

Our Ref: 19170

19 June 2019

Doma Holdings (Honeysuckle) Pty Ltd
c/- KDC
Suite 2B, 125 Bull Street
Newcastle West NSW 2302

Attention: Mr Samuel Newman

Dear Sam,

**RE: PROPOSED MODIFICATIONS TO APPROVED SSD 8440
42 HONEYSUCKLE DRIVE, NEWCASTLE
TRAFFIC AND PARKING ASSESSMENT**

On behalf of Doma Holdings (Honeysuckle) Pty Ltd, The Transport Planning Partnership Pty Ltd (TPPP) has undertaken a review of the proposed modifications to the approved mixed use development at 42 Honeysuckle Drive, Newcastle (the site).

The purpose of this report is to present the findings of TPPP's assessment of the traffic and parking implications associated with the proposed modifications to the approved development.

Background

In June 2018, approval was granted to a mixed use development on the site which proposed a development comprising a hotel, serviced apartments, residential apartments, retail and associated car parking and service vehicle facilities.

In its assessment report of the SSD, the Department of Planning and Environment (DoPE) stated that it had:

"considered on-site parking (including a public car park for up to 25 vehicles), drop-off and pick-up arrangements for hotel guests and residential waste collection and is satisfied the proposed arrangements are appropriate on the site subject to approval of detailed designs by Council".

The Traffic Report¹ submitted in support of the SSD concluded that:

“the proposal can be supported from a traffic impact perspective as it will not adversely impact on the local and state road network and complies with all relevant Newcastle City Council, Australian Standard and RMS requirements.”

This conclusion was reflected by the approval of the SSD for the site.

Overview of Proposed Modification

It is proposed to modify the approved development by converting the residential apartments to serviced accommodation.

Table 1 : Summary of Proposed Modifications

Use	Approved SSD	Proposed SSD
No. of Hotel Rooms	148	152
No. of Hotel Car Parking Spaces (including staff spaces)	128	90
GFA (m2) of Hotel Use		5,405
No. of Residential Apartments	52	0
No. of Residential Car Parking Spaces	93	0
No. of Serviced Apartments	7	60
Serviced Apartments GFA (m2)	0	4,870
No. of Serviced Apartment Car Parking Spaces (including staff)	0	81
Retail Use GFA (m2)	101 m2	187 m2
Retail Car Parking Spaces	2	3
Total Car Parking Spaces	234	237
No. of Public Car Parking Spaces provided from within the Total Car Parking provisions	25	63

¹ Mixed Use Development, 42 Honeysuckle Drive, Newcastle - Traffic Impact Assessment (prepared by Intersect Traffic Pty Ltd, November 2017)

No changes are proposed to the approved site access arrangements, motorcycle parking, bicycle parking provisions or other traffic related facilities.

Car Parking Assessment

A summary of the assessment of car parking provisions for the proposed modified development with regard to the requirements of the Newcastle DCP are set out in Table 2.

Table 2 : Summary of Proposed Car Parking Provisions and Assessment to DCP Requirements

Use	Newcastle DCP Requirement (City Centre)	DCP Requirement (No. of Spaces)	Proposed SSD Car Spaces	Comment
152 x Hotel Rooms (5,405m ²)	1 space / 60m ²	90	90	Compliant with DCP
60 x Serviced Apartments (4,870m ²)	1 space / 60m ²	81	81	Compliant with DCP
187m ² x Retail Floor Area	1 space / 60m ²	3	3	Compliant with DCP
Total Car Parking Spaces		174	237	
<i>No. of Public Car Parking Spaces provided from within the Total Car Parking provisions</i>			63	

The proposed on site car parking provisions for the various land uses within the modified SSD proposal are consistent with the required parking provisions set out in the Newcastle DCP (City Centre).

Furthermore, the proposed modifications are consistent with the approved SSD with regard to the total number of parking spaces provided on site (namely 234 space versus 237 spaces).

Additionally, the proposed modified SSD will retain the approved SSD arrangement whereby car spaces will be available for public parking and managed through the development's on-site parking management measures. For the proposed SSD this represents a provision of 63 parking spaces which will be available for public use.

In summary, the proposed modifications to on site care parking arrangements do not alter the conclusions of the approved SSD, namely that the proposed arrangements and provisions are satisfactory subject to approval of detailed designs by Council.

Traffic Generation Potential of Modified SSD

Based on the traffic generation rates used in the approved SSD Traffic Report, the conversion of residential apartments to served apartments would have the following estimated changes to total site traffic generation:

- AM Peak period: - 5 vehicle movements / hour
- PM Peak period: + 4 vehicle movements / hour

These estimated changes are very minor and would not have a discernible impact to the estimated flows of the approved SSD proposal.

As such no additional traffic management measures are considered necessary to accommodate the proposed modified SSD.

Service Vehicle Arrangements

The proposed service vehicle arrangements remain unchanged from the approved SSD proposal. The demands for service vehicles are likely to decrease with the conversion from residential to service apartments with no removalist vehicles, less waste and co-ordinated maintenance deliveries.

Conclusion

This review has determined that the proposed modification to the approved SSD to convert residential to serviced apartment uses would be acceptable with regard to traffic and parking.

Naturally, should you have any questions or require any further information regarding the above, please do not hesitate to contact the undersigned.

Yours sincerely,



Jason Rudd
Director

