



Statement of Environmental Effects

New Commercial Building and associated Car Park

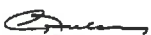
12 Stewart Avenue, Newcastle West

On behalf of Spartohori Pty Ltd.

STATE OF NEW SOUTH WALES
DEPARTMENT OF PLANNING AND
CONSTRUCTION
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PLANNING AND CONSTRUCTION

February 2016 | N-15017

Report Revision History

Revision	Date issued	Prepared by	Reviewed by	Verified by
01 - N-15017	23/02/16	Andrew Biller Associate	Garry Fielding Senior Consultant	G. Fielding <i>Senior Consultant</i>
00 - N-15017	29/02/2016	Andrew Biller		G. Fielding <i>Senior Consultant</i> 

CERTIFICATION

This report has been authorised by City Plan Strategy & Development, with input from a number of other expert consultants, on behalf of the Client. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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CITY PLAN STRATEGY & DEVELOPMENT P/L - STATEMENT OF ENVIRONMENTAL EFFECTS: 12 STEWART AVENUE, NEWCASTLE WEST

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Appendix	Document	Prepared by
1.	Architectural Drawings	PTW and CKDS Architecture
2.	Architects Design Statement	PTW and CKDS Architecture
3.	Heritage Impact Assessment	John Carr Heritage Design
4.	Letter from Government Architects Office	NSW Government Architect's Office
5.	Minutes of meetings with Urban Design Consultative Group	The City of Newcastle
6.	Detail and Contour Survey Plan	Cadence Consulting Surveyors
7.	Landscape Plan	JMD Design
8.	Erosion and Sediment/Stormwater Management Plan	Northrop
9.	Geotechnical and Contamination Report	Prensa
10.	Traffic Impact Assessment	Intersect Traffic
11.	Cost Summary Report	RPS
12.	Waste Management Plan	The Proponent

1. Executive Summary

1.1 Introduction

This Statement of Environmental Effects (SEE) has been prepared by City Plan Strategy and Development (CPSD) on behalf of Spartohori Pty Ltd in support of a development application (DA) to demolish existing structures and construct a commercial/office building over five levels and associated car park at 12 Stewart Avenue, Newcastle West (Lot 102 in DP 1191992 and Lot 128 in DP 773588). The building is to be constructed in two stages. The site is located on the south-western corner of Stewart Avenue and Hunter Street, Newcastle. The subject DA relates to the following works:

- Demolition of all existing structures on the site;
- Construction of a commercial/office building over five levels and associated car park;
- Provision of landscaping around the new building;
- Provision of associated services, drainage infrastructure, etc.

The proposal has been formulated having full and proper regard to existing development controls and to the environmental qualities of the site and its surroundings. This SEE demonstrates that the proposal substantially complies with the development controls applying to the site.

1.2 Consent Authority

Newcastle City Council ("Council") is the consent authority for the proposed development. The cost of construction is \$19,946,864 inclusive of GST. A cost summary report is included at Appendix 11.

1.3 Integrated Development Provisions

The site is located within a proclaimed Mine Subsidence District. The general terms of approval from the Mine Subsidence Board pursuant to the Integrated Development provisions of Section 91 of the Environmental Planning and Assessment Act 1979 "the Act", are enclosed

1.4 Scope of Statement of Environmental Effects

This SEE addresses the matters referred to in Section 79C of the Act and the matters required to be considered by Council as the consent authority.

The purpose of this SEE is to:

- Describe the proposed development;

- Describe the land to which the DA relates and the character of the surrounding area;
- Define the statutory planning framework within which the DA is to be assessed and determined; and
- Assess the proposed development in the light of all relevant heads of consideration.

1.5 Site History

In mid-2015 a DA was lodged seeking consent to erect a 2 storey car parking facility on part of the subject site to provide an additional 93 parking spaces for use by the tenants of the approved "Gateway" commercial development at 168 Parry Street, as well as future commercial development – refer figure 1 below. Part of the DA the subject of this SEE now proposes a 7 level car park for 263 cars in the same location on the site.

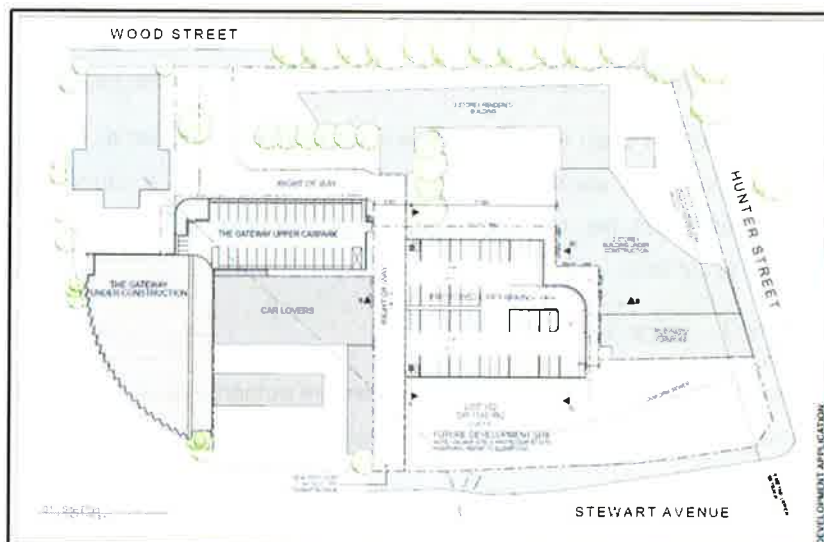


Figure 1– Location of proposed car park for 93 spaces (previous DA).

1.6 Discussions with Council and Urban Design Consultative Group

In accordance with Clause 7.5 (4) of Newcastle Local Environmental Plan (LEP) 2012 the site is identified as a key site with a capital value of more than \$5 million and therefore requires an architectural design competition to be carried out prior to consent being granted. Subclause (5) makes provision for the Director-General to waive the requirement for an architectural design competition if it is decided that the development is one for which a competition is not required.

In a letter dated 10 August 2015 (refer **Appendix 4**), the NSW Government Architect advised that it was considered appropriate to waive the design competition requirement in the case of the current site since the proposed infill development is relatively modest in scale and does not give rise to any bonus requests or departures from any development standard under LEP 2012. However, in granting the exemption, a design review panel was required to be established to oversee the development of the design. To date, the panel has consisted of Newcastle City Council's Urban Design Consultative Group (UDCG) and a representative from the Government Architect's Office.

Two meetings have been held between the UDCG and the project design team during the design development phase. Minutes of the two meetings are included at **Appendix 5**. An Architectural Design Statement is also included at **Appendix 2**.

2. The Proposed Development

2.1 Description of the Proposed Development

The subject DA relates to the following works:

- Demolition of all existing structures on the site;
- Construction of a commercial/office building over five levels and associated car park;
- Provision of landscaping around the new building;
- Provision of associated services, drainage infrastructure, etc.

The proposed five level building consists of three core commercial zones separated by interactive circulation spaces and linked to a seven storey car park at the rear. At ground floor level the building incorporates a widened footpath and recessed walkway area as well as separate covered pedestrian entries to Stewart Avenue and Hunter Street. A "Civic Plaza" is also proposed at the corner of Stewart Avenue and Hunter Streets. The building is to be constructed of a glazed curtain wall system with perforated aluminium anodised facade and painted masonry elements. The architectural drawings at **Appendix 1** detail the proposed finishes.

Staging

The building is proposed to be constructed in two stages. Stage 1 includes the car park and the two commercial zones in the north-east corner of the site facing Stewart Avenue and Hunter Streets. Stage 2 includes the commercial zone in the south-east corner of the site facing Stewart Avenue- refer Staging drawing A-022 at **Appendix 1**. It is requested that the DA consent include separate conditions for each stage.

Table 1 below sets out the Gross Floor Area (GFA) and parking provision per level.

Table 1 - GFA and car parking per level

Level	GFAm2	Parking spaces
L1 - Ground	2001	34 including 4 accessible
L2	2192	36
L3	2191	39
L4	2192	39
L5	2116	39
L6	332	39
L7		37
Total	11024	263

2.2 Schedule of Drawings

The proposed development is detailed on the following Architectural drawings which form part of the DA. Copies of the drawings are provided at **Appendix 1**.

Table 2 - Schedule of Drawings

Drawing No.	Drawing Title	Issue
Architectural Drawings		
A-001	Cover Sheet	F
A-002	Site Context and Urban Analysis	F
A-003	Planning Control Maps and Massing	F
A-004	Shadow Studies	F
A-005	Key Site Strategies	F
A-006	Key Planning Strategies	F
A-007	Site/Staging Plan	F
A-050	Site Plan	A
A-101	Level 1 – Ground Floor Plan	H
A-102	Level 2 – Floor Plan	F
A-103	Level 3 – Floor Plan	F
A-104	Level 4 – Floor Plan	F
A-105	Level 5 – Floor Plan	F
A-106	Level 6 – Floor/Roof Plan	F
A-107	Level 7 - Floor Plan/Roof Plan	C
A-201	Elevations - North and East	F
A-202	Elevations - South and West	B
A-203	Street Elevations	B
A-301	Sections	F
A701	Perspectives	B
A702	Perspectives	B
A703	Perspectives	B

3. The Site and Surrounding Area

3.1 The Site

The site (Lot 102 in DP 1191992 and Lot 128 in DP 773588) has an irregular configuration with an area of 4643m², with frontages to Stewart Avenue of approximately 89m and to Hunter Street of approximately 35m. Most of the site is vacant other than the Antique furniture building in the north-west corner fronting Hunter Street. A right-of-way approximately 8m wide runs along the southern edge of the site connecting Stewart Avenue to Wood Street. The right-of-way also provides access to the car park associated with the recently constructed "Gateway" development on the corner of Stewart Avenue and Parry Street. A detail and contour survey plan showing the site context is included at **Appendix 6**.

The site is strategically positioned at the intersection of two arterial roads: Stewart Avenue which forms a north-south axis along the western edge of Newcastle city centre and Hunter Street which forms an east-west axis from residential and industrial areas to the west into the city. The site is zoned B3 Commercial Core pursuant to Newcastle LEP 2012 and is located in a conservation area.

Land to the North

Land directly to the north on the opposite side of Hunter Street is characterised by established two and three storey commercial buildings. Further to the north-west at 854 Hunter Street is the former Newcastle Co-Operative Store "The Store", which is listed as an item of local heritage significance pursuant to LEP 2012. The Store sits between the future transport interchange at Wickham and the site.

Land to the South

Car Lovers' car wash facility is located between the site and the recently constructed "Gateway" building on the corner of Stewart Avenue and Parry Street.

Land to the East

To the east, on the opposite side of Stewart Avenue, is a two storey building currently used as a backpackers. Further to the south east is Birdwood Park. Birdwood Park and its associated Fig trees are listed as Items of Local heritage significance under LEP 2012.

Land to the West

To the west and behind the site at 857 Hunter Street is the former Castlemaine Brewery which is listed as an item of State heritage significance pursuant to LEP 2012. Buildings associated with the former brewery front both Hunter Street and Wood Street. The buildings are the subject of a Permanent Conservation Order (PCO) under the Heritage Act 1977. The former brewery is currently being converted into serviced apartments. Further to the west on

the opposite corner of Wood and Hunter Streets is the Cambridge Hotel which is a popular music venue.

3.2 Overview

The general character of the area is shown in the aerial photograph below and the photographs overleaf. The site is located within Newcastle West which forms a gateway to Newcastle City Centre. The locality is undergoing significant transformation given its strategic location on the western edge of the city centre. The site is within walking distance of the future Wickham transport interchange. Key land uses in the locality include the new Gateway commercial building, Hamilton TAFE campus, ABC studios, the Cambridge Hotel and smaller scale retail and commercial uses.

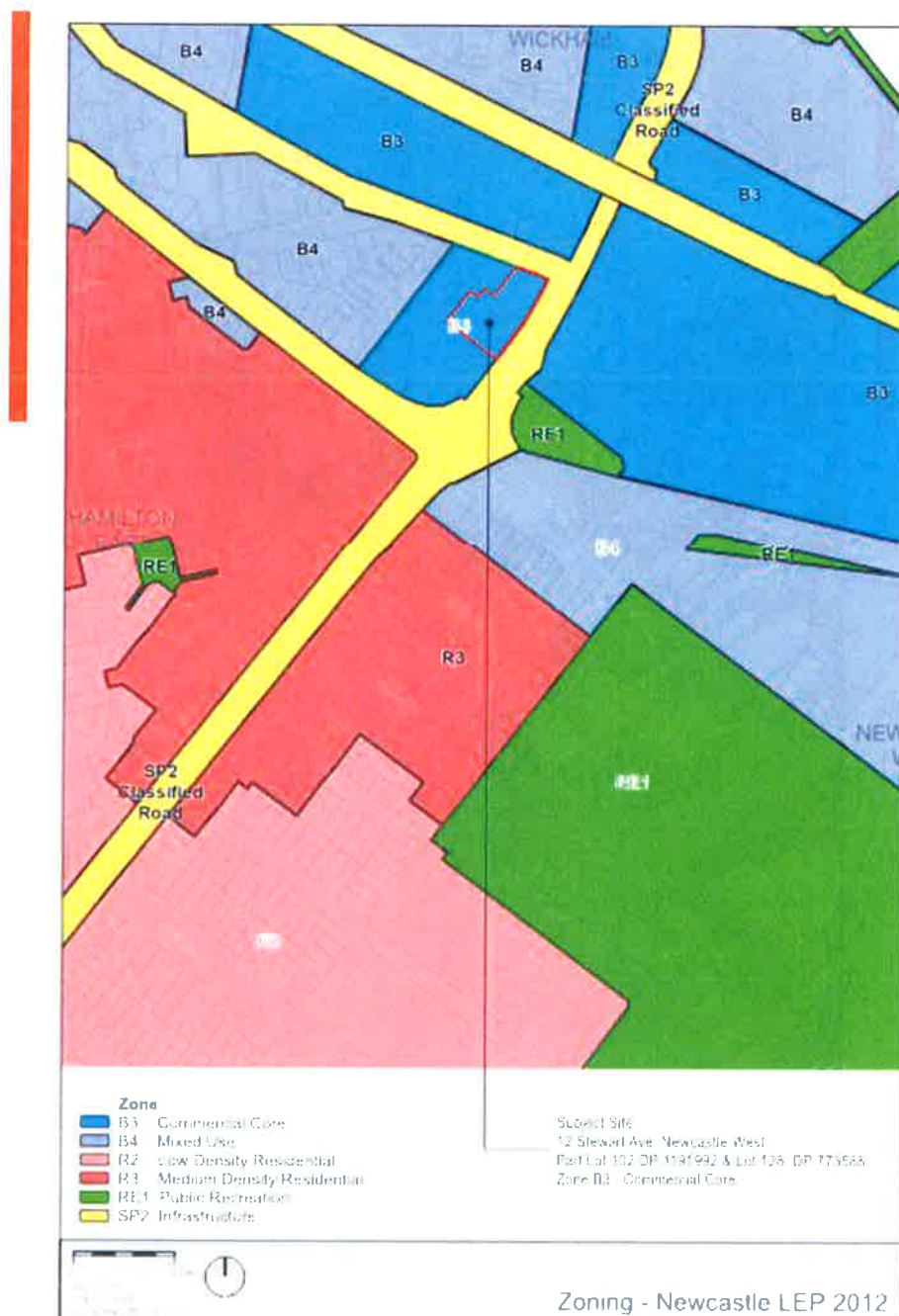
A location plan, aerial photograph and zoning plan are included below. The photographs below also include views of the subject site and locality.



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 Issued 30/6/15
 15N-1501754-78
 Source: SRA, www.gov.au

Subject Site
 12 Stewart Ave, Newcastle West
 Part Lot 102 DP 1191992 & Lot

Aerial View





Photograph 1 –Westerly view west across Stewart Avenue towards the site



Photograph 2 –View north-west across the site towards new Gateway building



Photograph 3 – Carlovers' carwash facility bounding the site to the south, with northern facade of Gateway building also shown



Photograph 4 – New gateway building at corner of Stewart Avenue and Parry Street



Photograph 5 – View southeast from the site across Stewart Avenue to Birdwood Park



Photograph 6 – State Heritage-listed Former Castlemaine Brewery building adjoining the site to the west



Photograph 7 – Local Heritage-listed former Newcastle Co-Operative Store diagonally opposite the site on Hunter Street



Photograph 8 – western edge of former Castlemaine Brewery site along Wood Street

4. Environmental Planning Assessment

4.1 Overview

The following environmental planning instruments have some application to the proposed development and are addressed in the following sections:

- *State Environmental Planning Policy (Urban Renewal) 2010;*
- *State Environmental Planning Policy No 55 (Remediation of Land);*
- *Newcastle Local Environmental Plan 2012.*

Where relevant, these controls are addressed below.

4.2 State Environmental Planning Policies

State Environmental Policy (Urban Renewal) 2010

SEPP (Urban Renewal) 2010 aims to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts of Newcastle and, as the subject site is identified within the Newcastle Potential Precinct Map, the SEPP applies to the subject proposal.

Clause 10 Development in potential precincts provides that:

(1) This clause applies to a development application to carry out development on land that comprises all or part of a potential precinct if the proposed development is or involves subdivision, or has a capital investment value of more than \$5 million, and is not exempt or complying development.

(2) The consent authority must not grant development consent unless it is satisfied that the proposed development is consistent with the objective of developing the potential precinct for the purposes of urban renewal.

(3) For the purposes of subclause (2), the consent authority is to take into account whether or not the proposed development is likely to restrict or prevent the following:

(a) development of the potential precinct for higher density housing or commercial or mixed development,

(b) the future amalgamation of sites for the purpose of any such development within the potential precinct,

(c) access to, or development of, infrastructure, other facilities and public domain areas associated with existing and future public transport in the potential precinct.

(4) This clause does not apply to a development application to the extent that it involves subdivision for the purpose only of any one or more of the following:

(a) widening a public road,

(b) a minor realignment of boundaries that does not create:

(i) additional lots or the opportunity for additional dwellings, or

(ii) lots that are smaller than the minimum size permitted under an environmental planning instrument applicable to the land concerned,

(c) a consolidation of lots that does not create additional lots or the opportunity for additional dwellings,

(d) rectifying an encroachment on a lot,

(e) creating a public reserve,

(f) excising from a lot land that is, or is intended to be, used for public purposes, including drainage purposes, rural fire brigade or other emergency service purposes or public toilets.

The proposal is for a commercial development which will actively contribute towards the renewal of a strategic precinct within Newcastle, and is consistent with the objectives of the SEPP. The proposed development is located close to major infrastructure, public domain areas and public transport opportunities; will reinforce the commercial nature of the locality; and will provide a catalyst for future urban renewal along Hunter Street and the western edge of Newcastle city centre.

State Environmental Planning Policy No 55 (Remediation of Land)

The objective of this SEPP is to provide a state-wide planning approach to the remediation of contaminated land for the purpose of reducing risks to human health and the environment. Relevant to this proposal, Clause 7 provides that:

(1) A consent authority must not consent to the carrying out of any development on land unless:

a) it has considered whether the land is contaminated, and

b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

An Environmental Site Assessment (ESA) and Geotechnical Investigation was undertaken by Prensa as part of a due diligence process in August 2012 for the purpose of land acquisition (refer **Appendix 9**). The objective of the ESA was to provide an indication of the contamination status of the site as a result of current and/or historical activities that could represent a potential environmental liability. The ESA concluded that, in considering the proposed mixed use development of the site and contaminant concentrations found in soil and groundwater samples, the contaminant concentrations would be unlikely to preclude the proposed development of the property. Since the ESA was undertaken, no activities have been carried out on the site other than the demolition of structures.

Further investigation undertaken by Hazmat Services in November 2012 specifically for the adjacent 'Gateway' site (DA 2014/163) also concluded that there were no visible signs of contamination and sample results were below the respective soil investigation criteria.

No further contamination assessment or management is considered necessary in respect of the current proposal.

4.3 Local Planning Controls

Newcastle Local Environmental Plan 2012

Zoning and permissibility

The site is zoned B3 Commercial Core pursuant to LEP 2012 and is located in a conservation area. Commercial premises are permitted with consent in the zone. Commercial premises is defined in LEP 2012 as:

- (a) business premises,*
- (b) office premises,*
- (c) retail premises.*

The proposed building is permitted with consent in the zone and is primarily designed to accommodate business or office uses with the possibility of limited retail on the ground floor.

LEP 2012 sets out the following objectives with respect to the B3 Commercial Core zone:

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.*
- To encourage appropriate employment opportunities in accessible locations.*
- To maximise public transport patronage and encourage walking and cycling.*
- To provide for commercial floor space within a mixed use development.*

- *To strengthen the role of the Newcastle City Centre as the regional business, retail and cultural centre of the Hunter region.*
- *To provide for the retention and creation of view corridors.*

The proposed building is consistent with the objectives of the zone. It will provide the opportunity to accommodate a range of commercial and office uses in a strategic location and will strengthen the role of the Newcastle city centre as a regional business, retail and cultural centre. Existing view corridors in the locality will not be compromised.

Clause 4.3 Height of Buildings

The objectives for this clause are as follows:

- (a) to ensure the scale of development makes a positive contribution towards the desired built form, consistent with the established centres hierarchy,*
- (b) to allow reasonable daylight access to all developments and the public domain.*

The Height of Buildings Map provides a maximum building height for the subject site of 45m. Height is defined in LEP 2012 as:

"building height (or height of building) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like."

The proposed development will have a maximum height of approximately 21m along the Stewart Avenue elevation (other than the centrally located lift tower/circulation core which has a maximum height of 25.1m). The lift tower, however, is set back approximately 20m from the Stewart Avenue edge of the site to reduce its visual impact. The height of the proposed building along Stewart Avenue is slightly below that of the recently approved "Gateway" building on the corner of Stewart Avenue and Parry Street (top of Precast RL 25.890).

Along Hunter Street, the proposed building is to have a maximum height of 21m close to the corner of Hunter Street and Stewart Avenue, with the front facade stepping down close to the western side boundary near the adjoining former brewery buildings.

Overall, the proposed building is well below the 45m height limit for the site as set out in LEP 2012. An assessment of the proposed building height against the controls set out in Newcastle Development Control Plan (DCP) 2012 is contained under section 4.4 of the SEE, below.

Clause 4.4 Floor Space Ratio

The objectives of the clause are as follows:

(a) to provide an appropriate density of development consistent with the established centres hierarchy,

(b) to ensure building density, bulk and scale makes a positive contribution towards the desired built form as identified by the established centres hierarchy.

The Floor Space Ratio (FSR) map provides a maximum FSR for the subject site of 6:1. FSR is defined in LEP 2012 as:

The floor space ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.

The proposed development will have a FSR of 2.37:1 which is well below the maximum permitted.

Clause 5.5 Development within the Coastal Zone

Clause 5.5 (2) of LEP 2012 sets out that:

Development consent must not be granted to development on land that is wholly or partly within the coastal zone unless the consent authority has considered:

(a) existing public access to and along the coastal foreshore for pedestrians (including persons with a disability) with a view to:

(i) maintaining existing public access and, where possible, improving that access, and

(ii) identifying opportunities for new public access, and

(b) the suitability of the proposed development, its relationship with the surrounding area and its impact on the natural scenic quality, taking into account:

(i) the type of the proposed development and any associated land uses or activities (including compatibility of any land-based and water-based coastal activities), and

(ii) the location, and

(iii) the bulk, scale, size and overall built form design of any building or work involved, and

(c) the impact of the proposed development on the amenity of the coastal foreshore including:

(i) any significant overshadowing of the coastal foreshore, and

(ii) any loss of views from a public place to the coastal foreshore, and

(d) how the visual amenity and scenic qualities of the coast, including coastal headlands, can be protected, and

(e) how biodiversity and ecosystems, including:

- (i) native coastal vegetation and existing wildlife corridors, and*
 - (ii) rock platforms, and*
 - (iii) water quality of coastal waterbodies, and*
 - (iv) native fauna and native flora, and their habitats,*
can be conserved, and
 - (f) the cumulative impacts of the proposed development and other development on the coastal catchment.*
- (3) Development consent must not be granted to development on land that is wholly or partly within the coastal zone unless the consent authority is satisfied that:*
- (a) the proposed development will not impede or diminish, where practicable, the physical, land-based right of access of the public to or along the coastal foreshore, and*
 - (b) if effluent from the development is disposed of by a non-reticulated system, it will not have a negative effect on the water quality of the sea, or any beach, estuary, coastal lake, coastal creek or other similar body of water, or a rock platform, and*
 - (c) the proposed development will not discharge untreated stormwater into the sea, or any beach, estuary, coastal lake, coastal creek or other similar body of water, or a rock platform, and*
 - (d) the proposed development will not:*
 - (i) be significantly affected by coastal hazards, or*
 - (ii) have a significant impact on coastal hazards, or*
 - (iii) increase the risk of coastal hazards in relation to any other land.*

The proposed development will not affect existing public access along the coastal foreshore and is of a bulk, scale and size which is in keeping with other buildings in the locality. There will be no overshadowing of foreshore areas or loss of views from a public place and existing scenic quality along the foreshore will be retained. The location of the building in an existing urban area on a previously developed site will ensure that the biodiversity of existing ecosystems will not be compromised. Effluent and stormwater will be disposed of via existing reticulated systems.

Clause 5.10 Heritage Conservation

The site is located in a heritage conservation area and adjoins the former Castlemaine Brewery at 857 Hunter Street, which is listed as an item of State heritage significance pursuant to LEP 2012. Clause 5.10 (2) of LEP 2012 provides that development consent is required for any of the following:

(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):

(i) a heritage item,

(ii) an Aboriginal object,

(iii) a building, work, relic or tree within a heritage conservation area,

(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land:

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land:

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

Clause 5.10(4) provides that the consent authority must consider the effect of proposed development on the heritage significance of the item or area concerned before granting consent under this clause in respect of a heritage item or heritage conservation area.

A Statement of Heritage Impact (SoHI) in respect of the DA has been prepared by John Carr Heritage Design (refer **Appendix 3**). The SoHI concludes that:

“The proposed new commercial office development will have minimal impact on the heritage significance of the adjacent State listed former Castlemaine Brewery buildings or the surrounding heritage conservation area and the nearby individual heritage items due to the development conforming with the requirements of NDCP 2012. The new buildings are proportioned to address the surrounding commercial streetscape and their bulk and scale, together with the facade modelling sits comfortably in the conservation area complementing both the period architecture while constructing a contemporary design for this important site to the entry to the City of Newcastle. The proposed building

addresses the burgeoning contemporary development in Stewart Avenue and Hunter Street in its mixed setting with individual listed heritage items within the conservation area."

Clause 7.1 Newcastle City Centre Objectives

The site is located within the Newcastle City Centre Map as set out in LEP 2012. Clause 7.1 sets out the following objectives for Newcastle City Centre:

The objectives of this Part are as follows:

- (a) to promote the economic revitalisation of Newcastle City Centre,*
- (b) to strengthen the regional position of Newcastle City Centre as a multi-functional and innovative centre that encourages employment and economic growth,*
- (c) to protect and enhance the positive characteristics, vitality, identity, diversity and sustainability of Newcastle City Centre, and the quality of life of its local population,*
- (d) to promote the employment, residential, recreational and tourism opportunities in Newcastle City Centre,*
- (e) to facilitate the development of building design excellence appropriate to a regional city,*
- (f) to encourage responsible management, development and conservation of natural and man-made resources and to ensure that Newcastle City Centre achieves sustainable social, economic and environmental outcomes,*
- (g) to protect and enhance the environmentally sensitive areas and natural and cultural heritage of Newcastle City Centre for the benefit of present and future generations,*
- (h) to help create a mixed use place, with activity during the day and throughout the evening, so Newcastle City Centre is safe, attractive, inclusive and efficient for its local population and visitors alike.*

The proposed development in its current form is consistent with the objectives for Newcastle City Centre. It will promote the revitalisation of Newcastle City Centre and reinforce cultural and employment opportunities close to existing higher order services without impacting on environmentally sensitive areas. The development will contribute positively to the level of activity in the centre by incorporating active street frontages which enhance pedestrian safety and an attractive streetscape.

Clause 7.3 Minimum Building Street Frontage

Clause 7.3 of LEP 2012 requires buildings on land erected in Zone B3 Commercial core to have at least one street frontage of 20 metres. The proposed development complies, having a frontage to Stewart Avenue of approximately 89m and Hunter Street of approximately 35m.

Clause 7.5 Design Excellence

In accordance with Clause 7.5(4) of LEP 2012 the site is identified as a key site with a capital value of more than \$5 million and therefore requires an architectural design competition to be carried out prior to consent being granted. However, Clause 7.5(5) makes provision for the Director-General to waive the requirement for an architectural design competition if it is decided that the development is one for which a competition is not required.

In a letter dated 10 August 2015 **Appendix 4**, the NSW Government Architect as the Director-General's delegate in respect of design competition waiver requests advised that it was considered appropriate to waive the design competition requirement in the case of the current site since the proposed infill development is relatively modest in scale and does not give rise to any bonus requests or departures from any development standard under LEP 2012. However, in granting the waiver, a design review panel was required to be established to oversee the development of the design. To-date, the panel has consisted of Newcastle City Council's Urban Design Consultative Group (UDCG) and a representative from the Government Architect's Office.

Two meetings have been held between the UDCG and the project design team during the design development phase. Minutes of the two meetings are included at **Appendix 5**. An Architectural Design Statement prepared jointly by PTW and CKDS Architects is also included at **Appendix 2**.

Clause 7.6 Active Street Frontages in Zone B3 Commercial Core

Clause 7.6 of LEP 2012 provides that consent must not be granted to the erection of a building, or change of use of a building, on land in Zone B3 Commercial Core unless the consent authority is satisfied that the building will have an active street frontage after its erection or change of use.

The proposed building incorporates separate pedestrian entries to Stewart Avenue and Hunter Street. The building also includes glazed elements at ground floor with covered pedestrian areas to ensure a positive interface with the public domain and a high level of permeability. All of these design elements contribute to active street frontages for the site.

Clause 7.9 Height of Buildings

Clause 7.9 of LEP 2012 provides that the height of a building on land identified as "Area A" on the Height of Buildings Map must not exceed a height of 22metres above ground level (existing) at the boundary of the road frontage of that land on any part of that land that is within 20 metres of the boundary of the road frontage. The site was previously identified as being within Area A on the Height of Buildings Map and subject to a height limit of 22m at the road frontage. However, this is no longer the case since the Height of Buildings Map has

been amended (Newcastle LEP Amendment No 6). Notwithstanding this, the height of the building at the street frontage is 21m.

4.4 Newcastle Development Control Plan 2012

Newcastle Development Control 2012 ("DCP") provides guidance to development of land covered by Newcastle LEP 2012, and is intended to act as an integrated planning document in conjunction with the LEP. The DCP includes development specific controls and generally adopts a performance based approach to managing development, providing prescribed objectives, outcomes and recommended responses, but allowing some flexibility in responding to controls.

It should be noted that an amendment to the DCP, relating to the planning controls for the Newcastle City Centre, was adopted by the Department of Planning and Environment on 16 September 2014. The amended DCP came into effect on 9 October 2014. The main planning constraints imposed by the DCP on the future development of the site are addressed in the table below.

Consideration of compliance and/or consistency with the relevant provisions of the DCP is provided in **Table 3** below.

Table 3 - Compliance with Newcastle Development Control Plan 2012

Relevant Clause	Compliance
4.03 Mine Subsidence	
4.03 Mine Subsidence	Yes. The subject site is within a mine subsidence district. The plans have been stamped by the Mine Subsidence Board.
4.04 Safety and Security	
4.04.01 Crime prevention and public safety	- Yes. The proposed development has been designed to reduce crime risk and minimise opportunities for crime. The design incorporates good sightlines between private and public spaces and allows the opportunity for effective lighting and access control throughout the development. Proposed landscaping defines and softens the interface between the public and private domains while minimising opportunities for concealment. - The development has been designed to maximise casual surveillance of public and communal spaces through well-defined entries and active street frontages along both Stewart Avenue and Hunter Street. Pedestrian and parking access points are clearly defined throughout, easily identifiable, and incorporate appropriate transitional spaces. The prominent position of the new building on a corner location also allows for casual surveillance from surrounding development and the adjoining roadways.
4.05 Social Impact	

4.05.01 Social impact	Yes. The proposal will formalise the use of an existing vacant site in the city and will have a positive impact on the local community and the public domain.
5.01 Soil Management	
5.01.01 Erosion prevention	Yes. A Sediment and Erosion Management Plan has been prepared by Northrop and is provided at Appendix 8 . Prevention measures and sediment control include protection filters and fences, control of any stockpiles and temporary contract vehicle access ways to prevent sediment being trafficked off-site.
5.01.02 Sediment control	Yes. As above.
5.01.03 Cut and fill	Yes. Minimal cut and fill is required. The site is level and no basement parking is proposed.
5.02 Land Contamination	
5.02 Land contamination	Yes. Land contamination is discussed in detail at Section 3.2.2 in this SEE.
5.05 Heritage Items	
5.05.01 General principles	Yes. Heritage matters relating to the proposed development have been discussed under 4.3 above. A Statement of Heritage Impact (SoHI) in support of the DA has been prepared by John Carr Heritage Design refer Appendix 3 .
5.05.06 Development in the vicinity of a heritage item	Yes. Heritage matters relating to the proposed development have been discussed under 4.3 above. A Statement of Heritage Impact (SoHI) in support of the DA has been prepared by John Carr Heritage Design refer Appendix 3 .
5.07 Heritage Conservation Areas	
5.07.01 Alterations and additions	N/A. The proposal is for a new development.
5.07.02 Materials and details in heritage conservation areas	Yes. The subject site is currently free of any development and therefore materials reuse is not an option. The building is to be constructed of a glazed curtain wall system with perforated aluminium anodised facade and painted masonry elements.
5.07.03 Accommodating vehicles in heritage conservation areas	Yes. The proposed car park will be screened from Stewart Avenue and Hunter Street by the new building. Notwithstanding this, the car park is to be clad in a metal screen to provide a more visually interesting facade. The Castlemaine Brewery building will also largely prevent the car park from being visible from Wood Street.
5.07.07 Infill development in a heritage conservation area	Yes . Heritage matters relating to the proposed development have been discussed under 4.3 above.
6.01.03 General Controls Newcastle City Centre - West End (Locality specific provisions)	
A1. Street wall heights	Figure 6.01.11 in DCP 2012 sets a requirement for a street wall height for the southern part of the site along Stewart Avenue of 22m, with the remainder of the site frontage being allocated a 16m street wall height. Any development above the street wall height should be set back a minimum of 6m. Corner sites may be emphasized by design elements that incorporate some additional height above the nominated street height. The proposed development will have a maximum height of approximately 21m along the Stewart Avenue elevation (other than the centrally located

	lift tower/circulation core which has a maximum height of 25.1m). The lift tower is, however, set back approximately 20m from the Stewart Avenue edge of the site to reduce its visual impact. Along Hunter Street, the building is to have a maximum height of 21m close to the corner of Hunter Street and Stewart Avenue, with the front facade stepping down close to the western side boundary close to the adjoining former brewery buildings. The height of the building close to the corner of Stewart Avenue and Hunter Street, and along Hunter Street is above the nominated 16m wall height in the DCP. The 21m wall height has been continued in this area to appropriately strengthen and define the corner and ensure that the development has a visually cohesive presentation to the street. There will be no visual bulk or overshadowing impacts as a result of the street wall height non-compliance in this area.
A2. Building setbacks	DCP 2012 sets a requirement for nil front, side and rear setbacks below street wall height. The southern portion of the building fronting Stewart Avenue has a proposed setback of between 2m and 2.5m at all levels. At ground floor level, this small setback enables the opportunity for a wider footpath outside the building as well as appropriate landscaping to be established. The ground floor of the northern portion of the building along Stewart Avenue has a variable set back of between 3m and 7m, increasing towards the corner. This setback is designed to enhance the building entries and encourage a partly covered but active streetscape and safe pedestrian circulation, as well as allow for landscaping. Above ground floor level, the building setback along Stewart Avenue is reduced to between nil and 4.5m, to ensure that the corner is well defined and the ground floor pedestrian areas are sheltered. Proposed ground floor setbacks along Hunter Street vary between 2m and 7.5m (close to the corner), reducing to between nil and 1m at the levels above. The setbacks reflect the modelling of the facade on the Hunter Street elevation which, along with different materials and colours, create the impression of a stepped building and reduced bulk as it approaches the brewery end of the site. Proposed setbacks along the western or rear boundary of the site vary between nil and 0.5m at all levels for both the building and the car park. On the southern side, the proposed setback of both the building and the car park varies between approximately nil and 0.5m off the edge of the 8m wide Right of Carriage Way.
A3. Building separation	DCP 2012 sets out a building separation requirement for commercial buildings of nil up to a height of 16m and then 9m up to a height of 45m. Nil to 0.5m separation is proposed along the western (former Brewery) boundary to a height of 21.5m. The minor non-compliance at the upper levels along the western boundary is justified in this case. The adjoining Brewery building is substantially lower in this area and the proposed development does not result in any visual or privacy impacts as a result of the minor non-compliance.
A4. Building depth and bulk	DCP 2012 sets a requirement for floor plates above street wall height in commercial buildings to have a maximum GFA of 1200m² per floor plate and a maximum building depth of 25m. Commercial buildings should also have large floor plates expressed as separate building elements of not more than 1200m². The proposed building has three primary volumes, separated by a cruciform-shaped separation zone. The primary volumes are expressed as separate building elements, ensuring that floorplates within each volume do not exceed 1200m² at any level. The corner location also ensures that building depth does not exceed a maximum of 25m.

A5. Building exteriors	DCP 2012 provides that materials and finishes should complement the character of the precinct. External walls should be constructed of high quality durable materials. Buildings should also be articulated to differentiate between base, middle and top. Visually prominent parts of the building are of high design quality. Roof lines are designed to create a visually interesting skyline. The proposed development in its current form is the result of a number of design meetings between the Architects and Council's UDCG. The building is a response to the built context surrounding the site including heritage buildings in the locality, incorporating sympathetic materials and finishes, including glazed curtain wall system with perforated aluminium anodised facade and painted masonry elements. At ground floor level the building incorporates a widened footpath and recessed walkway area as well as separate covered pedestrian entries to Stewart Avenue and Hunter Street. A "Civic Plaza" is also proposed at the corner of Stewart Avenue and Hunter Streets.
A6. Heritage buildings	DCP 2012 provides that new development should enhance the character and heritage significance of heritage items and that infill development should respond to the scale, materials and massing of adjoining heritage items. Heritage matters relating to the proposed development have been discussed under 4.3 above. A Statement of Heritage Impact (SoHI) in support of the DA has been prepared by John Carr Heritage Design refer Appendix 3.
A7. Awnings	DCP 2012 requires that continuous street frontage awnings or weather protection to entrances be provided for all new developments. The proposed design includes a partly recessed ground floor level close to the corner of Stewart Avenue and Hunter Streets to ensure that building entries and the edges of the building provide appropriate pedestrian shelter.
A8. Design of parking structures	A8.01 At-grade or above-ground parking structures are well designed A8.02 Minimise the visual impact of at grade or above-ground parking structures The proposed car park servicing the development will be integrated with the main building and screened from Stewart Avenue and Hunter Street. The presence of the former Castlemaine Brewery building will also largely prevent the car park from being visible from Wood Street (west). The car park is to be clad in a metal screen to provide a more visually interesting facade. As required by DCP 2012, access to the car park will be via the Right of Carriageway along the southern boundary of the site. Also, as required by the DCP, the car park has been reviewed and endorsed by Council's Urban Design Consultative Group.
B1. Access network	The proposal will have a positive impact on existing pedestrian/cycle networks in the vicinity of the subject site. The widened footpath and recessed walkway area adjoining the footpath provide a safe pedestrian environment and will encourage pedestrian activity in and around the ground floor of the building.
B2. Views and vistas	Yes. The proposal will not affect any existing views or view corridors. It should be noted that the proposal falls well below the 45m height limit for the site.
B3. Active street frontages	The proposed building incorporates separate pedestrian entries to Stewart Avenue and Hunter Street. The building also includes glazed elements at ground floor with covered pedestrian areas to ensure a positive interface

	with the public domain and a high level of permeability. All of these design elements contribute to an active street front.
B5. Public artwork	N/A. The proposal is below the 45m height that requires a public art installation.
B6. Sun access to public spaces	Yes. The proposed development will not affect sun access to any public space within the vicinity of the site, specifically to Birdwood Park, across Stewart Avenue, to the east. (See below).
6.01.02 West End	DCP 2012 includes a character statement for the West End which makes reference to the area being the western gateway to Newcastle city centre. The site is located within the West End character area. Relevant design principles include building entries being inviting, active street frontages, visual permeability and the protection of heritage items and their setting. The design of the proposed development is consistent with the above design principles. The design represents an appropriate response to the context of the site, incorporating an active street front and a high degree of visual permeability. In heritage terms the proposed development will have minimal impact on the heritage significance of the former Castlemaine Brewery buildings as well as the surrounding heritage conservation area. The new commercial building has a non-imposing form with a facade which reduces its perceived bulk and scale through its alignment with the proportions on the adjoining heritage buildings.
7.01 Building Design Criteria	
7.01 Building Design Criteria	All relevant provisions with respect to building design have been discussed in Section 6.01.03 above.
7.02 Landscape, Open Space and Visual Amenity	
7.02.02 General controls	Tree planting is proposed within the footpath along the Stewart Avenue frontage to soften the interface of the building with the public domain and help provide a safe pedestrian environment. A Landscape Plan prepared by JMD Design is included at Appendix 7 .
7.02.03 Residential development	N/A.
7.02.04 Subdivision	N/A.
7.02.05 Car parking	The inclusion of large shade trees is considered inappropriate due to the site eventually incorporating higher density commercial development.
7.02.06 Industrial development	N/A.
7.02.07 Green walls and roof space	A roof terrace area and roof top garden are proposed with raised planter shade structures, synthetic grass and seating. The roof terrace will create the opportunity for a breakout area, dining and functions and has a visual connection with Birdwood Park across Stewart Avenue.
7.03 Traffic, Parking and Access	
7.03.01 Traffic studies and plans	A Traffic Impact Assessment prepared by Intersect Traffic in support of the DA is included at Appendix 10 . The Newcastle DCP 2012 on-site car parking requirement for the proposed new development is 167 car spaces. Provision of a 263 space car park not only meets the DCP requirements but also provides 96 spaces available for overflow parking for the approved Gateway development.
7.03.02 Parking provisions	See above

7.03.03 Travel demand management	Yes. The proposal is well serviced by public transport and is adjacent to the future Wickham Interchange, incorporating buses, trains, light rail and pedestrian/cycle paths into the city centre.
7.03.04 Design and layout of parking and access	Yes. All vehicles can manoeuvre comfortably within the car park and can enter and exit in a forward manner. The car park complies with AS2890.0-2004 (parking modules are greater than 2.4m x 5.4m and aisle width are greater than 6m) as outline in Appendix 10. The car parking structure is integrated within the development and does not dominate the streetscape. The Wood Street access driveway was approved with the original DA for the 'Gateway' development, and the additional vehicles will not have any impact on the operation of the driveway or pedestrian paths across the driveway.
7.06 Stormwater	
7.06.01 Plan requirements	Yes. A Stormwater Management Plan has been prepared by Northrop and is provided at Appendix 8 .
7.06.02 All development	Yes. Stormwater management, as outlined in Appendix 8 includes stormwater captured in the proposed pit and pipe network and conveyed to a below ground detention tank and sand filter system. Outflow from tanks will connect to the existing system along the southern boundary.
7.06.03 Infrastructure	Yes. As above and outlined in Appendix 8 .
7.08 Waste Management	
7.08.02 Demolition and construction	Yes. No demolition is required. A waste management plan for the construction phase has been provided at Appendix 12 . The proposal will not generate any operational waste.

5. Assessment of Environmental Impacts

5.1 Crime Prevention Through Environmental Design (CPTED)

Overview

"CPTED" refers to Crime Prevention through Environmental Design. The former Department of Infrastructure, Planning and Natural Resources ("DIPNR") developed guidelines under Section 79C of the Environmental Planning and Assessment Act, 1979 and Councils are required to consider the provisions of CPTED when assessing DAs.

The four principles that are central to CPTED are the following:

Surveillance – The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. From a design perspective, "deterrence" can be achieved by the following:

- Clear sightlines between public and private places;
- Effective lighting of public places;
- Landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.

Access Control – Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime. Effective access controls can be achieved by creating:

- Landscapes and physical locations that channel and group pedestrians into target areas;
- Public spaces which attract, rather than discourage people from gathering;
- Restricted access to internal areas or high-risk areas (like car parks or other rarely visited areas). This is often achieved through the use of physical barriers.

Territorial Reinforcement/Ownership – Community ownership of public spaces sends positive signals. People are more likely to visit, and feel comfortable in, places which feel owned and cared for. Community ownership also increases the likelihood that people who witness crime will respond to it quickly. Territorial reinforcement can be achieved through:

- Design that encourages people to gather in public space and to feel some responsibility for its use and condition;
- Design with clear transitions and boundaries between public and private space;
- Clear design cues on who is to use space and what it is to be used for;

Space Management - The ongoing maintenance of buildings and outdoor areas sends cues to potential offenders that the area is monitored frequently and the chances of apprehension

are increased. Space management strategies are routinely enacted following completion of a development

CPTED Assessment

Provided below is an assessment of the proposed development pursuant to the above CPTED principles:

CPTED Principle	Proposed Development
Surveillance	The proposed development satisfies the principle of providing natural surveillance in the following ways: The entries to the buildings off Stewart Avenue and Hunter Streets will be reinforced through landscape and paving treatments. Windows at all levels of the development will directly overlook both Stewart Avenue and Hunter Street, increasing the level of passive surveillance of the public domain. The car park building is secure from the street and incorporates direct access to all levels of the office building. Appropriate lighting will be provided. The potential for casual surveillance within the development has been maximised through building orientation, the open plan design and overlooking of the internal and external spaces. The development has been designed to minimise opportunities for concealment and the avoidance of blind corners.
Access Control	The proposed development satisfies the principle of providing access control in the following ways: The security of occupants is maintained by retaining clearly visible, easily identifiable entries to the buildings off Stewart Avenue and Hunter Street. The car park building also has secure entry with direct access to the upper levels of the building. Pedestrian access around the site will be legible, clearly defined, well lit and visible to others.

CPTED Principle	Proposed Development
	The design incorporates good sightlines between public and private spaces and allows the opportunity for effective lighting and access control throughout the development. The prominent position of the proposed building on a corner location also allows for casual surveillance from surrounding development and the roadway.
Territorial Reinforcement/Ownership	The proposed development satisfies the principle of providing territorial reinforcement in the following ways: The development incorporates paving and landscaping treatments which clearly define the space associated with the building, providing a positive interface with the public domain at street level. The positioning of internal spaces at street level, glazing and street level activity will ensure a good level of passive surveillance.

5.2 Section 79C(1)(a) – Statutory Planning Considerations

In determining the subject DA, Council is required to consider those relevant matters listed in Section 79C(1) of the Environmental Planning and Assessment Act, 1979. Each of the these matters is addressed below.

Section 79C(1)(a) requires the consent authority to take into consideration:

“(a) the provision of:

- (i) any environmental planning instrument, and
- (ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the draft instrument has been deferred indefinitely or has not been approved), and
- (iii) any development control plan, and
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),

that apply to the land to which the development application **relates**"

These matters (and others) are addressed in Section 4 of this SEE. No planning agreement has been entered into between the owner of the site and the Council.

5.3 Section 79C(1)(b) – Environmental, Social and Economic Impacts

Section 79C(1)(b) requires the consent authority to consider:

"(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality."

The relevant matters are addressed below:

Impacts on the Natural Environment

Full details of the natural constraints imposed by the site are provided in Section 2. The site has been found to be suitable for the proposed development. The majority of the site is currently vacant. The site is located within an established commercial centre. There will be no impacts on biodiversity as a result of the proposed development.

Sediment fences will be erected around the development zones during construction to control soil erosion. Adequate hardstand and landscaped areas will also be re-instated to minimise soil erosion.

Impacts on the Built Environment

The proposal comprises a 5 storey office building within an established commercial centre. The proposal will be consistent with both the scale and uses of existing buildings in the locality. The proposed building complies with Council's planning controls (refer section 4) and will not have an adverse impact on the built environment by way of overshadowing, overlooking or adverse visual impacts. The existing character and amenity of this area will be altered in a positive way as a result of the proposed development.

Social and Economic Impacts

The new building will have positive social and economic impacts, including providing the opportunity to accommodate a range of commercial and office uses in a strategic location, and will strengthen the role of Newcastle as a regional business, retail and cultural centre.

5.4 Section 79C(1)(c) – The Suitability of the Site

Section 79C(1)(c) requires the consent authority to consider:

"(c) the suitability of the site for the development."

The suitability of the site for the proposed development is dealt with in Section 2 and the site has been found to be eminently suitable for the proposed development. The site is zoned accordingly and is located within the Newcastle city centre.

5.5 Section 79C(1)(d) – Submissions

Section 79C(1)(d) requires the consent authority to consider:

"(d) any submissions made in accordance with this Act or the regulations".

Any relevant representations will need to be considered by the Council in the determination of a future development application.

5.6 Section 79C(1)(e) – Public Interest

Section 79C(1)(e) requires the consent authority to consider:

"(e) the public interest".

The public interest is best served by the orderly and economic use of land for purposes permissible under the relevant planning regime and predominantly in accordance with the prevailing planning controls. As detailed elsewhere in this SEE, the proposed development will comply with all relevant planning controls. It will also provide increased commercial opportunities within an established commercial precinct that is well serviced by existing and proposed public transport and utilities infrastructure. Accordingly, development of the site as proposed is considered to be in the public interest.

6. Conclusion

The proposal is to demolish existing structures and construct a commercial/office building over five levels and associated car park at 12 Stewart Avenue, Newcastle West. The building is to be constructed in two stages. The site is strategically located at the intersection of two arterial roads, Stewart Avenue which forms a north-south axis along the western edge of Newcastle city centre, and Hunter Street which forms an east-west axis through the city centre.

The proposal is relatively modest in scale, substantially complies with Council's LEP and DCP, and will bring significant economic and social benefits to the locality. It will also have minimal impact on the adjoining heritage significant former Castlemaine Brewery building and the surrounding conservation area. The proposal comprises a permissible form of development and has been formulated having full and proper regard to existing development controls and to the site context.

The proposed development is reasonable and appropriate when considered under the relevant heads of consideration in Section 79C (1) of the Environmental Planning and Assessment Act, 1979, and is considered worthy of favourable consideration by Council.

Appendix 1 - Architectural Drawings
PTW and CKDS Architecture

POLITIS HUNTER DEVELOPMENT 12 STEWART AVENUE NEWCASTLE

Location Map



Lot 102 Stewart Avenue, Newcastle West

External Perspective



Drawing Register

All Drawings	
A-001	Cover Sheet
A-002	Site Context & Urban Analysis
A-003	Planning Control Policy & Strategy
A-004	Master Plan
A-005	Key Site Elements
A-006	Key Planning Strategies
A-007	Site / Building Plan
A-008	Site Plan
A-101	Level 1 - Ground Floor Plan
A-102	Level 2 - Floor Plan
A-103	Level 3 - Floor Plan
A-104	Level 4 - Floor Plan
A-105	Level 5 - Floor Plan
A-106	Level 6 - Floor Plan / Roof Plan
A-107	Level 7 - Floor Plan / Roof Plan
A-201	Elevation - North & East
A-202	Elevation - South & West
A-203	Section - Cross-section
A-204	Section - Long-section
A-205	Section - Transverse
A-206	Section - Longitudinal
A-207	Section - Transverse
A-208	Section - Longitudinal

Scale: 1:500
Date: 10/10/2018
Drawing No: A-001
Project No: PHD-001
Client: Politis Hunter Development
Site: 12 Stewart Avenue, Newcastle West
Drawing Title: General Cover Sheet
Drawing Description: This drawing is a general cover sheet for the Politis Hunter Development project. It contains the project name, address, drawing title, and drawing description. It also includes the drawing scale, date, and drawing number.

Item	Description	Quantity	Unit
1	General Cover Sheet	1	Sheet
2	Site Context & Urban Analysis	1	Sheet
3	Planning Control Policy & Strategy	1	Sheet
4	Master Plan	1	Sheet
5	Key Site Elements	1	Sheet
6	Key Planning Strategies	1	Sheet
7	Site / Building Plan	1	Sheet
8	Site Plan	1	Sheet
9	Level 1 - Ground Floor Plan	1	Sheet
10	Level 2 - Floor Plan	1	Sheet
11	Level 3 - Floor Plan	1	Sheet
12	Level 4 - Floor Plan	1	Sheet
13	Level 5 - Floor Plan	1	Sheet
14	Level 6 - Floor Plan / Roof Plan	1	Sheet
15	Level 7 - Floor Plan / Roof Plan	1	Sheet
16	Elevation - North & East	1	Sheet
17	Elevation - South & West	1	Sheet
18	Section - Cross-section	1	Sheet
19	Section - Long-section	1	Sheet
20	Section - Transverse	1	Sheet
21	Section - Longitudinal	1	Sheet
22	Section - Transverse	1	Sheet
23	Section - Longitudinal	1	Sheet

Spartan

PTW
PTW ARCHITECTURE
12/10/2018
12/10/2018

PTW
PTW ARCHITECTURE
12/10/2018
12/10/2018

Politis Hunter Development
General Cover Sheet
12/10/2018
12/10/2018

General
Cover Sheet

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Development Application

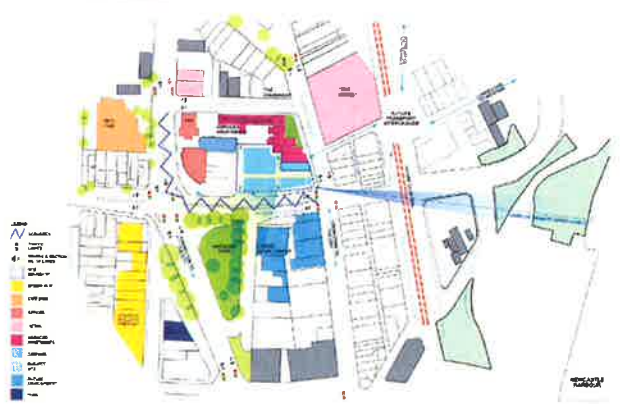
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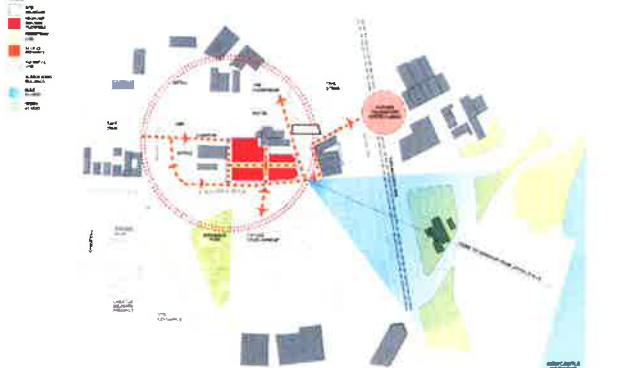
NEWCASTLE CORNER SITES



URBAN ANALYSIS



URBAN CONNECTIONS

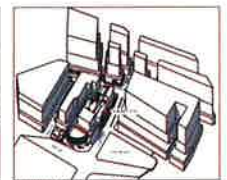
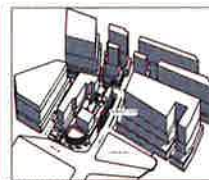
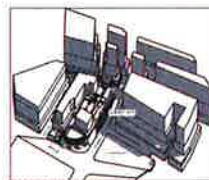
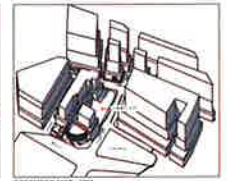
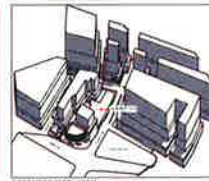
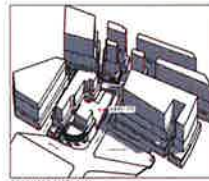


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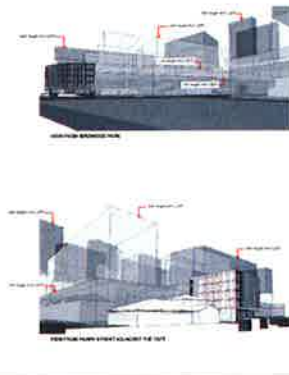
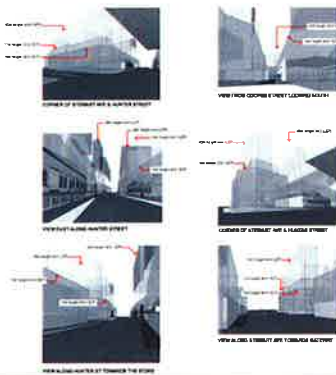
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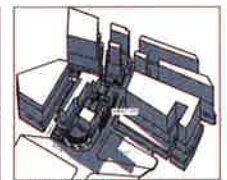
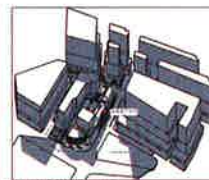
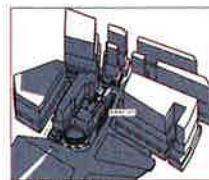
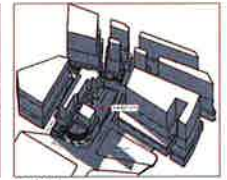
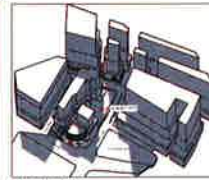
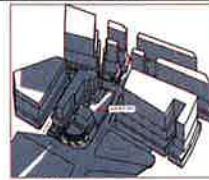
DCP / LEP CONTROLS MASSING



DCP / LEP CONTROLS MASSING



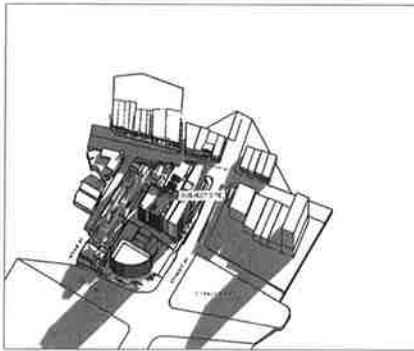
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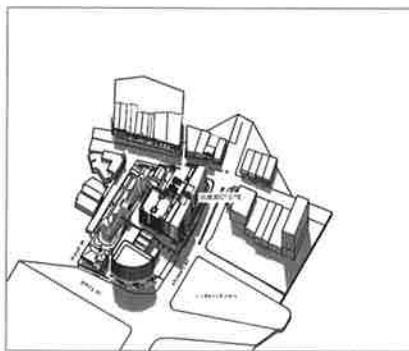
Development Application

Site Plan	Section	Spurkhon	PTW	PKOS ARCHITECTURE	Pokis Hunter Development	General Planning Control Maps & Massing	1502: A-003 F
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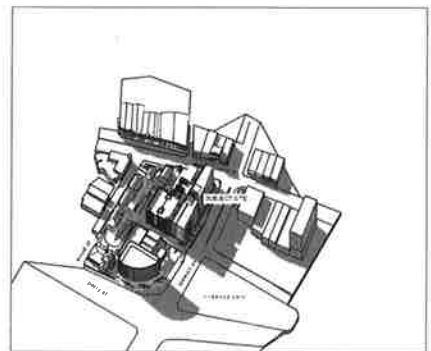
SHADOW STUDY



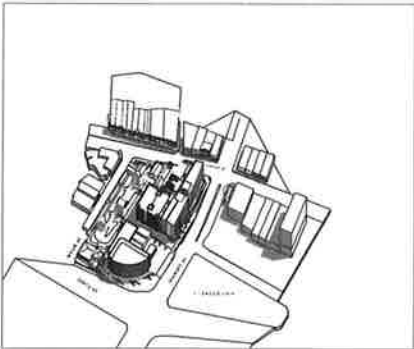
JUNE 21ST - 8AM - Proposed



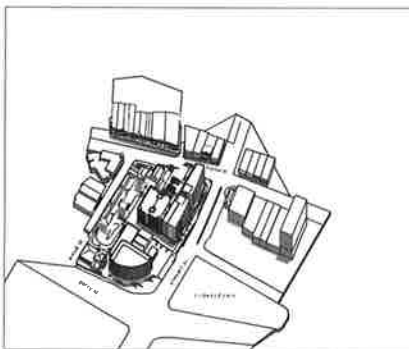
JUNE 21ST - 12PM - Proposed



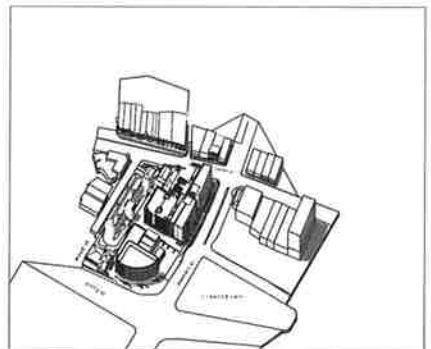
JUNE 21ST - 3PM - Proposed



DECEMBER 21ST - 8AM - Proposed



DECEMBER 21ST - 12PM - Proposed



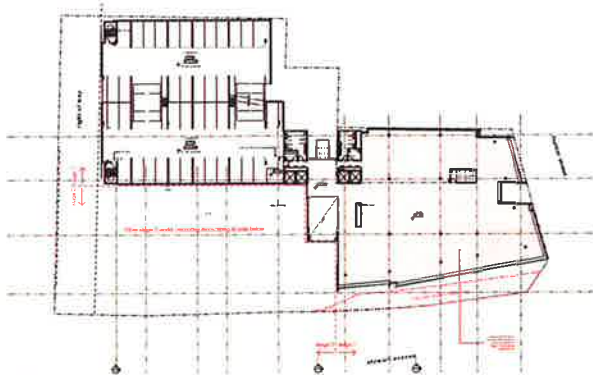
DECEMBER 21ST - 3PM - Proposed

Development Application

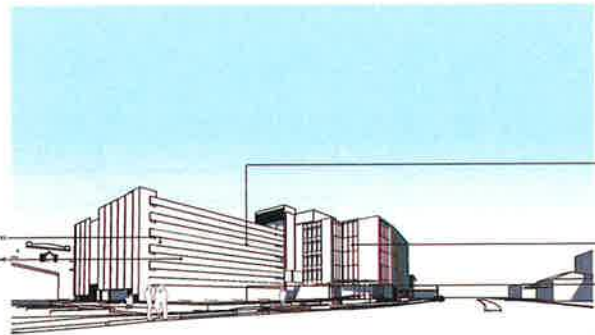
REVISIONS <table><tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td>1</td><td>10/15/18</td><td>Initial Design</td></tr><tr><td>2</td><td>11/01/18</td><td>Revised Design</td></tr><tr><td>3</td><td>11/15/18</td><td>Final Design</td></tr></table>	NO.	DATE	DESCRIPTION	1	10/15/18	Initial Design	2	11/01/18	Revised Design	3	11/15/18	Final Design	PROJECT INFORMATION <table><tr><th>ITEM</th><th>DESCRIPTION</th></tr><tr><td>PROJECT NAME</td><td>POHLE HUNTER DEVELOPMENT</td></tr><tr><td>PROJECT ADDRESS</td><td>2010 S. BARNES RD. & FORT ST.</td></tr><tr><td>PROJECT CITY</td><td>REDAWOOD, ID</td></tr><tr><td>PROJECT COUNTY</td><td>ADAMS</td></tr></table>	ITEM	DESCRIPTION	PROJECT NAME	POHLE HUNTER DEVELOPMENT	PROJECT ADDRESS	2010 S. BARNES RD. & FORT ST.	PROJECT CITY	REDAWOOD, ID	PROJECT COUNTY	ADAMS	DESIGNER Sparkston	CLIENT PTW	ARCHITECT CKDS ARCHITECTURE	PROJECT LOCATION Pohle Hunter Development 2010 S. Barnes Rd. & Fort Street Redawood, ID 83221 Adams	GENERAL Shadow Studies	<table><tr><th>DATE</th><th>BY</th><th>CHKD BY</th></tr><tr><td>11/15/18</td><td>WV</td><td>BT</td></tr><tr><td>11/01/18</td><td>WV</td><td>BT</td></tr></table> 1502: A-004 F	DATE	BY	CHKD BY	11/15/18	WV	BT	11/01/18	WV	BT
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SPRING OF 1981

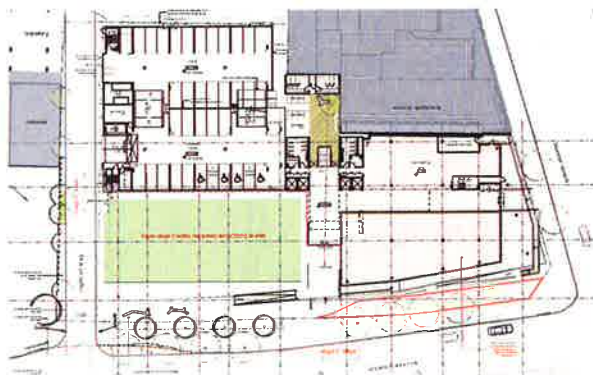
This block contains architectural drawings for the 'New House' in Beijing. It includes a site plan showing the house's location within a neighborhood, several floor plans illustrating the building's layout, and a perspective view of the house showing its modern design and integration with the surrounding environment.



Second Floor Plan Stage 1



01 Street View - Stage 1



Level 1 Ground Plan Stage 1

Development Application

NOTES
1. All dimensions are in meters unless otherwise stated.
2. All dimensions are to the centerline of the building unless otherwise stated.
3. All dimensions are to the finished floor level unless otherwise stated.
4. All dimensions are to the finished ground level unless otherwise stated.
5. All dimensions are to the finished ceiling level unless otherwise stated.
6. All dimensions are to the finished wall level unless otherwise stated.
7. All dimensions are to the finished floor level unless otherwise stated.
8. All dimensions are to the finished ground level unless otherwise stated.
9. All dimensions are to the finished ceiling level unless otherwise stated.
10. All dimensions are to the finished wall level unless otherwise stated.

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	10/10/16	PTW	CKOS



Site location

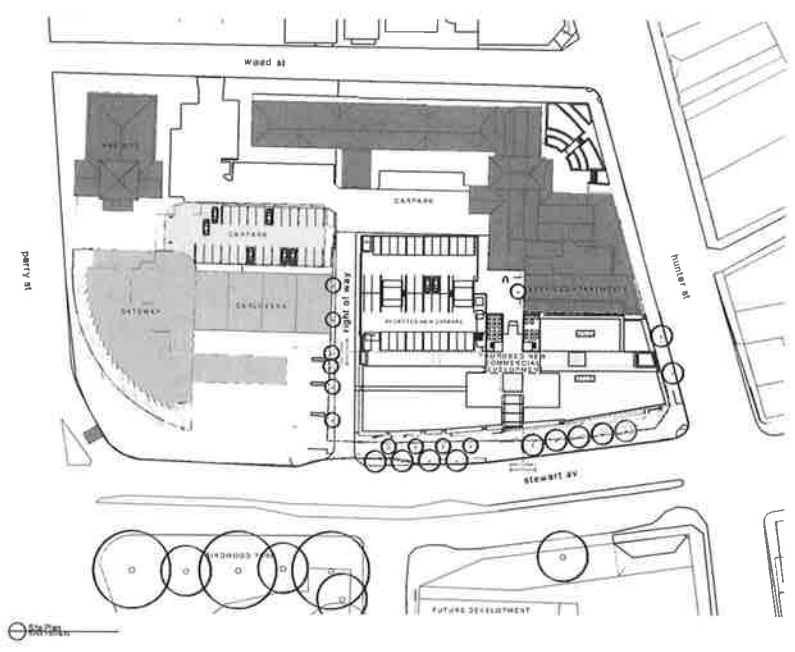
PTW
PTW ARCHITECTURE
10/10/16

CKOS ARCHITECTURE
10/10/16

Public Hunter Development
Corner of Stuart Lane & Lister Street
November 2016

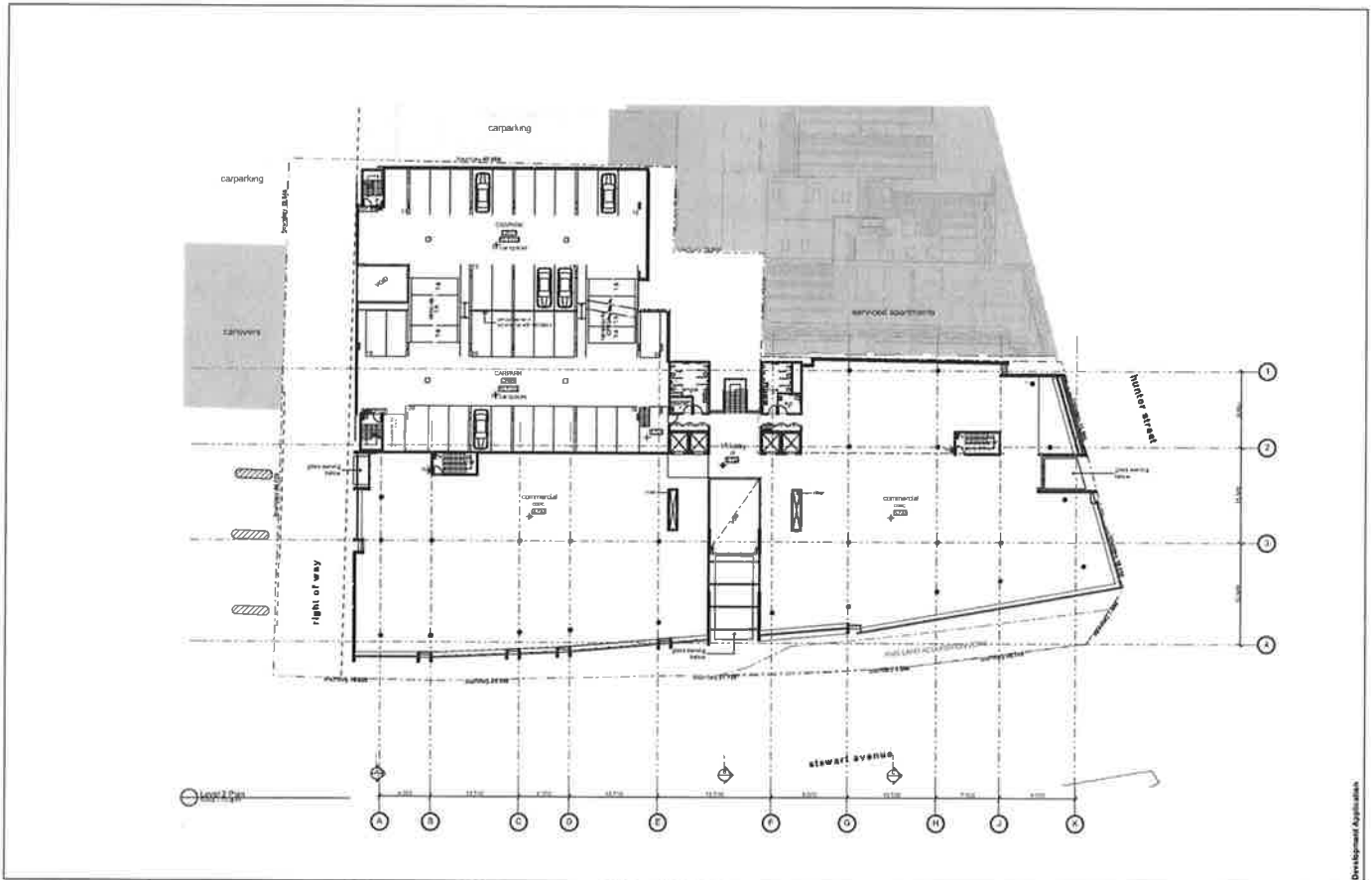
General Site/Staging Plan

1:100 @ A4	vw	sc	10/10/16
1502'	A-007	F	

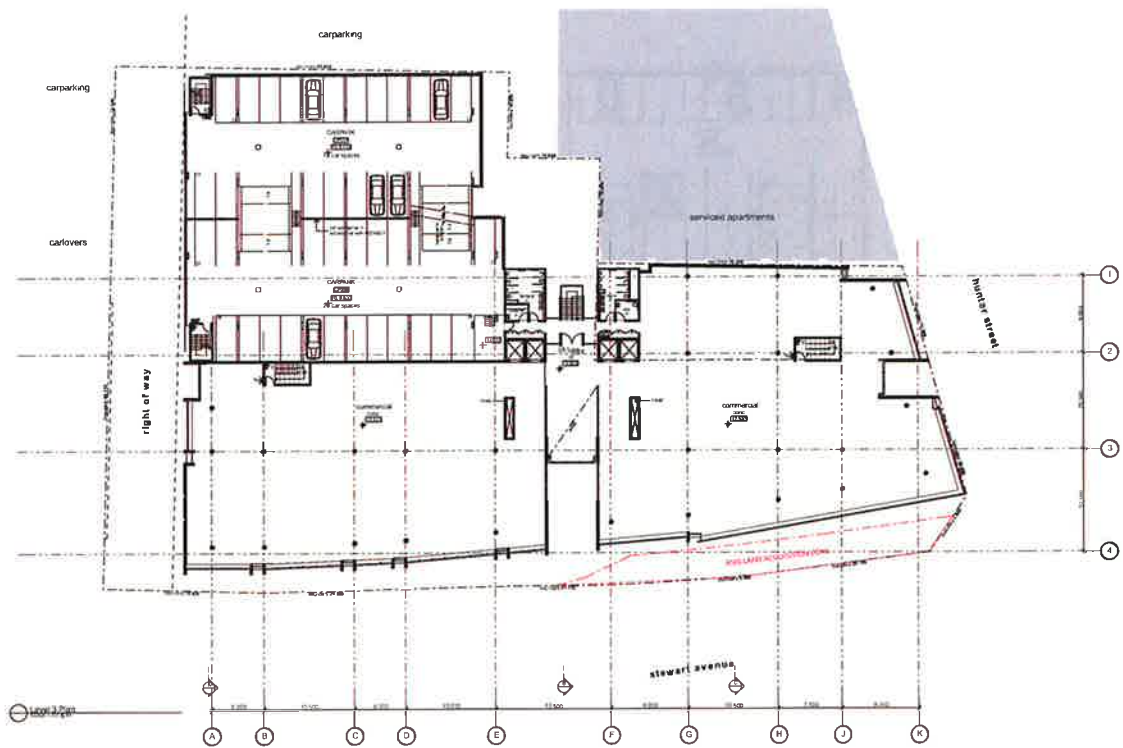


Development Application

NOTES 1. All dimensions are in feet and inches. 2. All areas are to be landscaped. 3. All parking spaces are to be marked. 4. All buildings are to be constructed of brick. 5. All buildings are to be constructed of brick. 6. All buildings are to be constructed of brick. 7. All buildings are to be constructed of brick. 8. All buildings are to be constructed of brick. 9. All buildings are to be constructed of brick. 10. All buildings are to be constructed of brick.	REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>10/10/10</td> <td>Initial Design</td> </tr> <tr> <td>2</td> <td>10/10/10</td> <td>Revised Design</td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	1	10/10/10	Initial Design	2	10/10/10	Revised Design	SPONSOR XXXXXX	PTW XXXXXX	XXXXXX XXXXXX	Public Hearing Development XXXXXX	Plans Proposed Site Plan	1502' A-050 A
NO.	DATE	DESCRIPTION														
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2	10/10/10	Revised Design														

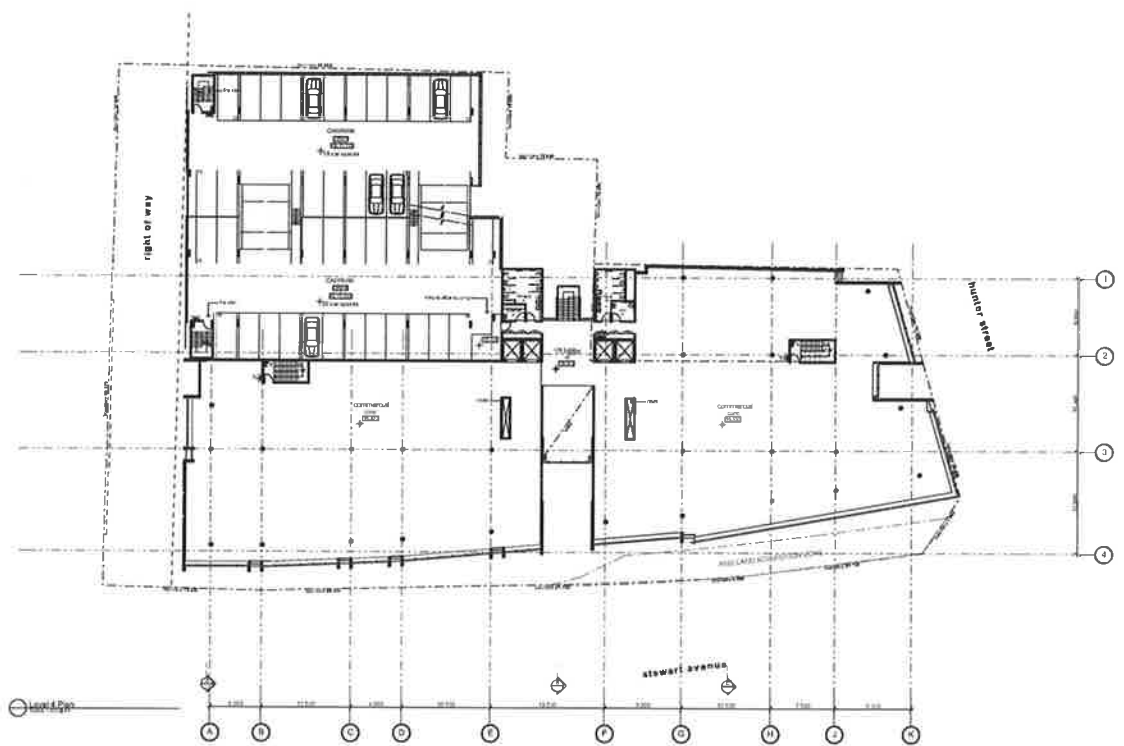


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DATE	DESCRIPTION	1	15/12/18	Initial Design	2	16/12/18	Revised Design	3	17/12/18	Final Design	Scale 1:100	North Arrow	Site Location	PTW CKDS ARCHITECTURE	Politea Reseller Development Unit 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 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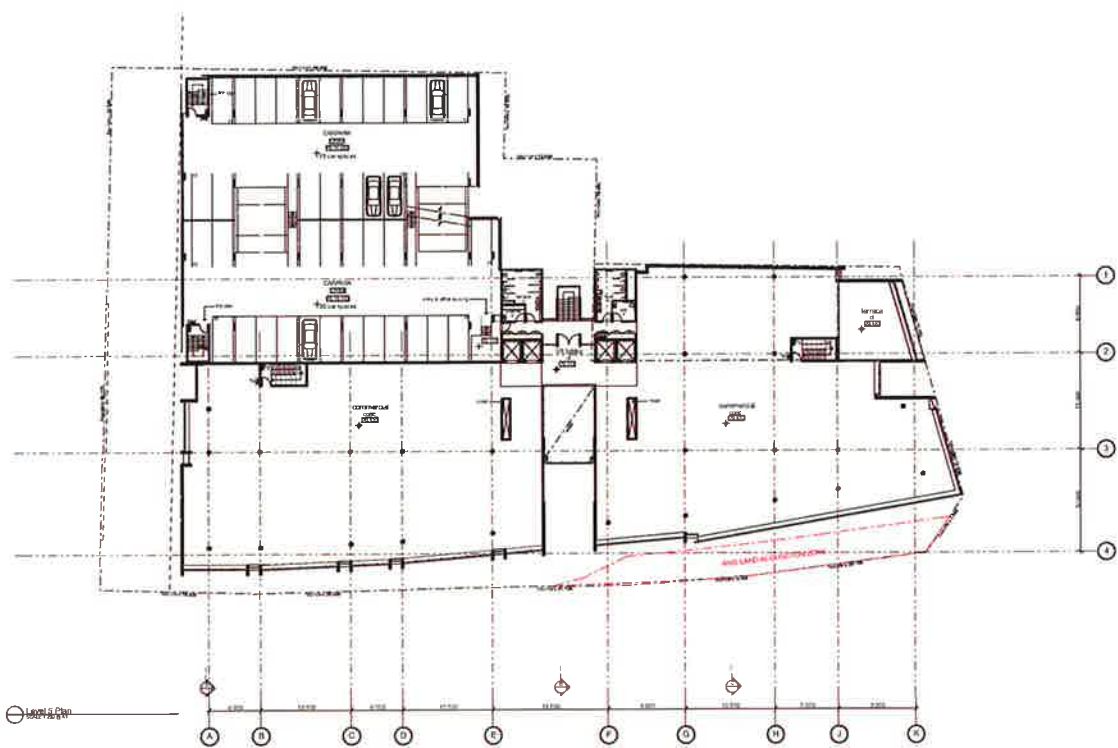
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Development Application

Project Name: Public Housing Development Project Number: 1502 Project Location: 1000 Stewart Avenue, New York, NY 10001 Project Description: A new public housing development consisting of a 10-story building with 100 units, a parking lot, and a community center.	<table border="1"> <tr> <th>Rev</th> <th>Description</th> <th>Date</th> </tr> <tr> <td>1</td> <td>Initial Design</td> <td>10/10/14</td> </tr> <tr> <td>2</td> <td>Revised Design</td> <td>11/10/14</td> </tr> <tr> <td>3</td> <td>Final Design</td> <td>12/10/14</td> </tr> </table>	Rev	Description	Date	1	Initial Design	10/10/14	2	Revised Design	11/10/14	3	Final Design	12/10/14		Staircase	PTW CKOS AHL HOTEL CORP.	Public Housing Development 1000 Stewart Avenue, New York, NY 10001 Project Number: 1502	Plans - Stage 1&2 Level 4 - Floor Plan	<table border="1"> <tr> <td>Project Number</td> <td>1502</td> </tr> <tr> <td>Project Name</td> <td>A-104</td> </tr> <tr> <td>Project Location</td> <td>F</td> </tr> </table>	Project Number	1502	Project Name	A-104	Project Location	F
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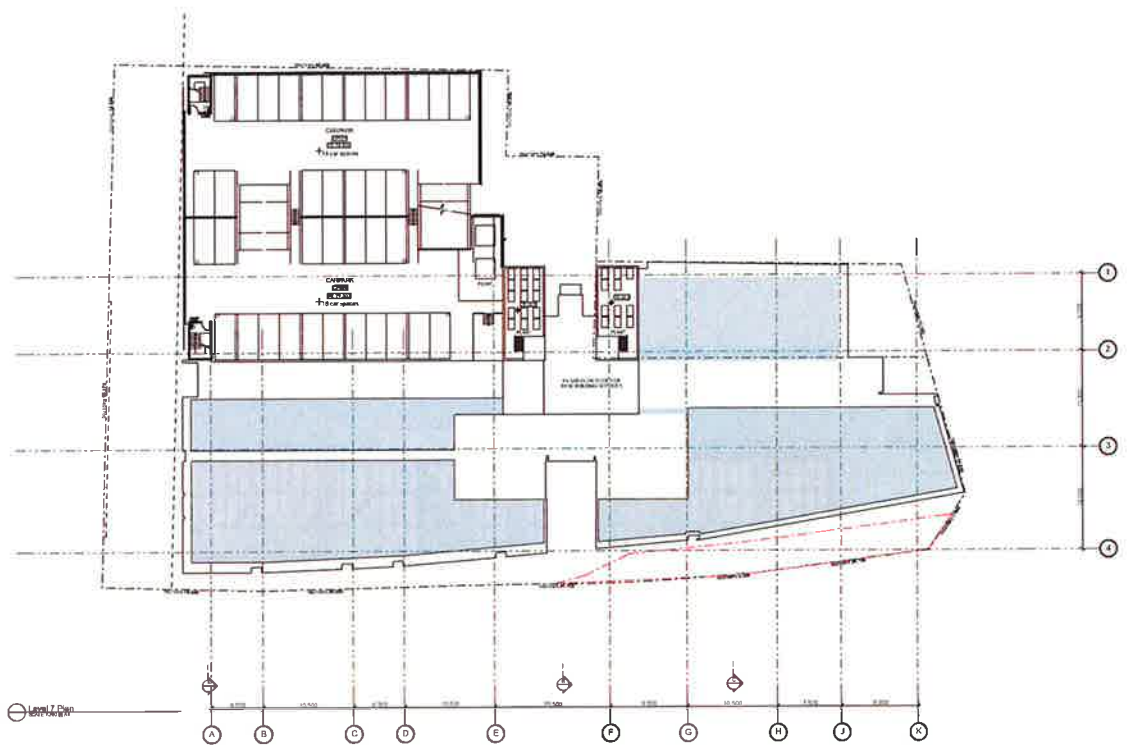


1. Project Name: Fullis Hunter Development 2. Project Address: 100 Hunter Street, Sydney NSW 2000 3. Project Number: 1502 4. Project Date: 10/10/2018 5. Project Status: Approved 6. Project Owner: Fullis Hunter Development 7. Project Manager: [Name] 8. Project Engineer: [Name] 9. Project Architect: [Name] 10. Project Designer: [Name] 11. Project Draftsman: [Name] 12. Project Checker: [Name] 13. Project Approver: [Name] 14. Project Reviewer: [Name] 15. Project Sign-off: [Name]	1. Project Name: Fullis Hunter Development 2. Project Address: 100 Hunter Street, Sydney NSW 2000 3. Project Number: 1502 4. Project Date: 10/10/2018 5. Project Status: Approved 6. Project Owner: Fullis Hunter Development 7. Project Manager: [Name] 8. Project Engineer: [Name] 9. Project Architect: [Name] 10. Project Designer: [Name] 11. Project Draftsman: [Name] 12. Project Checker: [Name] 13. Project Approver: [Name] 14. Project Reviewer: [Name] 15. Project Sign-off: [Name]	1. Project Name: Fullis Hunter Development 2. Project Address: 100 Hunter Street, Sydney NSW 2000 3. Project Number: 1502 4. Project Date: 10/10/2018 5. Project Status: Approved 6. Project Owner: Fullis Hunter Development 7. Project Manager: [Name] 8. Project Engineer: [Name] 9. Project Architect: [Name] 10. Project Designer: [Name] 11. Project Draftsman: [Name] 12. Project Checker: [Name] 13. Project Approver: [Name] 14. Project Reviewer: [Name] 15. Project Sign-off: [Name]	1. Project Name: Fullis Hunter Development 2. Project Address: 100 Hunter Street, Sydney NSW 2000 3. Project Number: 1502 4. Project Date: 10/10/2018 5. Project Status: Approved 6. Project Owner: Fullis Hunter Development 7. Project Manager: [Name] 8. Project Engineer: [Name] 9. Project Architect: [Name] 10. Project Designer: [Name] 11. Project Draftsman: [Name] 12. Project Checker: [Name] 13. Project Approver: [Name] 14. Project Reviewer: [Name] 15. Project Sign-off: [Name]	PTW CKOS ARCHITECTURE 1. Project Name: Fullis Hunter Development 2. Project Address: 100 Hunter Street, Sydney NSW 2000 3. Project Number: 1502 4. Project Date: 10/10/2018 5. Project Status: Approved 6. Project Owner: Fullis Hunter Development 7. Project Manager: [Name] 8. Project Engineer: [Name] 9. Project Architect: [Name] 10. Project Designer: [Name] 11. Project Draftsman: [Name] 12. Project Checker: [Name] 13. Project Approver: [Name] 14. Project Reviewer: [Name] 15. Project Sign-off: [Name]	Fullis Hunter Development 100 Hunter Street, Sydney NSW 2000 1502	Plans - Stage 1&2 Level 5 - Floor Plan	1502: A-105 F
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Development Application

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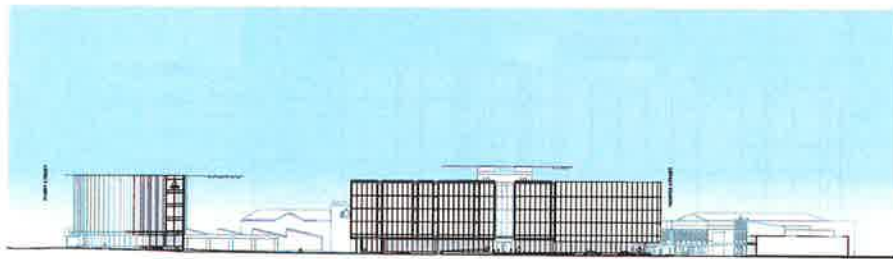
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⊖ Street Elevation



⊖ Street Elevation

Development Applications

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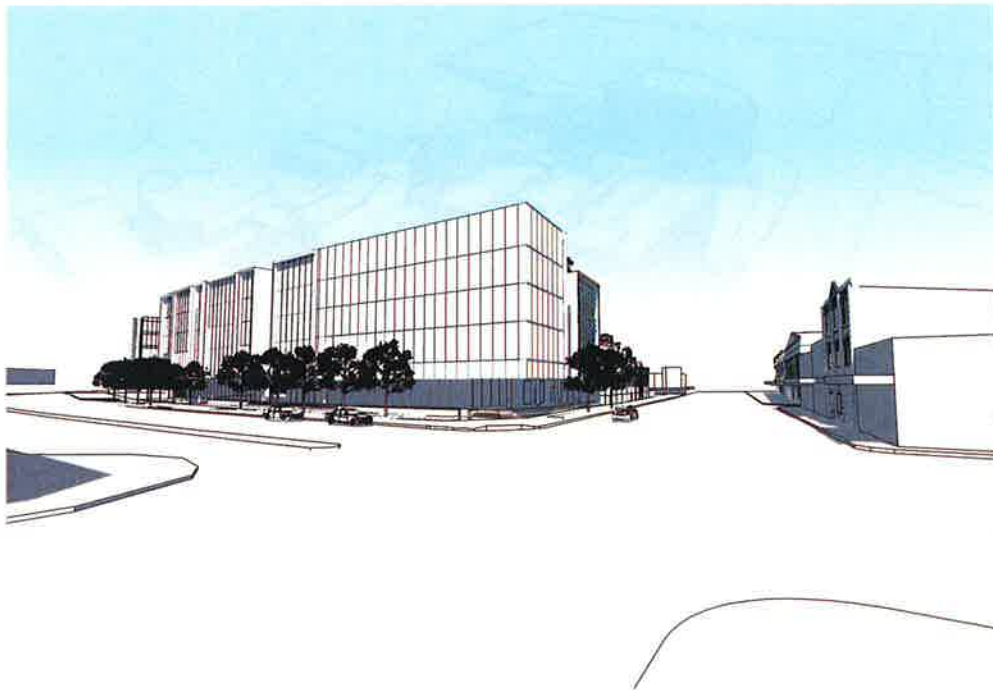
PTW

CKOS ARCHITECTURE

Public Housing Development
1000 West 10th Street
Vancouver, BC
Canada

Perspectives
Perspectives - Stage 1&2

1502' A-701 B



Development Application

NOTES:
 1. This drawing is a perspective rendering of the proposed development and is not to scale.
 2. The proposed development is subject to the approval of the relevant authorities.
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NO.	REVISION	DATE	BY	CHKD
1	Issue for Approval	15/02/2024	PTW	PTW

Sketchplan

PROJECT
 NAME
 ADDRESS
 CITY
 STATE
 POSTAL CODE

PTW

CKOS ARCHITECTURE
 ARCHITECTS

Palika Market Development
 Corner of Blenheim Ave & Market Street
 Melbourne VIC
 Australia

Perspectives
 Perspectives - Stage 1&2

1502	A-702	B
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Appendix 2 - Architect's Design Statement

POLITIS HUNTER DEVELOPMENT

12 Stewart Avenue, Newcastle 2302
Spartohori

Design Statement

The proposed redevelopment of the site at 12 Stewart Avenue, Newcastle West for a five storey commercial building and a six storey carpark has evolved in consultation with the design review panel comprising Newcastle Council's Urban Design Consultative Group (UDCG) and Olivia Hyde, representing the Government Architect's Office.

Accordingly, the following design statement follows the Design Quality Principles used by the design review panel to structure their feedback.

Since the last formal meeting with the UDCG in mid-September 2015, the client was advised by the RMS that a portion of the land at the north eastern corner of the site would be resumed. The subsequent reduction in the size of the site and change to the site shape has required amendments to the design that was reviewed by the design review panel in September 2015. Nonetheless, the primary principles have been retained as set out below in this design statement.



Figure 1
Aerial perspective



Principle 1
Context

The context for the proposed development is described by the following diagrams.

Physical context



Figure 2
Context of proposed development



The L-shaped site of 4,643m² is bounded by Stewart Avenue to the southeast, Hunter Street to the northeast, a right-of-way to the southwest and the heritage (former) Cesslevine Brewery site to the northwest. The L-shaped brewery site sits adjacent to the site along Hunter Street.

Birdwood Park is located on the opposite side of Stewart Avenue and towards the southern end of the site. A carwash separates the site from a new five storey office building (under construction), which terminates the block at the intersection of Stewart Avenue and King Street.

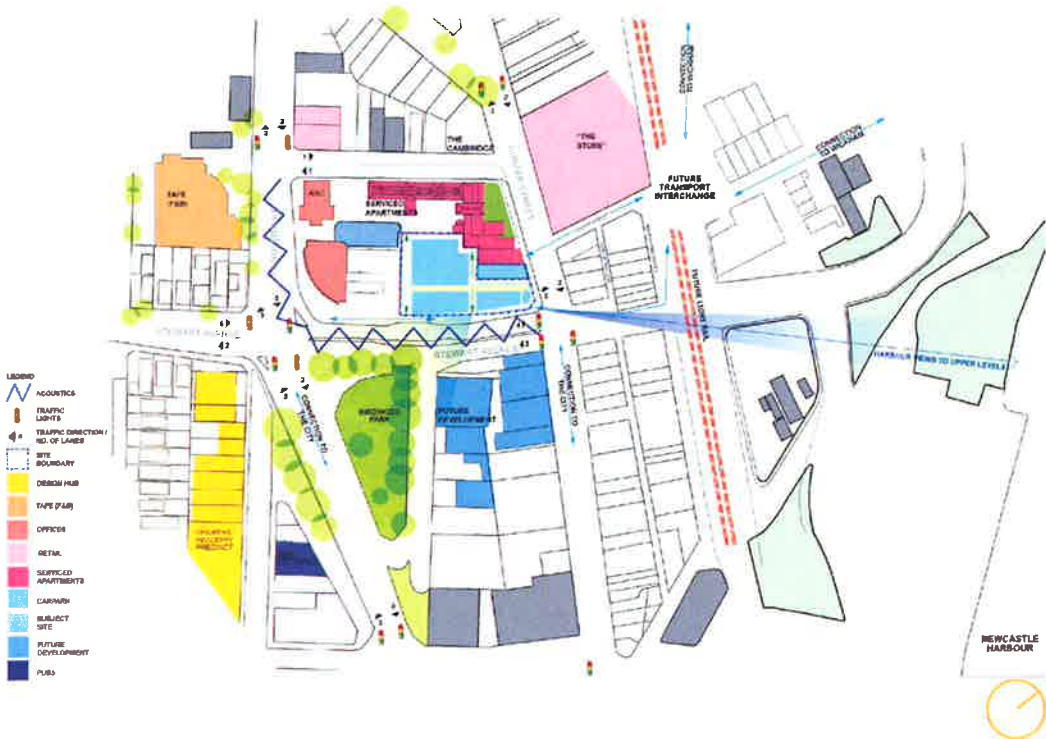


Figure 3
Physical context

The surrounding buildings vary markedly in scale and character as can be seen in the photographs of Figure 2. The current planning controls will allow new buildings up to 10m high along street edges, stepping back to 22m and then back to 45m. Therefore, the physical setting, which is part of the Newcastle City Centre Heritage Conservation Area, is visually complex.

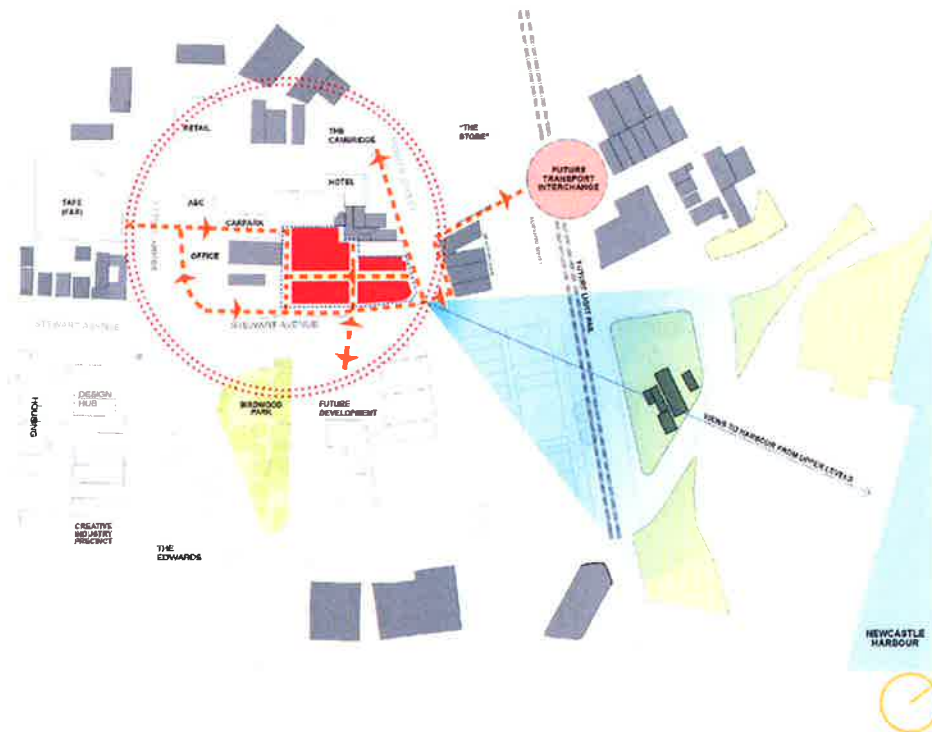
Moreover, the site is within walking distance of the future transport interchange (to the north), the Cambridge Hotel (a popular music venue – to the northwest), the TAFE College (to the southwest), the ABC studios (on the western corner of the block), serviced apartments on the former brewery site and a creative industry precinct to the south. A large heritage building called “The Store” sits between the future transport interchange and the office site and is likely to house mixed uses in the future.



Figure 4
Aerial overview – urban connections



- LEGEND
- SITE BOUNDARY
- PROPOSED BUILDING FOOTPRINT
- PROPOSED LINK
- ACCESS POTENTIAL
- POTENTIAL HUB
- LANDSCAPED BUILDINGS
- BLUE ACCESS
- GREEN ACCESS



Social context

The social context is thus one which represents the potential transformation of Newcastle into a vibrant city with a lively and creative cultural "layer".

The proposed building has been designed to respond to both the physical context through its plan configuration, volumetric disposition and modulation, and— to its social context through its ability to support emerging ways of working and different workplace cultures.

Figure 5
Urban connections

Principle 2

Built Form and Scale

The proposed built form responds simply and clearly to the:

- > Potential circulation to and through the site from the surrounding areas and activities (including the future transport interchange).
- > The small green parks close to the site on the corner of Hunter Street outside the former brewery site, and Birdwood Park opposite the site to the southeast.
- > The existing built form of heritage significance adjacent to the site (the former Castlemaine Brewery) and opposite the site along Hunter Street.
- > The new and striking built form of the office building at the corner of Stewart Avenue and King Street which offers the opportunity for the proposed building on the northern corner of Stewart Avenue to form a corresponding urban "book end".
- > The current planning controls in terms of height and setbacks.

The following series of diagrams illustrate the key site strategies undertaken to determine an appropriate response to the above in terms of:

- > Figure 6 - Plaza spaces
- > Figure 7 - Green links
- > Figure 8 - Permeability
- > Figure 9 - Rhythm of urban grain



Figure 8
Key site strategies – creation of plazas



Figure 7
Key site strategies – green space links

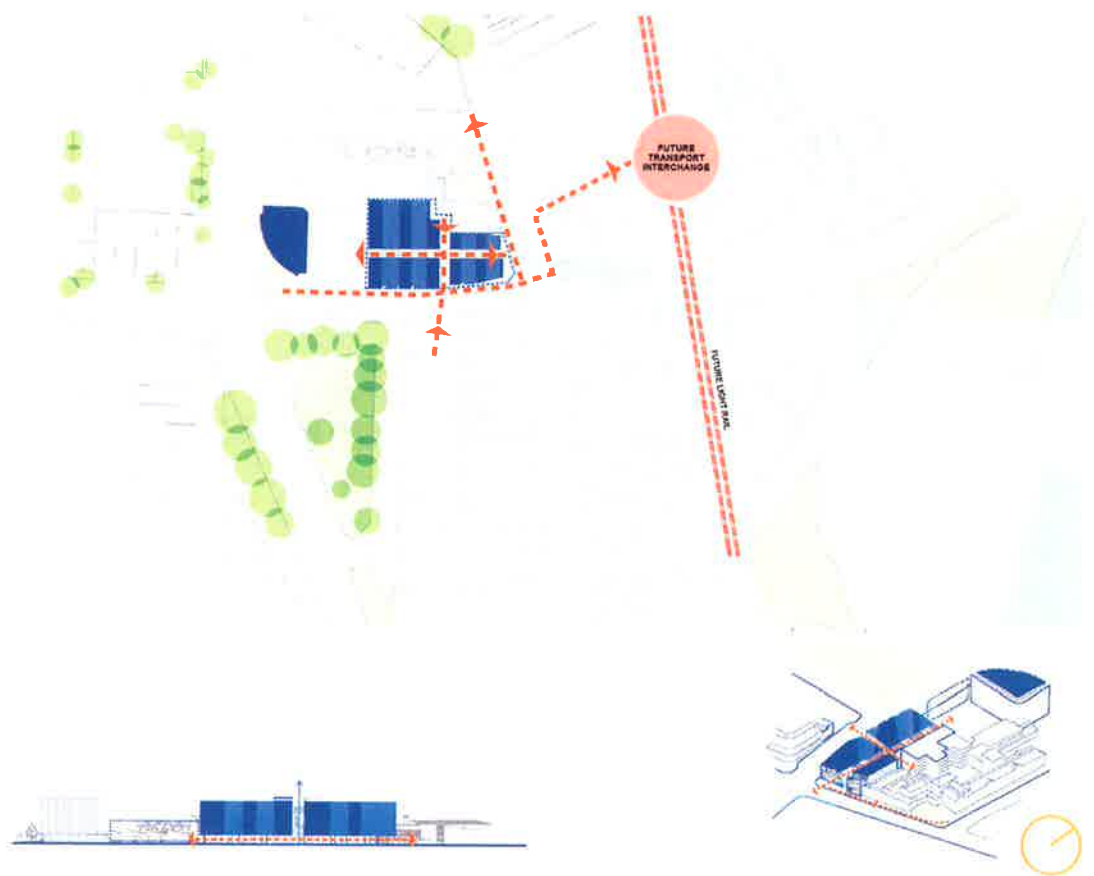


Figure 8
Key site strategies – permeability

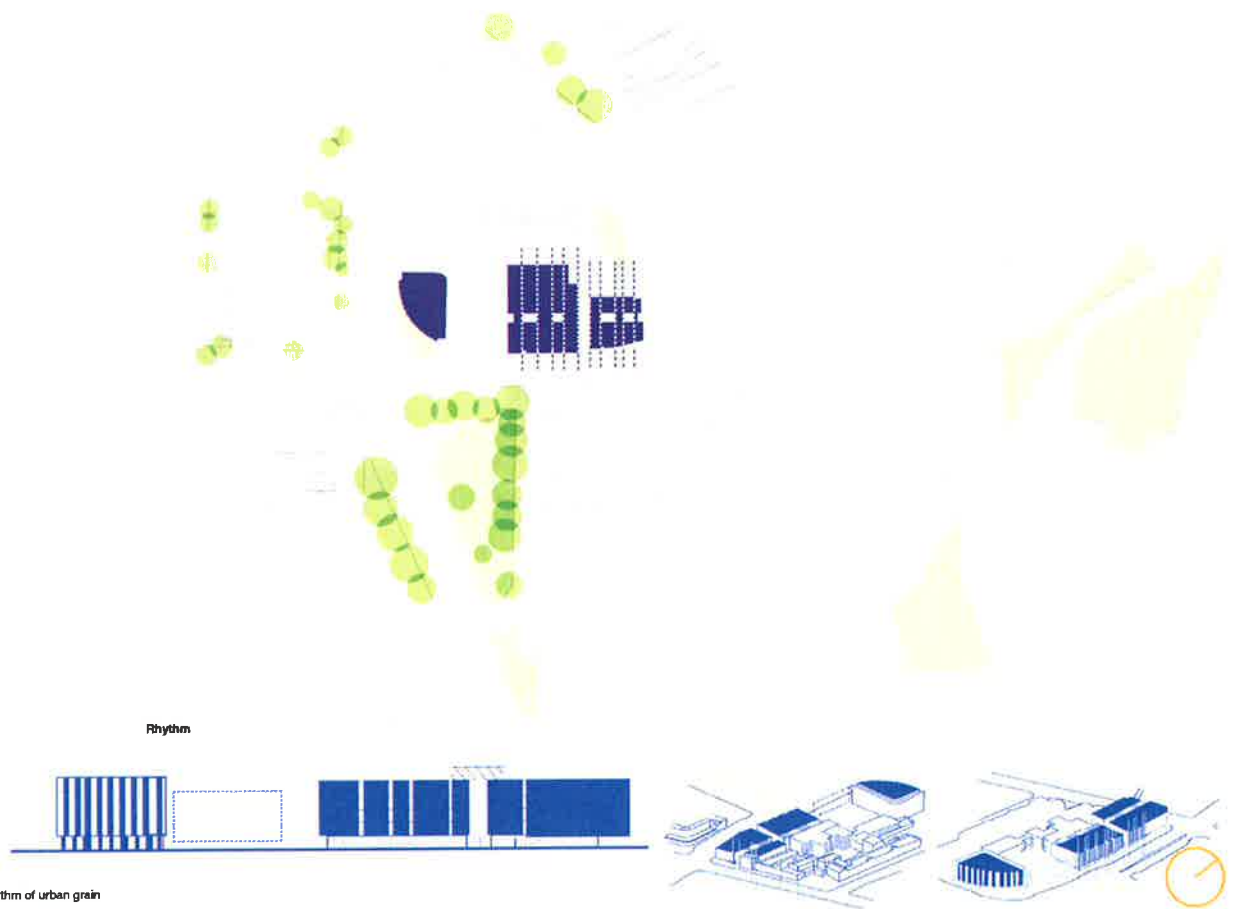


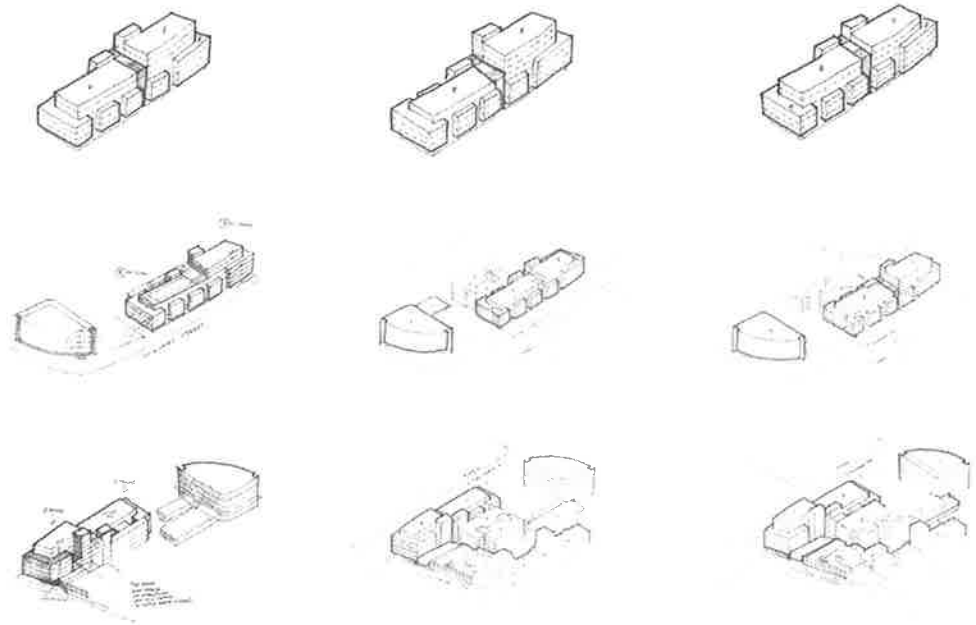
Figure 9
Key site strategies – rhythm of urban grain

Moreover, it was important to find a location for the carpark, which could be largely shielded from view from the public domain while still being accessible in a physically and psychologically safe way.



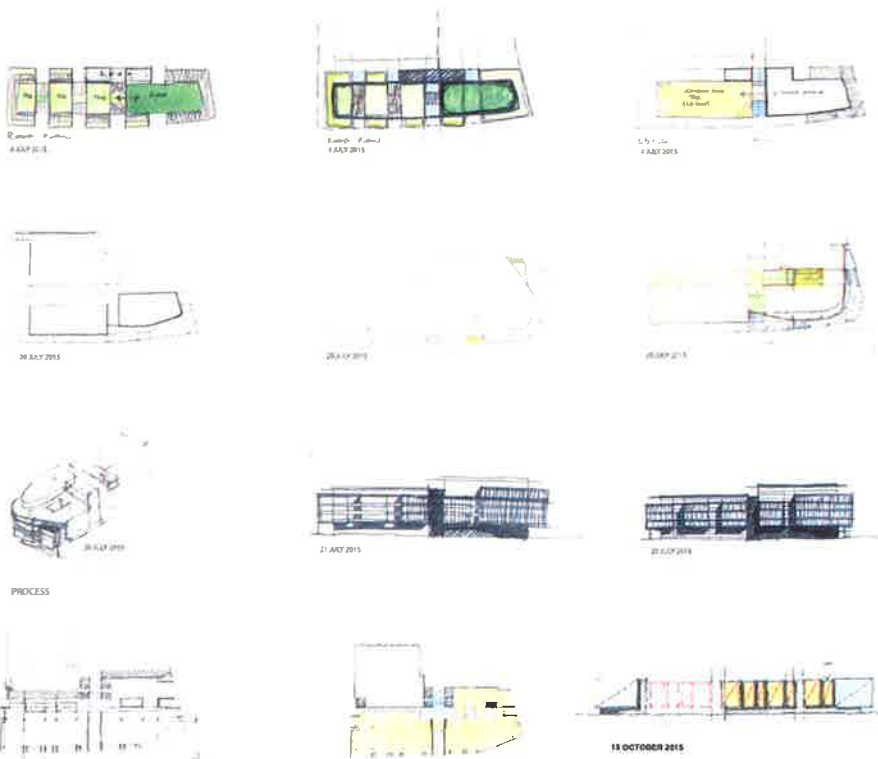
Figure 10
Design strategies – ground floor and typical level plans showing the proposed locations of the circulation zones, the public spaces, the commercial tenancies and the centrally located carpark

Several three dimensional options were explored to find a form which fulfilled the strategies, as illustrated below.



PROCESS
2 JULY 2015

Figure 11
Design process – perspectives



The proposal has three primary volumes of open plan office space, separated by a cruciform shaped circulation zone. The primary volumes consist of four storeys set above a recessed ground floor.

The carpark is a six level structure inserted into the centre of the site with vehicular access gained from King Street, via the carpark serving the new office building at the corner of Stewart Avenue and King Street. An articulated screen (perforated metal or similar) will shield the carpark from the open parking area of the serviced apartments occupying the former brewery site to the northwest.

Figure 12
Design process – plans & elevations



Principle 3

Density

The proposed development will provide between 8 - 10,000m² net lettable floor space, well within the development envelope set by the current planning controls.

There is one minor deviation from the setback control at the northeastern corner of the site where the form, which is above 18 meters, extends to the alignment of the wall below.

This deviation does not create any further overshadowing of the park nor does it create extra bulk that would be inconsistent with the surroundings.

Principle 4

Sustainability

The proposed segmented form with cross-axial circulation and service zones provide the potential for natural lighting, thermal comfort and passive ventilation. The mechanical services are based on the provision of natural ventilation to the circulation zones tempered by "spill air" from the adjacent air-conditioned zones.

Further, staircases are clearly visible within or abutting the circulation zones to encourage their daily use. Bicycle parking and a potential hub for repairs are located in a prominent position adjacent to east-west transverse link and pedestrian entry to the carpark.

Principle 5 Landscape

The ground level of the development is raised above the street by approximately 700mm creating a podium at the northern end of the site. Mediation between the raised podium and the street will be achieved by a ramp of the minimum 1:20 gradient set into a continuous band of slope along most of Stewart Avenue and Hunter Street.

At the southern end of the site, the podium is cut back to the line of the ground floor wall to allow the planting of a double row of trees, creating the sense of a more generous public domain. Informal seating is placed under the tree canopy.

The northeastern corner of the podium will provide a sunny area associated with the proposed café laneway, raised slightly above the footpaths.

Low planting beds, into which street trees sit, will help to provide shielding from the busy traffic along Stewart Avenue and Hunter Street.

Vertical green walls will define the main entry zone along Stewart Avenue, visible from Hunter Street. Similarly, the western end of the transverse circulation zone will end in a landscaped courtyard with a green wall. Through the courtyard, people will walk from the carpark and bike parking area into the proposed building.

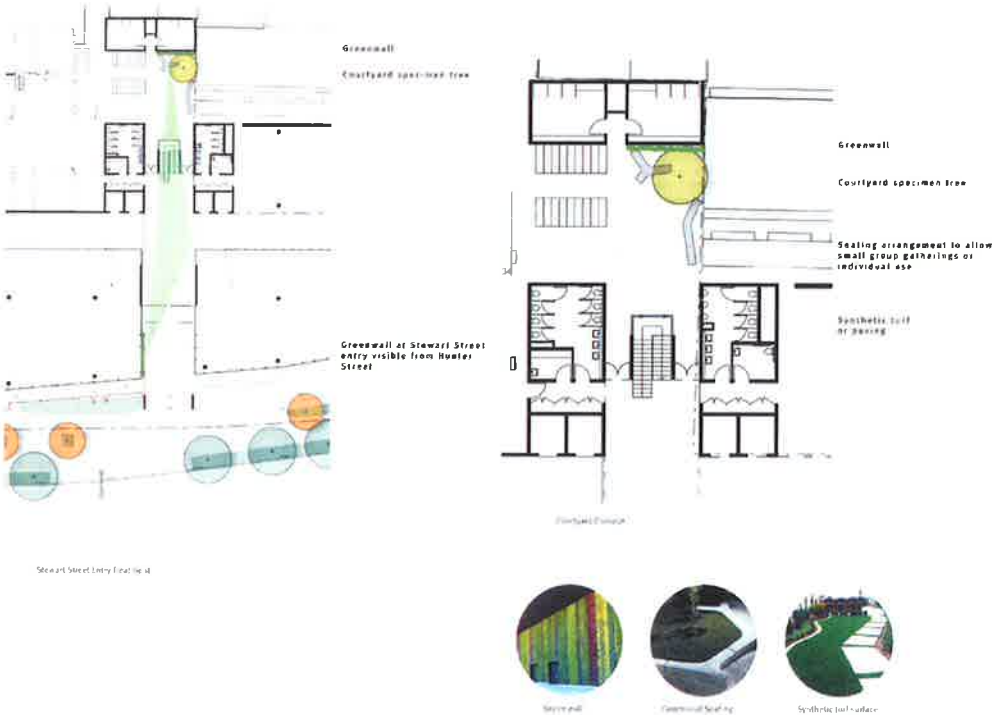


Figure 13
Entry and Courtyard Concept



Figure 14
Landscape Elevations



Section A - Placer Street



Section B - Stewart Street



Section C - Stewart Street



Section D - Stewart Street

Figure 15
Typical Sections

Indicative planting palette - Trees and shrubs



Planting Structure



Native alternatives to Inter War Georgian Revival plants



Native alternatives to Inter War Georgian Revival plants



Native alternatives to Inter War Georgian Revival plants

Native groundcovers



Native groundcovers

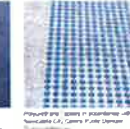


Native groundcovers

Indicative materials palette



Indicative materials palette

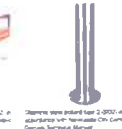


Indicative materials palette

Street furniture elements



Street furniture elements



Street furniture elements



Street furniture elements



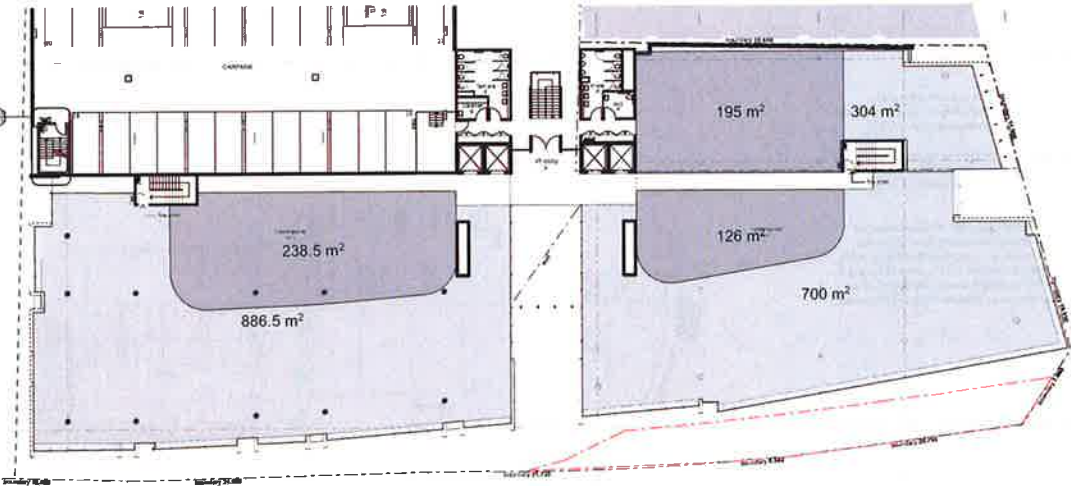
Street furniture elements

Figure 16
Planting and Materials Palette

Principle 6 Amenity

The proposed configuration of the office areas in plan and section is designed to provide an optimum level of natural lighting; options for natural ventilation in the core and at the north and south ends of the north-south circulation zone; and a workplace environment which can offer people the sense of social engagement and flexibility sought after by contemporary workers.

The circulation zones (east-west and north-south) provide spaces in which shared meeting rooms and places for incidental interaction can be located. The open stair near the lift (with amenities to each side) permits views down into the entry void and roof terrace, and creates further opportunities for a sense of interaction.



1:500 @ A3

100% PLANNING PERMISSION (2021)

Figure 18
Natural lighting within 12 meters of glazing



Principle 7
Security

Safety and security are key concerns of any development, especially those in an area of the city which is undergoing relatively rapid change.

The diagrams below (Figures 19 and 20) illustrate how the security may work in daytime mode and after hours to provide both a sense of permeability and safety.

Further, the axial circulation zones are designed so that people will move along them to use the amenities, stairs, go to meetings in meeting rooms or informally meet in the seating areas at the end of the northern circulation zones. This pattern of use provides passive surveillance of the public domain.

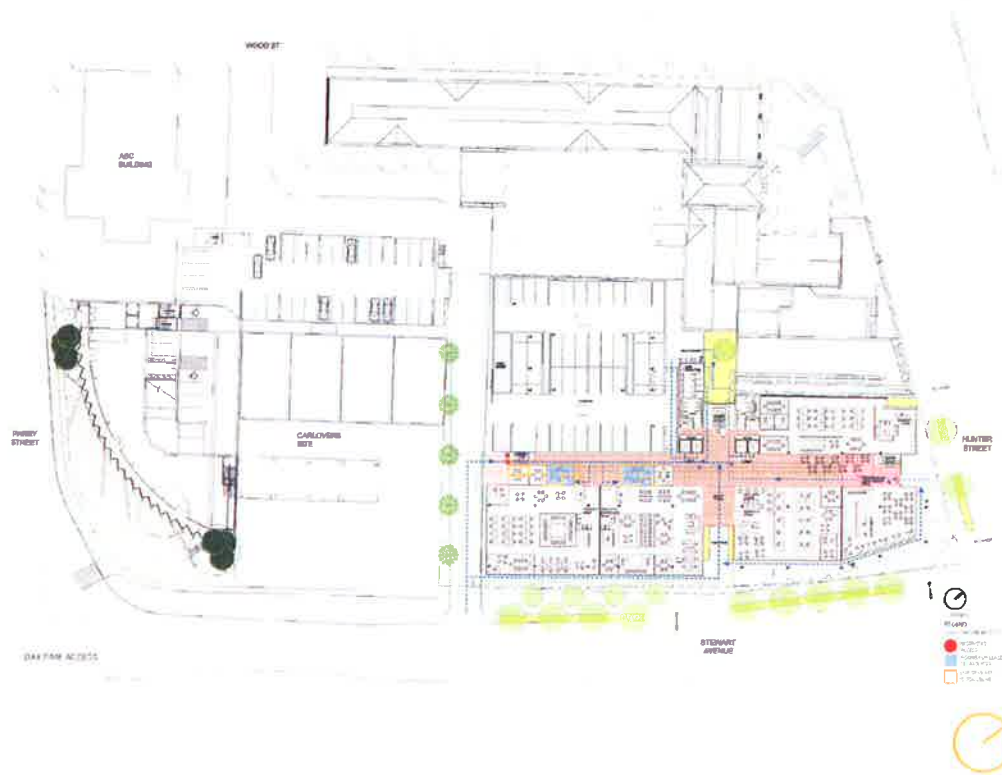


Figure 19
Day time access

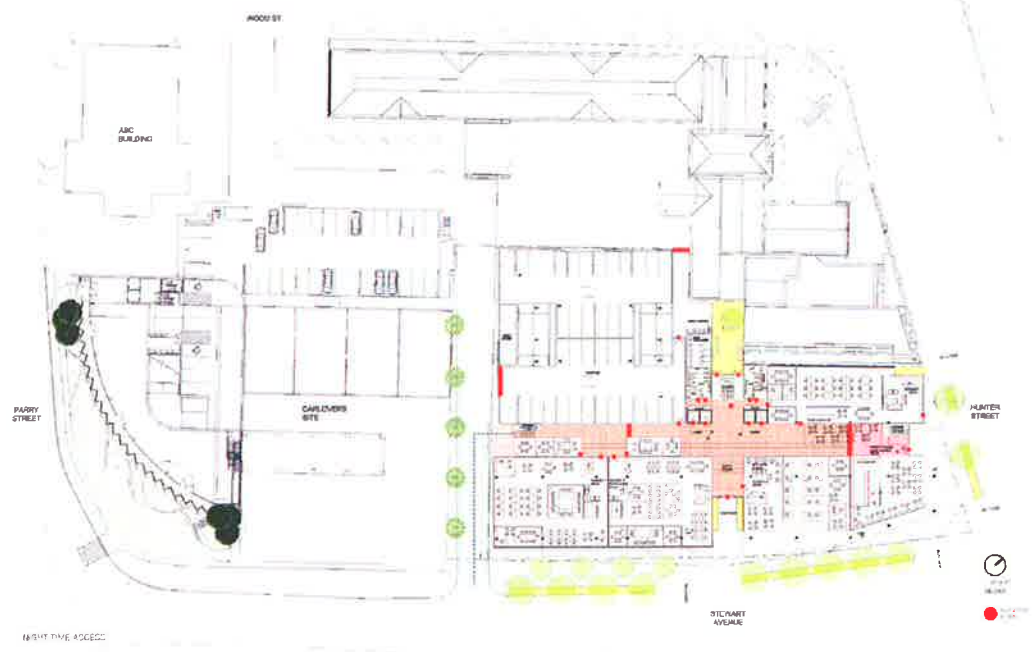


Figure 20
Night time access

Principle 8

Diversity and Social Interaction

Principle 8 Amenty above describes the ability of the proposed building spaces to be inhabited in ways that enhance the daily working life of people.

Moreover, the southern wing of the ground floor has been designed to allow all or part of it to be configured as a "shared hub" for start-up businesses and sole practitioners. Meeting rooms, potentially equipped with audiovisual facilities, project into the circulation zone and can either form part of a tenancy, or be available for hire by others.

On the upper floor, the circulation zones are punctuated by the central zone of vertical circulation, amenities and services and the interconnecting void space, which is partly internal and partly external. The lifts have been located so that tenants may locate reception areas opposite the lift lobby and adjacent to the void, providing opportunities for interaction both internally and to the street facade.

Principle 9

Aesthetics

The facade studies of the design process looked at how the articulation of the street walls could reflect the internal arrangement of spaces, the potential tenancy break-up and the neighbouring heritage buildings.

The study diagrams of Figures 21-24 reflect these studies as do the "rhythm-urban grain" diagrams (Figure 8) of Principle 2 above.

The southern portion of the Stewart Avenue elevation has been divided into bays of varying width to reflect the vertical divisions of the heritage facades in Hunter Street and Newcastle generally. The glazed bays are defined by frames of anodized aluminium in tones of bronze/copper (see Principle 2).

The northern portion of the Stewart Avenue elevation transforms into a simple plane of glazing which turns the corner into Hunter Street. When viewed as part of the overall street composition, the glazed

wedge provides a counterpoint to the solid masonry of the surrounding heritage buildings. Under the glazed wedge, the ground floor glazing is set well back to create a small plaza for outdoor seating and gathering.

While the portion of the former Castlemaine Brewery building which abuts the site is a later addition, the proposed Hunter Street built form has been conceived to respond to the primary vertical modulation and key horizontal projections. Therefore the lower edge of the framed bay (of the proposed building) adjacent to the museum aligns with the lintel cornice of the museum facade. The lower band of finely spaced verticals and a horizontal blade extend to align with the parapet wall moulding of the heritage wall.

The re-entrant space at the junction between old and new, allows the masonry corner of the museum building to be perceived in the round.

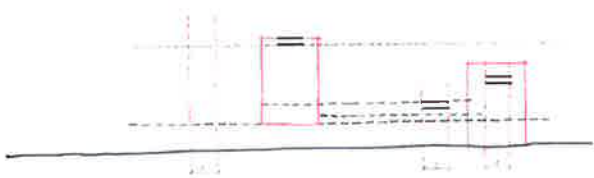


Figure 21
Design correlation between new façade and
heritage building along Hunter Street:

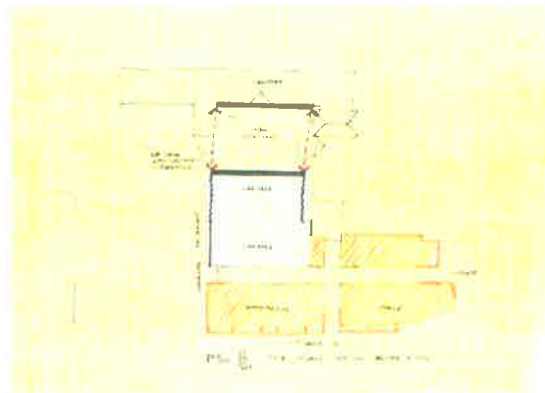


Figure 23
Design correlation between carpark façade and
opposite heritage building

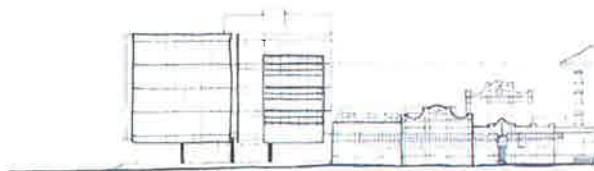


Figure 22
Elevation Hunter Street



Figure 24
Design correlation between carpark façade and
opposite heritage building

The materials palette will be simple:

- Glass with warm coloured bronze/copper-like anodized aluminium above a brick or terracotta panelled podium. Expressed horizontal bands will be in either concrete or the bronze/copper-like anodized aluminium.
- The fin walls will be clad in four different bronze/copper tones of anodized aluminium.
- Art and Interpretation will be integrated into the fabric of the building through utilizing a pattern, under development by an artist, to guide the disposition of panels on the fin walls of the building. The pattern will also be used for paving patterns within the circulation zones and glazing decals. The panel design is guided by the idea of dynamism and movement within orthogonal bounds, which is appropriate for an area of Newcastle undergoing transformation.

Feature facade reveal panels showcasing artist designed panels in anodized aluminium visible from street.

Potential for pavement to integrate artist design

Landscape elements throughout pedestrian link to utilize artist design



Palette of anodised aluminium colours



Example of perforated metal (to carpark)



Example of façade with metal panels

Figure 25
Material palette and public art

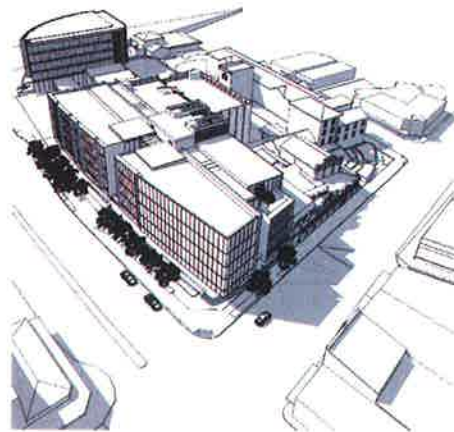


Appendix 3 - Heritage Impact Assessment prepared by John Carr Heritage Design

STATEMENT OF HERITAGE IMPACT

Politis Hunter Development

PROPOSED DEVELOPMENT AT 12 STEWART AVE, NEWCASTLE WEST.



Prepared by:

John Carr Heritage Design
Draft Report Rev D
2 March, 2016

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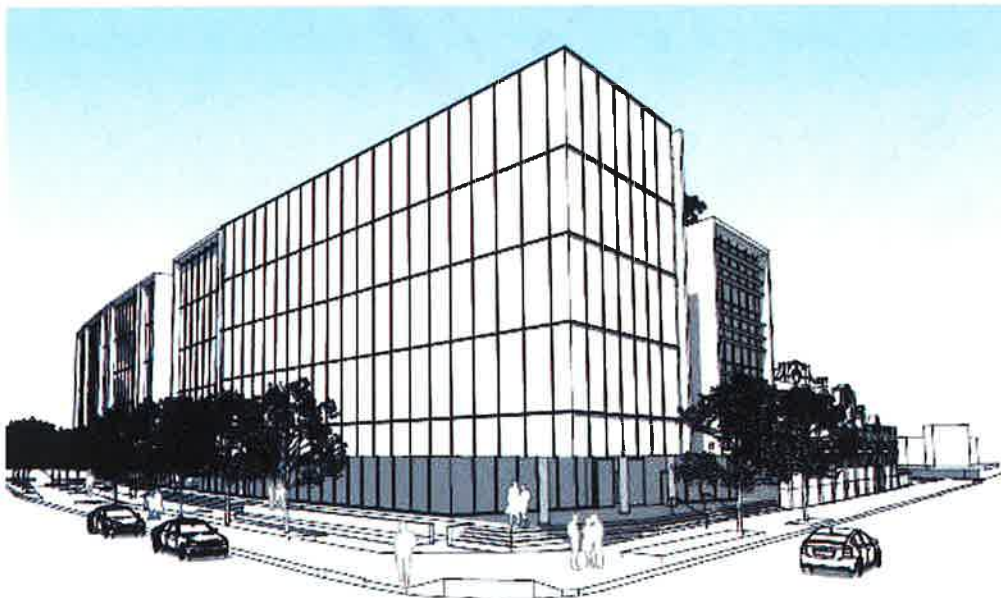


Plate 1: A perspective of the development from the corner of Stewart Ave & Hunter Street.
(Source – PTW CKDS Architects in Association)

Cover: An aerial perspective view of the development adjacent to the former Castlemaine Brewery site.
(Source – PTW CKDS Architects in Association)

(Photographs in this report are by John Carr unless otherwise noted.)

1.0 INTRODUCTION

The following report comprises a Statement of Heritage Impact (SoHI) for the proposed development of a five storey commercial building with seven floors of parking on the corner of Stewart Avenue and Hunter Street, Newcastle West. Guidelines published by the NSW Office of Environment & Heritage have been used to produce the Statement of Heritage Impact. John Carr Heritage Design has been engaged by Core Projects Group on behalf of Politis Hunter Development to prepare the SoHI to accompany their submission of a Development Application for the project.



Plate 2: The subject site outlined in the broken red line. (Source City Plan Strategy & Development P/L from SIX Maps)



Plate 3: The subject site showing the Brewery and Hunter St buildings in the background, taken from the Southeast. (JCHD DI 0134)



Plate 4: Aerial view of the site shown circled in red.
(Source City Plan Strategy & Development P/L from SIX Maps)

2.0 STATEMENT OF HERITAGE IMPACT

Statement of Heritage Impact for:

The development of a site within a heritage conservation area and adjacent to an item of STATE heritage significance.

Date:

This Report was completed on 2nd March 2016.

Reference:

The site is within the Newcastle City Centre Heritage Conservation Area. The adjacent former Castlemaine Brewery site is listed on the SHR (00312).

Address & Property Description

The site is located at 12 Stewart Avenue, Newcastle West NSW 2300.

The property description is:

- Part Lot 102, in DP 1191992,
- Lot 128, in DP 773588.

Prepared by:

John Carr, a Heritage Architect trading as John Carr Heritage Design, compiled this report.

For:

The report has been prepared for the Core Project Group on behalf of Politis Hunter Development.

The Statement summarises the development proposal as described on the following drawings prepared by PTW CKDS Architects in Association, dated 12 February 2016 Project No. 1502:

A 001 Rev F	A 002 Rev F	A 003 Rev F	A 004 Rev F	A 005 Rev F
A 006 Rev F	A 007 Rev F			
A 050 Rev A	A 101 Rev H	A 102 Rev F	A 103 Rev F	A 104 Rev F
A 105 Rev F	A 106 Rev F	A 107 Rev C		
A 201 Rev F	A 202 Rev B	A 203 Rev B		A 301 Rev F
A 701 Rev B	A 702 Rev B	A 703 Rev B		

2.1 BACKGROUND

The subject site is a combination of two previous allotments and subdivisions resulting from the sale of the former Newcastle Regional Museum site which contained the former Castlemaine Brewery buildings. The former Brewery buildings are currently undergoing refurbishment to adapt the buildings for serviced apartments with function centre facilities. Land acquired by the former Brewery and subsequently the City of Newcastle over a number of decades to expand the site has now been reversed by the new subdivision, resulting in the former Brewery allotment more accurately reflecting its original size.

2.2 THE FORMER CASTLEMAINE BREWERY SITE

The subject site partially occupies a portion of the former Castlemaine Brewery site, as a consequence of the abovementioned subdivision. The former Castlemaine Brewery site is subject to a Permanent Conservation Order.

A Permanent Conservation Order is allowed under the Heritage Act 1977 (as amended) and can be placed on a site of heritage significance that may be under threat by demolition or neglect by the Heritage Council of NSW.

The former Brewery site area was amalgamated over a number of decades culminating in its purchase by the City of Newcastle in the early 1980's. The former Castlemaine Brewery buildings were in poor condition and in 1982, the NSW Heritage Council placed a permanent conservation order (PCO) over the (amalgamated) site including the areas not previously developed.

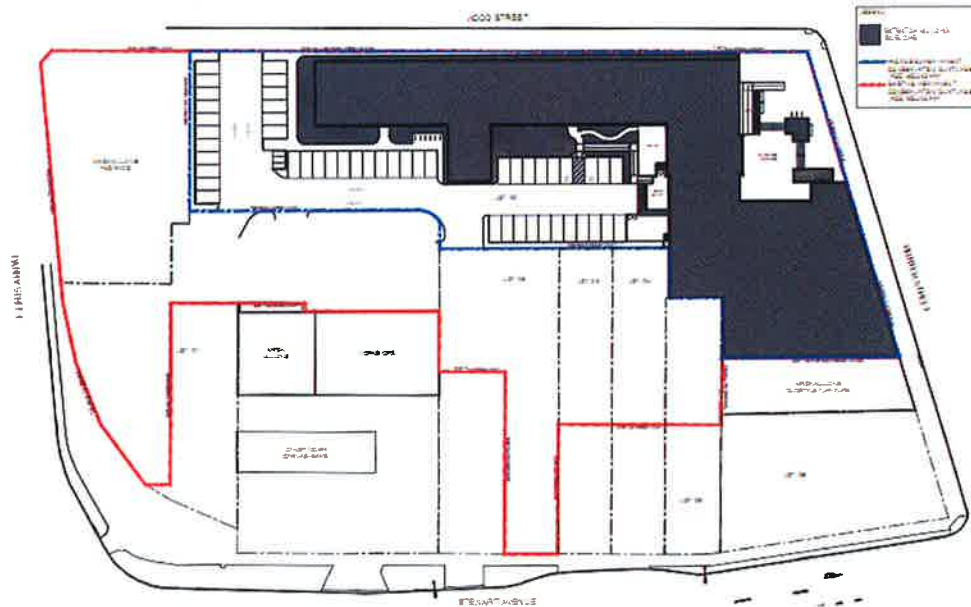


Plate 5: The city block showing the new subdivided boundary of the Brewery site in blue and the earlier PCO in red. (Source – McIntyre and Cross Architects)

Part of the development consent for the former brewery site included the subdivision of the site to reduce the area occupied by the former Brewery as well as the reduction of the area of the PCO to reflect the new boundary of the former Brewery site shown in blue in Plate 2 above.

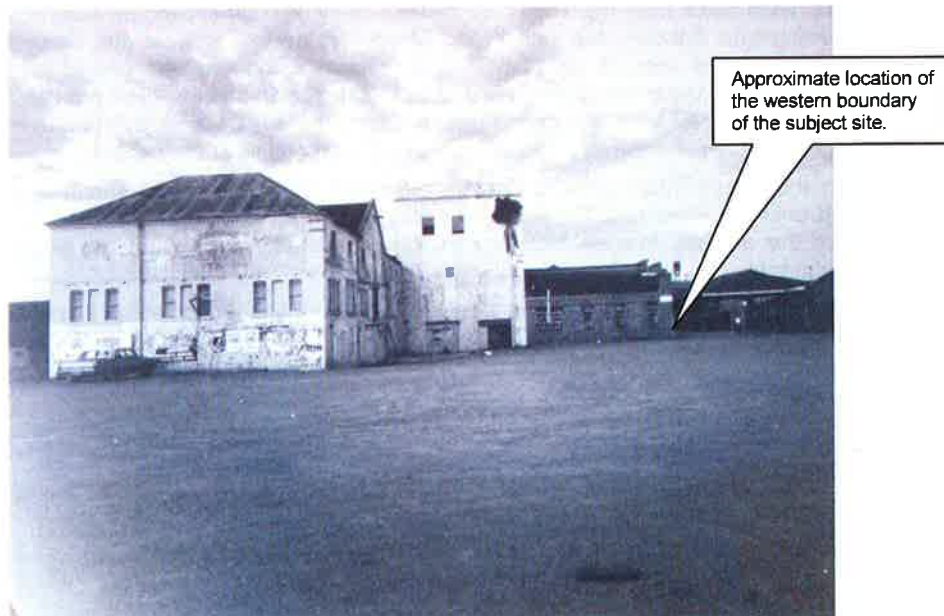


Plate 6: The Brewery buildings from the south in the early 1980's. The Covered Cask Platform, built in 1938 can be seen on the right beside a saw toothed roof and face brick Bottled Beer Store renovated in 1938. Both of these later Brewery buildings have been demolished. (Source: John Carr Collection)

Previous Development on the Site:

There has been no documentary evidence found for any earlier buildings on the subject site other than that associated with the former Brewery buildings constructed in 1938, now demolished and other known later shops on the corner of Stewart Ave and Hunter Street, also recently demolished.

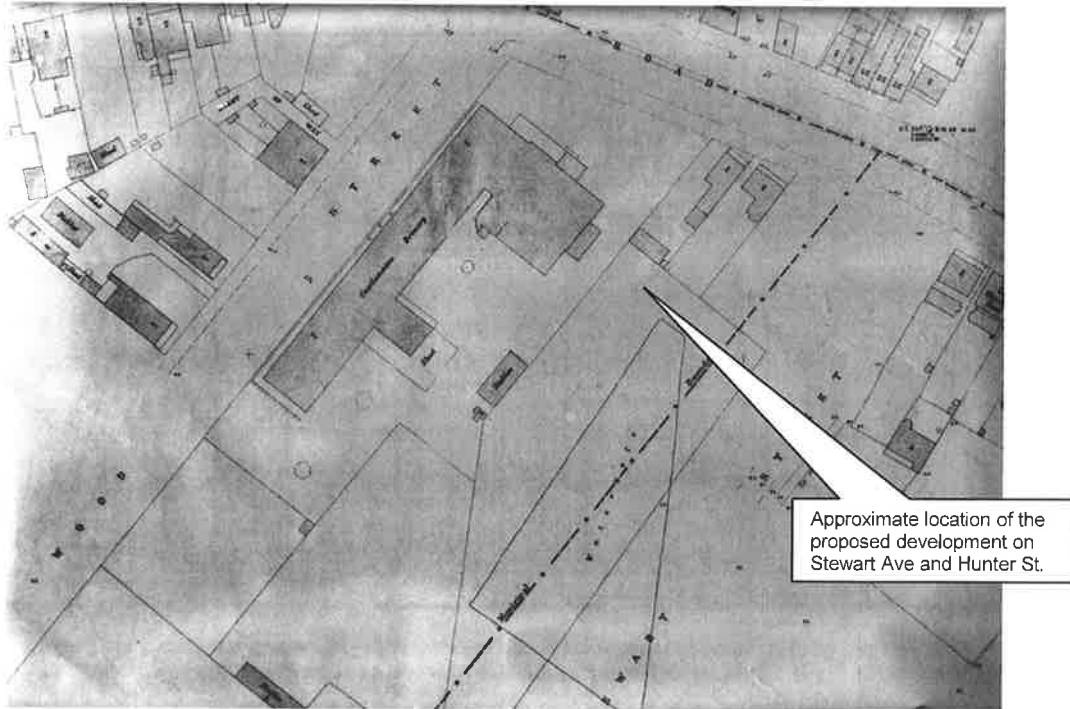


Plate 7: A detail from the 1896 Newcastle Survey showing the Brewery & Malting House, Hunter, Wood and Stewart Streets, Stables and extent of the site toward Parry Street. The proposed development is east of the stables site. (Source: John Carr Collection)

The above detail taken from the 1896 Newcastle Survey (Plan 60) shows the southern portion of the Castlemaine Brewery site with Wood Street formed to the west and Stewart Street partially formed to the east. A set of stables are shown to the southern end of the site in a separate paddock to the brewery site, which also has their own stables. The next sheet down (Plan 61) shows very little other than open paddocks and the AA Co.'s railway line to Hamilton. Neither Stewart Avenue nor Parry Street is shown formed on this survey sheet.

Based on the above information, it can be assessed that the subject site has not been developed until the Newcastle Regional Museum used it for a permanent exhibition space, apart from the Stewart Avenue buildings, now demolished, which were developed in the twentieth century.

A review of the OEH website shows the 1982 PCO Map unchanged, however it was agreed with Heritage Division to reduce the area to that of the blue outline shown in Plate 5 for the Section 60 Approval for the adaptive re-use of the former Brewery buildings.¹

¹ John Carr Heritage Design was the Heritage Consultant for this project.

2.3 THE PROPOSED DEVELOPMENT

The proposed redevelopment of the site at 12 Stewart Avenue, Newcastle West is for a five storey commercial building with a seven storey car parking structure secreted in the south western corner of the site and partially cut into the ground.

The concept design underwent a thorough review by Newcastle Council's Urban Design Consultative Group (UDCG), a review panel set up by council to examine major developments in the city. This panel was joined by Olivia Hyde representing the NSW Government Architect's Office.

The design of the building responds to the following elements in the near vicinity:

- Potential circulation to and through the site from the surrounding areas;
- The small open courtyard of the former brewery on Hunter St and Birdwood Park to the south east of the site on Stewart Ave;
- The existing built form of heritage significance adjacent to the site (west) and on Hunter St (north and northwest);
- The office building on the corner of Parry St and Stewart Ave to form an urban "bookend";
- The current planning controls in terms of heights and setbacks.

Landscaping in the form of vertical gardens in naturally lit circulation spaces are an important aspect of the building design associated with dividing the building into individual areas and reflecting this on the street facades.

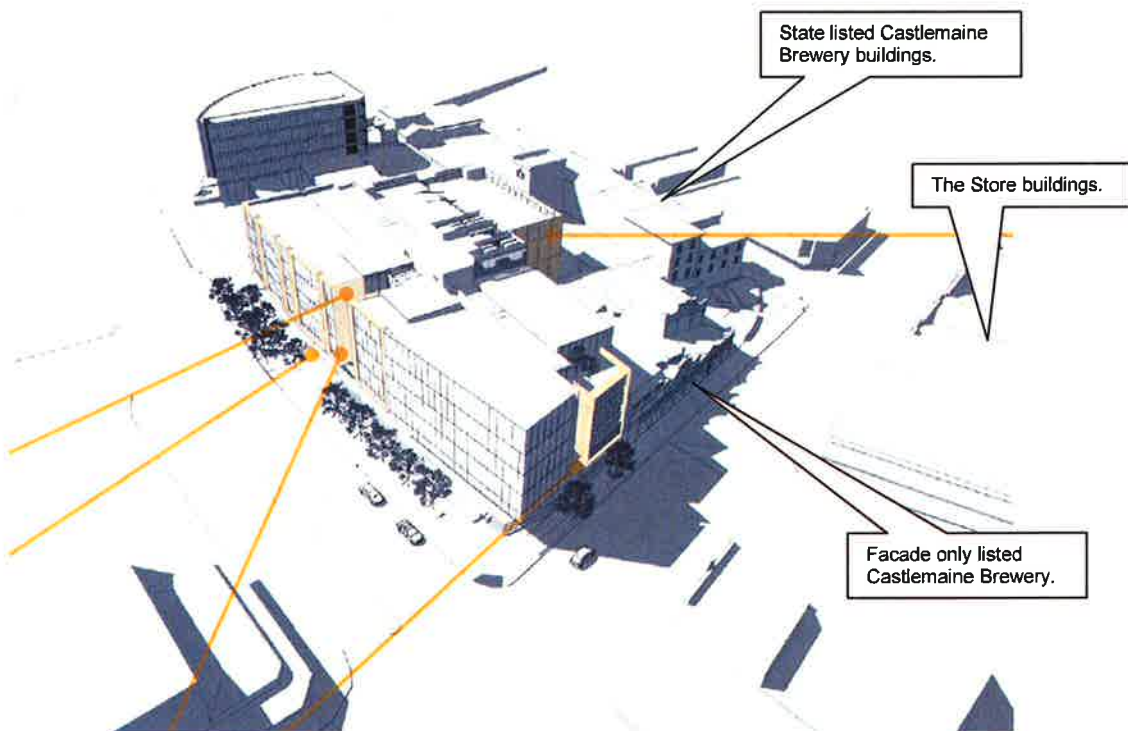


Plate 8: An aerial perspective showing the proposed office building on Stewart Ave with the existing former Brewery buildings on Hunter Street. (Source – PTW CKDS Architects in Association - Fig 25 Design Statement)

2.4 THE SETTING

The subject site is within the Newcastle City Centre Heritage Conservation Area and adjacent to a heritage item of State significance with a further three items of Local significance nearby.

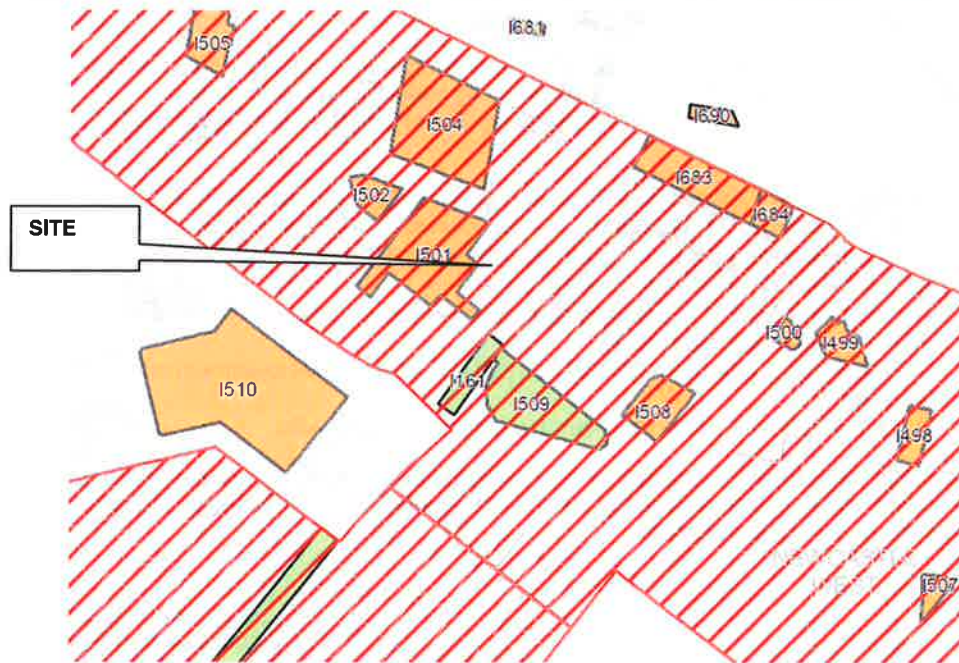


Plate 9: Part plan of the Newcastle City Centre Heritage Conservation Area. (Source NCC LEP 2012)

Part 1 Heritage items

Suburb	Item name	Address	Property description	Significance	Item no
Hamilton East	Fig trees	Stewart Avenue		Local	1101
Newcastle West	Bellerive Hotel	730 Hunter Street	Lot 101, DP 1094718	Local	1499
Newcastle West	Bank Corner (former Bank of NSW)	744 Hunter Street	Lot 1, DP 75008; Lot 1, DP 196241	Local	1500
Newcastle West	Former Castleman Brewery	767 Hunter Street	Lot 21, DP 774313	State	1501
Newcastle West	Cambridge Hotel	793 Hunter Street	Lot 47, DP 93273	Local	1502
Newcastle West	Former Newcastle Co-operative Store	558 Hunter Street	Lot 1, DP 8151*	Local	1504
Newcastle West	Army Drill Hall	494 King Street	Lot 1, DP 211339	Local	1505
Newcastle West	Birdwood Park	502 King Street		Local	1509
Newcastle West	Hamilton College of TAFE	91 Parr Street	Lot 1, DP 584429	Local	1510

Nearby Heritage Items:

The following heritage items are near the site and assessed regarding possible impact on their heritage significance:

Items 161 - Fig Trees and **Item 509 Birdwood Park** are directly opposite the development site which is separated by the four lanes wide Stewart Ave plus footpaths that provide a reasonable distance between the heritage item and the proposed building.



Plate 10: Birdwood Park and Fig trees from the south west. The park is opposite the subject site. (JCHD DI 7860)



Plate 11: The view toward the site from within Birdwood Park. (JCHD DI 7864)

The proposed structure will have minimal impact on the heritage significance of the park and trees as they are surrounded on all sides by development of a similar or greater scale and separated by a wide major roadway.

Item 509 - the State listed former Castlemaine Brewery located to the west of the subject site. The brewery buildings are now closer to their own eastern boundary and the proposed development including the car park structure.

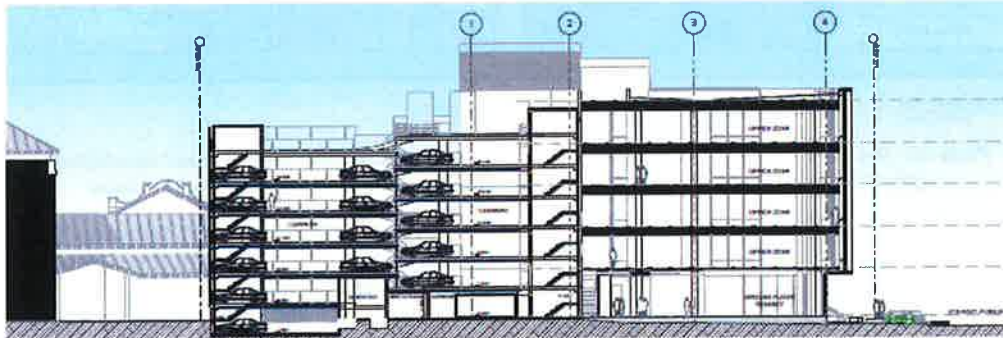


Plate 12: A section through the development showing the existing former Brewery buildings and the proposed Car Park structure with the office building on Stewart Ave. (Source – PTW CKDS Architects in Association)

This seven level car park is to be clad in a metal screen to provide a more interesting facade than the usual concrete car parking structure. The proposed car park is marginally higher than the Wood Street wing of the former Brewery building, but will not be seen over the top of the heritage item from the surrounding area. The screened car park will provide an interesting and regular facade to the courtyard space between the former Brewery and the new development. Given the similarity of bulk and scale between the former Brewery Wood St wing and the car park structure, it is considered a reasonable solution helped to some degree by the landscaping to the boundary of the two properties.



Plate 13: The proportions of the Car Park facade showing the break-up of the facades to the proposed development against the proportions of the former Brewery buildings and the use of decorative metal. (Source – PTW CKDS Architects in Association)

The Hunter St. facades of the development are seen against the facade only listed former Brewery buildings with the State listed main buildings in the background. The facades of the former Brewery were listed for their later contribution to the development of the site in the early twentieth century and would be assessed to be of Local heritage significance against the other earlier buildings that made-up the late nineteenth century brewing works.

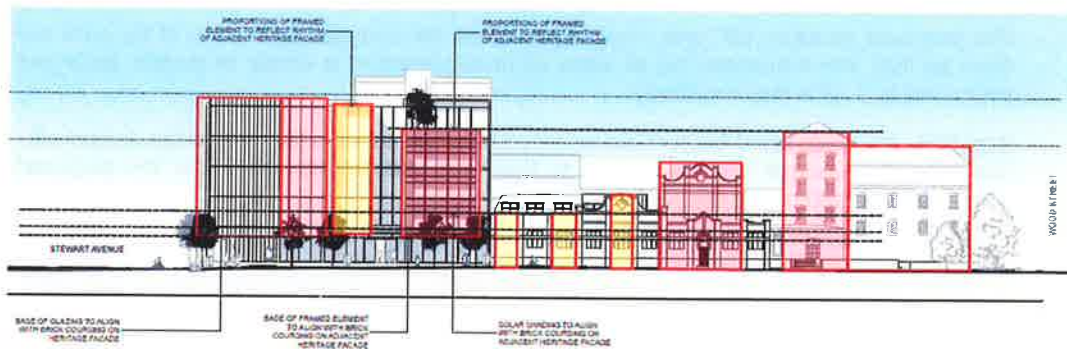


Plate 14: The Hunter St facades showing the break-up of the facades to the proposed development against the proportions of the former Brewery buildings. (Source – PTW CKDS Architects in Association)

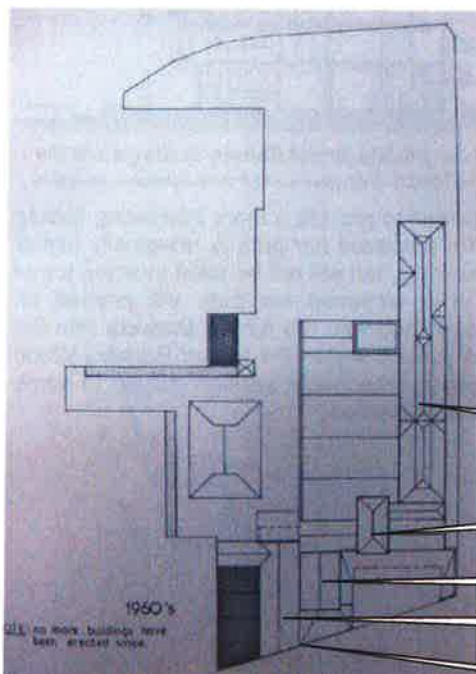


Plate 15: The Brewery site showing buildings erected in the 1960s. (Source - Wills Denoon Travis & Partners P/L - DA 1982.

The Brewery was constructed between 1876 and 1938. The listing allowed the demolition of buildings on the site constructed after the 1912 additions, with the exception of the facade of the 1914 building.

The building on Hunter St adjoining the subject site was constructed in the 1960s and was significantly altered in the 1980s when the site was adaptively re-used as the Newcastle Regional Museum. The recent development of the site, still under construction has seen this building substantially demolished and a two storey unit development included on the site.

As can be seen in the plans, there is a substantial gap between the new development and the original 1876 building when viewed from opposite the site on Hunter St. Additionally, the 1876 building is sited well behind the Hunter St boundary with an open courtyard facing the street. This courtyard allows ample space to view the heritage buildings including the listed facade only items.

By modelling the facade of the proposed development and using different materials and colours across the facade, the impression of a stepped building is formed as it approaches the Brewery end of the site, stopping at the new development on the boundary between the two sites. This modelling of the facade within the vertical plane of the Hunter St boundary provides a plausible separation of bulk and scale between the sites that reduces the impact of the bulk and scale of the proposed building.

Item 510 - Hamilton College of TAFE - the TAFE site is located to the south of the proposed development and is screened by the new "Gateway" building on the corner of Parry and Stewart Ave. Distance and screening are enough to qualify the development as not affecting heritage significance of the Hamilton TAFE site.



Plate 16: The site showing existing buildings the "Gateway" left, the former Brewery right, and the Hamilton TAFE at centre. (JCHD DI 0137)

Items 502 - Cambridge Hotel and Item 508 - the Army Drill Hall are all considered to be at too far a distance to be the subject of any impact from the development due to the screening of other buildings and the park trees.

Item 504 - The former Newcastle Co-operative Store building is located diagonally opposite the subject site to the west. This building is more associated with the former Brewery building as they are directly opposite that site.



Plate 17: A 1970s view towards the subject site (far left) taken from The Store with the Brewery buildings and Wood St in the foreground. (Tooths Archives)



Plate 18: The Store on Hunter St aligns with the Brewery site. (Google Streetview)



Plate 19: The subject site on the left aligns with the 1921 Pryor's building. (Google Streetview)

The Pryor's building, while not individually listed, does contribute to the heritage conservation area. The proposed development directly opposite will not impact on the heritage significance of this part of the conservation area due to the dominant aesthetics of the existing heritage items and contributory items in the near surrounding area.

2.5 NEWCASTLE DCP 2012

Development within the Heritage Conservation Area:

The site is located towards the southern edge of the Newcastle City Centre Heritage Conservation Area. An existing right-of-way road is located on the southern boundary of the site, that runs through to the car park and Wood St.

The Newcastle Development Control Plan 2012, Section 5.07 lists the *Objectives* and *Controls* for infill development within the Newcastle City Centre Heritage Conservation Area as follows:

5.07.07 Infill development in a heritage conservation area

All new development in the conservation area should be treated as 'infill', that is, it should respect the design of its neighbours and the character of the area generally. Similar principles are applied to infill development as are applied to alterations and additions, and must begin with an understanding of the design and heritage significance of the buildings to which it relates.

Infill development should not copy or replicate its neighbouring traditional buildings. Rather, it is appropriate to interpret the features of the neighbouring buildings and design them in a way that reflects and respects them.

Objectives

1. Infill development respects the design of its neighbours and the character of the heritage conservation area.
2. Infill development achieves a harmony of character; sympathy of scale; appropriateness of form; appropriate orientation and setback, and sympathetic materials and details within heritage conservation areas.
3. Infill development demonstrates a good fit within its setting that respects the neighbouring buildings and the character of the heritage conservation area.

Comments regarding the Objectives:

1. The design of the development is considered to respect its neighbours with particular reference to the modelling of the facade to Hunter St in proportions that compliment and reflect the heritage former Brewery buildings. The use of decorative metal screening over the car parking structure to soften the visual affect of the building on the courtyard and buildings of the Brewery.
2. This objective has also been satisfied as outlined in the previous point.
3. The proposed development is a good fit with regard to Council's understanding that Stewart Ave plays a major role as a "gateway" into the city and through the city to other destinations.

The Controls:**Controls**Character

1. The character or style of new buildings relates to the overall character of the area. The design of new buildings should be influenced by the style of buildings within the street and the neighbouring buildings.
2. The character of an infill building harmonises with the style of its neighbours. In particular, the proposed building should avoid becoming a dominant element within the streetscape or being deliberately modern.

Comments regarding the Controls:Character

1. The design character of the development relates to the existing buildings on Hunter Street by proportional modelling of the facades which relates to the surrounding heritage buildings.
2. Due to its location and allowed planning heights, the building will dominate the intersection of Hunter St & Stewart Ave, but it will not over power the existing heritage buildings which are aesthetically dominant in their own right.

Scale

3. Infill buildings must reflect the general scale of streetscapes within the heritage conservation area. In particular, infill buildings should respect and be similar to the scale of neighbouring contributory buildings in the vicinity.
4. The predominant height of contributory buildings in the street should be used as the starting point for the scale of infill buildings, rather than the highest building in the street (especially where the highest building is non-contributory or intrusive).
5. Consideration must be given to the relative scale of the components of a building. Infill development must be designed with elements that reflect the scale of building elements in contributory buildings. For example, window proportions and the height of major elements such as parapets and eaves lines relative to neighbouring buildings, balustrades and roof lines.

Form

6. The form of new buildings (i.e. massing and overall bulk) is consistent with the prevailing form of contributory buildings within the heritage conservation area.
7. New development relates to the massing of neighbouring contributory buildings.
8. The roof form, slope and pitch of new development reflects and is respectful of the typical forms of contributory buildings in the heritage conservation area.

Setbacks and orientation

9. Infill development is setback consistent with the prevailing setbacks in the heritage conservation area. For example, zero lot lines to front boundaries is a development pattern that should be repeated where relevant to the streetscape.

Materials and details

10. The materials and details of new development are compatible with, but not directly copy, those of contributory buildings in the streetscape.

Vehicle accommodation

11. Garages and carports are sited at the rear or behind the building line.

12. Where a property has access to a rear lane, vehicle accommodation is located adjacent to the laneway, providing vehicle access from the laneway.
13. Additional vehicular crossings in heritage conservation areas are not supported unless the proposed car-parking is provided at the rear of the site.
14. Where access to the rear or side of the site is not available, single garages and carports are permitted where demonstrated that the impact on the streetscape is acceptable.
15. Where double garages are proposed it is at the rear and does not impact the public domain or appreciation of the character of the heritage conservation area.
16. Sandstone kerbing is not disturbed.
17. Paving materials are terminated inside the property boundary and are not extended into the public domain.

Further Comments regarding the Controls:

Scale

3. The structure's scale is set by the DCP for this important entry to the city. The scale is not considered to affect the heritage significance of the heritage buildings or nearby conservation area.

4. The height of the proposed structure is considered to be reasonable in relation to the height of the former Brewery building and Hamilton TAFE campus as well as the "Gateway" building and highest portions of the Brewery site.

5. This has been satisfied by the modelling of the facades into sections.

Form

6. The building has been broken into sections to address the sections of similar proportions on the Brewery site. The bulk of Stewart Ave opposite the site is parkland and two storey buildings separated by a six lane roadway.

7. Not applicable to this development as noted above. Neighbouring contributory buildings are dominant in their own right.

8. Not applicable to this multi storey development.

Setbacks & Orientation

9. The development satisfies this aspect.

Materials & Details

10. The materials selections and detailing is contemporary, in line with a multi storey development. Landscape planting to the Foyer areas provides a "human" scale. The detail of the car parking screen won't be seen from the public streets except for glimpses from Wood St.

Vehicle Accommodation

11. Vehicle parking is located in the structure away from the street boundaries and behind the building in a multi level car park. This is screened from the brewery site by decorative metal screens applied to the structure.

12. Satisfied by this development.

13. Not applicable to this development.

14. Not applicable to this development.

15. Not applicable to this development.

16. Not applicable to this development as there are no sandstone kerbs to this site.

17. Not applicable to this development.

The proposed design satisfies the Objectives and Controls for infill development within a heritage conservation area as applicable in the DCP guidelines. The location of the Car Park and the articulation of the facade into portions that relate to the adjacent heritage items create the appearance of as series of linked smaller buildings rather than one large edifice. This relates to the surrounding streets in this area of Newcastle in a similar way that the previous multi roofed workshops reduced the height of their roofs by the use of box gutters between smaller roof pitches.



Plate 20: The subject site and surrounds in 2012. (Google Maps)

2.6 ASSESSMENT OF HERITAGE IMPACT

- **How is the impact of the proposed development on the heritage significance of the surrounding conservation area & nearby items to be minimised:**

The site is located in an area of commercial development for Newcastle West which is currently experiencing major change as a result of the LEP in regard to zoning and height changes encouraging a higher density of commercial development in the area. The proposed development is associated with a gateway entry into Newcastle via Stewart Ave and Parry St as well as being on Hunter St. The proposed commercial office development minimises its impact on the surrounding conservation area by breaking the mass of the building up into separate sections while providing a naturally lit walkway with landscaping through the building. The development is regular and symmetrical on Stewart Ave and divided into proportions that reflect the similar proportional scale of the adjacent Castlemaine Brewery buildings.

The development includes five levels of commercial office accommodation with a flat accessible roof structure. The western end of the Hunter St building has the top floor level set back off the boundary to reduce the height of the building to 4 levels near the new development on the brewery site.

The developments affect on the heritage significance of the former brewery has been minimised by designing a screen to the seven level car park in a way that reflects the rhythm of the brewery's facade and providing a ventilated pre-finished metal covering to camouflage the traditional concrete of the car park structure.

- **How does the proposed development affect views to and from the conservation area and adjacent heritage items? What has been done to minimise negative affects:**

The proposed development only slightly affects the views across the subject site to the various heritage items and the conservation area from the surrounding public streets. Any built development has this possibility however the development does not restrict views of the Castlemaine Brewery from Hunter Street or of The Store building site opposite the former brewery. Views of both these buildings are unaffected from Wood & Parry Streets. Similarly the development does not restrict views to other parts of the conservation area. The screening of views to the rear courtyard of the former Brewery from Stewart Ave is not considered detrimental to the significance of the conservation area as one only has to travel a short distance to see these iconic buildings from a nearby vantage point.

- **Is the development sited on any known or potentially significant archaeological deposits? If so, have alternative solutions been considered? Why were they rejected?**

The site is not known to have potential archaeological deposits. The 1896 Newcastle Survey (see Plate 7) shows 2 houses on Hunter Street with the remainder of the site undeveloped.

- **Is the new development sympathetic to the conservation area & heritage items? In what way (eg form, siting, proportions, design)?**

The development is considered to be sympathetic to the adjacent conservation area and individual listed heritage items due to the considered proportioning of the facades on both streets. The use of a contemporary design and materials sets the buildings in the twenty first century and clearly distinguishes them from the building mix of other eras.

- **Will the public still be able to view and appreciate the conservation area and nearby listed heritage item's significance?**

The development leaves the existing former brewery and store buildings as the dominant buildings in this section of Hunter Street. The overall development will not prevent or interfere with views of the individual heritage sites or the larger conservation area.

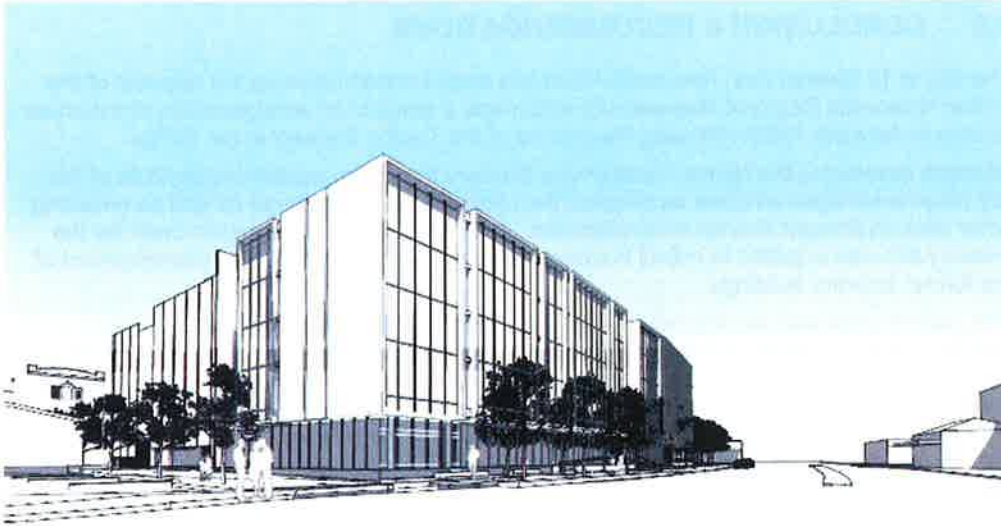


Plate 21: The Stewart Ave facade showing the break-up of the facade to the proposed development to reduce the impact of a large building. Note the retained view of the former brewery building.
(Source – PTW CKDS Architects in Association)

STATEMENT OF HERITAGE IMPACT:

The proposed new commercial office development will have minimal impact on the heritage significance of the adjacent State listed former Castlemaine Brewery buildings or the surrounding heritage conservation area and nearby individual heritage items due to the development conforming with the requirements of the NDCP 2012. The new buildings are proportioned to address the surrounding commercial streetscape and their bulk and scale together with facade modelling sits comfortably in the conservation area complimenting both the period architecture while constructing a contemporary design for this important site to the entry to the City of Newcastle. The proposed building addresses the burgeoning contemporary development in Stewart Ave and Hunter St in its mixed setting with individual listed heritage items within the conservation area.



Plate 22: The Hunter St facades showing the break-up and set-back of the facades near the former Castlemaine Brewery buildings. (Source – PTW CKDS Architects in Association)

3.0 CONCLUSION & RECOMMENDATIONS

The site at 12 Stewart Ave, Newcastle West has been created following the disposal of the former Newcastle Regional Museum site which was a result of an amalgamation of a number of sites in the early 1980s following the closure of the Tooths Brewery in the 1970s.

Interests developing the former Castlemaine Brewery the site re-subdivided the bulk of this city block to reinstate as close as possible the original brewery site area as well as providing other sites on Stewart Ave for redevelopment. The Permanent Conservation Order for the brewery site was adjusted to reflect the new site boundaries as part of the redevelopment of the former brewery buildings.

This current proposed development was found to have minimal affect on the heritage significance of the adjacent former Castlemaine Brewery buildings as well as the surrounding heritage conservation area and the nearby individual heritage items due to the non imposing style of the new commercial buildings and the modelling of its facade to visually reduce the perceived bulk and scale by aligning the segmentation of the building's proportions that can also be found in the adjacent heritage buildings.

The benefit of this development for the site is the introduction of a contemporary building designed in a unique and responsive style that addresses the required accommodation while portraying the structure as a group of smaller buildings linked together to provide an interesting streetscape.

Recommendations:

The following recommendations should be considered for this project:

- Further develop the proposed screening to the Car Park structure facing the former brewery building. *Reason - The former brewery building is State listed and the heritage Council will require details of the screen to ensure it minimised any impact on heritage significance of the site.*
- Further develop the Hunter St facade modelling, colours and materials. *Reason - This facade concept is critical to the overall impact of the building on the conservation area and adjacent heritage items.*

Yours faithfully,



John Carr
Heritage Architect
B. Sc. (Arch), B. Arch.
(Registered Architect
NSW ARB 4128)

2 March 2016	D	Issue for DA lodgement
1 March 2016	C	Adjustments to wording
17 February 2016	B	Adjusted for design changes
20 October 2015	A	Draft for comment
Date	Rev	Description

References:

- Politis Hunter Development Design Statement (PTW CKDS Architects in Association - 25 pages)
- Statements of Heritage Impact - Office of Environment & Heritage.
- Assessing Heritage Significance - NSW Heritage Manual 2001.
- Newcastle City Council LEP 2012
- Newcastle City Council DCP 2012
- Newcastle City Council Technical Manual
- Identifying Australian Architecture Apperly Irving Reynolds
- NSW Office of Environment & Heritage - Castlemaine Brewery listing.
- Statement of Environmental Effects - 12 Stewart Ave - City Plan 2016

APPENDIX A - Extracts from the Castlemaine Brewery SHR Data Sheet and Permanent Conservation Order Plan.

Designer	Oswald Lewis
Builder	Messrs Laing and Wylie; supervising architect Mr G.H. Cox
Date	1874-1876
	Original Brewery Building: Originally a four storey tower, with symmetrical two storey wings running to the east and west. The tower was roofed with galvanised iron with a central ventilating lantern running north-south with four accompanying ventilation dormers. Each floor had two windows on the northern face, with two on the east and west faces on the fourth floor. A verandah ran across the front of the tower, part of which was enclosed to form an office in 1878. The wings to the east and west terminated in brick gables that projected above the roof line. In around 1880 the tower was enlarged and large openings created for vehicle access. Additional dormer windows and ventilation lantern was added. In 1911 the west wing was altered to allow the creation of a Gyle Room with three gyle tanks to be added to the first floor. In 1912 the east wing was altered internally by raising the ground floor to match the later additions and a parapet was added to the northern wall. Two more Gyle tanks in the western wing required supportive alterations. In c. 1920 the dormers and ventilation lantern was removed from the roof of the tower. Pitt and Merewether, designed extensive internal modifications to convert the buildings into a storage distribution depot in 1938, including drastic alterations to the northern ground floor to allow for new awnings and a loading dock.

Assessment of significance

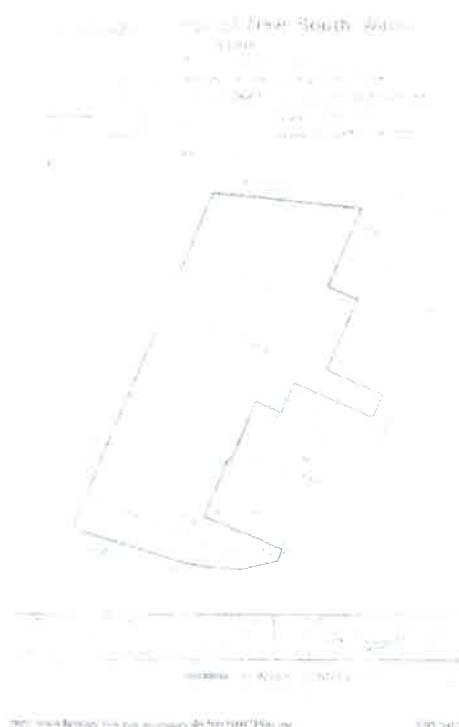
SHR Criteria a) [Historical significance]	The Castlemaine brewery is historically significant as being indicative of the development of breweries in New South Wales, its position is indicative of the prominence of the brewing in Australian industrial development, and how, prior to the expansion of the transport system in Australia, each town had an independent brewery that was eventually bought out by a major brewing company and closed down as part of the gradual centralisation.
SHR Criteria c) [Aesthetic significance]	The Castlemaine Brewery is of State significance as a set of 19th century buildings on a scale, massing and with a continuity of design that has a significant visual and landscape quality, particularly when viewed from Hunter or Wood Streets. The Brewery is an excellent example of strong, but simplistic industrial architecture of the 19th century and has been a major visual element and landmark in Newcastle's skyline since its erection. The additions to the Brewery in 1910-1914 and again in 1912-1914 were undertaken in a sympathetic manner rarely seen in industrial buildings.
Assessment criteria:	Items are assessed against the  State Heritage Register (SHR) Criteria to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Heritage Act	Heritage Act 1977 Order Under Section 57(2) to exempt the following activities from Section 57(1): I, the Minister for Heritage, on the recommendation of the Heritage Council of New South Wales, in pursuance of section 57 (2) of the Heritage Act 1977, do, by this order, grant an exemption from Section 57 (1) of the said Act in respect of the engaging in or carrying out of any activities described in Schedule C by the owner, mortgagee or lessee of the land described in Schedule B on the items described in Schedule A. Bob Carr, Minister for Heritage Sydney 16 December 1986 Schedule A The buildings known as the former Castlemaine and Woods brewery situated on the land described in Schedule B Schedule B All those pieces or parcels of land as shown edged heavy black on the plan catalogues H.C. 762 in the office of the Heritage Council of New South Wales Schedule C (1) Demolition of all buildings on the site constructed after 1912, except the faade of the 1914 building facing Hunter Street, and shown on a plan titled "Section 57(2) exemptions, December 1986, Heritage Council Meeting" attached herewith; (2) The maintenance of any item on the site meaning the continuous protective care of existing materials; (3) Change of use.	Dec 16 1986

57(2)	Exemption to allow work	Standard Exemptions	SCHEDULE OF STANDARD EXEMPTIONS HERITAGE ACT 1977 Notice of Order Under Section 57 (2) of the Heritage Act 1977 I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order: 1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and 2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached. FRANK SARTOR Minister for Planning Sydney, 11 July 2008 To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.	Sep 5 2008
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Figure 1



Left: The Permanent Conservation site plan dated 4/6/82.
(Source: Office of Environment and Heritage – File Ref. HC 32774)

This plan was amended by the Heritage Council when the current adaptive re-use DA was approved in 2012.

(End of report)



Appendix 4 - Letter from NSW Government Architect's Office



Public Works
Government Architect's Office

Level 19 McKell Building
2-24 Rawson Place, SYDNEY, NSW 2000
T 02 9372 8411 F 02 9372 8499 TTY 1300 301 181
ABN 81 913 830 179 www.publicworks.nsw.gov.au
Nominated Architect Peter Poulet ARN 5754

Garry Fielding
Senior Consultant
City Plan Services
Suite 2, 14 Watt Street,
Newcastle
NSW 2300

Dear Mr Fielding

**RE: DESIGN COMPETITION WAIVER REQUEST
PROPOSED OFFICE PREMISES CORNER HUNTER & STEWART AVENUE, NEWCASTLE WEST:**

I refer to your email of 7 August 2015, seeking endorsement to waive the design excellence competition requirement for the proposed office premises on the corner of Hunter Street and Stewart Ave, Newcastle West.

I have reviewed your request for exemption and in this instance consider it suitable to waive the design competition requirement, pursuant to Clause 7.5 of Newcastle Local Environmental Plan 2012. The proposed infill development is considered relatively modest in scale and does not give rise to any bonus requests or departures from any development standard under LEP 2012. The proposed FSR of 2.3:1 is well within the allowable FSR of 5:1 as is the proposed height of 25m (the permissible height is 45m). However, in granting this exemption I require that a design review panel be established to oversee the design development of the proposed office premises.

The design review panel will consist of three suitably qualified design experts to represent the proponent, City of Newcastle Council and the NSW State Government. The panel could comprise the Council's Urban Design Consultative Group (UDCG) and a representative of the Government Architect's Office. This alternative process is consistent with the approach taken for other similar requests across NSW.

It is proposed that the panel's role in ensuring design excellence for the project would continue up to completion of construction or as required by the Government Architect's Office..

Should you have any further enquiries about this matter, I have arranged for Helen Lochhead to assist you. She can be contacted on (02) 9372 8471 or by email helen.lochhead@finance.nsw.gov.au

Yours sincerely,

Peter Poulet
NSW Government Architect

10 August 2015



Appendix 5 - Minutes of meetings with Urban Design Consultative Group



URBAN DESIGN CONSULTATIVE GROUP MEETING

ITEM No. 3

Date of Panel Assessment:	16 September 2015
Address of Project:	12 Stewart Avenue Newcastle West
Name of Project (if applicable):	na
Pre-DA	2015/0023
No. of Buildings:	One
No. of Units:	None – Office Building
Declaration of Conflict of Interest:	None
Attendees:	<u>Applicant</u> Murray Wood CKDS Architects Stuart Campbell CKDS Architects Diane Jones PTW Architects Cherry Wilkinson <u>NSW Dept of Planning</u> Olivia Hyde <u>Council</u> Murray – Blackburn Smith Amanda Gale Dean Wooding

This report addresses the nine Design Quality Principles set out in the Apartment Design Guide (2015) under State Environmental Planning Policy No.65. It is also an appropriate format for applications which do not include residential flats.

Background Summary

The proposal comprises demolition of existing structures and construction of commercial office development over five floors divided into three core areas separated by interactive circulation spaces and linked to a six storey carpark at the rear. The proposal was previously submitted to the group in August. The submission of September 2015 included design development of elements previously discussed, in particular the Hunter Street / Stewart Avenue corner and the treatment of the cross axial circulation areas.

1. Context and Neighbourhood Character

The site is an L shaped area extending south from the intersection of Stewart Avenue and Hunter Street. Birdwood Park is situated to the opposing side of Stewart Avenue. A carwash separates the site from a nearly completed office development to the south-western corner of the block. Other existing buildings within the block include a two storey second hand goods retail store to the north eastern Hunter Street frontage and the heritage listed former Castlemaine Brewery site to the north-west side of the block. The assembly of early and recent buildings provides a complex visual setting within the City Centre Heritage Conservation Area.

2. Built Form and Scale

It was previously noted that:

The proposed development comprises open plan office space contained within three cores, articulated as four storey volumes set over a recessed ground floor. The office cores are transected by circulation zones expressed in the street elevations as deep glazed recesses.

The six level carpark set to the inner area of the site is proposed to be constructed in two stages with a two storey form initially serving the nearby Gateway development and the extended six level carpark subsequently serving the Gateway building and the subject development. The carpark is proposed as a metal screened concrete structure largely concealed from the street by the proposed office building and surrounding structures.

The group considers the scale and form of the proposed development cohesive to the emerging scale of the location established by recent planning controls and current construction to the south-western corner of the city block. Articulation of street elevations as volumes of varied proportion is considered a positive response to the scale and setting of the development.

Amendments to the initial submission include refinement of the western elevation viewed from Hunter Street, the Hunter Street elevation abutting the southern extent of the former Castlemaine Brewery, the Hunter Street / Stewart Avenue corner and the treatment of the cross axial circulation areas.

2.1 Amendments to the western elevation and adjacent Hunter Street Elevation.

Amendment of the western elevation and Hunter Street elevation abutting the former brewery align the upper office levels of the street elevation with the adjacent historic structure, recessing the ground floor façade to establish an open podium extending about the Hunter Street /Stewart Avenue corner. Reduction in the height of the office elevation at the street frontage and articulation of the office frontage is intended to reflect the rhythm of elements within the streetscape to the north including the former brewing tower, but these appear somewhat too subtle to fully achieve this outcome. Elements within the cellular Hunter Street facade have been aligned with key lines of the adjacent former brewery elevation.

3

Much stronger articulation of the form of the western block adjoining the brewery to more clearly reflect its height and scale should be pursued. This should also be continued in the blank return wall of the western elevation.

2.2 Amendments to access onto the podium at the Hunter Street/Stewart Ave. corner.

The group was divided in opinion as to the merits of design options those most favored being;

a) stairs continuing about the corner of the podium with a recessed access ramp.

and

b) the alternative of a ramp across the Stewart Ave return providing a defined usable area to the Hunter Street return able to be combined with the proposed ground floor café. A deep landscape planter could be incorporated in this to provide a buffer between the outdoor dining area and the street.

These options in this is prominent part of the public domain should both be further explored.

2.3 Amendments to the cross axial circulation areas.

Design development of the cross axial circulation areas included provision of meeting rooms extending out from the main office areas. Other aspects of design development in the circulation areas were identified as:

- The provision of overlaying voids, natural light and throughways linking the bike hub, landscaped court, main carpark and the carpark for the serviced apartments to the north [the former brewery].

-The use of green walls as focal endpoints and the decorative treatment of the southern wall to the carpark were identified as visual elements defining and enclosing the circulation areas.

The group acknowledged the contribution of these elements to the identity of the circulation areas.

3. Density

As previously noted the development provides 8-10,000m² of nett lettable floor space, this being within planning controls governing height and floor space. Whilst contrasting with the lower scale of the brewery building to the north-west the development is considered by the group to be of an acceptable density to the location.

4. Sustainability

No additional information was presented in relation to environmental sustainability.

5. Landscape

Development of landscaping was presented in relation to the circulation areas with green walls and landscaped courts, potential screen planting to the podium, street tree planting and broad concept provisions for the rooftop garden, roof terrace and green roof. The street planting on this increasingly busy corner will be critical in ensuring that the development will have a welcoming presence, - potentially providing shade and wind protection as well as aesthetic attraction.

It was suggested that a landscaped 'node' be considered for the southern end of the central axis (adjacent to the driveway). This could provide a better termination and focus to the axis and would potentially screen the atrium space from the adjacent "Car – Lovers" property.

6. Amenity

Discussion of optional treatments for the Hunter Street / Stewart Ave corner considered the merits of alternate stair/ramp designs in terms of user amenity, and options should be further developed having in mind the combined challenges relating to solar access, road noise, exposure to wind and security after hours.

7. Safety

The deeply recessed doors to the southern entry foyer would potentially pose security problems 'after hours', and should be relocated, -but it was noted that it is intended that design for 'out of hours' access would be developed.

8. Housing Diversity and Social Interaction

The group remains supportive of the interactive areas within the circulation zones.

9. Aesthetics

The proposed further development of the Hunter Street elevation abutting the adjacent brewery façade is supported, but further refinement is recommended above. The amended elevation at the Stewart Avenue approach to the intersection with Hunter Street was also noted favourably.

Indications that Indigenous imagery may be employed in finishes to the blank reveals of the office exteriors continue to be supported.

Amendments Required to Achieve Design Quality

In order to achieve design quality provisions within SEPP65, the group considers the following aspects of the proposal should be the subject of further design development.

- Further design refinement of the Hunter Street elevation abutting the former Castlemaine Brewery Building
- Resolution of access and podium planning at the Hunter Street / Stewart Avenue corner elevation.
- Resolution of the southern end of the atrium space and access to the reception areas of the adjacent two tenancies.
- Clarification of landscape treatment both hard and soft to the office building, carpark and street frontages.

Summary Recommendation

The group acknowledged the quality of design development and is supportive subject only to resolution of the above issues, and referral of the application to the Group at DA stage for final advice.

NSW Department of Planning - advice

Importance of retaining the clarity of the diagram – best indicated on SK15. (04.08.15):

- Clear internal circulation streets – requires the location of staircases and meeting areas to be reviewed to ensure they do not block access, light etc.
- Creation of a civic plaza with northern aspect,
- Green ‘spine’ perpendicular to Stewart Avenue,
- Natural ventilation and lighting of the internal ‘streets’ is a significant architectural and environmental concept which must be retained.

Level change:

Concern at the potential negative impacts of the required level change at street level (I understand that this is required for future flood proofing). The current scheme as presented is not resolved, further design development and options testing is required.

6

- A stronger vision for the urban design setting of the building at street level is required. This should address the prominence of its location, particularly in view of the future transport interchange,
- Investigate options that minimise the need for balustrades,
- Look at longer runs of steps to increase openness / access, with ramping carefully integrated,
- Potential use of soft edges (planting) in lieu of balustrading,
- Materiality and detailing of the landscape / hardscape is critical.

Façade design

Modulation of the façade requires further work to establish the relationship between the new and existing along Hunter Street. The jury is not currently convinced that the relationship presented by the architects will be legible.

Integration of public art and architecture

The proposed integration of the public art concept with the façade screen design is a key design concept and an opportunity for the building to establish a unique and site specific identity. This hinges on the use of an indigenous artist local to the area, and that commissioning of the artist is established early to enable a meaningful collaborative process and outcome.

Roof terrace / garden

Additional information on the design and accessibility of the roof garden needs to be provided to the Panel at the next session.

Materiality

Material palette requires review, including integration of façade and internal finishes with landscape finishes.



URBAN DESIGN CONSULTATIVE GROUP MEETING

ITEM No. 5

Date of Panel Assessment:	19 August 2015
Address of Project:	12 Stewart Avenue Newcastle West
Name of Project (if applicable):	NA
DA Number or Pre-DA?	2015/0023
No. of Buildings:	One
No. of Units:	None – Office Building
Declaration of Conflict of Interest:	None
Attendees:	<u>Applicant</u> Murray Wood CKDS Architects Stuart Campbell CKDS Architects Diane Jones PTW Architects Cherry Wilkinson <u>Council</u> Murray – Blackburn Smith Amanda Gale Dean Wooding

This report addresses the nine Design Quality Principles set out in the Apartment Design Guide (2015) under State Environmental Planning Policy No.65. It is also an appropriate format for applications which do not include residential flats.

Background Summary

The application comprises demolition of existing structures and construction of commercial office development over five floors divided into three core areas separated by interactive circulation spaces and linked to a six storey carpark at the rear.

1. Context and Neighbourhood Character

The site is an L-shaped area extending south from the intersection of Stewart Avenue and Hunter Street. Birdwood Park is situated to the opposing side of Stewart Avenue. A carwash separates the site from a nearly completed office development to the south-western corner of the block. Other existing buildings within the block include a two storey second hand goods retail store to the north eastern Hunter Street frontage and the heritage listed former Castlemaine Brewery site to the north-west side of the block. The assembly of early and recent buildings provides a complex visual setting within the City Centre Heritage Conservation Area.

2. Built Form and Scale

The proposed development comprises open plan office space contained within three cores, articulated as four storey volumes set over a recessed ground floor. The office cores are transected by circulation zones expressed in the street elevations as deep glazed recesses.

The six level carpark, set to the inner area of the site, comprises a metal screened concrete structure largely concealed from the street by the office cores.

The scale and form of the proposed development is cohesive in relation to the emerging scale of the location established by recent planning controls and current construction to the south-western corner of the city block. Articulation of street elevations as volumes of varied proportion is considered a positive response to the scale and setting of the development.

The Hunter Street elevation and building forms are not well resolved: the angled facades, relationship to the heritage building, exposed blank side walls and lack of continuity of pedestrian cover are of concern.

3. Density

Designed to provide 8-10,000m² of nett lettable floor space, the proposed development is indicated as being within planning controls governing height and floor space. Whilst contrasting with the lower scale of the brewery building to the north-west the development is considered by the group to be of an acceptable density to the location.

4. Sustainability

Whilst limited information as to environmentally sustainable aspects of the building were presented, the proposed segmented form, and cross axial service zones provide potential for passive ventilation, natural lighting and thermal management of a high standard. It is anticipated that these factors will be considered in the next stage.

5. Landscape

Opportunity for landscaping is focused on the trans-axial service zones, the exterior of the carpark and street planting. Selection of street planting will need to ensure compatibility with the location and nature of ground conditions.

The group encourages the proposed opportunity for a green wall to the carpark.

In the event of the service way from street to carpark being open to the sky, introduction of internal planting is encouraged.

6. Amenity

The group supports the overall circulation pattern of the development noting the need for further resolution of the undercroft area and footpath at the corner of Hunter Street and Stewart Avenue.

The proposed use of ground floor areas by start-up businesses needs further consideration in terms of overall user amenity particularly in the service zones linked by voids to a number of upper floors.

7. Safety

No issues were raised at the meeting in respect to security, but further consideration of use by start up businesses out of regular office hours will require careful panning of security throughout the complex.

8. Housing Diversity and Social Interaction

The group is supportive of the interactive areas within the circulation zones noting the need for management policies enhancing varied hours of operation for small start up businesses and the overlap of public and private space.

9. Aesthetics

The group supports the articulation of the proposed development noting the need for further consideration of the Hunter Street elevation abutting the adjacent brewery façade. The spayed elevation at the Stewart Street approach to the intersection with Hunter Street also requires further resolution.

Indications that Indigenous imagery may be employed in finishes to the blank reveals of the office exteriors are supported.

The complexity of the circulation zones in plan may impact on the clear expression of these areas in elevation.

Amendments Required to Achieve Design Quality

4

The following aspects of the proposal should be the subject of design development.

- Treatment of the Hunter Street elevation abutting the former Castlemaine Brewery Building.
- Treatment of the Hunter Street / Stewart Avenue corner elevation and street frontage accommodating changes of level and the splay to the Stewart Avenue boundary.
- Clarification of landscape treatment both hard and soft to the office building carpark and street frontages.
- Clear management strategies for interior spaces allowing for the special requirements of start up businesses utilizing common and shared areas.

Summary Recommendation

The Group generally supported the proposed development acknowledging the quality of aesthetic resolution at this preliminary stage. It is accepted that design issues relating to external elevations, street level detailing and interface with the existing former brewery building would be addressed in design development.

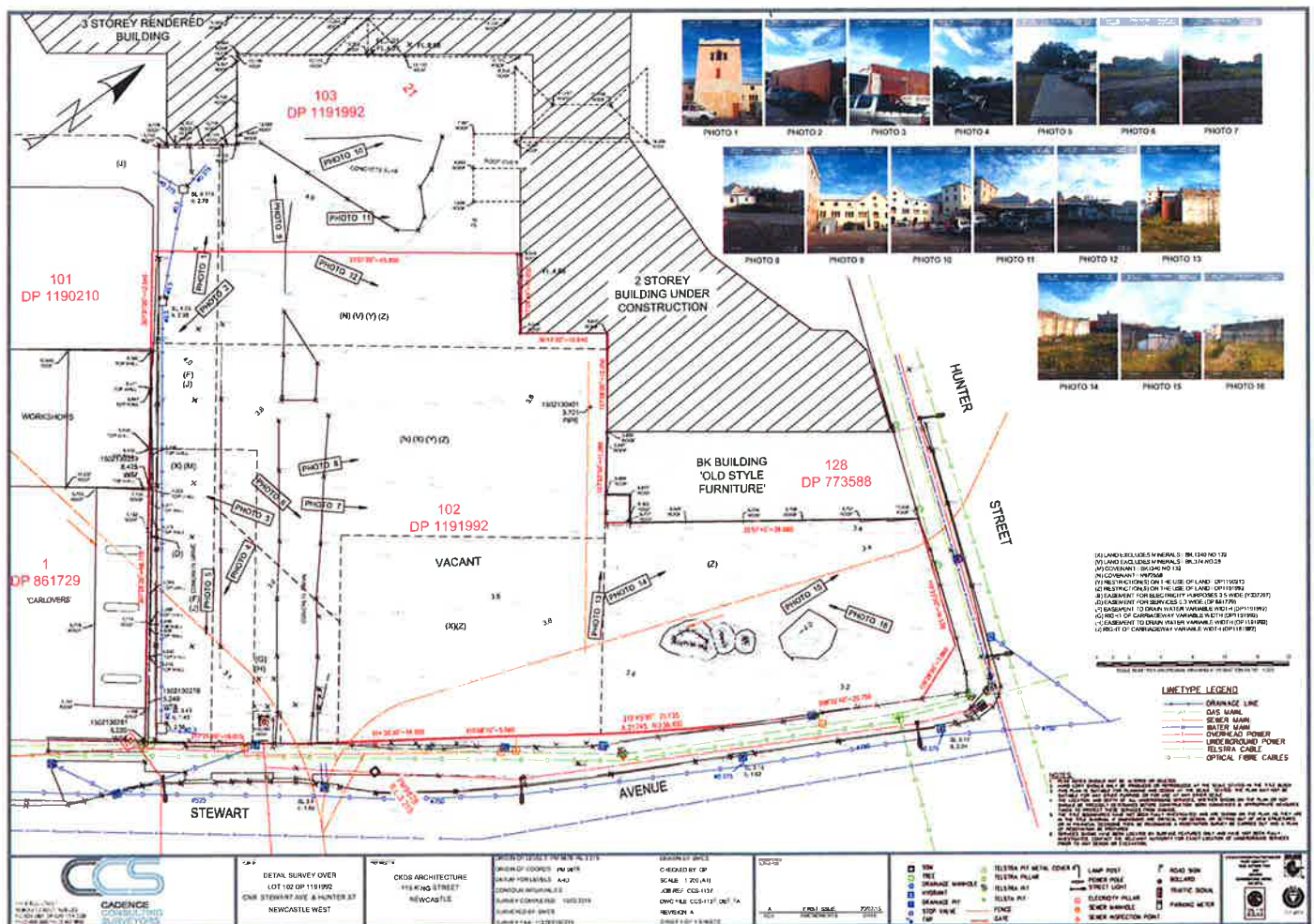
The inclusion of the existing second hand furniture store facing Hunter Street within the development was not identified in the discussion although appearing a key element in the development.

The provision of office facilities for start-up businesses is supported and identified as an aspect of the proposal needing clarification as to management and use out of regular office hours.

The shared use of the carpark will require clarification as to means of access particularly if, when the intervening carwash is redeveloped, it is to have access to the car park.



Appendix 6 - Detail and Contour Survey Plan





Appendix 7 - Landscape Plan

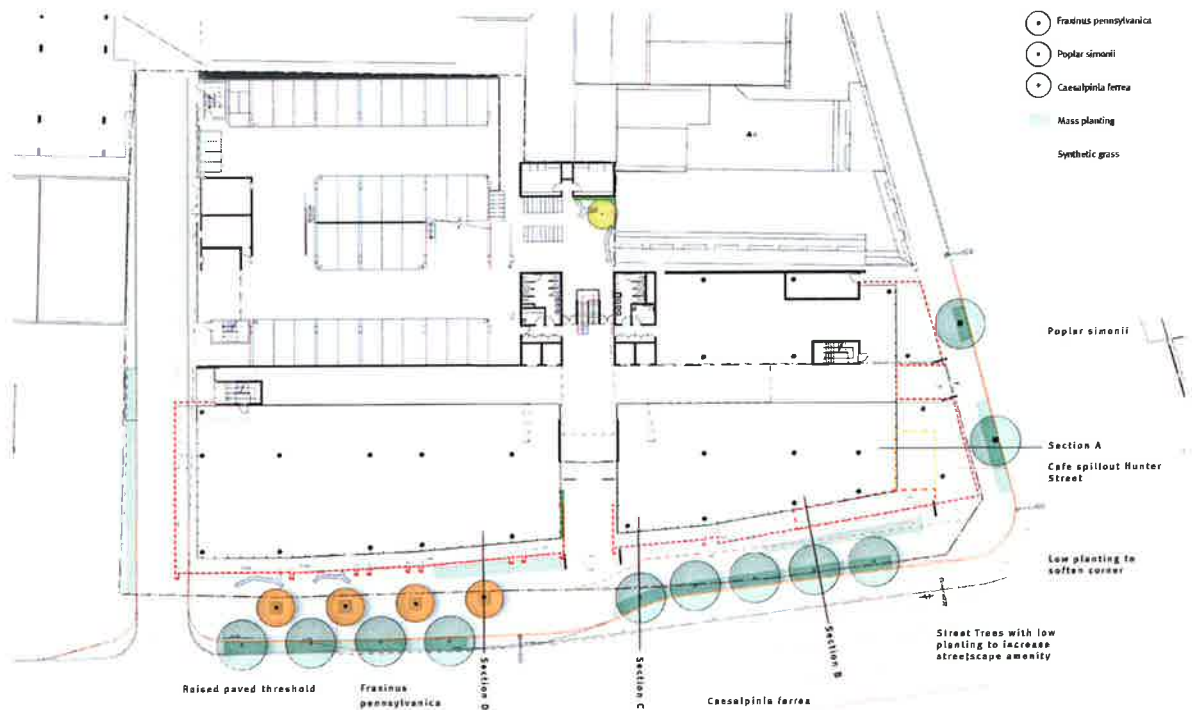


Figure 1: Landscape Concept Plan

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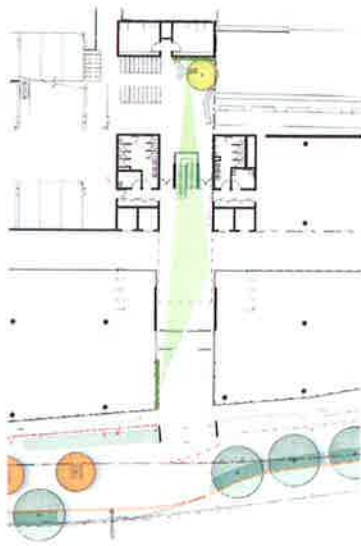


Figure 6: Stewart Street Entry Treatment

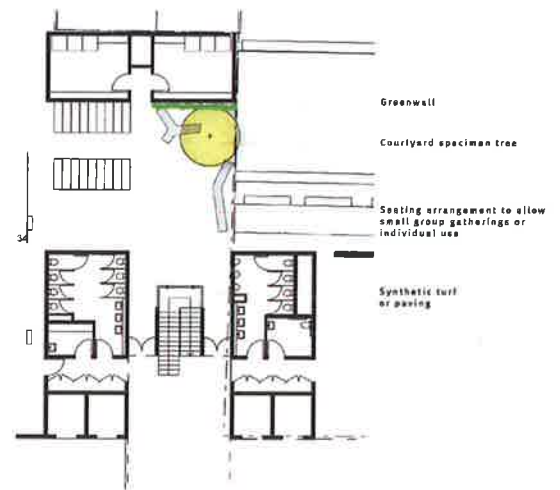


Figure 7: Courtyard Concept



Architect PTW	Architect CKOS ARCHITECTURE	Revisions Issue ADV A	Date 12 May 15 18 May 15 29 May 15	Description For Comment For Info For Info	Drawn B NI MB	Check Jo JS JS	JMD design	199 James Street Newcastle NSW 1505 T (02) 9310 5444 info@jmdesign.com.au	Project Politis Newcastle Drawing title Entry and Courtyard Concept	Date December 2015 Scale NTS	Drawing No. L02	Issue No. A
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Politis Newcastle

Landscape Elevations



Figure 8: Stewart Avenue Elevation

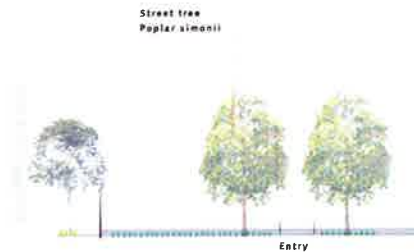


Figure 9: Hunter Street Elevation



Street tree
Fraxinus pennsylvanica



Street tree
Poplar simonii



Street tree
Caesalpinia ferrea

Architect	Architect	Revisions							180 James Street Rooftop NSW 2016 T (02) 9330 5644 info@jmdesign.com.au	Project Politis Hunter Development Drawing title Landscape Elevations	Date January 2016 Scale 1:200@A1	Drawing No. L03	Issue No. A
PTW	CKDS ARCHITECTURE	ADW	Date 17.08.15	Description For Comments	Drawn RD	Check JR	JMD design						
		A	18.12.15	For DA	RD	RS							
		A	29.01.16	For DA	RD	RS							

Politis Newcastle

Sections



Figure 10 Section A - Hunter Street
1:50 @ A1



Figure 11. Section B - Stewart Street
1:50 @ A1

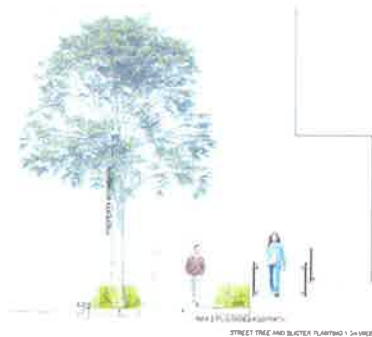


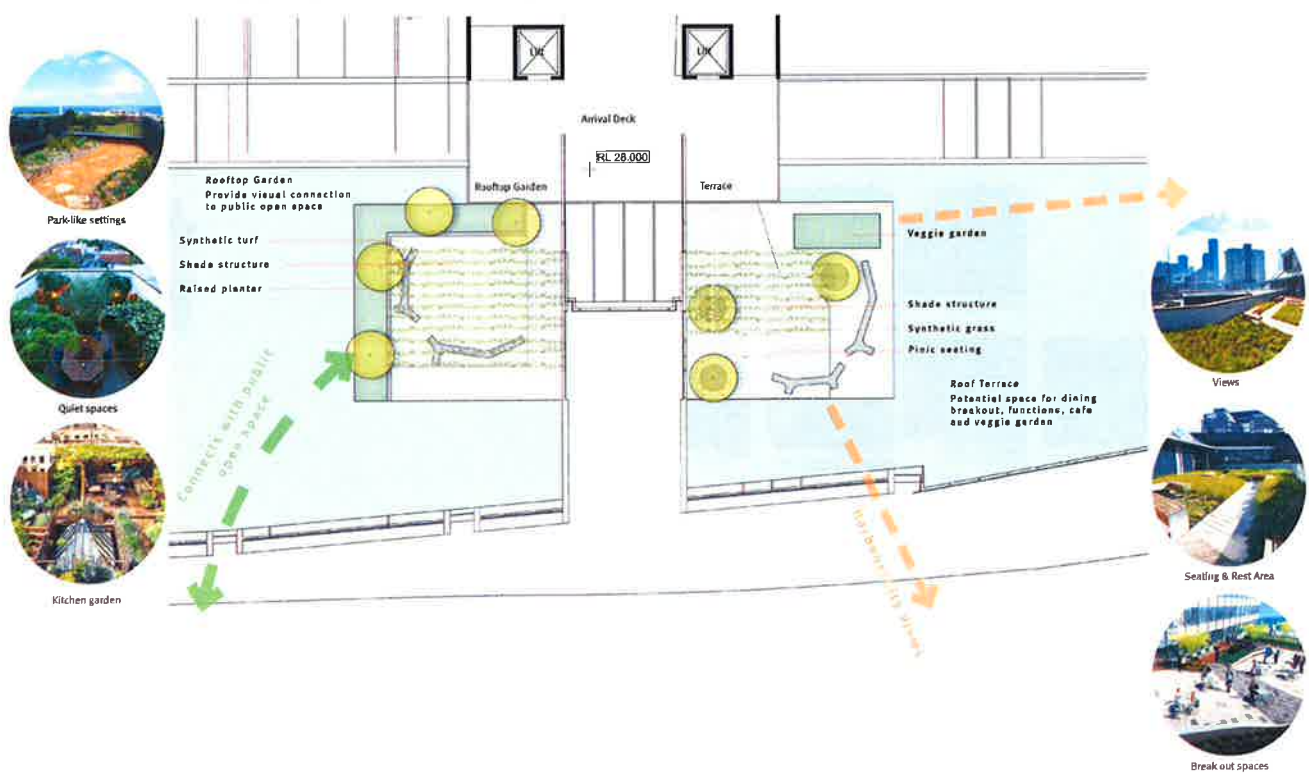
Figure 12. Section C - Stewart Street
1:50 @ A1



Figure 13. Section D - Stewart Street
1:50 @ A1

Architect PTW	Architect CKDS ARCHITECTURE	Revisions Issue ADV Date 17.10.15 Description For Comm.	Description For Comm.	Drawn JMD	Check JMD	JMD design 	190 James Street Rydalm NSW 2016 T (02) 9350 5644 info@jmdesign.com.au	Project Politics Hunter Development Drawing Title Typical Sections	Date January 2016 Scale 1:50 @ A1	Drawing No. L04	Issue No. ADV
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Rooftop Landscape Plans



Architect	Architect	Revisions	Date	Description	Drawn	Check	JMD design	Date	Drawing No.	Issue No.
PTW	CKOS ARCHITECTURE	Issue	09-09-08	For Commence	AJ	KC	190 James Street Redfern NSW 2016 T (02) 9310 5644 info@jmdesign.com.au	December 2015	L05	ADV
		Rev	24-07-15	For DA	ND	KC		Scale		
			29-07-16	For DA	ND	KC		1:5000 A1		
								Project		
								Pullis Newcastle		
								Drawing title		
								Roof-top Landscape Plan		

Indicative planting palette - Trees and shrubs



Planting Structure



Structure and planting style will be established per site basis.

Politis Newcastle

Native alternatives to Inter War Georgian Revival plants



Structure and planting style will be established per site basis.

Planting & Materials Pallet

Native groundcovers



Structure and planting style will be established per site basis.

Indicative materials palette



Structure and planting style will be established per site basis.

Street furniture elements

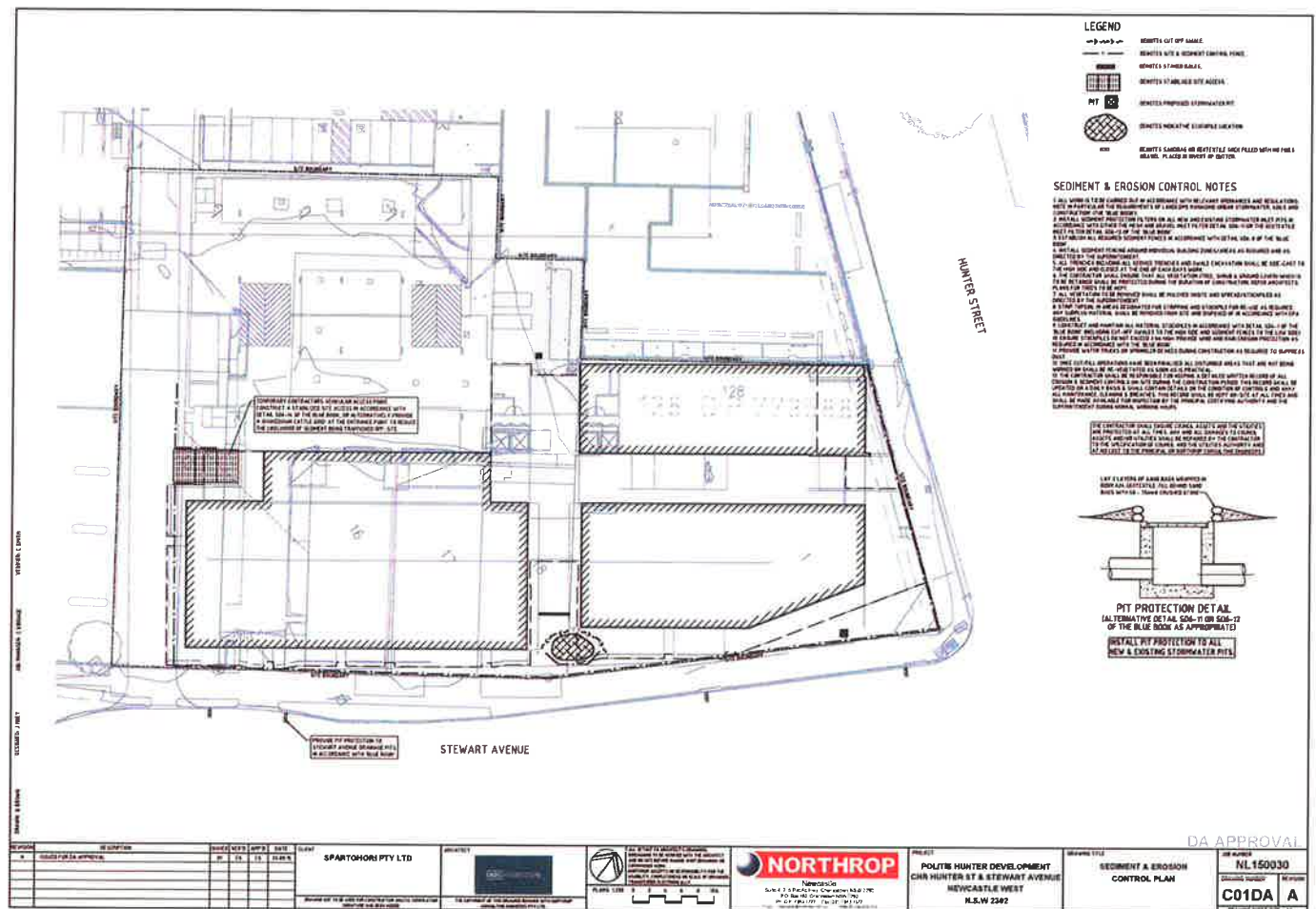


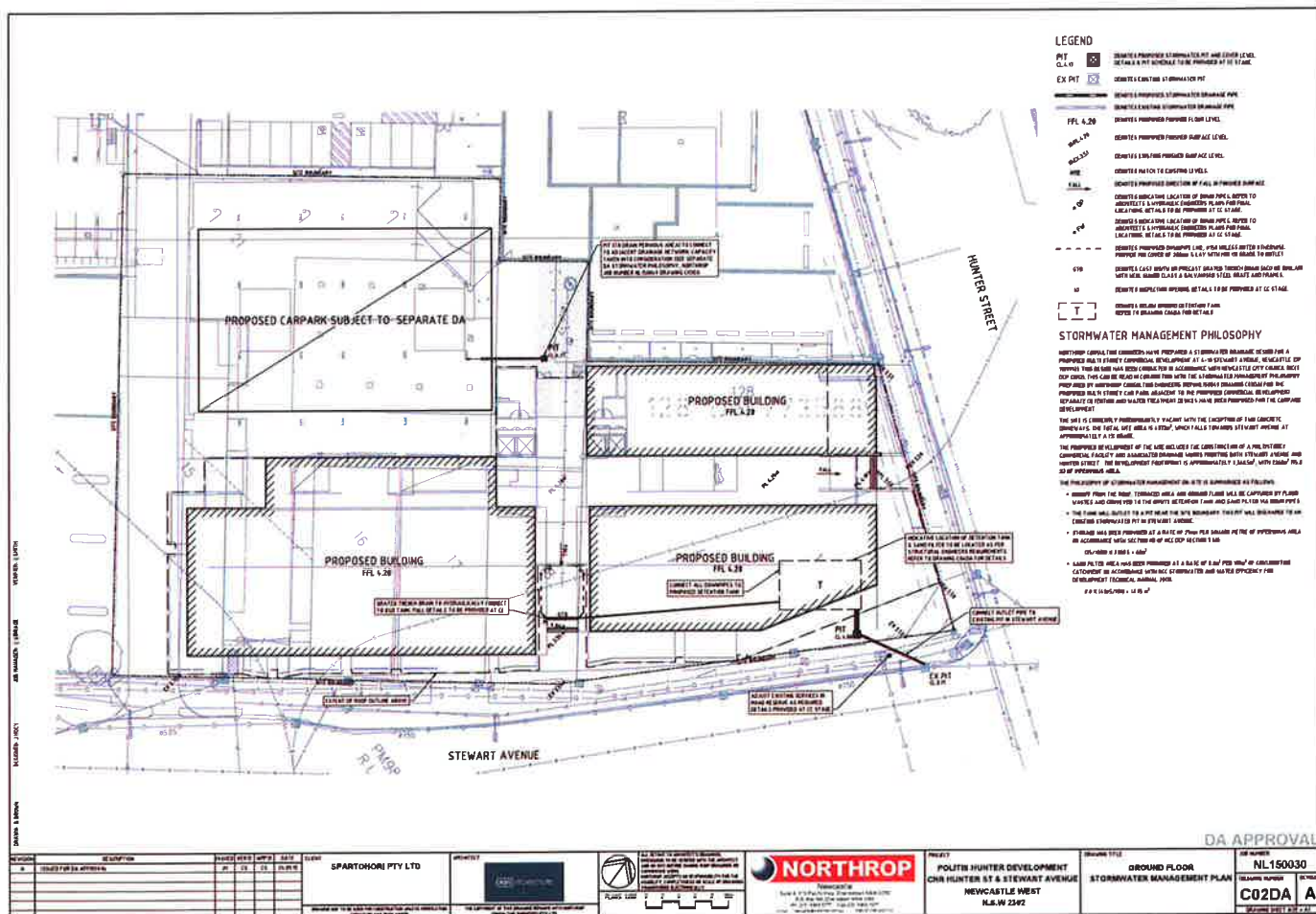
Structure and planting style will be established per site basis.

Architect PTW	Architect CKOS ARCHITECTURE	Revisions Issue A	Date 21.12.15 29.11.16	Description For DA For DA	Drawn ND ND	Check JA JA	JMD design	100 James Street Bathurst NSW 2041 T (02) 9370 5444 info@jmdesign.com.au	Project Politis Hunter Development Drawing title Planting & materials pallet	Date January 2016 Scale	Drawing No. LO6	Issue No.
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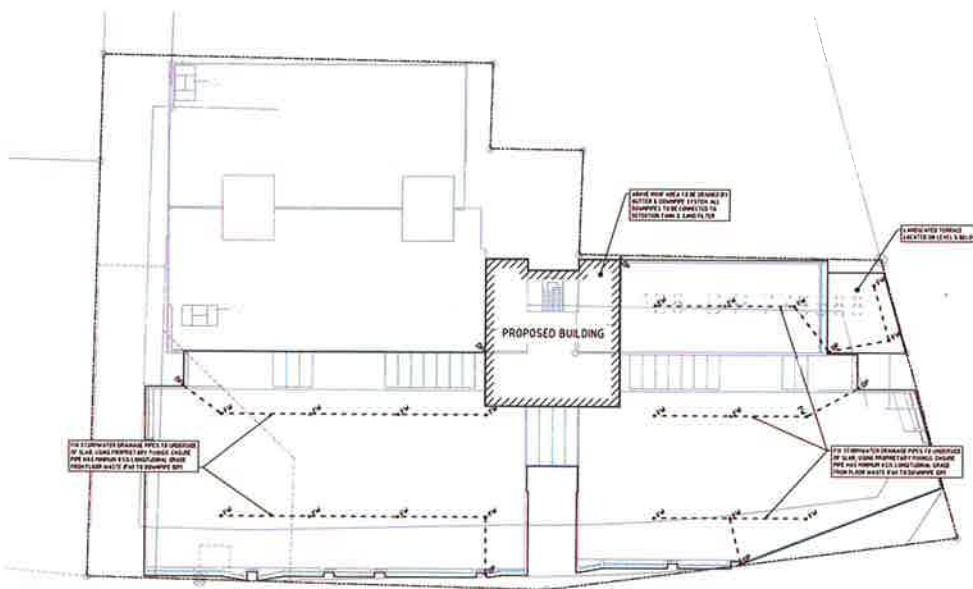


Appendix 8 - Stormwater Management Plan





- Lactate + energy from the breakdown of glucose
- All muscle cells can use glucose for energy
- All glucose is used to produce ATP
- All glucose is used to produce ATP

[illegible]



- NOTE.
1. TOTAL VOLUME OF STORAGE AND PULP CHAMBERS TO BE GIVEN FOR EACH REMOVED STORAGE VOLUME VALUE.
 2. STORAGE AND PULP CHAMBERS MEASUREMENT.
 3. AVERAGE REMOVED STORAGE VOLUME TO BE GIVEN FOR EACH REMOVED STORAGE VOLUME VALUE.



<table border="1"> <thead> <tr> <th colspan="2">NO</th> <th colspan="2">REVISION</th> <th colspan="2">ISSUED</th> <th colspan="2">REVISED</th> <th colspan="2">APPROVED</th> <th colspan="2">DATE</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> </tr> </thead> <tbody> <tr> <td>1</td> <td colspan="2">ISSUED FOR BIDDING</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>										NO		REVISION		ISSUED		REVISED		APPROVED		DATE		1	2	3	4	5	6	7	8	9	10	11	12	1	ISSUED FOR BIDDING											SPANTONHILL PTY LTD																				THE CLIENT IS SPANTONHILL PTY LTD, A COMPANY INCORPORATED IN SOUTH AFRICA. THE CLIENT HAS REQUESTED THAT THE ARCHITECTURAL DRAWINGS BE PREPARED FOR THE PURPOSE OF OBTAINING A PERMIT TO CONSTRUCT. THE ARCHITECTURAL DRAWINGS WILL BE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE NATIONAL BUILDING REGULATIONS, 2019. THE ARCHITECTURAL DRAWINGS WILL BE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE NATIONAL BUILDING REGULATIONS, 2019.																				NORTHROP ARCHITECTS 10001 10th Avenue, Suite 100, New Castle, Delaware 19701 TEL: 302.739.1000 FAX: 302.739.1001 WWW.NORTHROPARCHITECTS.COM										POLYTH HUNTER DEVELOPMENT CHR HUNTER & STEWART AVENUE NEWCASTLE WEST N.S.W 2262										Drawn: 10/11/2024 Civil Details Sheet 1										Job Number: N160030 Drawn: 10/11/2024 Rev: 10/11/2024 C04DA A Working Set: 10/11/2024									
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Appendix 9 - Geotechnical and Contamination Report

Refer to separate document for Appendix 9



Appendix 10 - Traffic Report

Ref: 15/028

10th February 2016

Northrop Engineers
PO Box 180
CHARLESTOWN NSW 2290

Attention: - Mr Christian Kirrage

Dear Christian,

RE: Traffic Impact Assessment – Additional Car Park Access off Stewart Avenue – Gateway Development – Lot 102 DP 1191992 Corner Stewart Avenue and Hunter Street.

Reference is made to your engagement of Intersect Traffic to provide traffic advice in regard to the above project. The following traffic assessment is provided to support your S96 modification to consent application to Newcastle City Council.

In preparing this advice Intersect Traffic has relied on the following;

- E-mail advice from you dated 5th March 2015.
- Discussions with the Mr. Greg Politis early June 2015.
- Amended plans supplied by Mr. Stuart Campbell – CKDS Architecture 10th February 2016.

Traffic, Parking and Access Advice

Development Proposal

Spartohori Pty Ltd seek approval to construct an additional car park area comprising 263 car spaces on Lot 103 that will in part act as overflow parking for the Gateway commercial development currently being constructed on the corner of Parry Street and Stewart Avenue (Lot 101 DP 1191992). The car park is also proposed to service a future commercial development (approximately 10,000 m² GFA) on the subject lot (Lot 102) for which a development application including a supporting traffic impact assessment will be lodged later this year.

The proponent is looking for approval to construct the car park at this stage due to some concerns potential tenants of the Gateway development have raised about the parking supply within the development and also to take advantage of the cost benefits associated with the current builder not having to leave the site once the Gateway development is completed.

Access to the car park was proposed and approved via the Wood Street access for the Gateway development via an existing right of way. It is now proposed to seek a second access to Stewart Avenue via an existing right of way which will also be used by the future development on Lot 102. Approval for the Stewart Avenue access is being sought for the additional car park servicing both developments. Refer to development plans provided in **Attachment 1**.

Traffic Generation and Impacts

The additional access to Stewart Avenue does not increase the traffic generation to/from the site for the approved development however will change the trip distribution to/from the site. The provision of an additional left in and left out access off Stewart Avenue will have the impact of reducing trip distributions from the site through the Wood Street / Parry Street intersection which is likely to have a positive impact, albeit minor, on this intersection within the road network. The redistribution of traffic will have little if any impact on any other intersections within the local road network as the trip distribution changes is very minor.

The access will also reduce the traffic impacts of the future development on Lot 102 on Wood Street and associated intersections thereby being a positive impact on this section of the local road network. Traffic generation from the future development on Lot 102 is expected to be in the order of 160 vtpd in the AM peak, 120 vtpd in the PM peak or 1,100 vtpd based on rates contained in the RMS Technical Direction TDT 2013/04.

The likely trip distribution within the local road network generated by the current approved development is shown below in **Figure 1** while the likely impact of the additional Stewart Avenue access and future development (Lot 102) is shown in **Figure 2**. These are based on origin / destination assessments carried out within the traffic impact study by Intersect Traffic (November 2013) for the original Gateway development which has already received approval. In summary these are;

- Traffic is likely to access the site via Parry Street and Wood Street for most suburbs west of Newcastle. (40%)
- Traffic is likely to access the site via Stewart Avenue (Wood Street to Parry Street to Stewart Avenue when leaving the site) for suburbs south of Newcastle. (30%)
- Traffic from the Lower Hunter i.e. Raymond Terrace, Maitland etc would access the site from Stewart Avenue and Parry Street (Stewart Avenue only when leaving the site) i.e. from Industrial Highway/Hannell Street. (20%)
- Only traffic from Mayfield or Islington would access the site from Hunter Street west and Wood Street. (10%)

The impact of the additional traffic from the future development on Lot 102 will be assessed further in a traffic impact study to be prepared and submitted with the development application documentation. However the impact of the full development of the site on the Parry Street / Wood Street signalised intersection has been assessed using the Sidra 6 intersection modelling software. The modelling showed the intersection continued to operate satisfactorily post full development of the site with overall LoS A in both the AM and PM peak periods. The movement

summary tables extracted from the Sidra program are shown in **Tables 1 and 2** below.

It would also be reasonable to conclude that the full development of the site would not adversely impact on other adjacent signalised intersections as the additional traffic volumes within each leg of the intersection are less than 10 % of existing traffic volumes through the intersection.

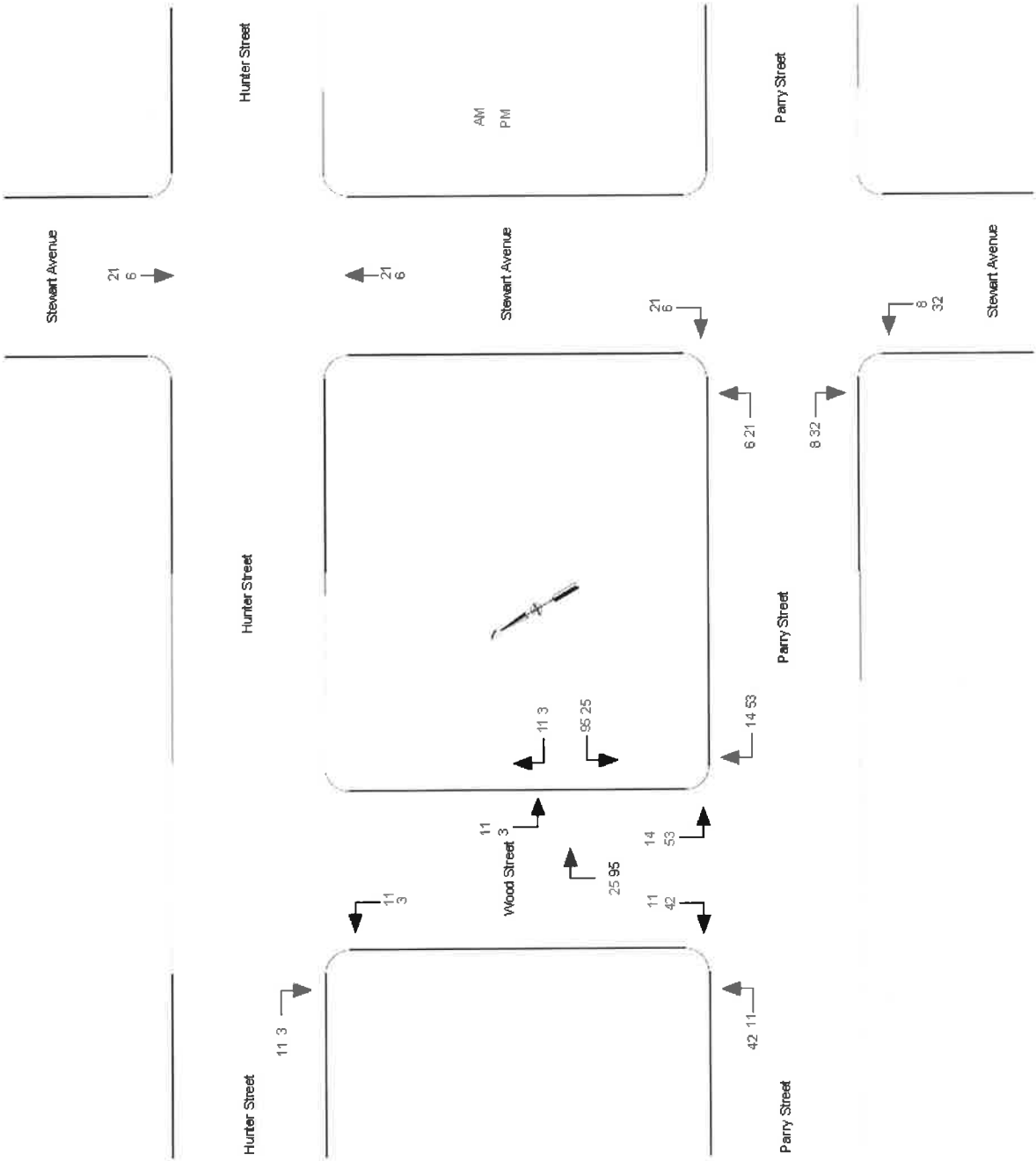


Figure 1 – Likely Trip Distribution – Approved Development Wood Street access only.

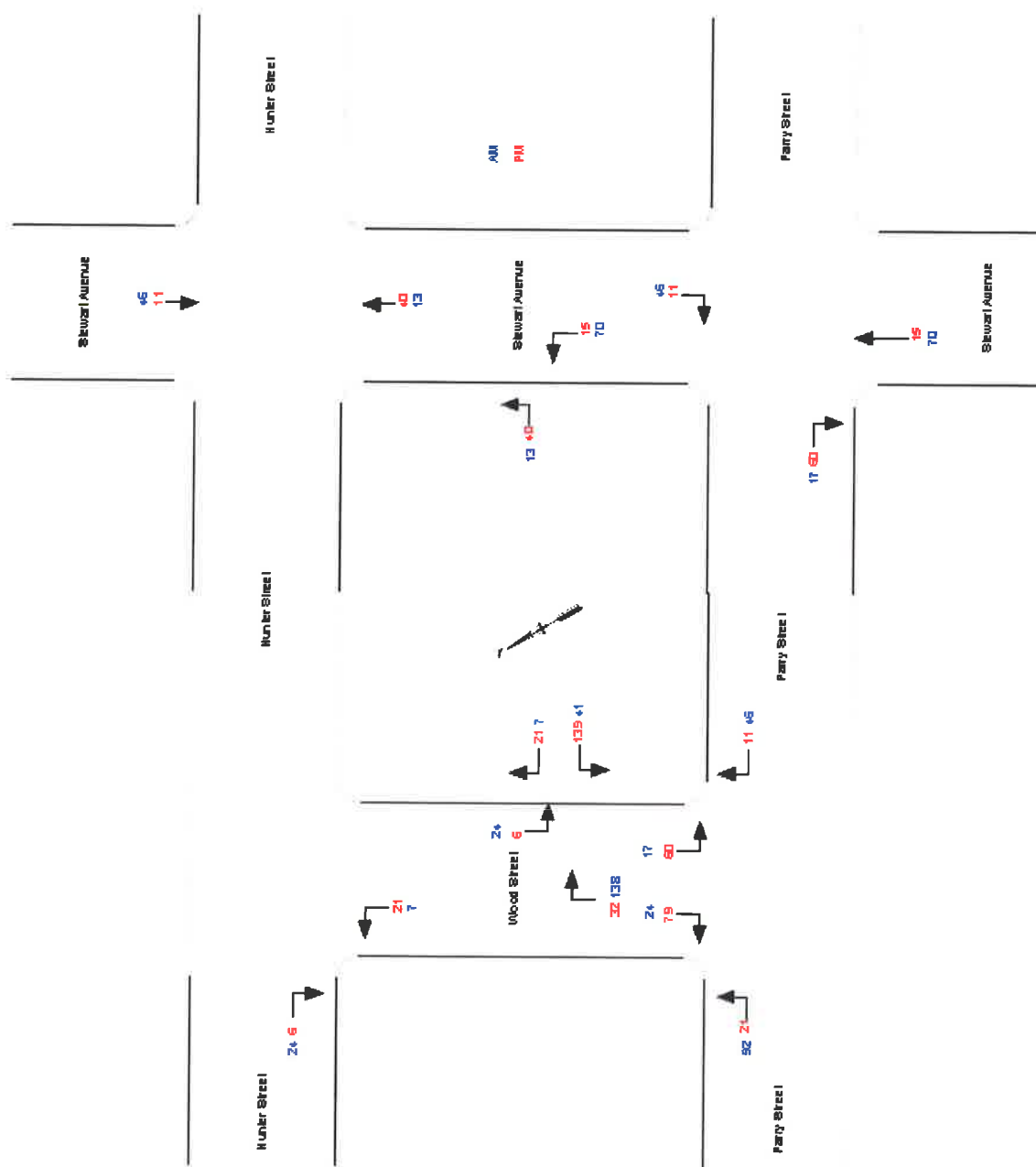


Figure 2 – Likely Trip Distribution – Wood Street and Stewart Avenue accesses – Full Site Development

Table 1 – Sidra Movement Summaries – 2015 AM Peak – full development.

MOVEMENT SUMMARY

 **Site: 2015 AM Peak - full development**

Wood Street Parry Street Intersection

2015 AM Peak

Signals - Fixed Time Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deq Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop Queued	Effective Stop Rate per veh	Average Speed km/h
East: Parry Street											
5	T1	840	10.0	0.353	8.4	LOS A	9.2	69.7	0.49	0.43	51.2
6	R2	70	10.0	0.445	27.6	LOS B	2.5	19.3	0.73	0.77	34.2
Approach		910	10.0	0.445	9.9	LOS A	9.2	69.7	0.51	0.46	49.6
North: Wood Street											
7	L2	21	10.0	0.053	38.0	LOS C	0.8	6.1	0.81	0.70	29.9
9	R2	39	10.0	0.098	38.5	LOS C	1.5	11.5	0.82	0.72	24.5
Approach		60	10.0	0.098	38.3	LOS C	1.5	11.5	0.82	0.71	26.6
West: Parry Street											
10	L2	113	10.0	0.100	12.6	LOS A	2.0	15.4	0.40	0.67	39.1
11	T1	1260	10.0	0.569	10.0	LOS A	18.1	137.6	0.58	0.52	49.8
Approach		1373	10.0	0.569	10.2	LOS A	18.1	137.6	0.56	0.54	49.2
All Vehicles		2343	10.0	0.569	10.8	LOS A	18.1	137.6	0.55	0.51	48.6

Level of Service (LOS) Method: Delay (RTANSW).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	35	40.6	LOS E	0.1	0.1	0.90	0.90	
P3	North Full Crossing	5	8.8	LOS A	0.0	0.0	0.42	0.42	
P4	West Full Crossing	35	44.2	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		75	40.2	LOS E			0.89	0.89	

Table 2 – Sidra Movement Summaries – 2015 PM Peak – full development.

MOVEMENT SUMMARY

 Site: 2015 PM Peak - full development

Wood Street Parry Street Intersection

2015 PM Peak

Signals - Fixed Time Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn. v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Parry Street											
5	T1	1260	10.0	0.542	9.9	LOS A	16.8	127.6	0.58	0.52	49.9
6	R2	22	10.0	0.072	17.2	LOS B	0.5	3.9	0.49	0.67	40.2
Approach		1282	10.0	0.542	10.1	LOS A	16.8	127.6	0.58	0.52	49.7
North: Wood Street											
7	L2	83	10.0	0.208	39.6	LOS C	3.3	25.2	0.85	0.75	29.4
9	R2	89	10.0	0.227	39.7	LOS C	3.6	27.1	0.85	0.76	24.1
Approach		172	10.0	0.227	39.6	LOS C	3.6	27.1	0.85	0.76	26.8
West: Parry Street											
10	L2	41	10.0	0.036	12.2	LOS A	0.7	5.3	0.38	0.65	39.4
11	T1	840	10.0	0.364	8.4	LOS A	9.6	72.6	0.49	0.43	51.2
Approach		881	10.0	0.364	8.6	LOS A	9.6	72.6	0.48	0.44	50.7
All Vehicles		2335	10.0	0.542	11.7	LOS A	16.8	127.6	0.56	0.51	47.9

Level of Service (LOS) Method: Delay (RTANSW).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	35	40.6	LOS E	0.1	0.1	0.90	0.90	
P3	North Full Crossing	5	8.8	LOS A	0.0	0.0	0.42	0.42	
P4	West Full Crossing	35	44.2	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		75	40.2	LOS E			0.89	0.89	

On-site car parking

The proposed modification does not change on-site car parking numbers or design therefore compliance with the existing approvals remain and no further assessment is required.

The Newcastle DCP (2012) on-site car parking requirement for the proposed new development on Lot 102 is 167 car spaces (10,000 m² / 60 m²). Therefore provision of a 263 space car park not only meets the Newcastle DCP (2012) requirements for the proposed development on Lot 102 but also provides 96 spaces available for overflow parking for both the approved Gateway development and the future development on Lot 102.

Access

The proposed on-site car parking for the Gateway is currently approved via an existing right of way to Wood Street. This access complies with the requirements of *Australian Standards AS2890.1-2004 Parking Facilities – Part 1 – Off-street car parking*.

The site also has a legal access to Stewart Avenue via an existing right of way as shown in the deposited plan included as **Attachment 2**. This application seeks approval to utilise this right of access as a second access to the car park and will be required for future access to a proposed commercial development on Lot 102 for which a development application will be lodged later in the year.

The right of way is approximately 8.1 metres wide therefore a suitable two way flow access road 6 metres wide could be constructed within the right of way. It currently connects to Stewart Avenue north of the Car Lover's site within an old indented bus / parking bay as shown in **Photograph 1**.



Photograph 1 – Proposed access location off Stewart Avenue.

Enquiries with State Transit indicate that the bus bay is not used and is surplus to the organisation's requirements as detailed in their e-mail dated 10th April 2015 and included as **Attachment 3**.

Further informal on-site discussions with Newcastle City Council officer's indicated that they would prefer to see the bus / parking bay removed and the normal kerb alignment restored with associated drainage modifications. Therefore the proposed access design is a left in and left out only access similar to the adjacent Car Lover's access due to the raised concrete median running the full length of Stewart Avenue between Parry Street and Hunter Street.

As Stewart Avenue is a classified road the proposed access requires the approval of Newcastle City Council as the road authority and the NSW Roads and Maritime Services (RMS) under the concurrence requirements of SEPP (Infrastructure 2007). Preliminary discussions with the RMS indicated they were prepared to consider an access off Stewart Avenue subject to a traffic impact assessment being carried out supporting the proposal. Refer to e-mail from Andrew Brown (Northrop Engineers) included in **Attachment 3**.

The main benefit of the Stewart Avenue access is that it will reduce the impact of the development traffic on Wood Street and the Wood Street intersections with both Parry Street and Hunter Street and reducing additional vehicle movements on Parry Street without impacting on the other roads and intersections in close proximity to the site.

The main impact of the access is on road safety in Stewart Avenue through the introduction of an additional property access on a major road within the local area. However the impacts of the access are minimised as the access can only be a left in and left out only access thereby minimising delays for existing motorists on Stewart Avenue as well as potential conflict points at the intersection. Further road safety in this section of Stewart Avenue is already slightly compromised through the provision of an access to the Car Lover's development to the south of the site and the additional access sought only seeks to replicate this existing access. It is also argued that during the morning and evening peak periods when traffic generated by the site will be at its highest level this section of Stewart Avenue has a low speed environment due to congestion associated with the busy signalised intersections at Parry Street and Hunter Street which are located close together. This also reduces the accident risk and accident severity risk in the area.

Vehicles leaving the site will also be able to utilise the additional acceptable gaps within the traffic flow on Stewart Avenue created by the operation of the Stewart Avenue / Parry Street traffic signals to safely exit the site without significant delay. In this regard it is noted that the Car Lover's access appears to be operating satisfactorily in regard to safety and delays to motorists would be sufficient proof to support the approval of the additional access to the Gateway development being sought in this application.

The existing right of way would allow an access of up to 8 metres wide to be constructed to the site meaning that a category 2 access facility could be constructed without the need to widen the existing right of way. A category 2 access facility

would be suitable for access to up to 100 on-site car parks off an arterial road. This is considered suitable for the subject site given a total of 171 car parks are being provided within the Gateway development and the proposed additional car park for which access will be split between the existing Wood Street access and the proposed Stewart Avenue left in and left out only access.

By observation on site the available vehicle sight lines are well in excess of the minimum requirements set by *Australian Standards AS2890.1-2004 Parking Facilities – Part 1 – Off-street car parking* for a 60 km/h speed zoning of 85 metres desirable and 65 metres minimum. The required pedestrian sight lines could also be achieved through good design of the access i.e. transparent and or low fences and landscaping.

Overall it is concluded that the proposed left in and left out only access off Stewart Avenue to the proposed Gateway development would be suitably safe for use and would not adversely impact on the local road network.

Conclusions

This traffic and parking assessment has determined the following;

- The provision of an additional left in and left out only access to the Gateway development off Stewart Avenue would reduce the impact of the development traffic on Wood Street, Parry Street and the Wood Street / Parry Street and the Wood Street / Hunter Street intersections.
- The provision of an additional left in and left out only access to the Gateway development off Stewart Avenue would have little if any impact on traffic flow's neither on Stewart Avenue and Hunter Street nor on the operation of the Stewart Avenue / Parry Street and Stewart Avenue / Hunter Street signalised intersections.
- The provision of an additional left in and left out only access to the Gateway development off Stewart Avenue does not reduce overall car parking numbers on the site therefore compliance with existing approvals remains.
- A Category 2 access facility could be constructed within the existing right of way and as such is suitable for access for up to 100 on-site car parks accessed off an arterial road. With 171 on-site car parks to be provided serviced by two accesses off Wood Street and Stewart Avenue respectively a Category 2 access facility is considered suitable for the level of development already approved within the Gateway development.
- Vehicles exiting the Stewart Avenue will also be able to utilise the additional acceptable gaps within the traffic flow on Stewart Avenue created by the operation of the Stewart Avenue / Parry Street traffic signals to safely exit the site without significant delay.
- Vehicles entering the site via the proposed Stewart Avenue access would not result in unacceptable additional delay or additional road safety risk to traffic during peak periods due to the low speed environment during peak periods and existing property accesses in this location.
- Available vehicle sight lines at the proposed Stewart Avenue access are well in excess of the minimum requirements set by *Australian Standards AS2890.1-2004 Parking Facilities – Part 1 – Off-street car parking* for a 60 km/h speed zoning of 85 metres desirable and 65 metres minimum. The

- required pedestrian sight lines could also be achieved through good design of the access i.e. transparent and or low fences and landscaping.
- The access will also reduce the traffic impacts of the future development on Lot 102 on Wood Street and associated intersections thereby being a positive impact on this section of the local road network

Recommendation

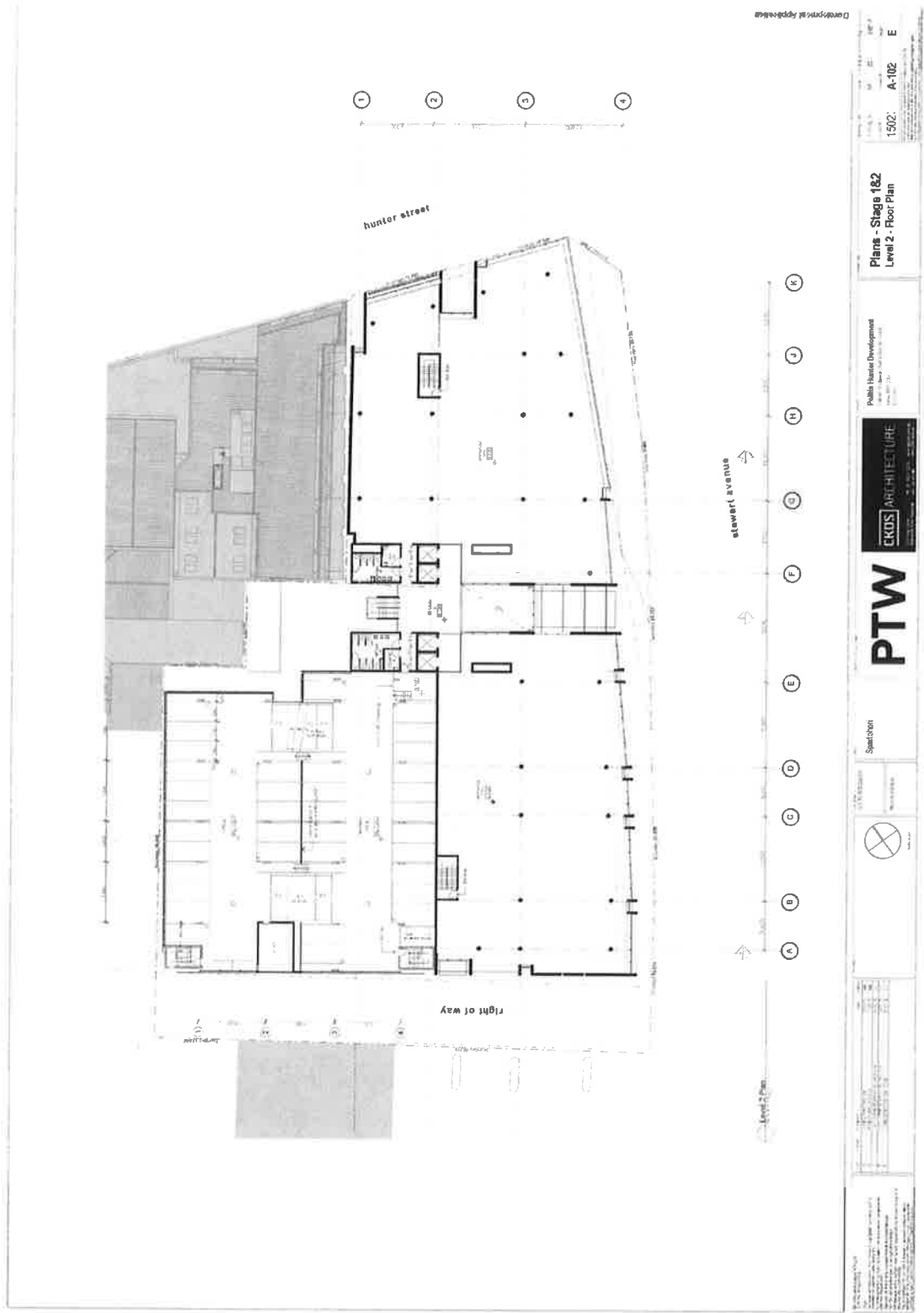
The proposed left in and left out only access off Stewart Avenue to the approved Gateway development and car park can be supported from a traffic impact perspective as it will not adversely impact on the local road network and complies with all relevant Newcastle City Council, Australian Standards and RMS requirements.

Hoping this assessment is to your satisfaction. Should you require further information please do not hesitate to contact me on 02 4936 6200 or 0423 324 188.

Yours sincerely



Jeff Garry
Director
Intersect Traffic



[illegible]

ATTACHMENT 3 – E-mail advice Newcastle Buses and Ferries.

From: Mike_Wales@sta.nsw.gov.au [mailto:Mike_Wales@sta.nsw.gov.au]

Sent: Friday, 10 April 2015 9:38 AM

To: Gregory Politis

Subject: Bus Stop

Good morning Greg

Further to our conversation this morning.

The bus stop located on the western side of Stewart Avenue, Newcastle West [between Parry and Hunter Streets] has not been used by State Transit for a number of years. State Transit does not operate services along this section of Stewart Avenue and there are currently no plans to do so.

Regards,

Mike Wales
Regional Safety Professional - Newcastle
State Transit

P: 02 4974 1651 | F: 02 4974 1699 | M: 0403 562 137

www.newcastlebuses.info

From: Andrew Brown <abrown@northrop.com.au>

Subject: RE: 1502 Politis Carpark Sketch Plan

Date: 6 March 2015 4:19:51 pm AEDT

To: Stuart Campbell <scampbell@ckds.com.au>, Gregory Politis <gregory@politis.com.au>, Tom Elliot <tom.elliott@coreprojectgroup.com.au>

Hi Stuart,

We met with RMS this afternoon (Kellee McGilvray and Tim Browne). A summary of the discussion outcomes are as follows:

1. RMS were quite supportive of the commercial use and development of the site. They wanted to ensure no traffic access to/from Hunter Street or Parry Street, but seemed quite supportive of accessing from Stewart Ave and Wood St.
2. RMS indicated this proposal appears to be relatively similar (although the previous one was for residential units whilst this one is for commercial uses) the previous proposal and did not raise any particular objections. They also mentioned that since the previous Consent was approved, road modification works have been undertaken along Stewart Avenue which has likely assisted with development access (primarily the extension of the centre median).
3. RMS do not know the future planned use for the existing bus stop, however they are very interested in this and have requested we liaise with Busways and Council prior to submitting a DA. Essentially, their thoughts relate to: if the bus stop is not proposed for long-term future use then RMS requirements will be somewhat relaxed in relation to potential modifications to the existing bus stop/layby, whereas if the bus stop is planned for ongoing use then it is likely modification to the existing bus stop/layby will be required (although this will largely depend upon the traffic movement counts determined). I note the RMS has made a request to TC&N on this matter but have not heard back to date.
4. RMS noted that as part of the Development Application they want the following to be provided:
 - a. A traffic assessment with vehicle movements and numbers against current traffic conditions.
 - b. Ability of vehicles to access and egress from the site in a forward direction.
 - c. A two-way entrance/exit and access at the Stewart Avenue intersection.
 - d. Turning templates for the largest design vehicle depicting that it can enter/exit without departing from the proposed driveway pavement.

These were pretty typical requests and would be expected. This advice is essential for us and the traffic report will provide recommendation to Council and RMS in relation to proposed modifications works (e.g., bus stop/layby alteration, left turn lane, etc.).

In short, relatively positive outcome. No major concerns were voiced from RMS, but rather it seem to be similar to previous advice although RMS are keen to see the modified traffic assessment based on a commercial use.

We have chased HWC who have advised they are running late on providing their information however we can expect it early next week.

cheers
talk soon



Andrew Brown

Principal / Civil & Environmental Manager

Northrop Consulting Engineers Pty Ltd

T: 02 4943 1777

F: 02 4943 1577

M: 0407 780 100

Level 11, 215 Pacific Highway Charlestown NSW 2290

PO Box 180 Charlestown NSW 2290

www.northrop.com.au



Appendix 11 - Cost Summary Report



Newcastle Office

Second Floor, 241 Denison Street, Broadmeadow, NSW Australia 2292

PO Box 128, Hamilton, NSW Australia 2303

T +61 2 4940 4300 F +61 2 4967 6791 E newcastle@rpsgroup.com.au W rpsgroup.com.au

ABN 441 402 927 62

Our Ref: PR131234letter
Date: 29 February 2016

Attn: GREGORY POLITIS
SPARTOHORI PTY LTD
PO BOX 3355
MEREWETHER NSW 2291

Via: Email

Dear Sir,

**RE: PROPOSED COMMERCIAL DEVELOPMENT
12 STEWART AVENUE, NEWCASTLE**

As requested and in accordance with your supplied documentation including Newcastle City Council's requirements for City Centre developments costing in excess of \$1,000,000, re: Section 94A Development Contributions Plan, please find attached our Detailed Cost Report for the above totalling **\$19,946,864 including GST**.

Please note, we refer you to the *Schedule of Exclusions*.

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer.

Yours sincerely
RPS

Justin O'Brien
Senior Quantity Surveyor
BConMgt (Build) (Hons), AAIQS

Schedule 6 (PART B Clause 5)

**Registered Quantity Surveyor's* Detailed Cost Report
Newcastle City Centre development cost in excess of \$1,000,000**

*A member of the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Development Application No: -

Date: -

Complying Development Application No: -

Applicant's Name: Spartohori Pty Ltd

Applicant's Address: C/O - PO Box 3355, Merewether, NSW 2291

Development: Proposed Commercial Development

Development Address: 12 Stewart Avenue, Newcastle

ESTIMATE DETAILS: (NB: Refer attached)

Professional Fees	\$	Excavation	\$
% of Development Cost	%	Cost per m3 or tonne of excavated area	\$/m3
% of Construction Cost	%	Car Park	\$
Demolition and Site Preparation	\$	Cost per square metre of carpark area	\$/m2
Cost per square metre of site area	\$/m2	Cost per Space	\$/space
Construction – Commercial	\$	Fit-out – Commercial	\$
Cost per square metre of floor area	\$/m2	Cost per m ² of commercial area	\$/m2
Construction – Residential	\$	Fit-out – Residential	\$
Cost per square metre of residential area	\$/m2	Cost per m ² of residential area	\$/m2
Construction – Retail	\$	Fit-out – Retail	\$
Cost per square metre of retail area	\$/m2	Cost per m ² of retail area	\$/m2
Construction – Industrial	\$	Fit-out – Industrial	\$
Cost per square metre of floor area	\$/m2	Cost per m ² of industrial area	\$/m2

DEVELOPMENT DETAILS:

Gross Floor Area - Commercial	12,921m2	Gross Floor Area – Other	- m2
Gross Floor Area – Residential	- m2	Total Gross Floor Area	21,453 m2
Gross Floor Area- Retail	- m2	Total Site Area	4,885 m2
Gross Floor Area – Car Parking	8,532m2	Total Car Parking Spaces	263
Total Development Cost	\$19,946,864		
Total GST	\$1,813,352		

I certify that I have:

- Inspected the plans the subject of the application for development consent or construction certificate✓
- Prepared and attached an elemental estimate generally prepared in accordance with the Australian Cost Management Manuals from the Australian Institute of Quantity Surveyors✓
- Calculated the development costs in accordance with the definition of development costs in clause 25J of the Environmental Planning and Assessment Regulation 2000 at current prices✓
- Included GST in the calculation of development cost✓
- Measured gross floor areas in accordance with the Method of Measurement of Building Area in the AIQS Cost Management Manual Volume 1, Appendix A2✓

Signed:

Name:  Justin O'Brien

Position and Qualifications: **Senior Quantity Surveyor, BConMgt (Build) (Hons.), AAIQS**

Date: **29/02/2016**

Contact Number: **(02) 4940 4200**

12 Stewart Avenue, Newcastle West

Job Name : PR1312342CEST
Client's Name: Spartohori Pty Ltd

Job Description
Proposed Commercial Development - 12
Stewart Avenue, Newcastle West

Trd No.	Trade Description	Trade %	Cost/m2	Trade Total
1	Substructure	3.21	29.81	639,545
2	Columns	5.38	50.00	1,072,650
3	Upper Floors	21.25	197.60	4,239,175
4	Staircases	1.24	11.53	247,400
5	Roof	1.53	14.26	305,849
6	External Walls	4.39	40.79	875,100
7	Windows & Glazed Doors	9.78	90.96	1,951,450
8	External Doors	0.10	0.96	20,700
9	Internal Walls	3.65	33.90	727,200
10	Internal Doors	0.19	1.78	38,250
11	Wall Finishes	1.37	12.78	274,212
12	Floor Finishes	0.51	4.76	102,100
13	Ceiling Finishes	0.72	6.67	143,108
14	Fitments	0.76	7.08	151,870
15	Hydraulic Services	1.37	12.70	272,400
16	Fire Protection	2.73	25.41	545,095
17	Mechanical Services	4.27	39.67	851,100
18	Electrical Services	8.30	77.16	1,655,325
19	Transportation services	2.61	24.24	520,000
20	Proportion of Preliminaries & Margin	13.20	122.77	2,633,856
21	Building Cost			<u>17,266,385</u>
22	Site Preparation	0.12	1.14	24,425
23	Roads, Footpaths & Paved Areas	1.18	10.96	235,150
24	Landscaping	0.19	1.78	38,190
25	External Stormwater Drainage	0.29	2.73	58,580
26	External Sewer Drainage	0.05	0.48	10,350
27	External Water Supply	0.03	0.23	5,000
28	External Light & Power	0.13	1.17	25,000
29	Proportion of Preliminaries & Margin	0.36	3.33	71,406
30	Construction subtotal			<u>17,734,486</u>
31	Consultants Fees Allowance	2.00	18.60	399,026
32	GST exclusive subtotal			<u>18,133,512</u>
33	GST (10%)	9.09	84.53	1,813,352
34	GST inclusive total			<u>19,946,864</u>
35	SCHEDULE OF EXCLUSIONS			

12 Stewart Avenue, Newcastle West

Job Name :	PR1312342CEST	Job Description
Client's Name:	Spartohori Pty Ltd	Proposed Commercial Development - 12 Stewart Avenue, Newcastle West

Trd No.	Trade Description	Trade %	Cost/m2	Trade Total
36	GFA			
GFA: 21,453 m2.		100.00	929.79	19,946,864

Final Total : \$ 19,946,864

SCHEDULE OF EXCLUSIONS

Job Name :	<u>PR1312342CEST</u>	Job Description
Client's Name:	<u>Spartohori Pty Ltd</u>	Proposed Commercial Development - 12 Stewart Avenue, Newcastle West

Item No.	Item Description	Quantity	Unit	Rate	Amount
<i>Trade :</i> 35 <u>SCHEDULE OF EXCLUSIONS</u>					
1	Land costs & legal fees		Note		EXCL
2	Holding costs & interest charges		Note		EXCL
3	Authorities & Consultants fees and charges UNO		Note		EXCL
4	Future costs escalation		Note		EXCL
5	Design development allowance		Note		EXCL
6	Unknown ground conditions & Engineering Design		Note		EXCL
7	Works externally to boundary UNO		Note		EXCL
8	All items denoted as EXCL		Note		EXCL
9	Substation if required		Note		EXCL
10	Tenancy fit-out works		Note		EXCL
11	Contingency Sum		Note		EXCL
<u>SCHEDULE OF EXCLUSIONS</u> Total :					



Appendix 12 - Waste Management Plan

WASTE MINIMISATION AND MANAGEMENT PLAN

SITE ADDRESS

House No. 12 Street Stewart Ave Suburb Newcastle West
Lot (s) Lot 102 Section _____ DP DP 1191992

**APPLICANT
DETAILS**

Surname/Company Core Project Group Pty Ltd
Given Names Tom Elliot
Postal Address 122a Hannell Street, Wickham, NSW 2293
Post Code 2291
Phone 0477 314 771 Mobile 0477 314 771
Fax (02) 8410 2331 Applicant Ref TBC

Buildings and other structures currently on site:-

Vacant Site

Brief description of proposal:-

Building a new 4 storey commercial building and retail premises.

The details provided on this form are the intentions for managing waste related to this project

Signature of Applicant



Date 20/08/15

Waste Management Plan Form 2. Details of waste management - demolition phase.

MATERIALS ON-SITE			DESTINATION		
			<i>Reuse and Recycling</i>		<i>Disposal</i>
Type of Materials	Est. Vol. (m3)	Est. Wt. (t)	ON-SITE * specify proposed reuse or on-site recycling methods	OFF-SITE * specify contractor and recycling outlet	* specify contractor and landfill site
Excavation Material			Reuse where applicable	TBC	Dispose of as required
Green Waste			No Reuse On site	Reuse Mulch - Contractor TBC	Disposal - Contractor TBC
Bricks			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Tiles			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Concrete			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Timber			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Plasterboard			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Metals			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Asbestos			No Reuse On site	No Reuse Off Site	Disposal - Contractor TBC
Other Waste Eg ceramic tiles, paints, plastics, PVC tubing, cardboard			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC

Waste Management Plan Form 3. Details of waste management - construction phase.

MATERIALS ON-SITE			DESTINATION		
			<i>Reuse and Recycling</i>		<i>Disposal</i>
Type of Materials	Est. Vol. (m3)	Est. Wt. (t)	ON-SITE * specify proposed reuse or on-site recycling methods	OFF-SITE * specify contractor and recycling outlet	* specify contractor and landfill site
Excavation Material			NA	NA	NA
Green Waste			NA	NA	NA
Bricks			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Tiles			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Concrete			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Timber			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Plasterboard			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Metals			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC
Asbestos			NA	NA	NA
Other Waste Eg ceramic tiles, paints, plastics, PVC tubing, cardboard			No Reuse On site	Recycle where feasible - Contractor TBC	Disposal - Contractor TBC

Waste Management Plan Form 4. Ongoing Management of Waste for Residential Flat Buildings, Commercial & Industrial Developments only

[illegible]

Waste Management Plan Form 5. Ongoing Management of Waste.

[illegible]