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13 August 2012

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Managing Director
BLUESTONE PROPERTY SOLUTIONS PTY LTD
Suite 1, Level 6
71 Macquarie Street
SYDNEY NSW 2000

Attention: Mr Ben Fairfax
Dear Ben,

ENVIRONMENTAL ASSESSMENT OF CONCEPT PLAN CRONULLA SHARKS DEVELOPMENT : 461 CAPTAIN COOK DRIVE, WOOLLOOWARE

RESPONSE TO NSW DEPT OF PLANNING & INFRASTRUCTURE REGARDING LOADING DOCK POSITION & CAR PARKING FOR RETAIL COMPONENT

Reference is made to your request dated 9 August 2012 to review the NSW Dept of Planning & Infrastructure's queries, relating to:

1. Retail setback from mangroves and associated supermarket anchor tenant position with its loading dock area / vehicular access arrangements.
2. Retail / Club car parking allocation to be increased.
3. External Club Deck Patronage & Parking

Our responses to the matters raised are as follows:

1. Loading Dock Location

In essence the entry to the loading dock area cannot be any closer than 40m to the future traffic signals at Captain Cook Drive based upon road safety considerations and the proximity of the car park entry and exit driveway.

However, given that the issue of ONE vs TWO retail signals has not been resolved to date, it is best that the location of the dock entry & exit arrangements be at its MAXIMUM ATTAINABLE OFFSET from the future signals. Whilst the car entry/exit lanes are able to be managed by a central median to effect a left-in/left-out condition in the event that one set of retail signals eventuates, the same cannot be said for the loading dock driveways. In



particular the EXIT driveway from the loading dock should be as far north as possible to avoid conflict with typical vehicle queue lengths along this road segment associated with vehicles leaving the shopping centre car park from the future traffic signal controlled intersection with Captain Cook Drive.

2. Retail / Club Car Parking Increase

The TMAP report lodged for the Preferred Project Application outlined the parking provision for the retail component which complies with RMS guideline rates as well as Council rates. The relevant extract from that document is shown below:

“The on-site car parking complies with Council’s / RTA requirements for all uses, except that reduced parking rates are adopted for the visitor parking provision for the residential apartments and the resident parking rate for the two (2) bed apartments plus a 10% dual use reduction is applied to the retail / club parking area. The departure from the Council’s parking rate is justified on the basis of improved public transport provision with a new service provided along Captain Cook Drive where no service currently occurs. Preliminary discussions with the NSW Department of Transport have resulted in an in-principle support for a bus service linking the frontage of the proposed residential and retail components of the site with Miranda, Caringbah and Cronulla Train Stations. The scale of development is of a level that will support the introduction of this new bus service which will also provide benefits to local residents, schools and users of the nearby sporting / training fields.

To further assist the Department’s determination, it is relevant to note that the RTA “Guide to Traffic Generating Developments” applies a visitor parking rate of 1 space per 5 dwelling units for medium density development and further reduces this to 1 space per 7 dwelling units in town centres.

Residential visitor parking spaces will be provided at a rate of 1 space / 6 units, which falls between the Council’s LGA wide rate of 1 per 4 units and the RTA’s regional centre rate of 1 per 7 units

Work Travel Plans will be introduced to encourage use of introduced public transport services, car pooling and other initiatives to reduce private car use by retail / club / medical / leisure employees.”

The actual parking provided under the PPA for the retail / club component is 693 spaces, which is 40 spaces more than the strict requirement based upon RMS / Council rates. Table 6 of the May 2012 TMAP requires 653 spaces for the retail / club component.

Notwithstanding the above extract, the project team have investigated further areas where car parking allocated for the retail / club uses can be provided, via the following additional areas:

- 50 new car parking spaces allocated for use as a Club Staff Car Park on the grounds to the west of the western grandstand for Toyota Stadium with pedestrian access to club to the north or south of the playing field with security card swipe into the club premises.
- 55 new car parking spaces over the top of the medical centre allocated for use to the retail component.

- Loss of a total 30 car spaces (i.e. 15 less on both Levels 1 & 3) associated with setback increase.

Therefore the net car parking increase over and above the Preferred Project Application is 75 car parking spaces (i.e. +50+55-30). This increases the retail / club component car parking provision from 693 spaces to 768 spaces which represents an 11%.

3. External Club Deck Patronage & Parking

It is understood that an issue has been raised concerning the likely patronage and parking demand attributed to the proposed external club deck on Level 3. The plans show some 100 seats in this area.

The TMAP assessment did not include a parking allocation for the external club deck as this type of facility generates peak usage on a Friday or Saturday evening when the retail specialty shops will be closed and the supermarket / larger retail tenancies exhibit lower patronage levels at these times. During game days this area is likely to be fully used however these events are subject to a game day management plan (increased public transport and satellite parking).

The only time when patronage of the external club deck may coincide with a peak trade time for the retail centre would be during a fine Saturday lunchtime period. Applying Council's car parking rate of 1 space per 3 seats to an indicative seating area of 100 to 150 seats equates to some 34 to 50 car parking spaces which is more than compensated by the additional 75 spaces discussed above such that this concern is overcome. Patrons to licensed premises are more inclined to make travel arrangements by public transport or car pooling which is typical for this type of use. Additionally, it should be noted that the patrons that use these external areas are largely attracted by other enclosed (GFA) areas of the licensed premises such that their parking requirements have already been included. Thus this underlines the usual dual use / ancillary outcome for these external areas.

Please contact the undersigned should you require any further information or assistance.

Yours faithfully,

M^CLAREN TRAFFIC ENGINEERING



Craig M^CLaren
Director

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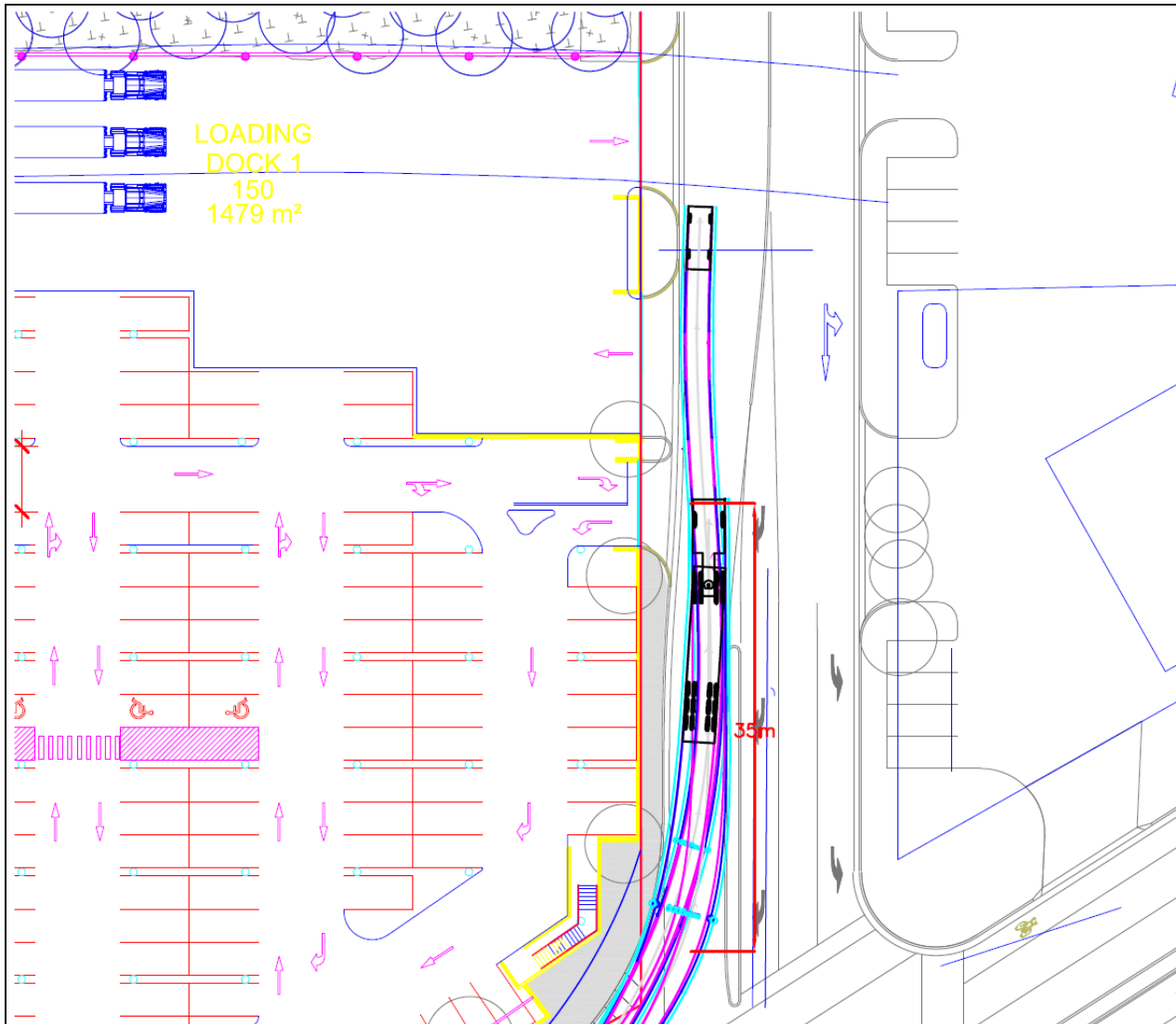
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Cc Mr Ben Fairfax (Bluestone Group); Mr Gordon Kirkby (JBA Planning)

ANNEXURE A: 40m MINIMUM OFFSET DIAGRAM



However, given that the issue of ONE vs TWO retail signals has not been resolved to date, it is best that the location of the dock entry & exit arrangements be at its MAXIMUM ATTAINABLE OFFSET from the future signals.