

## Michelle Niles

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**From:** MILLET Chris <Chris.MILLET@rms.nsw.gov.au>  
**Sent:** Wednesday, 28 March 2018 1:29 PM  
**To:** Michelle Niles  
**Subject:** RE: Notification of Response to Submissions - Shell Cove Boat Harbour (MP 07\_0027 MOD 1)  
**Attachments:** MODIFICATION MP 07\_0027 MOD1 - SHELL COVE BOAT HARBOUR (RMS ref: STH16/00015/06)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Michelle

I refer to your email below.

As per our attached email, RMS does not object to the modification in principle.

Cheers

Chris Millet  
Manager, Land Use  
Southern Region  
Roads and Maritime Services

P – (02) 4221 2570

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**From:** Michelle Niles [mailto:Michelle.Niles@planning.nsw.gov.au]  
**Sent:** Tuesday, 13 March 2018 9:56 AM  
**To:** Development Southern  
**Subject:** Notification of Response to Submissions - Shell Cove Boat Harbour (MP 07\_0027 MOD 1)



Attention: Sharon Barbaro  
A/Manager Land Use  
Southern Region  
Roads and Maritime Services  
[development.southern@rms.nsw.gov.au](mailto:development.southern@rms.nsw.gov.au)

**Notification of Response to Submissions  
Shell Cove Boat Harbour (MP 07\_0027 MOD 1)**

Dear Ms Barbaro,

Please be advised that Ethos Urban on behalf of Frasers Property Australia (the Proponent) has submitted a Response to Submissions (RtS) to issues raised in the exhibition of the Modification Request to modify the Concept Approval MP 07\_0027 for the Shell Cove Boat Harbour Precinct, Boolwarroo Parade, Shell Cove, in the Shellharbour Local Government Area.

The Department would like to provide Roads and Maritime Services with an opportunity to review the Proponent's RtS.

The RtS is available on the Department's website at the below link:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8679](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8679)

Any further comments on the Modification Request, should be made to the Department no later than **Tuesday 27 March 2018**.

**It would be appreciated if you could submit your submission electronically via the Department's website at the above link.**

Should you wish to discuss any of the above, please contact Michelle Niles on (02) 9274 6272.

**Michelle Niles**

Senior Planner

Modification Assessments

320 Pitt Street | GPO Box 39, SYDNEY NSW 2001

T 02 9274 6272 | E [michelle.niles@planning.nsw.gov.au](mailto:michelle.niles@planning.nsw.gov.au)



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## Michelle Niles

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**From:** MILLET Chris <Chris.MILLET@rms.nsw.gov.au>  
**Sent:** Tuesday, 19 December 2017 10:42 AM  
**To:** Ingrid Berzins  
**Cc:** Tim Rogers; Development Southern  
**Subject:** MODIFICATION MP 07\_0027 MOD1 - SHELL COVE BOAT HARBOUR (RMS ref: STH16/00015/06)  
**Attachments:** RMS Submission.pdf; Colquhoun,S.75W Traffic Review (parking).pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Ingrid

I refer to the subject modification, RMS' letter dated 29 September 2017 and the attached traffic report provided by the applicants consultant to RMS on 16 November 2017.

RMS has reviewed the information provided in the attached traffic report. RMS is satisfied with the consultant's reasoning which indicates the modification is only likely to increase traffic generation by 2%. Based on this, RMS agrees with the consultants' statement that this is only a minor increase and is satisfied it will not significantly impact on the state road network (including the approved arrangements for modified traffic signals at Shellharbour Road, Wattle Street, Addison Street and Harbour Boulavarde.

Based on the above, RMS does not require any further traffic analysis for the S75W and has no objections to the modification in principle.

Cheers

Chris Millet  
Manager, Land Use  
Southern Region  
Roads and Maritime Services

P – (02) 4221 2570

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**From:** Tim Rogers [mailto:Tim.Rogers@cbrk.com.au]  
**Sent:** Thursday, 16 November 2017 12:24 PM  
**To:** MILLET Chris  
**Subject:** Shell Cove s75W

Hi Chris

I think I mentioned this project when we met a couple of weeks ago.

In the attached letter, RMS has asked for an updated traffic assessment. As set out in our S75w traffic review (attached) the increase in traffic compared to the approved development is minimal (less than 100 vph in a total traffic generation of 4,000 vph or less than 2%). There is no change to the existing or agreed connections to the classified road network. While the RMS requirements in the attached are appropriate for a new development or major changes to the approve development, in our view the suggested level of assessment is not required for this S75w.

Can you please confirm that the traffic assessment in our report is appropriate.

Regards

Tim Rogers  
Director  
Colston Budd Rogers & Kafes Pty Ltd  
Suite 1801 - Tower A, Zenith Centre  
821 Pacific Highway  
Chatswood NSW 2067  
PO Box 5186  
West Chatswood NSW 1515  
Phone: (02) 9411 2411  
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# Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: TR/10419/jj

Transport Planning  
Traffic Studies  
Parking Studies

20 July, 2017

Frasers Property Australia  
PO Box 4148  
SHELLHARBOUR NSW 2529

**Attention: Glenn Colquhoun**  
**Email: Glenn.Colquhoun@frasersproperty.com.au**

Dear Sir,

**RE: SHELL COVE BOAT HARBOUR PRECINCT S75W**  
**TRAFFIC REVIEW**

1. As requested, we have reviewed the traffic implications of the S75W to modify the approved concept plan for the Shell Cove Boat Harbour Precinct.
2. The findings of our review are set out through the following sections:
  - proposed modifications;
  - previous traffic assessments;
  - traffic effects of proposed modifications;
  - parking; and
  - summary.

Proposed Modifications

3. With respect to traffic, the S75W includes the following modifications:
  - an increase of 318 dwellings (129 residential lots, 85 medium density dwellings and 104 apartments);
  - relocation of the hotel to the northern edge of Precinct D and reclassified to permit service apartments and residential apartments; and
  - refinement of the road pattern.
4. The modified road network is shown in the Revised Concept Plan Design Report (Figure 4.2) prepared by Cox. The major change is within Precinct D, where a new road (Road 12), runs parallel to Road B (northern section renamed Road 10) and the deletion of the southern section of Road B (south of Cove Boulevard). This allows the retail precinct to be integrated with the adjacent foreshore development.

The eastern section of Cove Boulevard (east of Road 12) will be a shared zone. This change to the road network within Precinct D results in:

- better pedestrian connectivity between the retail and foreshore developments;
  - Road 12 providing the same traffic function as Road B;
  - diversion of traffic away from the foreshore, with less pedestrian/vehicular interaction;
  - more direct vehicular access to the retail precinct; and
  - an appropriate road network to provide access to the Boat Harbour Precinct.
5. Elsewhere within the Boat Harbour Precinct, the general layout and road hierarchy of the approved concept plan has been retained with the S75W providing more minor roads as shown on the modified concept plan. Overall to refined road network as proposed in the S75W will function in a similar manner to the approved road network and accommodate the traffic generated by the S75W.
6. The traffic effects of the proposed modifications to the road network are discussed in the following sections.

#### Previous Traffic Assessments

7. Development within Shell Cove has been the subject of a number of traffic studies. The traffic effects of the approved Shell Cove Masterplan were assessed in the Shell Cove Boat Harbour Precinct Traffic Study (Maunsell 2009). Subsequent traffic studies by Christopher Hallam and Associates (CHA) provided an updated traffic assessment of the Boat Harbour Precinct (2015) and a traffic assessment of the Shell Cove Boat Harbour Precinct Road Network (2016). The CHA reports were based on the modified road layout shown in the Revised Concept Plan Design Report (Figure 4.2) prepared by Cox and relocation of the hotel to the northern part of the site.

#### Traffic Effects of Proposed Modifications

8. As noted above, the traffic effects of the proposed modifications to the road network and relocation of the hotel have been assessed in the CHA traffic reports. This assessment found that with these changes, the road network would operate at a good level of service in the weekday morning and afternoon peak periods.
9. The S75W includes an increase of 318 residential dwellings (from 1,238 dwellings to 1,556 dwellings). The concept approval provides 190 residential lots, 374 medium density dwellings and 674 apartments. The S75W is for 319 residential lots, 459 medium density dwellings and 723 apartments. The approved concept plan was estimated to have a traffic generation of some 4,000 vehicles per hour (two-way) in the weekday afternoon peak hour. For the residential component this was based on RTA traffic generation rates as set out below:

- 0.85 trips per residential lots;
  - 0.6 trips per medium density dwelling; and
  - 0.4 trips per apartment.
10. Using these rates the residential component of the approved concept plan would generate some 655 vehicles per hour (two-way) in the weekday afternoon peak hour.
11. In 2013 the RMS published updated weekday afternoon peak hour traffic generation rates for residential development (RMS TDT 2013/04a). For regional areas, these are set out below:
- 0.78 trips per residential lots; and
  - 0.32 trips per apartment.
12. The 2013 TDT does not include a rate for medium density dwellings. Given that the other two rates have dropped by 8% and 20% respectively, a 10% reduction to the medium density rate has been applied (0.55 trips per medium density dwelling). Applying these rates, the residential component of the S75W would generate some 750 vehicles per hour (two-way) in the weekday afternoon peak hour. This is an increase of some 95 vehicles per hour (two way) compared to the approved concept plan or a 2% increase in overall traffic generation. Such a minor increase would not be noticeable in the context of traffic generation of the approved concept plan (4,000 vehicles per hour, two-way).
13. The reclassification of the hotel to allow serviced apartments or residential units would not materially change the traffic generation of the hotel.
14. As noted above the refined road network as proposed in the S75W will function in a similar manner to the approved road network. This combined with the level of traffic generation of the S75W resulting in only a minor increase in traffic generation (some 2%), indicates that the S75W road network will operate satisfactorily.

## Parking

15. Parking requirements for precinct D (excluding the apartment hotel) were assessed in the updated traffic assessment of the Boat Harbour Precinct (CHA 2015). This assessment estimated a peak parking requirement of some 578 spaces at midday on a Saturday (taking into that different uses would generate peak parking requirements at different times).
16. The CHA assessment is summarised in Table 1.

<b>Table 1 : CHA Calculation of Peak Parking Requirements at Saturday Midday</b>				
Land use	Size	Rate	Adjustment	Parking Required
Supermarket	3,600m <sup>2</sup>	1/20m <sup>2</sup>	100%	180
Shops	1,323m <sup>2</sup>	1/35m <sup>2</sup>	100%	38
Tavern	966m <sup>2</sup>	15/100m <sup>2</sup>	90%	131
Restaurants	817m <sup>2</sup>	15/100m <sup>2</sup>	90%	111
Community	1,595m <sup>2</sup>	1/40m <sup>2</sup>	70%	28
Marina	300 berths	0.3/berth	100%	90
Total				578

17. We have updated the parking requirements in Table 2 based on the revised land use for Precinct D.

<b>Table 2 : Revised Calculation of Peak Parking Requirements at Saturday Midday</b>				
Land use	Size	Rate	Adjustment	Parking Required
Supermarket	3,746m <sup>2</sup>	1/20m <sup>2</sup>	100%	187
Shops	1,445m <sup>2</sup>	1/35m <sup>2</sup>	100%	41
Tavern	1,103m <sup>2</sup>	15/100m <sup>2</sup>	90%	149
Restaurants	817m <sup>2</sup>	15/100m <sup>2</sup>	90%	111
Community	1,595m <sup>2</sup>	1/40m <sup>2</sup>	70%	28
Marina	268 berths	0.3/berth	100%	80
Total				596

18. Examination of Table 2 reveals a parking requirement of some 596 spaces. This is similar to the previous requirement of some 578 spaces.
19. For the residential units, as per the previous CHA report, parking will be provided in accordance with Council DCP rates for the residents (1 space per one bed unit and 1.5 spaces per 2 and 3 bed unit) with no separate visitor parking (to be accommodated within public on and off street parking).
20. For the apartment hotel a minimum of 209 spaces are required. This is less than previously suggested and takes into account its use as serviced apartments (with dual keys) and shared use of the hotel facilities. An assessment of parking



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requirements for the apartment hotel is set out in the attached report (dated 17 November 2016).


21. For the technology/business park located on to the south of Boat Precinct, parking will be provided in accordance with Council's DCP (as per the previous assessment) at one space per 40m<sup>2</sup>. With 30,000m<sup>2</sup>, 750 spaces would be required.

Summary

22. In summary our review of the traffic implications of the S75W modifications to the approved Shell Cove Harbour Precinct Concept Plan has found that:
- to refined road network as proposed in the S75W will function in a similar manner to the approved road network and accommodate the traffic generated by the S75W;
  - the level of traffic generation of the S75W results in only a minor increase in traffic generation (some 2%) and thus the S75W road network will operate satisfactorily; and
  - an updated parking assessment has been undertaken.
23. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers  
Director

Our Ref: STH16/00015/05  
Contact: Sharon Barbaro  
Your Ref: MP 07\_0027 MOD1

29 September 2017

Ingrid Berzins  
Department of Planning  
BY EMAIL: [ingrid.berzins@planning.nsw.gov.au](mailto:ingrid.berzins@planning.nsw.gov.au)

CC: [records@shellharbour.nsw.gov.au](mailto:records@shellharbour.nsw.gov.au)

**NOTICE OF MODIFICATION MP 07\_0027 MOD1 - SHELL COVE BOAT HARBOUR  
MODIFICATION**

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Dear Madam

Roads and Maritime Services (RMS) refers to your correspondence dated 15 September 2017 regarding the subject development application.

RMS understands that the planning proposal has the potential to facilitate up to 1566 dwellings.

The application does not provide enough information to assess the impacts of the development. RMS needs the following information:

- A traffic impact study (TIS) is required. As a guide Table 2.1 of the RTA Guide to Traffic Generating Developments outlines the key issues that may be considered in preparing a TIS.
- The concept plans provided are not detailed enough for design to make a proper assessment on the impacts to the state classified road network. Impacts will be assessed against current standards and traffic efficiency requirements when further details are provided.

RMS will reconsider the application once the above issues are addressed to its satisfaction. If you have any questions please contact Sharon Barbaro on 4221 2760

Please ensure that any further email correspondence is sent to [development.southern@rms.nsw.gov.au](mailto:development.southern@rms.nsw.gov.au).

Yours faithfully



Sharon Barbaro  
A/ Manager Land Use  
Southern Region

**Roads & Maritime Services**