



16.103r02v02

16 April 2018

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**Re: Twin Creeks Resort – Revised Development Application  
Traffic Impact Assessment**

Dear Riccardo,

We refer to the subject proposal for an expansion of the existing Twin Creeks Golf Club to accommodate a hotel and function centre. We understand the Development Application (DA) has been revised following input received from Council, noting the scale of the hotel has been reduced and the parking arrangements reconfigured.

The following traffic assessment builds on the previous Traffic Impact Assessment (TIA) prepared by TRAFFIX which was lodged with the DA (ref: 16.103r01v5 - Date: 20/07/16).

Having reviewed the proposed plans for the revised DA we now advise as follows:

## **② Description of Proposed Development**

The revised development application now comprises the following

- A reduction in the total number of hotel rooms over the previous application. The proposal now relates to a total of 163 rooms (down from 196).
- A separation of parking for the hotel use and the club patrons in a revised basement parking layout.
- The remaining aspects of the proposal remain as per the previous DA.

A set of plans are also included in **Attachment 1** for reference.

## **③ Parking Requirements**

A revised parking assessment has been undertaken for the reduction in hotel provision to determine the revised parking requirement for the hotel use.



The assessment has been included in **Attachment 2** and demonstrates a minimum of 123 spaces are required to service the revised hotel component. In addition, it can be seen a total of 308 spaces are required to service the combined site, including hotel, clubhouse, function centre and auxiliary uses.

In response it can be seen from the revised plans that the proposal now accommodates a total of 123 spaces for the hotel (including six disabled spaces), located in Basement 1 and 2. These spaces have been partitioned from the remainder of the parking provision for exclusive use by hotel patrons and staff.

In addition the revised plans propose a further 270 spaces (including nine disabled spaces) over the Ground Floor and Basements 1 and 2 for all other uses relating to the site.

Furthermore, the ground floor arrangement maintains drop off facilities for hotel, function centre and golf club, in addition to coach parking for up to three buses.

Hence it can be seen that the total provision of 393 spaces shall comfortably accommodate the expected maximum demand of 308 spaces, including a dedicated provision for parking by hotel patrons, ensuring all parking demands shall be accommodated on site.

## **Traffic Impacts**

It is noteworthy that the revised scheme represents a reduction in size and scale of the scheme assessed in the previous TRAFFIX Traffic Impact Assessment. As such it can be assumed the revised scheme shall also be satisfactorily accommodated by the existing road network infrastructure, with no external network upgrades required as a result of the DA.

## **Access and Internal Design Aspects**

The access arrangements are as per the previously assessed DA, however the operation of each driveway has altered slightly to reflect the revised basement layout and exclusive hotel carpark arrangement.

A revised vehicle and pedestrian circulation diagram has been produced to demonstrate the revised arrangement and has been provided in **Attachment 3**. It can be seen that the southern ramp to the basement shall now be reserved for use only by hotel patrons and the loading dock whilst the ramp at the northern end of the site is used to access all other parking, via the ground floor carpark.

The internal design has been provided in accordance with Australian Standards AS2890.1, AS2890.2 & AS2890.6 with the following aspects notable:

- Parking modules have been designed with a width of 2.5m and a length of 5.4m in accordance with the requirements of club parking.
- Disabled spaces have been provided adjacent to a shared parking space of 2.4m in width and 5.4m in length, protected by a bollard in accordance with AS2890.6
- All dead end aisles longer than six spaces have been provided with a turning bay
- Four spaces within the hotel provision have been designed in a 'stacked' arrangement, these shall be reserved for use by staff who shall be able to manage this style of parking arrangement.



- All aisles have been provided with a minimum design width of 5.8m, allowing for two way flow.
- The arrangement for loading is as per the previous DA, with a turntable provided to access three docks.
- All ramp grades remain as per the previous DA and are designed in accordance with AS2890.1 and AS2890.2.

It can be seen the revised DA proposal has been designed in accordance with the requirements of AS2890. However it is expected a Condition of Consent shall be imposed requiring compliance prior to the release of a Construction Certificate.

## ② Summary

The revised Development Application reduces the number of hotel rooms over that which was assessed under the previous application. In addition the parking layout has been altered to provide an exclusive parking area for hotel guests and staff.

The parking provision provides surplus parking over the maximum expected demand, ensuring all parking demands shall be accommodated on site.

The reduction in hotel provision shall result in a corresponding reduction in expected traffic generation from the generation assessed as acceptable under the previous DA.

The revised layout has been designed in accordance with the requirements of the Australian Standards and all parking demands shall be accommodated on site.

As such the revised application remains supportable on traffic planning grounds. We trust the above is of assistance. Please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

**traffix**

Geoff Higgins  
**Technical Director**

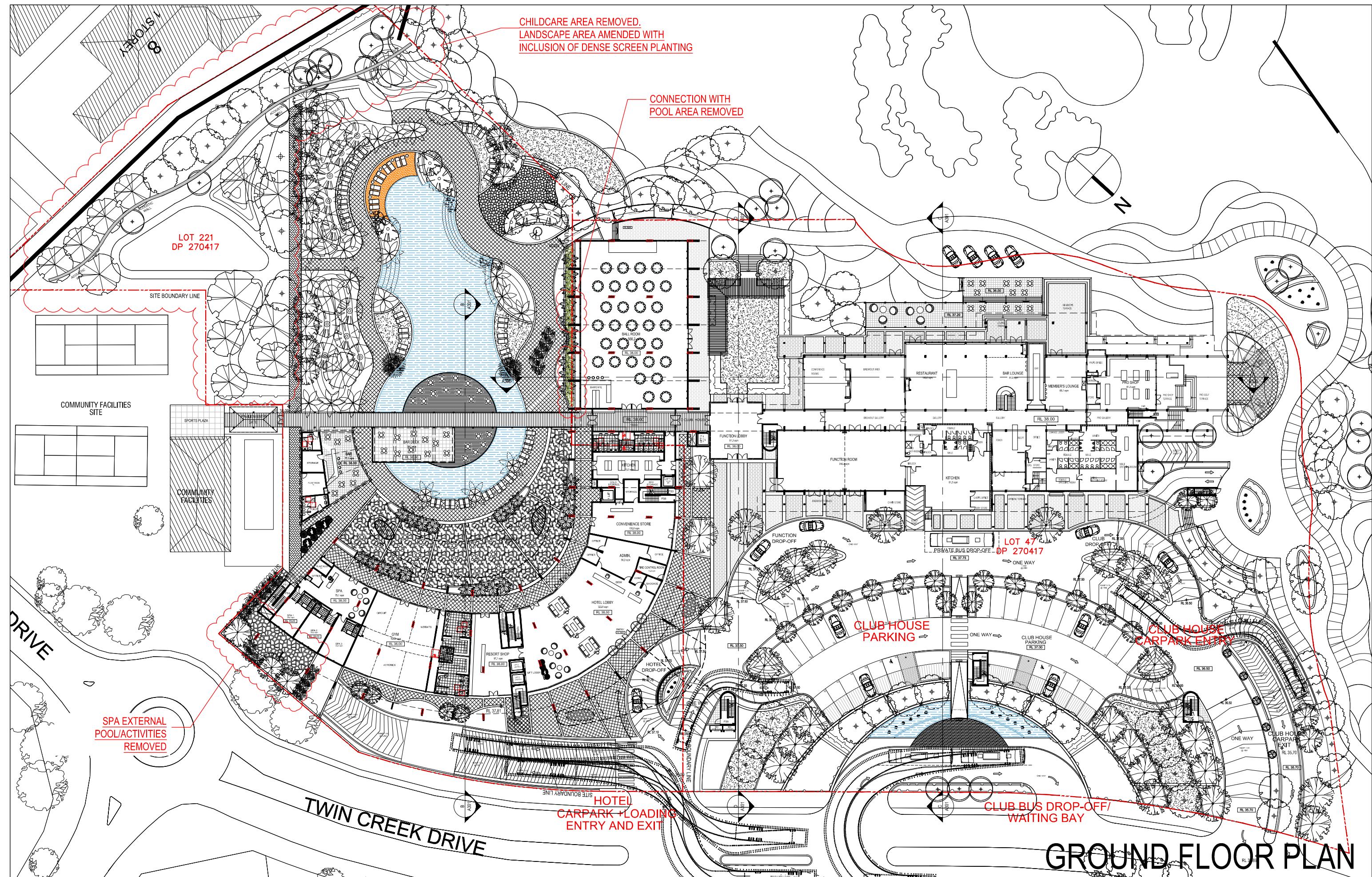
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Attachments: 1) Revised Plans  
2) Revised Parking Assessment  
3) Revised Circulation Plan



## Attachment 1

### Revised Plans



# GROUND FLOOR PLAN

Rev.	Description	By	Date	Disclaimer	Notes	Legend	Consultants	Client	Architects	Project	Key plan	Scale	Date		
A	ISSUE TO CONSULTANT	RA	16 MAR 2016	<p><b>“THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE SUBJECT TO CHANGE WITHOUT NOTICE DURING THE COURSE OF THE PROPOSED DEVELOPMENT AND IN CONSEQUENCE THE CURRENT SUBMISSION OF THE DRAWINGS DOES NOT CONSTITUTE A REPRESENTATION OR WARRANTY BY THE DEVELOPER OR SURVEYOR AS TO THE ACCURACY OF THE DRAWINGS. THE DRAWINGS ARE NOT FINAL, NOR THAT THE PROPOSED DEVELOPMENT WILL TAKE PLACE IN ACCORDANCE WITH THESE DRAWINGS.”</b></p> <p>BEFORE CARRYING OUT ANY WORK MAKE SURE THAT THE DRAWINGS USED CARRY THE LATEST AMENDMENT NO.</p>		<p>DRAWINGS MADE TO A LARGER SCALE AND THOSE SHOWING PARTICULAR DETAIL OF WORKS SHALL TAKE PRIORITY OVER DRAWINGS MADE TO A SMALLER SCALE AND FOR MOST WORKS THE DRAWINGS MADE TO A SMALLER SCALE.</p> <p>WHERE ANY DISCREPANCY EXISTS BETWEEN PUBLISHED AND SCALED DIMENSIONS, THE FIGURED DIMENSIONS SHALL PREDOMINATE.</p> <p>BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO PROFESSIONAL CONTRACTS.</p>		<p><b>Twin Creeks</b> golf &amp; country club</p> <p><b>bony owen ptnrs</b></p> <p>Lot 2 Twin Creeks NSW 2745 02 8999 2000 02 8999 2001</p>		<p><b>TWIN CREEKS</b> <b>RESORT</b></p> <p>Project address 10 Twin Creeks Drive,Luddenham,NSW 2745</p>				1:300 @ A1	03/18
B	DEVELOPMENT APPLICATION	RA	25 AUG 2016												
C	DA RELOADGE	RA	15 NOV 2016												
D	ADDITIONAL INFORMATION	RA	25 MAY 2017												
E	ADDITIONAL INFORMATION	RA	09 MAR 2018												
F	ADDITIONAL INFORMATION	RA	29 MAR 2018												







## Attachment 2

### Revised Parking Assessment

										Demand - % of Peak Demand			Demand - Spaces		
Use		No./Area	Council Rate	Council DCP Raw Requirement	Variation from Raw DCP Requirement (see notes)	NOTES	Adjusted Base Requirement	Rounded (to nearest) Base Requirement	Weekday Evening	Weekend Midday	Weekend Evening	Weekday Evening	Weekend Midday	Weekend Evening	
<b>Golfers</b>															
Existing Golf Club (including current bar/bistro)		N/A	Survey Assessment	87	110%	Parking rate based on existing club peak demand survey, increased to account for potential seasonal variation. Peak demand for golf on weekend midday - some players expected to stay into the evening	96	96	15%	100%	20%	14.4	96	19	
<b>Functions</b>															
Function Centres (Hotel and Golf Club total)		897.6m <sup>2</sup> (425 guests 43 staff)	1 space per 6m <sup>2</sup> plus 1 per employee	193	70%	Assumed that 30% of guests will stay at the hotel and will be already accounted for there. Peak demand during the evening	135	135	80%	50%	100%	108	68	135	
<b>Hotel</b>															
Hotel Rooms		163 rooms 36 staff	1 space per room plus 1 per 6 employees	169	85%	Expected a proportion of guests are to arrive to hotel via taxi/coach/rideshare rather than 1 car per room (15%). Peak parking demand expected to occur overnight	144	144	85%	65%	85%	123	94	123	
<b>Auxillary</b>															
Gym		195.2	7 spaces per 100m <sup>2</sup>	14	0%	Small gym associated with hotel guests already accounted for elsewhere on site	0	0	10%	50%	10%	0	0	0	
Spa		188.2	7 spaces per 100m <sup>2</sup>	13	15%	Largely populated by hotel guests. Peak demand occurs in morning outside these peak assessment periods	2	2	50%	100%	0%	1	2	0	
Retail		204.2	1 spaces per 30m <sup>2</sup>	7	10%	Small retail units expected to cater to existing visitors/guests rather than drawing additional customers to site	1	1	0%	100%	0%	0	1	0	
Bar / Karaoke		53.3	1 space / 4 sqm	13	40%	Predominantly customers drawn from the associated hotel and golf club	5	5	75%	50%	100%	4	3	5	
Admin		218.9	1 space / 40 sqm	5	100%	Typically weekday 9-5 staff	5	5	15%	100%	0%	1	5	0	
Lounge / new club room		387.4	1 space / 6 sqm	65	40%	Predominantly customers drawn from the associated hotel and golf club	26	26	50%	0%	100%	13	0	26	

566

414

264.4

269

308

Peak Parking demand	308
Occurring on	Weekend Evening



## Attachment 3

### Revised Circulation Plan



