

Attachment 2 – Precinct D – Car Parking Assessment Strategy

Introduction

This report is presented to the Southern Regional Planning Panel (SRPP) to demonstrate the assessment undertaken of the parking to be delivered within the Waterfront area of Shell Cove Town Centre.

The report is to respond to (matters raised at determination meeting 17 December 2018 relating to DA0005/2018 2018SRPP0006) and specifically for the development applications presented to the SRPP (2017STH025 and 2018STH006) at its meeting of 16 April 2019.

The report makes recommendations on the provisions of car parking that aims to ensure the usability and functionality of the Waterfront developments and is capable of serving the current and future uses planned for within the centre.

Background

The assessment pulls together a demand and needs analysis for the carparking areas which will include land uses of a mixed use development, tavern, community and library facility, shops, supermarket and the boat harbour marina.

The catchment of the area (known as Precinct D) is also illustrated in Figure 1 and shows the different land uses within Precinct D.



Figure 1 - Character Areas within Precinct D

The car parking assessment is justified by a multi-trip and shared use logic that will be shared within the Precinct D catchment area. This is supported by the Urban Design Guidelines at 4.3.6 Parking and Access, Design Guidelines DG1 which states *'alternative rates may be provided where justified. Considerations shall be applied to peak demand analysis where shared trips may occur and where uses have different peak demands'*.

Except for the requirement of the residential portion of the mixed use development proposed within DA 385/2017 (2017STH025), all parking will be delivered as public car parking within the Precinct and are shown in the below map.

The parking within the basement of Woolworths (shown as Area A in Figure 1 above) are also included within the public car parking spaces calculations and is discussed in more detail below. (This parking was approved as part of the retail component of Shell Cove Boat Harbour Precinct DA0012/2016 2016STH007 on 12/01/2016)

This report provides an assessment on the shared trip parking allocation and strategies to support the future of car parking within the precinct. This forms part of the reasons for recommendation to approve development applications (2017STH025 and 2018STH006) being considered by the SRPP.

Context

Precinct D will accommodate a number of land uses with a particular function and are supported by specific character statements. A more detailed explanation of the desired character statements are found with the Urban Design Guidelines for Precinct D.

The different areas are defined as:

- A – Town Centre Core
- B – Residential Area
- C – Community Area
- D – Hotel Area
- E – Tavern Area
- F – Waterfront Mixed Use Area

Area A consists of a retail core of 4,623sqm of floor space and includes a supermarkets, liquor tenancy and specialty shops. There is a total of 256 car spaces with 132 spaces located within the basement and 122 spaces at grade. This development, together with the car parking spaces have been constructed and is in operation. As part of the development consent conditions, all car parking spaces will remain available for public use to service the precinct. The below conditions was imposed for the retail component DA0012/2016 2016STH007:

Prior to the issue of an Occupation Certificate for the development, the Proponent must provide documentary evidence to the Principal Certifying Authority of the registration of a positive covenant on the title of so much of the land to be used for car parking which has Shellharbour City Council as the benefiting authority and which obliges the owner of the land from time to time to ensure that those parts of the land subject to the covenant are available for use as a car park by the public. Council is the authority permitted to alter, modify, or remove the restriction.

Area A also consists mixed use developments that will be subject to future DA's. The area also includes a specific single storey retail outlet that provides 23 parking spaces that are publicly available. This building has been approved under Council delegation in 2018.

Area B provides for residential flat buildings and will be subject to future DA's. The car parking spaces for these developments must ensure full compliance with the car parking requirements to be provided on the site.

Area C will see a community centre and library facility with public open space. The car parking for the community facility and library will be absorbed within the public car parking spaces around the Waterfront precinct.

Area D aims to deliver a mixed-used hotel. There is no current development application for this land use however this parking strategy assumes all vehicle spaces to service the development will be contained wholly within the site.

Area E is designated for the Tavern area and details are contained with the report subject to SRPP considerations at its meeting of 16 April 2019. The car parking for this use is proposed to be absorbed within the public car parking areas.

Area F contains the mixed use development and details contained within the report subject to the SRPP consideration at its meeting of 16 April 2019. As noted above, the retail, food and drink premises of this development relies on the public car parking area. The requirements for the visitor spaces to the residential portion of the development is proposed to also be absorbed within the public domain.

The car parking requirements for the residential portion of the development will be delivered within the building and in the private domain. The DA's subject to this mixed use also proposes to deliver 146 public spaces required for the totality of the public car parking.

Other uses relying on this car parking area include the actual boat marina precinct.

At the time of writing this report the status of the supply of car parking is as follows:

- 21 spaces have been constructed and are operational under the Harbour Boulevard (Road) DA consent,
- 14 spaces have been constructed and are operational under the Precinct D Roads DA consent, with another 81 to be constructed in the coming weeks,
- 254 spaces have been constructed and are operational under the Stage 1 Retail DA consent,
- 23 spaces will commence construction under the Stage 3 Retail DA consent,
- A further 146 spaces will be provided with the approval and construction of the open air public car park delivered with the mixed use DA and well in advance of the following uses being completed;
 - Community Centre & Library
 - Marina Berths Stages 2 and 3
 - Tavern
- A further 75 public spaces are to be constructed with the remaining DA's to be submitted in precinct D.

Statutory Assessment – Parking Assessment

The parking requirements have been refined through the various stages of the planning process (from the broad identification of parking requirements set out in the Concept Approval where a framework for future development has been established to a more detailed assessment at the DA stage when the scale of development has been determined) and why the current parking rates for the DA's have been adopted

The key documents reviewed are:

- Shell Cove Boat Harbour Traffic Study (Maunsell – March 2009),
- Preferred Project Report for the Approved Concept Plan (LFA - 2010),
- Shell Cove Boat Harbour Masterplan Traffic and Parking Assessment (CHA May 2015),
- Shell Cove Precinct D – Urban Design Guidelines (JBA – June 2017),
- Shell Cove Stage 2 DA – Response to Traffic Matters (CBRK – July 2018), and
- Proposed Tavern, Shell Cove – Response to Council RFI (CBRK – August 2018).
- Colston Budd Rogers & Kafes Pty Ltd*, dated 17 December 2018.

This report also outlines how the outcome to car parking is not inconsistent with the Preferred Project Report for the Approved Concept Plan.

The assessment shows that the peak parking demand will be at Saturday midday for the land uses within precinct D. Table 1 shows the rate required by statutory documentation together with the adjusted rate based on the shared trips ratios' that will occur for people visiting the town center.

Calculation of Peak Parking Requirements – Saturday Midday						
Land Use	Size	Rate	Source	Policy requirement	Adjustment based on shared use	Shared Use Parking outcome
Supermarket	3,577sqm	1/20sqm	UDG's	179	Nil adjustment	179
Shops	1,280	1/35	UDG's	37	Nil adjustment	37
Tavern	870sqm	15/100sqm	UDG's	130	90% (13 spaces less)	117
Tavern staff	30 staff	1 / 2 staff	Merit *	15	Nil adjustment	15
Restaurant	500 seats	1 / 3 seats	Merit **	166	90% (17 spaces less)	149
Community	500sqm	1/40sqm	SDCP ***	13	70% (4 spaces less)	9
Library	600sqm	1/50sqm		12	70% (4 spaces less)	8
Marina	268 berths	0.4 per berth	AS3962-2001****	107	Nil adjustment	107
MUD visitor spaces	45 units	0.25/1 bedroom & 0.5/2+ bedrooms	UDG 's	21 (6 x 1 bed units, 18 x 2 bed units, 21 x 3 bed units)	50% shared	11

Policy requirements	668	Adjusted requirements	632
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Table 1 Car parking calculation

* The UDG's do not provide staff parking rates for food and drink premises. The rate was taken from *Shellharbour Development Control Plan 2013*.

** The rates within the UDGs (15 spaces / 100sqm = 122.55 spaces). A more conservative approach was taken. See later notes.

*** The UDG's do not provide rates for a Community Facility. The rate was taken from *Shellharbour Development Control Plan 2013*.

****AS3962-2001 Guidelines for design of marinas (berth rate only).

Figure 1 below illustrates the Town Centre Masterplan Parking Allocation which shows a total of 614 spaces to service the precinct. Based on the figures above, there would be 18 spaces under the requirement of the total shared use figure. However it is important to note that a more conservative rate was used for the restaurant (food and drink) use. The UDG's require 15 spaces per 100sqm (GFA) and using this policy requirement only 123 spaces would be required compared to 166 spaces with the adopted formula.

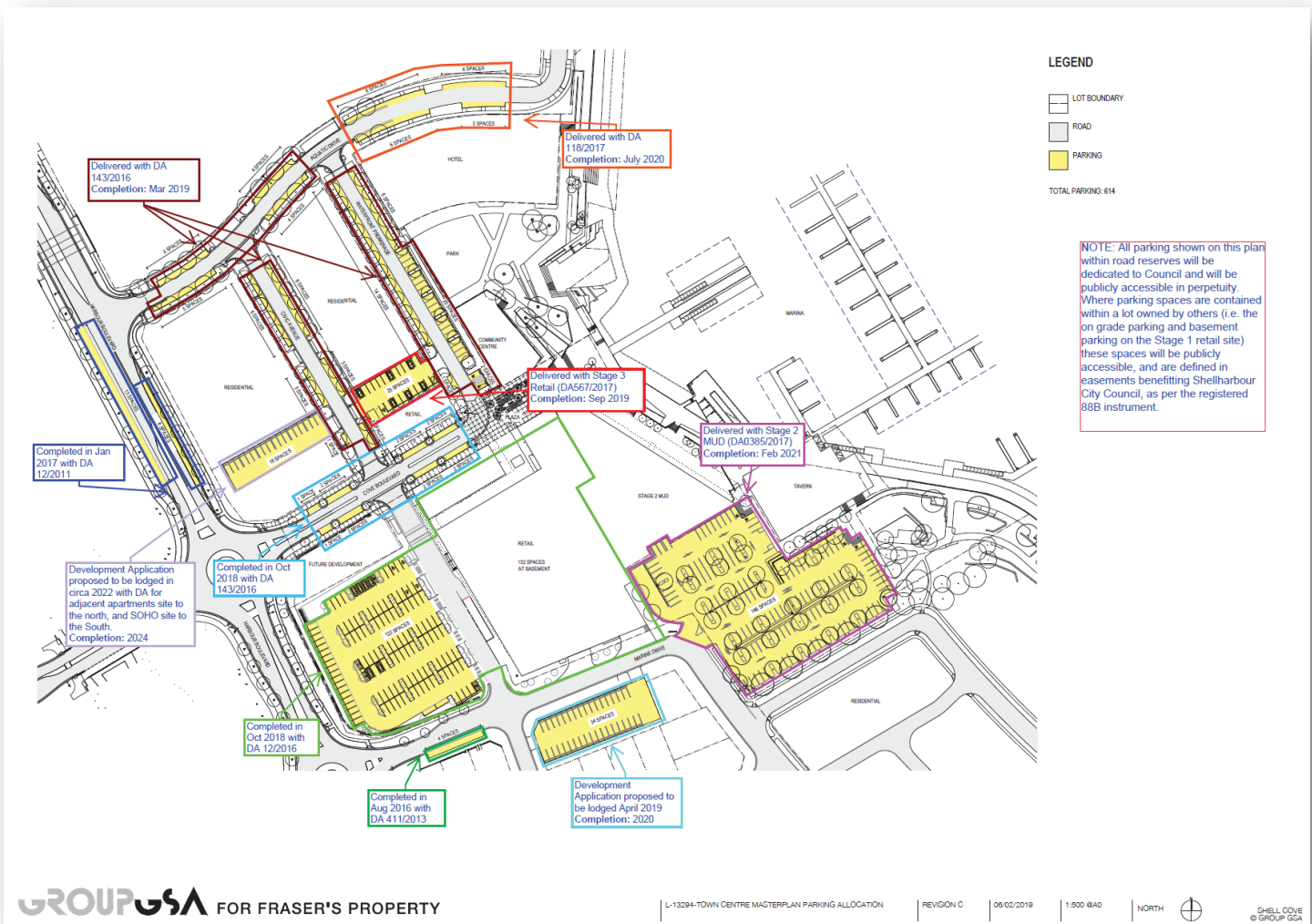


Figure 1 - Town Centre Masterplan Parking Allocation

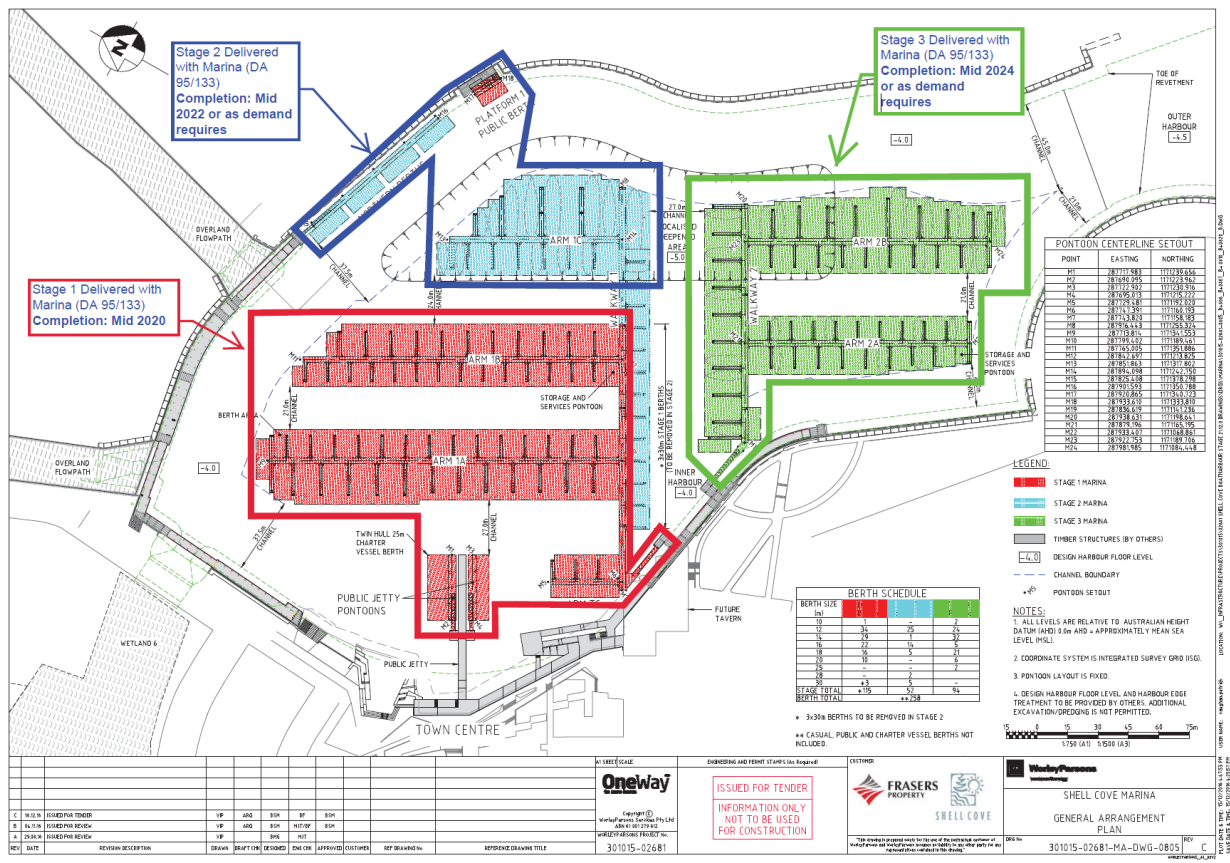
In addition, during the assessment the proponent (Fraser's Property Australia) also provided adjustment rates for the marina use to equal 0.3 spaces per berth. It is understood that this comparison data is similar to the provisions of Sanctuary Cove and Toondah Harbour however a full compliance rate was required to ensure the robustness of the parking provisions and future use of the Marina in the context of the Shellharbour area.

In any instance, Fraser's Property Australia has noted that the *current approved layout for the Marina includes for 258 berths for vessels ranging from 10m to 30m in length with potential to increase to 268 berths provided within the consent. It is understood that installation of the berths will be staged in accordance with market demand to ensure that the marina is scaled appropriately as the marine business develops and to ensure that the number of vacant berths are limited.*

The attached plan details the staging sequence (Figure 2) of the marina with stage 1 comprising 115 berths, stage 2 comprising 52 berths and stage 3 comprising 94 berths. The scale of the first stage has been based on recent marina demand analysis which suggests that this quantum of

berths will likely be fully leased within 2 years. Stages 2 and 3 are programmed for delivery 2 years and 4 years respectively after the completion of the first stage to permit demand to build for the additional stages.

The full allocation of parking provided for the marina will therefore not be required until the marina is fully completed, possibly 5 years after opening of the first stage.



In addition, the proponent has also agreed to provide a shuttle bus service within the Shell Cove area which would operate during the weekend peak periods (midday and evening Saturday and Sunday) and would typically operate on a 30 minute shuttle. It would follow a designated route and operate on a hail and ride basis (that is no designated bus stops). The bus would drop passengers off at the tavern location. This will provide further alternative transport solutions for visitors to the area and staff for the proposed commercial tenancies that will ease parking demand within the precincts. This service has been incorporated within the plan of management for the Tavern.

Recommendations

Based on the above, the assessment demonstrates that the parking provision for the Shell Cove Town Center precinct is capable of servicing the intended uses outlined in the Urban Design Guidelines for Precinct D.

To ensure the robustness of this strategy the following is recommended:

- All car parking spaces not in public ownership to ensure there are easements to allow use to all patrons to the centre.
- All future developments for residential purposes within Precinct D to be fully compliant for the purpose of residential and visitor spaces to be provided on site.
- Details for the bus service for Tavern site to be included in the required Plan of Management for the premises.
- Establish a Memorandum of Understanding between Council and Fraser's for monitoring for stage 3 of the Marina parking demands.