

Submissions on the public exhibition of PP10/0002 Marana Street

No	ECM #	Issue	Summary of submission	Planning Comment	Recommendation
1	3515994	Traffic	<p>Traffic capacity constraint resolution of Council (June 2007) to revert to a "lower level of service D" based on 24,650 average daily traffic for Kennedy Drive. Of note the resolution"...(2) The current remaining spare traffic capacity (being 1506 vehicle trips per day) to be provided to future development west of Cobaki Bridge on a first in/first served basis, and (3) No development is approved west of Cobaki Bridge when the remaining spare traffic capacity of 1506 vehicle trips are consumed. Submission contends that a planning proposal is not "development" and that as at 29 October 2014 there were on 144 trips remaining. The report refers to a maximum of 363 trips available to the site. On the basis of the approved 48 tourist units (48 units @2.48 trips per unit = 119.04) the site would have a trip credit of 119.04. The capacity applied to the proposal was based on the credit of the tourist units plus available surplus trips available on Kennedy Drive earlier in the planning process.</p>	<p>The traffic capacity in association with the Kennedy Drive constraints is an internal check, which allows Council to track the growth in traffic on Kennedy Drive in association with future and approved development in order to better manage the impacts. An audit of the Kennedy Drive capacity is currently being undertaken. Whilst it is acknowledged that a planning proposal is not "development", it does set up the opportunity for development. Given the time and resources expended to complete a planning proposal there needs to be a level of confidence that the arising development may be achieved. This is also balanced, in this instance, with the capacity constraints. With this in mind the proposal has proceeded on the basis of a maximum of 363 vehicle trips to allow conversion of the existing time share apartments to permanent residential uses and allow a small number of single dwellings in the short term and prior to the Kennedy Drive bypass.</p>	<p>The planning proposal proceed and that the traffic capacity constraints be addressed in the site Development Control Plan (DCP) and subject to further assessment at future DA stages. It is noted that this may mean that development could be limited to the stage 1 conversion of the time share apartments in the short term.</p>
			<p>Since this time the available trips has decreased to 144 and may all be consumed by the time the proposal could be finalised. The 363 trips allocated to the Proposal appears to be incorrect and misleading. If trips have been allocated to the proposal this is inequitable. Request Council not proceed with the Planning Proposal.</p>	<p>The figure of 363 trips has been based on the equivalency of trip generation that may be permitted under the current zoning and is used as the basis for the traffic assessments. It is noted that future development applications will be subject to further assessment within the traffic capacity constraints at the time. This however, does not provide a barrier to the rezoning of the site, which as a first stage would facilitate the use of the existing time share apartments as permanent residential uses.</p>	

2	3516255	Traffic	<p>Traffic capacity constraint resolution of Council (June 2007) to revert to a "lower level of service D" based on 24,650 average daily traffic for Kennedy Drive. Of note the resolution"...(2) The current remaining spare traffic capacity (being 1506 vehicle trips per day) to be provided to future development west of Cobaki Bridge on a first in/first served basis, and (3) No development is approved west of Cobaki Bridge when the remaining spare traffic capacity of 1506 vehicle trips are consumed. Submission contends that a planning proposal is not "development" and that as at 29 October 2014 there were on 144 trips remaining. The report refers to a maximum of 363 trips available to the site. On the basis of the approved 48 tourist units (48 units @2.48 trips per unit = 119.04) the site would have a trip credit of 119.04. The capacity applied to the proposal was based on the credit of the tourist units plus available surplus trips available on Kennedy Drive earlier in the planning process.</p>	As above.	As above.
			<p>Since this time the available trips has decreased to 144 and may all be consumed by the time the proposal could be finalised. The 363 trips allocated to the Proposal appears to be incorrect and misleading. If trips have been allocated to the proposal this is inequitable. Request Council not proceed with the Planning Proposal.</p>		
3	3519928	Traffic	<p>Has previously made a submission to the "Rise" proposal and the same concerns apply, copy provided. In summary: Access to the site is via a number of dangerous intersections and areas; the top of the hill from Scenic Dr to Bilambil Rd, the Kennedy Dr / Piggabeen Rd / Gollan Dr roundabout; the Kennedy Rd bridge; and the Kennedy Dr intersection with the Tugun Bypass.</p>	<p>The concerns are noted. Notwithstanding the purpose of the planning proposal process provides sufficient detail to enable Council a relative degree of confidence that the proposal may be able to be suitably accommodated and that constraints are addressed. Detail design and traffic resolution will be required at a future DA stage. Any need for a roundabout will be considered at this stage.</p>	No amendment required.

		<p>The growth rate of traffic at 3% per year appears too low and should be checked on site (page 10). Concerned that the images, taken from an aerial perspective, of the intersection of Bilambil Rd /Scenic Dr / McAllisters Rd (and the omitted Simpson Rd (page 10) gives a flat image and this is not a true representation. From the ground these intersections are on the top of the hill with the roads falling away resulting in poor and short visibility. Photos are provided. Suggest that a roundabout be built instead of this dangerous intersection.</p>		
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