

Engineering Assessment Team (Traffic)



TO: Elle Durrant
FROM: DAVID RYNER
DATE: 25/11/2024
DA NO: DA 2023/00419
RECOMMENDATION: Approval

1.0 Assessment Scope

The following plans / details have been assessed:

Plan No / Supporting Document	Reference / Version	Prepared by	Dated
SEE	P0042943	Urbis	5 November 2024
Traffic Parking Assessment Report	Ref 22064	CTP Consulting	8 November 2024
Engineering Plans	Job No.,220901	Xavier Knight	31 March 2023
Architectural Plans	Job No, 6668	SJB	5 December 2022

A site inspection has not been conducted with assessment based upon the abovementioned details only.

Traffic Advice

1. *SEPP Infrastructure 2007*

The application was referred to TfNSW pursuant to SEPP Infrastructure 2021 Schedule 3.

A response letter has been received from TfNSW dated 22 June 2023 raising no objections to the proposed development.

2. *Traffic Generation*

The applicant's Traffic consultant has estimated the Concept DA, comprising Stages 1 to 4, would generate in the order of 328 vph and 465 vph during the weekday morning and afternoon peak hours, respectively. Stage 3 would potentially generate up to 118 vph while Stage 4 approximately 167 vph during peak periods. It has been concluded that the additional traffic generated by this development should be able to be adequately catered for by the local road network without adversely impacting on performance.

3. *Road Network*

A 'Road Concept Plan' has been lodged in support of this application detailing proposed changes associated with Morgan and Laing Streets. Of particular note is the intention to change Laing Street to a one-way operation east to west to improve traffic safety at the intersection of Morgan and Laing Streets. Council's traffic section is generally supportive of this change however it is acknowledged that separate approval will

be required under Part 8 Division 2 of the Roads Act 1993. An appropriate condition of consent has been recommended for this application in relation to this matter.

To enhance the overall streetscape appropriate conditions have been recommended for this application requiring the developer to embellish the road frontages of the site.

4. Parking

Stage 3 and Stage 4 provides a total of 168 and 136 parking spaces respectively. Parking supply has been reviewed for this application having regards to Council's DCP 2023 and the terms of the approval of the recent concept application RE 2024/00002. The review concludes that the parking proposed for this development is acceptable. An appropriate parking condition has been recommended for this application that details the specific allocation of parking for both Stage 3 & 4 as follows:

Stage 3 total of 168 spaces comprising:

- 1 car wash bay
- 2 residential common property EV parking spaces
- 101 residential (inclusive 14 accessible and 10 EV charging spaces)
- 6 residential visitor
- 17 commercial / retail (inclusive 3 common EV parking spaces)
- 10 commercial/retail from Stage 1
- 11 commercial/ retail from stage 2
- 11 residential visitor from Stage 1
- 5 hotel from Stage 1
- 4 commercial /retail from Stage 4

Stage 4 total of 136 spaces comprising:

- 1 car wash bay
- 2 residential common property EV parking spaces
- 121 residential (inclusive 11 accessible and 10 EV charging spaces)
- 7 residential visitor
- 5 commercial /retail

A 'Supplementary Parking Report' was also prepared by Council in support of the concept application RE 2024/00002 and should be referenced in association with the assessment of DA 2023/00419.

5. Car park layout

The car park layouts for both Stage 3 & 4 have been reviewed and considered to be acceptable, generally complying with the AS 2890.1& 6 - Parking Facilities. An appropriate condition has been recommended for this application in relation to this matter requiring compliance with this standard.

6. Public Transport

The site is well serviced by public transport with light rail and bus services found in close proximity - refer Figure 6.1.



Figure 6.1 – Existing public transport map (Source: Transport for NSW)

7. Green travel Plan

An appropriate condition of consent has been recommended for this application requiring the developer to prepare and implement a 'Green Travel Plan' to promote the use of alternate transport options to the private motor vehicle. This is consistent with both State and local planning legislation and in particular Newcastle City Council's aspirations for a greener city.

8. Site Access

Access for light vehicles to proposed basement car park areas are proposed for Stage 3 in Thorn Street and Stage 4 at the intersection of Morgan and Laing Streets. Both accesses have been reviewed and considered to be compliant with AS 2890.1 - Parking Facilities with particular attention to the width of access and the maintenance of driver sight lines to pedestrians for a vehicle exiting the sites.

9. Servicing

Dedicated separate loading/service facilities are proposed for Stage 3 & 4 accessed from Morgan and Laing Streets. The loading /service facility for Stage 3 comprises a drive thru facility with entry from Morgan Street and exit onto Laing Street. The Stage 4 loading /service facility incorporates a turn table accessed from the intersection of Morgan and Laing Streets.

The loading /service facility for both Stage 3 & 4 have been designed to cater for a heavy rigid vehicle as defined under AS 2890.2 - Parking Facilities therefore catering for the City of Newcastle's standard garbage truck.

Recommendation

The application is recommended for approval on traffic grounds. Conditions of consent have been provided under separate cover

Existing Conditions

BLD-A008 Car park design

Before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building), full details of the design of the car parking and vehicular access complying with the relevant provisions of *AS/NZS 2890 Parking facilities* are to be documented, with full details included in the construction certificate documentation

BLD-A012 Driveways basecourse

Before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building), all proposed driveways, parking bays, loading bays and vehicular turning areas are to be designed with a basecourse of a depth to suit design traffic and be sealed with either bitumen seal, asphaltic concrete, concrete, interlocking pavers or porous pavers, with full details included in the construction certificate documentation.

BLD-A018a Electric vehicle circuitry and electric vehicle charging point requirements

Before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building), details are to be provided of electrical plan, specifications for all off-street car parking and any electric kiosk requirements prepared by a suitably qualified and experienced person (such as an electrical engineer) and demonstrate the following;

- (a) That each off-street car parking space will be provided with electrical circuitry to support the installation of a 'Level 2' or higher standard electric vehicle charger point The construction certificate plans are to:
 - (i) Identify the power capacity to each car parking space.
 - (ii) Identify the EV Distribution Board and EV Load Management System on each level of parking. Locate EV Distribution Board(s) so that no future EV Ready connection will require a cable of more than 50 metres from the parking bay to connect.
 - (iii) Identify the conduit system to allow each car space to install an electric vehicle charger point – such as cable trays and/or buried cables underground. This system should allow future installation of cabling to power electric vehicle charger points and allow internet access (run Ethernet cable or install 4G modem).

Note: The installation of a charging point is not required by this clause (a).

- (b) A minimum of one 'Level 2' electric charger must be provided and 'Level 2' electric chargers must be provided to not less than 5% of all car parking spaces. The location of all electric vehicle chargers must be shown on the construction certificate plans.

Full details are to be included in documentation for the construction certificate application.

Note: The minimum electric circuitry requirements for 'Level 2' electric vehicle charging points are:

- (a) Privately available spaces: 'Level 2' slow – single phase 7kW power; and
- (b) Public spaces: 'level 2' fast – three-phase 11-22kW power.

BLD-A021 Roads Act Approval

Before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building), a separate application is to be lodged and consent obtained from Newcastle City Council for all works within the road reserve pursuant to Section 138 of the Roads Act 1993, or other satisfactory arrangements confirmed in writing from the Newcastle City Council.

BLD- A082 Light spillage prevention

Before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building), details are to be provided demonstrating that the proposed floodlighting of the premises is to be designed, positioned, and installed, including shielding and orientation of the lighting fixture, so as to not give rise to obtrusive light, interfere with traffic safety or detract from the amenity of surrounding properties in accordance with *Australian Standard 4282:1997 - Control of the obtrusive effects of outdoor lighting*. Full details are to be included in documentation for the construction certificate application.

BLD-A087 Dilapidation Report – existing

Before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building), an electronic copy of a dilapidation report, prepared by a suitability qualified person, is to be submitted to the certifier. The dilapidation report is

to document and contain a photographic record of the condition of the adjoining buildings, infrastructure, and roads.

BLD-B013 Erosion and sediment control – vehicle access

Before site work and/or building work commences a 3.0m wide all-weather vehicle access is to be provided from the kerb and gutter to the building under construction, to reduce the potential for soil erosion. Sand or soil is not to be stockpiled on the all-weather vehicle access.

BLD-C029 Street tree and any tree on Council land protection

During site work and/or building work, all public trees including street trees and any tree on Council land that are required to be retained are to be physically protected in accordance with the Newcastle City Council '*Urban Forest Technical Manual*', Part B *Public Trees*.

Note: The tree protection fencing is to remain in place and be maintained until all works have been completed, with no waste materials, washouts, equipment or machinery to be stored within the fenced area.

BLD-D015 Public infrastructure – rectification of damage

Before the issue of the first occupation certificate for the development (i.e., whether for part or whole of a building), any public infrastructure (including all public footways, foot paving, kerbs, gutters and road pavement) damaged during the works (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub-contractors, concreting vehicles) are to be immediately fully repaired following the damage, to a condition that provides for safe use by pedestrians and vehicles, to the written satisfaction of Council, and at no cost to Council.

BLD-D017 Completion of road reserve works

Before the issue of the first occupation certificate for the development (i.e., whether for part or whole of a building), all works within the road reserve required by this consent are to be completed and a practical completion certificate, or equivalent written advice, is to be obtained from Newcastle City Council.

BLD-D020 Removing redundant driveways

Before the issue of the first occupation certificate for the development (i.e., whether for part or whole of a building), any redundant existing vehicular crossing is to be removed at no cost to the Newcastle City Council. The road reserve and kerb are to be restored to the Newcastle City Council's satisfaction

BLD-D032	<p>Dilapidation report</p> <p>Before the issue of each occupation certificate for the development (i.e., whether for part or whole of a building), a post construction dilapidation report prepared by a suitability qualified person shall be submitted to the principal certifier, to ascertain if any structural damage has occurred to the adjoining buildings, infrastructure and roads. The reports shall be forwarded to Newcastle City Council and will be made available in any private dispute between neighbours regarding damage arising from construction works.</p>
BLD-D056	<p>Visitor car park signs and line marking</p> <p>Before the issue of the first occupation certificate for the development (i.e., whether for part or whole of a building), the proposed visitor parking bays are to be clearly indicated by means of signs and/or pavement markings.</p>
BLD-D057	<p>Car park marking</p> <p>Before the issue of the first occupation certificate for the development (i.e., whether for part or whole of a building), all parking bays (including visitor and any required loading bays) are to be permanently marked out on the pavement surface. Loading bays and visitor parking facilities must also be clearly indicated by signs.</p>
BLD-D060	<p>Directional signage on site</p> <p>Before the issue of the first occupation certificate for the development (i.e., whether for part or whole of a building), the vehicular entrance and exit driveways and the direction of traffic movement within the site are to be clearly indicated by means of reflectorised signs and pavement markings.</p>
BLD-D061	<p>Evidence of correct installation of EV charging</p> <p>Before the issue of each occupation certificate for the development (i.e., whether for part or whole of a building), the principal contractor or owner-builder must submit to the satisfaction of the principal certifier, certification by a suitably qualified and experienced person that the electric vehicle charger points and/or electric vehicle circuitry, has been installed in accordance with the construction certificate plans and specifications as required by the appropriate conditions of consent that have been included in the determination.</p>
E007	<p>Any necessary alterations to public utility installations are to be at the developer/demolisher's expense and to the requirements of the Newcastle City Council and any other relevant authorities. Newcastle City Council and other service authorities should be contacted for specific requirements prior to the commencement of any works</p>

New Conditions

1. Community Liaison

The applicant shall establish a Community Liaison Committee as an ongoing means of addressing community concerns during the excavation and construction phase of the development. The applicant is to advise adjoining businesses, residents and Council of the name and telephone number of the contact person for this Committee. The contact person shall be available during nominated working hours. A register of community concerns/complaints relating to the on-site operations and the action taken in response is to be kept and made available to Council officers upon request.

2. Construction Traffic Management Plan (CTMP)

Prior to any site works commencing, the Developer must prepare a final Construction Traffic Management Plan (CTMP). The CTMP shall include , but not be limited to:

- a) The parking of construction vehicles and the transportation of construction personnel to the site. Detail a common location for the parking of construction vehicles outside of the Newcastle CBD area and the utilisation of shuttle buses for the transportation of construction personnel and their equipment to the site.
- b) Details of site personnel parking, including consideration of public transport options to minimise on street parking;
- c) Location of construction zones and delivery access, including pedestrian/traffic management;
- d) Proposed traffic control measures which will be in place during the construction phase of each stage of the development to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity; and
- e) Construction hours, including hours for deliveries.

Two copies of the CTMP are to be provided to the Council for written approval and the CTMP is to be maintained on site during all site works and be made available to Authorised Officers upon request.

The CTMP is to be prepared by an appropriately qualified person (Transport for NSW accredited) with a Design and Audit Traffic Control Plans Certificate in accordance with Australian Standard 1742.3:2009 - Manual of uniform traffic devices – traffic control for works on roads.

3. Car Park Design

The car park is to be designed to comply with AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking and AS/NZS 2890.6:2009 - Parking facilities - Off-street parking for people with disabilities. Full details are to be included in documentation for a Construction Certificate application.

4. **Disabled Parking**

The proposed disabled parking bays being clearly indicated by means of signs and/or pavement markings. Full details are to be included in documentation submitted with Construction Certificate application.

5. **Balconies & Awnings**

Private structures on or over the public road reserve, including balconies and awnings, being the subject of a separate consent from Council, under Section 138 of the Roads Act 1993, prior to commencement.

Note: A separate approval from Council must be obtained for all private structures within the public road reserve pursuant to Section 138 of the Roads Act 1993. A fee will be payable in this regard.

6. **Electricity Kiosk & Pillars**

Provision is to be made on the site for the installation of any electricity substation and associated pillars should such be required by the electricity authority and any such substation and pillars being located in accordance with that authority's requirements.

7. **Green Travel Plan**

A detailed Green Travel Plan in accordance with Section C1 'Traffic, Parking and Access' of Council's adopted Newcastle Development Control Plan 2023 must be submitted to Council for written approval prior to the issue of the Occupation Certificate for implementation upon occupation of the development. The Green Travel Plan shall encourage use of alternative modes of transport and include Public Transport Routes and Bicycle Network Plans. The Green Travel Plan is to be prepared and made available to the new residents and commercial premises tenants. The Public Transport and Bicycle Network Plans are to be installed in common areas prior to the first Occupation Certificate . for the development (i.e., whether for part or whole of a building), being issued.

8. **Vehicles – Unobstructed Use**

Proposed parking areas, vehicle bays, driveways and turning areas are to be maintained clear of obstruction and be used exclusively for purposes of car parking, loading and unloading, and vehicle access, respectively. Under no circumstances are such areas to be used for the storage of goods or waste materials.

9. The approved Road Concept Plan prepared by CJP Consulting Drg No. 22064-D03=V2 dated 17 April 2024 being amended to provide the following:
 - a) A 3.5m wide road carriageway in Morgan Street between Hunter and Laing Streets;
 - b) A 3.5m wide footway on the eastern side of Morgan Street between Hunter and Laing Streets;
 - c) A continuous 3.5m wide footway across Morgan Street and linking the southern footway of Laing Street to the proposed 3.5m wide footway located on the eastern side of Morgan Street.
10. Street lighting comprising Newcastle City Council multifunctional poles being upgraded across the Hunter, Thorn, Laing, Morgan, King and Newcomen Street frontages of the site at no cost to Council (other than annual maintenance) to Standard PR3 with additional luminance over the proposed raised thresholds and raised marked foot crossings in accordance with AS 1158.1.1 – Road Lighting. The separate approval from Council must be obtained for all works within the public road reserve, pursuant to Section 138 of the Roads Act 1993, prior to commencement.
11. A road safety audit of the project being undertaken by an accredited auditor and a report prepared and submitted, for concurrence, to Newcastle City Council at the completion of the road construction works. The concurrence of Newcastle City Council must be obtained prior to the first occupation certificate for the development (i.e., whether for part or whole of a building), being issued.
12. Separate approval under Part 8 Division 2 of the Roads Act 1993 for the approved road improvement works within Morgan, Laing and Thorn Streets, is to be obtained prior to the commencement of any works on the site under this consent
13. The Stage 3 Morgan Street loading dock entry width being suitably modified to cater for heavy rigid vehicle entry movements from the proposed 3.5m wide Morgan Street carriageway. Full details are to be included in documentation for a Construction Certificate application
14. The development application for Stage 3 and Stage 4 shall include a public right of carriageway over the publicly accessible private land, in accordance with the 'Privately Owned Public Access' plan prepared by SJB Architects (Job No. 5614, Drawing No. DA2902, Revision 04, dated 23.02.2024) and be inclusive of an associated public lift located between Newcomen and Laing Streets. A survey plan detailing the constructed finished levels shall be submitted to and approved by Council prior to issue of any Occupation Certificate or Subdivision Certificate for stage 4, whichever occurs first.

15. Before the issue of the first Occupation Certificate for Stage 3 and Stage 4 (i.e., whether for part or whole of a building), a notation is to be made on a survey plan and accompanying instrument under Section 88B of the Conveyancing Act 1919 setting out the terms of the required public right of carriageway to be created over the publicly accessible private land, and be inclusive of an associated public lift located between Newcomen and Laing Streets, and such is to be lodged with the Newcastle City Council for certification and be subsequently registered with NSW Land Registry Services.

Note: The instrument is to provide that the required public right of carriageway to be created over the publicly accessible private land is unable to be released, varied or modified without the concurrence of Newcastle City Council.

16. Through-site connections on privately owned land shall be a minimum of 5m in width and shall be clear of obstructions, except for the pedestrian only link between Newcomen and Laing Streets which shall be a minimum of 3m in width, and the Market Square and Morgan Street pedestrian only link which shall be 2.4m in width, clear of obstructions. Such through-site links shall be located as shown on the 'Privately Owned Public Access Plan' prepared by SJB Architects (Drawing No. DA-2902 Revision 04 dated 23.02.2024).
17. The provision of street trees, lighting, furniture, pavement finishes and landscaping within Thorn, Laing, Morgan, King and Newcomen Streets shall be generally in accordance with the 'City Centre Public Domain Technical Manual' and the 'Street Tree Selection Manual' and be implemented at no cost to Council.
18. In addition to the bicycle parking required in Condition of this consent, a further 26 visitor bicycle parking spaces are to be provided across Stage 3 and Stage 4 of the development. These visitor bicycle parking spaces are to cater for the residential visitor car parking deficit within Stage 3 and Stage 4. Visitor bicycle parking is required to be provided at grade near key access points to the development, and in locations with good passive surveillance.

19. **On site Car Parking Allocation**

On-site parking accommodation is to be provided in accordance with Condition 19 of Concept Development Consent RE-2024/00002 as follows:

Stage 3 total of 168 spaces comprising:
1 car wash bay
2 residential common property EV parking spaces
101 residential (inclusive 14 accessible and 10 EV charging spaces)
6 residential visitor
17 commercial / retail (inclusive 3 common EV parking spaces)
10 commercial/retail from Stage 1
11 commercial/ retail from stage 2

11 residential visitor from Stage 1
5 hotel from Stage 1
4 commercial /retail from Stage 4

Stage 4 total of 136 spaces comprising:
1 car wash bay
2 residential common property EV parking spaces
121 residential (inclusive 11 accessible and 10 EV charging spaces)
7 residential visitor
5 commercial /retail

The Parking is to be set out generally in accordance with the minimum parking layout standards indicated in Section C1 'Traffic, Parking and Access' of Council's adopted Newcastle Development Control Plan 2023. Full details are to be included in documentation for a Construction Certificate application.

20. Commercial vehicular crossings are to be constructed across the Thorn, Morgan and Laing Street road reserves, in accordance with the following criteria:
- a) Constructed in accordance with Council's A374 – Driveway Crossings Standard Design Details.
 - b) The commercial vehicle driveway crossings, within the road reserve, shall be a maximum of 7.0m metres wide inclusive of a 1.0m wide concrete central median island.
 - d) Letterboxes, landscaping and any other obstructions to visibility should be kept clear of or limited in height to 1.2 metre, in the 2 metre by 2.5 metre splay within the property boundary each side of the driveway entrance.
 - e) The proposed driveway shall be a minimum of 3 metres clear of the trunk of any tree within the public reserve.
 - f) The proposed driveway shall be a minimum of 750mm clear of the centre of any pole or obstruction within the public reserve and 1 metre clear of any drainage pit.

These works are not approved until consent under Section 138 of the Roads Act 1993 (NSW) has been granted by Council. An application under Section 138 must be lodged and consent obtained, or other satisfactory arrangements confirmed in writing, from Council before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building).

21 **Historical Archaeology**

Prior commencement of any works within the Morgan Street unformed road reserve located between Laing and King Streets the developer complying with the following:

- a. Obtaining an approved S.140 application under the Heritage Act 1977 to undertake archaeological monitoring and excavation of this site. The developer must comply with all the conditions of the s.140 approval.
- b. In the event the subject site is found to contain substantially intact state significant archaeological relics which are undocumented and associated with the pre-1840s convict occupation of Newcastle, modification of the detailed design to avoid harm and retain these in situ should be undertaken. This is consistent with previous advice of the Heritage Council of NSW for this site. Additional approval under s.140 of the Heritage Act 1977 may be required to harm such remains if detailed design cannot be redesigned to avoid harm to these resources in whole or part.
- c. The conclusions and recommendations of the Historical Archaeological Assessment required under Condition No. 22 are to be implemented

22. The developer submitting an Historical Archaeological Assessment prepared by a suitably qualified and experienced archaeologist for the Morgan Street unformed road reserve located between Laing and King Streets, such being submitted with the required Section 138 Application."

23 **Section 88B Instrument**

Before the issue of the first occupation certificate for the development (i.e., whether for part or whole of a building), a notation is to be made on a survey plan and accompanying instrument under Section 88B of the *Conveyancing Act 1919* setting out the terms of the required Right of Public Access identified as E3 on stratum plan prepared by LTS Issue A dated 31 October 2024 and located on the corner of Morgan and Laing Streets, such is to be lodged with the Newcastle City Council for certification and be subsequently registered with NSW Land Registry Services.

The instrument is to provide that the Right of Public Access is unable to be released, varied or modified without the concurrence of the Newcastle City Council.

24. The Developer is to design and construct the following works within Hunter, King, Thorn, Morgan, Laing and Newcomen Streets adjacent to the site at no cost to Council and in accordance with Council's guidelines and design specification:

Hunter Street

- a) Road pavement reconstruction for width of kerbside parking lane
- b) Kerb and gutter
- c) Footway formation
- d) Footpaving
- e) Associated drainage works

- f) Street tree planting and landscaping in accordance with the final EMM Consulting Pty Ltd landscape plans Job No. E220298 prepared in consultation with the Newcastle City Council for the Hunter Street East-end re-development project
- g) Irrigation
- h) Multifunctional Pole street lighting
- i) Linemarking and signposting
- j) Public Utilities
- k) Street furniture - bins, bicycle racks etc

King Street

- a) Road pavement reconstruction for width of kerbside parking lane
- b) Kerb and gutter
- c) Footway formation
- d) Footpaving
- e) Associated drainage works
- f) Street tree planting in gap-graded structural soil vaults.
- g) Retaining wall restoration and pedestrian safety barrier fencing
- h) Multifunctional Pole street lighting
- i) Linemarking and signposting
- j) Public Utilities
- k) Street furniture - bins, bicycle racks etc

Newcomen Street

- a) Road pavement reconstruction for width of kerbside parking lane
- b) Kerb and gutter
- c) Footway formation
- d) Footpaving
- e) Associated drainage works
- f) Street tree planting in gap-graded structural soil vaults and landscape garden beds inclusive of irrigation.
- g) Multifunctional Pole street lighting
- h) Linemarking and signposting

- i) Public Utilities
- j) Street furniture - bins, bicycle racks etc

Laing Street

Full width road reconstruction incorporating:

- a) Road pavement
- b) Kerb and gutter
- c) Footway formation
- d) Footpaving
- e) Stormwater drainage
- f) Multifunctional Pole street lighting
- g) Linemarking and signposting
- h) Public Utilities

Thorn Street (Hunter to Laing St)

Road carriageway and eastern footway:

- a) Road pavement
- b) Kerb and gutter
- c) Footway formation
- d) Footpaving
- e) Stormwater drainage
- f) Multifunctional Pole street lighting
- g) Linemarking and signposting
- h) Public Utilities

Morgan Street (Hunter Street to Laing Street)

Full width road reconstruction incorporating:

- a) Road carriageway 3.5m in width full length
- b) Kerb and gutter
- c) Footway formation
- d) Footpaving

- e) Stormwater drainage
- f) Street tree planting in gap-graded structural soil vaults.
- g) Multifunctional Pole street lighting
- h) Linemarking and signposting
- i) Public Utilities

Morgan Street (Laing Street to King Street)

Full width embellishment generally in accordance with the approved 'Hunter Street Newcastle East End Stage One Streetscape Plan' Rev C dated 5 March 2018 and incorporating:

- a) Landscaping (inclusive tree plantings and irrigation)
- b) Concrete pedestrian pathway with seating
- c) Retaining wall and stairway reconstruction to provide a minimum 3.5m wide footway linking the Laing Street southern footway to the Morgan Street eastern footway
- d) Multifunctional Pole Lighting
- e) Stormwater drainage
- f) Public Utilities

Engineering design plans and specifications for the works being undertaken in the public road reserve are required to be prepared by a suitably qualified practising civil engineer with experience and competence in the related field. In this regard, an application under Section 138 must be lodged and consent obtained, or other satisfactory arrangements confirmed in writing, from Council before the issue of the first construction certificate for the development (i.e., whether for part or whole of a building)

- 25. Street tree plantings being provided in King Street, Morgan Street and Newcomen Street fronting the site generally at 10m spacings in accordance with Council's standards and soil specifications. The trees being advanced specimens in a minimum 400 litre pot size planted in tree vaults. The required plantings are to be undertaken in consultation with Council, with the trees certified by the supplier to comply with the current NATSPEC guideline with respect to root development, height, trunk diameter, branch structure and balance (refer to Specifying Trees, Construction Information Systems Australia PL, Clark, R 2003).
- 26. The street tree planting vaults in the King Street, Morgan Street and Newcomen Street being linearly connected by tree pits to maximise soil volume (structural soil) and allow for drainage, soil moisture and root control barriers. The design and construction of the

planting vaults are to be undertaken at no cost to Council and under Council's direction. The separate approval from Council must be obtained for all works within the public road reserve, pursuant to Section 138 of the Roads Act 1993, prior to commencement.

27. The street tree and ground cover planting's required under Conditions No. 24 & 25 for Hunter Street, King Street, Morgan Street and Newcomen Street being undertaken by Council at the full cost of the developer. A fee, determined by contacting Council's City Greening Services, is to be paid to the Newcastle City Council for the required planting's and evidence of the payment of the required fee is to be included in the documentation submitted with the S138 application.

Note: The fee covers the purchase of the planting's, the planting of the street trees and ground covers and 12 months maintenance

28. The Stage 3 portion of the site required for road widening to provide a 3.0m x 3.0m splay at the intersection of Laing Street and Thorn Street is to be transferred to Council for dedication as road. A suitable survey plan providing for the dedication is to be submitted with an accompanying Subdivision Certificate Application for Council certification and such plan is to be registered with the NSW Land Registry Services prior to the issuing of an Occupation Certificate for the proposed development.

Note: All associated survey and legal work is to be undertaken by the Developer at the Developers expense.