

**ORDINARY COUNCIL MEETING
13 JUNE 2017**

**CCL13/06/17
HARRIET STREET AND CHRISTO ROAD WARATAH - ENDORSEMENT
OF PROPOSED AMENDMENT TO NEWCASTLE LOCAL
ENVIRONMENTAL PLAN 2012**

Attachment A: Planning Proposal – Rezoning of Land from R2 Low
Density Residential to R3 Medium Density Residential

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PLANNING PROPOSAL

Harriet St and Christo Rd Waratah - Rezoning from R2 Low Density Residential to R3 Medium Density Residential

Version 1.0 - Council
endorsement

For enquiries please call 4974 2881.

For more information visit:
www.newcastle.nsw.gov.au



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58 & 60 Harriet St and 115 Christo Rd, Waratah - Rezoning from R2 Low Density Residential to R3 Medium Density Residential

Introduction

This planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (NSW). It explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making the plan.

'A guide to preparing planning proposals' has been used to guide and inform the preparation of this planning proposal.

This planning proposal is for everyone. It will be used to decide whether the proposal should proceed or not.

The planning proposal may evolve over time due to various reasons, such as feedback during exhibition. It will be updated at key stages in the plan making process.

Summary of proposal

Proposal	Rezoning from R2 Low Density Residential to R3 Medium Density Residential
Property Details	Lots 111 & 113, DP 1112841, 58 & 60 Harriet St, Waratah SP 88812, 115 Christo Rd, Waratah
Applicant Details	Ohmut P/L

Background

Council has received a request to amend Newcastle LEP 2012 to rezone Lots 111 & 113, DP 1112841, 58 & 60 Harriet St, Waratah from R2 Low Density Residential.

The sites were created as part of a subdivision registered in 2007. These properties, along with site at 115 Christo Rd, Waratah are the only remaining allotments (within the wider block) that remain zoned as R2 Low Density Residential. To rationalise the zoning across the wider block, Council has included 115 Christo Road, Waratah within the planning proposal. Landowners were advised of the proposed rezoning with one submission received requesting that the land remain zoned R2. This submission is discussed in Part 5 of this report.

The rezoning is to provide an increase in density consistent with adjoining allotments and to facilitate future redevelopment of subject lots for residential purposes.

Site

The proposal consists of land at Lots 111 & 113, DP 1112841, 58 & 60 Harriet Street, and SP 88812, 115 Christo Road, Waratah. The sites have a combined total of approximately 18,396m² and are located to the south of the Waratah commercial precinct (Waratah Shopping Village).

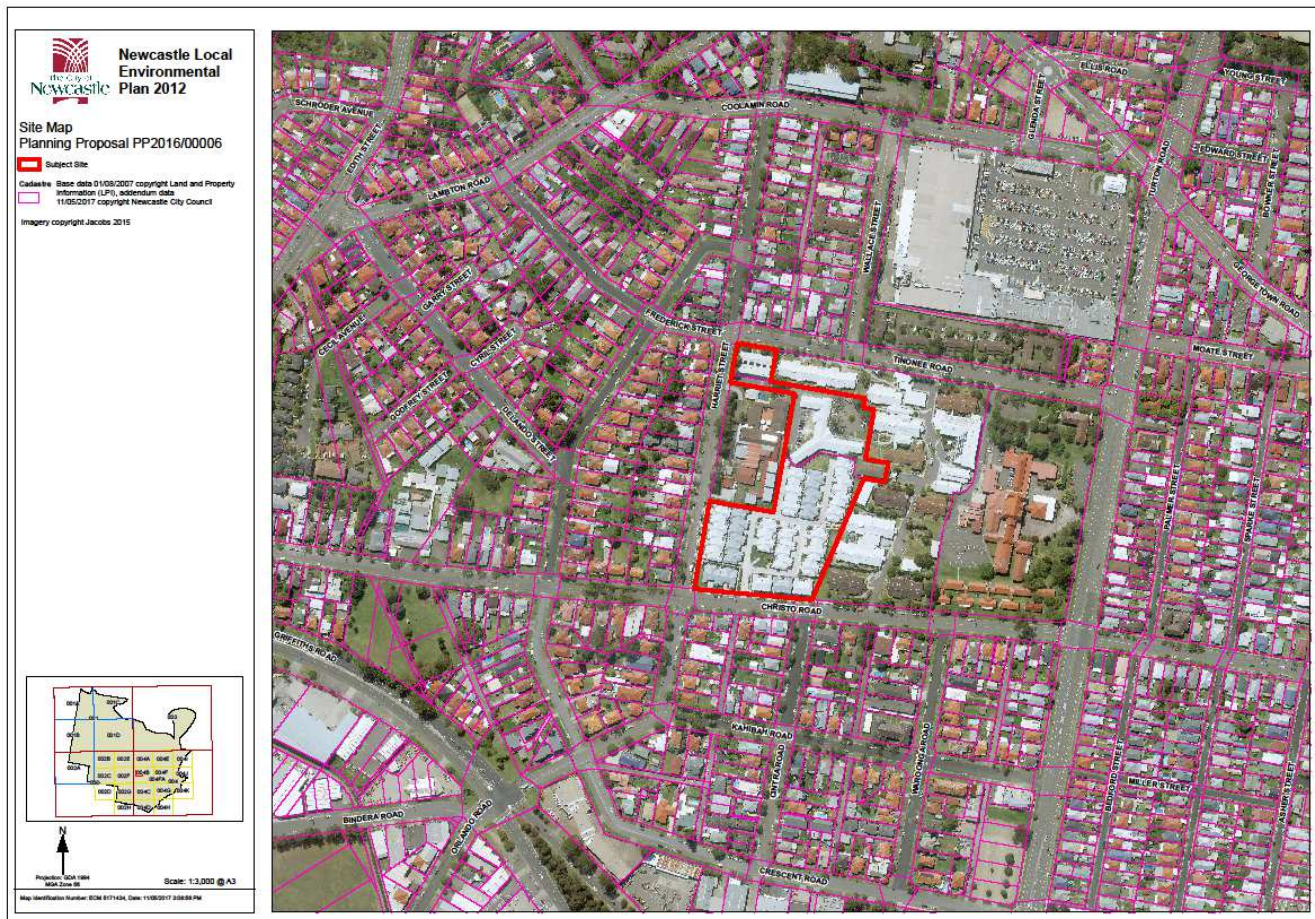
Lot 111, DP 112841, 58 Harriet Street, is an approximately 1,111m² regular shaped allotment on the corner of Tinonee Road & Harriet Street. The site currently contains a student housing development.

Lot 113, DP 112841, 60 Harriet Street is an approximately 5,165m² irregular shaped allotment which is setback behind properties at 58-66 Harriet Street & 115 Christo Road. There is an existing access handle from Harriet Street to the site. The site currently contains a single storey boarding house.

SP 88812, 115 Christo Road is an approximately 12,120m² irregular shaped allotment on the corner of Harriet Street and Christo Road. It currently contains of an urban housing development.

Sites to the north & north-east are zoned R3 Medium Density Residential and B2 Local Centre and consist largely of dwelling houses / urban housing developments, and commercial centres (including Waratah Shopping Village). Sites to the east consist of single dwellings / urban housing and are zoned R2 Low Density Residential. Sites to west and south are zoned R2 Low Density Residential and consist largely of single dwellings.

Figure 1 - Subject Site



Part 1 - Objectives or intended outcomes

To enable future residential development at an appropriate scale, and to rationalise zoning across the entire block (bound by Tinonee Rd, Turton Rd, Christo Rd & Harriet St).

Part 2 - Explanation of provisions

The proposed outcome will be achieved by:

- Amending the Newcastle LEP 2012 Land Zoning Map to rezone the subject sites from R2 Low Density Residential to R3 Medium Density Residential.
- Amending the Floor Space Ratio Map to amend floor space ratio for the subject sites from 0.75:1 to 0.9:1.
- Amending the Height of Buildings Map by amending the maximum permitted height for the subject sites from 8.5m to 11m.

Part 3 - Justification

Section A - Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

No - the planning proposal has been initiated by the land owner. The re-zoning of the subject sites will allow for consistent zoning with adjoining allotments. To rationalise the zoning across the wider block, Council has included 115 Christo Road, Waratah within the planning proposal.

The planning proposal is consistent with the Local Planning Strategy. In particular, the vision and objectives for Waratah, which include encouraging development which is capable of catering for additional population, particularly for older persons and students. The rezoning of the site will allow for an increased density, and variety in housing types including student and affordable housing.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. Rezoning of the land is the best means to achieve the intended outcomes. A Planning Proposal is the only way to formally amend the zoning to provide a consistent zoning in this area. A change of zoning, height and FSR is considered the most appropriate means of allowing an increased residential density to enable further development and intensification of the sites.

Section B - Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes, amending the Newcastle LEP 2012 is considered the best means of achieving the objectives of the planning proposal.

Hunter Regional Plan 2036

The Hunter Regional Plan 2036 is the NSW governments plan to guide land use planning and infrastructure priorities and decisions over the next 20 years. The plan identifies regionally important natural resources, transport networks and social infrastructure and provides a framework to guide more detailed land use plans, development proposals and infrastructure funding decisions. The plan includes overarching directions, goals and actions as well as specific priorities for each local government area in the Hunter region.

The planning proposal is consistent with Goal 4 - Greater housing choice and jobs. This goal identifies that an additional 70,000 dwellings across the region, are required by 2036. In order to achieve this, new housing forms are required within established areas (in addition to greenfield development). The change in zoning and increased density sought under this planning proposal, is considered to meet the objectives of this Goal as identified under the following directions:

- Direction 21: Create a compact settlement - the planning proposal is considered to address the intention of this direction, in particular actions 21.5 and 21.7 by promoting small-scale renewal in existing urban areas, as well as, providing the opportunity for new housing in urban areas to maximise the use of existing infrastructure.
- Direction 22: Promote Housing Diversity - the planning proposal is considered to address the intention of this direction, in particular action 22.2, as future development of the sites, will be able to provide for diversity in housing choice.

4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Newcastle 2030 Community Strategic Plan

The Newcastle Community Strategic Plan (CSP) reflects the community's vision for the city and is Council's guide for action. It contains the strategies to be implemented and the outcomes that will indicate achievement of the defined goals. Council adopted the Newcastle 2030 Community Strategic Plan in February 2011. It was revised and updated in 2013. The following relevant strategic directions and their objectives from the Newcastle CSP are addressed in relation to this planning proposal.

The planning proposal aligns to the strategic direction 'Open and Collaborative Leadership' identified within the Newcastle 2030 Community Strategic Plan. Compliance with the LEP amendment process, in particular section 57 – community consultation of the *EP&A Act 1979*, will assist in achieving the strategic objective to "Consider decision-making based on collaborative, transparent and accountable leadership" and the identified strategy 7.2b to "Provide opportunities for genuine and representative community engagement in local decision making".

The planning proposal also aligns with the strategic direction 'Liveable and Distinctive Built Environment'. The proposed increase in density can provide opportunity for greater housing choice, achieving strategic objective 5.3 "Greater diversity of quality housing for current and future community needs" and the identified strategy 5.3a "Provide a mixture of housing types that allow residents at different stages of their lives and support affordable living".

Local Planning Strategy

The Local Planning Strategy was adopted by Council in 2015. It was prepared in accordance with the Community Strategic Plan. The strategy is a comprehensive land use strategy prepared to guide the future growth and development in Newcastle to 2030 and beyond. It underpins the Local Environmental Plan.

The Local Planning Strategy identifies Waratah as a residential suburb featuring commercial centres with a population forecast increase of approximately 560 people by 2031 (including neighbouring suburb Georgetown). An objective of the Local Planning Strategy for Waratah is to encourage development which is capable of catering for additional population, particularly for older persons and students. The planning proposal is consistent with this objective. The proposed change in zoning and increased density of the subject sites will allow for the additional housing needs. The sites at 58 & 60 Harriett Streets currently provide for student housing and owners advise that future development will also likely be of this nature. The site at 115 Christo Rd contains a new urban housing development (approved 2012).

The planning proposal is also considered to meet the R3 zone directions and substantial growth precinct criteria identified under the Local Planning Strategy as follows:

- The subject sites are within walking distances to public transport.
- The subject sites are in close proximity to Waratah Shopping Village and meet the SAFE 10 minute walk criteria as identified in the Strategy.
- Increase in density on subject sites will support nearby Waratah Shopping Village and Station Street commercial area.
- Increase in density will assist in the provision of flexible residential accommodation types, and the provision of adaptable housing.

5. *Is the planning proposal consistent with applicable State Environmental Planning Policies?*

An assessment of the planning proposal against the relevant SEPPs is provided in the table below.

Table 1 - Relevant State Environmental Planning Policies

Relevant SEPPs	Consistency and Implications
SEPP 44 (Koala Habitat Protection)	The SEPP applies to the entire LGA, however, the land is urban and does not consist of areas of koala habitat.
SEPP 65 (Design Quality of Residential Flat Development)	The Planning Proposal will not affect the application of the SEPP.
SEPP (Affordable Rental Housing) 2009	The Planning Proposal will not affect the application of the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	The Planning Proposal will not affect the application of the SEPP.
SEPP (Infrastructure) 2007	The Planning Proposal will not affect the application of the SEPP.

6. *Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?*

An assessment of the planning proposal against the relevant Ministerial Directions is provided in the table below.

Table 2 - relevant Ministerial Directions (Section 117 directions)

Relevant Section 117 Directions	Consistency and implications
2. Environment and Heritage	

Relevant Section 117 Directions	Consistency and implications
2.3 Heritage Conservation	The subject sites are not within a heritage conservation area nor contain any listed heritage items. The subject sites are in close proximity to heritage listed items at 149 Turton Road. The planning proposal is considered not to have any adverse impacts on the heritage significance of the items.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	The subject sites are currently zoned R2 Low Density Residential. This planning proposal seeks to rezone the subject sites to R3 Medium Density Residential. The subject sites are adjacent to existing R3 Medium Density Zoned land and in close proximity to the Waratah Commercial Areas. The rezoning of these sites will result in a consistent zone across the block.
3.3 Home Occupations	Home Occupations are identified as exempt development within residential zones under the provisions of State Environmental Planning Policy (Exempt & Complying Development) 2008. The planning proposal is consistent with this direction.
3.4 Integrating Land Use and Transport	This planning proposal seeks to rezone land and increase the allowable dwelling density. The land will remain for urban purposes. The subject sites are within walking distance to nearby commercial centre (Waratah Shopping Village), and also within walking distance to public transport services (bus). Future development of the site will further support existing infrastructure and services. Any future impacts to road network and pedestrian/cycle management as a result of development will be a consideration of Council via the development application process.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	Consistent. The subject site is mapped as containing Class 5 soils on the Acid Sulfate Soils Map. Class 5 is the least critical category. Any future development of the site will be required to address acid sulfate soil management.
5. Regional Planning	
5.1 Implementation of Regional Strategies	Consistent. The Hunter Regional Plan 2036 applies and the planning proposal is consistent with this Plan, in particular Goal 4 - Greater housing choice and jobs. This goal identifies that an additional 70,000 dwellings across the region, are required by 2036. In order to achieve this, new housing forms are required within established areas (in addition to greenfield development). The change in zoning and increased density sought under this planning proposal, is considered to meet the objectives of the Regional Plan.
6. Local Plan Making	
6.1 Approval and Referral Requirements	Consistent. The planning proposal does not propose the introduction of any new referral or concurrence provisions.

Section C - Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is currently developed for urban purposes and the planning proposal has no potential for critical habitat or threatened species, populations or ecological communities, or their habitats, to be adversely affected.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Heritage

The subject sites are not within a heritage conservation area nor contain any listed heritage items. The subject sites are in close proximity to heritage listed items at 149 Turton Road. The planning proposal is considered not to have any adverse impacts on the heritage significance of the items.

Traffic Impacts

Rezoning from R2 Low Density Residential to R3 Medium Density Residential is likely to impact on the volume and frequency of the traffic flow in the area. A traffic report prepared by Seca Solution has been prepared addressing possible traffic impacts from development at 58 & 60 Harriet Street (NB. development at 115 Christo Rd is a recent development and unlikely to be further developed in the near future). The report concludes that the additional traffic generated (from the rezoning of the subject sites) would not have a significant impact on the operations of the local road network as outlined below:

- The resultant increases in traffic flows would be evenly dispersed over a number of potential routes.
- The signalised intersection of Christo & Turton Rds currently operates without delay and would not be noticeably impacted upon by the proposed minor increase in local traffic.
- Increase in traffic on adjoining local roads is estimated to be below the Roads & Maritime Services (RMS) environmental capacity for local streets (ie. 300 vehicles per hour).
- Additional traffic movements may be reduced by the sites accessibility to public transport (ie. Two bus stops within 400m walking distance).

Vehicular Access

Access to sites remains unchanged. Direct street access is provided to sites at 58 Harriet Street and 115 Christo Road. Access to 60 Harriet Street is via a driveway from Harriet Street.

It is considered that the existing driveway from Harriet Street can provide safe and appropriate access in accordance with the Newcastle Development Control Plan and AS2890, taking into consideration the proposed use of the site (student accommodation) has relatively low traffic volumes associated.

Pedestrian Movements

Given the sites proximity to Waratah Shopping Village, and two bus stops, there will be a high demand for pedestrian movements between these locations. These movements can be catered for via existing footpaths.

There is currently no separate pedestrian access to 60 Harriet Street. Pedestrian access is via the existing driveway. A concept plan has been prepared which proposes a new pedestrian access to be developed to connect with Tinonee Road, along the eastern boundary of 58 Harriet Street.

Public transport

The sites are in close proximity to public transport by way of two bus stops (located on Turton & Christo Rds). The proposed rezoning and increase in density is considered to further support this service.

Bushfire hazard

The land is not identified as bush fire-prone land in the Newcastle Bush Fire Hazard Map (2009)

Flooding

The site is not affected by flooding.

Land/site contamination (SEPP55)

There is no known contamination of the land and the current and former uses of the land are unlikely to have caused risk of contamination.

Building mass

The applicants have prepared a concept master plan for the proposed developed sites (58 & 60 Harriet St). The masterplan identifies building envelopes, carparking, potential floor layouts and potential yields for the site.

Heritage impacts

The subject sites are not within a heritage conservation area nor contain any listed heritage items. The subject sites are in proximity to heritage listed items at 149 Turton Road (former western suburbs hospital, currently owned by the Hunter Area Health Service and used for health related purposes). The planning proposal is considered not to have any adverse impacts on the heritage significance of the items.

9. Has the planning proposal adequately addressed any social and economic effects?

The proposed site rezoning and increases in building height and FSR, are expected to have a number of positive social and economic impacts including the following:

- The planning proposal will support the small-scale renewal of this existing urban area, as well as, provide the opportunity for new housing and maximise the use of existing infrastructure.
- An increase in dwelling density will assist in the provision of flexible residential accommodation types, and the provision of adaptable housing.
- An increase in dwelling density which will further support nearby commercial centres, education establishments & health facilities.

Section D - State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

The site is located in an established urban area and is therefore able to connect into existing infrastructure services such as utilities, transport and communications in an efficient and sustainable manner. Any augmentation will be considered at the owner's expense.

11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No State and Commonwealth public authorities have been consulted at this stage. Council will consult with the Roads and Maritime Service (RMS) due to the sites proximity to a classified road (Turton Road) and signalised intersections.

Any additional public authorities will be consulted with in accordance with the requirements of the Gateway determination.

Part 4 - Mapping

The planning proposal seeks to amend the following maps within Newcastle LEP 2012:

- Land Zoning Map
- Height of Buildings Map
- Floor Space Ratio Map

The Matrix below indicates (with an “X”), which map sheets (of Newcastle LEP 2012) are to be amended as a result of this planning proposal (eg. FSR_001C)

	FSR	LAP	LZN	WRA	ASS	HOB	LSZ	LRA	CL1	HER	URA
001											
001A											
001B											
001C											
001D											
002											
002A											
002B											
002C											
002D											
002E											
002F											
002G											
002H											
003											
004											
004A											
004B	X		X			X					
004C											
004D											
004E											
004F											
004FA											
004G											
004H											
004I											
004J											
004K											

Map Codes:	FSR	=	Floor Space Ratio map
	LAP	=	Land Application Map
	LZN	=	Land Zoning Map
	WRA	=	Wickham Redevelopment Area Map
	ASS	=	Acid Sulfate Soils Map
	HOB	=	Height of Buildings Map
	LSZ	=	Lot Size Map
	LRA	=	Land Reservation Acquisition Map
	CL1	=	Key Sites Map & Newcastle City Centre Map
	HER	=	Heritage Map
	URA	=	Urban Release Area Map

The following maps illustrate the proposed amendments to the Newcastle LEP 2012 maps:

- **Figure 2:** Existing Land Zoning Map
- **Figure 3:** Proposed Land Zoning Map
- **Figure 4:** Existing Max Height of Buildings Map
- **Figure 5:** Proposed Max Height of Buildings Map
- **Figure 6:** Existing Max Floor Space Ratio Map
- **Figure 7:** Proposed Max Floor Space Ratio Map

Figure 2 - Existing Land Zoning Map

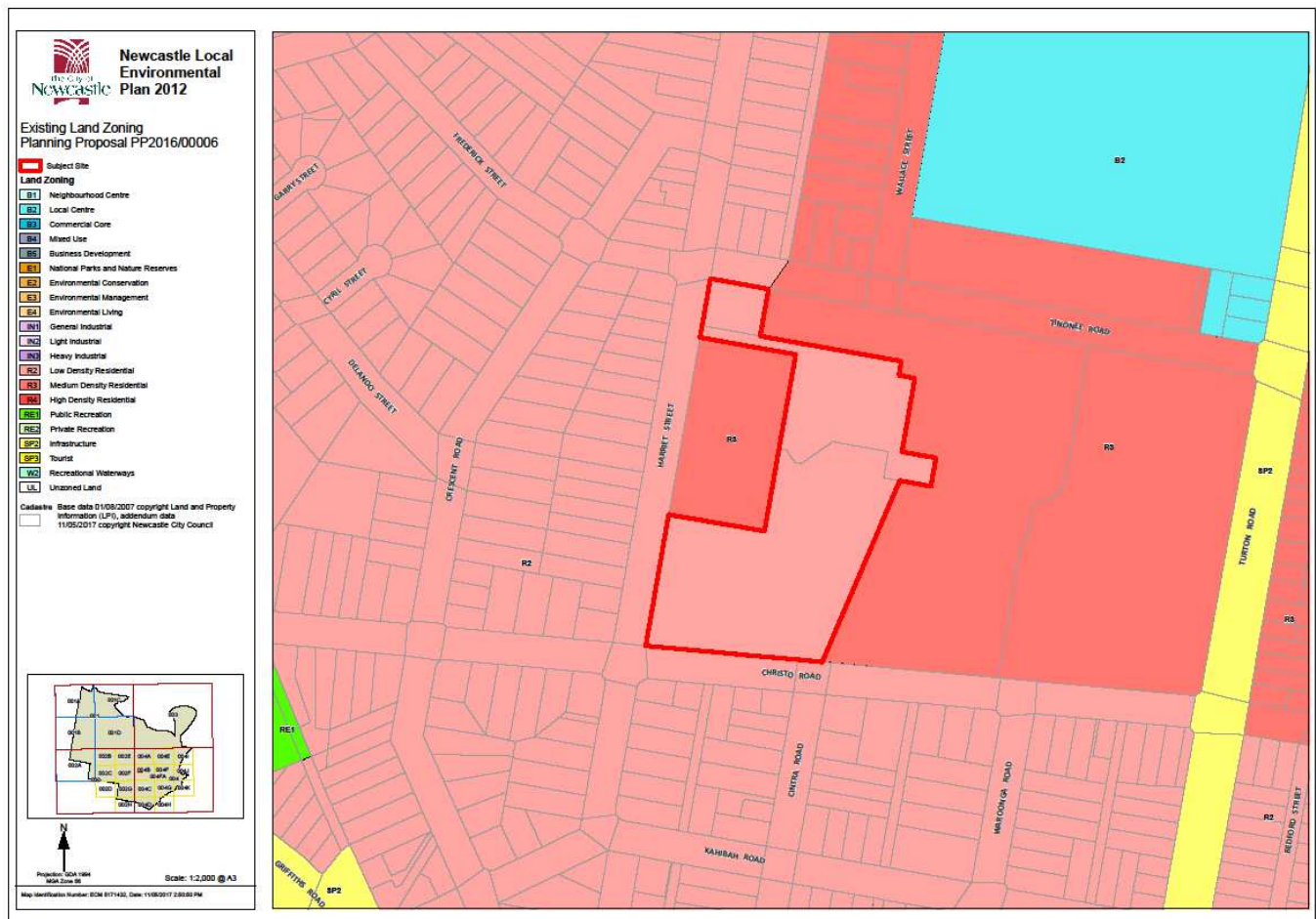


Figure 3 - Proposed Land Zoning Map

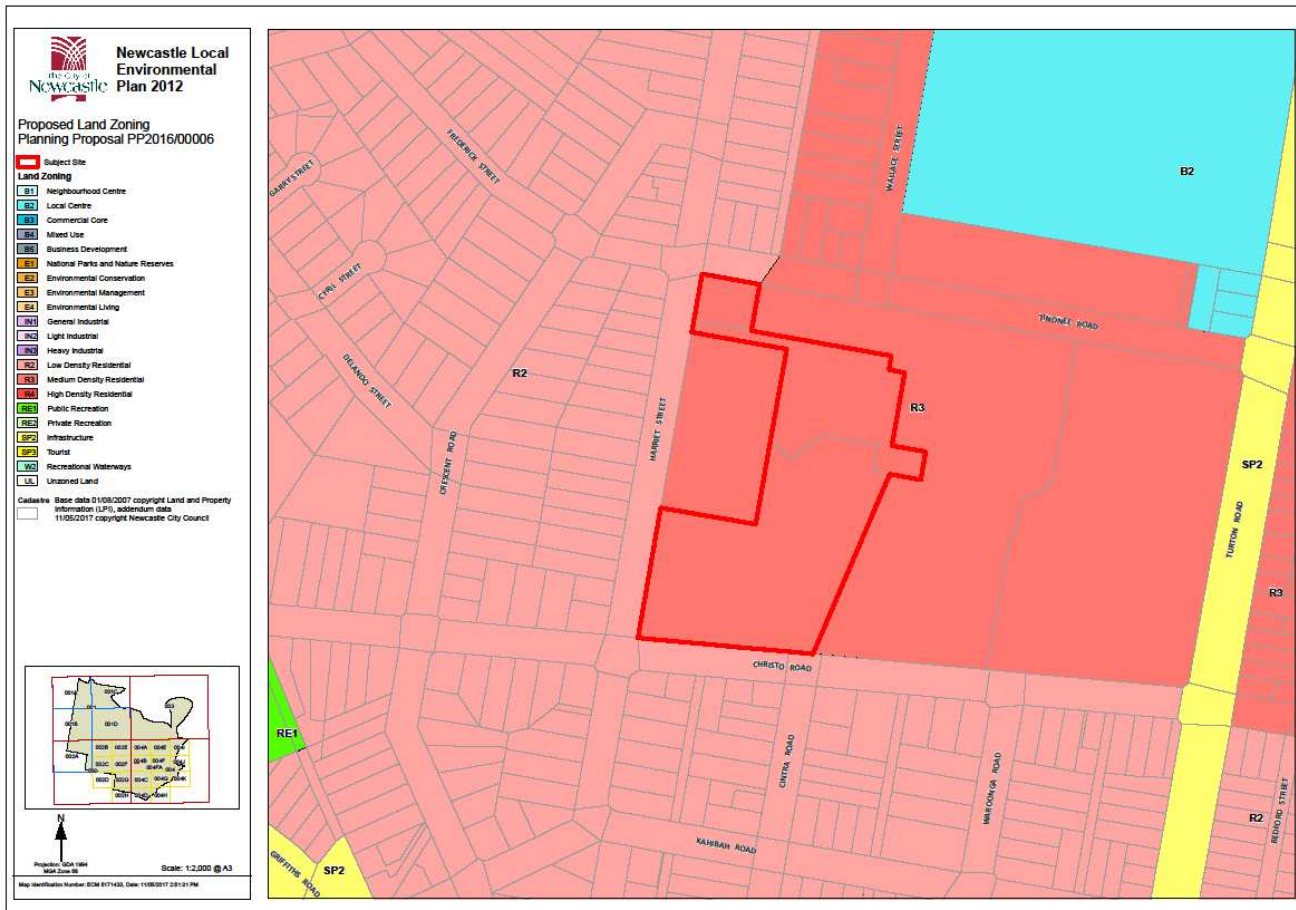


Figure 4 - Existing Max Height of Buildings Map

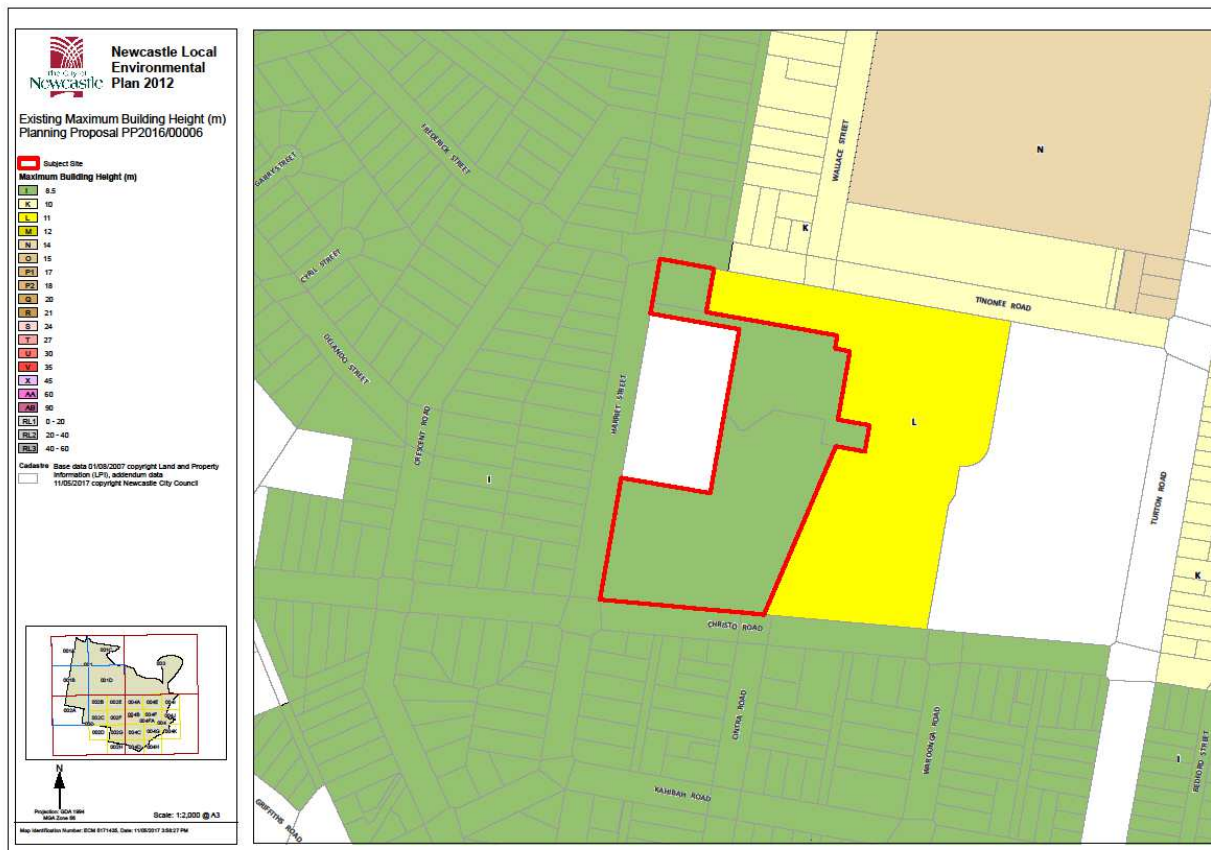


Figure 5 - Proposed Max Height of Buildings Map

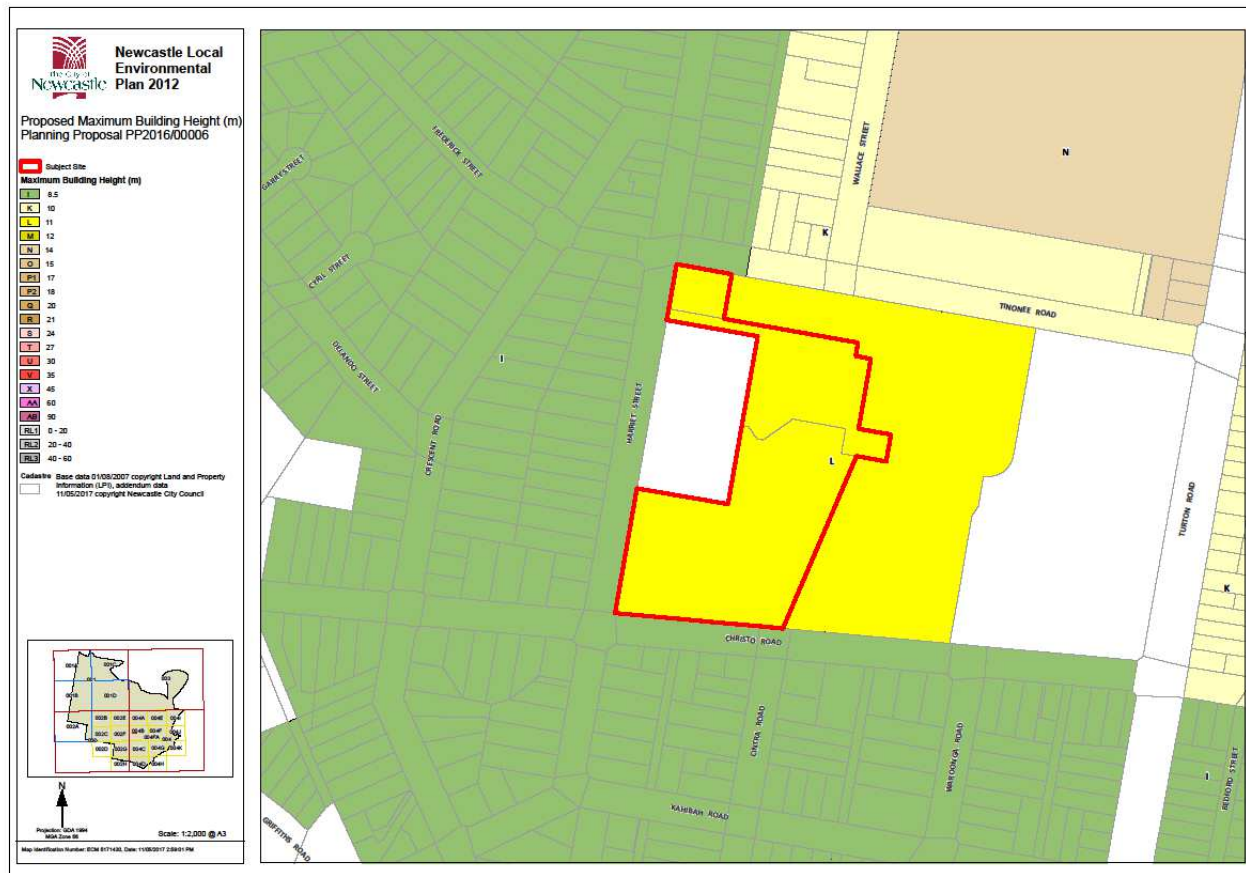


Figure 6 - Existing Max FSR Map



Figure 7 - Proposed Max FSR Map



Part 5 - Community consultation

Council received an application to rezone 58 & 60 Harriet St, Waratah. In order to rationalise zoning across the wider block, Council included the property at 115 Christo Road within the planning proposal. Landowners at 115 Christo Rd, were advised of the proposed rezoning with one submission received requesting that the land remain zoned R2.

The submission requested that 115 Christo Road, Waratah remain as R2 low density residential. The submission did not raise any objections to the proposed rezoning of 58-60 Harriet St, Waratah. As noted above, the inclusion of this site in the planning proposal is to rationalise the zoning across the wider block. 115 Christo Road currently contains a recently completed urban housing project. As such, it is considered unlikely that this site will be redeveloped in the near future.

The planning proposal is considered as low impact in accordance with the DPE 'A guide to preparing local environmental plans'. It is proposed that the planning proposal will be publicly exhibited for 14 days.

Part 6 - Project timeline

The plan making process is shown in the timeline below. It will be undertaken in accordance with the Gateway determination.

Task	Planning Proposal Timeline											
	Jul 17	Aug 17	Sep 17	Oct 17	Nov 17	Dec 17	Jan 18	Feb 18	Mar 18	Apr 18	May 18	Apr 18
Anticipated commencement date (date of Gateway determination)												
Anticipated timeframe for the completion of required studies			N/A									
Timeframe for government agency consultation			N/A									
Commencement and completion dates for public exhibition period												
Dates for public hearing (if required)												
Timeframe for consideration of submissions												
Timeframe for the consideration of a proposal post exhibition												
Anticipated date RPA* will make the plan (if delegated)												
Anticipated date RPA* will forward to the Department for notification (if delegated) or for finalisation (if not delegated)												

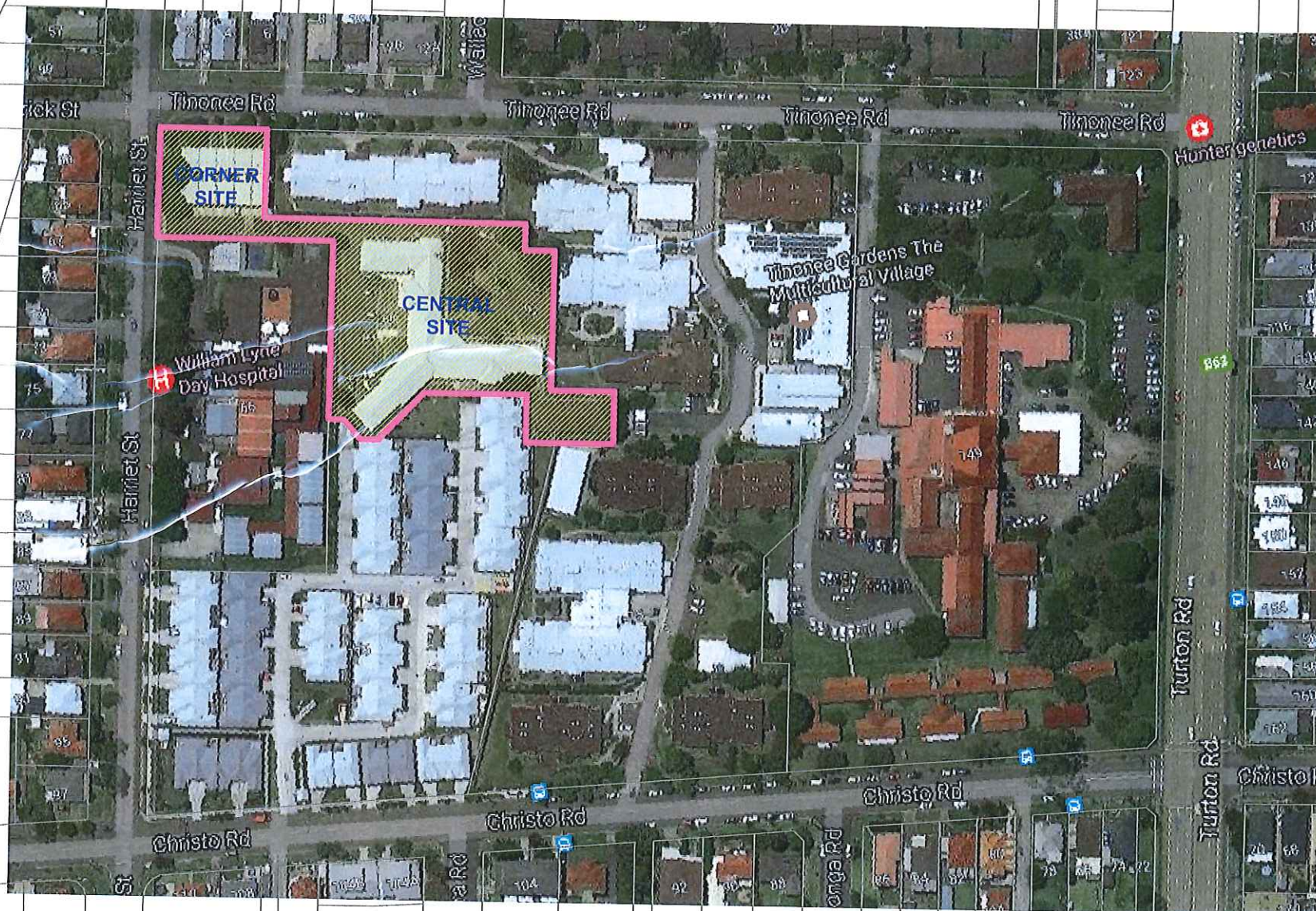
*RPA Relevant Planning Authority

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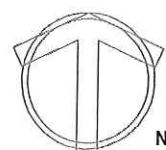
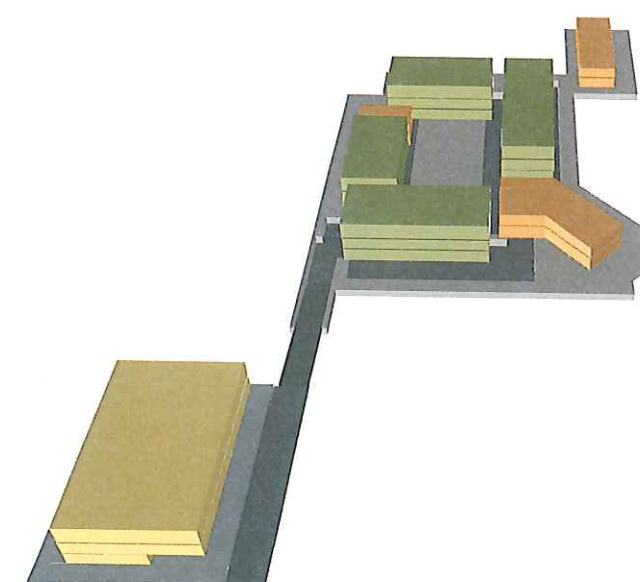
Attachment B: Masterplan (58 and 60 Harriet Street)

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DRAWINGS

- 01 AERIAL / LOCATION PLAN
- 02 SITE / BUILT FORM PLAN
- 03 SITE / CARPARK STRATEGY PLAN
- 04 SITE CONCEPTS
- 05 SITE MASSING
- 06 SITE STAGING
- 07 MACRO TRAFFIC MANAGEMENT

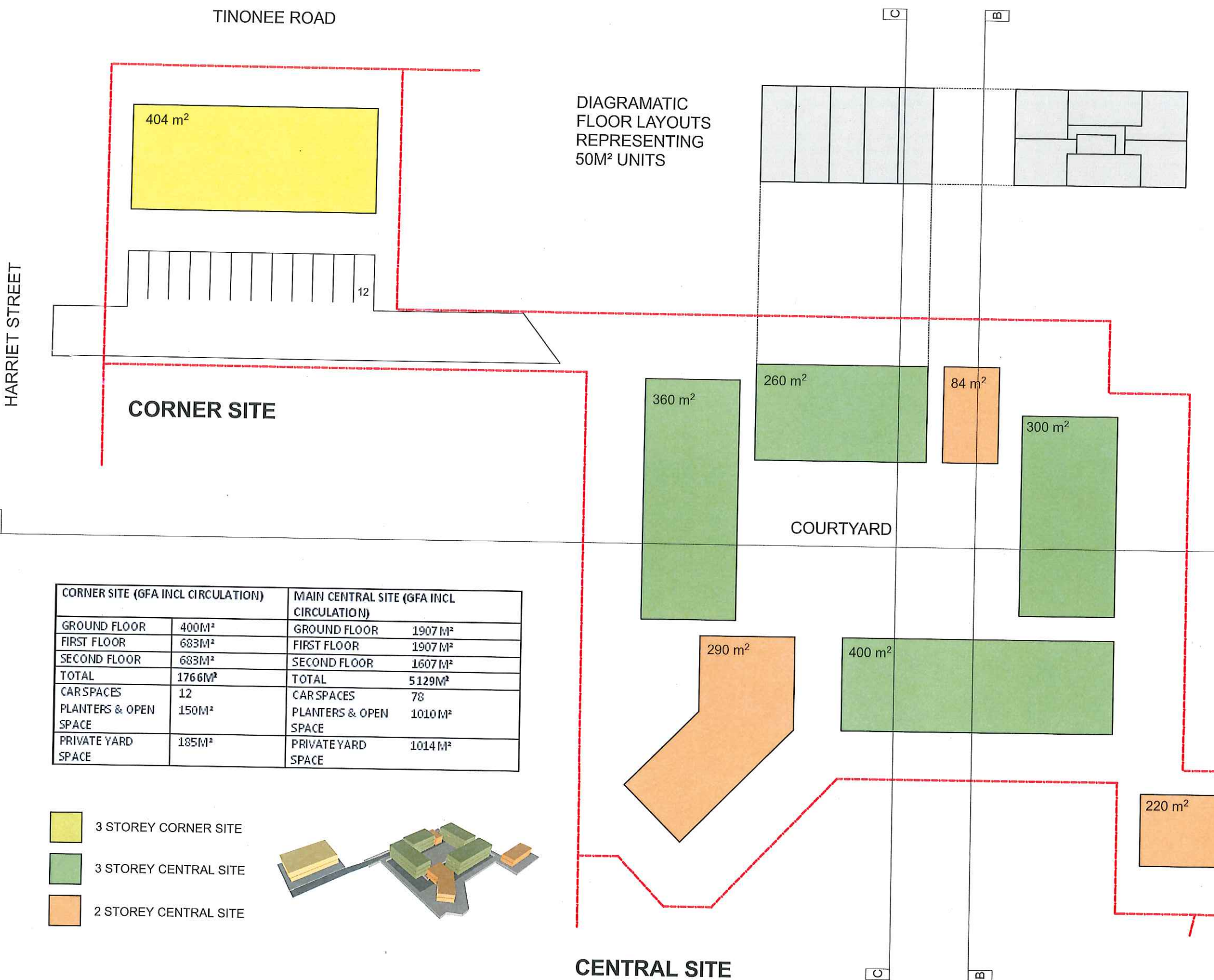


01
07

COVERSHEET & LOCATION PLAN

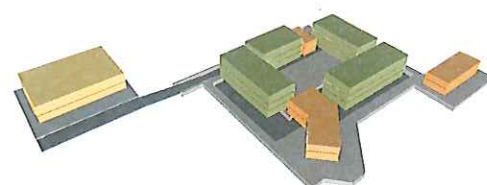
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WARATAH RESIDENTIAL
PLANNING PROPOSAL FEASIBILITY



CORNER SITE (GFA INCL CIRCULATION)		MAIN CENTRAL SITE (GFA INCL CIRCULATION)	
GROUND FLOOR	400M²	GROUND FLOOR	1907M²
FIRST FLOOR	683M²	FIRST FLOOR	1907M²
SECOND FLOOR	683M²	SECOND FLOOR	1607M²
TOTAL	1766M²	TOTAL	5129M²
CARSPACES	12	CARSPACES	78
PLANTERS & OPEN SPACE	150M²	PLANTERS & OPEN SPACE	1010M²
PRIVATE YARD SPACE	185M²	PRIVATE YARD SPACE	1014M²

- 3 STOREY CORNER SITE
- 3 STOREY CENTRAL SITE
- 2 STOREY CENTRAL SITE



AREAS CALCULATIONS

SITE AREA = 6726M² (FOR THE WHOLE SITE INCLUDING SHARED DRIVEWAY)

FSR = 0.9:1

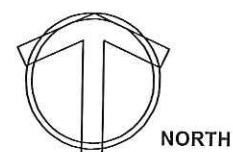
ALLOWABLE GFA = 6054M²

ADDITIONAL ALLOWANCE FOR CIRCULATION / COMMON SPACES = 15%

TOTAL BUILT FORM AREA (BUILT FORM MASS) REQUIRED TO ACHIEVE FSR = 6962M²

THIS EQUATES TO APPROX 121 X 1 BEDROOM UNITS @ AVERAGE OF 50M² EACH.

DESIGN CONCEPT:
CLUSTER OF BUILDINGS TO ALLOW FOR STAGING AND INTEGRATED ACTIVE AND PASSIVE ENVIRONMENTAL INITIATIVES

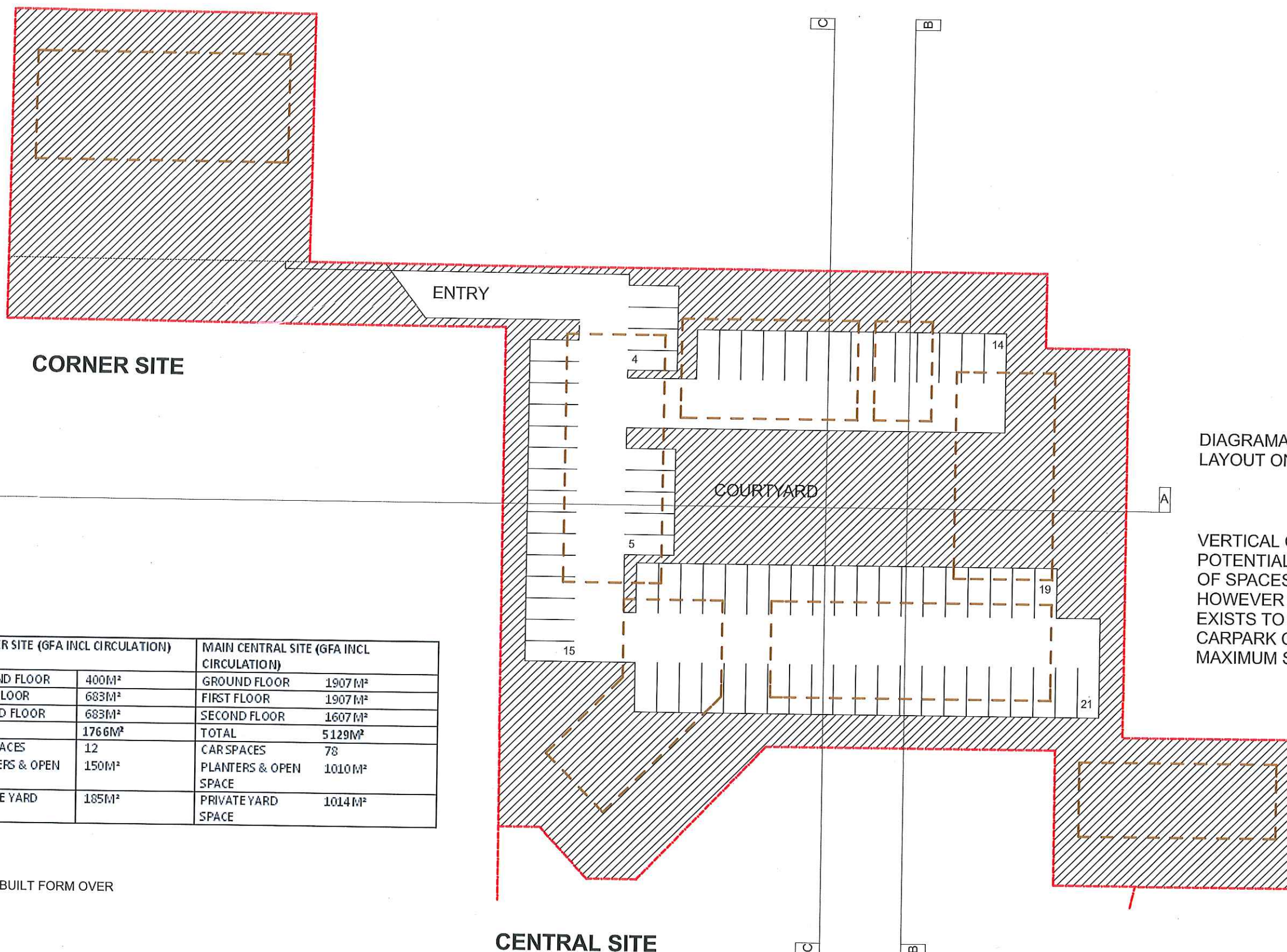


02
07

SITE PLAN / BUILT FORM PLAN

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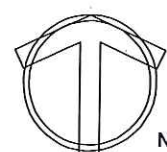
WARATAH RESIDENTIAL
PLANNING PROPOSAL FEASIBILITY



CORNER SITE (GFA INCL CIRCULATION)		MAIN CENTRAL SITE (GFA INCL CIRCULATION)	
GROUND FLOOR	400M ²	GROUND FLOOR	1907M ²
FIRST FLOOR	683M ²	FIRST FLOOR	1907M ²
SECOND FLOOR	683M ²	SECOND FLOOR	1607M ²
TOTAL	1766M ²	TOTAL	5129M ²
CAR SPACES	12	CAR SPACES	78
PLANTERS & OPEN SPACE	150M ²	PLANTERS & OPEN SPACE	1010M ²
PRIVATE YARD SPACE	185M ²	PRIVATE YARD SPACE	1014M ²

 BUILT FORM OVER

CENTRAL SITE



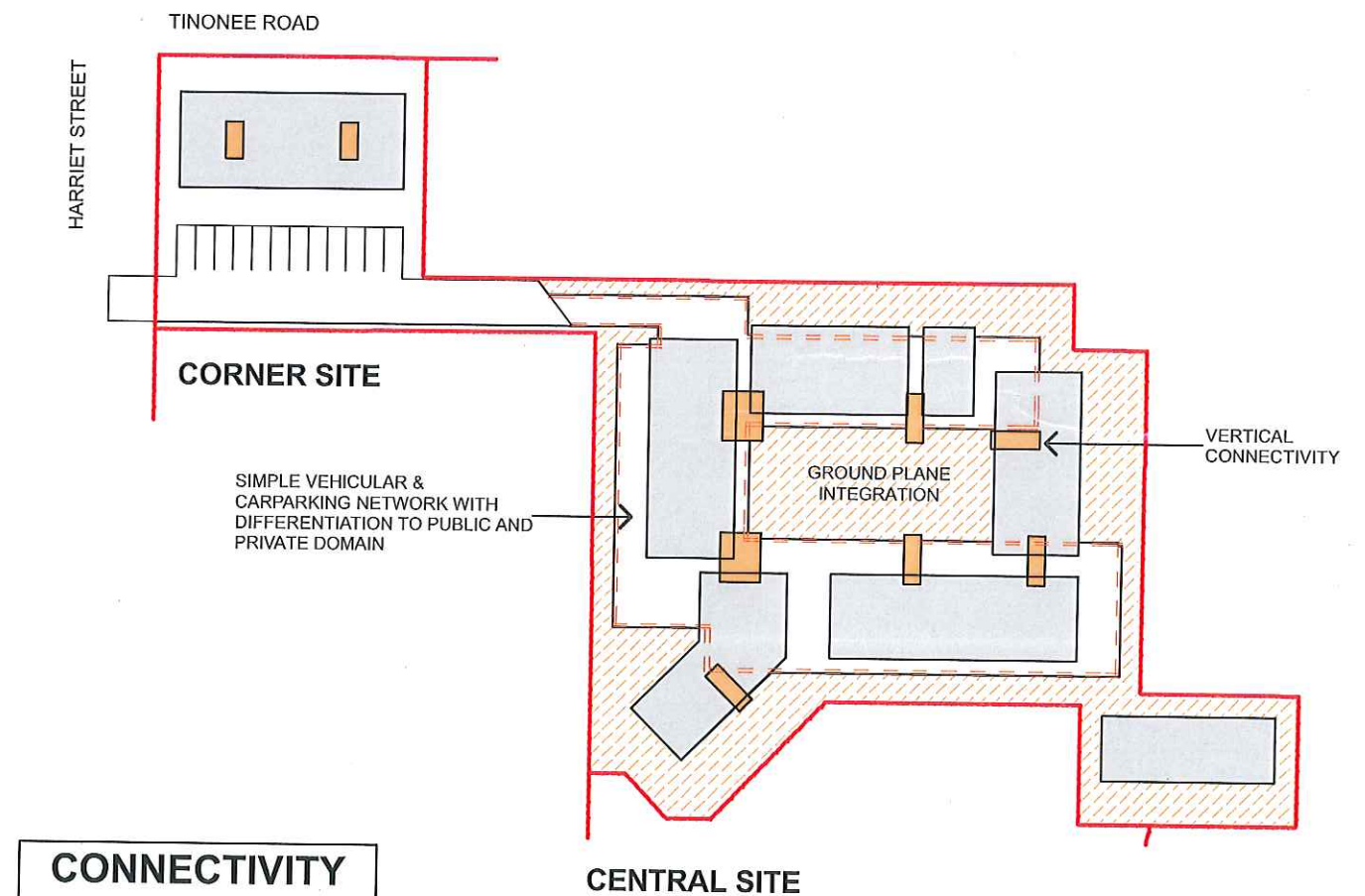
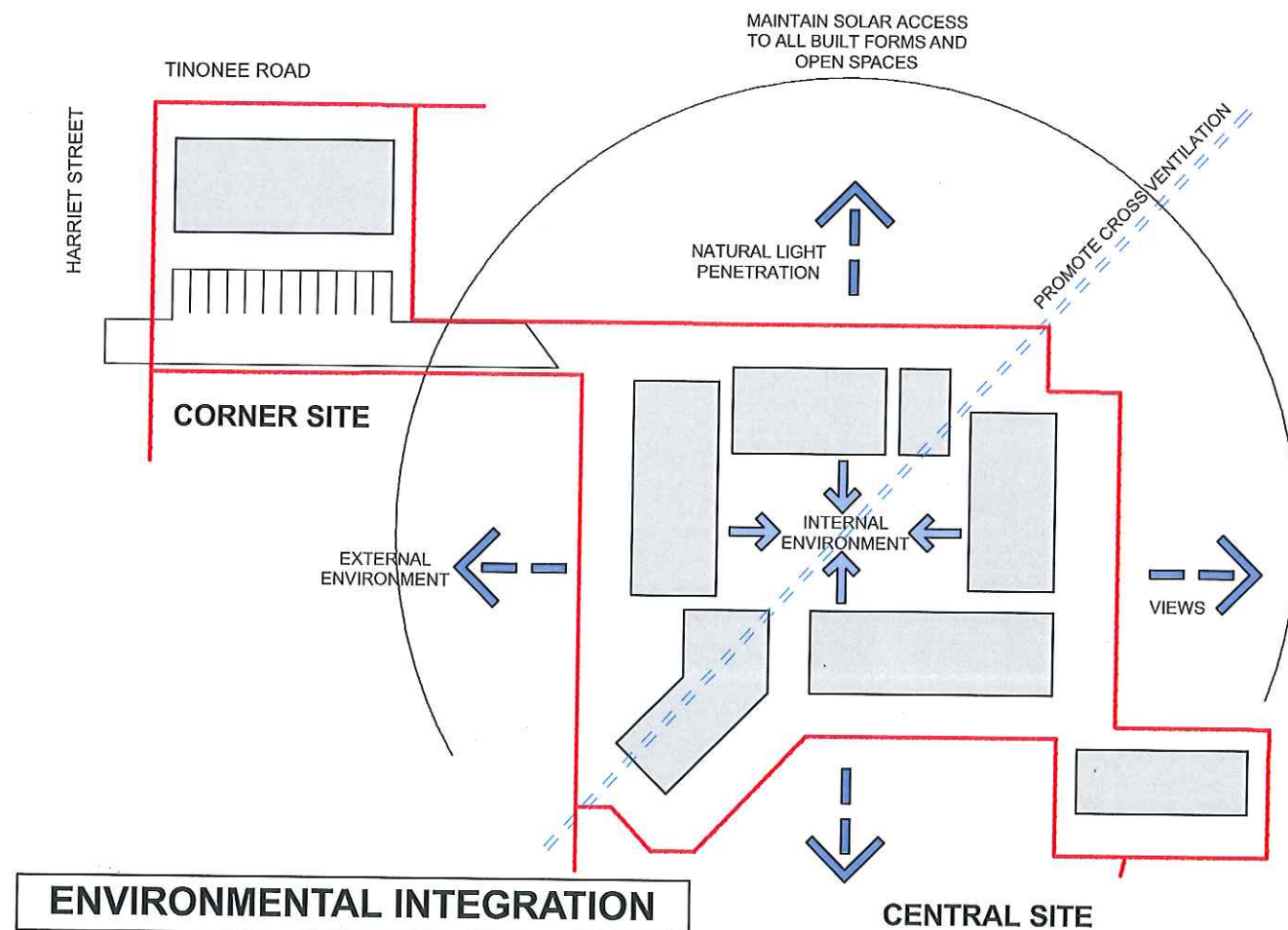
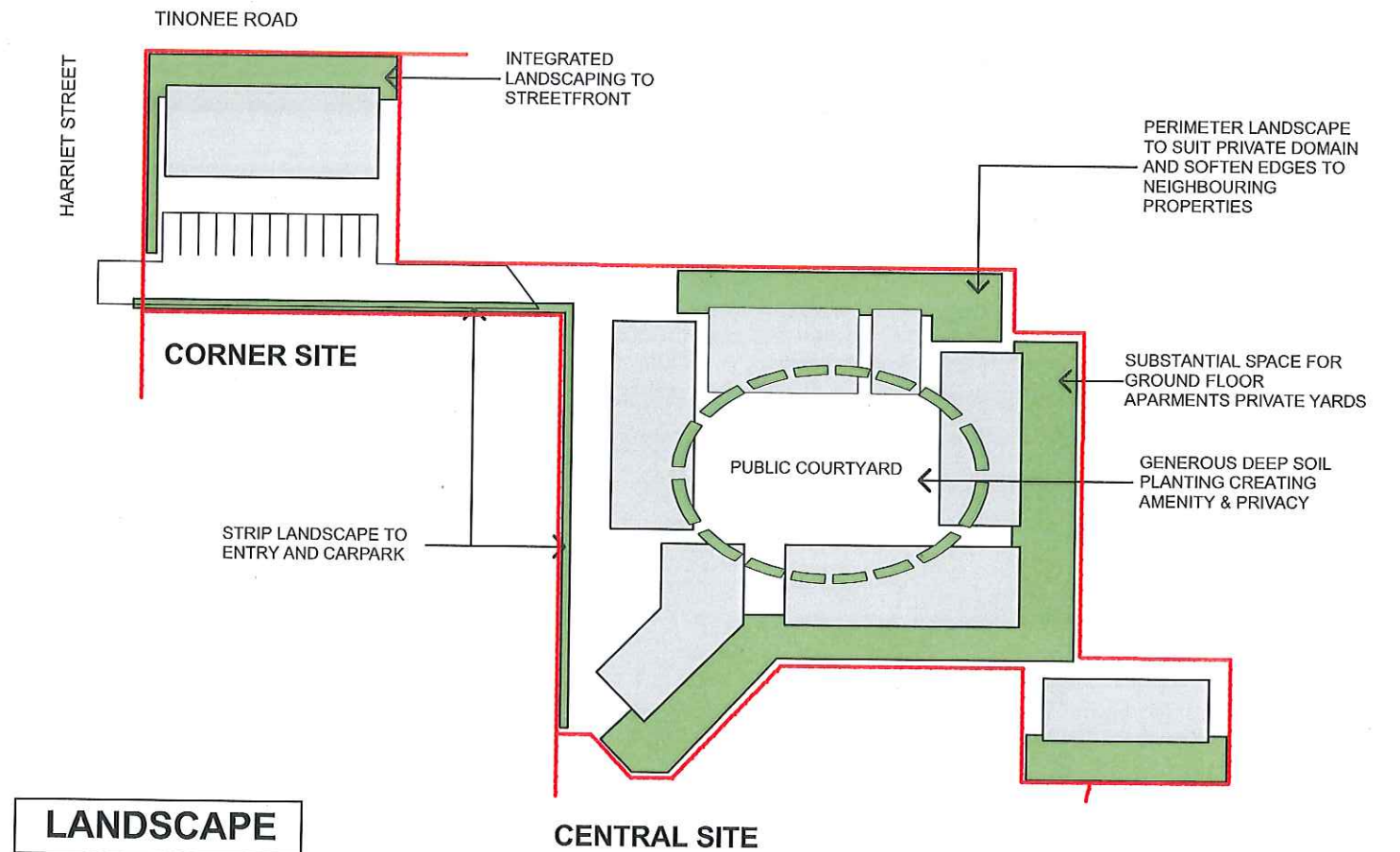
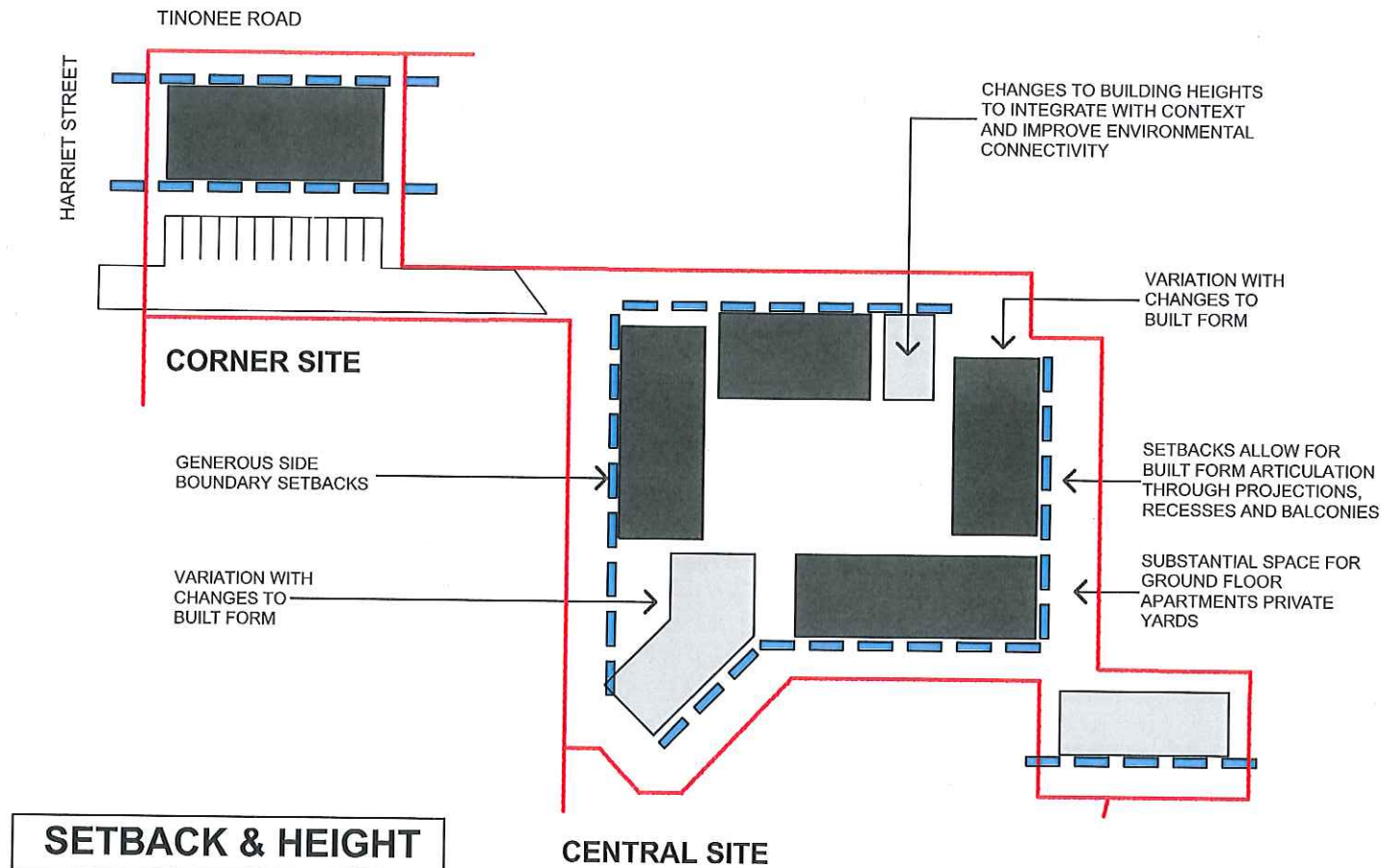
NORTH

03
07

SITE PLAN / CARPARK STRATEGY PLAN

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WARATAH RESIDENTIAL
PLANNING PROPOSAL FEASIBILITY

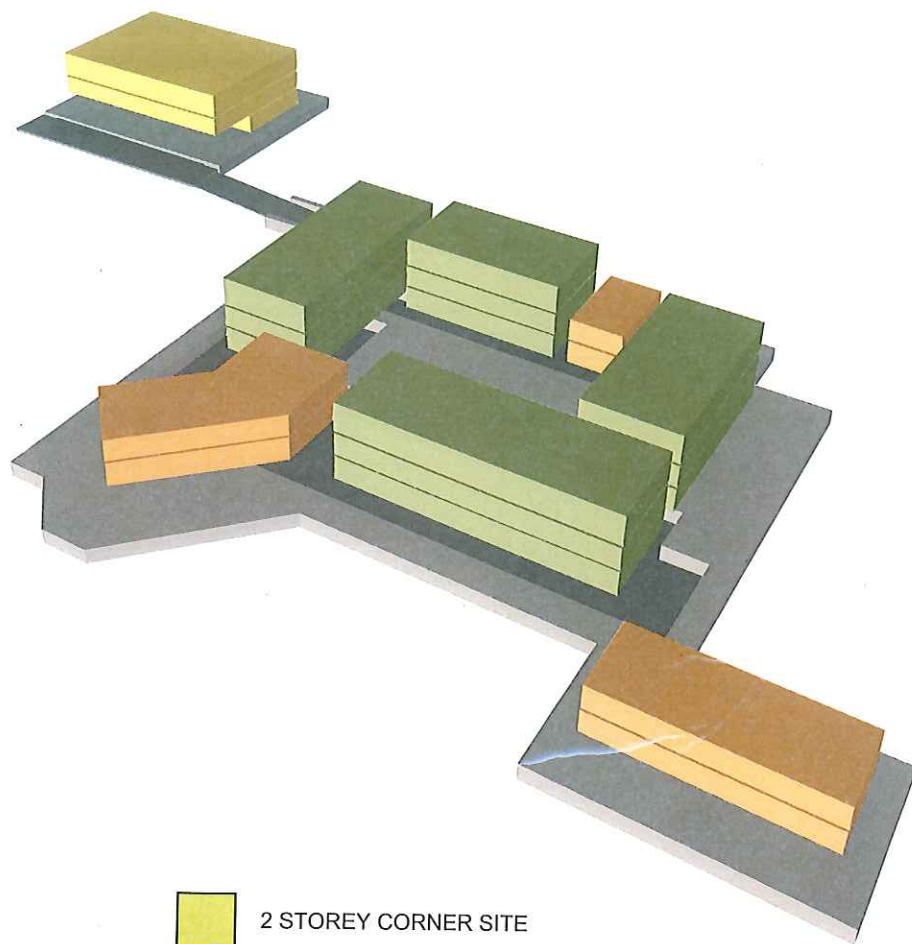


04
07

SITE CONCEPTS

1:1000 @ A3

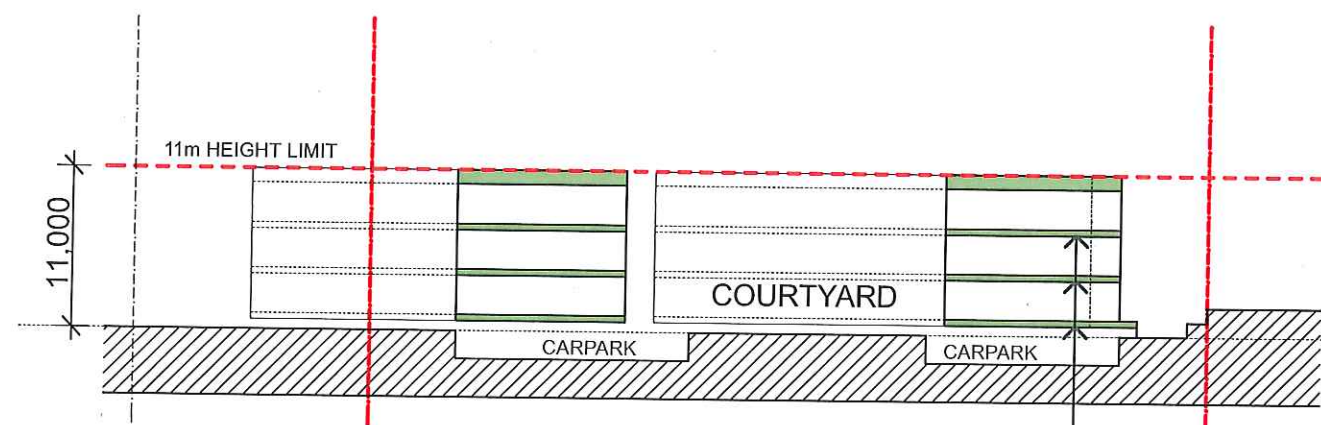
WARATAH RESIDENTIAL
PLANNING PROPOSAL FEASIBILITY



- 2 STOREY CORNER SITE
- 3 STOREY CENTRAL SITE
- 2 STOREY CENTRAL SITE

3D IMAGE

SOUTHERN
PROPERTY

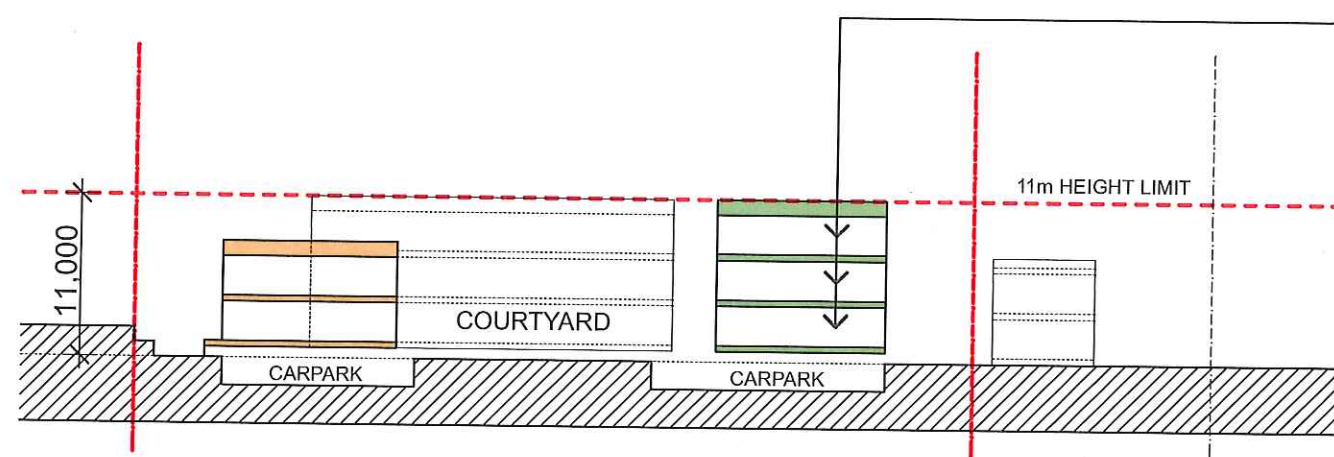


SITE SECTION C

NORTHERN
PROPERTY

ALLOWANCE OF 0.4M FOR
FLOOR STRUCTURE

NORTHERN
PROPERTY

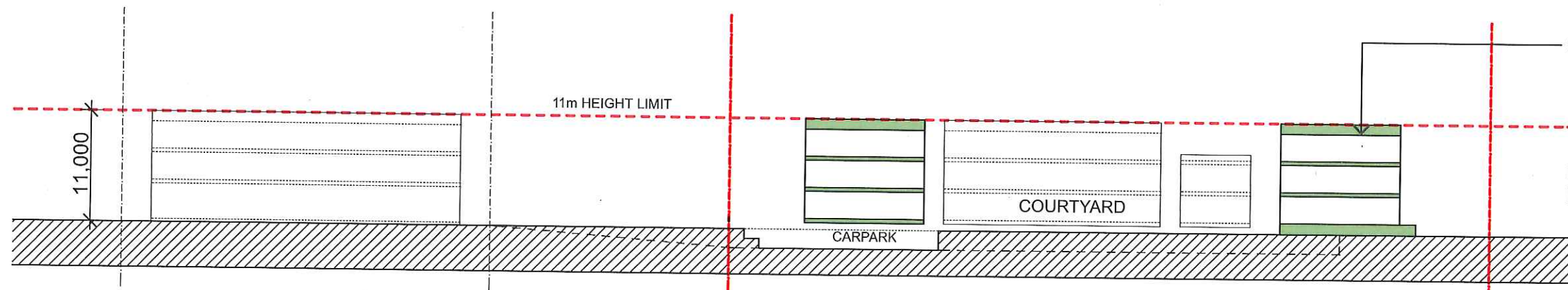


SITE SECTION B

SOUTHERN
PROPERTY

ALLOWANCE OF 2.7M FOR
FLOOR TO CEILING

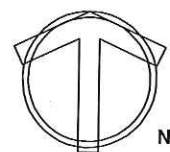
HARRIET
STREET



SITE SECTION A

ALLOWANCE OF 1M FOR
'SHALLOW' ROOF STRUCTURE.

EASTERN
PROPERTY



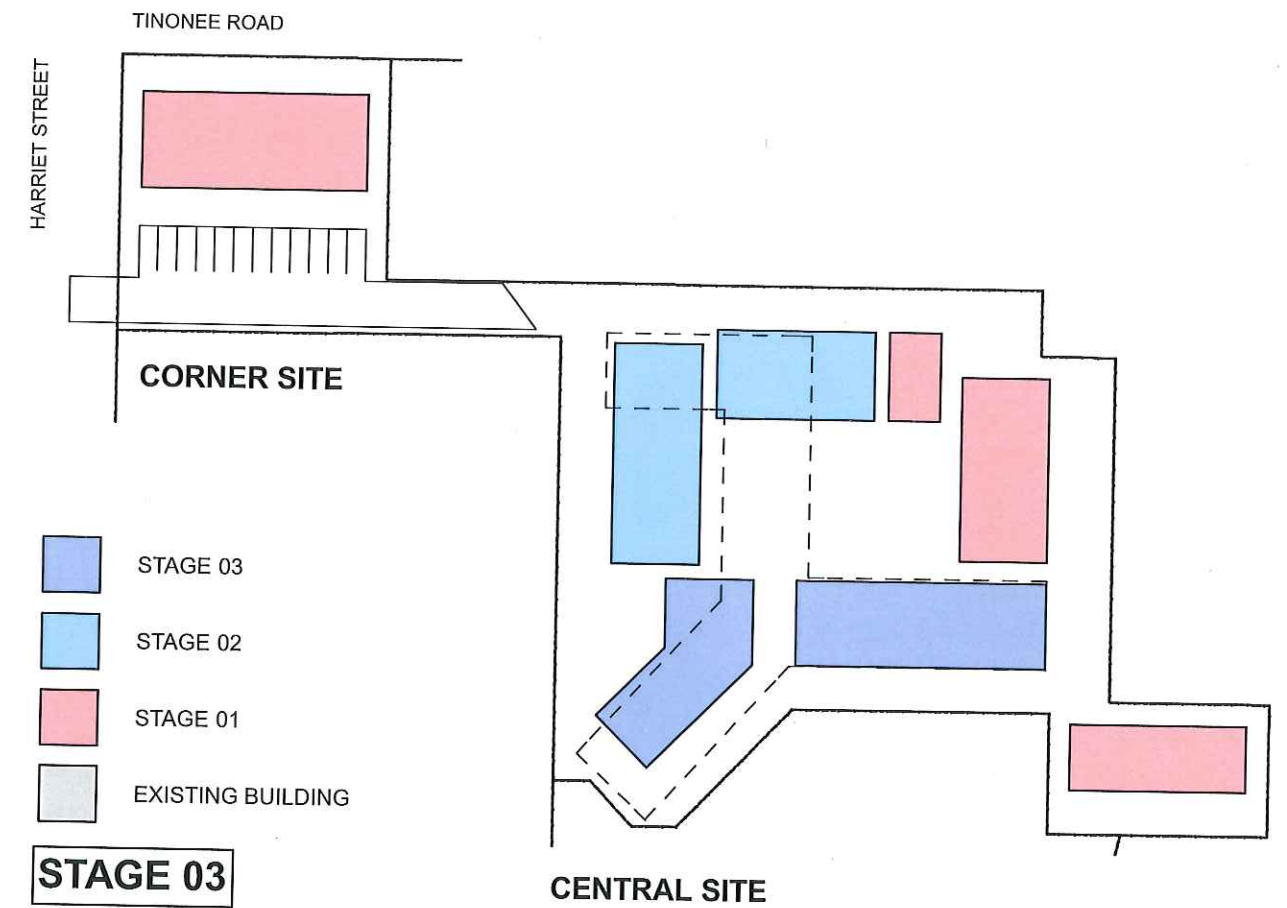
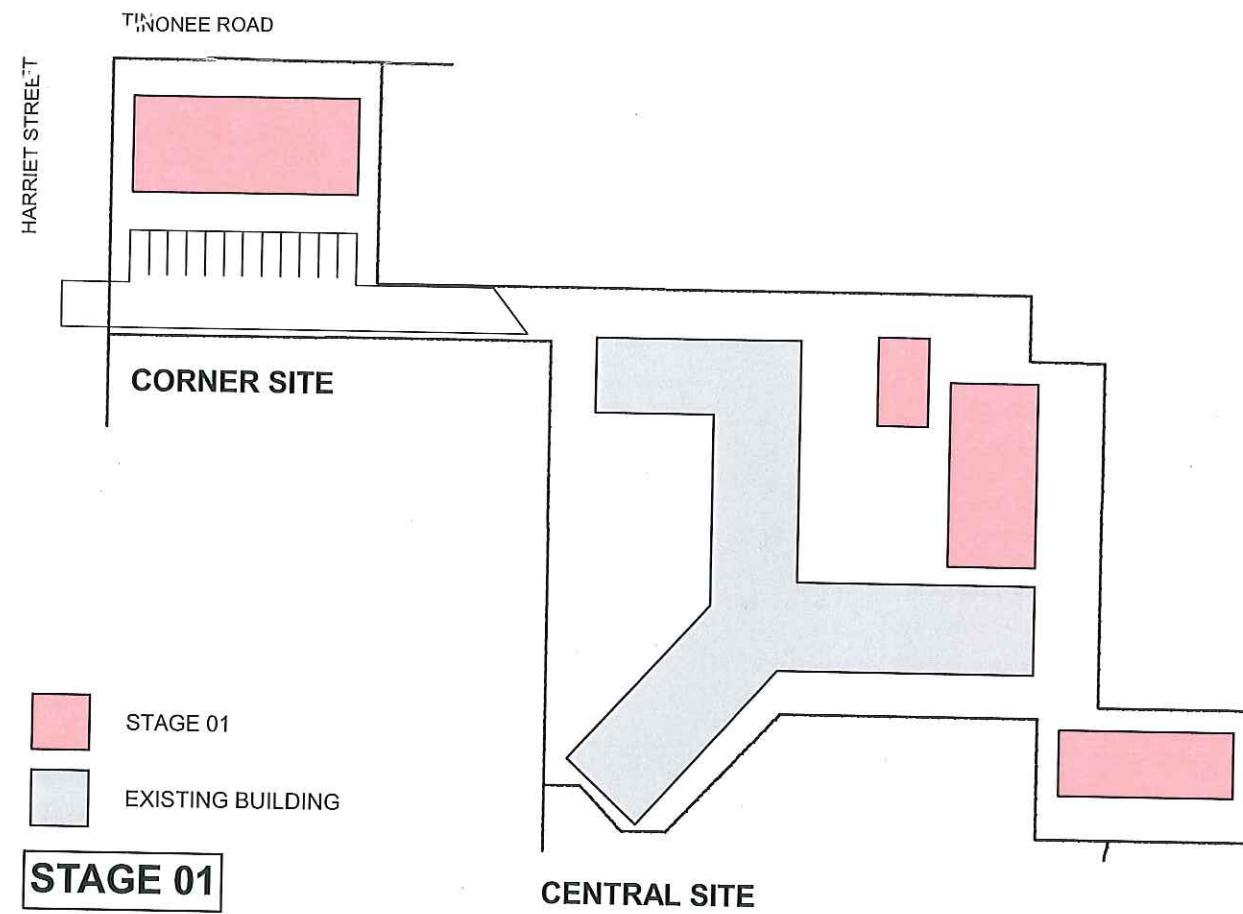
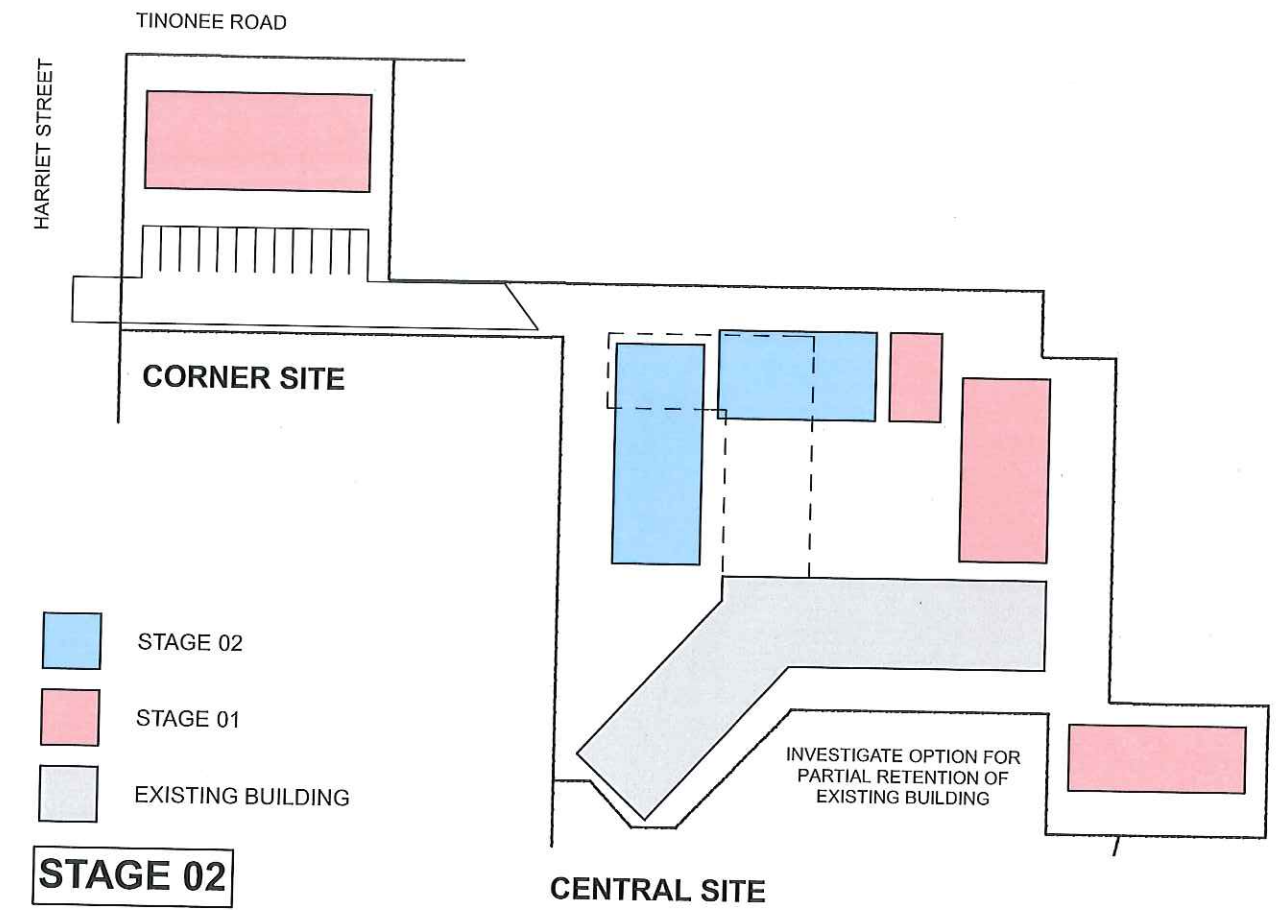
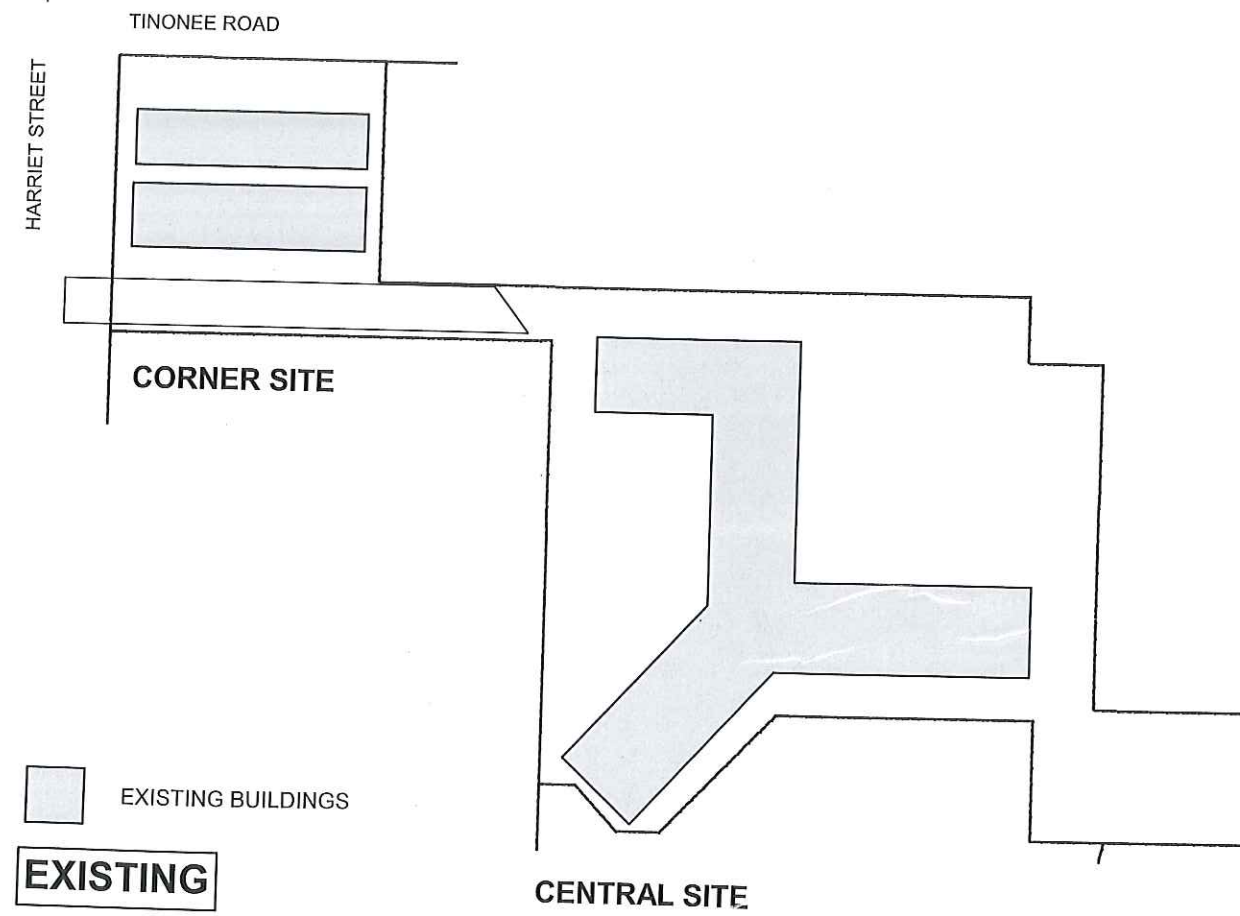
NORTH

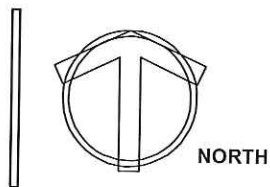
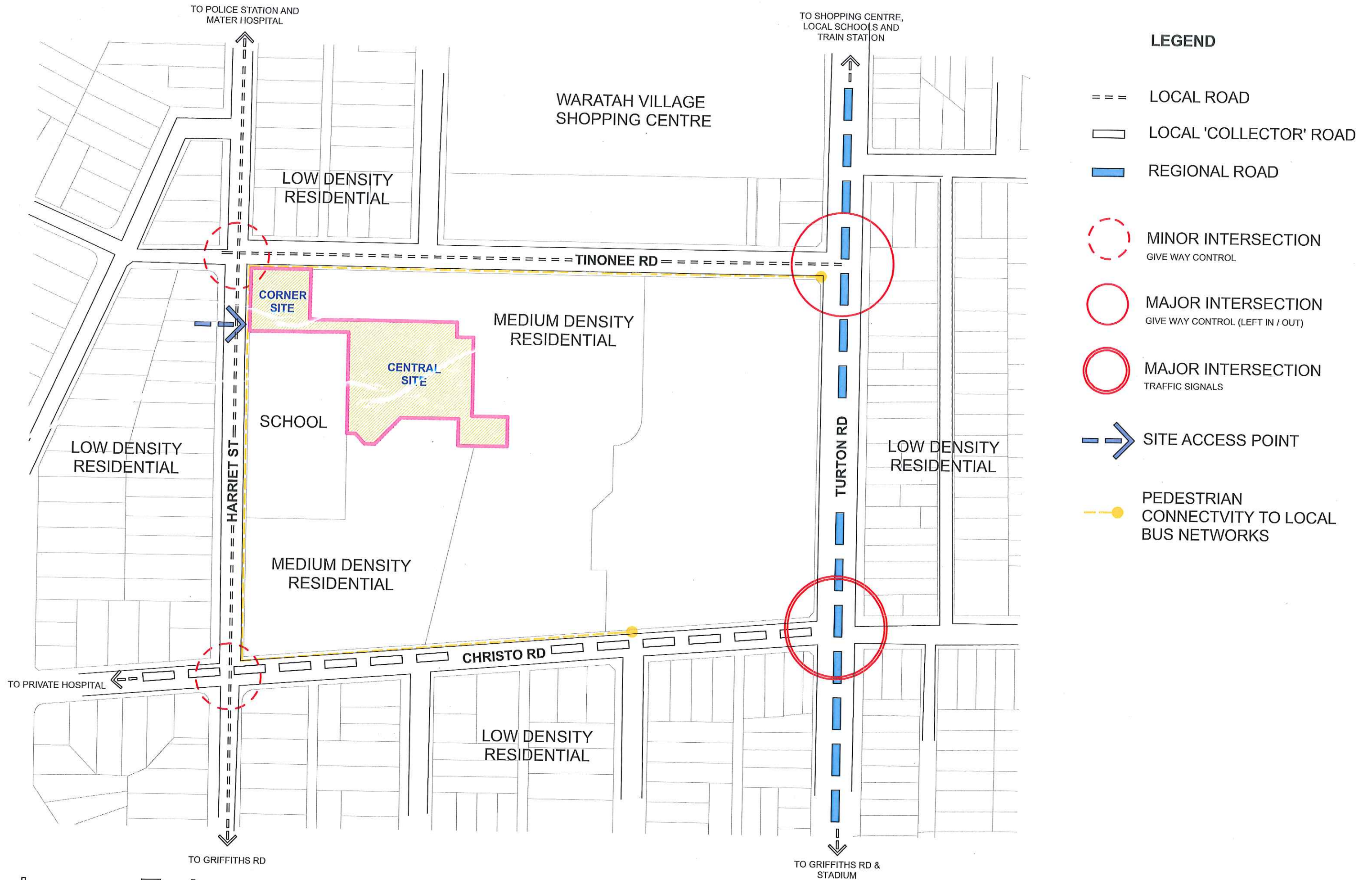
05
07

SITE MASSING

1:500 @ A3

WARATAH RESIDENTIAL
PLANNING PROPOSAL FEASIBILITY





07
07

MACRO SITE ANALYSIS PLAN

1:500 @ A3

WARATAH RESIDENTIAL
PLANNING PROPOSAL FEASIBILITY

**ORDINARY COUNCIL MEETING
13 JUNE 2017**

**CCL13/06/17
HARRIET STREET AND CHRISTO ROAD WARATAH - ENDORSEMENT
OF PROPOSED AMENDMENT TO NEWCASTLE LOCAL
ENVIRONMENTAL PLAN 2012**

Attachment C: Traffic Report by Seca Solutions

DISTRIBUTED UNDER SEPARATE COVER
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27 March 2017

P0651 ESS 60 Harriet Street, Waratah Rezoning

ESS Australia
PO Box 107,
Kurri Kurri NSW 2327

Attn: Shannon Sullivan

Dear Shannon,

Proposed residential rezoning, 58 & 60 Harriet Street, Waratah NSW.

This letter provides an assessment of the traffic impacts associated with the proposed rezoning of 58 & 60 Harriet Street, Waratah, NSW. It includes a review of the existing road conditions during the critical morning peak hour with consideration given to the potential impacts of an increase in local traffic associated with the proposal.

Access options have been reviewed and comments provided with regard to their safety and capacity.

This assessment has been completed in accordance with the Australian Standard (AS2890) and the RTA Guide to Traffic Generating Developments.

Background

The subject site consists of two adjoining lots located at 58 & 60 Harriet Street, Waratah to the south of Tinonee Road as shown in Figure 1.

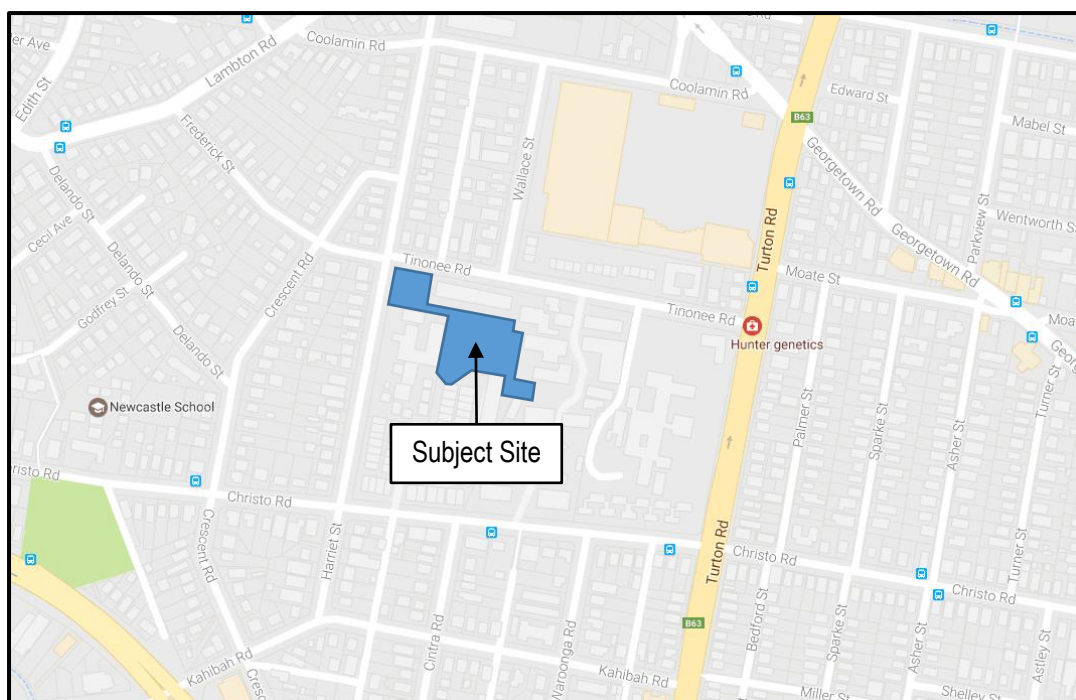


Figure 1 – Location of the subject site in the context of the local road network (Source: Nearmap).

The Newcastle Local Environment Plan 2012 indicates that the site is currently zoned R2 Low Density Residential as shown in Figure 2. It allows for a maximum floor space ratio of 0.75:1 and a maximum building height of 8.5m.

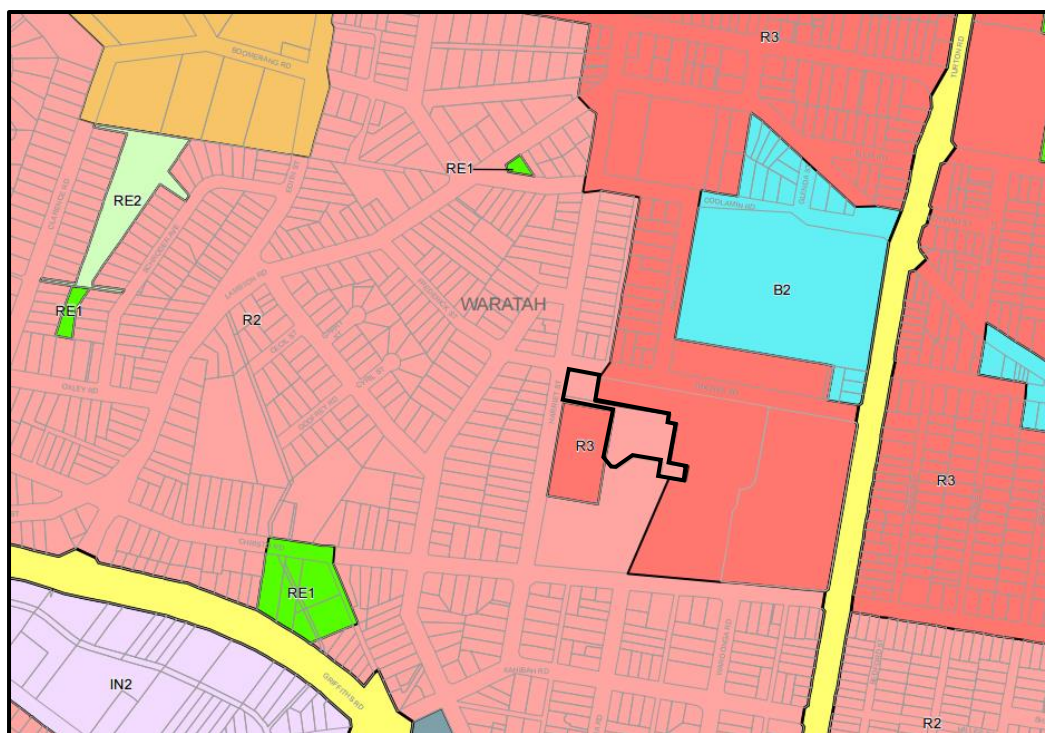


Figure 2 – Zoning Map (Source: Newcastle Local Environment Plan 2012).

The surrounding area is predominately residential consisting of low and medium density housing. The subject site bounded by Tinonee Gardens The Multicultural Village (an aged care facility) to the east, the Newcastle Senior School to the west and an existing medium density housing development to the south.

Access to both sites is currently provided via an existing shared access driveway off Harriet Street.

Existing Situation

Road Hierarchy

The main road through the locality is **Griffiths Road** which provides an east-west connection between Hamilton (east) and Lambton / Jesmond (west). Griffiths Road forms part of the regional road network (A15) carrying a high volume of traffic between the M1 Pacific Motorway and Newcastle CBD. In the vicinity of the subject site it provides 2 lanes of travel in each direction separated by a raised central median with additional lanes provided at intersections to maintain capacity. Limited on-street parking is provided. Street lighting is available. Intersections along Griffiths Road are typically signal controlled (including intersections with Kahibah Road and Turton Road).

Turton Road provides a major north-south connection between Mayfield (north) and Broadmeadow. Turton Road forms part of the regional road network (B63) with links to Industrial Drive and the Pacific Highway. In the vicinity of the subject site it provides two lanes of travel in each direction separated by a raised central median. Additional lanes are provided at key intersections to maintain capacity. There is kerbside parking provided within the sealed shoulder to both sides of the roadway. Street lighting is also provided. Several of the intersections along Turton Road are signalised.

Christo Road is a local road providing an east-west link for residential developments through Waratah. Given the length of the road and the number of residential properties that access this route, it could be considered a collector road for the area. It has a sealed pavement in the order of 12 metres wide allowing for a single lane of travel and

on-street parking in both directions. There is kerb and guttering to both sides of the roadway and street lighting is provided. Christo Road operates under the posted speed limit of 50 km/hr.

Christo Road forms a 'Stop Sign' controlled intersection with Harriet Street to the south of the subject site with Christo Street having priority. The intersection of Christo Road and Turton Road is signalised.

Harriet Street is a local road with a sealed pavement in the order of 10 metres wide allowing for a single lane of travel in each direction. On-street parking is provided to both sides of the roadway and street lighting is provided. The posted speed limit along Harriet Street is 50 km/hr. Pedestrian footpaths are provided to both sides of the street extending between Tinonee Road and Christo Road.

Harriet Street forms a 'Give Way' controlled intersection with Tinonee Road to the north of the subject site where Harriet Street has priority. The western leg of this intersection is Frederick Street.

Tinonee Road is a local road providing limited access to residential developments and the Tinonee Gardens Aged Care Facility. It has a sealed pavement in the order of 10-12 metres wide allowing for a single lane of travel with on-street parking in both directions. Street lighting is provided and there is kerb and guttering to both sides of the roadway. Tinonee Road operates under the posted speed limit of 50 km/hr. Pedestrian footpaths are provided along the southern side of the roadway which connect to local shopping on Turton Road.

Tinonee Road forms a 'Give Way' controlled T-intersection with Turton Road with turning movements restricted to left in / left out.

The remaining roads are all local streets with Newcastle City Council as the relevant road authority.

Existing Traffic Flows

As part of the project work Seca Solution collected traffic data at the intersection of Harriet Street and Tinonee Road during the typical morning peak (between 7:30am and 9:30am) to determine the current peak hour traffic flows. Traffic surveys were completed on Tuesday 7th June 2016.

Seca Solution has previously collected traffic data at the intersection of Christo Road and Turton Road. This survey was completed during the afternoon peak on Tuesday 18th August 2015.

A summary of the current traffic flows along the local roads is provided in Table 1.

Table 1 Peak hour traffic surveys

Road	Peak	Peak Hour Flows (2-way)	Northbound / Eastbound	Southbound / Westbound
Harriet Street (south of Tinonee Road)	AM	231	151	80
Tinonee Road (east of Harriet Street)	AM	80	64	16
Christo Road (east of Harriet Street)	PM	246	98	149
Turton Road (north of Christo Road)	PM	1826	838	988

RMS guidelines indicate that peak hours typically represent around 10% of the daily traffic flows. This would indicate that the daily traffic flows along Harriet Street (south of Tinonee Road) would be in the order of 2,300 vehicles per day with daily flows along Christo Road being in the order of 2,500 vehicles per day and daily flows on Tinonee Road being in the order of 800 vehicles per day.

Existing Site Flows

The subject site currently provides boarding style accommodation consisting of 40 bedsits with communal living areas and associated parking at 60 Harriet Street (central site). There are also 5 townhouses and associated parking provided at 58 Harriet Street (corner site).

It is considered that the current land uses would be similar to that for medium density housing in terms of the existing site flows. The RTA Guide to Traffic Generating Development provides the following traffic generation rates for medium density housing (noting that these rates may be lower in less affluent areas):

- 0.4 – 0.5 trips per dwelling per hour during the morning and afternoon peak
- 4 – 5 trips per dwelling per day

For the 45 dwellings across the site, the existing site flows could be in the order of 18 vehicles during the morning and afternoon peak hours with 180 vehicle movements daily (given the nature of the site providing for mostly boarding style accommodation the lower rate has been considered). This is consistent with the observations on site.

Road Safety & Accident History

A review of accident data provided by the RMS indicates that there have been no accidents along the local roads in the immediate locality of the subject site in the 5 years to June 2015. There is no congestion along the local road due to the relatively low traffic flows and intersections are typically well laid out with good visibility on the approaches. Drivers were not observed to speed along the local streets due to the interactions with driveways and intersections. Overall it is considered that the road network surrounding the site operates in a safe and appropriate manner.

Public Transport and Active Travel

There are regular buses that operate along Turton Road and Christo Road as shown in Figure 3. Bus services operated by Newcastle Buses include:

- Route 111: Mount Hutton to Newcastle via Charlestown, Kotara and Waratah
- Route 235: Maryland to Newcastle via Wallsend, Jesmond and Waratah



Figure 3 – Local bus routes throughout Waratah

The nearest bus stops are located on Turton Road (at Tinonee Road) and Christo Road (at Cintra Road and Crescent Road) less than 400 metres from the subject site with pedestrian footpaths along the local road providing good connectivity between the subject site and the nearby shopping village.



Photo 1 – Pedestrian footpaths along the site frontage to Tinonee Road.

There are no cycling lanes provided along the local roads in the vicinity of the subject site. Due to the relatively low traffic flows along these roads it is considered that cyclists would be able to ride along the local street as required to connect with the nearby cycling routes (see Newcastle Cycling Maps).

Proposal

The proposal involves rezoning of the site from R2 Low Density Residential to R3 Medium Density Residential with associated changes to building heights and floor to space ratio. It is intended that the rezoning of the site will allow for a future development consisting of single bedroom affordable housing or student style accommodation.

To ensure a robust assessment of the traffic impacts associated with this rezoning, the remainder of this assessment has considered a worst-case future development allowing for the maximum number of dwellings possible under the increased FSR, assuming an average dwelling size of 50 m².

The rezoning of the site will allow for an increased in FSR to 0.9:1, which is consistent with nearby lots to the east currently zoned R3 Medium Density Residential. For the total site area of 6,053 m² across the two lots, the potential yield would allow for up to 121 single bedroom dwellings with associated parking and infrastructure.

Traffic Generation

Based on the traffic generation rates for medium density housing the proposed development could produce up to 49 vehicle movements per hour during the morning and afternoon peak with 484 vehicle movements daily. This represents an increase of 31 vehicle movements over existing flows during the peak hours with 304 additional trips per day.

It is noted that due to the accessibility of public transport and active travel opportunities throughout the area these rates could be reduced however to ensure a robust assessment no discount for mode share has been allowed for.

Impact on Traffic Flows

Given the nature of the site being located close to the University of Newcastle there would be a high demand for student accommodation with associated trips to/from the university. Similarly, the site is also located close to major employment areas including the Newcastle CBD, Westfields Kotara, Griffith Road commercial/light industrial precinct and the Mater Hospital. Allowing for this it is considered that traffic movements would be equally split to the north and south along Harriet Street with traffic then dispersing across a number of potential routes depending on their origin/destination.

- Vehicles travelling north-west towards the University of Newcastle or Mater Hospital would turn right out of the site and travel north along Harriet Street, then use one of a number of side roads to connect with Edith Street. This is considered to represent 35% of trips.
- Vehicles travelling north towards Mayfield or Industrial Drive would turn right out of the site and travel north along Harriet Street before turning right onto Tinonee Road for connection to Turton Road northbound. This is considered to represent 15% of trips.
- Vehicles travelling east towards the Newcastle CBD or Westfields Kotara would turn left out of the site and travel south along Harriet Street, then via Christo Road and Turton Road to continue on or connect with Griffith Road eastbound. This is considered to represent 25% of trips.
- Vehicles travelling south or west towards Glendale, the M1 Pacific Motorway, John Hunter Hospital or along the Newcastle Inner City Bypass would turn left out of the site and travel south along Harriet Street, then via Kahibah Street to connect with Griffith Road westbound. This is considered to represent 25% of trips.

Allowing for this distribution and the traffic generation rates above, the development would increase the existing traffic flows along the local road network as shown in Figure 4.

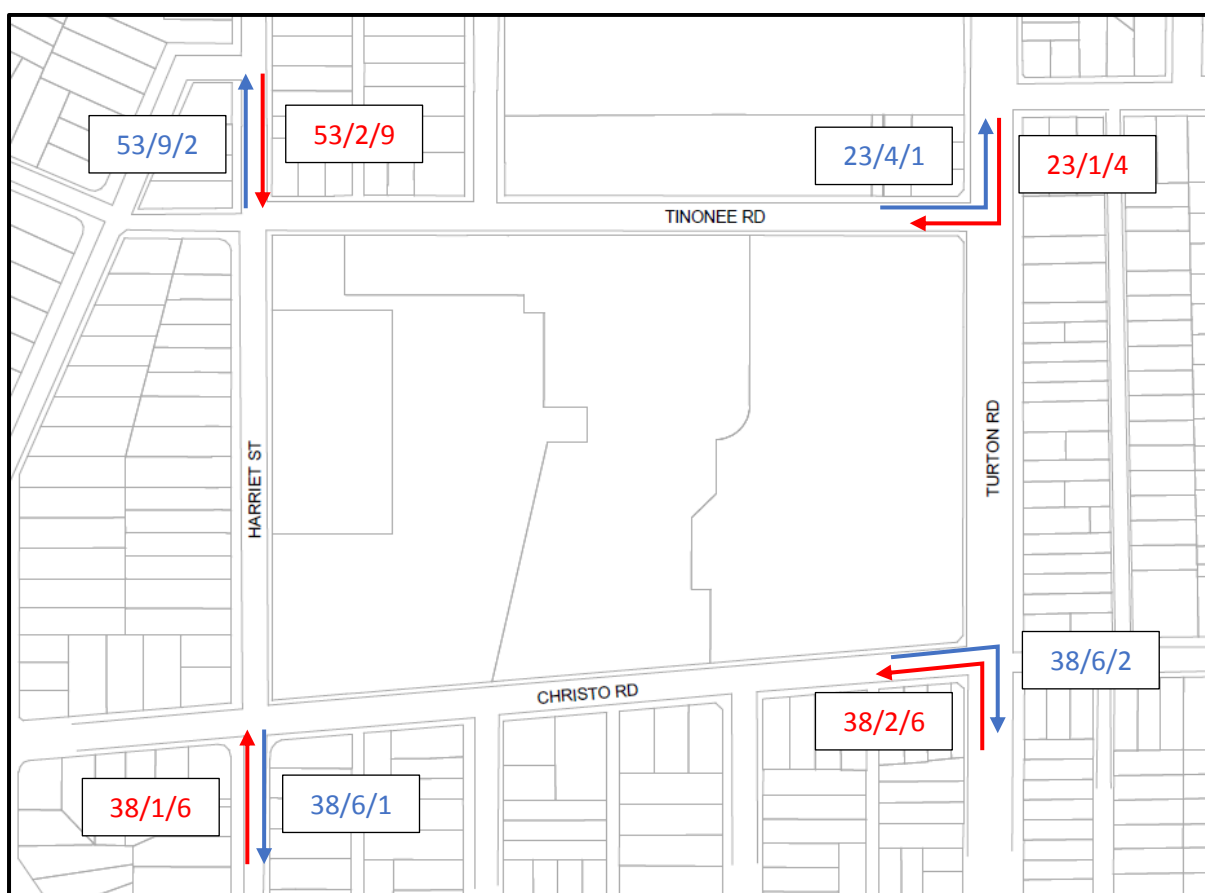


Figure 4 – Development Traffic Flows (Daily/AM/PM).

As shown in Figure 4, the proposed rezoning could increase the traffic flows along Harriet Street (immediately north of the site) by 16 vehicles per hour to 246 vph two-way. This represents a Level of Service A (Table 4.4 Urban Peak Hour Flows per Direction, RMS Guide to Traffic Generating Developments) and as such this increase is well within the capacity of the local road network. The daily impacts would be to increase flows on Harriet Street, immediately north of the site to 2452 per day.

The impact of additional traffic on the surrounding roads would be less as traffic disperses throughout the road network. The development could increase traffic on the surrounding roads as follows:

- Increase of 46 vehicles per day on Tinonee Road (east of Harriet Street) to 846 vehicles daily.
- Increase of 76 vehicles per day on Christo Road (east of Harriet Street) to 2,576 vehicles daily.

The RMS guide indicates that the environmental capacity for a local street has a maximum peak hour volume of less than 300 vehicles per hour. Given that the existing peak hour flows along Harriet Street (north of the site) are in the order of 231 vehicles per hour and that the proposed rezoning could generate an additional 16 vehicles per hour, the projected traffic flows associated with a development would be within the environmental capacity for the road. Similarly, the traffic flows on Tinonee Road (east of Harriet Street) would increase to 85 vehicles per hour and flows on Christo Road (east of Harriet Street) would increase to 253 vehicles per hour. These flows are less than 300 vehicles per hour and are therefore within the environmental capacity of these roads.

Allowing for 15% background growth over a ten year horizon on the local road network (1.5% increase per annum) these flows would remain within the capacity of these roads with flows on the worst road (Christo Road) increasing to 291 vehicles per hour. It is therefore concluded that the rezoning would have an acceptable impact upon the surrounding road network.

Impact of Peak Hour Flows on Intersections

Due to the nature of the area with a variety of potential routes and its location close to major attractors and employment centres including the Mater Hospital, Newcastle University and CBD, it is considered that additional traffic associated with the proposed rezoning would be dispersed over a number of potential routes with no significant increase in local traffic through any one intersection. Observations on site indicate that local roads and intersections operate well with minimal delays and congestion for road users during the critical peak periods. On this basis, it is considered that the minor increase in local traffic associated with the proposed rezoning would not have a noticeable impact upon the operation of the nearby intersections.

The signalised intersection of Christo Road and Turton Road currently operates with minimal delays and would not be noticeably impacted upon by the minor increase in local traffic associated with the proposed rezoning.

Pedestrian Movements

Given the location of the site being close to the Waratah Village Shopping Centre there would be a high demand for pedestrian movements associated with future residents walking to the shopping centre. There would also be a demand for pedestrian movements associated with residents walking to nearby bus stops on Turton Road and Christo Road, nearby employment opportunities along Griffiths Road as well as the Mater Hospital and to the McDonald Jones Stadium for entertainment and sports.

These movements can be catered for on the existing footpaths along these roads.

Excluding the existing townhouses on the corner of Harriet Street and Tinonee Road, there is currently no separate access to the site for pedestrians. All pedestrians are required to walk along the access driveway to connect with the footpaths on Harriet Street. A concept plan prepared for the site will allow for a new pedestrian access to be developed to connect with Tinonee Road, along the eastern boundary of 58 Harriet Street.

Allowing for this, pedestrian desire lines to nearby attractors is provided in Figure 5.

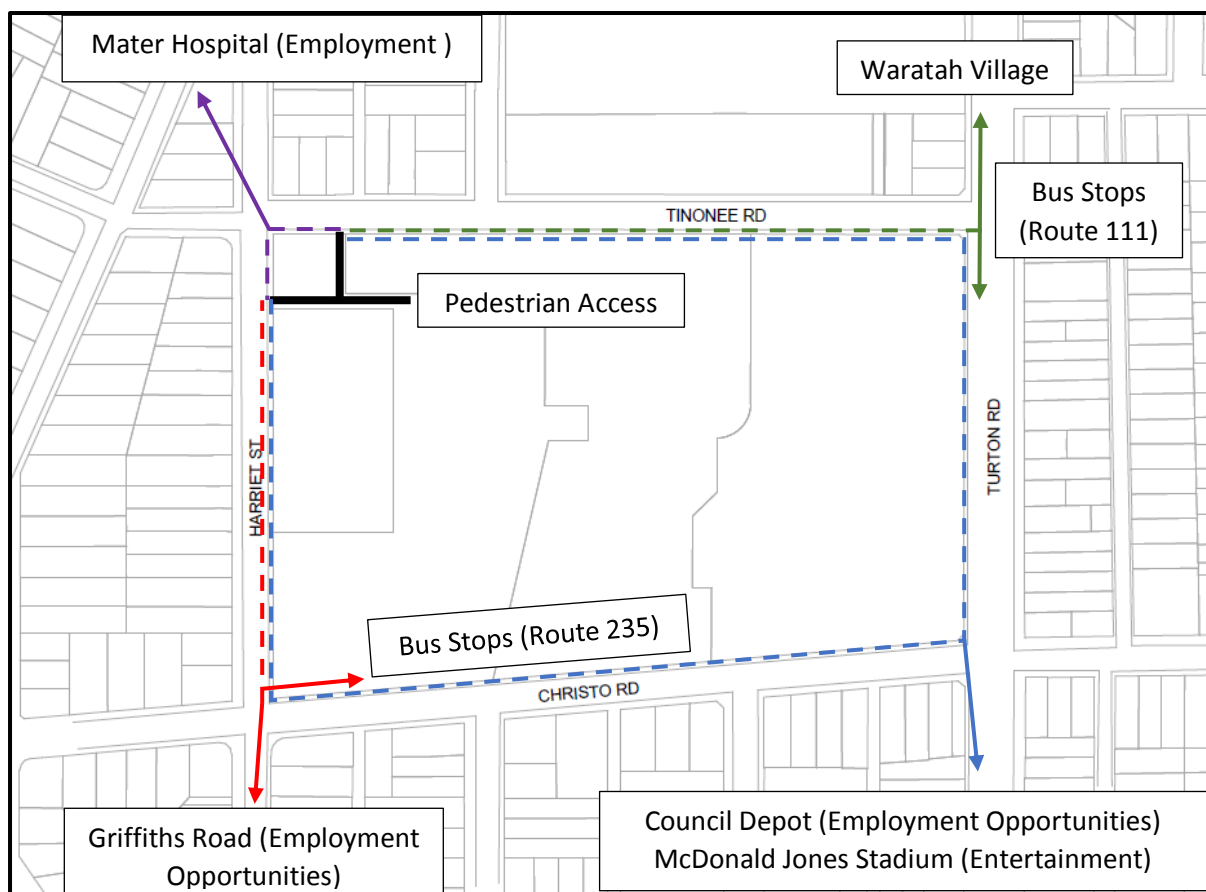


Figure 5 – Pedestrian Desire Lines and Site Access

Car Parking

Whilst specific details and lot numbers for future development of the site cannot be confirmed at this time, car parking requirements for any future development shall be determined as part of a future development application submitted to Council. It is considered however that parking can be provided on the site in accordance with relevant planning documents.

SEPP Affordable Rental Housing 2009

SEPP Affordable Rental Housing 2009 provides the following minimum parking requirements for an infill affordable rental housing development, above which a development cannot be refused:

For developments made by a social housing provider on land in an accessible area

- 0.4 spaces per one bedroom dwelling;
- 0.5 spaces per two bedroom dwelling; plus
- 1 space per dwelling containing three or more bedrooms.

In any other case

- 0.5 spaces per one bedroom dwelling;
- 1 space per two bedroom dwelling; plus
- 1.5 spaces per dwelling containing three or more bedrooms.

Allowing for a maximum yield of 121 single bedroom dwellings this would equate to 49 parking spaces for developments made by a social housing provider or 61 parking spaces in any other case.

Newcastle Development Control Plan 2012

It is noted however that rezoning of the site could also allow for a future residential development requiring the following parking requirements under the Newcastle Development Control Plan:

- 1 space per one, two or three bedroom dwelling; plus
- Visitor parking at the rate of 1 space per 5 dwelling or part thereof.

Allowing for a maximum yield of 121 dwellings this would equate to 146 parking spaces required on site (including 121 spaces for residents and 25 spaces for visitors). Note that this makes no allowance for reduced parking demands associated with opportunities for public transport and active travel.

Access

The existing driveway is located along a straight section of Harriet Street which allows good visibility in both directions for drivers entering or exiting the site.

For the posted speed limit of 50 km/hr the minimum sight distance at an access driveway is 45 metres with 69 metres desirable (AS2890.1: Off-street car parking). As part of the project work completed by Seca Solution the sight distances at the existing access driveway have been reviewed on site and are considered to satisfy the minimum requirements of AS2890. The sight distance to the left (south) along Harriet Street is more than 200 metres (Photo 2). Sight distance to the right (north) along Harriet Street is reduced by a slight vertical curve (crest) although the visibility for drivers exiting the site exceeds 90 metres (Photo 3).



Photo 2 – View to the left (south) along Harriet Street for drivers exiting the site.



Photo 3 – View to the right (north) along Harriet Street for drivers exiting the site.

The existing access driveway is consistent with the requirements of the Newcastle City Council Development Control Plan and AS2890 for the current land use. It has a minimum width of 5.5 metres along the majority of its length with the driveway narrowing slightly approaching the existing carpark (creating a potential conflict point) as shown in Photo 4. Minor upgrades may be required depending on the scale of the proposed development.



Photo 4 – Existing access driveway looking west out of the site and showing narrowing to the east of the speed hump.

Due to the relatively low traffic volumes associated with the proposed rezoning, it is considered that the existing driveway can provide suitable access for the proposed land use with the access to be confirmed as part of a development application submitted to Council. Under AS2890 a driveway width of between 3 – 5.5 metres would be appropriate for a future development allowing for affordable housing under the SEPP (requiring 25-100 parking spaces fronting a local road).

Should a future development allow for residential dwellings which are not for use as affordable housing then the existing access may need to be widened to allow for a driveway width of between 6 – 9 metres to ensure consistency with AS2890 (for a development providing more than 100 parking spaces fronting a local road).

Conclusion

The additional traffic generated by the proposed rezoning of 58 & 60 Harriet Street, Waratah from R2 Low Density to R3 Medium Density Residential would not have a significant impact on the local road network.

The potential use of the site would increase the existing traffic flows by 31 movements in the peak hour with these vehicles being dispersed across several potential routes. The assessment above has shown that these additional vehicles would be well within the capacity of the surrounding roads and intersections and would therefore have an acceptable impact.

Assuming a future development for affordable housing, the existing access driveway from Harriet Street would be sufficient to accommodate the increased traffic demands. Should a future development allow for residential dwellings other than for the purposes of affordable housing then the existing access may need to be upgraded to ensure consistency with AS2890. Specific details of the future development and access shall be confirmed as part of a future development application for the site.

Overall it is considered that the proposed rezoning should be approved on the grounds of traffic and access.

Please feel free to contact me on 4032 7979, should you have any queries.

Yours sincerely,



Sean Morgan
Director

Attachment A: Site Photos



Photo 5 – Existing access driveway from Harriet Street.



Photo 6 – View looking south along Harriet Street showing typical cross section





Photo 7 – View looking north along Harriet Street showing typical cross section



Photo 8 – View looking east along Tinonee Road from Harriet Street.

Attachment B: Traffic Data

