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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

16th August 2019 Reference: 190226.02FA

MM Atelier Architects
PO Box 87, Mona Vale NSW
Attention: Vanessa Benitez

LETTER OF RESPONSE TO KING AND CAMPBELL COMMENTS FOR PROPOSED LEISURE & ENTERTAINMENT PRECINCT AT WARLTERS STREET & PARK STREET, PORT MACQUARIE

Dear Vanessa,

Reference is made to your request to provide Letter of Response to King and Campbell Comments for the Proposed Leisure & Entertainment Precinct at Warlters Street & Park Street, Port Macquarie (Concept Site layout in **Annexure A**). This letter is in response to a King and Campbell and TPS Group submission dated 15th February 2019 (Ref: 6280_101). The comments raised by King and Campbell and TPS Group related to traffic and parking are shown below (italised) with MTE's response thereafter.

> *The TPIA identifies the cinema's peak parking demand to occur on a Saturday evening (9:30pm), requiring a total of 127 parking spaces. TPS suggest that this estimate is grossly inadequate. TPS estimate that the Saturday evening peak parking demand for the cinema to be 320 parking spaces.*
>
> *TPS base their estimate on 0.3 spaces per seat, which is considered an industry accepted standard, reflecting an average car occupancy of 3 persons/car with relatively little non-car travel and an assumption that 90% of seats are occupied at peak time. In peak retail trading hours (4:40pm Thursday and 12Noon Saturday) it is usually assumed that cinema occupancy is no more than 30% of peak occupancy, justifying a parking demand rate of no less than 0.08 spaces/seat.*
>
> *It is noted that the McLaren report describes that peak cinema parking demands will not exceed 127 spaces or a rate of 1 space/12.3 seats.*
>
> *At a rate of 0.3 spaces/seat the McLaren peak parking demand estimate of 127 spaces only represents a gross cinema occupancy of approximately 165 persons or 33% of seating capacity. TPS does not regard this as plausible.*
>
> *The TPIA identifies the total peak parking demand for Saturday evenings (9:30pm) to be 260 parking spaces. TPS estimate this peak to demand a total of 410 parking spaces. The reason for the difference between demand estimates is understood to relate to the primary difference in the cinema demand assessment referred to above.*

MTE Response: A detailed analysis of the MTE data is provided in the letter dated 16th August 2019 (Ref 190226.01FA). The proposal has amended the scale of the development since the time of the King and Campbell submission. A fully detailed analysis of the updated scale is provided in the amended TPIA (Ref 190226.03FA).

> *The TPIA fails to consider the cumulative effect of the peak parking generated by the ground floor tenancies. Should these tenancies be occupied by a majority of restaurants as suggested in the TPIA (Table 9, page 25), with opening hours to midnight (Acoustic Logic, page 6), then it is considered likely that these would also have a peak of Friday and Saturday evenings.*

MTE Response: The cumulative effect of the peak parking generated by the ground floor tenancies is summarised in *Table 9* of the amended 2019 TPIA. It is considered that the cinema/fun fair will generate the largest demand of any use on the site. Therefore, specific attention has been given to cinema's peak operating periods, which MTE survey data shows is Friday evening, Saturday Midday and Saturday evening.

The TPIA considers that all restaurant tenancies (Tenancy 2-4, 6-10) experience a 100% peak during all three major peaks (Friday Evening, Saturday Midday and Saturday Evening). Tenancy 1 and Tenancy 15 will be occupied by Oporto and Guzman Y Gomez tenancies. The peak operation of these tenancies is based on survey data of existing Oporto and Guzman Y Gomez tenancies of similar scale. Tenancies 11-14 are expected to be retail tenancies given their scale and lack of seating area. The peak of these tenancies is considered to be Saturday Midday, with 50% of the peak occurring on Friday and Saturday evenings. Tenancy 5 is a very small scale take away unit, most likely to be occupied by a coffee shop or similar. This tenancy is not likely to operate on during any of the major peaks. If it does operate, it is not likely to generate any unique trips.

> *The at grade Kmart car park will be the 'first choice' car park rather than the second-choice location as suggested by McLaren Consulting in the term 'overflow' car park. Refer to Sections 5 and 6 of TPS' attached submission.*
>
> *This is considered likely to add congestion to the Kmart car park*

MTE Response: There are no pedestrian entries along the western border of the site, which fronts the Kmart car park. The main pedestrian entrances at the ground floor are along the Park Street frontage and on Warlters Street near the Park Street / Warlters Street intersection. A patron parked in the Kmart carpark must walk to the existing footpath on either Park Street or Warlters Street and walk a further 70-80 metres enter the site through the main entrances.

The basement car park includes an escalator which provides access to the ground floor corridor at the heart of the development. This is considered to be the most convenient access. The basement car park entry will be clearly signposted and dynamic parking signage can be added as a further enhancement to encourage basement parking.

> *The basement car wash is referred to as a separate Tenancy, being Tenancy 51. This car wash land use is considered likely to have some moderate parking demand in itself despite the TPIA not considering or allocating any parking. In addition, the allocation of the 10 parking spaces to this Tenancy is considered to reduce the total on-site parking to 143 (including accessible spaces).*

MTE Response: The basement car wash has been eliminated from the proposal, and its 10 spaces have been reallocated to the general allotment.

> *The TPIA's parking demand is based on an assumed Gross Floor Area (GFA) and not Gross Leasable Floor Area (GLFA) as per the requirements of the Port Macquarie-Hastings Development Control Plan 2013. This is considered to significantly reduce the estimated parking demand.*

The TPIA suggests that a number of the ground floor tenancies will be occupied by restaurants. No evidence for this type of land use is provided within the TPIA or the submitted SoEE. Whilst it is considered likely that these retail tenancies could be utilised as a restaurant, along with numerous other retail or commercial options. The TPIA calculates parking based on serviced floor area for the majority of these tenancies rather than the GLFA of the retail space as required by the DCP.

In this regard, the total GLFA of Tenancies 2 through 14 (i.e. excluding the take away food and drink premises within Tenancies 1 and 15) is 1,500m2. The TPIA assesses parking demand against an area of 1,115m2, or 74% of the GLFA.

MTE Response: Contrary to the above comment, the Port Macquarie – Hastings DCP requirement for restaurant parking is based upon "serviced area", not Gross Leasable Floor Area (GLFA). The purpose of this is to base the development's traffic generation potential on the portion of the site which generated public traffic. GLFA is defined as the sum of the areas of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts and other public areas but including stock storage area. The DCP does not define "serviced area", however it is assumed to exclude not only stairs, amenities etc. but also staff only areas such as kitchens and stock storage area.

Clause 3.6.1 of the RMS Guide states that 100m^2 gross floor area equals 75m^2 of gross leasable floor area. The amount of serviced area has been assumed to be 67% of the GFA, which is a reasonable estimation given that "serviced area" excludes a larger portion of the GFA than GLFA.

No allocation of parking has been provided for the proposed outdoor dining areas. The submitted architectural plans shown in front of Tenancies 2 through 10 and Tenancy 15 detail a total of 188 seats (47 tables). It is noted that the adjoining Kmart development was required to provide parking for outdoor dining at a rate of 1 space per 30m^2. The same parking rate was also applied to the outdoor dining associated with the recent re-development of the adjoining Port Shores Retail Centre.

MTE Response: Council's parking requirements are based on "serviced area", which does not include outdoor dining areas. The outdoor dining areas are for general public seating, similar to a food court in a shopping centre. Therefore, the outdoor dining areas do not count toward the parking requirement as per Council's DCP. The outdoor dining areas are considered ancillary to the serviced area within the restaurant.

The TPIA does not assess the parking demand for the proposed manager's residence (shop top housing) or Tenancy 5 (refer to Table 9 of the TPIA).

MTE Response: The manager's residence will not be occupied continuously throughout the year. The purpose of the residence is for the owner of the development to stay temporarily when he is required to be in Port Macquarie. Parking for the managers residence will occur within the shared parking in the basement. The temporary use of two (2) spaces during various times of the year is not expected to have a significant effect on parking demand.

Nonetheless, parking for the manager's residence has been included in the amended TPIA.

Tenancy 5 is a very small scale take away unit most likely to be occupied by a coffee shop or similar. This tenancy is not likely to operate on during any of the major peaks. If it does operate during these peaks, it is not likely to generate any unique trips. It is expected that the tenancy will demand parking when the cinema is not operating and there is a high level of availability.

During the three main peaks (Friday PM, Saturday Midday and Saturday PM), any trips to Tenancy 5 are expected to be dual use trips, meaning that the parking demand has already been accounted for by the other use. In other words, it is highly unlikely that a patron of Tenancy 5 will use a parking space solely to patronise Tenancy 5 during the three main peaks. It is likely that this patron would

visit the cinema, the retail or the fun-fair as well. Therefore, this parking demand will already be taken into account by the 100% peak demand for the cinema and the restaurants.

> *The TPIA considers Tenancy 41 as a 'function room' of 500m2 capable of accommodating a total of 50 people, calculating parking at a rate of 1 space per 3 people. The TPIA submits that a total of 17 spaces is required. However, TPS suggest that 500m2 of function room has the capacity to accommodate a total of 250 seated people, representing a parking demand of 83 spaces or a parking rate of 16.6 spaces per 100m2 for serviced area or 9.2 spaces per 100m2 of GFA when measured against total floor area.*
>
> *In our view a rate of 10 spaces/100 sq.m. of "serviced area would be an appropriate rate to apply to the proposed "function" use.*

MTE Response: The amended plans have detailed a total Function Centre GFA of 566m^2, which includes 195m^2 of Back of House area. Therefore, the net function centre area available for use (or serviced area) is 371m^2. The application of the suggested 10 spaces/100m^2 of serviced area results in a parking requirement of 37 spaces. MTE agrees that 37 spaces is adequate for the function room use.

> *The documentation submitted with the application relies on the use of the adjoining privately owned Kmart car park and adjacent foreshore public car park to accommodate the developments parking shortfall. The level of reliance on the adjoining private and public parking is considered significant and unprecedented.*
>
> *The TPIA's assessment of the existing parking environment (Section 2.3) recognises that the public Westport car park is regularly utilised by special events. The TPIA suggests that the Cinema under the Stars and Foreshore Markets, which both coincided with their parking counts, represent the worst-case scenario.*
>
> *However it is noted that the Westport car park is utilised much more frequently than the monthly foreshore markets and one-off Cinema Under the Stars event. Westport Park and the adjoining public car park is used consistently by events including the Carnival which runs from mid-December to mid-January, Westport Bowling Clubs Christmas Carols and fireworks spectacular, the Circus, carious music concerts, Golden Lure fishing event and a number of vehicle shows. The car park is also the primary parking area for recreational fisherman and those families utilising Livvi's playground.*
>
> *It is therefore considered that the Westport car park is an important public car park for the Port Macquarie community and should not be relied upon to provide overflow parking for a private development.*

MTE Response: It is understood that there are several events hosted at Westport Park throughout the year. The MTE surveys were undertaken during two of these events (Monthly foreshore markets and Cinema Under the Stars). Although there may be busier events throughout the year, some may or may not overlap directly with the cinema peak demand periods, and it is standard engineering practice to design for the 85th percentile conditions. Designing for the absolute yearly peak often results in expensive and unnecessary provisions and therefore an undue burden upon the applicant. It is reasonable to consider the survey dates as representative of the 85th percentile conditions in the area.

Table 11 of the amended TPIA and (reproduced below) shows the amount and the location of overflow parking that is required during the three main peaks.

Locations	Available Parking[1]			Resultant Parking		
	Friday Evening	Saturday Midday	Saturday Evening	Friday Evening	Saturday Midday	Saturday Evening
Boat Ramp[2]	6	0	51	6	0	51
Kmart	122	39	189	4	2	95
Park Street	6	13	37	6	11	37
Warlters Street	24	31	36	24	31	36
Totals	**158**	**83**	**313**	**40**	**44**	**219**

Note: (1) Friday Evening minimum parking occurs at 7-8pm, and on Saturday at 5-6pm
(2) The development does not rely on the Boat Ramp car park in any peak

As shown above, the development does not rely upon the available parking within the Westport car park (Boat Ramp). It is expected that patrons will search for overflow parking in the Kmart car park first, followed by on-street parking on Park Street and Warlters Street. During all peaks, overflow parking is only required in the Kmart carpark.

> *As identified by TPS, it is considered likely that a large proportion of north bound vehicles will enter the development via the existing main Kmart entry off Park Street, rather than via the developments proposed Warlters Street entrance. TPS estimate that approximately 30% or more of all traffic will approach the proposed development via Park Street and the Kmart car park with approximately half that proportion leaving via the Kmart car park. It is considered that these traffic movements are not only undesirable but, are likely to have a significant detrimental impact on the function and operation of the Kmart car park.*
>
> *It is also noted that no existing access arrangements (Right of Access, Right of Way etc) exists within the Kmart site to permit this access arrangement. Nor, is any proposed to be created as a part of the submitted application.*

MTE Response: The existing main Kmart entry off Park Street is a left in / left out access only, which means that only vehicles traveling northbound on Park Street will be able to use this access. It is generally accepted that drivers will take the most convenient route to the site. In order to arrive at the access, drivers must travel straight through the Park Street / Warlters Street intersection. The TCS Plan for the intersection (TCS number 4748, plan reproduced in **Annexure B**) shows that there are no phases which restrict left turns but allow through movements from the south approach. Therefore, the left turn from Park Street is no less convenient than the through movement.

The SIDRA results shown in *Table 16* of the amended *TPIA* show that the right turn into the site from Warlters Street operates at a Level of Service (LoS) "A" which is no less convenient than the left turn into the Kmart main access from Park Street.

The difference in convenience between the two paths comes from the amount of distance travelled. The two paths are shown in **Figure 1**.

FIGURE 1: TRAVEL DISTANCE FOR ENTRY PATHS

As shown, the Warlters Street entrance into the site involves a much shorter path of travel. Additionally, the southeastern corner of the site has signage which will be visible to northbound drivers on the approach to the Warlters Street intersection, allowing drivers to be aware of the most convenient entrance path prior to the decision point. Therefore, it is expected that drivers approaching the site from the south will turn left turn onto Warlters Street then right into the site.

> *Access to the basement is not considered to be clearly visible due to its position between the Kmart car parking aisles as well as the proposed drive-thru and loading zone entries. TPS suggest that the closure of the eastern end of the Kmart parking aisles may assist in making the basement entry more legible to vehicle users. However, this would require works upon adjoining Lot 21 (kmart site) and it is unclear from the submitted documentation whether consent for this type of work is provided.*

MTE Response: The vast majority of vehicles are expected to enter the site via the new proposed right turn bay from Warlters Street. Once a vehicle has entered the access driveway, there is a clear path of travel to the basement car park entry with no obstructions from Kmart car parking aisles. The

basement car park entrance will be also be clearly signposted to limit the effect on the Kmart car park as much as possible.

> *It is considered that the proposed drive thru entries could have potential impacts upon traffic entering the basement car park or existing the site. In this regard, the proposed drive-thru servicing Tenancy 15 does not provide queuing for a minimum of 8 vehicles as required by the PM-H DCP 2013 (Table 2.5.1).*
>
> *It is proposed that the capacity for cars to store in the Tenancy 15 and Tenancy 1 drive-thru facilities will be 4 and 5 spaces respectively. This compares with a DCP requirement for 8 spaces, which is supported by TPS experience.*
>
> *McLaren go to some length to justify the queue provision based on an "analysis" summarised in Table 17 of the McLaren report.*
>
> *Take-away food: TPS experience supports a rate of 10.0 spaces / 100sq.m. being applied across GFA. This does not include provision for queuing in a drive-thru facility which TPS experience should provide for no less than 8 cars. The DCP specifies a rate of 12 spaces/ 100sq.m.GFA plus queuing for 8 cars.*

MTE Response: The proposed plans have been amended to provide queueing area for eight (8) vehicles within each drive-through area as required by the DCP.

> *Restaurants: Based on the relatively small floor areas, TPS has assumed that the proposed restaurants at ground floor level will be casual food and beverage outlets rather than offering formal dining. Consequently, there is no justification in applying a rate substantially less than that normally applying to fast-food or take-away food. We do not agree with the use of "served area" in making car parking estimates as it does not provide for variations between restaurant types which may occupy a premises over time. Also, parking estimates have historically been based on surveys etc. which relate to GFA or GLFA.*
>
> *Our experience supports applying a rate of no less than 5.0 spaces / 100sq.m.GFA to the subject restaurants. This compares with an effective rate of 2.23 spaces /100 sq.m obtained from the DCP in this instance assuming that "serviced area" is 67% of GFA as adopted by McLaren.*

MTE Response: As discussed previously, the DCP rate for restaurants is based upon "serviced area". Although the DCP does not provide a definition for serviced area, it is taken to be the area between the internal walls which does not include stairs, amenities, lifts and other staff only areas such as kitchen and storage areas. This is slightly less area than GLFA, which is 75% of GFA according to the RMS Guide.

> *Retail: In this instance, the DCP requires a rate of 3.33 spaces/100 sq.m(GLFA). Depending on the nature of the retail activity this rate has the potential to be lower than necessary. For example, parking supply for the adjacent Kmart and associated specialty store development is supplied at a rate of approximately 4.35 spaces/100 sq.m.GFA. It is understood that parking demands for that development regularly approach or are at car park capacity.*

MTE Response: Based upon MTE data, the only type of retail activity that has a potential to be significantly higher than 3.33 spaces/100m^2 GLFA is a supermarket. Given the scale of the retail premises (<100m^2 GFA each), they are not capable of occupation by a supermarket tenant. It is much more likely that the tenancies will be occupied by small scale specialty shops such as a florist, barber, clothing store or other uses of similar scale. Compared to Kmart, the proposed retail shops will attract a smaller range of patrons to the shop given that Kmart offers a much wider range of products and services. It is therefore expected that the Council's DCP rate, being less than the Kmart provision, is an acceptable control for the small scale retail premises.

> *<u>Indoor Entertainment:</u> The DCP does not specify rates for the proposed uses in Tenancy 21. In any event, if DCP rates were available to apply to the various proposed uses they would not provide for THE almost inevitable changes of use which will occur with "entertainment" over time. Consequently, we prefer the application of a rate based on GFA rather than on specific activities within "entertainment". One example of such a general rate is Brisbane City Council which applies a general rate of 2.5 spaces/100 sq.m GFA to "indoor entertainment". We have applied a rate of 2.0 spaces/100 sq.m.GFA in the estimates shown in Table 2.*

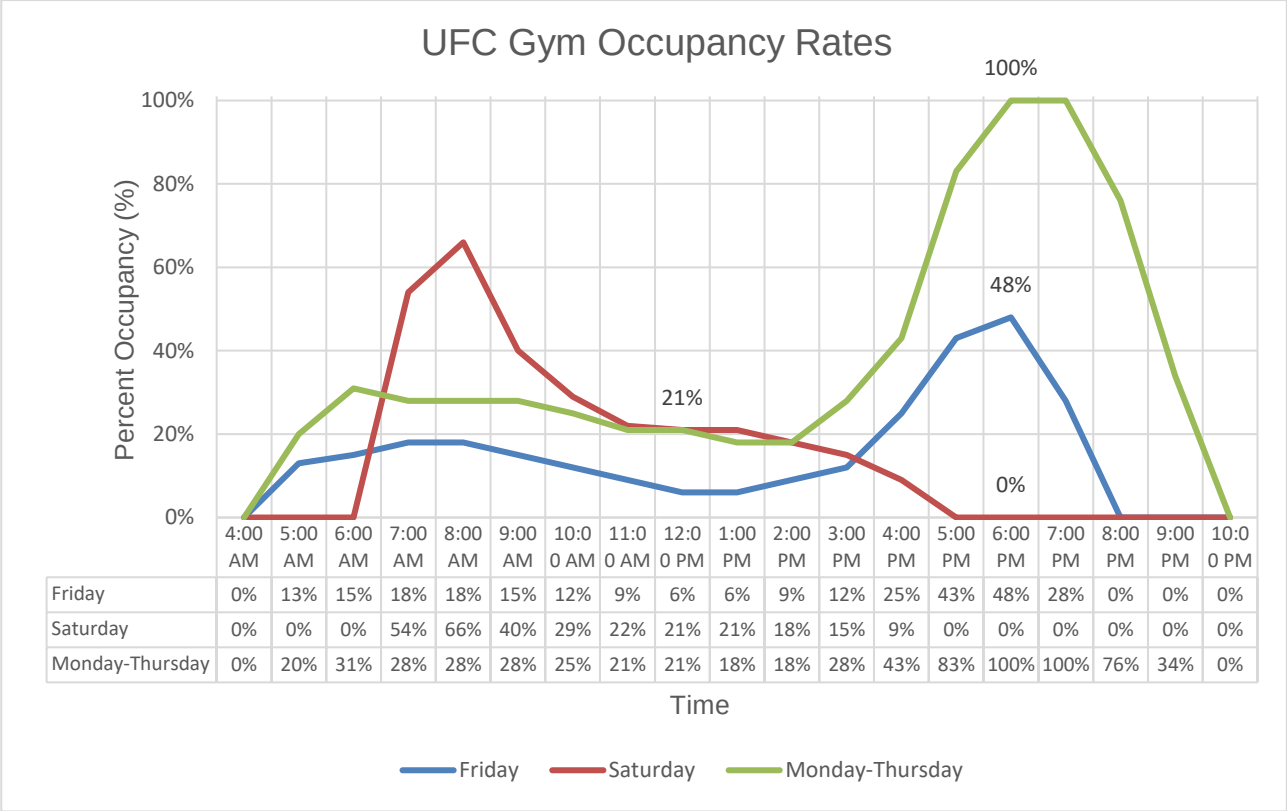
MTE Response: The Council's DCP provides a parking rate for bowling alleys, so the remaining entertainment centre is taken to be 1,024m^2, containing laser tag, games area, dodgem cars, trampoline rooms, party rooms and a bar area. Application of the Brisbane City Council rate results in a requirement for 26 spaces (1,024 * 2.5 / 100). Based upon the MTE approach, the parking requirement for the amusement centre is 27 spaces. Therefore, the MTE approach is more conservative than the King and Campbell and Brisbane City Council approaches.

> *<u>Gymnasium</u>: We are of the view that 7.5 spaces/100 sq.m.GFA is appropriate. The variations in gymnasium occupancy shown in Table 2 are based on detailed gymnasium occupancy data held by TPS.*

MTE Response: Parking rates for gymnasium premises are provided by the Council DCP as 7.5 spaces per 100m^2. This rate is derived from the RMS Guide to Traffic Generating Developments, which also notes a minimum requirement of 4.5m spaces per 100m^2. The rates provide only PM parking rates, but it does not provide an AM peak parking rates. It is further noted that the *RMS Guide* rates are based upon surveys that were completed in the 1980s and 1990s, none of which are in the Port Macquarie area. The nature and profile of gymnasium develops has significantly changed since these surveys, with class-based exercise and 24-hour gym access becoming the norm progressively since the 2000's. As such, a parking profile based upon patron usage is to be developed. The proposed gym is a UFC Gym franchise, which focuses on class-based exercise programs. In order to develop a usage profile for the gym component of the development, a review of Google data of 'popular times' has been undertaken of the following UFC Gym locations.

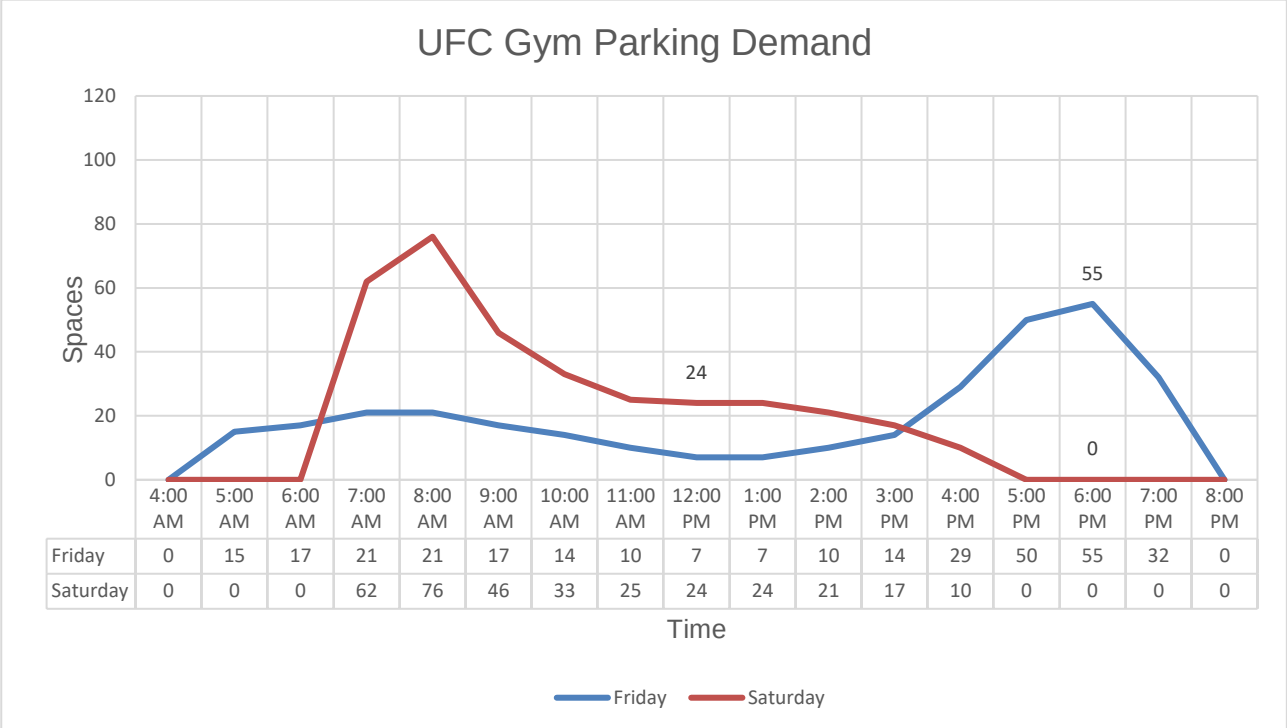
- *UFC Gym – Castle Hill*:
  - Opening Hours - Monday-Thursday 5am-10pm, Friday 5am-8pm, Saturday 7am-5pm
- *UFC Gym – Wetherill Park*:
  - Opening Hours - Monday-Thursday 5am-10pm, Friday 5am-8pm, Saturday 7am-5pm
- *UFC Gym – Gregory Hills*:
  - Opening Hours – Monday-Thursday 5:30am-10pm, Friday 5:30am-8pm, Saturday 7am-5pm
- *UFC Gym – Penrith*:
  - Opening Hours – Monday-Thursday 5am-10pm, Friday 5am-8pm, Saturday 7am-5pm

The popular usage and parking profiles are shown in **Figure 2** and **Figure 3**, respectively. The parking profile utilises the Council's DCP rate of 7.5 spaces per 100m^2 as the peak parking rate, when theoretically 4.5 spaces per 100m^2 could be used to calculate minimum parking demand. Further, the occupancy rates shown in **Figure 2** are the maximum values observed from all surveyed sites. Therefore, the popular usage and parking profile figures are very conservative.



	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Friday	0%	13%	15%	18%	18%	15%	12%	9%	6%	6%	9%	12%	25%	43%	48%	28%	0%	0%	0%
Saturday	0%	0%	0%	54%	66%	40%	29%	22%	21%	21%	18%	15%	9%	0%	0%	0%	0%	0%	0%
Monday-Thursday	0%	20%	31%	28%	28%	28%	25%	21%	21%	18%	18%	28%	43%	83%	100%	100%	76%	34%	0%

FIGURE 2: UFC GYM POPULAR USAGE PROFILE



	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
Friday	0	15	17	21	21	17	14	10	7	7	10	14	29	50	55	32	0
Saturday	0	0	0	62	76	46	33	25	24	24	21	17	10	0	0	0	0

FIGURE 3: UFC GYM PARKING DEMAND PROFILE – PORT MACQUARIE

UFC Gym locations clearly experience their peak parking demand (100%) from Monday-Thursday from 6-7pm. Friday evenings, by comparison, only experience a maximum 48% parking demand. Similarly, the gyms are only 21% occupied midday Saturday. It should be noted that all of the UFC Gym locations are closed at 5pm on a Saturday, meaning it will not interfere with the cinema's peak parking demand on Saturday evenings.

The UFC Gym at Port Macquarie has a peak parking demand of 116 spaces which occurs on Monday-Thursday evenings. The peak parking demand on Friday evenings is therefore 55 spaces (48% of 116), whilst the Saturday midday peak is 24 spaces (21% of 116).

> *In our view there is no evidence to justify a 5% reduction in car parking requirements for the development as applied by McLaren based on travel via public transport or other non-car modes being higher than implicitly contained with car parking demand rates.*
>
> *In our view, any reduction in parking requirements based on non-car use would be more than negated by the degree to which the DCP parking rates understate probable peak parking requirements in the location of the subject development.*

MTE Response: The site's accessibility for alternative transport methods has been improved since the DCP was published in 2013. Specifically, the following alternative transport infrastructure measures have been implemented within the last six (6) years within close proximity to the site.

- Foreshore Bicycle path extension/widening to connect to the land east of Kooloonbung Creek.
- Formalised bicycle path on Warlters Street

Additionally, the Council released the *Port Macquarie-Hastings Bike Plan* in May 2015 whose objective is to *Increase the proportion of all trips – by residents, workers and visitors – that are undertaken by bike*.

The Plan includes bicycle maps the Port Macquarie Town Centre which are available to all residents. The map of the area surrounding the site (shown in **Figure 4**) shows that there is a proposed shared path along Park Street and Bay Street within close proximity to the site and a proposed Road Shoulder bicycle path directly along the site's frontage to Park Street. There are also several proposed shared paths and road shoulder bike paths that will significantly improve the site's connectivity to the Port Macquarie Bicycle network.

Given that the 2015 *Bike Plan* was implemented after the Council DCP parking rates were determined, it is logical to expect a higher level on non-car transport than what is implicitly contained within the DCP rates of 2013.

The King and Campbell submission assumes that the DCP underestimates the parking requirement for a development at this specific location. There is no evidence that the DCP parking rates understate probable peak parking requirements in the location of the subject development.

Additionally, the proposal details two (2) pick-up and drop-off spaces within the ground level car park. These spaces are additional to the existing spaces at ground level. It is expected that these spaces will be used frequently for taxis, rideshare vehicles and/or parents dropping patrons off and picking them up without using any of the Kmart or basement car parking spaces. The increase in popularity for rideshare apps (such as Uber, Taxify and Ola etc.) since Uber's Australian launch date in 2012 is evidence that these spaces will be utilised. The Council DCP does not detail any requirements for pick-up and drop-off spaces, therefore it is reasonable to expect a higher level of drop-off traffic than what is implicitly contained within the 2013 DCP rates.

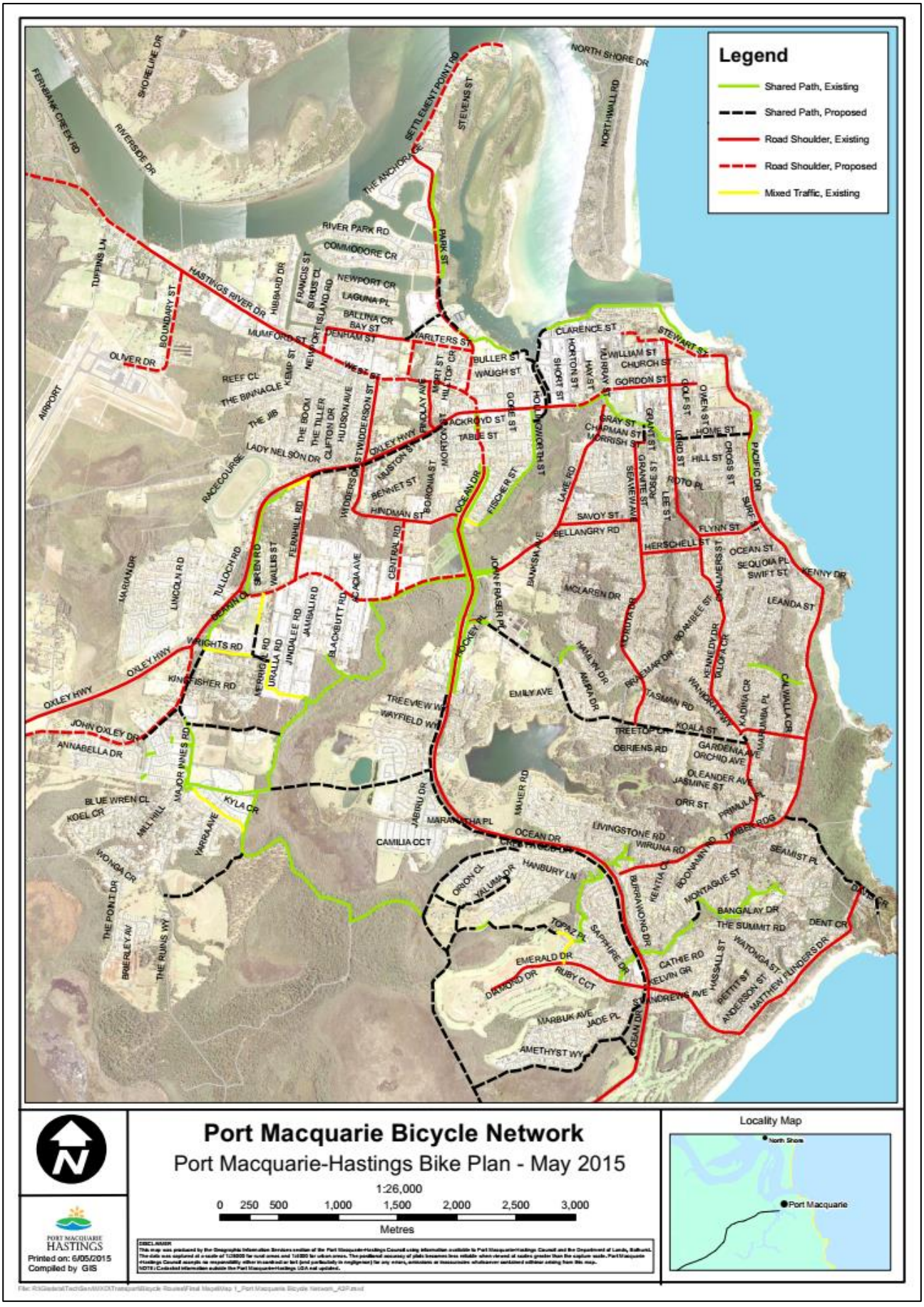


FIGURE 4: 2015 PORT MACQUARIE BICYCLE NETWORK

The site is also located very close to several Busways bus routes which run along Park Street. The nearest bus stop is located along the site frontage. The services provided to and from the site are summarised in **Table 1** and **Figure 5** below.

TABLE 1: PORT MACQUARIE BUS SERVICES

Time	Bus Services	Locations Serviced
Friday Evening	3 per hour	Port Macquarie neighbourhoods, Bonny Hills, North Haven, Laurieton, Wauchope
Saturday Midday	6 per hour	
Saturday Evening	3 per hour	

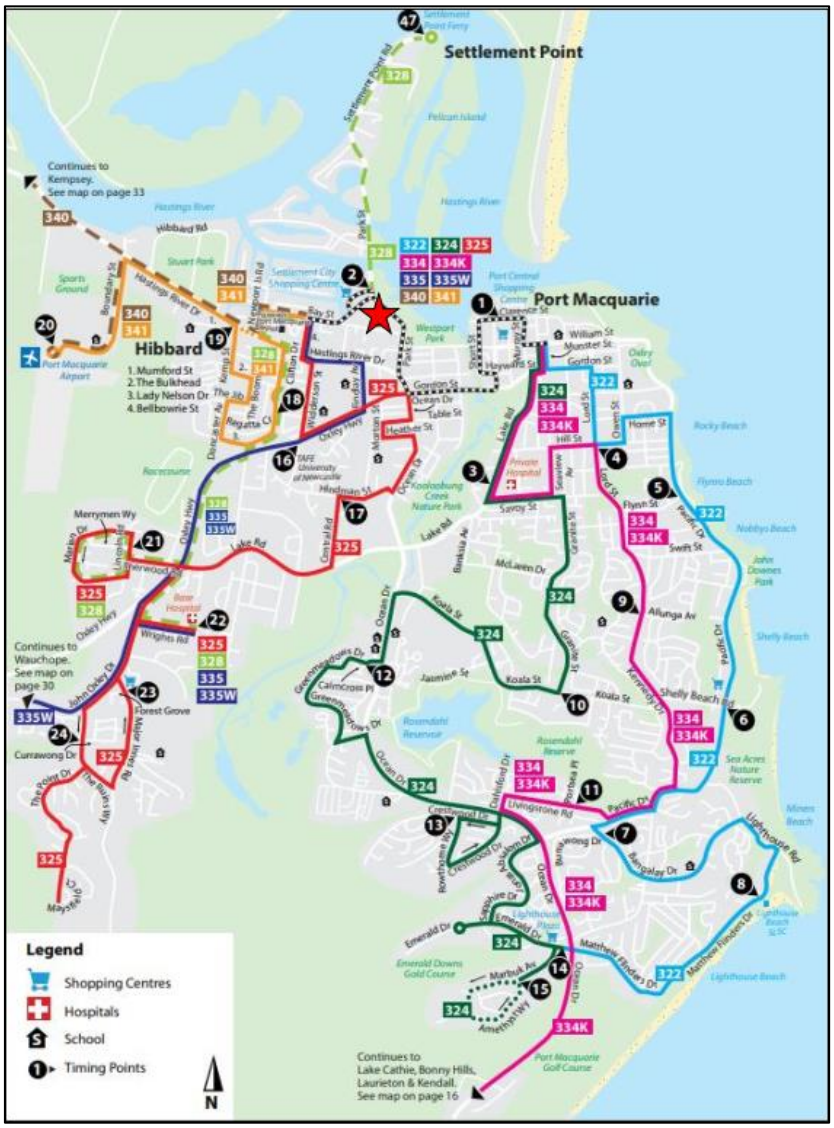


FIGURE 5: PORT MACQUARIE BUS NETWORK MAPS

There is no evidence submitted with the application which indicates that the owner of the Kmart site (or Kmart) approve of the use of parking within the Kmart site. Also, there is no justification in the opinion of TPS that a development in this location should be allowed to place a claim on on-street or off-street public parking facilities. Consequently, the only parking location available to the development is the Kmart site, but only if the owner of that site was to give approval to the use of the site, and only if it can be demonstrated that there is adequate parking available in the site to accommodate parking demands from the subject development.

MTE Response: *McMullin Property Group* (MPG) are generally supportive of the proposal as shown in the letter in **Annexure C**.

> *Based on the McLaren survey results shown in Table 4, there is no capacity at all during the peak retailing period on a Saturday for the Kmart site to absorb any 'overflow' parking generated by the subject development. This demand is estimated by TPS as being in the order of 200 spaces.*
>
> *That is, the McLaren survey indicated that parking in the Kmart site at approximately Noon on a Saturday is at capacity, recognising that the car parking industry defines car park capacity as 90% of supply or approximately 340 spaces for the Kmart site.*

MTE Response: MTE does not agree with the estimated demand of 200 spaces. Even so, *Table 11* of the TPIA shows that there are 39 spaces available within the Kmart car park during the peak retailing period which represents 88.5% capacity, not 90%. It is of the view of MTE that car park capacity of 90% only applies to areas with high levels of turnover or large shopping centre car parks. The Kmart car park and the basement car park are easily trafficable and therefore do not fall under these categories, especially given that the average length of stay for the proposed uses is generally longer than shopping centres.

Although the development does not rely on on-street parking on Warlters Street and Park Street, there may be instances which visitors utilise this parking area. There is available parking along the southern side of Warlters Street and along the western side of Park Street.

> *Based on the above estimates in combination with traffic which will approach from the north via Park Rd, it is likely that 30% or more of all traffic will approach the subject development via the Kmart car park with approximately half that proportion leaving the site via Kmart. Based on the McLaren estimates of traffic generation, this would result in up to 160vph, 200vph and 165vph travelling through the Kmart car park to the west during the Thursday evening, Saturday evening peak "design" hours.*
>
> *In the view of TPS the above traffic movement via the Kmart car park is undesirable, particularly given the lack of any proposed access easement of RoW which recognises the need to facilitate a traffic demand of such proportion*

MTE Response: Given the geometry of the site and site accesses, 100% of traffic will enter the site from the east via the Park Street / Warlters Street intersection. From this location, there are two ways to access the site as shown in **Figure 6**. As a part of the proposal, the right turn bay shall be spliced and extended to allow right turns into the circulation roadway which provides access into the development's basement car park. **Figure 6** shows that the proposed right turn provides much more convenient access to the site's basement car park.

FIGURE 6: DEVELOPMENT SITE ACCESS OPTIONS

It is generally accepted that drivers will always choose the most convenient access to a site. As such, it is unlikely that 30% of traffic (or more) will bypass the convenient right turn into the site, turn right into the main Kmart access and circulate the Kmart car park before arriving at the basement entry (red route). Further, signposts and directional arrows within the site can be implemented to direct arriving vehicles to the most convenient access into site.

The TPIA assumes that 100% of vehicles will enter the site via the most convenient route (yellow route). The SIDRA analysis shows that this right turn movement operates at a LoS "A", and the 95th percentile queue for the yellow route right turn bay is a maximum of 7.2m. The proposed right turn bay length is 27 metres, which is more than enough to contain the volume of traffic following the yellow route.

It is relevant to note that 100% of traffic entering via the yellow route is the worst-case scenario. If a small number of vehicles disperse and enter at other locations, it would decrease the concentration of traffic entering at any one driveway. Any minor amount of extra traffic entering from other entries are not expected to have a significant impact especially given that both site driveways operate at LoS "A".

A SIDRA analysis has been undertaken simulating 30% of traffic entering the site via the red route as suggested by TPS. The results are compared to the existing conditions and the TPIA distribution in **Table 2**.

TABLE 2: SIDRA INTERSECTION 8 RESULTS – ACCESS DISTRIBUTION

	Eastern Access (Yellow Route)		Western Access (Red Route)	
East/West Split	Level of Service (LoS)	Right turn 95th %ile queue length (m)	Level of Service (LoS)	Right turn 95th %ile queue length (m)
Existing (no development)	N/A	N/A	A	2.0m
100% / 0% (TPIA)	A	7.2m	A	2.2m
70% / 30% (TPS Group)	A	4.8m	A	3.8m

As shown above, the right turn movements at both the eastern and western accesses operate at a LoS "A" in the existing condition, the TPIA distribution and the TPS Group distribution. Even if 30% of the development traffic utilises the Western access (red route), the movement's LoS remains at "A" and the right turn queue length only increases by 1.8 metres compared to the existing conditions. Level of Service "A" is characterised by free flow conditions and additional capacity. The 1.8m increase to the right turn queue is a minimal increase and will not have an adverse impact on the operation of the Kmart car park access.

> *We note that the McLaren report has only reported access and intersection operations in respect to access and intersection isolation. That is, the report has not addressed what should in our view be a primary consideration regarding development access design. That is, the potential for vehicles queued to enter the development from the right turn lane in Warlters St to be obstructed by vehicles queued in Warlters St in the approach to the Park Road signalised intersection.*
>
> *In our view the applicant should be required to submit evidence that the above-mentioned queue obstruction shall not occur within a 10-year planning horizon.*

MTE Response: MTE does not have data regarding 10-year growth within the area. Warlters Street is a no through road, so it is assumed that there will be 0% growth along this area on a 10-year horizon. However, Park Street would be expected to grow slightly. As a conservative estimate, through volumes along Park Street have been assumed to grow at a rate of 2% per year.

From the SIDRA results in the MTE TPIA, the worst right turn movement occurred on the Saturday midday peak. Therefore, the Saturday midday peak has been assessed as a worst-case scenario. The post development volumes (Year 0) and the 10-year growth volumes on Saturday Midday are summarised in Table below.

TABLE 3: TRAFFIC VOLUME GROWTH VOLUMES

Traffic Movement	Peak Hour Volumes	
	Year 0	Year 10
RT from Warlters St onto Park St	308	308
Northbound Park Street	840	1024
Southbound Park Street	837	1021

The above volumes were input into SIDRA intersection 8 to determine the 95th percentile queue for the right turn from Warlters Street into Park Street after 10 years of 2% growth. A summary of results is provided in **Table 4** below, with detailed SIDRA results provided in **Annexure D**.

TABLE 4: SIDRA 8 RESULTS

Traffic Movement	Year 0	Year 10
95th Percentile RT queue	3.1 vehicles (21.5m)	3.1 vehicles (21.5m)

As shown above, the growth along Warlters Street does not increase the RT queue length. The available queueing area in this turn bay is 37 metres, which is more than enough to accommodate the expected queue. The only significant change to the intersection LoS is the right turn from the north approach, which worsens from LoS "A" to LoS "B". This is likely due to the intersection providing less green time to the north approach RT arrow.

In summary, the right turn on Warlters Street is suitably designed for the current population and the expected future growth along Park Street.

> *The McLaren report does not provide any analysis regarding the adequacy of the proposed commercial vehicle facilities.*
>
> *There is no area or space indicated in the plans for refuse storage or for a refrigerated compactor as will be required to service the numerous restaurant uses in the site.*
>
> *Generally, commercial vehicle parking facilities (other than for compactors) are required at a rate of approximately 1 space/4000sq.m.gfa for commercial (office and non -retail) developments and 1 space/4000sq.m.gfa for retail developments. However these rates can be reduced in instances where a dock area is "managed" as a single facility servicing an entire development.*
>
> *The above rates indicate the need to approximately 4 commercial parking spaces, not including a compactor.*

MTE Response: Analysis regarding the adequacy of the proposed commercial facilities is provided in Section 3.5 of the amended TPIA. For convenience, this information is summarised within this response.

The RMS Guide states that one (1) service and loading bay should be provided for supermarkets, shops and restaurants for every 400m^2 GFA. For other uses, the RMS Guide rate is one (1) service bay per 2,000m^2 GFA. None of the ground floor tenancies are over 400m^2 GFA and therefore do not require a service bay. The gym, amusement centre, function centre and cinema are not expected to receive large amounts of regular deliveries.

Although none of the ground floor tenancies are larger than 400m^2, some amount of deliveries is expected, especially for the restaurants.

Swept path analysis has been undertaken showing that the loading area is large enough to accommodate two (2) Heavy Rigid Vehicles at one time. It is expected that the two loading areas will be shared between all tenancies under a plan of management.

> *The development car park entry is located almost opposite to two Kmart car park aisles and immediately next to the entry to a drive-thru facility. The entry to the commercial vehicle area is immediately to the south.*
>
> *Whilst we acknowledge that each of the driveways on the western boundary of the development are entry only to the development, we have the view that the area along the western boundary of the development will be highly conflicting and complex in appearance and operation.*

We are of the view that it would be highly desirable to close the two Kmart aisles opposite the proposed drive-thru and commercial vehicle access driveways. This would have the effect to significantly simplify the legibility and operation of the three development access driveways

MTE Response: MTE agrees that there are three (3) entry points to the development opposite two (2) Kmart parking aisles. Closing the car park aisles would necessitate a turning bay at the end of each aisle, which would not only reduce the Kmart car park capacity but also worsen the traffic circulation through the car park. Vehicles will be traveling with care at low speeds in this area, therefore it is considered a better outcome to provide circulation through this area for both the Kmart car park and the development entry points.

The development plans shown stairway access only for pedestrians wishing to enter or leave the car park across the western boundary.

In our opinion it is inevitable that a significant proportion of pedestrians wishing to enter and leave the car park across the western boundary will find it more convenient to walk up and down the car park access ramp.

Whilst it should be recognised that the proposed car park ramp does not contain a 300mm wide kerbed zone on both sides of the ramp as required of AS/NZ2890.1, it is highly desirable that the ramp include a pedestrian pathway of at least 1.0m width in order to facilitate pedestrian movements. This would be best located on the south side of the ramp together with a pedestrian crossing facility to service the ramp and the adjacent stairway.

MTE Response: It is not clear for what reason pedestrians would wish to enter or leave the car park across the western boundary. A pedestrian parked within the carpark would very likely have entered the car park to patronise the uses on the site. Access from the basement to the ground floor tenancies, the amusement centre, the cinema, the gym and the function centre is best provided via the pedestrian entry or the lift.

The car park access ramp is 4.0m wide measured from wall to wall. 300mm kerbs are required on either side which results in a 3.4m wide carriageway measured kerb to kerb. There is not sufficient width for pedestrians to share this ramp with vehicles. Signage stating “No Pedestrian Access” can be provided at the top and bottom of the ramp to reduce this risk.

Additionally, the maximum gradient of the basement ramp is 20%. Any gradient over 12.5% requires stairs and a pedestrian handrail for pedestrian accessibility. The suggested 1.0m width pedestrian pathway would require stairs and a handrail. The stairway access along the western boundary is located directly adjacent to the basement car park ramp. Therefore, it is considered that the staircase adjacent to the ramp is equally convenient for pedestrian access as the suggested 1.0m pathway would be. Additionally, the stairway separates pedestrians from vehicles and results in a safer outcome.

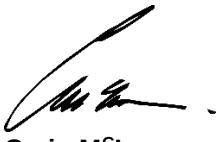
The proposed orientation of car park aisles will make pedestrian access through the car park in the north south axis difficult, particularly having regard to the location of the escalator which will give access to upper levels of the development.

It is highly desirable that the design be modified to facilitate pedestrian access through car parking modules to the north and south of the escalators.

MTE Response: MTE agrees that that the provision of a pedestrian accessway via a north south axis would improve pedestrian flows, however it is not a necessary requirement.

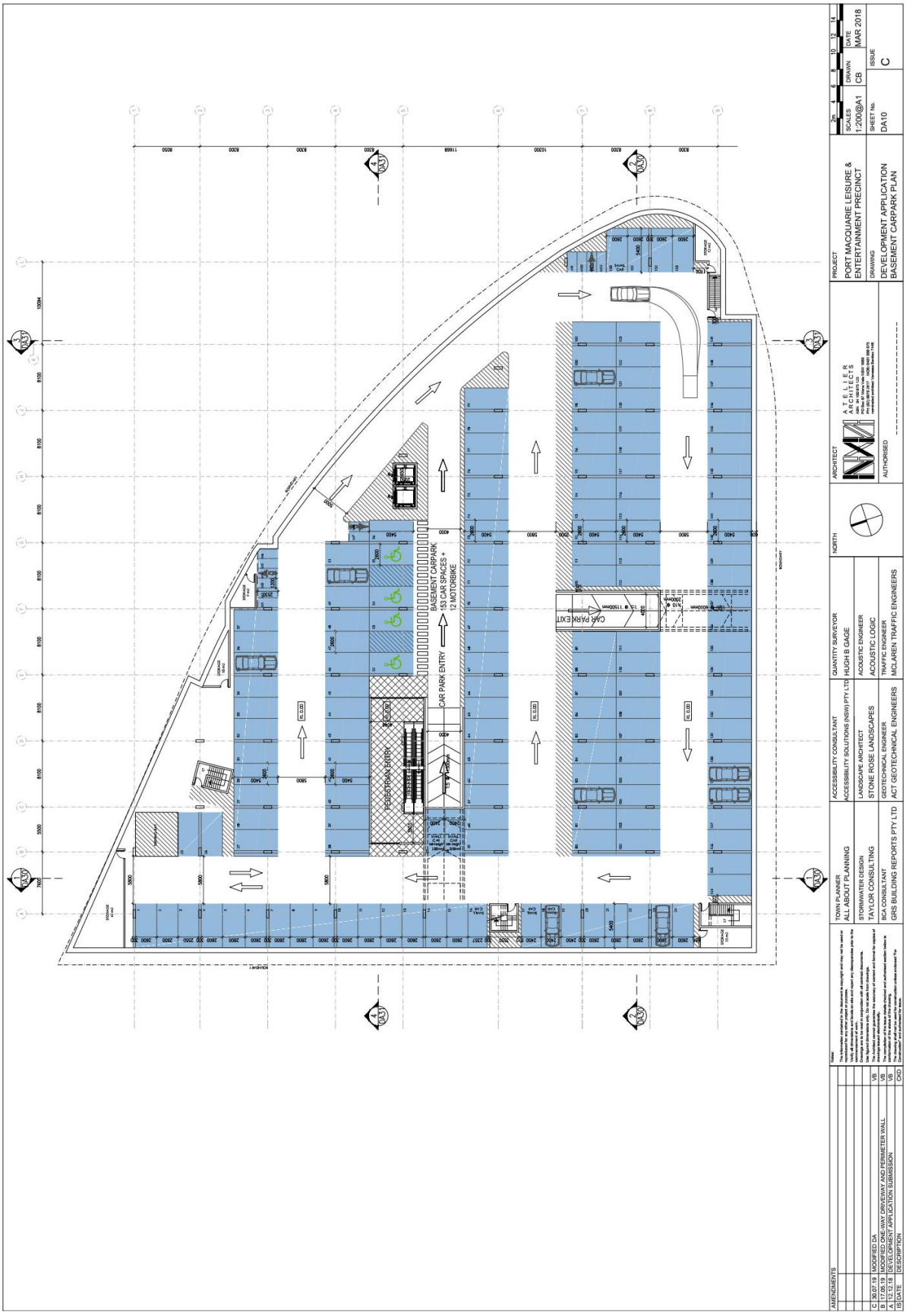
Please contact Mr. Daniel Fonken or the undersigned on 8355 2440 should you require further information or assistance.

Yours faithfully
McLaren Traffic Engineering

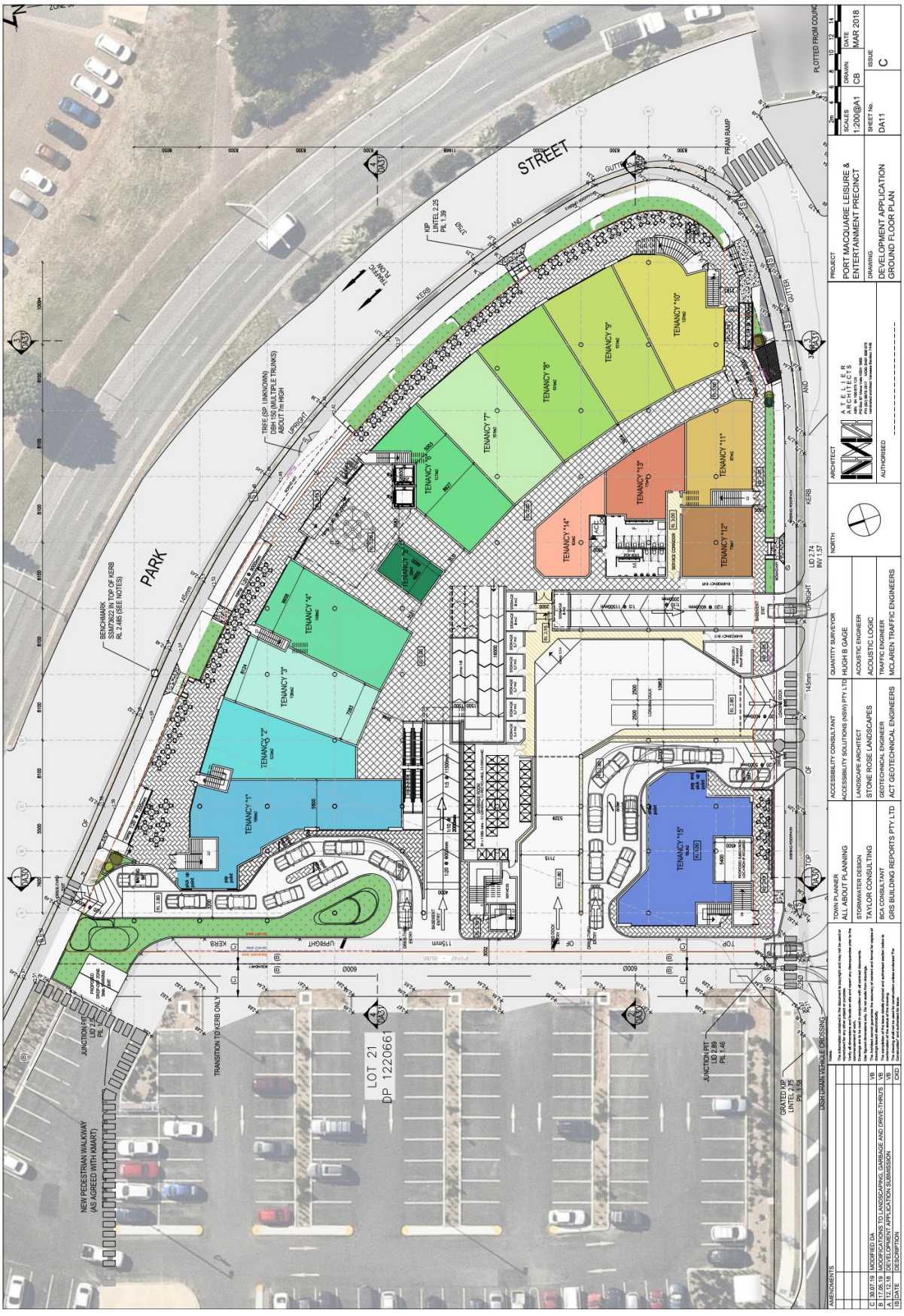


Craig McLaren
Director
BE Civil, Grad Dip (Transport Engineering), MAITPM, MITE
RPEQ 19457
RMS Accredited Level 3 Road Safety Auditor [1998]
RMS Accredited Traffic Management Plan Designer [2018]

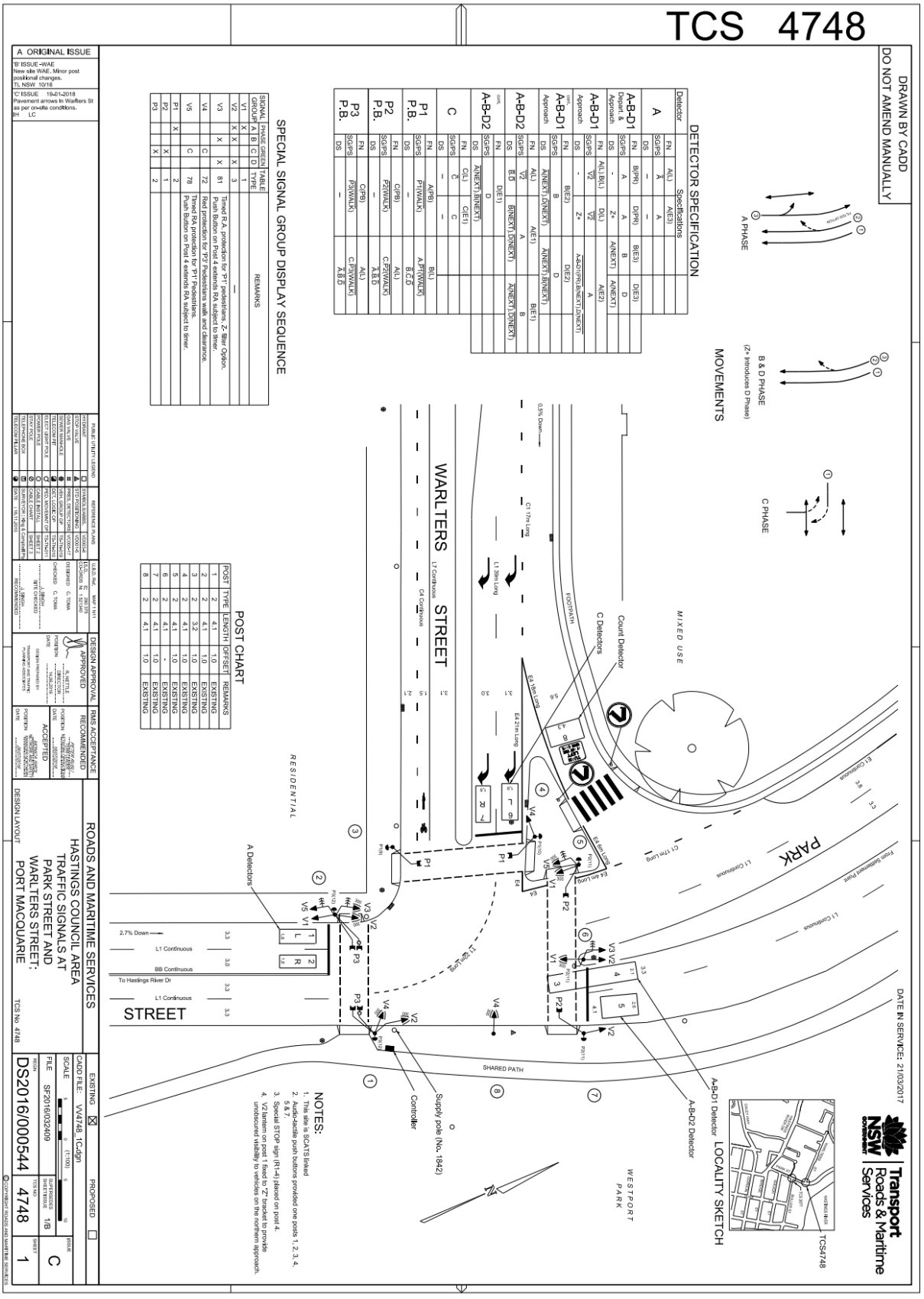
ANNEXURE A: PROPOSED PLANS



ANNEXURE A: PROPOSED PLANS



ANNEXURE B: TCS PLAN



ANNEXURE C: LETTER OF SUPPORT – MPG

McMULLIN PROPERTY

INVESTMENT • DEVELOPMENT • MANAGEMENT • SOLUTIONS

21st December 2018

Mr Sam Mustaca
Planet Warriewood Pty Ltd
4 Vuko Place
Warriewood NSW 2102

Dear Sam,

RE: United Cinemas Development - Cnr Park St and Warlters Street Port Macquarie

On behalf of the MPG, the property owner of Lot 21 on DP 1220661, we confirm MPG are generally supportive of the proposed entertainment development next to the K-Mart Shopping Centre based on the following as agreed with Planet Warriewood Pty Ltd;

- Proposed development to incorporate pedestrian connectivity and K-Mart signage as agreed between K-Mart and Planet Warriewood in accordance with attached K-Mart letter dated 21st December 2018.
- Proposed development to restrict loading dock use outside the hours of 10am-5pm and limit HRV size to 12.5m length.
- Carpark use as agreed between K-Mart and Planet Warriewood.
- Proposed development to replace existing asphalt pavement from Warlters Rd upto and including the loading dock entry as a minimum with suitable concrete pavement at no cost to MPG (refer attached mark up for extent).

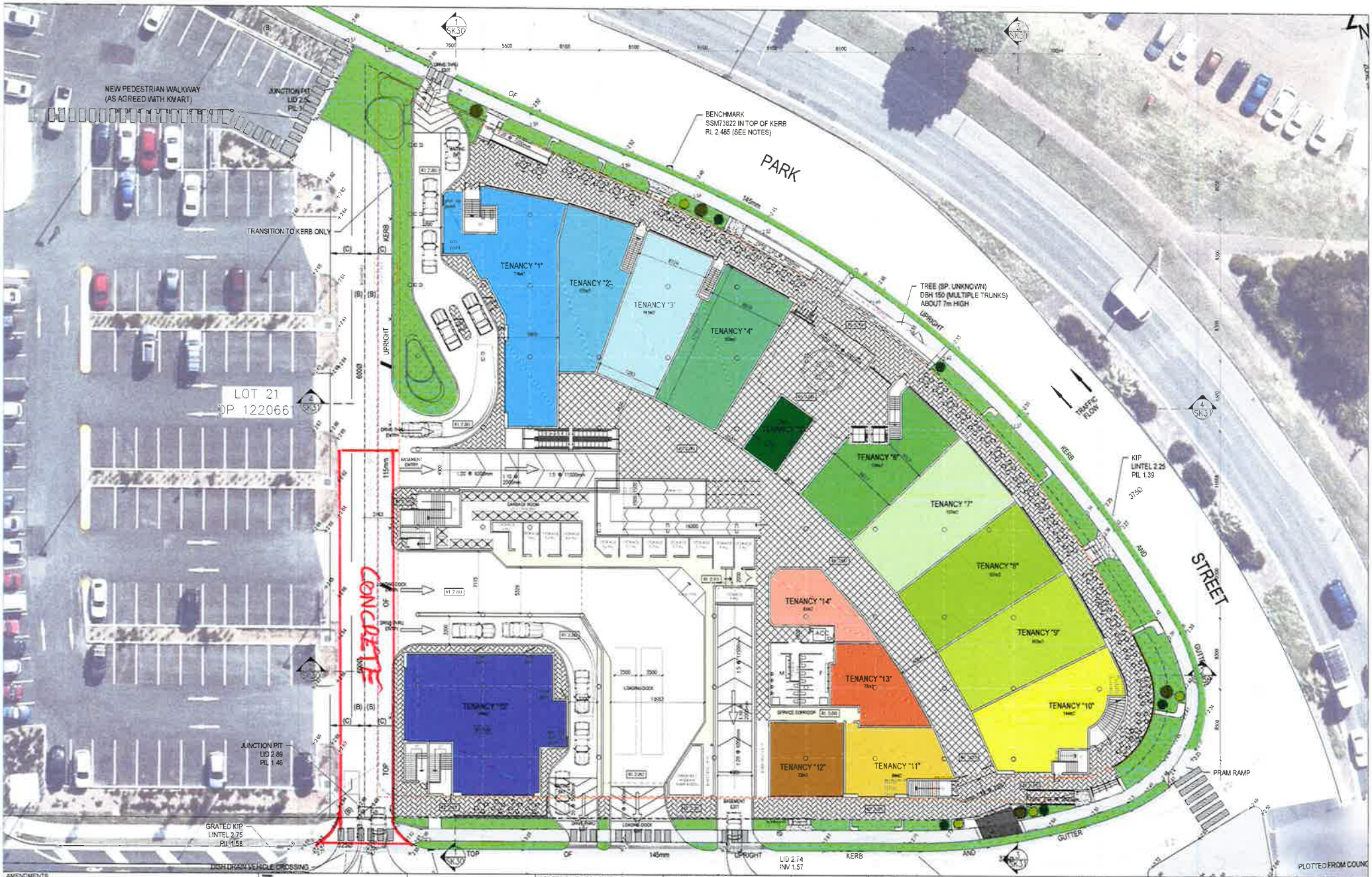
We trust the above is in order and await your confirmation.

Yours Sincerely

Rob Fatovic
Project Manager

Attachments:
Atelier Architects DA11 Rev A markup detailing concrete pavement extent.
K-Mart letter dated 21st December 2018
Planet Warriewood Pty Ltd letter dated 12th December 2018
K-Mart letter dated 30th November 2018

a Level 3, 2-6 Railway Parade (PO Box 1305) Camberwell VIC 3124
t 03 9831 8900 **f** 03 9814 8944 **a** info@mcmullin.com.au **w** www.mcmullin.com.au
McMullin Developments (Australia) Pty Ltd
ACN 110 672 074



AMENDMENTS		
A	12.12.16	DEVELOPMENT APPLICATION SUBMISSION
ISSUE	DATE	DESCRIPTION

TOWN PLANNER: ALL ABOUT PLANNING	ACCESSIBILITY CONSULTANT: ACCESSIBILITY SOLUTIONS (NSW) PTY LTD	QUANTITY SURVEYOR: HUGH B GAGE	
STORMWATER DESIGN: TAYLOR CONSULTING	LANDSCAPE ARCHITECT: STONE ROSE LANDSCAPES	ACOUSTIC ENGINEER: ACOUSTIC LOGIC	
BCA CONSULTANT: GRS BUILDING REPORTS PTY LTD	GEOTECHNICAL ENGINEER: ACT GEOTECHNICAL ENGINEERS	TRAFFIC ENGINEER: MCLAREN TRAFFIC ENGINEERS	

NORTH

ARCHITECT
ATELIER ARCHITECTS
ABN 94 130 875 125
PO Box 87 Mona Vale NSW 1660
PH (02) 9970 2977 MOB 0421 000 375
nominated architect Vanessa Santur 7446

AUTHORISED

PROJECT: PORT MACQUARIE LEISURE & ENTERTAINMENT PRECINCT	SCALES: 1:200@A1	DRAWN: CB	DATE: MAR 2018
DRAWING: DEVELOPMENT APPLICATION GROUND FLOOR PLAN	SHEET No: DA11	ISSUE: A	

Wesfarmers

Department Stores Division

21 December 2018

Rob Fatovic
Project Manager
McMullin Property
Level 3, 2-6 Railway Parade
Camberwell VIC 3124

Dear Rob

RE: United Cinemas Development - Cnr Park St and Warlters Street Port Macquarie

Kmart is supportive of an entertainment development as presented by United Cinemas in DA drawings as submitted 20 November 2018, subject to the agreement on the pedestrian walkway and Kmart sign detailed in letter dated 12 December attached.

Regarding the right of way, the proposed car and truck access points are acceptable to Kmart and based on the attached traffic survey report and again in accordance with the agreement in letter dated 12 December, Kmart support the consent to this proposal as drawn (See attached plan)

Yours sincerely

Steven Thuaux
Regional Property Manager
Wesfarmers Department Stores

Wesfarmers

Department Stores Division

30 November 2018

Vanessa Benitez
MM Atelier Architects
PO Box 87
Mona Vale NSW 1660

Dear Vanessa

RE: Cnr Park St and Warlters Street Port Macquarie

Thank you for your recent emails about the proposed entertainment development on the site next to the Kmart shopping centre at Port Macquarie, and also regarding the right of way (ROW).

Development

Kmart is generally supportive of an entertainment development in principle, but we need more detail before we can consent to what is proposed. For example, we have concerns about the bulk and height and potential sightlines and overshadowing.

So that we can give this further consideration, please send us a complete copy of the development application, including all drawings.

We also need to agree terms for the pedestrian walkway and Kmart corner signage, as these are key components of the overall outcome from Kmart's perspective.

In the meantime, Kmart reserves its position on the redevelopment.

ROW

Regarding the right of way, the proposed car and truck access points appear acceptable on paper, but Kmart is not in a position to consent to them until the traffic management study is complete and a copy provided for Kmart's review (this will be needed in any event for the application to Council). If the traffic management study supports the proposal and does not raise any adverse issues, then I would expect that Kmart will support the right of way proposals at that stage.

Owner approval

Please be aware that Kmart leases the Kmart shopping centre but is not the owner. Kmart cannot speak for the owner of the shopping centre, so you will also need to contact them regarding the above matters.

Yours sincerely

Steven Thuaux
Regional Property Manager
Wesfarmers Department Stores

PLANET WARRIEWOOD PTY LIMITED

ABN 32 081419 052

12 December 2018

To: **Steven Thuaux**
Regional Property Manager – QLD South
Wesfarmers Department Stores - Property
690 Springvale Rd
Mulgrave VIC 3170
Sent via email: Steven.Thuaux@wesds.com.au

Dear Steven,

Re: Cnr of Park Street and Warlters Street Port Macquarie

We refer to yesterday's meeting and your letter of 30 November 2018 and thank you for taking the time to discuss the Development Application at the Cnr of Park and Walters Street Port Macquarie.

In consideration of you consenting to our Development Application, we agree to the following items subject to DA/authority approval:

- **Loading Dock –** No Heavy Rigid Vehicles (HRVs) exceeding 12.5m in length are to access the Loading Dock. HRV's of 12.5m in length are to access the Loading Dock outside the hours of 10am-5pm only - unless required for urgent access with prior notice to Kmart's store manager.

- **Walkway Connection -** Zebra crossing to be implemented as per Architectural Drawing DA 11 revision A dated 12 Dec 2018 at Kmart's expense.

- **Parking -** ability for our patrons to use the Kmart car park to access our building and our patrons to access the Kmart Tenancy at no cost and with no restrictions or penalties.

- **Signage -** Kmart Signage to be supplied, installed and maintained by Kmart (at Kmart's cost) to the size and location as nominated by Planet Warriewood. Installation of signage as per Planet Warriewood's requirements. Nominated location as shown in montage on DA41 Issue A. Costs of the Signage Development Application to be paid by Planet Warriewood.

- The above agreement to be documented by way of deed subject only to any necessary amendments by virtue of any conditions imposed by the consent authority.

We look forward to receiving confirmation of your acceptance of the above as soon as possible.

Thanks again for your cooperation.

Regards,

R. Mustaca

Roy Mustaca – OAM CAV
Director

4 VUKO PLACE, WARRIEWOOD, NSW, AUSTRALIA 2102
PH: 9913 8617

ANNEXURE D: SIDRA RESULTS

MOVEMENT SUMMARY

Site: 101 [Park / Warlters - Saturday Midday Peak]

Park / Warlters
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Park Street												
1	L2	285	0.0	0.513	9.4	LOS A	5.1	36.1	0.62	0.67	0.68	52.8
2	T1	840	0.6	0.513	5.4	LOS A	6.9	48.3	0.65	0.62	0.68	54.3
Approach		1125	0.5	0.513	6.4	LOS A	6.9	48.3	0.65	0.63	0.68	53.9
North: Park Street												
8	T1	837	0.9	0.559	7.0	LOS A	7.8	54.7	0.71	0.64	0.71	53.4
9	R2	97	1.1	0.559	14.1	LOS A	5.0	35.0	0.76	0.70	0.76	50.4
Approach		934	0.9	0.559	7.8	LOS A	7.8	54.7	0.72	0.64	0.72	53.1
West: Warlters Street												
10	L2	39	0.0	0.056	8.6	LOS A	0.3	1.9	0.51	0.65	0.51	51.8
12	R2	308	0.0	0.554	24.2	LOS B	3.1	21.5	0.97	0.81	1.02	41.9
Approach		347	0.0	0.554	22.5	LOS B	3.1	21.5	0.92	0.79	0.96	42.8
All Vehicles		2406	0.6	0.559	9.3	LOS A	7.8	54.7	0.71	0.66	0.73	51.7

YEAR 0 RESULTS

MOVEMENT SUMMARY

Site: 101 [Park / Warlters - Saturday Midday Peak - 10 year]

Park / Warlters
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Park Street												
1	L2	285	0.0	0.600	10.6	LOS A	7.3	51.2	0.69	0.71	0.79	52.2
2	T1	1024	0.5	0.600	6.1	LOS A	8.6	60.6	0.71	0.66	0.75	53.9
Approach		1309	0.4	0.600	7.0	LOS A	8.6	60.6	0.70	0.67	0.76	53.5
North: Park Street												
8	T1	1021	0.7	0.667	8.1	LOS A	10.3	72.2	0.78	0.72	0.81	52.6
9	R2	97	1.0	0.667	15.8	LOS B	6.8	48.0	0.82	0.78	0.90	49.4
Approach		1118	0.7	0.667	8.8	LOS A	10.3	72.2	0.78	0.72	0.82	52.3
West: Warlters Street												
10	L2	39	0.0	0.062	9.1	LOS A	0.3	2.1	0.54	0.66	0.54	51.5
12	R2	308	0.0	0.553	24.2	LOS B	3.1	21.5	0.97	0.80	1.02	41.9
Approach		347	0.0	0.553	22.5	LOS B	3.1	21.5	0.92	0.79	0.97	42.8
All Vehicles		2774	0.5	0.667	9.7	LOS A	10.3	72.2	0.76	0.71	0.81	51.4

YEAR 10 RESULTS