

## 46 Fitzroy St, Carrington DA 10689 Project

I have some reservations about this project but freely admit that I do not understand all of the implications and requirements of this proposal. There does seem to be some level of information – wrong or missing or left out. I cannot say which BUT some things do not make sense.

Easy things first the proposal states that the hours of operation will be from 6 am to 6 pm, Monday to Friday, with 644 operational workers.

There will be 100 operational workers to erect the building.

There is a café which will operate from 7 am to 4 pm also from Monday to Friday, which will service the needs of the 644 workers.

My first question is where these 644 operational currently work or is there a need for 644 addition workers required by the Port Authority? If these people are already employed, then any consolidation of these employees should be carried out so that NO ACTUAL DIFFICULTIES are caused to the relocation area, by the consolidation proposal.

I really doubt that 644 new employees would be needed by Port Corp!

The proposal indicates that 171 parking spaces and 1 unloading area will be supplied for the staff; 10 visitor parking spaces are also available. This means 161 staff car parks will be available, 8 electric car charging spaces (staff or visitors is not clear), 15 bike spaces and 8 motor bike spaces. With 644 workers at the facility there is an obvious lack of parking spaces.

**6.4.2.3 Applying the RMS Guide to Traffic Generating Development rates, the site could generate an additional 611 trip per day (305 inbound, 306 outbound). Daily flows are likely to be split between Fitzroy Street and Denison Street.**

This statement was copied from the proposal document and does not seem accurate, in any way!!! An extra 611 trips per day, with 1 more outbound than inbound movements – surely all cars will simply come and go. BUT I believe there are 2 problems here –

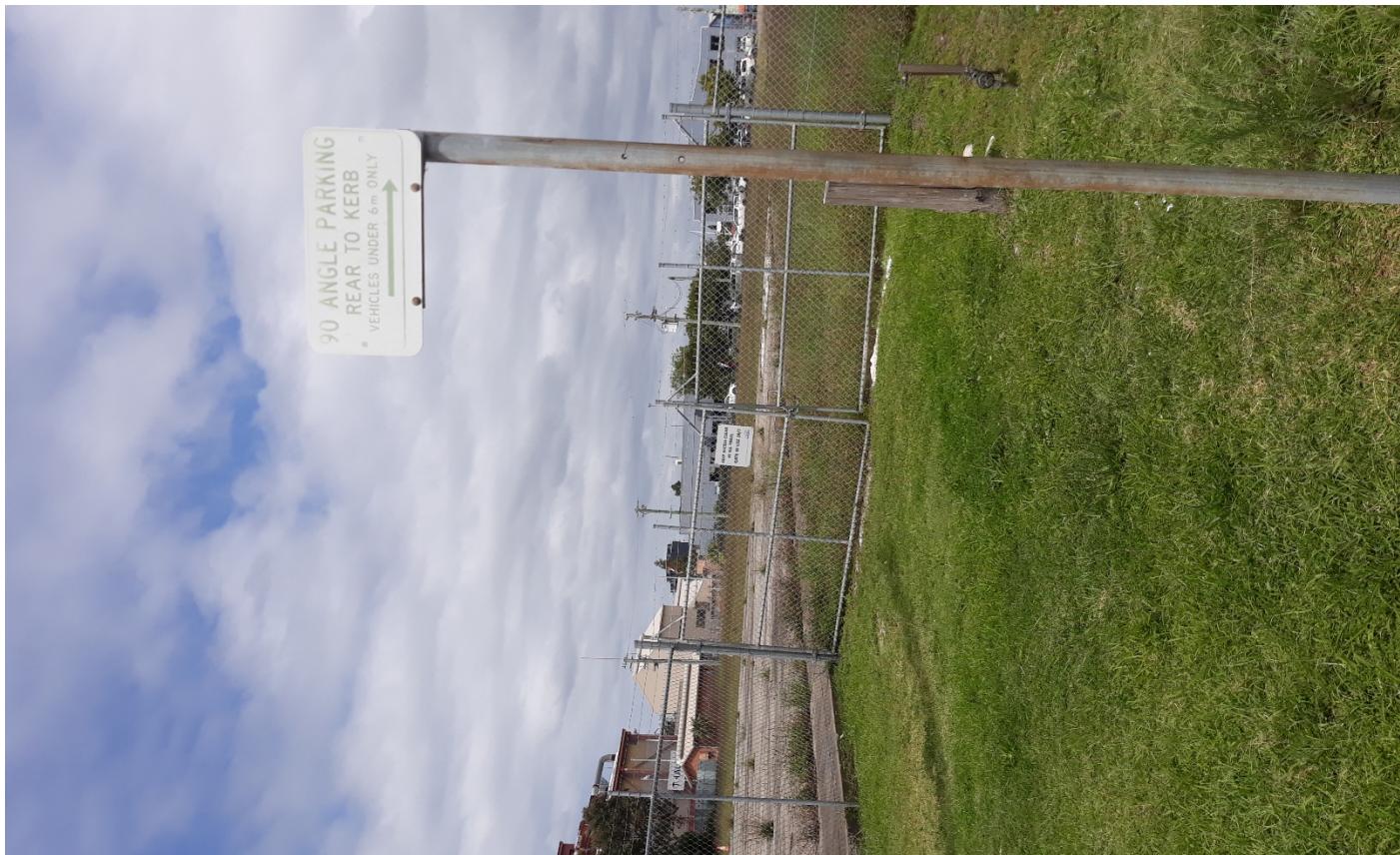
1. 305 inbound trips would suggest that the 161 staff car parks leaving a requirement of 144 parking spaces for the remaining staff to be accommodated.
2. The indication that only 305 vehicles will be coming onto Carrington, with 644 workers present indicates that all workers will carry a passenger in their car or possibly more!!! It is my observation that rarely would any workers necessarily carry passengers, let alone the majority – and for every vehicle without a passenger, another passenger must be carried in another vehicle.

This would suggest, very strongly that more staff vehicles will require on street parking; as will any customers above the 10 visitors that can park in the proposed facility.

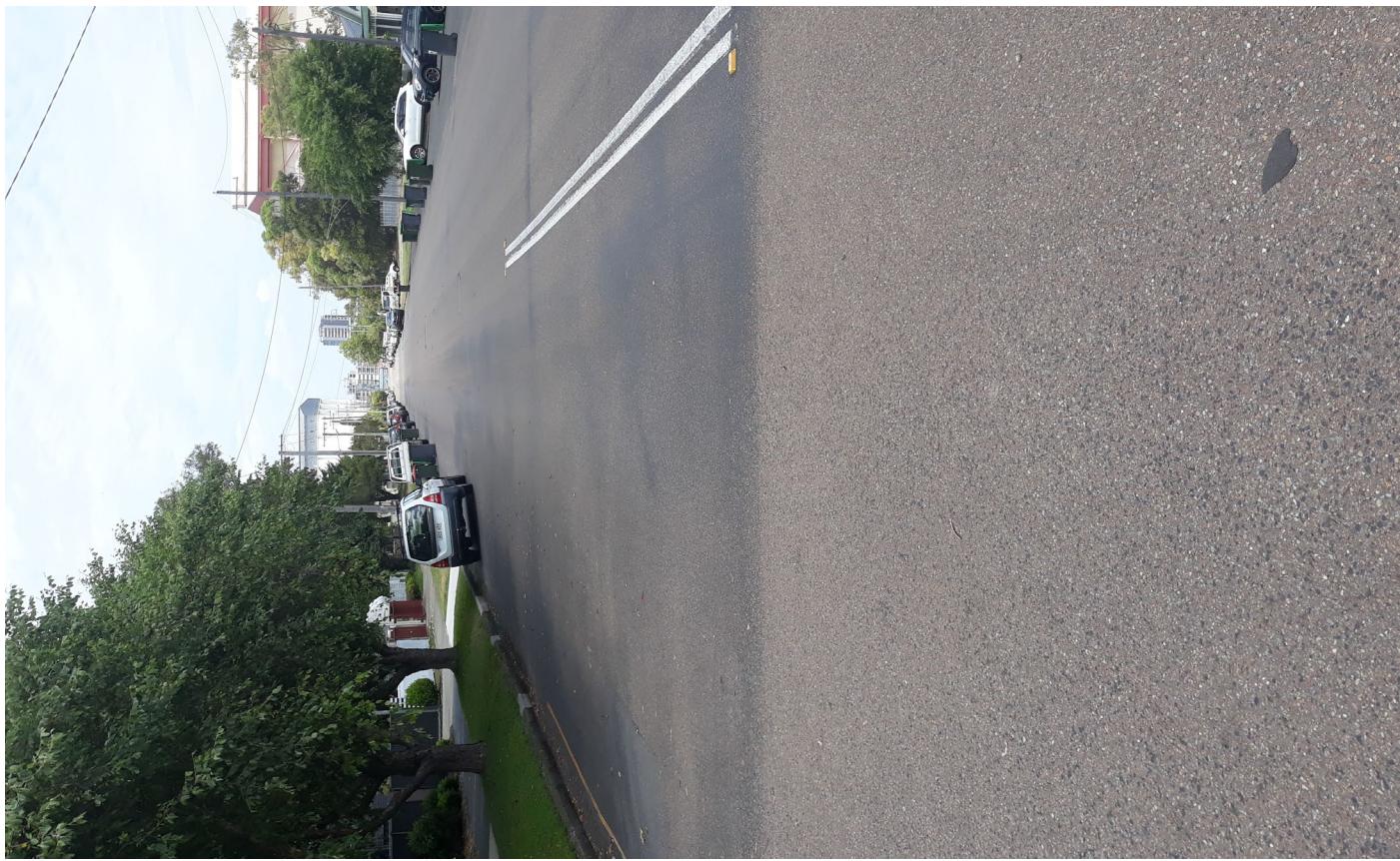
The idea that the vehicles could use both Denison Street AND Fitzroy Street is ridiculous to the extreme, there are no parking places available in Fitzroy Street and no proposed vehicle entry – it is therefore hard to imagine any staff or customers entering the building in this way. The parking available in Denison Street is also limited BUT currently Thales is not working at anything like their capacity, so there is available parking (at times).

I took photos of the roads around the proposed facility on 17/12/2021 – the last day when schools were open, so a number of workers may also have began holidaying?? These photos probably indicate a favourable parking environment.

Denison Street sign showing no ‘timed’ parking Denison Street, the fence is the boundary of the proposed lot.



This photo was taken today 11/1/2022 at 1.30 pm – I had not taken one on 17/12/2021



Fitzroy Street towards Thales no parking is available here even though the proposal says vehicle load will be split between Fitzroy and Denison Streets.

Hi-Vis parking only, warning forklift area! Thales is not working at full capacity as there are many parking spaces than usual in Denison Street.



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This is the 2<sup>nd</sup> instalment showing the lack of parking for this proposal and the traffic problems it will create. On the original document, it was said that there was timed 1-hour parking in Denison Street, which is completely wrong as shown in the 1<sup>st</sup> instalment. There is a similar problem with this proposal in exactly the same position. Figure 5, showing a car on a driveway, gives a false representation of off-street parking for residents on the western side of Denison Street.

All of these western side residents have only on street parking as do some east side residents, and those residents who have more than 1 car per household or those who have no driveway access. The parking on the eastern side of Denison Street is parallel parking. A large portion of the parking spaces are taken up prior to 7 am as the HIC people often start at 4 am and continue arriving until 7 am when almost all workers have arrived.

This instalment and any further instalments display the possible, parking areas available in the vicinity of the proposal and the problems that will occur, when 644 people come to work at this facility.

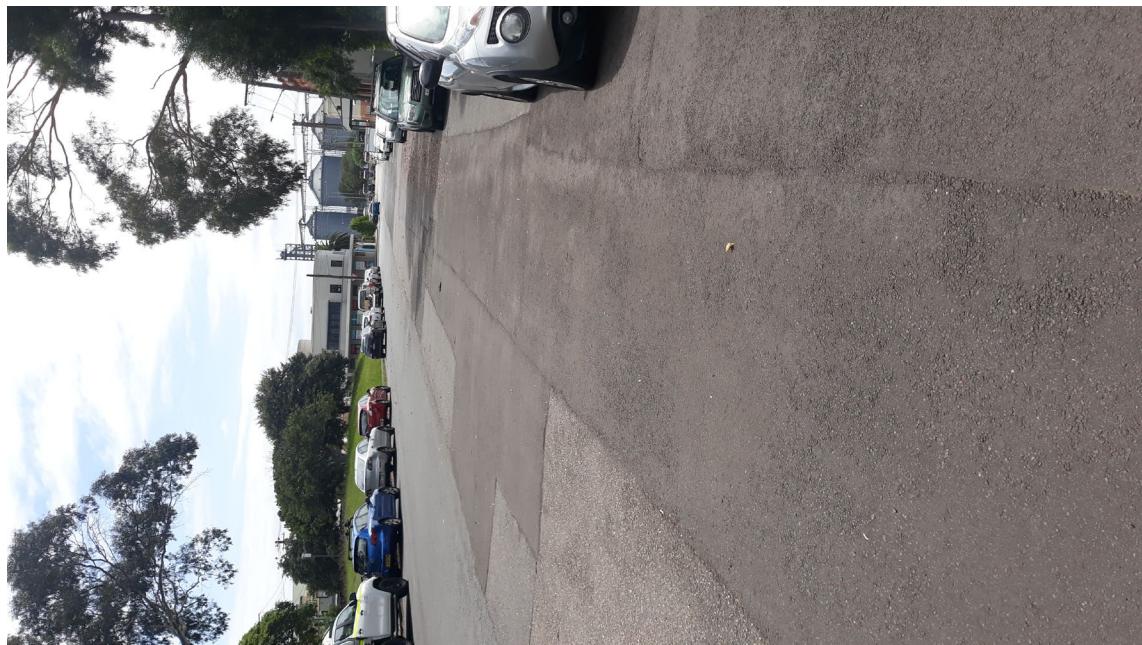
I think that everyone can agree that 644 people, will often travel in their own vehicle and will (more often than not) travel alone. Therefore the 161 parking spaces will not be sufficient to cater for all the workers. The proposal document suggests that some 300 vehicles will move onto and off Carrington BUT this does not include inbound and outbound movement of customers. Any facility with 644 workers will have a large number of customers using the facility OR it will not be a viable concern.

It has been indicated to me that the total number of Port Corporation workers is approximately 150. If this is true then the size of facility maybe excessive?

There is too little information that may or may not be accurate in this proposal AND in this case I cannot provide justification or a lack of justification towards the proposal – shouldn't we as resident of the area be told the TRUE EXTENT of what is proposed, to assess the impact on our lives???

Photos of parking opportunities follow –

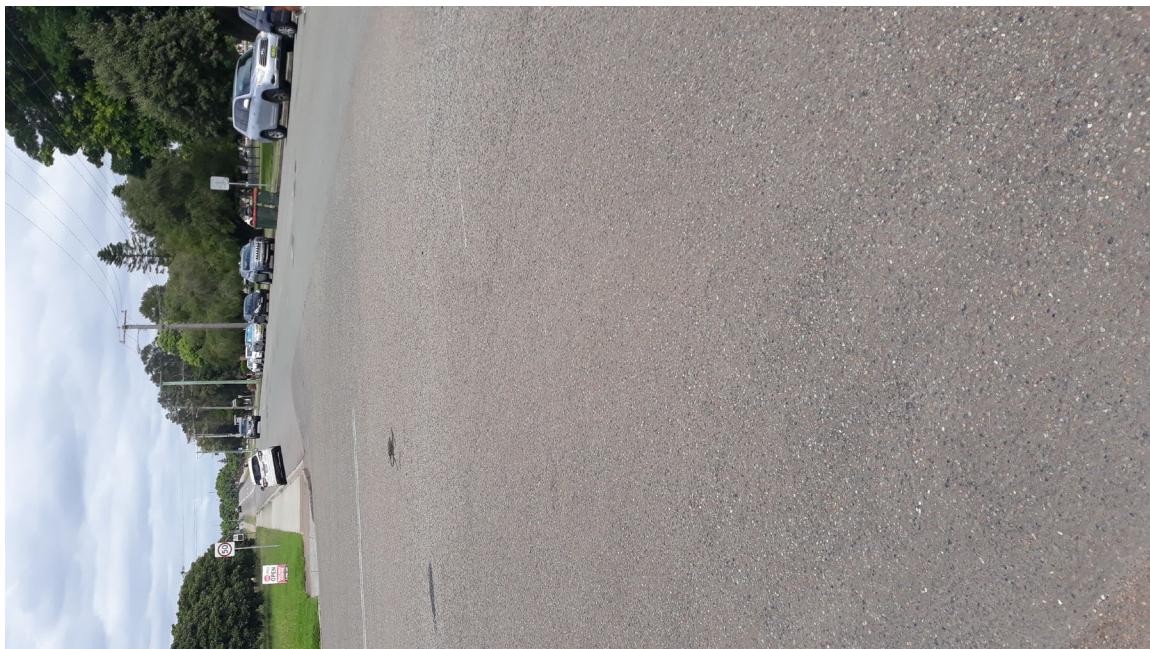
Cowper Street at Fitzroy Street intersection towards Stockton



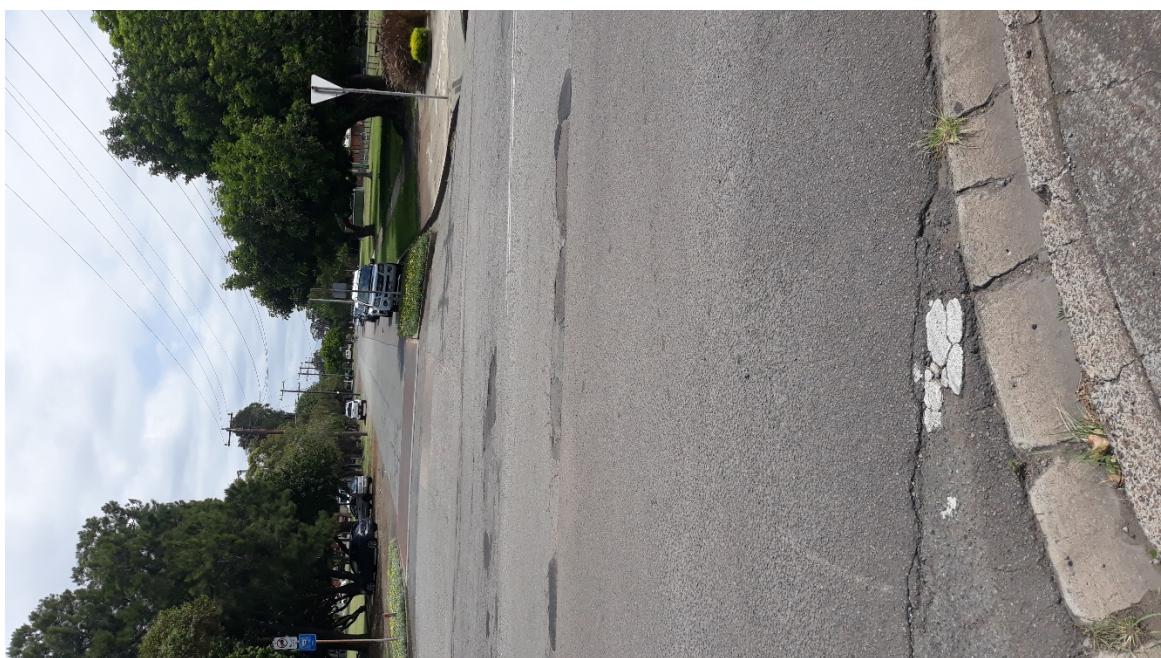
Cowper Street South at Café Inu towards Hannell Street



Cowper Street at Fitzroy Street intersection towards Carrington Bridge



Fitzroy Street at Cowper Street intersection looking between Connelly Park and Pat Jordan Oval



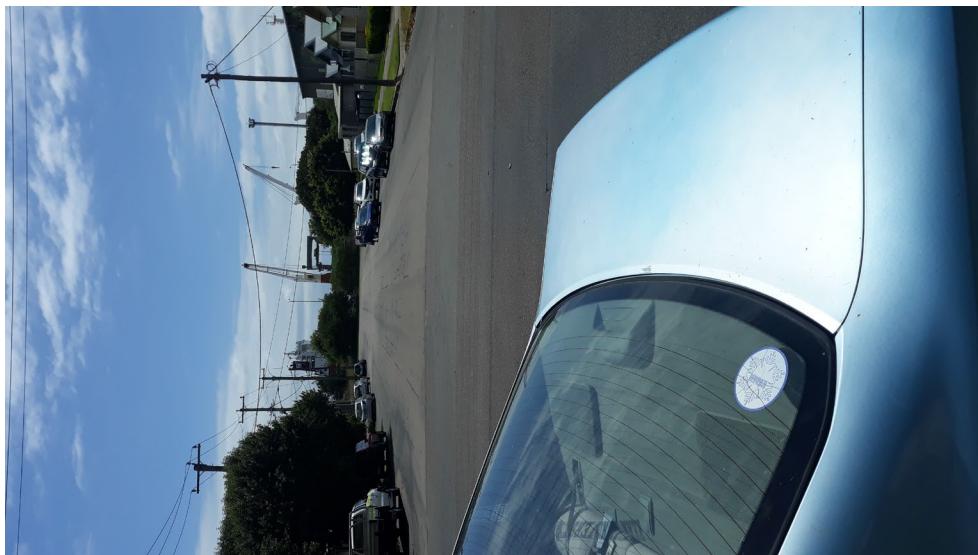
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This is more information/photos about parking. Lastly if space permits it will show the problem of getting off Carrington during peak times.

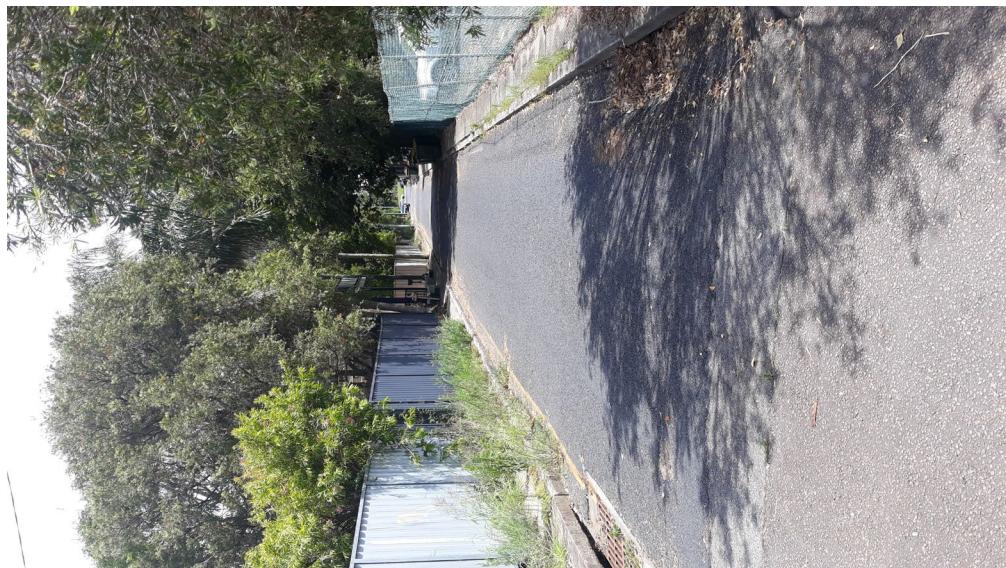
Fitzroy Street intersection with Cowper Street in front of water Police Building NCC has stopped 'some' people parking in this area??



Denison Street intersection Darvall Street again nobody has off street parking so few parks are available.



Darvall Street intersection Wilson Street towards Connelly Park, parking is only available on right of the picture and larger vehicles block any access.



Darvall Street intersection Wilson Street towards Wheat Silo same problem parking on right side large vehicles prevent access.



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Darvall Street intersection Young Street away from Wheat Silo (traffic travelling away from Silo) again no off-street parking for residents.



Darvall Street intersection Young Street away from Wheat Silo (traffic travelling towards Silo) again no off-street parking for residents.



Enough about parking or lack of it, although parking still has a little mention below.

100 to 300 vehicles trying to get off Carrington at peak times have to navigate a roundabout that has foliage, which obscures line of sight, of cars coming around the roundabout.

Vehicles only come into view when they reach Hannell Street heading towards town. If they are in the left lane they are moving onto Carrington. This type of traffic offers minimal problems but you must be still vigilant that a second vehicle is not coming around the roundabout in the right-hand lane and heading to Newcastle. Sometimes their right-hand indicator is still 'on turn right not left'. One redeeming feature is they are travelling slower than vehicles heading to Carrington.

If they are in the right lane they can be moving onto Carrington or towards Newcastle – time is limited to decide which way they are heading.

This is compounded by vehicles coming towards town along Hannell Street, the vehicle stopping can be easily seen but if the vehicle in front, of the one that has stopped, is on the roundabout, it may be travelling so slowly that it impedes the ability of drivers to move onto the roundabout before any vehicles moving towards Newcastle can be identified. By this time the vehicle that has been stopped (on Hannell Street) is already moving onto the roundabout.

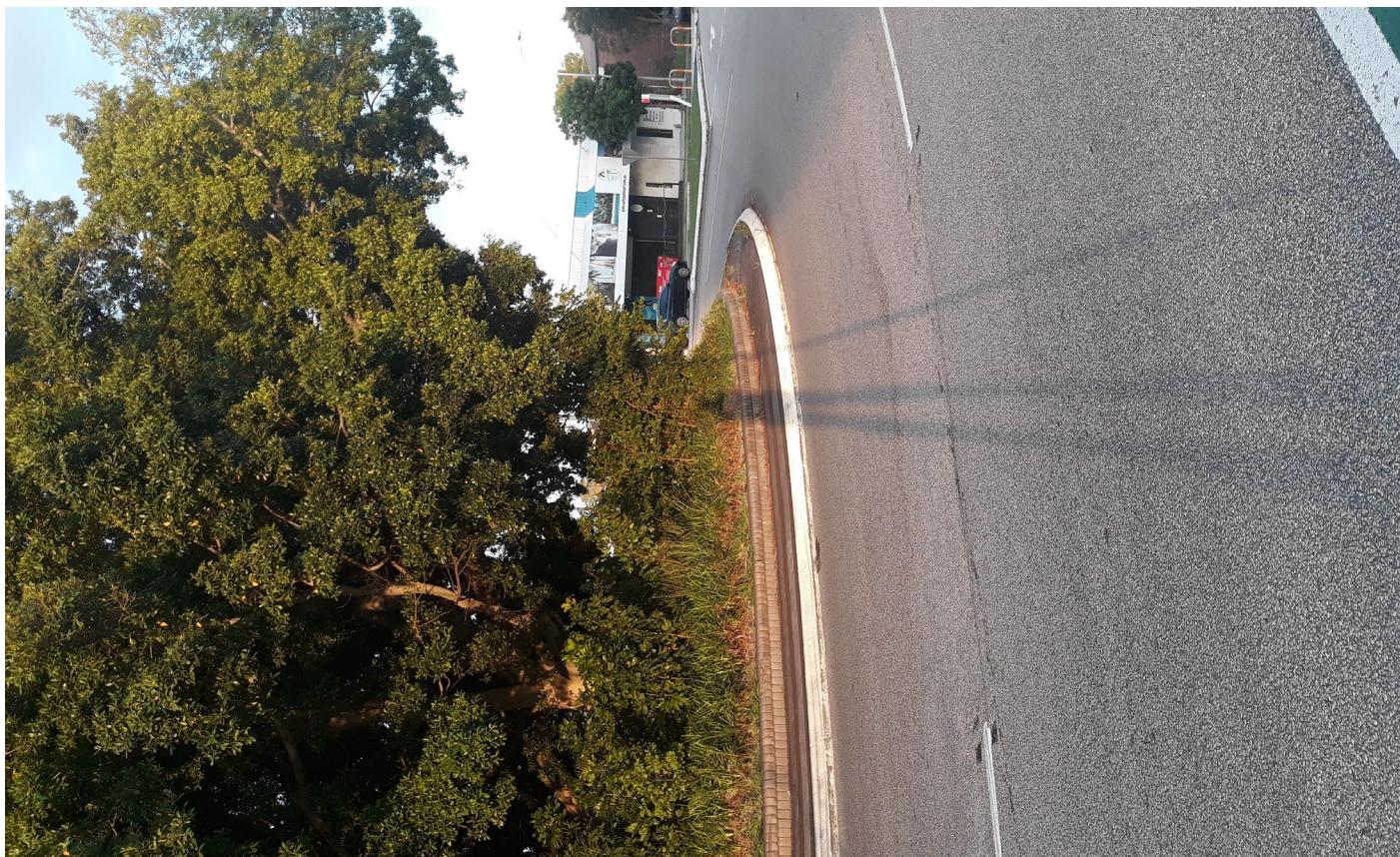
Time is somewhat limited because of the low-level foliage on the roundabout, not allowing moving vehicles to be recognised and it is just as bad for pedestrians, as they do not have the same acceleration ability, nor the protection of a metal surrounding. Removing or at least thin out the foliage on the perimeter of the roundabout.

This is a real problem and it would take 100 vehicles a great deal of time to move from Carrington, and a good deal more for 300 vehicles – I would be happy to see real people observe this problem. Just dividing the number of vehicles by a number of hours and come up with low flow rates of vehicular traffic, gives no indication of peak time flowrates!

The short, left-hand lane at the Wharf Road lights also causes problems when it is full and the traffic light is red as it can block the traffic using the left-hand to enter Newcastle. There are 4 different sets of traffic lights in a couple of hundred yards (counting light rail) and both Hunter Street and King Street lights have priority of flow down these roads. Vehicles turning right onto Wharf Road have 2 lanes available and also seem to have priority preventing vehicles using Hannell Street and turning left.

More high-rises are being built along Wharf Road and in Wickham and if the residents have vehicles the problems will increase daily. They have to use Hannell Street or Albert Street and Maitland Road to get into Newcastle where parking has been removed due to light rail and other issues. Newcastle is becoming ‘one big mess’.

Don’t make Carrington another mess!



If a car is here when the vehicle moving towards Newcastle comes into view it is not possible to ‘beat’ that vehicle onto the roundabout and get off Carrington, as the Hannell Street vehicles have driven onto the roundabout or another car is on the roundabout. It is not easy for a number of cars to get off Carrington easily.

Then there is the other problem of vehicles entering the roundabout and stopping on the roundabout so they block the possibility of vehicles from Carrington entering the roundabout. Some drivers will not allow a single vehicle to move onto the roundabout and join the Hannell Street traffic. Someone should check this – don’t take my word for it!

