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Mr Ian Goodman
 Compass Project Management Pty Ltd
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22 March 2011

Dear Ian,

Re: Modified Staging Plan for Vincentia District Centre – Modification No. 3

This letter addresses traffic and parking implications of the consent Modification No. 3 proposal to develop the centre in three stages rather than two. The difference between approved Modification No. 2 floor areas and parking provision and that proposed for Modification No. 3 are as follows:

	Modification 2				Modification 3			
	Floor Area m ²			Parking Spaces Proposed	Floor Area m ²			Parking Spaces Proposed (Minimum)
	Retail	Commercial	Library		Retail	Commercial	Library	
Stage 1A	20,599	1,056	-	1,015	19,390	467		876
Stage 1B	N/A	N/A	N/A	N/A	20,587	467		926
Stage 2	27,859	1,056	1,400	1,337	27,893	1,050	1,400	1328

- Note**
- 1) Retail includes restaurants and retail storage.
 - 2) Areas for various stages are cumulative
 - 3) Modification 2 data based upon Halcrow report to DoP dated 20/10/10
 - 4) Areas shown are GFA / GLA as calculated by Lockley Land Title Solutions in accordance with DCP 18

The table indicates that the Modification 3 scheme is similar in overall size to the Modification 2 scheme.

Traffic and parking effects are discussed below.

Traffic Implications

The schedule above indicates that upon completion of Stage 1B the centre will be comparable to the approved Stage 1 and upon completion of proposed Stage 2 will be comparable to the approved Stage 2. Thus in terms of external traffic implications the only effect will be that there will be slightly less traffic generated in Stage 1A than would have been the case in approved Stage 1.

It is proposed to construct the external road works in accordance with the timing requirements of Modification 2 consent conditions with all works required under those conditions to be completed prior to occupancy of Stage 1 to be completed prior to occupancy of the new Stage 1A. As such there would be no change to the external situation compared to the approved situation with no reduction in future external road capacity, only slightly less traffic when the centre first opened.

In terms of traffic effects within the town centre the main effects would be the concentration of parking at the front of the centre (Naval College Road Side) for Stage 1A and 1B through the deferment of the northern car park until Stage 2. This would mean that there would be little retail traffic past (to the north of) the southern car park entrance on Moona Creek Road.

However during stages 1A and 1B there would be no more traffic coming in and out of the Moona Creek Road southern car park entrance than during Stage 2 therefore the southern car park access intersection would work better than during Stage 2 as already approved.

It is thus concluded that the traffic effects of the changed staging plan would be neutral and that no new traffic management issues are raised by it.

Parking Implications

Table 1 below provides a calculation of required parking numbers for each stage in accordance with Shoalhaven Council's Development Control Plan 18.

Table 1 – Calculation of Parking Requirements

Use	Area	DCP Parking Rate (Per m ²)	Parking Spaces Required	Minimum Parking Spaces Proposed
Stage 1A				
Supermarket	4,325	1/19	227.6	
Shops	13,339	1/24	555.8	
Storage	1,383	1/50	27.7	
Public Dining	343	1/6.5	52.8	
Commercial	467	1/40	11.7	
Library	0	1/24	0	
Total Stage 1A			875.5	876
Stage 1B				
Supermarket	4,325	1/19	227.6	
Shops	14,536	1/24	605.7	
Storage	1,383	1/50	27.7	
Public Dining	343	1/6.5	52.8	
Commercial	467	1/40	11.7	
Library	0	1/24	0	
Total Stage 1B			925.4	926
Stage 2				
Supermarket	7,030	1/19	370.0	
Shops	18,926	1/24	788.6	
Storage	1,594	1/50	31.9	
Public Dining	343	1/6.5	52.8	
Commercial	1,050	1/40	26.3	
Library	1,400	1/24	58.3	
Total Stage 2			1327.9	1328

Table 1 indicates that each stage would be provided with sufficient parking. It should be noted that the variance between the spaces required per the calculations previously provided for Modification Nr 2 is due to a correction in the methodology of calculating the commercial space requirements in accordance with the DCP based upon the project's zoning.

It is noted that the consent for Modification No. 2 requires that 12 car and trailer spaces and 2 short term pick up and drop off bays be marked as such within the southern car park. These are proposed as part of the application and are shown on the drawings.

In this regard it is noted that Shoalhaven Council has advised that it would be appropriate to count the car and trailer spaces as the equivalent of two regular spaces and this has been done in the tally of proposed parking spaces.

Finally, as before it is proposed that the layout of the car parking areas on the site comply with Australian Standard AS2980.1-2004. The layout of loading areas is the same as for the approved Modification scheme.

Conclusion

From the above we conclude that the proposed changes to staging would be relatively minor in nature and do not present any new traffic or parking considerations that were not applicable to the approved Modification 2 scheme.

Overall it is concluded that traffic and parking issues will be satisfactory.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B Masson', with a long horizontal flourish extending to the right.

Bruce Masson
Director Transport Planning