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

7th October 2020

Reference: 190226.23FC

Port Macquarie-Hastings Council
Attention: Patrick Galbraith-Robertson

PARKING DEMAND SUMMARY FOR THE LEISURE AND ENTERTAINMENT PRECINCT AT CNR WARLTERS STREET AND PARK STREET, PORT MACQUARIE

Dear Patrick,

Reference is made to your request to provide a Parking Demand Summary for the Leisure and Entertainment Precinct at CNR Warlters Street and Park Street, Port Macquarie. This letter addresses the existing Kmart usage, Council comments regarding parking demand assessment and parking demand data, which is inclusive of varying cinema demands over a year.

1 Existing Parking Surveys

Parking counts were completed with the Kmart car parks from 3:00pm-10:00pm on the following Fridays and 12:00pm-10:00pm on the following Saturdays.

- Friday, 16th August 2019
- Friday, 18th September 2020
- Friday, 25th September 2020
- Saturday, 10th November 2018
- Saturday 17th August 2019
- Saturday 19th September 2020
- Saturday 26th September 2020

These surveys encapsulate typical Friday and Saturday parking demands within the area from all developments within the area. There were special events held in the morning on Saturday 10th November 2018 and in the evening on Saturday 17th August 2019. Therefore, the unaffected portions of these days were combined to form a typical Saturday. The results of these parking surveys are shown in **Figure 1** and **Figure 2**.

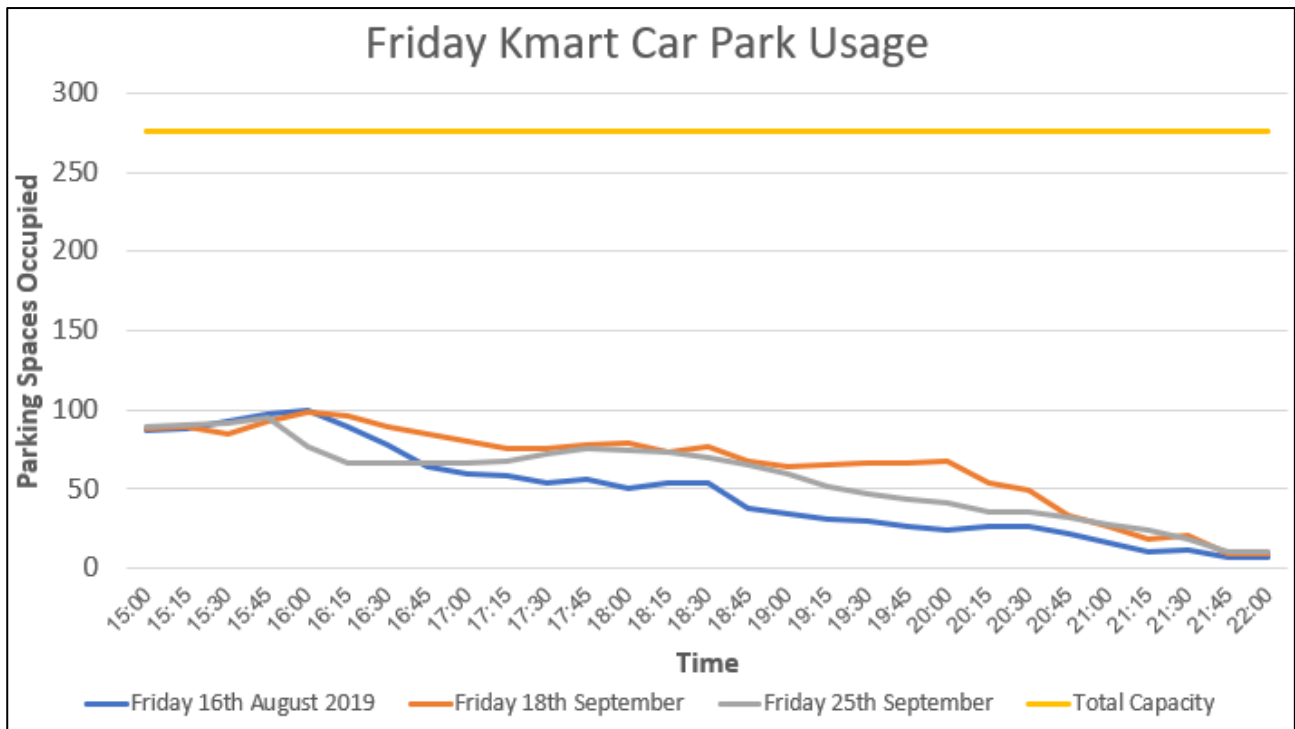


FIGURE 1: TYPICAL FRIDAY PARKING OCCUPATION – KMART CAR PARK

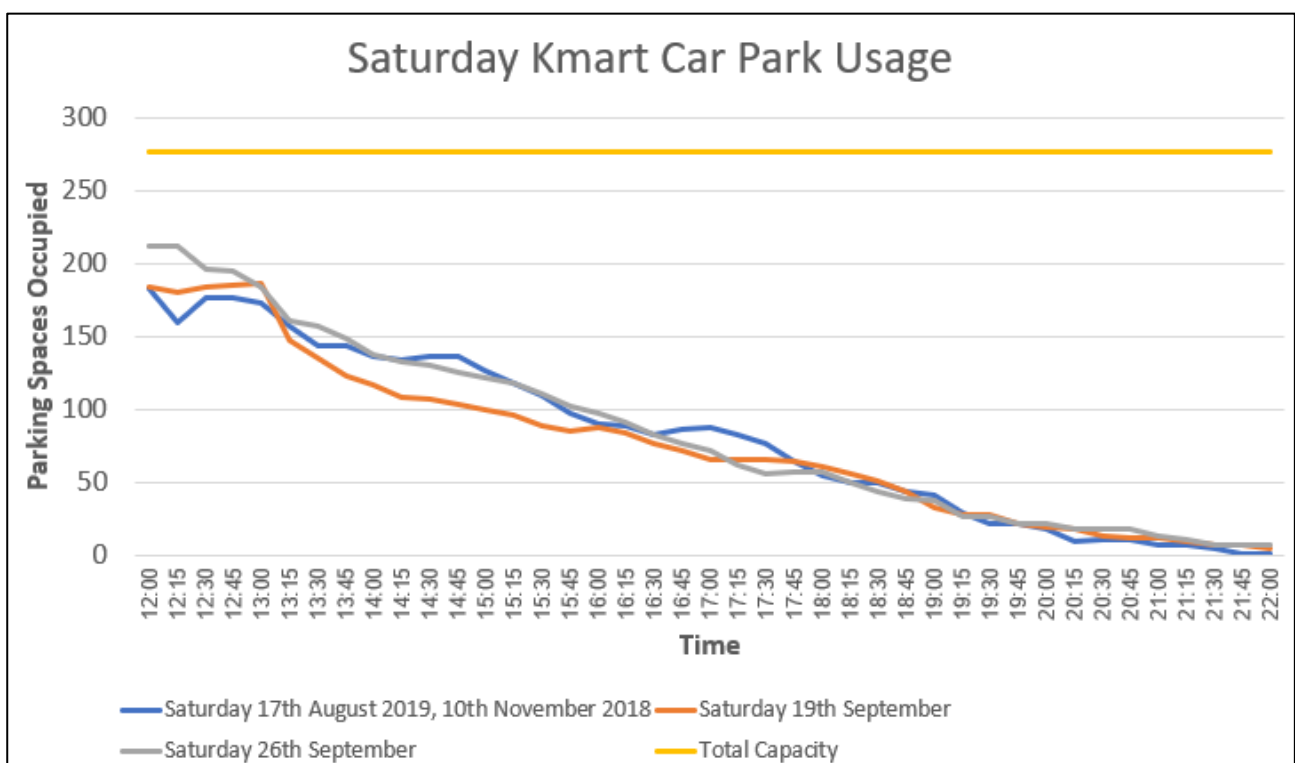


FIGURE 2: TYPICAL SATURDAY PARKING OCCUPATION – KMART CAR PARK

As shown, there is a considerable amount of available parking within the Kmart parking area on both Friday and Saturday evenings. The highest usage occurs midday on Saturday, which is expected to be attributed to Kmart shoppers.

2 Council Parking Demand Comments

Council officers have raised concerns over various portions of the parking demand assessment procedure. These are discussed in the following subsections which explain MTE's justifications and corrective actions. All these actions and justifications are incorporated in the parking demand graphs presented in **Annexure A** and **Annexure B**.

2.1 Dual Use for Restaurants and Fast Food

MTE's *Traffic and Parking Impact Assessment* (reference 190226.10FA) assumed a 15% dual usage rate for the ground floor restaurants and take away food tenancies. Council has suggested that the reduced parking rate for restaurants in commercial areas, being 1 space per 30m² of serviced area, already includes consideration for dual use. **MTE** accepts that the reasoning for reducing the parking rate for restaurants includes dual use considerations for other developments within the commercial zone. However, the nature of this proposal is that several commercial tenancies are provided within the same site, which leads to a higher level of dual usage compared to a standalone restaurant in a commercial zone. Therefore, it is reasonable to assume a higher level of dual usage for the restaurants within the proposal compared to others within a commercial zone.

Notwithstanding this justification, MTE has removed the 15% dual use reduction and has applied the full DCP rate to each restaurant. This is considered a highly conservative factor.

The fast food tenancies parking demand was obtained from RMS data. The RMS surveys observed maximum parking demands on weekends for various McDonalds and KFC drive-through restaurants throughout NSW. The proposed Guzman Y Gomez and Oporto restaurants are expected to generate a lower demand than the McDonalds and KFC, therefore, data from KFC is expected to be conservatively high.

The Friday and Saturday parking demands were taken from the maximum parking demands from the range of eight (8) different KFCs and scaled by GFA for the subject site. The KFCs which experienced the maximum parking demands (KFC Asquith and KFC Windsor) are directly accessed from large RMS Classified major roads. This setting is designed to maximise pass-by trade from the major roadways, in other words, the sites are not a destination area. In contrast, the proposed tenancies are located within a larger context of shops and destination-based entertainment facilities. Therefore, it is expected that the proposed fast food tenancies will experience a larger amount of dual use compared to the sites in the RMS data.

2.2 Bowling Lanes

Council has brought to attention the fact that there are six (6) bowling lanes shown on the plans whilst three (3) lanes are assessed within MTE's *Traffic and Parking Impact Assessment* (ref 190226.10FA). MTE has included the additional three (3) lanes (a total of six (6) lanes) in this updated assessment.

Council has raised concern over the bowling lanes' potential to attract functions and children's parties. With reference to children's parties, typically they are supervised by a smaller number of adults than there are children. Given that children cannot drive themselves, the amount of parking demand generated by the supervising parents is expected to be in line with typical usage levels.

With reference to functions, it is assumed that the parking requirement for bowling lanes would be inclusive of functions, given that functions within bowling alleys are not irregular occurrences. Similarly, a parking rate has been applied to the adjacent entertainment facility. It is assumed that

functions on this first-floor area would utilise the bowling area as well as the entertainment area. Therefore, functions have been included in the parking demand assessment.

Lastly, it is relevant to note that the proposal includes a function room. MTE has assumed that this function room will be fully occupied during all peaks which reflects a highly conservative estimation. It would be unreasonable to include more parking demand for functions within the entertainment area (which has already assessed functions) when a function room has been assumed to be fully occupied in all peaks.

2.3 Bar Area

The bar area will be 100% ancillary to the rest of the development. The bar is designed to serve bowling and entertainment facility patrons, whose parking demand is already accounted for within the bowling lanes and entertainment facility demand. To suggest that the bar area will demand parking independent of other uses on site would require patrons to enter the site and walk up to the first floor without patronising any of the retail, restaurant, or entertainment offerings. Additionally, a patron would need to walk past the reception area where they may be required to pay an entry fee to the facility. It is usual and expected that ancillary bar areas are provided within bowling alleys and entertainment facilities.

People within the area seeking alcoholic beverages at a bar would be much more likely to visit the Panthers Club or the Boathouse Bar and Restaurant, which are within very close proximity to the subject site.

2.4 Cinema Yearlong Parking Demand

Council has requested further information on how the cinema parking demand varies throughout the year and how it will in turn affect the expected overflow parking quantities. MTE's *Traffic and Parking Impact Assessment* (reference 190226.10FA) used the cinema's 85th percentile parking demand, which is standard engineering practice for design. However, to understand the typical parking environment, one would need to use the 50th percentile (or average) parking demand. The 85th and 50th percentile parking demands for the proposed cinema are provided in **Figure 3** and **Figure 4**.

The nature of cinemas is that they tend to peak dramatically when there is a blockbuster showing (i.e. *Star Wars*, *Avengers* etc.). Therefore, there is typically a large gap between the 85th and 50th percentile demands. The data which underpins this analysis is one year's worth of Friday and Saturday ticket sales at the Warriewood cinema. Over the three days surveyed in January 2016 (within one month of the *Star Wars Episode VII* release), the parking demand showed consistent rates compared to the daily ticket sales of 1 space per 7.65 daily tickets with an R² value (correlation coefficient) of 0.98 which is evidence of a very strong correlation.

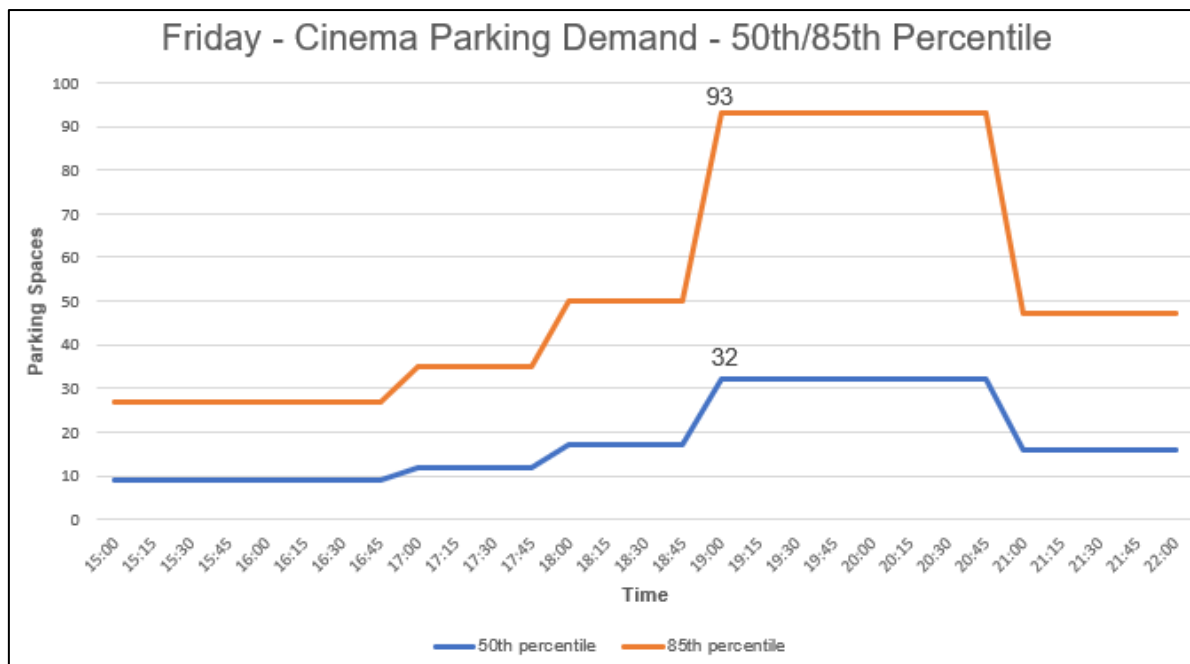


FIGURE 3: EXPECTED FRIDAY CINEMA PARKING DEMAND

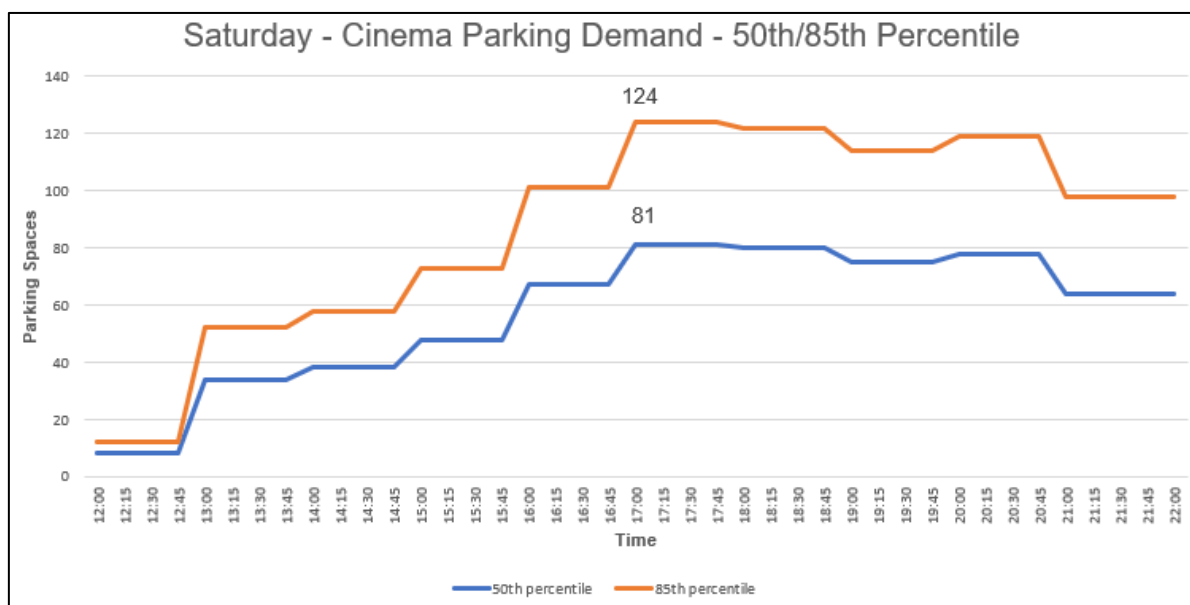


FIGURE 4: EXPECTED SATURDAY CINEMA PARKING DEMAND

As shown, there is a large difference in car parking demand between the 50th and 85th percentile parking demands. Therefore, there is expected to be a significantly lower parking overflow in the average 50th percentile condition, compared to the 85th percentile demand which was assessed in MTE's *Traffic and Parking Impact Assessment* (ref 190226.10FA).

3 Parking Demand Assessment

The development's cumulative parking demand has been charted throughout the Friday and Saturday peak periods by applying the peak parking demand with typical demand profiles, as summarised in MTE's *Traffic and Parking Impact Assessment* (ref 190226.10FA). The resultant Friday parking demands are provided in **Annexure A**, whilst the Saturday parking demands are provided in **Annexure B**. These include the 50th and 85th percentile cinema parking demands. Overflow parking would be accommodated in the private Kmart car park in accordance with a previous agreement between the applicant and the Kmart site owners.

Notwithstanding the above, the parking demand assessment includes the following conservative measures. The parking demand overflow figures in **Annexure A** and **Annexure B**, being up to 143 car parking spaces, are expected to be a worst-case assessment.

- The existing cinema facility in the Port Macquarie CBD area is expected to draw patrons away from the subject site. The Warriewood cinema is not located within close proximity to another cinema, therefore, the underpinning data is expected to represent a conservatively high parking demand.
- The function centre is not expected to operate at full capacity during all peaks, whilst it has been assessed as such in this letter (27-space-demand during all peaks).
- The maximum gymnasium demand rate from the RMS Guide has been used, rather than the minimum rate.
- The bowling lane demand has been assessed separately from the entertainment facility. Presumably, the bowling lanes will be used along with the entertainment facility such that the entertainment facility parking requirement could be used for the area as a whole. This would result in a lower parking demand than if the areas are assessed separately.
- No additional dual use has been applied to the restaurants, the entertainment facility, the bowling lanes or the retail facilities. It is expected, in practice, that some portion of cinema patrons would also patronise any of these uses.
- Dual use with the surrounding town centre has not been considered for cinema demand. It is highly likely that some portion of cinema patrons will already be in the Settlement City area for other purposes (i.e. foreshore walk or Settlement City Shopping Centre).
- 14 motorbike parking spaces are provided in the proposed basement which will theoretically reduce parking demand within the proposed site.

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

Yours faithfully

McLaren Traffic Engineering



Craig McLaren

Director

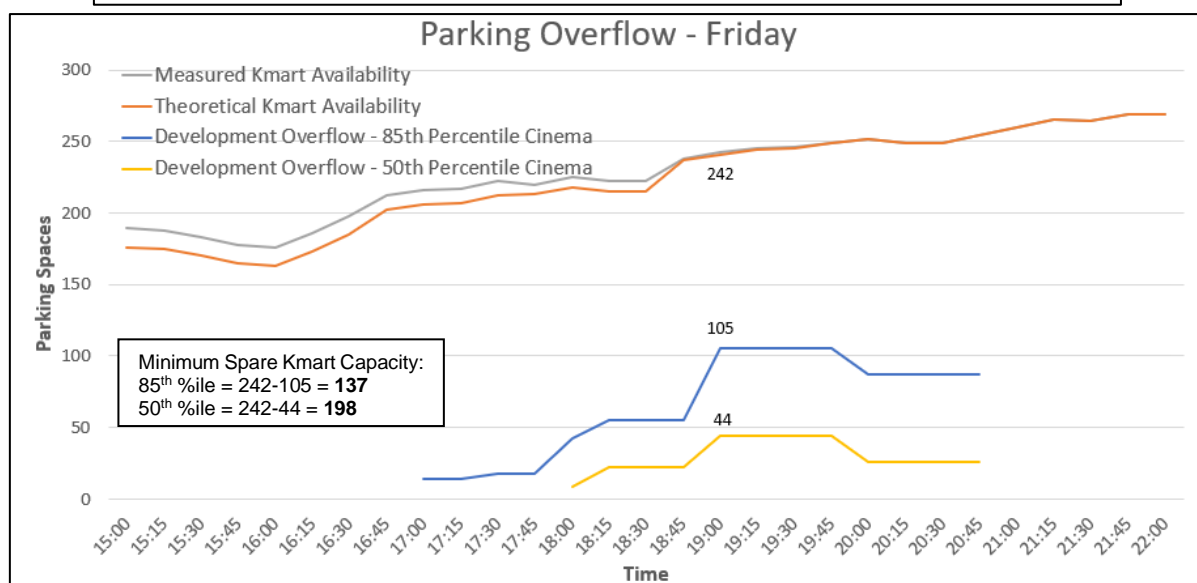
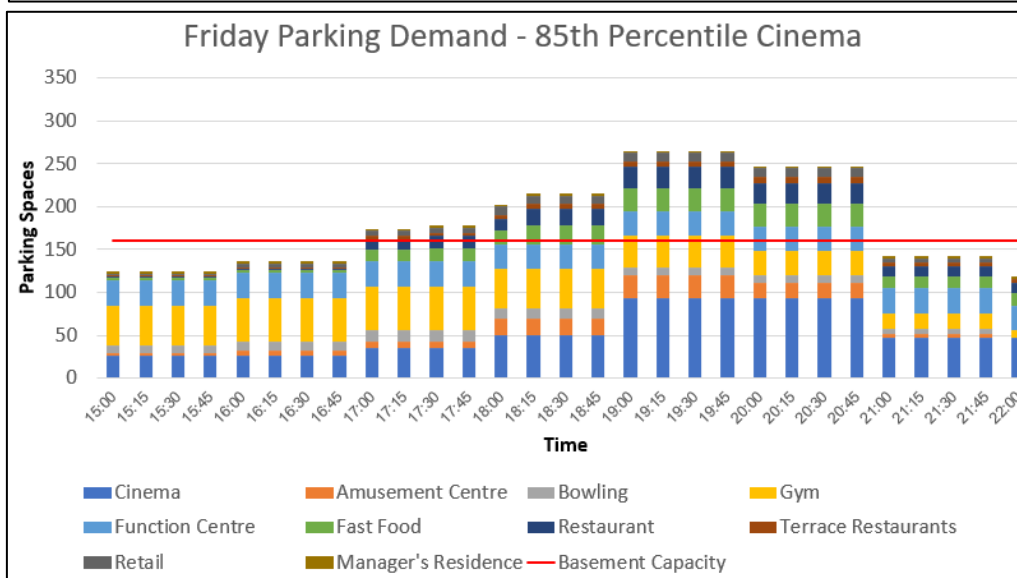
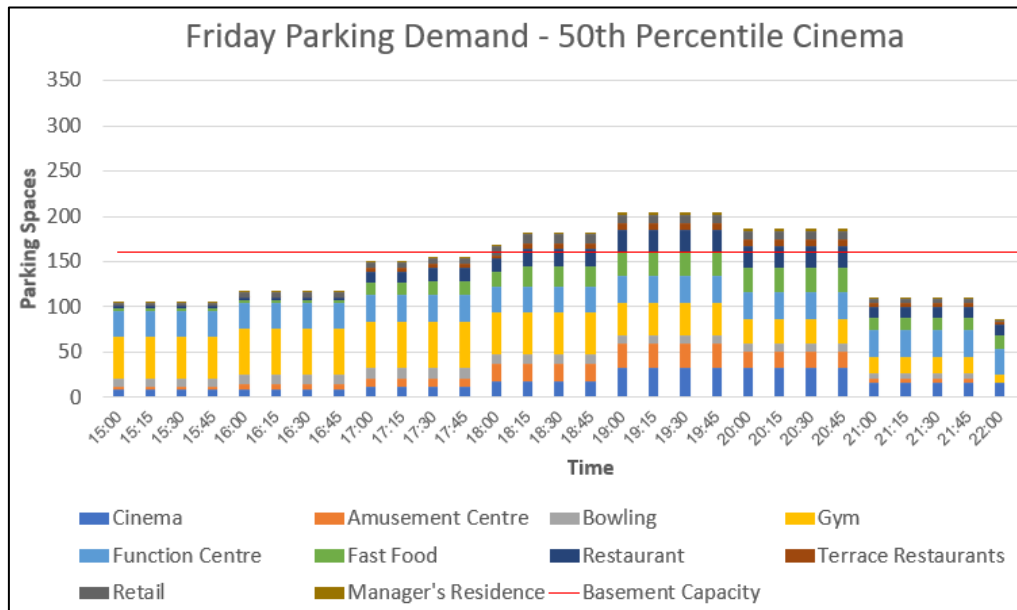
BE Civil, Grad Dip (Transport Engineering), MAITPM, MITE

RPEQ 19457

RMS Accredited Level 3 Road Safety Auditor [1998]

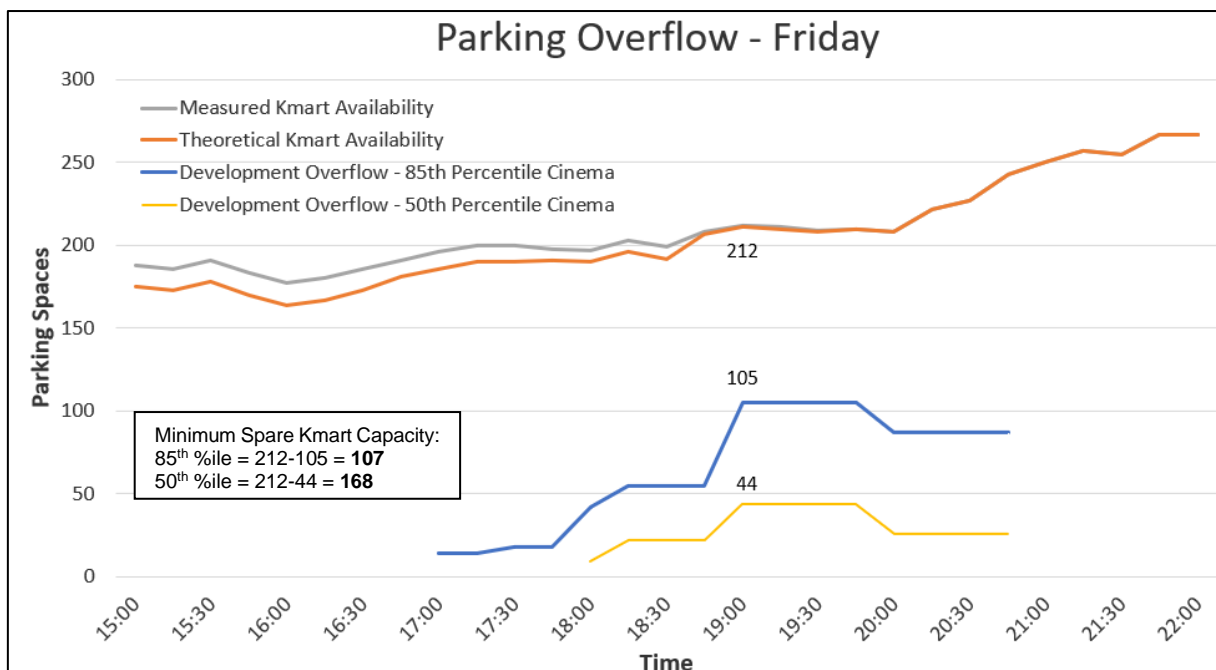
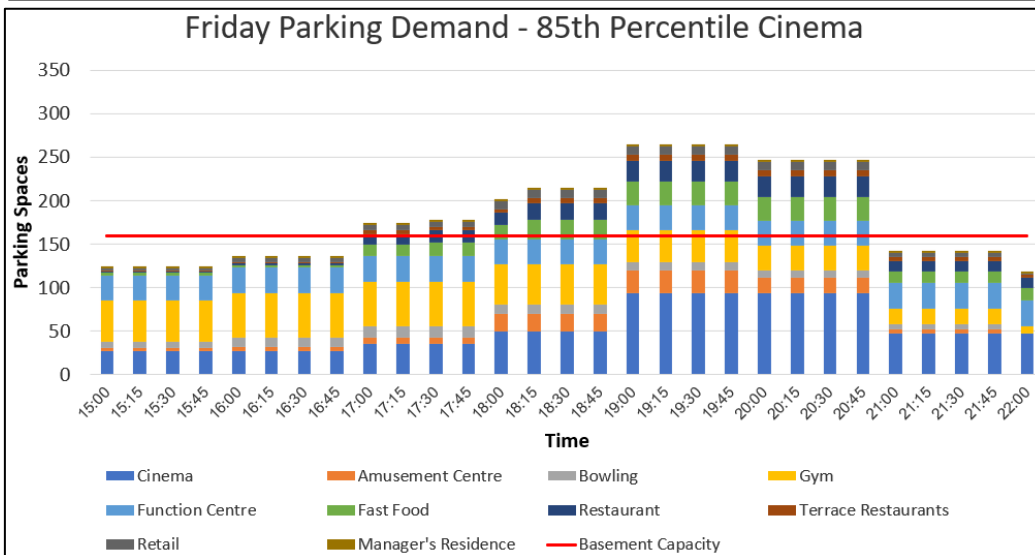
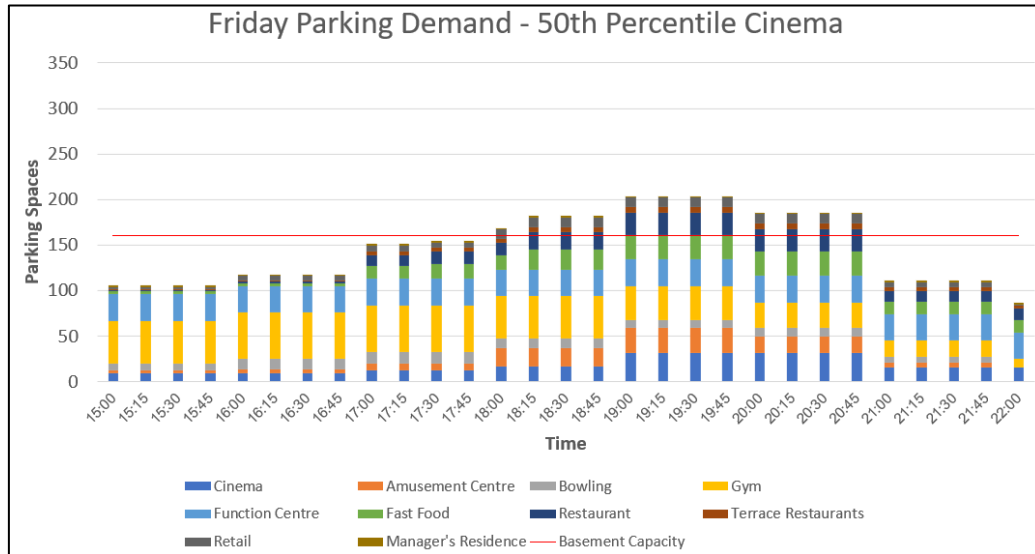
RMS Accredited Traffic Management Plan Designer [2018]

ANNEXURE A: FRIDAY PARKING DEMANDS



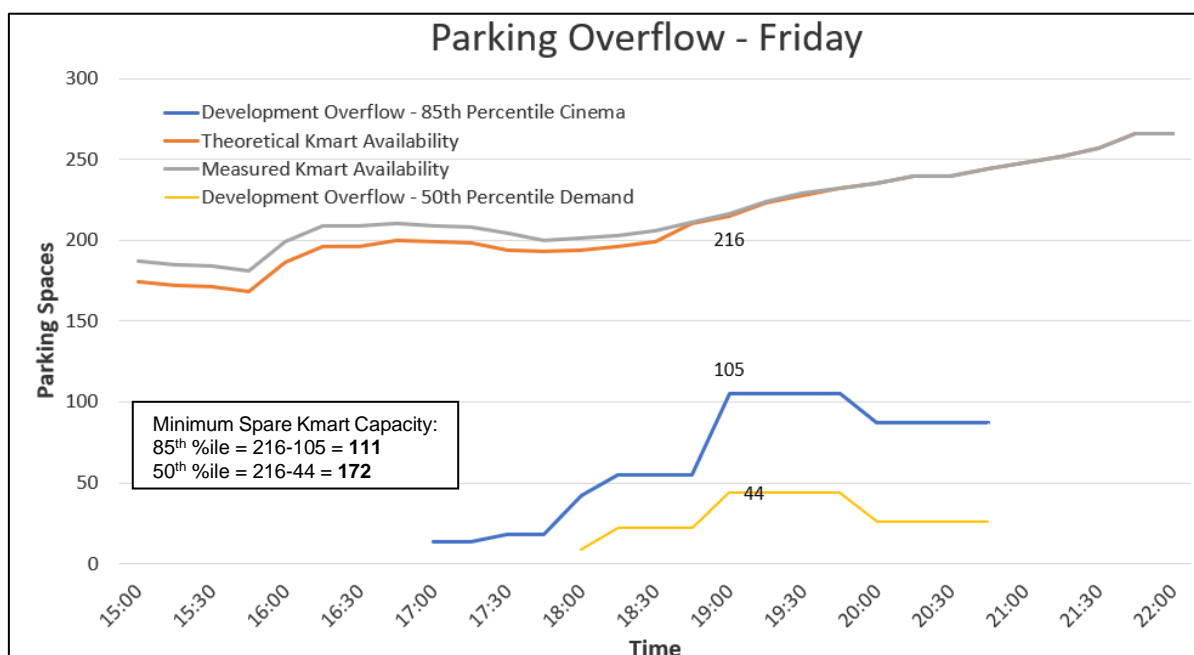
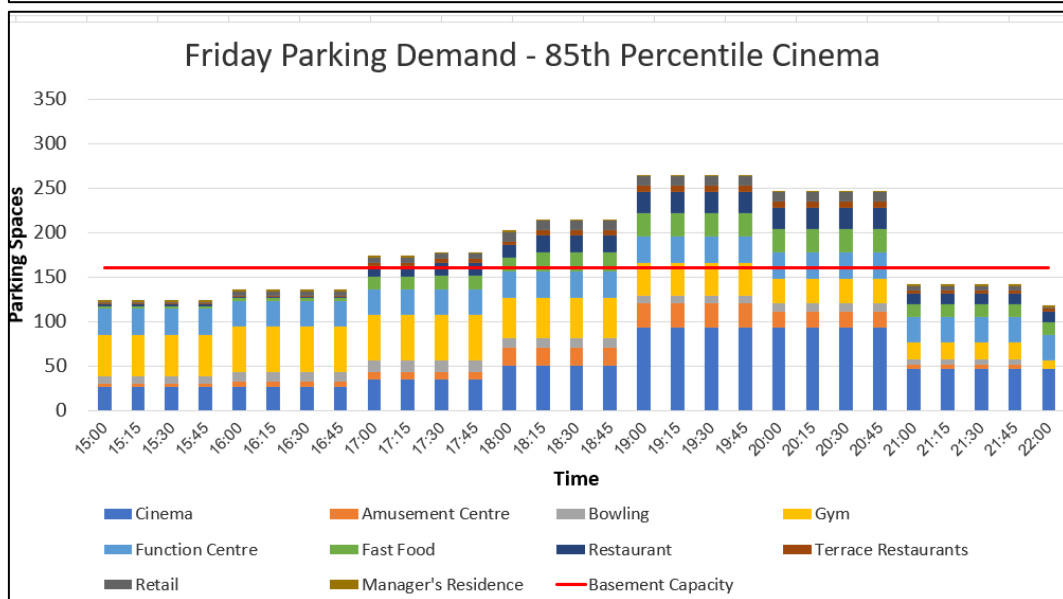
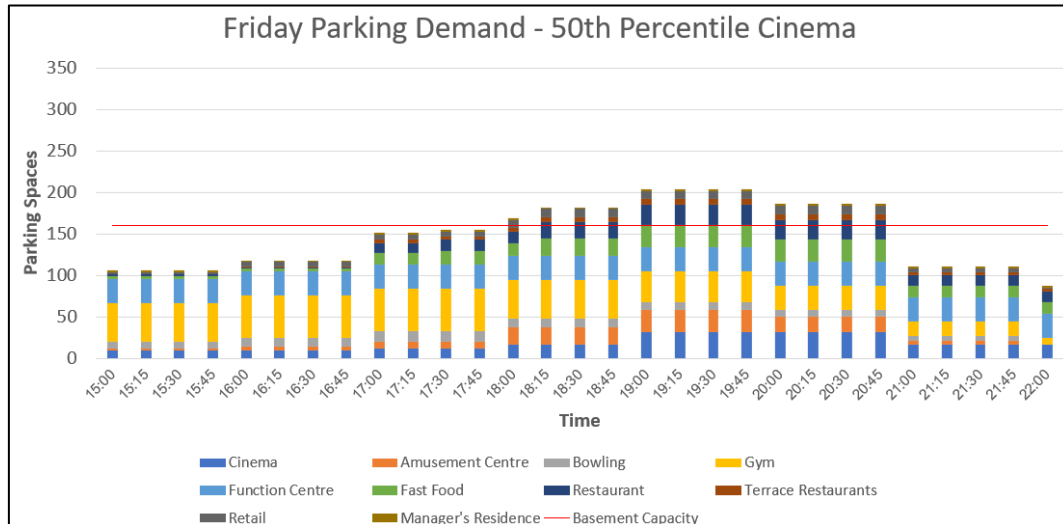
FRIDAY 16TH AUGUST 2019

ANNEXURE A: FRIDAY PARKING DEMANDS



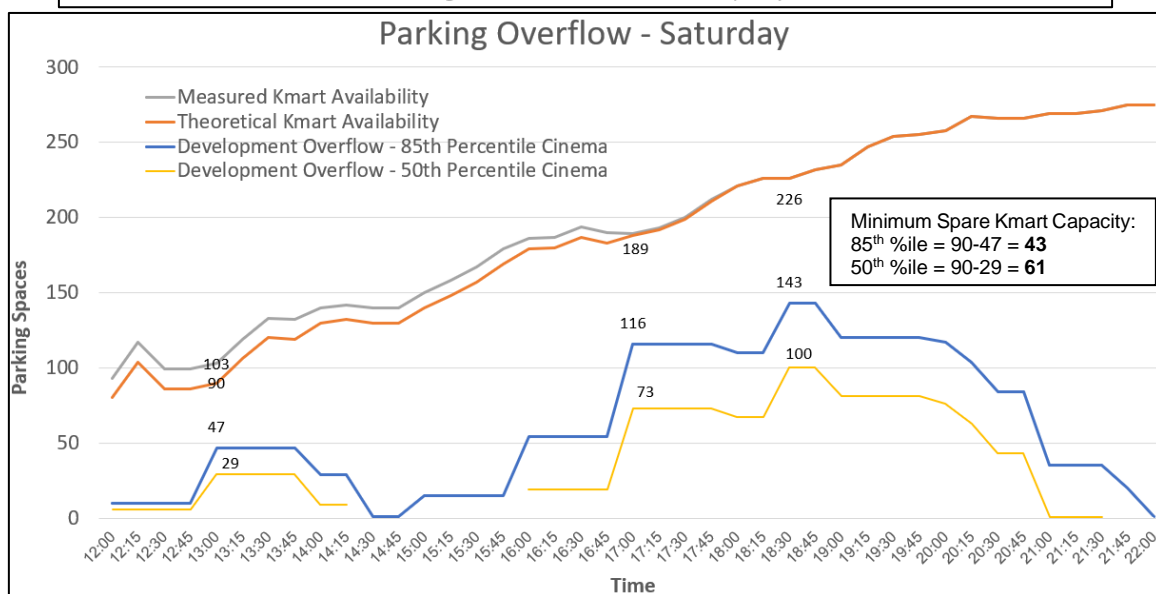
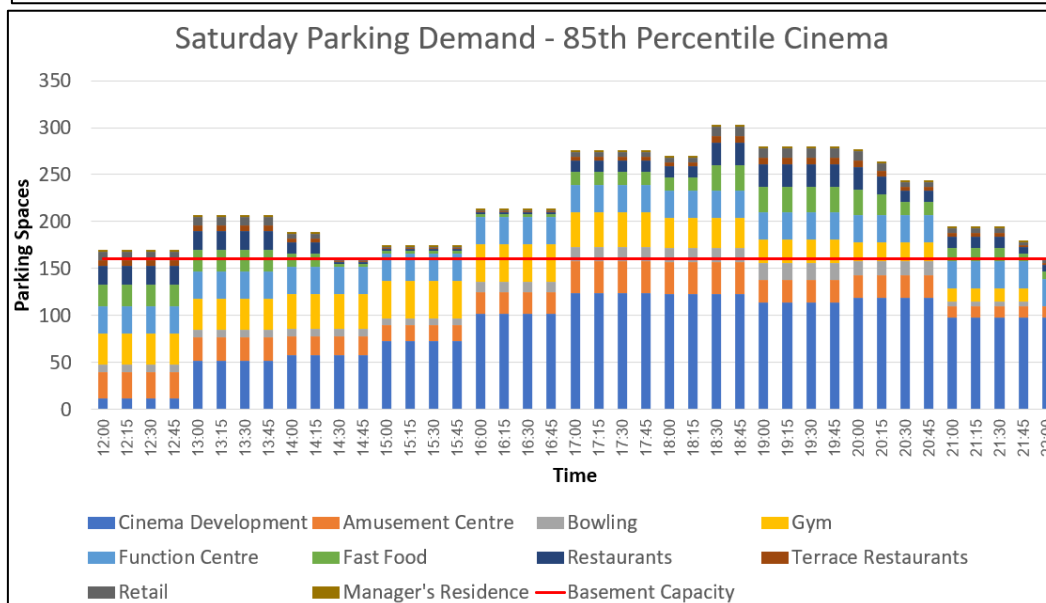
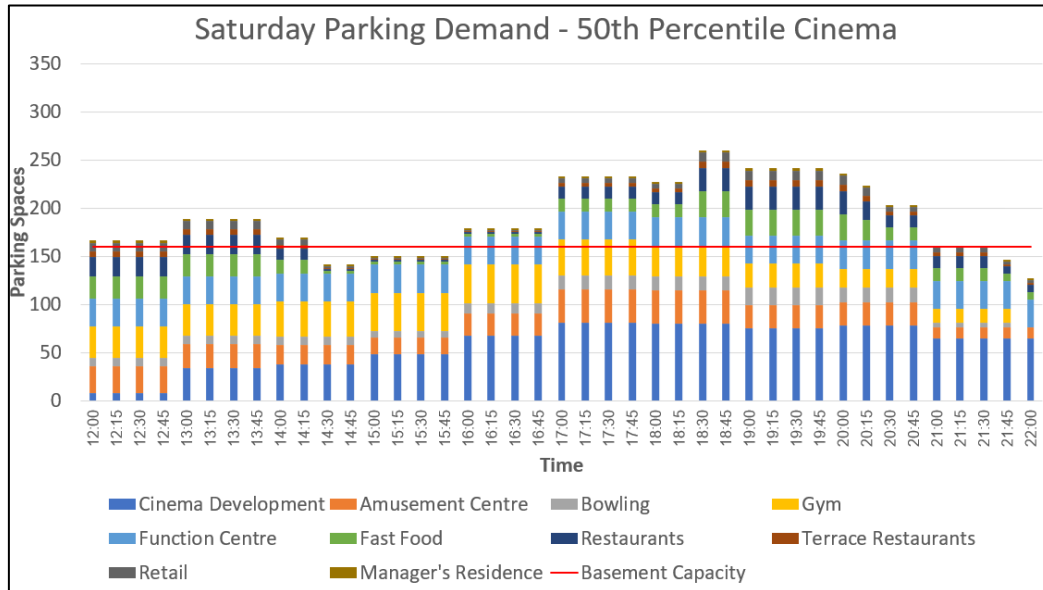
FRIDAY 18TH SEPTEMBER 2020

ANNEXURE A: FRIDAY PARKING DEMANDS



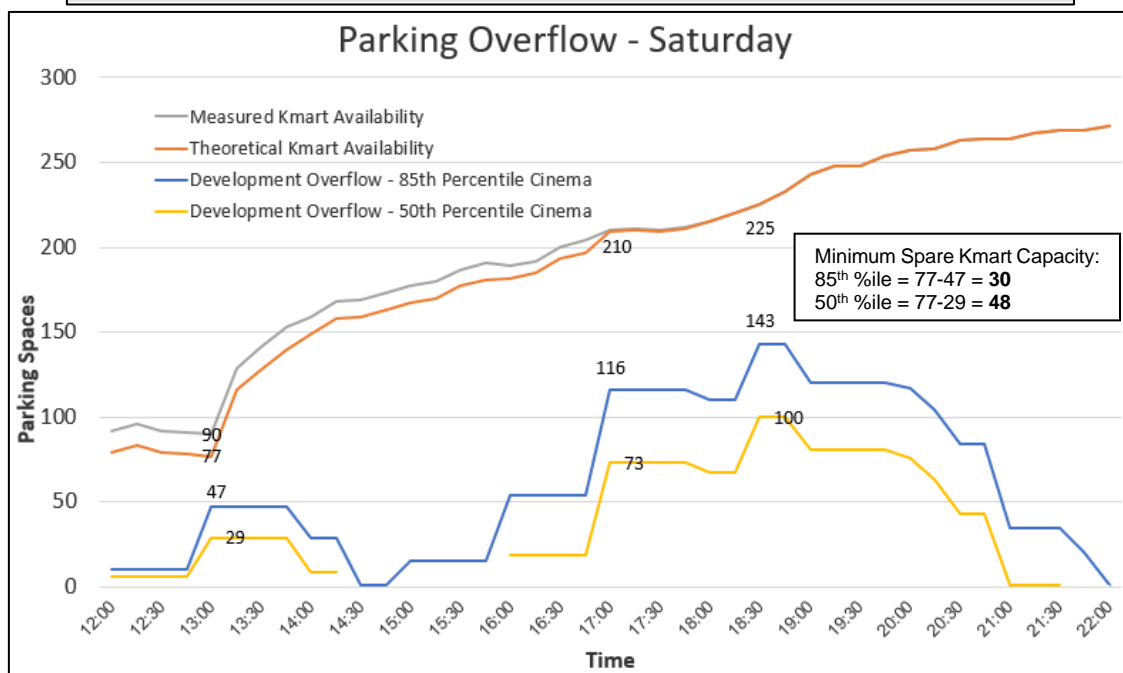
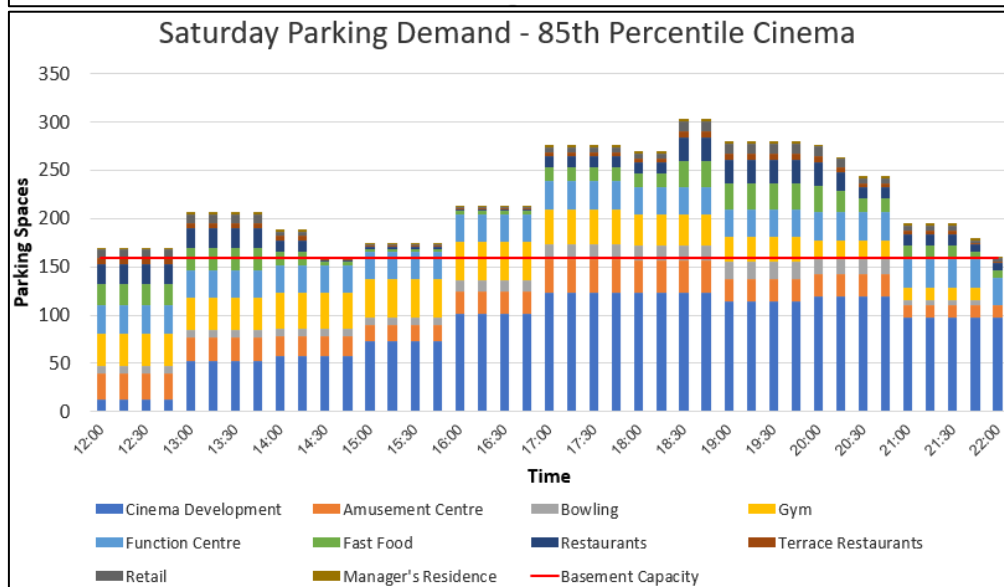
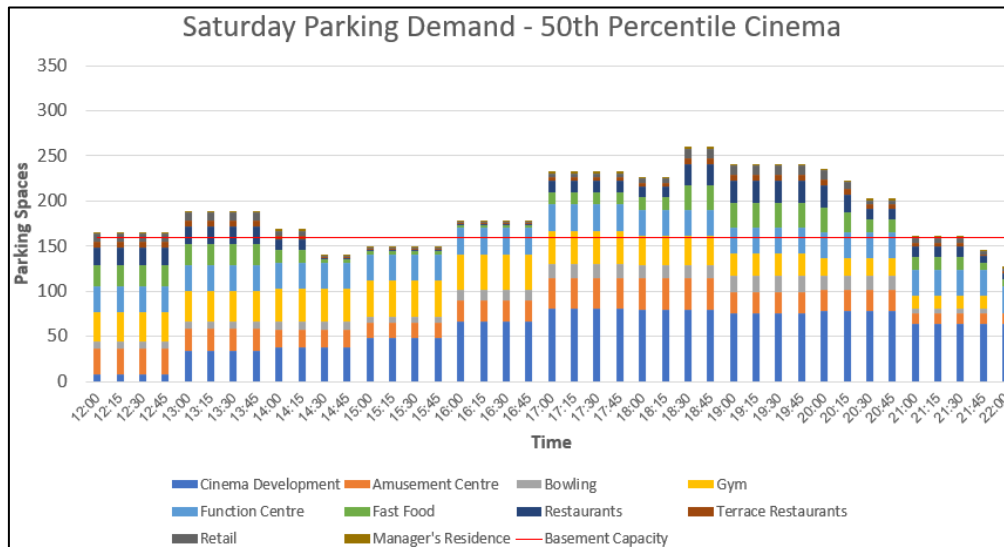
FRIDAY 25TH SEPTEMBER 2020

ANNEXURE B: SATURDAY PARKING DEMANDS



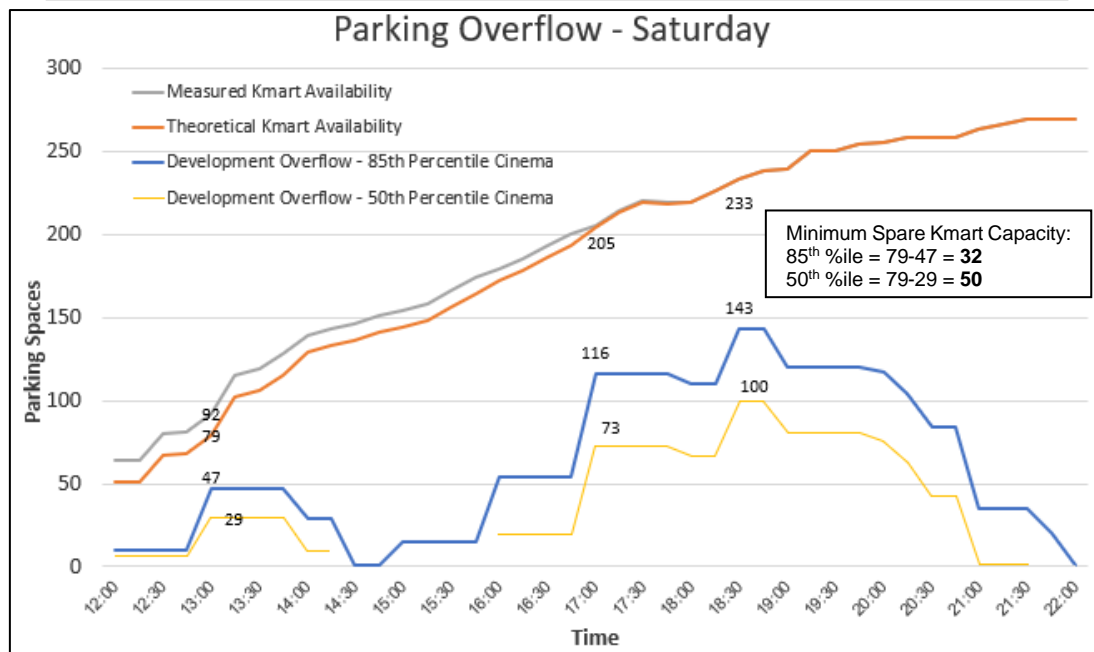
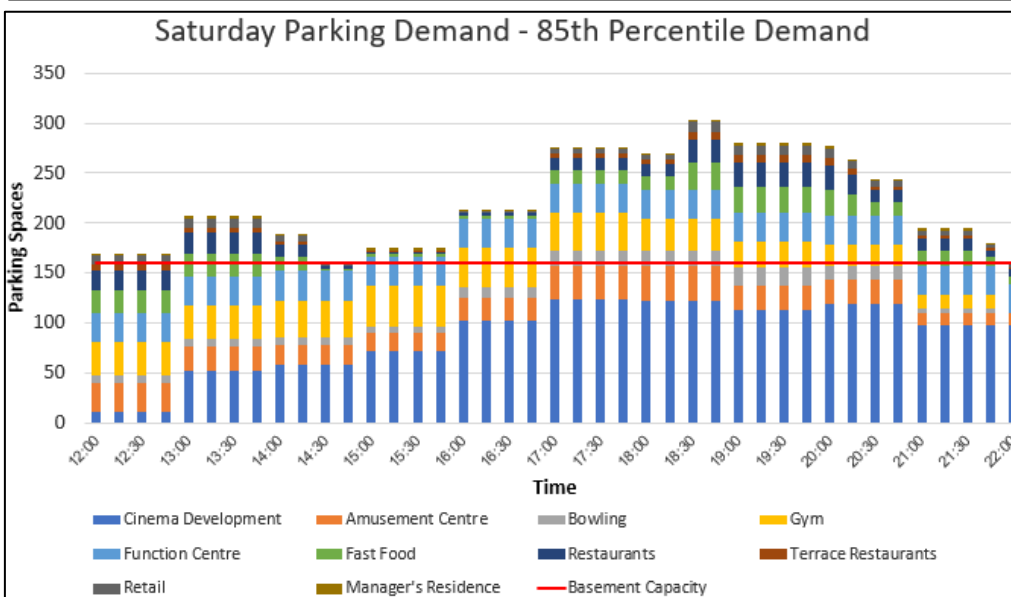
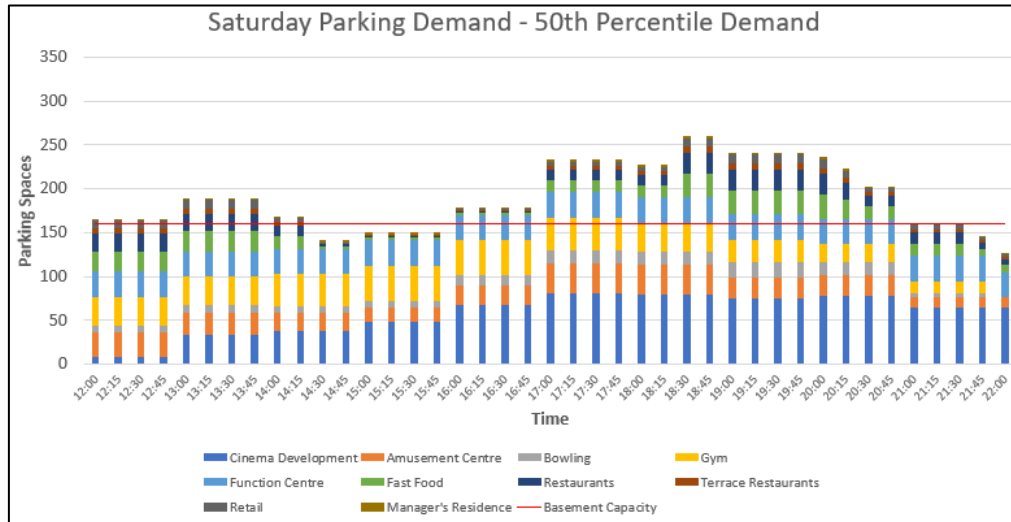
SATURDAY 10TH NOVEMBER 2018, 17TH AUGUST 2019

ANNEXURE B: SATURDAY PARKING DEMANDS



SATURDAY 19TH SEPTEMBER 2020

ANNEXURE B: SATURDAY PARKING DEMANDS



SATURDAY 26TH SEPTEMBER 2020