



Working harder for you

Traffic Impact Assessment

For

Proposed Additions and Alterations

at

Joe Maguires Hotel, Peel Street Tamworth

For

Watering Hole Hotels Pty Ltd

Project No: T2410611

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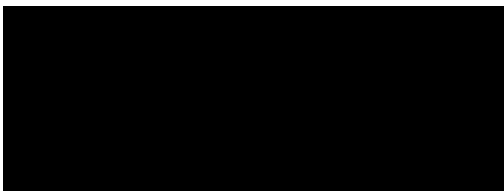
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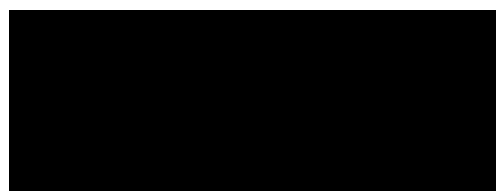
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1. Introduction

Kelley Covey Group has been engaged by Studio Two Architecture to conduct a traffic impact and car parking assessment (TIA) for proposed alterations and additions to Joe Maguire's Hotel in Tamworth. The hotel is located one kilometre northwest of Tamworth CBD along Peel Street (MR63). The proposed alterations and additions will include Lot 6 DP 620371 (the site of the current hotel building) and Lot 5 DP 32962 (the adjacent land immediately to the west of the hotel).

The TIA will assess the following;

- Proposed transport routes;
- The traffic volumes, distributions and Level of Service in both the pre and post development conditions during AM and PM peak periods at the key intersections;
- Assessment of pedestrian routes and any safety considerations for pedestrians;
- Assessment of the need for upgrades to existing approach roads/intersections;

This report provides an estimation of the existing traffic movements in the vicinity of the site and neighbouring roadways, as well as an assessment of predicted traffic generation from the proposed development and the impact of that traffic on the surrounding roadways.

The study area encompasses local roads including Brewery Lane, Bligh Street and Dean Street as well as collector/distributor roads including Peel Street (MR63).

This report also aims to determine the required number of car parking spaces for the proposed development in accordance with *Tamworth Regional Council's Development Control Plan* (DCP Amendment 17) and the *NSW Government Guide to Transport Impact Assessment* (2024). It will also reference similar developments to provide a comparative analysis.

This report also seeks to further examine the parking demand for the development and propose alternative parking demand for consideration by Council.

The TIA will be prepared in accordance with the *NSW Government Guide to Transport Impact Assessment* (2024) (The RTA Guide), as well as the *Austroads Guide to Traffic Management, Part 12; Integrated Transport Assessments for Developments* (Ref: AGTM12-20 dated April 2020) (Austroads Part 12).

2. Site Description and History

2.1 Site Description

The subject site is Joe Maguires Hotel, located at 148 Peel Street, Tamworth. The hotel has frontage to Peel Street, with rear parking access to Brewery Lane. The hotel is situated on Lot 6 DP 620371, however the proposed development will extend across both Lot 6 DP 620371 and adjacent land at Lot 5 DP 32962.

Peel Street is a three-lane (plus additional east bound merging/turning lane across the site frontage), two-way bitumen-sealed road with median separation, bitumen-sealed shoulders, and footpaths on both sides. The section of Peel Street along the site frontage is part of Main Road 63, a classified regional road providing inter-urban connectivity to the towns of Manilla and Barraba, and is also a primary collection/distribution route for the Hills Plain residential areas. Brewery Lane is a two-lane, two-way bitumen-sealed road with kerb and gutter on both sides. Nearby intersecting roads include Bligh Street to the east and Dean Street to the west. Jewry Street, also a classified regional road providing intra-urban connectivity south to the wider Tamworth city, intersects with Peel Street as a signalised intersection approximately 60m to the west.

Lot 6 (the site of the current hotel building) is a 3,235m² parcel of land, of which the two-storey hotel building and an ancillary storage shed occupies 928m² of the available site area. A 5m wide laneway along the western boundary provides internal access from Peel Street to the parking area at the rear, which consists of a large, informal and unsealed area measuring approximately 1,320m²

accommodating approximately 32 vehicles (although there is no formal linemarking of parking spaces). The remainder of the site is utilised as a playground and outdoor seating area.

Lot 5, located immediately to the west of the hotel is a 658m² parcel of land with a small, brick building measuring approximately 35m². The site has been used for a variety of commercial uses in recent years, including as a car yard, a machinery display area and plant nursery. A (now demolished) brick dwelling occupied the front of the site prior to 2009. The site is currently vacant aside from the small brick building and has recently been utilised as outdoor seating associated with the hotel.

The site is located within the *North Tamworth – Parking Mapped Area* as per the Tamworth Regional Development Control Plan (DCP Amendment 17).



Figure 1 – Site Locality (Source: Nearmap, Retrieved on 26th February 2025)



Figure 2 – Site Location (Source: Nearmap, Retrieved on 26th February 2025)

2.2 Site History

Joe Maguires Hotel is a two-storey masonry and brick building constructed in 1926, with major additions including the rear dining area constructed in the late 20th Century, although the site was occupied by a hotel as early as 1906 as detailed in the Heritage Impact Statement prepared by P.A Duggan Architect and Heritage Consultants (Jan, 2025) as follows;

Prior to the construction of the current hotel building on the subject site the Tattersall Hotel was a single storey hotel. The publican licence was previously held by Alfred Puxty who transferred it to James Dwyer in 1912. In September of 1912 the lease, licence and goodwill of Dwyer's Tattersall's Hotel was for sale. However, as per the Tooth's Yellow Card series of the Noel Butlin Archives Joseph Maguire had been the owner and licensee of the Tattersall's Hotel since 1906.

Joseph Charles Maguire (b.1887 - d.1939) served as an Alderman on Tamworth Municipal Council and was well known in Tamworth's sporting circles. In May 1924 it had been recorded that two brick wings were recently erected at the back providing 8 bedrooms for the public. The hotel at the time also contained excellent stabling with 13 loose boxes.

By August 1926 the hotel had obtained its current two storey form as visible in a yellow card entry for the 1920s. Evident in the image is the number of elements of the existing building that are still intact including its chimney stacks, timber first floor verandah with cast iron filigree detailing, street facing gable roof with timber battening to the gable end, the pattern of door and window openings and its glazed tile dado to the front wall. It could be speculated that the earlier hotel was added to rather than rebuilt considering the similar widths of the structure and their similar front door and window openings. In 1935 Joseph was given permission by the Licencing Reduction Board to carry out alterations and additions to the Tattersall's Hotel with the estimated cost of the work estimated at £1250.10 These works included 8 new bedrooms bringing the total to 34.



Figure 3 – Original Single Storey Hotel (source: P.A Duggan Architect and Heritage Consultants)

The ground floor of the hotel is occupied by a main bar, a parlour, office and store areas, a large dining area and kitchen, a gaming room, covered outdoor beer garden and amenities. The first floor of the building is occupied by a caretakers residence, additional store rooms and ten (10) accommodation units with shared amenities. A balcony located along the Peel St frontage of the building extends across the footpath to the Peel Street kerb and gutter.



Figure 4 – Existing Hotel frontage (Source: P.A Duggan Architect and Heritage Consultants)

2.3 Transport Facilities and Parking

The hotel has existing informal on-site parking accommodation via the Brewery Street access at the rear of the site for approximately 32 vehicles.

The hotel is within 1km walking distance of Tamworth CBD, and is located immediately adjacent to the extensive off-road cycling network that connects the residential areas of Tamworth with the CBD. The location is serviced by public transport via Tamworth Buslines Route 430 (Oxley Vale and Hospital), and a hail-and-ride J-Pole is located immediately adjacent to the site in Peel Street. A bus ride to the Tamworth CBD will take three minutes, and services run every 45 minutes between 9am and 6pm Monday-Saturday.

The hotel is also serviced by on-demand transport services such as Tamworth Taxis, 13cabs, Uber and UberX. Each of these service providers provide wheelchair accessible vehicles.

There is extensive off-street private parking in the vicinity of the development, including at the adjacent Chemist Warehouse and Spotlight developments, the Bligh Street commercial development, Tamworth Community College, F45 Gym, Peel Valley Tiles and the Kays Meats/Paradise Fresh sites. The demand for on-street parking is therefore considered low, and on-street parking along both sides of Bligh Street, along the western side of Jewry/Dean Street, and along the northern side of Peel Street east of Bligh Street is considered surplus to current demand, particularly outside normal business hours.

3. Proposed Development

The proposed development includes additions and alterations to the existing hotel building, including the following;

- Consolidation of two smaller bar areas on the ground floor to a large, centralised single bar as well as the addition of an outdoor bar;
- Additional bar seating options;
- Additional dining options including booths, brasserie seating and outdoor dining on the ground floor;
- Additional dining options on the first floor, including seating on the existing verandah;
- Served and bar areas on the first floor;
- Larger ground floor gaming area;
- Larger commercial kitchen, cool/freezer rooms and storerooms;
- Additional amenities including accessible amenities on both the ground and first floor;
- An elevator providing accessible access to the first floor;
- Re-configured caretakers accommodation;
- Re-configured outdoor play areas, courtyard and performance stage;
- Provision of formalised car parking for 39 vehicles at the rear of the site.

The site will also include the consolidation of the two lots, resulting in a single lot with an area of 3892m².

Figure 5 below details the proposed ground floor plan including the proposed parking area;

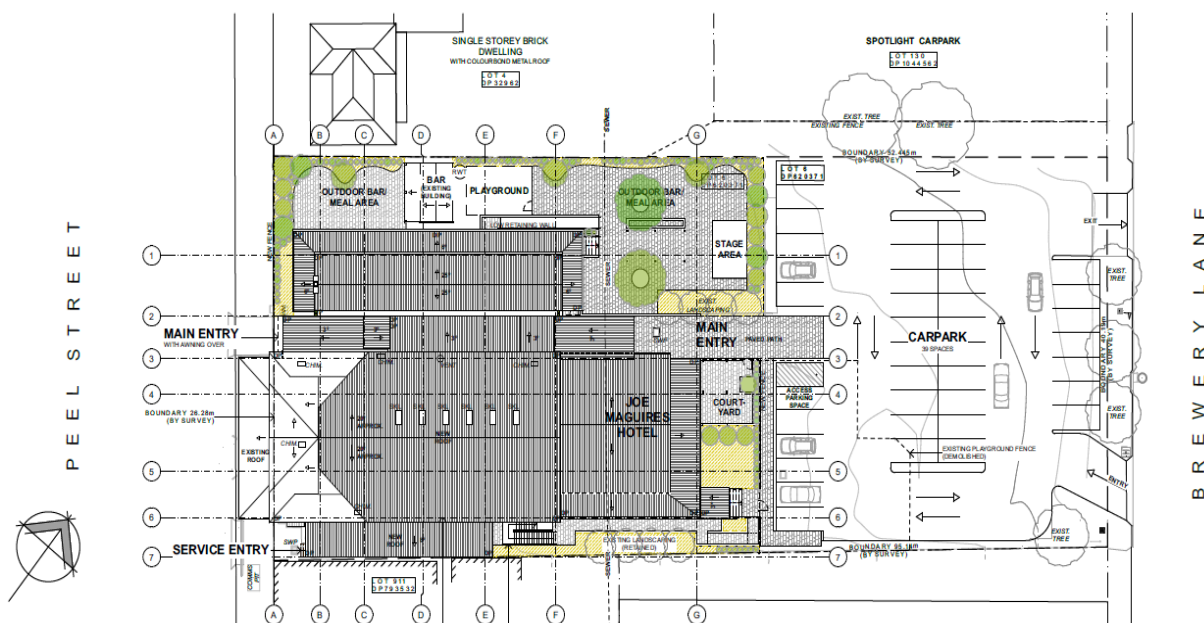


Figure 5 – Site Floor Plan (Source: Studio Two, retrieved on 26th February 2025)



Figure 6 – Site Perspective (Source: Studio Two, retrieved on 26th February 2025)

The proposed additions and alterations will result in the following changes to site areas;

Element	Existing	Proposed
Site Area (m ²)	3237	3891
Ground Floor Area	680	1134
First Floor Area (incl. verandahs)	461	576
Car Parking	32	39

The proposed development will result in the following general areas and elements;

Element	Area (m ²)
Ground Floor GFA	1133
Outbuilding GFA	18
Beer Garden	659
First Floor GFA	576

4. Assessment of Traffic and Parking Impacts

4.1 Land Use Trip Generation

The TfNSW *Guide to Transport Impact Assessment* (November 2024) (the Guide) states the following with regard to land use trip generation for hotels;

Original research undertaken in 1980 indicated a large variance in the vehicle trip generation rates of hotels. This variation is due to such factors as the building's location and age, its internal design, the provision of live music and other facilities.

Since these surveys were undertaken, there have been significant changes in the use of hotels, including the introduction of random breath testing, gambling facilities, less live music, better food and less emphasis on accommodation. Therefore, it is recommended that the analysis of proposed hotel developments be based on surveys of similar existing hotels.

Similarly, the Guide states the following with regard to land use trip generation for restaurants;

The trip generation of restaurants varies widely, depending on restaurant characteristics including type and location. The trip generation of proposed restaurants should be determined from surveys of similar restaurants, noting such factors as the number of seats, occupancy, transport mode, catchment of resources and the distributions of arrivals and departures.

As a general guide, the following trip generation rates for restaurants are suggested;

- Daily Trips; 60 trips per 100m² of restaurant GFA;
- Evening Peak Hour: 5 trips per 100m² of restaurant GFA;

For hotels (casual accommodation), the Guide suggests the following average trip generation rates;

- Daily Trips; 3 per unit;
- Evening Peak Hour: 0.4 per unit.

Assessing both the existing and proposed (post-development) trip generation rates is complicated as neither involve a discrete land use. Rather, the existing premises provides for hotel (drinks premises), casual accommodation and restaurant (dining) areas, each sharing common facilities such as seating areas, hallways, stairs, amenities and storerooms. Similarly, the proposed additions and alterations provide for and encourage the flexible use of space; patrons will be encouraged to utilise space as they wish (within the regulatory boundaries of liquor and gaming restrictions), and there are no areas dedicated to one particular activity (with the exception of the gaming and caretakers accommodation).

Importantly, the mixed use nature of the facility often means that a single visit can involve multiple activities; a person may visit the hotel for a drink, then have a meal, and potentially stay overnight (existing hotel only). These multiple activities do not contribute multiple vehicle trips.

Notwithstanding, a rudimentary calculation of the existing and proposed trip demand can be made for comparative purposes using the trip generation rates quoted above as follows and using the gross floor areas noted in Section 3 as follows;

Element	Existing		Proposed	
	Daily Trips	Evening Peak	Daily Trips	Evening Peak
Dining/Bar Area Trip Demand	706	59	1366	114
Accommodation Trip Demand	33	5	9	1
TOTAL TRIP GENERATION	739	64	1375	115

Notes;

- *A per the Guide, these rates reflect a high car usage, with a mean mode split for cars of 85% and a mean car occupancy of 2.2. The rates also assume 100% occupancy, which whilst providing peak generation rates, is likely to over-estimate the typical daily trip generation of a regional hotel, particularly during the week where occupancy is lower than on weekends.*
- *The existing outdoor beer garden is 108m² and is in addition to the building GFA;*
- *The existing rear outdoor dining/seating area is 390 m² and is in addition to the building GFA;*
- *The proposed accommodation trip demand is based on a single dwelling rather than as causal accommodation as it provides permanent accommodation.*
- *The proposed GFA includes all internal and external licensed areas (excludes carparking), and also excludes the gaming area.*

4.2 Trip Generation Rates – Commentary

The increase in trip generation rates is considered to be well within the mid-block and intersection capacity limits of the surrounding traffic network.

The car park will be accessible via Brewery Lane, and although that road is narrow, swept path analysis demonstrates that a B99 design vehicle can successfully enter and exit the site without compromising the safety of other road users.

Trip origin and destination nodes are several and varied, as is typical for pubs and taverns. Whilst there is a “local” element attached to pubs whereby local residents are more likely to patronise pubs close to their homes, there is also a wider distribution based on several factors, including entertainment provided, dining options, sponsorships/associations and special events. In that regard, we estimate that the distribution of traffic to each of the nearby intersections, including Bligh St/Brewery Lane, Bligh Street/Dean Street, as well as Peel Street itself, will be relatively even.

The existing intersection treatments on Peel Street, including a CHR at Bligh Street, and a left-turn only at Dean Street, will manage incoming and departing traffic effectively to the classified road network. Similarly, roundabouts at the intersections of Dean Street/Marius Street and Bligh Street/Marius Street will be effective in distributing traffic to and from the site to the broader network in North Tamworth. Left and right turns at the intersections of Brewery Lane with Bligh Street and Dean Street will be uncontrolled with Brewery Lane on the minor leg of the T-intersections formed at each of those locations. Each of these intersections is believed to have satisfactory capacity to cater for the additional traffic generated by the development.

4.3 Car Parking Demand

As per trip generation assessments, an assessment of car parking demand is complicated as the renovated hotel will provide for and encourage the flexible use of space; patrons will be encouraged to utilise space as they wish (within the regulatory boundaries of liquor and gaming restrictions), and there are no areas dedicated to one particular land use or activity (with the exception of the gaming and caretakers accommodation). Additionally, the multi-purpose nature of visitation, whereby patrons

will often visit initially for a drink at the bar and then progress to dining and potentially return to the bar blurs the definition of land use for different areas of the hotel.

The Guide does not have specific parking demand rates for pubs or taverns, although it does state the following for hotels;

It is recommended that proposed hotel developments be compared to similar existing developments, with a similar local context. This includes local public transport access, the existing supply and demand for parking in the area, and the peak parking periods of individual facilities within the hotel.

For dining areas (restaurants), the Guide states the following parking demand rates;

For developments with a GFA greater than 100m², the historic parking rate should be the greater of:

- 15 spaces per 100m² GFA
- One space per three seats.

By contrast, the Tamworth Regional Development Control Plan (DCP Amendment 17) is more prescriptive regarding car parking demand, and states the following generation rates;

- Pub; Minimum 1 space per 10m² GFA (including outside seating/beer garden areas).

As per the TRDCP rates; car parking demand is calculated as follows;

Area	Area (m ²)	Car Parks Required
Ground Floor GFA	1133	113
Outbuilding GFA	18	2
Beer Garden and Outdoor Seating	659	66
First Floor GFA (incl. verandahs)	576	58
TOTAL CAR PARKING DEMAND		239

The proposed development requires the provision of 239 car parking spaces as per the TRDCP, whilst 39 spaces are able to be provided as per the current plans.

5. Car Parking Demand Rates – Commentary

The requirement for 239 car parking spaces is considered both an unrealistic estimation of the car parking demand and an impossible requirement to satisfy, and further examination to provide additional context is necessary.

It is important to note that a standard car parking space (including the space itself and the required manoeuvring area) requires 32m² of land area. Therefore, to accommodate the required 239 spaces a total of 7,648m² of land area would be required, representing 3.2 times the proposed GFA of the renovated hotel. That is, over three times the amount of land is required to be dedicated to car parking rather than the hotel itself. This represents a poor use of valuable land and potentially deprives the community of an important facility for meeting, dining and entertaining in favour of large areas of asphalt parking. If we were to apply the above ratio to the available land area; a maximum hotel GFA of just 770m² could be provided at the site whilst providing for the required number of parking spaces, which is *less than* the floor area of the existing hotel. Provision of the required number of spaces would almost certainly compromise the viability of the not just this particular project, but any other similar developments throughout the region.

Similarly, by applying the current DCP parking rates to the existing premises, approximately 164 parking spaces would be required, compared to the 32 spaces that are currently provided. Whilst no formal car parking studies have been undertaken as part of this assessment, it is reasonable to assume that if over 130 additional vehicles were attempting to access and park at the hotel on a regular basis there would be a significant detrimental impact, not only at the hotel itself, but on the surrounding traffic network and the local community; it would be well known by residents and Council would

almost certainly be made aware. The existing hotel has been operating, in more or less its current format, for almost 100 years, without causing detrimental impact to the local environment or the region more broadly. Rather, the pub has made a significant contribution to the history and fabric of the Tamworth community and provides an important space for meeting, dining and entertaining.

Car parking generation rates prescribed by both TfNSW and local Councils are historically based on traffic and parking surveys undertaken in 1978 (Ref: *Traffic Authority of NSW, Land Use Traffic Generation Data and Analysis 13 – Hotels dated March 1980*). Since that time, there have been several important developments that impact people's behaviour when choosing their transport mode to attend venues such as pubs and taverns;

- Random breath testing was introduced in NSW in 1982 as a trial, becoming law in 1985. Prior to that, breath testing began in 1968, but it could only be undertaken after an accident or traffic offence;
- The NSW Government actively promotes alternatives to driving, including in their Towards Zero campaign which advises the following;
If you are planning to drink, plan ahead;
 - *Leave the car at home when you go out.*
 - *Use public transport: Trip Planner.*
 - *Take a taxi or book a ride share.*
 - *Get a lift with someone who has not been drinking or using drugs.*
- Public Transport, and on-demand transport options have increased significantly, including the introduction of Uber and other ride-share platforms;
- Walking and cycling and becoming more common regular transport options, particularly among younger people and with the invention of e-scooters and e-bikes.

Additionally, the demographics of pub patrons has also changed significantly in recent years. According to *Hospitality Research Consultancy CGA*, people aged 35-54 have reduced pub visit frequencies by 48% over the past 10 years, whilst those aged 18-34 (who are more likely to use recent innovations such as ride-share platforms and e-bikes) have increased their share of overall patrons from 33% to 38% over the same period. The challenge of changing demographics is compounded by an overall reduction in on-premise visits, with on-premises alcohol sales dropping consistently year on year as more people choose to drink at home. (*Source: Australian Hotelier, October 2024*).

By contrast, a significant growth area for hotels is in dining, and in particular family dining experiences. According to *Affinity Group Sales and Marketing* (August 2024), 74% of respondents to a survey reported dining out more frequently as a family, with value and affordability being the top considerations for families. It is no surprise, therefore, that each of the hotel re-developments undertaken in the Tamworth area in recent years (including the proposed development of Joe Maguires Hotel) feature expanded dining and family friendly facilities (playgrounds, outdoor areas) as core elements.

Each of these factors is important in the context of evaluating parking demand; family dining will often involve multiple patrons in a single vehicle, younger people tend to be more likely to use ride-share platforms rather than drive and park, and random breath testing and the accompanying education campaigns promoted by various government agencies has significantly reduced the likelihood of people driving to pubs if their intention is to consume alcohol.

In combination, these factors directly reduce the demand for vehicle use, and by extension for car parking, and therefore make prescribed parking demand generation rates (based on historical factors) obsolete.

6. Tamworth Parking Strategy

The recently adopted Tamworth Regional Parking Strategy (an update to the *Tamworth CBD Parking Strategy 2020-2030*) makes the following important statement;

As the Tamworth region continues to grow towards a population of 100,000 (in line with Council's Blueprint 100 strategy), it becomes increasingly important to manage our parking network appropriately, including utilising what we have to the best capacity. Whilst private vehicle journeys will always be an important transport option for most, as we continue to grow it is unsustainable to have the same reliance on private vehicle use as what we currently do. Placing an increased focus on improving public transport services/infrastructure and active transport infrastructure will assist in reducing the demand on our parking network.

The 2020-2030 Strategy also makes the following statement with regard to minimum parking requirements for developments;

Minimum parking requirements are regulations that require new developments to provide minimum number of car parking spaces. This requirement places the responsibility for the provision of parking onto the developer, with the cost borne by the developer, and is passed to investors and ultimately on to consumers through product and service pricing. The intent of the minimum requirement is to avoid pressure on the existing street and public parking areas, causing displacement of parkers as a result of the development. There is growing evidence to suggest there are unintended consequences to this historical approach, that often outweigh the benefits.

These consequences are:

- 1. Parking spaces occupy valuable commercial land, driving up the price of development, and potentially reducing the viability of investment in the commercial district. The increased cost of development is passed on to consumers through an increase in the cost of goods and services.*
- 2. Environmental sustainability is compromised through a dependency on cars. The convenient and abundant availability discourages the opportunities for the development of public transport and active transport infrastructure, and the lack of options feeds our car dependency.*
- 3. Excessive or poorly located car parking spaces detract from the quality of the urban streetscape, by fragmenting the street-facing businesses in the commercial area. This disrupts the atmosphere of a bustling and vibrant city centre.*
- 4. Minimum parking requirements encourage developers to invest in areas where cheaper land is available, creating competition within the city centre from business and industrial parks.*

The Strategy also concluded, following a number of surveys and studies of parking behaviour in the Tamworth Urban Area, that;

...the peak demand for parking is between 10am and 4pm each day, and at any one time about 40% of our car parking spaces are not being used. Consequently, there is, on average, adequate numbers of car spaces to satisfy overall demand. However, some pockets of parking are in higher demand than others, showing very high utilisation rates, whilst other car spaces are rarely used.

Notably, the peak demand for parking at pubs and taverns is after 5pm weekdays, resulting in offset peaks times whereby existing parking could be better utilised, therefore reducing the demand for additional, single-purpose and under-utilised parking.

The imposition of prescribed parking arrangements at this site will have the identical detrimental consequences as identified in the Parking Strategy, contravening the objectives of the Strategy and more broadly the themes and objectives of the Blueprint 100 Strategic Planning Statement. Better utilisation of existing parking, particularly by acknowledging offset peak times for different businesses, and encouraging alternative transport modes, is a more progressive and sustainable strategy.

7. Car Parking Provision – Alternative Proposal

We propose to assess the demand for parking based on the advice in the Guide, as follows;

It is recommended that proposed hotel developments be compared to similar existing developments, with a similar local context. This includes local public transport access, the existing supply and demand for parking in the area, and the peak parking periods of individual facilities within the hotel.

A comparison of parking provision for other pubs/hotels in Tamworth (including those which are currently not operating) has been undertaken as follows;

Premises	Parking Spaces Provided
Courthouse Hotel, Peel Street	0 [#]
Pig and Tinder, Peel Street	0
Tudor Hotel, Peel Street	0
Family Hotel, Bridge Street	0
Welders Dog, Dowe Street	0
Post Office Hotel, Fitzroy Street	0
The Press Basement Bar, Brisbane St	0
Tamworth Hotel, Marius Street	26
Southgate Hotel, Kent Street	10 (additional shared parking with shopping centre)
Longyard Hotel, Ringers Road	118
The Pub, Dampier Street	53 (plus additional overflow parking)
Nemingha Tavern, Nemingha	13 informal
Calala Inn, Calala Lane	70
Former Albert Hotel, Peel Street	26
Former Imperial Hotel, Brisbane Street	30
Former Central Hotel, Brisbane Street	6

Note: # The Courthouse Hotel re-development in 2019 included six (6) on-site spaces, and whilst these spaces are provided for and linemarked, in practical terms they are utilised as an extension to the outdoor seating area; covered in artificial turf and furnished with umbrellas, tables and seating. They are not readily available for parking purposes.

It is important to note that none of the existing pubs in Tamworth have on-site parking provisions that would meet the requirements of the current DCP, and almost half have no on-site parking at all. The Longyard Hotel in Hillvue provides the most spaces, however we estimate the “site area including outside seating/beer garden areas” to be approximately 2,200m², and therefore the large number of spaces provided, and the extensive area of land dedicated to parking (over 4,700m²) represents just over half the allocation required to meet the requirements of the DCP.

Further, an approximation of site area of each of the pubs identified above, and the resultant parking generation rates as per the DCP estimates that collectively 2,000 car parks would be required to comply with Council’s current requirements. There is little doubt that this number of car spaces significantly over-estimates the actual demand for parking, and we would agree with the parking strategy that “there is, on average, adequate numbers of car spaces to satisfy overall demand” in that the existing parking and transport arrangements at each of the existing pubs appears adequate and do not have a detrimental impact on the surrounding environment, and hence the prescribed parking rates are unrealistic, unnecessary and do not reflect community expectations or standards.

Interestingly, of the seven (7) pubs in the city do not provide any off-street parking; each of these are located in the CBD and three (3) are on Peel Street itself. Notably, the pubs that provide the highest number of car parks are those located on the outer fringe of the city, including the Longyard Hotel, The Pub and the Calala Inn, where walking and/or cycling is not a viable transport option, and where ride-share and/or taxis to/from residential zones can be cost-prohibitive.

By contrast, Joe Maguires Hotel is located within walking proximity to the CBD, has dedicated pedestrian/cycling and public transport facilities servicing the site, and is therefore aligned closer with the hotels within the CBD where parking is either not provided at all or is provided in limited supply.

Council considered a similar issue with the provision of parking at the recently renovated Courthouse Hotel, located approximately 900m further east along Peel Street (Ref: DA2018-0328). The proposed development included, similar to the current proposal for Joe Maguires, to renovate an existing hotel with heritage significance to provide more modern bar and dining facilities as well as flexible entertaining spaces including outdoor areas and a playground. The proposal included the provision for just six (6) carparks, and under the DCP in force at the time there was a shortfall of 43 spaces. The proponent sought a variation to the TRDCP parking controls based on the following;

- *adequate off-street parking is available in order to maintain the existing levels of service and safety on the road network;*
- *the Court House Hotel was lawfully established prior to the introduction of requirements for the provision of on-site car parking and as such may benefit from parking credits;*
- *the development has successfully operated despite the deficiency;*
- *the development involves the restoration of a heritage listed building, which may attract heritage conservation incentives;*
- *the subject site is in a central location and adequate alternative off-street public car parking is available in the immediate vicinity;*
- *demand for car parking for the Court House Hotel is expected to peak in the evening and overnight, when adequate parking is available;*
- *the level of on-site car parking is consistent with similar existing developments in the CBD;*
- *the subject site is suitably located in order to maximise public transport patronage; and*
- *the subject land is appropriately zoned for the proposed use. The proposed development will allow for the continued use of an existing building in an area which has been specifically set aside by the LEP for these types of land uses.*

Council, in its Business Paper dated 8 May 2018, supported the proposed variation as follows;;

Council Officers support the reasons provided above, and the following additional comments are provided to further support this request:

- *the works proposed to reinvigorate the building and business will ensure that the important heritage listed building is conserved and maintained;*
- *the development has been designed with specific regard to ensuring the heritage appearance and value of the building is retained;*
- *the adjoining Council public carpark that wraps around the southern and eastern boundaries of the site provides a significant amount of parking at all times of day;*
- *the TRDCP 2010, provides that parking requirements may be reduced in business zones where it can be demonstrated public off street parking is located within close proximity to the proposal;*
- *the demand for parking is likely to occur in the evening after 5:00pm and on the weekend. Therefore, the peak demand for parking associated with the hotel will not coincide with the peak demand of other CBD uses; and*
- *the existing use of the site has a historical shortfall of 43 onsite car parking spaces with occupiers relying partly on nearby public car parking facilities to meet the demand. In this regard at today's rates, the first level accommodation bedrooms require the*

provision of 10 onsite parking spaces and the ground floor licensed area requires the provision of 39 spaces, equalling 49 onsite parking spaces, minus the six existing onsite.

In this instance, it is recommended that Council support the request for a variation to the parking requirements of the TRDCP 2010. Although the building has remained in continuous use, it has not been regularly maintained and as a consequence is slowly deteriorating. The proposed work will ensure it remains as a landmark in Peel Street and Council officers are satisfied that in supporting the request to vary the parking requirements, there will be no unreasonable demand for on-street parking and other public car parking in the vicinity.

Several parallels can be drawn between that development and the proposed development at Joe Maguires. The peak demand time for parking is likely to be outside regular business hours (after 5pm and on weekends) when the demand for parking for other businesses in the area is low, and there is considered to be a surplus of on-street parking (particularly outside business hours) in Peel Street, Bligh Street and Jewry/Dean Street in close proximity to the site. The hotel has operated successfully for over 100 years without causing any significant disturbance or detriment to the local traffic environment (despite there being a significant perceived parking shortfall). The hotel was lawfully established on the subject land before the existence of car parking controls (in fact before the invention of mass-produced motor vehicles), and the hotel also has heritage significance, as concluded in the Heritage Impact Statement;

The site is listed as a heritage item of local significance as identified by the Tamworth Regional Local Environmental Plan 2010 and is located within the vicinity of a number of heritage item in the vicinity as identified by this plan. The existing building on the site is a good example of an Interwar period Free Classical style hotel building located to the north of the Tamworth Central Business District.

The design of the proposed alterations and additions have been carefully considered to reduce their impact on significant fabric and spaces while refurbishing the building to meet current commercial standards and expectations. The continued use of the place as a hotel will help facilitate the long term conservation and viability of the building.

The statement in the Heritage Impact Statement that “the continued use of the place as a hotel will help facilitate the long-term conservation and viability of the building” is critically important. For the hotel to be viable in the future, and for the heritage significance to be preserved, it needs to be physically adapted to meet the changing needs of the public, however available land is limited. The owners of the hotel have been pro-active and purchased additional land to enable the hotel to adapt to meet the demands of a new generation of patrons, including the provision of flexible dining spaces for families, however the extent of those changes is directly constrained by the requirement to provide additional carparking based on, in our opinion, antiquated parking demand calculations.

With these considerations in mind, and with the availability of on-street parking on surrounding streets in close proximity to the site including Bligh Street and Dean Street (west), we are of the opinion that the theoretical shortfall of off-street parking spaces does not pose a significant impact to the local environment and community, and to the broader traffic and parking network in Tamworth. We recommend Council consider a variation to the DCP parking controls to accept the 39 parking spaces proposed as part of the development application.

8. Summary and Recommendations

Kelley Covey Group has been engaged by Watering Holes Hotels to conduct a traffic impact assessment for a proposed developments at Joe Maguire's Hotel, Tamworth. The proposed additions and alterations to the hotel have been carefully planned to preserve the heritage significance of the building whilst meeting the changing needs and demands of a new generation of patrons.

The proposal will increase traffic trip generation to and from the site, however the existing road network, including mid-block and intersections, is considered to have sufficient capacity to cater for the increase in traffic.

The proposed additions result in a parking shortfall based on Tamworth Regional Council's Development Control Plan (DCP). The proposed provides for 39 on-site parking spaces, whilst the required provision is for 239 spaces.

An examination of the historical nature of car parking generation rates and their relevance to today's society demonstrates that the prescribed requirement for 239 spaces is unrealistic, and a comparison of parking provision at other licensed premises suggests that hotels can successfully operate with a much smaller parking provision and without detrimental impact to the local environment and community.

Hotels like Joe Maguire's are important to communities; they provide a place to meet, dine, play and be entertained. The historical nature of the building contributes to the rich fabric and history of Tamworth, and it is essential to support local businesses that are willing to adapt to a changing world whilst acknowledging and preserving the spirit of the past. We believe the perceived shortfall in on-site parking provision is far outweighed by the benefit of retaining community-minded facilities, and we are confident the local traffic and parking environment is able to absorb and cater for the additional traffic and parking demand generated by the proposed development.