



13101
25 February 2013

Stephen Gow
Director Sustainable Planning and Living
Armidale Dumaresq Council
PO Box 75A
ARMIDALE NSW 2350

Attention: Stephen Gow

Dear Stephen

**DEVELOPMENT APPLICATION DA-219-2012
NEW COLLEGE, UNIVERSITY OF NEW ENGLAND**

We act on behalf of the University of New England (UNE), the Applicant for this Development Application.

We understand that a member of the Joint Regional Planning Panel (Paul McFarland) has raised two issues of concern outlined in the email dated 25 February 2013 from Council's Director Sustainable Planning and Living in respect of the proposed development. In an attempt to resolve these issues prior to the Panel's consideration of this Development Application on Wednesday 27 February 2013, we would like to respond as follows:

1. Wind Protection/Climate Control

Concern has been raised about the potential for a 'wind tunnel' effect due to the prevalence of easterly and westerly winds.

We have spoken with the Landscape Architect (Dunn and Moran) who prepared the Landscape Concept Plans for the proposed development and it has been confirmed that additional planting could take place to provide a buffer for the protection of the external spaces associated with the proposed buildings. Accordingly, if considered necessary by the Panel, we hereby confirm that UNE is happy to accept a condition of approval which requires the submission of a revised Landscape Plan to address this matter to Council's satisfaction prior to the commencement of works.

2. Parking

It is understood that concerns have been raised by the Panel member about the adequate provision of parking for the proposed development, as well as the demand associated with the existing use of the Wright Centre.

The assessment of the current parking demand for the college was based upon the extensive parking beat surveys completed by GHD as part of their UNE Parking Policy Review study. These parking beat surveys show the parking occupancy rates for the various car parks in the student residential areas and shows peak demand over a number of nights and weeks. The survey results indicate that all the car parks are not full. The surveys do indicate that some of the parking areas are well used and approaching capacity, but that others well within 400 metres of the various student accommodation buildings are not full. Due a desire to park as

close to their residence as possible, the core central car parks are highly used, which adds to the perception that the parking is full. However, other parking areas that can be used by the resident students (i.e. Bellevue Oval) are often underutilised and as such can be used by resident students.

The surveys show that currently the students park centrally to the existing accommodation as this is the closest and most convenient parking available. As demand increases due to increases students resident on the campus, the parking demands will encourage students to park slightly further west in the precinct (Bellevue Oval) and ensure and car parks are used, rather than the current situation where only the most popular central car parks are fully utilised. This shift in parking will still ensure that all students can park within 400 metres of their accommodation – 400 metres is considered an acceptable walking distance by the majority of the population, with disabled users requiring a shorter distance (which can be accommodated in designated reserved parking bays as required).

The data is a summary of parking audits completed in the Residential System precinct over the past three (3) years and relied upon to support the proposed development is attached for the consideration of Council and the Panel. It shows that there are a total of 967 spaces in the Residential System precinct servicing an average of 1892 students (excluding St. Alberts), in addition to an average surplus capacity of 61.50 spaces. This correlates to an average ratio of 0.51 spaces per resident over the past 3 years, which exceeds Council's minimum standard of 1 space for every 3 bedrooms.

The Wright Centre is sporadically hired to external clients and is also used as an examination venue. During such times, special event parking areas are established on an ad hoc basis to accommodate extra demand that may be deemed necessary. This is currently managed by UNE Facilities Management and it is not intended to provide for a designated overflow parking area at this time or as part of the current proposal.

Finally, in 2012 UNE implemented a web-based car-pooling service in conjunction with Student Services to facilitate ride-sharing and assist in reducing parking load. It is anticipated that this service will continue to expand in the coming years and will alleviate demand for parking throughout the University.

We hope that this information adequately addresses the concerns raised by the Panel member. Should you have any queries about this matter, please do not hesitate to contact me on 02 4927 0980 or sbrown@jbaplanning.com.au.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Scot Brown', written over a light blue horizontal line.

Scot Brown
Associate