

Memorandum

To: Joint Regional Planning Panel (Northern)

From: Cheryl Sisson, Development Services Coordinator, Clarence Valley Council

Date: 2nd December 2015

Subject: Maclean Supermarket, DA2015/0037; 2015NTH/003. Additional plan showing car park and truck access adjacent to the Maclean Bowls Club.

Purpose

The development application for the Maclean supermarket was considered by the JRPP on Wednesday 18 November 2015. The decision was deferred pending receipt of an additional plan that clearly showed how access could be achieved for a 19m long semi trailer from Alexander Street, Maclean; through the carpark to the supermarket development. The plan is to show how the truck pathway can be removed from passing immediately in front of the Bowls Club, and how car parks can be retained to service the Club and the community.

A plan was provided by the proponent on Friday 27 November 2015, and the Secretary Manager of the Club was contacted to arrange a meeting for perusal of that Plan. It had been agreed at the JRPP that the Club would be consulted and offered the opportunity to view the plan before submission to the Panel

The meeting was held today (30 November 2015) with Mark Williams, Graham Campbell, John Nilon and Rob Donges representing the Club; and Ian Dodd (Development Engineer) and myself representing Council.

This memo provides assessment of the plan by Ian and myself; records the comments from the Bowling Club representatives; and makes a recommendation for the Panel's consideration.

Assessment

The Plan initially provided showed the truck pathway moved further away from the Bowls Club entrance; and also redesigned the carpark to provide a net gain of 3 spaces, and indicate a one-way flow path through the area. The aisle widths and spaces all appear to comply with the relevant Australian standards.

To improve safety and traffic movement, (and to reflect some concerns of the Bowls Club), some amendments on the initial plan were suggested by Ian and myself. These included provision of appropriate signage; concrete median at the northern end of the central parking bays; a differential-patterned pedestrian crossing from the Club to Cameron Park (this is currently line-marked only); and 2 disabled parking spaces adjacent to the Club. These requirements were conveyed to the applicant, and are now reflected in the final plan as attached.

Comments from Bowls Club

Through the consultation meeting with the Bowls Club representatives the following comments were made:

1. **Preferred position:** The Club still prefers the Centenary Drive access for heavy vehicles;
2. **If the trucks are to enter from Alexander Street:**
 - (a) it is suggested that the turn in front of the Club be softened by taking additional green space into the truck swept path (ie, allowing a straightened pathway from the entry isle, across the edge of the Park);
 - (b) there is a need to maintain the pedestrian crossing from the Club to the park;
 - (c) all carparks and truck swept paths need to fully comply with Australian standards;
 - (d) concern was raised with the overall loss of carparking spaces along the eastern edge of the supermarket development (ie, those spaces that are located somewhat within Council owned land and the property owned by the Bowls Club).
3. **It was agreed that:**
 - (a) The entry of trucks and redesign of the carpark will not affect the approval that the Club holds for a motel development; and
 - (b) The Club acknowledged that the plan tabled does take the truck movements away from the Club entrance.

Council officer comments:

1. *There are a number of points of pedestrian conflict should trucks use the Centenary Drive access. The entry from Alexander Street and exit onto McLachlan Street is considered a better traffic outcome, with less potential for conflict*
2. *The community (and Council) would be unlikely to support any greater loss of Cameron Park for this development. It is agreed, however, that all carparks and vehicle swept paths must meet Australian standards, and conditions have been formulated to ensure such standards are met (and note, reference on Plan to such compliance). Carpark numbers have been calculated to ensure that there is no shortfall in parking numbers due to the supermarket development (ie, through parking provided by the development and by Council in Argyle Street and adjacent to the Library, etc). The 2 disabled carparks, currently located adjacent to the Club entrance will be reinstated.*
3. *It is agreed that the new plan reduces the potential impact on the entry to the Bowls Club, and improves pedestrian and vehicle safety in the immediate locality.*

Summary:

The plan now titled 'Southern Access – Truck Pathway & Carpark', dated 2/12/2015 is considered satisfactory in relocating the truck swept path away from the front access to the Bowls Club; improving vehicle and pedestrian safety; and by providing suitable public car parks.

Recommendation

That the JRPP endorse the new plan shown as an 'approved plan'...to be noted as follows: plan number titled 'Southern Access – Truck Pathway & Carpark', dated 2/12/2015.

Cheryl Sisson
2/12/15

