TRAFFIC & PARKING ASSESSMENT

ADAPTIVE RE-USE – MAITLAND MERCURY BUILDINGS HOTEL AND FUNCTION CENTRE

LOTS 11 & 12 DP 1172875, 258 HIGH STREET & 2 HUNTER STREET, MAITLAND

PREPARED FOR: QUICKSILVER DEVELOPMENTS

MARCH 2022

22/009

TRAFFIC & PARKING ASSESSMENT
QUICKSILVER DEVELOPMENTS

ADAPTIVE RE-USE – MAITLAND MERCURY BUILDINGS
HOTEL AND FUNCTION CENTRE
LOTS 11 & 12 DP1172875,
258 HIGH STREET & 2 HUNTER STREET, MAITLAND

Intersect Traffic Pty Ltd (ABN: 43 112 606 952)

Address:
16 Mount Harris Drive,
Maitland Vale NSW 2320
PO Box 268
East Maitland NSW 2323

Contact:
(Mob) 0423 324 188
Email: jeff@intersecttraffic.com.au

QUALITY ASSURANCE

This document has been prepared, checked and released in accordance with the Quality Control Standards established by Intersect Traffic Pty Ltd.

Issue	Date	Description	By
A	10/03/22	Draft	JG
B		Edit	JG
C		Final Proof/Client Amendments	JG
D		Amended Plans	JG

This document has been authorised by

Date 10th March 2022

Disclaimer

This report has been prepared based on the information supplied by the client and investigation undertaken by Intersect Traffic Pty Ltd & other consultants. Recommendations are based on Intersect Traffic's professional judgement only and whilst every effort has been taken to provide accurate advice, Council and any other regulatory authorities may not concur with the recommendations expressed within this report. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by Intersect Traffic Pty Ltd. Intersect Traffic makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.

Confidentiality Statement

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and Copyright of Intersect Traffic Pty Ltd and affiliated entities.

CONTENTS

ATTACHMENTS

FIGURES

PHOTOGRAPHS

TABLES

1.0 INTRODUCTION

Intersect Traffic Pty Ltd was engaged by Quicksilver Developments to prepare a Traffic and Parking Assessment Report for the proposed adaptive re-use of the old Maitland Mercury buildings for a hotel and function centre on Lots 11 and 12 DP 1172875, 258 High Street and 2 Hunter Street, Maitland. The development concept plans are shown in ***Attachment A***.

This report is required to support a development application to Maitland City Council and presents the findings of the traffic and parking assessment including the following.

1. An outline of the existing situation in the vicinity of the site.
2. An assessment of the traffic impacts of the proposed development including the predicted traffic generation and its impact on existing road and intersection capacities.
3. Review's parking, public transport, pedestrian, and cycle way requirements for the proposed development, including assessment against Council, Australian Standards and Transport for NSW (TfNSW) standards and requirements as required.
4. Presentation of conclusions and recommendations.

2.0 SITE DESCRIPTION

The subject site is shown in ***Figure 1*** below. It is located on the north-eastern corner of the High Street / Hunter Street signalised intersection, Maitland approximately 80 metres north-east of the Maitland Town Hall and Civic Centre. It is also located approximately 500 metres south of the centre of the Maitland CBD area.

The site contains a number of buildings that were used by the Maitland Mercury newspaper for many years as its main offices, production plant and distribution centre. As such it was a major employer in the area and generated significant traffic from the site. A small commercial tenancy currently occupied by a Hairdresser exists in one of the small buildings on the site. The site is titled Lots 11 & 12 in DP 1172875, 258 High Street and 2 Hunter Street, Maitland and has a total area of approximately 2,240 m^2. The site is currently zoned B4 – Mixed Use pursuant to the Maitland LEP (2011).

Being a corner parcel of land the site has frontage to Hunter Street, Odd Street and High Street. Currently reinforced concrete vehicular accesses exist to the site off Odd Street and High Street with the Odd Street access servicing the main car park and service area for the building. The development site and existing site access off Odd Street are shown in ***Photographs 1 & 2***.

Figure 1 – Site Location

Photograph 1 – Development site

Photograph 2 – Existing site access – Odd Street

3.0 EXISTING ROAD NETWORK

3.1 High Street

High Street is a major local collector road, previously being part of the State Highway network. It is currently under the care and control of Maitland City Council. High Street passes from its eastern end at the New England Highway, collecting and distributing traffic from local streets, through the CBD, to the New England Highway at its western end. In the vicinity of the site High Street is a two lane two-way sealed urban road constructed to a high standard (***Photograph 3***). Travel lane widths are approximately 3.5 metres and the time limited restricted parking lane widths adjacent to the kerb and gutter on both sides of the road are approximately 2.5 metres wide. A marked centreline exists on the road in the vicinity of the development. A 60 km/h speed limit applies to this section of road with a 40 km/h school zone operating during school start and finish times.

Photograph 3 – High Street in the vicinity of the site.

3.2 Hunter Street

Hunter Street in the vicinity of the site is a local access road under the care and control of Maitland City Council with its primary function providing access to All Saints College St Peter's School and residential streets and properties along its length and in Horseshoe Bend. In the vicinity of the site Hunter Street is a two lane two way sealed urban road with a marked centre line and has kerb and gutter and drainage on both sides of the street. Travel lane widths are in the vicinity of 3.5 metres in width and parking lane widths are approximately 2.5 metres. A 50 km/h speed limit applies to this section of road At the time of inspection Hunter Street in the vicinity of the site was observed to be in fair condition (see ***Photograph 4***).

Photograph 4 – Hunter Street in the vicinity of the site.

3.3 Odd Street

Odd Street in the vicinity of the site is a local access road under the care and control of Maitland City Council with its primary function providing access to properties along its length. In the vicinity of the site Odd Street is a two lane two way sealed urban road and has kerb and gutter and drainage on both sides of the street. It has a carriageway width of about 6.5 metres which allows two-way traffic flow and parking on one side of the road at low speeds. During site inspections there was a significant on-street car parking demand associated with the existing businesses in the area and All Saints St Peters College. A 50 km/h speed limit applies to this section of road At the time of inspection Odd Street in the vicinity of the site was observed to be in fair condition (see ***Photograph 5***).

4.0 ROAD NETWORK IMPROVEMENTS

There are no known road upgrades in the vicinity of the site that will increase the capacity of the local road network.

Further improvements to the local road network may be undertaken in the future in line with Maitland City Council's Works Programmes.

Photograph 5 – Odd Street in the vicinity of the site.

5.0 TRAFFIC VOLUMES

Intersect Traffic engaged Northern Transport Planning and Engineering (NTPE) to undertake traffic data collection via manual counts during AM (2 June 2016) and PM (1 June 2016) peak periods at the signalised 4-way cross intersection of High Street, Hunter Street and Victoria Street shown in ***Photograph 6*** below. In terms of the manual intersection counts the identified peak hour periods were 8.00 am – 9.00 am & 3.15 pm to 4.15 pm.

The peak hour volumes recorded on the High Street and Hunter Street road sections from these counts are provided in ***Table 1*** below. Traffic data collected as part of this assessment is provided within ***Attachment B***. The 2016 traffic volumes have been converted to 2022 and 2032 values through the adoption of a 1.5 % per annum background traffic growth factor as recommended by Transport for NSW (TfNSW) for the lower Hunter area.

Table 1 – Peak Traffic Volumes - Summary Results

		2022		2032	
Road	Section	AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)
High Street	Northwest of Hunter Street	1109	1185	1287	1376
High Street	Southwest of Hunter Street	1108	1218	1285	1414
Hunter Street	North of High Street	154	217	179	251

These AM and PM peak hour traffic volumes on High Street and Hunter Street were adopted in this assessment. Note the Maitland Mercury vacated the site in 2012 therefore when the 2016 traffic counts were undertaken little if any traffic was being generated from the site.

Photograph 6 – High Street / Hunter Street signalised intersection.

6.0 ROAD CAPACITY

The capacity of urban roads is generally determined by the capacity of intersections. However, Table 4.3 of the *RTA's Guide to Traffic Generating Developments* provides some guidance on mid block capacities for urban roads for a level of service C. This table is reproduced below.

Table 4.3
Typical mid-block capacities for urban roads with interrupted flow

Type of Road	One-Way Mid-block Lane Capacity (pcu/hr)	
Median or inner lane:	Divided Road	1,000
	Undivided Road	900
Outer or kerb lane:	With Adjacent Parking Lane	900
	Clearway Conditions	900
	Occasional Parked Cars	600
4 lane undivided:	Occasional Parked Cars	1,500
	Clearway Conditions	1,800
4 lane divided:	Clearway Conditions	1,900

Source: - RTA's Guide to Traffic Generating Developments (2002)

Based on this table it is considered that High Street and Hunter Street would both have a two way mid- block capacity of up to 1,800 vph if a level of service of C was considered acceptable on local roads. Neither of these two roads would be subject to assessment against the environmental capacity goals of TfNSW due to the existence of school traffic in these streets and the lack of residential properties in the streets. Being a major collector road it would be acceptable for High Street to be operating at a LoS D with lane capacities up to 1,100 vtph. Therefore High Street is considered to have a two-way mid-block capacity of 2,200 vtph.

From the traffic volume data collected by Northern Transport Planning and Engineering (NTPE) for this assessment it can be seen that as the highest existing peak two way mid-block traffic volumes (High Street – 1,200 vtph & Hunter Street 213 vtph) are less than the determined two way mid-block road capacities of 2,200 vtph and 1,800 vtph respectively, therefore there is existing spare capacity within the local road network to cater for additional traffic generated by development in the area and the existing local road network is currently operating satisfactorily.

7.0 ALTERNATIVE TRANSPORT MODES

7.1 Public Transport

Hunter Valley Buses run public transport (bus) services in the area. Routes 179, 180, 181, 182 and 183 run along High Street through Maitland (see ***Figure 2*** below) servicing or providing connection to other bus services locally, to Raymond Terrace, Singleton, Paterson, Gresford and to train stations for travel throughout the Hunter region and further.

The two nearest bus stops are located on High Street within convenient walking distance (approximately 100 metres) from the site. The bus services provide frequent and regular public transport that could be utilised by staff and customers of the hotel and function centre.

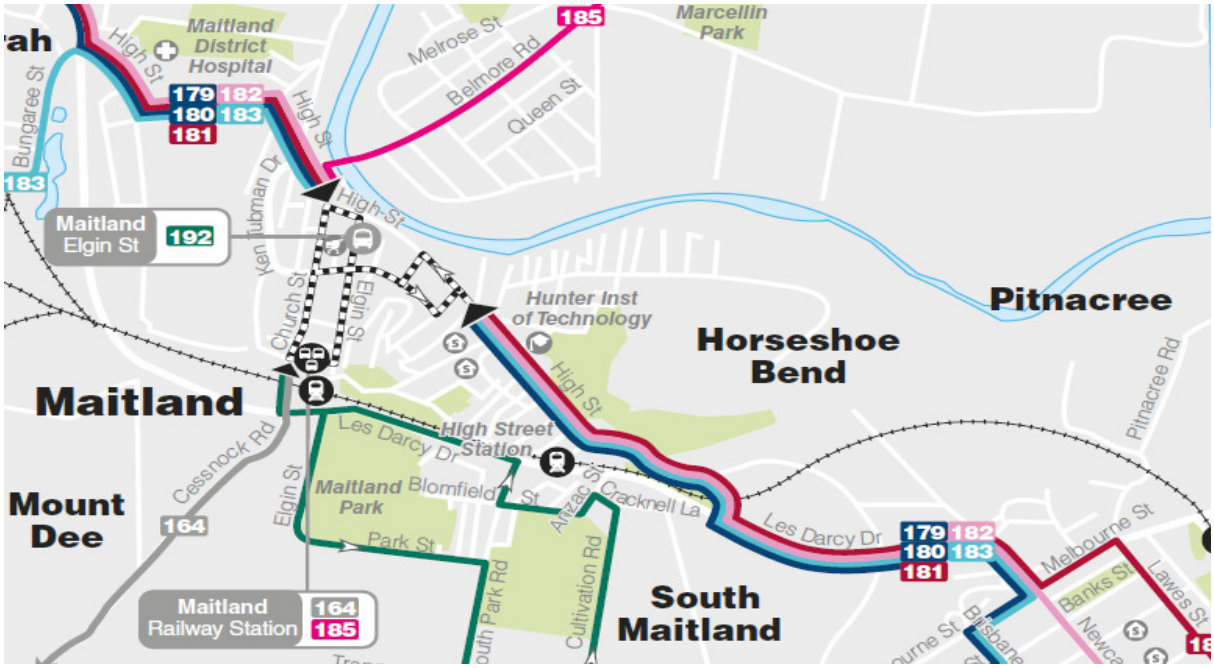


Figure 2 – Bus route map.

7.2 Pedestrians

There are full-width concrete pedestrian footpaths over the High Street and Hunter Street frontages of the proposed development. These footpaths extend to Carrington Street to the north and connect to other full width paths in High Street east and west of the site. They connect to all the

adjoining commercial areas and to the High Street railway station 650 metres south-east of the site. A 1.2 metre wide pedestrian footpath extends along the Odd Street frontage of the site from Hunter Street to the site access.

At the High Street / Hunter Street intersection, (previous ***Photograph 6***) an at-grade signalised pedestrian crossing and marked pedestrian crossing exists for crossing all legs of the intersection. This crossing allows pedestrians to safely cross the local road network to connect to the development site. ***Photographs 7 , 8 & 9*** show the pedestrian facilities adjacent to the site.

Photograph 7 – Footpath along High Street frontage

Photograph 8 – Footpath along Hunter Street frontage

Photograph 9 – Signalised pedestrian crossing High Street

7.3 Bicycles

Hunter Street has cycleway markings on the road surface on both sides of the street in the vicinity of the development running to the north to Hunter River levee bank and to the on-road cycleway in Carrington Street which then runs south to via James Street. There are no on or off-road cycle facilities in other streets in the area. Cyclists would currently be required to share the travel lanes on High Street and Hunter Street.

8.0 DEVELOPMENT PROPOSAL

The development proposal is an adaptive re-use of the existing buildings to provide a 28 room hotel with restaurant / dining facilities, a separate function centre and four commercial tenancies. The development concept plans are shown in ***Attachment A***. Specifically the site development includes internal alterations and additions to provide;

- A 28 room hotel with reception, ;lounge and restaurant / dining facilities (pax - 60 persons) (111.33 m^2);
- A separate function centre (pax - 100 persons) (212.71 m^2);
- Provision of four(4) commercial tenancies ranging in size from 42.42 m^2 GFA to 215.64 m^2 GFA (Total GFA – 428.78 m^2);
- Use of existing vehicular access to Odd Street and reconfiguration of existing parking area to provide 17 on-site car parks including 1 accessible parking space; and
- Drainage and landscaping to Maitland City Council requirements.

9.0 TRAFFIC GENERATION

TfNSW's publication "*RTA's Guide to Traffic Generating Developments (2002)*" provides advice on the traffic generating potential of different land uses. The various components of the development and their applicable traffic generation rates are provided below:

Hotel – 28 rooms

Assessed as a motel. Applicable Rates;

Daily Vehicle Trips – 3 per unit
Peak Hour Trips – 0.4 per unit

Hotel – Bar and Dining Facility (Pax – 60 persons, approximate GFA 111.33 m^2)

The rates applicable from the Guide is for restaurants as shown below:

- Daily Vehicle trips – 60 per 100 m^2 GFA
- Peak hour trips – 5 vtph per 100 m^2 GFA

However it is assumed 50 % of trade for this facility will be generated by Hotel guests.

Commercial Tenancies – Total 428.78 m^2

Applicable rates are:

- Daily Vehicle Trips - 10 vtpd per 100 m^2 GFA
- Peak hour trips - 2 vtph per 100 m^2 GFA

Function Centre (Pax – 100 persons, approximate GFA 212.71m^2)

There is no information in regard to conference centres therefore traffic generation prediction is based on first principles analysis. In regard to this development it will be expected that this function centre would be popular for parties and wedding receptions and vehicle occupancy for such events would be in the order of an average 3 persons per vehicle. It is also assumed staff trips and guest trips would not occur within the same peak hour periods. Assuming 1 function per day the likely trip generation rates for the function centre are as follows;

- Daily Vehicle Trips = Pax / 3 x 2 trips plus staff trips (assumed 15 staff for this function centre);
- Peak hour vehicle trips = Pax / 3.

Using these various component rates, the total additional traffic generated (TG) by this development can therefore be calculated as follows:

Calculated daily traffic generation = 28 x 3 + (0.5 x 111.33/100 x 60) + (428.78/100 x 10) + ((100 / 3) x 2 + (15 x 2)).
= 84 + 34 + 42.8 + 96.7
= 257.5 vtph, say **258 vtph**

Calculated peak hour traffic generation = 28 x 0.4 + (0.5 x 111.33/100 x 5) + (428.78/100 x 2) + ((100 / 3)
= 11.2 + 2.8 + 8.6 + 33.3
= 55.9 say **56 vtph**

In distributing this traffic onto the road network the following is assumed;

- All traffic will utilise the High Street / Hunter Street intersection to access the site via the Odd Street access or utilise on-street parking in Hunter Street or Odd Street.
- At High Street 50 % of traffic will have an origin / destination to the west and 50 % of traffic will have an origin / destination east.
- The PM peak is likely to be the critical peak therefore the split of inbound to outbound traffic due to the mix of developments on the site will be 60 % inbound and 40 % outbound.

The resultant development traffic distribution at the High Street / Hunter Street intersection will therefore by as shown in ***Figure 3*** below.

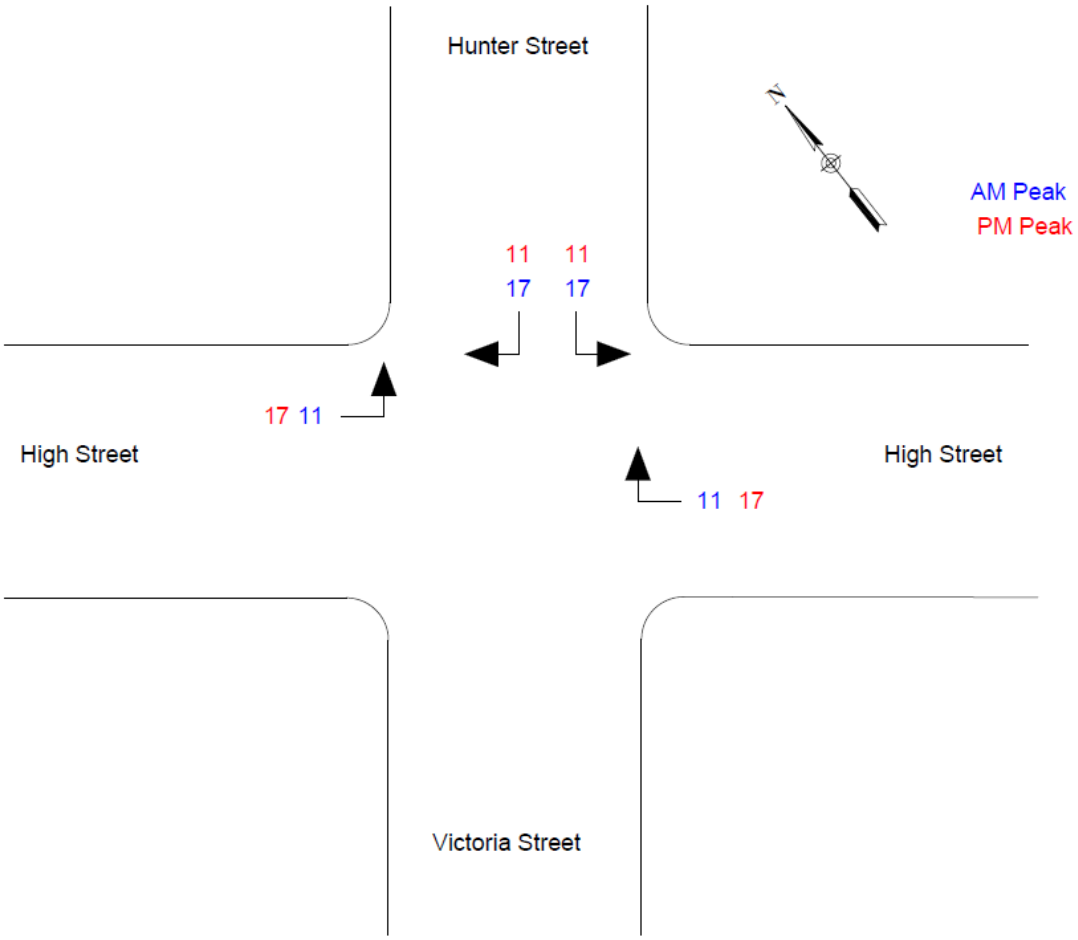


Figure 3 – Development Traffic Trip Distribution.

10.0 TRAFFIC IMPACT ASSESSMENT

10.1 Two-way mid-block Road Capacity

Section 9 above has determined that the additional peak hour traffic volumes generated by the development will be in the order of 56 vtph and when distributed onto the road network would result in the following additional two-way mid-block traffic volumes;

- High Street east of Hunter Street – 28 vtph in both the AM and PM peaks;
- High Street west of Hunter Street – 28 vtph in both the AM and PM peaks; and
- Hunter Street – north of High Street – 56 vtph in both the AM and PM peaks.

Due to the operation of the function centre being only likely to occur in PM periods it is considered that on most occasions the AM peak will not be the same as the PM peak. However assuming they are the same ensures a robust assessment of the traffic impacts of the development.

Section 6 of this report identified that the existing road network around the site is currently operating well below its technical capacity even during peak AM and PM traffic periods. The addition of the development traffic from this development will not result in the two-way mid-block road capacities of the local road network to be reached as demonstrated in ***Table 2*** below.

Table 2 – Two-way mid-block road capacity assessment

			2022 + development		2032 + development		Development Traffic	
Road	Section	Capacity (vtph)	AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)
High Street	Northwest of Hunter Street	2200	1137	1213	1315	1404	28	28
High Street	Southwest of Hunter Street	2200	1136	1246	1313	1442	28	28
Hunter Street	North of High Street	1800	210	273	235	307	56	56

Therefore it can be concluded that the proposed development will not adversely impact on the mid-block traffic flows on the local road network.

10.2 Intersection Capacity

The High Street / Hunter Street / Victoria Street signalised intersection will be the main intersection impacted on by this development. These traffic signals have been observed to work satisfactorily during peak AM and PM traffic periods well below its likely capacity. The addition of 56 traffic movements to this intersection during peak periods would not be expected to adversely impact on the operation of the traffic signals particularly noting that the two-way mid-block traffic flows on both High Street and Hunter Street will remain well below the two-way mid-block capacities through to 2032.

Further the traffic volumes on the intersection post development will also still be less than the traffic volumes on the intersection when the Maitland Mercury newspaper was produced and distributed from the site. Traffic volumes during peak periods for this operation on the site would have been at least equal to but more likely higher than for the proposed redevelopment of the site.

Overall it is concluded that the proposed development would not adversely impact on the operation of the High Street / Hunter Street / Victoria Street signalised intersection or other intersections within the local road network.

10.3 Access

The proposal seeks to utilise the existing vehicular access to the site off Odd Street to provide access to a 17 space car park and servicing area. This access is currently a reinforced concrete driveway (combined entry / exit) approximately 5.5 metres wide.

With the driveway supporting a 17 space car park accessed off a local road *Table 3.1* of *Australian Standard AS2890.1-2004 Parking facilities – Part 1 Off-street car parking* requires the access to be a Category 1 access. *Table 3.2* of *Australian Standard AS2890.1-2004 Parking facilities – Part 1 Off-street car parking* describes a Category 1 access as a combined entry / exit 3 metres to 5 metres wide. Therefore the existing driveway complies with the Australian Standard in regard to the type and width of access.

The existing driveway is not within a prohibited zone as described in *Figure 3.1* of *Australian Standard AS2890.1-2004 Parking facilities – Part 1 Off-street car parking* and sight distance at the driveway exceeds the requirements of the *Standard* provided in *Figure 3.2* which is a minimum 45 metres for a 50 km/h frontage speed.

Therefore it is concluded that use of the existing vehicular access to Odd Street proposed within the development is satisfactory as the access would still comply with the requirements of *Australian Standard AS2890.1-2004 Parking facilities – Part 1 Off-street car parking.*

10.4 On-site car parking

Appendix A of Part C – Design Guidelines within the *Maitland City Council's DCP (2011)* provides the minimum parking requirements to be provided for developments in the LGA. In regard to this development the relevant rates would be;

Hotel (28 rooms)

1 space per unit + 1 space per 2 employees

Restaurant (111.33 m^2 GFA – 60 pax) & Function Centre (212.71 m^2 – 100 pax)

1 space per 6.5m2 service area or 1 space per 3 seats WHICHEVER IS GREATER

Commercial Tenancies (4 off – 428.78 m^2 GFA)

As the site is within the Maitland City Centre (*Appendix C of Part C Maitland DCP (2011*))

1 space per 45 m^2 GFA

Therefore based on the assumption that 50 % of the dining room will be used by motel guests and the hotel will be manned by a maximum 2 staff for reception check-in and check-out the DCP parking requirement for the development can be determined as follows;

DCP parking = (28 x 1 + 2/2) + 0.5 x 60/3 + 100/3 + 428.78 / 45
= 29 + 10 + 33.3 + 9.5
= 81.8 say **82 spaces**.

With only 17 spaces provided within the car park the development represents a significant 65 space deficiency on the DCP requirement. Therefore to support the development Maitland Council will need to agree to apply a variation to its DCP requirement for the development.

In seeking a variation to the DCP rates it is considered the development has justification for the variation to the DCP rate for the following reasons as follows;

1. The development seeks to adaptively re-use an important historical site in the Maitland City Council area preserving the historical fabric of the site.
2. The development provides a much needed tourist accommodation and function centre facility in the Maitland City Centre that will have financial benefits to other businesses in the Centre.
3. In preserving the buildings on the site there is limited space to provide the required on-site car parking and to comply with the DCP would result in the loss of buildings on the site and thus the historical significance of the site.
4. The operation of the previous land-use on the site (production of the Maitland Mercury daily newspaper) resulted in an historical parking deficiency on the site that can be applied to reduce the DCP parking requirement for the site.
5. There is sufficient on-street and other public car parking areas available to cater for the parking demand generated by the development during peak parking demand periods.

In terms of the previous use of the site, this would fall under the definition of an Industrial use therefore under the current DCP would require the following car parking supply.

- 1 space per 75 m2 GFA or 1 space per 2 employees WHICHEVER IS GREATER

Noting the GFA of the existing buildings on the site as approximately 2,300 m^2 GFA the area DCP car parking calculation shows a requirement for 31 car spaces on the site. Without knowledge of staff numbers at the Mercury this is the parking requirement used to calculate the historical parking deficiency. It is difficult to determine the number of parking spaces provided on the site however with most of the proposed car parking area used for servicing with manoeuvring required for delivery vehicles and distribution vehicles it is considered reasonable to assume the historical on-site car parking deficiency of approximately 30 spaces. Applying this to the development would result in the car parking deficiency being reduced from 65 spaces to 35 spaces. Therefore if the deficiency is now reduced to 35 spaces the consequences of providing or not providing the required car parking needs to be considered.

To provide additional car spaces would require the removal of one or two of the existing buildings thereby destroying or adversely impacting an historical landmark in the Maitland City Centre. This is not considered a desirable outcome therefore the consequences of not providing the parking is needed.

In considering not providing the additional car parking it should be noted that the peak car parking demand will come with the operation of the Function Centre. Peak operation of the Function Centre is almost exclusively likely to occur during weekday evenings and / or weekend lunchtime and evening periods. Therefore these will occur during non-business hours and as such significant on-street car parking and nearby public parking will be available within convenient walking distance of the site that could cater for the overflow of parking. These areas would include;

1. On-street car parking southern side of Odd Street between Hunter Street and James Street – approximately 30 spaces.
2. Both sides of Hunter Street between High Street and dead end – approximately 50 spaces.
3. High Street 250 metres either side of site. – approximately 90 spaces
4. Victoria Street south of High Street – approximately 50 spaces
5. Council Civic Centre Car Park (not including Senior Citizens Centre Parking) – approximately 30 spaces; and
6. Council car park next to PCYC – 20 spaces.

This audit shows that there is approximately 270 on-street and off-street public car parking areas that could be used by Function Centre guests when attending functions. As the likely function centre / development overflow is likely to be in the order of at worst 65 spaces it is considered reasonable to conclude that there is sufficient available alternative car parking options to cater for the peak parking demand of the development as well as other businesses / facilities / developments in the area. Therefore it is reasonable to conclude the development will not

adversely impact on the availability of public on and off street car parking in the vicinity of the site during the likely peak operation times for the development.

10.5 Servicing

The development is likely to be serviced up to 5 times a day by service vehicles ranging in size from small rigid vehicles such as food deliveries, laundry services and trade vehicles to medium rigid vehicles such as waste collection and beverage deliveries. The larger vehicles would only likely delivery on a frequency of 1 delivery / service per week. These deliveries will occur generally in the early AM periods to minimise conflict with light vehicles in the car park. The smaller vehicles will utilise vacant car parking spaces if the proposed small vehicle service bay next to car park 11 is being used.

Larger vehicles will reverse into the site from Odd Street and collect waste or deliver from the wide aisle within the car park as historically has been the case on the site. These services have a turnaround time less than 15 minutes therefore would only be a minor nuisance to the operation of the car park. These movements will also be planned to occur during non-peak periods for the development.

11.0 PEDESTRIAN FACILITIES

The proposed development may generate some external pedestrian traffic however the existing pedestrian infrastructure around the site is considered excellent with full width or 1.2 metre wide concrete footpaths existing within High Street and Hunter Street connecting to local transport facilities and adjoining on-street car parking areas. Therefore no nexus exists for the provision of additional pedestrian infrastructure as a result of this development.

12.0 ALTERNATIVE TRANSPORT MODE FACILITIES

The proposed development will not generate any significant increased demand for public transport services or increase bicycle traffic in the area. Therefore no nexus exists for the provision of additional public transport services or infrastructure as a result of this development nor is there nexus for the provision of additional bicycle infrastructure in the area as a result of this development.

13.0 CONCLUSIONS

This traffic and parking assessment for the proposed adaptive re-use of the old Maitland Mercury buildings for a hotel and function centre on Lots 11 and 12 DP 1172875, 258 High Street and 2 Hunter Street, Maitland has determined the following;

- Current traffic volumes on the local and state road network are below the technical mid-block capacities of the roads and as such there is spare capacity within the road network to cater for development in the area and the existing road network is currently operating satisfactorily.
- The proposed development is likely to generate up to 258 vtpd or 56 vtph during peak operating periods.
- The proposed development will not adversely impact on the mid-block traffic flows on the local road network.
- The proposed development will not adversely impact on the operation of the High Street / Hunter Street / Victoria Street signalised intersection or other intersections within the local road network.
- The proposed use of the existing vehicular access to Odd Street is satisfactory as the access would still comply with the requirements of *Australian Standard AS2890.1-2004 Parking facilities – Part 1 Off-street car parking.*
- Under Maitland Council's DCP (2011) the development is required to provide a minimum 82 on-site car spaces.
- As the proposal is an adaptive re-use of the existing buildings on the site it can only provide a total of 17 on-site car spaces for the development. Therefore the development represents a 65 space deficiency on the DCP requirements therefore to support the proposal Council will need to support a variation to the DCP requirements and the variation needs to be justified.
- Justification for the variation is provided on the basis that the proposal is an adaptive re-use of an historical site important to the Maitland City Centre area. The site has an historical parking deficiency that would halve the car parking requirement for the site and to provide the additional parking on-site would require demolition of one of the historical building on the site. The consequence in not providing the required on-site car parking is to increase the on-street and off-street public car parking demand within 250 metres of the site. However the peak operating times for the development will occur with use of the function centre which is most likely to occur outside normal business hours both on weekdays and weekends when parking demand for the available on and off-street public car parking areas is low. An audit of available on and off-street public car parking within convenient walking distance of the site has shown there is at least 270 car parking spaces available for use by this and other developments / businesses in the area.
- Therefore it is reasonable to conclude the development will not adversely impact on the availability of public on and off street car parking in the vicinity of the site during the likely peak operation times for the development.
- Therefore Council could support a variation to the DCP car parking requirements for the development and thus support the development.
- The development can be conveniently and safely serviced using the proposed vehicular access from Odd Street and the wide aisle areas within the car park.
- No nexus exists for the provision of additional pedestrian infrastructure as a result of this development.
- No nexus exists for the provision of additional public transport services or infrastructure as a result of this development nor is there nexus for the provision of additional bicycle infrastructure in the area as a result of this development.

14.0 RECOMMENDATION

Having carried out this traffic and parking assessment for the proposed adaptive re-use of the old Maitland Mercury buildings for a hotel and function centre on Lots 11 and 12 DP 1172875, 258 High Street and 2 Hunter Street, Maitland it is recommended that the proposal can be supported from a traffic impact perspective as it will not adversely impact on the adjoining local road network and complies with all relevant Maitland City Council, Australian Standard and TfNSW requirements subject to Council supporting a justified variation to its DCP on-site car parking requirements.

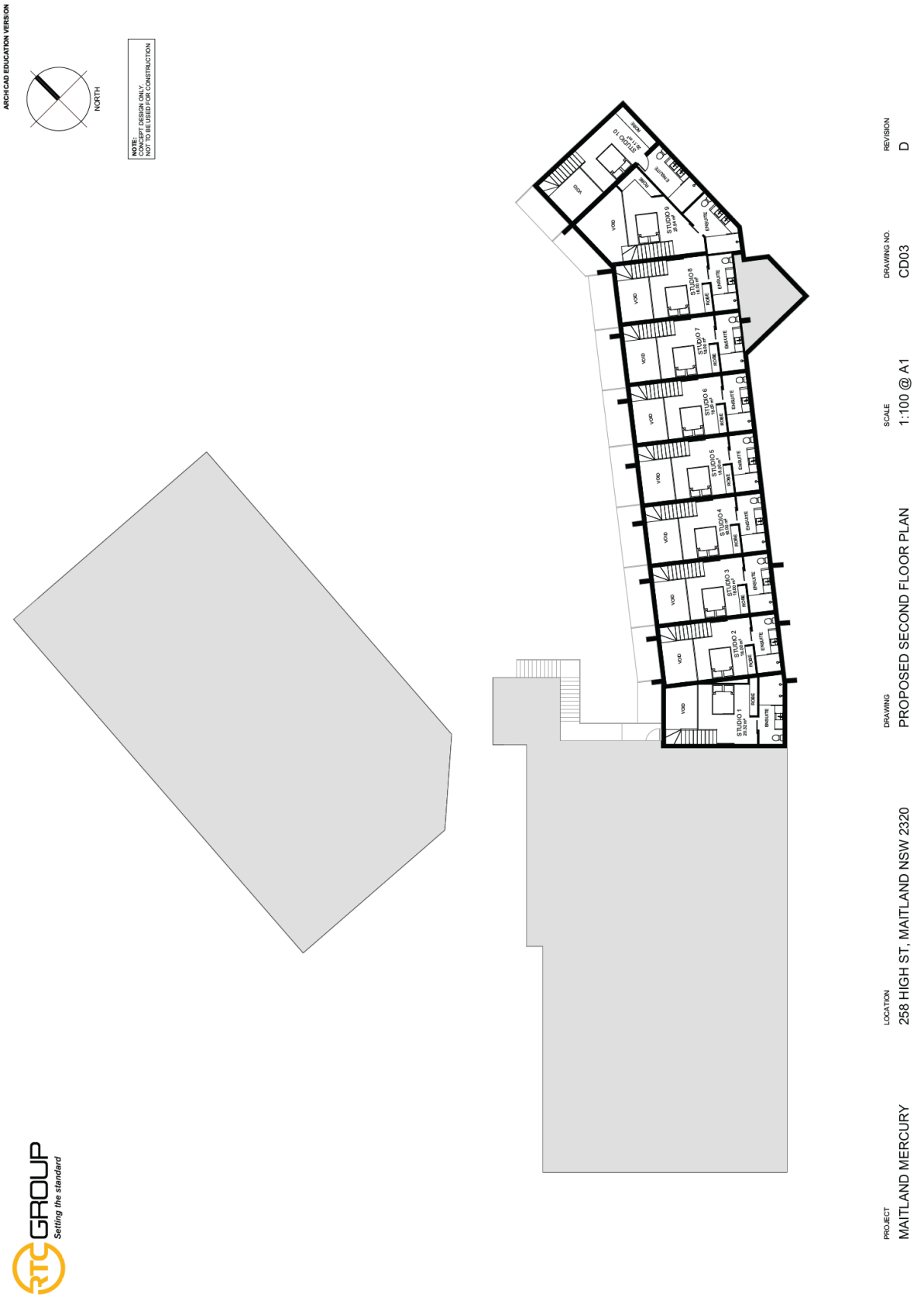
JR Garry BE (Civil), Masters of Traffic
Director
Intersect Traffic Pty Ltd

ATTACHMENT A

Development Plans

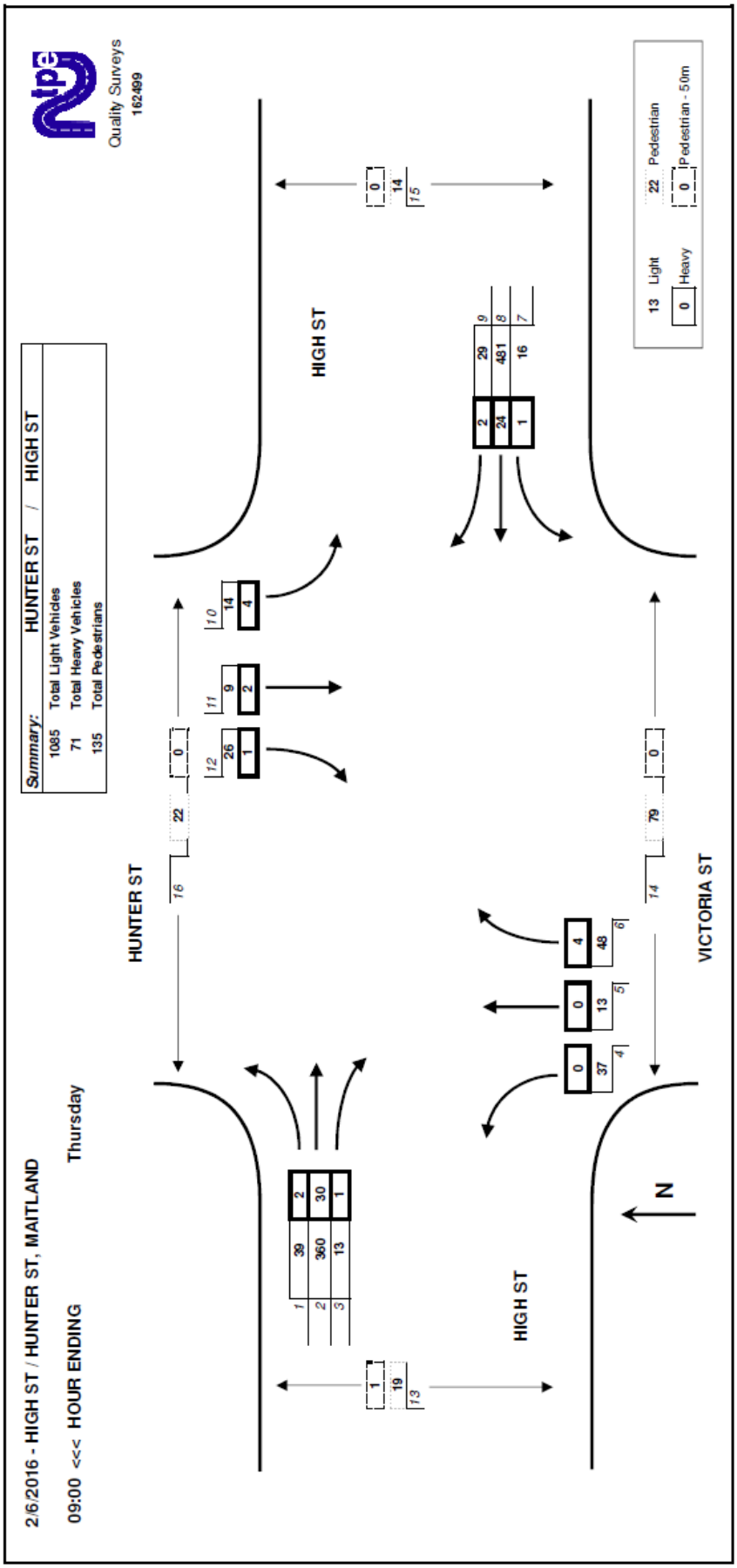

ARCHICAD EDUCATION VERSION
NORTH
NOTE:
CONCEPT DESIGN ONLY.
NOT TO BE USED FOR CONSTRUCTION
HUNTER STREET
HIGH STREET
RTC GROUP
Setting the standard
PROJECT
MAITLAND MERCURY
LOCATION
258 HIGH ST, MAITLAND NSW 2320
DRAWING
PROPOSED GROUND FLOOR PLAN
SCALE
1:100 @ A1
DRAWING NO.
CD01
REVISION
D
WALKWAY
ROOM G07
ROOM G06
ROOM G05
ROOM G04
ROOM G03
ROOM G02
ROOM G01
PRIVATE DINING HALL
BIN STORE
UNISEX BATHROOM
CORRIDOR
DINING HALL
KITCHEN
STORE
COOLROOM
BAR
LIFT
FOYER
OUTDOOR DINING
GALLERY
RECEPTION
ENTRY
LOUNGE
COURTYARD
FUNCTION ROOM
TENANCY 01
TENANCY 02
KITCHEN
CORRIDOR
BATHROOM
ENTRY FOYER
STORE

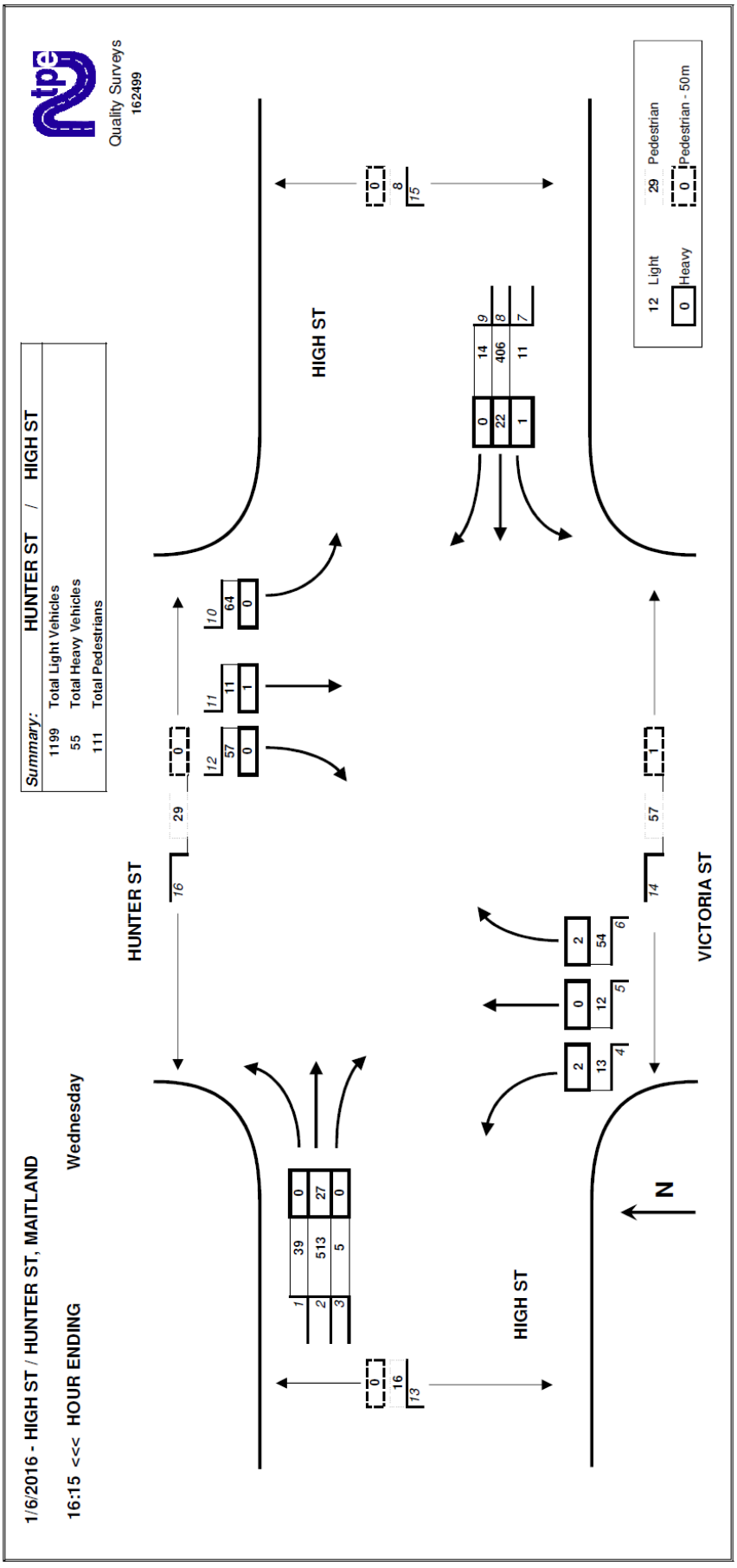

ARCHICAD EDUCATION VERSION
NORTH
NOTE:
CONCEPT DESIGN ONLY.
NOT TO BE USED FOR CONSTRUCTION
HUNTER STREET
HIGH STREET
STORE
BIN STORE
OUTDOOR DINING
COURTYARD
LIFT
STUDIO 1
STUDIO 2
STUDIO 3
STUDIO 4
STUDIO 5
STUDIO 6
STUDIO 7
STUDIO 8
STUDIO 9
STUDIO 10
ROOM 1
ROOM 2
ROOM 3
ROOM 4
ROOM 5
ROOM 6
ROOM 7
ROOM 8
ROOM 9
ROOM F01
ROOM F02
ROOM F03
TENANCY
PROJECT
MAITLAND MERCURY
LOCATION
258 HIGH ST, MAITLAND NSW 2320
DRAWING
PROPOSED FIRST FLOOR PLAN
SCALE
1:100 @ A1
DRAWING NO.
CD02
REVISION
D
RTC GROUP
Setting the standard


ARCHICAD EDUCATION VERSION
NORTH
NOTE:
CONCEPT DESIGN ONLY.
NOT TO BE USED FOR CONSTRUCTION
STUDIO 10
STUDIO 9
STUDIO 8
STUDIO 7
STUDIO 6
STUDIO 5
STUDIO 4
STUDIO 3
STUDIO 2
STUDIO 1
VOID
ENSUITE
KORE
RTC GROUP
Setting the standard
PROJECT
MAITLAND MERCURY
LOCATION
258 HIGH ST, MAITLAND NSW 2320
DRAWING
PROPOSED SECOND FLOOR PLAN
SCALE
1:100 @ A1
DRAWING NO.
CD03
REVISION
D

ATTACHMENT B

Traffic Count Sheets


2/6/2016 - HIGH ST / HUNTER ST, MAITLAND
Thursday
09:00 <<< HOUR ENDING
Quality Surveys
162499
Summary: HUNTER ST / HIGH ST
1085 Total Light Vehicles
71 Total Heavy Vehicles
135 Total Pedestrians
HUNTER ST
HIGH ST
HIGH ST
VICTORIA ST
N
13 Light
0 Heavy
22 Pedestrian
0 Pedestrian - 50m


1/6/2016 - HIGH ST / HUNTER ST, MAITLAND
16:15 <<< HOUR ENDING
Wednesday
Quality Surveys
162499
Summary: HUNTER ST / HIGH ST
1199 Total Light Vehicles
55 Total Heavy Vehicles
111 Total Pedestrians
HUNTER ST
HIGH ST
VICTORIA ST
HIGH ST
N
12 Light
0 Heavy
29 Pedestrian
0 Pedestrian - 50m