



# Traffic Engineering

Club Sapphire Merimbula

Proposed Hotel and Associated Alterations

“Conceptual Consent” Application

Traffic Impact Assessment



# 1 Introduction and Scope

TTM Consulting (Vic) Pty Ltd has been engaged to prepare a Traffic Impact Assessment to accompany the application for “Conceptual Consent” to allow the proposed addition of a hotel of 100 rooms to Club Sapphire at Merimbula. This report sets out our analysis of the proposal in respect of traffic generation and impacts, car parking requirements and access arrangements for the proposal, to extent possible under the level of detail to be provided to allow “Conceptual Consent”. The report is desktop based.

## 2 The Site

Figure 1 is a Nearmap image from October 2019, showing the location of the site, on the north-eastern corner of Sapphire Coast Drive and Main Street.



FIGURE 1: SITE LOCALITY

The site is ideally located for a hotel with many of the commonly used services and facilities well within a 10 minute walk. Club Sapphire already contains many services and facilities that are typically sought by hotel patrons, within the existing building.

### 3 Existing Development at the Site

At present the Club Sapphire development includes the following:

- Two modern, covered synthetic bowling greens.
- Two outdoor bowling greens which are not currently in use.
- Restaurant and café
- Major bar and gaming areas
- Large auditorium and smaller break out rooms currently used for a wide variety of community activities and with capacity to accommodate conference requirements.
- On-site parking for 247 cars and two buses.

Access arrangements in place are:

- Fully directional vehicular access from the reasonably new rear access roadway along Merimbula Creek,
- Fully directional vehicular access to car parking areas from Main Street,
- Service vehicle access from Main Street adjacent to the Woolworths driveway,
- Main pedestrian access and entry to central foyer off Main Street.

The rear access links to the car parking areas at a lower level than the Main Street car park access.

### 4 The Proposed Development

Drawings by Quattro Architecture show the development proposal. In summary the proposal is:

- Alterations to the internal part of Club Sapphire to create new foyers for the Club and the Hotel,
- Porte Cochere driveway in the south-eastern corner, from Main Street, to accommodate short term set-down and collection traffic including a bus,
- 100 hotel rooms in the south-eastern corner of the building, and
- Conference room and function facilities with a total of 246 seats.

The proposal includes an addition of 160 car parking spaces, to take the total on-site car parking provision to 407 spaces.

## 5 Car Parking Requirements and Considerations

Table 5.4 in the Bega Valley Development Control Plan 2013 (DCP) sets out car parking requirements for the additional development proposed at:

- 1 parking space per hotel unit plus 1 parking space per 10 units for employees : 110 spaces
- Function room 1 parking space per 5 seats : 50 spaces

Bicycle parking is to be assessed on merit, with such details being beyond the scope of “conceptual consent”.

The existing components of Club Sapphire (“Registered Club”) that are intended to remain include areas that are listed in Table 5.4 in the DCP, and some that are not. The listed elements with parking requirements are:

- 1 parking space per 10m<sup>2</sup> of public area for auditoriums/function room/beer garden.
- 1 parking space per 30m<sup>2</sup> gross floor area for Dining.
- 1 parking space per 4m<sup>2</sup> public area of a Bar/Lounge.
- 1 parking space per 4m<sup>2</sup> public area for Gaming (net of fixtures).

There is no specific requirement for bowling green or gymnasium.

In 2015 Bega Valley Shire Council determined that the car parking requirement of the existing Club Sapphire facilities is 390 spaces. We are not aware of the extent of analysis, research or measurement that was behind that resolution. No changes to the development have occurred since 2015.

A further consideration is that through a deed between Bega Valley Shire Council and Club Sapphire the Club received a credit of 212 car parking spaces in exchange for provision of land required for the construction of the road to the north of the Club and behind the Woolworths and Aldi sites that front Main Street. That would leave the net current requirement at 178 spaces.

Therefore if the requirement of 160 spaces for the additional hotel and function room development is adopted a total of 338 spaces is the net requirement for the existing development plus the proposed hotel and function room. With 247 spaces on site the additional requirement is for 91 spaces.

We therefore question the proposal to construct an additional 160 spaces when 91 spaces would be adequate under current determinations and without the application of the reduction provisions of Clause 5.9.3 in the Bega Valley Development Control Plan 2013.

Application of the reduction provisions of Clause 5.9.3 would require a detailed car parking analysis to determine appropriate requirements in accordance with the DCP and also to determine likely actual demands. Such analysis will need to take into account the likely “cross-use” of spaces between the various components of the final development, and the variations in temporal distribution of demands associated with the various components of the development. Surveys of car parking demand generation at the site will underpin the analysis, in particular including peak “Post Covid” periods. All of that should be provided when a formal DA is submitted, post agreement on the conditions of a “Conceptual Consent” as currently sought.

On the basis of observations and discussions with Club Sapphire representatives about current parking demands we consider it likely that adding the full Table 5.4 requirement of 160 car parking spaces will not be necessary.

## 6 Traffic Generation and Impacts

Typically, the estimates of traffic generation for the majority of land uses are taken from the Roads and Maritime Services (RMS) publication “Guide to Traffic generating Development”. Unfortunately, the RMS Guide has no data for hotels and suggest case by case analysis.

In this case additional traffic generation at the site will be from a number of sources:

- Guest arrivals and departure,
- Guest trips whilst in residence,
- Staff arrivals and departures, and
- Additional service vehicles attending the site.

These are considered separately below:

### **Guest Arrivals and Departures**

The airport timetable is likely to have a significant impact on arrival and departure times for guests. With sometimes up to around 8 flights (commercial and charter) daily providing connections with Melbourne, Sydney and other major centres the arrivals of hotel guests from the airport are likely to be well spread throughout the day. Scheduled airline flights, both arrivals and departures, have minimal or no co-incidence with peak traffic periods. We estimate 30% of guest arrivals and departures will be on flights and allow an average length of stay of 2.5 days at typical occupancy of 85%.

It is highly likely that the hotel will provide a mini-bus service for connections with the airport, although some guests are likely to hire cars at the airport.

### **Guest Vehicle Trips Whilst in Residence**

Some guests are likely to travel by car to a range of tourist or work destinations whilst in residence at the hotel. However, the proximity of the hotel to central Merimbula and therefore many likely destinations being within walking distance will reduce the number of vehicle trips to a significant extent.

### **Staff Vehicle Movements**

With 10 staff parking spaces per required and likely to be necessary, we estimate hotel staff vehicle movements at around 30 per day, based on 1.5 full shifts.

### **Additional Service Vehicles Attending the Site**

In the summary we estimate in the table below that the hotel will generate 12 daily vehicle movements for deliveries of hotel consumables, laundry services, deliveries associated with increased restaurant and bar patronage at the Club Sapphire facilities, increased maintenance and increased garbage and recycling collections.



## Conference Attendees

A peak vehicular traffic movement generation scenario is likely to be when conference facilities (246 seats) are close to fully occupied. A conference in Merimbula is likely to be spread over at least 2 days due to the travel times for most attendees. Allowing for half of the attendees to be in residence at the hotel indicates that the other half will be staying in other accommodation around the town.

The traffic generation of those staying in the hotel is accounted in the hotel guest arrival and departure estimate, and the balance will be more or less equivalent to that of those in the hotel except that a 2 day length of stay is assumed rather than 2.5 days average for hotel guests, as set out in the summary table below.

## Summary of Estimated Traffic Generation

Source of Traffic	Daily Car Movements	Daily Trucks/Buses Movements	Total Daily Vehicle Movements	PM Peak Hour Vehicle Movements
Guest Arrivals and Departures	50	10	60	10
Guests in Residence	170	10	170	10
Staff Traffic Generation	30		30	5
Service Vehicles	10	10	20	2
Conference Attendees not in Hotel	70	10	80	10
TOTALS	330	40	370	40 (say)

This traffic will be distributed to and from Sapphire Coast Drive, Main Street, Market Street and other routes around the town. 40 PM peak hour movements are likely to create around 15 movements through the Main Street / Market Street intersection, an insignificant volume in respect of associated impacts on traffic related levels of service, safety and amenity.

Pedestrian movements are likely to increase significantly consequent to the hotel and the additional facilities at Club Sapphire. Existing pedestrian facilities around the Club and generally within the town centre are within reasonable expectations except at the Main Street / Market Street intersection where the wide carriageways force long crossing times which are less than desirable for high quality pedestrian amenity and safety.

## 7 Porte Cochere Design

The porte cochere will need to accommodate vehicles up to the size of a typical hotel transfer bus, a Toyota Coaster or similar at around 8.5 metres in length. Such a vehicle is typically used by hotels for airport transfers and other excursions, with appropriate approach and departure angles in place at the Main Street footpath and kerb.

## 8 Waste Management

We recommend a review of current waste management practices at the site as part of a detailed traffic impact assessment to be provided at the stage of a formal Development Approval application.

## 9 Summary and Conclusions

The following points are made in summary:

- Based on current provision of parking and credits allocated to the Club Sapphire site the full requirement of Table 5.4 in the Bega Valley Development Control Plan 2013 the proposal would require 91 additional car parking spaces.
- The car parking requirements will need to be carefully assessed because it is highly likely that there will be efficiencies associate with “cross-use” by the various uses that will ultimately lie within Club Sapphire. A detailed business plan or similar would assist in determination of car parking needs.
- Traffic impacts of the proposal will be minimal in the context of the surrounding street network.
- Pedestrian facilities within the porte cochere and Main Street should be carefully assessed in consideration of likely increased demand for pedestrian movement.
- Waste Management should be reviewed in consideration of the additional facilities proposed.

In conclusion we see no significant traffic or transport related reasons for concern about the viability of the proposal or the capacity of the existing transport network within Merimbula to accommodate the proposal.

TTM Consulting (Vic) Pty Ltd



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### Record

No.	Author	Reviewed/Approved	Description	Date
1.	J. Higgs	D. Hancox	Traffic Impact Assessment Proposed Hotel and Conference Facilities	11/11/2022