

STATEMENT

Response for Hunter & Central Coast Joint Regional Planning Panel (HCCJRPP)

Project (DA 10/1511):

Proposed Residential Development – 121 to 123 Union Street, Cooks Hill

This Statement prepared by Terry Keating, Director TPK & Associates (TPK) on 9th August 2011.

BRIEF BACKGROUND

1. TPK prepared the Traffic Assessment Report (September-October 2010) for the subject development.
2. Council assessed the Application and further analysis by TPK was required due to community response including a Traffic Report by Better Transport Futures (BTF).
3. TPK prepared the Traffic Response Report (April 2011).
4. Council provided their assessment report to the HCCJRPP.
5. HCCJRPP deferred their decision on the matter on the 28th July 2011 seeking further analysis and responses.

TPK, for The Applicant was required to consider two matters:

1. Provide a response to the option for an access to/from the development site off Union Street;
Council had previously advised the project team that there was to be no access to/from Union Street.
2. Respond to the BTF Project Design Note submitted to the HCCJRPP at the meeting of the 28th July 2011.

DISCUSSION & ANALYSIS

Union Street Access

Newcastle City Council has been consulted subsequent to the HCCJRPP meeting and has informed the project team that an access to Union Street would be accepted, was to be at the northern end of the site and provide for left in left out only; the method of control Council preferred is provided in their statement below:

“Council’s preference is for the operation of the Union Street access to be controlled by a ‘site access management plan and appropriate signage located within the site’. A central concrete median in Union Street is not supported and history would suggest that it is physically impossible to design a driveway that would prevent right turn movements.”

A revised site layout has been prepared to include that access in the proposed site layout, the relevant plan is provide in Appendix A.

The access to Union Street will have:

- Only (left) regulatory sign facing Exiting Traffic and
- No Right Turn regulatory sign with “To Driveway” plate below facing traffic approaching the access on Union Street from the south.

In addition Site Management is to provide reinforcement of this left in/left out requirement at this access as part of unit purchase advice and through ongoing management communications with residents.

The revised layout has resulted in some change to the land use detail but minimal change to guideline outcomes/requirements for the project; revised tables are provided below for information.

TABLE 1 – PROJECT LAND USE DETAILS

LAND USE TYPE	DETAILS
Units	
• 1 Bedroom	83 Units
• 2-3 Bedroom	19 Units
Boarding House	112 Rooms, 1 Caretakers Apartment

3.1. – Road Network Traffic Generation

The RTA Guide to Traffic Generating Developments suggests traffic generating rates for a range of land use activities, Table 2 sets out the rates adopted for this project.

TABLE 2 – POTENTIAL TRAFFIC GENERATION

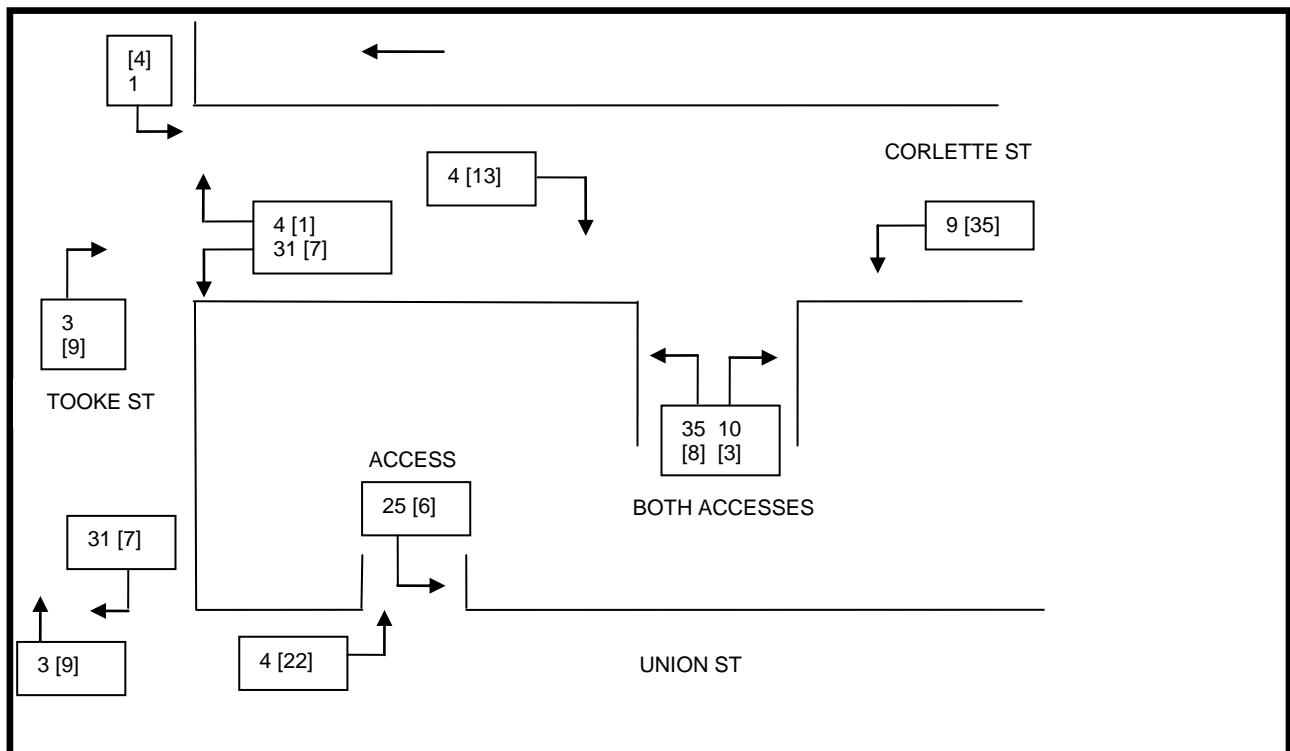
LAND USE	ADOPTED RATE AND TRIPS
<u>PROPOSED</u>	
Units	
• 1 Bedroom; 83 Units	0.4-0.5 Peak Trips per unit
• 2-3 Bedroom; 19 Units	0.5-0.65 Peak Trips per unit Peak Trips = 43 to 54
Boarding House; 112 Rooms	0.29 Peak Trips per unit Peak Trips = 33
<u>Summation</u>	
POTENTIAL PROJECT TRIP TOTALS	Peak Hour = 76 to 87 trips

TABLE 3 – POTENTIAL PARKING REQUIREMENTS

USE	COUNCIL DCP RATE & REQUIRED
Units	
<ul style="list-style-type: none"> 1 Bedroom; 83 units 2 Bedroom (75-100m); 6 units 3 bedroom; 13 units 	1 space per unit 1 spaces per unit 2 spaces per unit Plus 1 visitor space for first 3 units and 1 space per 5 units thereafter. <i>115 Unit Spaces</i> <i>21 Visitor Spaces</i>
Boarding House	
<ul style="list-style-type: none"> 113 rooms 	1 space plus 1 space per 10 Bedrooms; plus 1 space per 20 units for visitors <i>11 Bedroom Spaces</i> <i>6 Visitor Spaces</i>
TOTAL DCP REQUIREMENTS FOR DA	153 Spaces

The provision of this access to/from Union Street will alter the distribution of the potential traffic generations; the same distribution base from previous TPK reports has been maintained but traffic flow adjusted to incorporate use of the Union Street access; see Figure 1. An outcome is that the traffic demand on Corlette St is reduced.

FIGURE 1 – UPDATED POTENTIAL PEAK TRAFFIC DISTRIBUTIONS; PM PEAK IN BRACKETS



BTF Project Design Note

The Project Design Note handed to the HCCJRPP at the meeting of 28th July 2011 submitted the Conclusion set out below as the matters BTF considered were not addressed to date; TPK has provided discussion below in italics under each dot point made by BTF in the Conclusion section of that Project Design Note.

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 Council agreement to allow a site access to/from Union Street has diminished the use of Corlette Street and the unit yield redesign of the site to accommodate the Union Street access has reduced the potential traffic generations.

Union & Tooke Streets intersection will be discussed in a later dot point.

The Parkway Avenue intersection with Corlette Street will now have minimal outbound traffic potential in the am peak hence negligible impact on capacity; the pm traffic demands for this intersection will be, in the main on the priority route, small volumes and hence also minimal impact on capacity.

The TPK Response Report (April 2011), Section 5.1 discussed the signalised intersection of Union & Parkway Avenue; the points raised in that response remain valid. The efficiency or not of the existing phasing and intersection geometric design for this intersection is not a matter for this development assessment to comment on as signal design & operation is controlled by RTA and the potential increase in demand from this development is negligible; Council raised no objection to the position TPK submitted.

- The poor performance is NOT addressed, by either the proponent's proposals, or by Council's assessment report.

See above and below dot points.

- The reported performance by the proponent's traffic consultant at the junction of Tooke Street with Union Street is NOT satisfactory; and remains unaddressed.

TPK in the original Traffic Assessment (September-October 2010) and the Traffic Response Report (2011) has not dismissed consideration of the Union & Tooke Street intersection. TPK modelled and identified the poor performance of the right turn from Tooke Street; in the Response Report TPK modelled alternative geometric layouts that disclosed acceptable performance.

What TPK has consistently maintained is:

- *Union Street performs a role in the road network above that of a local road.*
- *Growth on Union Street traffic flow, regardless of this development will in turn increase side street delay.*
- *The growth on Union Street will come from a wide range of impacts and TPK submitted that the Union Street corridor would require a strategic route planning consideration if it was to maintain its traffic corridor function in Council's road network.*

- *Council had indicated that consideration of signalisation at the intersection of Union and Parry Streets was on their agenda. It is not uncommon in strategic route planning for key locations to be identified for major control (signals or roundabout) with lesser local intersections along the route to have movement restrictions implemented at them (central median). TPK submitted such planning was outside the scope of analysis for this development and indicated the decision for the Union and Tooke Street intersection, as part of a wider analysis need for route management was a matter for Council; Council has not objected to TPK's position.*

- 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.

See dot point below

- 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 SEPP Affordable Housing identifies that no new parking is needed for Boarding Houses.

This project has opted to provide some parking to minimise potential for impact on on-street parking.

This project has adopted Council's DCP parking rates for the unit component of the development.

TPK assessed that to be an acceptable approach in ensuring the development minimised the impact on parking in the surrounding precinct.

- 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.

TPK's Response Report (April 2011), Section 5.3 provided consideration of environmental capacity for Corlette Street; with the agreement to the Union Street access the increase in traffic flow, from this development on Corlette Street has been further diminished in terms of impact discussed in Section 5.3. Council has not indicated issue with that assessment in Section 5.3.

- 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 road widening for Corlette Street is a requirement required by Council. The Union Street access agreement has reduced potential traffic flow on Corlette Street; it remains a matter for Council as to their requirement for the road widening.

TPK STATEMENT SUMMATION

The following comment is made by way of overview for this development:

TPK is of the view:

1. The revised access provisions, including access to Union Street will minimise any potential impacts to Corlette Street traffic conditions and surrounding intersections.
2. The suitability of phasing and optimised geometric design for the Union Street & Parkway Avenue traffic control signals is not a matter for this development; furthermore the potential increase in traffic volume per cycle that this development will be negligible.
3. The decision on any traffic management and capacity roadworks at the Union and Tooke Street intersection should be part of a route planning project by the road authority and is not seen as a matter for an individual development, generating small volume peak hour traffic increases to resolve.
4. The current on-street parking demands should not be considered as factors for rejecting this development as it is submitted that the site will have off street capacity to manage potential demands; existing on-street demands include:
 - a. The adjoining school (on school days) dominates Corlette Street for the parental drop off and pick up periods and to a lesser extent by teachers due to the absence of any school off street parking.
 - b. All day parking (other than locals) on weekdays by observation has begun to penetrate Corlette Street due to unrestricted kerbside space being available.
 - c. National Park weekend sport dominates the surrounding road network's on-street parking due to the absence of any nearby off street parking amenity.
5. The site has acceptable access to public transport.

Prepared by

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APPENDIX A

SITE LAYOUT

