

Car Parking & Traffic Management Plan

FOR

Redvat Pty Ltd

Redevelopment of Pacific Hotel
Lot 1 DP 554606
18 Pilot Street, Yamba
Clarence Valley Council

Prepared by:

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Introduction

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Applicant Redvat Pty Ltd

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**Land to be
developed** Redevelopment of Pacific Hotel
Lot 1 DP 554606, 18 Pilot Street
Yamba, Clarence Valley Council

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1 Description of Development

Redvat Pty Ltd intends to redevelop the Pacific Hotel Lot 1 DP 554606, 18 Pilot Street, Yamba, Clarence Valley Council. The site slopes steeply down to Yamba Main Beach and is currently occupied by the Pacific Hotel. Lot 1 DP 554606 is approximately 3100m² in area with 57m of street frontage. The site borders Pilot Street to the west, Flinders Park to the south, Crown Land to the east and two residential allotments to the north.

The site consists of an existing hotel. The hotel is predominantly located to the western side of the site. A staff accommodation building is located to the eastern side of the allotment. Several minor structures are on the allotment.

1.1 Proposed redevelopment description

The existing hotel consists of 23 hotel units and a 5-bedroom manager's residence. Proposed works will include the demolition of 9 of the existing units and construction of 22 new hotel units and 8 residential units.

Plans for the redevelopment of the Hotel site have been prepared by Kevin Snell Architects dated January 2009.

It is intended to construct hotel units and residential unit accommodation. This construction will be located to the east of the existing building and follow the slope of the land in relation to height and building mass. The building footprint along with location on the allotment is included on drawing 09-2151/202.

Car parking to accompany the proposed re-development is also included in the proposal. Parking is nominated on two levels of building; the details are noted on drawings 09-2151/203 & 204. Parking is located on level 6 and 7 of the proposal. The levels of parking and applicable access are described further within the report.

In addition to the on-site car parking a valet service is to be constructed off site. The location of the additional valet car parking is Lot 9 & 10 DP 11577, corner of Yamba Street and Convent Lane. The car parking layout plan, associated with the valet parking, is noted on drawing 09-2151/205.

The valet basement car parking is a part of the approved two storey commercial development. This development was approved by Clarence Valley Council on 19th January 07 and is noted as DA 2006/0943.

2 Existing Traffic Conditions

2.1 Preamble

General traffic movements throughout Yamba and in particular the Hotel precinct are nominated on drawing 09-2151/201. Drawing 09-215/201 nominates traffic movement through the main roads of the Yamba district. Traffic movements within the streets surrounding the proposed hotel re-development are also depicted. These traffic movements are based on traffic counts and traffic survey data furnished by Clarence Valley Council. The data is a compilation of data collected over several years.

All of Yamba's CBD streets are posted as 50kph except the section of Coldstream Street between Clarence and Yamba Streets, which is posted as 40 kph.

A survey of residences on Pilot Street indicated there are 7 dwellings (houses) and 33 units. The units have been classified as medium density flats for the purpose of this traffic study. The traffic movements for the street are assumed to be 339 daily movements (trips) and 36 peak hourly trips (Refer to Section 2.4 Existing Traffic Flows for further details).

The intersection of Pilot, Clarence and Coldstream Streets is a "roundabout intersection" approximately 100m South of the development site.

2.2 Existing Hotel Parking/Guest Arrival Operations

The Yamba Hotel currently operated as a Hotel with in-house pub and restaurant. Parking currently exists in the form of street parks directly in front of the Hotel, which have been available to the Hotel for many years.

Mode of tourist transport to and from Yamba is traditional motor vehicles. Cars are currently parked in the available on-street parking spaces. There is a parking credit attributable to the Hotel.

The reception is currently staffed between the hours of 8am and 6pm. Bar staff are trained to check-in guests arriving outside of these hours up until at least 12am in the off season and 2am during peak season.

The peak holiday period occurs for the 6 weeks to the end of January and for 2 weeks during the Easter break. Guests typically arrive prior to 7pm and leave after 8am to take advantage of the Hotel's restaurant service. It is estimated that less than 1% of guests would arrive after 7pm or prior to 8am and this would be expected to continue with the proposed development.

Coach groups are currently dropped off in front of the Hotel: the coaches are then parked on either Woolli or Pilot Streets within several hundred metres of the Hotel. Bus parking provisions are provided in Clarence Street. There is a large area at the northern end of Pilot Street, which buses can utilise.

2.3 Existing Traffic Flows

2.3.1 Pilot Street

Clarence Valley Council has limited information regarding traffic surveys on Pilot Street, thus existing and proposed traffic generation has been calculated in accordance with RTA nominal guidelines:

| Land Use | No Units | Vehicle trip (/day) | Vehicle trips (peak/hr) |
|-----------------------|----------|-----------------------|----------------------------|
| Residence-stand alone | 7 | $(9 \times 7) = 63$ | $(0.85/\text{res}) = 5.95$ |
| Residence-hotel | 1 | $(9 \times 1) = 9$ | $(0.85/\text{res}) = 0.85$ |
| Units-medium density | 33 | $(6 \times 33) = 198$ | $(0.6/\text{unit}) = 19.8$ |
| Units- hotel | 23 | $(3 \times 23) = 69$ | $(0.4/\text{unit}) = 9.2$ |
| Total | | 339 | 36 |

The values in Table 1 for Hotel developments have been substituted with Motel values in lieu of information on hotel traffic generation or actual hotel traffic survey information. It is assumed for the purpose of this assessment that Hotels and Motels have similar traffic generation values.

It is considered that the peak traffic AM period was 8:00 to 9:00 am, while the peak pm period was 5:00 to 6:00 pm.

Table 4.4 of RTA's GTGD outlines the level of service provided by an urban road with peak hour flows per direction. Pilot Street & adjoins (i.e. Clarence Street and Coldstream Street) are classified as "A" level of service. As noted on drawing 09-2151/201, the traffic counts as vehicle per day & subsequent conversion to vehicle per hour support this classification. The average existing peak hour volume for Pilot Street, North of the Clarence and Coldstream Street intersection is 36 veh/hr.

2.4.2 Convent Lane

Traffic counts are not available for Convent Lane. Accordingly an estimate has been derived. This is based on current development:

| Land Use | No Units | Vehicle trip (/day) | Vehicle trips (peak/hr) |
|-----------------------|----------|-----------------------|-------------------------|
| Residence-stand alone | 2 | $(9 \times 2) = 18$ | $(0.85/\text{res}) = 2$ |
| Units-medium density | 8 | $(6 \times 8) = 48$ | $(0.6/\text{unit}) = 5$ |
| Retail-commercial | 78 | $(3 \times 78) = 234$ | $(0.4/\text{ret}) = 31$ |
| Total | | 300 | 38 |

The vehicle movements as noted above are an estimation. If a conservative approach of 50% more traffic were allowed, the resultant estimates would be 450 vpd and 57 veh/hr.

It is considered that the peak traffic am period was 9:00 to 10:00 am, while the peak pm period was 4:30 to 5:30 pm. This is to coincide with open and closed of retail trading and commuter going to work.

The average existing peak hour volume for Convent Lane is 57 veh/hr, therefore the existing Level of Service (LoS) is “A”. Section 4.2.1 of the GTGD and Section 1.3.2 of Austroads Part 2 defines Level of Service as A.

3 Impact of Proposed Development

3.1 Development Standard

Consultation with Clarence Valley Council (CVC) and reference to the AUSPEC Northern Rivers Local Government Development and Design Manual, indicates that Pilot Street is considered a “Local Street”, having greater than 100, but less than 2000 daily vehicle movements, and having a carriage width of 7-12m and a 20m minimum road reserve. This complies with current standards.

Convent Lane is a through road servicing as an access to the rear of Coldstream Street shops and offices as well as access to Beach Street residences. The existing traffic load in Convent Lane is less than 2000vpd. This would classify Convent Lane as a Local Street and requiring a road pavement width of between 7 and 9m. CVC has in place a policy to resume land on development. This policy is to ensure the Lane can be widened to an appropriate level ensuring correct road widths and reserve widths are ultimately obtained.

It is proposed to widen Convent Lane at the location of the proposed valet parking development. The new lane width will result in a carriageway width of 6m. This proposal is noted in the development application 2006/0943 conditions.

3.2 Proposed Hotel Parking/Guest (Valet Service) Operations

It is proposed to maintain the current hotel staffing arrangements as follows:

Hotel reception will be open between the hours of 8am and 9pm, during which time valet parking staff will also be available.

Guests arriving will drop off passengers and luggage at the concierge/reception area at the northern end of the hotel. Two parking spaces will be removed in Pilot Street in front of the hotel, immediately adjacent to the entrance to the car park, to allow for the set down and pick up of bus patrons.

The Guests will have the opportunity to temporarily park their car within the re-development. On checking in to the hotel, their car will be handed over to the Concierge/Valet staff. The valet staff member will drive the car to the Convent Lane site and park the vehicle. A return staff vehicle will be provided for valet staff to return to the Hotel when required. Guests requiring their vehicles within operational hours will have a valet staff member return the vehicle to the front of the Hotel.

Parking is also to be provided to the proposed redevelopment on site. As per drawings 09-2151/203 & 204, there are two levels of parking with a vehicle lift serving each level. Access to the parking areas is located on level 7. In all a total of 16 car parks are provided on site.

Arrangements will be made with guests by staff for use of these vehicles parking spaces outside the normal working hours of the valet service. A shuttle service will be

provided to ensure vehicles required after operational hours will be located on site. Parking spaces within the Pacific Hotel redevelopment will be available at all hours to ensure patrons of the residence and hotel accommodation are catered for. A detailed management plan of the operation will also be supplied as part of the Construction Certificate approval of the development.

3.3 Traffic Generation of Proposed Development

The following table describes the traffic generation of the proposed redevelopment of the Pacific Hotel. The data is in accordance with Table 3.7 of the RTA's Guide to Traffic Generation Developments Version 2.2 (GTGD).

| Land Use | No Units | Vehicle trip (/day) | Vehicle trips (peak/hr) |
|--------------------------------------|----------|--------------------------|-----------------------------|
| Units –Medium Density | | | |
| 2 bed Units | 6 | $(4.5 \times 6) = 27$ | $(0.45/\text{unit}) = 2.7$ |
| 3 bed Unit | 2 | $(5.75 \times 2) = 11.5$ | $(0.575/\text{unit}) = 1.2$ |
| Hotel Unit | 36 | $(3 \times 36) = 108$ | $(0.4/\text{unit}) = 14.4$ |
| Total (Redevelopment) | | 147 | 18 |
| | | | |
| Total (Exist & Redevelop) | | 417 | 45 |

3.4 Impact on Traffic Safety Pilot Street

The proposed development would increase the average daily number of vehicle movements on Pilot St from 339 to 417 movements per day. Peak hourly vehicle movements may total 45 vehicle per hour. Hence, from Table 2 – Level of Service, the LoS will not be changed from “A” as still less than 900 veh/hr. it is thus concluded that the current level of service and amenity provided on Pilot Street will not be adversely impacted on by the proposed redevelopment.

In addition guest check-out time for the proposed development is 10 am. Recent traffic counts for the Lower Clarence area, in particular Yamba display the peak hourly rate to be occurring between 11 am and 4:30 pm. Hence it is reasonable to assume the traffic generated by the proposed development will not impact on the current peak hourly traffic volumes.

Pilot Street (in vicinity of Pacific Hotel) has a carriageway width of 12 metres. NRLG-Design Manual nominates local roads to have a minimum carriageway width of 7 metres. Pilot Street far exceeds this requirement. The Design Manual also nominates a maximum capacity of 2000 vpd, similarly the traffic generated from the existing and proposed redevelopment meets the requirements.

Section 4 of Austroads GTEP Intersections at grade stipulates for the road traffic volumes greater than 400 vph (table 4.1) a turning arrangement would be required. The through traffic associated with Pilot Street is far less than this (45 vph). The road width provided (12m) provides a safe environment for traffic to turn into the proposed re-development. Accordingly a turning arrangement is not required.

3.5 Impact of Generated Traffic on other Roads

The following traffic generation information has been provided by CVC;

Yamba Street – Between Coldstream St and Convent Lane (Oct – Nov 2001).
3750 Axle Pairs – Average Annual Daily Traffic (AADT). The percentage of heavy rigid vehicles is 2.6%.

Where the peak hour volumes are not available, an assumed design peak hour volume equals 15% of the AADT for 500 hours each year, use 5% of AADT for the rest of the year.”

The peak hour traffic volume is therefore estimated as

$$15\% (3750) \times 250/365 + 5\% (3750) \times 115/365 \\ 385 + 59 \\ \mathbf{444 \text{ vph}}$$

Coldstream Street – Between Clarence and Yamba Street (2000).
911 veh/day in Westerly direction only – Assumed 2000 veh/day in both directions.
The peak hour traffic volume is therefore estimated as

$$15\% (2000) \times 250/365 + 5\% (2000) \times 115/365 \\ 206 + 32 \\ \mathbf{238 \text{ vph}}$$

From Table 2, the above section of Yamba Street is considered to have an existing LoS of C. The increase in peak hour traffic movements from 444 to 489 (9%) due to valet parking will not change this level.

The above section of Clarence and Coldstream Street is considered to have an existing LoS of B. The increase in peak hour traffic movements from 238 to 283 (16%) due to valet parking will not change this level of service.

The intersection of Pilot, Clarence and Coldstream Streets has already been upgraded and will not be affected by these small increases.

Pilot Street to Coldstream Street is considered the through road for which it is estimated at least 80% of all vehicles from the Hotel will follow. This equates to 71 trips/hour straight through, and 18 trips/hour on to a cross road (From Hotel and Residences). Thus from Table 4 – intersection analysis is not required.

The impact on other roads, in particular Yamba’s arterial (Yamba Road MR 152) is minimal. Traffic volumes will increase in the order of less than 1 %. This percentage increase is dependent on where comparative figures are taken. From recent data peak traffic movements on Yamba Road are between 11 am and 4:30 pm. Guest check-out time for the proposal is 10 am. Accordingly guest peak traffic and Yamba Road peak traffic will not coincide.

3.6 Access

Access to the proposed hotel development is via Pilot Street only. A two-way driveway is to be provided to the residential parking area. The hotel access and surrounds would remain as existing.

It is estimated that the speed of vehicles travelling past the property access is <40km/h. This is due to the short length of Pilot Street. From Table 6.3 of Austroads, the Safe Intersection Site Distance is 66 metres and the Approach sight distance is 33 metres. The proposed access driveway location to the re-development offers these distances.

The proposed parking layout plans indicate that the driveway crossing to Pilot Street has a width of at least 13m. This is due to the location, which combines the driveway crossing to the lower level parking with the driveway to the ground level parking. The road exceeds the minimum width requirements of CVC & Austroads design manuals.

3.7 Hotel and Residential Parking Requirements

The existing hotel has been excluded from assessment of parking requirements for the re-development of the Pacific Hotel.

Calculations of parking requirements are based on the additional units created. Clarence Valley Council - Business & Residence DCP is the basis of determining the parking requirements.

Residential Unit Development:

The required spaces for the residential unit development are as per the table below. The minimum parking requirements for the development referred to in the table below are based on CVC – Business – DCP, Parking Table E1. – Parking Requirements for Residential Flat Buildings & Motel.

| Development Type | No dev. type | Parking/type | Parking required |
|----------------------------|--------------|--------------|------------------|
| Hotel - Unit (1 bed) | 16 | 1 | 16 |
| Hotel - Unit (2 bed) | 4 | 1 | 4 |
| Residential - Unit (2 Bed) | 6 | 1 | 6 |
| Residential - Unit (3 Bed) | 2 | 1.5 | 3 |
| Residential - Visitor | | 0.5 | 4 |
| | | | |
| Total | | | 33 |

3.8 Residential Unit Parking Provisions

A total of 16 undercover on-site parks have been provided on site at the Pacific Hotel. At least 13 of these parks are to be designed for residential unit use only. One of these 13 spaces being allocated for disabled parking in accordance with the BCA and AS/NZS 2890.6.

The valet parking service, for visitor guest vehicles awaiting pick up or the valet service vehicle, shall use the 3 remaining parks. This will facilitate out of hours parking along with guest booking as described earlier.

The proposed parking layout is to be as per the plans 09-2151/204 & 205. The plans are in accordance with AS 2890.1-2004 in relation to typical parking modules and aisle width. Aisle widths are to be up to 8 m for two-way aisles, and not longer than 16m in length for blind aisles. End parking bays are increased in width to comply with the AS 2890.

There are 4 spaces required for visitor parking for the residential units at Pilot Street. It is intended that 3 visitor spaces along with 3 valet parking spaces will be located on Level 6. The residual visitor parking space will be located on Level 7.

All parking is to be clearly marked Residential, Visitor or Valet.

Parking provision for trailer, boats, etc is to be provided in several forms. Temporary parking can be achieved on street (Pilot) in the parallel parking offered to the western side of the road. Longer-term trailer parking is to be accommodated for within the valet parking proposal. The parking would be located at street level in order to ensure manoeuvring is facilitated.

3.9 Internal Access

It is proposed to construct the car parking on two levels, with access to the lower level via a vehicle elevator. The elevator allows for free movement of cars & will comply with applicable Australian Standards. Operation procedure will be mandatory and only undertaken by trained staff. Accordingly parking for all uses is offered at Level 6 to ensure this procedure is maintained.

Presented on drawings 09-2151/203 & 204 is the car parking layouts with vehicle turning circles. Parking spaces are in accordance with AS 2890.1. Parking is considered to be user class 1A. Aisle widths are compliant with figure 2.2 of AS 2890.1.

As 2890.1 nominates a two-way access ramp width of 5.5 m. The proposed re-development offers a width of 5.8m. Hence the proposal exceeds the requirements.

3.10 Valet Parking Provisions

The valet parking area is to be located at the corner of Yamba Street and Convent Lane. This will provide a total of 19 spaces for hotel guest parking. Thirteen are standard parking spaces and six are a stacked configuration. The parking configuration is nominated on drawing 09-2151/205.

The parking is to be carried out by Pacific Hotel staff. Trained staff will undertake placing & retrieving of car. In essence the valet parking area will be a secure and controlled area, with entry by appropriate personnel. Parking will be effectively a long-term arrangement associated with hotel guests.

Due to the nature of the long-term parking and the vehicle operation undertaken by trained staff it is considered the user class to be 1 or 1A in accordance with AS 2890.1. The parking is 90° as per drawing 09-2151/205. Figure 2.2 of AS 2890.1 nominates parking bay widths of 2.4 m and an aisle width of 5.8 m. The arrangement offered is parking widths of 2.5 m (as per CVC Business DCP requirements) and the aisle width of 6.7 m. Depth of car parking is 5.5 m. The CVC DCP and AS 2890.1 call for 5.4 m.

The valet parking is to be accessed from Convent Lane via a ramp. This ramp is noted on the drawings as 3.5 m wide. In essence this ramp will serve as a one-way ramp only. As mentioned previously the parking operation is to be carried out by competent trained staff. The valet parking will be secured by a grillage to the ramp. Only staff will control the grillage. The staff will only carry out one vehicle parking manoeuvre at a time. This aspect along with the use of the security grillage will ensure no conflict of traffic movements or diminish vehicle safety.

Principles for the Valet Parking Management Plan:

It will be necessary to develop a Valet Management Plan, for the operation of the concierge parking of Hotel guests. The following are the principles for such a Management Plan.

Guests Booking Into the Hotel:

1. Guest arrival at the Hotel in Pilot Street, and hand over of their vehicle to the Concierge staff. Reception staff will have identified booking time at the time of the initial booking by the guest.
2. Concierge staff will take control of the vehicle and receive luggage from the guests. This collection will occur on the hotel land at the ground floor entrance. The concierge staff will take the vehicle to the dedicated valet parking in the basement of the Convent Lane building.
3. That Staff member would then be driven back to the hotel in the dedicated valet vehicle. It is proposed that the valet vehicles would be a motorbike or small car.
4. The motorbike would be parked in the dedicated parking space at the hotel or immediately returned to the Convent Street parking area.

Guest Booking Out of the Hotel:

1. Guest would indicate the desire to leave the hotel to the reception staff, who would contact the concierge staff to collect luggage and vehicle.
2. Valet staff would be either sent from the Hotel to Convent Street to retrieve the vehicle or staff already at Convent Street would bring the vehicle to the Hotel.
3. Staff would be transported by motorbike or small vehicle to the return trip as necessary.

It is likely that there would need to be 2 valet staff to successfully operate the valet vehicle parking for the Hotel. The Convent Lane parking area would be secured and locked, avoiding the requirement of full time staff to watch vehicles. The basement parking is not to be used by the shops and offices also proposed to be built on the Convent Lane site.

While it is proposed to employ two valet staff members during these operational hours, guests booking over the phone etc will be advised of reception opening times and the valet service. Guests arriving after 9pm will be attended to by bar staff as a contingency as is currently the case. There are 3 dedicated valet parking spaces at the Hotel, which can be used to accommodate late arrival guest's vehicles. Very few guests will require this service and thus three after hour's spaces are deemed adequate. These spaces are within the Hotel building and thus under security and will not affect the amenity of Pilot Street.

Traffic generation from valet parking movements has been conservatively estimated at 3 times the daily traffic generation of guests arriving or leaving the Hotel.

The current and expected demand after the hours of midnight is not sufficient to warrant 24 hour service for either valet parking or hotel check-in.

Some hotel guests will arrive by bus and set down and pick up will be at the dedicated bus set down and pick up point in front of the Hotel in Pilot Street. Concierge staff will then only be required to care for guest luggage.

3.11 Signage

Appropriate signage is to be installed as per AS 2890:1 Section 4.3 and also section E7 of the CVC DCP. Aspects such as of the signage and the exact locations of all signs will be provided in the Construction Certificate Plans.

3.12 Service Vehicles

The existing service delivery arrangements for the hotel, restaurant & hotel accommodation is not being changed or altered. Service delivery for the residential units is required under the DCP. 1 delivery space will be required. This document allows for the delivery space to double up with the visitor car parking. In lieu of 4 visitor parking spaces provided, this component of the re-development is fulfilled.

4 Conclusions

It is considered that the existing road infrastructure of Pilot Street, Coldstream St, Yamba St, and associated arterial road are suitable for the proposed re-development and associated increase in traffic generation. The traffic impact assessment indicates that the increase in traffic generated by the increase in hotel units and residential dwellings, will not change the current level of service provided by the above streets, nor will the increase adversely affect traffic safety on these streets. Increases in daily and peak hour traffic movements are sufficiently low to exclude the need for further investigation of intersections.

Parking requirements of the re-development have been considered in relation to the additional infrastructure created. The existing hotel, including bar, restaurant and guest accommodation are considered to be entitled to existing use rights in relation to car parking.

Snell Architects have evolved the proposed re-development into a building incorporating two levels of parking and a vehicle elevator. The evolution ensures on-site parking will serve the needs of the proposal.

Supplementary parking is provided via the valet parking in Convent Lane. This form of proposal is somewhat unique to Yamba, but is common practise in numerous localities elsewhere. Parking requirements in relation to provision and dimension requirements comply. Operation procedure is outline within the report. There is also the opportunity to glean information from existing practises elsewhere in order to ensure a stat of the art operation is achieved.



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5 Appendices

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| Appendix 1 | Plan: 09-2151/201 | Traffic Movement Plan |
| | Plan: 09-2151/202 | Proposed Site - Car Parking Plan |
| | Plan: 09-2151/203 | Pacific Hotel – Level 6 Car Parking Plan |
| | Plan: 09-2151/204 | Pacific Hotel – Level 7 Car Parking Plan |
| | Plan: 09-2151/205 | Valet Parking Plan |