

10 November 2021

P1989 PP 8 Edward Street Morpeth RFI

Perception Planning  
Maitland Road  
Mayfield NSW

**Attn: Erin Daniel**

Dear Erin,

## **Response to Council Comments - Proposed Function Centre, 8 Edward Street, Morpeth, NSW**

The following letter has been provided in response to items raised by Maitland City Council regarding access and parking for the proposed temporary function centre at 8 Edward Street, Morpeth.

### ***Vehicular Access and parking Arrangements***

*A revised Traffic Assessment and Engineering Plans to include the following:*

*Provide a review of the current and proposed traffic volumes on Close Street also traffic operating conditions and flows.*

During the survey period there were no vehicles observed to enter or exit Close Street/Brisbanefield Road in the vicinity of the site. This length of road provides vehicle access to four residential dwellings plus the subject site. Applying the standard trip rates from the Guide to Traffic Generating Developments five dwellings could generate 4 trips in the AM and PM peak and less of a weekend or out of peak times. Daily trips would be in the order of 37 trips split inbound and outbound.

The intersection of Close Street and Edwards Street operates well with no noted delays for road users. Edwards Street has priority and demands on this road were less than 120 vehicles per hour two way.

Trips associated with the proposal may approach the site from the south (Morpeth and beyond) or the east with most traffic likely to be distributed across either route. As detailed in the assessment, the impact of up to 40 additional vehicles either inbound or outbound on either Swan Street or Edwards Street will have an acceptable impact given flows are less than 120 vehicles per hour two way. Allowing for shared travel traffic generation associated with the function centre likely to be less than this, split across both Swan Street and Edwards Street. The overall hourly flows would remain well below the desirable environmental limit of 200 vehicles per hour.

*Servicing requirements. Based on the proposed usage and the nature of the development, at least one (1) loading bay shall be provided within the development site. The loading area shall be designed in accordance with AS2890.2 for the largest (service/delivery) vehicle size likely to enter the facility. The dimensions of the bay will depend on the type of vehicle to be accommodated. The loading area shall be signposted and/or linemarked and not to be used for other purposes such as customer parking. The applicant is to ensure that the proposed service vehicle size can manoeuvre into and exit the site in a forward direction without causing conflict to the movement of traffic on-site and in the frontage street.*

A suitable loading area shall be provided within the development site, signposted to indicate its use as a loading bay.

Given the size of the site there are no constraints anticipated for service vehicles to manoeuvre and exit the site in a forward direction.

As a function centre such service vehicles will be managed to either arrive and depart prior to the arrival of guests or shall leave after the event has been packed up. The majority of guest parking is being provided separate to the loading area which shall be within the vicinity of the building. Loading and unloading will occur within the site and so not impact the frontage street.

*Bus/coach drop off and set down areas within the site, not interfering with pedestrians and internal vehicular circulation.*

As a temporary function centre it is anticipated that a group travelling together having arranged a private bus would be known to other guests at the function. In this way the need for a dedicated drop off area is reduced with a bus able to park within the site or within the carpark to allow guests to alight. Such travel arrangements would allow for a smaller bus such as a 12 seater buses e.g. Toyota Hi-Ace style or 22 seater Toyota Coaster style vehicles. These vehicles can park within the carpark along with other guests arriving by car.

*Traffic Management Plan including:*

- *Management of the proposed alternate travel modes*
- *Management of all parking areas to ensure no overflow into the street and for safety of vehicle movements.*
- *Management for wet weather days*
- *Traffic direction and management during peak period (i.e. how traffic both internal and frontage road traffic will be managed during high influx and outflow of vehicles arriving and departing).*
- *Provide appropriate mechanism to ensure that patrons will not just park on the street and no queuing within the public road.*

As the facility will cater for 120 attendees the demand for traffic management is minimal.

Signs shall be installed within the site directing guests to the carpark and wayfinding signs shall direct pedestrians to the facility.

The provision of parking within the site will be adequate to accommodate the demands for the facility with overflow parking provided to ensure there is no parking on street.

The web site for the function centre will direct attendees to approach the site via Swan Street which shall allow for a left turn into the site allowing free flow with minimal delays.

Traffic demands on Close Street are minimal. During the site work no vehicle movements occurred along this length of road. In this way there is minimal impact on frontage road traffic.

Outbound traffic will exit the site and connect with the local road network. Opposing vehicles on either Close Street or Swan Street (west bound) are minimal and so create little delay for patrons leaving the site.

*Recommended improvement works. From a site visit, it appears that Close Street only consists of one (1) lane sealed surface and capable for low traffic volume only. The consultant traffic engineer shall specify traffic control measures and any required road works that would be necessary to accommodate the increased traffic and to ensure safety of all road users. Noted that the increased of heavy vehicle movements (buses, coaches, service vehicles and deliveries) is likely to impact the existing road pavement/condition of Close Street.*

Demands for heavy vehicles associated with the function centre are minimal with servicing most likely by van and small trucks. (eg catering, floral deliveries etc). As detailed above bus and coach movements are not expected to be a regular arrangement and waste collection is consistent with the existing local arrangements.

This length of Close Street would have carried higher demands for heavy vehicles associated with this site's rural nature eg milk collection, feed deliveries, fertiliser etc.

Attendees will be directed to approach the site from Swan Street, reducing the demands for additional traffic along Close Street. This will be supported by promotional material on line and to patrons as well as signage where appropriate.

*Revised Parking Demand, addressing the following:*

*The proposed car occupancy of 3 seems excessive. Council may consider a mean car occupancy of 2.3 for the proposed development (similar to the mean car occupancy for Markets at 2.3 and Restaurants at 2.2 in Guide to Traffic Generating Developments,). If the applicant is willing to use a car occupancy higher than 2.3, appropriate research reports and on surveys of similar developments shall be submitted in support of the development application as the car occupancy has an impact on trip generation and parking demand.*

*The number of staff (all employees related to the event such as receptionist, waitresses/waiters, venue manager, photographer, set up and take down staffs etc) also relevant in assessing the peak parking demand for the site.*

*Formal car parking of 10 cars with the overflow using the paddock is inadequate for the number of patrons and will lead to significant problems in wet weather (vehicles tracking dust/mud and potential erosion issues and scouring). The applicant shall provide all weather access and parking that is adequate for the development parking demand.*

*Note: The required parking number based on the parking demand shall be provided wholly within the development site. Any on-street parking will impact the existing level of service, safety of the road network and constraining traffic flow especially when vehicles are parked.*

Whilst the Maitland DCP does not provide a parking rate for a function centre use, the application of car occupancy rates consistent with markets or restaurants is not considered appropriate. Guests attending weddings etc are most likely to travel together with family or friends. Hence the car occupancy of 1 space per 3 attendees would be appropriate.

As a comparison Cessnock City Council DCP provides a parking rate for function centres at the rate of 1 space per 5 attendees which could be considered comparable for the proposed development given the similar non-urban nature of much of Cessnock.

In addition to the owner/operator who is already on site, there may be up to five staff on site at any one time and so parking for a total of 45 vehicles is appropriate. A parking area as detailed by others is proposed to accommodate the parking needs of the function centre within the site to ensure there are no parking impacts on street.

We trust that the above provides the information Council requires.

Please feel free to contact our office on 4032 7979 should there be any further queries.

Yours sincerely



**Sean Morgan**  
Director