

Engineering Assessment Team (Traffic)



TO: Ellie Durrant
FROM: DAVID RYNER
DATE: 14/08/2024
DA NO: RE 2024/00002
RECOMMENDATION: Approved

1.0 Assessment Scope

The following plans / details have been assessed:

Plan No / Supporting Document	Reference / Version	Prepared by	Dated
East End Stage 3 & 4 HCCRPP Briefing Presentation		Urbis / CJP	
Concept DA Modification Report	P0042943	Urbis	May 2024
Division 8.2 Review Report	P0042943	Urbis	May 2024
Architectural Plans	Job No. 5614	SJB Architecture	February 2024
Addendum Traffic Report	Ref 22064	CJP Consulting Engineers	11 June 2024
Parking Provision & Allocation Report	Ref 22064	CJP Consulting Engineers	1 September 2023

A site inspection has been not been conducted with assessment based upon the abovementioned details only.

Note:

1. The Addendum Traffic Report Ref 22064 dated 11 June 2024 Appendix A - SJB Architectural Plans are superceded as they do not account for the recent changes to the loading dock providing entry off Morgan Street and exit onto Laing Street with removal of the turn table.
2. The Addendum Traffic Report Ref 22064 dated 11 June 2024 Appendix C - Swept Turning Paths are incorrect and based on superceded plans. CN's intention to make Laing Street 'one way ' westbound therefore impacting on loading dock access to Stage 3 and 4.

Traffic Advice

A review of traffic engineering and parking related matters under RE 2024/ 00002 has concluded that the nature of these matters remains consistent with that of MA 2023/00175. On this basis the earlier engineering referral for MA 2023/00175 dated 8 September 2023 and subsequent Supplementary Parking Report prepared by CN at the request of the HCCRPP , remain relevant and should be considered with the review of this application.

The applicant has responded to each of the HCCRPP's reasons for refusal. In relation to Item No, 3 '**The development will create unacceptable impacts given the deficiency in car parking and is therefore acceptable pursuant to Section 4.15(1)(b) Environmental Planning and Assessment Act 1979**' the applicant has provided a detailed assessment of the parking inclusive of a parking survey.

The approved concept DA 2017/00701.03 Stages 1 to 4 contained a parking deficit of 159 spaces (85 residential. visitor and 74 commercial /retail). At the time this parking deficit was intended to be picked up by Council's King Street multi -level car park, acknowledging the historical use of this car park by staff, customers and visitors of the precinct - DA Condition No.19 b) and c) reflects this parking intent. A further review of the parking deficit has been undertaken by CN with the lodgement of the final stages of development Stages 3 & 4. The review accounts for changes to parking numbers and allocations that have occurred with the finalisation of stages as well as recent changes to parking requirements under Council's DCP 2023. The revised parking deficit for Stages 1 to 4 has been confirmed at a total of 114 spaces (76 residential visitor and 38 commercial/retail). **Table 1.0** details the parking provision and associated deficit in relation to each stage of development.

Table 1.0 - Parking Deficit (as approved / lodged on 14/08/2024)

Commercial /Retail

Stage	DCP requirement Commercial /Retail @ 1 space per 60 GFA (excluding Hotel)	Provision	Deficiency
1	52	26	26
2	22	10	12
3	17	38 (surplus 21)	-
4	9	9 (5 in Stage 4 and 4 in Stage 3)	-

Total Parking Deficiency 38

Residential Visitor

Stage	DCP requirement Residential Visitor 1 visitor space per 5 dwellings	Provision	Deficiency
1	43	11 in Stage 3	32
2	25	7	18
3	18	6	12
4	21	7	14

Total Parking Deficiency 76



- Stage 1 & 2 (already built)

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- Adjustment to commercial / retail parking MA 2022/00351 approved 10 November 2023

Stages 1 & 2 of this development was approved under CN's DCP 2012 and is comprising a total parking deficit of 88 spaces (50 residential visitor and 38 commercial/retail). DA 2023/00419 Stages 3 & 4 has been lodged under CN's DCP 2023 but is also bound by the terms of the concept approval in relation to parking under Condition No.19. The noticeable change from CN's DCP 2012 to 2023 is a movement in the Newcastle CBD from a minimum parking requirement to a merits based assessment and maximum parking rates. DA 2023/00419 complies with CN's DCP 2023 parking requirements for both residential and commercial/retail and in doing so would also comply with the minimum parking requirements under the former DCP 2012. In relation to residential visitor parking should one apply the former DCP 2012 minimum parking rate of 1 space per 5 dwellings the application contains a parking deficit of 26 residential visitor parking spaces. The applicant however, in accordance with DCP 2023 has chosen to apply a merits based assessment approach to residential visitor parking.

A parking survey was undertaken by the applicant's traffic consultant CJP Consulting Engineers. The parking survey was generally based within a 400m radius of the site and identified both short and long term parking vacancies on-street and within existing off-street public car parks. The survey was undertaken on Thursday 27 July, 2023 between 8.00am to 8.00pm and Saturday 29 July, 2023 8.00am to 1.00pm with 1.0 hour recording intervals. The survey indicates a total of 845 to 1782 parking spaces are available on and off street during the peak Thursday and Saturday period respectively. Of these 675 and 1058 short term time restricted parking spaces were located on-street, while approximately 170 and 724 long term parking spaces were available off -street in designated public car parks. It is therefore concluded that adequate parking is available in the precinct to cater for the 114 space parking deficit associated with this development.

The movement from minimum to maximum rates and a merits based assessment approach to parking under CN's DCP 2023 reflects the objective of the DCP to reduce car dependency and promote the utilisation of alternate modes of transport, thereby enabling greater land use efficiency. The utilisation of available short and long term parking vacancies on-street and within existing off-street public car parks to cater for the 26 space residential visitor parking deficiency is not considered to be inconsistent with the objectives of the DCP. On this basis the parking deficiency for this application can be supported on traffic grounds.

It is noted that under DA 2023/00419 - Stage 3 there is a commercial /retail parking surplus of 21 spaces. To further reduce the 38 space commercial / retail parking deficit associated with the former Stage 1 & 2 and therefore the reliance on alternate sites for parking it is recommended that these spaces be re-allocated to **Stage 1 and 2 in the amount of 9 and 12 spaces respectively**. On this basis the revised commercial / retail parking deficit for this development would be reduced from 38 to **17 spaces**. An appropriate amendment to Condition No. 19 will be required to address this parking adjustment.

In summary the parking breakdown for **Stages 1 to 4** (inclusive of 21 space commercial / retail re-allocation) is outlined below:

<u>Stage 1</u>	total of 273 spaces comprising: 42 hotel (38 guest + 8 staff) 178 resident (inclusive 18 accessible) 26 commercial/retail
<u>Stage 2</u>	total of 158 spaces comprising: 138 residential (inclusive 14 accessible) 10 commercial / retail 3 spaces for 176 Hunter Street 7 residential visitor
<u>Stage 3</u>	total of 168 spaces comprising: 1 car wash bay 2 residential common property EV parking spaces 101 residential (inclusive 14 accessible and 10 EV charging spaces) 6 residential visitor 17 commercial / retail (inclusive 3 common EV parking spaces) 9 commercial/retail from Stage 1 12 commercial/ retail from stage 2 11 residential visitor from Stage 1 5 hotel from Stage 1 4 commercial /retail from Stage 4
<u>Stage 4</u>	total of 136 spaces comprising: 1 car wash bay 2 residential common property EV parking spaces 121 residential (inclusive 11 accessible and 10 EV charging spaces) 7 residential visitor 5 commercial /retail

The total parking provision across all 4 Stages equates to 735 spaces.

Recommendation

The application be supported on traffic grounds in relation to parking with the inclusion of the following amended conditions:

Amended Conditions

18. On-site car parking is to be provided for a minimum of 735 vehicles across the four (4) stages of the development and shall be generally in accordance with the details indicated on the submitted plans and documentation, except as otherwise provided by the conditions of consent.
19. The number of car parking spaces shall be provided within each stage in accordance the requirements of Section 7.03 of Newcastle Development Control Plan 2012 (NDCP 2012) or the applicable standard at the date of lodgement of the application for each stage. The submitted plans and Traffic and Parking Impact Assessment for each stage shall detail the number and location of spaces required in accordance with this condition:
 - a) 100% of car spaces required for residents are to be provided on site;
 - b) A minimum of 25% of the required number of residential visitor parking spaces being provided for residential visitor parking. These spaces are not to be subdivided, leased or controlled by or on behalf of particular unit owners or residents. Spaces cannot be allocated or deferred to different Blocks/stages unless there is a specific condition that allows this and has formed part of a separate development consent. The remaining 75% being accommodated both on-street in existing time restricted parking spaces and off-street in publicly available car parking.
 - c) Stages 1 to 4 of the development providing on-site car parking for commercial and retail staff as follows:
 - Stage 1 - 26 spaces
 - Stage 2 - 10 spaces
 - Stage 3 - 42 spaces (comprising 9 spaces for Stage 1, 12 spaces for Stage 2, 17 spaces for Stage 3 and 4 spaces for Stage 4).
 - Stage 4 - 5 spacesThe remaining parking being accommodated both on-street in existing time restricted parking spaces and off-street in publicly available car parking.
 - d) 42 carparking spaces are to be provided for the hotel located within Stage 1 of the development, comprising 34 guest and 8 staff spaces which may otherwise be reduced if justified or approved through a separate development consent or modification after a minimum of two (2) years operations.
 - e) an additional 5 hotel parking spaces and 11 residential visitor parking spaces from Stage 1 are to be included in Stage 3, in addition to compliance with Section 7.03 of Newcastle Development Control Plan 2012 (NDCP 2012) or the applicable standard at the date of lodgement of the application for this stage.

