

Project Design Note

Project: DA 10/1511 - Residential flat building & boarding house on
Lots 1 & 2 DP 1050041, 121-123 Union Street Cooks Hill

Subject: Traffic Engineering Review

Date: 22nd July 2011

Ref: P0788 DN01

Newcastle City Council has prepared an assessment report and recommendation on the above Development Application. A review of those sections of the report relating to traffic and parking issues has been conducted, and the following comments are noted:

1. The Council Assessment makes no reference to the fact that under the arrangements proposed for the subject development, the forecast operation of the intersection of Union Street and Tooke Street shows a level of Service 'F' which is a FAIL under Austroads guidelines.
2. The Council assessment contradicts the proponent's traffic assessment in that it considered use of the southern section of Corlette Street to be not appropriate as the "answer" to the FAILED Union Street / Tooke Street intersection. Where as Council states this should be used, and traffic should be encouraged to use Tooke Street and Union Street. The two solutions are contradictory.
3. Neither the proponent nor Council gives an explanation as to why Union Street is considered unsuitable for site access. It is understood Union Street is a local road, and given the subject site already has access, as do neighbouring properties to the north, this would provide relief to the issues created by concentrating traffic access on Corlette Street.
4. At the same time as the assumption that there will be a low provision of car parking (23) under the Affordable Housing SEPP, the same SEPP's provision for higher levels of cycle parking is dismissed. It is contended that either:
 - a. Cycle parking to the SEPP requirements is provided or,
 - b. If it is considered Cycle parking is not appropriate and that other transport is expected to be used, then alternate traffic and parking levels should be justified and accommodated on site. (i.e. just because someone "thinks" no one will cycle is not justification for dismissing the SEPP, if so, then it is contended that the traditional parking supply should be provided.

Our previous review considered the range of traffic and parking matters considered relevant to the subject proposal, and the conclusions remain consistent in our view.

We note that an independent review of the same DA by David Stewart Consulting has arrived at similar conclusions.

Conclusion

Having reviewed Council's assessment of the DA submission our conclusion remains as stated previously. That is:

- Whilst the overall traffic numbers stated for the site using the appropriate codes are relatively small, this is shown to cause problems at nearby intersections.
- The poor performance is NOT addressed, by either the proponent's proposals, or by Council's assessment report.
- The reported performance by the proponent's traffic consultant at the junction of Tooke Street with Union Street is NOT satisfactory; and remains unaddressed.
- Also of concern is that the performance is sensitive to the assumptions about parking and traffic generation, based on the land use activity nominated for the proposal.
- The assessment of parking allows details of the affordable housing SEPP to be ignored, with no justification. Parking needs to be provided in accordance with the SEPP, or alternatively using traditional rates as nominated in Council's own DCP requirements.
- The ongoing operation and performance of Corlette Street is also of particular concern in relation to its environmental capacity given its local street status, and high levels of existing parking and pedestrian activity.
- Additionally, Council's solution for treatment of Corlette Street contradicts the proponents stated reasons for use of this local street, and does not address the problems at Tooke ./ Union- (Rather it appears to ignore it.)

The overall conclusion remains that traffic and parking arrangements for the development proposal are not satisfactory and therefore the development in its current form is not supported.



J Mark Waugh

Director