

Azusa Sekkei Co Ltd c/- dwp
16 Telford Street, Newcastle NSW 2300 Australia
Attention: Mr Edward Clode
E: edward.c@dwp.com

Dear Ed,

Re – Nihon University Newcastle Campus (SSD 9787)
Traffic Planning and Engineering Issues raised in EIS Responses by the Approval Authorities

Further to our meeting and discussions this letter provides responses to the traffic and transport issues raised by the approval authorities in relation to the above matter. This includes the City of Newcastle acting as the Road Authority under the Roads Act, Transport for New South Wales, and NSW Roads and Maritime Services.

In the first instance, we wish to reiterate that the proposed Nihon University facility is a unique development where the majority of its occupants, both staff and students, will reside on campus and as such require little to no need for personal vehicles and any associated on-site parking. Similarly, the requirements for general vehicular visitations to the campus and the requirement for on-site parking to support this is limited and as we indicate here-in is adequately supported by the car parking strategy proposed for the facility.

1. NSW Agency Responses

It is noted that both Transport for New South Wales (TfNSW) and NSW Roads and Maritime Services (RMS) have not raised any issues of objection to the development proposal. TfNSW highlight the already proposed Green Travel Plan, and Construction Traffic and Pedestrian Management Plan. RMS have note no objections, given Church Street is a local road and hence under the care and control of the City of Newcastle.

2. City of Newcastle Response

The City of Newcastle (CoN) officers have raised the following issues in relation to the development proposal:

- Item 2.1 – Number of University of Newcastle (UoN) Students using Nihon Campus
- Item 2.2 – Review of Traffic Generation in view of the number of UoN Students using Nihon Campus
- Item 2.3 – Potential on Street queuing relating to service driveway
- Item 2.3 – Driveway widening requirement for service vehicles
- Item 2.4 – Servicing – requirements for service vehicle access
- Item 2.5 – Clarification of parking generation for the subject site
- Item 2.5 – Clarification of “other associated uses such as visitor vehicles, service and maintenance vehicles, or other university related vehicles (e.g. shuttle buses.)
- Item 2.6 – Preparation of a Green Travel Plan

Responses to each of these matters are outlined below.

2.1 – Number of University of Newcastle (UoN) Students using Nihon Campus

The overall context of the proposed use of the subject site needs to be considered carefully before the matter of other potential users of the proposed campus facilities can be considered.

It needs to be emphasised quite strongly that this is a campus that is planned to accommodate 100 students and a small number of associated staff only. It is NOT 3000 students such as at New Space, or ~ 6000 students such as is planned for the proposed Honeysuckle Campus of the University of Newcastle. At 9000 students and staff that is almost a factor of 100 (90) times the size of the proposed Nihon campus.

Put simply, the development proposal is for a University ‘micro-campus’ to accommodate the following people:

1. 100 international students accommodated on-site, ranging in age from 15 years and upwards
2. 12 teaching staff accommodated on-site
3. 8 administration staff
4. 4 hospitality staff

And so the potential for tuition, either at high school or university education levels, for local students will be limited to the ability of the 12 teaching staff to be able to fulfil their primary teaching obligations to the international students in the first place, and then have sufficient time free from their lecturing, tutorial, marking and assessment obligations, along with management and other responsibilities.

Given that it is understood that the nature of the primary tuition being offered will be in language and cultural experiences for the international students, the extent to which Japanese language and cultural tuition for local students will be available is low.

As a guide we understand that each teaching staff member may have the opportunity to offer 1 on 1 tuition for individual students, in the form of academic tutorials for example as is the case for music Students at the University of Newcastle Conservatorium of Music. These lessons / tutorials occur mainly after regular (day) class sessions, and allowing for preparation time, lessons and assessment tasks, an additional student load of one student per day on average per 2 teaching staff is considered realistic. Such an extra-curricular student loading would impose a maximum of say 6 additional (local) students per day on the demands generated by the campus, or around 30 per week. This assumes that a substantial portion, at least half of the teaching staff will need to remain 'on call' for their primary international students.

To put this into further perspective, it is not planned for University of Newcastle students to be able to integrate any tuition offered by Nihon University into their formal course loadings at the University of Newcastle. Rather this would be an extra-curricular activity such as the music tuition offered by the Conservatorium of Music outside its formal University study programs.

Response

Extra-curricular student loads are anticipated at a level of 6 additional (local) students per day, or around 30 per week participating in predominantly after-hours tuition. We, therefore, believe that the on-site car parking provisions will more than adequately meet this extra-curricular activity and associated vehicle movements (as demonstrated in item 2.2 and 2.5 below).

2.2 – Review of Traffic Generation in view of the number of UoN Students using Nihon Campus, and

2.5 – Clarification of parking generation for the subject site

Reviewing the development proposal to accommodate the above local student allowance both in terms of traffic generation and parking we have assessed the sites demands as follows:

People	Number	Traffic Generation	PARKING		
			Required	Demand	Supply
international students accommodated on-site	100	NIL	NIL	NIL	NIL
teaching staff accommodated on-site	12	NIL	NIL	NIL	NIL
administration staff (local)	8	8 max	1 per 2	4	4
hospitality staff (local)	4	4 max	1 per 2	2	2
Visitors (Day – 50% PEAK ONLY))	13	7	1 per 100	13	13
Local students (evening)	6	6	3	6 max	6
TOTAL (Day)		19		19	19
TOTAL (Evening)		18		12	12

The above applies a conservative 100% of local staff (administration and hospitality) generating car trips and parking generally in accordance with a school facility as nominated in Councils parking DCP. This traffic generation is not even representative [higher] of the current journey to work statistics for the traditional travel patterns to the Newcastle CBD. Also in terms of site visitors, it is expected that most would arrive post AM peak, and leave pre PM peak. Again a conservative 50% is assumed as a peak period traffic generation factor. And given the promotion of alternative transport planned (refer to our previous recommendations regarding development of a Green Travel Plan) this level of parking provision is considered appropriate for the site's travel needs.

In terms of parking supply and demand the above quantities reveal that the site operations as planned are able to be accommodated within the parking supply as nominated for the proposal.

It should be noted that the above makes no allowance for the successful implementation of a Green Travel Plan for the subject site, which would be expected to reduce the local traffic generation and parking demand to even lower levels than assumed here.

Response

We believe that the above analysis demonstrates that the on-site car parking provision of 20 spaces will more than adequately meet the general traffic generation for the proposed development including the extra-curricular activity (as indicated in item 2.1 above).

2.3 – Potential on Street queuing relating to service driveway

The potential for on street queuing of any kind for the subject site is considered minimal. Whilst the car park accommodates up to 20 vehicles, this would mean on average 1 vehicle per 3 minutes of 100% arrive in one peak hour (or leave in one peak hour.) The access driveway as proposed is able to meet the necessary design requirements for a traffic loading of this small nature.

With respect to service vehicles, an alternate approach to access has been considered. However as with the above, the quantity of service vehicles for a 100 student accommodation facility is not going to be any more than say a 100 room boutique hotel. Such a land use activity is likely to generate only a handful of service (delivery) vehicles a day. The likelihood of any on street queuing is therefore considered remote.

By way of a simple comparison, the adjacent Police Station driveway which caters for any number of police vehicle movements per day, on street queuing of vehicles has never been observed.

Response

We believe the above assessment and our site observations demonstrate that the vehicular movements to and from the site will be limited and as a consequence the potential for on street queuing of any kind is minimal.

2.3 – Driveway widening requirement for service vehicles

With respect to service vehicles, we propose an alternate approach to general site access. It is noted though that single lane driveway operations for low volume traffic movements are common place and allowable under the Australian Standard for commercial vehicle off street parking. However we propose to utilise the space of the existing vehicle crossover and adjacent kerb space located west of the police station driveway as an on-street loading zone. This can be achieved in a similar fashion to that provided to the Grand Hotel on the corner of Church and Bolton Streets. The space already exists as a driveway entrance to the site, and would be nearby the service areas within the eastern dormitory building, with clear vehicular access either on its inbound or outbound site. (Depending on the placement relative to the existing police vehicle parking zone). The length of the loading zone can be made sufficiently long for small to medium rigid vehicles which are the anticipated delivery vehicles expected to service the facility. Some minor adjustment to the existing kerbside parking arrangements may be required, but the outcome in terms of use would see the loading zone essentially vacant for most of the business day, and as such it would not impinge on sight lines (in a similar fashion to the Grand Hotel loading zone). An updated site plan depicting this arrangement has been prepared and is attached to this letter.

Response

We believe the above assessment and approach demonstrates that the requirement for a widened driveway is no longer necessary and that the use of the existing driveway crossover space located adjacent to the Police Station driveway on the north-eastern corner of the street front is an appropriate solution to providing a service / delivery loading space for the proposed development.

2.4 – Servicing – requirements for service vehicle access, and

2.5 – Clarification of “other associated uses such as visitor vehicles, service and maintenance vehicles, or other university related vehicles (e.g. shuttle buses.)

The requirements for service vehicle access to the subject site are limited to the following activities:

- Linen services
- Catering supplies
- Waste Removal
- Administration Services – Mail and Parcel Delivery
- Maintenance Vehicles – Typical building services maintenance vehicles only (Air conditioning electrical mechanical etc.)

There is no requirement for shuttle busses as indicated by Council. Nihon will only operate from this one campus and so there are no demands generated for shuttle services of any kind.

Visitor Vehicles are catered for as outlined in 2.3 above.

Again it is emphasised that this campus is planned to accommodate 100 students and associated staff. Not 3000 students such as at Nu Space, or ~ 6000 students such as is planned for the proposed Honeysuckle Campus of the University of Newcastle.

The servicing then of the site is therefore proportionate to this level of student activity and more akin to a boutique hotel than a 10000 plus student university campus.

2.6 – Preparation of a Green Travel Plan

The timing of the Green Travel Plan (GTP) preparation will not significantly influence the determination of traffic generation and parking demand as has been demonstrated above. Rather it is an opportunity to provide information for international students on how best to move around Newcastle for their extra-curricular activities when they will not have licenses or access to motor vehicles. It is also an opportunity for any local staff and students to make use of the same non-vehicular modes of transport for their local journeys.

Nihon University has already committed to preparation of a Green Travel Plan, with the timing proposed to be available for implementation prior to occupation of the site.

The reason for this timing is a very practical one, and can be demonstrated by the successful implementation of Green Travel Plans at many site in Sydney and other large cities. A good local example is that prepared by BTF some years ago for the HMRI facility located on the Rankin Park campus next to John Hunter Hospital.

A GTP is required to understand the travel patterns for its potential users, the patrons of a particular facility. In this case the vast majority of the Nihon Campus patrons are to be accommodated on site. Meaning the GTP needs to address their non-Journey to Education/Work trips. I.e. their extra-curricular trips. At the same time the GTP will need and is able to accommodate the travel patterns for the minor component of local travellers (staff, visitors and local students.)

Collecting data on travel patterns is usually used as part of GTP preparation, but in this instance there are no comparable facilities to make a comparison with. Nor are there any existing staff.

In our view, it is certainly wrong to consider the travel patterns of the Nihon Campus to be in any way similar to that of the University of Newcastle or any other major local University drawing its cohort from a local population.

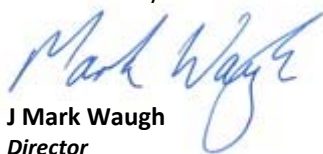
Response

We believe the overall analysis and responses above demonstrate the most appropriate timing as to when best to undertake a GTP and reconfirm our recommendation that the timing of the Green Travel Plan implementation is best suited to delivery before an occupation certificate is released for the site.

Further Information

We trust the above information will assist you in preparing the response to issues for the Department of Planning. Please contact me should you have any queries or if you require further information.

Yours faithfully



J Mark Waugh
Director

Attachment: *A Car Circulation and Services Plan*

Attachment A - Car Circulation and Services Plan

