

TITLE: [E-CM] Car Parking - Margaret Olley Art Centre, Mistral Road, South Murwillumbah

SUBMITTED BY: Design

Valid



Civic Leadership

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK:

1	Civic Leadership
1.3	Delivering the objectives of this plan
1.3.1	Council's organisation will be resourced to provide the essential services and support functions to deliver the objectives of this Plan

SUMMARY OF REPORT:

The recently opened Margaret Olley Art Centre (MOAC) has been extremely successful generating high volumes of visitors. An impact of the popularity is the shortfall of associated car parking. It should be noted that whilst the correct number of car parking spaces required by Council's DCP have been provided, it is evident that additional spaces are desirable.

Council officers have recently met with landowners at Mistral Road who are concerned with the demand for parking at the Tweed River Regional Art Gallery, which generates instances of illegal parking and road safety concerns on Mistral Road in front of their homes. The problem is exacerbated by major exhibitions or openings and the landowners are seeking some resolution from Council. Options to increase parking have been developed and are discussed in this report.

It is recommended that Council immediately install traffic signage to alleviate the illegal parking in Mistral Road and endorses Option 2 for the creation of a further 7 on-site parking spaces at the Gallery and, and retains Option 1 as a future stage if required. Prior to any option proceeding additional funds will need to be identified and secured.

RECOMMENDATION:

That Council:

- 1. Restricts on-street parking in Mistral Road between the Tweed Regional Art Gallery - Margaret Olley Art Centre and Scott Street by relocation of the double centre lines, subject to Local Traffic Committee endorsement.**
- 2. Endorses the development of Option 2 in the report being the 7 on-site car parking spaces on the Southern side of at the Margaret Olley Art Centre subject to funding being identified and secured for the project.**
- 3. Endorses the development of Option 1 in the report being the 28 off site car parking spaces in Eric Whittle Park subject to further consultation with the adjoining community and funding being identified and secured for the project.**

4. **Notes the other actions relating to traffic and signage within the report which will be undertaken by Officers.**

REPORT:

The recently opened Margaret Olley Art Centre has been extremely successful generating high volumes of visitors. An impact of the popularity is the shortfall of associated car parking. It should be noted that whilst the correct number of car parking spaces required by Council's DCP have been provided, it is evident that additional spaces are desirable.

Council officers have recently met with landowners at Mistral Road who are concerned with the parking availability at the Tweed River Regional Art Gallery for its visitors. The parking spillage leads to reported instances of illegal parking and road safety concerns on Mistral Road in front of their homes. The problem is further exacerbated by major exhibitions or openings and the landowners are seeking some resolution from Council.

The specific issues raised by the landowners include:

1. Older patrons of the gallery are parking on Mistral Road including Scott Street and walking to the gallery on the road, as there are no footpaths. The landowners have been assisting the patrons to ensure their safe passage to the gallery.
2. Regular instances of illegal parking on Mistral Road, including driveways being obstructed. This also reduces Mistral Road to one lane. Parking can extend down Mistral Road for some distance.
3. When the MOAC opened, and when major exhibitions are shown, for example the Archibald Prize, the problem of illegal parking and impact on resident amenity worsens.
4. There is no signage indicating that there is parking under the gallery, nor any signage indicating that there is a drop off zone at the gallery. This is further exacerbated by the "No Entry" sign on the exit driveway.
5. Patrons driving caravans fill in available parking spaces on the roadside near the gallery.
6. The café appears to be generating a strong patronage in its own right in addition to the gallery traffic.
7. The DA condition requiring the Art Gallery Director to manage traffic on Mistral Road cannot be enacted as no authority exists to do such.
8. The parking on the street is impacting other users of Mistral Road, as it is an access road to Dunbible and Stokers Siding.
9. Fees should be levied on gallery attendees and those fees used to construct parking facilities on site.

Discussion:

The issues raised are significant and need to be addressed in light of the success of the gallery and it is presumed ongoing popular exhibitions will continue to generate pressure on street parking, which will continue to impact on nearby residents. The residents advised that they had accompanied older patrons from cars parked in Scott Street to the gallery and in conversations with them, had noted that the parking was a disappointing aspect of visiting the gallery. Based on the above, options for increased car parking have been developed and other minor works to improve traffic flow and are detailed as follows:

Option 1 New Car Park on Mistral Road:

Prior to meeting with the residents, a design for a discrete car park was proposed within Eric Whittle Park, on the western side of Mistral Road approaching the gallery. Not all residents would be visually affected, but one property will be opposite the proposed car park and the residents raised issues regarding visual amenity, overnight use of the car park and security. An interesting issue raised by the residents was that the area was filled with sawdust from a local mill, so a soil test would be required. The plan below, Figure 1, shows the proposed car park:

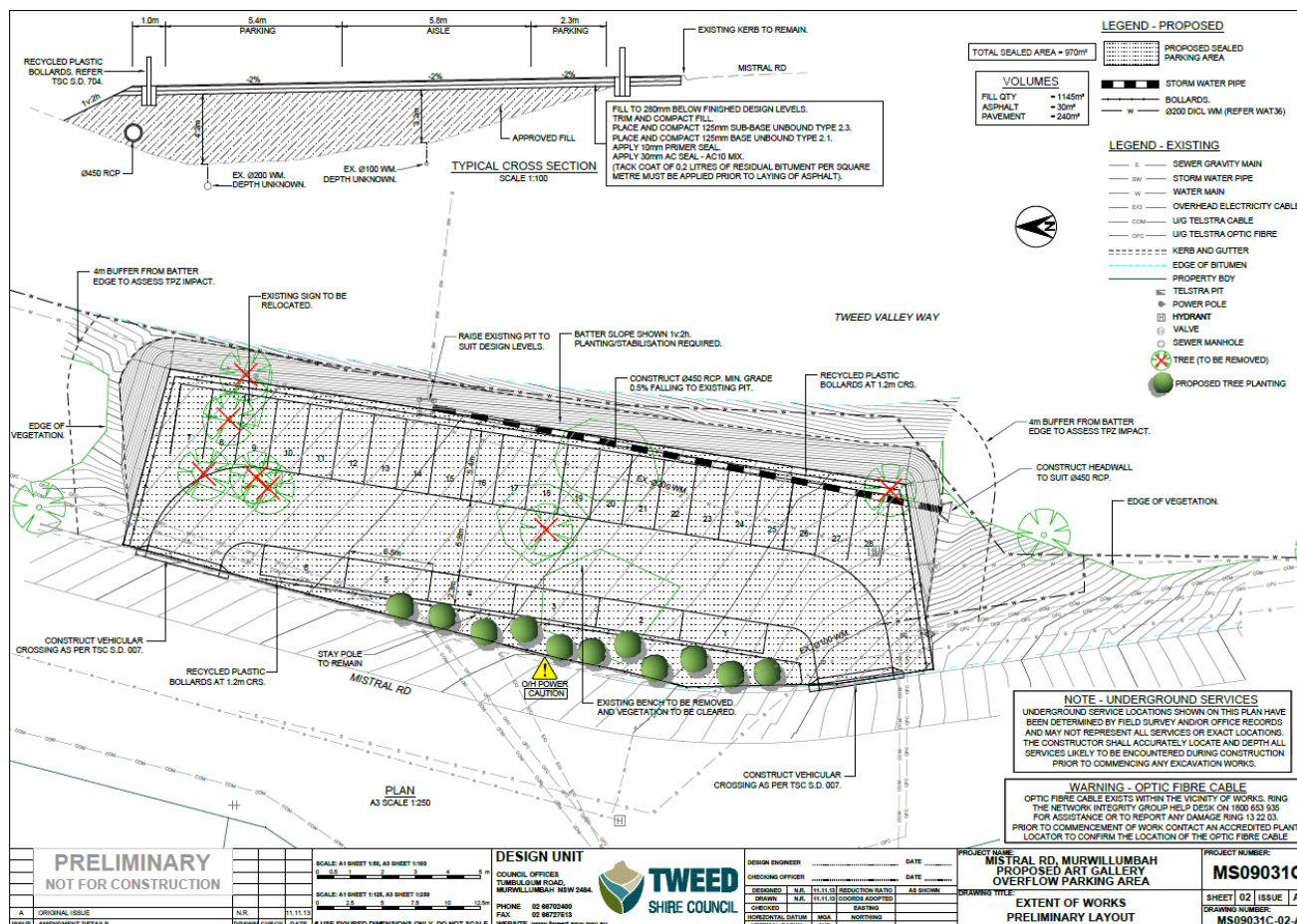


Figure 1 - Proposed car park design within Eric Whittle Park

This design would create 28 off street car parking spaces. The works (excluding relocation of a water main) is estimated to cost \$102,000. This cost could be reduced by utilising fill material generated from other nearby projects. If this was the case it would result in an unfunded cost of \$78,000.

The cost of replacing the old water main is approximately \$100,000 but it is work that is required within the next 5 years and would be brought forward if necessary to facilitate this option.

Option 2 On-site parking at the gallery:

The residents also suggested that on-site parking should be expanded to alleviate the pressure on the street parking. On site parking is closer to the gallery and safer to use. This has been explored and there is an area to the south of the current road formation and

building which has the potential to add 7 more spaces (see Figure 2). The estimated cost is \$33,000.

The plan below, Figure 2, shows the area referred to as hatched:

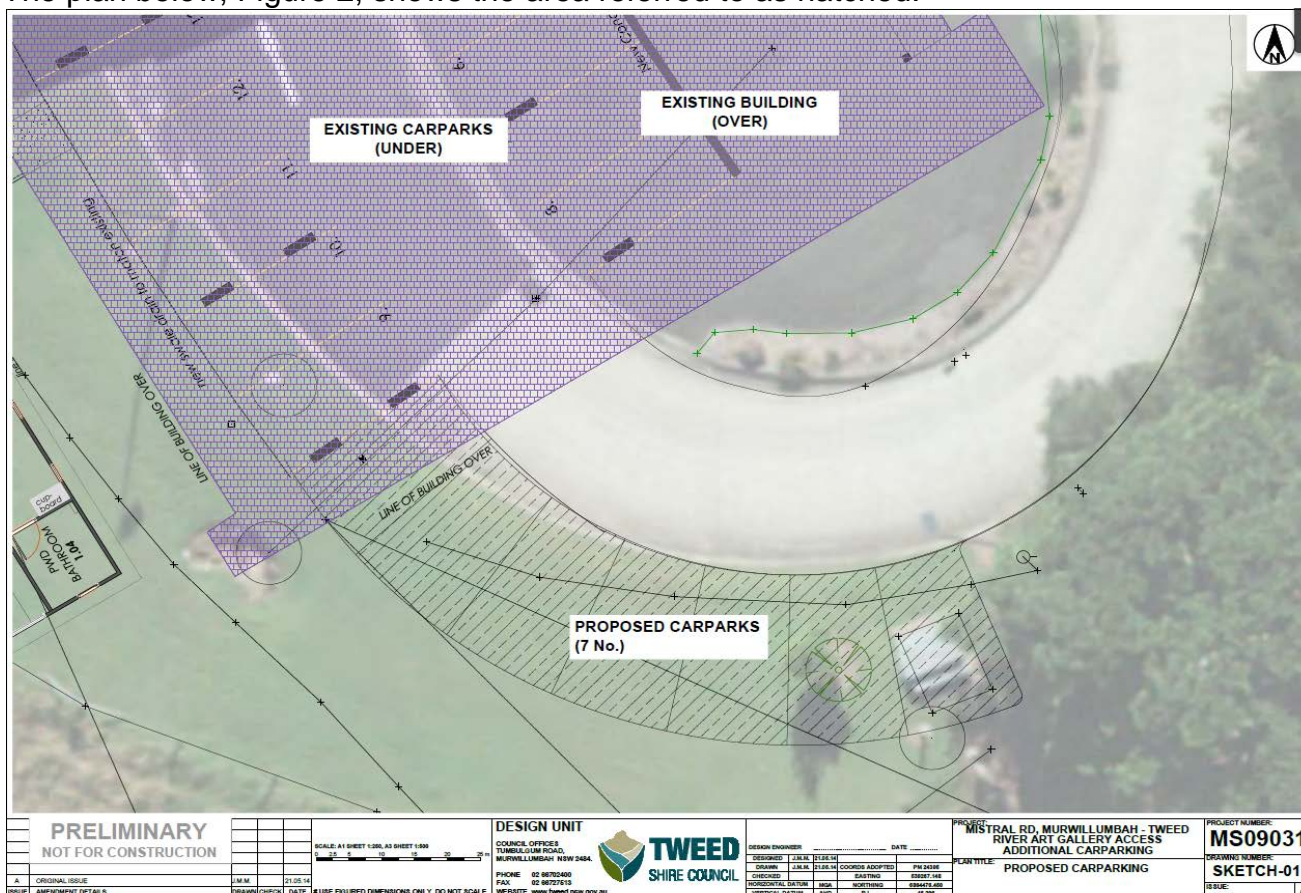


Figure 2 - Proposed southern location of additional on site car parking.

Option 3

Further potential for 7 more on site car parking spaces has been identified adjacent to the exit driveway, north of the gallery, in an area of garden which was recently impacted by the construction of the pavilion for the café, as shown below in Figure 3. This option has the potential to detract from the appearance of the Gallery from Mistral Road and impact the view from the Gallery Café veranda. Consideration of this issue would need to be fully investigated prior to endorsement of this option.

The estimated cost is \$36,000.

Option 4

Options 2 and 3 could be constructed in two stages or combined. If they were to be constructed as one project a saving of about 10 - 15% could be expected as items such as site establishment and supervision are only incurred once.

The combined cost of Option 4 is estimated at \$62,000.



Figure 3 - Northern location of additional on site car parking

It is also desirable to include the installation of a separated pedestrian footpath from Mistral Road to the lower level of the car park, however this is considered a separate issue.

Other Actions

Relocation of the Road centre line in Mistral Road:

Another option raised was to relocate the centre double barrier linemarking on Mistral Road, adjacent to the residences. The lines would be located closer to the residents to remove any ambiguity as to whether vehicles can be legally parked on the residential side of the road. Given the width of the road pavement, this will effectively allow parking opposite the residences and improve the ability to safely enter and leave their properties. As the changes to the linemarking and signage are regulatory devices, the proposal should be considered by the Local Traffic Committee. The changes will provide rangers with clearer directives in relation to unacceptable parking and the issuing of infringements for illegal parking if deemed necessary. The adjacent owners are supportive of this action.

Signage:

Installing additional signage would alleviate some of the issues. Signage at the MOAC entry could be installed indicating that there is parking under the gallery; that there is a drop off zone at the front door - see Figure 4. Signage can be installed in a relatively short time and would demonstrate acknowledgement of the residents' concerns. The effect of the signage can be monitored as well as requesting rangers to patrol the street parking to ensure signage is being obeyed.

Figure 4 below identifies proposed signage and linemarking improvements at the entrance to the gallery, which will be provided:



Figure 4 - suggested signage and linemarking changes

The non regulatory signposting and linemarking has been arranged for installation. Regulatory signage requires the support of the Local Traffic Committee before being considered by Council.

The parking issues generate negative impressions on visitors to the gallery and such impressions should be acknowledged and addressed where possible to support the gallery to retain its national reputation as a world class gallery.

Summary of Traffic Related Actions:

1. Signage regarding parking under the gallery building, drop off zone be installed as soon as possible and the impact monitored over a 3 month period.
2. That signage regarding parking under the gallery building, drop off zone be installed as soon as possible and the impact monitored over a 3 month period.
3. Restricted on street parking and centreline relocation on Mistral Road be referred to the Local Traffic Committee.

OPTIONS:

1. Endorse the Mistral Road Car Park creating 28 additional car parks in Eric Whittle Park as the preferred option to provide additional parking for the Tweed Regional Gallery with the funding shortfall of \$78,000 to be sourced from potential external organisations and internal budgets.
2. Endorse the 7 on site car parks as shown in Option 2 and shown on Figure 2 as the preferred option to provide additional parking for the Tweed Regional Gallery with the funding shortfall of \$33,000 to be sourced from potential external organisations and internal budgets.
3. Endorse the 7 on site car parks as shown in Option 3 and shown on Figure 3 as the preferred option to provide additional parking for the Tweed Regional Gallery with the funding shortfall of \$36,000 to be sourced from potential external organisations and internal budgets.
4. Endorse the 14 on site car parks as shown in Option 2 and 3 and shown on Figure 2 and 3 as the preferred option to provide additional parking for the Tweed Regional Gallery with the funding shortfall of \$62,000 to be sourced from potential external organisations and internal budgets.

CONCLUSION:

There are immediate actions which can be taken to alleviate the pressure on the on street parking at Mistral Road, and reduce the impact on the nearby residents and these actions are being implemented. Further it is recommended that Council endorse Option 2 for the creation of a further 7 on-site parking spaces at the gallery, subject to funding being identified and secured. Additionally Option 1 is proposed as a longer term solution, if necessary, however this will require securing a suitable funding source and further consultation with the adjoining community to ensure any issues and concerns are suitably addressed.

COUNCIL IMPLICATIONS:**a. Policy:**

Not Applicable.

b. Budget/Long Term Financial Plan:

None of the additional parking options are funded. Potential sources of funds for this project include the Tweed Regional Gallery Foundation, the Friends of the Gallery and possible future savings Council Budgets. The current project budget for the Margaret Olley Art Centre is fully committed.

c. Legal:

Not Applicable.

d. Communication/Engagement:

Consultation with affected residents has occurred.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

