

3 July 2014

**Ms. D. Watson
Muswellbrook Shire Council
P.O. Box 122
Muswellbrook
NSW 2333**

Dear Donna,

**Muswellbrook Tertiary Education Centre - Development Application 47/2014 –
Demolition of existing building and construction of proposed Tertiary Education
Centre – Your letter dated 18 June 2014 – Car Parking**

In addressing the issue of car parking raised in your letter and the assessment on actual usage and need versus the numerical requirements of the planning documents, it is critical to recognise the current strategic planning underway for the Muswellbrook CBD.

It is my understanding Council has engaged Urban Planning Consultants to prepare an Urban Design Framework (UDF) for the Muswellbrook CBD with the aim of establishing an integrated urban design for the future development of the CBD including distinct precincts and amendments to planning documents.

Further that the Muswellbrook CBD block defined by Bridge St, the railway line, Brook St and Hill St, where the Tertiary Education Centre (TEC) is proposed to be located, has been identified as the priority area within the framework.

The proposed TEC and importantly car parking for the precinct has been included in this strategic planning framework. The UDF's proposed outcomes have been established and are now in the process of being formalised.

Usage and need versus requirements

We have further investigated the existing car parking on the site. The car parking shown on the drawing A05 Lower Ground Floor Plan has been altered by the addition of two (2) spaces that have been shown clouded on that drawing. In addition, a note has been added to drawing A04 to the effect that the removal of the driveways to both Loxton House and the Visitor Information Centre will increase the on-street parking on the south side of Hill Street by four (4) cars.

The Traffic and Parking Assessment prepared by Intersect Traffic lodged in March 2014 addressed the issue of parking in section 11 commencing on page 16. Please refer to that report for the detail it provides. It is important to note that the underutilisation of the existing car parking was discussed in detail in this report. The table showing utilisation rates has been extracted from this report and included below.

Table 3 – Parking Survey Summarised Results

Car Park	Time	Number Parked Cars	Number of Available Car Parks	Utilisation Rate (%)
Public Off Street Car Parking Areas (126 Car Parks)	11:00	50	76	39
	12:00	56	70	43
	13:00	46	80	36
	14:00	63	63	49
	15:00	54	72	42
	16:30	43	83	33
	17:30	30	96	23

The conclusion drawn by Intersect Traffic indicates that even with a loss of twenty three (23) **(now 21 due to the additional 2)** parking spaces to accommodate the TEC is more than enough spaces available for the existing and proposed site uses due to the current underutilisation of the existing spaces. Please note the proposed demolition of Visitor Information Centre removes the requirement for four (4) spaces from the total required resulting in a loss of only **seventeen (17)** spaces.

In the unlikely event of conflict between the use of the off-street parking by the Library (the other facility using the public parking) and the Tertiary Education Centre there is adequate scope available at both facilities to manage program delivery.

The DCP imposes the following parking requirements on the proposed Tertiary Education Centre:

Building	Occupants	Parking Requirements	Total cars
Proposed Development	10 staff	1 car per 2 employees	5
	90 students	1 car per 5 students	18
Total			23

Please note that the education delivery to the ninety (90) students will be spaced across 8.00am to 9.30pm (Monday to Thursday) and 8am to 4.30pm (Fridays).

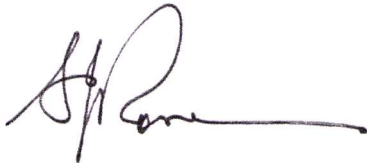
The Traffic and Parking Assessment reports that there are one hundred and twenty-six (126) off-street parking spaces, eighty-six (86) of which are on the site and the remainder on adjacent public off street parking, with around 39% utilisation. The survey was undertaken on Thursday 27th February 2014 from which this utilisation percentage has been calculated. Additional surveys undertaken by the author over the past three months have confirmed this earlier survey.

"The survey shows that currently the minimum number of available car parks within the public car parking areas during the day is approximately 63 car spaces. These spaces would be available for use by the tertiary education centre. However the development also results in the loss of 23 (now 17) car parking spaces, indicating that on completion of the development only 40 (now 46)* car spaces would still be available for use by the tertiary education centre. As the peak demand generated by the tertiary education centre i.e. 23 car spaces is less than the likely available parking within the public car parking areas it is concluded that the public car parking areas have sufficient spare capacity to cater for the likely peak parking demand generated by proposed tertiary education centre. There is still spare capacity to cater for the use of Weidmann Cottage and the availability of on-street car parking in Hill Street (currently only up to 55% utilised) (29 spaces now 33)* has not even been considered in this assessment. It is therefore considered that the provision of additional off street car parking is not required as there is sufficient available car parking in close proximity to the site."*

(Quote from last paragraph p17 of "Traffic & Parking Assessment – Tertiary Education Centre – Muswellbrook" prepared by Intersect Traffic) (*altered to reflect amended car parking layout)

I trust that this additional information of my understanding of the current strategic planning of this precinct and the information on the underutilisation of the existing car parking can progress this development application.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'S. Rose', with a long horizontal flourish extending to the right.

Stephen Rose
Architect AIA