

Our Ref: 20040103A-201218

18 December 2020

Dangar St, Wickham Pty Ltd
Suite 107, 1 Cassins Avenue
NORTH SYDNEY NSW 2060

Attention: Mr David Desson

Dear David,

**RE: 10 DANGAR STREET, WICKHAM PROPOSED MIXED USE DEVELOPMENT
(DA2018/01197) SECTION 4.55 (2) APPLICATION
ADDENUM TRAFFIC STATEMENT**

As requested, MLA Transport Planning (MLA) prepares this addendum traffic statement to clarify the proposed parking provision for the above proposed development and respond to the traffic and parking matters raised by City of Newcastle Council in their letter dated 25 November 2020.

Proposed Parking Provision

The revised proposed development is presented in Table 1. Table 1 also includes the approved development for ease of comparison with the revised proposed development. The gross floor areas for the revised proposed non-residential uses have been estimated as per the definition set out in the Newcastle Local Environmental Plan 2012.

A car parking assessment for the revised proposed development against the requirements stipulated in Newcastle Development Control Plan 2012, namely Section 7.03 (DCP) has been undertaken. This is presented in Table 2. The parking assessment has assessed the parking requirements for the retail and commercial uses based on the estimated gross floor areas as per the LEP definition without any discount or reduction of the floor area.

Table 1: Approved and Proposed Development

Land Use	Approved DA	Proposed Modified DA	Change
Residential			
- 1 Bed Units	19 Units	19 Units	No Change
- 2 Bed Units	68 Units	68 Units	No Change
- 3 Bed Units	10 Units	10 Units	No Change
- Sub-Total	97 Units	97 Units	No Change
Non-Residential			
- Retail	1,321m ^{2§}	1,362m ²	+ 41m ²
- Commercial	4,386m ²	6,894m ²	+ 2,508m ²

§ denotes approved retail gross floor area includes the bin room

Table 2: DCP Car Parking Requirements

Land Use	Proposed Development	DCP Car Parking Rates	DCP Required Car Parking Spaces
Residential Use			
- 1-Bed Units	19 Units	0.6 spaces per dwelling	11
- 2-Bed Units	68 Units	0.9 spaces per dwelling	61
- 3-Bed Units	10 Units	1.4 spaces per dwelling	14
- Visitors	-	1 space first 3 dwelling plus 0.2 space per dwelling thereafter	20
- Sub-Total	97 Units	-	106
Non-Residential Uses			
- Retail	1,362m ²	1.0 space per 60m ² GFA	23
- Commercial	6,894m ²	1.0 space per 60m ² GFA	115
- Sub-Total	-	-	138
Total	-	-	244

As can be seen from Table 2, the revised proposed development is required to provide a total of 244 car parking spaces comprising:

- 87 resident car parking spaces
- 20 residential visitor car parking spaces

- 23 retail car parking spaces, and
- 115 commercial car parking spaces.

As noted in the traffic statement that accompanied the S4.55 application, the subject is located within the Newcastle CBD containing an abundance of services and amenities as well as being located adjacent to the Newcastle Interchange providing good quality and high frequency public transport services including train, bus and light rail services. As such, the subject site has merits for the DCP required parking to be reduced.

Furthermore, reducing on-site parking requirement is consistent with various State Government transport policies where the State Government has expressed goals to reduce travel by private vehicles and encouraging more sustainable travel methods. It is also consistent with Newcastle Council's strategic transport policies including Council's endorsement of a vision of *"a travel culture change favouring use of public transport, walking and cycling by 2022"* as well as the Newcastle Transport Strategy making *"a commitment to support the NSW Government's target of a 20% modal shift"* away from private vehicle usage.

The subject site provides the opportunity to leverage off the existing public transport infrastructures to assist with meeting the transport objectives expressed by different levels of government.

Cognisant of the above, it is proposed to vary the parking requirements for residential visitors and the non-residential uses of the proposed development. The proposed car parking provision is presented in Table 3.

Table 3: Proposed Parking Provision

Land Use	Proposed Development	DCP Requirements		Proposed Parking Provision
		Car Parking Rates	Car Parking Spaces	
Residential Use				
- 1-Bed Units	19 Units	0.6 spaces per dwelling	11	11
- 2-Bed Units	68 Units	0.9 spaces per dwelling	61	61
- 3-Bed Units	10 Units	1.4 spaces per dwelling	14	14
- Visitors	-	1 space first 3 dwelling plus 0.2 space per dwelling thereafter	20	10
- Sub-Total	97 Units	-	106	96
Non-Residential Uses				
- Retail	1,362m²	1.0 space per 60m² GFA	23	17
- Commercial	6,894m²	1.0 space per 60m² GFA	115	85
- Sub-Total	-	-	138	102
Total	-	-	244	198

Note: Proposed changes to parking requirements are highlighted in red.

It is proposed to provide a total of 198 car parking spaces comprising:

- 87 resident car parking spaces
- 10 residential visitor car parking spaces
- 17 retail car parking spaces, and
- 85 commercial car parking spaces.

As noted in the S4.55 application traffic statement, a green travel plan is proposed for implementation prior to occupation of the building to influence the travel behaviours of the occupants from Day One. The green travel plan would include a number of travel demand management measures to encourage travel using more sustainable modes such as public transport, active transport (walking and cycling) and to reduce reliance on travel by private vehicles. It would be reasonable for Council to include a condition in the consent requiring a green travel plan to be prepared and submitted to Council for approval prior to the issue of the Occupation Certificate.

It is also noted that the proposed reduction in car parking provision would be accompanied by provisions of additional bicycle and motorcycle parking spaces in excess of the DCP requirements including provision of additional end of trip facilities.

Matters Raised in Council's Letter

In their letter, Council raised a number of matters in relation to traffic and parking. We provide below our response to the matters raised.

Off-Street Car Parking

Subsequent to the issue of Council's letter, an online meeting was undertaken to agree on how the parking requirement is to be assessed. The above discussion in the preceding section including Table 3 reflects this discussion.

Residential Visitor Parking

The DCP requires the proposed development to provide 20 residential visitor car parking spaces. It is proposed to provide 10 designated visitor car parking spaces, and the remaining 10 DCP required visitor car parking spaces is proposed to be provided as shared car parking spaces with retail/commercial uses. It is proposed to sign post these 10 shared car parking spaces as parking for retail/commercial tenants during core business hours (say from 8:30am to 5:30pm Mondays to Fridays) and as visitor parking at other times.

Tandem Parking

Tandem car parking spaces are no longer being proposed. All proposed car parking spaces would be accessed independently from their own parking aisle.

Parking Comparison and Allocation

A comparison of the approved and proposed development together with the parking is provided in Table 4.

Table 4: Approved and Proposed Development

Land Use	Approved Development		Proposed Development	
	No. Dwellings/ Floor Area	Parking	No. Dwellings/ Floor Area	Parking
Residential Use				
- 1-Bed Units	19 Units	11	19 Units	11
- 2-Bed Units	68 Units	61	68 Units	61
- 3-Bed Units	10 Units	14	10 Units	14
- Visitors	-	20	-	10
- Sub-Total	97 Units	106	97 Units	96
Non-Residential Uses				
- Retail	1,062m ²	18	1,362m ²	17
- Commercial	4,386m ²	73	6,894m ²	85
- Sub-Total	-	-	-	102
Total	-	197	-	198

Service Parking

An additional loading bay is proposed reflecting Council's comment. This additional loading bay, located in Car Space #07, is also proposed as a car wash bay as requested by Council. The revised proposed development now includes a total four loading bays. This is made up as follows:

- 1 x 6.4m long small rigid vehicle bay, and
- 3 x 5.4m long light commercial/utility vehicle bays.

Bicycle Parking

Council in their letter indicates support for the proposed provision of additional bicycle parking spaces above DCP requirements. However, Council also requested for additional information to be provided demonstrating how access to basement bicycle parking and EOT facilities can be achieved. Additional EOT facilities including accessible facilities to be provided on the commercial levels to further promote alternative transport.

These issues have been addressed by the architectural team with the relevant architectural plans updated. A new package of the updated plans has been issued to Council.

We trust the above is to your satisfaction. Should you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely,



Michael Lee
Director