

Milad Investments No. 1 Pty Ltd
c/- studiointernationale Pty Ltd
8-16 Soudan Lane
Paddington, NSW 2021



Addendum to Traffic Impact Assessment

MP06_0034

Preferred Project Report

Department of Planning issue no.4

Proposed Tourist and Commercial Development Goodnight Island and Greenwell Point

ENVIRONMENTAL



WATER



WASTEWATER



GEOTECHNICAL



CIVIL



PROJECT
MANAGEMENT



P0601331JC06_v1
June 2009

INTRODUCTION

Martens & Associates Pty Ltd were briefed to respond to key issue number 4, in the Department of Planning (DoP) report dated 17 December 2008 for the proposed Tourist and Commercial Development at Goodnight Island and Greenwell Point.

This report will form part of the Preferred Project Report (PPR) as an addendum to the Traffic Impact Assessment carried out by Martens in March 2007.

DoP have requested that on-site car parking is provided in accordance with Shoalhaven City Council (SCC) DCP 18, and where parking is not provided in accordance with DCP 18, adequate justification presented. Subsequently, our response to the information request letter is provided in the following sections.

RELEVANT CHANGES TO THE PROPOSED DEVELOPMENT

Changes to the scale of the proposed development have resulted in changes to car parking demand as well as car parking provisions, in comparison to the original application. The proposed changes impacting on carparking requirements are outlined as follows:

Goodnight Island:

- Pavilions reduced from 17 to a total of 15 (1 bedroom only).
- Day spa is proposed for Island patrons only (i.e. no general public access).
- Only 25% capacity of the restaurant will be available to the general public.

76 Greenwell Point Rd:

- Accommodation units all have a maximum 2 bedrooms.
- Café reduced to 85m².
- Total commercial floor space now 114m² (5 shops reduced to 2).

84 Greenwell Point Rd:

- Accommodation units all have a maximum 2 bedrooms.
- Commercial floor space reduced from 164m² to 139m².

CARPARKING CALCULATIONS

Carparking demands for each element of the development are summarised in Table 1 and Table 2:

Goodnight Island & 76 Greenwell Point Rd

Table 1: Parking requirements for Goodnight Island and 76 Greenwell Pt Rd based on SCC DCP18 (2000).

Area	Description	#	Level	DCP 18 Parking Requirements	DCP 18 # of Parks	# Parks Provided
76 Greenwell Point Road	Apartments	20	B1 & B2	1 space per Unit + 1 space / manager	21	21
	Café ¹	63.75 m ²	B1	1 space per 6.5 m ²	9.8	10
	Retail ²	85.5 m ²	B1	1 space per 24 m ²	3.6	4
Goodnight Island	Serviced Apartments	15	B2	1 space per Unit + 1 space / manager	16	16
	Pavilions	15	B2	1 space per room	15	15
	Villa	5 beds	B2	1 space per room	5	5
	Restaurant ³	58 m ²	B2	1 space per 6.5 m ²	8.9	11
	Staff ⁴	-	B2	Nil	11	11
TOTAL					90.3	93

Notes:

¹ The GFA has been reduced by 25% due to co-use by patrons staying on the premises, as specifically allowed in DCP 18.

² Plans not detailed enough to determine extent of leasable floor area, therefore RTA Guide to Traffic Generating Developments (Section 5.7.1) recommends 75% of GFA is deemed gross leasable floor space. Subsequently, 25% reduction to GFA has been made for parking provision purposes.

³ 25% of the restaurant will be available to the general public (i.e. patrons not staying on Goodnight Island or at 76 Greenwell Pt Rd).

⁴ DCP 18 does not outline specific numbers for staff, as these numbers are included in the overall provisions for the development. Parking provision has been provided for employee's of the Island, proposed as: 1 concierge, 1 receptionist, 2 gym/pool, 1 teahouse, 2 day spa, 2 cleaning, 1 maintenance and 2 general = total of 12. Subsequently, 11 spaces have been provided, in addition to the 1 space required for the serviced apartments manager.

Additional to this, 1 space is provided for internal service vehicle loading / unloading (light vans).

84 Greenwell Point Road

Table 2: Parking requirements for 84 Greenwell Point Rd based on SCC DCP18 (2000).

Area	Description	#	DCP 18 Parking Requirements	DCP 18 # of Parks	# Parks Provided
	Apartments	7	1 space per Unit	7	7
84 Greenwell Point Road	Retail ¹	104.25 m ²	1 Space per 24 m ²	4.3	1
	Existing Managers Residence	1	1 space	1	1
TOTAL				12.3	9

Note:

¹ Plans not detailed enough to determine extent of leasable floor area, therefore RTA Guide to Traffic Generating Developments (Section 5.7.1) recommends 75% of GFA is deemed gross leasable floor space. Subsequently, 25% reduction to GFA has been made for parking provision purposes.

In addition to this, 1 space is provided for internal loading / unloading of service vehicles (light vans).

Summary of Car Parking Requirements

Error! Reference source not found. provides a summary of the carparking requirements for the proposed development.

Table 3: Summary of parking requirements.

Site	DCP 18 Requirement	Proposed
Goodnight island and 76 Greenwell Point Rd	90	93
84 Greenwell Point Rd	12	9
TOTAL	102	102

Having consideration for the overall development, the total combined car parking provision is in accordance with SCC DCP 18. There are 3 more spaces provided at 76 Greenwell Point Rd, and 3 less spaces provided at 84 Greenwell Point Rd.

CARPARKING DISCUSSION

Goodnight Island & 76 Greenwell Point Road

Parking for the retail, café, 2 staff, 1 loading (light van) and first 7 apartments at 76 Greenwell Point Rd will be provided on Level B1. Parking for the balance of the apartments at 76 as well as staff and customers of Goodnight Island will be provided on Level B2 and will be provided via a valet parking service. 24 of these cars will be stored on level B2 in a 'car stacker' arrangement. We note that whilst SCC DCP 18 does not generally support the use of car stackers for parking lots, it is our view that valet parking and car stackers would be acceptable at 76 Greenwell Point Rd for the following reasons:

- All parking on Level B2 will be valet only.
- Stacker will be used for guests of Goodnight Island staying a minimum of 2 days (which would be most guests, due to the difficulty in getting to the Island). It is likely that guests will not require the use of their car in that time. In the event that they do, the valet car parking service will be able to retrieve the vehicle.

All public parking for 76 Greenwell Point Rd (for retail and café use) is provided on Level B1. Cars are to be manoeuvred by the car owners, with direction from valet parking attendant. A boom gate and sign will provide the mechanism for keeping vehicles from entering Level B2. A stopping zone is provided at the top and bottom of the ramp to allow temporary vehicle placement if the ramp is being used. The ramp is a single width (2 way) ramp, with a boom gate and appropriate signage.

The single lane ramp has an external radius at the top and bottom of 7.6m and a gradient of 12.5% in accordance with section 2.5 of AS 2890.1 (2004). The two way aisle widths in both levels of the carpark are 7.0m in accordance with AS 2890.1 (2004). A service vehicle loading/unloading space is provided in Level B1 for light vans.

84 Greenwell Point Road

Parking for 84 Greenwell Point Rd will be provided via an underground basement carpark, with 7 spaces for apartments, 1 for the site manager, 1 for retail staff and 1 loading (light van) space. Parking provision for the commercial aspect of 84 Greenwell Point Rd will be provided on Greenwell Point Rd. The following points outline the supporting arguments for this proposal:

- Greenwell Point Village has limited commercial / retail facilities along the road frontage, and these facilities are spread out along Greenwell Point Rd.

- Proposed retail area's are at least 300m to the west of the existing public recreational / foreshore area of Greenwell Point, therefore parking for retail use does not compete with parking for day use of the recreational / foreshore park area.

The single lane (two way) ramp has an external turning radius into the carpark of 7.6m and a gradient of 8.0% in accordance with section 2.5 of AS 2890.1 (2004). A stop sign is to be placed at the exit to the carpark, and a 45° angle mirror provided for visibility purposes when existing and entering the carpark. The two way aisle width of the carpark is 7.0m in accordance with AS 2890.1 (2004).

SUMMARY

When considering overall parking provisions for Goodnight Island, 76 and 84 Greenwell Point Rd, the proposal provides parking in accordance with SCC DCP 18. The two sites will operate in conjunction due to management efficiencies and economies of scale, however 84 Greenwell Point Rd can operate independently from 76 Greenwell Point Rd as they are separate titles. If such occurs, it is considered reasonable to expect the minor shortfall in required parking (3 spaces) at 84 Greenwell Point Rd to be provided by on street parking, for the reasons outlined above.