

Report

Kingscliff Police Station, Kingscliff NSW
Proposed Development

TRANSPORT AND TRAFFIC ASSESSMENT AUGUST 2011 PARKING ADDENDUM

Prepared For:
Gardner Wetherill & Associates

September 2011

Reference: 34673

Kingscliff Police Station, Kingscliff NSW
Proposed Development





TRANSPORT AND TRAFFIC ASSESSMENT

AUGUST 2011 PARKING ADDENDUM

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Document Status

Rev No.	Author	Reviewed / Approved		Description	Date
		Name	Signature		
1	T Edwards	R.V.Jones		Client Issue	6/05/2011
2	T Edwards C Wright	R.V.Jones		Final Issue	27/07/2011
3	C Wright	R.V.Jones		Amendment	04/08/2011
4	C Wright	C Wright		Addendum	30/09/2011

Overview:

This report serves as an addendum to TTM Group's August 2011 Transport and Traffic Assessment for the Kingscliff Police Station based on the additional information provided to TTM Group.

Alterations within this document supersede the information presented within the original report.

Following consideration of the last set of plans by the JRPP, the applicant has made the following amendments to the design of the parking on the site:

- ▶ 10 additional car parking spaces provided on the Ground Level.
- ▶ 6 additional car parking spaces have been provided on Basement Level by offering tandem parking consistent with AS2890.1.
- ▶ The number of holding yard spaces has been reduced in order to increase the available parking provision.
- ▶ The number of operational vehicles on site and their usage has been clarified.
- ▶ Based on revised Gross Floor Area calculations, the DCP requirements have been reduced from 41 to 36 spaces.
- ▶ The available spare vehicle parking spaces has been increased to a total of 36 spaces, meeting the DCP requirement of 36 spaces.
- ▶ The practical weekday staff demand has been revised to 36 in light of the sites proximity to public transportation facilities. This demand is met by the 36 available spare vehicle parking spaces which are in addition to the spaces required for operational vehicles and the holding yard spaces.
- ▶ The development's 36 available spare vehicle parking spaces are capable of housing the total practical weekend staff demand of 16.
- ▶ Greg Jago, the Acting Commander for Tweed/Byron Local Area Command has confirmed the parking along Marine Parade could be restricted through the direction of the Local Area Commander, imposing sanctions on individuals not complying with the direction.

2. Proposed Development

2.3. Development Plans

TTM Group has had involvement with the development planning stages, as such we have provided ongoing advice and design recommendations to the project team in relation to various transport, access, and parking requirements of the proposed scheme.

Development plans are shown in Figure 1 to Figure 4. Proposed transport and access to the site can be summarised as follows:

- ▶ Widening of pavement on Marine Parade for First Response Vehicle bay
- ▶ Reconstruction of pedestrian path adjacent to Proposed First Response Vehicle bay
- ▶ Proposed reconstruction of two accesses along Kingscliff Street and two new accesses, plus relocation of one access on Marine Parade
- ▶ Holding Yard for impounded or crash victim vehicles
- ▶ Parking for First Response vehicles, Highway Patrol vehicles, bikes, and other Police Operational vehicles.

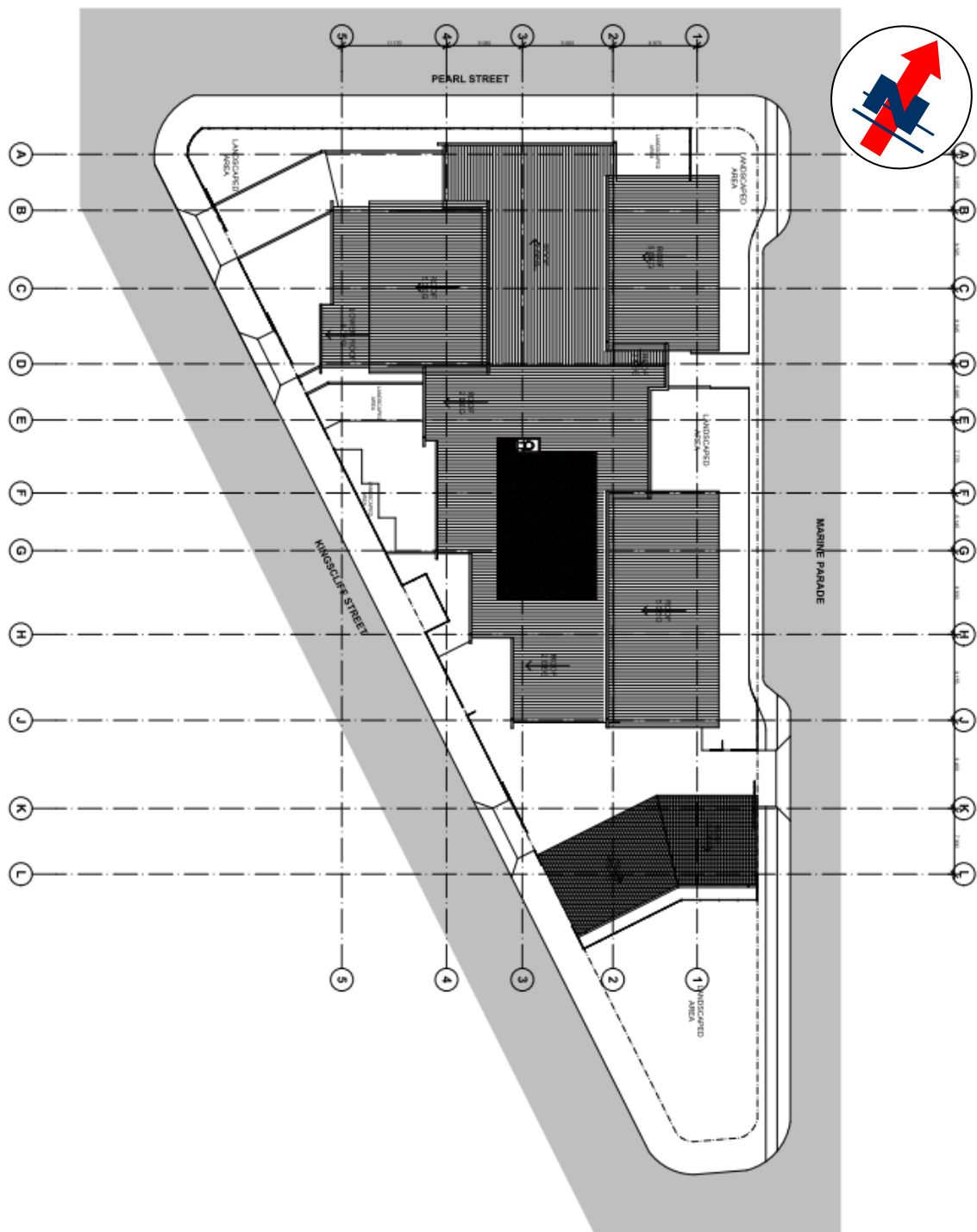


Figure 1: Site Plan

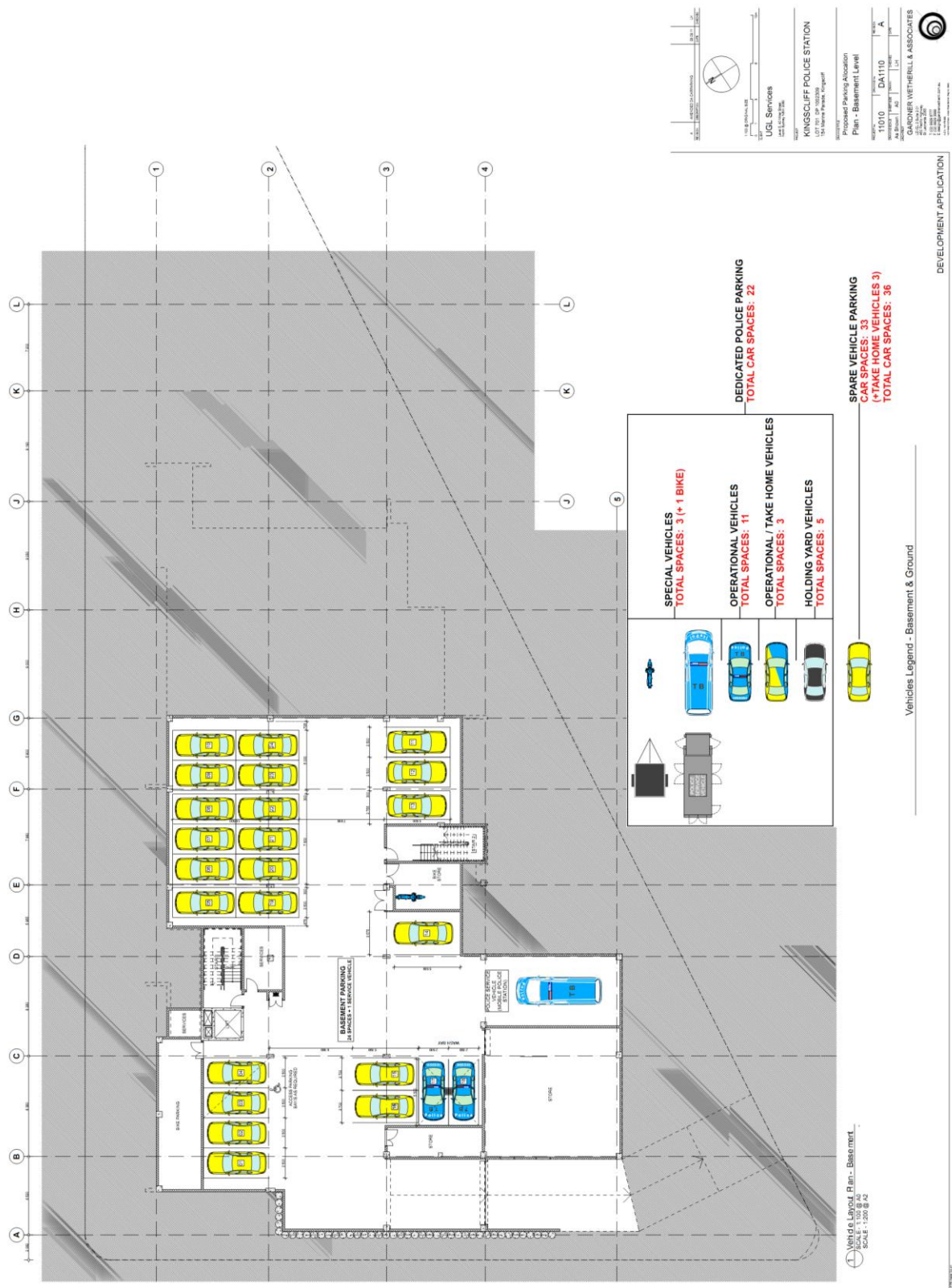


Figure 2: Basement Plan

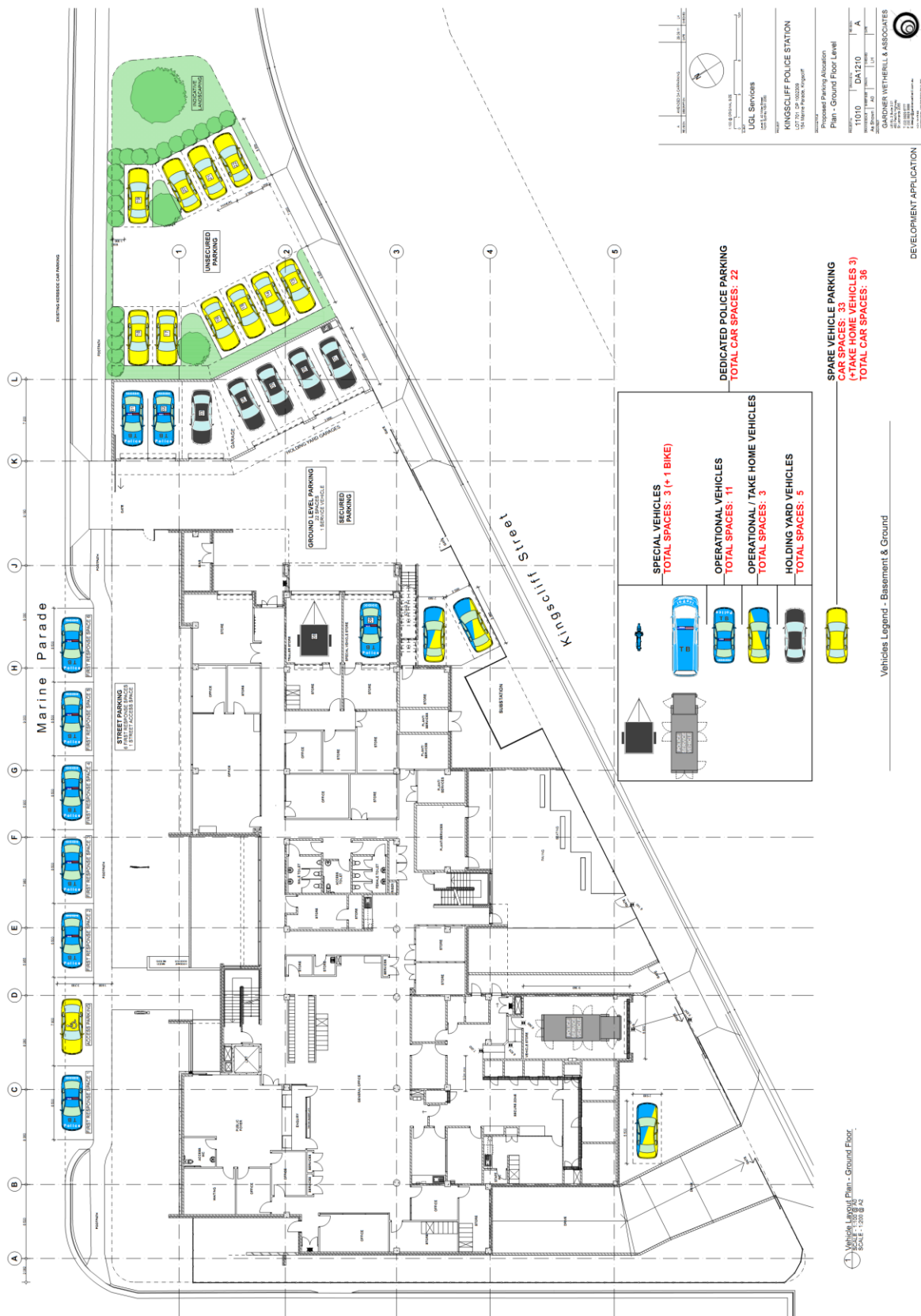


Figure 3: Ground Floor Plan



4. Development Parking Design

4.1. Practical Parking Demand Requirements

The Tweed Shire Council Development Control Plan (DCP) 2008 contains parking rates based on identified development types. The DCP 2008 states however that the *“Requirements relating to staff parking refer to the maximum number of staff concurrently present on the site at any time”*.

For obvious security and safety reasons, Police policy states that the parking of visitor cars is not permitted in the basement or site. A proposed 24 hour Staffing Analysis has been prepared by NSW Police, identifying weekday, Saturday and public holiday Staffing for the development, and has been used to estimate the site’s practical parking demand.

The following indicates the staffing levels as based on the provided NSW Police Staffing Analysis throughout the day.

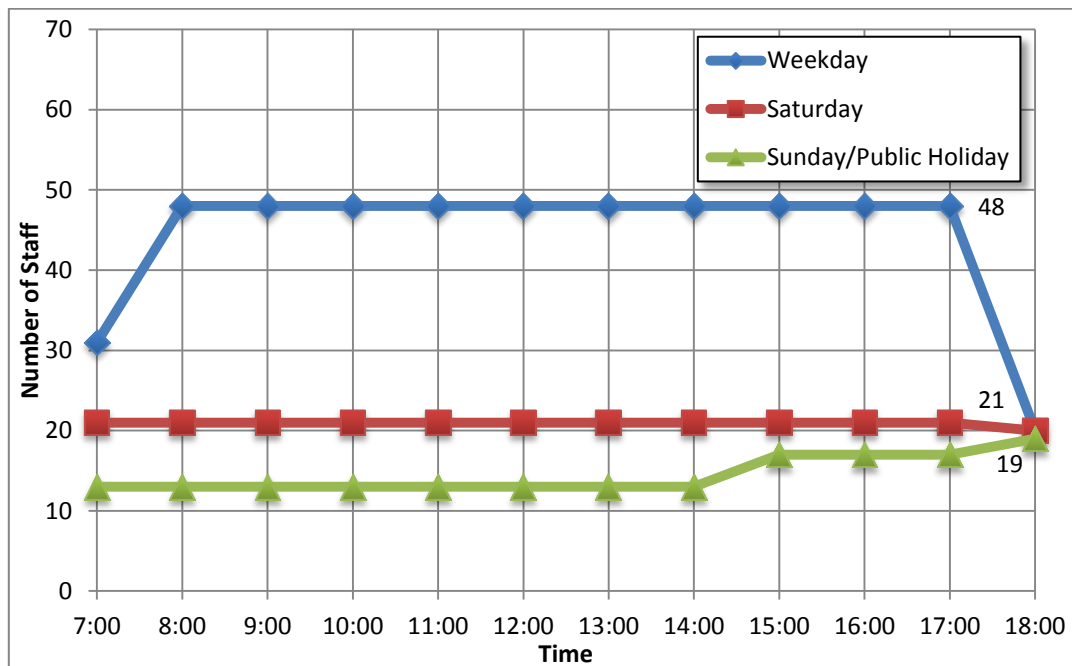


Figure 5: Police Station Staffing Levels

The development is authorised to employ 106 staff in total with a maximum ‘major shift’ occurring on a weekday of 48 concurrent staff.

The 2006 Australian Census reveals that 79.9% of workers within the Tweed Local Government Area (LGA) (defined by ABS as shown in Figure 6) drive a car to their place of work, as indicated in Figure 7.



Figure 6: Tweed Local Government Area

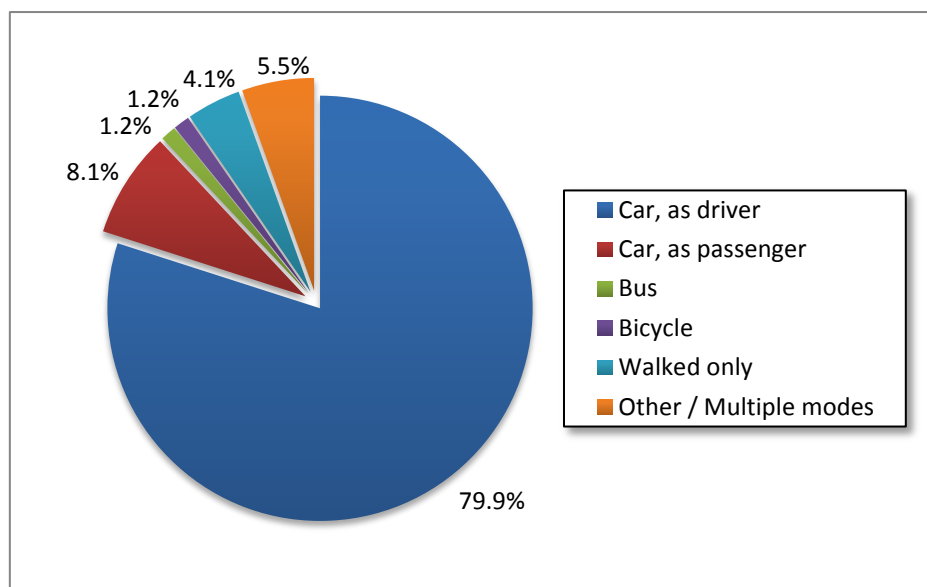


Figure 7: 2006 Australian Census Data for Tweed "Method of Travel to Work"

Kingscliff and the greater Tweed area are serviced by Surfside Buses. Kingscliff is serviced by Route 601 (West Tweed to Kingscliff TAFE) and 603 (Pottsville to Tweed Heads) shown in Figure 8. These two routes both run hourly through Kingscliff between 6am and 8pm. The closest bus stops for the routes to the development site for these sites have been identified in Figure 9.

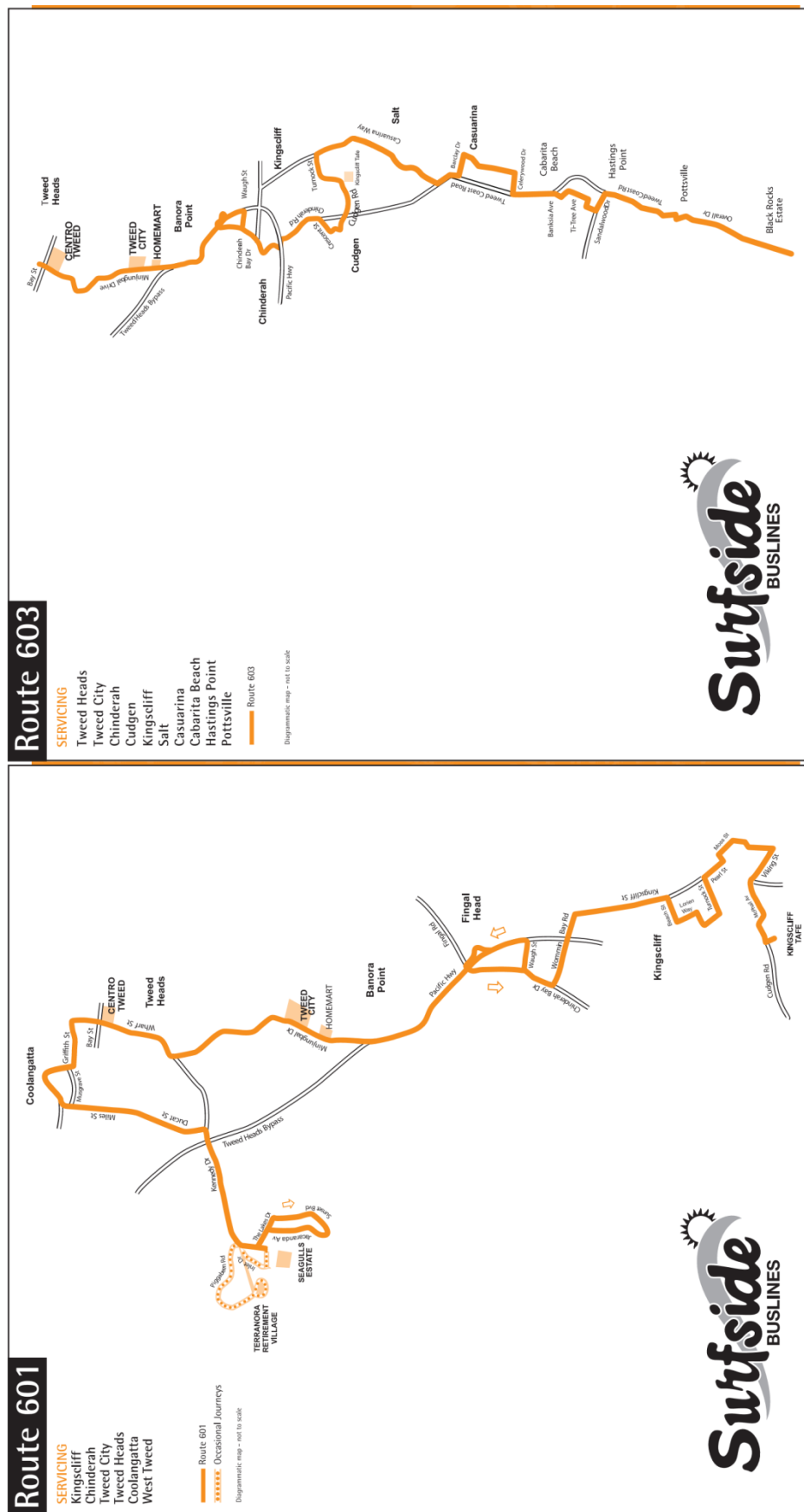


Figure 8: Surfside Routes 601 and 603



Figure 9: Kingscliff Bus Stops

Given the large area and rural locations included within the Tweed LGA (Figure 6), and the site's proximity to two bus routes connecting the urban hubs of Tweed, it is likely that a higher percentage of the station's staff will utilise alternate methods of travel such as cycling, buses and carpooling, than the average Tweed rate.

Estimating that 75% of the major shift staff drive a car to the site, the development will have a **practical demand of 36 spaces**.

Weekend staff levels fall to less than half than weekday levels, peaking at 21 concurrent staff, lowering the practical demand for parking at these times to 16 spaces.

4.2. Council Parking Requirements

Although a Local Area Command operational Police Station would not be deemed an Office development as contained within Council's Site Access and Parking Code Table 4.9g, it has been selected as the closest DCP development type for the purpose of assessing the car parking requirements.

The Gross Floor Area of the site has been taken to exclude ancillary storage and plant areas as per Council's GFA definition and excludes unstaffed Police areas and ancillary areas not typical to an office environment. The Conference/Training Room, Meals Room, the Nursing area, Locker Rooms and Fitness Room have been excluded from the GFA total in this regard as they are unstaffed ancillary areas.

The Custodial Area is also not considered to be part of an office development though it is a staffed area. Although there is no equivalent DCP development type, it is recognised that the Custodial Area should be allocated 1 space for the single custodial officer.

The Council's Site Access and Parking Code also allow the minimum space requirement (as determined by the DCP rates) to be reduced to 80% of the required number if the site is consistent with Ecologically Sustainable Development (ESD) principles. Gardner Wetherill & Associates have provided a summary of how the development satisfies the ESD principles within the DCP (refer to Appendix C). It is of TTM Group's opinion that the proposal is consistent with ESD principles and hence the reduction in parking is applicable.

Table 1: Office Rate Applied to the Development

Land Use (DCP Type)	Rate	Area	Minimum Required Parking Spaces	Minimum Required Parking Spaces with ESD Reduction
Police Office (G4 Office)	1 space per 40m ² GFA	1,749m ² GFA*	43.73	34.98
Custodial Area (N/A)	N/A	259m ² GFA	1	0.8
		TOTAL	44.73	35.78

*Total GFA excludes Conference/Training Room, Meals, Nursing area, Locker Rooms and Fitness Room as justified.

The minimum required parking spaces as required under the DCP 2008 Code accounting for the ESD reduction is 36 Spaces. It is noted however that the applicability for any DCP land use types to the proposal is extremely limited due to the unique nature of the development, being a Local Area Command operational Police Station. **Due to the very questionable suitability of the DCP development types, is considered more appropriate to judge the development's parking requirements based on its practical demand.**

4.3. Carpark Provision

55 spaces have been proposed as part of the development, with 48 spaces within the site, and 6 First Response Spaces and 1 person with disabilities (PWD) space within an indented bay (measuring 45m long and 2.5m wide) on the Marine Parade frontage. Referring to Figure 2 and Figure 3, the 55 Spaces are broken down as follows:

Table 2: Development Parking Types

Vehicle Type	Number of Spaces
Special Vehicles	3
Holding Yard Vehicles	5
Operational Vehicles	11
Take Home Operational Vehicles	3
Spare Vehicle Parking	33
Total Non-Dedicated Parking Available	36

The proposed carpark supply provides 36 spare vehicle spaces, which is the same number of spaces estimated to be required using the practical parking demand method of calculation or as required by the DCP.

In addition to the off-street parking, the site location is within a predominantly residential area, 350m north of the retail strip, and has an abundance of kerbside parking and public off street parking facilities on the eastern side of Marine Parade. The surrounding parking availability is indicated in Figure 10 below. It is estimated that approximately 215 vehicles could be accommodated within the areas shown (not inclusive of the Police only area).

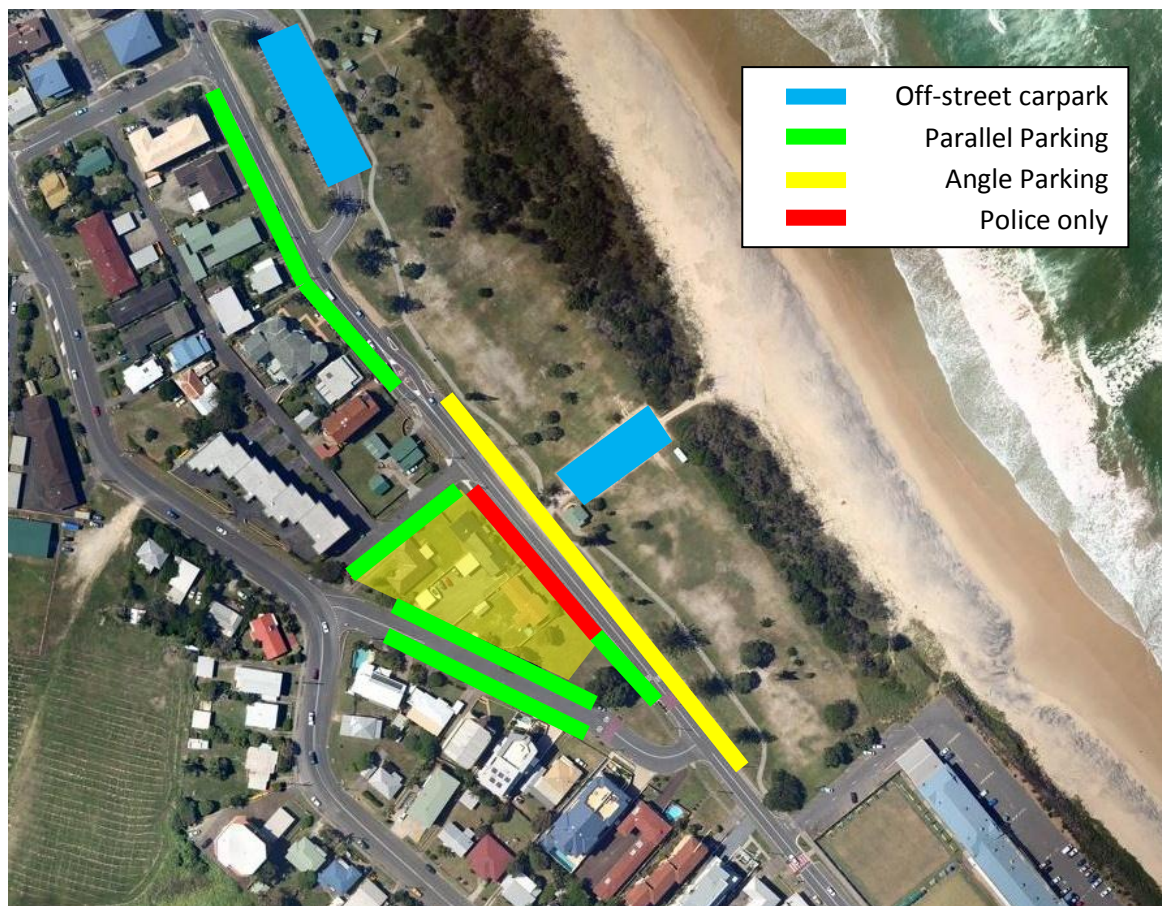


Figure 10: Parking availability surrounding the site

This area however has a high demand of parking during weekends due to tourist and leisure activity, as well as markets which occur every second Saturday. The markets are located between the two off-street carparks indicated in Figure 10. The constraints in localised parking may result in kerbside parking demand stretching further to the north along Marine Parade. **The weekend practical demand of the development, calculated in Section 4.1 as 16 spaces, can be completely contained on-site by the 36 spare vehicle spaces provided.** It is within the Local Area Commander's discretion as to whether staff may park within the police site.

Greg Jago, the Acting Commander for Tweed/Byron Local Area Command has confirmed in a letter (attached in Appendix D) that the parking along Marine Parade could be restricted through the

direction of the Local Area Commander, imposing sanctions on individuals not complying with the direction.

4.7. Conclusion

The development's parking supply provides sufficient spare vehicle parking onsite to both comply with Council's DCP parking requirements, and is sufficient to cater to the practical requirements of the development if necessary.

The parking modules as designed exceed the minimum requirements of AS2890.1.

The design and sightlines of proposed accesses are in accordance with council standards. Although three accesses are proposed on Kingscliff Street, a Designated Road, TTM Group recommend that this is suitable given that the section of road to be influenced by the crossovers is, by design, a lower order road. Kingscliff Street has significantly less traffic and will not be subject to significant impact by the additional proposed crossovers.

Appendix D

GREG JAGO - ACTING SUPERINTENDENT - LETTER

NEW SOUTH WALES POLICE FORCE

Tweed/Byron Local Area Command



Tweed Heads Police Station
52 Recreation Street, Tweed Heads, N.S.W., 2484
Telephone: (07) 5536 0999
23 September, 2011.

TO WHOM IT MAY CONCERN.

I am currently the Acting Commander for Tweed/Byron Local Area Command.

I am writing to advise that New South Wales Police is a para-military organization which contains a hierarchal rank structure. The organization delegates specific authority to each of the rank levels.

It is within the ambit of the Local Area Commander to issue directions to all staff employed within the Command, which must be complied with. Failure to comply with a direction issued by the Commander will result in sanctions being imposed against the individual officer by the organization.

I am aware that some concerns are held regarding the parking of private vehicles in Marine Parade, Kingscliff and a public parking area opposite the current Kingscliff Police Station site. This location is the site of the proposed Tweed Coast Police Station. Should this proposal proceed, the parking of private vehicles in these areas could be the subject of a direction by the Local Area Commander.

Equally, it is within the discretion of the Local Area Commander to allow private vehicles to park on the Police Station site. The exercise of this discretion will depend on the operational and security requirements of the Police Station.



G A Jago
Acting Superintendent