



TRAFFIC IMPACT ASSESSMENT (TIA)


Berry Hotel & Accommodation Redevelopment
120-122 Queen Street & 77-83 Princes Street, Berry NSW 2535

Reference: 22.486r01v05
Date: 14 September 2023

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DOCUMENT VERIFICATION

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|------------|--------------------|---------------|---------------|---|
| Project | Berry Hotel, Berry | | | |
| Client | Brompton Group | | | |
| Revision | Date | Prepared By | Checked By | Signed |
| v05 | 14/09/2023 | Stephan Hoang | Justin Pindar |  |

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1. INTRODUCTION

TRAFFIX has been commissioned by Brompton Group to undertake a Traffic Impact Assessment (TIA) in support of a development application (DA) relating to alterations and addition to an existing pub known as The Berry Hotel located at 120-122 Queen Street & 77-83 Princes Street, Berry. The development is located within the Shoalhaven Council Local Government Area (LGA) and has been assessed under that Council's controls.

This report documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE) prepared separately. The development is a minor development with fewer than 200 parking spaces and does not provide access to a classified road and thus does not require referral to the TfNSW under the provisions of SEPP (Transport and Infrastructure) 2021.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section 8: Presents the overall study conclusions

2. LOCATION AND SITE

The subject site is known as 120-122 Queen Street & 77-83 Berry Street, Berry (Lot 1 of DP578257, Lot 1,2&3 DP342913 SP 93194 and Lot 1 DP 209665) and is located on the southern side of Queen Street. It is situated approximately 500 metres north of Berry Railway Station and approximately 50 metres west of the intersection of Queen Street and Prince Alfred Street.

The site has an irregular shape configuration with a total site area of approximately 4,992m². It has a northern frontage to Queen Street measuring 35 metres, an eastern boundary with commercial developments, a western boundary with commercial and residential developments and a southern frontage with residential developments.

Vehicle access is currently provided via an existing access driveway via Queen Street along the northern frontage and Princess Street via the southern frontage.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should also be made to the Photographic Record presented in **Appendix A** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.



Figure 1: Location Plan



Figure 2: Site Plan

3. EXISTING TRAFFIC CONDITIONS

3.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Queen Street: a local collector road that traverses east-west between Princes Highway in the east and in the west. It accommodates two-way traffic flow within an undivided carriageway and is subject to 50km/hr speed zoning. Within the vicinity of the site, restricted parallel parking is generally permitted along both sides of Queen Street.
- Prince Alfred Street: a local collector road that traverses north-south between North Street in the north and Wharf Road in the south. Prince Alfred Street is subject to one-way northbound traffic flow north of its intersection with Queen Street and two-way traffic flow south of its intersection with Queen Street. It is subject to 50km/hr speed zoning, with time restricted on-street parking generally permitted along both sides of Prince Alfred Street in the vicinity of the subject site.
- Princess Street: a local road that generally traverses east-west between from Prince Alfred Street in the east and George Street in the west. It is subject to a 50km/h speed zoning within an undivided carriageway and is subject to two-way traffic flow. Unrestricted kerbside parallel parking along both sides of Princess Street.

It is evident that the site is conveniently located with access to local roads and the Princes Highway which provides access to the wider road network.

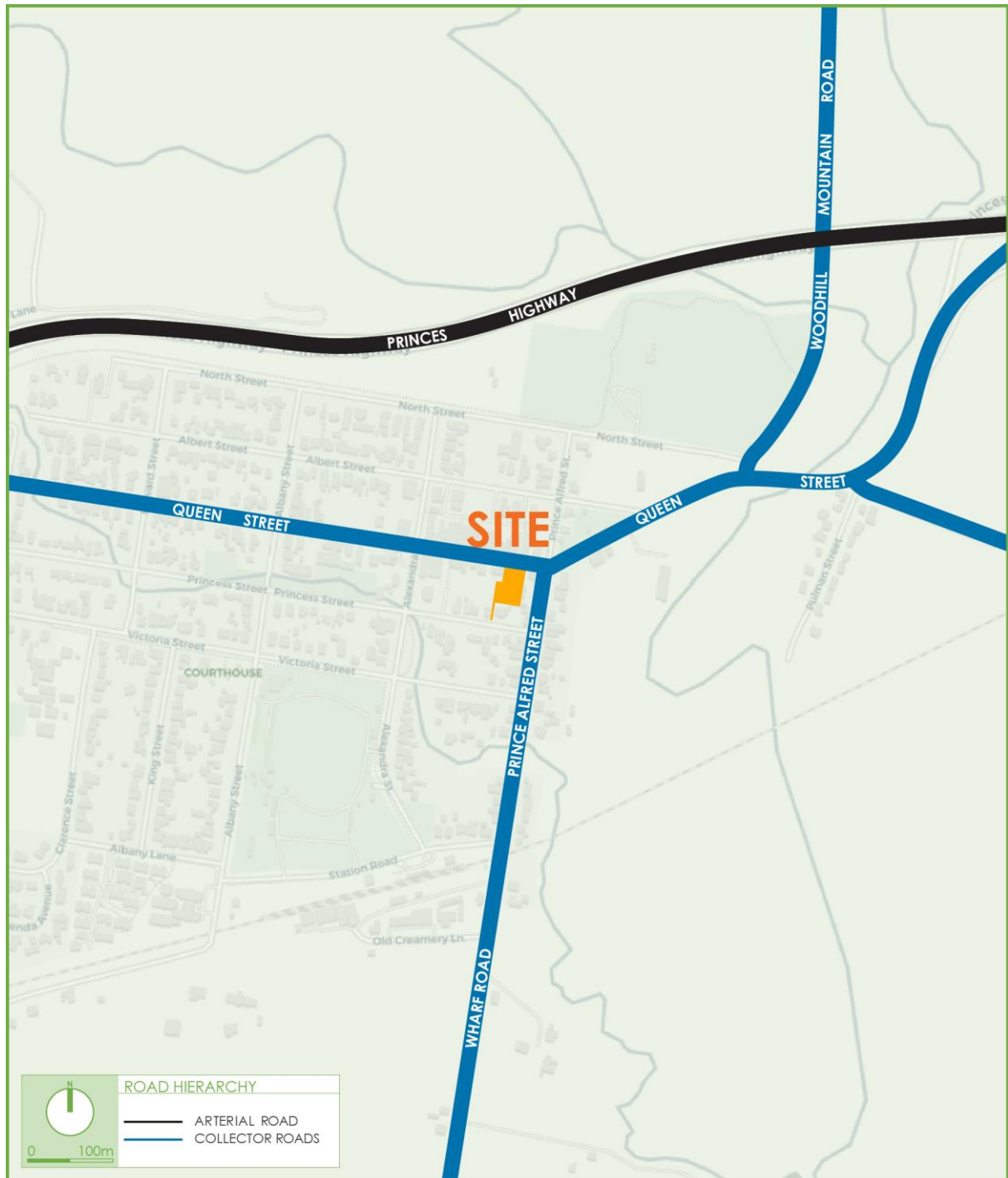


Figure 3: Road Hierarchy

3.2 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4**. It is evident that the development benefits from good bus services with bus stops provided within 400 metres of the subject site along Queen Street to the west. These services provide connections Gerringong and Nowra. Additionally, Berry Railway Station is located approximately 500 metres from site which provides services on the SCO South Coast Line, connecting the subject site to Wollongong and the Sydney CBD.

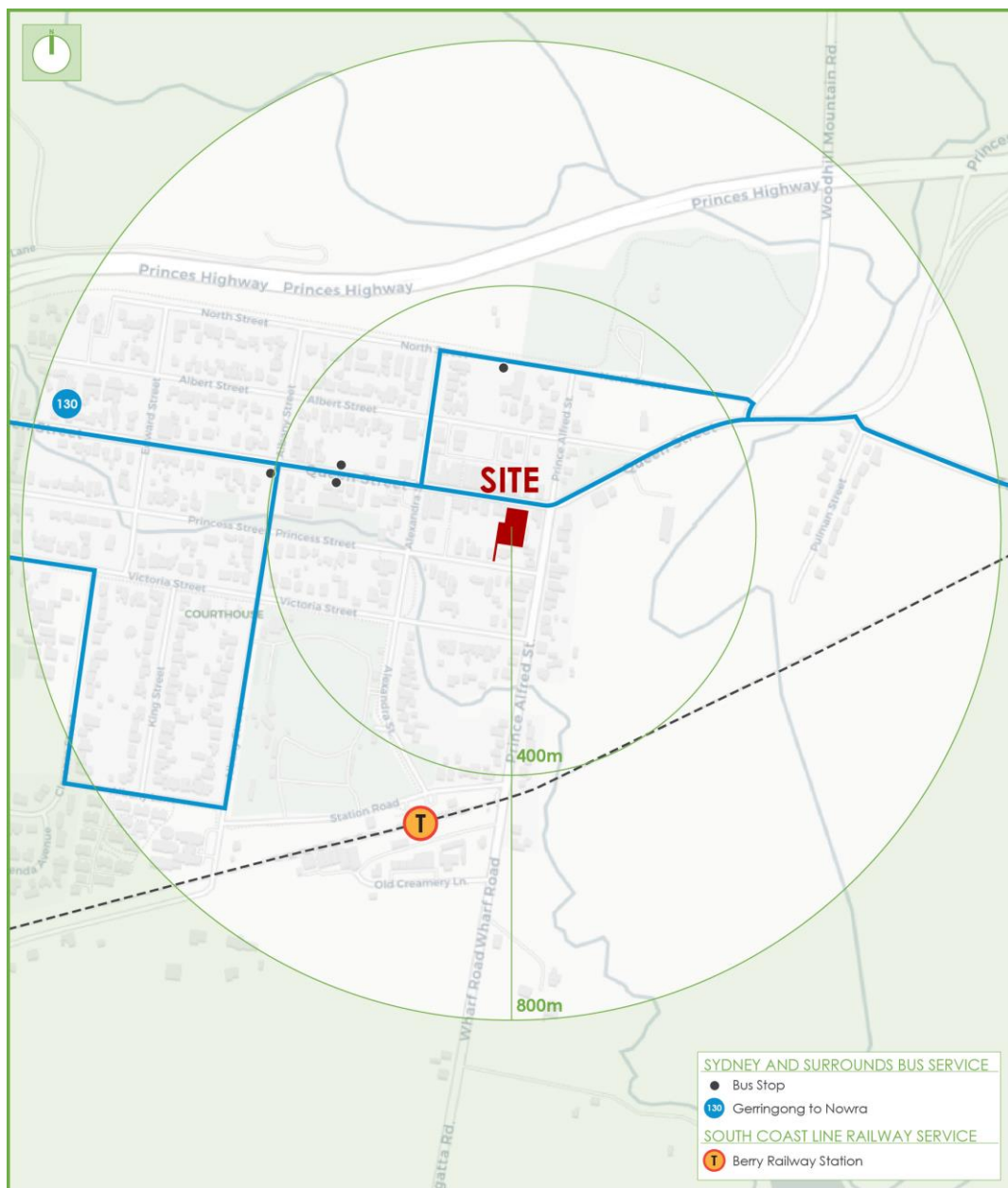


Figure 4: Public Transport

4. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Statement of Environmental Effects prepared separately. In summary, the development for which approval is now sought comprises alterations and additions to the existing Berry Hotel, including the following:

- An increase in Pub Licensed Floor Area (LFA) from 1,039m² (existing) to 1,388m² (proposed), a net increase of +349m² Pub LFA.
- +5m² Office GFA
- +18 motel accommodation units in a new building fronting Princess Street.
- Upgrades to the existing unsealed ground floor carpark which is to be converted to a sealed carpark and one level of basement carparking beneath the proposed accommodation building, containing 67 carparking spaces in total, an increase of 44 spaces above existing levels, comprising:
 - 44 ground floor parking spaces (+21 spaces)
 - 23 basement parking spaces (+23 spaces).
- Upgrade of the existing unsealed ground floor parking on Council's land at 77 Princess Street containing 17 spaces, an increase of 1 space above the existing level.
- Retention of the existing vehicular access driveway location via Princess Street and removal of the proposed access driveway via Queen Street.

The parking and traffic impacts arising from the development are discussed in **Section 5** and **Section 6**. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix B**.

5. PARKING REQUIREMENTS

5.1 Car Parking

5.1.1 Council Controls

The Shoalhaven Council Development Control Plan (DCP) 2014, Chapter G21 – Car Parking and Traffic, requires parking to be provided for each land use component using the rates shown in **Table 1** below:

Table 1: Council Car Parking Rates and Provision

| Type | Area / Units | Parking Rate | Nominal Additional Spaces Required |
|---------------------------------|-------------------------|---|------------------------------------|
| Pub - Licensed Floor Area (LFA) | + 349m ² LFA | 1 space per 5m ² Licensed Floor Area | + 70 |
| Pub - Office GFA | +5m ² GFA | 1 space per 40m ² GFA | 0 |
| Motel Accommodation | +18 Units | 1 space per room | +18 |
| Totals | | | +88 |

It can be seen from **Table 1** that the proposed modifications would require a minimum of 88 additional spaces comprising 70 additional pub spaces and 18 additional motel accommodation spaces, in strict accordance with Council's DCP. However, the existing (approved) pub is currently operational and therefore parking and patron/interview questionnaire surveys were undertaken to derive a parking rate for the pub component as described in **Section 5.1.2** below.

5.1.2 Survey Based Assessment (Pub)

Overview

Saturdays and Sundays are the pub's typical peak (busiest) operating days in terms of patronage. Therefore, patron interview and parking surveys were undertaken on a typical Saturday and Sunday between 10:00am-10:00pm on both days to determine pub patron parking demand and parking availability based on existing conditions.

Methodology

The following surveys were undertaken on Saturday 19th August and Sunday 20th August 2023 between 10:00am-10:00pm on both days:

- A travel mode patron/staff questionnaire survey of patrons and staff within the subject site was undertaken to determine travel modal splits in relation to staff and visitors who attended the subject site.
- An hourly headcount of all persons onsite (staff and patrons) was undertaken to obtain a parking demand rate.
- Parking surveys were undertaken within the subject site's carpark and within approximately 200 metres walking distance of the subject site to assess parking availability.
- For clarity, the term 'patrons' refers to pub patrons and staff members given that patrons and staff are permitted to arrive at the subject site using the same modes of transport without restrictions.

Reference should be made to the parking and interview survey results presented in **Appendix C**.

Parking Demand

A travel mode questionnaire survey was undertaken on both days to assess travel modal splits. A summary of survey results is presented in **Chart 1** and **Chart 2** below showing modal splits on Saturday and Sunday, respectively.

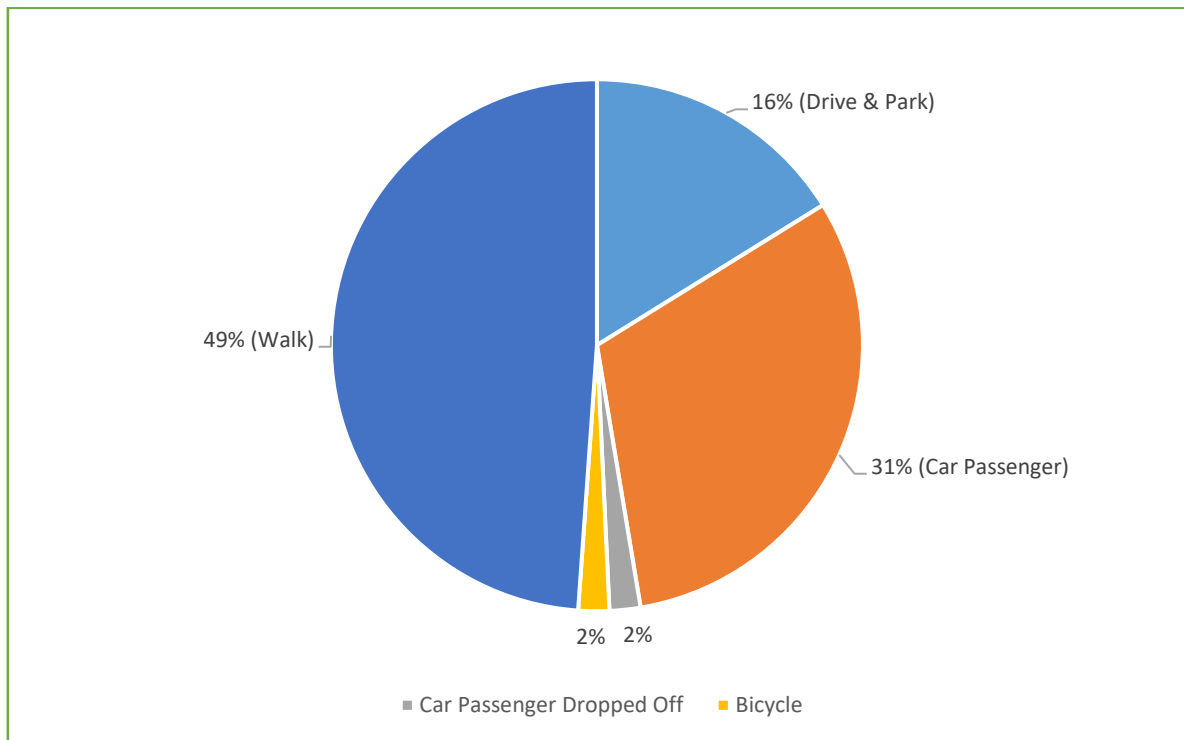


Chart 1: Travel Modal Split (Saturday)

Chart 1 above shows modal splits obtained from the interview surveys conducted on Saturday. The following is noteworthy in relation to the above:

- 16% of patrons arrived by private vehicle and parked.
- 49% of patrons walked.
- A maximum of 101 patrons were counted onsite at 6:00pm.
- There was a maximum demand for 16 parking spaces at 6:00pm on Saturday when applying the percentage of drivers who arrived by car and parked (16% of patrons) to the maximum number of patrons onsite (101 patrons).

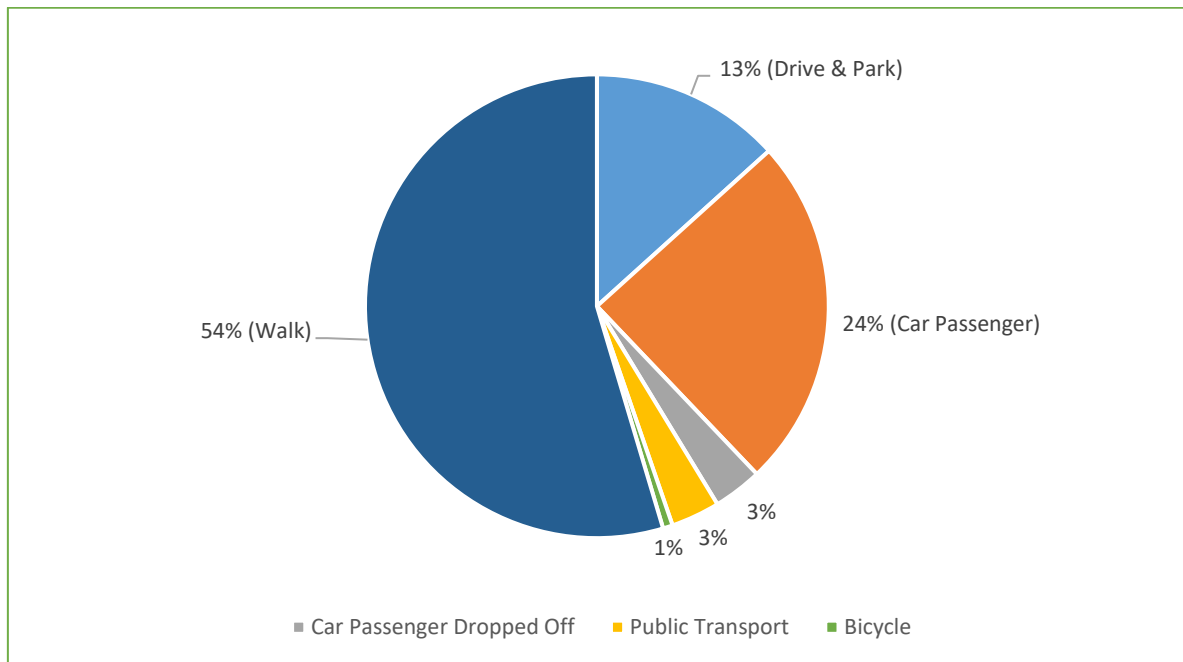


Chart 2: Travel Modal Split (Sunday)

Chart 2 above shows the modal splits in relation to the interview surveys conducted on Sunday. The following is noteworthy in relation to the above:

- 13% of patrons arrived by private vehicle and parked.
- 54% of patrons walked.
- A maximum of 118 patrons were counted onsite at 1:00pm.

Based on the above, there was demand for a maximum of 16 parking spaces on Sunday when applying the percentage of drivers who arrived by car and parked (13% of patrons) to the maximum number of patrons onsite (118 patrons).

It can be seen from **Chart 1** and **Chart 2** that most patrons arrived at the subject site on foot (49% walked on Saturday and 54% walked on Sunday). In addition, there was a vehicle occupancy rate of 2.9 passengers per vehicle on both days.

In summary, the existing parking demand for the existing Pub is 16 spaces based on the above surveys.

The existing development comprises 1,039m² of Pub Licensed Floor Area (LFA). Therefore, the parking rate in relation to the existing (approved) Pub is as follows:

- 1 space per 65m²LFA.

Parking Supply

Parking surveys were undertaken within the subject site carpark and along surrounding streets and public carparks within approximately 200 metres walking distance of the subject site as shown in **Figure 1** below, to determine parking availability under existing conditions.



Figure 5: Parking Survey Area

Parking Survey Results (Saturday)

Parking occupancy and availability within the survey study area on Saturday is shown in **Chart 3** below:

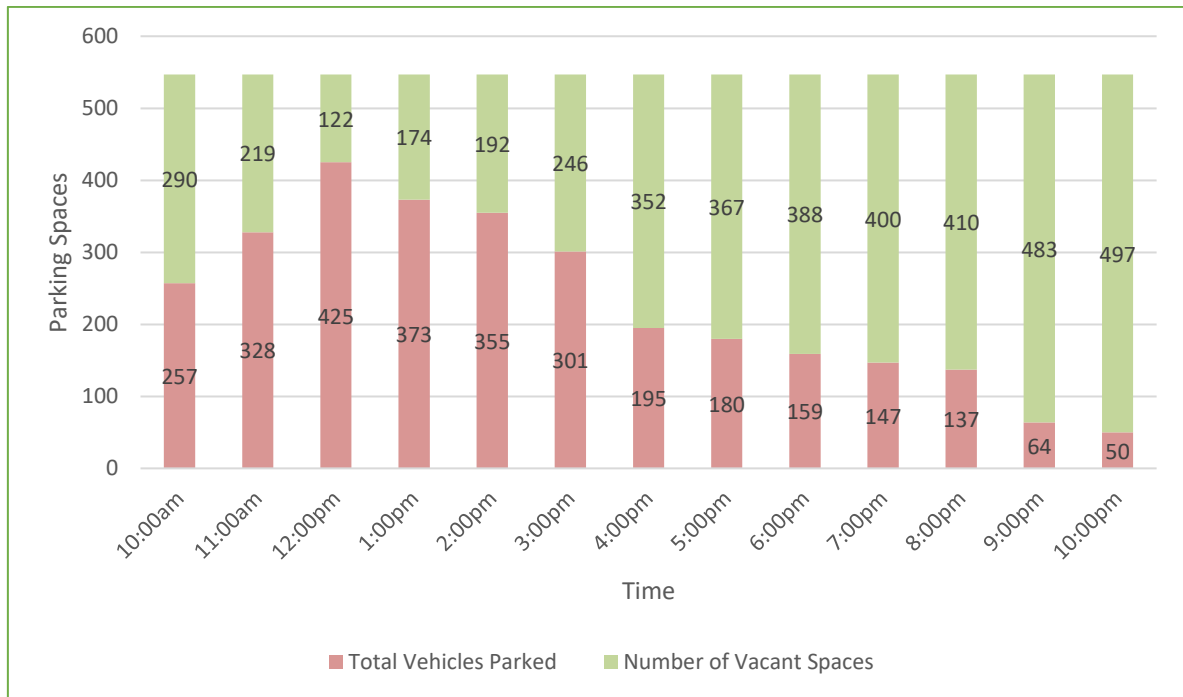


Chart 3: Parking Survey Results (Saturday)

It can be seen from **Chart 3** that:

- Demand for parking peaked at 12:00pm when 425 parking spaces were occupied, and 122 spaces were available.
- At 6:00pm on Saturday (pub patron peak period) there were 388 available parking spaces in the vicinity of the subject site which includes parking spaces occupied by patrons attending the subject site.

It can be seen there is ample surplus parking availability (122 spaces) within the vicinity of the subject site on Saturday to comfortably accommodate all existing parking demands.

Parking Survey Results (Sunday)

Parking occupancy and availability within the parking survey study area on Sunday is shown in **Chart 4** below.

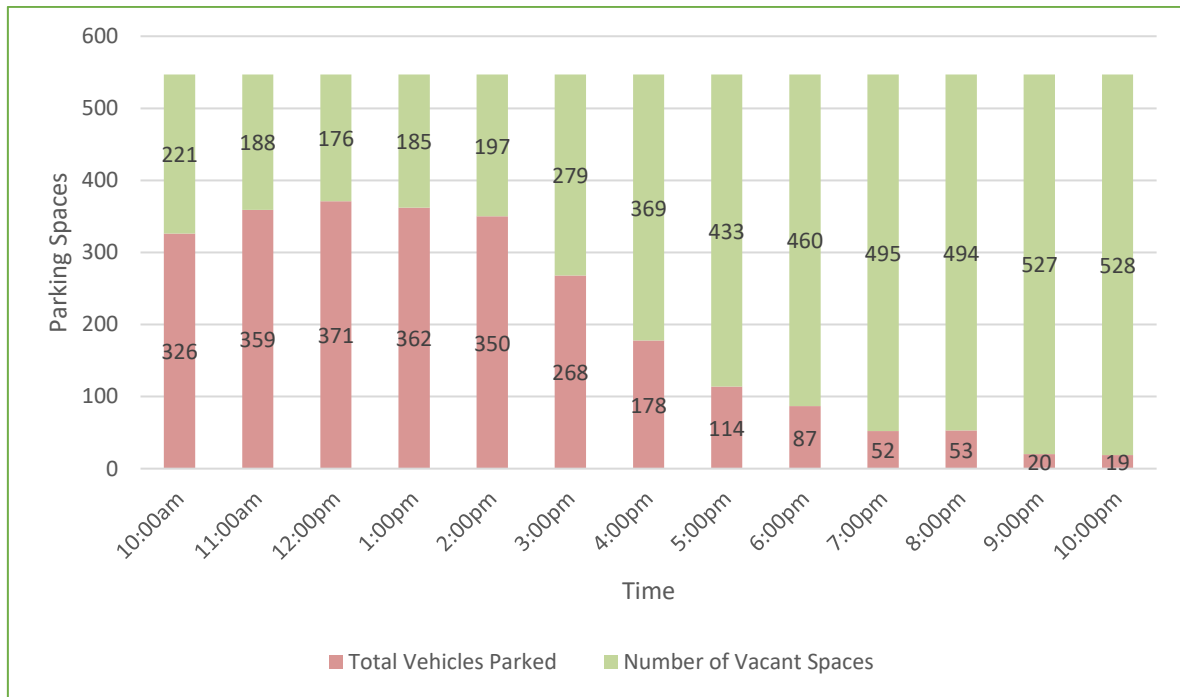


Chart 4: Parking Survey Results (Sunday)

It can be seen from **Chart 4** that:

- Demand for parking peaked on Sunday at 12:00pm when 371 parking spaces were occupied, and 176 parking spaces were available.
- At 1:00pm on Sunday (pub patron peak period) there were 185 available parking spaces located in the vicinity of the subject site which includes parking spaces occupied by patrons attending the subject site.

It can be seen there is ample surplus parking availability (176 spaces) within the vicinity of the subject site on Sunday to more than accommodate all existing parking demands.

5.1.3 Future Pub Parking Demands

The proposal involves an increase in Pub LFA from 1,039m² (existing) to 1,388m² (proposed), a net increase of +349m² LFA. Therefore, the proposed pub expansion results in demand for the following additional parking spaces:

- +6 additional pub parking spaces.

5.1.4 Net Parking Impacts

The additional parking demands generated by the proposed pub expansion (+6 parking spaces) will have minimal impact to parking availability within the Berry CBD. Indeed, the proposed expansion involving +349m² Pub GFA and +18 motel rooms translates to demand for an additional 24 parking spaces in total, comprising:

- +6 additional Pub parking spaces (based on the survey results).
- +18 additional motel parking spaces (based on Council's DCP).

The proposed expansion involves the provision of an additional 44 parking spaces above existing levels. Therefore, the subject development will readily accommodate the projected increase in parking demand with a surplus of 20 parking spaces.

Whilst it is acknowledged that parking demands may be considered high within the Berry CBD, it is evident from the surveys undertaken that surplus parking capacity is always available across a typical weekend. Furthermore, it has been demonstrated that all parking demands are readily accommodated within the subject development with no reliance on public parking spaces. It is therefore evident that visitors to the Berry CBD not attending the subject site currently utilise the subject site's carpark which is not presently secured and is undifferentiated from the adjacent public spaces on Council's land

5.2 Accessible Parking

Chapter G21: Car Parking and Traffic Section 5.3 A2.2 of Council's DCP provides the following accessible parking rate:

- One (1) accessible space and thereafter one (1) additional space per 100 spaces or part thereof.

Therefore, the subject development requires a minimum of two (2) accessible parking spaces and four (4) accessible space are provided in response, thereby exceeding Council's minimum

requirements (+2 accessible parking spaces) ensuring that all accessible parking demands are accommodated onsite.

5.3 Bicycle Parking

Based on surveys undertaken, a maximum of two (2) patrons onsite at any one time arrived by bicycle, resulting in the following bicycle parking rate:

- One (1) bicycle parking space per 0.0019m² GFA

Application of the above rate to the 1388m² GFA results in the following demand for:

- Three (3) bicycle parking spaces.

Demand for bicycle parking spaces is minimal. However, bicycle parking rails are provided on the southern side of Queen Street approximately 40 metres west of the subject site for patron use, if required.

5.4 Refuse Collection and Servicing

No changes are proposed to the existing (approved) loading and waste collection arrangements and all servicing activities will continue to be conducted onsite, outside of peak operating times, which is considered acceptable in the circumstances given the modest scale and nature of the proposed expansion.

6. TRAFFIC AND TRANSPORT IMPACTS

6.1 Development Trip Generation

6.1.1 Pub

Survey results show there were a maximum of 118 patrons onsite at 12:00pm on Sunday. 16% of patrons who arrived onsite arrived by private vehicle (drove and parked or were dropped off) resulting in the following vehicle arrivals during the Sunday lunchtime peak:

- 19 vehicle arrivals per hour.

Application of the above rate to the existing Pub LFA (1,039m² LFA) translates to the following vehicle trip rate:

- 0.0182 vehicle arrivals per m² LFA.

Application of the above vehicle arrival rate to the additional 349m² of Pub LFA results in the following additional vehicle trips:

- +6 vehicle arrivals per hour.

Assuming all vehicles arrive and depart the subject site in the same hour (conservative assessment), the peak vehicle trip rate is as follows:

- 12 vehicle trips per hour (6 in, 6 out).

6.1.2 Accommodation

The Guide provides traffic generation rates for casual accommodation (motels) at the following rate:

- 0.4 vehicle trips per hour per unit.

Application of this rate to the 18 additional motel rooms and assuming a modal split of 80:20, will result in the following anticipated traffic generation for the accommodation component during the evening peak:

- 8 vehicle trips per hour (6 in, 2 out)

6.1.3 Combined Generation

The combined additional vehicle trips generated in relation to the subject development is as follows:

- +20 vehicles per hour (+12 in, +8 out) during the evening peak hour.

6.2 Net Traffic Impacts

The above increase in traffic generation (+20 vehicles per hour) is based on a conservative assessment and assumes that all pub patron arrivals during the 1:00pm Sunday peak also departed within the same hour. Furthermore, the above assessment also does not account for linked trips, whereby visitors attending the pub also attend Berry Centre for other purposes (shops, restaurants etc).

The additional vehicle trips generated by the subject development as assessed (+20 vehicle trips per hour) is equivalent to an additional vehicle trip every three (3) minutes. This increase is considered minor and will have minimal impact to the surrounding road network or the performance of surrounding intersections and is therefore considered supportable on traffic planning grounds.

7. ACCESS AND INTERNAL DESIGN ASPECTS

7.1 Site Vehicular Access

The proposed development comprises a total of 84 parking spaces (including 17 Council parking spaces on Lot 77) with a combined access driveway via Princess Street, a local road. It will therefore require a Category 1 access driveway under AS2890.1 (2004), being a minimum width of 5.5 metres. In response, a 7.0-metre-wide combined access driveway is provided, in accordance with the minimum requirements of AS2890.1 (2004).

7.2 Internal Design

The internal car park complies with the minimum requirements of AS 2890.1 (2004) and AS 2890.6 (2022), and the following characteristics are noteworthy:

7.2.1 Parking Modules

- All standard car parking spaces have been designed in accordance with User Class 2 being for hotel and motel parking. These spaces are provided with a minimum space length of 5.4m, a minimum width of 2.5m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).
- All accessible parking spaces have been designed in accordance with AS 2890.6 (2022), being 2.4m wide, 5.4m long with an adjacent shared area of the same dimensions.

7.2.2 Ramps

- The first 6.0 metres inside the property boundary measured along the access driveway is provided with a maximum gradient of 1:20 (5.0%) in accordance with Clause 3.3 of AS2890.1 (2004).
- The internal ramp to the basement carpark has a maximum gradient of 20% (1 in 5) with sag and summit transitions of 12.5% (1:8) respectively. These provisions satisfy the requirements of AS 2890.1 (2004).

7.2.3 Clear Head Heights

- A minimum clear head height of 2.2m is provided for all areas within the at-grade and basement car park as required by AS 2890.1 (2004).

7.2.4 Other Considerations

- All columns are located outside of the parking space design envelope shown in **Figure 5.2** of AS 2890.1 (2004).
- Visual splay has been provided at the access driveway in accordance with **Figure 3.3** of AS 2890.1 (2004).
- Reference should be made to the swept path analysis provided in **Appendix D**.

7.3 Summary

In summary, the internal configuration of the car park has been designed in accordance with AS 2890.1 (2004) and AS 2890.6 (2022). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

8. CONCLUSIONS

In summary:

- The proposal seeks approval for alterations and additions to the existing Berry Hotel located at 120 Queen Street & 77-83 Princess Street, Berry comprising an additional 349m² Pub Licensed Floor Area (LFA) and an additional 18 motel accommodation units and upgrades to the existing onsite carpark.
- The proposed development provides 67 parking spaces for the Hotel, an improvement to the existing parking provision (+44 spaces) and includes upgraded parking facilities comprising a basement carpark and sealed ground floor carpark with line marked spaces, thereby improving amenity, and providing superior parking facilities for guests and visitors.
- The proposed development also provides 17 sealed spaces on Council's land at 77 Princess Street.
- The proposed development (+349m² Pub LFA and +18 motel rooms) results in demand for an additional 24 parking spaces in total (6 additional Pub parking spaces and 18 additional motel parking spaces) and an additional 44 parking spaces above existing parking provisions will readily accommodate the projected increase in parking demand with a surplus of 20 parking spaces.
- It has been demonstrated that all parking demands are readily accommodated within the subject development with no reliance on public parking spaces. It is therefore evident that any perceived oversaturation of parking spaces within the existing onsite carpark can be attributed to vehicles not associated with visitors of the subject site.
- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to an additional 20 (+20) vehicle trips per hour during the evening peak which is considered a conservative assessment. As such, no external improvements are required to facilitate the proposed development. The traffic impacts of the development are therefore considered acceptable.
- The basement and at-grade carpark has been assessed to comply with the requirements of AS 2890.1 (2004) and AS 2890.6 (2022), thereby ensuring safe and efficient operation.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Photographic Record



View looking northeast across Princess Street towards the subject sites access driveway



View looking east along Princess Street showing the subject sites access driveway to the left



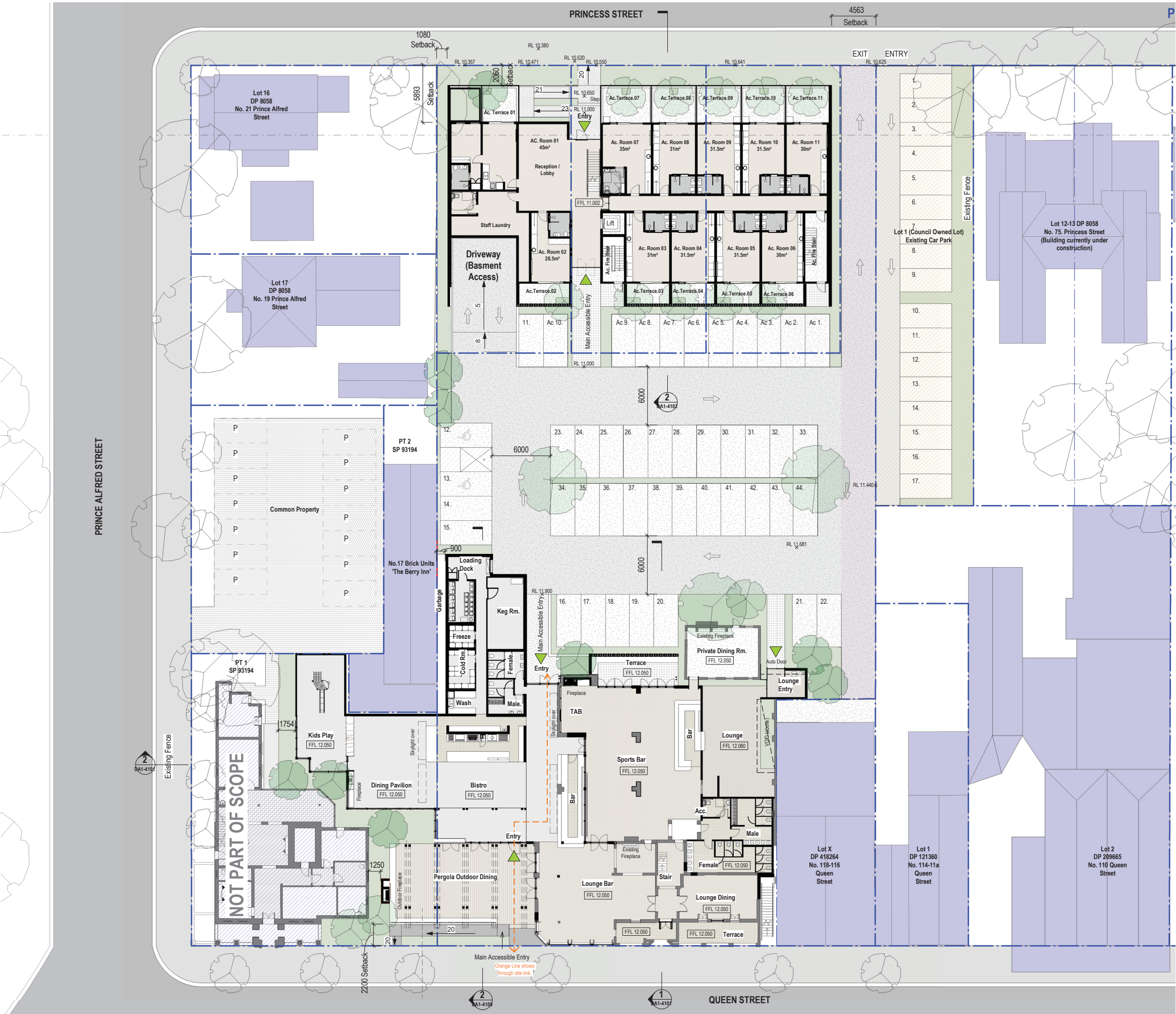
View looking west along Princess Street showing the subject sites access driveway to the right



View looking east along Princess Street towards its intersection with Prince Alfred Street

APPENDIX B

Reduced Plans



Proposed Parking Count

Hotel: 34 (incl. 2 x Acc.)

Public Council: 17

Accom. GF: 10

Accom. B.: 23 (incl. 2 x Acc.)

Total: 84

DA Legend

UNO the general extent and location of alterations or additions, including demolition is indicated accordingly:

- Proposed new building fabric
- Existing Base Building fabric (generally to remain)
- Area of proposed demolition to the Base Building fabric.
- Area of Existing Council Lot
- Area of Existing Easement
- Neighbouring Buildings
- Existing Fabric to be retained & which is excluded from the scope of works
- Demolition scope of work note

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| 01 | 27.05.23 | Development Application Issue: |

| Rev | Date | Amendments |
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Project
The Berry Hotel & Accommodation

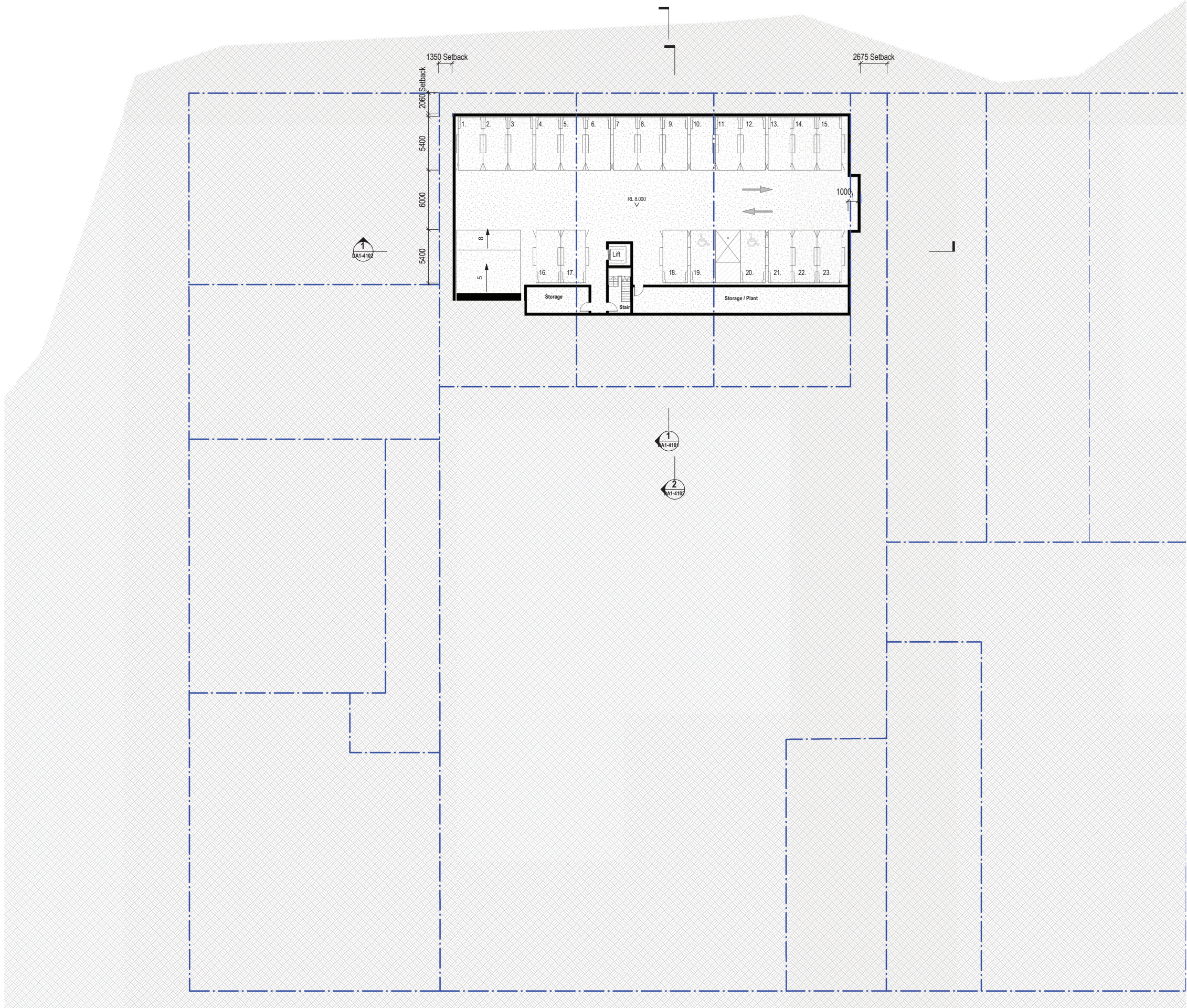
Client

Location
Berry, NSW

Drawing
Ground Floor Plan - Proposed

Development Application

| | | | | | |
|--------------------|------------|------------------|----------|------------|----|
| Scale @ A1 | 1:200 | Drawn by | NR/MR | Checked by | NR |
| Scale @ A3 | 1:400 | | | | |
| Project Start Date | Issue Date | Sheet Issue Date | 27/05/23 | | |
| Project # | 2709 | | | | |
| Drawing # | DA1-1101 | Rev | 01 | | |



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Accom. GF: 10

Accom. B.: 23 (incl. 2 x Acc.)

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DA Legend

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Project
The Berry Hotel & Accommodation

Client

Location
Berry, NSW

Drawing
Basement Level Plan - Proposed

Development Application

| | | | | | |
|--------------------|-------------------|------------------|-----------------|------------|----|
| Scale @ A1 | 1:200 | Drawn by | NR/MR | Checked by | NR |
| Scale @ A3 | 1:400 | | | | |
| Project Start Date | Issue Date | Sheet Issue Date | 27/05/23 | | |
| Project # | 2709 | | | | |
| Drawing # | DA1-1100 | Rev | 01 | | |

APPENDIX C

Parking Survey Results



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph. Mob.0418-239019

Client : Traffic
Job No/Name : 7889 BERRY Hotel Parking & Interviews
Day/Date : Saturday 19th August 2023

| HOTEL | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Patrons All Areas | 3 | 38 | 51 | 69 | 63 | 36 | 23 | 54 | 101 | 109 | 54 | 29 | 25 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Totals | 3 | 38 | 51 | 69 | 63 | 36 | 23 | 54 | 101 | 109 | 54 | 29 | 25 |

**R.O.A.R. DATA**

Reliable, Original & Authentic Results

Ph. Mob.0418-239019

Client : Traffix

Job No/Name : 7889 BERRY Hotel Parking & Interviews

Day/Date : Saturday 19th August 2023

Good Day / Evening : We are conducting a survey of the travel characteristics of Hotel Patrons.
It would be a great help if you could answer a few questions.

| Time | How did you/your group travel to the hotel on this visit ? | | | | | | | | Car Drivers Only | | | | |
|---------------|--|-----------|----------|----------|----------|----------|-----------|----------|---|------------------------------------|----------|----------|---|
| | | | | | | | | | How many people travelled in your car ? including yourself | Where did you park on this visit ? | | | Did you visit any other sites on this visit |
| | Hotel | On | Other | | | | | | | | | | |
| | Car | Street | | | | | | | | | | | |
| CD | CP | CPD | PT | T/U | MB/BI | W | O | Park | | | | | |
| 10.00 | | | | | | | 1 | | | | | | |
| 10.18 | | | | | | | 2 | | | | | | |
| 10.28 | | | | | | | 1 | | | | | | |
| 10.33 | | | | | | | 2 | | | | | | |
| 10.38 | | | | | | | 3 | | | | | | |
| 10.44 | | | | | | | 2 | | | | | | |
| 10.45 | | | | | | | 1 | | | | | | |
| 10.47 | | | | | | | 3 | | | | | | |
| 10.49 | | | | | | | 2 | | | | | | |
| 10.56 | 1 | 3 | | | | | | | 4 | | 1 | | No |
| 10.58 | 1 | 2 | | | | | | | 3 | | | 1 | No |
| 11.00 | | | | | | | 3 | | | | | | |
| 11.08 | | | | | | | 2 | | | | | | |
| 11.18 | | | | | | | 2 | | | | | | |
| 12.08 | | | | | | | 2 | | | | | | |
| 12.10 | 1 | 7 | | | | | | | 8 | | 1 | | No |
| 12.13 | 1 | 2 | | | | | | | 3 | 1 | | | No |
| 12.14 | | | | | | | 2 | | | | | | |
| 12.17 | | | | | | | 2 | | | | | | |
| 12.20 | | | 2 | | | | | | | | | | |
| 12.22 | | | | | | | 6 | | | | | | |
| 12.27 | | | | | | | 3 | | | | | | |
| 12.36 | | | | | | | 6 | | | | | | |
| 12.47 | | | | | | | 8 | | | | | | |
| 12.49 | 1 | 3 | | | | | | | 4 | | 1 | | Restaurant |
| 12.56 | | | | | | 2 | | | | | | | |
| 13.08 | | | | | | | 2 | | | | | | |
| 13.11 | 1 | 5 | | | | | | | 6 | 1 | | | Restaurant |
| 13.18 | 1 | 2 | | | | | | | 3 | | 1 | | No |
| 13.21 | 1 | 1 | | | | | | | 2 | | 1 | | Bar |
| 13.29 | 1 | | | | | | | | 1 | 1 | | | No |
| 13.33 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 13.34 | 1 | 1 | | | | | | | 2 | | | 1 | No |
| 13.38 | 1 | 2 | | | | | | | 3 | 1 | | | No |
| 13.43 | | | | | | | 5 | | | | | | |
| Totals | 12 | 29 | 2 | 0 | 0 | 2 | 60 | 0 | 41 | 4 | 6 | 2 | |

CD - car driver, CP - car passenger, CPD - car passenger dropped off, PT - public transport, TU - taxi,uber

MC/BI - motor cycle / bicycle W - walk, O - other

**R.O.A.R. DATA**

Reliable, Original & Authentic Results

Client : Traffix

Job No/Name : 7889 BERRY Hotel Parking & Interviews



Good Day / Evening : We are conducting a survey of the travel characteristics of Hotel Patrons.
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| Time | How did you/your group travel to the hotel on this visit ? | | | | | | | | Car Drivers Only | | | | |
|--------|--|----|-----|----|-----|-------|----|---|---|------------------------------------|-----------|-------|---|
| | | | | | | | | | How many people travelled in your car ? including yourself | Where did you park on this visit ? | | | |
| | | | | | | | | | | Hotel Car Park | On Street | Other | Did you visit any other sites on this visit |
| | CD | CP | CPD | PT | T/U | MB/BI | W | O | | | | | |
| 13.50 | | | | | | 3 | | | | | | | |
| 14.09 | 1 | 1 | | | | | | | 2 | | 1 | | Restaurant |
| 14.11 | 1 | 2 | | | | | | | 3 | | 1 | | No |
| 14.12 | 1 | 1 | | | | | | | 2 | 1 | | | No |
| 14.14 | | | | | | | 2 | | | | | | |
| 14.17 | | | | | | | 3 | | | | | | |
| 14.19 | 1 | 1 | | | | | | | 2 | | 1 | | Bar |
| 14.22 | 1 | 1 | | | | | | | 2 | | 1 | | Bar |
| 14.25 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 14.31 | | | | | | | 2 | | | | | | |
| 14.35 | 1 | | | | | | | | 1 | 1 | | | No |
| 14.36 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 14.38 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 14.40 | | | | | | | 2 | | | | | | |
| 14.42 | 1 | 1 | | | | | | | 2 | 1 | | | Bar |
| 14.43 | | | | | | | 3 | | | | | | |
| 14.45 | 1 | 2 | | | | | | | 3 | | 1 | | No |
| 15.08 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 15.16 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 15.19 | | | | | | | 2 | | | | | | |
| 15.22 | 1 | 2 | | | | | | | 3 | | 1 | | Bar |
| 15.43 | | | | | | | 2 | | | | | | |
| 16.15 | | | | | | | 6 | | | | | | |
| 16.25 | 1 | 1 | | | | | | | 2 | 1 | | | No |
| 16.52 | 1 | 1 | | | | | | | 2 | 1 | | | No |
| 16.55 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 16.57 | 1 | 1 | | | | | | | 2 | 1 | | | No |
| 17.02 | | | | | | | 8 | | | | | | |
| 17.12 | 1 | 1 | | | | | | | 2 | 1 | | | No |
| 17.15 | 1 | 1 | | | | | | | 2 | 1 | | | Bar |
| 17.18 | | | | | | | 1 | | | | | | |
| 17.24 | | | | | | | 2 | | | | | | |
| 17.26 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 17.47 | | | | | | | 2 | | | | | | |
| 17.50 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| Totals | 22 | 24 | 0 | 0 | 0 | 3 | 35 | 0 | 46 | 8 | 14 | 0 | |

CD - car driver, CP - car passenger, CPD - car passenger dropped off, PT - public transport, TU - taxi, uber
 MC/BI - motor cycle / bicycle W - walk, O - other



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph. Mob.0418-239019

Client : Traffix

Job No/Name : 7889 BERRY Hotel Parking & Interviews

Day/Date : Saturday 19th August 2023

**Good Day / Evening : We are conducting a survey of the travel characteristics of Hotel Patrons.
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| Time | How did you/your group travel to the hotel on this visit ? | | | | | | | | Car Drivers Only | | | | |
|---------------|--|-----------|----------|----------|----------|----------|-----------|----------|---|------------------------------------|-----------|----------|---|
| | | | | | | | | | How many people travelled in your car ? including yourself | Where did you park on this visit ? | | | Did you visit any other sites on this visit |
| | CD | CP | CPD | PT | T/U | MB/BI | W | O | | Hotel Car Park | On Street | Other | |
| | 18.00 | 1 | 3 | | | | | | | | 4 | 1 | |
| 18.06 | | | | | | | 3 | | | | | | |
| 18.10 | 1 | 7 | | | | | | | 8 | 1 | | | No |
| 18.15 | 1 | 4 | | | | | | | 5 | 1 | | | Restaurant |
| 18.18 | | | | | | | 2 | | | | | | |
| 18.20 | 1 | 4 | | | | | | | 5 | | 1 | | No |
| 18.23 | | | | | | | 1 | | | | | | |
| 18.25 | | | 2 | | | | | | | | | | |
| 18.28 | | | | | | | 4 | | | | | | |
| 18.30 | | | | | | | 2 | | | | | | |
| 18.33 | | | | | | | 2 | | | | | | |
| 18.37 | 1 | 5 | | | | | | | 6 | 1 | | | No |
| 18.44 | | | | | | | 1 | | | | | | |
| 18.49 | | | | | | | 5 | | | | | | |
| 18.57 | 1 | 2 | | | | | | | 3 | 1 | | | No |
| 18.58 | | | | | | | 2 | | | | | | |
| 19.03 | | | | | | | 3 | | | | | | |
| 19.10 | | | | | | | 2 | | | | | | |
| 19.26 | 1 | 3 | | | | | | | 4 | | 1 | | No |
| 20.09 | | | | | | | 1 | | | | | | |
| 20.21 | | | | | | | 2 | | | | | | |
| 20.28 | | | | | | | 1 | | | | | | |
| 20.34 | | | | | | | 2 | | | | | | |
| 20.54 | 1 | 1 | | | | | | | 2 | 1 | | | No |
| 21.06 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 21.19 | | | 1 | | | | | | | | | | |
| 21.28 | | | | | | | 2 | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Totals | 9 | 30 | 3 | 0 | 0 | 0 | 35 | 0 | 39 | 6 | 3 | 0 | |

CD - car driver, CP - car passenger, CPD - car passenger dropped off, PT - public transport, TU - taxi,uber
MC/BI - motor cycle / bicycle W - walk, O - other



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Client : Traffix
 Job No / Name : 7889 BERRY Hotel Parking & Interviews
 Day/Date : Saturday 19th August 2023

| Area | Location | Capacity | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 |
|---------------------------------|-------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|
| 1 | Alexandra St West / Side | 15 | 1 | 2 | 12 | 10 | 11 | 14 | 13 | 12 | 1 | 1 | 1 | 0 | 0 |
| 2 | Alexandra St West / Side 90 deg | 14 | 5 | 6 | 13 | 9 | 10 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 |
| 3 | Alexandra St West / Side 90 deg | 10 | 8 | 10 | 10 | 10 | 10 | 9 | 8 | 5 | 8 | 8 | 8 | 5 | 4 |
| 4 | Alexandra St East / Side 90 deg | 18 | 11 | 18 | 17 | 15 | 13 | 17 | 5 | 2 | 7 | 9 | 11 | 1 | 1 |
| 5 | Alexandra St East / Side 90 deg | 23 | 17 | 18 | 21 | 15 | 23 | 14 | 7 | 10 | 7 | 5 | 4 | 0 | 0 |
| 6 | Alexandra St East / Side | 19 | 3 | 7 | 19 | 9 | 14 | 16 | 13 | 10 | 0 | 0 | 0 | 0 | 0 |
| 7 | Victoria St South / Side | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8 | Victoria St North / Side | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Princess St South / Side | 24 | 20 | 19 | 20 | 20 | 18 | 17 | 13 | 10 | 8 | 7 | 5 | 5 | 5 |
| 10 | Princess St North / Side | 21 | 12 | 13 | 15 | 14 | 14 | 9 | 10 | 9 | 6 | 7 | 7 | 7 | 7 |
| 11 | Queen St South / Side | 18 | 18 | 17 | 18 | 17 | 17 | 13 | 12 | 14 | 15 | 12 | 9 | 5 | 1 |
| 12 | Queen St North / Side | 20 | 20 | 19 | 19 | 18 | 17 | 15 | 14 | 15 | 17 | 14 | 12 | 7 | 1 |
| 13 | Albert Court CP S/S 90deg | 42 | 23 | 32 | 41 | 35 | 28 | 26 | 20 | 19 | 18 | 15 | 14 | 3 | 2 |
| 14 | Albert Court CP N/S 90 deg | 47 | 17 | 26 | 37 | 32 | 31 | 24 | 12 | 12 | 12 | 14 | 14 | 1 | 1 |
| 15 | Albert Court CP E/S 90 deg | 13 | 8 | 11 | 12 | 12 | 11 | 11 | 5 | 7 | 8 | 10 | 10 | 0 | 0 |
| 16 | Albert Court CP W/S 90 deg | 11 | 5 | 9 | 9 | 9 | 9 | 9 | 5 | 5 | 4 | 3 | 2 | 0 | 0 |
| 17 | Albert St South / Side | 14 | 1 | 8 | 6 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Albert St South / Side | 16 | 14 | 15 | 15 | 14 | 13 | 14 | 10 | 5 | 2 | 2 | 2 | 1 | 1 |
| 19 | Albert St South / Side | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | Albert St North / Side | 18 | 17 | 16 | 17 | 14 | 12 | 15 | 6 | 5 | 2 | 2 | 2 | 1 | 1 |
| 21 | Albert St North / Side | 16 | 1 | 2 | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 22 | Queen St North / Side | 4 | 1 | 1 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | Prince Alfred St East / Side 90 deg | 18 | 5 | 7 | 11 | 10 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | Prince Alfred St East / Side | 7 | 6 | 7 | 6 | 7 | 7 | 5 | 2 | 2 | 2 | 1 | 2 | 2 | 2 |
| 25 | Prince Alfred St East / Side | 11 | 8 | 10 | 11 | 9 | 8 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 |
| 26 | Prince Alfred St West / Side | 9 | 8 | 5 | 9 | 7 | 7 | 2 | 0 | 1 | 2 | 3 | 0 | 0 | 0 |
| 27 | Prince Alfred St West / Side | 11 | 6 | 6 | 8 | 8 | 7 | 3 | 3 | 3 | 5 | 5 | 3 | 2 | 2 |
| 28 | Prince Alfred St West / Side | 9 | 0 | 2 | 6 | 5 | 3 | 2 | 2 | 3 | 5 | 0 | 0 | 0 | 0 |
| 29 | Albert Court CP W/S 90 deg | 11 | 5 | 6 | 11 | 9 | 7 | 8 | 3 | 3 | 3 | 3 | 5 | 1 | 1 |
| 30 | Albert Court CP E/S 90 deg | 11 | 3 | 6 | 11 | 8 | 7 | 4 | 2 | 2 | 2 | 1 | 0 | 0 | 0 |
| | Rose Garden Car Park | 19 | 3 | 5 | 5 | 7 | 10 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Berry Hotel Car Park | 41 | 9 | 23 | 38 | 36 | 28 | 19 | 14 | 15 | 19 | 21 | 22 | 19 | 17 |
| | | | | | | | | | | | | | | | |
| Total of Vehicles Parked | | 547 | 257 | 328 | 425 | 373 | 355 | 301 | 195 | 180 | 159 | 147 | 137 | 64 | 50 |
| Number of Vacant Spaces | | | 290 | 219 | 122 | 174 | 192 | 246 | 352 | 367 | 388 | 400 | 410 | 483 | 497 |
| % of Capacity Used | | | 47.0% | 60.0% | 77.7% | 68.2% | 64.9% | 55.0% | 35.6% | 32.9% | 29.1% | 26.9% | 25.0% | 11.7% | 9.1% |



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Day/Date : Sunday 20th August 2023

| HOTEL | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Patrons All Areas | 1 | 11 | 43 | 118 | 81 | 23 | 11 | 35 | 46 | 31 | 15 | 5 | 3 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Totals | 1 | 11 | 43 | 118 | 81 | 23 | 11 | 35 | 46 | 31 | 15 | 5 | 3 |

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| Time | How did you/your group travel to the hotel on this visit ? | | | | | | | | Car Drivers Only | | | | |
|--------|--|----|-----|----|-----|-------|----|---|--|------------------------------------|-----------|------------|---|
| | | | | | | | | | How many people travelled in your car ? including yourself | Where did you park on this visit ? | | | |
| | | | | | | | | | | Hotel Car Park | On Street | Other | Did you visit any other sites on this visit |
| | CD | CP | CPD | PT | T/U | MB/BI | W | O | | | | | |
| 10.08 | | | | | | 3 | | | | | | | |
| 10.26 | | | 2 | | | | | | | | | | |
| 10.38 | 1 | 2 | | | | | | 3 | 1 | | | No | |
| 11.03 | | | | | | 2 | | | | | | | |
| 11.15 | | | | | | 3 | | | | | | | |
| 11.55 | 1 | 1 | | | | | | 2 | 1 | | | Bar | |
| 11.57 | 1 | 1 | | | | | | 2 | 1 | | | No | |
| 12.00 | 1 | 2 | | | | | | 3 | | 1 | | Restaurant | |
| 12.01 | | | | | | 2 | | | | | | | |
| 12.04 | | | | | | 3 | | | | | | | |
| 12.05 | | | | | | 3 | | | | | | | |
| 12.06 | | | | | | 4 | | | | | | | |
| 12.07 | 1 | 3 | | | | | | 4 | | 1 | | Restaurant | |
| 12.09 | | | | | | 1 | | | | | | | |
| 12.12 | | | | | | 2 | | | | | | | |
| 12.13 | | | | | | 2 | | | | | | | |
| 12.16 | | | | | | 3 | | | | | | | |
| 12.19 | 1 | 1 | | | | | | 2 | | 1 | | Restaurant | |
| 12.22 | 1 | 2 | | | | | | 3 | | 1 | | Restaurant | |
| 12.25 | | | | | | 3 | | | | | | | |
| 12.26 | | | | 4 | | | | | | | | | |
| 12.28 | | | | 2 | | | | | | | | | |
| 12.31 | | | | | | 2 | | | | | | | |
| 12.32 | | | | | | 2 | | | | | | | |
| 12.33 | | | | | | 1 | | | | | | | |
| 12.34 | | | | | | 4 | | | | | | | |
| 12.36 | 1 | 1 | | | | | | 2 | | 1 | | Restaurant | |
| 12.37 | | | | | | 9 | | | | | | | |
| 12.38 | 1 | 2 | | | | | | 3 | 1 | | | No | |
| 12.41 | 1 | 3 | | | | | | 4 | | | 1 | Restaurant | |
| 12.42 | | | | | | 2 | | | | | | | |
| 12.43 | | | | | | 2 | | | | | | | |
| 12.44 | | | 2 | | | | | | | | | | |
| 12.45 | | | | | | 1 | | | | | | | |
| 12.47 | 1 | | | | | | | 1 | 1 | | | Bar | |
| Totals | 11 | 18 | 4 | 6 | 0 | 2 | 52 | 0 | 29 | 5 | 5 | 1 | |

CD - car driver, CP - car passenger, CPD - car passenger dropped off, PT - public transport, TU - taxi,uber

MC/BI - motor cycle / bicycle W - walk, O - other

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|--------|--|----|-----|----|-----|-------|----|---|---|------------------------------------|--------|---|
| | | | | | | | | | How many people travelled in your car ? including yourself | Where did you park on this visit ? | | |
| | | | | | | | | | | Hotel | On | Did you visit any other sites on this visit |
| | CD | CP | CPD | PT | T/U | MB/BI | W | O | | Car Park | Street | |
| 12.48 | 1 | 3 | | | | | | | 4 | | | 1 Restaurant |
| 12.52 | 1 | 1 | | | | | | | 2 | 1 | | Bar |
| 12.56 | 1 | 4 | | | | | | | 5 | | | 1 Bar |
| 13.00 | | | | | | | 3 | | | | | |
| 13.04 | | | | | | | 12 | | | | | |
| 13.05 | | | | | | | 5 | | | | | |
| 13.13 | | | | | | | 6 | | | | | |
| 13.14 | 1 | 1 | | | | | | | 2 | | | 1 Bar |
| 13.15 | | | | | | | 7 | | | | | |
| 13.16 | 1 | 1 | | | | | | | 2 | 1 | | Bar |
| 13.17 | 1 | 1 | | | | | | | 2 | 1 | | Bar |
| 13.22 | 1 | 3 | | | | | | | 4 | | | 1 Bar |
| 13.24 | 1 | 1 | | | | | | | 2 | 1 | | Bar |
| 13.26 | | | | | | | 3 | | | | | |
| 13.28 | | | 2 | | | | | | | | | |
| 13.29 | | | | | | | 1 | | | | | |
| 13.32 | | | | | | | 2 | | | | | |
| 13.35 | 1 | 1 | | | | | | | 2 | | 1 | Restaurant |
| 13.36 | 1 | 1 | | | | | | | 2 | | | 1 Restaurant |
| 13.37 | 1 | 4 | | | | | | | 5 | | 1 | Restaurant |
| 13.38 | | | | 2 | | | | | | | | |
| 13.39 | 1 | 4 | | | | | | | 5 | | 1 | Bar |
| 13.46 | | | | | | | 1 | | | | | |
| 13.49 | | | | | | | 2 | | | | | |
| 13.50 | | | | | | | 3 | | | | | |
| 13.51 | | | | | | | 1 | | | | | |
| 13.55 | | | | | | | 1 | | | | | |
| 14.20 | | | | | | | 4 | | | | | |
| 14.35 | 1 | 2 | | | | | | | 3 | | | 1 Bar |
| 14.38 | | | | | | | 1 | | | | | |
| 14.40 | | | | | | | 1 | | | | | |
| 14.53 | | | | | | | 1 | | | | | |
| 14.58 | 1 | 3 | | | | | | | 4 | | | 1 Bar |
| 15.06 | | | | | | | 1 | | | | | |
| 15.07 | 1 | 1 | | | | | | | 2 | | | 1 Restaurant |
| Totals | 15 | 31 | 2 | 2 | 0 | 0 | 55 | 0 | 46 | 4 | 3 | 8 0 |

CD - car driver, CP - car passenger, CPD - car passenger dropped off, PT - public transport, TU - taxi, uber
 MC/BI - motor cycle / bicycle W - walk, O - other



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| Time | How did you/your group travel to the hotel on this visit ? | | | | | | | | Car Drivers Only | | | | |
|---------------|--|-----------|----------|----------|----------|----------|-----------|----------|---|------------------------------------|-----------|----------|---|
| | | | | | | | | | How many people travelled in your car ? including yourself | Where did you park on this visit ? | | | |
| | CD | CP | CPD | PT | T/U | MB/BI | W | O | | Hotel Car Park | On Street | Other | Did you visit any other sites on this visit |
| 15.11 | | | | | | | 2 | | | | | | |
| 15.12 | | | | | | | 2 | | | | | | |
| 15.13 | | | | | | | 4 | | | | | | |
| 15.17 | | | | 2 | | | | | | | | | |
| 15.29 | | | | | | | 1 | | | | | | |
| 15.33 | | | | | | | 1 | | | | | | |
| 15.35 | | | | | | | 2 | | | | | | |
| 15.45 | | | 2 | | | | | | | | | | |
| 15.57 | 1 | 1 | | | | | | | 2 | 1 | | | Shops |
| 16.01 | | | | | | | 1 | | | | | | |
| 16.03 | 1 | 1 | | | | | | | 2 | | 1 | | No |
| 16.06 | 1 | | | | | | | | 1 | | 1 | | No |
| 16.12 | | | | | | | 1 | | | | | | |
| 16.20 | 1 | 3 | | | | | | | 4 | | 1 | | Bar |
| 16.25 | | | | | | | 1 | | | | | | |
| 16.39 | 1 | 2 | | | | | | | 3 | | 1 | | No |
| 16.42 | | | | | | | 2 | | | | | | |
| 16.50 | | | | | | | 1 | | | | | | |
| 16.51 | 1 | 4 | | | | | | | 5 | | 1 | | Bar |
| 16.54 | 1 | 1 | | | | | | | 2 | | 1 | | Bar |
| 16.59 | | | | | | | 1 | | | | | | |
| 17.00 | 1 | 4 | | | | | | | 5 | 1 | | | Restaurant |
| 17.04 | | | | | | | 1 | | | | | | |
| 17.10 | | | | | | | 1 | | | | | | |
| 17.21 | 1 | 1 | | | | | | | 2 | 1 | | | Bar |
| 17.23 | | | | | | | 3 | | | | | | |
| 17.24 | 1 | | | | | | | | 1 | | 1 | | Bar |
| 17.30 | | | 2 | | | | | | | | | | |
| 17.31 | | | | | | | 1 | | | | | | |
| 17.36 | | | | | | | 2 | | | | | | |
| 17.41 | | | | | | | 2 | | | | | | |
| 17.58 | | | | | | | 1 | | | | | | |
| 18.03 | 1 | 1 | | | | | | | 2 | | 1 | | Restaurant |
| 18.06 | | | | | | | 2 | | | | | | |
| 18.16 | | | | | | | 1 | | | | | | |
| Totals | 11 | 18 | 4 | 2 | 0 | 0 | 33 | 0 | 29 | 3 | 8 | 0 | 0 |

CD - car driver, CP - car passenger, CPD - car passenger dropped off, PT - public transport, TU - taxi,uber
MC/BI - motor cycle / bicycle W - walk, O - other



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It would be a great help if you could answer a few questions.**

[illegible]

CD - car driver, CP - car passenger, CPD - car passenger dropped off, PT - public transport, TU - taxi,uber
MC/BI - motor cycle / bicycle W - walk, O - other



R.O.A.R. DATA
Reliable, Original & Authentic Results
 Ph. Mob.0418-239019

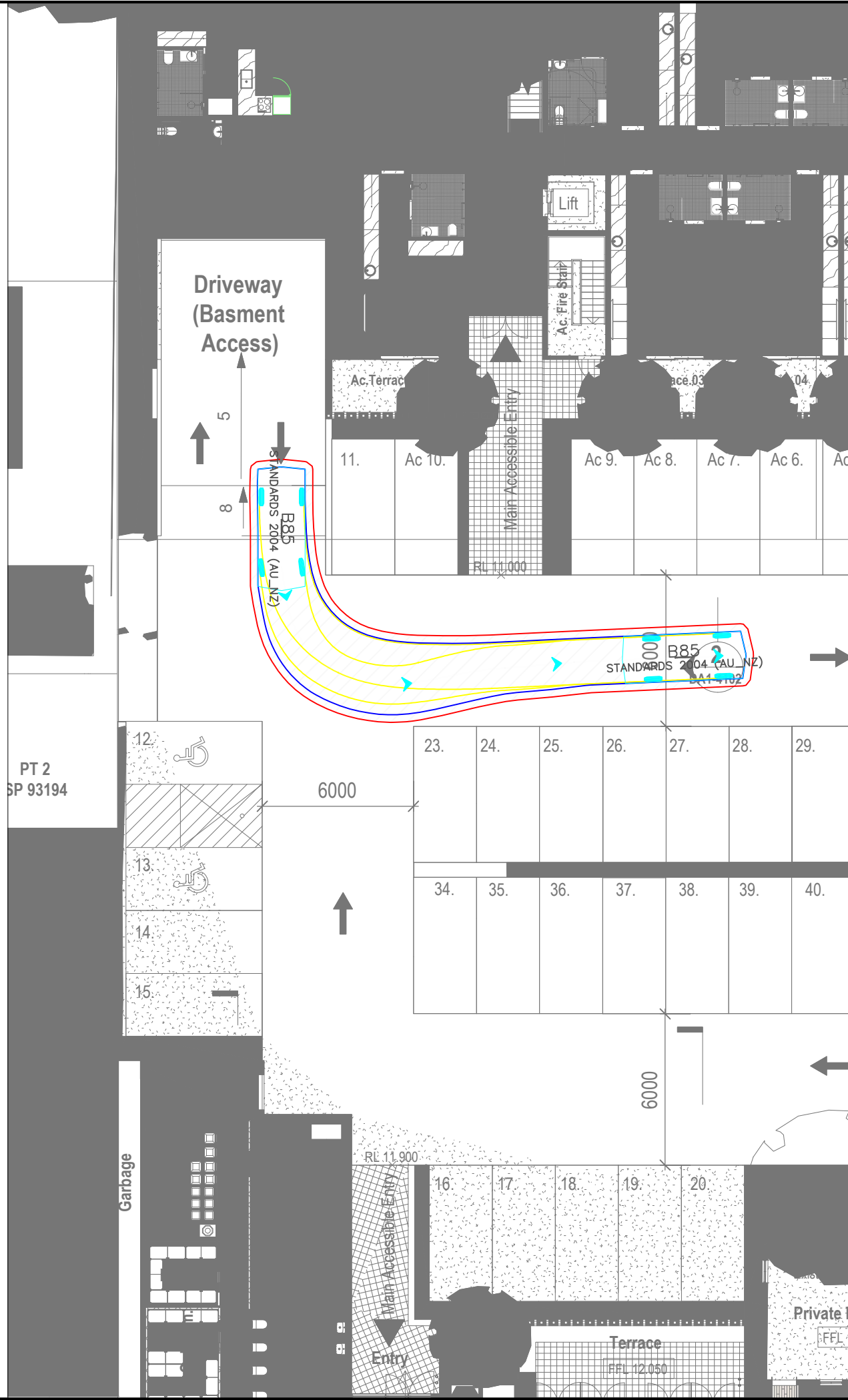
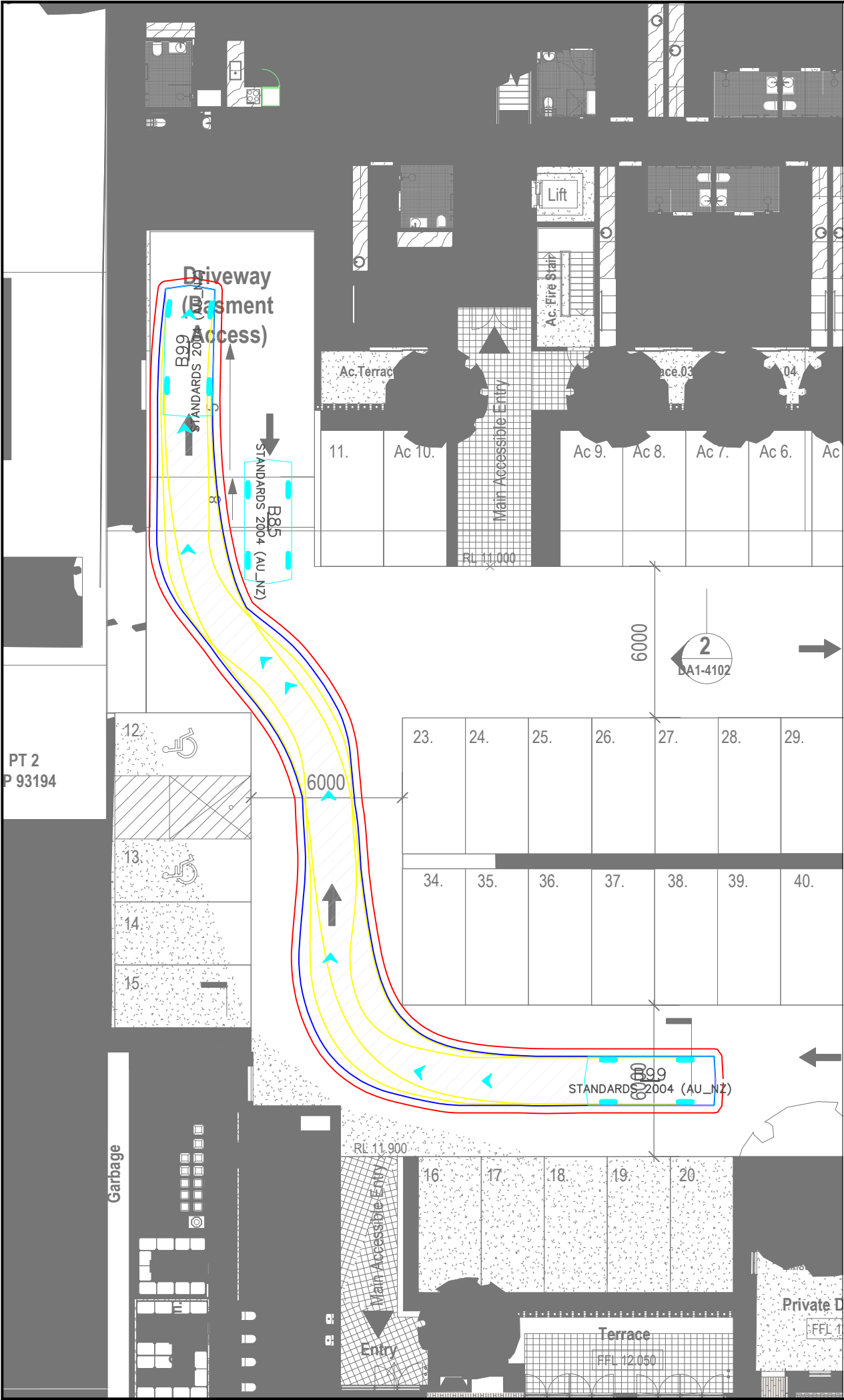


Client : Traffix
 Job No / Name : 7889 BERRY Hotel Parking & Interviews
 Day/Date : Sunday 20th August 2023

| Area | Location | Capacity | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 |
|---------------------------------|-------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|
| 1 | Alexandra St West / Side | 15 | 7 | 6 | 6 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2 | Alexandra St West / Side 90 deg | 14 | 9 | 10 | 11 | 11 | 12 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | Alexandra St West / Side 90 deg | 10 | 8 | 9 | 10 | 10 | 10 | 10 | 10 | 7 | 6 | 4 | 3 | 0 | 0 |
| 4 | Alexandra St East / Side 90 deg | 18 | 18 | 18 | 18 | 18 | 18 | 14 | 9 | 5 | 3 | 1 | 1 | 0 | 0 |
| 5 | Alexandra St East / Side 90 deg | 23 | 16 | 19 | 22 | 20 | 19 | 14 | 11 | 7 | 5 | 4 | 4 | 0 | 0 |
| 6 | Alexandra St East / Side | 19 | 8 | 10 | 11 | 10 | 10 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | Victoria St South / Side | 17 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8 | Victoria St North / Side | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Princess St South / Side | 24 | 15 | 15 | 14 | 17 | 18 | 11 | 7 | 3 | 3 | 2 | 2 | 2 | 2 |
| 10 | Princess St North / Side | 21 | 10 | 10 | 11 | 11 | 11 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 3 |
| 11 | Queen St South / Side | 18 | 18 | 18 | 17 | 17 | 18 | 17 | 14 | 11 | 10 | 7 | 5 | 0 | 0 |
| 12 | Queen St North / Side | 20 | 18 | 19 | 19 | 19 | 20 | 18 | 15 | 12 | 8 | 3 | 5 | 0 | 0 |
| 13 | Albert Court CP S/S 90deg | 42 | 34 | 37 | 32 | 30 | 31 | 23 | 17 | 15 | 14 | 7 | 9 | 4 | 4 |
| 14 | Albert Court CP N/S 90 deg | 47 | 21 | 27 | 28 | 29 | 26 | 19 | 10 | 9 | 7 | 3 | 2 | 2 | 2 |
| 15 | Albert Court CP E/S 90 deg | 13 | 12 | 12 | 13 | 12 | 12 | 9 | 4 | 2 | 1 | 0 | 0 | 0 | 0 |
| 16 | Albert Court CP W/S 90 deg | 11 | 9 | 9 | 9 | 9 | 9 | 7 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| 17 | Albert St South / Side | 14 | 3 | 2 | 2 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Albert St South / Side | 16 | 15 | 15 | 15 | 15 | 5 | 12 | 9 | 6 | 3 | 1 | 1 | 0 | 0 |
| 19 | Albert St South / Side | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| 20 | Albert St North / Side | 18 | 18 | 18 | 17 | 17 | 17 | 14 | 10 | 7 | 5 | 2 | 1 | 0 | 0 |
| 21 | Albert St North / Side | 16 | 3 | 3 | 5 | 3 | 4 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| 22 | Queen St North / Side | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | Prince Alfred St East / Side 90 deg | 18 | 5 | 9 | 15 | 15 | 16 | 9 | 4 | 2 | 1 | 0 | 0 | 0 | 0 |
| 24 | Prince Alfred St East / Side | 7 | 7 | 7 | 6 | 6 | 6 | 5 | 3 | 1 | 1 | 1 | 1 | 1 | 1 |
| 25 | Prince Alfred St East / Side | 11 | 11 | 10 | 10 | 7 | 6 | 5 | 3 | 1 | 1 | 1 | 1 | 2 | 2 |
| 26 | Prince Alfred St West / Side | 9 | 8 | 5 | 4 | 7 | 9 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| 27 | Prince Alfred St West / Side | 11 | 8 | 8 | 8 | 8 | 8 | 5 | 2 | 3 | 3 | 2 | 2 | 1 | 1 |
| 28 | Prince Alfred St West / Side | 9 | 3 | 5 | 6 | 6 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | Albert Court CP W/S 90 deg | 11 | 7 | 11 | 10 | 8 | 7 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| 30 | Albert Court CP E/S 90 deg | 11 | 4 | 11 | 9 | 7 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rose Garden Car Park | 19 | 14 | 15 | 17 | 11 | 7 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| | Berry Hotel Car Park | 41 | 15 | 19 | 24 | 28 | 27 | 23 | 13 | 11 | 8 | 9 | 9 | 3 | 2 |
| | | | | | | | | | | | | | | | |
| Total of Vehicles Parked | | 547 | 326 | 359 | 371 | 362 | 350 | 268 | 178 | 114 | 87 | 52 | 53 | 20 | 19 |
| Number of Vacant Spaces | | | 221 | 188 | 176 | 185 | 197 | 279 | 369 | 433 | 460 | 495 | 494 | 527 | 528 |
| % of Capacity Used | | | 59.6% | 65.6% | 67.8% | 66.2% | 64.0% | 49.0% | 32.5% | 20.8% | 15.9% | 9.5% | 9.7% | 3.7% | 3.5% |

APPENDIX D

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

| Rev. | Revision Note | By. | Date |
|------|---------------|-----|------|
| | | | |

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

H & E Architects

Client

Brompton Group

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

Hotel Redevelopment

120 Queen Street, Berry NSW 2535

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street t: +61 2 8324 8700

Surry Hills, NSW 2010 f: +61 2 9830 4481

PO Box 1124 w: www.traffix.com.au

Strawberry Hills, NSW 2012

Drawing Title

Ground Floor

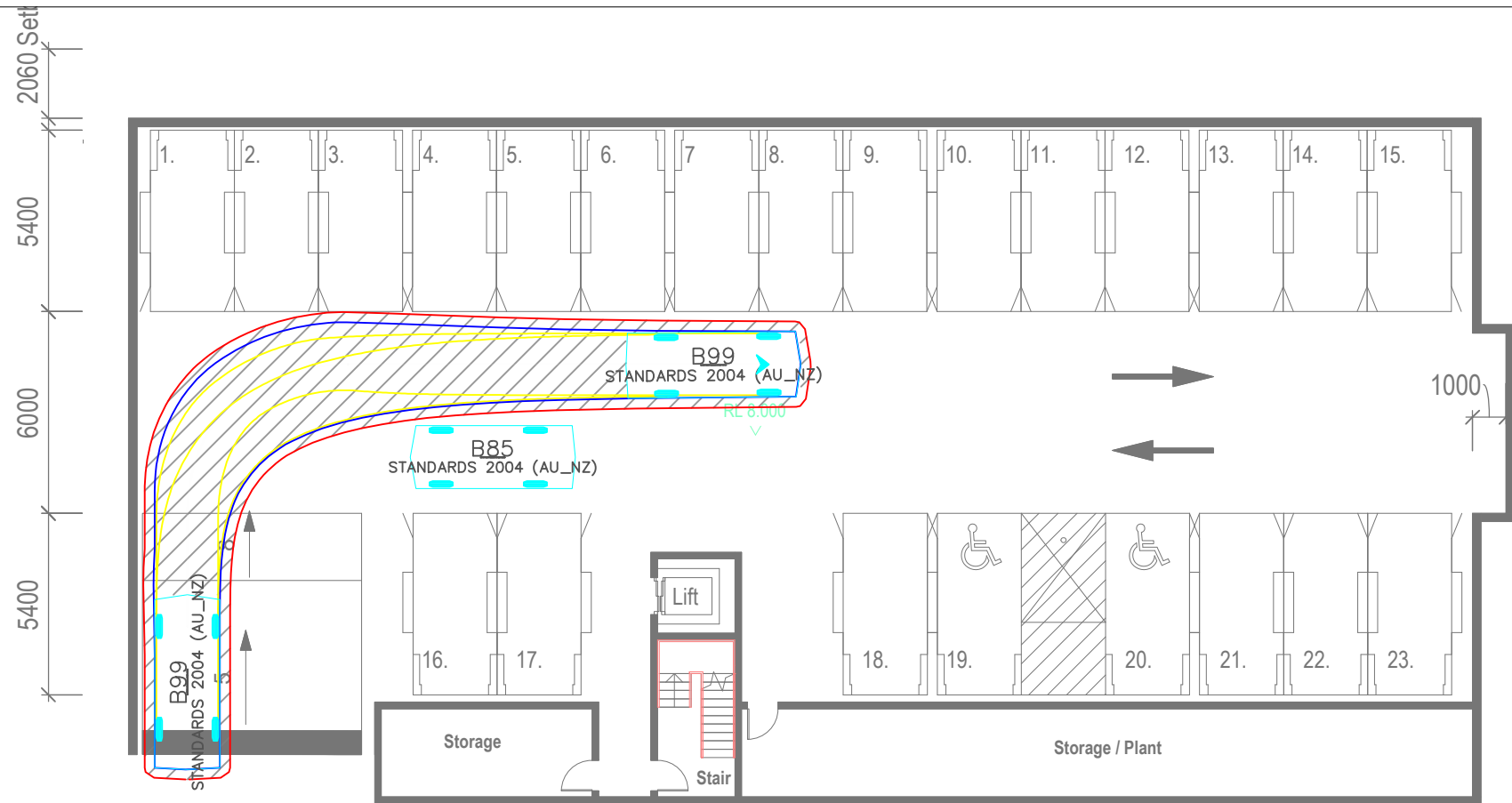
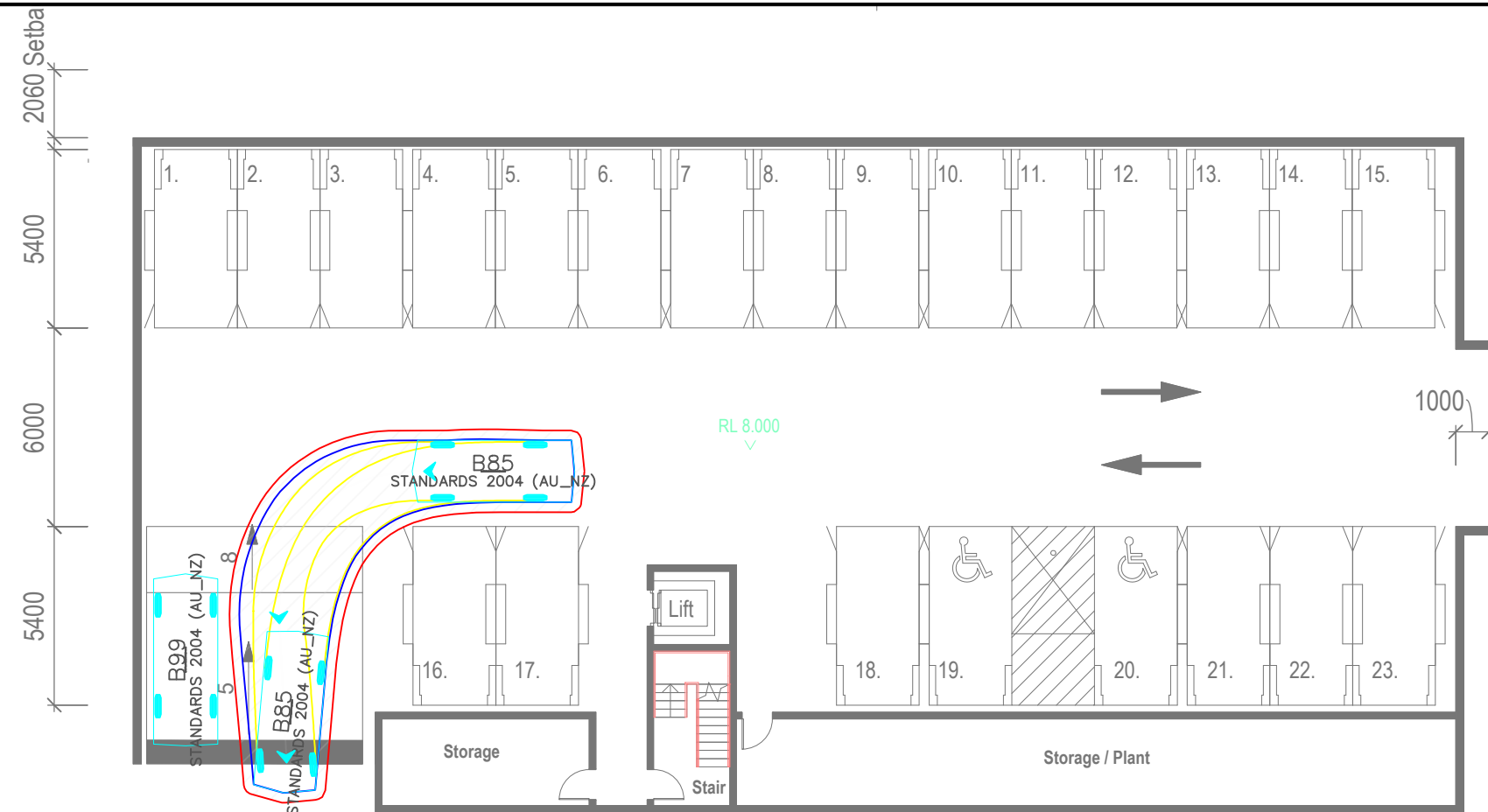
Swept Path Analysis

B99 Design Vehicle Passing B85 Design Vehicle

Left: B99 Passing B85 Design Vehicle Down Ramp

Right: B85 Design Vehicle Up Ramp

| | | | |
|---|---------------|----------------|------|
| Drawn: SH | Checked: JP | Date: 05-04-23 | |
| 22.486d02v01 TRAFFIX [230706 Plans] Design Review.dwg | | | |
| Project No. | Drawing Phase | Drawing No. | Rev. |
| 22.486 | DA | TX.01 | A |



Notes:

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| Rev. | Revision Note | By. | Date |
|------|---------------|-----|------|
| | | | |

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

H & E Architects

Client

Brompton Group

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

Hotel Redevelopment
120 Queen Street, Berry NSW 2535

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title

Ground Floor
Swept Path Analysis
B99 Design Vehicle Passing B85 Design Vehicle
Above: B85 Passing B99 Design Vehicle Up Ramp
Below: B99 Passing B85 Design Vehicle Down Ramp

| | | |
|-----------|-------------|----------------|
| Drawn: SH | Checked: JP | Date: 05-04-23 |
|-----------|-------------|----------------|

22.486d02v01 TRAFFIX [230706 Plans] Design Review.dwg

| | | | |
|-------------|---------------|-------------|------|
| Project No. | Drawing Phase | Drawing No. | Rev. |
| 22.486 | DA | TX.02 | A |