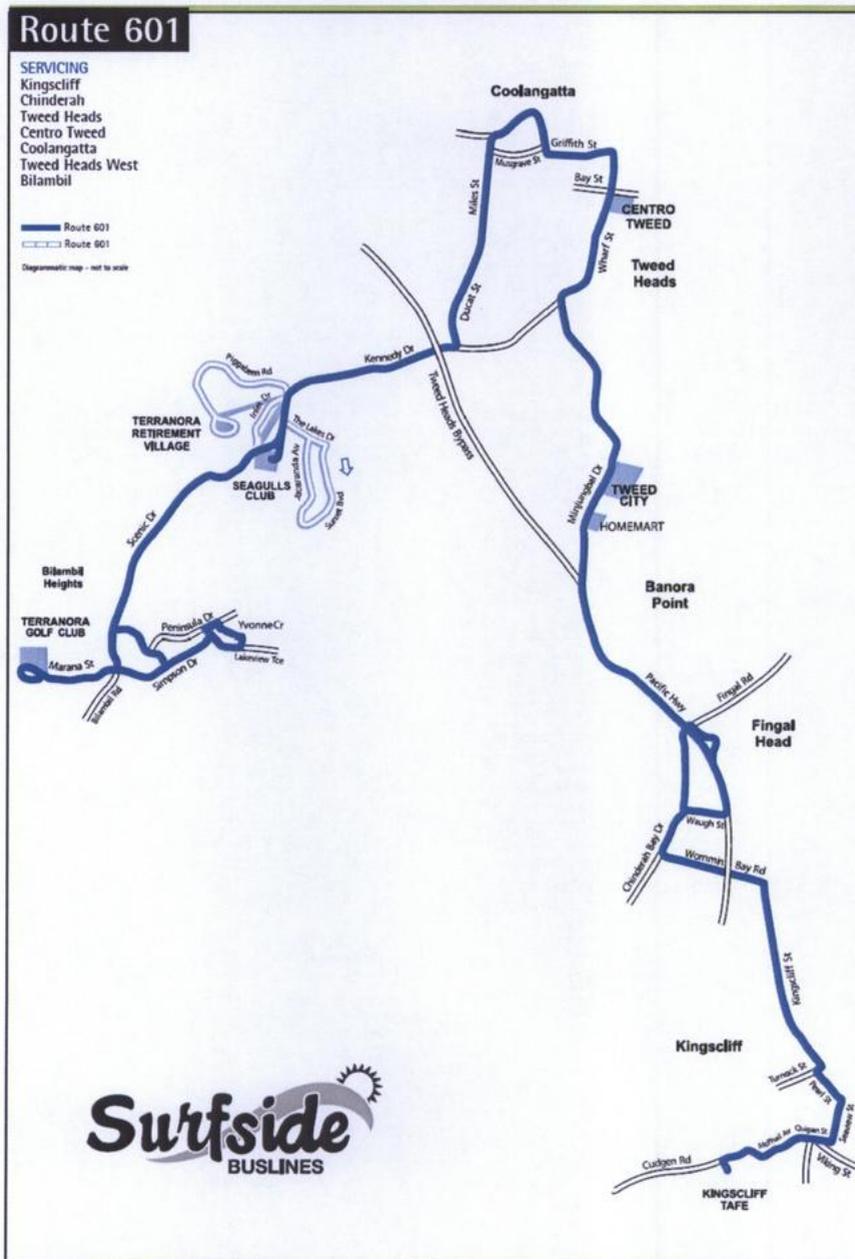


FIGURE 4.1 – EXISTING BUS ROUTE IN THE VICINITY OF THE SITE

5 TRANSPORT PLANNING

As shown in Figure 5.1, the Banora Point and Tweed Road Development Strategy (2004) includes the following road network upgrades for the 'Ultimate' scenario:

- Cobaki Parkway extending between Piggabeen Road and Boyd Street
- Cobaki Parkway Extension between Piggabeen Road and Scenic Drive, including a connection between McAlisters Road and Cobaki Parkway

The layout of the Tweed Bypass interchange in relation to the existing Kennedy Drive interchange is shown in Figure 5.2.

Council's traffic model indicates that Scenic Drive will ultimately carry in the order of 10,000 vehicles per day, east of the future Cobaki Parkway Extension, and 8,000 vehicles per day to the west. According to the model, the McAlisters Road extension will also carry in the order of 10,000 vehicles per day.

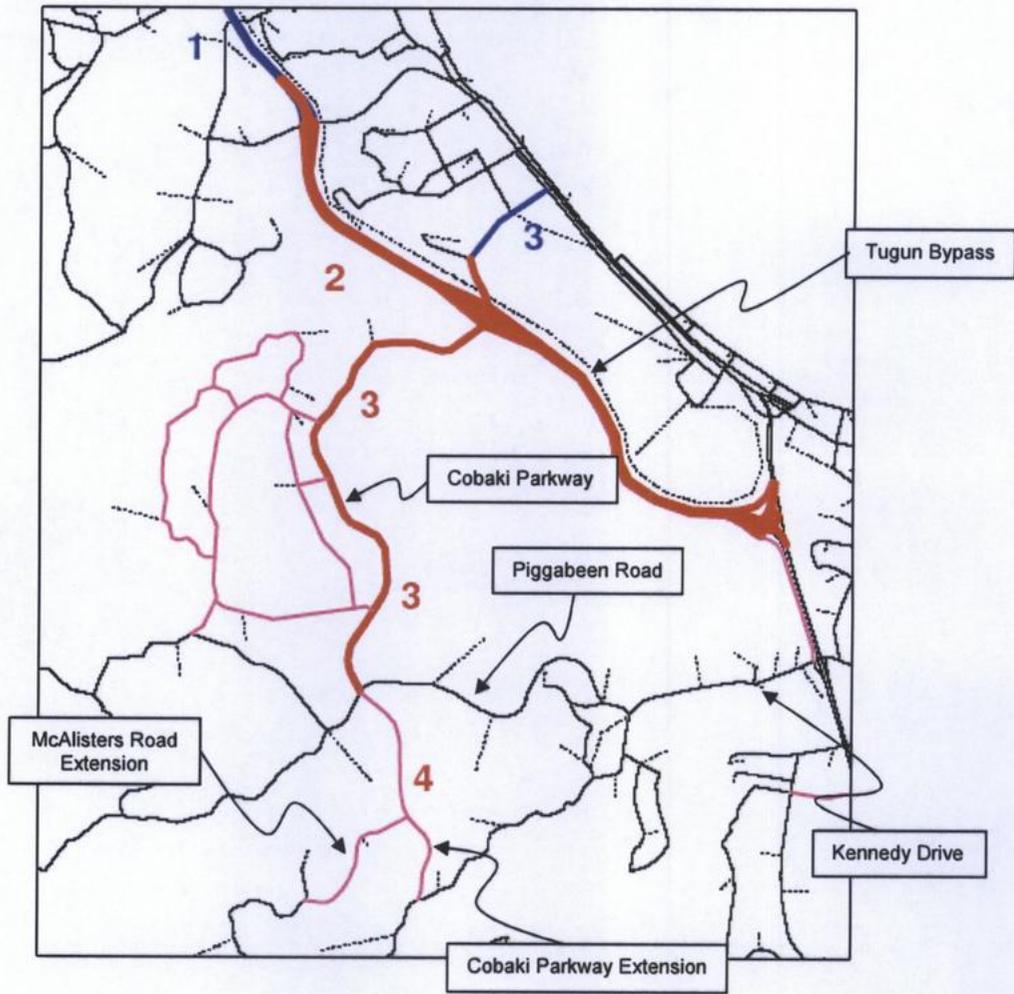


FIGURE 5.1 – PLANNED 'BASE' ULTIMATE ROAD NETWORK
 (SOURCE: TWEED & BANORA POINT ROAD NETWORK STRATEGY 2000)

6 DEVELOPMENT TRIP GENERATION

6.1 Current Zoning

As discussed in Section 2.2, the current zoning 6(b) – Recreation allows for additional development over the site containing up to 152 self contained villas. The Tourist Accommodation trip rate of 2.48 daily vehicle trips per room / unit is applicable to developments that have single Hotel rooms and integrated management, dining and recreation facilities.

The accommodation units shown on the plan in Figure 2.2 would have a trip generation rate similar to that of the TRCP rate for Unit Development, that is, 3.9 daily trips per dwelling. This is consistent with other sources such as the NSW RTA Guide to Traffic Generating Developments.

Application of the above rate to the possible plans of development shown in Figures 2.2 and 2.3 would result in the following trip generation:

Figure 2.2 – 90 units = 351 vehicles per day

Figure 2.3 – 152 units = 593 vehicles per day

As discussed in Section 2, the development plan shown in Figure 2.2 is relatively conservative and provides a significantly lower yield than the plan shown in Figure 2.3.

6.2 Proposed Zoning

In this respect, it is considered appropriate that trip generation rates adopted by the Tweed Road Network Model be used for the assessment of external impacts, together with those recommended by the New South Wales Road and Traffic Authority's *Guide to Traffic Generating Developments* for retirement and aged care development.

The TRCP trip generation rates applicable to the proposed development are as follows:

Component	TRCP Trip Rate
Detached housing ¹ -	6.5 daily trips / dwelling
Attached housing and villas ² -	3.9 daily trips / dwelling

Application of the above rates to the proposed plan of development results in the following estimate of trip generation:

31 x Detached housing lots x 6.5 =	201.5 vehicles per day
40 x Attached housing dwelling x 3.9 =	156 vehicles per day
Total =	357.5 vehicles per day

7 CONCLUSION

- It is proposed that the zoning of the subject site be changed from 6(b) – Recreation to R1 – General Residential.
- Assuming trip generation rates contained in the Tweed Road Contribution Plan, possible development on the subject site under the current zoning would generate in the order of 593 daily vehicle trips. This is based on a plan of development comprising of 152 self contained villa type buildings. The proposed ancillary uses shown on the plan would also generate a minor volume of traffic. A more conservative plan of development comprising of 90 self contained units would generate approximately
- Assuming trip generation rates contained in the Tweed Road Contribution Plan, the proposed rezoning and plan of development shown in Figure 3.1 would generate in the order of 358 daily vehicle trips.
- It is considered, therefore, that the traffic generation of possible development under the current zoning would be approximately the same as that of the proposed plan of development. This is based on a conservative estimate of possible development yield under the current zoning. On this basis it is reasonable to conclude that the potential traffic impact of the proposed rezoning is acceptable in the context of the current zoning.