

THE STORE

CONCEPT MASTERPLAN
ARCHITECTURAL DESIGN REPORT

SEPTEMBER 2018

BATESSMART™

CLIENT

DOMA

PROJECT NUMBER

S12133

CONSULTANTS

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1.0 INTRODUCTION

This report has been prepared by Bates Smart on behalf of DOMA Group to form part of a Concept Masterplan submission to Newcastle City Council for the ‘The Store’ site in Newcastle West. The report analyses the site and describes the masterplan design concept for the redevelopment of the site into a mixed-use precinct comprising commercial, multi-unit residential apartments, retail & associated parking.

DESIGN OBJECTIVES

Urban Design & Place Making:

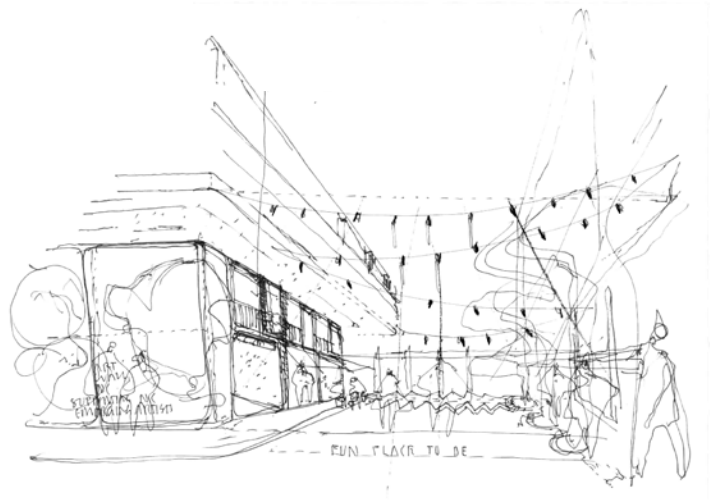
- / A ground plane that encourages permeability with through site links
- / Highly activated building edges that encourage pedestrian activation & public gathering
- / Open public spaces and laneways to foster interaction & create safe and secure thoroughfare.
- / Diverse & lively precinct that acts as a destination for wider Hunter community

Workplace

- Providing improved outcomes for the Commercial Tenants through:
- / Flexible rectangular floor plates that appeals to commercial tenants & could accommodate efficient subdivision of floors
 - / Excellent visual and physical connectivity encouraging communication and interaction with ground plane
 - / Legible entry & creation of street address
 - / Active ground plane including retail to provide amenity to occupants and wider precinct visitors

Residential

- / Arrangement of buildings with adequate physical separation and orientation that provides excellent amenity through outlook, daylight access and privacy.
- / A diverse mix of dwelling types
- / Compliance with Apartment Design Guide (SEPP65)
- / Relationship with context including ground plane.
- / Modulated and articulated massing to avoid visual bulk



Newcastle’s future rests no longer on the fortunes of commodity prices and intensive mining. Instead it is evolving into a lifestyle city for diverse demographic groups. This transition offers the opportunities of more cosmopolitan developments and a broadening of the markets. University of Newcastle’s reputation in many professional disciplines is going from strength to strength. With this reputation, younger people and families will be drawn to join the community, and locals will be more willing to stay and why wouldn’t they - Newcastle has many advantages. Its location – only a short train trip from Sydney - offers convenience but calmness. Its vistas of the Hunter River and the Pacific Ocean from the central areas represent significant value for the city. Its temperate climate is attractive to ‘sea changers’ looking to downsize and escape the madness of Sydney. In Newcastle they find a serene yet lively city to enjoy.

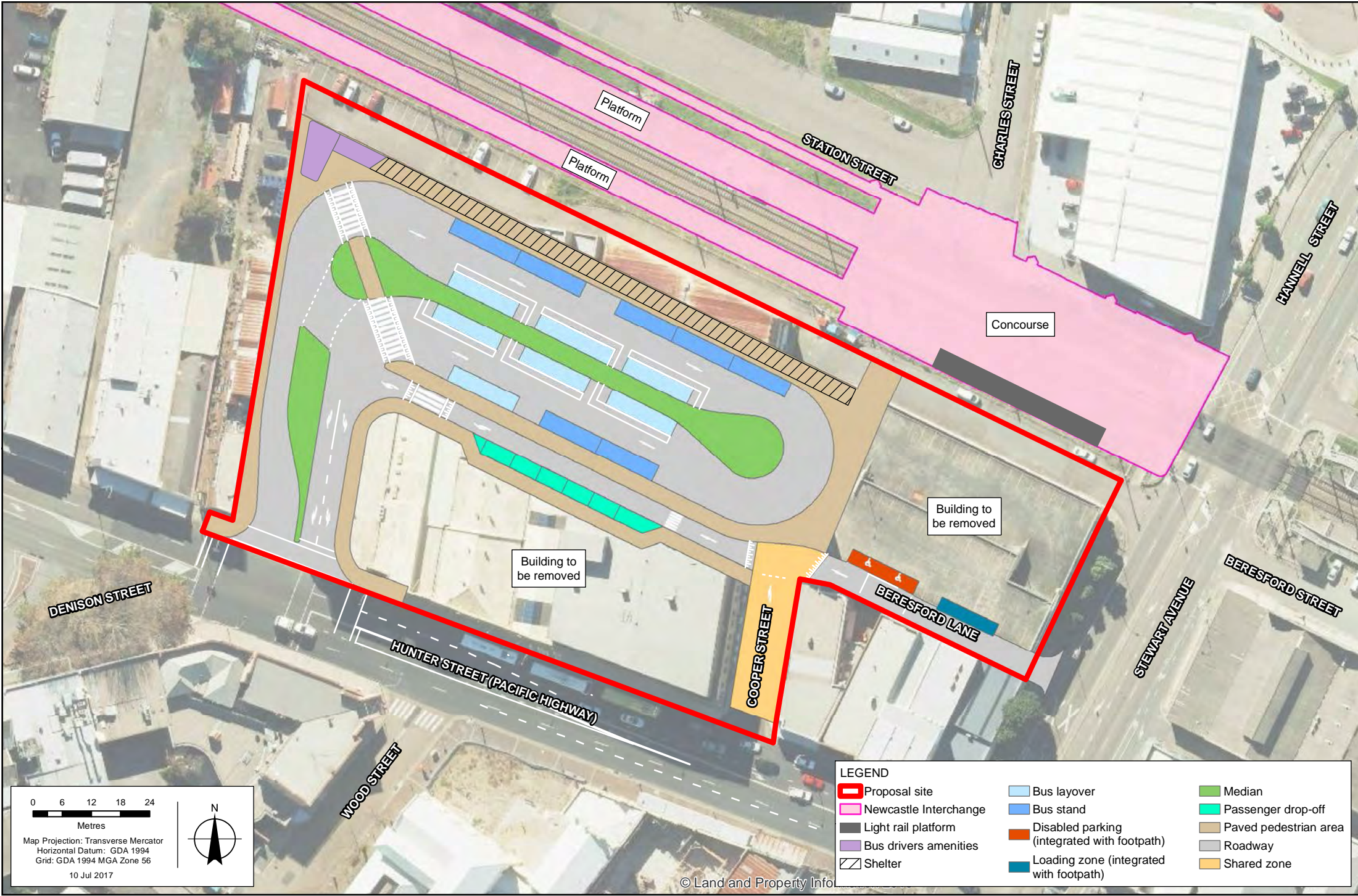
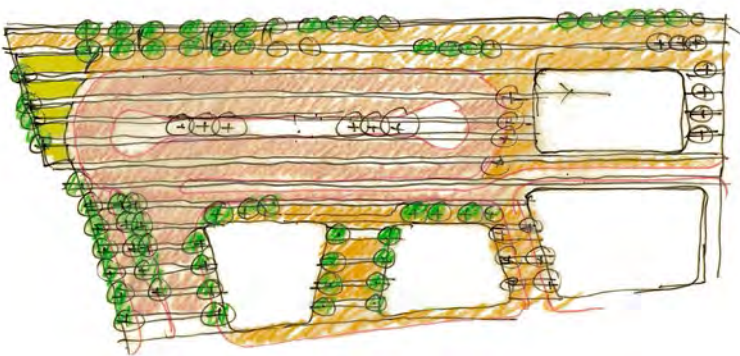
In setting out to conceive of the appropriate scheme for the ‘the Store’ site, Doma Group articulated its vision to its architect Bates Smart:

To create a landmark transport gateway that supports the growth of new high-quality urban development in Wickham and the surrounding areas.

1.1 NEWCASTLE BUS INTERCHANGE REF APPROVAL

A main limitation for the development was to preserve the design of an REF approved Newcastle Bus Interchange (NBI) to the rear of the site. The interchange entry was to be off Hunter Street via a new intersection upgrade and the kerb extents defined the maximum bus swept paths up to a height of 4.6m. Any development adjacent with or over the NBI needs to comply with these parameters and ensure suitable pedestrian linkages, sightlines are maintained to promote ease of access to a major new public transport facility. In addition to the NBI, a vehicle laneway is required to act as a kiss and ride drop-off for both the NBI and the adjacent rail station.

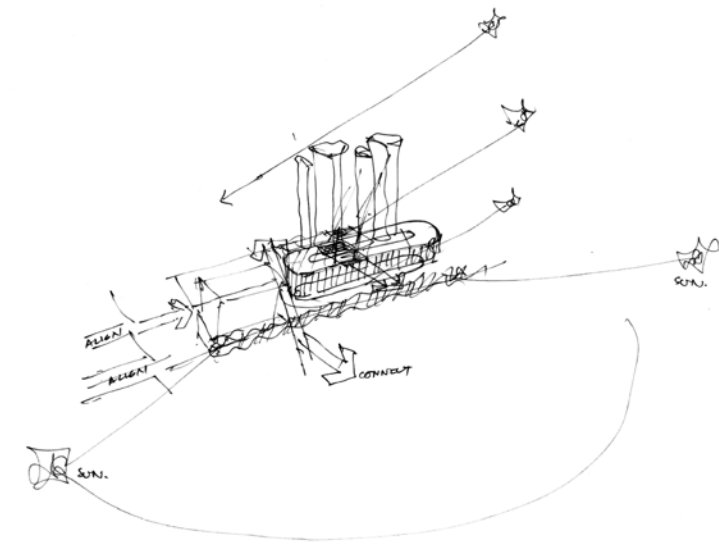
The GHD concept of entry and exit into the NBI via Hunter Street that had been endorsed by TFNSW and was part of the REF approval. This factor resulted in the low level of deviation from the design documented in the GHD Functional concept Design. While we acknowledge that the Vendor was seeking innovation in this aspect in particular, the efficiency of the design and the integration of the remainder of the scheme with the public realm delivered an effective ground plane strategy for the NBI. The particular innovation that results is the approach to podium level design, in our view this is an exemplary design solution.



GHD'S REF APPROVAL FOR THE NEWCASTLE BUS INTERCHANGE

Figure E.1
Key features of the proposal

2.0 VISION



Our vision for the redevelopment of ‘The Store’ is to create a **landmark transport gateway** that acts as a **catalyst** for new urban development in and around Newcastle West. We have divided the site via a series of pedestrian **through-site links** that generate **active edges** to building blocks. At the **heart** of the project is a **sun filled** pedestrian oriented ‘**Square**’ adjacent to the Newcastle Interchange that will create a place for people focused activities bordered by cafes and retail.

At the site of the former ‘The Store’ we have planned a **modern day trading store**. Smaller boutique retail linked via a network of laneways and plazas to create a vibrant pedestrian environment whilst flexible commercial space above ground gives opportunities for small business & start-ups to be located adjacent to a major public transport interchange. The resulting diversity, food & beverage offerings will act as new **meeting place** for residents on the site and the surrounding areas. The two multi-residential buildings above will contribute to the critical mass to transform the development into a truly **mixed used** precinct **to live, work and play**. A highly **sustainable proposition** for the future Civic Centre of Newcastle.



Vibrant Pedestrian Environment



Public Space



Live, work & Play



New Heart for Newcastle West

3.0

EXECUTIVE SUMMARY

MASTERPLAN / TRANSPORT HUB TRANSFORMED

The 12,000sqm 'L' shaped block is bordered by Hunter Street to the south, Stewart Avenue to the east and the Newcastle heavy and light Transport Interchange to the north. The site is divided into 3 parcels of land, two developable parcels and a Bus Interchange that occupies the northern portion of the site.

A 12 storey office building is proposed the site on Stewart Avenue whilst two 25-storey Residential towers + 4 storey podium occupy the site that face Hunter Street. The residential towers have been positioned on site to maximise solar access to both ground plane and meet required daylight hours to apartment living areas as per ADG as well as capture water views.

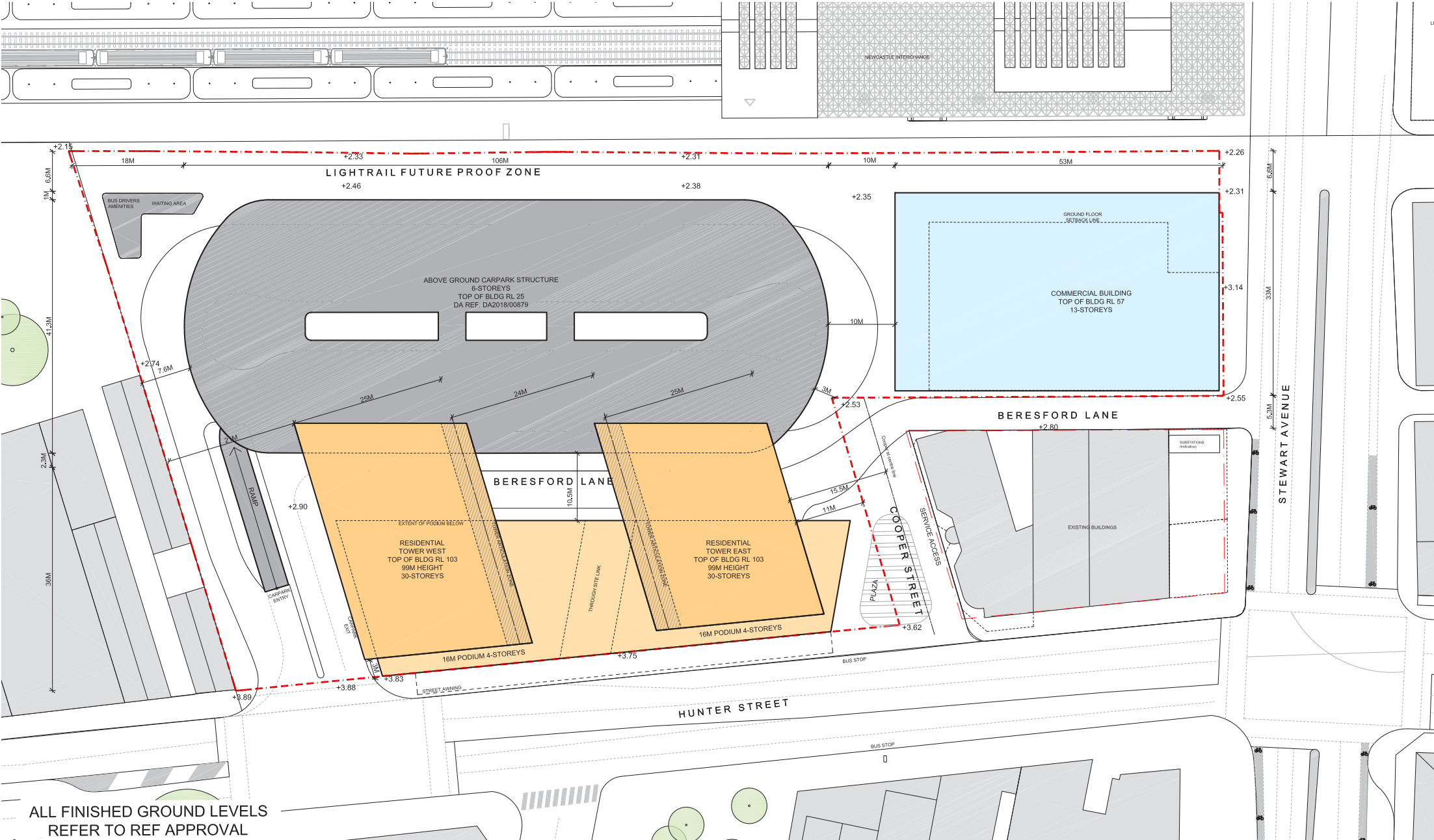
All sites have good street frontages to promote active and engaging streetscapes with ground floor retail, building lobbies. Beresford Lane flows into the site as shared ways. A 5 level carpark sits above the Bus Interchange. The multilevel carpark with a central void will provide weather protection to the buses and commuters alike whilst allowing good natural light penetration and full ventilation of the ground plane.

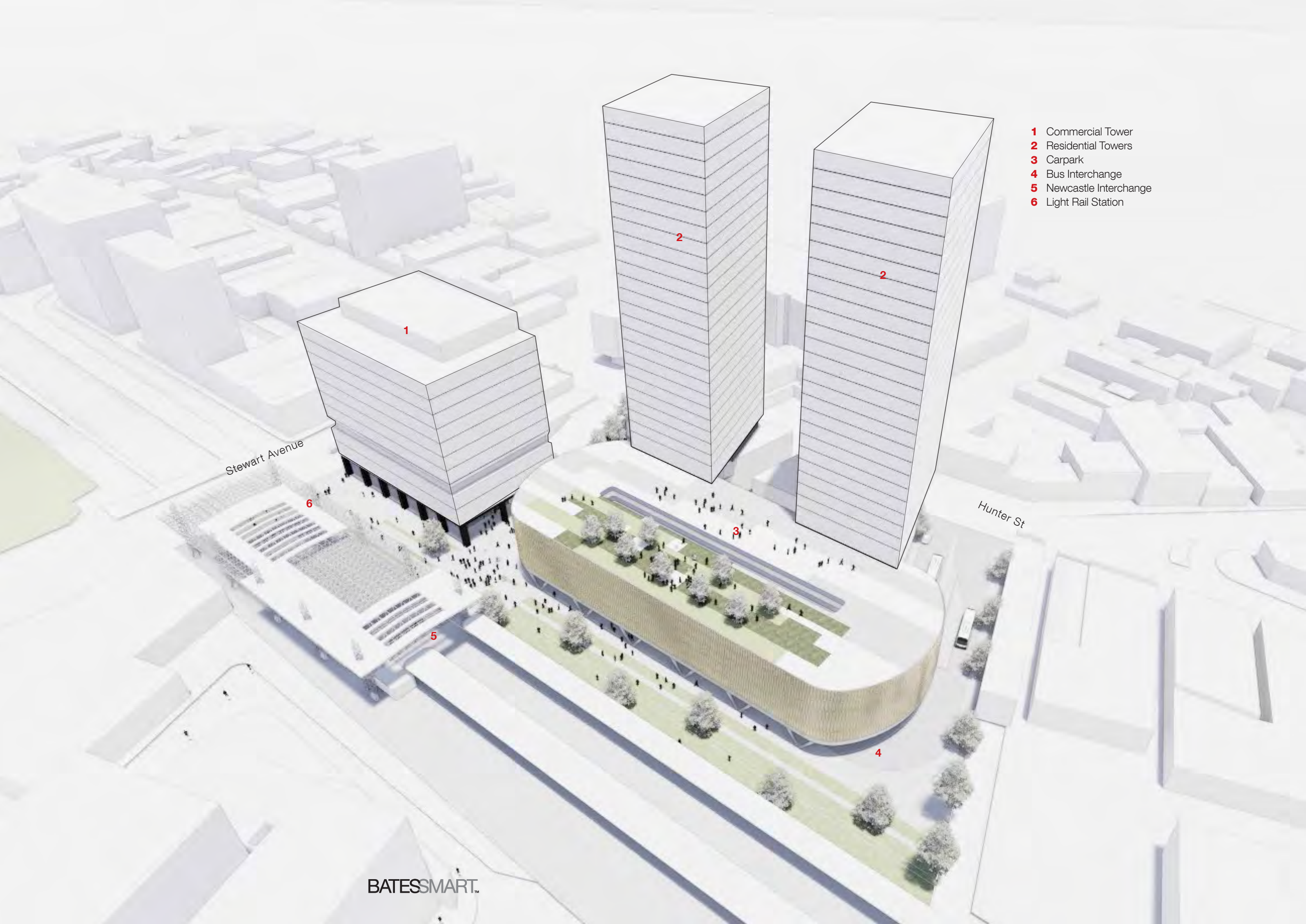
To the north of the site lies the new Transport Interchange. The master plan has been designed to connect and engage with the Transport Interchange through series of active public spaces.

Ground level is designed as permeable and pedestrian friendly with active building edges. Cafes, convenience stores and programmed plazas being part of the place making vision to transform this transport hub into a multilayered experience for social engagement.

The open area between the east residential tower and the adjacent block facing Hunter Street will become the focus for community activities. During off peak periods such as on the weekends or holiday season, this plaza known as the 'Cooper St Plaza' - could host a myriad of community oriented activities such as fresh food markets and festivals for people of Newcastle. A great way to celebrate the legacy of the Co-op Store that once proudly stood on the site.

On Stewart Avenue, a 12-storey commercial building forms the eastern gateway to the site and covered access via colonnades and awning along Stewart Avenue are proposed to provide shelter and mitigate adverse wind effects.

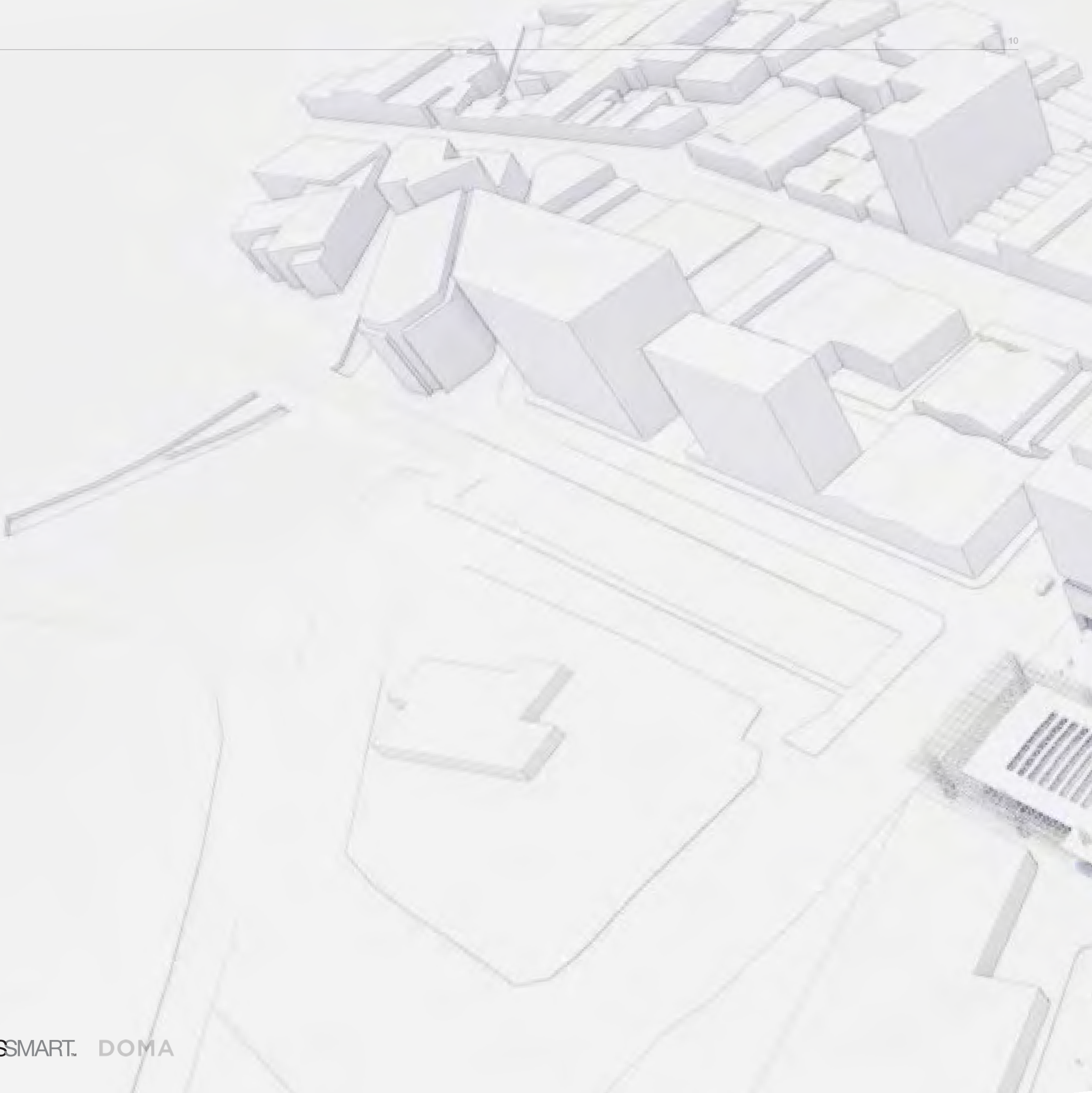




- 1 Commercial Tower
- 2 Residential Towers
- 3 Carpark
- 4 Bus Interchange
- 5 Newcastle Interchange
- 6 Light Rail Station

Stewart Avenue

Hunter St



4.0 SITE ANALYSIS

4.0

LOCATION

Arguably one of the biggest development projects in Newcastle. This site requires an experienced team with local market knowledge and a range of diverse development skills – transport, carparking, local scale retail, residential, pre-committed office for Government tenants and building management of the assets. Doma Group is unique in this market offering this diversity of knowledge, management and expertise across all these challenges.

The site is a 12,000m² ‘L’ shaped block bordered by Hunter Street to the south, Stewart Avenue to the East and the Newcastle Transport Interchange to the north. It presents several opportunities for development.

The Newcastle LEP imposes a generous height limit for the area so the development can make its mark in the Newcastle skyline. Balancing the optimal mix with volumetric space available will be critical to successful take-up. The potential FSR of the site must be balanced against the realistic market depth (and increasing residential supply) and the importance of delivering a high quality public realm on the ground plane. Doma Group considers its proposal has successfully addressed this balance in the appropriate measures.

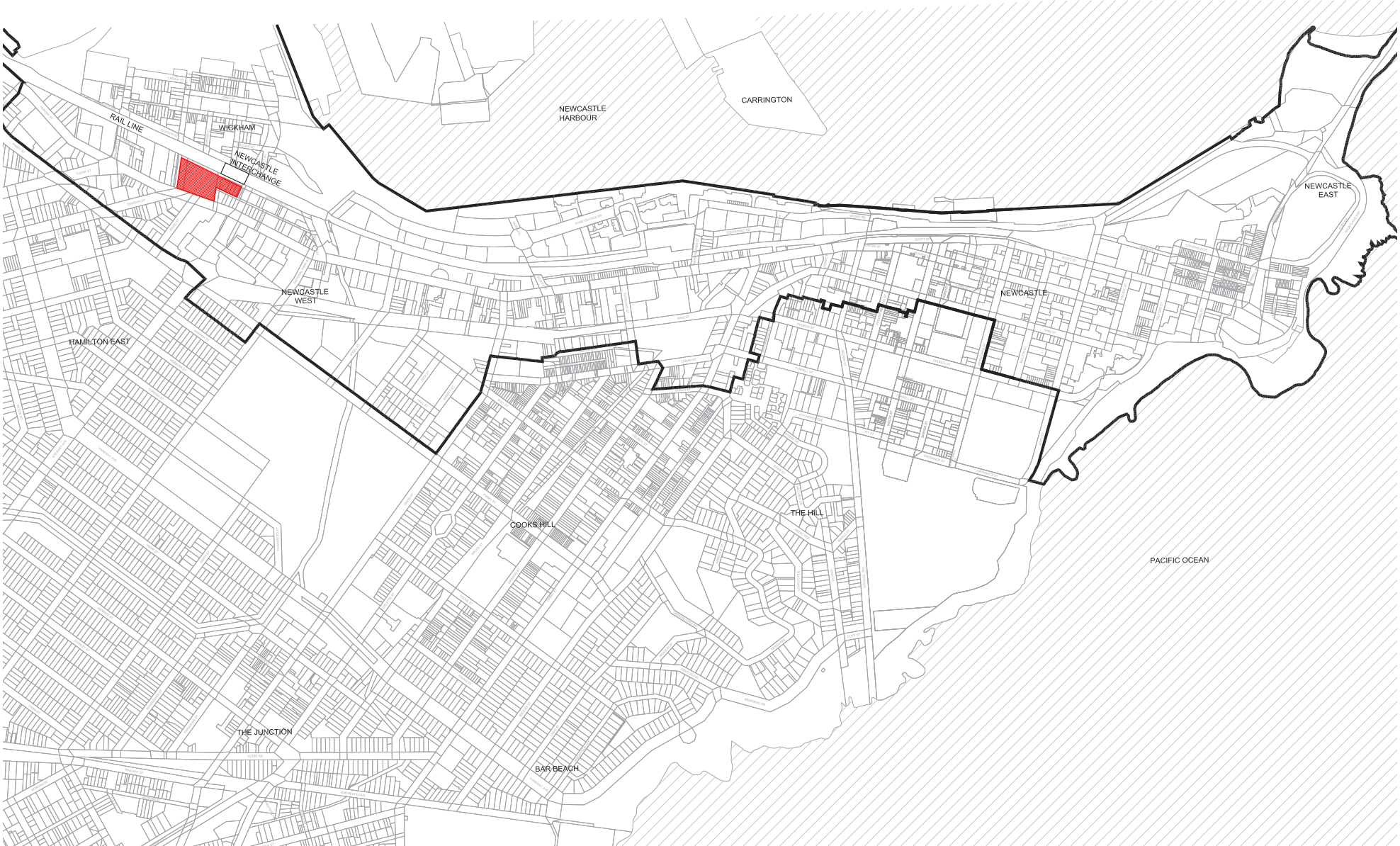
Important features of the site that were identified early and continued to refine the design approach for, included:

- the permeability of the site with various cross street reference points
- the opportunity for through site links that favoured pedestrian movement over other transport modes
- the importance of maximising solar access to the Bus and Coach Interchange and the through site links
- the relevance of Hunter Street as the primary street in Newcastle and the potential danger of the development turning its back to its southern frontage on Hunter Street
- the presence of a strong corner position in the eastern boundary to anchor a prominent building, with the whole development forming a gateway to the Newcastle CBD
- the requirement to provide acoustic and visual separation of residential development from a busy public transport interchange
- the careful consideration of the scale of the retail offering so that the primacy of existing retail centres, assisting in bringing people back to the East End as desired in the Newcastle Urban Renewal Strategy
- the presence of a strong corner position in the eastern boundary to anchor a prominent building that houses the largest NSW Government workforce outside of Sydney.

However, the primary design objective was to create a ground plane that provided a high-functioning and attractive gateway interchange that would “maximise accessibility to and within the city centre and prioritise public transport, walking, cycling to reduce private vehicle use” as required by the Newcastle Urban Renewal Strategy (NURS). The development of the non-interchange components of the property are recognised by Doma Group as the mechanism by which the interchange is effectively funded, so it was always paramount that the interchange was not compromised by the rest of the development.

To this end, these objectives have led our thinking as we worked through the masterplan with the highly innovative and nationally recognised architect, Bates Smart.

In terms of urban design excellence, Bates Smart is already included in the NSW Government Architect’s Strategy and Design Excellence Scheme. They are working with Doma Group on our development at 42 Honeysuckle Drive and recently presented very successfully to the Urban Design Consultative Group (UDCG) on that proposal. The result was that Doma Group was advised to proceed directly to submission of the DA, without further need to meet again.





PACIFIC OCEAN

NEWCASTLE CBD



CIVIC

HONEYSUCKLE



LIGHTRAIL CORRIDOR

NEWCASTLE HARBOUR

STEWART AVE

NEWCASTLE INTERCHANGE

THE STORE

HUNTER ST

RAIL CORRIDOR

BATESON RD

4.1 EXISTING CONDITIONS

The site contains collection of existing buildings known as 'The Store' that includes an open deck carpark off Stewart Avenue. These buildings have been approved by Transport for NSW for demolition and will be removed by the end of 2018.

It is bound to the north by the rail corridor & Newcastle Interchange that includes a light-rail corridor currently under construction.

'The Store' building fronts Hunter street, a major east-west road through Newcastle CBD.

- The general vicinity contains the following features:
- 1. 'The Store' building (General Heritage Item)
 - 2. Carpark structure 'open deck'
 - 3. Signalised vehicle entry
 - 4. New commercial building (under construction)
 - 5. Cambridge Hotel (General Heritage Item)
 - 6. Quest Newcastle West Apartment (General Heritage Item)

A REF approval secured by TFNSW relates to the demolition of the existing buildings as well as the development of a proposed bus interchange, known as, Newcastle Bus Interchange (NBI).





FORMER 'THE STORE' BUILDINGS BEING DEMOLISHED



4.2 SITE HISTORY

The site was part of an important aboriginal area, providing access to the shore line, Hunter River delta and the wider hunter region for the local Awabakal and Worimi peoples.

Its initial European settlement in late 1797 was industrial in nature as Newcastle thrived as a strategic river port due to the extensive coal deposits.

The co-operative society purchased the land and developed it until the 1980's

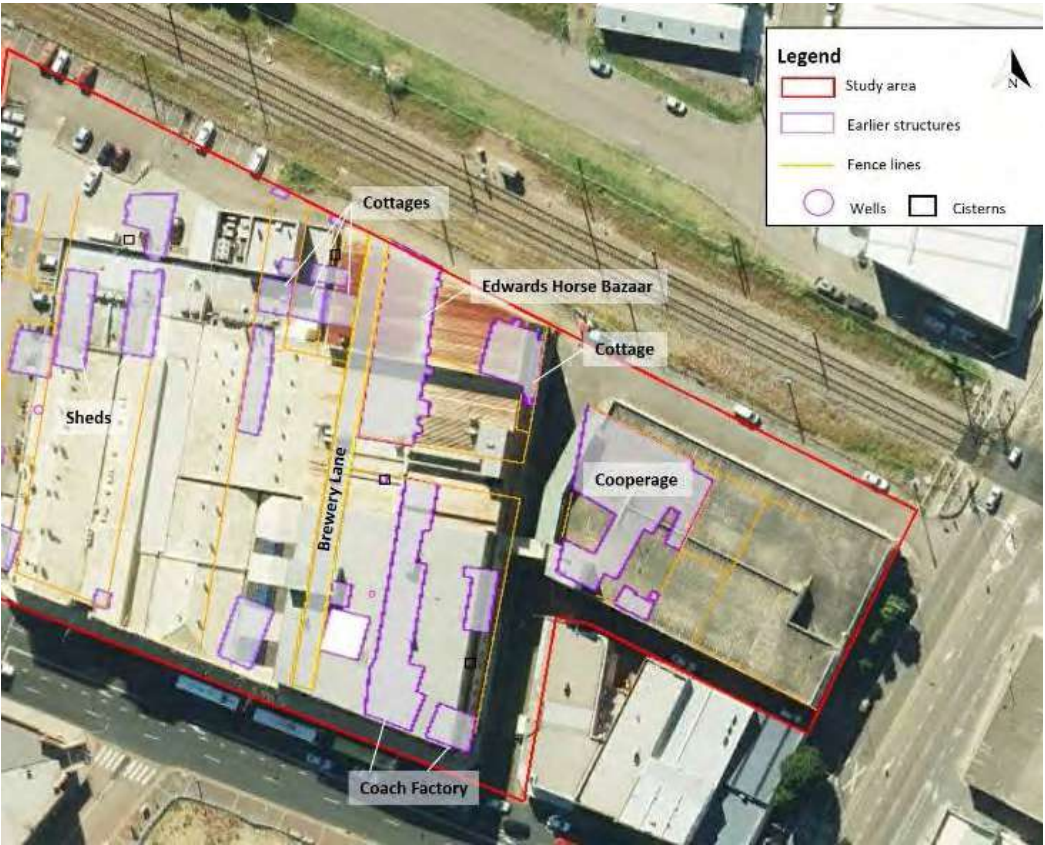
The building supported the needs of the working class community and gathered the local merchants and traders to a single site.

The site continued to be a retailer hub until its vacancy in 2015.



OBSERVATIONS

- / Industrial significance
- / Local retailers
- / Cooperative buy and sell strategy
- / Community based
- / Need based goods and services
- / Fed into the wider Newcastle and Hunter region
- / Place of growth and innovation
- / Strong retail based architectural address
- / Significant street presence
- / Multiple architectural types



The first built forms on the site featured a series of timber weatherboard factories and cottages with brick chimneys and corrugated sheet cladding. 1896

In 1905, the co-operative began construction on a two-storey cavity brick building with an ornate parapet and wide footpath awning. The building was completed in three stages. a symmetrical assembly of a central building and two flanking wings.

In 1928, additions were made between the co-op building and cooper street. Ornamental parapet was removed and replaced with a single element matching the new building. This new addition attempted to continue the original facade, with arched windows.



4.3 SITE HISTORY TIMELINE



...Aboriginal inhabitants

The Awabakal and Worimi peoples are acknowledged by Council as the traditional custodians of the land and waters of Newcastle.

Aboriginal people lived a very rich and vibrant existence in and around Muloobinba (Newcastle) and the Coquon (Hunter River). Food was abundant in marine life and bush tucker.

1840

"The Store" site was part of a 20 acre land grand that was located just north of the Australian Agriculture Company's 2000-acre coal mining area that was established in the 1820's. The mining works saw an influx of British immigrants to the Newcastle region that made up a large working class.
The site is located along what was a private coal railway that later turned into the Great Western railway leading into the City of Newcastle.

1880's

"The Store" site was unoccupied but a street map was developed and the land subdivided. Carlton Street, (now Hunter Street) gave the site its address and the Great Northern Railway was fully operational, bringing in good and people to the growing city.
The narrow laneway through the site, Brewery Lane, was used by the adjacent Castlemain and Great Northern Breweries to transport goods to and from the rail line.

1890

Several residential and commercial premises set up shop on site. These included:

- Edwards Horse Bazaar
- A Cooperage (that fed into Newcastle's wider brewery industry)
- A Coach Factory
- Sheds and cottages
- Cisterns and wells

1902

The Co-operative society purchased a small weatherboard shop on 'The Store' site. The shop was opened and operations began.

2020

?

Multiple retail occupants have used 'the store' site including a franchise of Parklea Markets and large discount stores such as Paul's Warehouse. In September 2015, Urban Growth NSW purchased the vacant store.

1990-2015

The Pink Elephant Markets moved in to the building and continued its retail use. It remained there until 1989 after an earthquake damaged the facades.

1981-89

The co-op closed in 1981 and vacated the 'the store' premises. The Store came under growing pressure from the increasing number of large shopping complexes and huge specialist grocery and electrical chains.
Further extension were made to the building in 1977 to increase membership without success.

1981



ARCHITECTURAL DESIGN REPORT



1906

The first wing of the new co-operative building was open. The old coach factory was demolished to make way for the development.



1908

The first co-operative bakery was opened on the premises, serving more than 4, 000 loaves each week.



1910

The central portion of the building was opened in 1910.



1911

The bakery was extended, now serving 15,000 loaves of bread. The bakery was vital to the growing population in the Newcastle region.



1914

The third stage of the store building was realised, completing the initial architectural plan. The new space provided a pastry bakehouse, refrigeration plant and bulk storage.

1950-60's

The co-op boomed post war and extensions were made to the back of the building.
Membership: 50, 000 and sales exceeded 5 million pounds.
They still had 85 horse drawn vehicles delivering goods.
The cooperage, still operating at this time was demolished for a 4 story car park in 1960.

1936

A new art Deco style extension designed by architect John Oldman was added to the west. This included a car service station and workshop, a tailor, a restaurant and staff social worker. A single story basement was located under the 1928 extension. The bakery moved to a new, off site premises for more space

1928

To keep up with growth, the store was extended to the east. The decorative parapets of the older complex were removed and replaced by a single element matching those of the new building.

1920's

The stores membership and use grew exponentially and distributed 100,000 loves of bread a week across the Hunter Valley region via home deliveries.



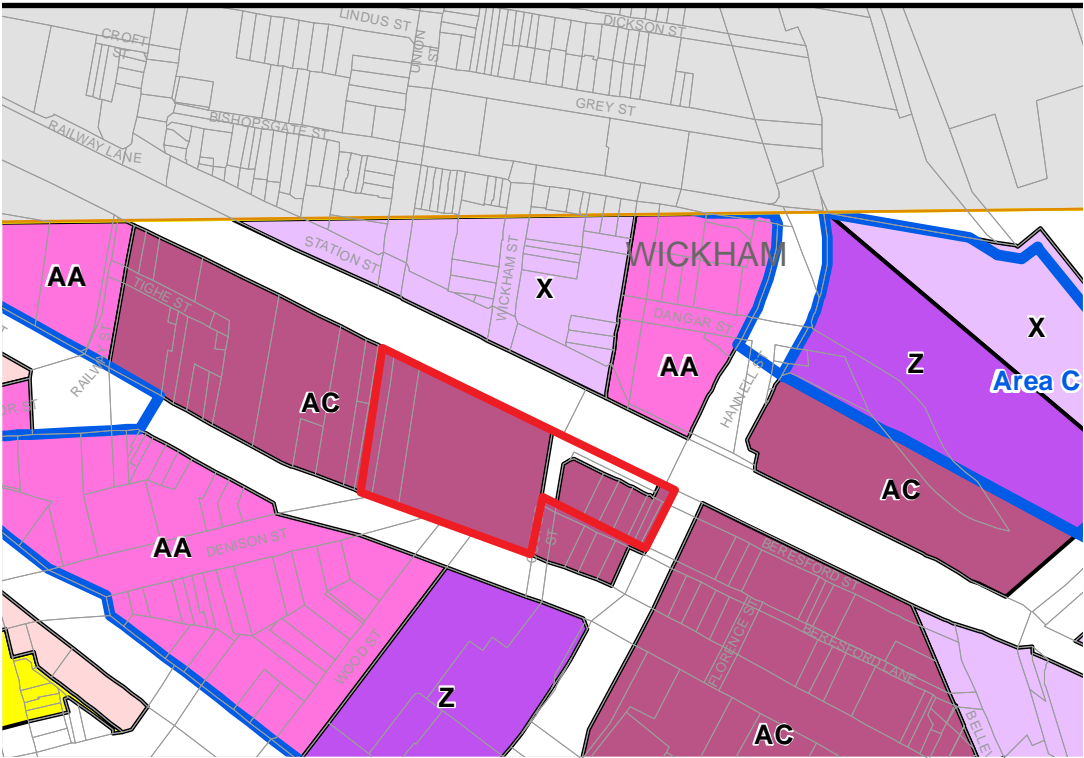
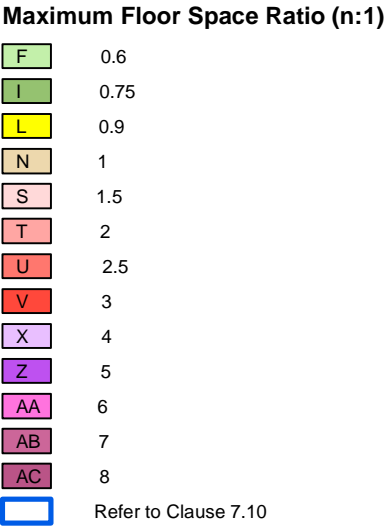
4.4 PLANNING CONTROLS LEP

As prescribed by the Newcastle Local Environmental Plan 2012 (LEP), the FSR for the subject site is 5:1. The total site area is 12,028sqm resulting in a maximum allowable GFA of 60,140.

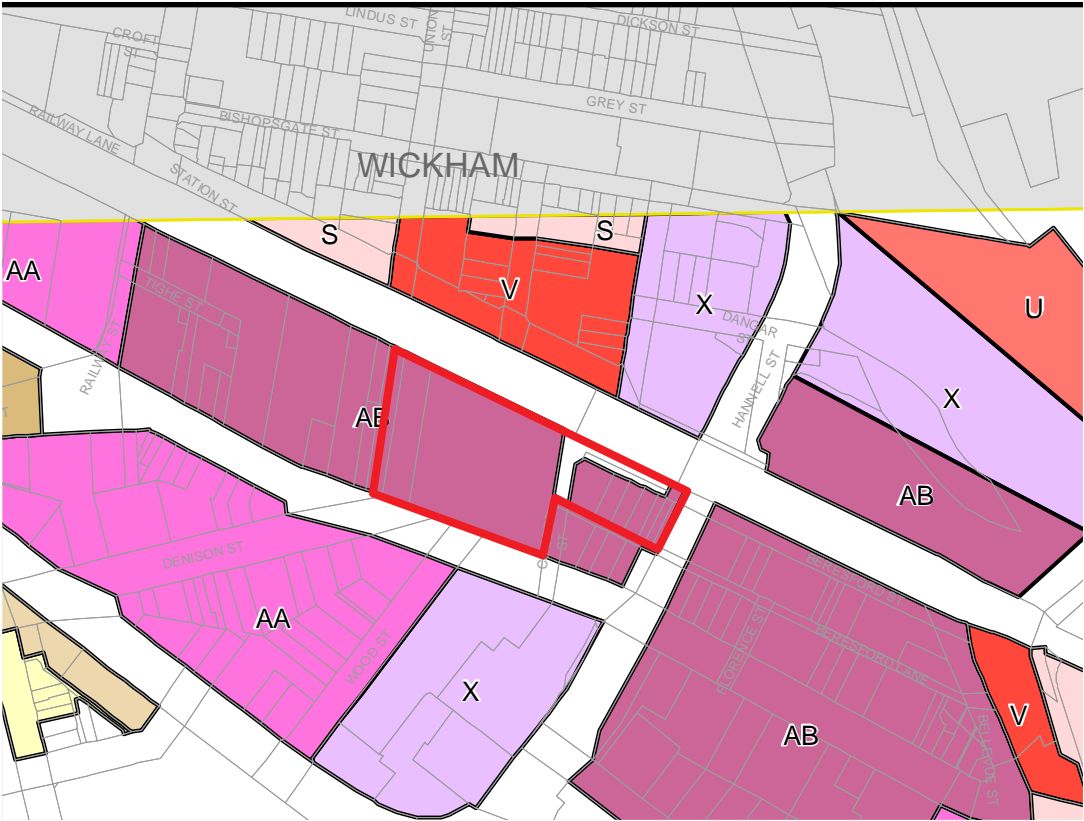
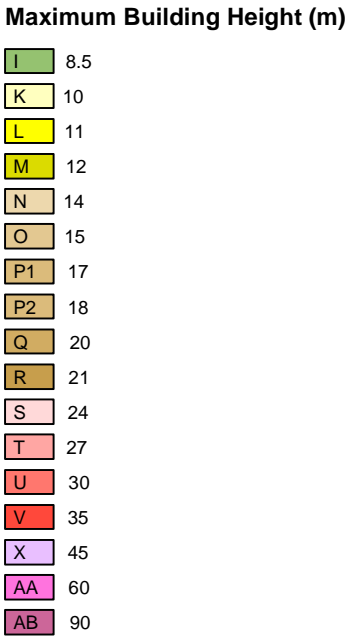
The height limit designated to the site in the LEP is 90m.

Building separation must be 24m above 45m height.

The minimum building street frontage is 20m.



FLOOR SPACE RATIO MAP FROM NEWCASTLE LEP 2012 - SUBJECT SITE OUTLINED IN RED



BUILDING HEIGHTS MAP FROM NEWCASTLE LEP 2012 - SUBJECT SITE OUTLINED IN RED

4.5 PLANNING CONTROLS DCP

As prescribed by the Newcastle Development Control Plan 2012 (DCP2012), the site is subject to a number of built-form controls. The following diagrams extracted from the DCP document outline the key controls.

The DCP prescribes a generic streetwall height across Newcastle of 16m. The Store site has a site-specific streetwall height control along Hunter Street of 8m & 16m along Stewart Avenue. It is unclear of the significance of this reduced figure along Hunter Street considering the existing parapet height of The Store building parapet height is approximately 13m in height.

Above the streetwall height the DCP requires a setback of 6m. Side & rear setbacks are to be nil up to 16m in height and should setback 6m above streetwall height up to 45m and 12m above 45m in height.

The DCP does allow for variation to this control and is described in an alternative solution as: “The street wall height of new buildings may vary if the desired future character is to maintain the existing street wall height of neighbouring buildings, such as heritage streetscapes”

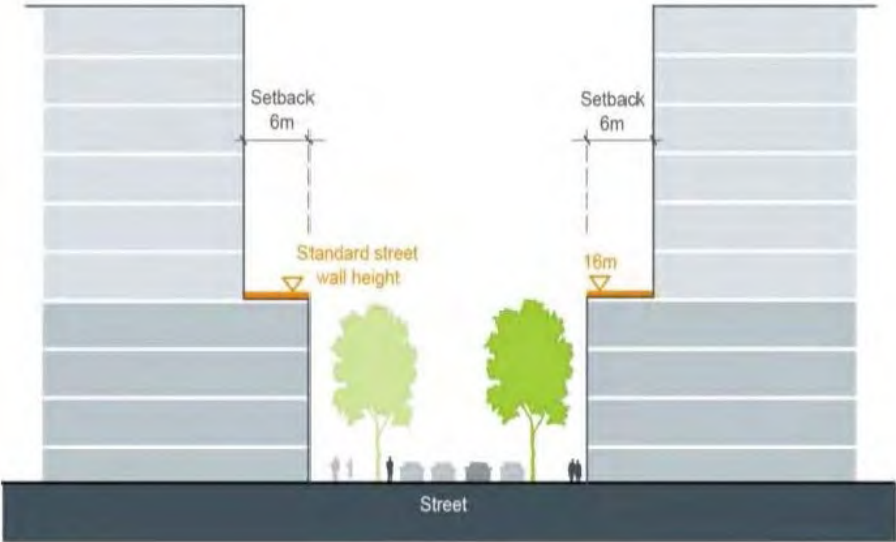


Figure 6.01-11: Section showing the typical 16m street wall height and typical 6m upper level setback

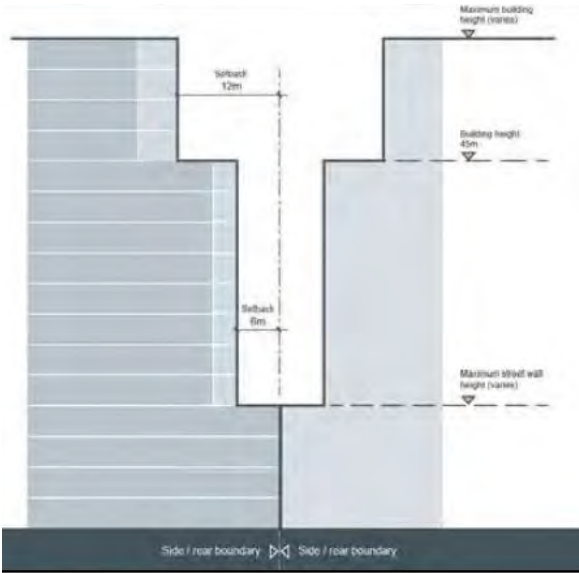


Figure 6.01-13 Section illustrating minimum side and rear setbacks

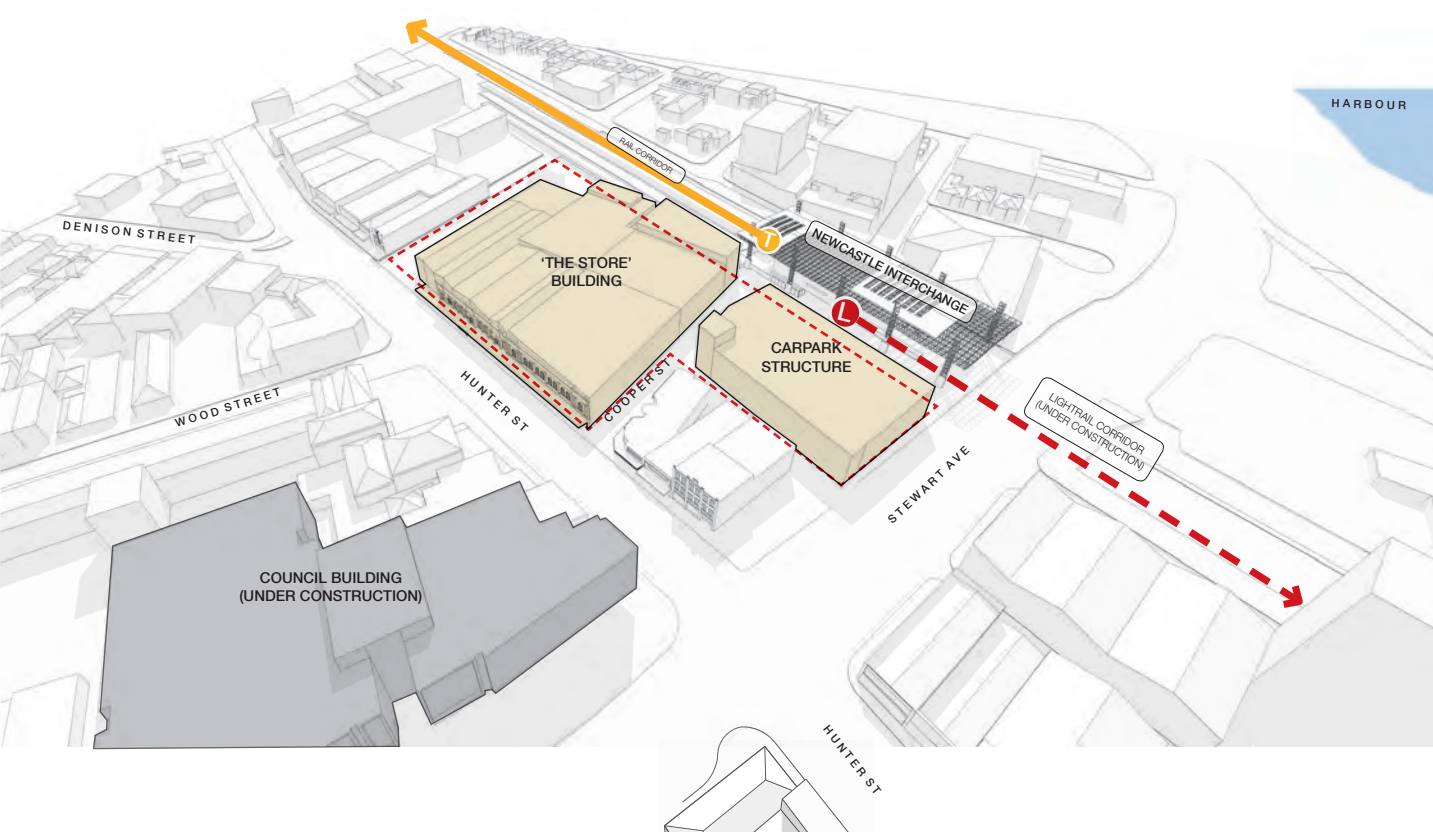
Table 6.01-1: Minimum setback for side and rear boundaries

Minimum setback for side and rear boundaries		
Part of building	Side boundary	Rear boundary
Below street wall height	Nil	Nil
Between street wall height and 45m	6m	6m
Above 45m	12m	12m

- 22m street wall height
- 18m street wall height
- 14m street wall height
- 10m street wall height
- 8m street wall height
- block pattern
- public open space
- city centre boundary



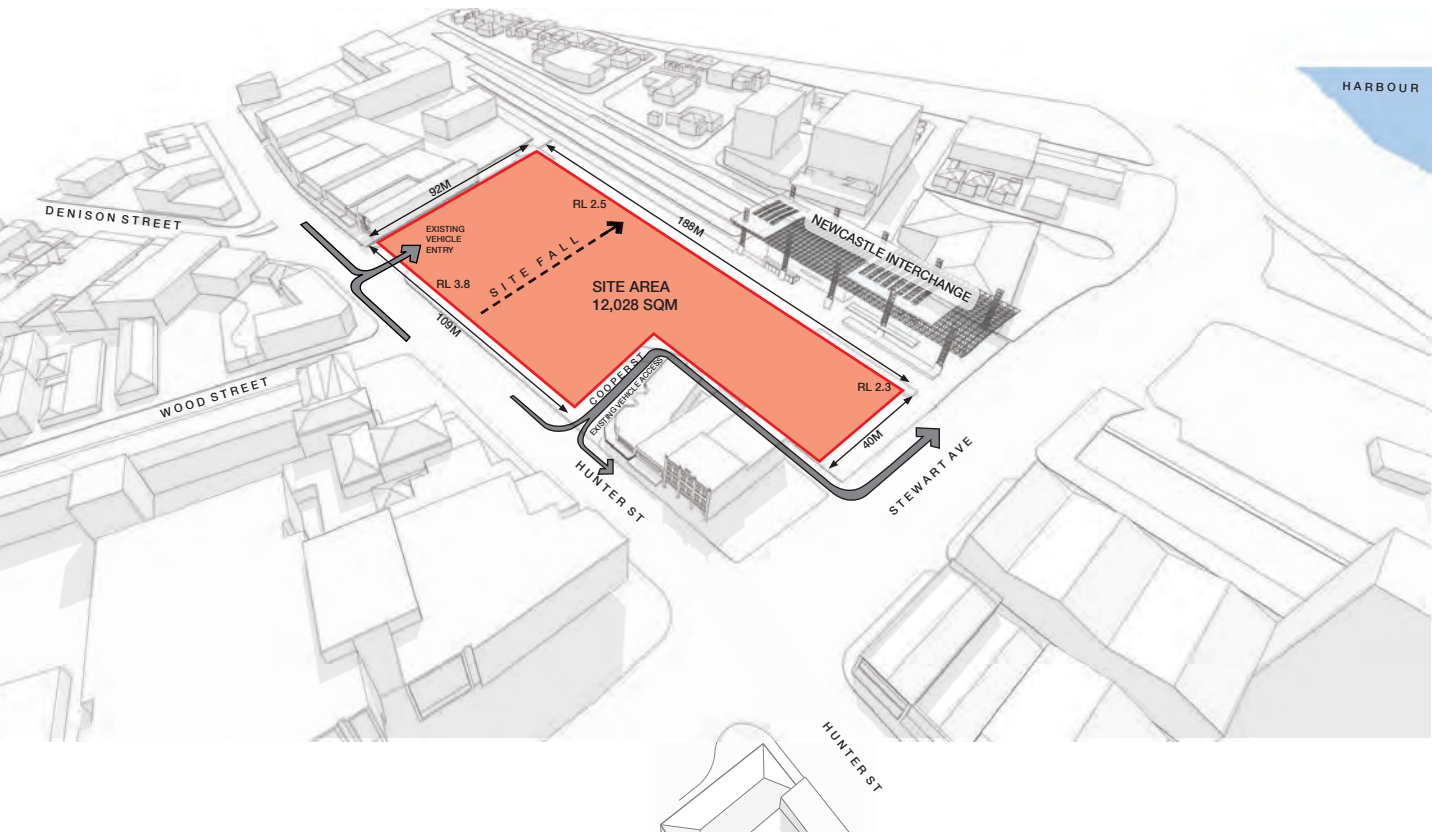
4.6 SITE ANALYSIS



1. EXISTING SITE BUILDINGS

The collection of existing buildings on the site reflect its eclectic history. These buildings were approved to be demolished by TFNSW under the REF approval. All buildings will be removed by the end of 2018 to make way for the new development.

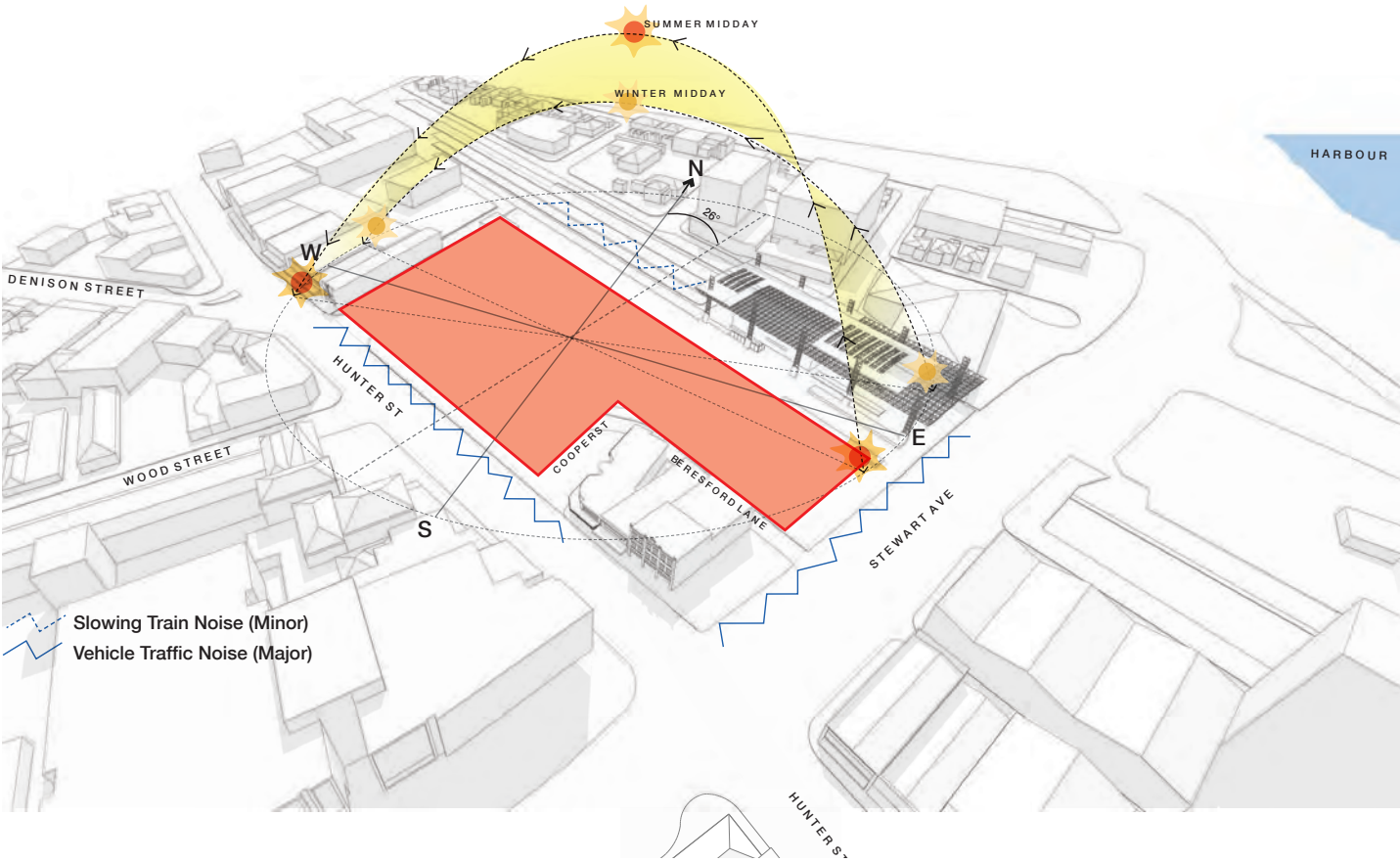
The Newcastle Interchange to the north is a major public transport hub for the city and the lightrail, currently under construction, will replace the heavy rail line that will link Wickham with the eastern CBD and beach.



2. SITE PARAMETERS

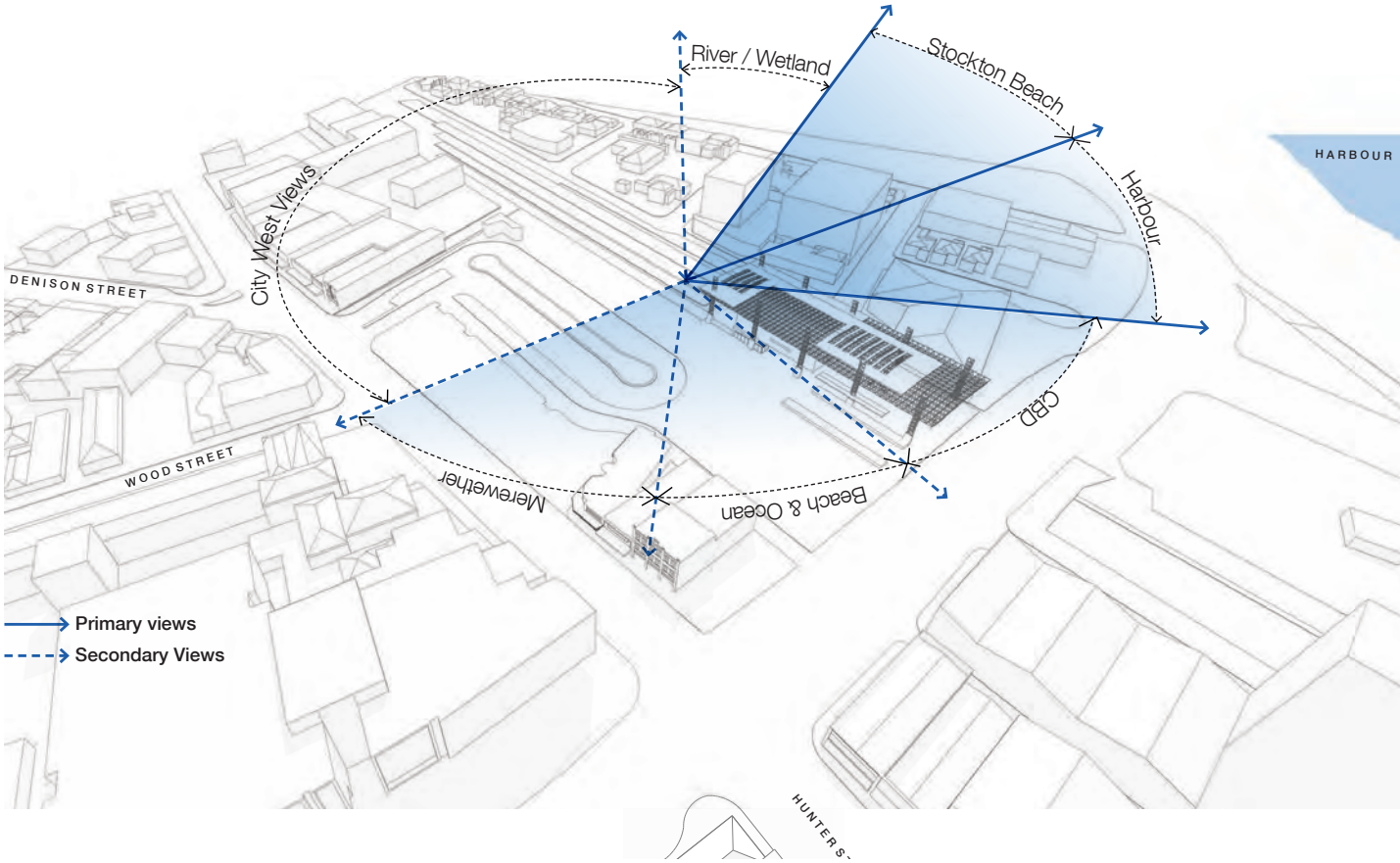
The site occupies an area of 12,028sqm with multiple frontages. The main street frontages are to Hunter Street (109m) and Stewart Avenue (40m). Smaller lanes of Cooper Street and Beresford Lane provide service access to the site. Existing vehicle entries to the site occur at western edge via a signalised intersection.

The site falls approx. 1.5m from Hunter Street towards the rail corridor to the north.



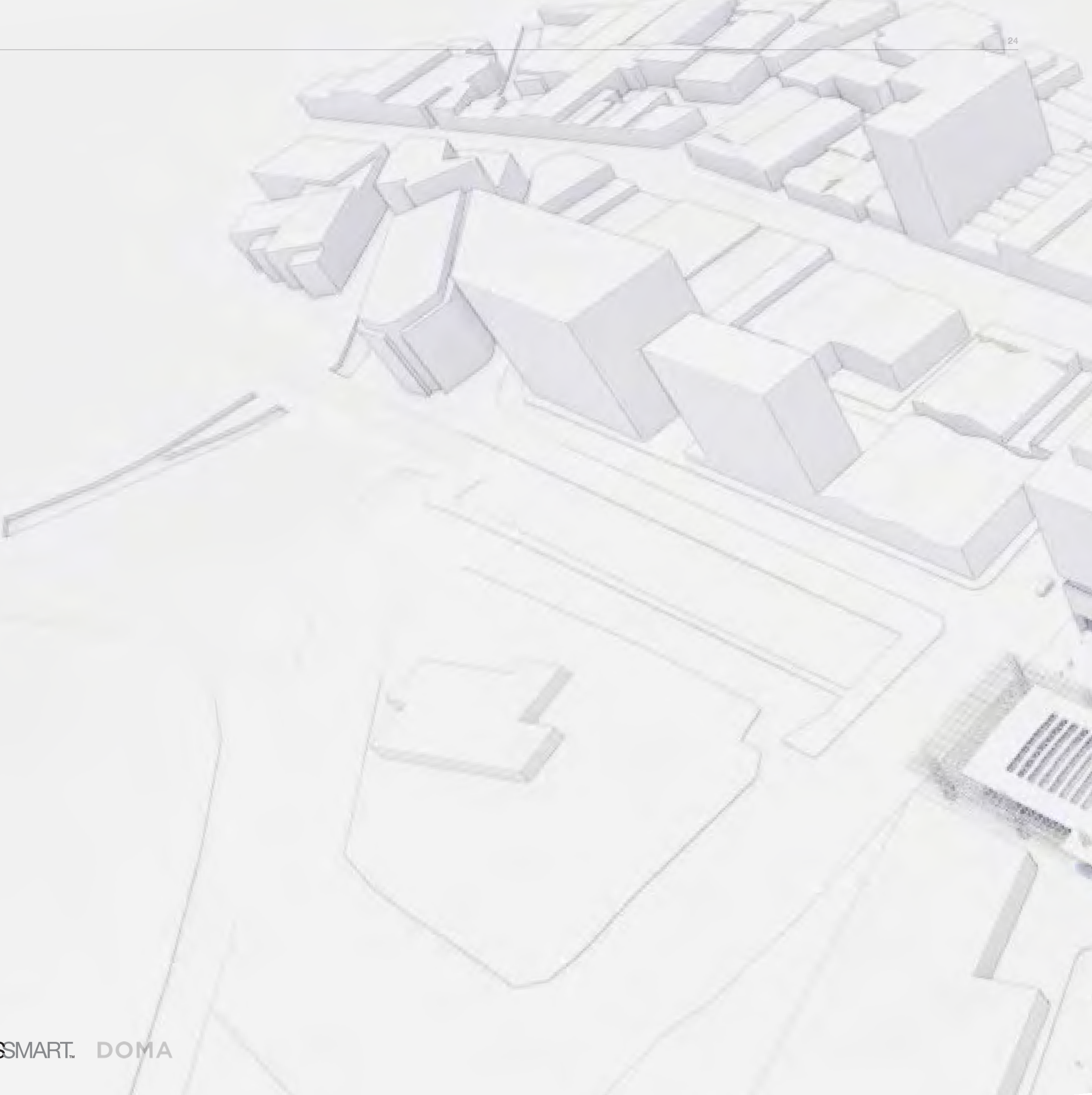
3. ENVIRONMENTAL ANALYSIS

The site's longer boundary is oriented 26 degrees east of a perpendicular axis to this boundary which gives good opportunity to northern daylight. The major roads of Hunter Street and Stewart Avenue create traffic noise as well as impact from heavy rail to the north.



4. VIEWS FROM SITE

Located close to Newcastle Harbour, with relatively low rise scale of development surrounding the site affords the site good views in all directions. The primary view corridor is to the northeast across the Harbour towards Stockton Beach, Nobby's Head and Newcastle CBD to the east. Views are possible to the south and southeast towards Merewether and the coastline beyond.



5.0 MASTERPLAN FRAMEWORK

5.0 URBAN DESIGN STRATEGY

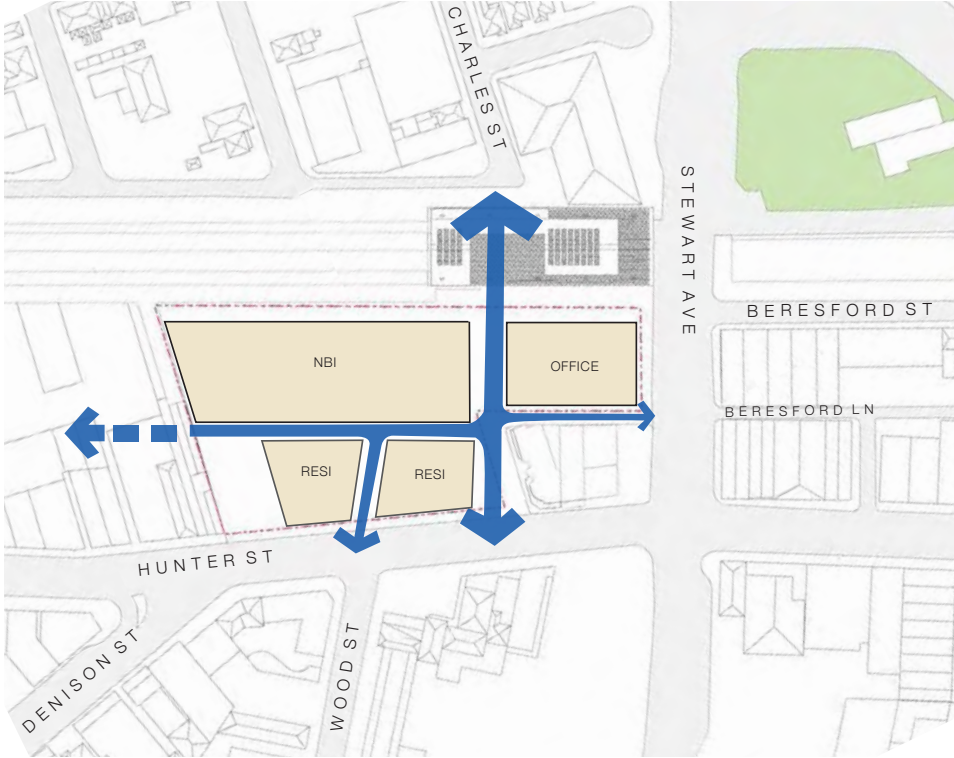
The following diagrams outline the urban design strategy to define the built form, site parcels and pedestrian linkages across the development.



1. EXTEND EXISTING CITY GRID INTO SITE

Legibility and way-finding parameters within cities are critical to ensure navigation and create safe active urban environments.

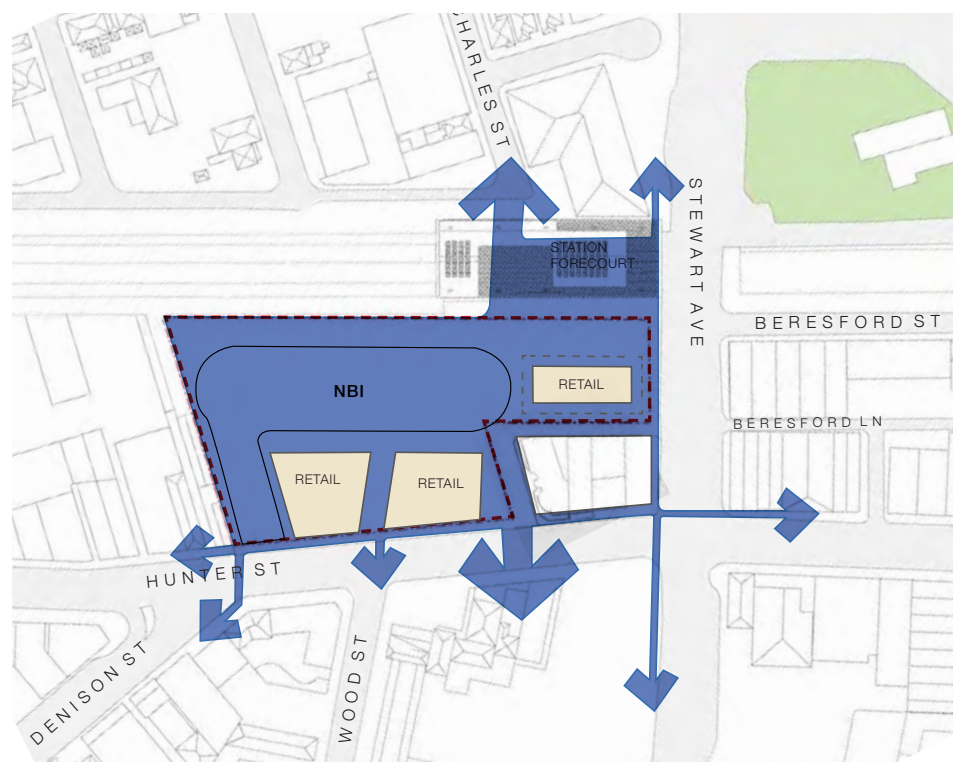
The site, occupying a large area will comprise multiple buildings that contribute to defining the pedestrian & vehicle networks. At commencement of the project we studied the existing urban grid defined through existing surrounding streets and lanes to uncover clear development patterns.



2. CREATE A FINE GRAIN NETWORK OF STREETS AND BLOCKS THAT CONNECT TO EXISTING STREETS

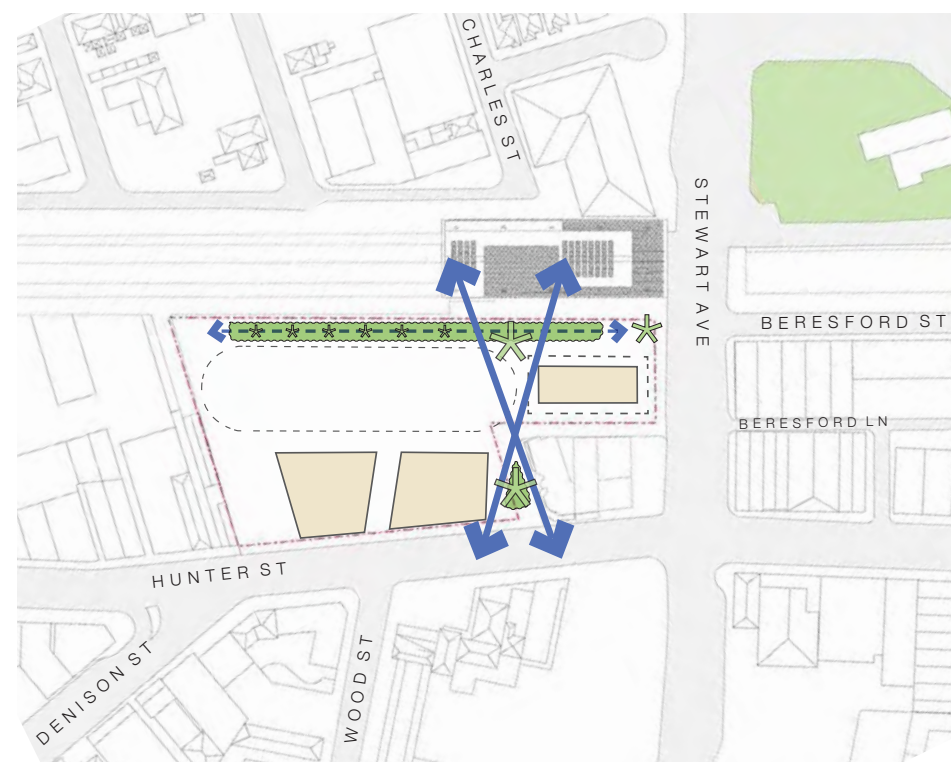
The resulting network created potential built edges that reflected the axis of existing context to reinforce pedestrian access through to key nodal points such as Newcastle Interchange, Hunter Street and longer east-west axis perpendicular to Stewart Avenue.

Our design strategy is derived from our detailed understanding of the context, study of desire lines and a vision for place making.



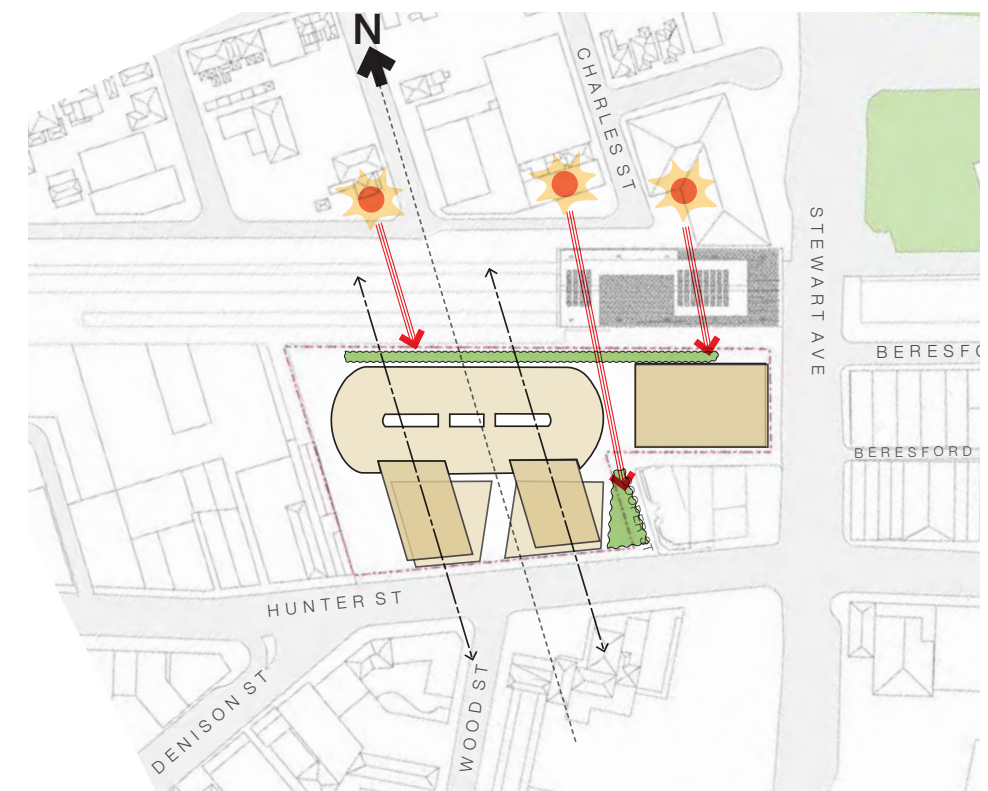
3. A CONTINUOUS URBAN CARPET

The importance of the public transport infrastructure and its need for appropriate space led to a desire for public domain to form a series of interwoven open spaces linked via pedestrian routes, known as "Urban Carpet".



4. PEDESTRIAN GATHERING NODES

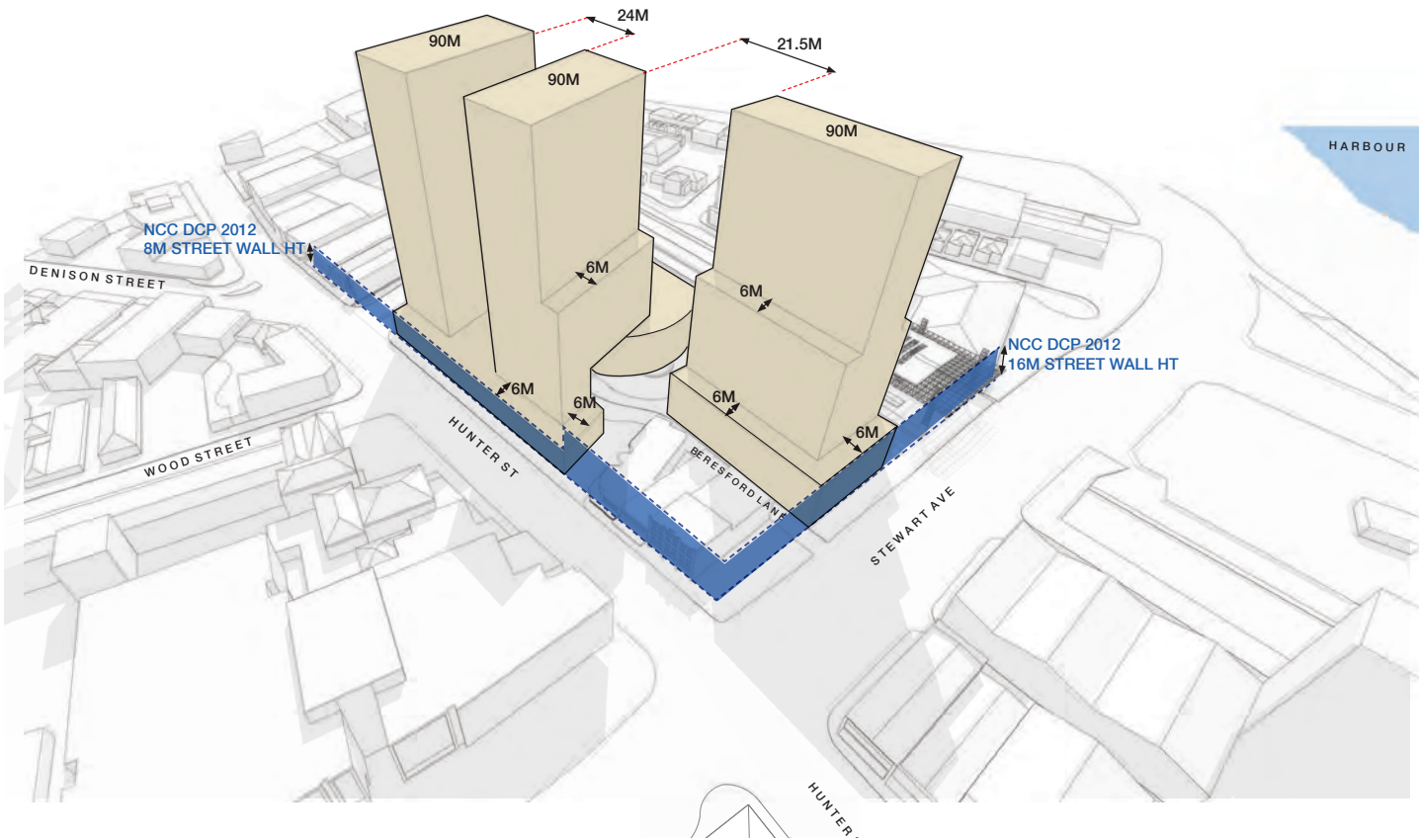
At key entry points to the site site-lines and resulting geometry creates opportunities to define larger gathering spaces such as Plazas through built edges and landscape design.



5. BUILDINGS ORIENTATED TO FACILITATE DAYLIGHT ACCESS TO PUBLIC DOMAIN

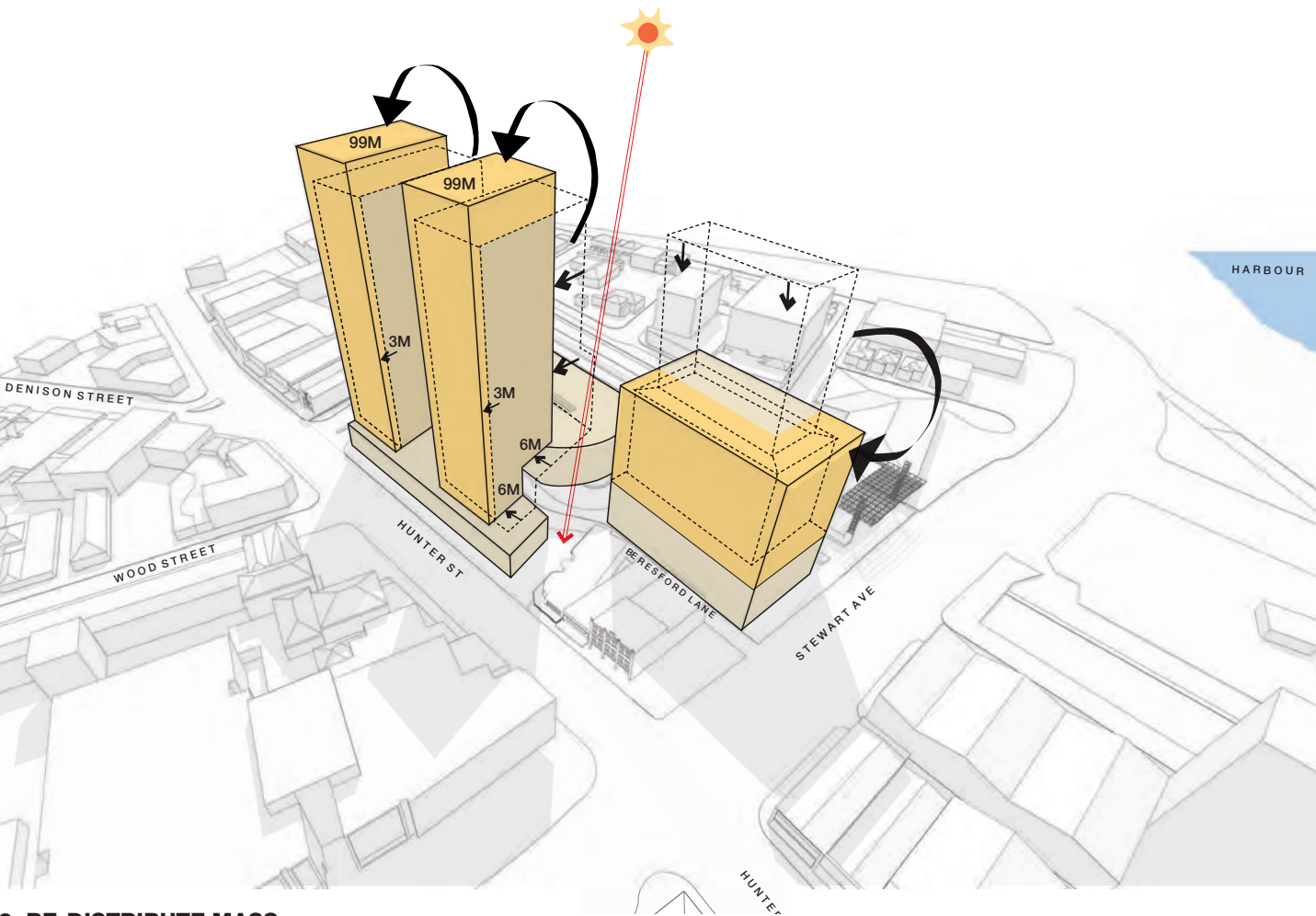
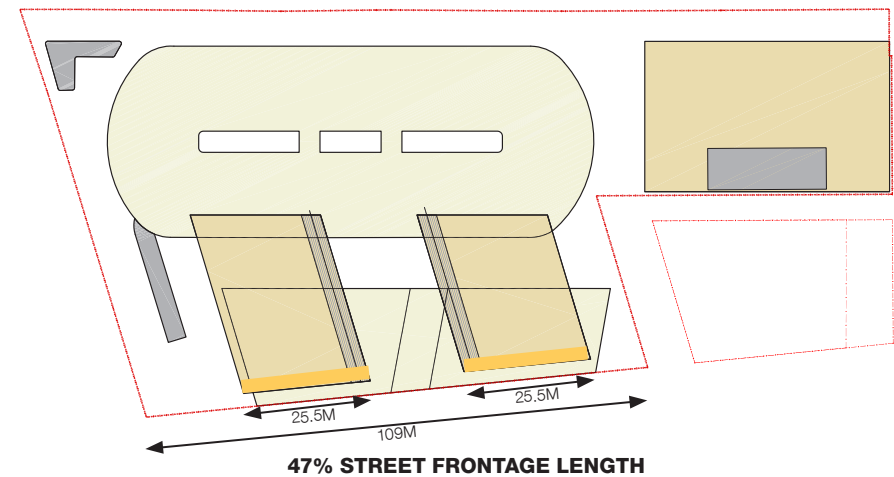
The larger buildings over respond to the north axis and Hunter Street alignment to reinforce the major street whilst providing daylight access to the plaza.

5.1 BUILT FORM APPROACH



1. BUILT-FORM CONTROLS MASSING

As prescribed in Newcastle City Council LEP & DCP, the following development massing and height is potentially achievable across the site. The key planning controls are a height limit of 90m with an FSR of 8:1. This affords the site a possible 96,224sqm of developable Gross floor area. The DCP defines a street wall height of 16m along Stewart Avenue, which is generally applied to each street in Newcastle, however, along Hunter Street the Store site is subject to a site specific streetwall height control of 8m. It is unclear what is determining this height control considering the existing Store building parapet height is approx. 13m. Other DCP built form controls include a 6m setback above streetwall height up to 45m and a further 6m up to the LEP height limit of 90m.



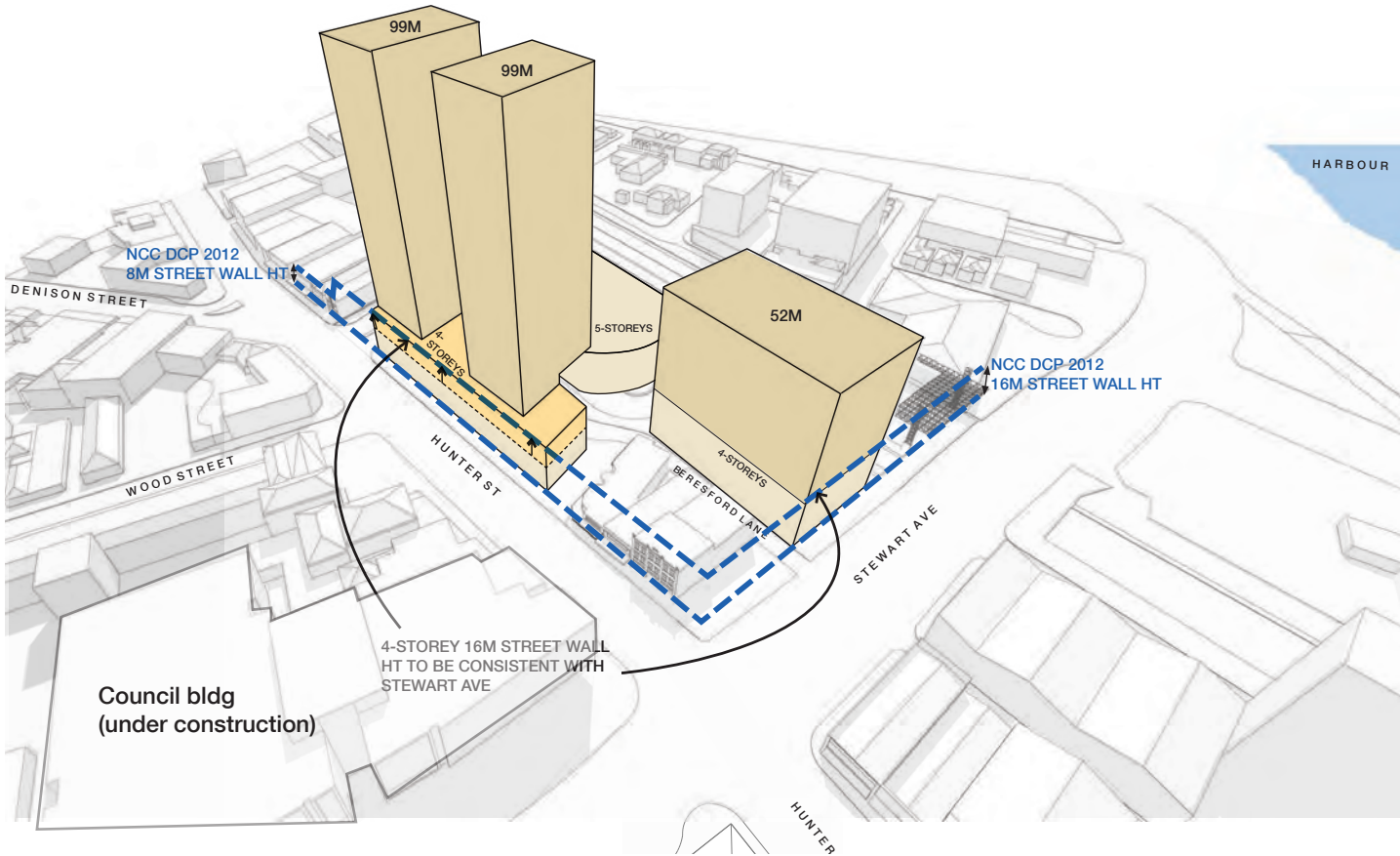
2. RE-DISTRIBUTE MASS

Our approach to the site has been carefully considered and analysed to ensure the outcome adheres to the following principles:

- /building footprint sizes that create slender tower forms that act as markers for the major transport interchange
- /built form that allows for daylight access to key public domain areas
- /compliance with the key Apartment Design Guide considerations in relation to: building separation, overlooking & privacy, daylight access & cross-ventilation
- /maximise amenity for occupants through ensuring key views & outlook.

To achieve these outcomes our proposal re-distributes the area for the taller residential towers from longer floorplates to smaller footprints. To compensate for this improvement the towers are to extend to the 99m height, and will be setback consistently 3m above streetwall height. This will have minimal perceived difference when viewed from street level yet still achieve separation between podium and tower forms. The overall tower frontage dimension of 51m results in a 47% street frontage length. The commercial building on Stewart Avenue is proposed to reduce in height from the allowable 90m yet be comprised of larger commercially viable floorplates to create a consistent massing. The overall site FSR is less than the allowable 5:1 FSR.

Two residential towers are located on The Store site facing Hunter Street. The buildings are designed to be read as family of forms



3. CONSISTENT STREET WALL HEIGHTS ACROSS THE SITE

In response to the DCP's streetwall height the proposal creates a consistent podium height across the new precinct. The proposed envelope of the commercial building on Stewart Avenue is to be articulated to express the 16m height within the fabric of the building's facade and composition.

The mixed-use podium structure along Hunter Street is proposed to have a 4-storey streetwall height to meet the 16m DCP street wall height and is generally consistent with the former 'Store' building. This proposal and scale of podium is more appropriate scale when viewed with taller residential towers over. The 4-storey streetwall height is also consistent with other recent development in the precinct including the future council building currently under construction.

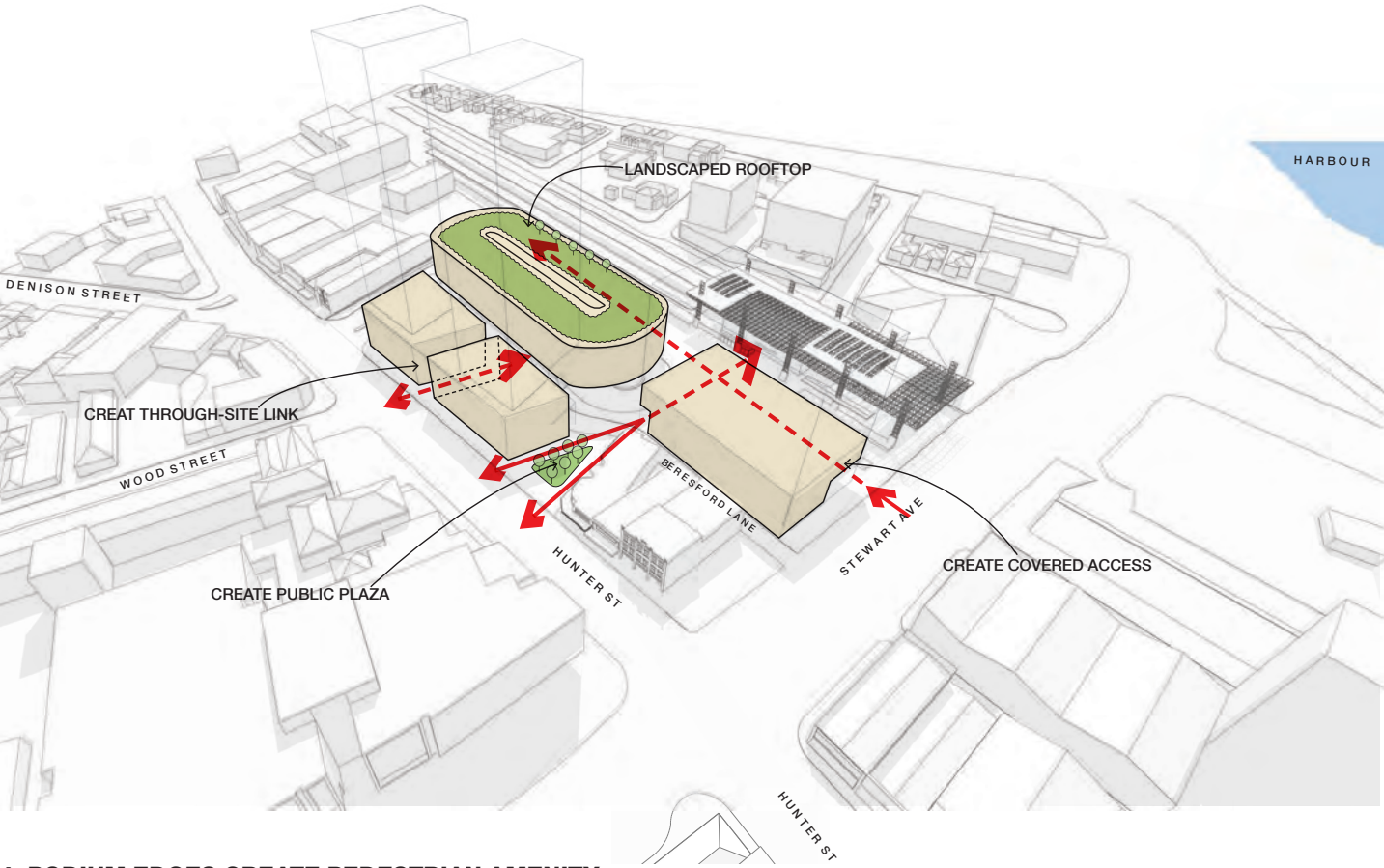
The resulting group of buildings are designed to read as a 'family of buildings' and could have consistent facade treatments, materials, articulation.

5.2

BUILT FORM

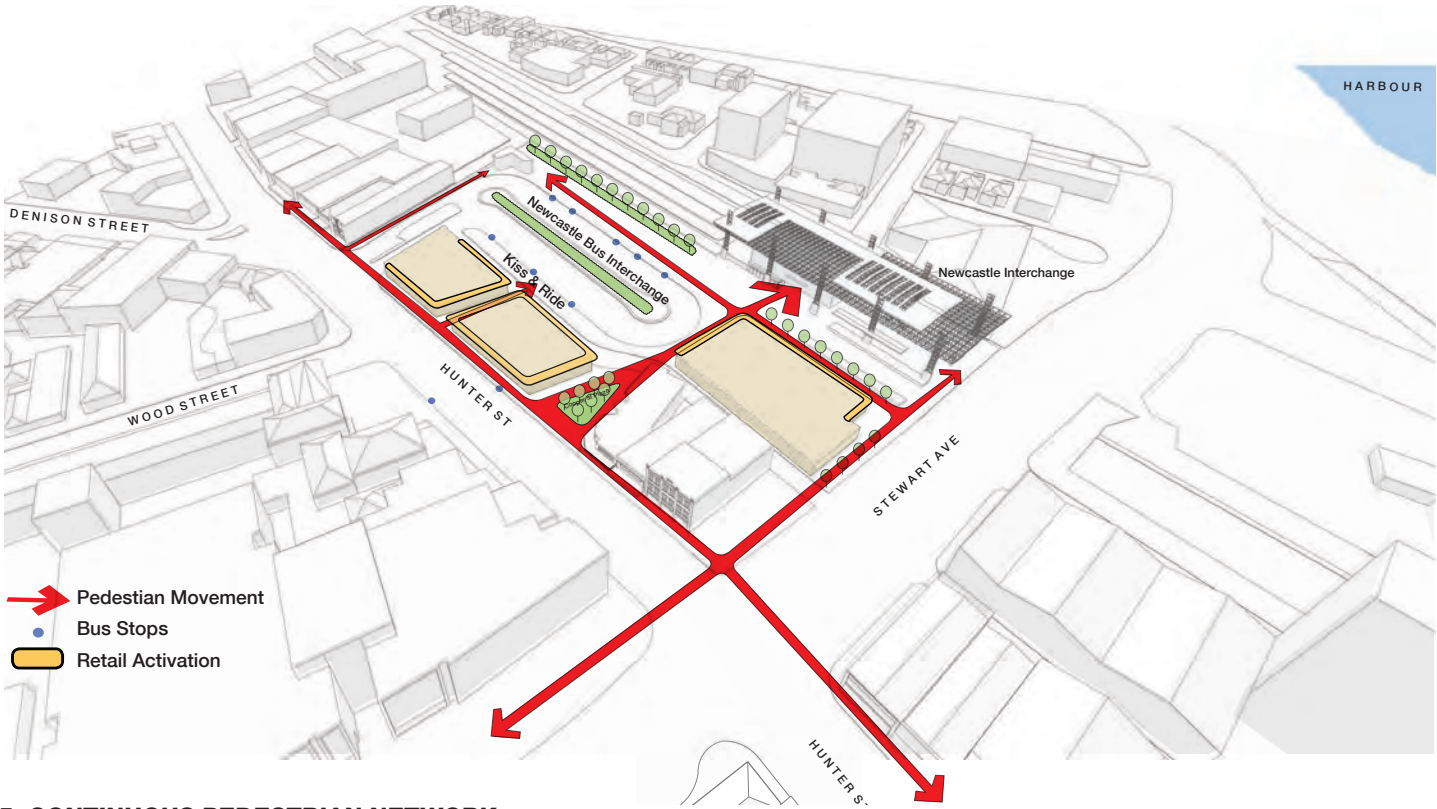
APPROACH

GROUNDPLANE



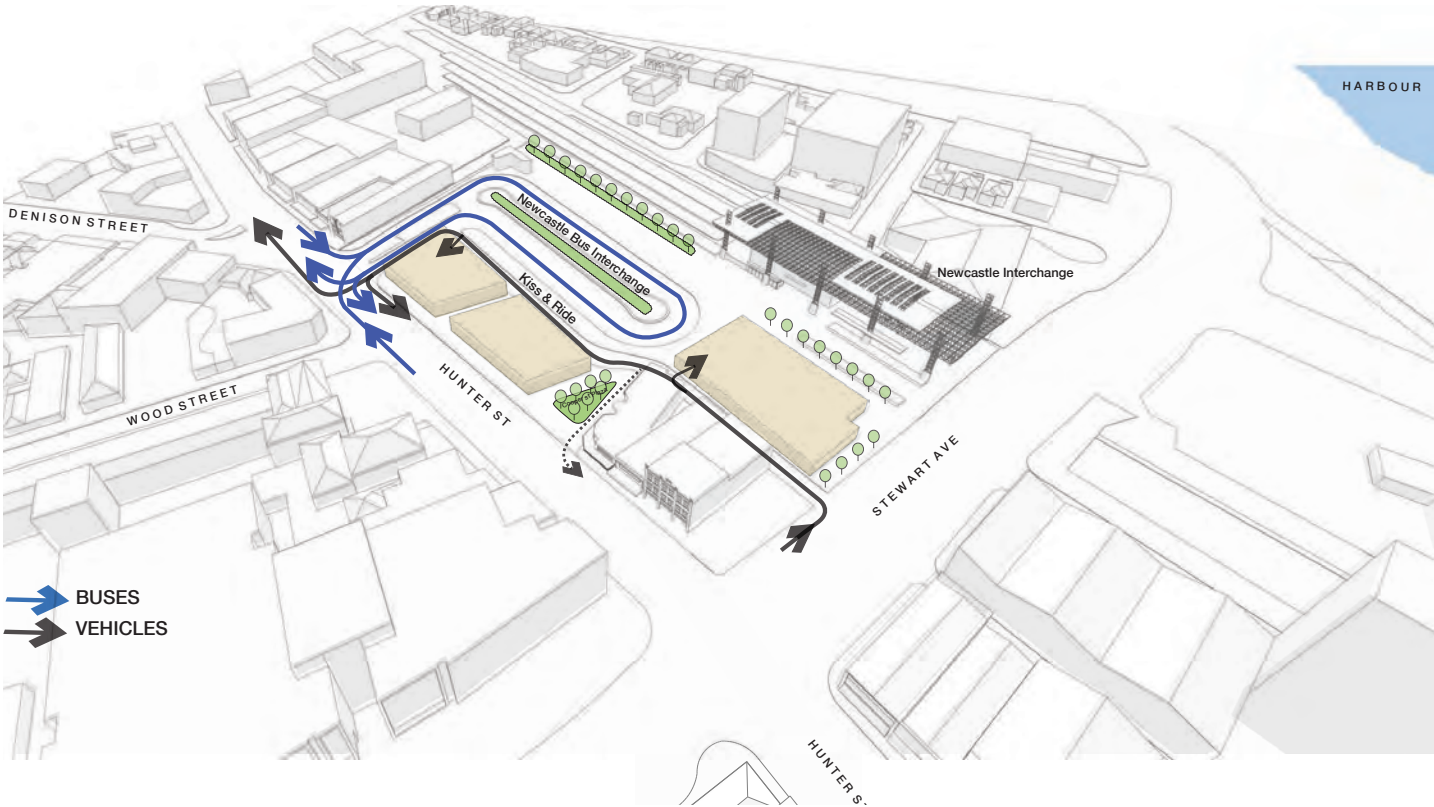
4. PODIUM EDGES CREATE PEDESTRIAN AMENITY

Carefully considered built-form edges for the podium massing allows for legible pedestrian access and sightlines through the development. A major new public Plaza at Cooper Street creates a large landscaped entry for the site and improved sense of arrival. An additional through-site link is created further to the west to link Hunter Street with the kiss and ride drop-off. This 8m wide laneway will be activated by retail and the commercial and residential lobbies. A colonnade to the north of the commercial building will provide a covered connection from Stewart Avenue and define the linkage to the NBI beyond.



5. CONTINUOUS PEDESTRIAN NETWORK

Resulting pedestrian network creates legible and direct connections through the site linking key public spaces with public transport infrastructure via active retail. This principle promotes safe and secure navigation; creates amenity and recreation for precinct occupants and visitors alike. Retail activation at ground level reinforces key public spaces, denotes major site entries and frontages to promote gathering & social engagement.



6. VEHICULAR MOVEMENT

Consideration of vehicle movements across the site have been scrutinised to prioritise pedestrian circulation over vehicle movements. Where possible vehicle numbers through the site have been reduced to ensure safe egress paths through the site. Significant vehicle movements are associated with the new Bus Interchange and its swept paths. An upgraded signalised intersection is proposed to create a site entry and manage the major bus movements as part of the REF approval. This intersection is also utilised as the exit for all passenger and delivery vehicles leaving the site. A single internal one-way vehicle lane, known as Beresford Lane, is proposed that forms a new Kiss 'n' Ride drop-off for the transport Interchange. This lane is to be a paved shareway and will have low traffic numbers. Low number of cars utilising this shareway will be from kiss and ride, basement to the commercial building (approx. 40 cars) and service vehicles to both new buildings. A further basement entry/exit for mixed use building is proposed at western end of kiss and ride lane, these vehicles will have minimal impact on pedestrian thoroughfare. Cooper Street currently acts as a service lane for the adjacent site buildings. This will be maintained as a single one-way out lane for service vehicles only. The lane will be a shareway with low-speed and low vehicle numbers and will be integrated into the proposed plaza.

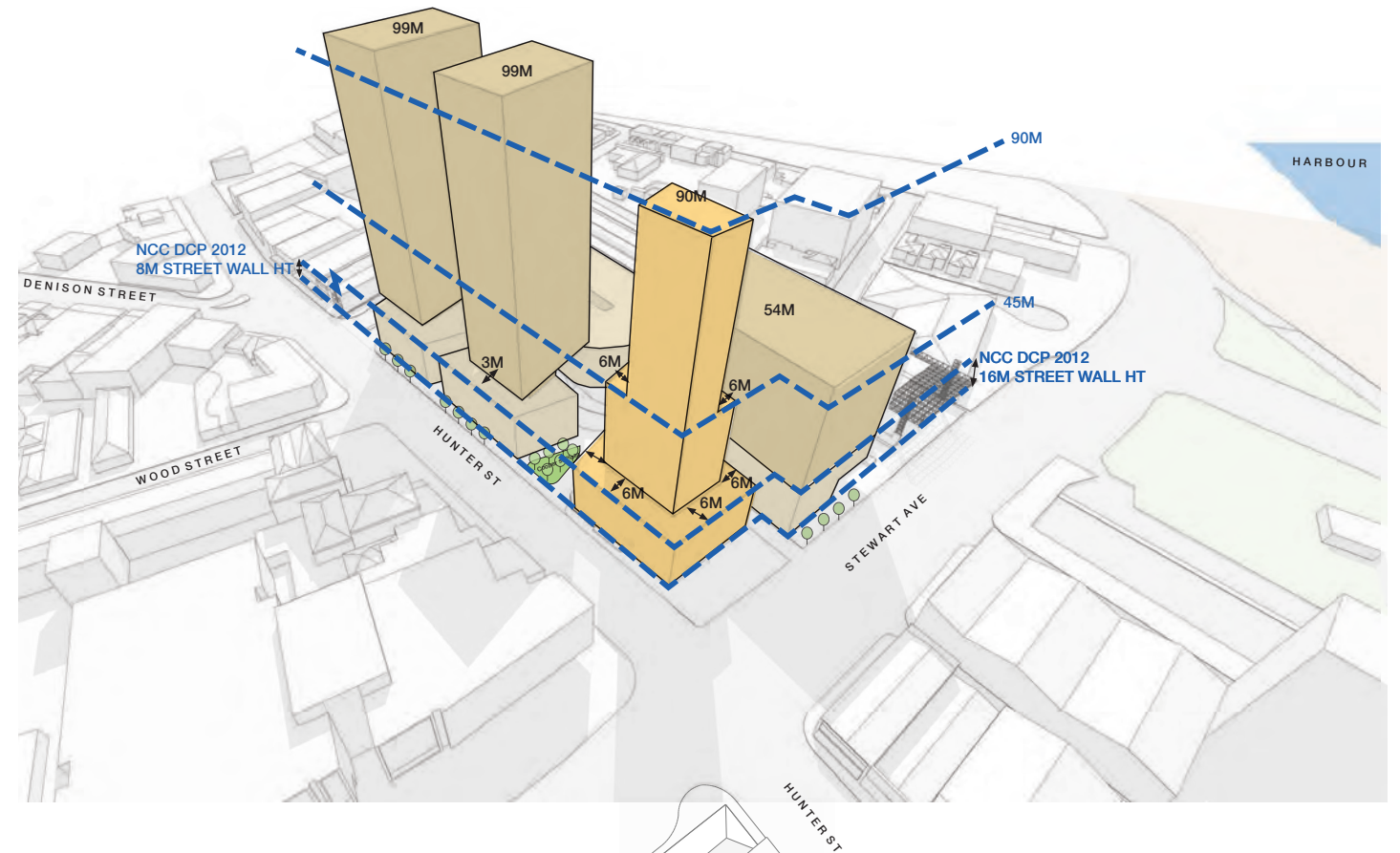
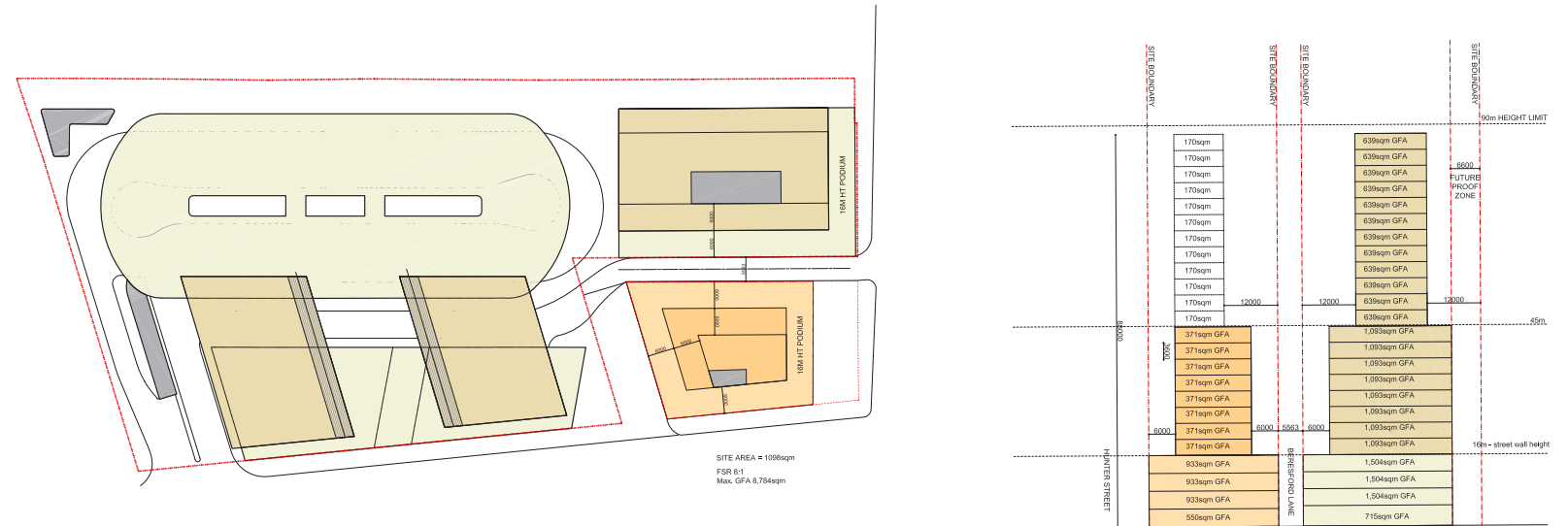


7. A FAMILY OF BUILDINGS

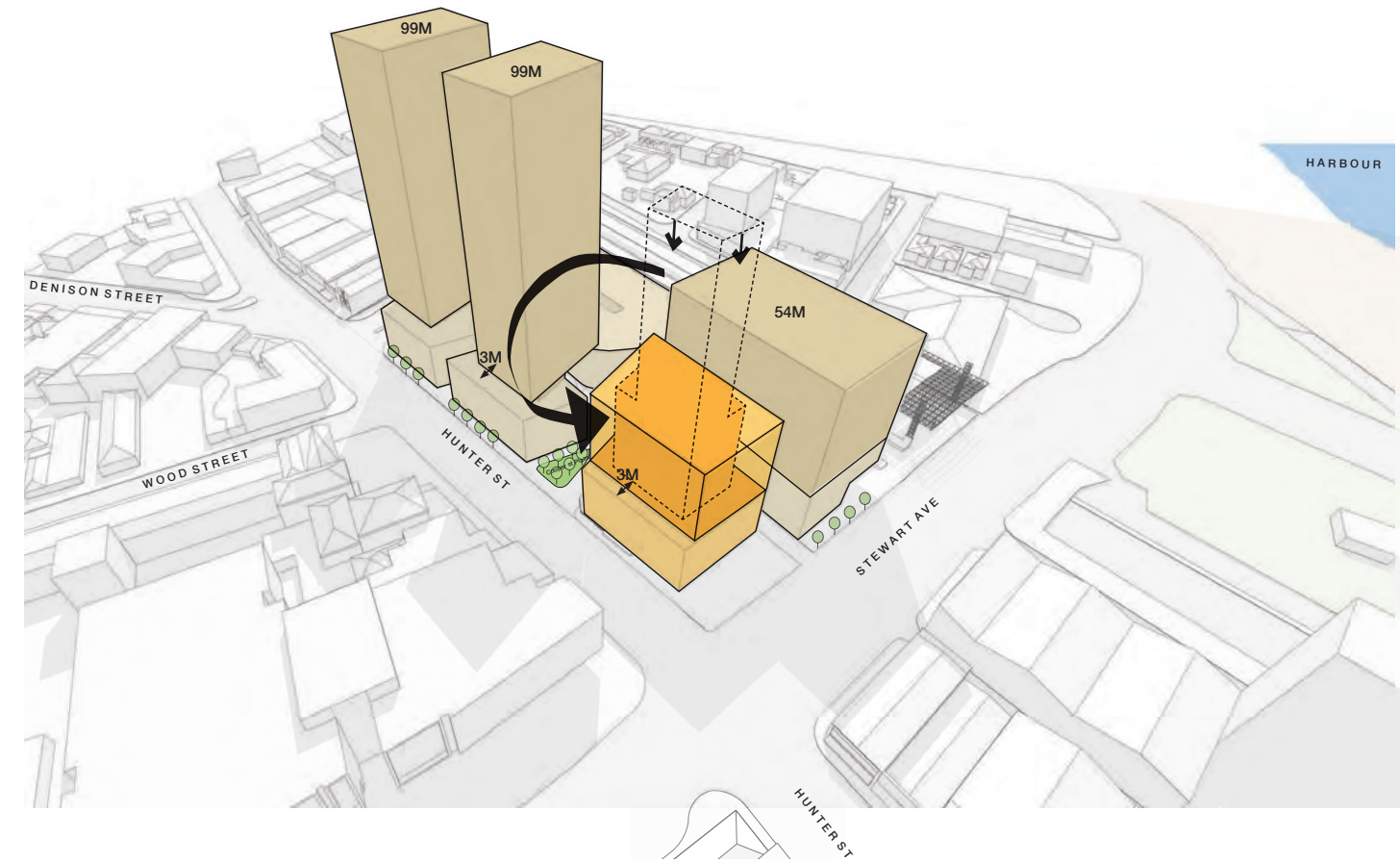
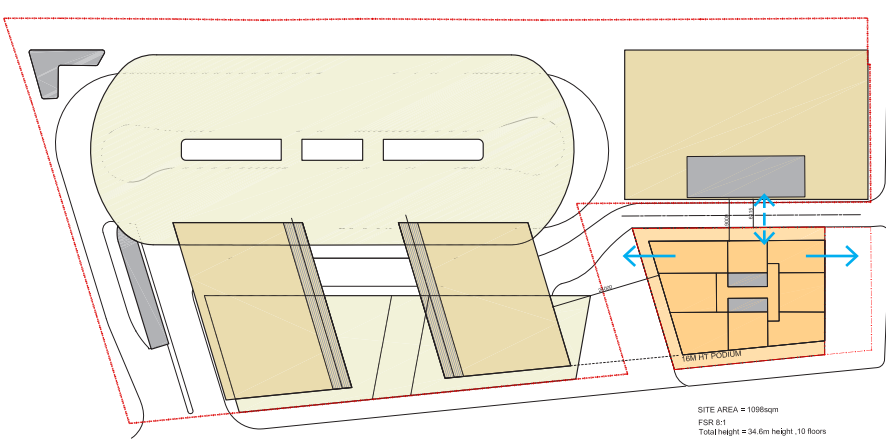
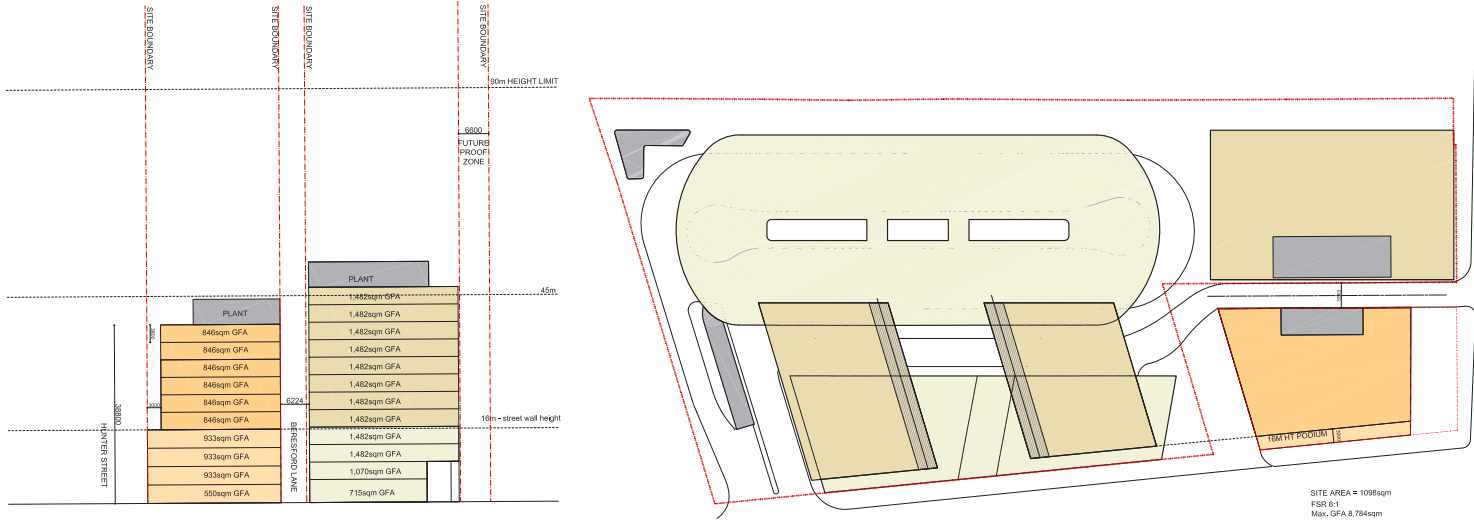
The resulting building massing creates a group or “family” of buildings that act as a site ‘urban marker’ to denote the new public transport infrastructure. Taller buildings are to have modest floorplate sizes and therefore slender proportions which will allow for more daylight access to ground floor public spaces. Suitable building separation ensures privacy, daylight & views are maximised within these floorplates. Built form at the streetscale is to have consistent podium height (16m) which is largely compliant with Newcastle DCP controls. This 4-storey street wall height creates appropriate scale transition between taller buildings and footpath. These scale establishes principles that define a robust planning approach for future precinct development.

5.3 ADJACENT SITE FUTURE DEVELOPMENT POTENTIAL

The site area of this site, 834-850 Hunter Street, is 1,098sqm resulting in a maximum allowable gross floor area of 8,784sqm with a maximum height limit of 90m. The DCP prescribes setbacks to both front and side boundaries and street wall heights.

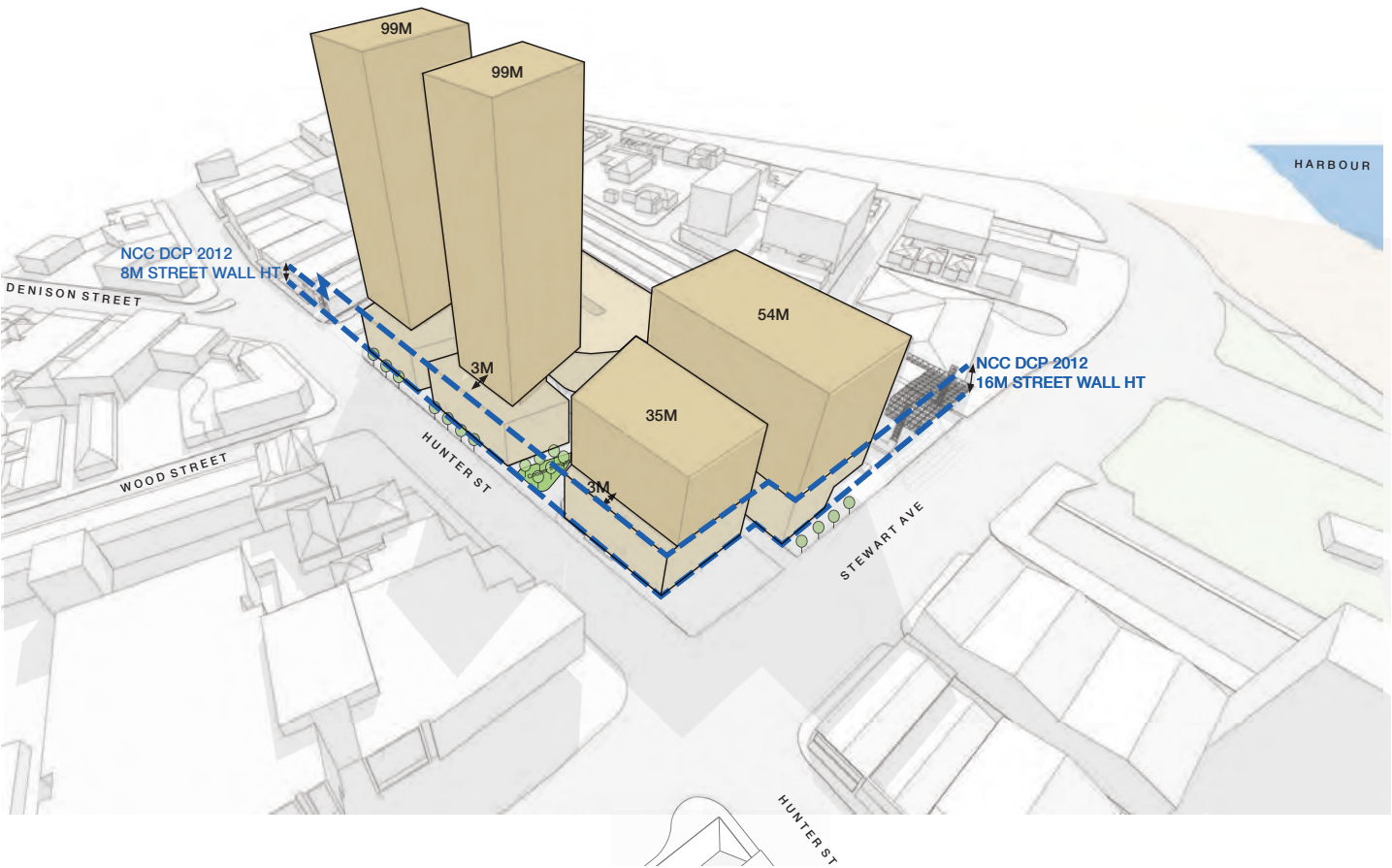


A DCP compliant envelope for this site results in a stepped form when considering the 6m front setback, as well as 6m side setback and a further 6m above 45m. The floorplates created would not be commercially viable due to resulting very small size and awkward tower built form.



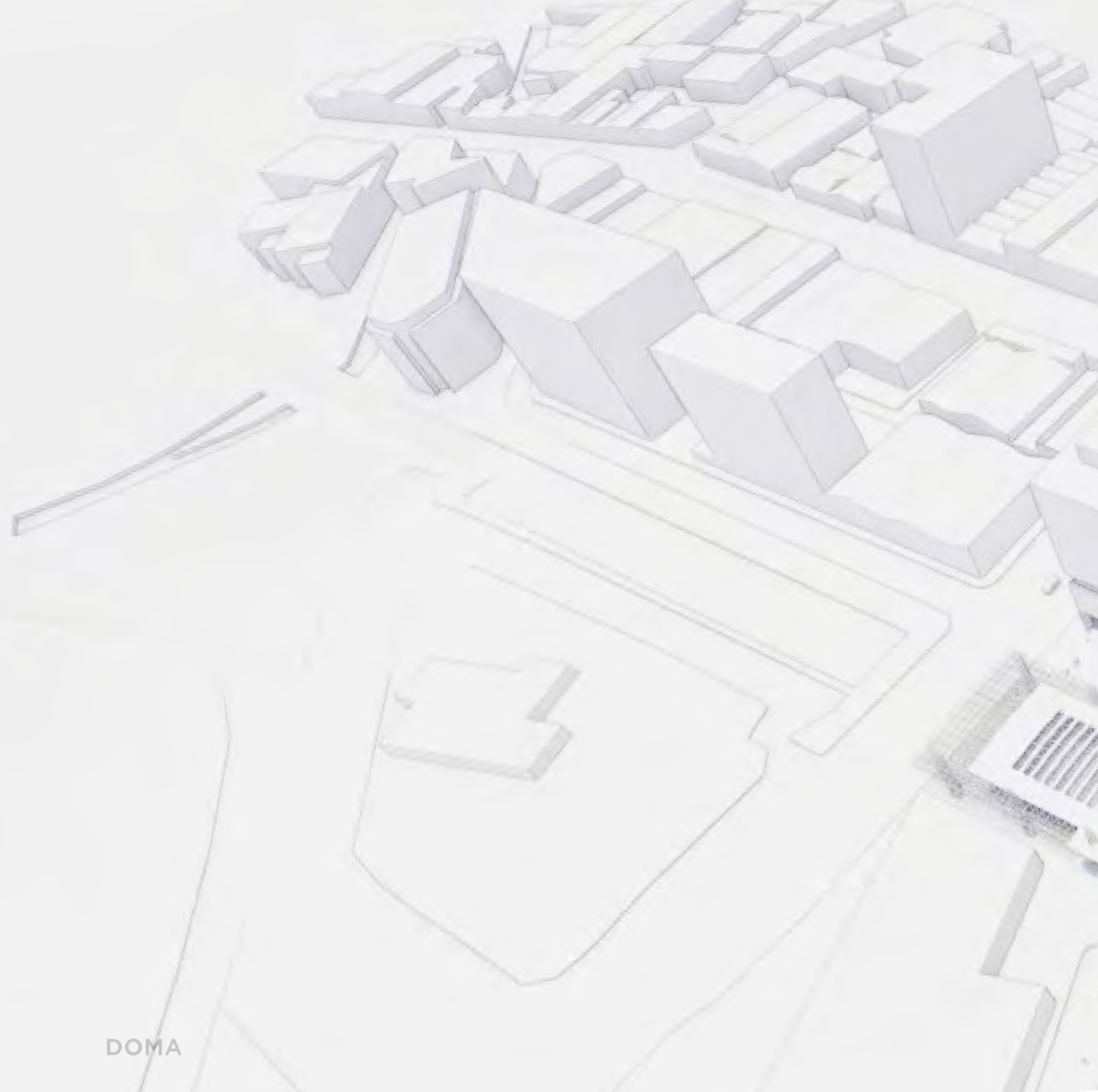
9. ADJACENT SITE POTENTIAL FUTURE DEVELOPMENT

To unlock the development potential on the site and create more consistent built-form with its future context, the taller levels would be redistributed lower to create larger floorplates to meet current market expectations & a building massing more consistent with its contextual surroundings. The resulting massing would create 10-storeys of commercial accommodation and should the services core be located opposite to that of the 6 Stewart Ave building, overlooking between buildings could be restricted. Should the adjoining site be developed into a multi-unit residential building a 9m separation between buildings could be achieved ensuring reasonable separation to meet principles setout in Residential Flat Design Code between habitable and non-habitable spaces. The core location and apartment orientation further assists any overlooking or privacy adjacency issues.



10. ADJACENT SITE FOLLOWS DEVELOPMENT SITE MASSING STRATEGY

The massing could be articulated through achieving a 16m streetwall height along Hunter Street and a 3m setback control above to be consistent with proposed development at The Store site as well as that of the proposed commercial building on Stewart Avenue..



DOMA

An aerial architectural rendering of a city block. Two tall, rectangular towers are the central focus, flanked by various smaller, rectangular buildings of different heights. In the foreground, a large, rounded rectangular area contains a row of small trees and a long, narrow, dark feature, possibly a water feature or a path. The overall style is minimalist and modern, with a light color palette.

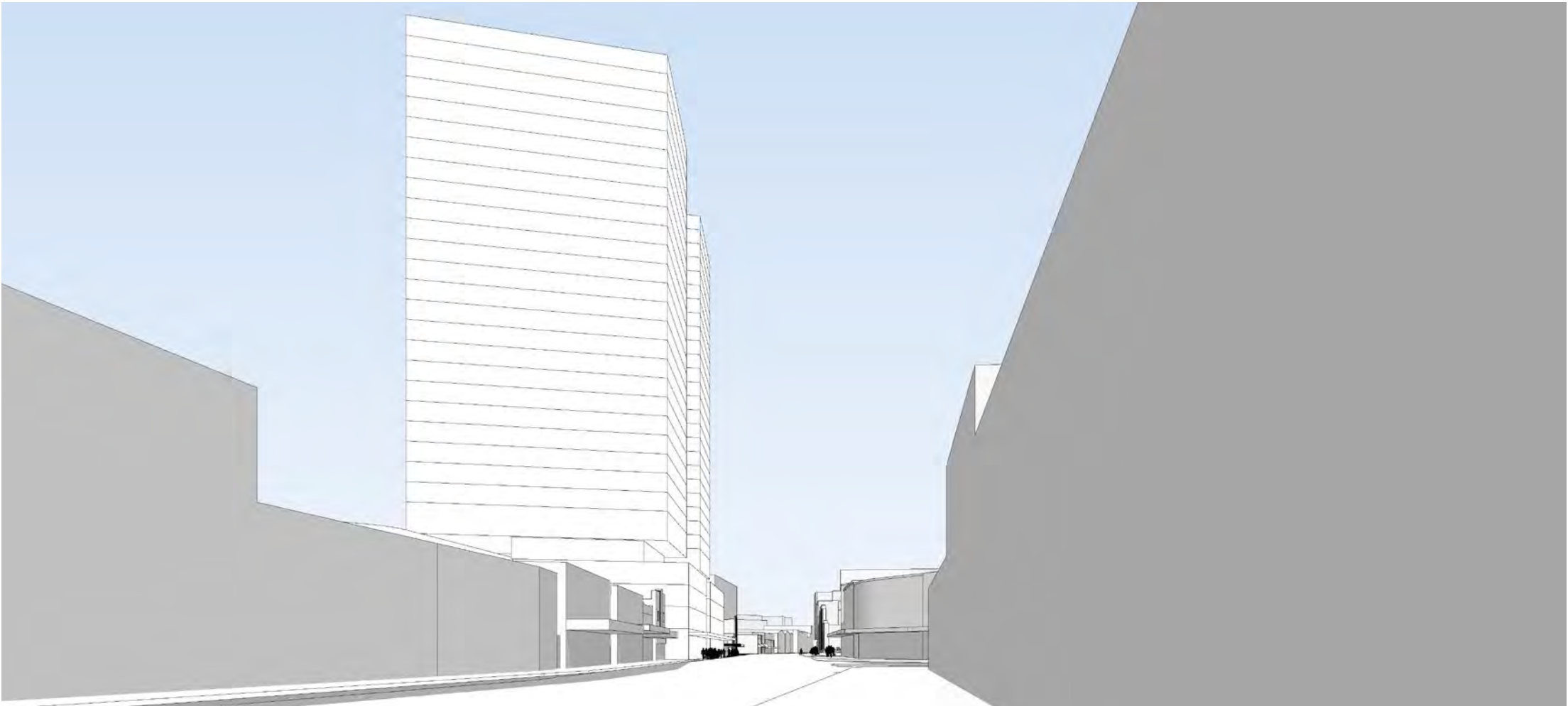
6.0 DESIGN DESCRIPTION

DOMA

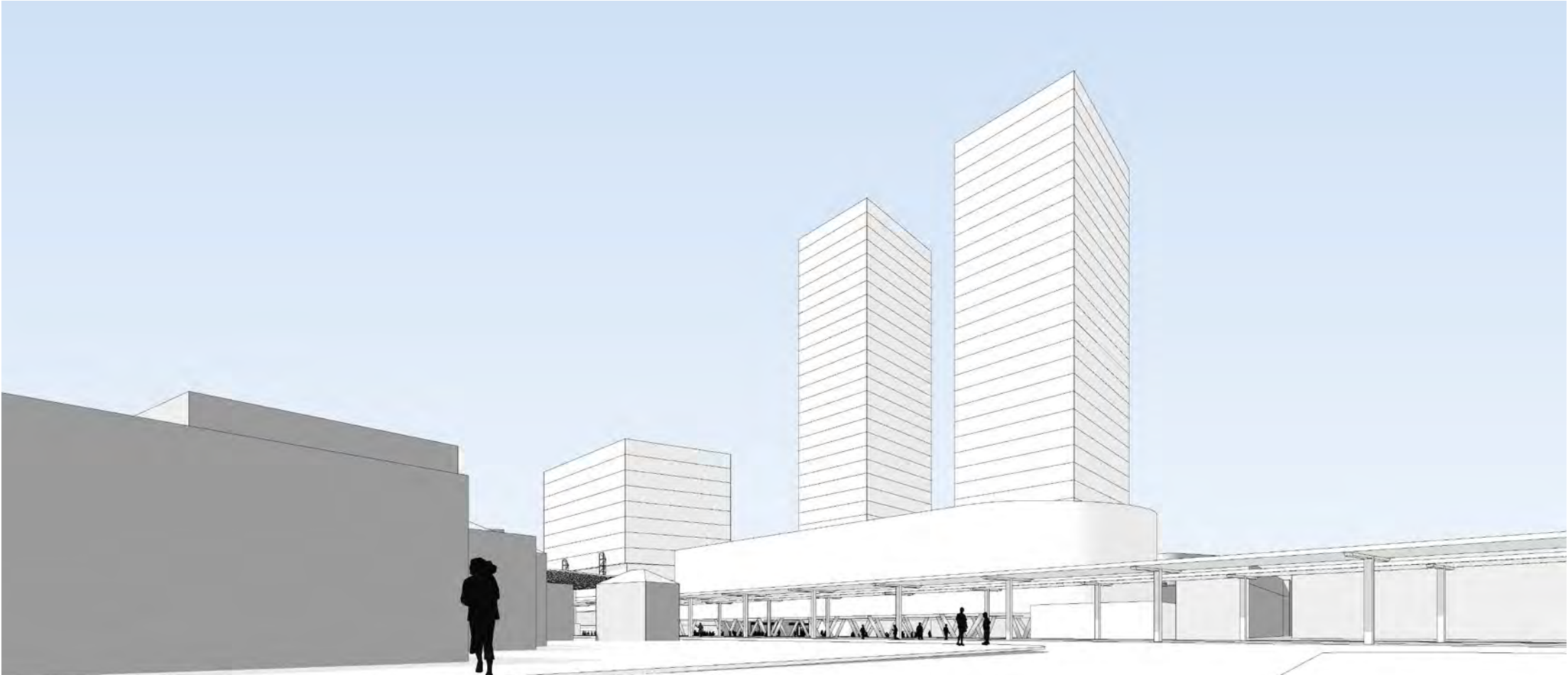
6.1 CONTEXTUAL RELATIONSHIP

The following massing diagrams highlight the proposed development massing relationship to existing context.

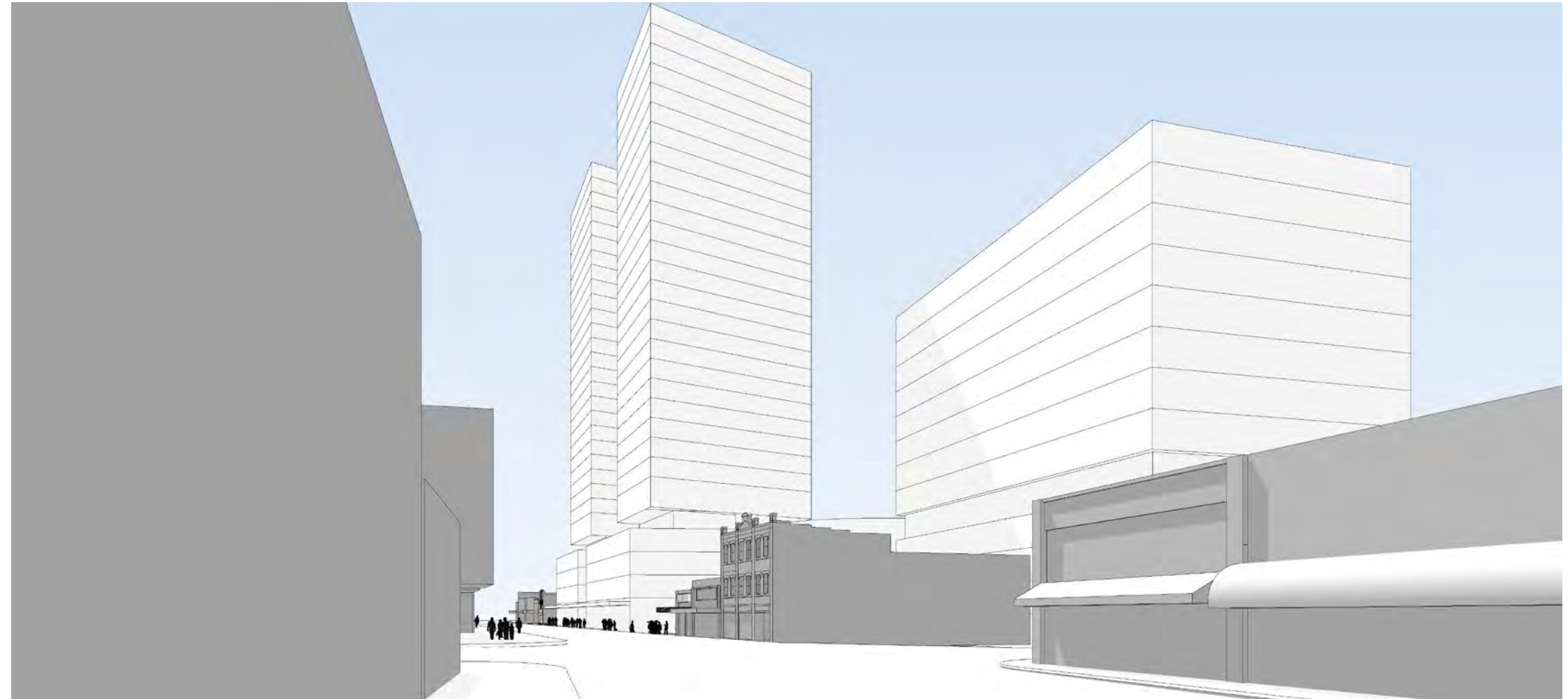
Articulation to the residential towers are to be provided with a future residential DA.



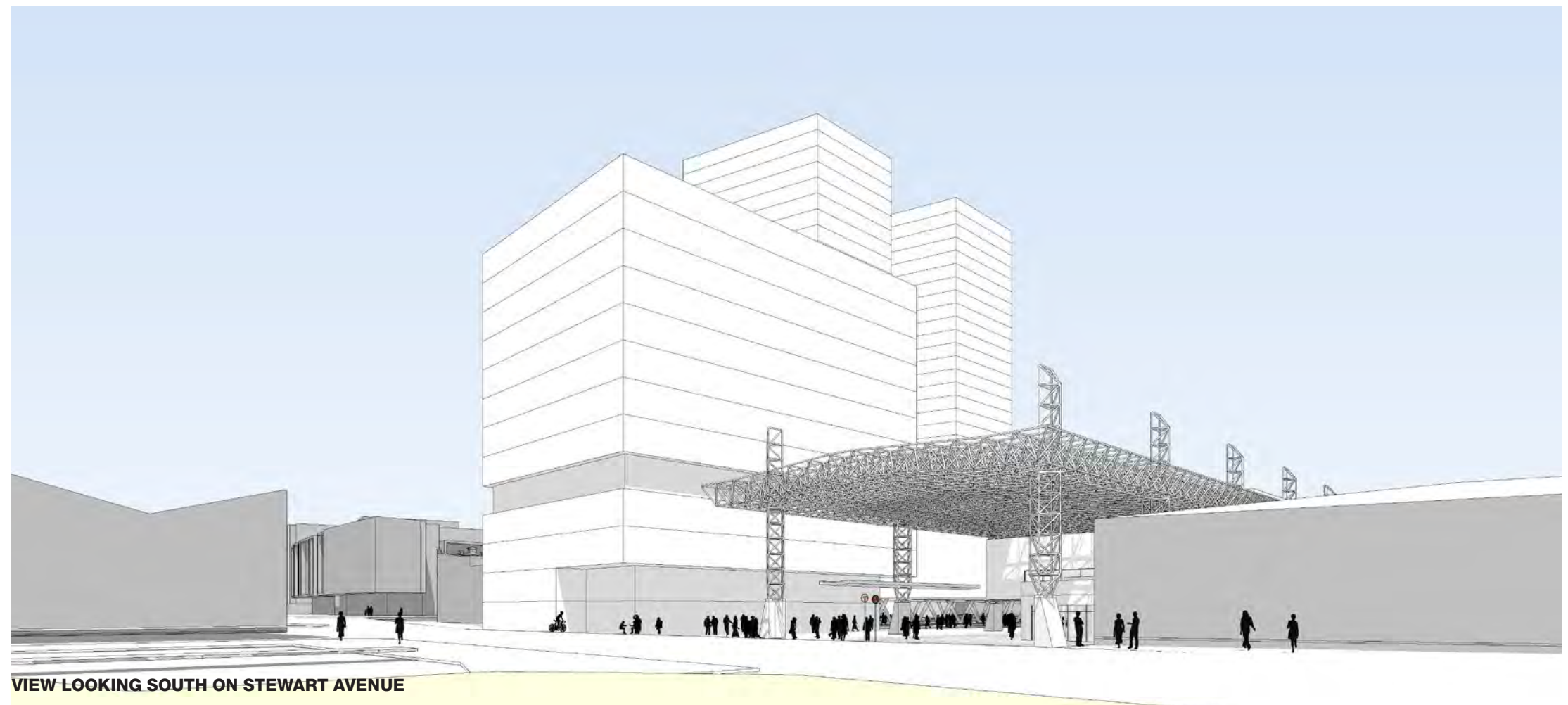
VIEW LOOKING EAST ON HUNTER STREET



VIEW LOOKING SOUTH ON WICKHAM STREET



VIEW LOOKING EAST ON HUNTER STREET



VIEW LOOKING SOUTH ON STEWART AVENUE

6.2 GROUND PLANE

GROUND PLANE / EVOCATIVE PLACE MAKING STRATEGY

Rail Line Park, Interchange Square, and Brewery Lane are distinct precincts but part of an evocative place marking strategy for the proposed transport Hub.

The ground plane is designed to be active and permeable to offer a pedestrian friendly urban experience to commuters of bus and rail interchanges. Building edges that touch the ground are designed to be occupied by cafes, convenience and transport oriented retail.

‘Interchange Square’ will be a hub of commuter activity with large number of people passing through this space. This north light filled plaza is the heart of the new precinct with space for street theatre or public art. The western edge of the office tower is designed to open onto this plaza with cafes.

‘Rail Line Park’ occupying the whole of the northern boundary between the heavy gauge rail lines and light rail is conceived as ‘temporary’ tree lined urban park. It offers an urban retreat with north light for the proposed office occupants and commuters alike. It offers an oasis from the buzz of the interchange during longer waiting times between the various modes of transport. The ground level of the office building will contain cafes and eateries that will open onto ‘Rail Line Park’.

During the working week ‘Brewery Lane’ will host commuter pedestrian traffic related to the Bus Interchange and quieter places to dine. The ground levels of podiums that face this plaza will contain lift lobbies and fine grain retail. This will act as new meeting place for residents on the site and the surrounding areas. The upper level of the blocks is to accommodate strata offices or incubator office spaces for start ups in Newcastle.

Two residential towers above the Bus Interchange and Office tower to the east of the site will provide requisite critical mass to make The Interchange alive and active transforming the development into a truly mixed used precinct to live, work and play.

Conceptually, our approach to the Bus Interchange is to mimic the functionality and layout of the GHD concept NBI plan. The innovation that we bring to the Bus Interchange element is the intent to build over a portion of this part of the site with a structured carpark and two residential towers. This is innovative and efficient design because the realisation of the additional land to develop upon generates the value inherent in funding the works for the Bus Interchange itself.

The result is a ground level that presents a pedestrian friendly ground plane while still allowing northern sun to penetrate most of the bus interchange public waiting areas. A further benefit of this configuration is that it respects the designated 6.6 metre zone for the future light rail by providing a landscaped zone that could be removed later as required by TfNSW. These features demonstrate the design excellence of the solution. The structured carpark and the elements of the towers above it provide the bus interchange with additional shelter from the elements. Importantly our approach permits the occupants of the area to enjoy natural ventilation and daylight in the bus interchange to make it feel more welcoming. One of the key features of the concept is that it encourages pedestrians from Hunter Street through the plaza to the NBI. In addition to the kiss and ride drop off zone, the public can also alight from a bus in Hunter Street and move through the NBI to the station or continue their journey on a bus departing the NBI.

The structured carpark and the elements of the towers above it provide the bus interchange with additional shelter from the elements and deliver the parking to the commercial office and residents in an artistic metal screened design consistent with TfNSW guidelines. Importantly our approach permits the occupants of the area (and the carpark) to enjoy natural ventilation and daylight in the bus interchange to make it feel more welcoming.

The height of the first level of structure above will facilitate the unimpeded movement of buses underneath with a clearance of 4.6m to allow buses and emergency vehicles to pass safely. The car park form also provides a visual and acoustic barrier between the residential component of the development and the NBI and rail corridor.

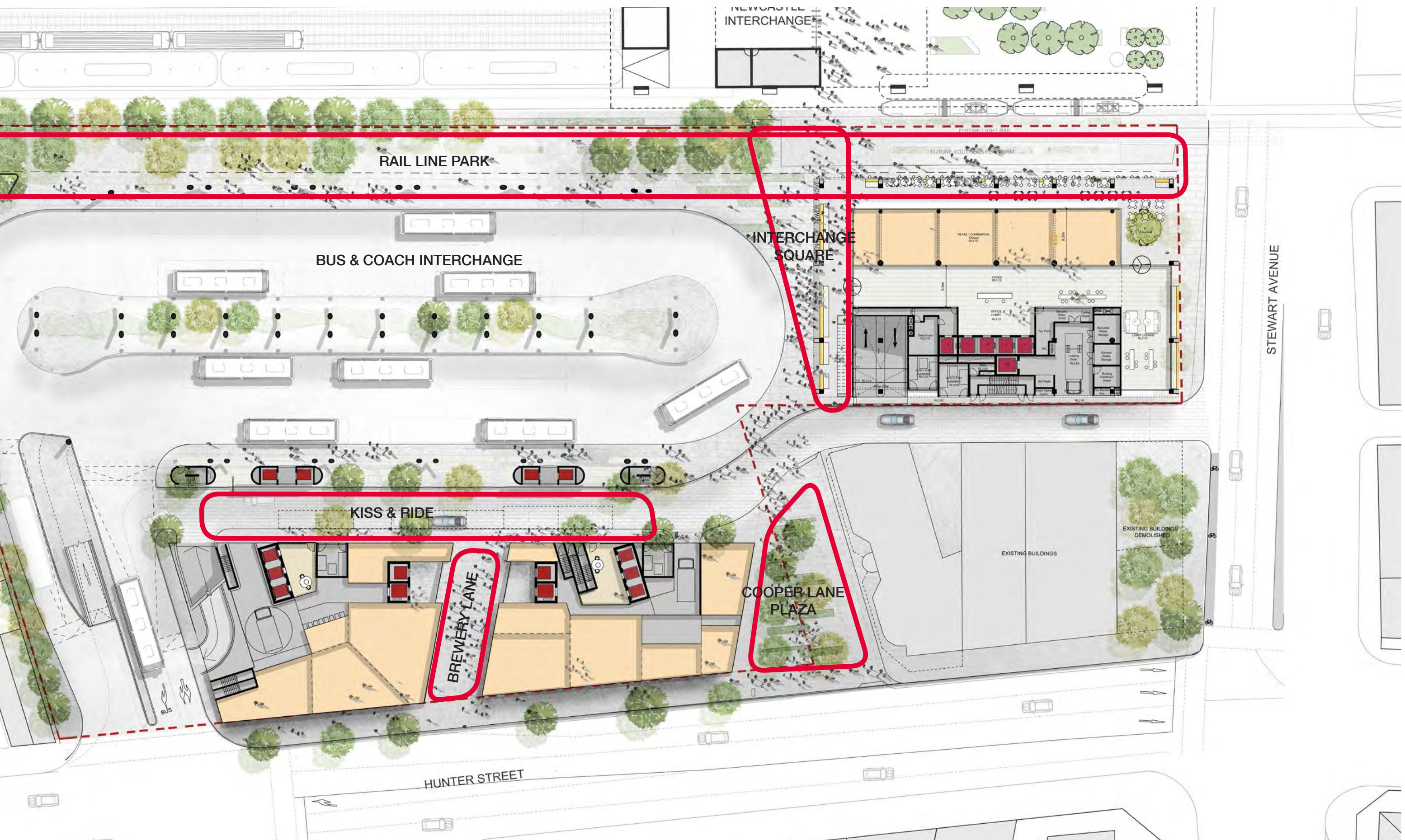
Bus access to and from Hunter Street will remain as planned in the GHD concept. Access to the structured carpark will be via Hunter Street using the same crossover up to level one above the NBI

Rail Line Park, Interchange Square, Brewery Lane and Cooper Street Plaza are distinct public spaces. All are parts of an evocative place -making strategy for the precinct project.

and then exit down and out safely in a dedicated vehicular lane merging into the exiting lanes on to Hunter street.

The ‘kiss-and-ride’ will access via Beresford Lane and circulate anti-clockwise without the need to enter the structured carpark or the dedicated bus ways. Our approach will modify the location of the disabled spaces in Beresford Lane to facilitate a loading zone and access to the proposed office building. Beresford lane is changed to a one-way entry anti clockwise from Stewart Ave. In the appendix we have included a traffic movements plans prepared in consultation with the GHD traffic engineer that shows how all vehicles travelling east of west can enter and exit the NBI.





...The proposed NBI is designed as a people friendly, landscaped, light-filled, welcoming space

BUS AND COACH INTERCHANGE

Newcastle Bus Interchange (NBI) forms an integral part of the precinct and its significance as a major public transport node will inform the immediate public space around this facility. Clear sightlines and legible way-finding, highly accessible ground plane with limited steps, well-lit at night to ensure safety and security, are all key considerations in design of the public domain and building interfaces. Public transport infrastructure operates throughout the day and night and design of these spaces needs to accommodate change in modes. It is imperative that transport hubs of the future create a feeling of community, commerce and activity.

The proposed NBI is designed as a people friendly, landscaped, light-filled, welcoming space to linger and change modes of transport. Approved NBI concepts by TFNSW are retained and incorporated into the wider place making strategy of the groundplane. This includes proposals for accessible, modern, secure and integrated transport infrastructure with shelter, seating and lighting. Above the NBI is a multi-storey carpark structure that forms a sheltered weather protected roof. A central void through the carpark structure allows sunlight to penetrate through to the heart of the NBI providing improved daylight access.

The design of the NBI has also been guided by principles of permeability and visibility from Hunter Street and Stewart Avenue. Pedestrian access to the NBI is via a fine grain network of streets and plazas that define the groundplane. Clear sightlines to the NBI are ensured by separating the podium blocks under the residential towers and widening the 'throat' at Hunter street to create a plaza entry. Building separation between the commercial building and the overhead carpark is generous and setting back the lower two levels of the office tower to create a colonnade provide covered access to NBI from Stewart Avenue.



Interchange Square - a north-facing light filled plaza is the heart of the new precinct with space for street theatre and 'pop-up' restaurants.

INTERCHANGE SQUARE / THE SUN FILLED HEART OF THE PRECINCT

Interchange Square is the rail line park concourse that is created by the junction of the heavy rail, the light rail and the bus and coach interchange. This will be a hub of commuter activity with many people passing through this space.

This north light filled plaza is the heart of the new precinct with space for street theatre and 'pop-up' restaurants. The western edge of the office tower is designed to open onto this plaza with cafes and create a strong visual marker with the built form. Protection from the elements is provided by both the cantilevered form of the upper floors of the office building and by the structured podium parking.

Interchange Square presents the best opportunity for a piece of public art that celebrates the historical significance of the former 'Store'.

A MEETING POINT FOR TRAVELLERS

It is essential that a direct visual connection with Hunter Street is provided and this marker will operate to guide people to this area. The images that follow show how this marker would operate showing a view as you enter Interchange Square.

Active edges will be promoted in the buildings that frame the laneway and Interchange Square and a pedestrian scale can be promoted using devices to lower the perceived height of the spaces.



Cooper street Plaza will become the new public plaza clearly marking the site entry .

COOPER STREET PLAZA/CONTEMPORARY INTERPRETATION OF THE CO-OP STORE

Cooper Street Plaza will become the central gathering space of the development.



Reimagined Brewery Lane is designed to provide a vibrant urban laneway experience. It will be activated on both sides by affordable small format restaurants, bars and cafes.

BREWERY LANE / ACTIVE VIBRANT LANEWAY

The re-imagined Brewery Lane is designed to provide a vibrant urban laneway experience linking Hunter Street to the kiss and ride and NBI beyond. This laneway will be activated on both sides by small format restaurants, bars and cafes. These small format retail tenancies will create a fine grain pedestrian street during the day time and support a vibrant night economy. This link also provides more direct access to the residential and commercial lift lobbies for the building as well as access to the above-ground carpark structure.



The kiss and ride lane creates a convenient shareway link for dropping-off commuters and denoting residential lobby address.

BERESFORD LANE KISS & RIDE

Beresford Lane extends through the site as a one-way vehicle paved roadway or shareway linking the NBI and carpark structure with the residential podium. High quality paved surfaces are proposed to ensure slow-moving vehicles in low numbers can mix safely with pedestrians. The lifts and stairs to the carpark land on northern edge of Beresford Lane to draw more pedestrians through the site and retail edges to the podium along with lobbies maximise opportunities for activation and engagement with the street to promote safe and secure environment throughout the day.



6.3 LANDSCAPE

LANDSCAPING: PLACE + IDENTITY OVERALL SITE STRATEGY

The Newcastle Bus Interchange (NBI) will provide a new precedent of how mixed transport infrastructure interchanges should work with high-quality urban design. This includes generous urban greening throughout the spaces, tree-lined linear parks, vibrant laneway activation and shared ways. The NBI has a variety of spaces to allow pedestrians to commute with efficiency and clarity, while also allowing people to stop, relax or wait for connections. It is envisaged that the laneways spaces attract people after hours for an eat street experience.

The NBI Ground Plane Landscape will be characterised by the following:

- / Opportunities for urban greening including feature trees, avenue trees, and fast-growing shelter trees to provide sanctuary, shade and highly attractive spaces.
- / A sunny linear 'waiting' park adjacent to the bus interchange that extends to an urban plaza outside the commercial building and Stewart Avenue.
- / Large areas of low massed planting on the ground plane to give the concourse and laneways a unique green carpet.
- / Laneways of differing widths and character but all with central habitat zones.
- / The original Store and its important narrative told in a seamless and clever way, amongst the seating and resting areas in the laneway.
- / Safety will be paramount with clear sightlines, functional lighting character with warmth
- / An overlay of exciting feature lighting after dark that transforms the laneways into a vibrant eat street.

The NBI landscape design will closely integrated with the overall urban design with a focus on movement, rest and food, greenery, safety and activity during and after business hours.



6.4 HERITAGE INTERPRETATION STRATEGY

THE STORE – HERITAGE INTERPRETATIVE STRATEGY

Seven possible options for interpretative media for the Store site have been identified. These include six on-site and one off-site interpretive media:

The Heritage Reference Group advised that it is not intended that all on-site options be integrated into the Newcastle Bus Interchange and the new commercial development, but that the most appropriate options for the development's function and design be pursued.

On-site:

OPTION	<i>Being Considered</i>		<i>Methodology</i>
Option 1: A community space in the future commercial development	✓		<i>There is public realm associated with the NBI but no space within buildings</i>
Option 2: Architectural elements - re-use of original windows, or echoes of the original façade and window shapes	✓		<i>Echoes of the original façade along Hunter Street rather than reuse of windows</i>
Option 3: Wall features - decorative pressed metal ceiling panels, and historical photographic murals at both the Newcastle Bus Interchange and the new development	✓		<i>Subject to quality of salvage of metal ceiling. Photographic murals will be included in NBI waiting room</i>
Option 4: Interpretive panels exploring the social history of the Store, with text and images, at both the Newcastle Bus Interchange and the new development	✓		<i>Proposed on the 'Art Wall' of the NBI but not necessarily the new development</i>
Option 5: Artefact displays of moveable heritage items (and possible archaeological finds) from the Store, possibly in conjunction with the Newcastle Regional Museum, at the new development		X	
Option 6: In-ground inlays/pavers with text bites and quotes, at both the Newcastle Bus Interchange and the new development	✓		<i>Within the NBI and public realm</i>

Off-site:

OPTION	<i>Being Considered</i>		<i>Methodology</i>
Option 7: Oral history project and publication – published either digitally or hard copy	✓		<i>Hard Copy and digital being considered</i>

HERITAGE & SOCIAL MEMORY

Our aim is to re interpret the social and emotional value of the site to the people of Wickham without resorting to pastiche

THE STORE GROUNDS / HERITAGE & SOCIAL MEMORY

We value the history and social significance of the former Store Building to the people of Newcastle. The Store, once a thriving co-op store was more than just a store to shop. A Landmark building occupying prime real estate at the western gateway to Newcastle, it was part of the social history of the area. A meeting place for the people of Newcastle. In the absence of an urban square in Newcastle, the Store becomes a piazza.

Our aim is to re-interpret the social and emotional value of the site to the people of Wickham without resorting to pastiche. We propose to capture the heritage and social memory of the site in the following ways:

Architectural

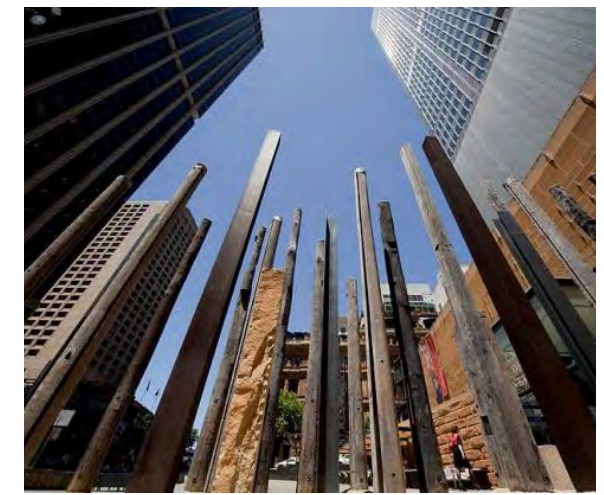
- / The proposed scale of the podium facing Hunter Street will match the main parapet line of the former store
- / The shop fronts of the blocks facing Hunter Street will repeat the modularity of The Store in its elevation and reference architectural elements extracted from the historic facade.

Physical Memory

- / Salvageable elements, where practical, will be considered for re-use.
- / Heritage inlays and text bites will be included in the pavement.

Emotional Memory

- / The Store was more than a co-op. A market place for people of Wickham. A meeting place for the community. The re-imagined Store Grounds will in off peak periods become a place of celebration for the community of Wickham. The Grounds will be used for fresh food markets and festivals. A piazza for the community.



6.5 LOWER LEVEL PODIUM

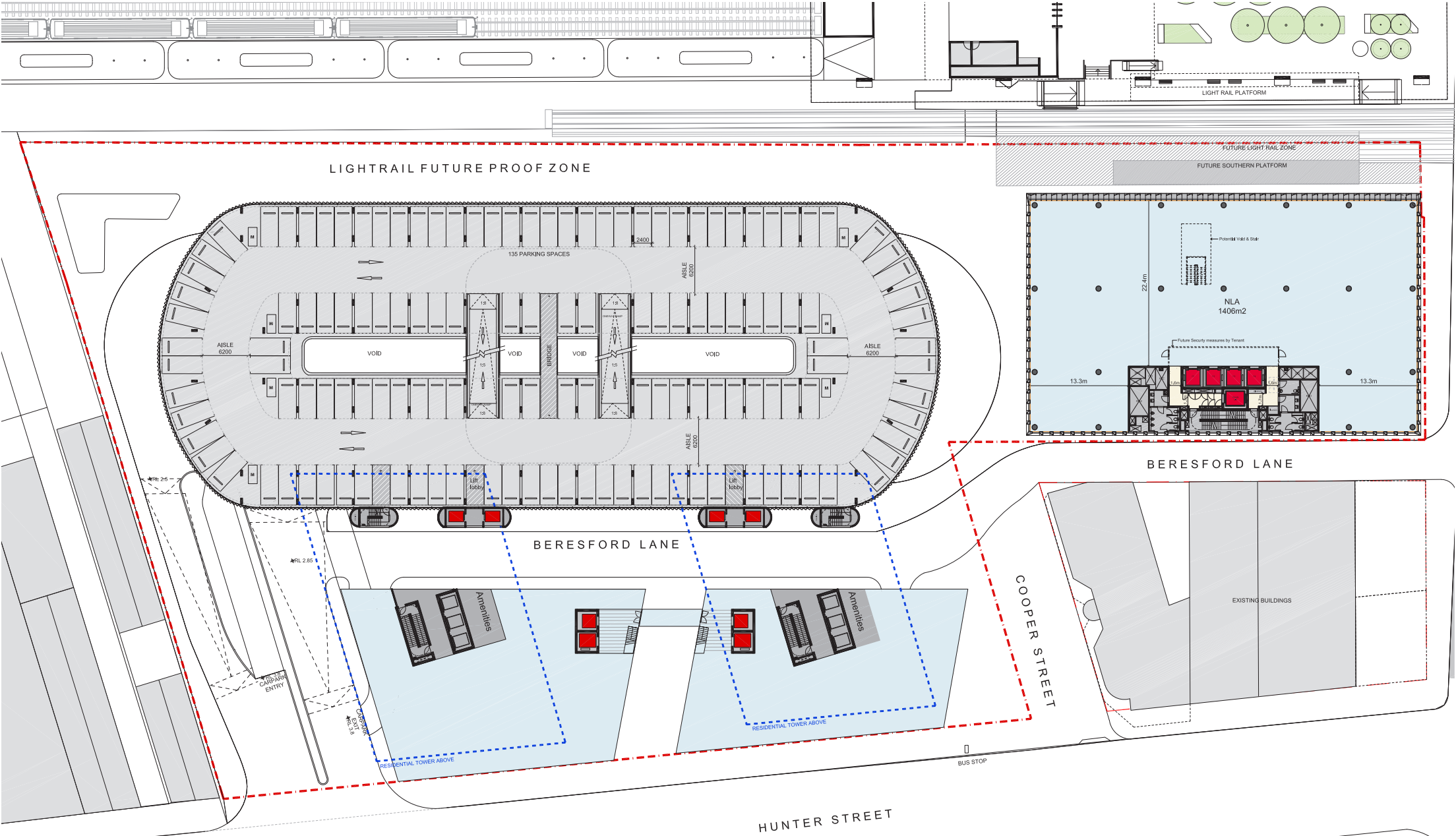
The podium levels of the development are defined through mix of building uses. The open-deck carpark structure above the NBI provides for parking needs to meet both the residential mix and commercial & retail spaces. The lift & stair cores to the carpark are located on the south side to meet the kiss and ride laneway below ensuring further activation at ground level.

The Hunter Street podium is proposed to be 4-storeys or 16m in height to meet the DCP objectives and create consistent street wall built form across the new precinct. The podium is to be of commercial uses with ground level retail and building lobbies.

The footprints are defined through building edge created from through-site links to the Beresford Lane kiss and ride drop-off and new public plaza to east known as Cooper Street plaza.

There is a potential to link the two Hunter street podiums via a bridge to engage these two smaller floorplates.

The commercial building has a zero setback at Stewart Avenue and Beresford Lane which is consistent with DCP controls. Servicing of this building is proposed from Beresford Lane.



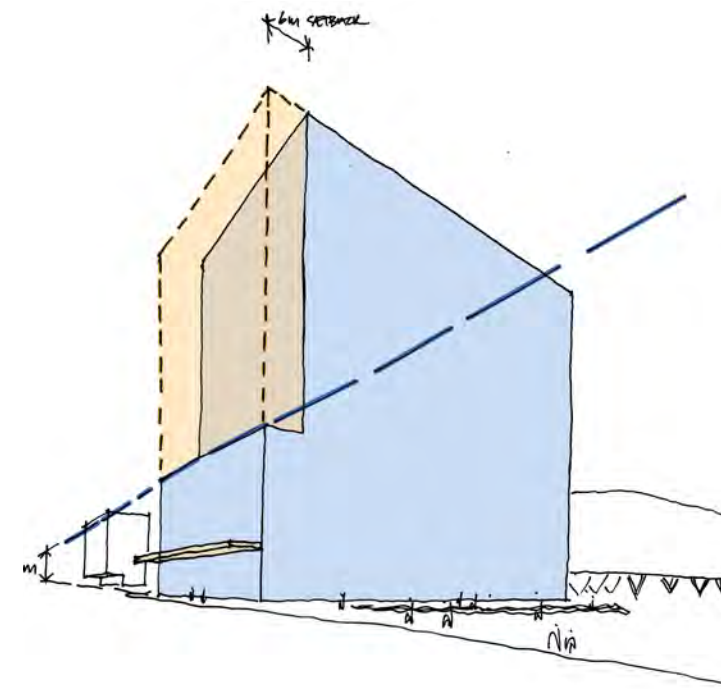
INDICATIVE LOWER LEVEL PLAN

6.6 STEWART AVE PROPOSED STREET WALL

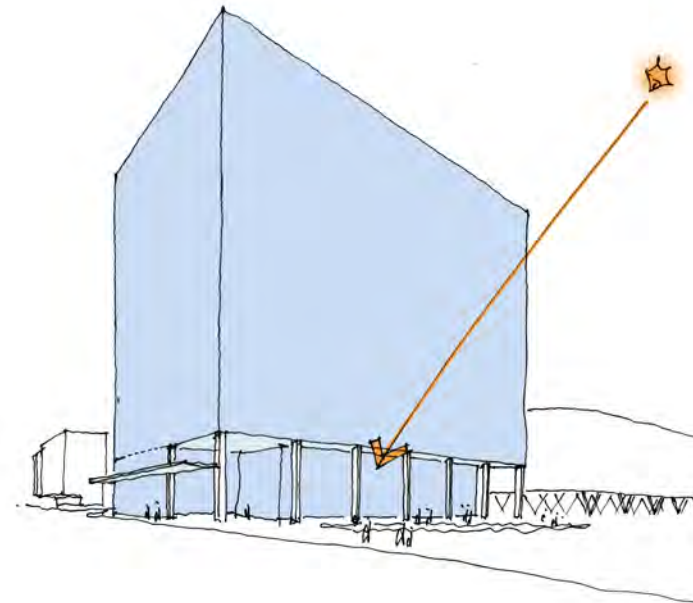
The DCP built form controls prescribe a 16m streetwall height along Stewart Avenue with a 6m setback above.

Whilst the scheme does not strictly comply with this control the massing will be articulated horizontally to clearly reference this 16m height datum effectively creating a scale indicating a base, middle and top to the envelope.

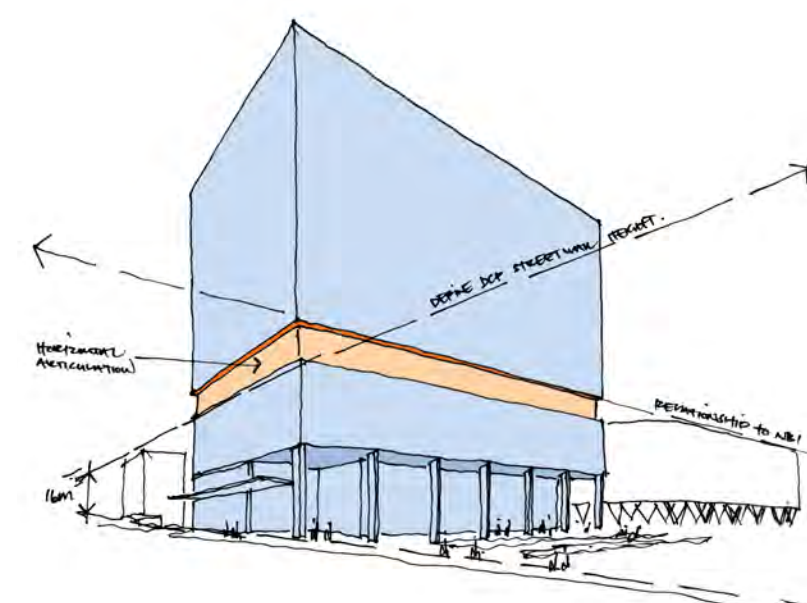
The horizontal articulation also references other proposed building scales on site, including the carpark structure to the west and also the Hunter Street podium.



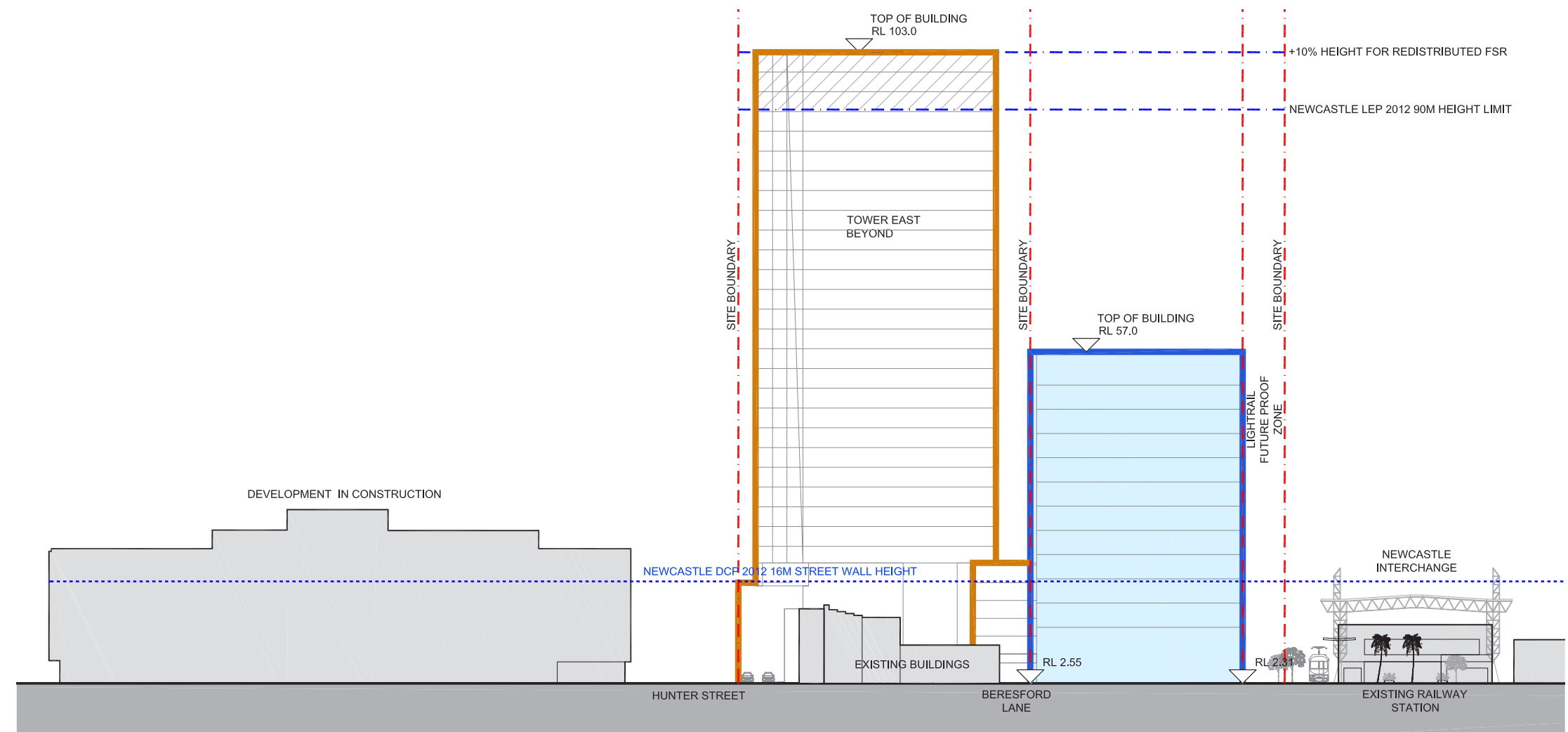
1. DCP CONTROLS



2. RESULTING ENVELOPE ENSURING GROUND LEVEL AMENITY



3. HORIZONTAL ARTICULATION OF BUILT FORM

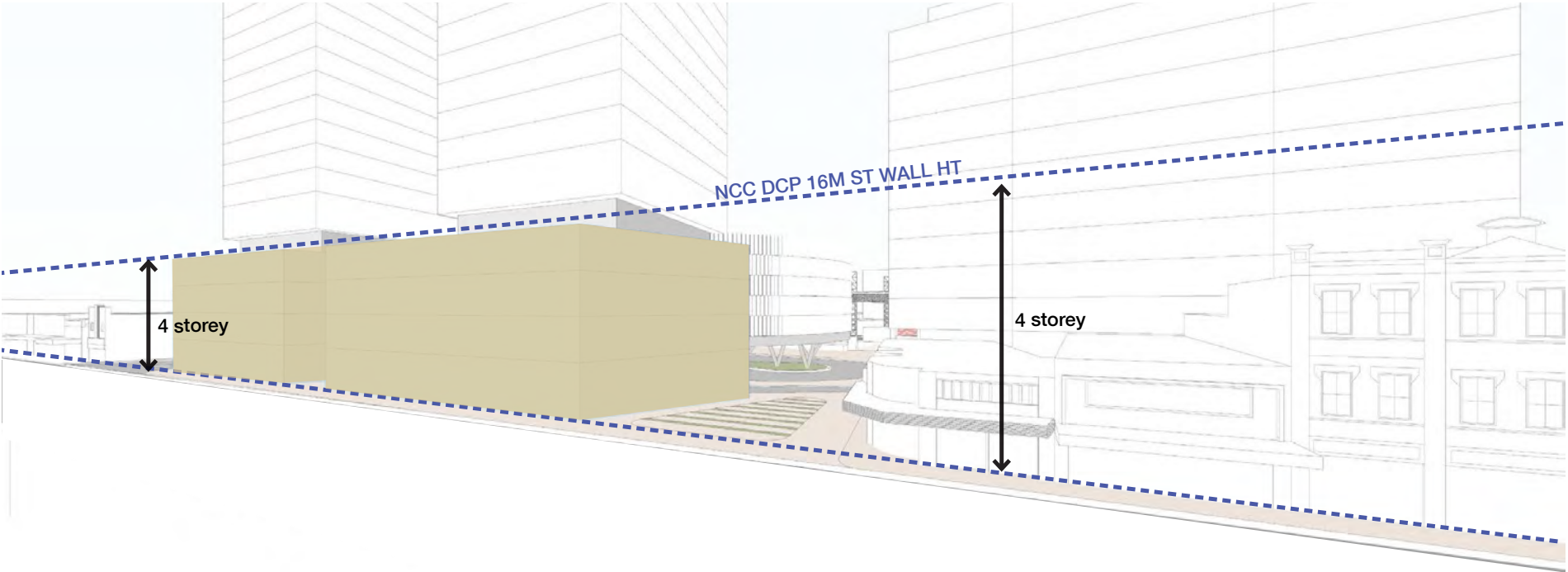


6.7

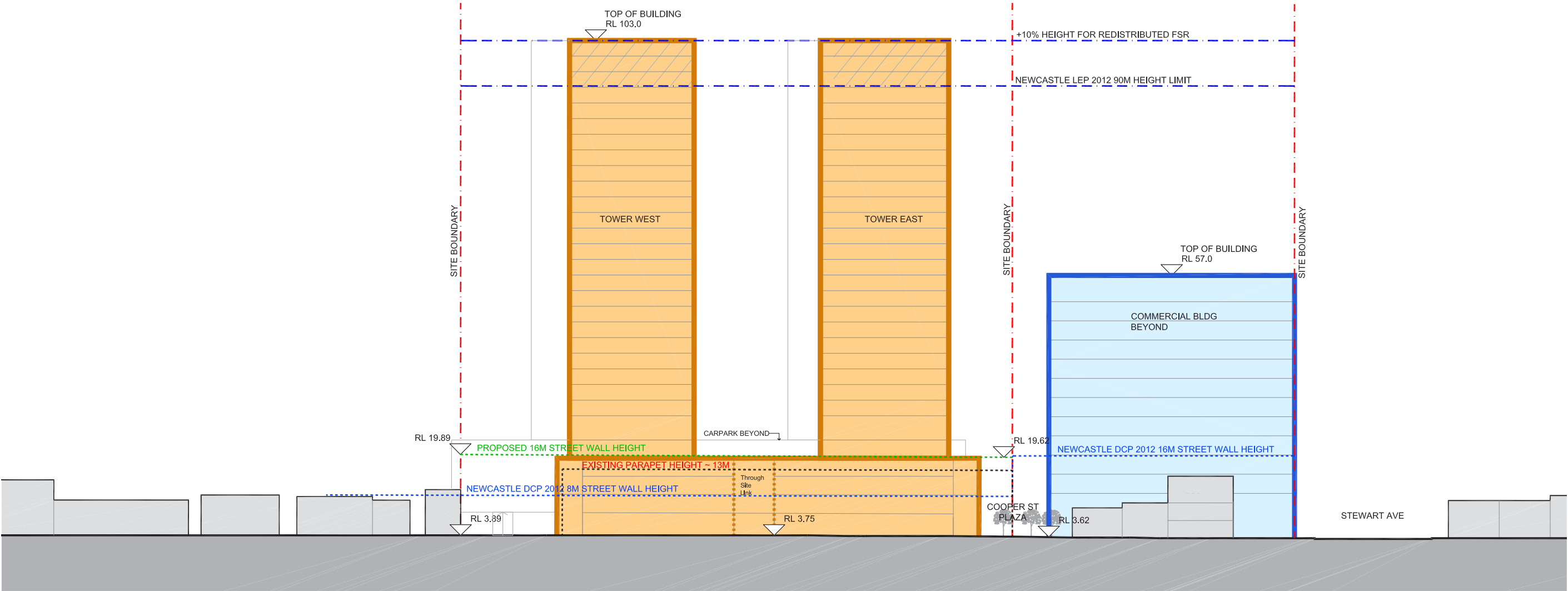
HUNTER STREET

PROPOSED STREET WALL HEIGHT

Along Hunter Street, the taller buildings meet the ground through an expressed podium of 4-storeys or 16m in height. The multi-residential towers are setback 3m from the street wall. The street wall height, whilst not strictly compliant with the site specific DCP control of 8m, does comply with street wall height control for the majority of streets through Newcastle. The 4-storey scale is an appropriate response when considering the scale of the tower above.



1. PROPOSED STREET WALL HEIGHT HUNTER STREET



6.8 HUNTER STREET RELATIONSHIP TO HERITAGE ITEMS

There are a number of heritage items adjacent to the site. Local item No. I502 is Cambridge Hotel & State listed item No. I501 known as 'former Castlemaine Brewery'.

Cambridge Hotel is contained at the corner of Hunter, Wood and Denison Streets and is a 2-3 storey scale building.

The former Castlemaine Brewery site has a varied in height, setback and relationship to the street with an open public space present on corner of Wood and Hunter streets.

The 4-storey scale proposed along Hunter Street reinforces the street grid, creates a consistent and appropriate scale for the precinct that will not dominate the heritage buildings opposite the site.



Heritage

- Conservation Area - General
- Item - General
- Item - Archaeological
- Item - Landscape

Cadastre

Base data 01/08/2007 © Land and Property Information (LPI)
Addendum data 8/05/2017 © City of Newcastle



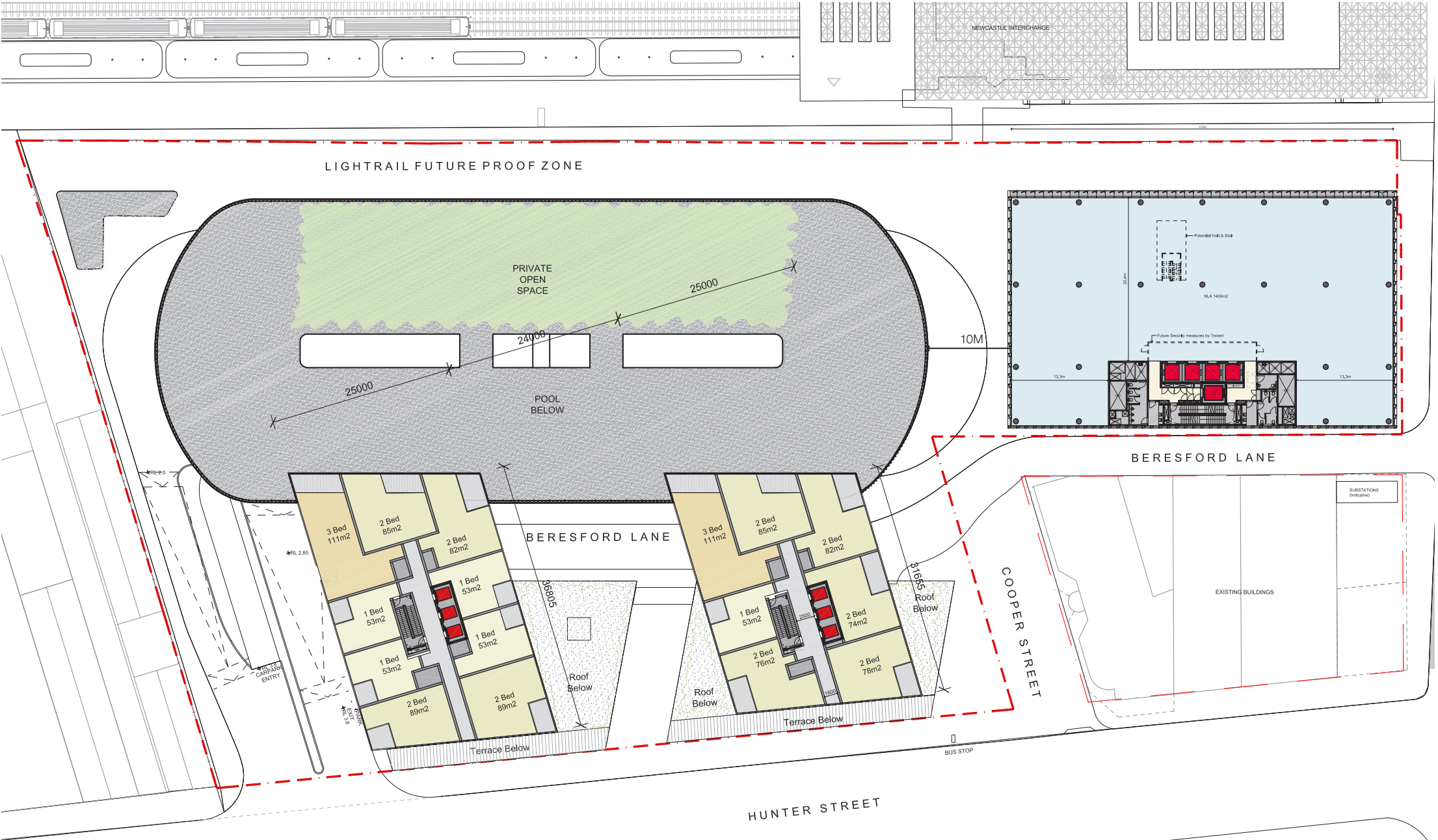
VIEW LOOKING EAST ALONG HUNTER STREET

6.9 UPPER LEVEL

Two residential envelopes are located on the site of The Store facing Hunter Street. Both towers are designed to be read as family of forms. All apartments are oriented to capture solar and expansive views of the coast and the hills. Corridors are glazed at each end to provide natural light and ventilation.

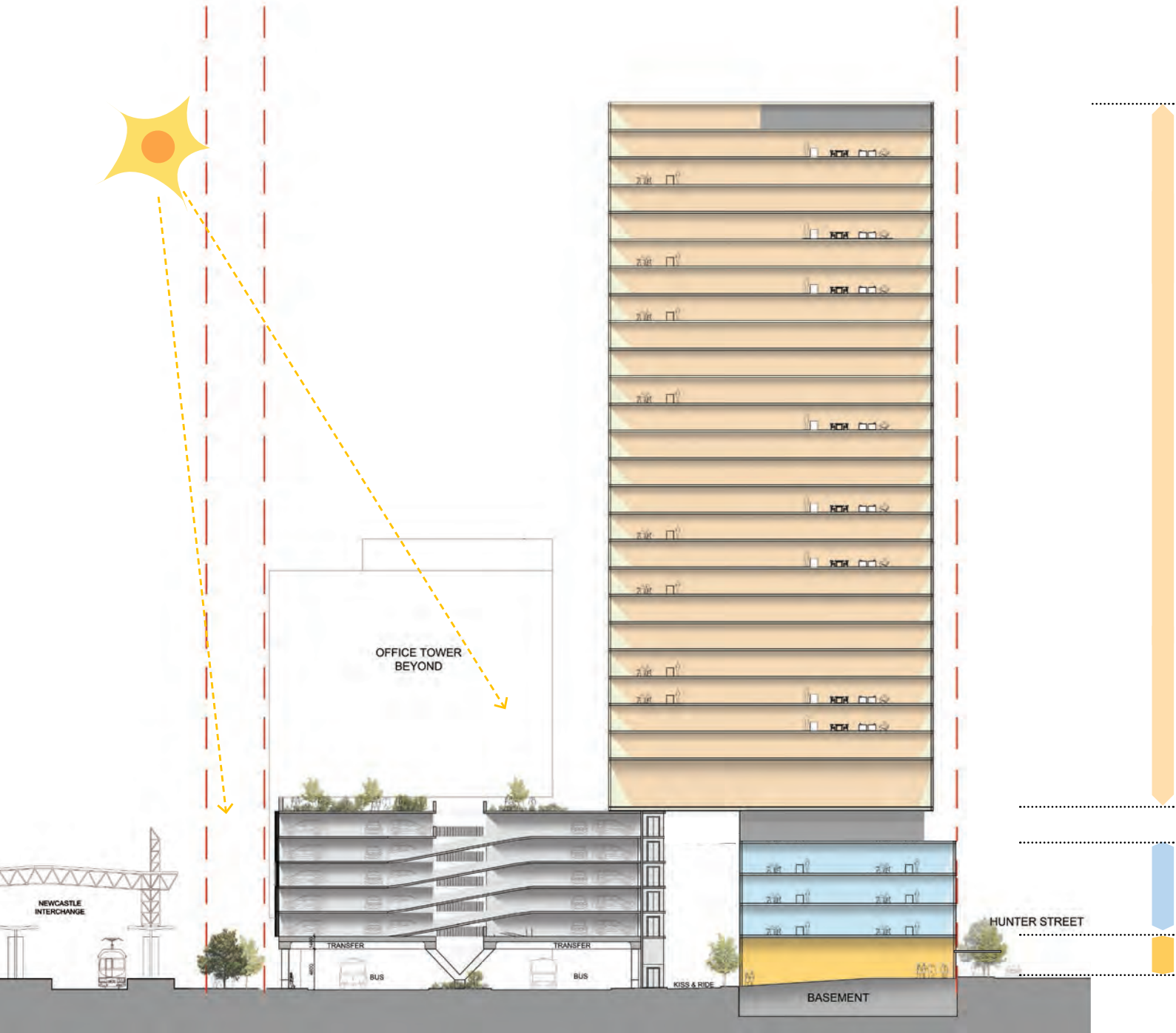
Towers will be designed with a mix of 1Bed, 2Bed and 3Bed thereby accommodating a varied population to activate the precincts on the ground plane below. Internal planning aims to minimise corridors and circulation while providing good separation between bedroom and living spaces.

The rooftop area of the proposed carpark structure is to be partially landscaped to create a large recreation area or communal open space for the residents. Other areas of internal communal spaces are proposed which could be gym or childplay area to provide further amenity for residents and encourage sense of community.



INDICATIVE UPPER LEVEL PLAN

Both of the residential towers can achieve ADG compliance, minimising overlooking providing excellent amenity to the apartments.



1. Solar


>2 hrs	11/15	73% (Compliant)
1-2 hrs		4/15


2. Cross Ventilation

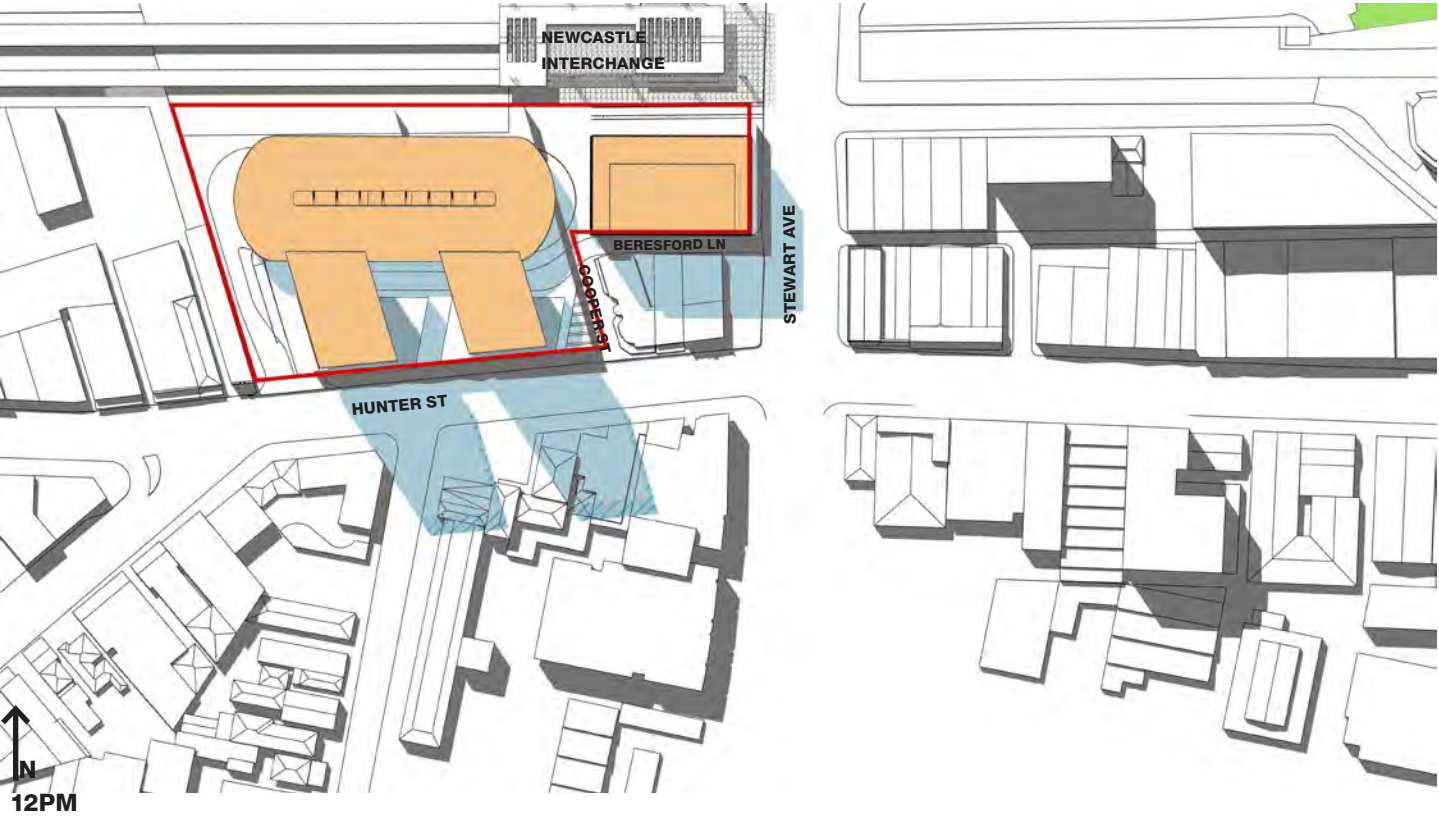
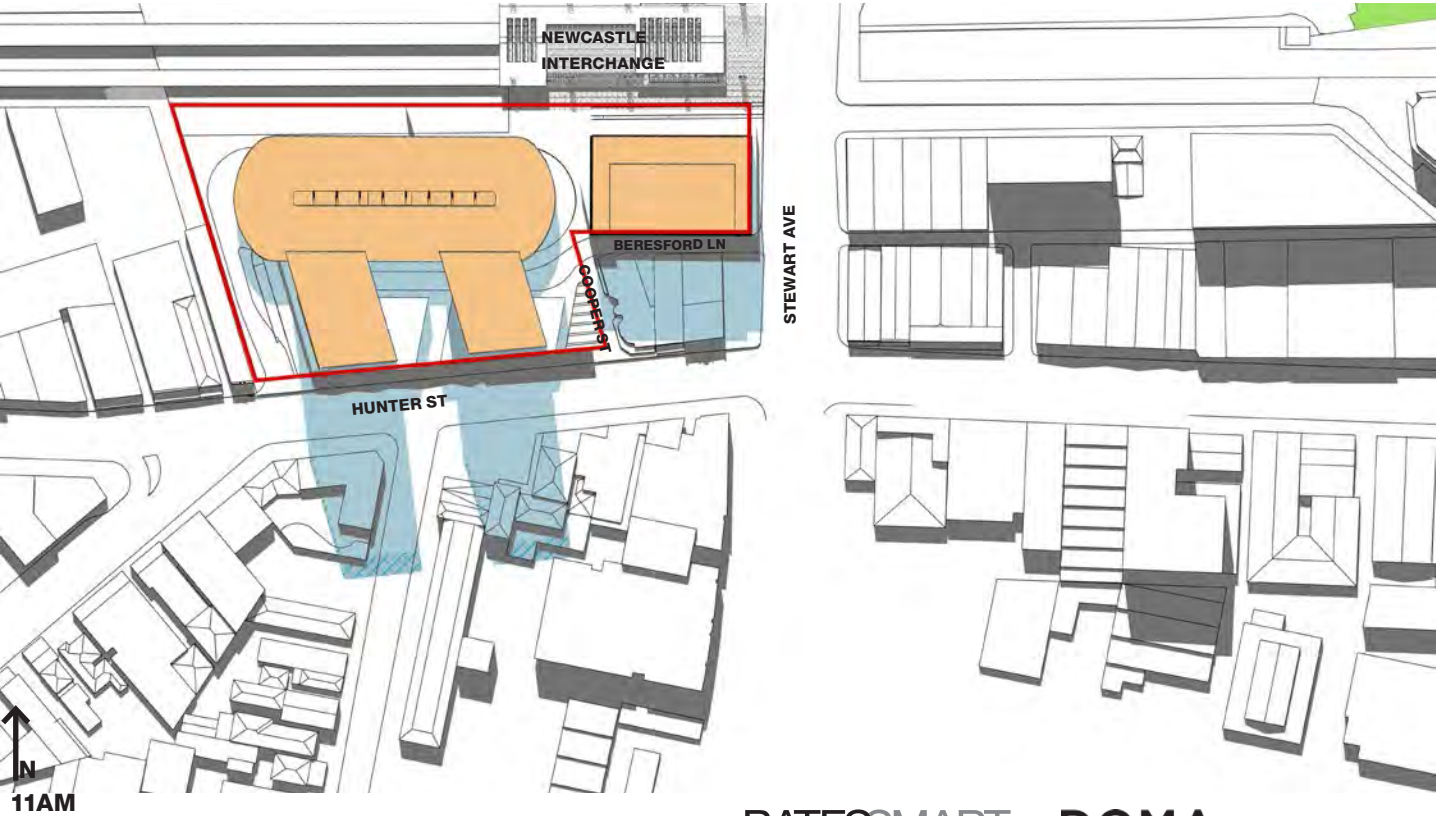
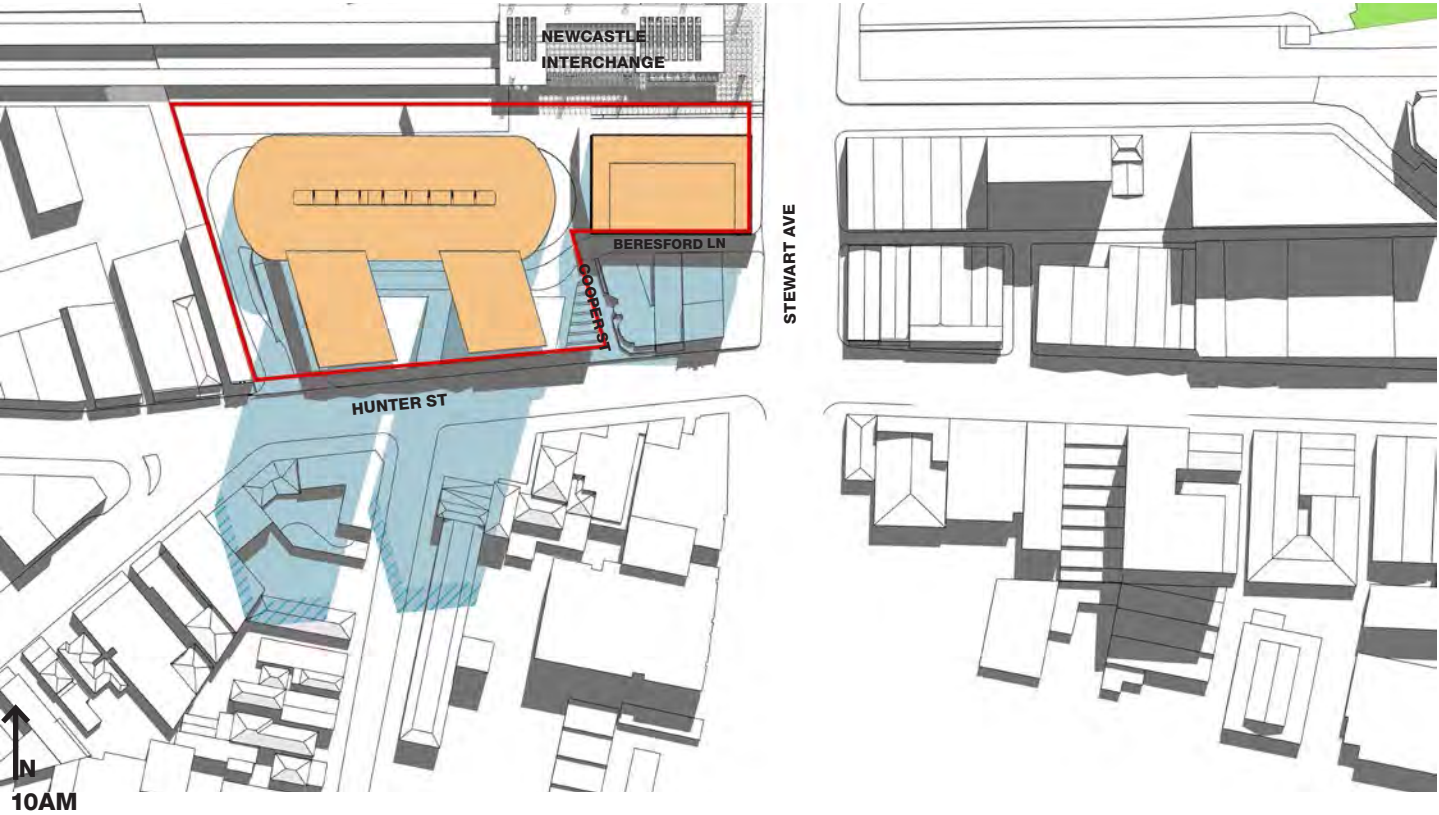
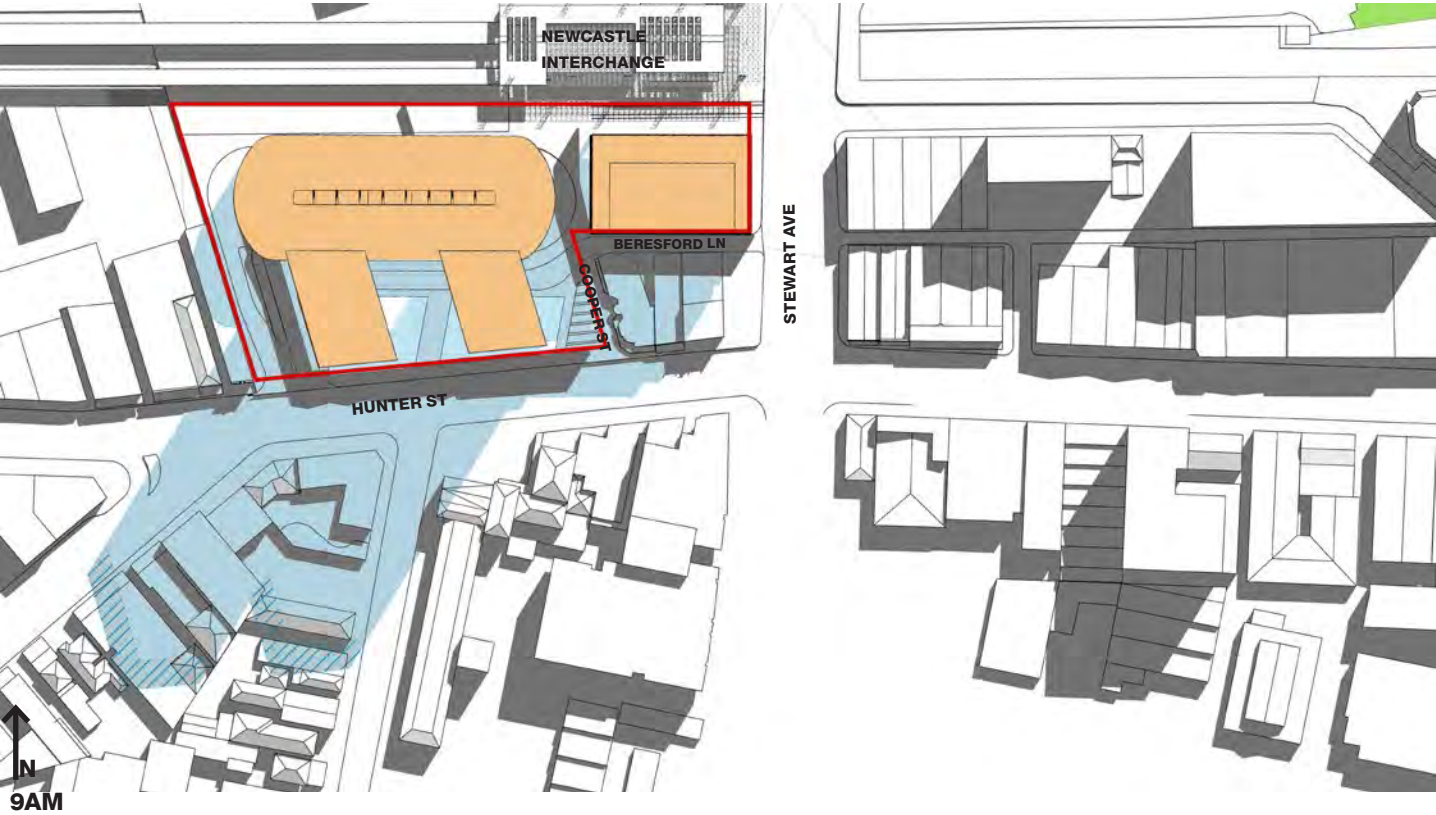
Cross ventilation is only required for the first 9 floors of a building, which equals 4 residential floors. Cross ventilation for these four floors can be achieved through detailed design.



6.10 SHADOW STUDY EQUINOX

ADDITIONAL SHADOW GENERATED BY PROPOSAL = 

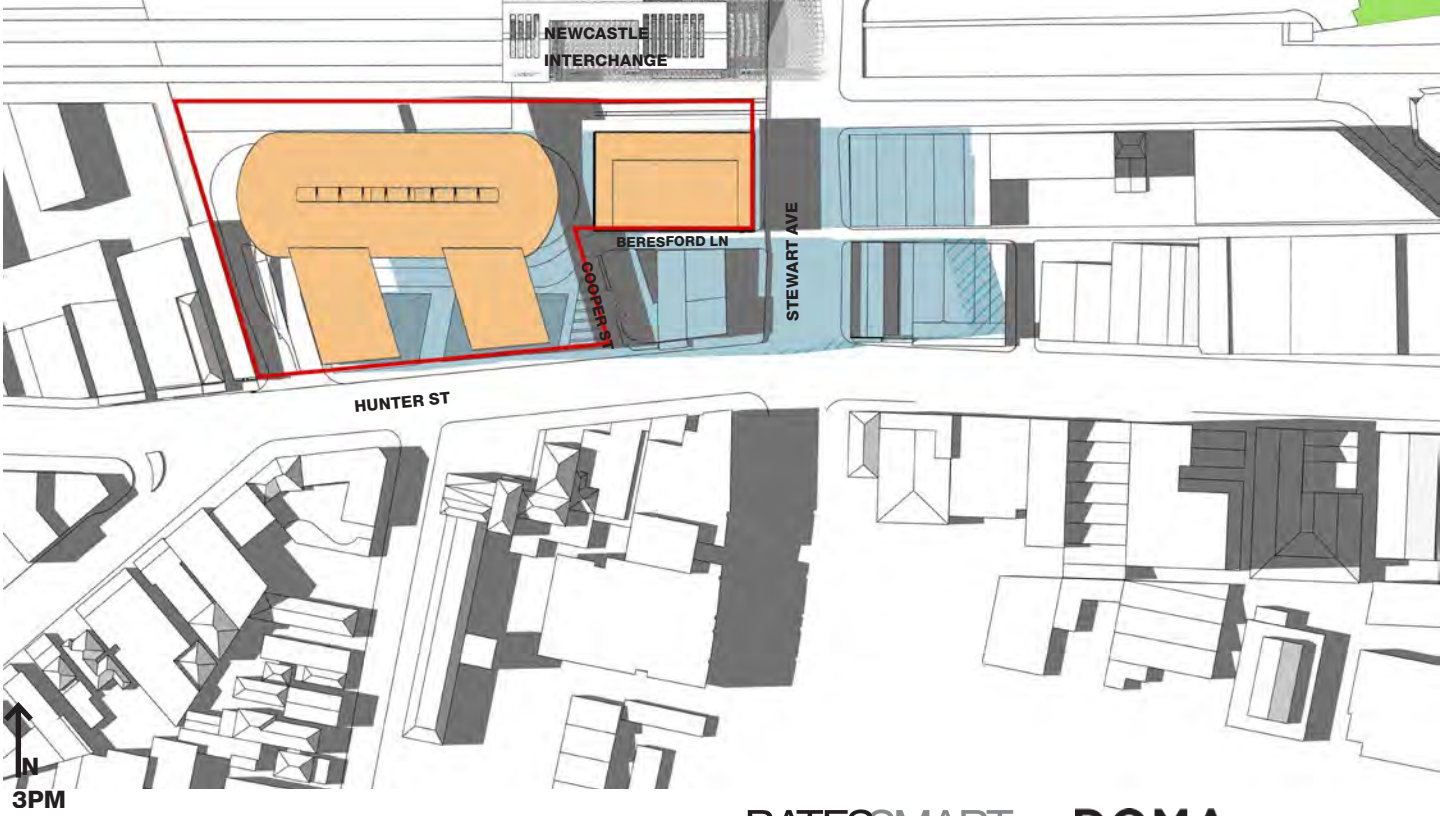
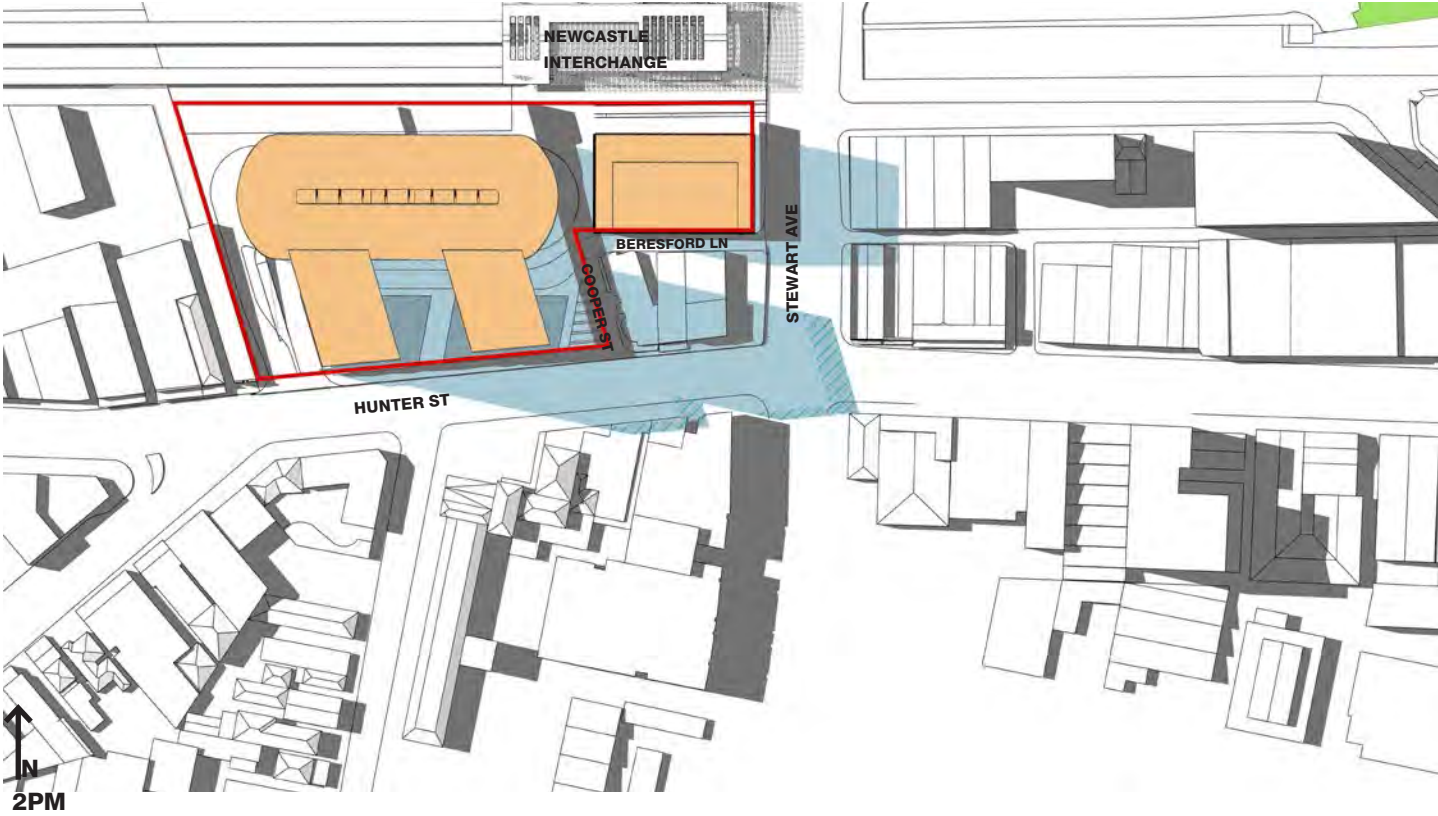
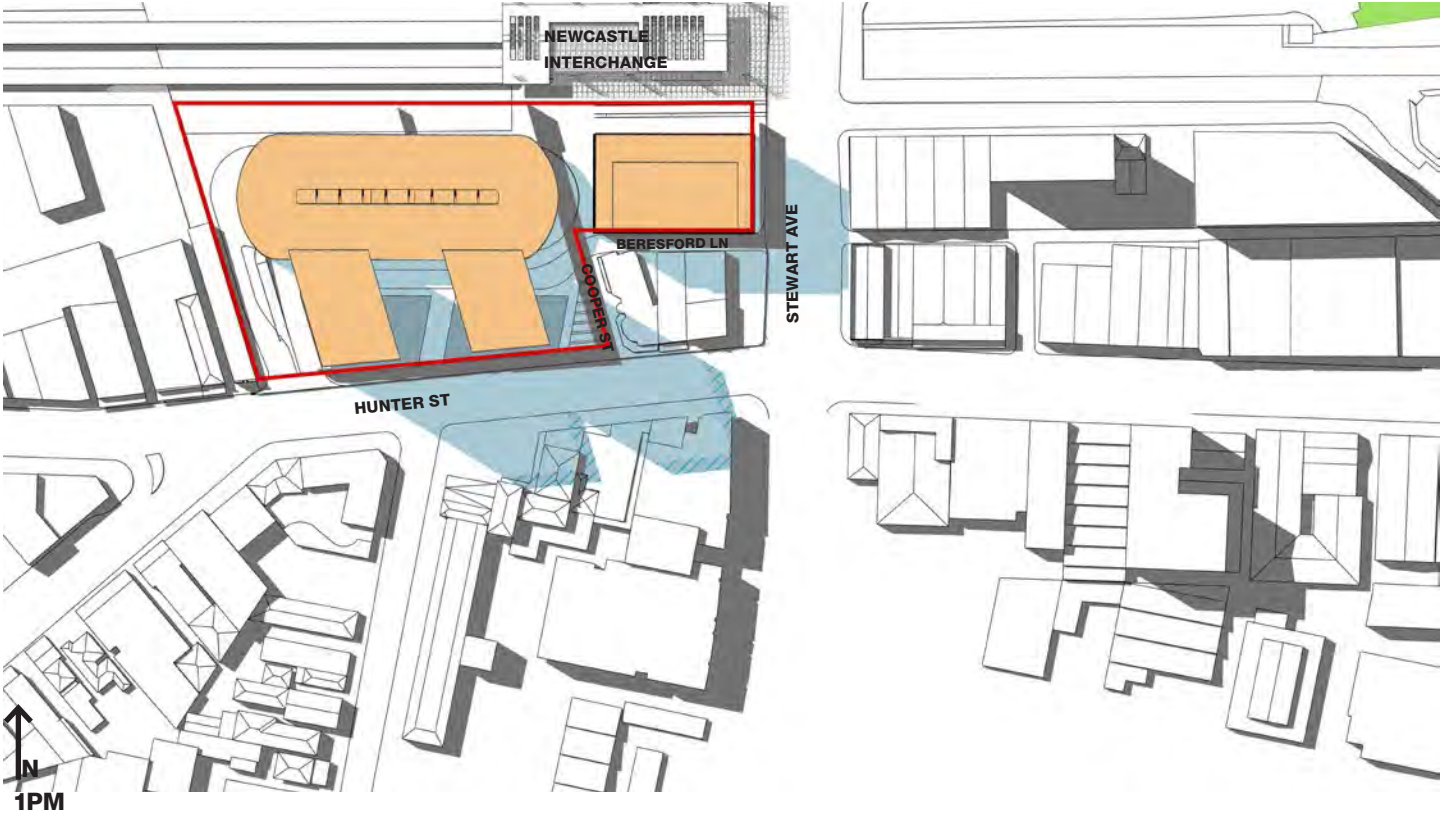
ADDITIONAL SHADOW GENERATED BY 10% HEIGHT = 

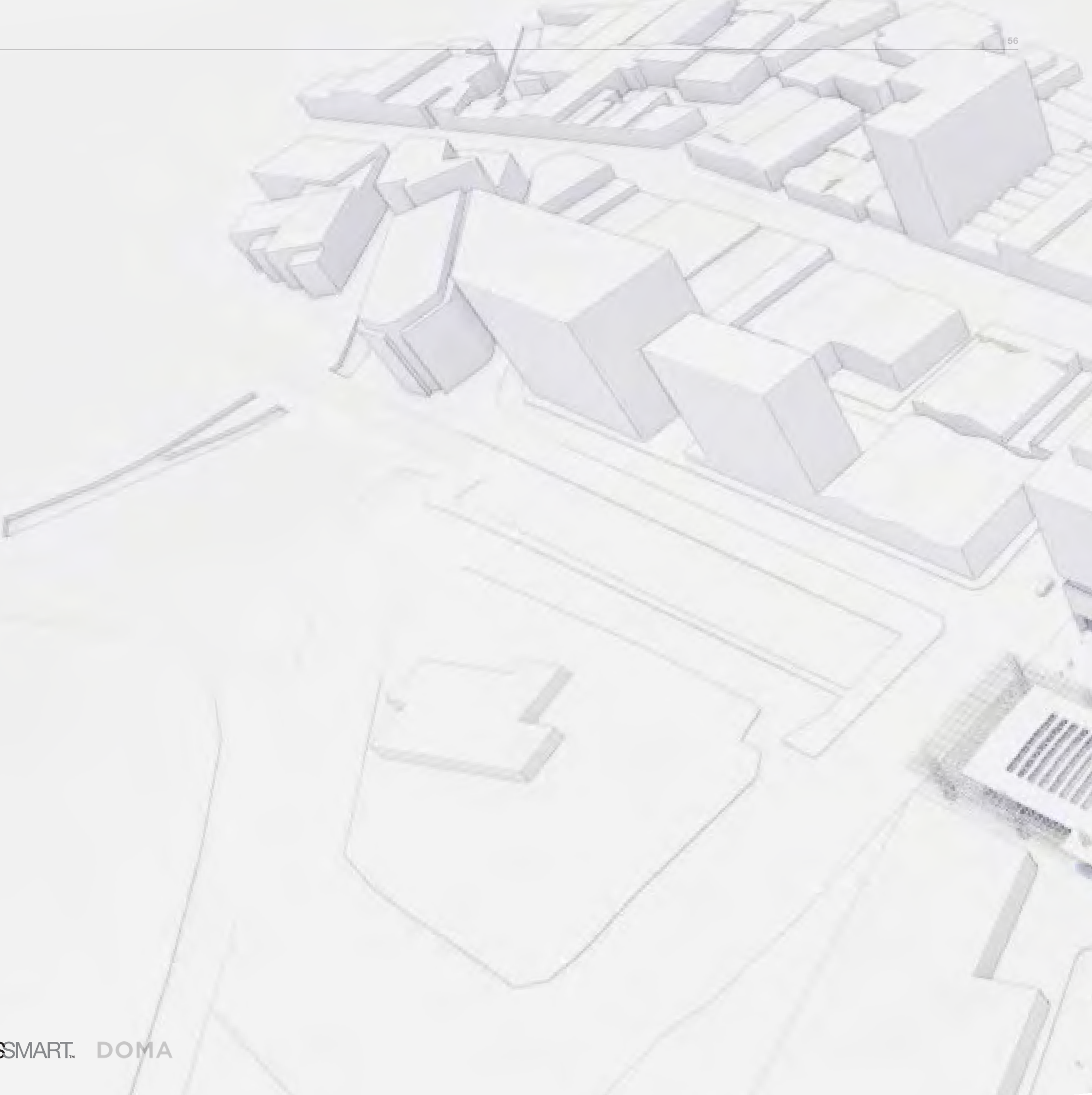


ADDITIONAL SHADOW GENERATED BY PROPOSAL =



ADDITIONAL SHADOW GENERATED BY 10% HEIGHT =

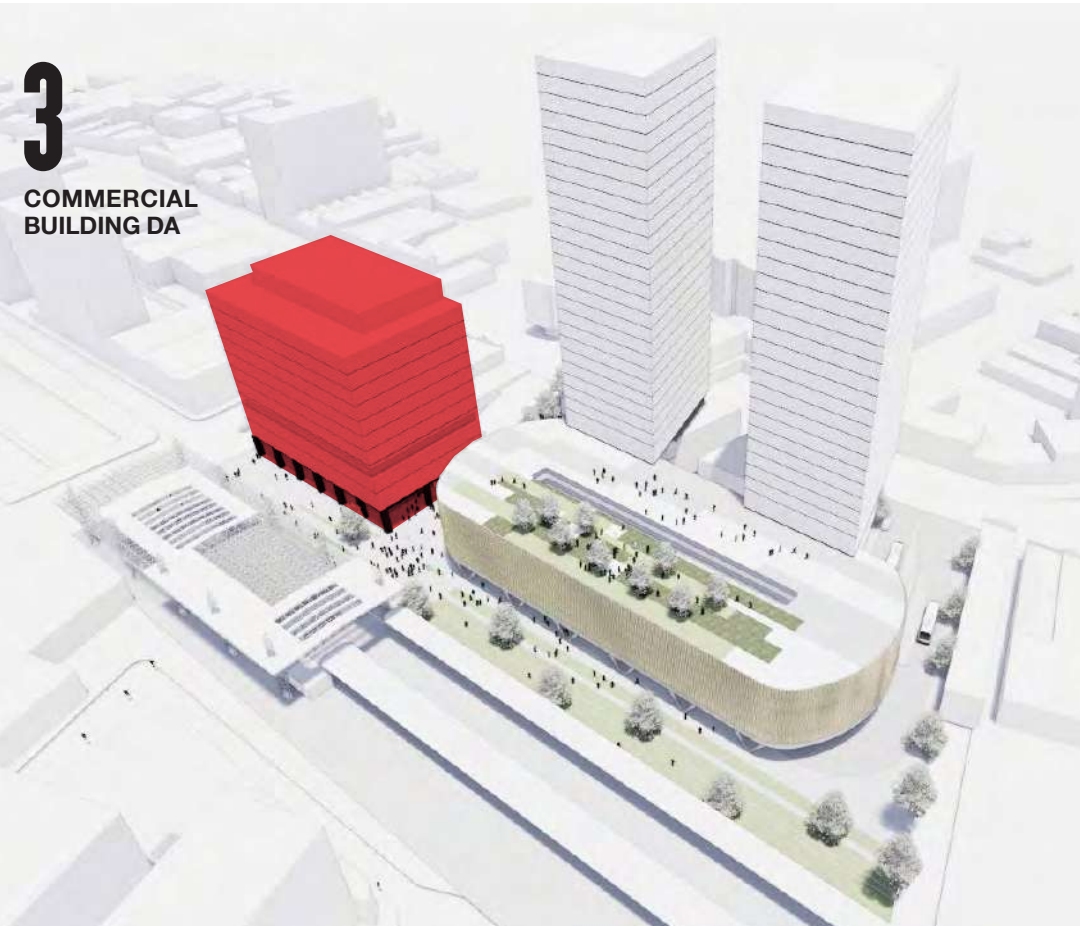
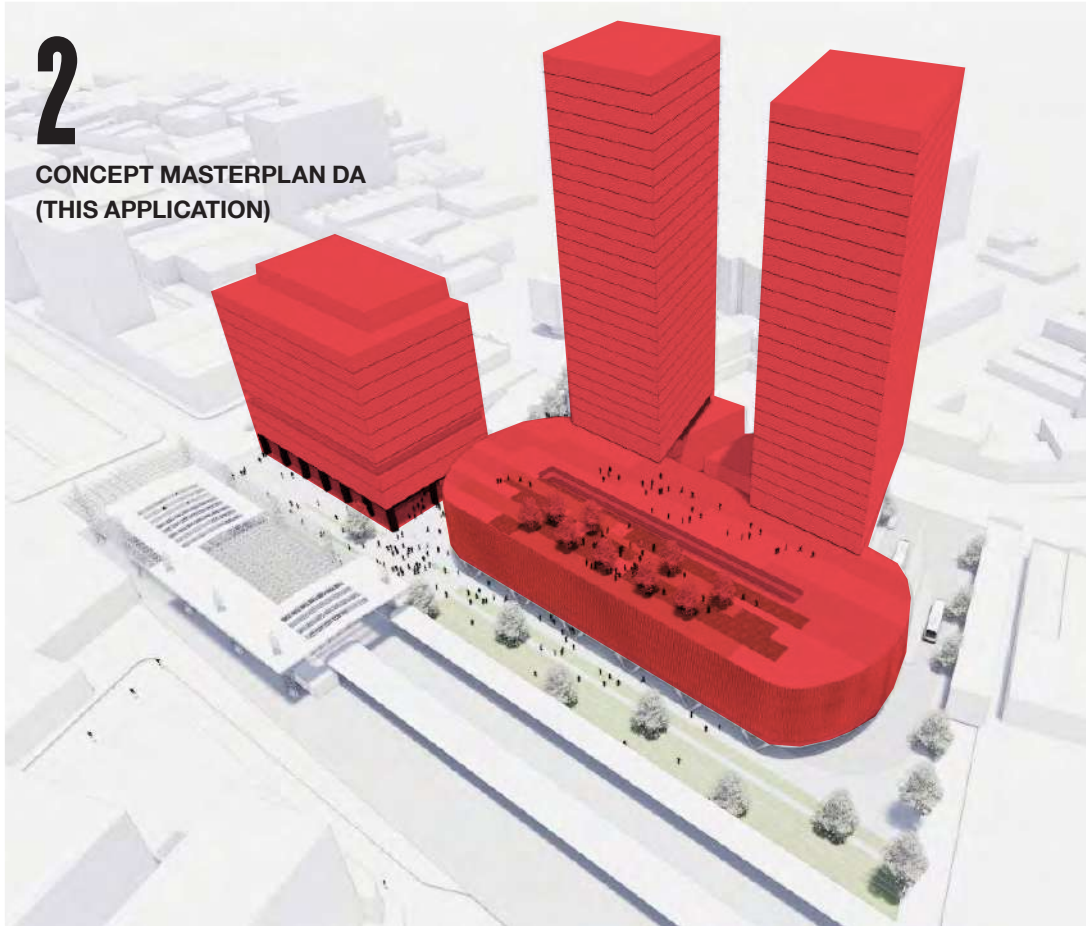




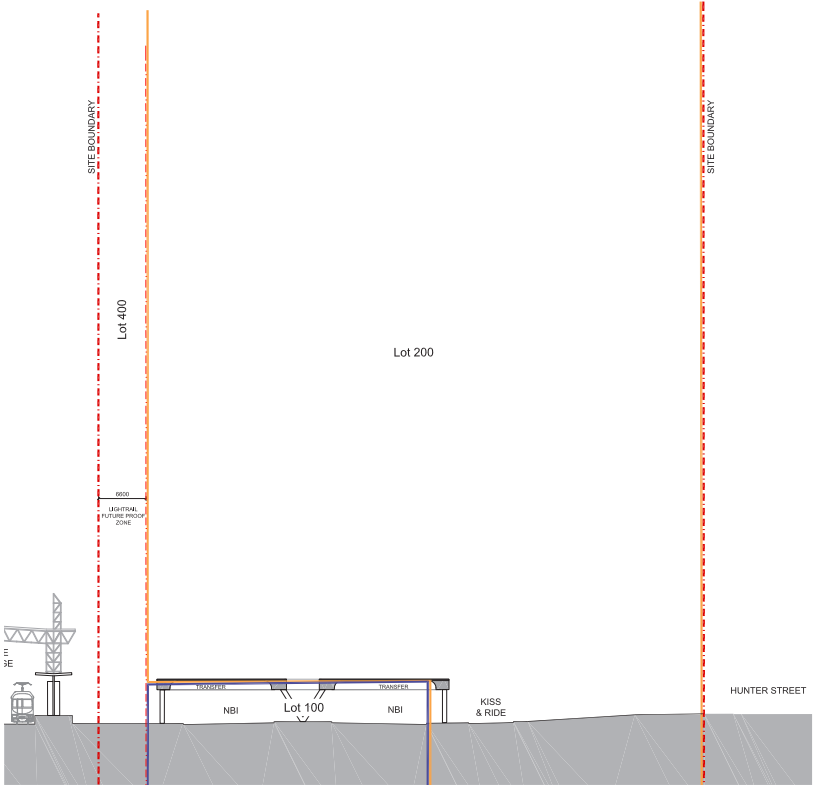
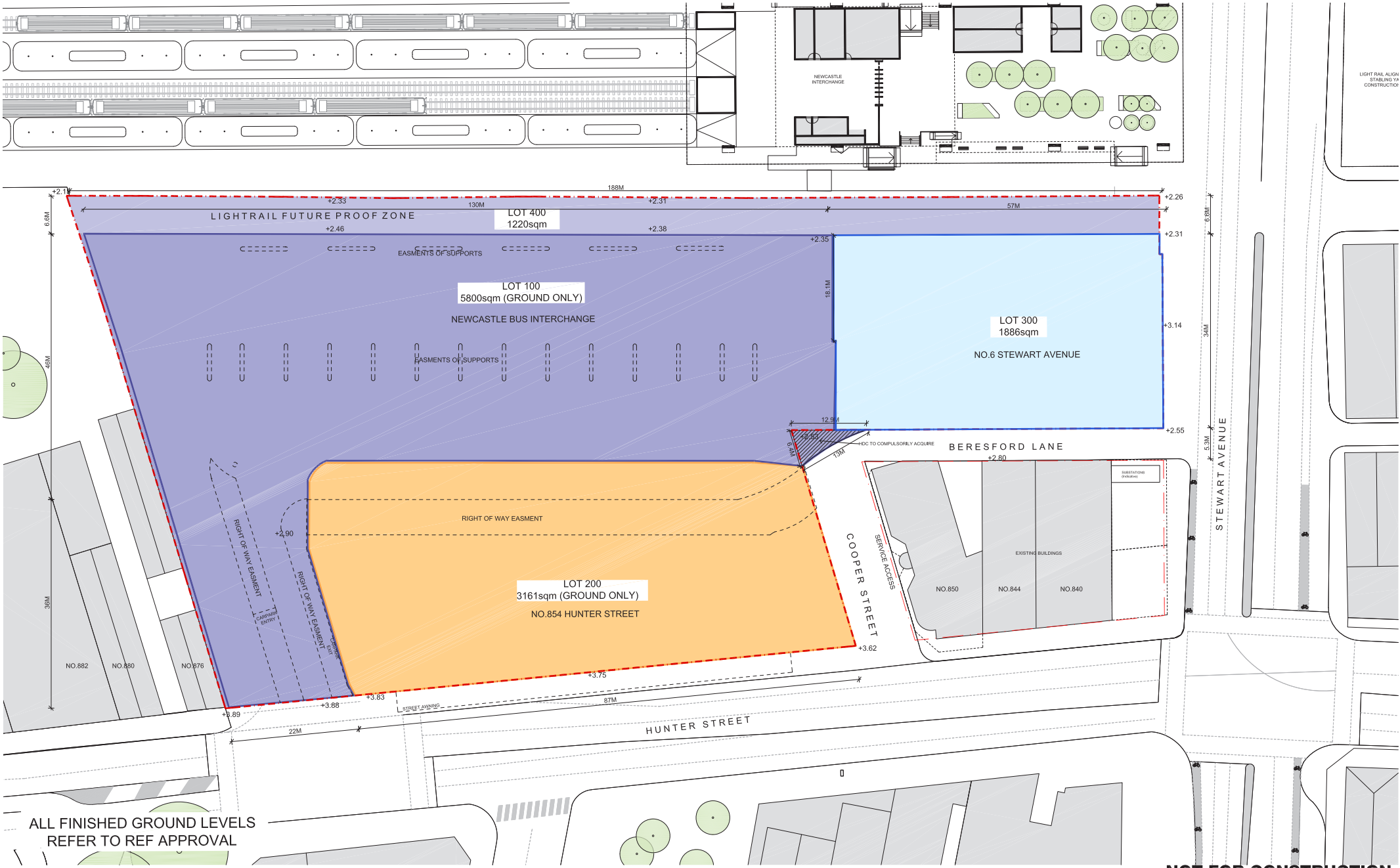
7.0 SITE DETAILS

7.0 DA STAGING

The following diagrams indicate the planning submission stages for the project. These are heavily dictated by the procurement program in order to deliver each facility.



7.1
SUBDIVISION
STRATEGY



Legend

- Lot 100 Newcastle Bus Interchange (STAGE 1)
Measured from NBI FFL to the centreline of the overhead
pavement. Allow easement of support for Lot 200. Unlimited in depth
- Lot 200 (STAGE 34)
Unlimited in height & partially limited in depth
- Lot 300 (STAGE 2)
Unlimited height & depth
- Future Light Rail Lot 400
6.0m from boundary. Unlimited height & depth

Revision	Date	Description	Initial	Checked
A	16.11.18	Development Application	CVV	SS

854 Hunter Street
Newcastle
L00
Site Subdmsn Plan

DOMA

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and drawings to be used in accordance with the relevant standards and codes. Any documents shall be made available to the
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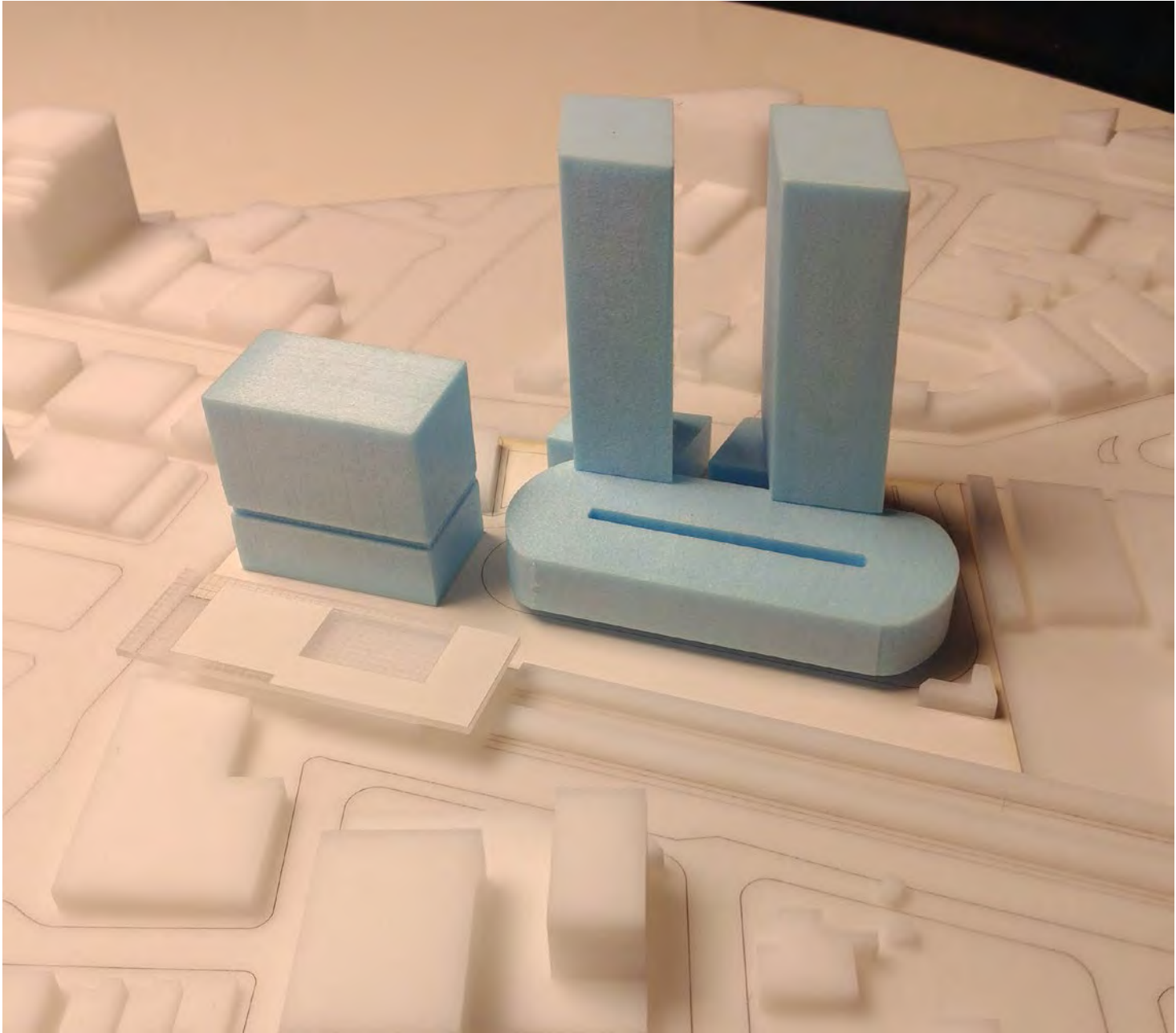
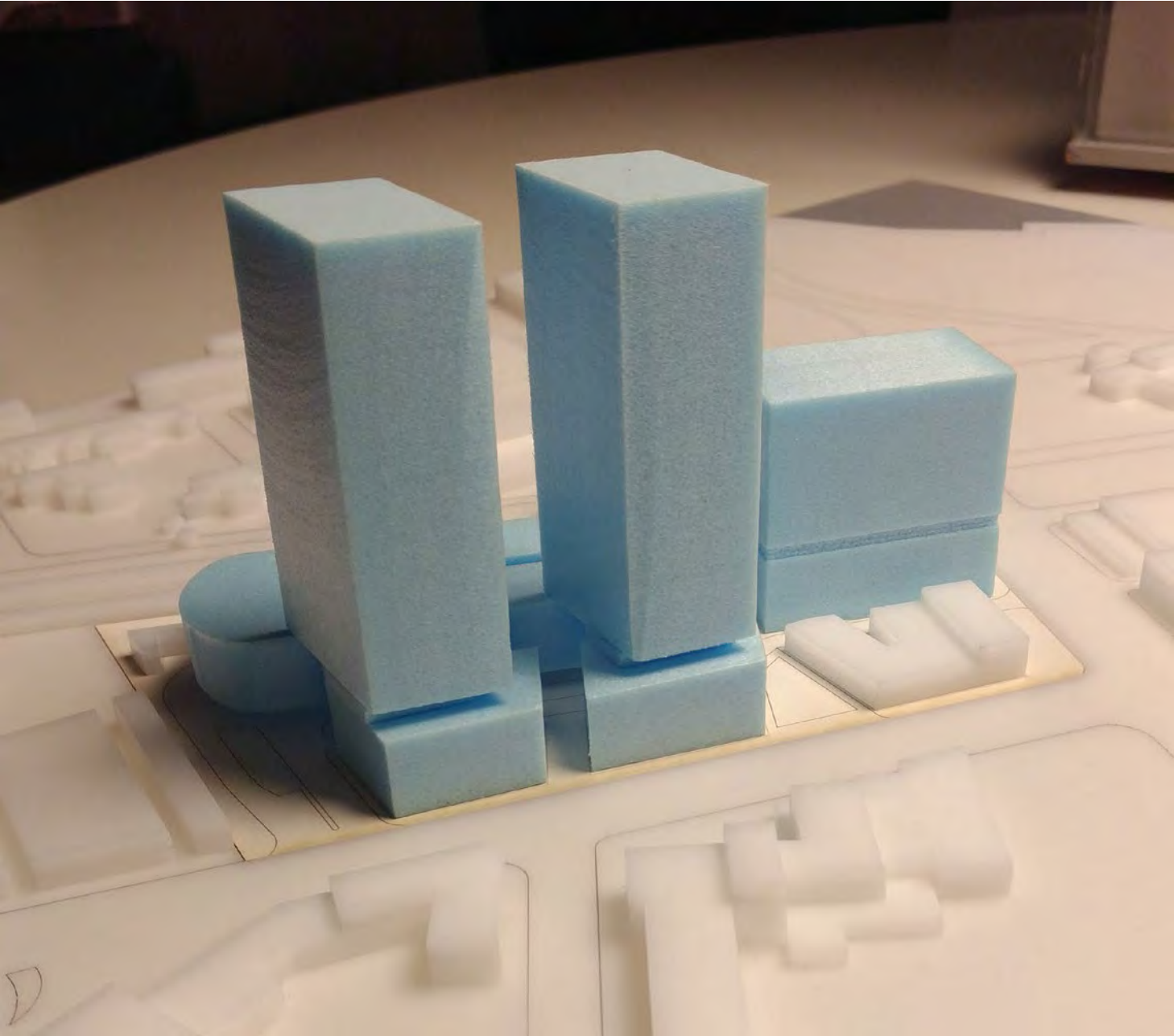


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Drawn	CVV
Project No.	S12133
Status	Development Application
First Date	18-09-2018
First File	854 Hunter Street - Development Application - Stage 1 & 2
Drawing No.	A01.MP.002 A

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7.2 MASSING MODEL



DOMA

7.3
AREA
SCHEDULE

Site Summary				
Site area	12,028 sqm			
Allowable FSR	5 :1			
Allowable GFA	60,140 sqm			
Existing GFA	tbc sqm			
Total Proposed GFA	58,460 sqm	Total Residential GFA	34,661 sqm	
		Total Commercial GFA	22,701 sqm	
		Total Retail GFA	1,098 sqm	
Proposed FSR	4.86 :1			
Total Proposed GBA	67,623 sqm			
Total Proposed NSA	27,963 sqm			
Total Proposed NLA	18,588 sqm			
Total Proposed GLAR	1,098 sqm			
Total Apartments West	187 nos.			
Total Apartments East	156 nos.			
TOTAL	343 nos.			

COMMERCIAL (C1)										
LEVEL	USE	RL(m)	Height	FFL (m)	GBA	GFA	NLA (Comm)	NLA (Ground)	GLAR (Retail)	Cars
ROOF		55.4		52.3						
L12	Roof Plant	49.9	5.5	46.8	1042					
L11	Office	46.1	3.8	43	1643	1482	1406			
L10	Office	42.3	3.8	39.2	1643	1482	1406			
L9	Office	38.5	3.8	35.4	1643	1482	1406			
L8	Office	34.7	3.8	31.6	1643	1482	1406			
L7	GPNSW	30.9	3.8	27.8	1643	1482	1406			
L6	GPNSW	27.1	3.8	24	1643	1482	1406			
L5	GPNSW	23.3	3.8	20.2	1643	1482	1406			
L4	GPNSW	19.5	3.8	16.4	1643	1482	1406			
L3	GPNSW	15.7	3.8	12.6	1643	1482	1406			
L2	GPNSW	11.9	3.8	8.8	1643	1482	1406			
L1(Mezz)	GPNSW	8.1	3.8	5	1076	1070	907			
G	Lobby / Retail	3.1	5	0	1205	721		403	318	
B01	Parking	0.0	3.1		1806	78				40
TOTAL				52.3	21,559	16,689	14,967	403	318	

RESIDENTIAL (R1 - WEST)													
efficiency % of GEA													
Residential													
LEVEL	USE	RL(m)	Height	FFL (m)	GEA	GFA (Resi)	NSA (Resi)	Apartment Mix			GFA (Comm)	NLA (Comm)	GLAR (Retail)
ROOF		101.8		98		80%	67%	1B	2B	3B			
L29	Residential/plant	98.7	3.10	94.9	476	381	319	0	1	2			
L28	Residential/plant	95.6	3.10	91.8	476	381	319	0	1	2			
L27	Residential	92.5	3.10	88.7	952	762	638	0	5	2			
L26	Residential	89.4	3.10	85.6	952	762	638	0	5	2			
L25	Residential	86.3	3.10	82.5	952	762	638	0	5	2			
L24	Residential	83.2	3.10	79.4	952	762	638	0	5	2			
L23	Residential	80.1	3.10	76.3	952	762	638	0	5	2			
L22	Residential	77	3.10	73.2	952	762	638	0	5	2			
L21	Residential	73.9	3.10	70.1	952	762	638	0	5	2			
L20	Residential	70.8	3.10	67	952	762	638	0	5	2			
L19	Residential	67.7	3.10	63.9	952	762	638	0	5	2			
L18	Residential	64.6	3.10	60.8	952	762	638	0	5	2			
L17	Residential	61.5	3.10	57.7	952	762	638	0	5	2			
L16	Residential	58.4	3.10	54.6	952	762	638	4	4	1			
L15	Residential	55.3	3.10	51.5	952	762	638	4	4	1			
L14	Residential	52.2	3.10	48.4	952	762	638	4	4	1			
L13	Residential	49.1	3.10	45.3	952	762	638	4	4	1			
L12	Residential	46	3.10	42.2	952	762	638	4	4	1			
L11	Residential	42.9	3.10	39.1	952	762	638	4	4	1			
L10	Residential	39.8	3.10	36	952	762	638	4	4	1			
L9	Residential	36.7	3.10	32.9	952	762	638	4	4	1			
L8	Residential	33.6	3.10	29.8	952	762	638	4	4	1	854	690	
L7	Residential	30.5	3.10	26.7	952	762	638	4	4	1	854	690	
L6	Residential	27.4	3.10	23.6	952	762	638	4	4	1	724	561	
L5	Transfer	22.62	4.78	18.82	952	762	345	3	2				
L4	Plant	18.95	3.67	15.15	838								
L3	Office	15.35	3.6	11.55									
L2	Office	11.75	3.6	7.95									
L1	Office	8.15	3.6	4.35									
G	Lobby / Retail	3.8	4.35	0							724		368
B01	Plant / Parking		3.1		1900								
TOTAL								25%	55%	20%			
								47	103	37	3,156	1,941	368
187													

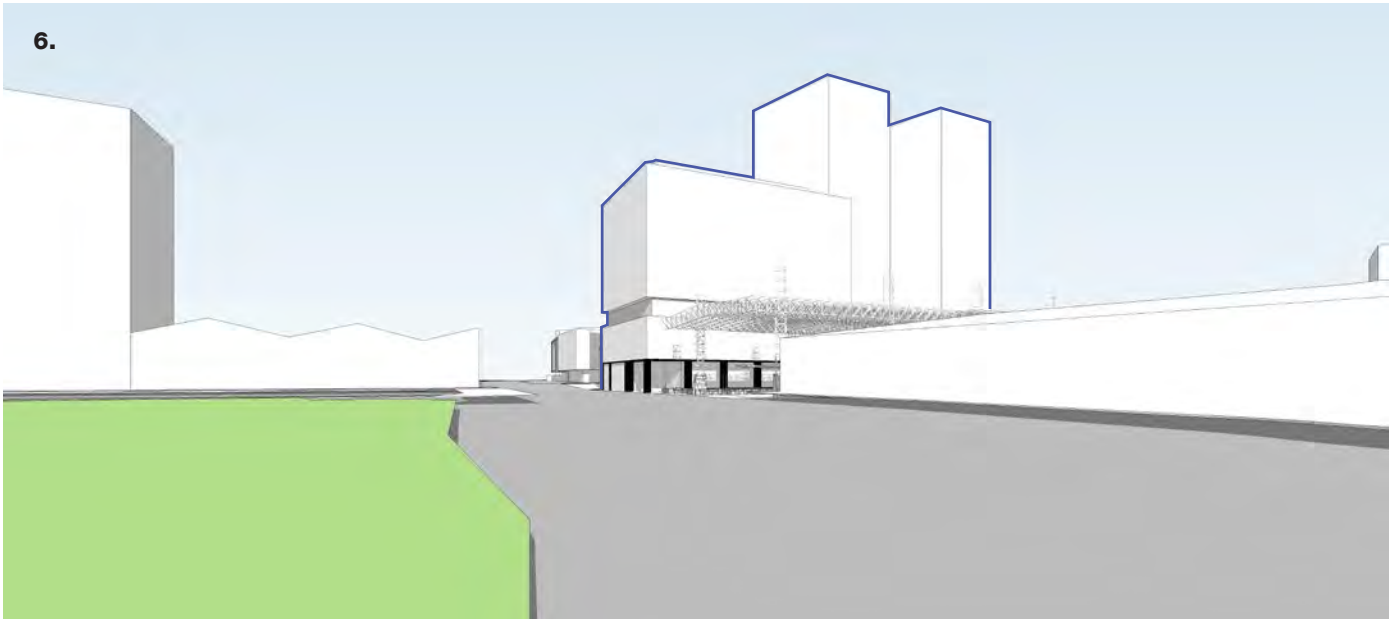
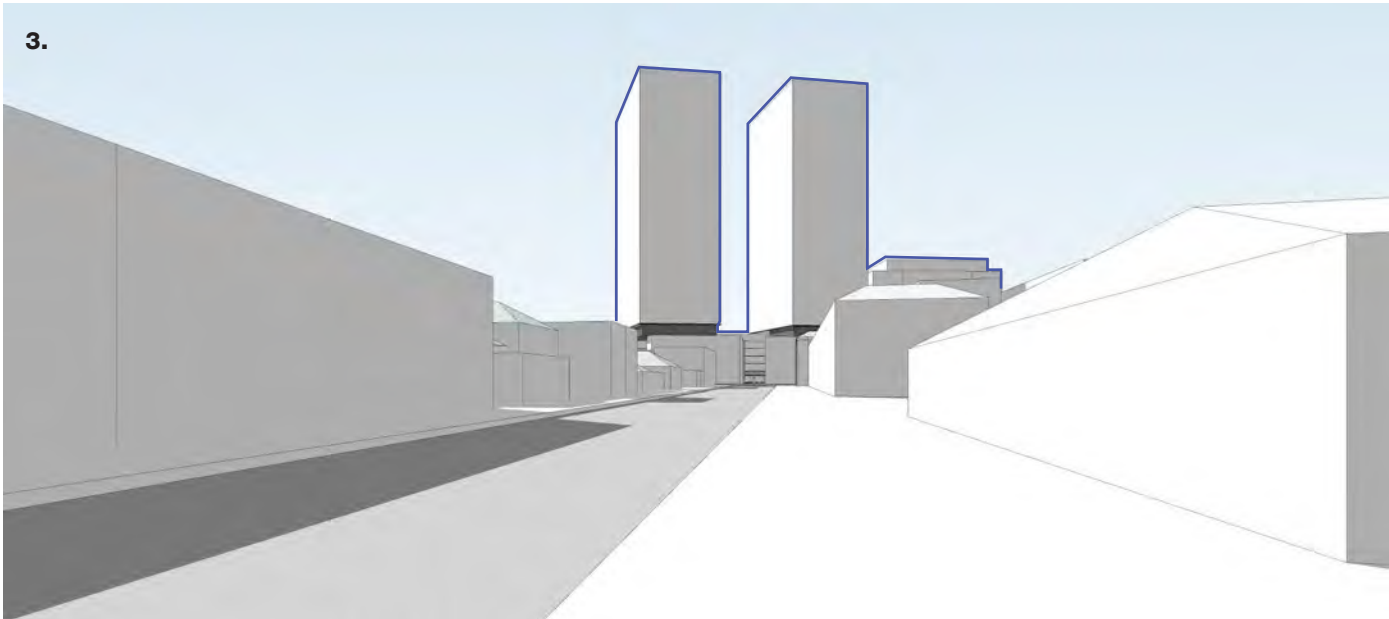
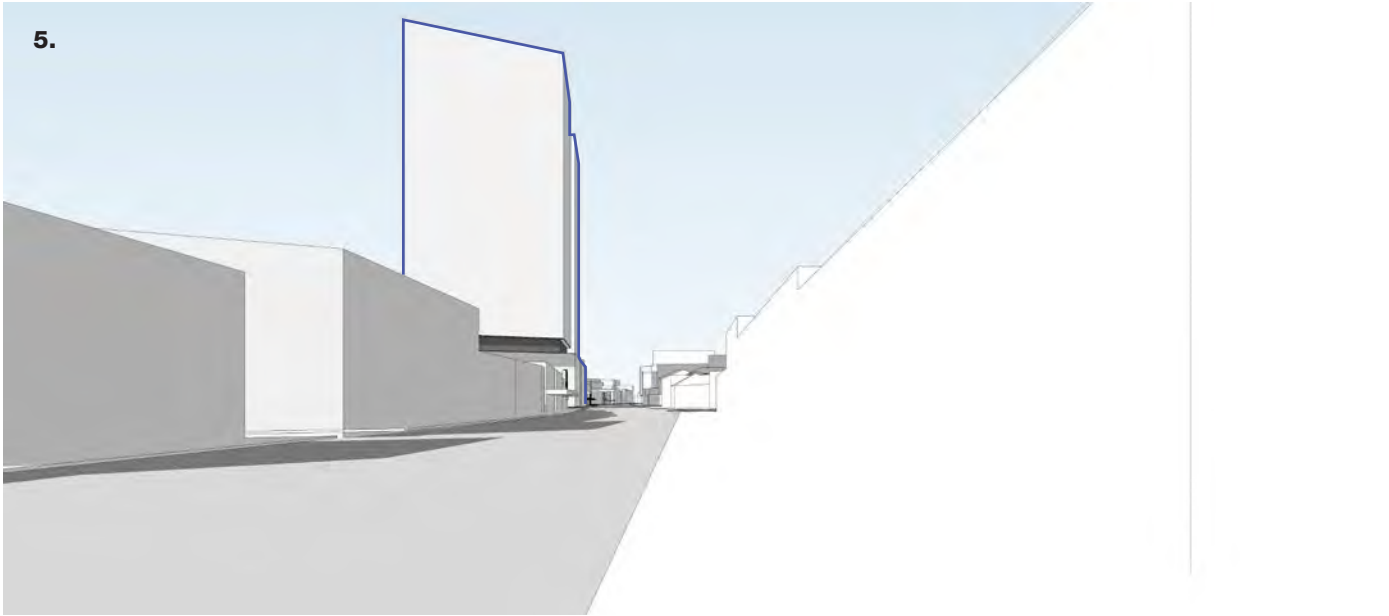
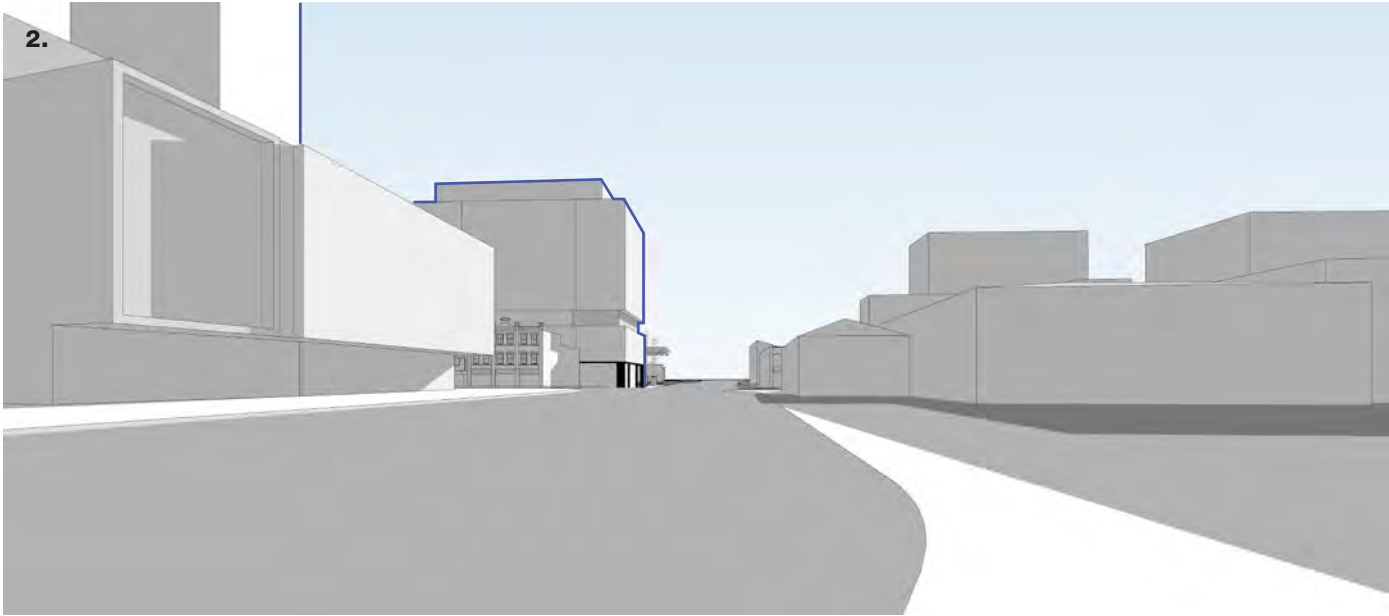
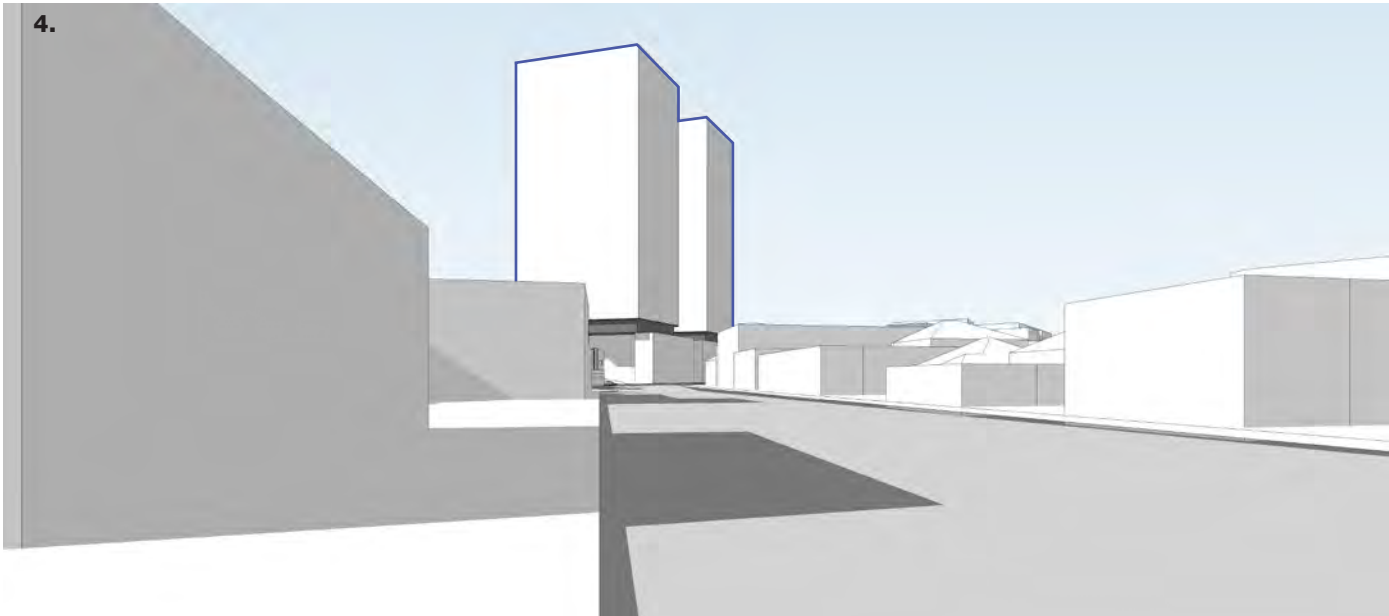
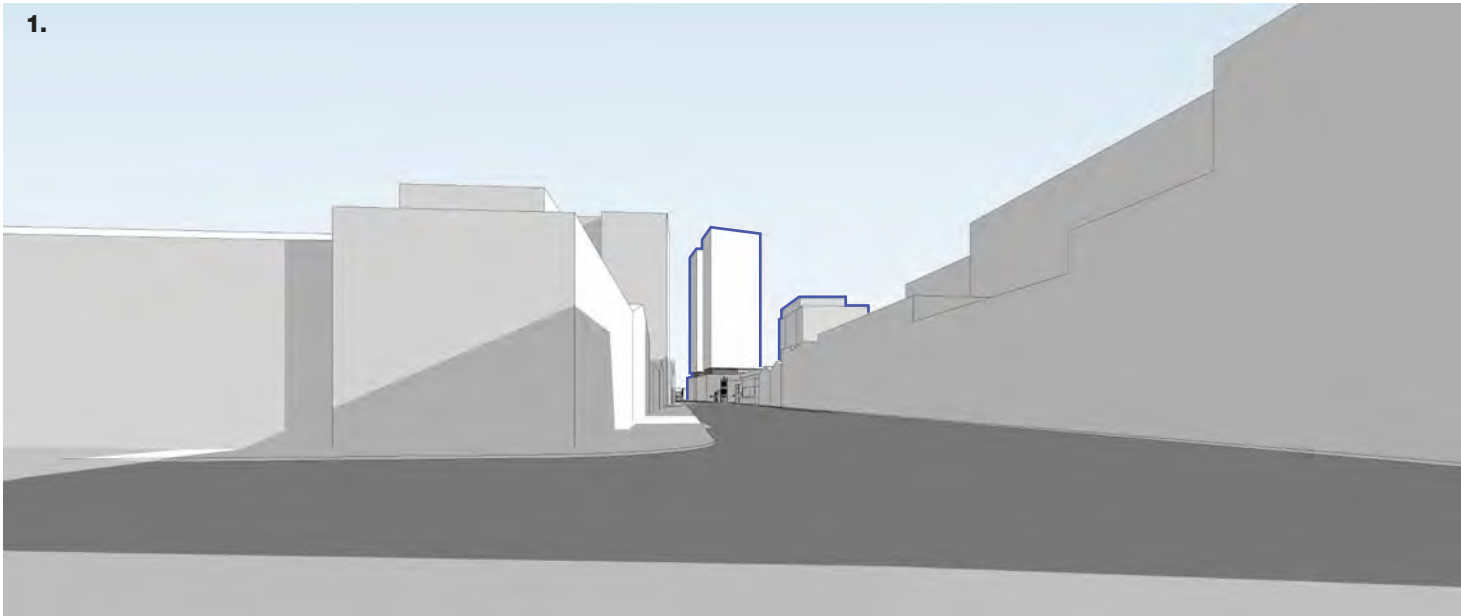
RESIDENTIAL (R2 - EAST)													
efficiency % of GEA													
Residential													
LEVEL	USE	RL(m)	Height	FFL (m)	GEA	GFA (Resi)	NSA (Resi)	Apartment Mix			GFA (Comm)	NLA (Comm)	GLAR (Retail)
ROOF		101.8		98.00		80%	67%	1B	2B	3B			
L29	Residential/plant	98.70	3.10	94.9	412	330	276		0	2			
L28	Residential/plant	95.60	3.10	91.8	412	330	276		0	2			
L27	Residential	92.50	3.10	88.7	824	659	552	2	1	3			
L26	Residential	89.40	3.10	85.6	824	659	552	2	1	3			
L25	Residential	86.30	3.10	82.5	824	659	552	2	1	3			
L24	Residential	83.20	3.10	79.4	824	659	552	2	1	3			
L23	Residential	80.10	3.10	76.3	824	659	552	2	1	3			
L22	Residential	77.00	3.10	73.2	824	659	552	2	1	3			
L21	Residential	73.90	3.10	70.1	824	659	552	1	5	1			
L20	Residential	70.80	3.10	67	824	659	552	1	5	1			
L19	Residential	67.70	3.10	63.9	824	659	552	1	5	1			
L18	Residential	64.60	3.10	60.8	824	659	552	1	5	1			
L17	Residential	61.50	3.10	57.7	824	659	552	1	5	1			
L16	Residential	58.40	3.10	54.6	824	659	552	1	5	1			
L15	Residential	55.30	3.10	51.5	824	659	552	1	5	1			
L14	Residential	52.20	3.10	48.4	824	659	552	1	5	1			
L13	Residential	49.10	3.10	45.3	824	659	552	1	5	1			
L12	Residential	46.00	3.10	42.2	824	659	552	1	5	1			
L11	Residential	42.90	3.10	39.1	824	659	552	1	5	1			
L10	Residential	39.80	3.10	36	824	659	552	1	5	1			
L9	Residential	36.70	3.10	32.9	824	659	552	1	5	1			
L8	Residential	33.60	3.10	29.8	824	659	552	1	5	1			
L7	Residential	30.50	3.10	26.7	824	659	552	1	5	1			
L6	Residential	27.40	3.10	23.6	824	659	552	1	5	1			
L5	Transfer	22.62	4.78	18.82	824	659	250	2	2				
L4	Plant	18.95	3.67	15.15	702	562							
L3	Office	15.35	3.6	11.55							714	560	
L2	Office	11.75	3.6	7.95							714	560	
L1	Office	8.15	3.6	4.35							714	560	
G	Lobby / Retail	3.8	4.35	0							714		412
B01	Plant / Parking		3.1		*(inc. in R1 West)								
TOTAL								19%	56%	24%			
								30	88	38	2,856	1,680	412
156													

7.4 VISUAL IMPACT ASSESSMENT

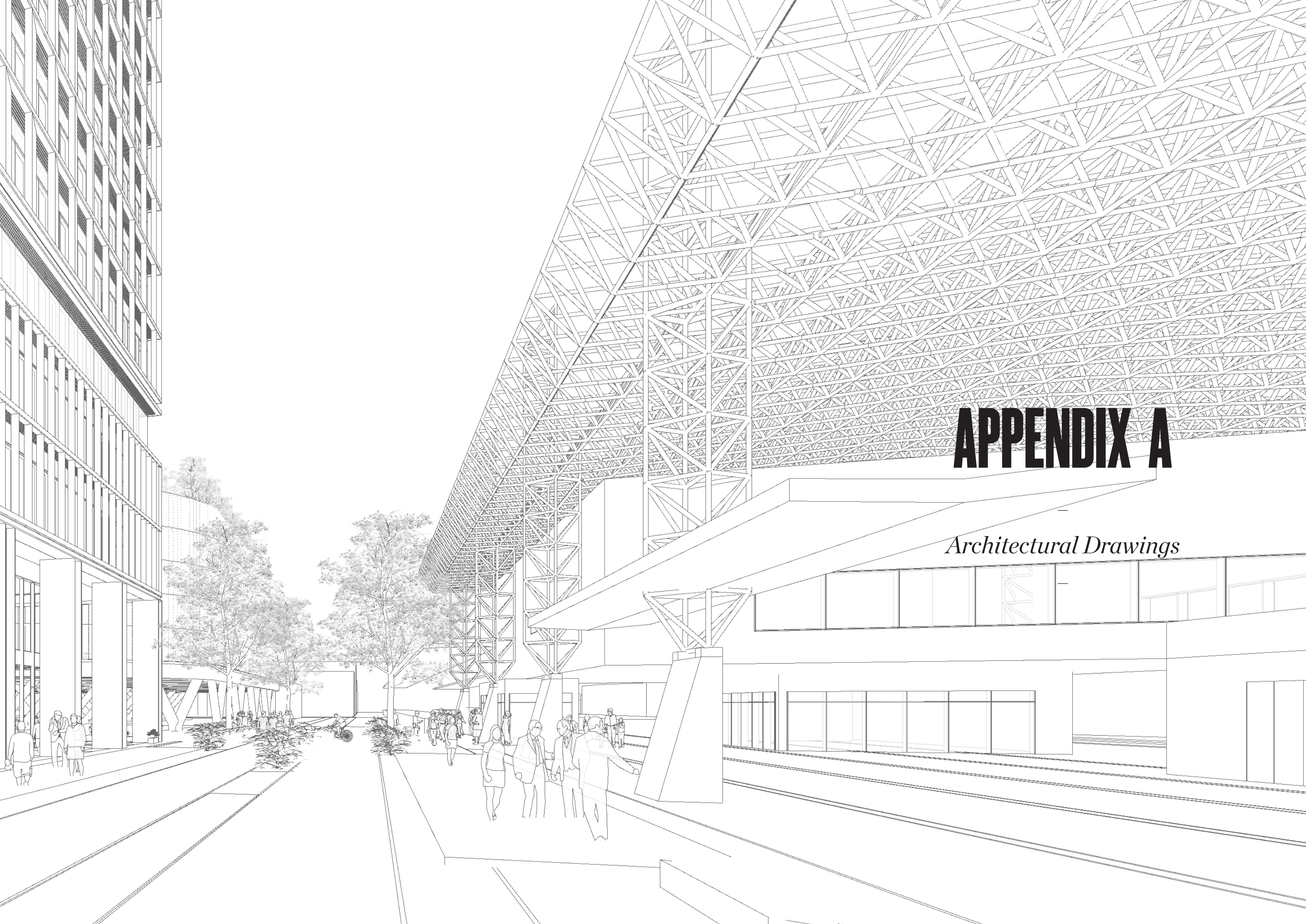
VIEW LOCATION POINTS

- 1. View from corner of Hunter street & National Park street
- 2. View down Stewart Ave towards harbour
- 3. View from Wood street
- 4. Approach from Denison street view
- 5. West approach from Hunter street
- 6. View from corner of Stewart Ave & Honeysuckle Drive



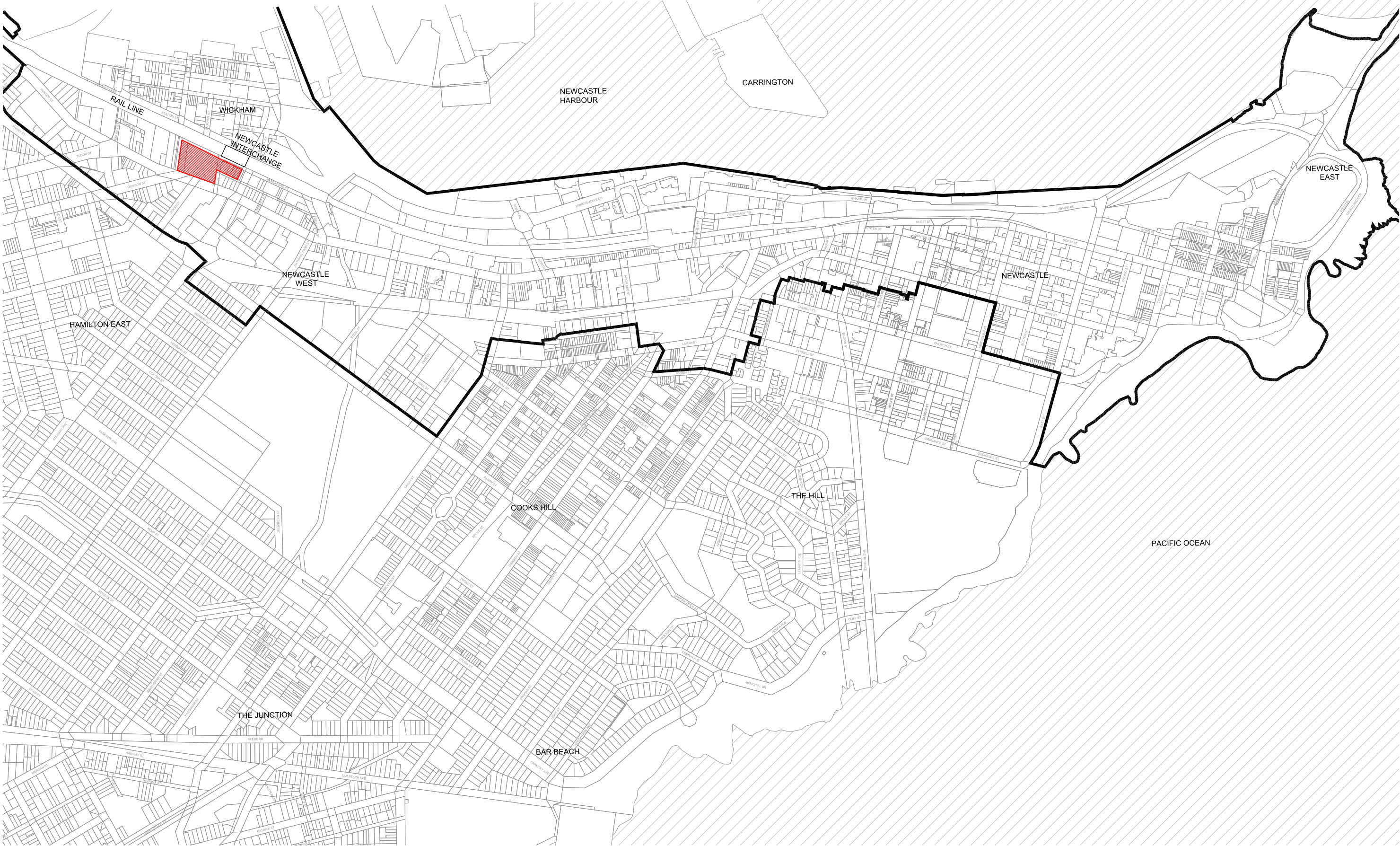






APPENDIX A

Architectural Drawings



NOT FOR CONSTRUCTION

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_____	_____
_____	_____
_____	_____
_____	_____

A	16.8.18	Development Application	ML	SS
Revision	Date	Description	Initial	Checked

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Revision	Date	Description	Initial	Checked
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854 Hunter Street
Newcastle
Location Plan



DOMA

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.
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Drawn	ML	Checked	SS
Project No.	S12133		
Status	Development Application		
Plot Date	18-09-2018		
Plot File	S:\12100-12199\S12133_DomaGroup_Wickham_InterchangeNe... ...;mp72_CAD\Plot\DA\Consolidate\DA\A2_1UP_000...		
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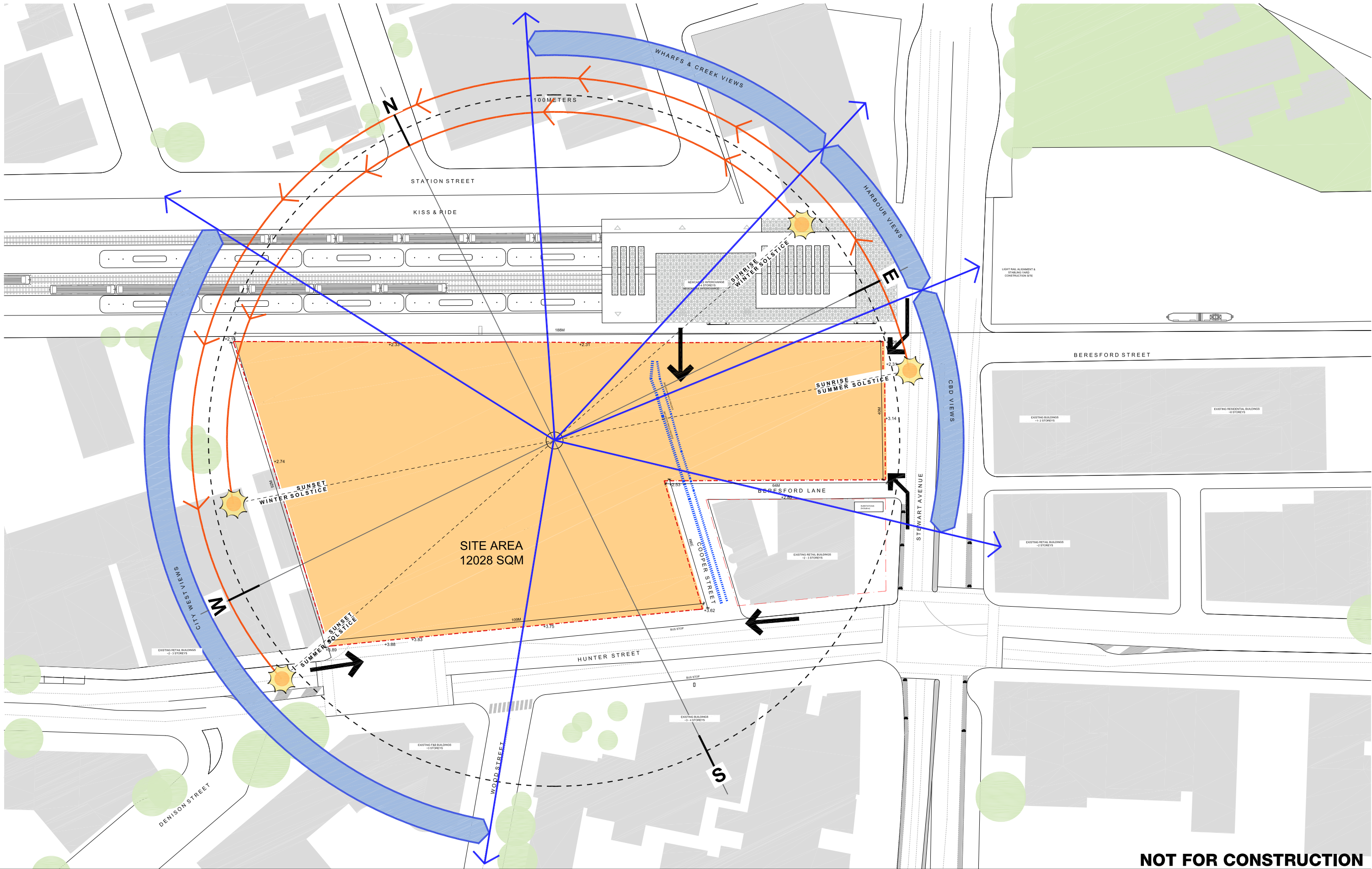
A01.MP.000 A

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→ Site access points

A	16.8.18	Development Application	FLB	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
Site Analysis

DOMA

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Status	Development Application		
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Drawing No.	(Revision)		

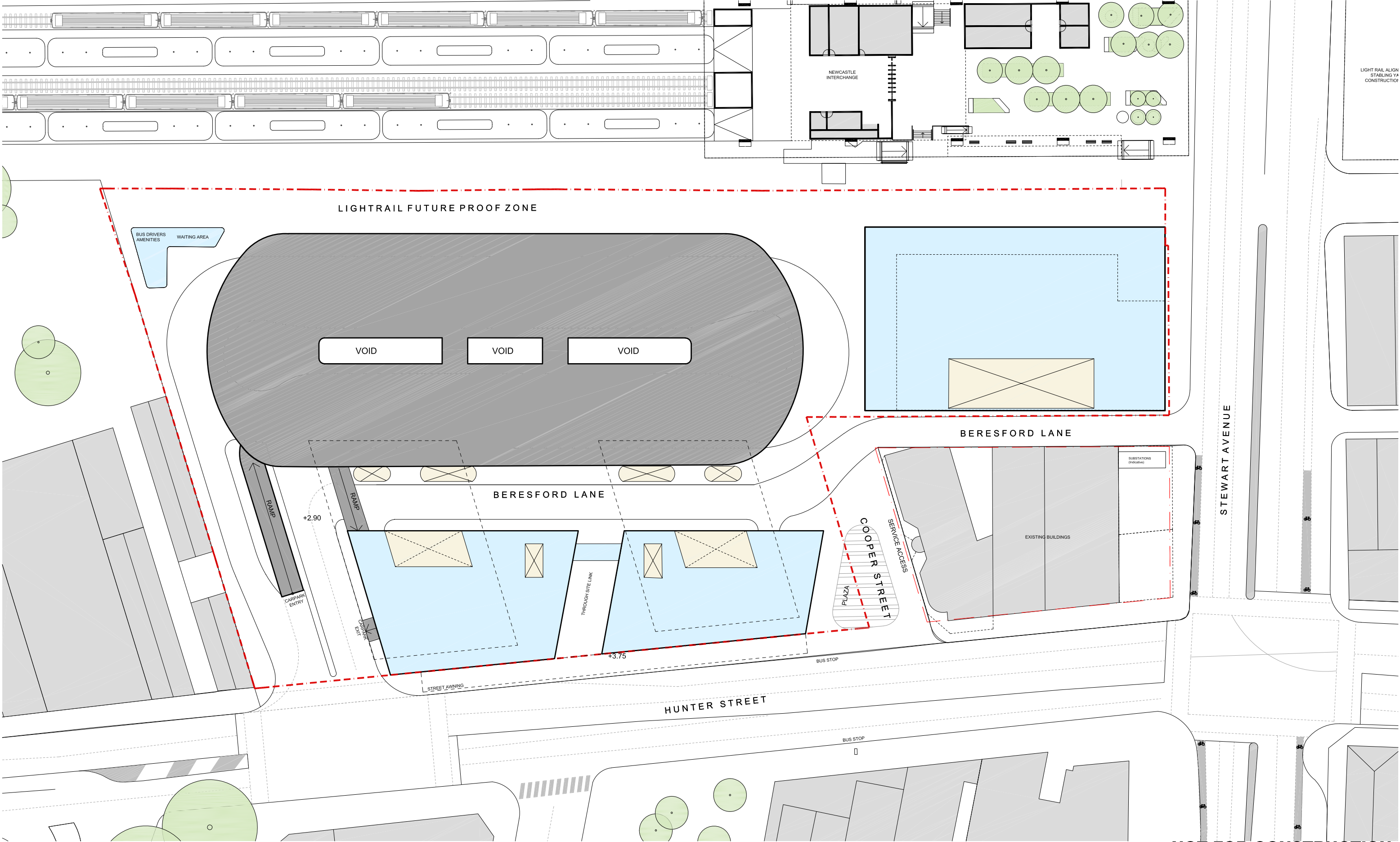
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Legend

- Carpark
- Residential
- Commercial
- Existing Buildings
- Core
- Retail

A	16.8.18	Development Application	CVV	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
L02
Lower levels Concept Plan

DOMA

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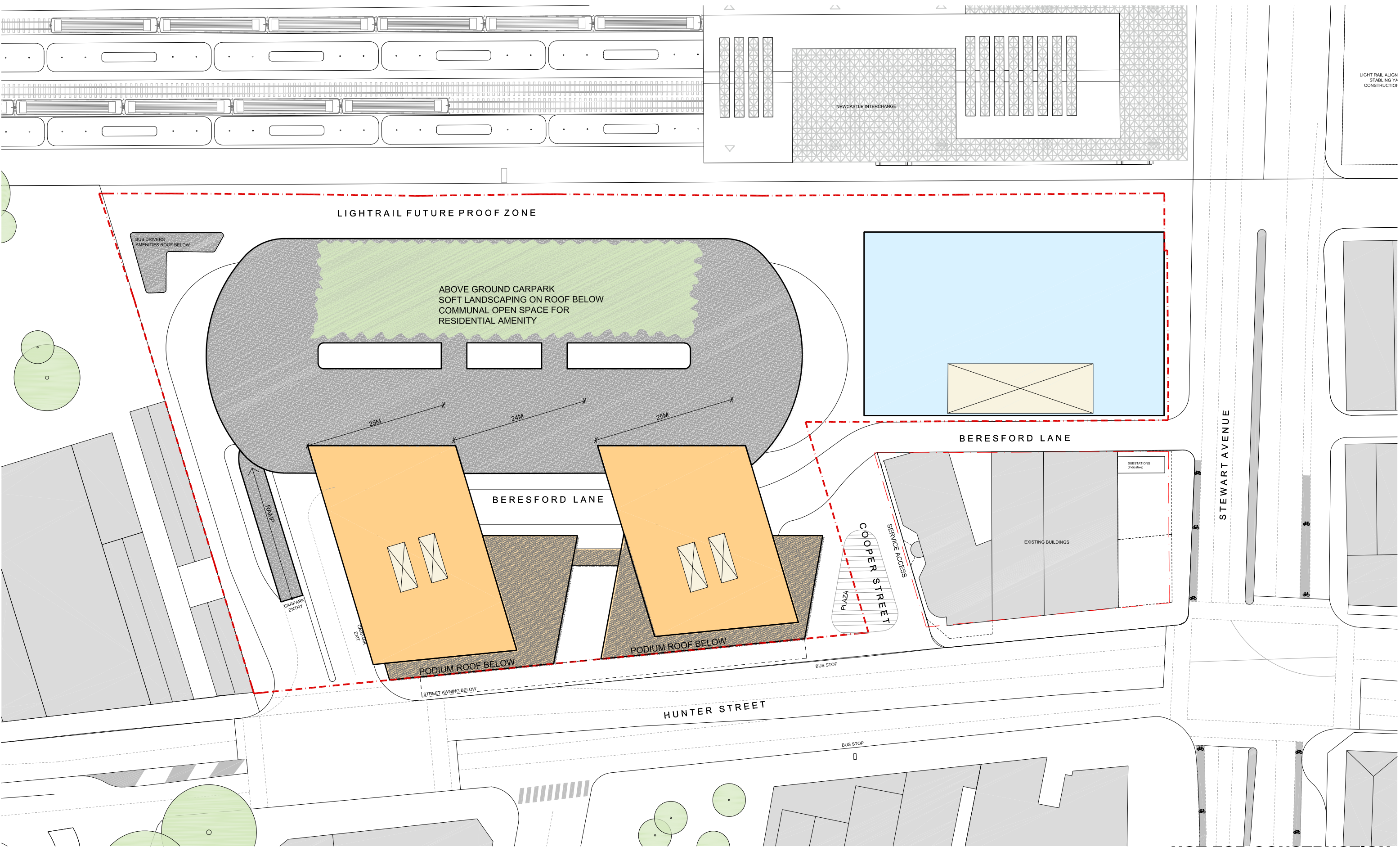
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NOT FOR CONSTRUCTION

Legend

- Carpark
- Residential
- Commercial
- Existing Buildings
- Core
- Retail

A	16.8.18	Development Application	CVV	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
L06
Upper levels Concept Plan

DOMA

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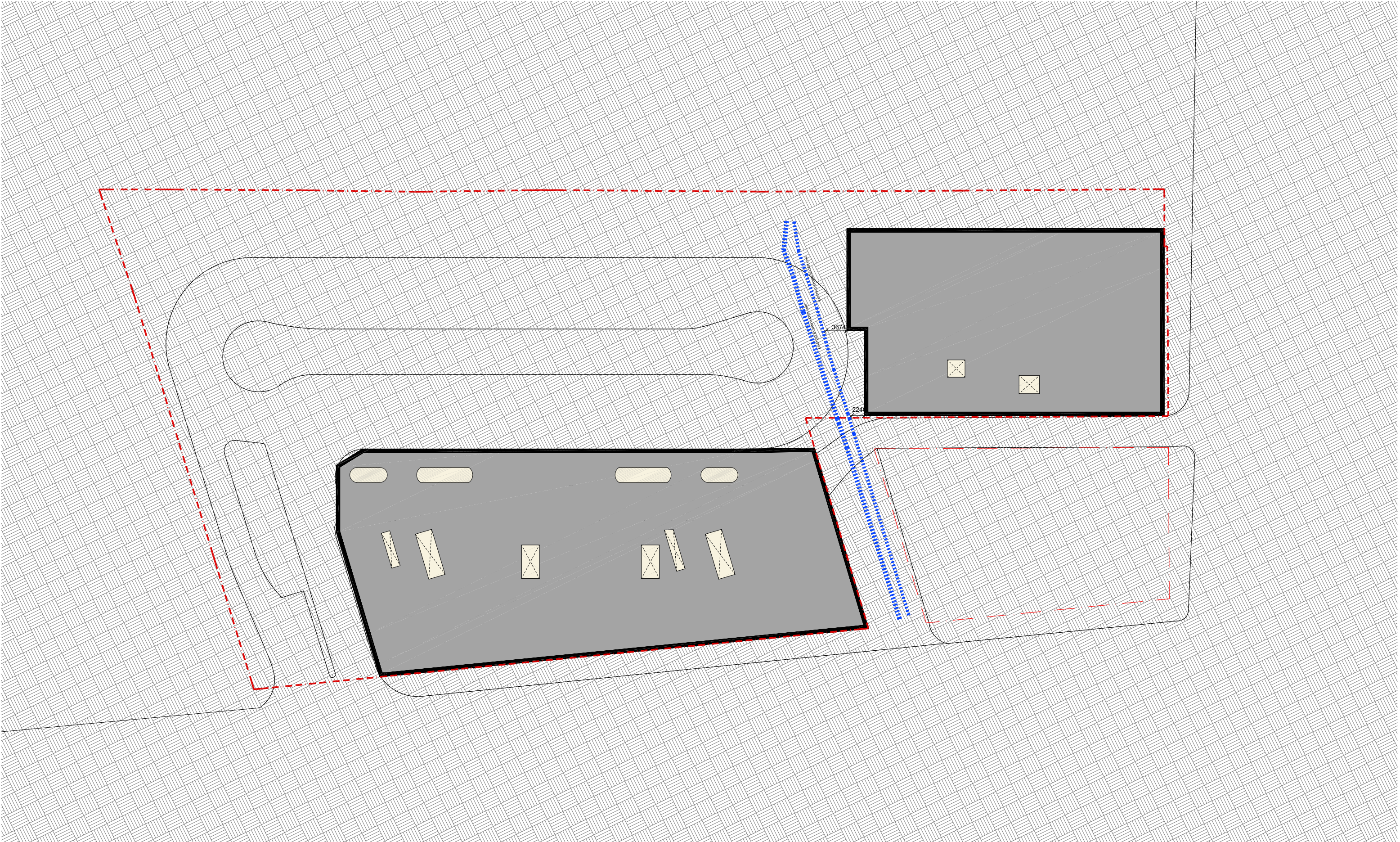
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A03.MP.206		A	

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NOT FOR CONSTRUCTION

Legend

- Carpark
- Residential
- Commercial
- Existing Buildings
- Core
- Retail

A	16.8.18	Development Application	CVV	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
LB1
Basement

DOMA

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Drawing No.	[Revision]		

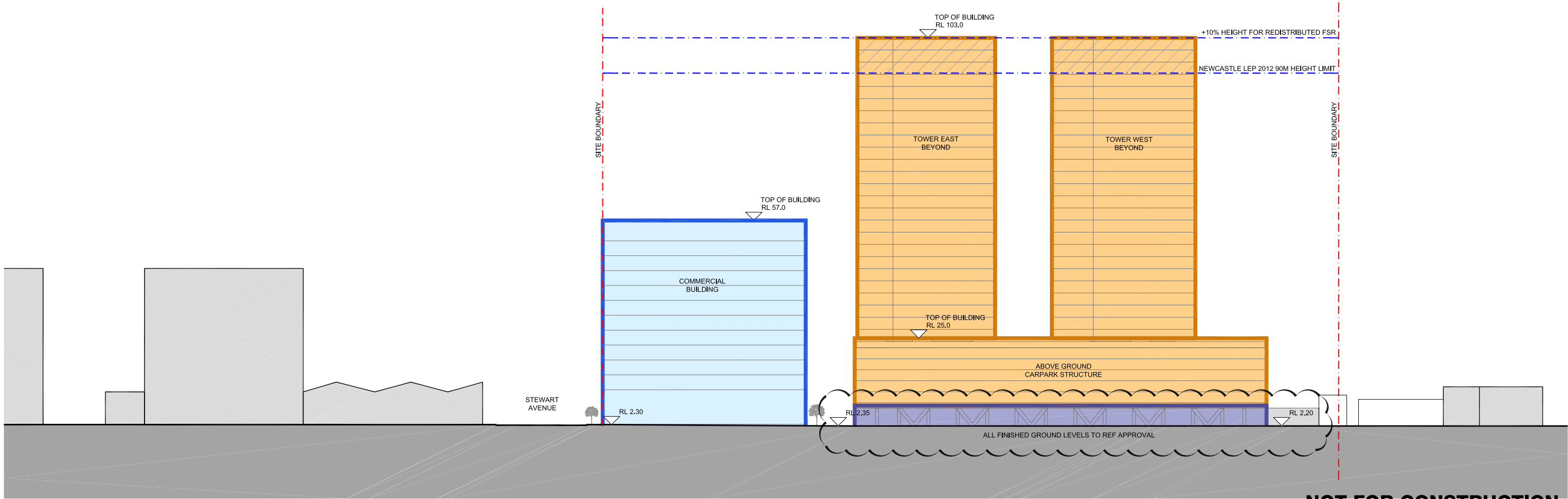
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A	16.8.18	Development Application	FLB	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
Elevation North

DOMA

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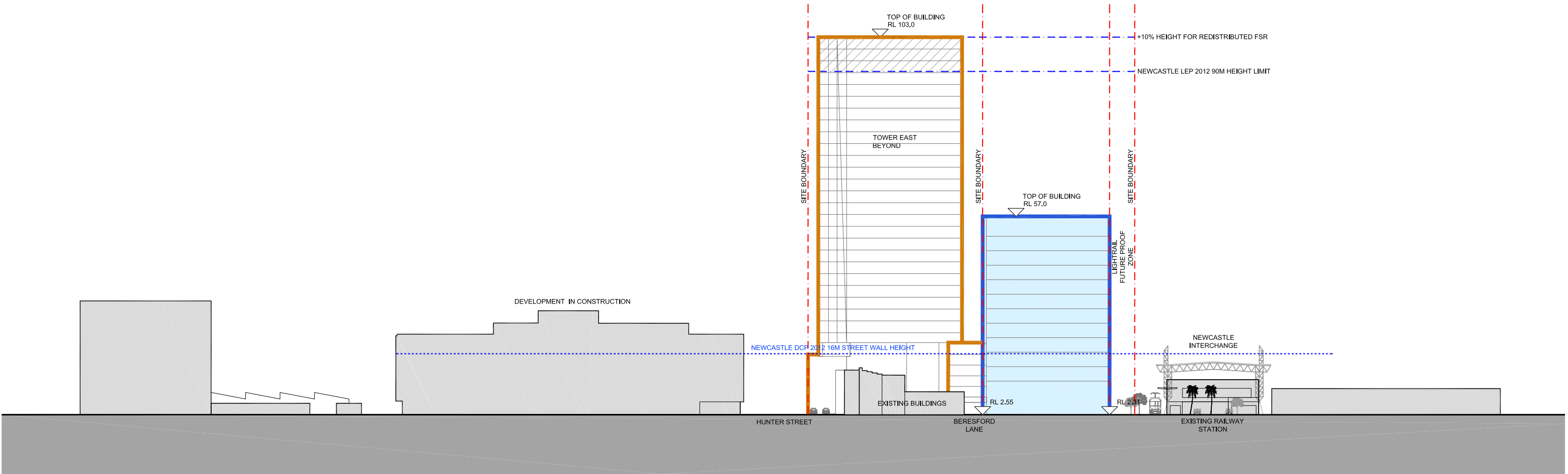
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A	16.8.18	Development Application	FLB	SS
Revision	Date	Description	Initial	Checked

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
Stewart Avenue Elevation
East Elevation

DOMA

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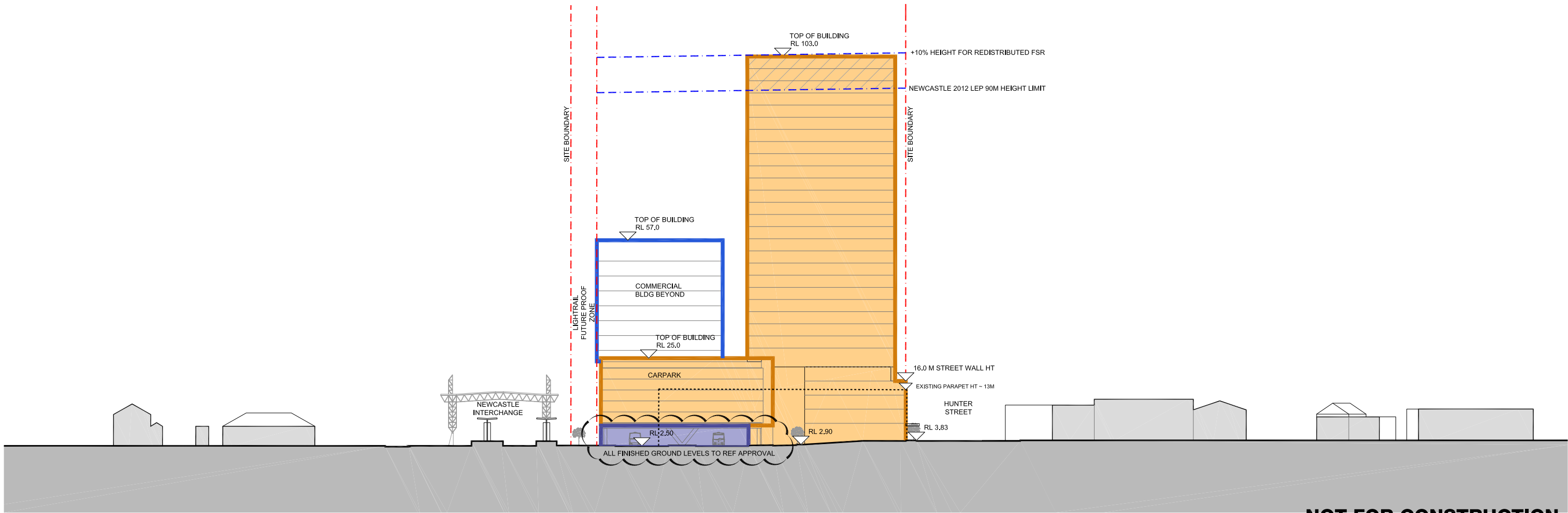
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A	16.8.18	Development Application	FLB	SS	

Revision Date Description Initial Checked

Revision Date Description Initial Checked

854 Hunter Street
Newcastle
Elevation West

DOMA

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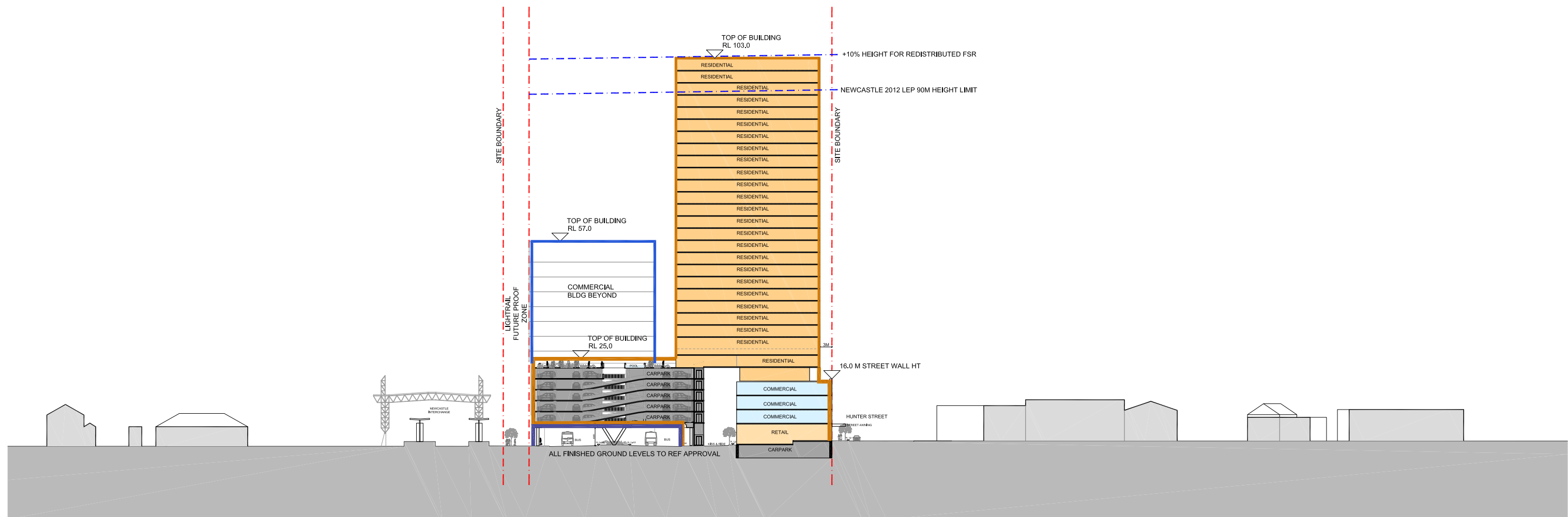
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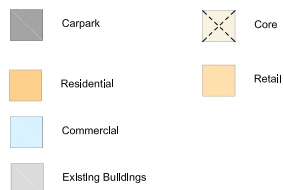
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Legend



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Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle

Section
North/South section through West Tower & Podium

DOMA

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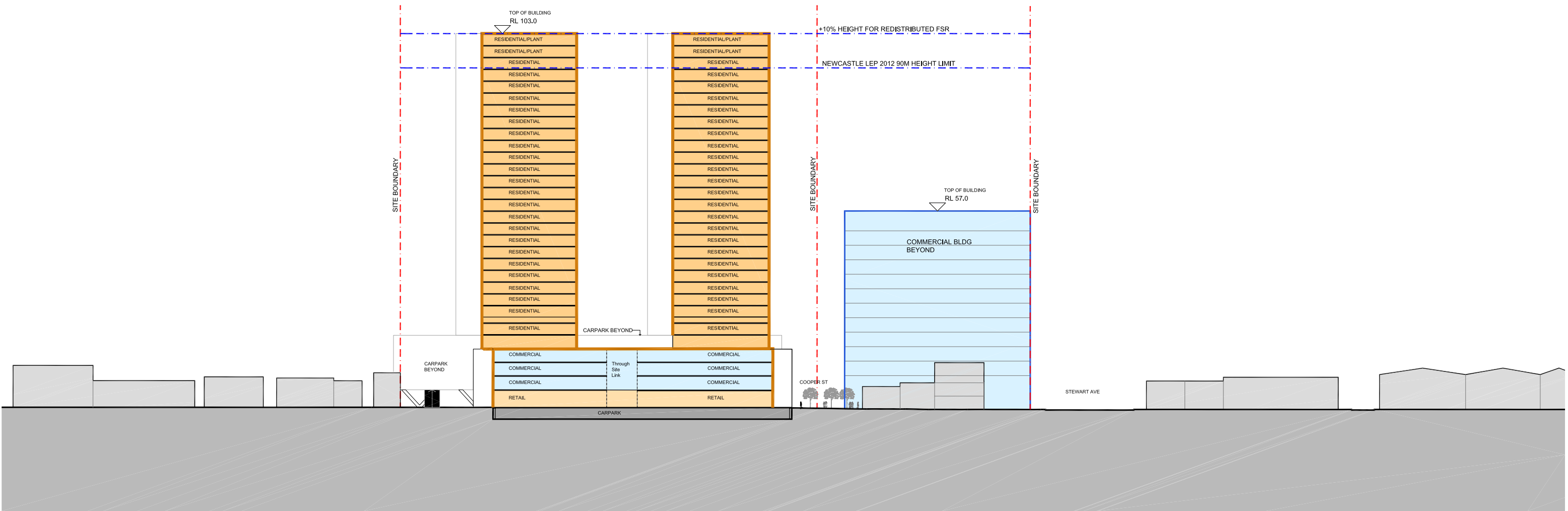
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BATESSM



Legend

- Carpark
- Core
- Residential
- Retail
- Commercial

A	16.8.18	Development Application	CVV	SS					
Revision	Date	Description	Initial	Checked	Revision	Date	Description	Initial	Checked

854 Hunter Street
Newcastle
East-West Indicative Section
Hunter St

DOMA

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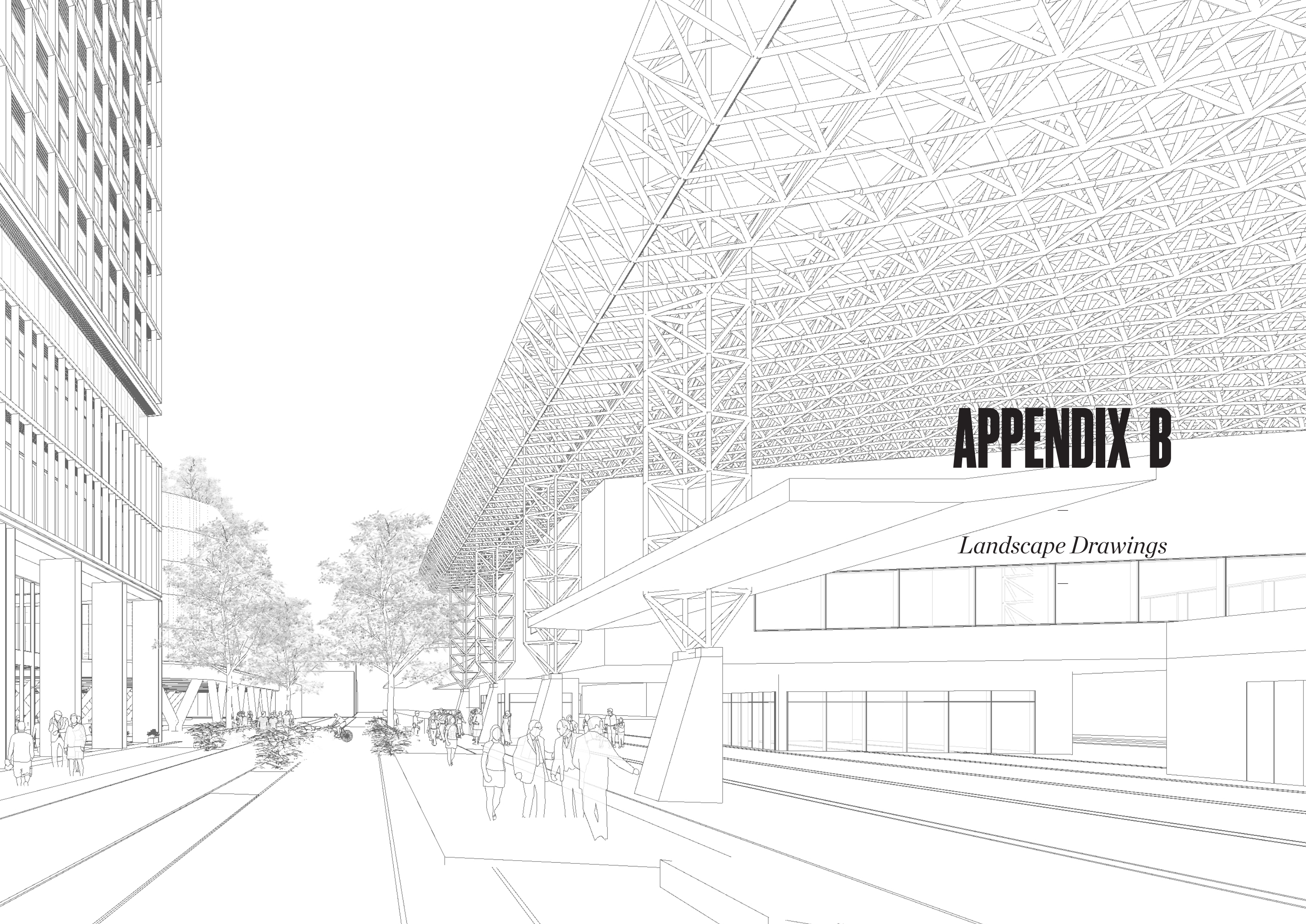
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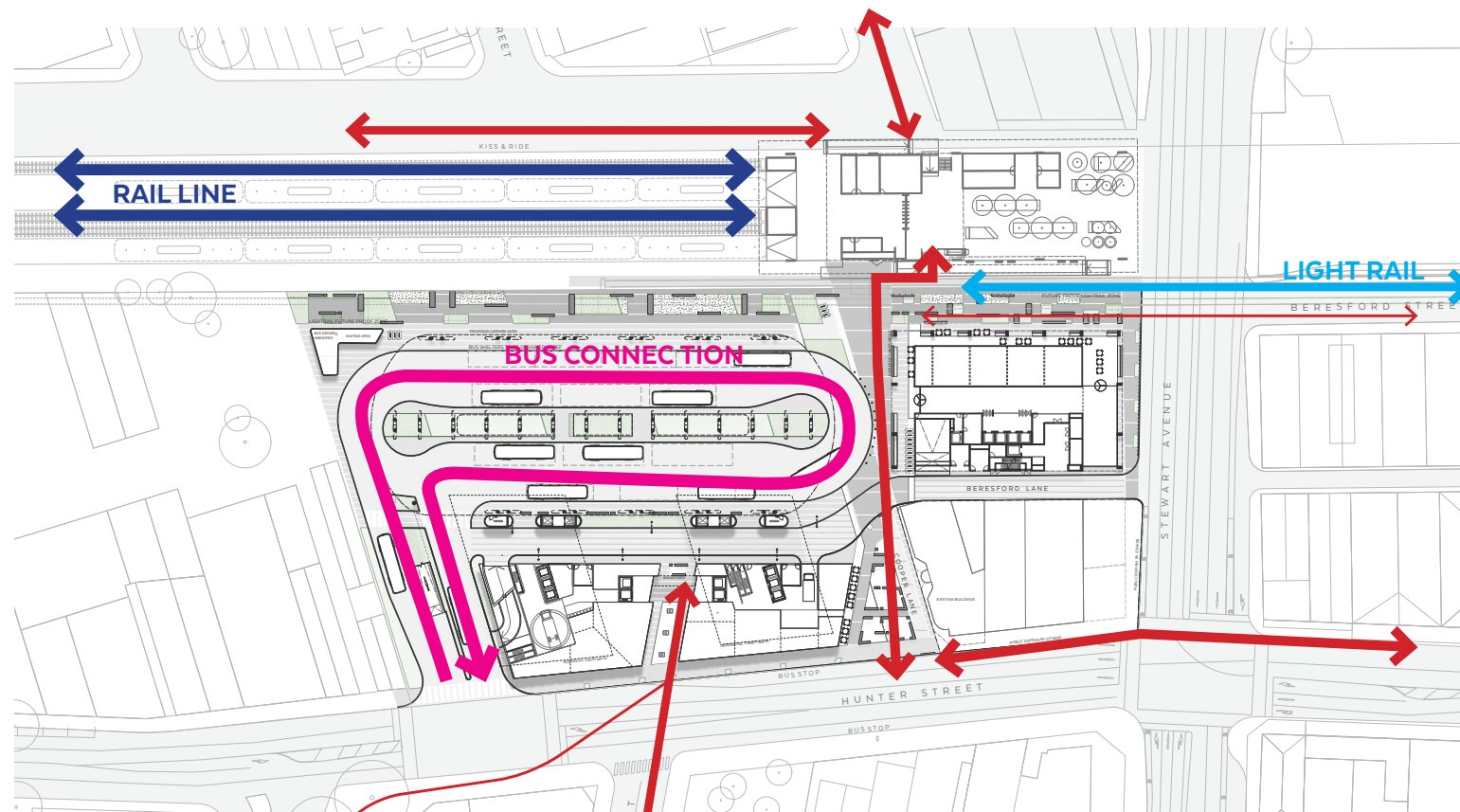




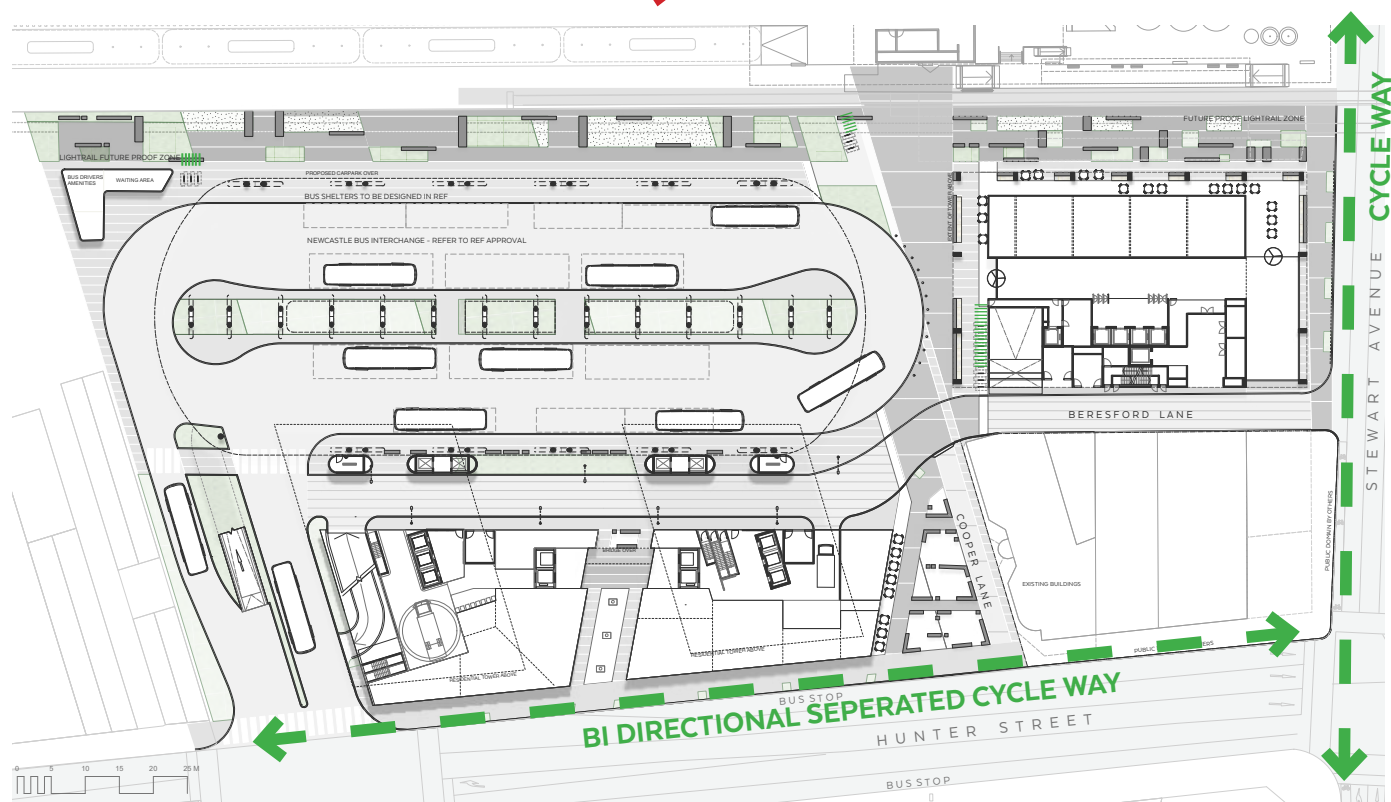


APPENDIX B

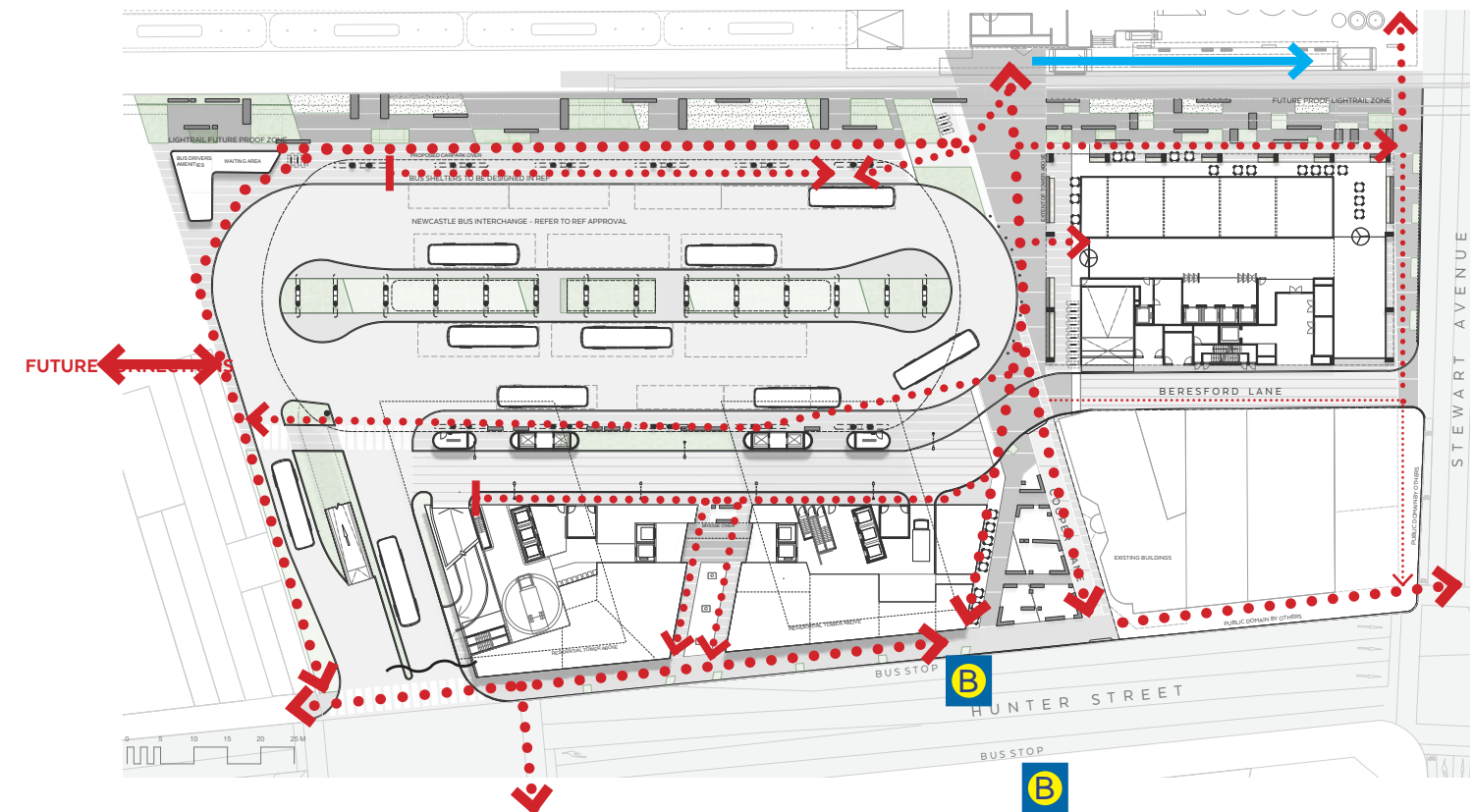
Landscape Drawings



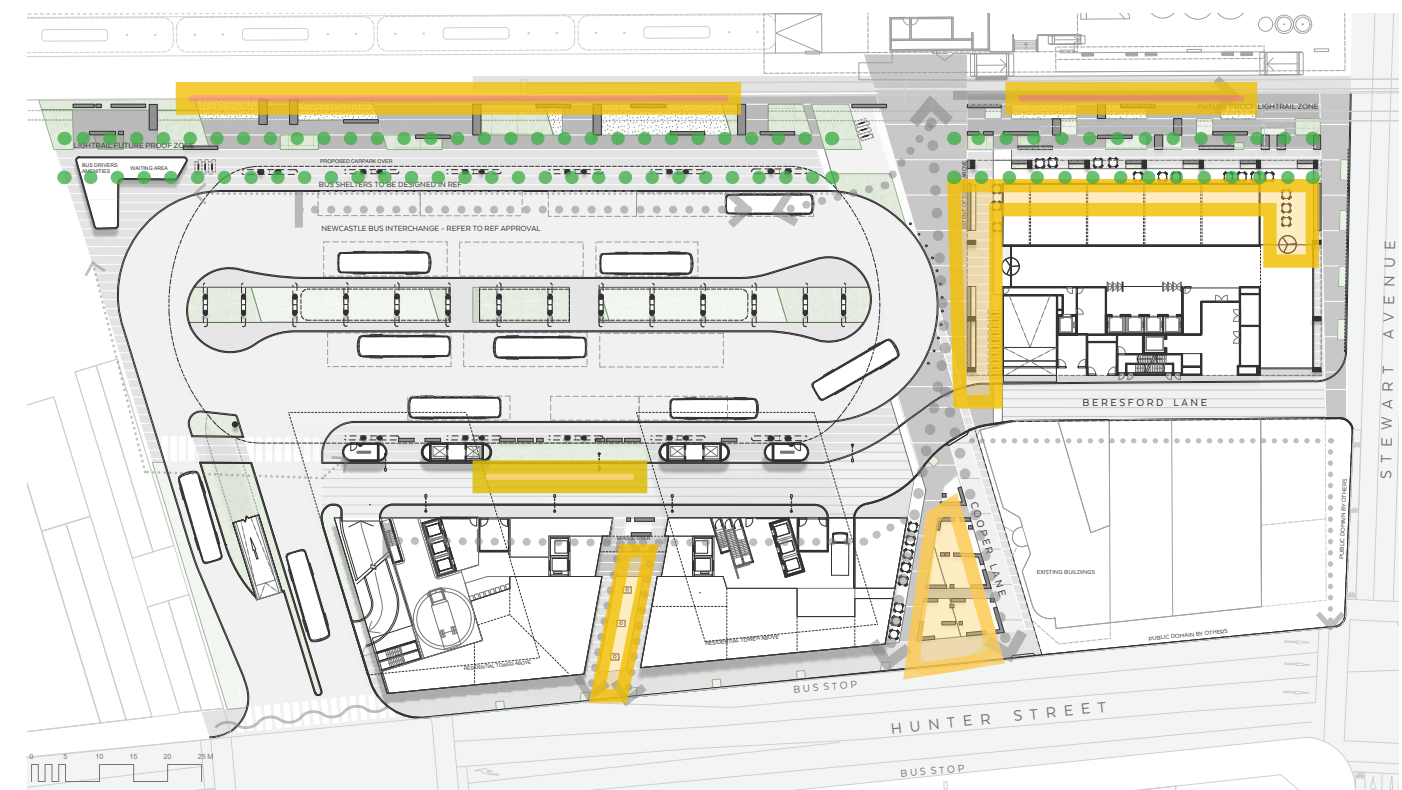
Urban Connections



Bicycle Strategy

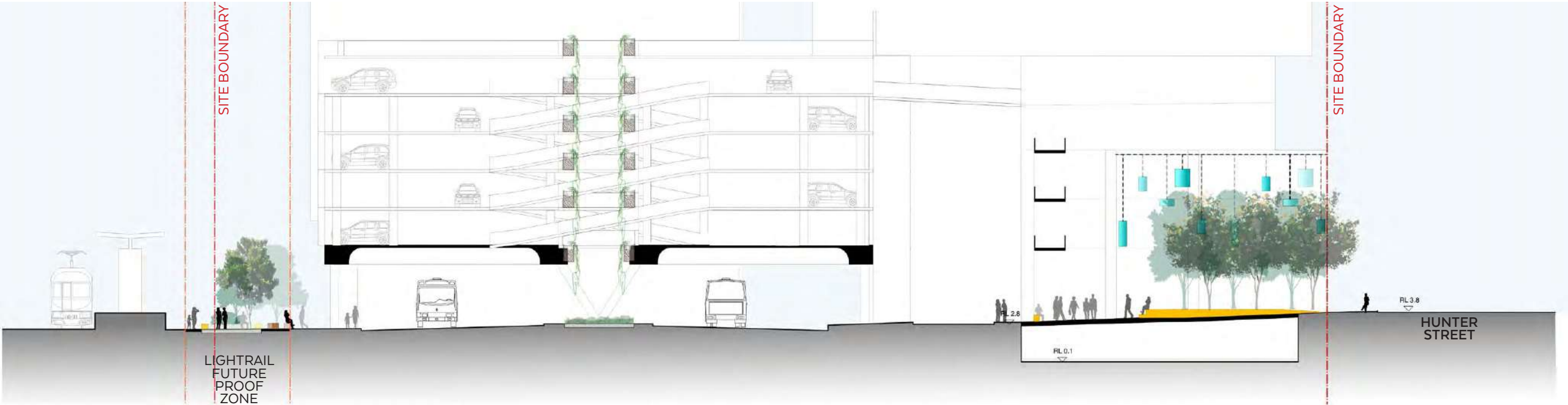


Internal Pedestrian Network

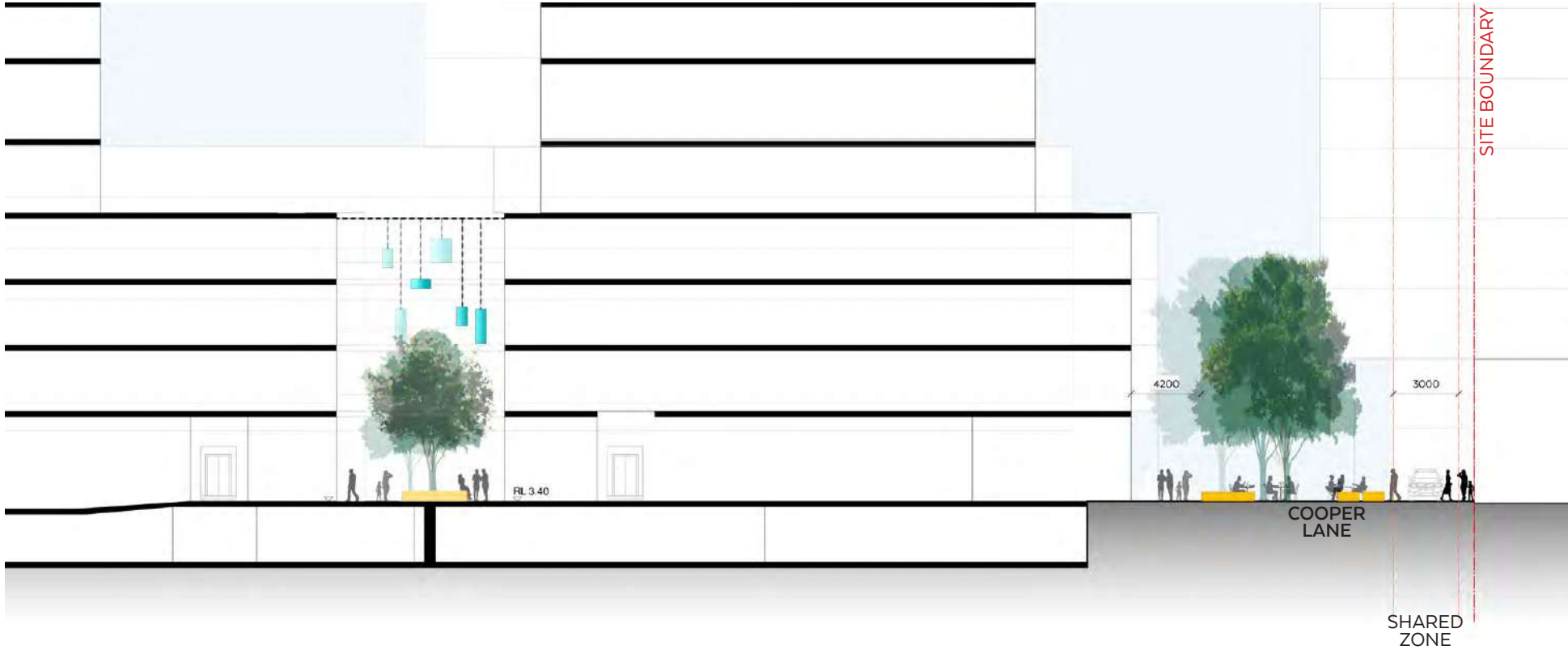


Pedestrian Refuge and Retail

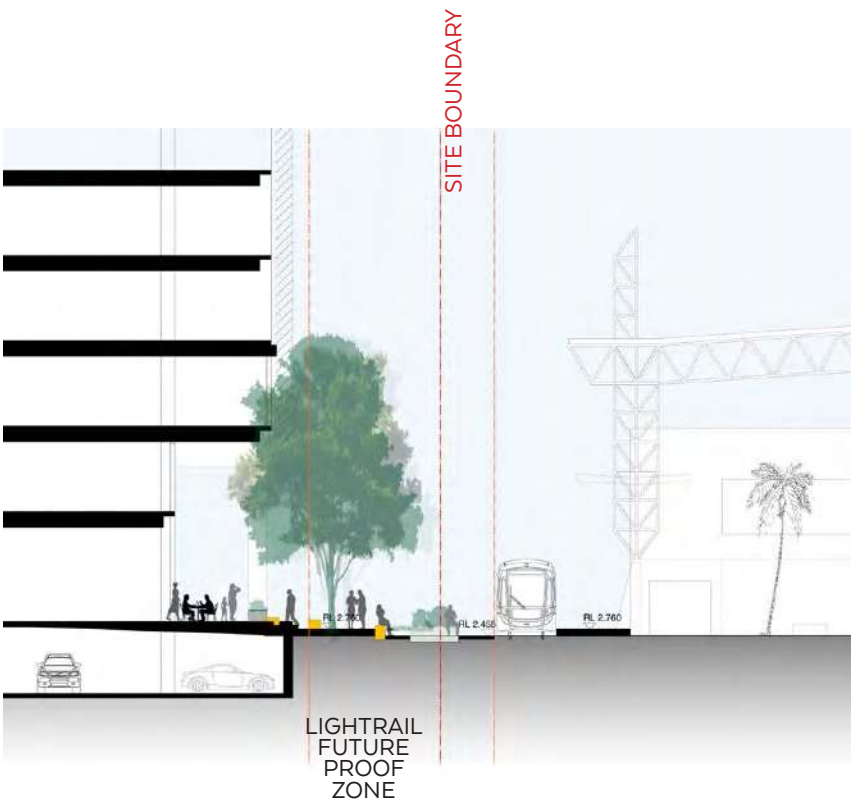




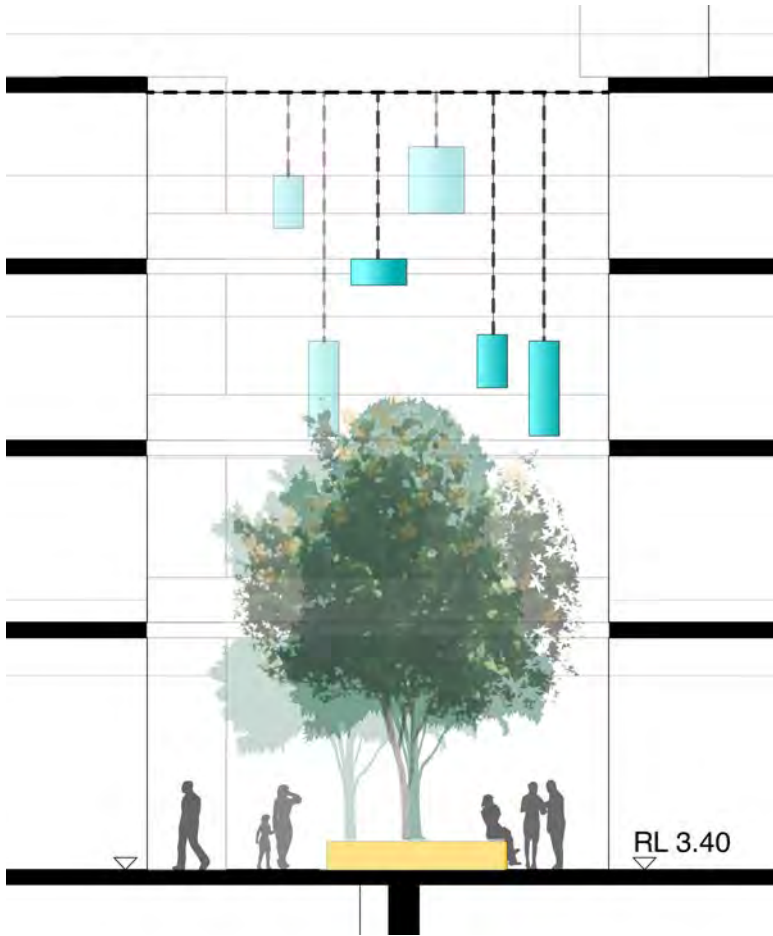
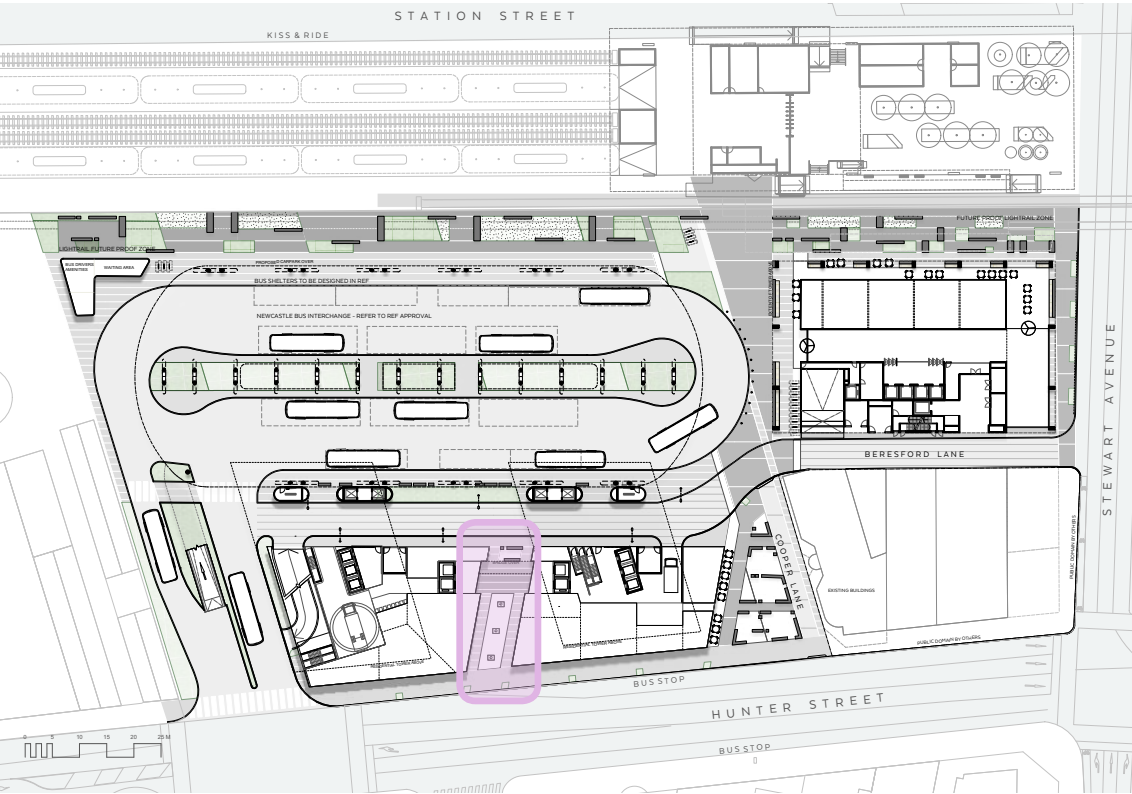
Section A- A



Section B-B



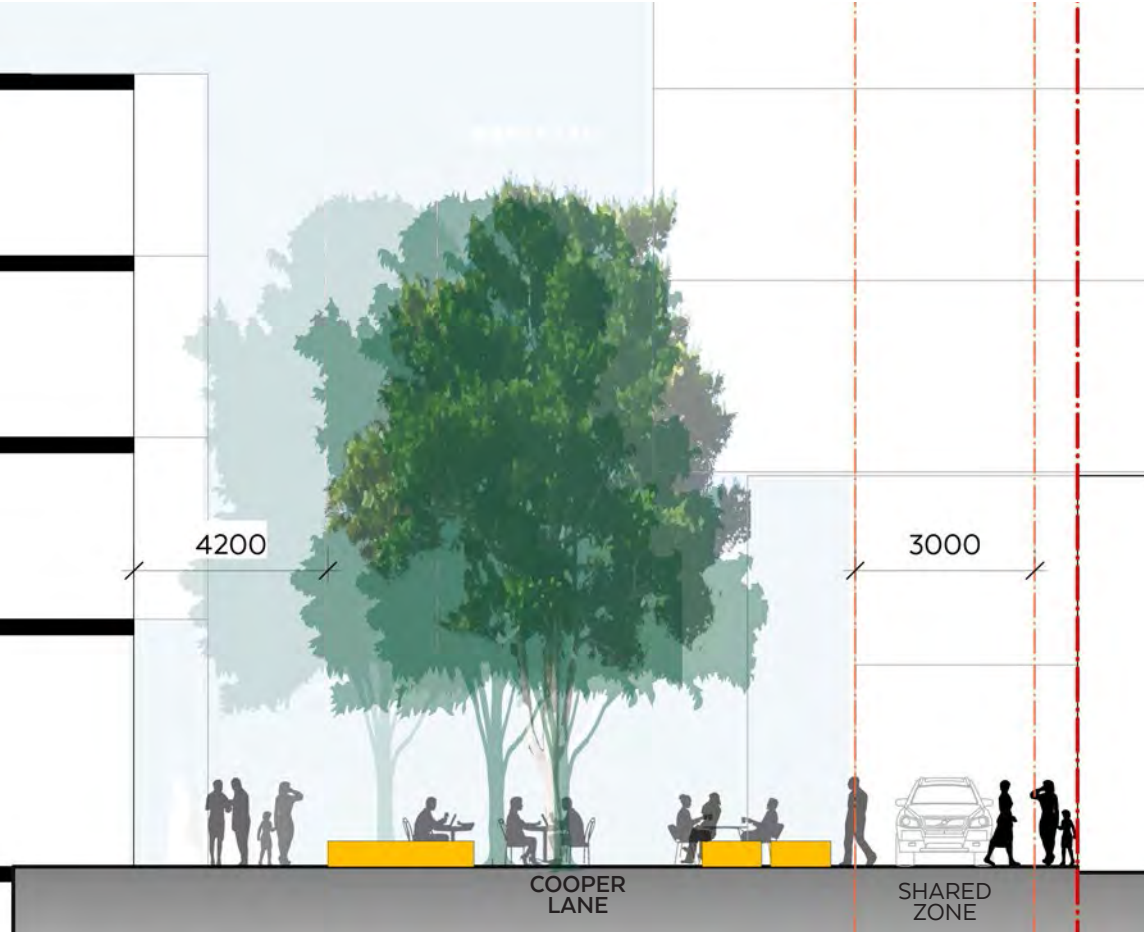
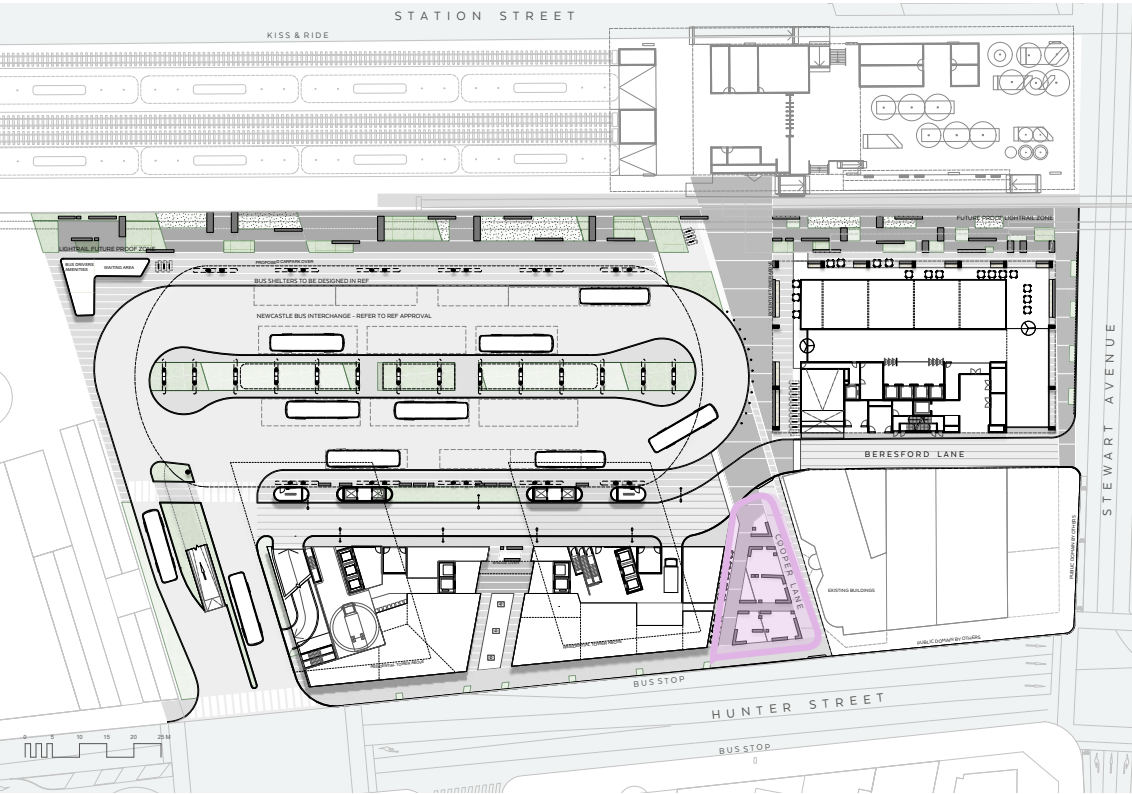
Section C-C



Brewery Lane Design Objectives:

- Pedestrian-only lane connection between the residential towers connecting the bus interchange and Hunter Street.
- The Lane is open to the sky and is of sufficient size for small evergreen trees to contribute to the urban greening strategy.
- The space is divided into a central refuge space for open seating platforms that form the tree planters.
- Tree planter/platforms have sufficient soil volume for healthy growth of small trees that can grow up to 6m and with a form that suits the space provided.
- Thoroughfare and refuge are delineated. The refuge space will accommodate site-specific furniture and incorporate heritage interpretation with the seating platform elements.
- Access is clear and generous on both sides.
- Atmospheric or artistic catenary lighting can overlay the required regulatory lighting to give the space carnival atmosphere or as an 'eat street' concept.



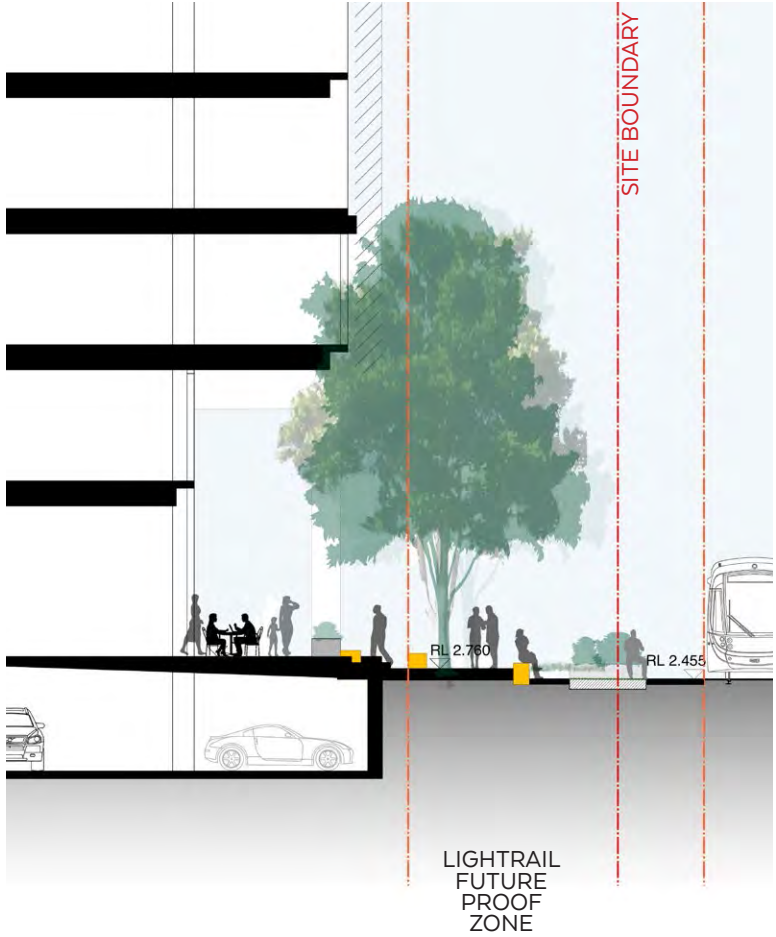
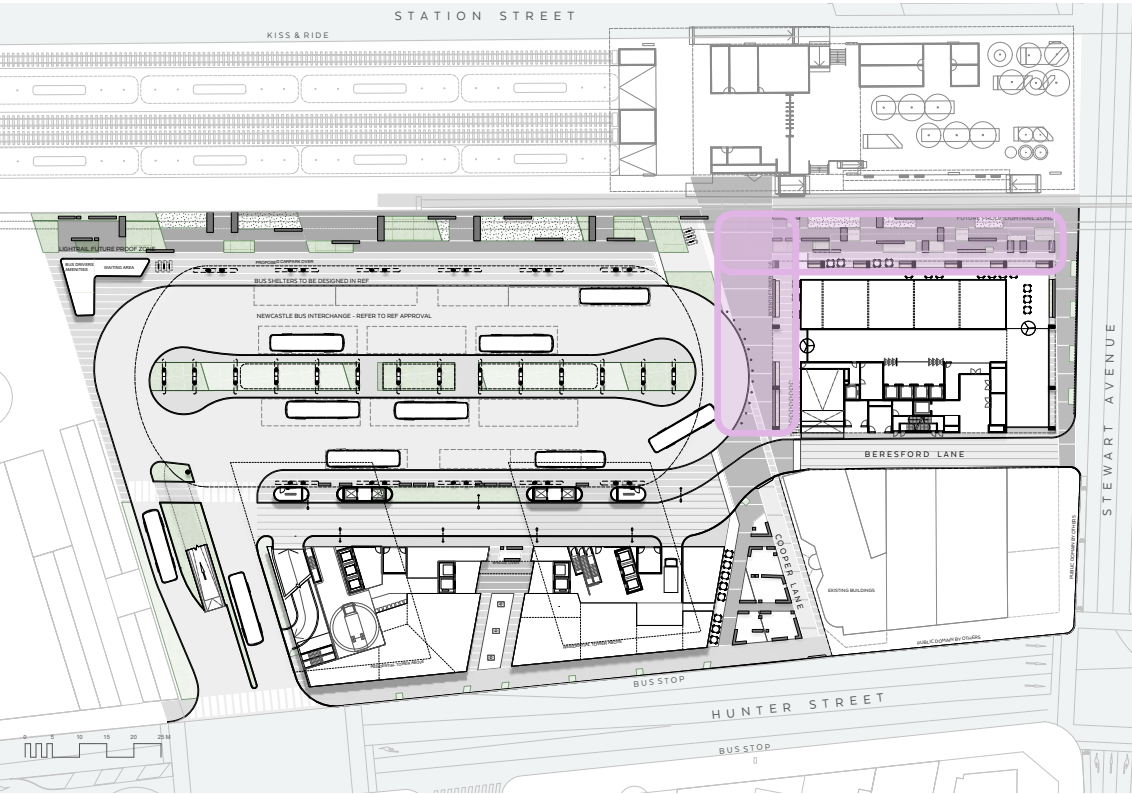


Cooper Street Design Objectives:

- Separate pedestrian-only lane connection and shared way loading zone.
- The primary north-south connection between the bus interchange and Hunter Street.
- The Lane is open to the sky and is of sufficient size for medium evergreen trees to contribute to the urban greening strategy. This street is deep soil so will enable larger trees to be grown.
- The space is divided into a large central refuge space that will enable al fresco dining relating to the retail tenancies opposite.
- Furniture will be a combination of fixed and loose tables and chairs managed by the retail adjacent.
- Thoroughfare and refuge are delineated. The refuge space can be an additional area to accommodate heritage interpretation with fixed furniture, edges or the ground plane.
- Access is clear and generous on both sides.
- Atmospheric lighting can supplement regulatory lighting with underseat, tree uplighting and in-ground lighting



Place + Identity | Interchange Square- Temporary Park Light Rail East

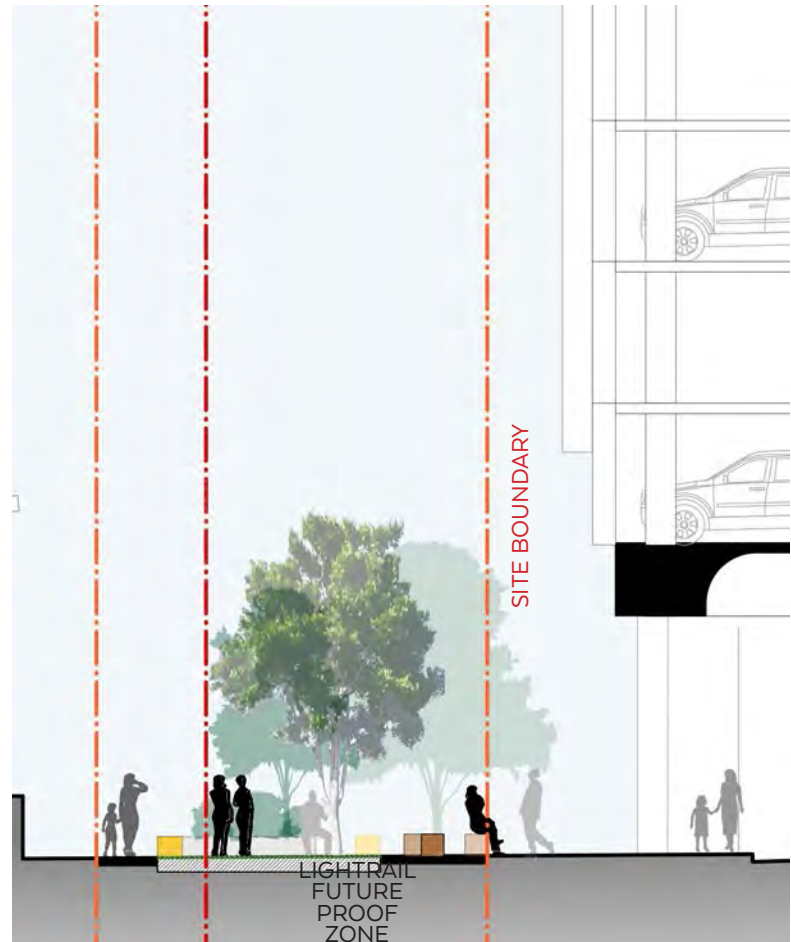
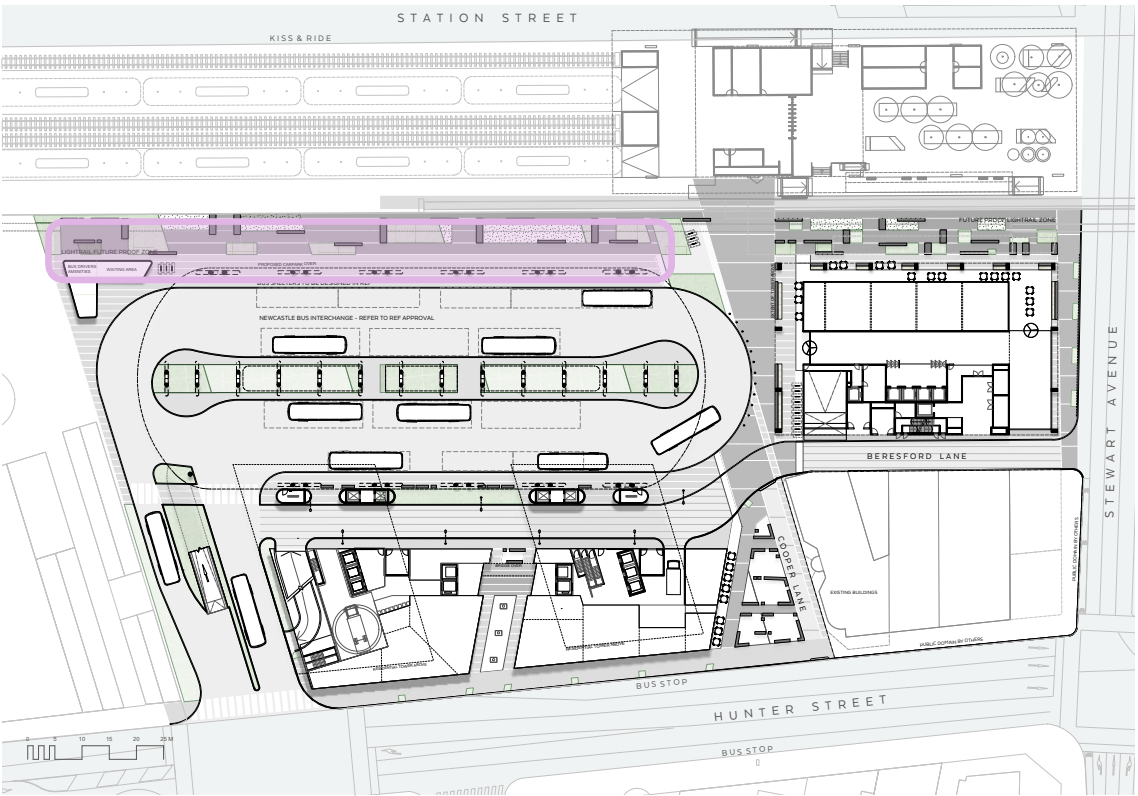


Interchange Square and Temporary Park East Design Objectives:

- Interchange square is as free of any furniture or obstructions as possible to allow free commuter access to the railway station.
- Retail and commercial activity is within the office tower colonnade. East-west pedestrian flows from the railway to Stewart Avenue are split with high flows in front of the tower colonnade and retail-related 'slow lane' movement within the colonnade. Colonnade has shopfront type stool seating, and bar stool type seating at the podium level. A planter separates the colonnade from the light rail plaza.
- The eastern temporary zone has hard paved surfaces with seating and green pockets in a 'defensive' zone to delineate pedestrian commuter traffic from people enjoying the plaza.
- Fast growing trees are planted and greening intensify in the plaza moving west. The zone outside of the foyer is kept relatively clear and free, so the foyer has a direct relationship with the temporary space. The temporary plaza does have design cues that it is not permanent but contributes the most it can to the urban design as long as possible.



Place + Identity | Temporary Park Light Rail West and Bus Stop Interchange

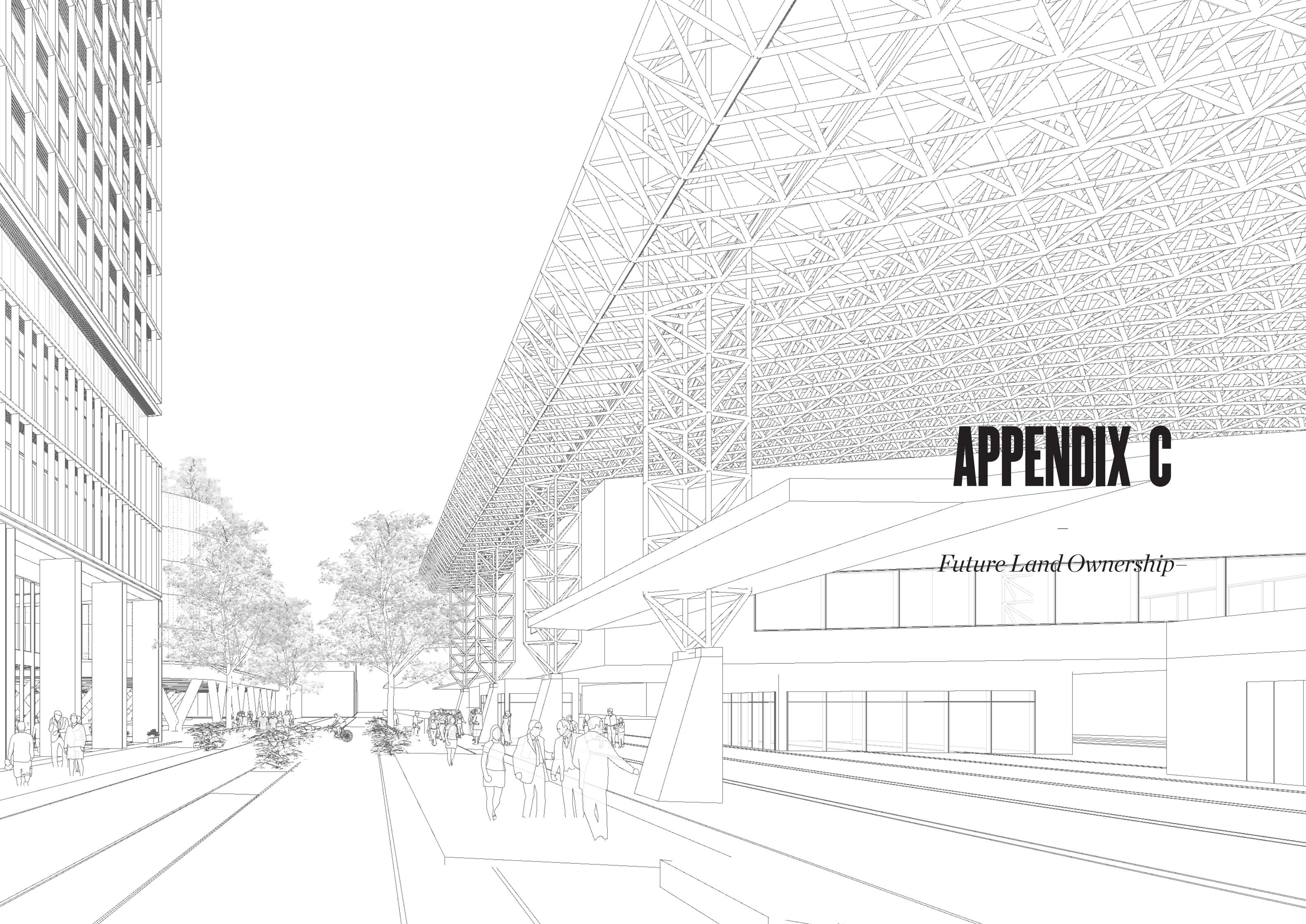


Bus stop and Temporary Park West Design Objectives:

- The bus interchange (by GHD Woodhead) is a continuous awning integrated with the design of the carpark.
- The temporary western zone has more green surfaces and tree planting than the eastern area towards Stewart Avenue.
- There is less pedestrian circulation, so this allows a more relaxed parklike space.
- This linear park is where people can wait in the sun or under the shelter of small trees for buses or train services as another option for commuters. The trains are within 2 minutes walk and easy to observe.
- Seating will be distributed according to bus stops, it is a pickup and drop off zone, which permits the length of the park to be useable.
- The zone behind the drivers' amenities can be fenced off from the rest of the park to enable them to have their outdoor landscape zone.
- The design is aligned with future light rail alignment, simple materials like gravel and turf and robust finishes to signify that this is not a permanent park.
- The temporary park contributes the most it can to the urban design of the bust interchange as long as possible.

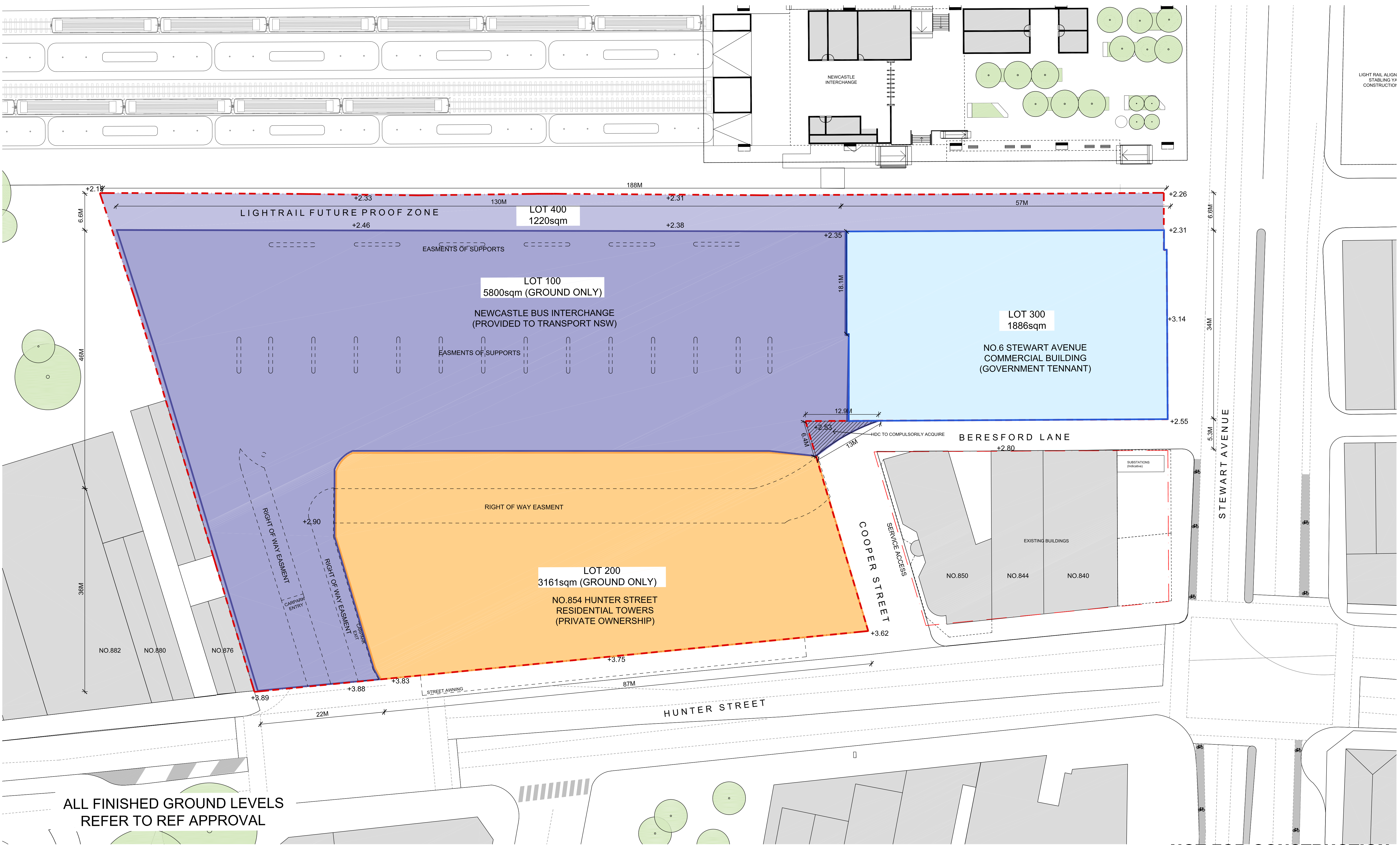






APPENDIX C

Future Land Ownership



ALL FINISHED GROUND LEVELS
REFER TO REF APPROVAL

NOT FOR CONSTRUCTION

Legend

- Lot 100 Newcastle Bus Interchange (STAGE 1)
Measured from NBI FFL to the centreline of the overhead podium slab. Allows easment of support for Lot 200. Unlimited in depth
- Lot 200 (STAGE 3+4)
Unlimited in height & partially limited in depth
- Lot 300 (STAGE 2)
Unlimited height & depth
- Future Light Rail Lot 400
6.6m from boundary. Unlimited height & depth

A	16.8.18	Development Application	CVV	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
L00
Final Land Use Plan



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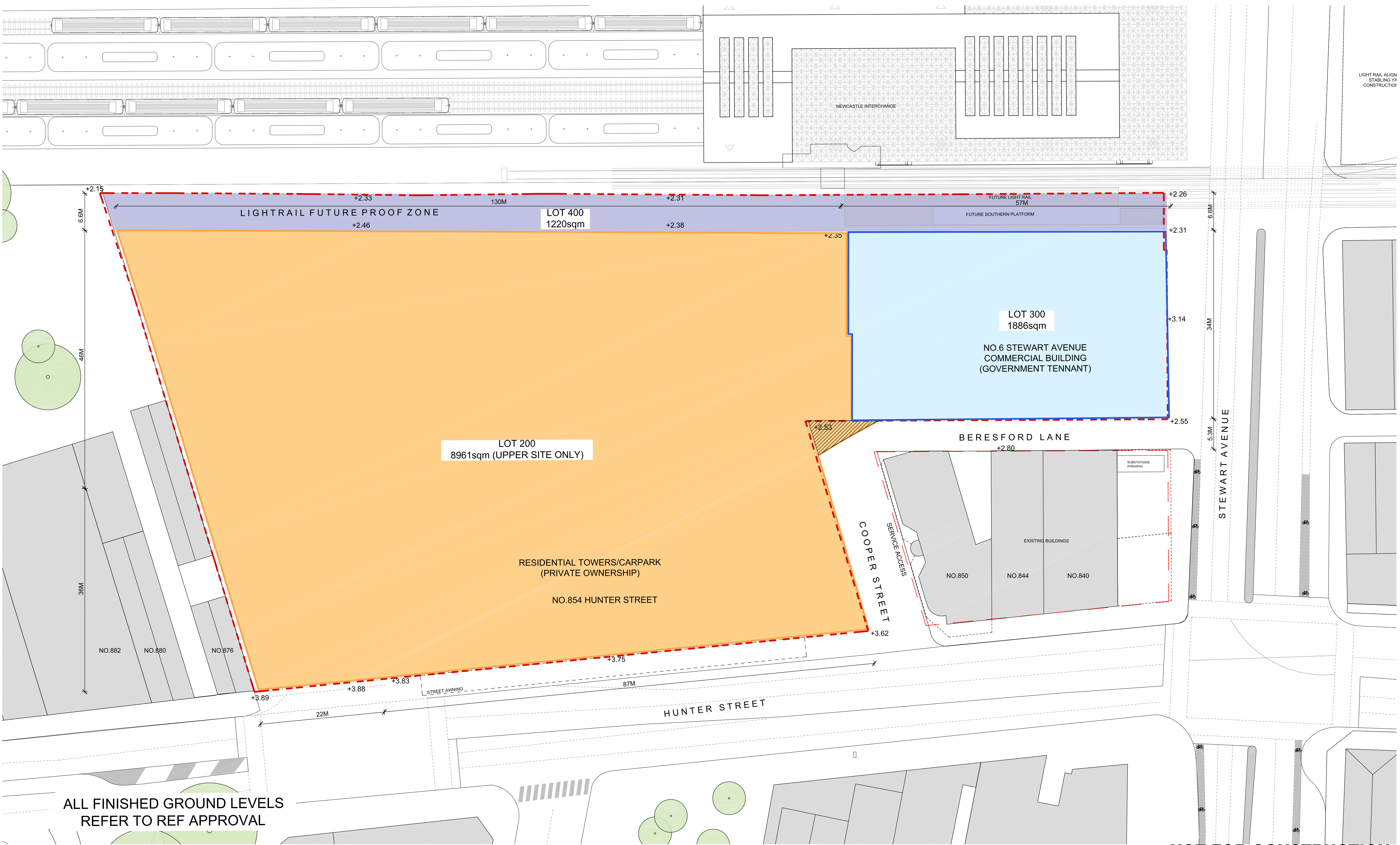
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

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ALL FINISHED GROUND LEVELS
REFER TO REF APPROVAL

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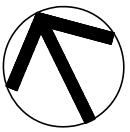
Legend

-  Lot 100_Newcastle Bus Interchange (STAGE 1)
Measured from NBI FFL to the centreline of the overhead podium slab. Allows easment of support for Lot 200. Unlimited in depth
-  Lot 200 (STAGE 3+4)
Unlimited in height & partially limited in depth
-  Lot 300 (STAGE 2)
Unlimited height & depth
-  Future Light Rail Lot 400
6.6m from boundary. Unlimited height & depth

A	16.8.18	Development Application	CVV	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle
UPPER LEVEL
Final Land Use Plan



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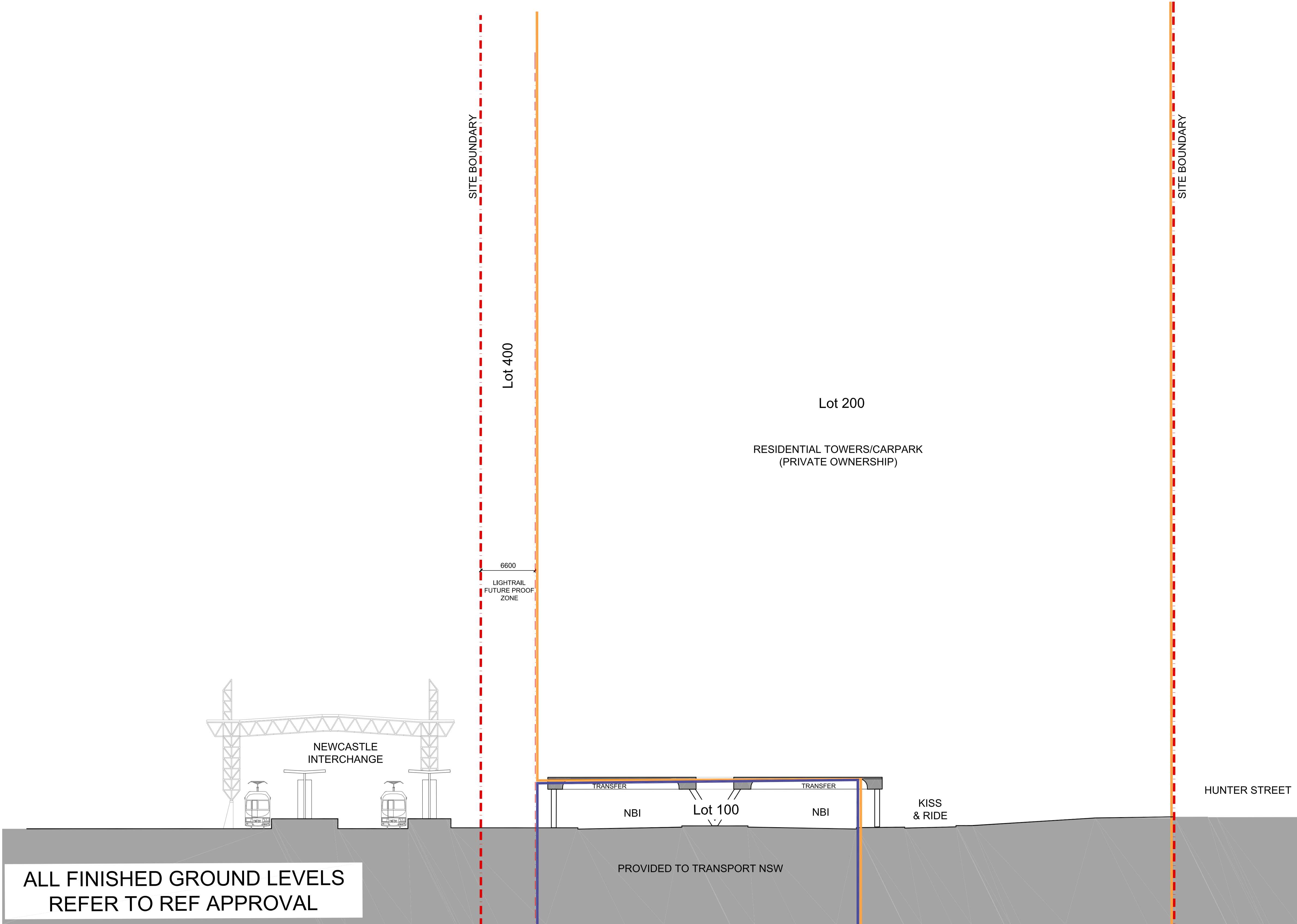
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NOT FOR CONSTRUCTION

Legend

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Measured from NBI FFL to the centreline of the overhead podium slab. Allows easement of support for Lot 200. Unlimited in depth
- Lot 200 (STAGE 3+4)
Unlimited in height & partially limited in depth
- Lot 300 (STAGE 2)
Unlimited height & depth
- Future Light Rail Lot 400
6.6m from boundary. Unlimited height & depth

A	16.8.18	Development Application	CVV	SS	
Revision	Date	Description	Initial	Checked	

Revision	Date	Description	Initial	Checked	

854 Hunter Street
Newcastle

North/South Subdivision Section
Final Land Use Plan

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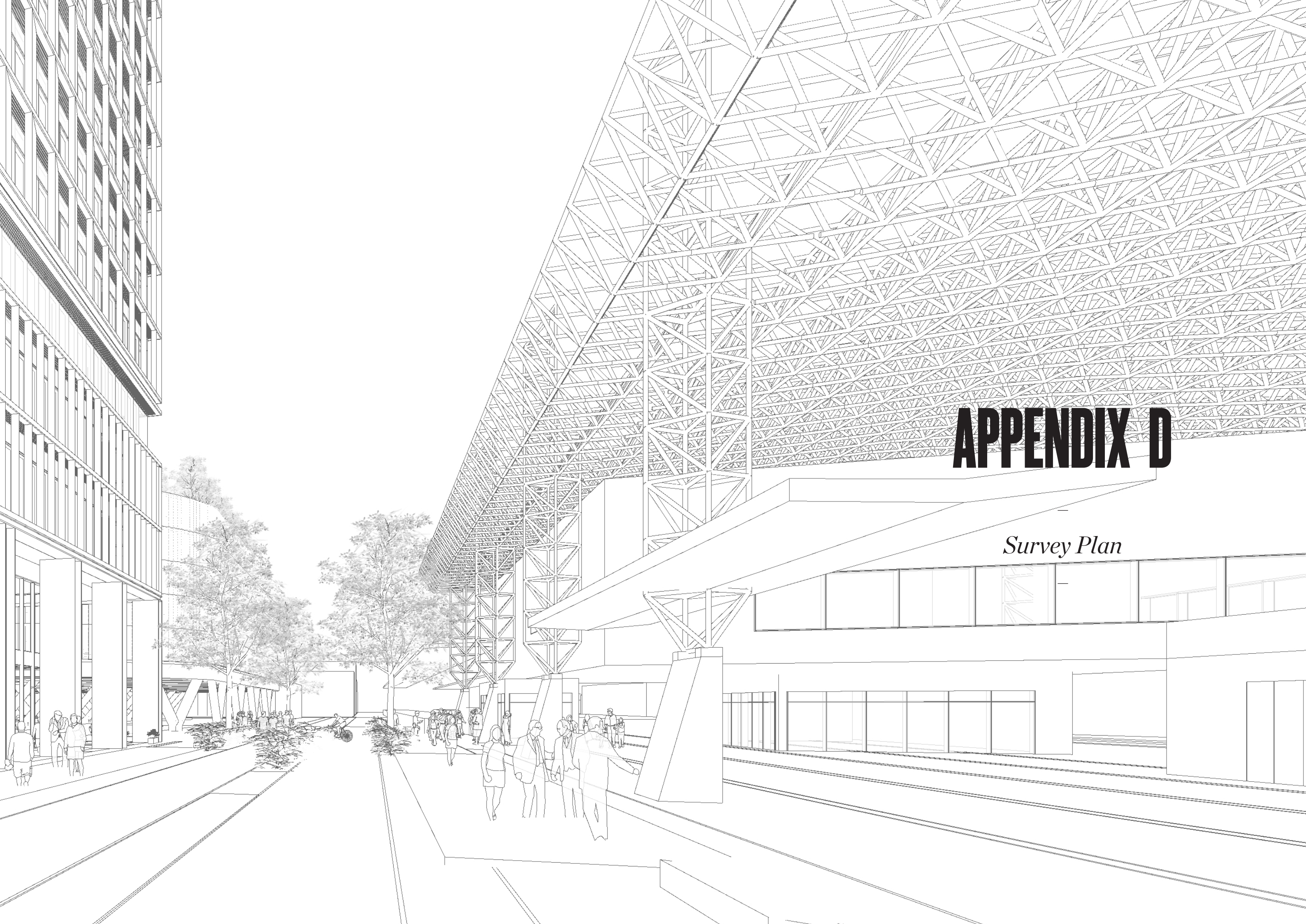
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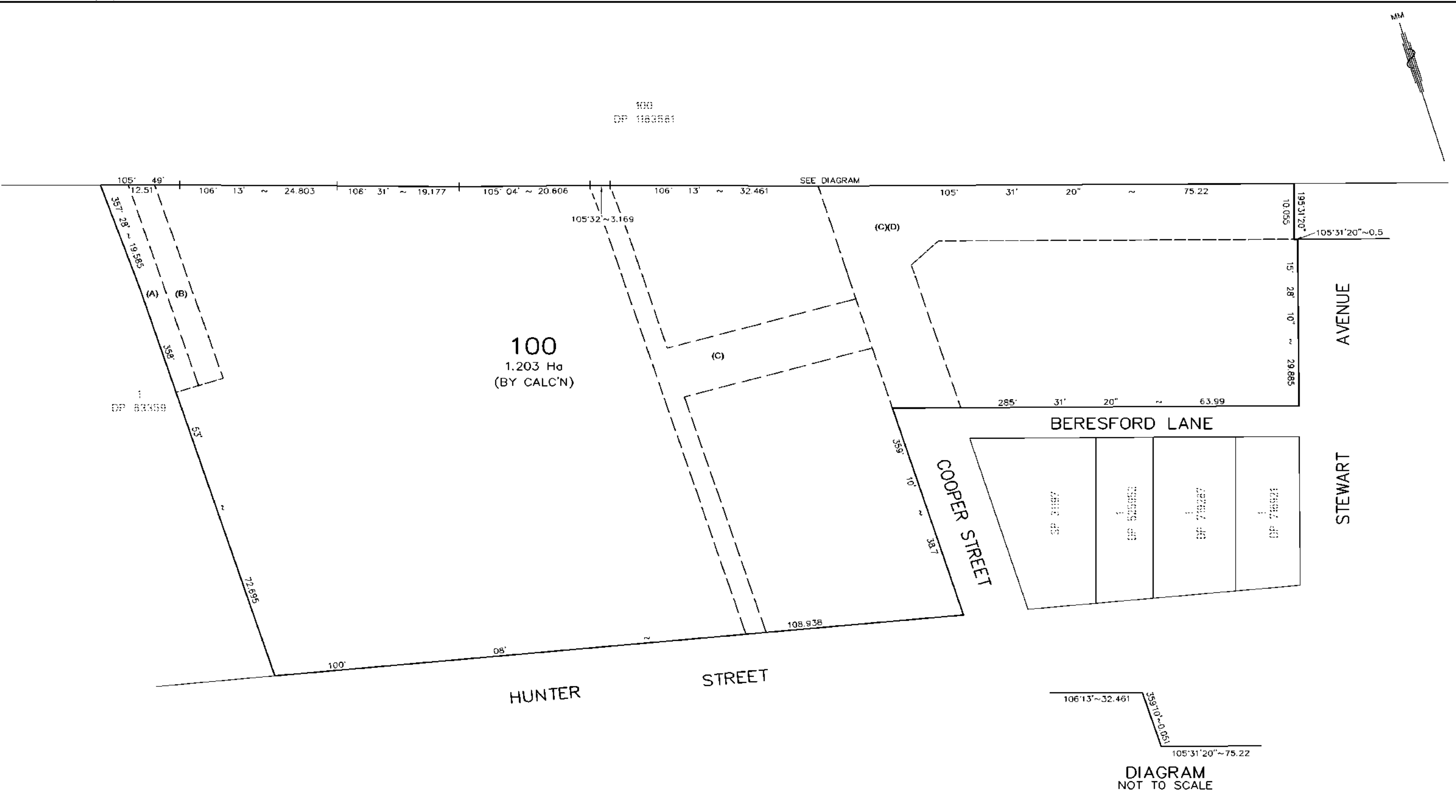
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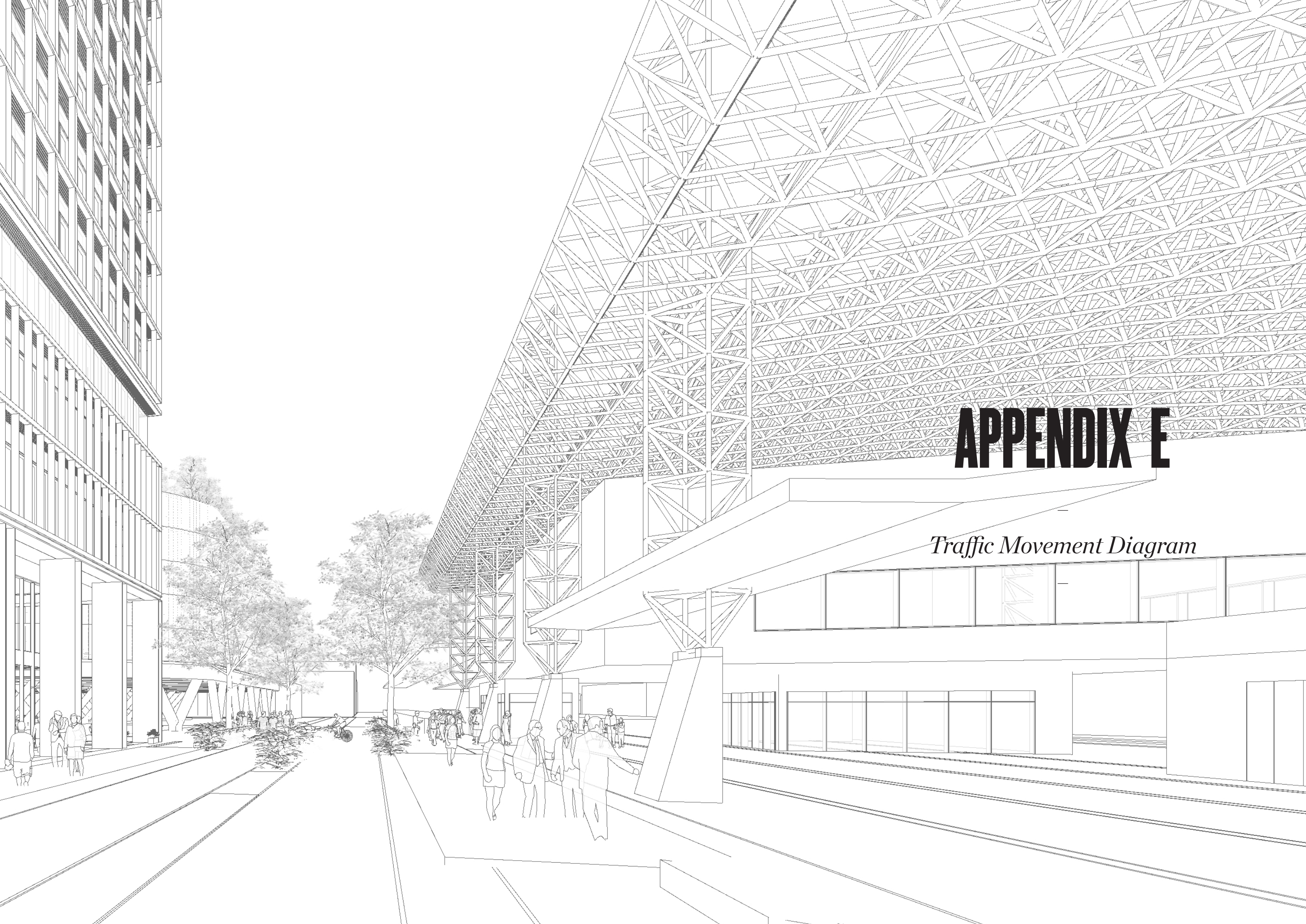
APPENDIX D

Survey Plan



<p>Req:R151366 /Doc:DP 1245750 P /Rev:27-Aug-2018 12:19 /Seq:1 of 3</p> <p>Ref:RJM /Src:M</p> <p>(A) LAND EXCLUDES MINERALS - SEE BOOK 220 NO.577</p> <p>(B) LAND EXCLUDES MINERALS - SEE BOOK 1719 NO.252</p> <p>(C) LAND EXCLUDES MINERALS - SEE GROWN GRANT(S)</p> <p>(D) EXCEPTING LAND BELOW A DEPTH FROM THE SURFACE OF 15.24 METRES</p>	<p>SURVEYOR</p> <p>Name: DAVID LUKE SULLIVAN</p> <p>Date: 20/07/2018</p> <p>Reference: 180288DPA</p> <p>2018M7100(984) COMP</p>	<p>PLAN OF CONSOLIDATION OF LOT 410 DP 705518, LOT 1 DP 82517, LOTS 1 AND 2 DP 573033, LOT 1 DP 232233, LOTS 4, 5 AND 6 DP 456091 AND LOT 70 DP 882529</p>	<p>LGA: NEWCASTLE</p> <p>Locality: NEWCASTLE WEST</p> <p>Reduction Ratio: 1:400</p> <p>Lengths are in metres.</p>	<p>REGISTERED</p> <p> 24.8.2018</p>	<p>DP1245750</p>
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APPENDIX E

Traffic Movement Diagram



854 Hunter Street
Newcastle

Ground
Traffic Movements



Scale	1:600@A3 ; 1:300@A1		
Drawn	CVV	Checked	SS
Project No.	S12133		
Status	Development Application		
Plot Date	12-07-2018		
Plot File	S12102-121199S-12133_DomaGroup_Wickham_InterchangeNA		
	\\smt12_CAD\Project\Concepts_Visualization\DA\A2\1UP_103		
Drawing No.	(Revision)		

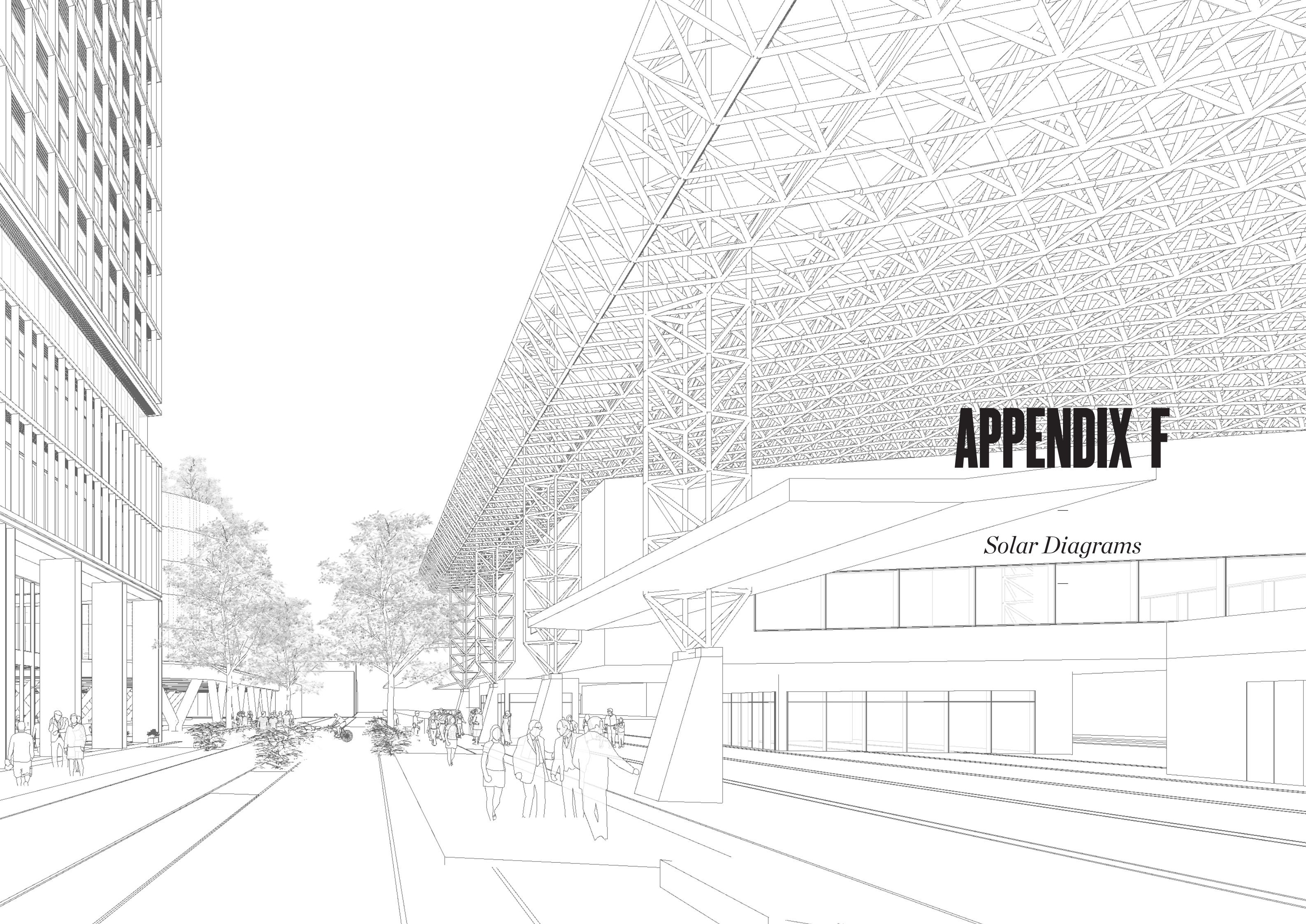
Melbourne 1 Nicholson Street
Melbourne VIC 3000 Australia
T 03 8664 6200 F 03 8664 6300
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<http://www.batessmart.com.au>

Sydney 43 Brisbane Street
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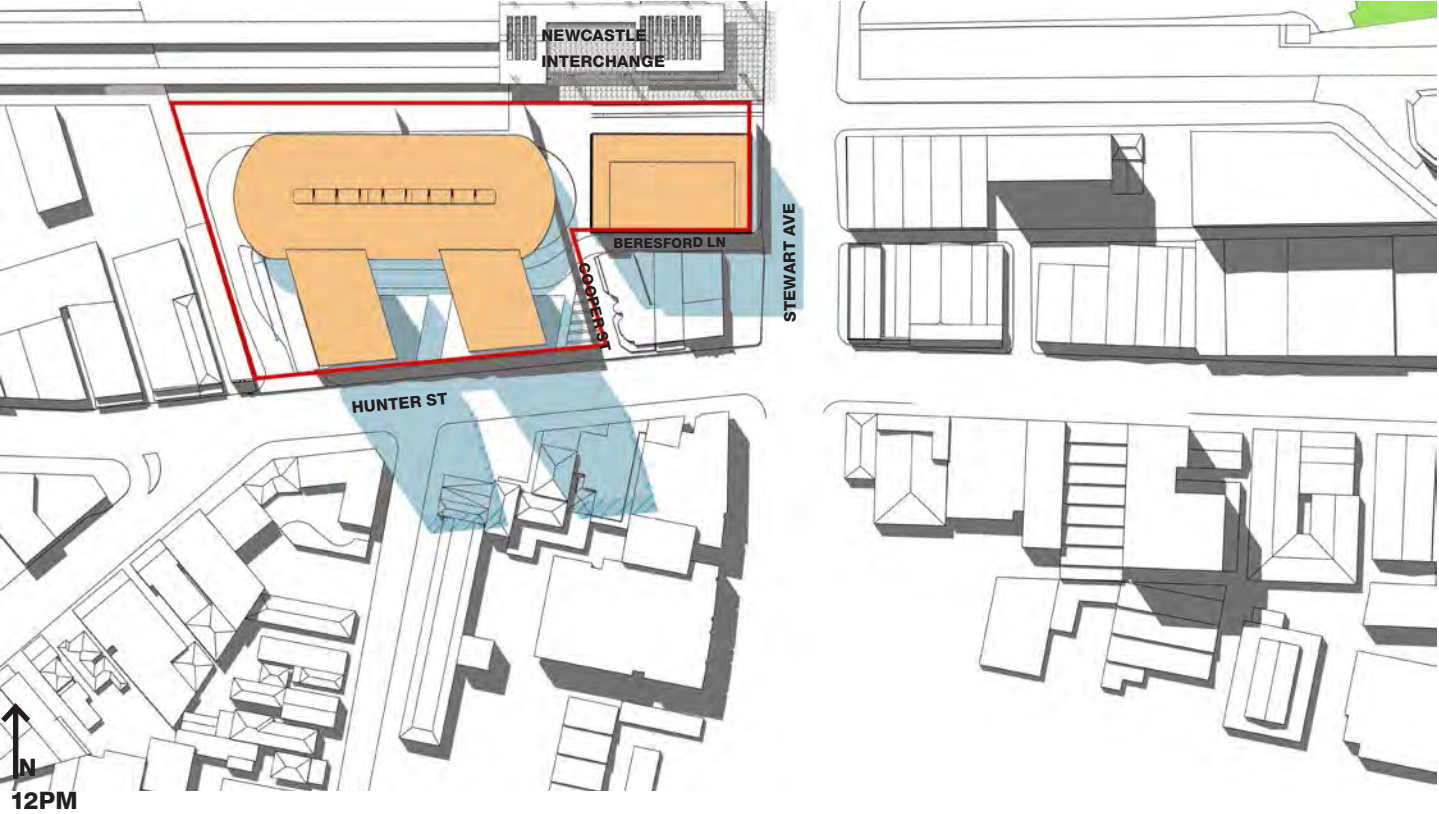
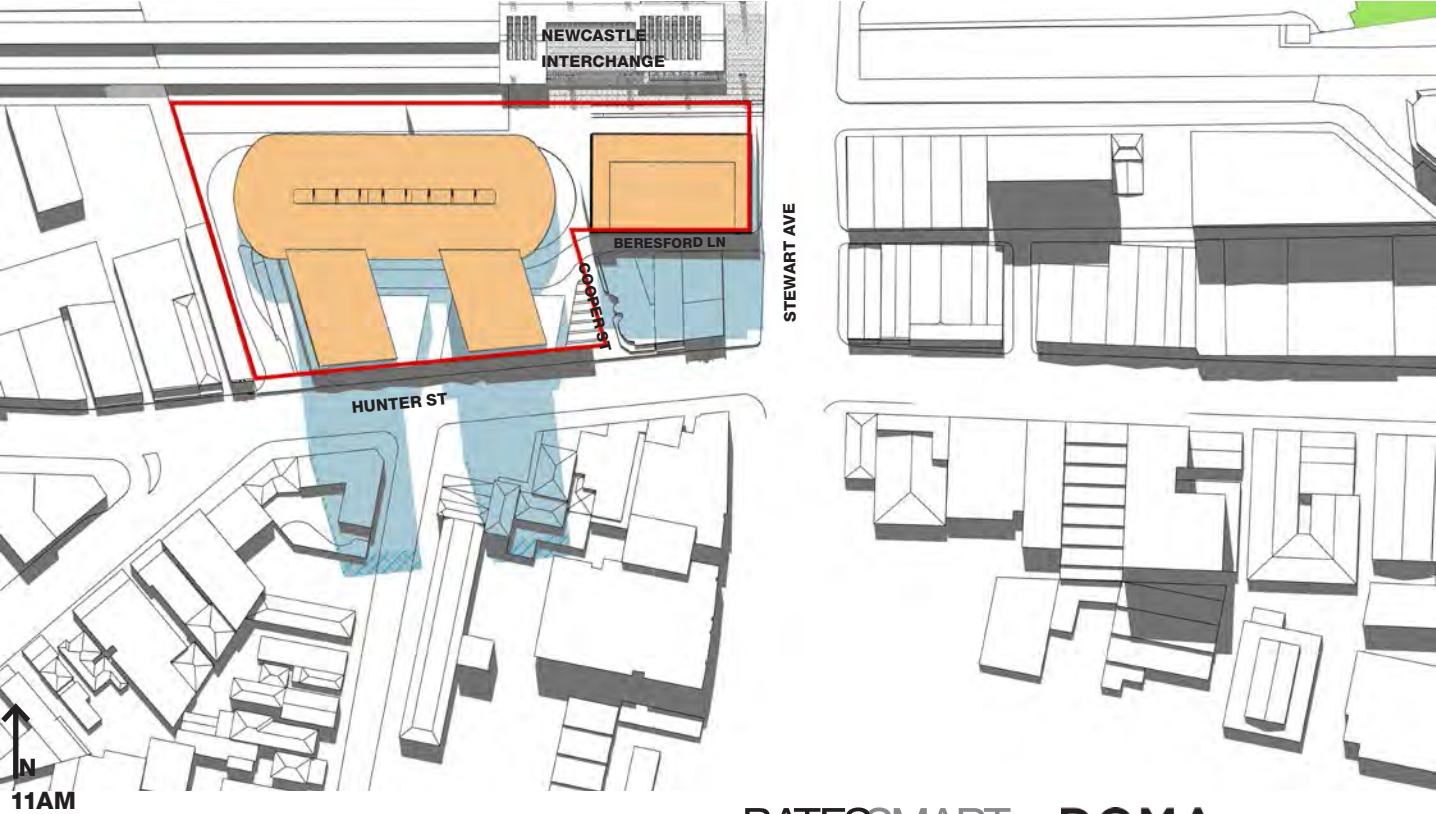
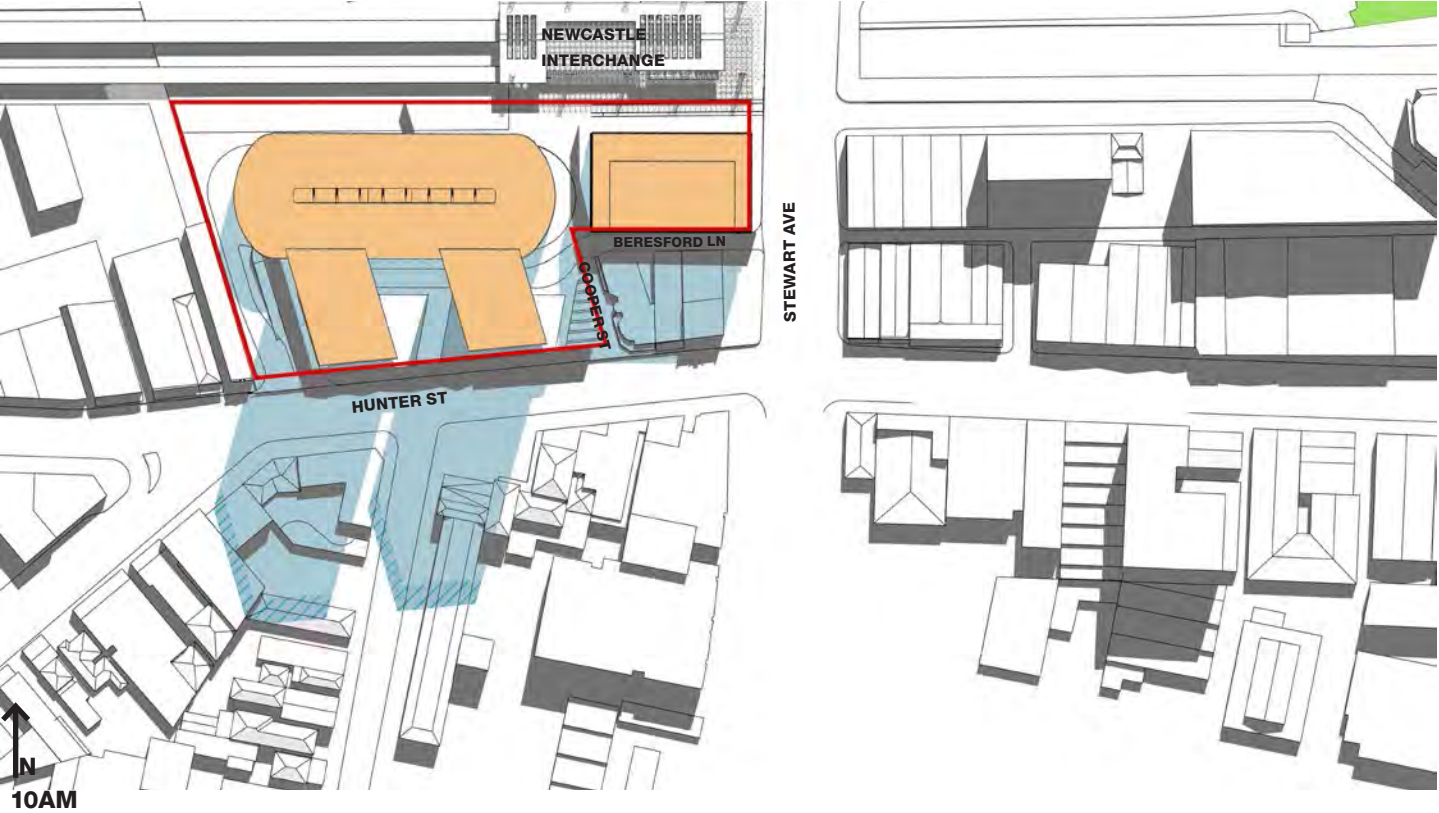
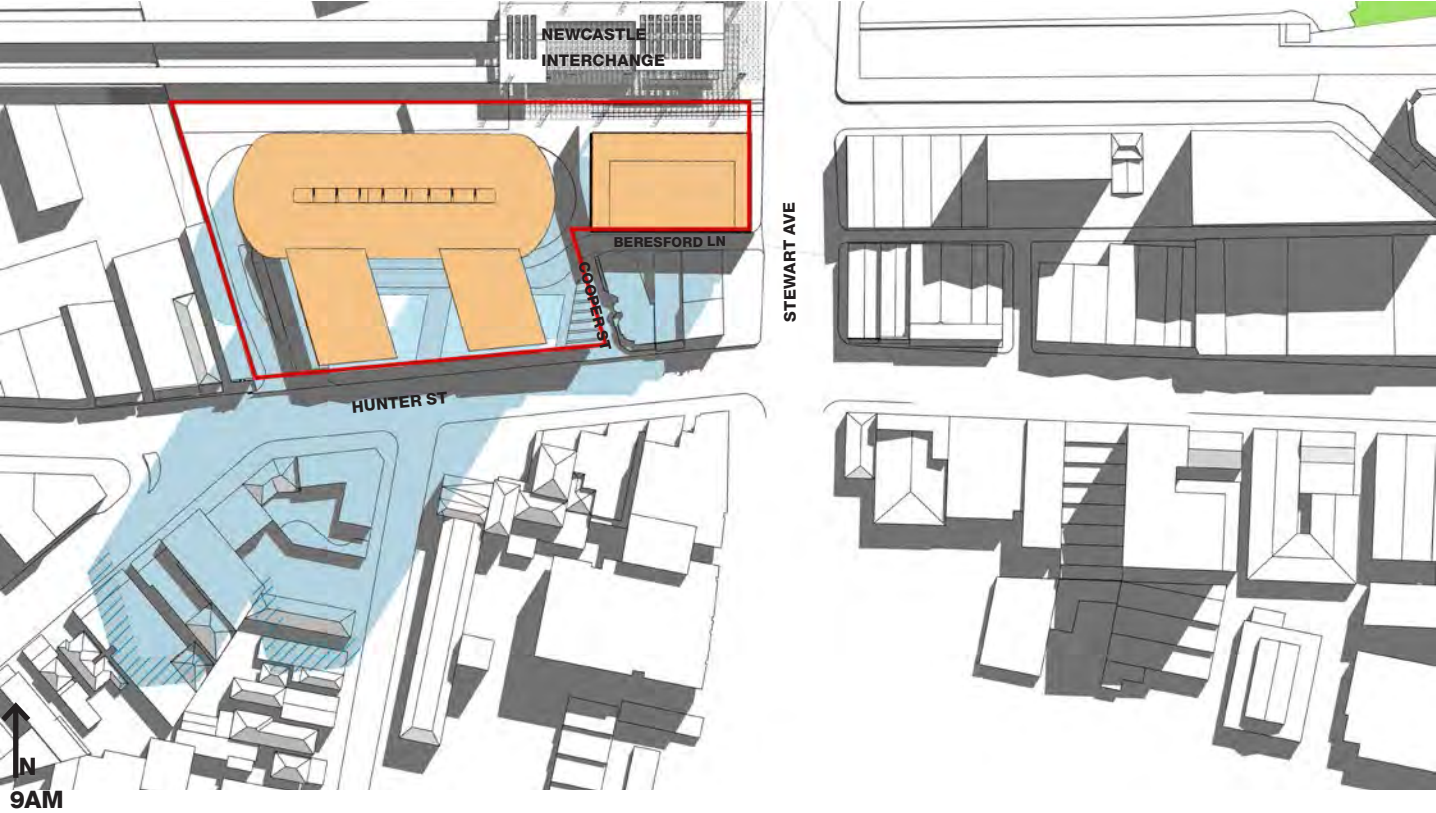


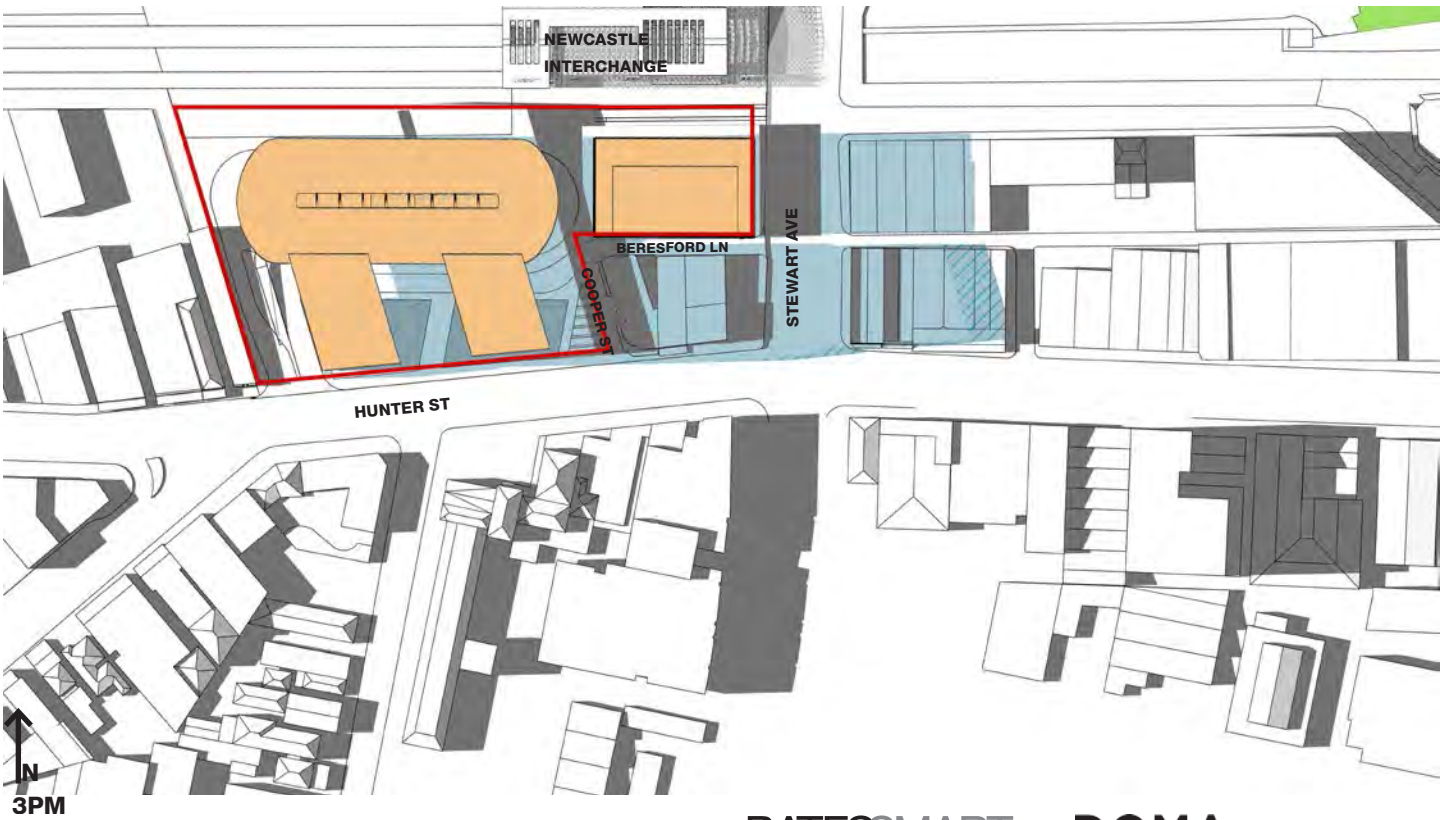
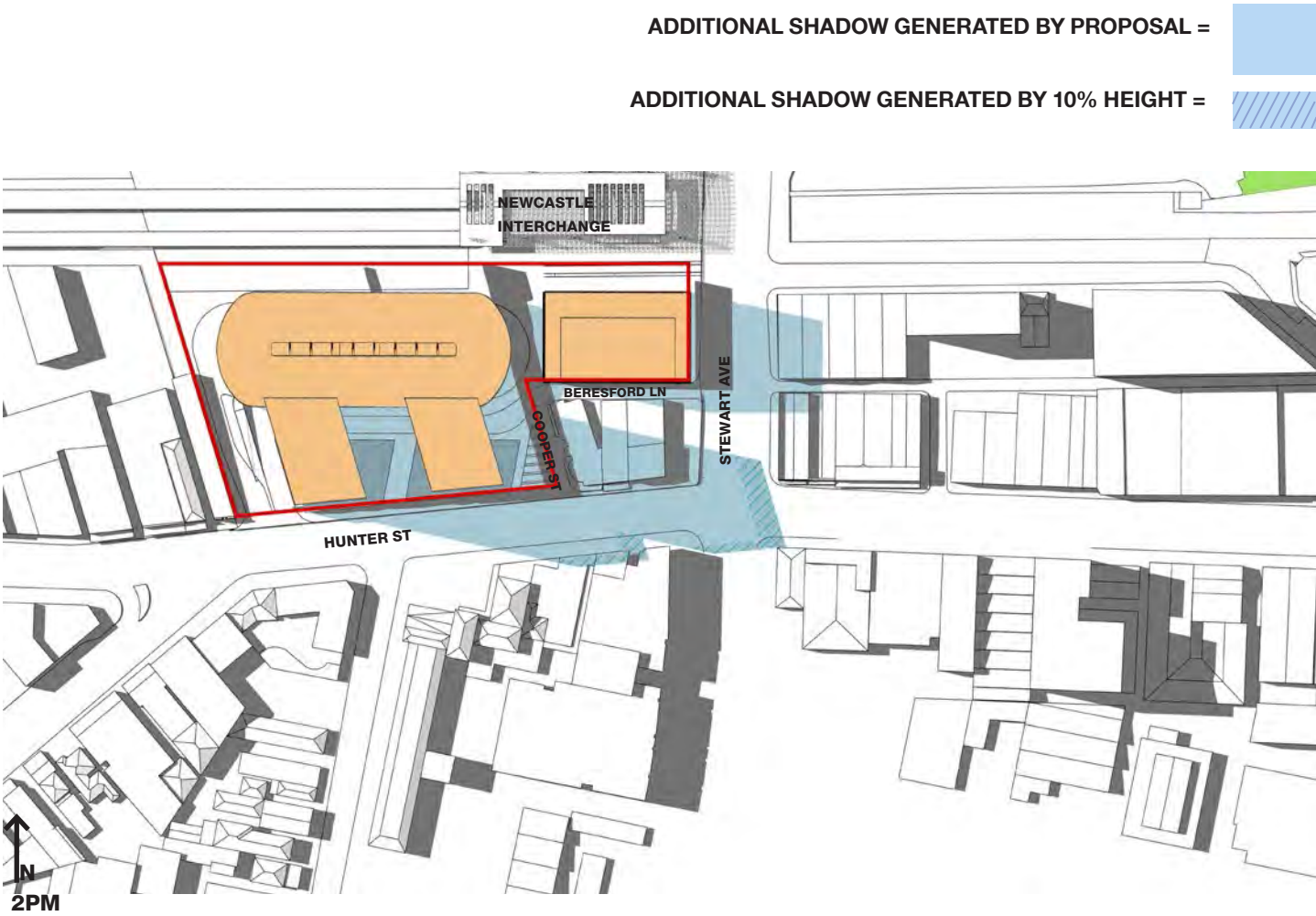
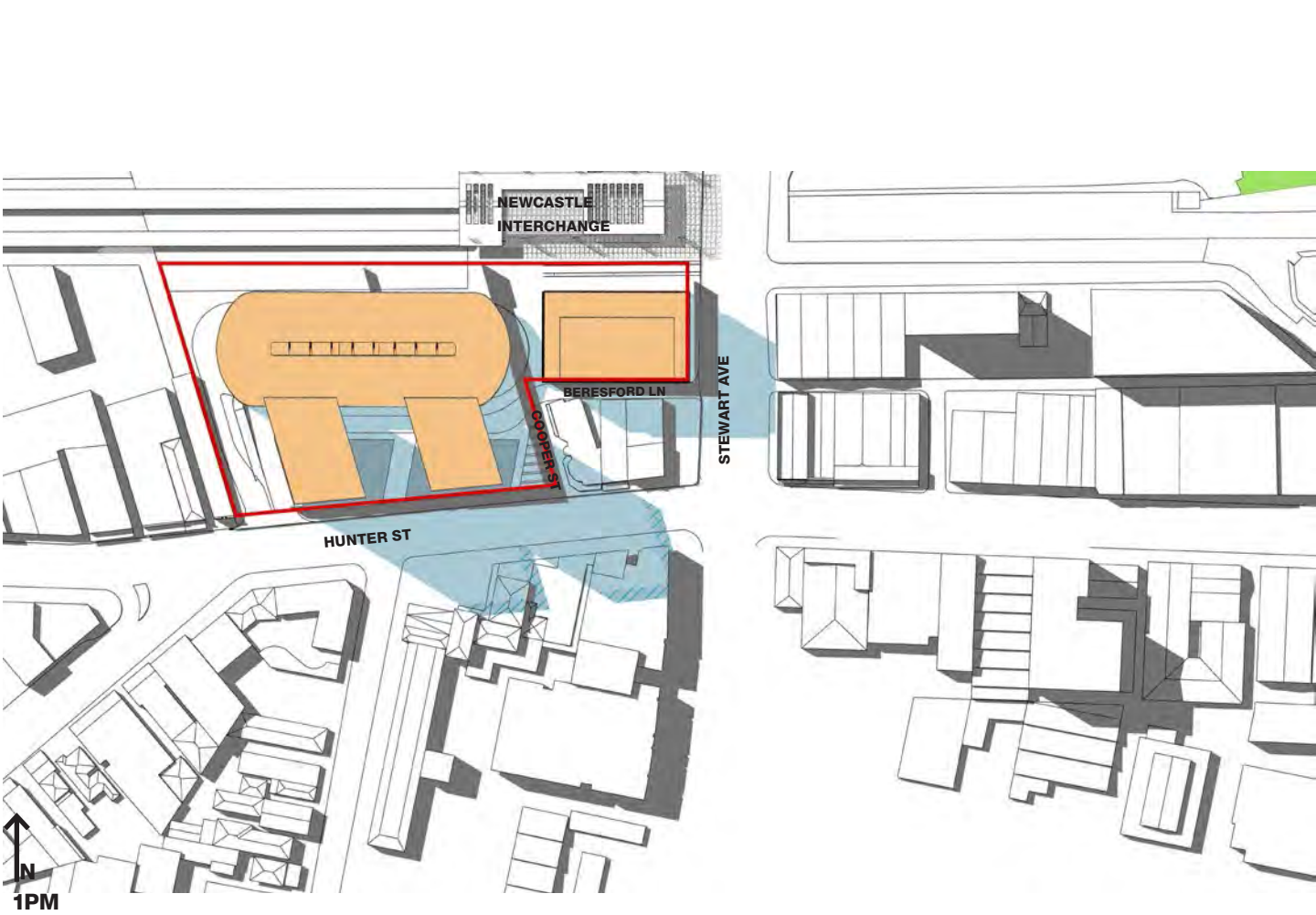
APPENDIX F


Solar Diagrams


D1 SHADOW STUDY EQUINOX

ADDITIONAL SHADOW GENERATED BY PROPOSAL = 
ADDITIONAL SHADOW GENERATED BY 10% HEIGHT = 





ADDITIONAL SHADOW GENERATED BY PROPOSAL = 

ADDITIONAL SHADOW GENERATED BY 10% HEIGHT = 

D2 SHADOW STUDY WINTER SOLSTICE

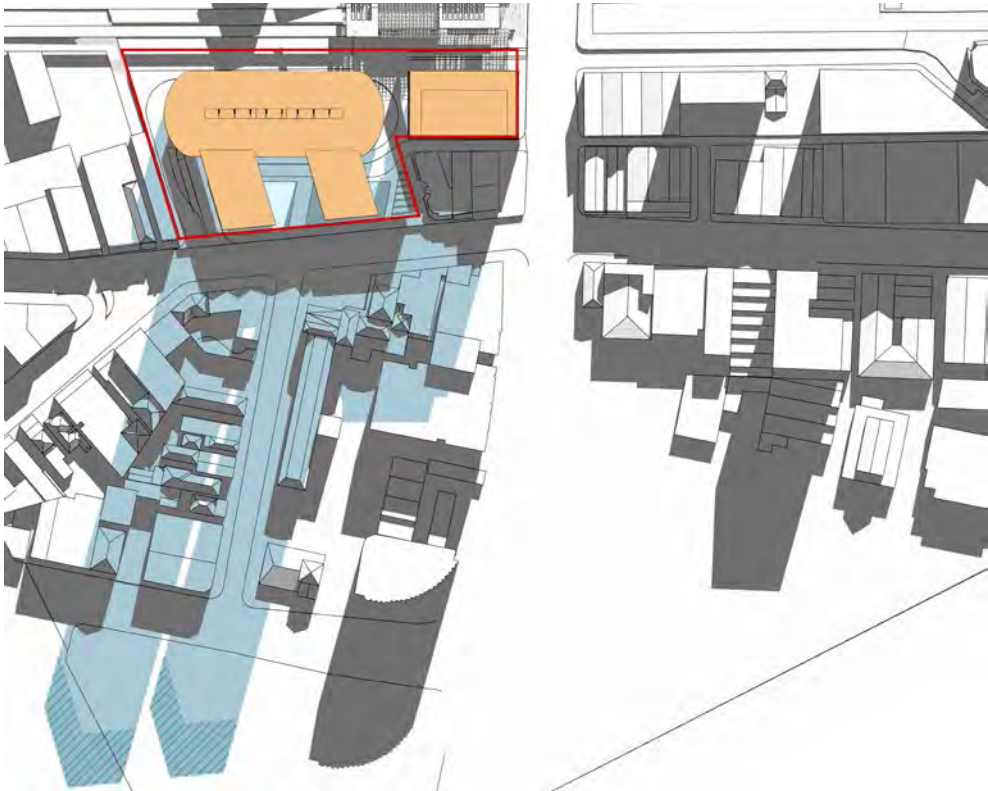
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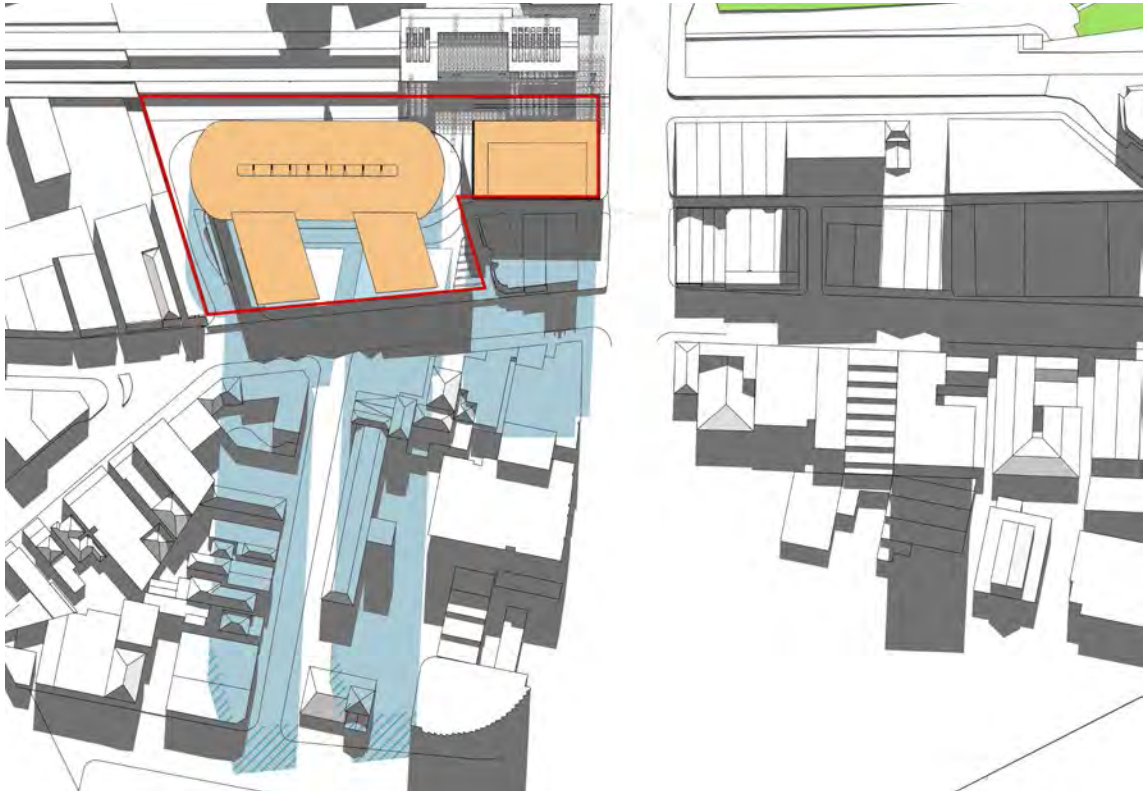
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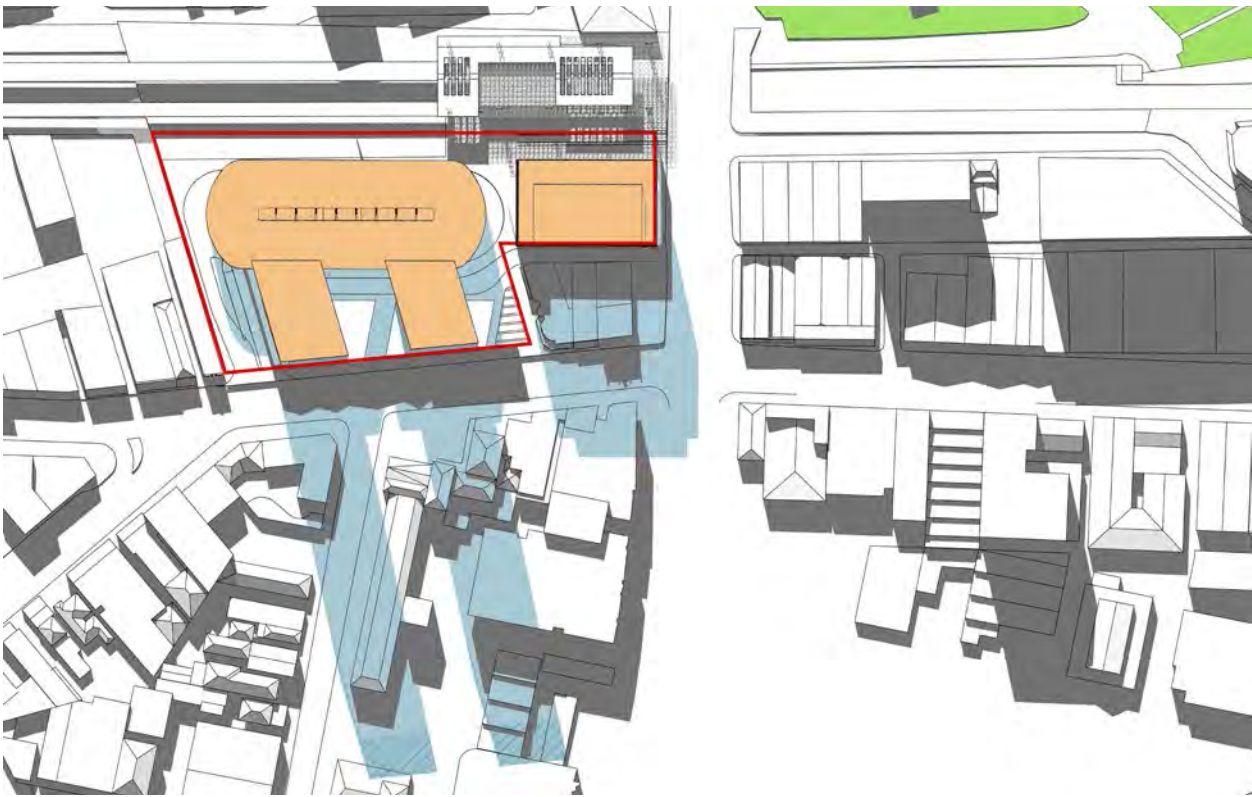
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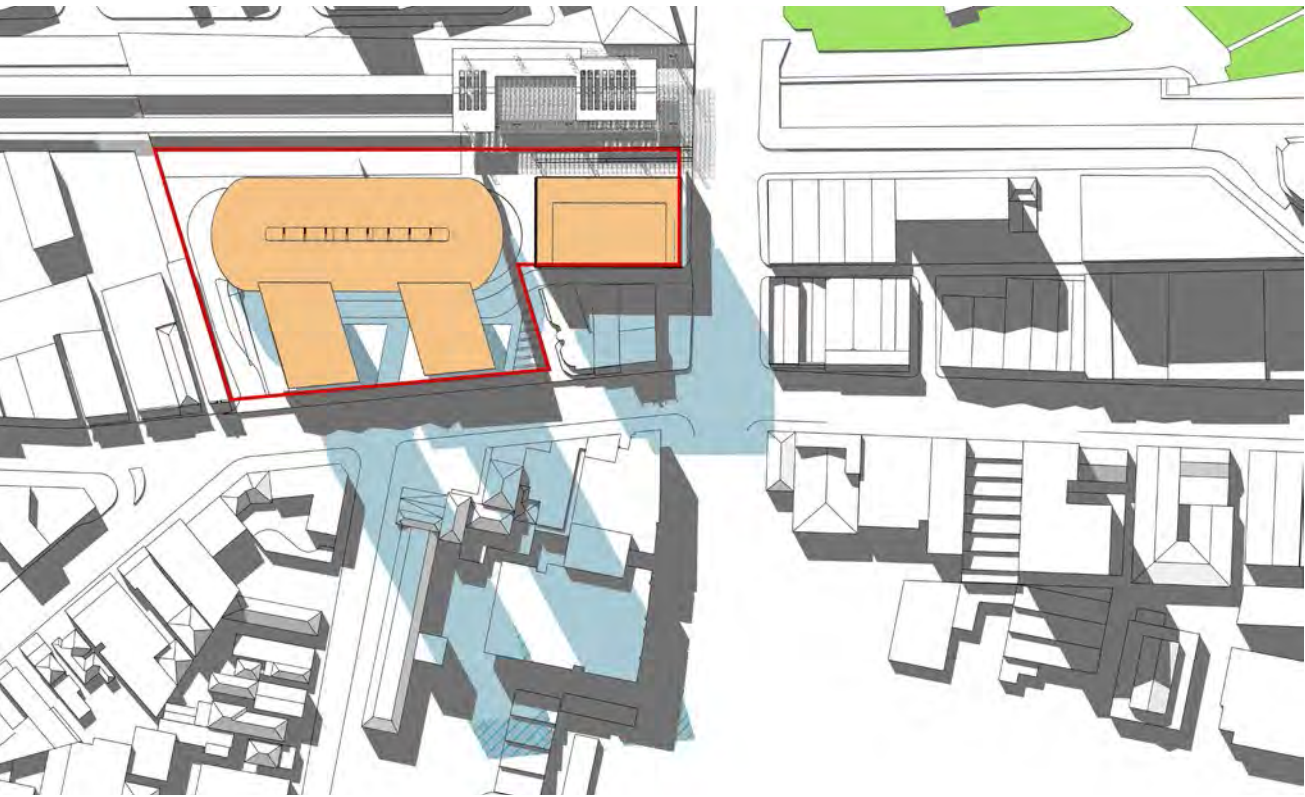
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10AM



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N
11AM



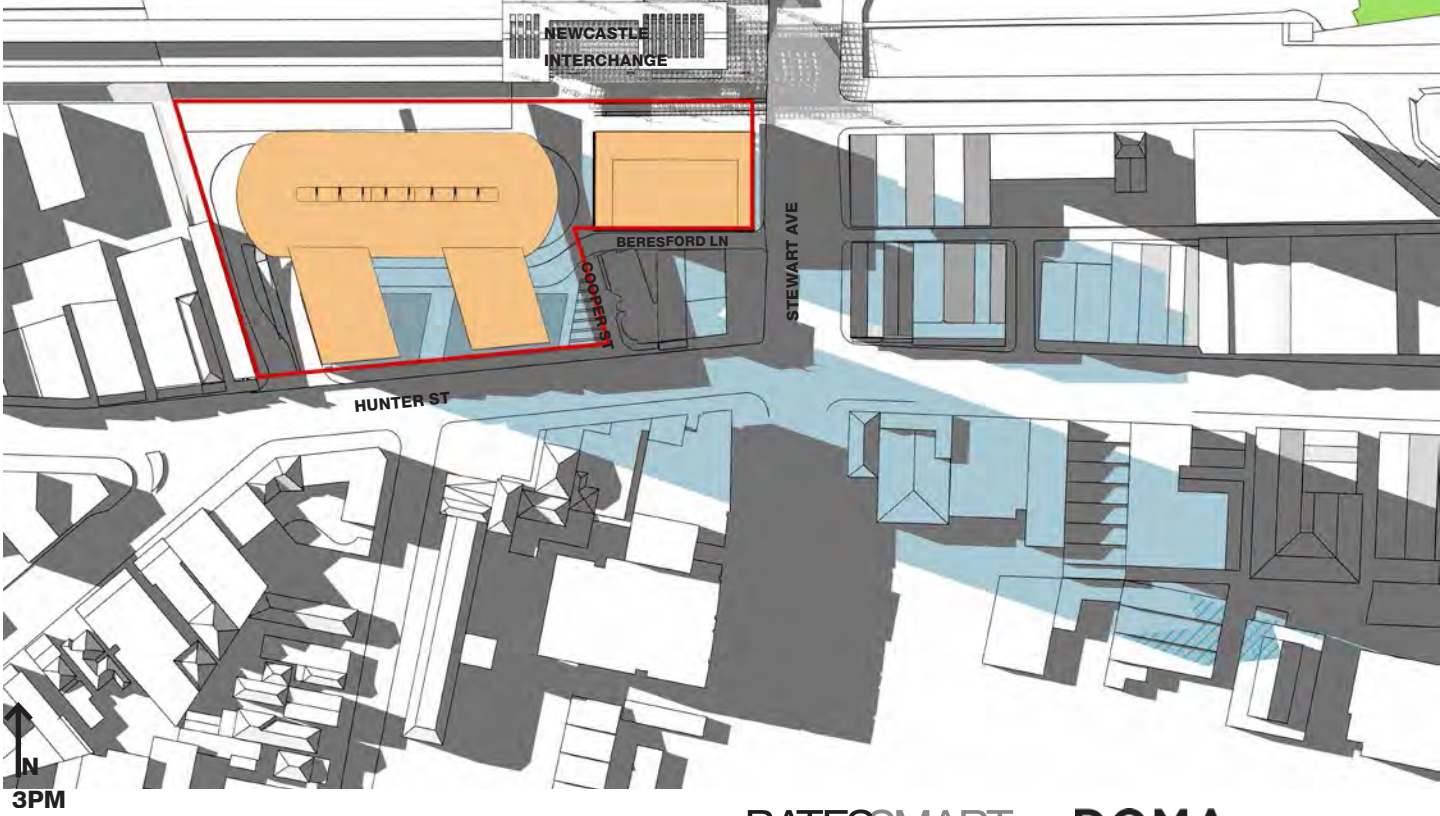
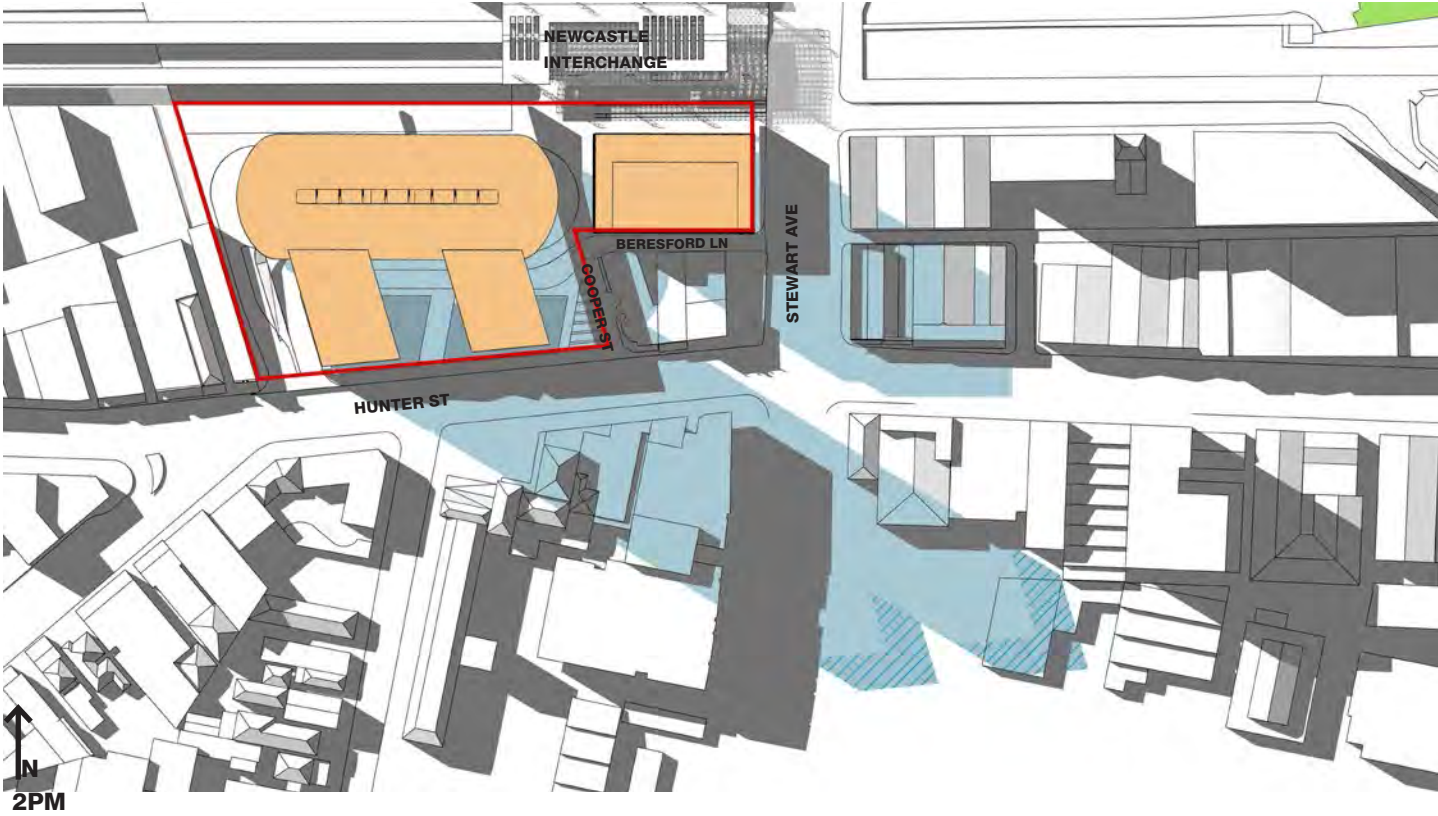
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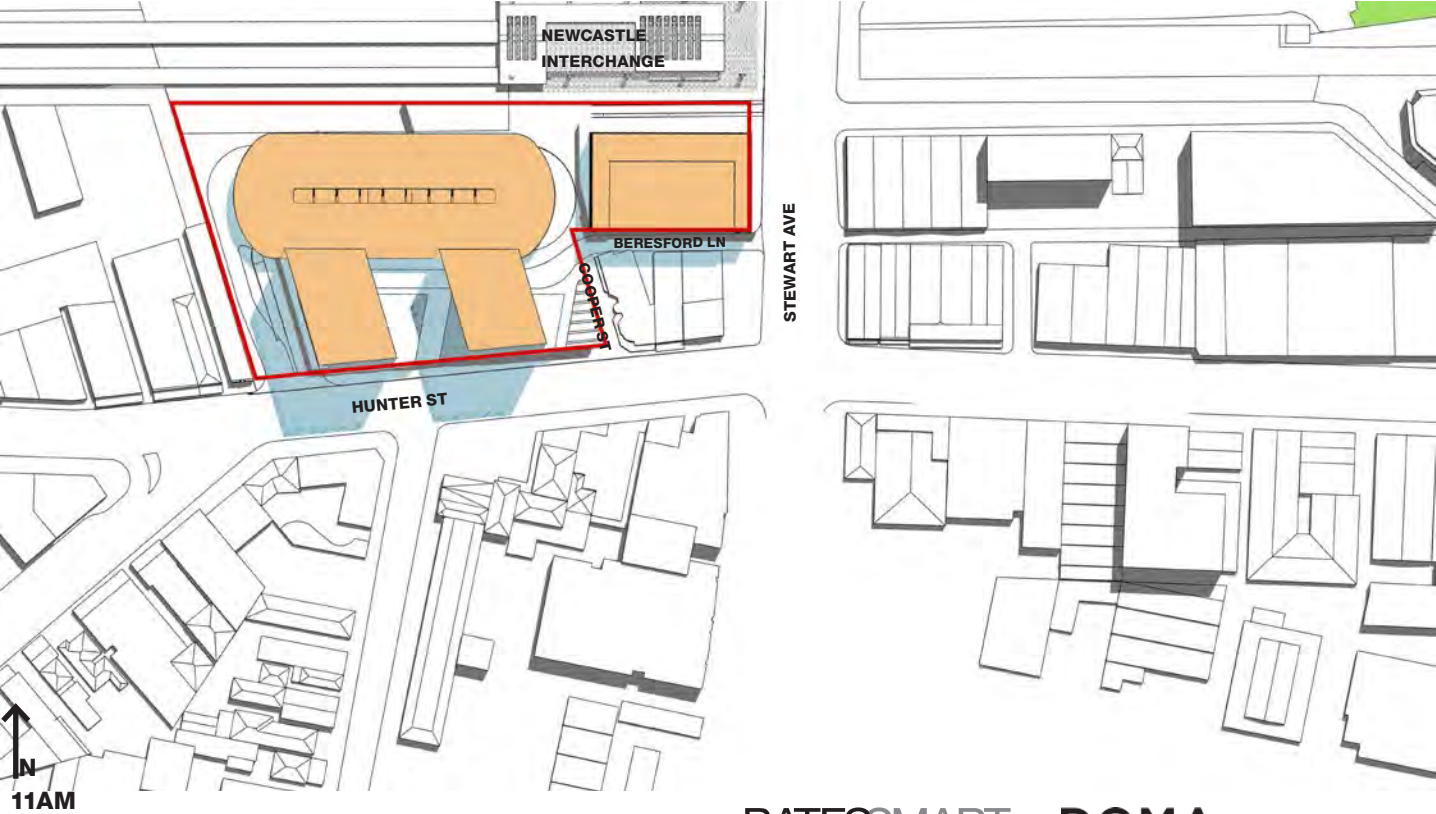
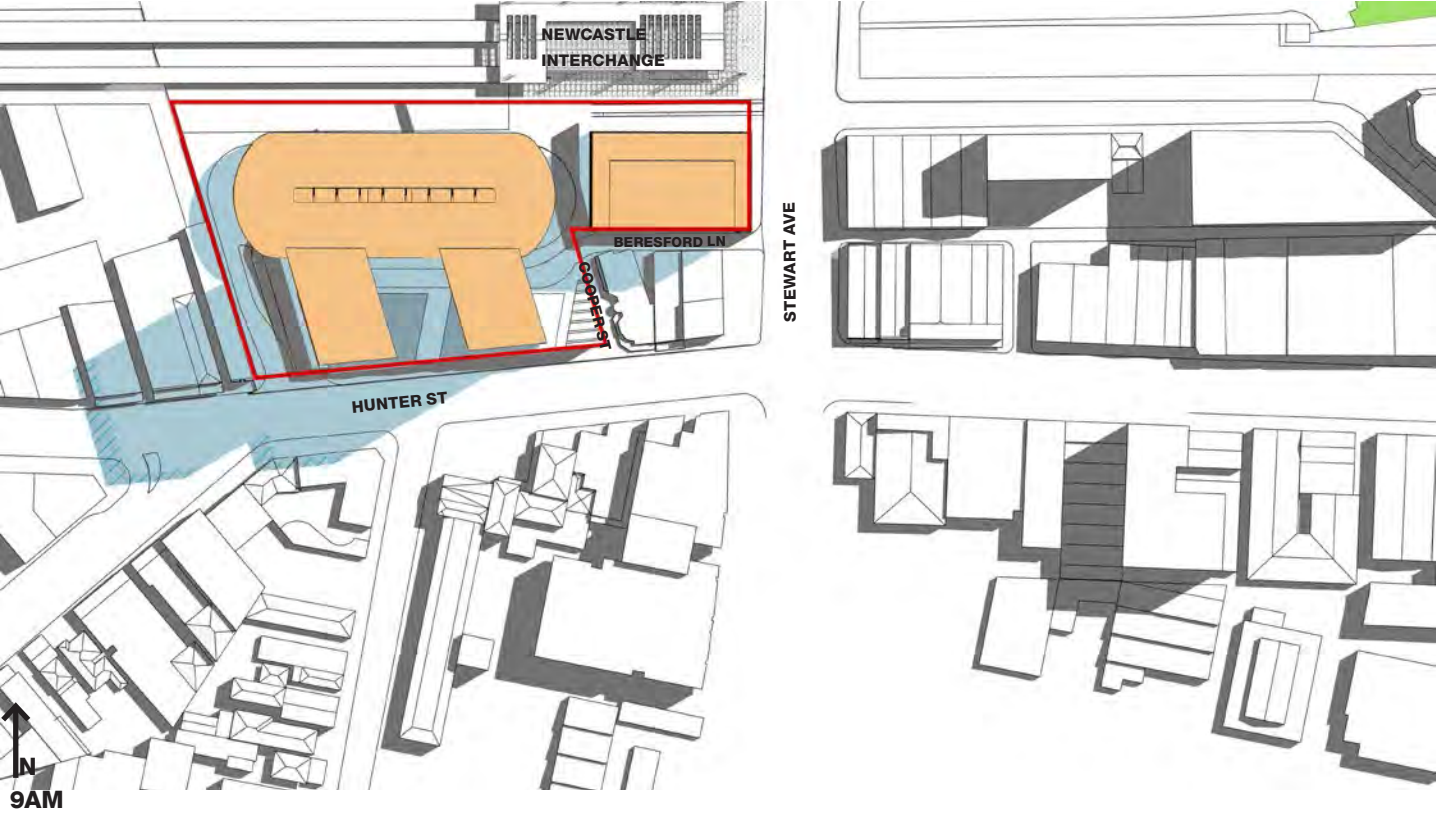


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D3

SHADOW STUDY SUMMER SOLSTICE

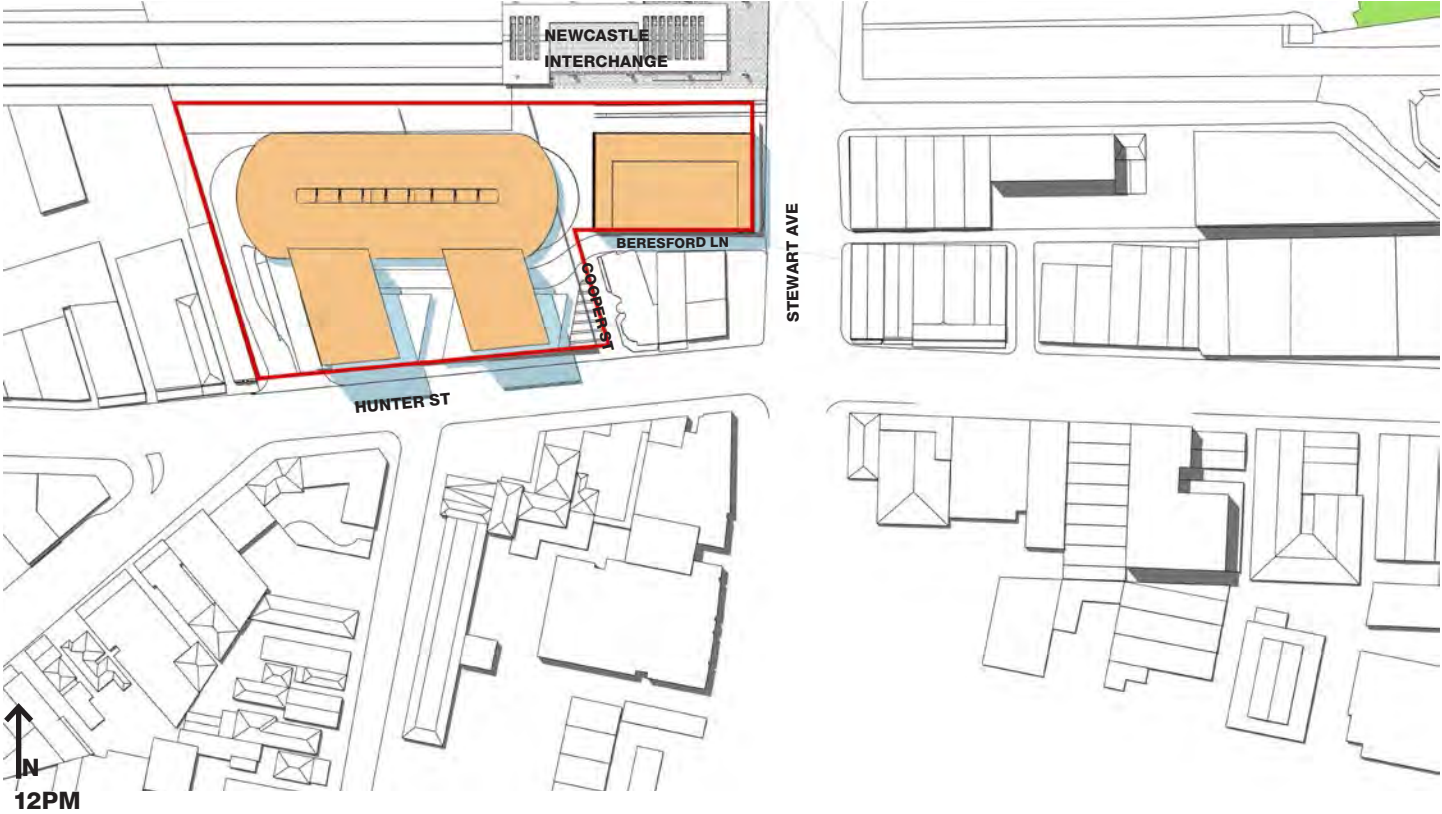
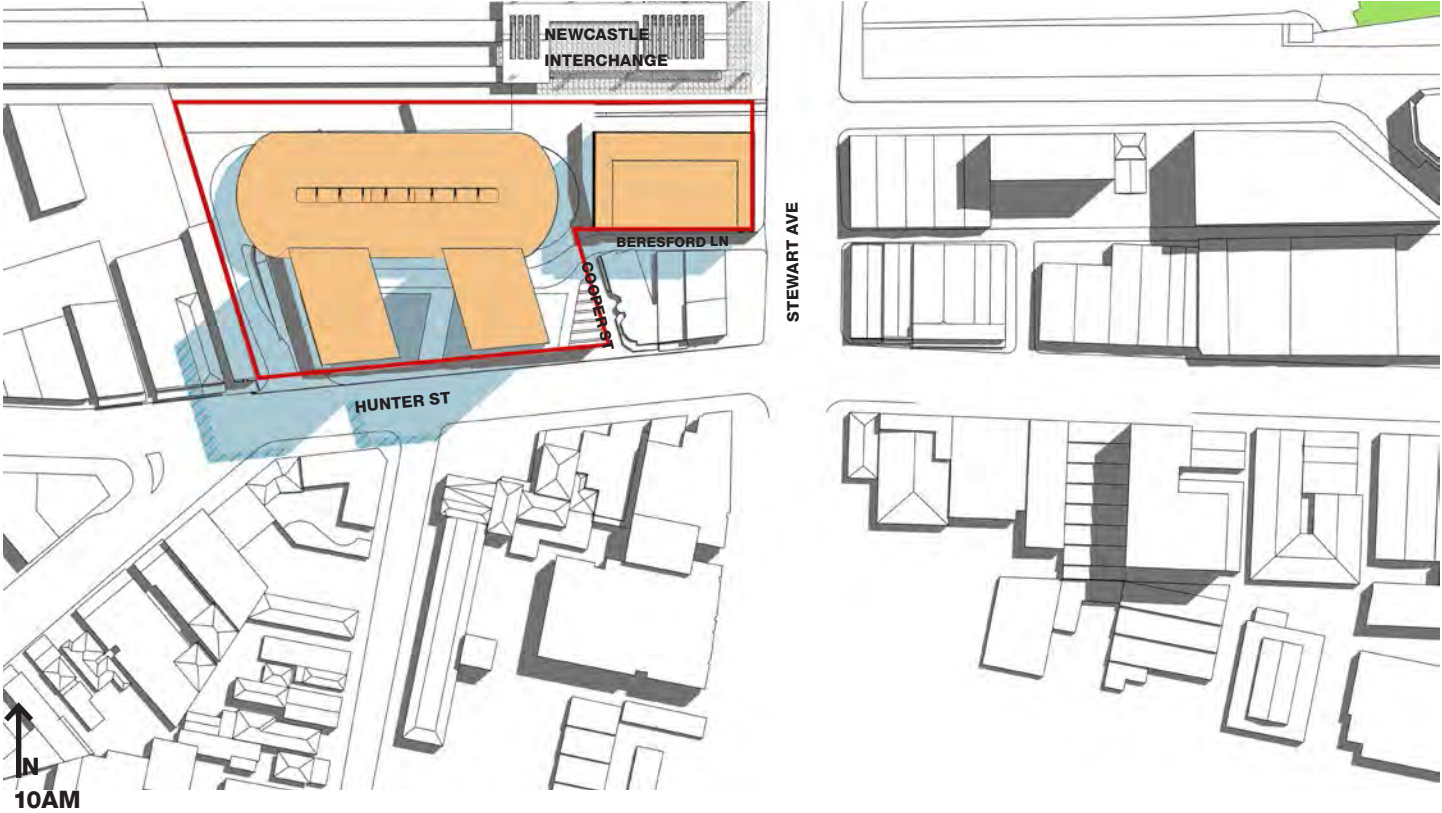


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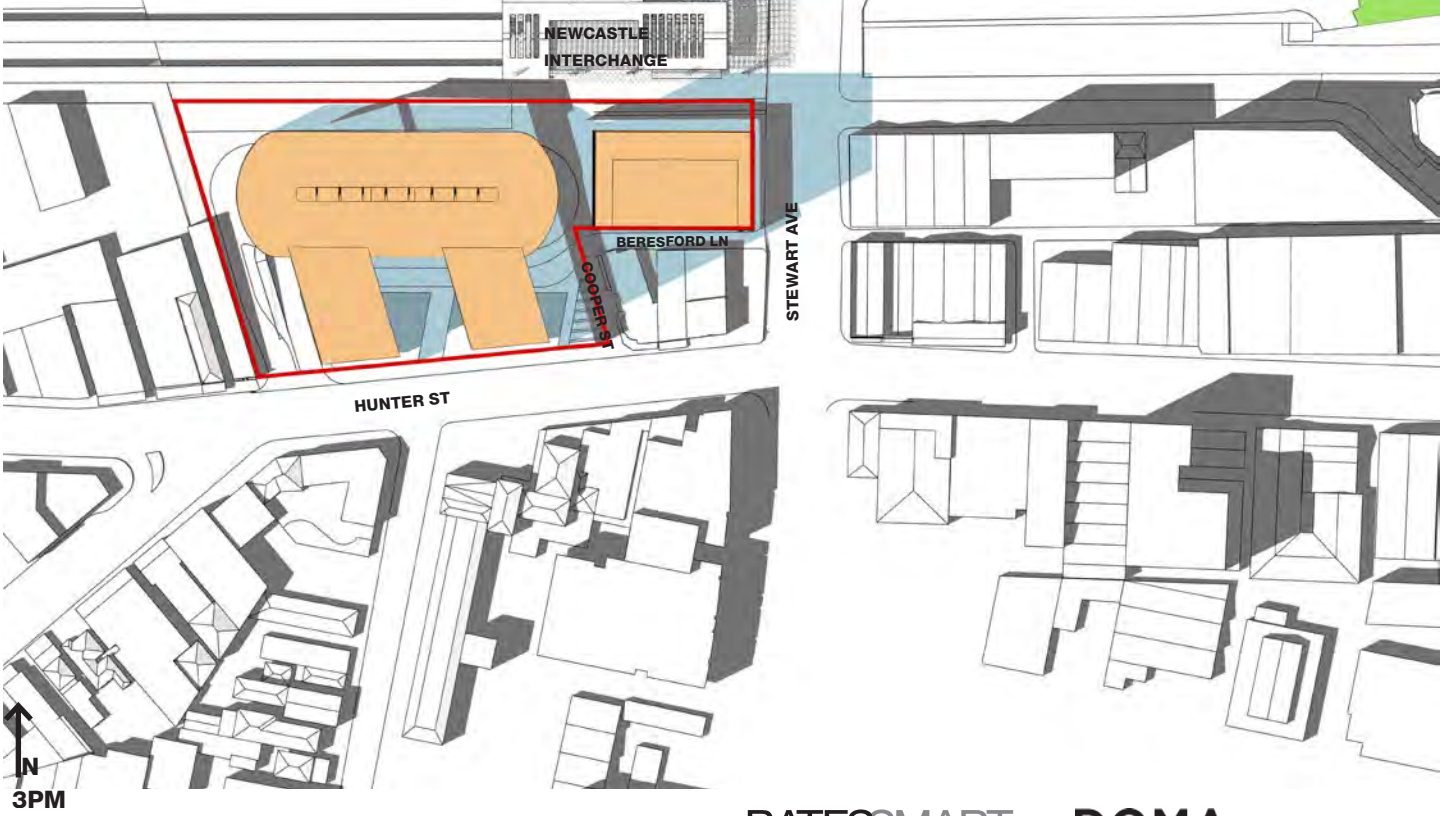
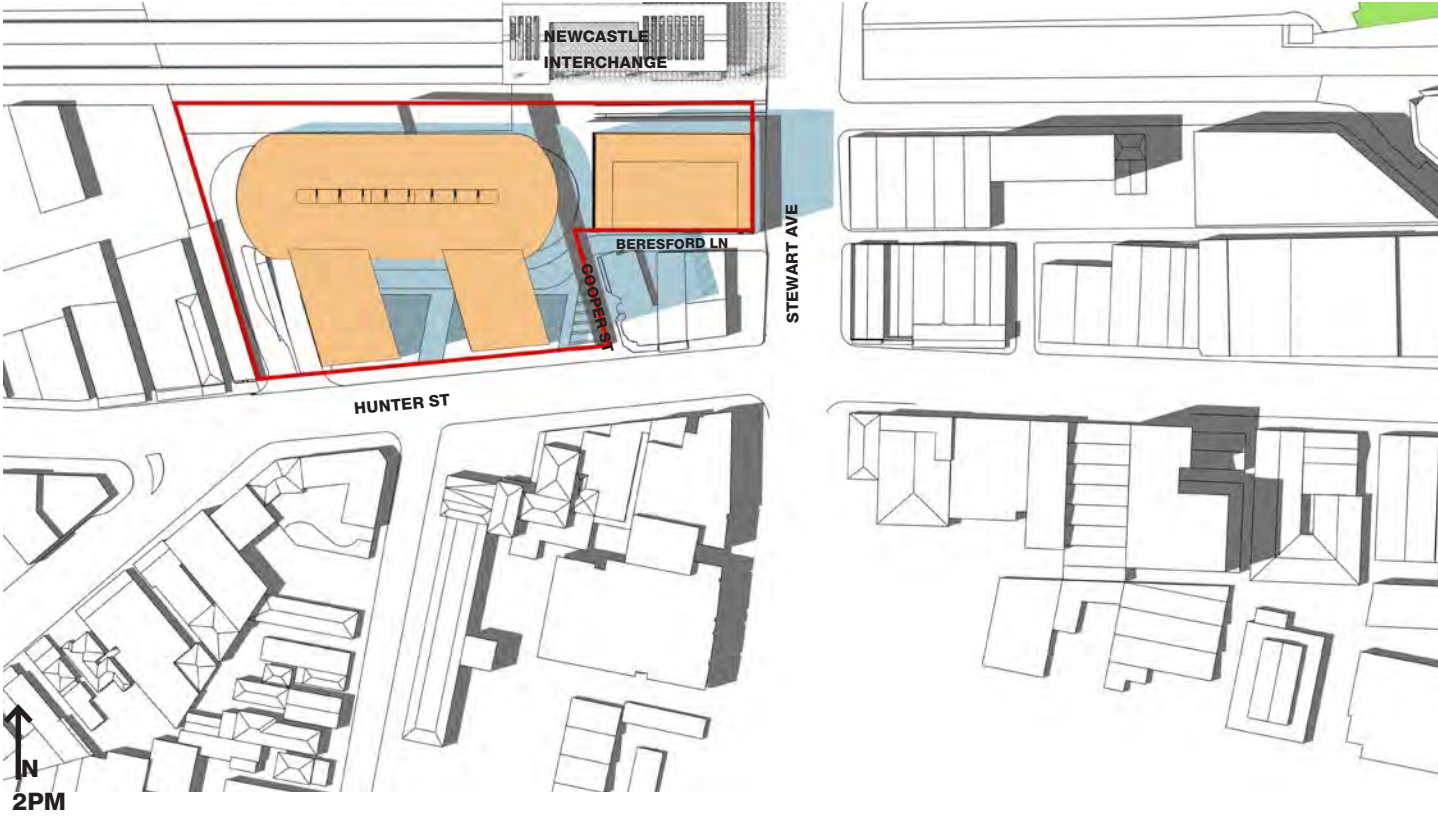
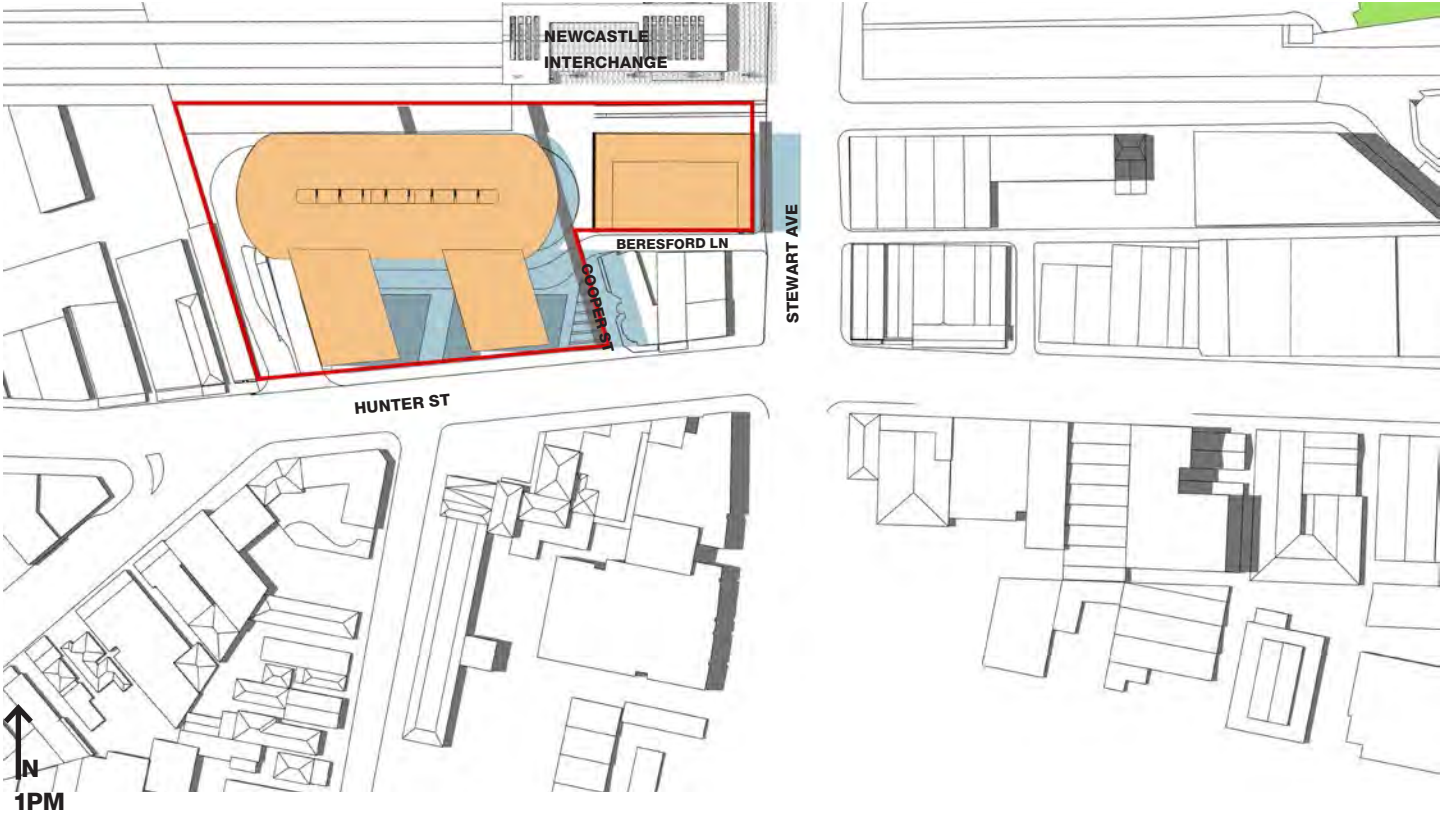
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ADDITIONAL SHADOW GENERATED BY PROPOSAL =



ADDITIONAL SHADOW GENERATED BY 10% HEIGHT =



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