
Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: JH/I2336/jh

27 November 2023

Transport Planning

Traffic Studies

Parking Studies

Salamander Properties Pty Ltd
c/- Milestone
Suite 9, 17 Thurlow Street
REDFERN NSW 2016

Attention: Peter Bacon and Lisa-Bella Esposito
Email: lisa@milestonemanagement.com.au

Dear Sir and Madam,

RE: PROPOSED MOD 4, BANNISTERS,
147 SOLDIERS POINT ROAD, SOLDIERS POINT

1. As requested, we are writing regarding the traffic aspects of the proposed modifications to the approved development at the above site (MP06_0183 MOD 2). The consent for the redevelopment provides 19,600m² GFA, including residential (11,349m², with 98 apartments), hotel (4,261m², with 90 rooms) and 3,990m² associated facilities including bar, restaurant, conference, gym/spa, storage and back-of-house areas. 310 parking spaces are approved with access from Soldiers Point Road.
2. The proposed mod 4 will retain 19,600m² GFA, including residential (11,349m²) and hotel (4,261m²). However, the number of residential apartments will reduce from 98 to 77 and the number of hotel rooms will reduce from 90 to 85. There will be some reallocation of the 3,990m² associated uses, including the deletion of the conference facilities. 320 parking spaces are proposed.
3. The DPE email of 11 October includes the following:

Include the documents listed in section 3.0 of the cover letter, as well as a Traffic Impact and Parking Assessment...

We note that truck movements are newly mixed in with and may conflict with passenger car movements, and a truck turning table introduces ongoing electricity costs, servicing requirements, and risk of breakdown.

4. Our assessment of the proposed modifications is set down through the following sections:

- ❑ site location and road network;
- ❑ approved development;
- ❑ proposed modifications;
- ❑ parking provision;
- ❑ access, servicing and internal layout;
- ❑ traffic implications; and
- ❑ summary.

Site Location and Road Network

5. The site is on the eastern side of Soldiers Point Road at Soldiers Point, as shown in the attached Figure 1. It is on the Soldiers Point peninsula, adjacent to residential areas, as well as a bowling club, caravan park and open space opposite the site.
6. Soldiers Point Road connects Soldiers Point with Salamander Bay to the south. In the vicinity of the site it provides for one traffic lane and one parking lane in each direction, clear of intersections. On-street parking is unrestricted and there is a 50 kilometre per hour speed limit. There are bus stops on both sides of the road and a taxi zone north of the site.
7. North of and adjacent site, there is a connection from the main carriageway of Soldiers Point Road which provides access to residential properties on the eastern side of the road, as well as to the subject site and public facilities to the east, including a boat ramp and parking. This access also connects to the main carriageway of Soldiers Point Road in locations north of the site.

Approved Development

8. The consent for the redevelopment provides 19,600m² GFA, including residential (11,349m², with 98 apartments), hotel (4,261m², with 90 rooms) and 3,990m² associated facilities including bar, restaurant, conference, gym/spa, storage and back-of-house areas. 310 parking spaces are approved with access from Soldiers Point Road.

Proposed Modifications

9. The proposed mod 4 will retain 19,600m² GFA, including residential (11,349m²) and hotel (4,261m²). However, the number of residential

apartments will reduce from 98 to 77 and the number of hotel rooms will reduce from 90 to 85. There will be some reallocation of the 3,990m² associated uses, including the deletion of the conference facilities. 320 parking spaces are proposed.

Parking Provision

10. The consent for MP 06_0183 mod 2 provides 310 parking spaces including the requirement for 50 spaces to be provided for the publicly accessible facilities in the hotel. The proposed mod 4 provides 320 spaces, including 59 spaces for the publicly accessible facilities.
11. With regards to the residential and hotel, part B8 of the Port Stephens Development Control Plan 2014 includes the following parking requirements:
 - one space per one/two bedroom dwelling;
 - two spaces per dwelling with three or more bedrooms;
 - one space per three apartments for visitors;
 - one space per hotel room; and
 - one space per two employees.
12. With 54 one/two bedroom, 23 apartments with three or more bedrooms, 85 hotel rooms and a maximum of 60 employees, the proposed mod 4 would require 126 spaces for the residential and 115 spaces for the hotel.
13. The proposed mod 4 provides for some reallocation of the hotel associated uses, including deletion of the conference facilities. The overall area remains the same as approved, with the same requirement for 50 spaces for these uses.
14. The required parking for the proposed mod 4 is therefore 291 spaces, comprising 126 spaces for the residential and 165 spaces for the hotel (including the 50 spaces for the associated uses).
15. The proposed mod 4 provision of 320 spaces, comprising 136 residential spaces and 184 spaces for the hotel and associated uses satisfies these requirements.

Access, Servicing and Internal Layout

16. Vehicular access is proposed to be provided from Soldiers Point Road in two locations: from the main carriageway of Soldiers Point Road plus from the connection to the north. The proposed access points are generally in the locations of the approved accesses to the development.

17. Hotel access to the car park and porte cochere will be provided from the connection to Soldiers Point Road, north of the site. Residential access, service access and hotel exit will be from the main driveway on Soldiers Point Road.
18. Driveways to the development will be provided in accordance with the Australian Standards, AS 2890.1 and AS 2890.2, to cater for cars and service vehicles. The porte cochere will also provide for a mini bus.
19. As in the approved development, service vehicles to the development will include rigid trucks for garbage collection and deliveries. The ramp from Soldiers Point Road will provide for rigid trucks to enter the site manoeuvre in the loading area and exit in a forward direction. Service vehicles will use the loading dock with the assistance of a turntable. Service vehicle swept paths are shown in Figures 2 and 3.
20. In relation to the matters raised by DPE regarding service vehicles, the number of service vehicles to the development will be relatively low, at some five to 10 per day. Cars and service vehicles share the external road network, and will share a relatively short length of internal access road within the site. This is not expected to cause unusual issues.
21. Similarly, a turntable is not uncommon for sites with planning or topographical constraints. The turntable is not expected to cause unusual access or operational issues. Turntables are able to be operated manually if required.

Traffic Implications

22. The traffic report¹ submitted with the application for the approved assessed traffic generations of 60, 70 and some 100 vehicles per hour two-way (sum of both directions) during weekday morning, afternoon and Saturday peak hours respectively. These generations were based on rates of 0.31 and 0.42 vehicles per hour per room for the hotel during morning and afternoon peak hours respectively, and 0.25 vehicles per hour per apartment for the residential dwellings.
23. With 21 fewer apartments and five fewer hotel rooms, traffic generation of the proposed mod 4 would be some five to 10 vehicles per hour lower than the approved development.

¹ ““Salamander Shores” Proposed Redevelopment Scheme Salamander Bay, Port Stephens Traffic and Parking Assessment for Part 3A Application MOD 2.” Prepared by Transport and Traffic Planning Associates, March 2022.

24. The traffic effects of the proposed mod 4 development would therefore be similar to or less than the approved development.
25. The previous traffic report noted that the access points to the development would operate at a good level of service, LOS A, with the traffic from the development. The access points to the proposed mod 4 development would therefore also operate at a good level of service.

Summary

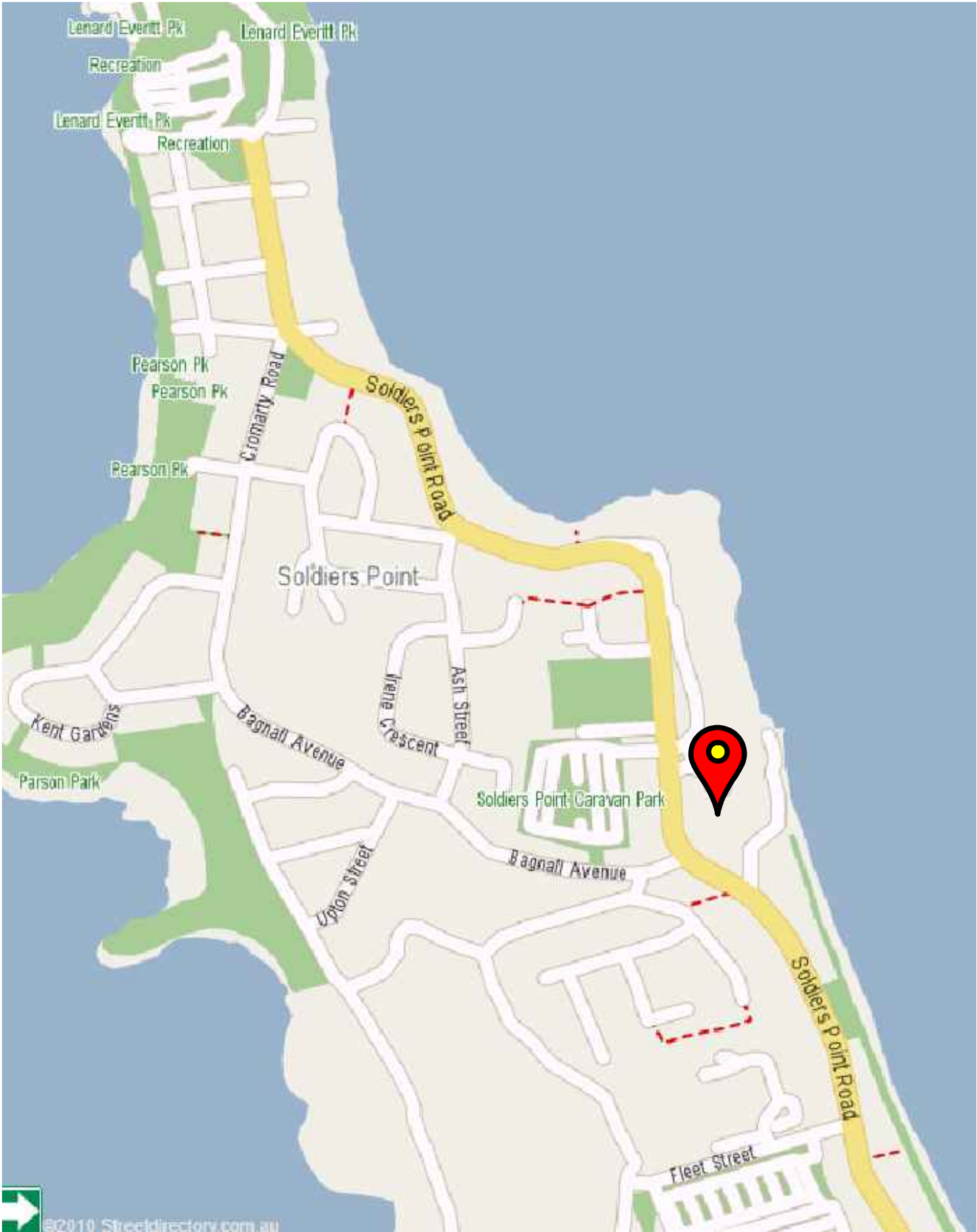
26. In summary, the main points relating to the traffic implications of the proposed mod 4 development are as follows:
- i) the proposed mod 4 development would have 21 fewer dwellings and five fewer hotel rooms than the approved development;
 - ii) the proposed parking provision is appropriate;
 - iii) access arrangements are similar to the approved development;
 - iv) servicing arrangements and internal circulation and layout will be provided in accordance with AS 2890.1 and AS 2890.2; and
 - v) the proposed mod 4 would have a similar or lesser traffic generation to the approved development, with similar traffic effects.
27. We trust the above provides the information you require. Finally, if you have any queries, please do not hesitate to contact us.

Yours faithfully,

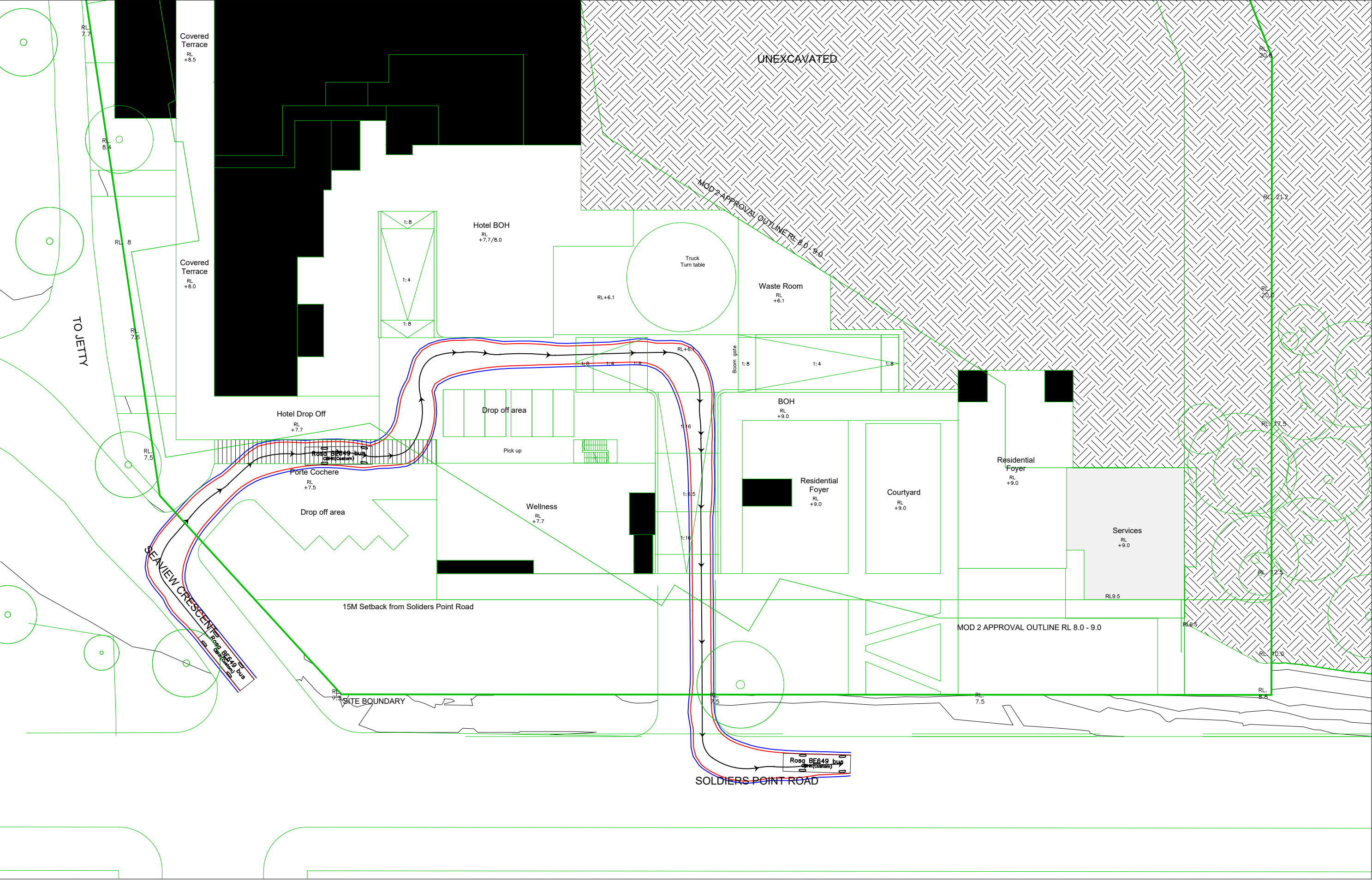
COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director



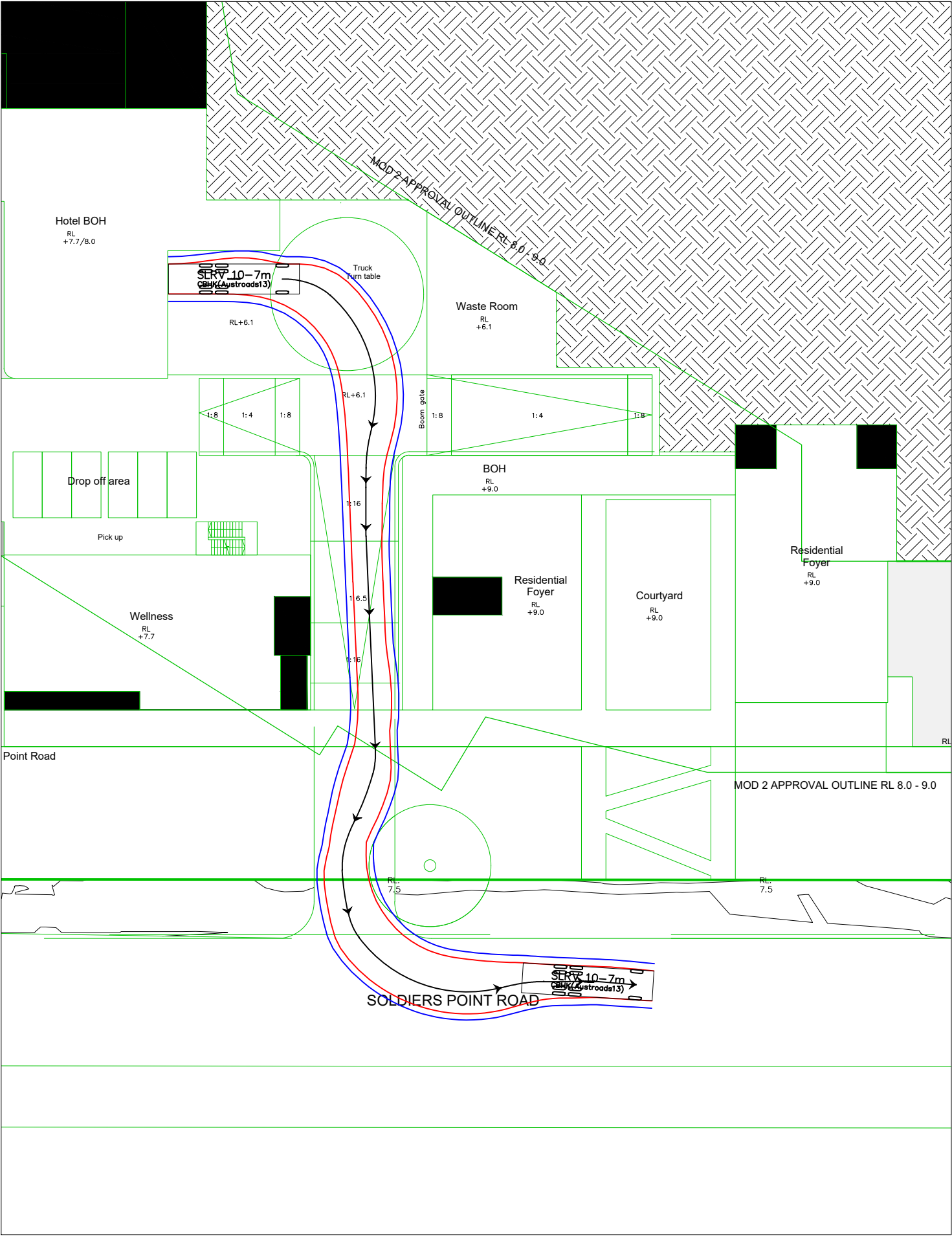
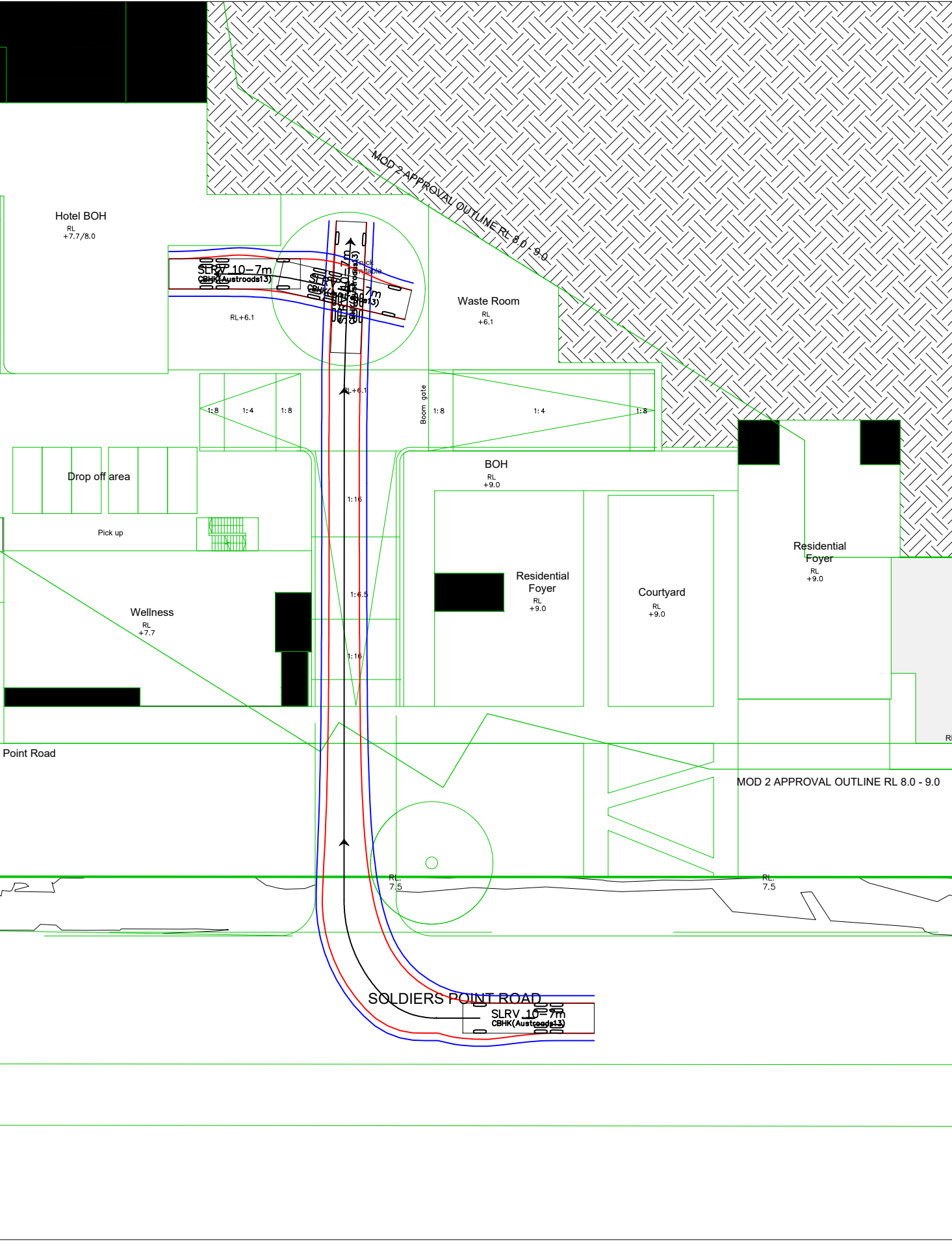
Location Plan



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

7.7m MINI BUS SWEEP PATHS



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10.7m LARGE RIGID VEHICLE
SWEPT PATHS