
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/10314/jj

Transport Planning
Traffic Studies
Parking Studies

17 November 2016

Frasers Property Australia
PO Box 4148
Shellharbour NSW 2529

Attention: Glenn Colquhoun
Email: Glenn.Colquhoun@frasersproperty.com.au

Dear Sir,

RE: THE WATERFRONT SHELLCOVE
HOTEL PARKING REVIEW

1. As requested, we have reviewed the parking provision for the proposed hotel/serviced apartments and restaurant/function centre in Shellcove is appropriate. The findings of our review are set out below.
2. The proposed hotel/serviced apartments comprises the following elements (as set out in the previous report prepared by Chris Hallam):
 - 95 serviced apartments (all 2 bed units with 48 apartments dual key)
 - 15 x 3 bed residential units;
 - 100m² ground floor retail;
 - 90m² ground floor café;
 - 60m² gym (1st floor);
 - 650m² restaurant/function area (290m² on the 1st floor (including the 90m² terrace) and 360m² on the 2nd floor);
 - 1st floor pre-function breakout space (140m²); and
 - some 210 parking spaces.
3. We understand that of the 48 dual key units, up to 75% would be used as dual key units at any one time. Thus the maximum number of serviced apartments would be 131 (comprising 59 x 2 bed and 72 x 1 bed).

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4. We agree with Hallam that the ground floor retail area would be ancillary and we understand that the 1st floor gym would be available for the use of hotel patrons only. On this basis these two components would not generate any additional parking requirements. Thus it is the serviced apartments, residential units and cafe/restaurant/function areas that will generate parking demand. We understand that the pre-function breakout area on the 1st floor would not be used at the same time as the 1st floor function area and hence would also not generate parking demand. There would also be shared use of facilities with hotel guests also attending the restaurants and function rooms. Hence parking demand would be less than if parking for each component was calculated separately.
5. The Hallam report refers to DCP and RMS rates for calculating parking demand. However the DCP rate for restaurants and function centres is based on public area which is unknown. Hence we have assessed parking requirements for these areas based on the RMS rates, with the DCP rate for the serviced apartments. The results are summarised in Table I:

Table I			
Summary of Parking Requirements			
Component	size	Rate	Spaces Required
Serviced Apartments			
1 bed	72	1/unit	72
2 bed	59	1/unit	59
Residential			
3 bed	15	1.5/unit	23
Café	90m ²	15/100m ²	14
Restaurant	290m ²	15/100m ²	43
Function Room	360m ²	15/100m ²	54
Total			265

6. Table reveals that if parking for each component was calculated separately then 265 spaces would be required (131 for the serviced apartments, 23 for the residential and 111 for the café/restaurants/function areas). However, as noted previously there would be shared use between the components with hotel guests also attending the restaurants and function rooms (particularly at times of peak demand). Hence parking demand would be less than if parking for each component was calculated separately.
7. We note that the parking requirements for the serviced apartments is particularly high and assumes the following:
 - 100% occupancy of the serviced apartments;

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- no allowance for people to travel by shuttle bus/taxi; and
 - the same parking requirement for conventional residential units.
8. Taking into account the above we have estimated parking demand based on the following:
- 20% shared use between the serviced apartments and restaurant/function room; and
 - applying the RMS rates for high density residential apartments for the serviced apartments (to take into account that some people will arrive by means other than car, lower parking requirements for smaller units and design occupancy of less than 100%).
9. These are relatively minor adjustments with parking requirements for serviced apartments of typically between 0.5 and 1 space per unit and peak occupancy for casual accommodation generally around 80%. Applying these factors, adjusted parking requirements are set out in Table 2

Table 2 Summary of Adjusted Parking Requirements				
Component	size	Rate	Adjustments	Spaces Required
Serviced Apartments				
1 bed	72	0.6/unit		44
2 bed	59	0.9/unit		53
Residential				
3 bed	15	1.5/unit		23
Café	90m ²	15/100m ²	80%	11
Restaurant	290m ²	15/100m ²	80%	35
Function Room	360m ²	15/100m ²	80%	43
Total				209

10. Table 2 reveals a parking requirement of 209 spaces (97 for the serviced apartments, 23 for the residential and 89 for the cafes/restaurant/function rooms). The proposed 210 spaces satisfy this requirement and are considered appropriate to cater for peak parking requirements of the proposed development.
11. There may be exceptional events that occur at the hotel that have higher parking demand than estimated in Table 2. We consider that it is inappropriate to design for these events as it would result in car parks that are not used for the majority of the time. We note that within the Shell Cove town centre there are some 580 publicly accessible spaces (located either on street or in car parks). Work undertaken by Hallam has identified that some 200 plus spaces would be vacant in the evening (seven days a week) and some 100 plus spaces would be vacant during

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the day on weekdays. Only for a short time during the lunchtime period on weekends would this publicly accessible parking have little spare capacity. We note at this time parking demand for the serviced apartments would be lowest and thus additional parking for the café/restaurant/function rooms would be available.

12. In addition to available public parking within the town centre, we understand that during peak events, additional overflow parking could be accommodated within the business park site located to the south east of the town centre (grassed area in the short term and within car parking areas in the long term) or utilising on street parking along Harbour Boulevard. Patrons could park in these locations and use a shuttle bus service to access the hotel, with the shuttle bus service operating along Harbour Boulevard as a hail and ride operation.
13. Thus for the majority of the time (and particularly in the evenings when the hotel restaurant/function rooms would generate peak demand) there is substantial publicly accessible parking available in the area. Additional overflow parking could be accommodated and accessed for a shuttle bus service, should it be required.
14. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers
Director