

6 November 2020

620.30106-L01-v1.0 RtS Supplement Letter 2020 11 06.docx

Doma Group
PO Box 5419
KINGSTON ACT 2604

Attention: Sean Kearney

Dear Sean

42 Honeysuckle Drive Hotel Development
Supplement to Traffic Engineering RtS
Application Reference: SSD10378

Reference is made to the Response to Submissions (RtS) prepared for the proposed development at 42 Honeysuckle Drive, Newcastle (Reference SSD10378). This letter provides supplementary information relevant to the applicant's traffic engineering RtS dated 22 October 2020 (prepared by SLR Consulting).

It is understood that the Department of Planning (NSW Government) has requested additional detail relating to the allocation of on-site parking spaces to support the proposal for a minor relaxation in parking demands when compared to the standard Newcastle DCP rates.

The dynamic parking demand model prepared as a part of SLR's original RtS identified that the proposed land uses will generate peak parking demands at complementary (different) times of the day. As a result, a small number of the on-site parking spaces would effectively be 'shared' between users of the two primary land uses.

By allocating a proportion of these parking spaces to specific use types, this enables the maximum cumulative parking demand (based on the assessment scenario) to always be accommodated regardless of the time of day and existing occupancy. Figure 1 reproduces the dynamic parking assessment modelled for a typical 24-hour weekday period, with the orange circle identifying the peak cumulative demand estimated to occur at 4pm.

Figure 1 Dynamic Parking Demand based on First Principles (Typical Weekday)

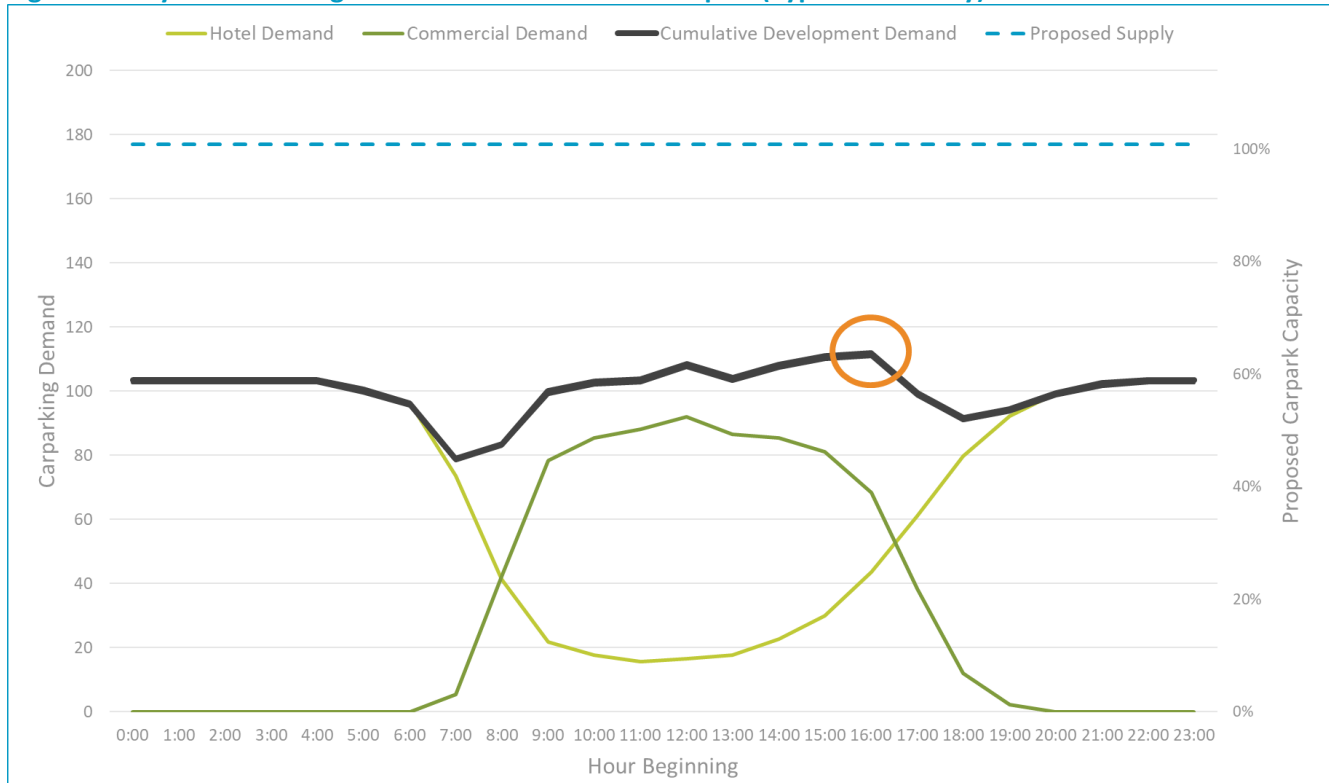


Table 1 summarises the recommended parking allocation based on the 'worst-case' peak demands identified in the dynamic parking assessment.

Table 1 Recommended Parking Allocation Schedule

Land Use	Number of Spaces	Potential Line-marking /Signage
Hotel	44	Hotel Guests Only
Office	68	Commercial Tenants Only
Remainder	65	Unmarked
Total	177 Spaces	-

By adopting the parking allocation identified above, this enables the internal carpark to cater for the peak parking demands forecast to be generated by the site whilst retaining some flexibility of operation when compared to having some or all of the balance spaces signed with time restrictions.

It is understood that DOMA, as the future building operator, will manage the allocation of all on-site parking spaces using a numbering system for space identification. For example:

- Hotel guests will be assigned a space number upon arrival and instructed when their vehicle should be vacated by (if they travelled by private vehicle at all).
- Commercial tenants will be allocated a specific space as a part of carparking lease agreements.

SLR anticipates that the majority of commercial tenant spaces can be allocated without time restrictions, however for a small number of spaces that will be required by users of both Hotel and Office users, a contract clause in the lease agreement can identify strict hours of use (i.e. 7am-6pm) to ensure the space is vacated by the time it is required for a hotel guest.

It is recommended that land use-specific carparking spaces be grouped together such that potentially unfamiliar users are able to navigate the carpark without confusion and minimise the risk of parking in the incorrect bay.

Should you need any further information relating to this advice, please do not hesitate to contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'B. Park', with a stylized flourish at the end.

BENJAMIN PARK
Senior Consultant