

21NEW0141

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Dylan Mitchell  
Principal Development Planner  
Port Stephens Council

*Submitted via: NSW Planning Portal*

**APPLICATION NO. 16-2022-834-1**

**LOT: 11 DP: 1036501 – 38 Cabbage Tree Road, Williamtown**

**Commercial development comprising 8 storey office premises with ground floor retail and food and drink premises**

Dear Dylan,

I refer to the Request for Further Information (RFI) dated 17 February 2023 which referred to the matters raised by the Hunter and Central Coast Regional Planning Panel during the Kick-Off Briefing dated 8 February 2023. The key issues raised during the Panel briefing are addressed below:

***Carparking***

*The timing, location, operation and legal mechanisms surrounding the proposed communal car park will be a key consideration for the Panel and will involve a consideration of:*

- *The s88B as an appropriate measure. The Panel will want to understand how it works, whether specific spaces will be allocated to this lot or whether there will be general access arrangements and requirement management statement*
- *Physical links and access to the car park and locations of footpaths*
- *Whether the 17 on-site car parks include accessible spaces*
- *Whether other developments will have the same rights*
- *The need for a plan showing the relationship between the location of the car park and this RSDA.*

**Response to RFI:**

A Draft 88B Instrument and Draft Plan of Easement has been provided to Council which proposes an easement benefitting Lot 106 and providing allocated parking to Lot 106 within the Common User Carpark (DA 16-2022-855-1) which remains under assessment. It is understood that an approval for DA 16-2022-834-1 will be subject to a condition of consent to be satisfied prior to issue of the Occupation Certificate requiring the issue of the Occupation Certificate for DA 16-2022-855-1 relating to the Astra Aerolab Common User Carpark. This is to

ensure that the required car parking for Lot 106 can be satisfied prior to its commencement of use. A total of 17 onsite parking spaces will be provided on Lot 106 which will include one (1) accessible parking space.

An accessible path of travel is to be constructed along the Aerospace Avenue frontage of Lots 106, 107 and 108 to connect to the existing concrete pathway constructed on McNamara Parade and then to the Common User Carpark. The proposed footpath will comprise of concrete or similar sealed material to comply with AS1428.1:2021, *Design for access and mobility, Part 1: General requirements for access*.



Figure 1 Existing footpath (red), future accessible path of travel to Lot 106 (blue). Source: Near Map (December 2022) (Adapted)

### **Carparking**

*Status of the current Airport Master Plan and how the demand for 1070 car parking was arrived at, acknowledging that whilst it is a publicly accessible document it is a business strategy that has no planning weight.*

### **Response to RFI:**

The allocation of 1,070 car parks within the Common User Carpark was informed by the expected future use of Lots 103-110 within Stage 1 of the Astra Aerolab Precinct. A Traffic Assessment was prepared by SECA Solution for DA 16-2022-855-1 which assessed the expected car parking demand for Stage 1 of the Astra Aerolab. At the time of the Traffic Assessment, development applications for Lot 106 and 109 had been lodged with Council. The remaining car parking requirements were estimated based on expected future use of the

remaining and developable Stage 1 lots. The estimated car parking requirements for Stage 1 are shown in Table 1 below.

Table 1 Estimated Parking Requirements for Lots 103-110. Source: SECA Solution

Lot	Estimated parking requirement	Spaces assumed provided on Lot	Parking deficiency accommodated by Common User Carpark	Basis for Parking Assessment
103	172	0	172	Masterplan
104	151	0	151	Masterplan
105	207	0	207	Masterplan
106	133	17	116	DA Lodged
107	43	0	43	Masterplan
108	38	0	38	Masterplan
109	144	63	81	DA Lodged
110	60	0	60	Masterplan
<b>Total</b>	<b>948</b>	<b>80</b>	<b>868</b>	

It is noted that the car parking requirements shown in Table 1 serve as an estimate only, as development applications for each of the remaining and developable Stage 1 lots have not been confirmed. Notwithstanding this, the car parking requirements have been conservatively estimated on the assumption that no onsite parking spaces will be provided on each of the remaining Stage 1 lots. Additionally, an allocation of 20 percent additional parking spaces in excess of the estimated parking deficiency has been allowed for in the allocation of 1,070 car parks to Stage 1. The allocation of 1,070 parking spaces to the Common User Carpark hence is considered adequate to accommodate the requirements for Lots 103-110 once fully developed.

Future applications for development on Stage 1 lots will need to consider and address the carparking demand generated with respect to each proposed development. Council will have the opportunity to assess each application to ensure that carparking demand can be adequately satisfied, and where required, for developments to provide onsite parking.

### **Built Form**

*The Panel notes the Masterplan does not deal with built form but rather sets out the future direction for the airport and how it will develop over time. The Panel wants to understand how the built form of this proposal sits within the context of this as an evolving commercial / business precinct. What will the precinct look like, what is guiding the urban form.*

### **Response to RFI:**

Context to the future built form of the evolving commercial precinct is provided in the revised Draft Williamstown SAP Masterplan which was publicly exhibited from 25 January 2023 to 22 February 2023. Case



study images from the Draft Masterplan are provided below to provide indications of the desired future built form for the Williamtown SAP.



Figure 2 Len Waters Building at RAAF Base Williamtown. Source: Draft Williamtown SAP Masterplan (Page 58)



Figure 3 University of Wollongong Innovation Campus. Source: Draft Williamtown SAP Masterplan (Page 58)

Section 5.1 of the revised Draft Masterplan provided aims and performance criteria for the future built form and landscape of the Williamtown SAP. The Section 5.1 built form aims are reproduced below with a response on how the proposed development addresses each aim:

- *Provide a campus-style employment precinct where buildings respond to open space and a well-connected, pedestrian-friendly environment with integrated public and active transport*

Response: The proposed development on Lot 106 aligns with the intended campus style precinct by maintaining setbacks and clearances to the street frontage and allowing space between future buildings within the Commercial Core. The development provides a pedestrian friendly environment with footpath connectivity along the Aerospace Avenue and Jefferies Circuit frontages. It is noted that whilst future development within the Commercial Core is to be confirmed by separate development applications, the

proposed development on Lot 106 is consistent with the campus style employment precinct envisioned for the site.

- *Ensure a mix of contemporary, high-quality building types and sizes to support employment opportunities that evolve in line with changing economic drivers*

Response: The proposed development provides a keynote development within the Commercial Core providing modern and contemporary office design. The development will support employment opportunities aligned with the strategic intent of the Williamstown SAP related to defence and aerospace industries.

- *Built form to be of high quality, with facades that address the street and that have articulation, modulation, passive surveillance and street activation*

Response: The proposed development will activate the street frontages along Aerospace Avenue and Jefferies Circuit with new food and drink premises, as well as neighbourhood shops. Office tenancies on the ground floor will also provide facilitate activation and use on the ground level. The activation of the street frontage will support passive surveillance throughout the day and passive crime prevention. The design of the development responds to its corner lot location with stepped built form façade. The development design provides articulation and prominence to the corner lot with an elevated 'fin' motif which highlights the site's relationship to Newcastle Airport and the intended future character of the precinct for aerospace and related industries.

- *Retain and continue the landscape treatment established in the Stage 1 of Astra Aerolab, which utilises native vegetation to assist with water sensitive urban design*

Response: The proposed development utilises landscape treatments incorporating native vegetation, particularly on its southern elevation, which assists in water sensitive urban design.

- *Provide connections to the environmental protection area including the integration of the health loop showcasing the Williamstown's existing landscape and protecting native vegetation*

Response: The proposed development will provide footpath access to the proposed health loop and environmental protection area to the south and southwest of the site.

- *Act as a catalyst for design excellence for employment areas in the Hunter region*

Response: The proposed development will provide an office premises which will act a keynote development in the Commercial Core of the Williamstown SAP. The development will encourage design excellence in the Hunter Region by providing a modern and contemporary office building with an elevated 'fin' motif which will

visually highlight the site's relationship to Newcastle Airport and the specialised use of the precinct for defence and aerospace industries.

**Further Response to RFI:**

Section 5.2 of the revised Draft Masterplan provides performance criteria relating to bulk and scale of the Commercial Core. The performance criteria are reproduced below with a response on how the proposed development addresses each criterion:

- *Taller buildings between 5 to 6 storeys would be appropriate in the commercial centre subject to obstacle limitation surface requirements*

Response: The Department of Defence has reviewed the height of the proposed development against the obstacle limitation surface requirements and has advised that the proposed building height is acceptable.

- *Modulate building height on larger blocks to reduce the overall bulk and scale within the commercial centre*

Response: Future proposed development within the Commercial Core will modulate building heights to reduce the overall bulk and scale. It is noted that the proposed development has integrated stepped setbacks into its external façade design to minimise bulk and scale.

- *Locate the lower height buildings in the northern part of the Precinct (having regard to airside access areas) to optimise solar access to open space and locate social infrastructure and taller buildings to the south.*

Response: The proposed development is located in the southern part of the Commercial Core. The location of the proposed development mitigates overshadowing and solar access impacts noting that development to the south of the site is limited to public road reserve and industrial development on Lot 109. Public open space areas will not be adversely impacted by the development height.

***Determination Considerations***

*The Panel will view the site and seek set a determination date after Council has resolved the local DA for the communal car park.*

**Response to RFI:**

The Panel's comments are noted and acknowledged. NAPL seeks advice as to the date of the panel's intended site visit to allow NAPL to tour site with the panel and council.

If you have any queries regarding this information, please do not hesitate to contact Samuel Liu on 0402 768 552 or email [sliu@barrplanning.com.au](mailto:sliu@barrplanning.com.au)

Yours sincerely



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