

Summary of Public Submissions to draft Tweed Road Development Strategy

Author / ECM	Issue	TSC Comment	Bitzios Comment	Action
1. Banora Point & District Residents Association Inc.	a) Western Bypass: Identify, protect, and construct a corridor for a western highway bypass of Lower Tweed and Southern Gold Coast.	Not current Council or State Government policy or strategy.		Nil
	b) Lakes Drive Bridge: Create road connection across Terranora Creek to link Wets Tweed / Bilambil with future Kirkwood Road west.	Council has formally resolved to not pursue Lakes Drive bridge due to environmental and community concerns.		Nil
	c) Kirkwood Road Interchange and Extension: Crucial priority issue for BP&DRA. Will alleviate considerable traffic congestion on distributor roads through Banora Point, and "rat-running" in residential streets. Implement full interchange immediately, with four-laning of Fraser Drive, and Enterprise Avenue extension.	Council has commenced work to progress the concept design for Kirkwood Road, including discussions with RMS to implement the interchange, subject to funding.		Nil
	d) Greenway Drive / Machinery Drive: Document recognises congestion at Machinery Dr / Minjungbal Dr intersection but no works proposed. Kirkwood Road project will help alleviate this issue.	Bitzios to provide comment in report	Enterprise Ave to Kirkwood connection and interchange provides alternate route for Banora and industrial area traffic reducing congestion (Comment added to report)	TRDS to include signal phasing changes at intersection
	e) Kennedy Drive: <ul style="list-style-type: none"> 2 x 2 lane bridges constrain Kennedy Drive traffic, and unless Lakes Drive Bridge is provided, require upgrading. Concerns that 3 sets of signals near interchange will be difficult to coordinate with adequate storage. Document recognises congestion at Wharf Street merge, but proposes no improvements. Suggest closure of Wharf 	<ul style="list-style-type: none"> No further widening on Kennedy Drive is proposed – Bitzios to confirm and provide commentary, particularly Cobaki Creek Bridge. 	Kennedy Drive signals and interchange upgrades to mitigate congestion. Signal coordination modelled with increased turning lane capacity. Demonstrates improved operation compared to existing roundabout configuration. Improves safety for	Report updated to reflect operations

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	Street intersection and divert traffic to Recreation Street.	<ul style="list-style-type: none"> • Bitzios to consider Wharf Street options. • Bitzios to provide commentary of these issues in report. 	<p>pedestrians and capacity of Kennedy Drive (Comment added to report)</p> <p>Wharf Street /Boyd Street upgrade was tested and option proposed. Median dividing left turn lane into Boyd Street to reduce weaving.</p>	
	f) Cobaki Parkway: New link to Gold Coast provides economic advantage to areas outside of Tweed servicing new population. Requires direct link back to Tweed retail centre (e.g. Lakes Drive Bridge).	Concept approval already in place for Cobaki, with Parkway route established. No alternate route possible due to environmental constraints and other land uses. Refer above for Lakes Drive Bridge comments.		Nil
	g) Davey Street: new connection to Minjungbal Drive near highway underpass would be detrimental to traffic flow. Should provide connection to East Banora Point.	Bitzios to review modelling. Connection between Eastlakes Drive and Elsie Street to be considered as per DCP.	Connection to East Banora investigated. Davy Street link proposed to “Consider connection to Elsie Street”.	Report updated to reflect changes
	<p>h) Traffic Modelling: Relies on inadequate, flawed and unreliable data. Specific concerns raised (verbally at meeting with Council staff 9/7/18) with:</p> <ul style="list-style-type: none"> • Table 6.1 – incorrect population figures for Banora Point compared with Census data • Table 6.4 – employment forecast data underestimates job growth in Tweed Heads South, compared with Murwillumbah 	Bitzios to review and provide commentary of forecasting data for response to BP&DRA.	<p>Population and employment values correct within model but represented in summary tables incorrectly. Updated summary tables in report.</p> <p>Updated figure and table labels in report.</p>	Report updated to correct table and figures

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	<ul style="list-style-type: none"> Figure 7.4 – Sugarwood Drive incorrectly shown on eastern side of the highway. 			
	<p>i) Kirkwood Road and related elements of the plan must be implemented immediately, BP&DRA can be requested to assist in lobbying State and Federal Governments for funding assistance.</p>	<p>Roads and Stormwater Unit is progressing development of four key projects from the TRDS:</p> <ul style="list-style-type: none"> Kirkwood Rd – Kennedy Drive interchanges Kennedy Drive interchange signalisation Leisure Dr – Darlington Dr – Greenway Dr intersection signalisation Tweed Coast Road 4-laning. <p>This work aims to have these projects “shovel ready” when funding opportunities become available, and will progress in consultation with RMS.</p>		Nil
2. Craig Newnham	<p>a) Request to review alignment of Frances Street extension to align with Murwillumbah Street rather than West End Street, to minimise impacts on potential development site.</p>	<p>Bitzios to review advantages and disadvantages of request. Request aligns with previous LEP mapping, but given it is a change from current strategy,</p>	<p>Connection to West End Street preferred due to:</p> <ul style="list-style-type: none"> Impacts a smaller number of properties; and Direct connectivity to primary traffic route through Murwillumbah via Wollumbin Street. 	<p>Report updated to discuss alignment requirements</p>

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		may not be supported by Murwillumbah St residents. Council to review impacts on Waste Water Treatment land.		
3. Gales – Kingscliff Pty Ltd	a) Road projects need to be compatible with the flood modelling recommendations for West Kingscliff, and consider reducing flood impacts through culvert design.	Agreed, however this Strategic Document does not go to this level of detail.	Added “Limitations of Study” section to report	Report to be updated to reflect comments
	b) Industrial traffic should be separated from “Business and Knowledge Precinct” as much as possible. Traffic entering Morton Street should maintain direct connection to Tweed Coast Road, and traffic leaving the industrial area should be redirected onto the south bound highway offramp. Connecting Rotumah Street conflicts with town planning vision for east-west boulevard through Gales’ northern precinct. Support new roundabout intersection for Ozone Street extension and Tweed Coast Road if separated from industrial traffic.	Bitzios to review and provide commentary in report.	Southbound Off-ramp not recommended as access is through private land (service centre). Suggest restricting Morton Street/TCR intersection to left-in/left-out using new roundabout on tweed coast road for highway bound industrial vehicles to turnaround. Avoiding industrial traffic on Rotuma /Ozone Street extensions	Report to be updated to reflect comments
	c) The Pacific Highway Chinderah Interchange should be upgraded to address the concerns in (b).	Subject to review above.	Retain proposed interchange upgrade with the above changes to the existing Morton Street access and TCR	
	d) Ozone Street extension should connect to the Elrond Drive extension south of Sand Street to achieve a rising road for flood evacuation purposes, as per Gales master plan. (Note: figure provided by Gales does not reflect proposed Elrond Drive extension, but submission supports this link)	Master plan yet to achieve formal status with Council. Ozone Street extension is indicative and can consider the outcomes of future master planning / Kingscliff Locality Plan work,	These are noted as potential links for further assessment same traffic function achieved. Key outcomes for links are: 1) northern east-west link (Elrond to TCR) 2) southern east-west link (Turnock to TCR)	

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		and still achieve the same traffic function (Bitzios to confirm).	3) North-south link (Elrond to Sand) (comments added to report) Flood constraints noted in "Limitations of Study" Section.	
	e) Realign intersection of Turnock Street extension and Tweed Coast Road with master plan location for Altona Road, with Crescent St moved west. Needs to address significant future pedestrian / cycle movements to future lake precinct.	Master plan yet to achieve formal status with Council. Bitzios to review any impacts of the change.	Data realignment will not impact TRDS traffic outputs. Further investigation assessment and investigation to be undertaken before alignment confirmation (added to Limitations of Study section)	
4. Tweed Shire Council, Team Leader - Biodiversity	a) The substantial projected traffic volume increases has the potential to increase koala mortality on the Tweed Coast.	To be formally acknowledged in the strategy as a key constraint for further investigation in design phase.	Noted in "Limitations of Study" section of report	
	b) The following upgrades are located in CKPOM Koala Management Areas: <ul style="list-style-type: none"> • Tweed Coast Road four-laning • Tweed Coast Road – Depot Road intersection • Kellehers Road extension • Kellehers Road - Pottsville Road intersection. 	Acknowledged	Noted in "Limitations of Study" section of report	
	c) These road upgrades need to meet the following performance criteria: <ul style="list-style-type: none"> • Maintain effective connectivity of koala habitat • Zero koala mortality along the new/ upgraded road for the life of the road • Net gain in koala habitat 	Acknowledged. Specialist advice will be sought in the design of these projects. Will have cost implications for projects.	Noted in "Limitations of Study" section of report	

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	d) Installation and maintenance of fauna infrastructure should be incorporated in planning these projects.	Acknowledged. To be incorporated into detailed design and cost estimates in future stage of project development, in accordance with specialist advice.	Noted in "Limitations of Study" section of report	
5. Julie Murray	a) Kingscliff connections to Tweed Coast Road: <ul style="list-style-type: none"> • Ozone Street connection crosses drainage channel and may have flood impacts • Consider alternative connecting Pacific St – Morton St and Zephyr St – Elrond Dr • Missing a connection between Beach St and Tweed Coast Road. 	Bitzios to review and provide commentary in report.	Flood noted in "Limitations of Study" section of report Alternative connection achieves same outcome, comment included in report (as per above comment for Gales)	
	b) Casuarina Way – Cudgen Road link is not needed. Cudgen Road operates satisfactorily and doesn't need upgrades. Option involves land acquisition, a new bridge and environmental land impacts. A connection between Seaside and Tweed Coast Road is less costly as road reserve already exists and route is shorter.	Agreed. This scenario was tested but was not recommended due to costs outweighing benefits.	Link testing removed from report as well as scenario plots	Omitted from report
	c) Agree with priority projects, but not Salt link road	Noted		
	d) Priority for Kingscliff should be Philip St – Waugh St roundabout and Sand St – Wommin Bay Rd roundabout.	Noted. Construction priorities to be determined by Council once strategy is adopted, in consideration of costs, benefits, developer contribution cash flow, and grant funding opportunities.		Nil

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	e) Next priority should be Seaside – Tweed Coast Road connection to divert traffic from Kingscliff.	Bitzios to review?	As per Cudgen Road connection, this link will provide a similar outcome but understood to not be supported by Council and removed from report.	
6. Casuarina and South Kingscliff Residents Association (verbal submission from meeting with staff 7/6/18)	a) Request 1 page summary document of TRDS to discuss with Association Members	Summary provided by Council staff		Nil
	b) Request review of intersection of Kennedy Drive and Wharf Street, as members have experienced issues with merging.	Bitzios to review modelling. Area identified as a congestion issue in report but no upgrades proposed.	New Wharf Street option proposed. Median dividing left turn lane into Boyd Street to reduce weaving concerns.	Included in TRDS
7. Stella Carr	a) Strenuous objection to closure of north-bound off ramp to Kennedy Drive, lives in Bilambil Heights and does not want extra detour.	Bitzios to review impact of proposal on trip time to Bilambil.	Improvements to Kennedy Drive interchange capacity and safety outweigh any minimal increase in travel time. Sussyer Ave/Kennedy Drive intersection proposed to provide a right-turn to Kennedy Drive westbound.	
8. John Madden	a) Kirkwood Road highway on-ramp requires noise attenuation due to proximity to Palms Village on Dry Dock Road.	Agreed. Similar works were carried out for Kirkwood Road east for the Billabong Caravan Park.	Noted in "Limitations of Study" section of report	
	b) Sugarwood Drive incorrectly labelled in Figure 7.4	Bitzios to make correction	Updated figure in report	
9. United Protestant Association of NSW	a) UPA has recently acquired 11 Old Lismore Road Murwillumbah. Draft TRDS removes critical road infrastructure from current s94	Bitzios to review the omission of West	These items have been omitted as the forecast traffic growth does not impact	Subject to review by Council

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	<p>Plan in the West Murwillumbah land release area:</p> <ul style="list-style-type: none"> • Old Lismore Road – North Arm Road intersection • Sovereign Way extension to Castlefield Drive • Modifications to Old Lismore Road intersections and cul de sacs • Upgrade Old Lismore Road from North Arm Road <p>These upgrades are required to facilitate development of the site and the remainder of the release area in accordance with the DCP, and s94 funds already collected.</p>	Murwillumbah road projects	significantly enough to warrant the project. However, these projects may still be incorporated given their historical nature and future strategic advantage to the surrounding networks.	
10. Roads and Maritime Services (RMS)	a) change 'Recommendation' terminology to remove implication of 'definite' upgrades, wanting to avoid comments noting any 'absolute certainty'		Labelled 'Potential Improvements' instead of 'Recommendations'.	
	b) retain earlier service road option		Note added to Item 13 and Scenario 3 in report outlining further investigations will determine whether the Kirkwood to Kennedy Drive motorway service road (and bridge) would be included.	
	c) Additional discussion in Executive Summary on issues address by each upgrade option		Added 'Issues Addressed' section to recommendations tables	
11. TSC – other items	a) Table E1 / Table 8.1 – Update project titles, provide clear descriptions of works (new column, or reference to section of report), delete any items not requiring works, combine road extensions and intersections.	For review with Bitzios	Table headings updated and per notes in pdf and new Comments and Issues Addressed columns added to Tables E1/8.1.	
	b) North facing ramps at Cobaki Parkway Interchange?		Further assessment and analysis required, in consultation with RMS, CoGC and TMR	

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	c) Need additional explanation of Kirkwood / Kennedy interchange proximity issues. This is overcome north bound by deleting Kennedy Dr off ramp, but south bound we still have an on ramp and off ramp across the Creek, with an additional lane. This was questioned by Councillors and requires clarification in report.		Added Comments section to recommendations table noting wider improvements. Will provide further clarification under Scenario 3 of the report	
	d) Ensure all of the works required to complement major projects are included in works program so they will be funded through s94 (refer TRDS screenshots sent to Brett Lee on 21/6/18). E.g. Kirkwood – Minjungbal intersection.		Report updated to reflect the expected works at the time of the study.	
12. Ben Alward	a) Noise and air quality impacts and mitigation measures of 4 laning along Tweed Coast Road.		Air quality impacts added to Limitations of Scope	
	b) Impact of four laning of Tweed Coast road on existing driveways and operations not reviewed. Additional assessment requested		(Noted in Limitations of Scope) Concept planning for TCR to consider driveway access amongst other aspects including but not limited to active transport, civil, environmental, services, property impacts	