11 June 2024
Ref: 22064

Newcastle City Council
PO Box 489
NEWCASTLE NSW 2300

Attn: Michelle Bisson
mbisson@ncc.nsw.gov.au

Dear Michelle,

MA2023/00175
121 Hunter Street, Newcastle (East End) – Stages 3 & 4
Proposed Mixed Use Development
Addendum to Traffic & Parking Studies

1. Introduction

In accordance with Division 8.2 of the *Environmental Planning & Assessment Act 1979* ('EP&A Act') a Review is sought in relation to the determination of MA2023/00175 by the Hunter and Central Coast Regional Planning Panel ('the Panel') at 121 Hunter Street, Newcastle (known as Stage 3 and 4, East End).

This Review request addresses the 'Determination and Statement of Reasons' issued by the Panel on 15 May 2024. It is important to note that a Division 8.2 Review needs to be determined within 6 months of the date the modification application was determined, meaning no later than 15 November 2024.

On 15 May 2024 the Hunter and Central Coast Regional Planning Panel determined unanimously to refuse the modification for the following 4 reasons:

1. *The consent authority is not satisfied that the modification application is substantially the same development as the concept approval pursuant to Section 4.55 (2)(a) of the Environmental Planning and Assessment Act 1979.*
2. *The modification application will have unacceptable cumulative impacts on both the public and private views and is therefore unacceptable pursuant to Section 4.15(1)(b) Environmental Planning and Assessment Act 1979.*
3. ***The development will create unacceptable impacts given the deficiency in car parking and is therefore acceptable pursuant to Section 4.15(1)(b) Environmental Planning and Assessment Act 1979.***
4. *The development is not in the public interest having regard to impacts on views and the deficiency of car parking spaces pursuant to Section 4.15(1)(e) Environmental Planning and Assessment Act 1979.*

CJP have been engaged by the Applicant to prepare a traffic and parking addendum, in response to Reason for Refusal 3 relating to car parking. This addendum should be reviewed concurrently with the following documents:

- Division 8.2 Review prepared by Urbis, dated May 2024.
- Council Parking Letter prepared by CJP, dated 1 September 2023, including Parking Occupancy Survey
- Traffic and Parking Assessment Report prepared by CJP, dated 10 May 2023.

The findings and conclusions of the Parking Occupancy Survey and the Traffic and Parking Assessment Report remain valid and accurate. No further modelling is required to support this Review for the following reasons:

- A merits-based assessment has been completed, as per Newcastle DCP 2023, which states: ***The rates may be varied within these areas, subject to merit assessment of the proposal.***
- The Parking Occupancy Survey has been completed within the past 12-months, and the findings remain valid and accurate. No changes to the parking context have occurred since this study.
- The Parking Occupancy Survey scope and terms, including days and times, were agreed upon by CN's Senior Development Officer (Engineering), Mr David Ryner, prior to the surveys being conducted at the Applicant's cost. In summary, My Ryner's instructions were:
  - *Parking survey to be generally based within a 400m radius of the site and identify both short and long-term parking vacancies both on-street and within existing off-street public car parks*
  - *Survey to be undertaken on a typical Thursday 8:00am to 8:00pm and a Saturday 8:00am to 1:00pm with 1.0 hour increments.*

City of Newcastle (CN) support the proposal, as demonstrated by their recommendation for approval. In addition to the support from CN's Planning Officer, East End Stage 3 and 4 has received support from CN's Development Engineer team. CN's Development Engineers reviewed the MA from a parking and traffic perspective and confirmed that parking allocation was supportable.

2. Car Parking Background

Under the original concept DA2015/10185, the traffic consultant, GTA, identified a parking deficit in the order of 162 spaces. The parking deficit essentially comprises 50% commercial/retail and 75% residential visitor parking concessions granted under the application's approval.

The concept consent (and subsequent consents issued consistently with the concept discounted rates) provided for parking demand (as prescribed by the now superseded DCP) exceeding the discounted rates through use of both the King Street car park and on-street parking.

CN demolished the King Street car park. Removal of the King St car park, which we note is entirely at the hand of CN, still leaves on-street parking that was clearly envisaged by CN to cater for any parking that may be required. CJP note that between the now demolished King St car park and on street parking, there is nothing specified as to the load split the former and latter would share i.e. the King Street car park is only part of the solution to cover the discount that CN accepted as part of the conditions in the concept consent.

In our expert view, the use of the word "deficiency" by the Panel is misleading for the following reasons:

- **There is no residential use car parking deficiency.**
- **Stage 3 and 4 will not be deficient in respect to commercial and retail car parking spaces.** The deficiency for commercial and retail car parking spaces is because of Stage 1 and 2, which are already approved, built, and deemed acceptable by the previous Panel. The deficiency would exist even if Stage 3 and 4 was approved.
- The entirety of the precinct is deficient by 76 visitor parking spaces. However, of the 76 spaces, 50 spaces are attributed to Stage 1 and 2, which are already approved, built, and deemed acceptable by the previous Panel. The majority deficiency would exist even if Stage 3 and 4 was approved – strictly speaking, the argument is related to 26 car parking spaces. Despite this, the Panel have not considered the changing context in relation to the Newcastle DCP, which allows for a merit-based assessment for visitor spaces rather than strict compliance. The DCP 2023 emphasises: *That there should not be a minimum or maximum parking rate for visitors, or commercial/retail uses in the Newcastle City Centre. The parking provision should be merits-based.*
- any reference to claimed deficiencies from a DA lodged in 2015 before the concept consent was issued should be updated with more accurate, or proposed, information from detailed DA plans. The "concept" was a high-level document that is now 8 years old and out of date, replaced by more accurate, actual or proposed plans for the project.
- nowhere in the consent, or any subsequent consent or consent modification, has CN sought to retrospectively undo the car parking concession that was provided upon issue of the concept consent.
- What CN approved was a discount against the DCP rates that were applicable at the time (DCP 2012) and that discount continues to remain applicable today.

CJP are of the opinion that the detailed assessment and examination of the parking situation in East End, (which has been completed), remains accurate and valid despite the refusal by the Panel. The parking allocation and provided provisions is acceptable from a traffic and parking perspective.

3. Car Parking

Table 1 illustrates the delivered and proposed car parking across the precinct. Stage 1 and 2 has been delivered, with the "deficiency" accepted by the previous Panel.

Only Stage 3 and 4 are the subject of this modification. No change to Stage 1 and 2 is proposed.

Table 1 – Delivered and Proposed Car Parking					
Stage	**DCP 2012 requirement**	**DCP 2023 requirement**	**Provision**	**Deficit**	**Relevance to Stage 3 and 4**
Commercial and Retail Uses					
1	52	52	26	26	The deficiency for commercial and retail car parking spaces is because of Stage 1 and 2, which are already approved, built, and deemed acceptable by the previous Panel.
2	22	22	10	12	The deficiency for commercial and retail car parking spaces is because of Stage 1 and 2, which are already approved, built, and deemed acceptable by the previous Panel.
3	17	17	38	SURPLUS – Nil deficiency	There is no non-compliance for Stage 3.
4	9	9	9	Nil	There is no non-compliance for Stage 4.
Visitor					
1	43	Nil – merits-based assessment	11 (provided in Stage 3)	32 spaces under DCP 2012. Nil under DCP 2023 (merits-based assessment)	The refusal of Stage 3 and 4, has worsened the visitor parking provision for Stage 1. Under the DCP 2023, if a merits-based approach was taken by the Panel, as per the Parking Occupancy Survey, the parking would be considered acceptable.
2	25	Nil – merits-based assessment	7	18 spaces under DCP 2012. Nil under DCP 2023 (merits-based assessment)	The deficiency would exist even if Stage 3 and 4 was approved. Under the DCP 2023, if a merits-based approach was taken by the Panel, as per the Parking Occupancy Survey, the parking would be considered acceptable.
3	18	Nil – merits-based assessment	6	12 spaces under DCP 2012. Nil under DCP 2023 (merits-based assessment)	The majority deficiency would exist even if Stage 3 and 4 was approved – strictly speaking, the argument is related to 26 car parking spaces.
4	21	Nil – merits-based assessment	7	14 spaces under DCP 2012. Nil under DCP 2023 (merits-based assessment)	The majority deficiency would exist even if Stage 3 and 4 was approved – strictly speaking, the argument is related to 26 car parking spaces.

As outlined by Table 1, the following parking methodology has been used:

- Residential parking has been allocated based on actual apartments built in Stages 1 and 2, and proposed apartments consistent with the DA across Stages 3 and 4 based on applying rates consistent with the current DCP,
- Retail/commercial parking consistent with the current DCP requirement of 1 space per 60m^2 of GFA and provides for the minimum number of required spaces – EV charging spaces are provisioned consistent with the current DCP on Stages 3 and 4,
- EV charging and parking has been provided consistent with the DCP in Stages 3 and 4
- The development provides for visitor car parking spaces across the entire development, this includes 11 visitor spaces that were moved from Stage 1 to Stage 3 with the approval of CN – the current DCP requires visitor parking to be provided on merit.
- A car wash bay is provided in every stage of the development.

Overall, the car parking allocation is aligned with the current DCP and CN's intention to *reduce car dependency and prioritise walking, cycling and use of public transport*.

4. Reason for Refusal 3: Car Parking

4.1 Panel's Reason for Refusal

The Panel noted in their determination that: *The development will create unacceptable impacts given the deficiency in car parking and is therefore acceptable pursuant to Section 4.15(1)(b) Environmental Planning and Assessment Act 1979.*

4.2 CN's Position of Support

CN's assessment concluded that there is adequate parking available as a combination of on-street and public parking spaces to cater for the 113 space parking deficit of the proposal. CN supported the findings of the Parking Occupancy Survey prepared by CJP, dated 1 September 2023.

Specifically, CN noted the following in their Supplementary Report to the Panel (dated 13 May 2024):

The concept application for Stages 1 to 4 (DA2017/00701.03), approved a parking deficit of 159 spaces (85 residential visitor and 74 commercial /retail). At the time of the approval, it was accepted that the additional parking demand associated with this development could be met by available parking located within the King Street multi-level car park. Condition No. 19 (b) & (c) currently reflects this requirement.

It is noted that the parking elements approved under the Concept DA have been modified on multiple occasions in conjunction with changes in the design and uses involved in the overall development. The concurrent DA 2023/00419 (Stages 3 & 4) seeks to further amend the approved parking and results in a reduced parking deficit across the total development (Stages 1-4) of 113 spaces, being 76 residential visitor and 37 commercial/retail spaces. The parking deficiency associated with DA 2023/00419 (Stages 3 & 4) is confined to 26 residential visitor parking spaces as the application provides for the full quota of commercial /retail spaces required at 1 space per 60m^2 GFA.

As the King Street car park has since been demolished, the applicant's traffic consultant has undertaken a parking survey to establish short and long-term parking vacancies for both on-street and within existing off-street public car parks to cater for the 113-space parking deficit.

The survey was undertaken on Thursday 27 July 2023 between 8.00 am to 8.00 pm and Saturday 29 July 2023 8.00 am to 1.00 pm with 1-hour recording intervals and this demonstrated that 845 and 1782 parking spaces were available respectively.

CN's assessment has concluded that there is adequate parking available as a combination of on street and public parking spaces to cater for the 113 space parking deficit of the proposal. Furthermore, condition 19 relied upon the provision of private parking within a third party owned site

Following a detailed assessment of the current parking generation, including the applicant's parking study, the proposed modification, including amendments to condition No.19, is acceptable with respect to parking

As highlighted, CN's are supportive of the proposed car parking. In our expert view, the use of the word "deficiency" by the Panel and CN is misleading and addressed in further detail below.

4.3 CJP's Response

4.3.1 Re-Cap on Parking Occupancy Survey

A parking survey was conducted by independent survey contractor, Trans Traffic Survey, and accompanying Parking Assessment prepared by CJP Consulting Engineers, to understand the existing demand for parking within the Newcastle East End area. As noted in the foregoing, the scope, days and times of the parking survey was agreed upon by CN's engineering staff, prior to the surveys being undertaken.

A map of the surveyed area is reproduced below, with the results indicating there is an extensive amount of public parking remaining available within walking distance of the site, both on-street and within off-street public parking areas.

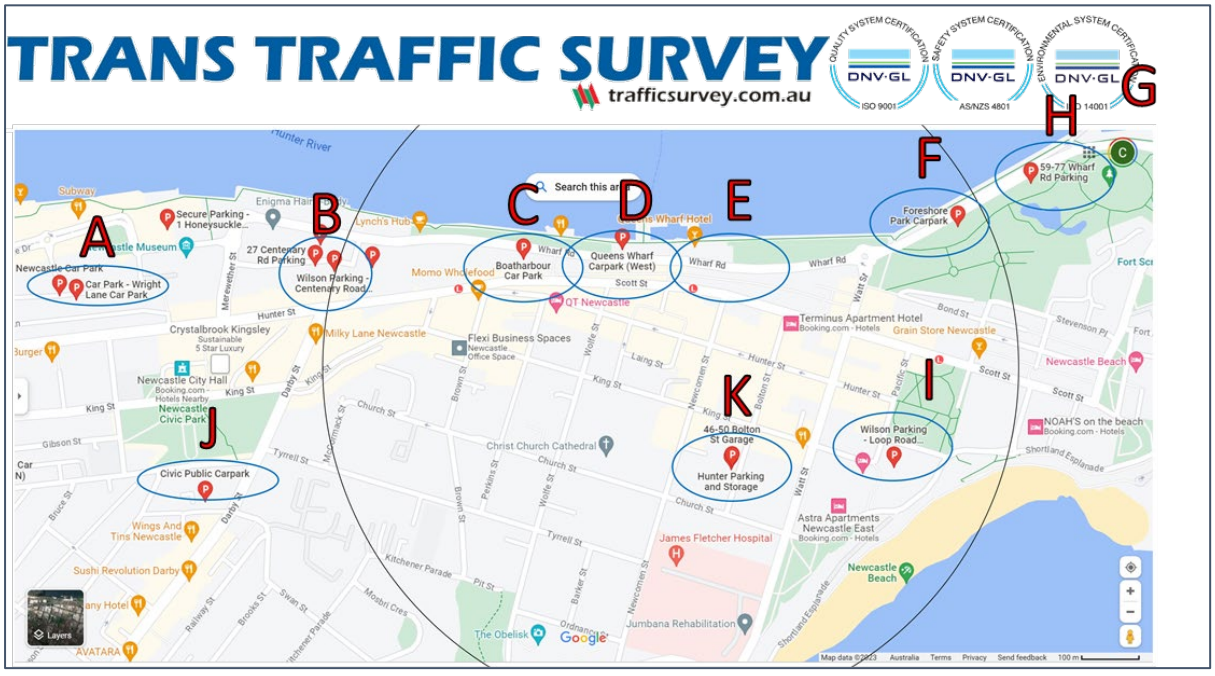
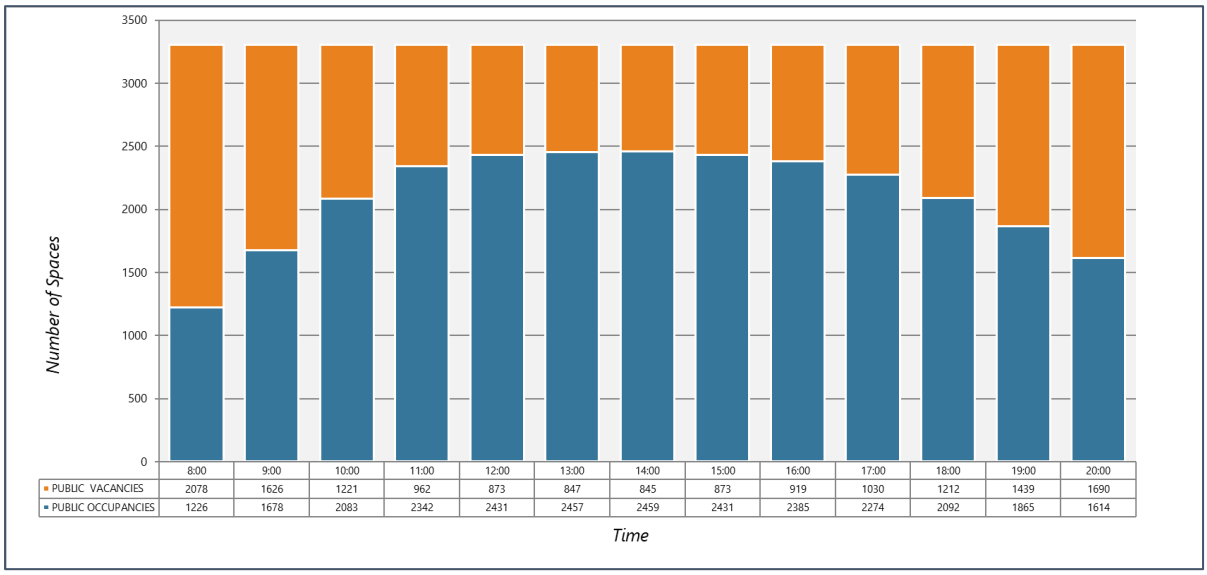


Figure 1 – Parking occupancy survey area

The parking occupancy survey results confirm that there is an extensive amount of parking remaining available for visitors within walking distance of the development, even during peak periods, should they be unable to source an on-site visitor space. Based on the results of the survey, it can be concluded:

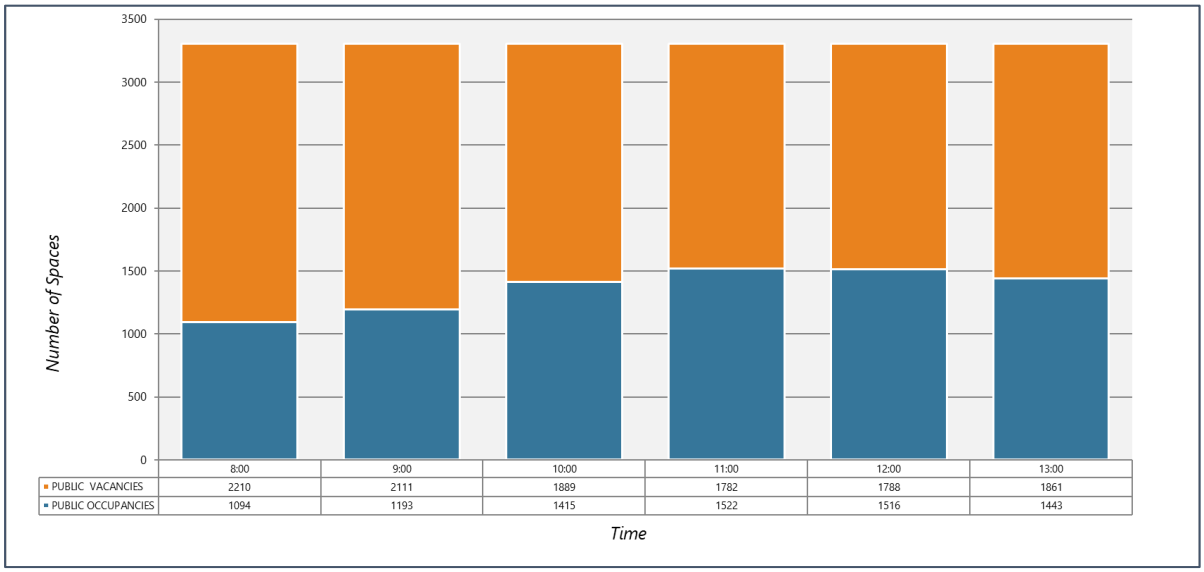
- 31 visitor spaces across 530 apartments is, on merit, acceptable.
- The worst-case weekday (Thursday) analysis/peak period for parking, which occurred at 2pm, shows there was a total of 845 on and off-street parking spaces available
- The worst-case weekend (Saturday) analysis/peak period for parking, which occurred at 11am, shows there was a total of 1782 on and off-street parking spaces available
- Under the old DCP (NDCP 2012), approximately 106 visitor parking spaces would be required based on apartment numbers - under that DCP, City of Newcastle would conclude, on a strict reading of that planning document, that a shortfall of 75 car spaces results (106 less 31 = 75 spaces).
- The conditions of the concept consent, based on greater certainty of actual and proposed apartments, would have placed the onus on Iris to provide for 27 visitor parking spaces – with the balance 75% DCP requirement to be provided by the King Street car park and on-street parking.
- This report has referenced that the discount provided in the concept consent meant that 75% of visitor car parking would be provided by the now defunct King St car park and on-street parking. It has been demonstrated that:
    - There is ample on and off street parking through the parking survey to cater for the old DCP parking rates for visitor parking, and if the full assessment/peak requirement for visitor parking of 106 spaces (per the rates of the old DCP) were required at the same exact time that general parking demand (on and off-street) was at its peak, CN's claimed shortfall of spaces (net 75) would only consume 8.9% of available on and off-street public parking.
    - CN has a commitment and obligation to honour the conditions of the concept consent, and in terms of its undertaking to the local community (1. CCL on 9/12/20, and, 2. Assessment Report dated 28.04.21), to replace the parking lost as a result of its decision to demolish the community asset that was the King Street car park – that the CN car park when rebuilt will further reduce pressure on the surrounding infrastructure in terms of parking demand and availability.
    - The CN King St car park did not operate in a manner that the author believed would have provided any significant relief for casual visitor parking (or casual any type of parking). It closed at 7pm weekdays, closed at 4.30 on Saturdays and was closed all day Sunday – even if the car park was still standing, the contribution that asset would have made to accommodating the parking arising from the DCP visitor parking discount would have been minimal at best and on-street parking would have provided most, if not all, of the "shortfall" parking would have defaulted to on street anyway.

The parking occupancy survey results confirms that there is an extensive amount of parking remaining available for visitors within walking distance of the development, even during peak periods, as summarised in the graphs on the following page:



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
PUBLIC VACANCIES	2078	1626	1221	962	873	847	845	873	919	1030	1212	1439	1690
PUBLIC OCCUPANCIES	1226	1678	2083	2342	2431	2457	2459	2431	2385	2274	2092	1865	1614

Figure 2 – Parking occupancy survey results across entire survey area, on-street & off-street – Thursday



	8:00	9:00	10:00	11:00	12:00	13:00
PUBLIC VACANCIES	2210	2111	1889	1782	1788	1861
PUBLIC OCCUPANCIES	1094	1193	1415	1522	1516	1443

Figure 3 – Parking occupancy survey results across entire survey area, on-street & off-street – Saturday

4.3.2 Change in Parking Rate Context

In addition, to the surplus amount of on-site parking, the parking rates context has changed from a DCP perspective. This changing context has been stepped up by Urbis in the 8.2 Review from a planning perspective.

In CJP's opinion, the Panel have not considered the changing context in relation to the Newcastle DCP, which allows for a merit-based assessment for visitor spaces rather than strict compliance. The DCP 2023 emphasises: *That there should not be a minimum or maximum parking rate for visitors, or commercial/retail uses in the Newcastle City Centre. The parking provision should be merits based.*

Historically, visitors' spaces were required at a rate of 1 space for the first 5 dwellings (excluding dual occupancies) plus 1 space for every 5 thereafter or part thereof for visitors. To align with CN, vision for reduced car reliance they have moved away from minimum parking provisions to maximum parking provisions. CJP have completed a merit-based assessment as per the DCP requirements.

5. Conclusion

In conclusion, the following points are critical to re-emphasise:

- Residential parking across the whole development is compliant with the current DCP - parking does not exceed maximum rates,
- Retail/commercial parking is compliant with the current DCP with a rate of 1 space per 60m^2 of retail/commercial GFA, a total of 93 spaces,
- Visitor parking is merit-based (there are no maximum or minimums,) Iris have provided visitor parking of 31 spaces at rates specified in the concept consent, and
- The parking occupancy survey results confirms that there is an extensive amount of parking remaining available for visitors within walking distance of the development, even during peak periods.

The parking occupancy survey results confirms that there is an extensive amount of parking remaining available for visitors within walking distance of the development, even during peak periods. Therefore, we are confident that the development will not create unacceptable impacts in terms of parking. The claimed 'deficiency' is limited only to visitor parking compared to the now irrelevant old DCP rates.

The Panel, its determination, has clearly not considered or understood the information available on car parking – it is plainly an error to conclude that there is a "deficiency" of car parking. That point was noted earlier in this correspondence.

CJP trust the above addresses the Panel's Reason for Refusal in relation to car parking. Please read this addendum concurrently with the supporting documents referenced in the introduction.

Please do not hesitate to contact me on the number below should you have any queries.

Kind regards

Chris Palmer
Director
B.Eng (Civil), MAITPM

Attachments:

- Council Parking Letter prepared by CJP, dated 1 September 2023, including Parking Occupancy Survey
- Traffic and Parking Assessment Report prepared by CJP dated 10 May 2023.

Traffic & Parking Assessment Report

Newcastle East End Stage 3 & Stage 4

Proposed Mixed Use Development

Ref 22064

10th May 2023

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Document Control

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Project Address	Newcastle East End Stage 3 & Stage 4			
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Draft	07.12.22	First draft	C. Palmer	C. Palmer
Draft V2	17.04.23	Second draft	C. Palmer	C. Palmer
Draft V3	27.04.23	Third draft	C. Palmer	C. Palmer
Draft V4	03.05.23	Fourth draft	C. Palmer	C. Palmer
Final	10.05.23	Final for submission	C. Palmer	C. Palmer

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Appendix A: Proposed Stages 3 & 4 architectural plans
Appendix B: Council's 20% public domain plans
Appendix C: Swept turn paths

1. Introduction

1.1 Project Background and Summary

CJP has been engaged by Iris Capital to prepare a Traffic & Parking Assessment Report (TPAR) in support of a Development Application (DA) to Newcastle City Council, for a mixed use development to be located at 105-137 Hunter Street, 3 Morgan Street, 22 Newcomen Street and 66-74 King Street, Newcastle, referred to as East End Stages 3 & 4.

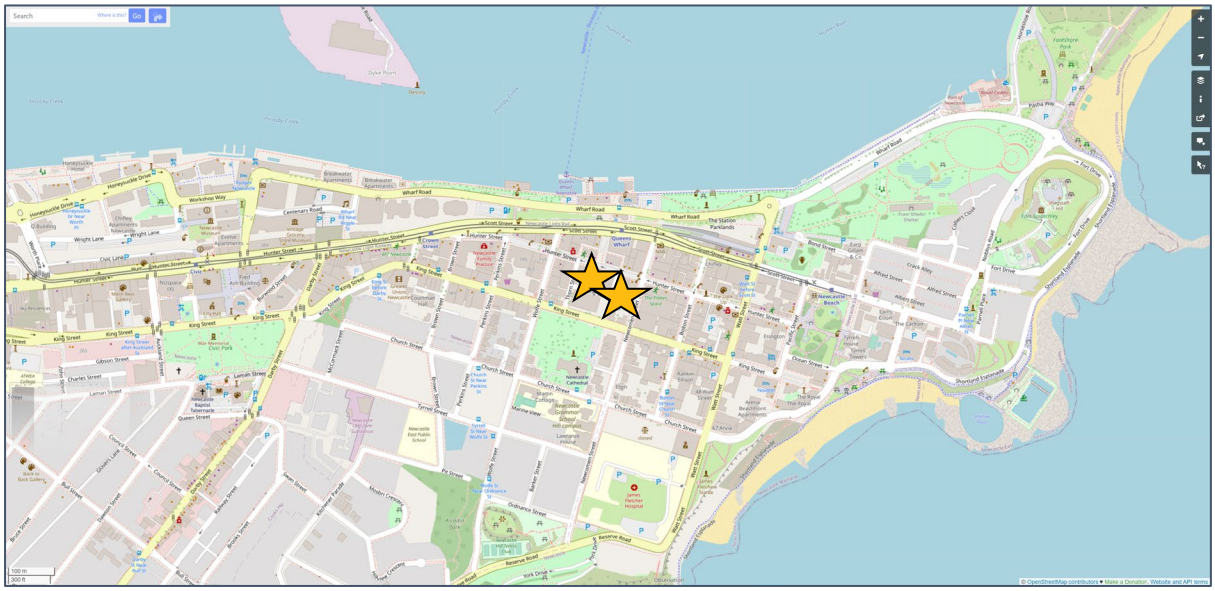

Figure 1.1 – Site Location (Source: Open Street Map)

By way of background, in January 2018, the Hunter and Central Coast Planning Panel granted consent for a Concept Development Application (DA2017/00701) across the entire site, being Stages 1, 2, 3 & 4. New development applications are required to be submitted for each respective stage. In this regard, the Stage 1 DA was approved concurrently with an updated Concept DA in January 2018.

There has also been a number of s4.55 modification applications approved for the Concept DA, the Stage 1 DA as well as the Stage 2 DA.

In November 2020, Council approved modification application DA2017/00701.03, as follows:

> *"Development Application for a concept proposal of major redevelopment of Hunter Street Mall, a mixed use development comprising retail, hotel & motel accommodation, serviced apartments and commercial, public spaces, residential (566 apartments), associated car parking & site works".*

DA2017/00701.03 specifies that on-site car parking is to be provided for a minimum of 616 vehicles across the four stages of the development, and in accordance with the requirements of section 7.03 of Newcastle DCP 2012 or the applicable standard at the date of DA lodgement for each stage.

Notwithstanding, DA2017/00701.03 also includes a number of parking conditions that allow a percentage of residential visitor, commercial staff and retail staff parking to be provided off-site, as well as a requirement to provide an additional 21 spaces within Stage 3 which are associated with Stage 1.

Stage 3 also accommodates 13 car spaces associated with retail uses from Stage 2. Movement of the spaces was disclosed in the Stage 3 & 4 design competition brief.

In mid-2022, a design competition was conducted for Stages 3 & 4, with the winning scheme comprising circa 227 residential apartments above some 1,200m^2 of ground floor commercial/retail space.

Off-street parking in the winning design competition scheme was provided for circa 286 car spaces across respective three-level car parks, all in accordance with DCP requirements and the design competition brief.

Building upon the design competition scheme, and following a series of Design Integrity Review Panel meetings in the 6 months following, the proposed DA for Stages 3 & 4 to which this relates involves the construction of 195 residential apartments above 1,515m^2 of ground floor commercial/retail space.

Off-street parking in the Stages 3 & 4 DA scheme is proposed for a total of 314 car spaces across respective three-level car parks, all in accordance with Council's current DCP requirements.

Consistent with the design competition scheme, the proposed development on Stages 3 & 4 will be serviced by a variety of commercial vehicles up to and including 12.5m long heavy rigid vehicles (HRV), including delivery vans/trucks, removalist trucks and garbage trucks. Both service areas include a large commercial-grade mechanical turntable, thereby allowing the trucks to be able to enter and exit the service area in a forward direction at all times.

Vehicular access to the Stage 3 basement access driveway is proposed to be located off the Thorn Street site frontage, whilst the Stage 3 service driveway is proposed to be located off the Liang Street site frontage. All driveways are serviced from existing road reserves. The Stage 4 access driveway is proposed to be located off the Morgan Street (Lower) site frontage, which accesses both the car parking area and the loading bay.

The proposed DA scheme allows all vehicles to enter and exit the site in a forward direction at all times. No vehicular access is proposed off the King Street, Newcomen Street, Morgan Street or Hunter Street site frontages.

Architectural plans of the proposed Stages 3 & 4 DA scheme are provided in Appendix A.

1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport, pedestrian and servicing characteristics of the Stage 3 and Stage 4 DA, and the associated outcomes of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic conditions
- Public and active transport infrastructure
- Description of the development proposal, including temporary arrangements
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/loading/access requirements and provisions
- Design of access driveway, parking and service area layout

1.3 Relevant Planning Controls

The site lies within the Newcastle City Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Newcastle Local Environmental Plan 2012 (NLEP 2012)
- Newcastle Development Control Plan 2012 (NDCP 2012)
- Newcastle Council Local Strategic Planning Statement – Planning Newcastle 2040 (LSPS)

1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines and documents:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- State Environmental Planning Policy (Housing) 2021
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.5:2020 – On-Street Car Parking (AS2890.5)
- Australian Standards 2890.6:2009 – Off-Street Parking for People with Disabilities (AS2890.6)
- Australian Standards 4299:1995 – Adaptable Housing (AS4299)
- NSW Government's Greater Newcastle Metropolitan Plan 2036
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)
- Austroads Guide to Traffic Management Part 12 – Traffic Impacts of Development
- Building Code of Australia (BCA)
- National Construction Code (NCC)

Furthermore, references are also made to the following traffic and parking studies associated with the Concept DA Masterplan:

- Transport Impact Assessment, prepared by GTA Consultants, Issue D, dated 13.06.17
- s4.55 Traffic Addendum, prepared by GTA Consultants, dated 22 May 2018
- Transport Impact Assessment Advice, prepared by TTM, dated 18 October 2019
- Transport Impact Assessment Stage 2, prepared by GTA Consultants, Issue D, dated 13.06.17

2. Existing Conditions

2.1 Site Location & Description

The Stage 3 site encompasses the entire block surrounded by Hunter Street to the north, Liang Street to the south, Morgan Street to the east and Thorn Street to the west. The Stage 3 site comprises northern and southern street frontage lengths of 81m, eastern and western boundary lengths of 42m, and occupies an area of 3,393m^2.

The existing Stage 3 site currently contains an older style two-storey commercial building as well as a heritage item. No off-street parking or loading is currently provided.

The Stage 4 site encompasses the block surrounded by Hunter Street to the north, King Street to the south, Newcomen Street to the east and Morgan Street to the west, *excluding* 101-103 Hunter Street and 16-20 Newcomen Street. The Stage 4 site comprises street frontage lengths of 30m, 40m, 55m and 42m to the north, south, east and west, respectively, and occupies an area of 3,056m^2.

The Stage 4 site currently contains multiple mixed use buildings. Off-street parking is currently provided at several locations throughout the Stage 4 site, with vehicular access provided via the Morgan Street and Newcomen Street frontages only.

An extract of the survey plan, prepared by Monteath & Powys Ptd Ltd, is reproduced below, with the Stage 3 and Stage 4 subject sites highlighted in blue. For context, Stage 1 and Stage 2 are highlighted in green, whilst Council's former car park site is highlighted in orange.

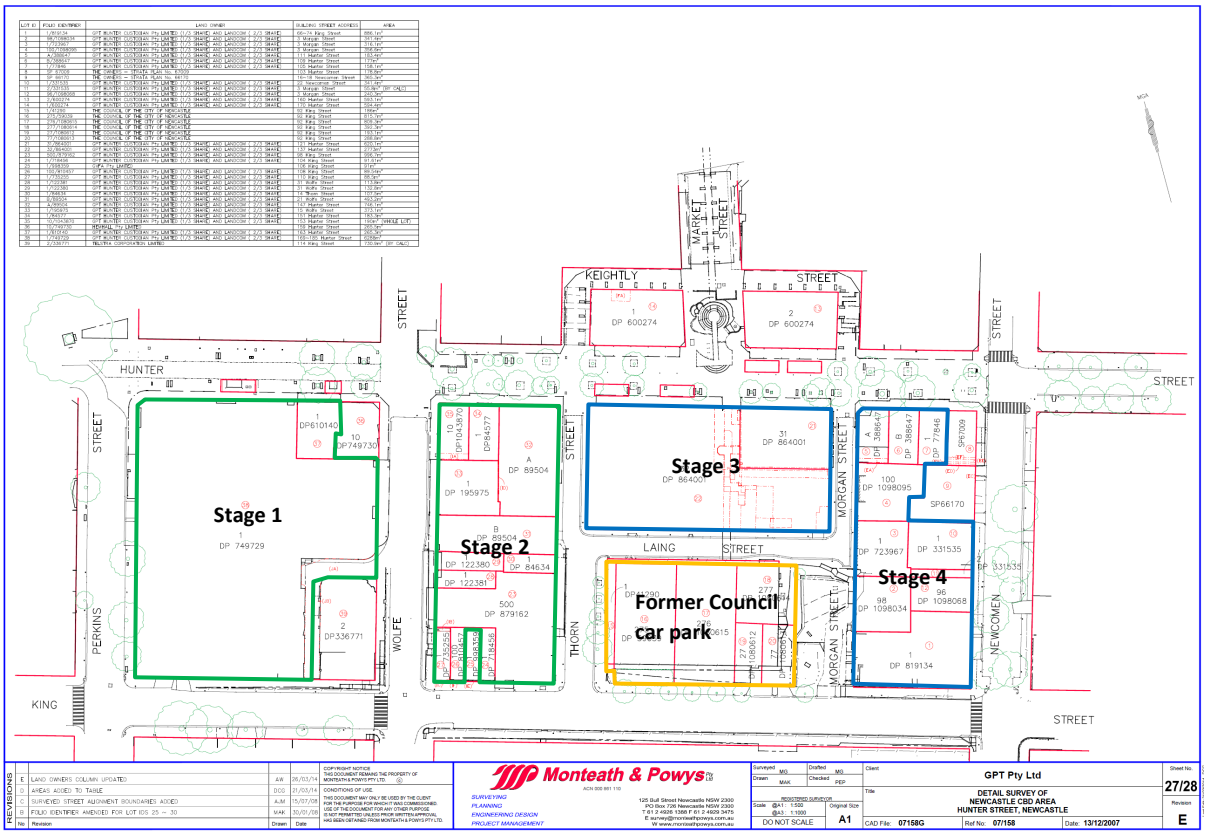

Figure 2.1 – Survey plan (Source: Monteath & Powys Ptd Ltd)

A recent aerial image of the site and its surroundings is reproduced on the following page, along with a series of Streetview images.

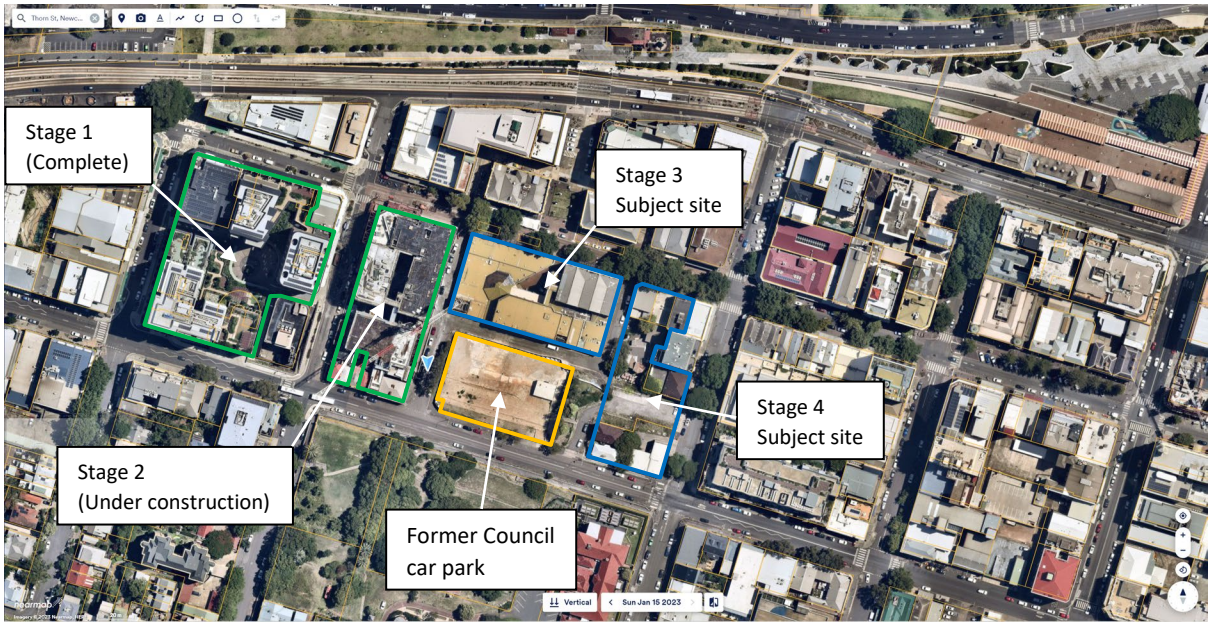

Figure 2.2 – Aerial map (Source: Nearmap)

Figure 2.3 – Streetview image of the King St & Newcomen St intersection, looking north-west (Source: Google Maps)

Figure 2.4 – Streetview image of the Hunter St & Newcomen St, looking south-west (Source: Google Maps)

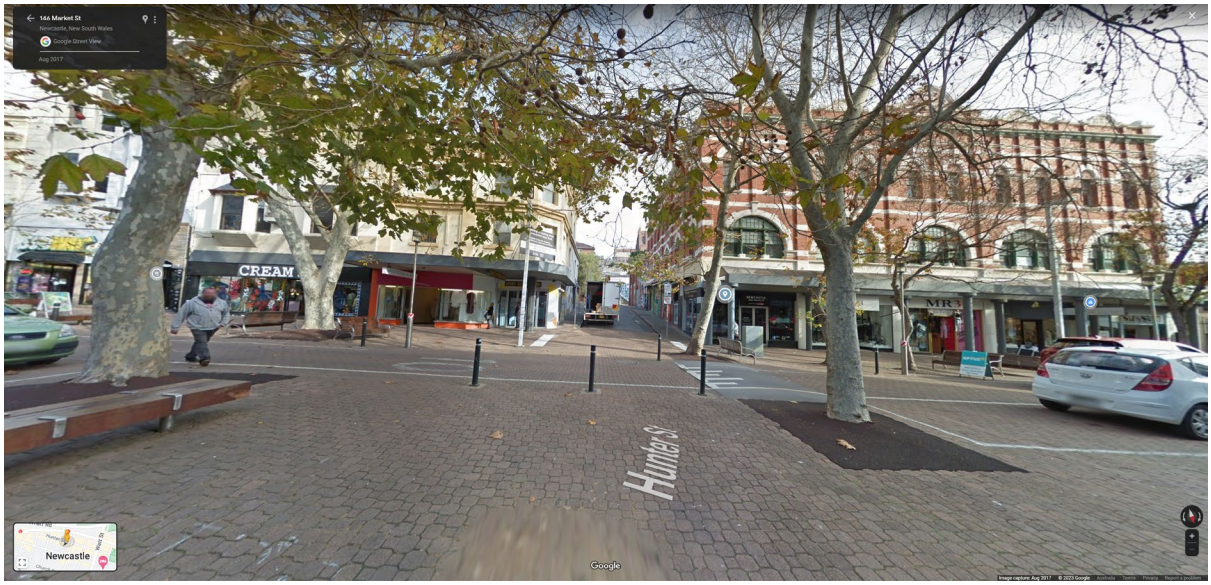

Figure 2.5 – Streetview image of the Hunter St & Morgan St intersection, looking south (Source: Google Maps)

Figure 2.6 – Streetview image of the Hunter St & Thorn St intersection, looking south-east (Source: Google Maps)

Figure 2.7 – Streetview image of the Liang St & Thorn St intersection, looking north-east (Source: Google Maps)

2.2 Planning Context

The site (Blocks 3 & 4) is zoned B4 Mixed Use under NLEP 2012 whilst the maximum height of building varies between RL 20m and RL 42m, as indicated in the maps below. Furthermore, the FSR control is 4:1. The proposed mixed use development is permissible in the zone, subject to development consent.

Notwithstanding, subject to achieving design excellence, Clause 7.5(6) of the NLEP 2012 provides for an additional 10% bonus in either height or FSR.

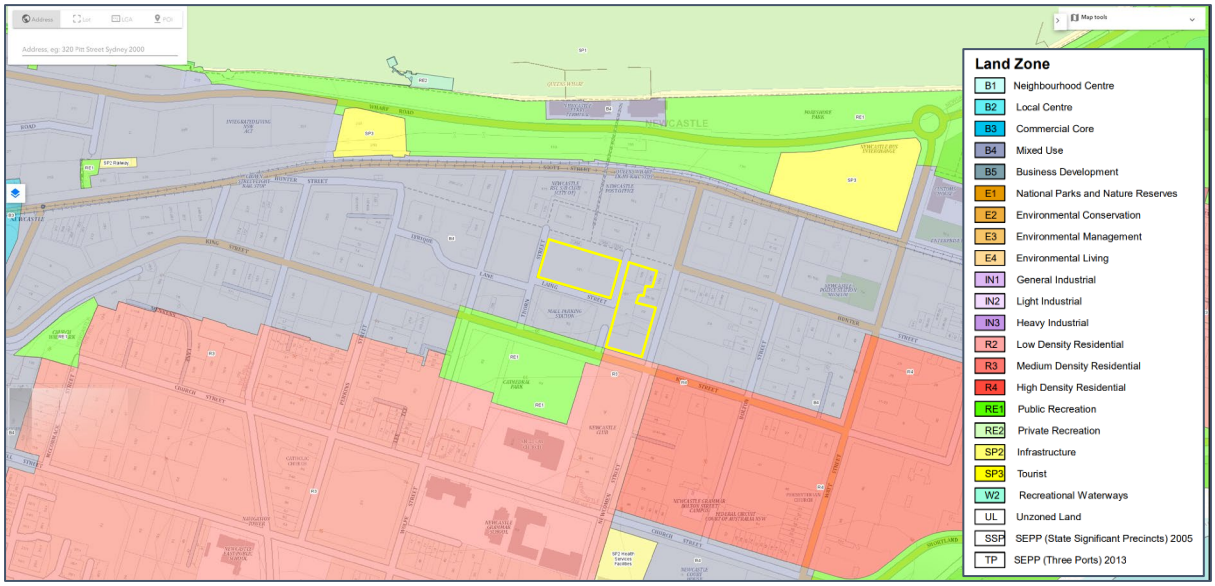

Figure 2.8 – Zoning map (Source: ePlanning Spatial Viewer)

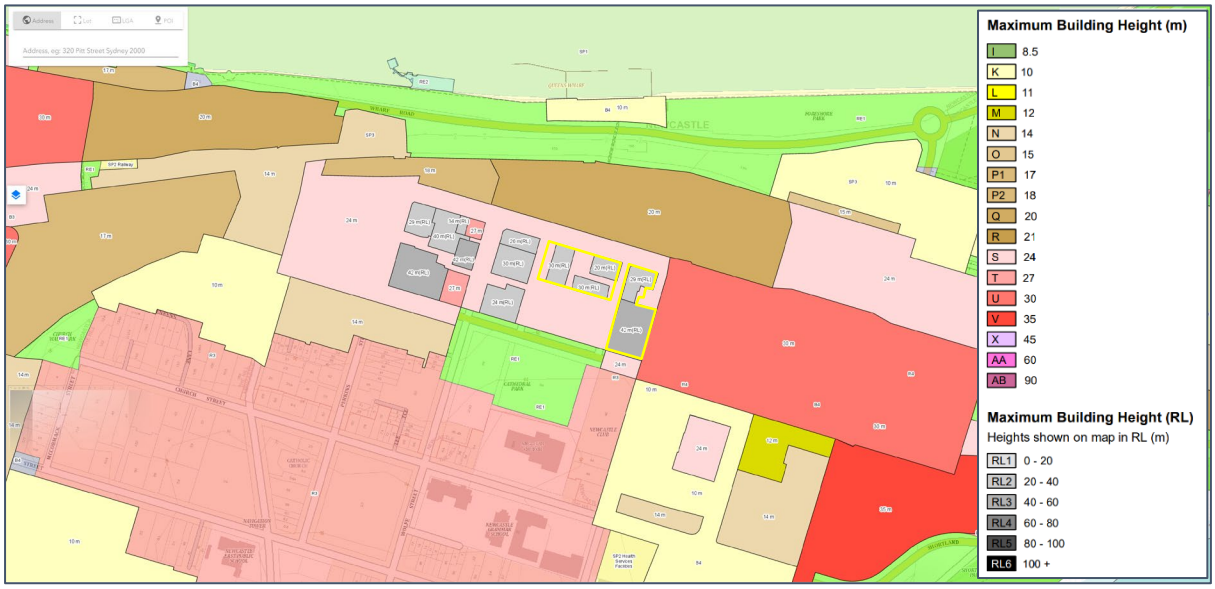

Figure 2.9 – Height of Building map (Source: ePlanning Spatial Viewer)

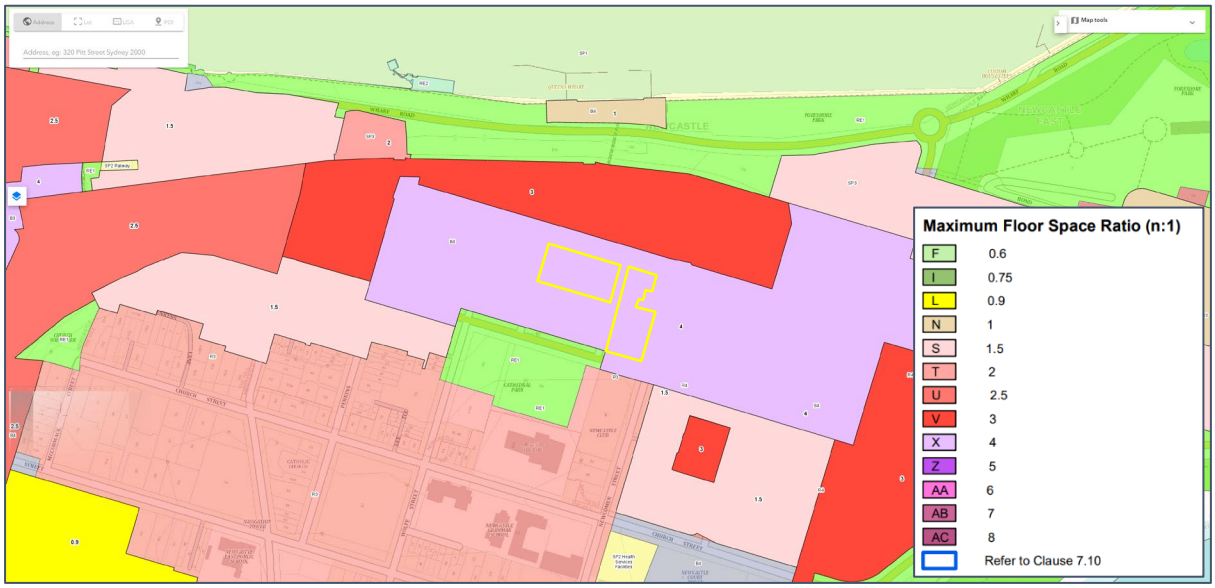

Figure 2.10 – Floor Space Ratio map (Source: ePlanning Spatial Viewer)

2.3 Greater Newcastle Metropolitan Plan 2036

In 2018, the NSW Government released the Greater Newcastle Metropolitan Plan 2036 document (the Plan). As Australia's seventh largest city and global gateway for northern NSW, Greater Newcastle aims to shape its future with investment in aviation, transport, education, health and tourism. The Plan sets out strategies and actions that will drive sustainable growth across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens communities which together make Greater Newcastle.

The Plan also helps to achieve the vision set in the Hunter Regional Plan 2036, for the Hunter to be the leading regional economy in Australia, with a vibrant new metropolitan city at its heart. The document envisages the Newcastle City Centre as becoming a Strategic Centre, as indicated in the map below.

Figure 2.11 – Greater Newcastle Vision 2036 (Source: Greater Newcastle Metropolitan Plan 2036)

2.4 Planning Newcastle 2040

Newcastle Council's Local Strategic Planning Statement (LSPS) is the community strategic plan for the City. The plan identifies the community's main priorities and aspirations for the future and to plan an approach to achieve these goals.

The LSPS notes that the City is going through a time of unprecedented growth and change, and the transformation in Newcastle is inevitable. The LSPS considers how Council's strategic and local centres and communities can support the population which is expected to reach more than 200,000 people by 2040.

The LSPS envisages an integrated and accessible transport network, making it easy, safe and convenient for the community to access jobs, education, services, recreation and entertainment facilities. The need for private car ownership and use has declined as people choose to:

- walk or cycle on the network of footpaths and separated cycleways;
- use light rail that has been extended to Broadmeadow Sports & Entertainment Precinct, John Hunter Health & Innovation Precinct, and University of Newcastle at Callaghan;
- use rapid bus transit network linking Catalyst Areas and strategic centres across the Greater Newcastle Metropolitan Area, including the Newcastle Airport, and
- use shared electric vehicles, on-demand autonomous buses and ride share services

These networks will allow people to move around Newcastle, or get to jobs or educational facilities across Greater Newcastle. The vision is for residents to live where there is a mix of housing, jobs and transport options, by making areas around strategic centres become places where people can live and work within a short walk of transport, with plenty of nearby shops, cafés, community hubs and well-designed open spaces.

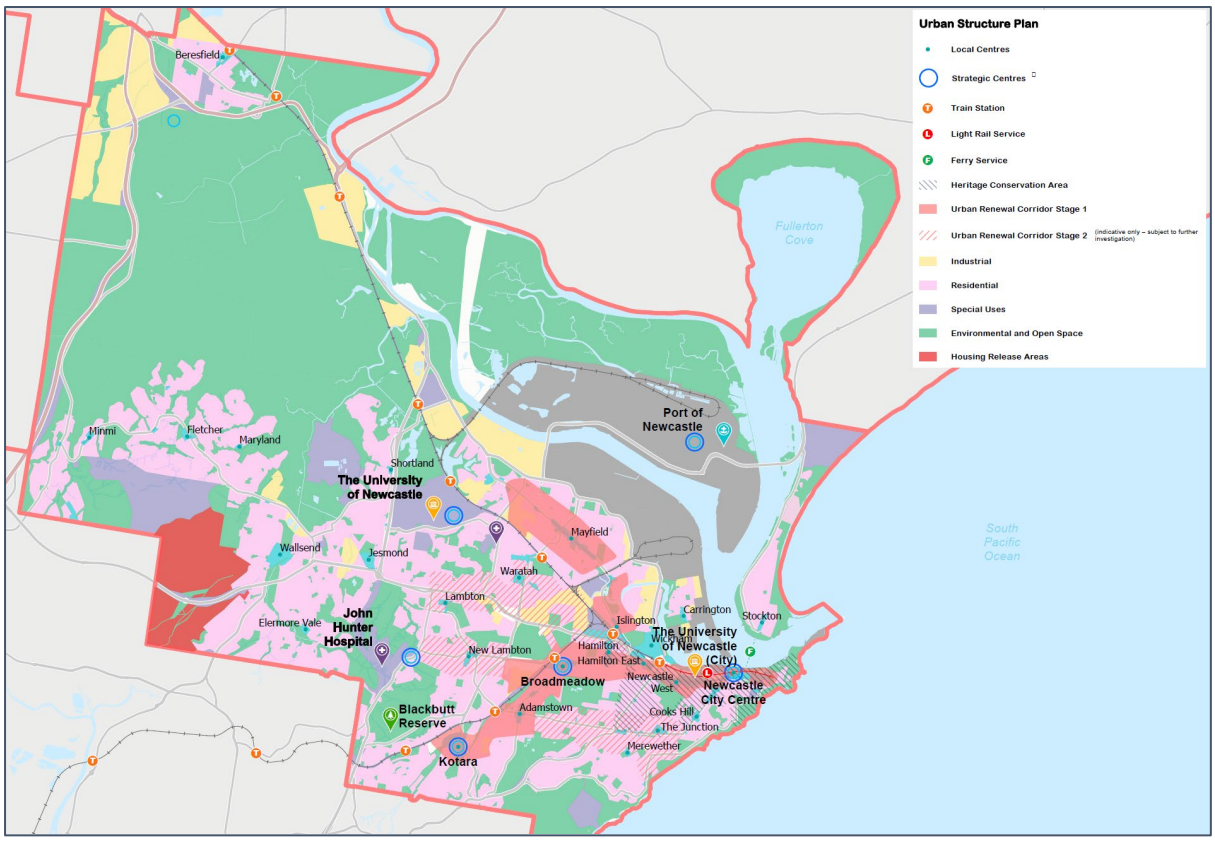

Figure 2.12 – Structure Plan (Source: Newcastle Council Local Strategic Planning Statement 2040)

The Greater Newcastle Metropolitan Plan 2036 identifies "Catalyst Areas" as places of metropolitan significance where substantial growth and change will occur to deliver new jobs and homes. There are seven Catalyst Areas within the boundaries of the Newcastle LGA, including the Newcastle City Centre.

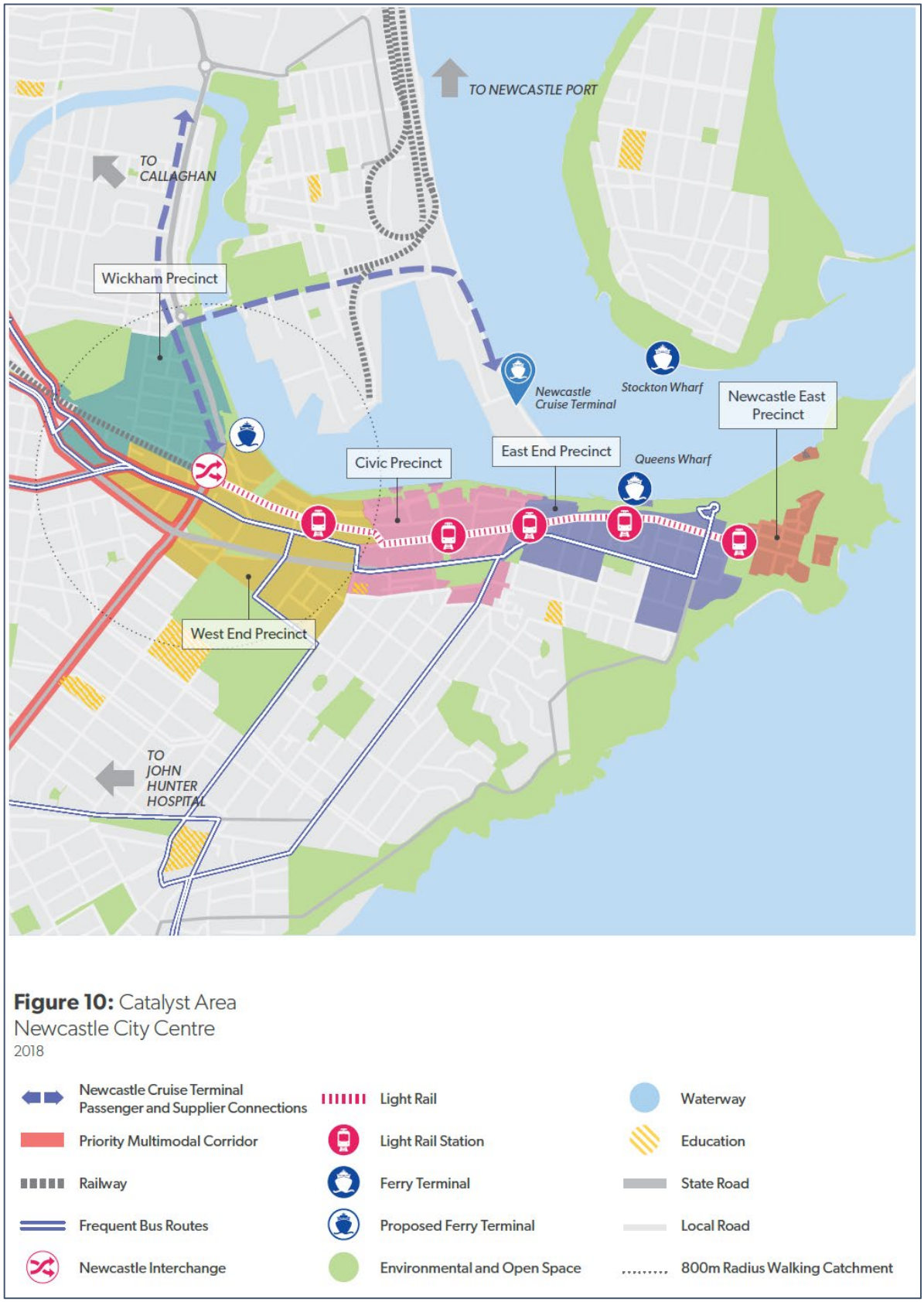

Figure 2.13 – Newcastle City Centre Catalyst Area (Source: Newcastle Council LSPS 2040)

2.5 Hunter Street Mall Precinct

The site lies within the Hunter Street Mall Precinct, as defined in Council's NDCP 2012, Section 6.01, Newcastle City Centre, and indicated in the plan extract below.

B. Hunter Street Mall

Figure 6.01-29: Hunter Street Mall Precinct

Figure 2.14 – Hunter Street Mall Precinct boundary (Source: Newcastle DCP 2012, Section 6.01)

The existing Hunter Street Mall precinct contains a mix of uses and building types. In its centre is the Iris Capital city rejuvenation development (between Perkins and Newcomen Streets), a shared street for pedestrians and vehicles and is a popular destination for a variety of activities including specialty retail, dining, entertainment, nightlife and events. The precinct is rich in cultural heritage with views of Christ Church Cathedral. Access to the foreshore has improved significantly in recent years.

This precinct is developing as a boutique pedestrian-scaled main street shopping, leisure, retail and residential destination. Infill development is encouraged that promotes activity on the street and which responds to heritage items and contributory buildings. Views to and from Christ Church Cathedral and the foreshore are retained and enhanced.

The desired future of the Hunter Street public domain is provided in the East End Stage One Streetscape Plan, prepared by Aspect Studios on behalf of Newcastle City Council (5 March 2018). Extracts from the plan have been reproduced below.

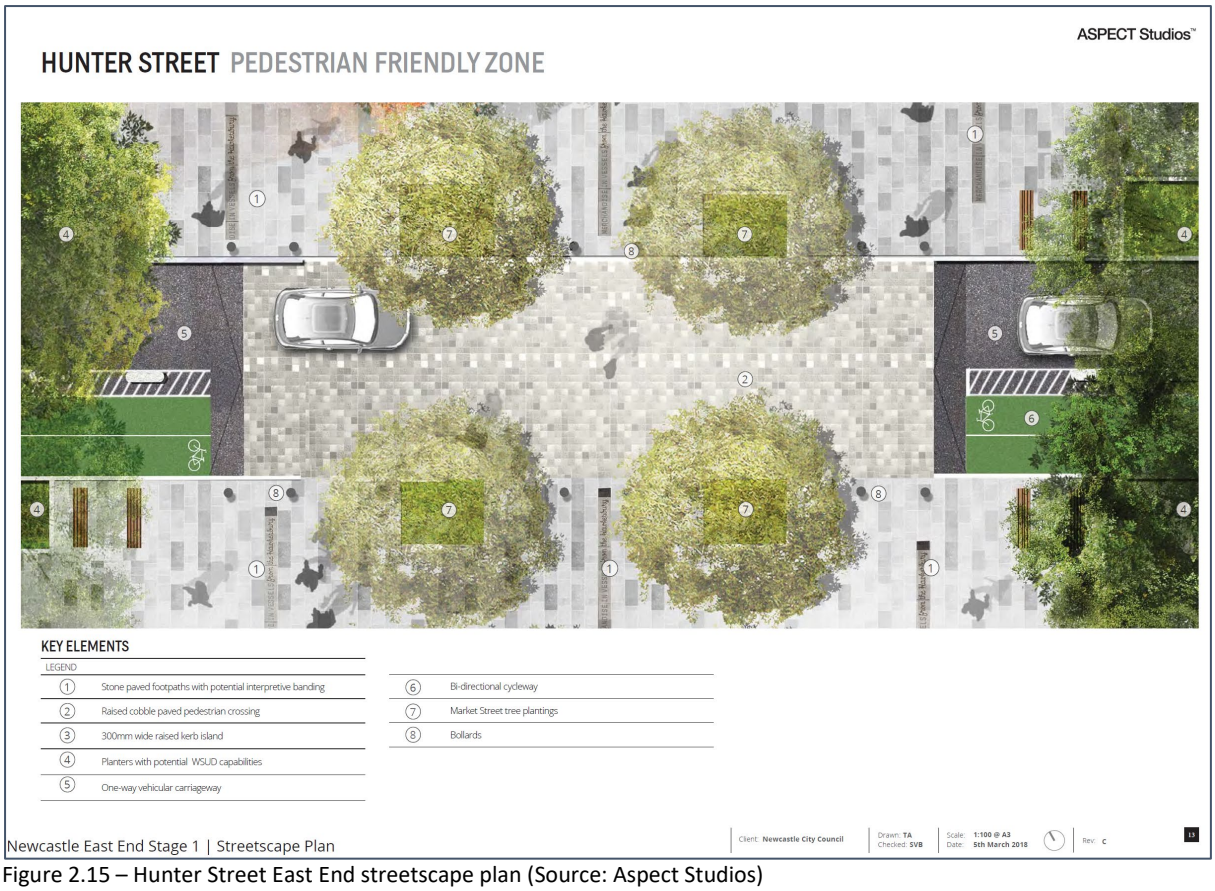

Figure 2.15 – Hunter Street East End streetscape plan (Source: Aspect Studios)

Figure 2.16 – Hunter Street East End streetscape plan (Source: Aspect Studios)

2.6 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

Figure 2.17 – Road Hierarchy (Source: Transport for NSW)

The road hierarchy in the vicinity of the site is shown in the figure above, whilst the key roads are summarised as follows:

- Scott Street and Hunter Street (between Telford Street and Worth Place) are classified as State Roads which provide the key east-west road link through the City Centre. It carries one traffic lane in each direction, along with the Light Rail corridor. Kerbside parking is permitted at selected locations, with turning lanes provided at key intersections.

- Stewart Avenue and Hannell Street form part of the Pacific Highway, which is also classified as a State Road, providing the key north-south road link in the area. It carries two traffic lanes in each direction in the vicinity of the site, with turning lanes provided at key intersections.

- Watt Street, Reserve Road, High Street and Memorial Drive are classified as Regional Roads which provide a key road link along the coast between Merewether, Bar Beach, The Hill and Newcastle East. They typically carry one traffic lane in each direction, with kerbside parking generally permitted.

- Hunter Street is a local road which runs along an east-west alignment through the City Centre, between Pacific Park and Crown Street. It is restricted to one-way westbound traffic flow only, and is highly pedestrianised. It is also subject to Shared Zone restrictions between Newcomen Street and Perkins Street. Kerbside parking is permitted at selected locations, subject to signposted restrictions.

- King Street is a local road which performs the function of an east-west collector route through the City Centre, linking Newcastle Beach to the Pacific Highway. It carries one traffic lane in each direction, with kerbside parking generally permitted.

- Newcomen Street, Thorn Street, Liang Street and Morgan Street are also local roads which provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted, subject to signposted restrictions.

2.7 Existing Surrounding Traffic Controls

The existing traffic controls in the vicinity of the site comprise:

- Traffic Signals at the Scott Streets & Newcomen Street intersection, with pedestrian crossings on all approaches
- Signalised Pedestrian Crossing on Scott Street, outside the Market Street north/south corridor
- Raised and At-Grade Pedestrian Crossings located at regular intervals throughout the City Centre
- Give Way restrictions in Thorn Street and Newcomen Street, where they intersect with King Street
- a One Way northbound restriction in Thorn Street, between Liang Street & Hunter Street
- a One Way southbound restriction in Morgan Street, between Hunter Street & Liang Street
- a 10 km/h Shared Zone Speed Limit along Hunter Street, between Newcomen Street & Perkins Street
- a 40km/h speed limit elsewhere throughout the City Centre.

2.8 Existing Surrounding Parking Restrictions

The existing parking restrictions in the vicinity of the site comprise:

- 2 Hour Ticket Parking restrictions along King Street, Thorn Street and Newcomen Street
- ½ Hour Parking restrictions along Hunter Street
- 1 Hour Ticket Parking restrictions along the eastern side of Morgan Street
- Loading Zones located along Liang Street
- a Loading Zone located along the eastern side of Morgan Street
- Bus Zones located along both sides of King Street

3. Development Approval History

3.1 Development Description

In January 2018, the Hunter and Central Coast Planning Panel granted consent for a Concept Development Application (DA2017/00701) across the entire site, being Stages 1, 2, 3 & 4, as follows:

> *"Concept Development Application for a major redevelopment of Hunter Street Mall, a mixed use development comprising retail, commercial, public spaces, residential (563 apartments), associated car parking & site works".*

The Concept DA was approved to be delivered across several stages, with new development applications submitted for each respective stage. In this regard, the Stage 1 DA was approved concurrently with the Concept DA in January 2018.

There has also been a number of s4.55 modification applications approved for the Concept DA, the Stage 1 DA as well as the Stage 2 DA.

In November 2020, Council approved modification application DA2017/00701.03, as follows:

> *"Development Application for a concept proposal of major redevelopment of Hunter Street Mall, a mixed use development comprising retail, hotel & motel accommodation, serviced apartments and commercial, public spaces, residential (566 apartments), associated car parking & site works".*

3.2 Parking Arrangements

Consent condition 4 of DA2017/00701.03 specifies that on-site car parking is to be provided for a minimum of 616 vehicles across the four stages of the development. Furthermore, consent condition 19 specifies that the number of car parking spaces shall be provided within each stage in accordance with the requirements of section 7.03 of Newcastle DCP 2012 or the applicable standard at the date of DA lodgement for each stage. This includes:

a) *100% of car spaces required for residents are to be provided on site*

b) *a minimum of 25% of the required number of residential visitor parking spaces shall be provided for residential visitor parking in each of the car parks for each Block contained in Stages 1-4 inclusive… The remaining 75% is to be accommodated by the existing Council car park at the corner of King and Thorn Streets and on-street parking*

c) *Stages 1-4 of the development shall each provide on-site car parking for commercial and retail staff at the rate of 50% required by Council's DCP for commercial and retail uses unless there is a specific condition allows this and has formed part of a separate development consent. The remaining 50% is to be accommodated by the existing Council car park at the corner of King and Thorn Streets and on-street parking*

d) *37 car parking spaces are to be provided for the hotel located within stage one of the development, comprising 29 guest and 8 staff spaces, which may otherwise be reduced if justified or approved through a separate development consent or modification after a minimum of two years operations*

e) *an additional 10 parking spaces and 11 residential visitor parking spaces are to be included in Stage 3, in addition to compliance with Section 7.03 of NDCP 2012, or the applicable standard at the date of lodgement of DA lodgement for each stage. These additional 10 parking spaces are not to be allocated to residential uses, and the allocation is to be approved by Council. This term applies unless otherwise justified or approved through separate development consent that demonstrates it is not warranted based on traffic and parking analysis of Stage 1, including specific information from a minimum of two years hotel operations.*

3.3 Loading & Servicing Facilities

Consent condition 26 of DA2017/00701.03 specifies that waste servicing for Blocks 1-4 shall be undertaken on site, where new buildings are proposed, unless it can be demonstrated that on-street arrangements are acceptable to the consent authority and will not conflict with vehicular/pedestrian movements and availability of on-street parking. Details of the location and configuration of waste servicing and storage areas shall accompany a DA for each respective stage.

3.4 Vehicular Access

The Concept DA included a number of indicative vehicular access points off the existing road network to the service the respective on-site car parking and loading areas.

4. Design Competition

4.1 Development Description

In mid-2022, a design competition was conducted for Stages 3 & 4 involving four entrants, with the winning design completed by a joint venture between architectural firms, SJB, DBJ & Curious Practice. Key characteristics of the winning scheme are provided in the table below.

Table 4.1 – Stages 3 & 4 Design Competition Winning Scheme Development Schedule		
Land Use	**Stage 3**	**Stage 4**
Residential	17 x 1 bedroom apartment 76 x 2 bedroom apartments 2 x 3 bedroom apartments 95 dwellings total	24 x 1 bedroom apartment 95 x 2 bedroom apartments 13 x 3 bedroom apartments 132 dwellings total
Commercial/retail	666m^2	540m^2

The competition took place over a period of 6 weeks, such that all designs were high level and inevitably required further design development. The 6 Design Integrity Panel Meetings that followed worked on the winning competition scheme to advance the design further, which is effectively now the subject of this DA.

4.2 Parking Arrangements

Off-street parking in the winning design competition scheme was provided for 286 car spaces across respective three-level car parks, comprising 157 spaces in Stage 3 and 129 spaces in Stage 4, all in accordance with DCP requirements and the design competition brief.

Table 4.2 – Stages 3 & 4 Design Competition Winning Scheme Parking Provision		
Land Use	**Stage 3**	**Stage 4**
Basement level 3	37 spaces	-
Basement level 2	60 spaces	-
Basement level 1	60 spaces	-
Ground (Hunter St)	-	60 spaces
Level 1	-	31 spaces
Level 2	-	38 spaces
Total	**157 spaces**	**129 spaces**

4.3 Loading & Servicing Facilities

The design competition brief stipulated that waste collection areas were to be accommodated wholly on-site, within dedicated loading bays. Loading bay designs were required to accommodate forward-in/forward-out movements, with the use of mechanical turntables permitted. In particular, vehicle access for collection and loading was required to be designed to accommodate a 12.5m long HRV truck with an overhead clearance requirement of 4.5m. In this regard, the winning Stage 3 design included a dedicated on-site loading bay located in the south-eastern corner of Building 3 East's ground floor level (Hunter Street). The winning Stage 4 design included a dedicated on-site loading bay located in the north-eastern corner of Building 4 South's ground floor level (Hunter Street).

4.4 Vehicular Access

Vehicular access to the site in the design competition scheme was provided via three separate driveways. These consisted of a two-way driveway located towards the southern end of the Thorn Street site frontage which accessed the Stage 3 basement car park, a service driveway located at the eastern end of the Liang Street site frontage which accessed the Stage 3 loading bay, and a two-way driveway located at the southern end of the Morgan Street (Lower) site frontage which accessed the Stage 4 car park and loading bay.

No vehicular access was proposed off the King Street, Newcomen Street, Morgan Street or Hunter Street site frontages.

The design competition scheme allowed all vehicles to enter and exit the site in a forward direction at all times.

5. Proposed Development

5.1 Development Description

Building upon the design competition scheme, including six (6) Design Integrity Panel meetings following selection of the winner, the proposed Stages 3 & 4 DA scheme involves the construction of a new mixed use development across the two sites. Key characteristics of the proposed DA scheme are provided in the table below.

Table 5.1 – Stages 3 & 4 Proposed DA Scheme Development Schedule		
Land Use	**Stage 3**	**Stage 4**
Residential	15 x 1 bedroom apartments 64 x 2 bedroom apartments 11 x 3 bedroom apartments* 90 dwellings total	9 x 1 bedroom apartment 80 x 2 bedroom apartments 16 x 3 bedroom apartments* 105 dwellings total
Commercial/retail	980m^2	535m^2

* 3 bedroom apartments include penthouse apartments

5.2 Parking Arrangements

Off-street parking in the proposed Stages 3 & 4 scheme is proposed to be provided for 314 car spaces across respective three-level car parks (excluding car wash bays), comprising 175 spaces in Stage 3 and 139 spaces in Stage 4.

Table 5.2.1 – Stages 3 & 4 Proposed DA Overall Parking Provision		
Land Use	**Stage 3**	**Stage 4**
Basement level 3	57 spaces	-
Basement level 2	65 spaces	59 spaces
Basement level 1	53 spaces	57 spaces
Ground (Hunter St)	-	23 spaces
Level 1	-	-
Total	**175 spaces**	**139 spaces**

Table 5.2.2 – Stages 3 & 4 Proposed DA Reconciled Parking Provision		
Land Use	**Stage 3**	**Stage 4**
Basement level 3 – residential	55 spaces	59 spaces
Basement level 3 – EV common	1 space	0 spaces
Basement level 3 – car wash	1 space	0 spaces
Basement level 3 – visitors	0 spaces	0 spaces
Basement level 2 – residential	53 spaces	56 spaces
Basement level 2 – EV common	1 space	0 spaces
Basement level 2 – car wash	0 spaces	1 space
Basement level 2 – visitors	6 spaces	0 spaces
Basement level 2 – retail	5 spaces	0 spaces
Basement level 2 – retail common EV	0 spaces	0 spaces
Basement level 1 – residential	0 spaces	14 spaces
Basement level 1 – EV common	0 spaces	2 spaces
Basement level 1 – car wash	0 spaces	0 spaces
Basement level 1 – visitors	0 spaces	7 spaces
Basement level 1 – retail	50 spaces	0 spaces
Basement level 1 – retail common EV	3 spaces	0 spaces
Total	**175 spaces**	**139 spaces**

In addition, bicycle spaces are proposed at various locations throughout the site, in accordance with NDCP 2013's numerical rates, along with motorcycle spaces.

5.3 Loading & Servicing Facilities

Consistent with the design competition scheme, the proposed development on Stages 3 & 4 will be serviced by a variety of commercial vehicles up to and including 12.5m long heavy rigid vehicles (HRV), including delivery vans/trucks, removalist trucks and garbage trucks.

The proposed Stage 3 building includes a dedicated on-site loading bay located in the south-eastern corner of Building 3 South's Laing Street ground floor level, whilst the proposed Stage 4 building includes a dedicated on-site loading bay located in the north-eastern corner of Building 4 South's Liang Street ground floor level.

Both service areas include a large commercial-grade mechanical turntable, thereby allowing the trucks to be able to enter and exit the service area in a forward direction at all times.

A hydrant booster is proposed to be located at the western end of the ground floor level of Stage 3. NSW Fire & Rescue general appliance trucks are approximately 8.8m in length – i.e. a standard MRV. Notwithstanding, specialist appliance trucks – e.g. ladder (aerial) – can be up to 12.5m in length – i.e. a standard HRV. Given the Stage 3 & Stage 4 loading docks have been designed to accommodate HRV trucks via Laing Street, and the surrounding road network, too, will ultimately be designed ot accommodate HRV trucks, there will be no issues with access for emergency vehicles.

5.4 Vehicular Access

Consistent with the design competition scheme, vehicular access to the site in the Stages 3 & 4 DA scheme is again proposed to be provided via three separate driveways.

Notwithstanding, the Stage 3 basement access driveway is proposed to be located towards the southern end of Stage 3's Thorn Street site frontage. Internally, residential and non-residential parking is to be securely separated, whilst penthouse parking is to be further secured in private garages.

The Stage 3 service driveway is proposed to be located at the eastern end of the Liang Street site frontage.

The Stage 4 access driveway is proposed to be located at the southern end of the Morgan Street (Lower) site frontage, which accesses both the car parking area and the loading bay. Some parking for penthouses will be further serviced in private garages.

The proposed DA scheme allows all vehicles to enter and exit the site in a forward direction at all times.

Again, no vehicular access is proposed off the King Street, Newcomen Street, Morgan Street or Hunter Street site frontages.

5.5 Public Domain – Road Network

Council has provided their 20% public domain plans for the road network surrounding Stages 3 & 4 which are reproduced in Appendix B. They have also mandated the use of a 12.5m long HRV truck to service both Stages 3 & 4, despite attempts by the consultant team to demonstrate that a HRV truck will not be physically able to access the site using Council's 20% public domain design without breaking the NSW Road Rules – i.e. skipping over kerbs, crossing road centrelines etc. In order to accommodate the swept turn path requirements of a 12.5m HRV service vehicle requested by Council without breaking the abovementioned road rules, there are a number of modifications required to Council's public domain design, and these issues have been raised with Council.

Comments received from Council to the Applicant's consultant team via email on 21.04.23, indicates that the public domain design is progressing, however, the plans will not be able to be finalised until the ground floor footprint for Stages 3 & 4 is approved, confirming the location of activated frontages, potential areas for outdoor dining and vehicle & pedestrian access points. Notwithstanding Council was able to provide the following preliminary public domain advice, shown in italics below. Responses are also provided to the respective Council comments thereafter.

- *Morgan, Laing and Thorn Streets are required to cater for a HRV and emergency vehicles. Council is endeavouring to confirm emergency vehicle access requirements for this area.*
    - This is acceptable, however, it is Council's road network and Council have the responsibility of designing the road network to accommodate the HRV and emergency vehicles. Both the Stage 3 and Stage 4 developments have been designed to accommodate HRVs via Laing Street despite the issues with the road design and the inability for a vehicle of that size to physically access both sites from Hunter Street. The only possible option for getting HRVs to/from the site is therefore via the King Street & Thorn Street intersection. It is noted that Council own land that fronts Thorn Street & Laing Street (the former public car park), therefore if wider roads are required, it can and should be provided from Council land. Moreover, the ground floor footprint and arrangement has been subject to an approved Concept DA and also gone through a Design Competition with 6 x DIP sessions which have endorsed the proposed layout, and concluded that it is the best solution to deliver Council's desired public domain outcome. Morgan Street access from Hunter Street is not possible for HRVs as demonstrated, noting this access point has two heritage facades which are being retaining either side. A booster hydrant is proposed to be located on the ground floor level, at the western end of Stage 3. In this regard, a NSW Fire & Rescue general appliance design vehicle is 10.0m in length whilst a specialist appliance design vehicle is 12.5m in length. Ambulances and police vehicles are obviously smaller.
- *Morgan Street is proposed to be one-way southbound and therefore will necessitate the removal of kerbside parking*
    - This is acceptable

- *Laing Street is proposed to be a one-way street east to west. The Public Doman Plan (PDP) required Laing Street to maintain the strong east-west connection from Perkins to Newcomen, possible removal of norther K&G with a single cross fall to southern gutter and landscaping to help contain traffic movements*.

    - A one-way westbound Laing Street will not work as it requires HRVs to access the site via Hunter & Morgan Streets. If Laing Street was restricted to one-way westbound, the largest service vehicle that would physically be able to access the site (via Hunter Street from Morgan Street) would be a 6.4m SRV. As such, Laing Street must remain a two-way street. The only physical route to get HRVs into Laing Street, and in turn Stage 3 & Stage 4, is via King Street then Thorn Street. Again, HRVs cannot access Hunter Street to Morgan Street then Laing Street via Morgan Street, as has been demonstrated.

- *Thorn Street, between Laing and Hunter Streets, is proposed to be one-way northbound*

    - Agreed

- *Thorn Street between King and Laing Streets is likely to remain two-way. HRVs will be permitted to command the intersection of Thorn and King Streets and therefore the kerb alignments approved under S138 Roads Act 1993 for Stage 2 are correct.*

    - Agreed

- *Subject to the outcome of heritage related matters, splays will be required at intersections to improve driver sight lines and vehicle accessibility. These splays should therefore form part of future development applications lodged with Council for both Stage 3 & 4 , such proposed to be dedicated as public road*.

    - It is understood this is the first time the above requirement has been suggested formally in any communication. It is pertinent to note that the proposed design has been signed off by the DIP after 6 meetings and the competition itself. As previously noted, there are heritage items on both sides of the entry off Hunter Street into Morgan Street and therefore splays cannot be provided. The proposed ground floor building design at the Laing Street & Thorn Street intersection is set back significantly, whilst the proposed building design at the Hunter Street & Thorn Street intersection includes a splay at ground level with blisters on Hunter Street, providing for better vision before traffic from Thorn & Hunter Streets intersect. The proposed building design at the Laing Street & Morgan Street intersection cannot be splayed as it impacts the Stage 3 HRV loading dock that Council have insisted be provided. Consideration could, however, be given to incorporating some form of traffic calming device in Morgan Street to ensure vehicle speeds are low and sight lines not compromised, including pavement treatment, speed humps and/or a 10km/h Shared Zone.

- *Driveway crossings are typically required to be at 90 degrees to the kerb to improve driver sight lines therefore reducing the potential for vehicle and pedestrian conflict. In this regard your attention is drawn to the proposed Thorn Street access for Stage 3.*

- It is also understood, this too, is the first time the above requirement has been formally suggested in any communication, despite the design competition and the 6 DIP meetings, all of which Council attended and did not raise this concern. CJP does not see any cause for concern in relation to the alignment of the driveway to the basement in Block 3.

In light of the above Council comments and subsequent responses, it is recommended that traffic flow around the Stage 3 & Stage 4 development sites is adopted as per Figure 5.1 on the following page. In addition, consideration should be given to implementing turning restrictions for larger vehicles at selected intersections, given the geometry of those intersections.

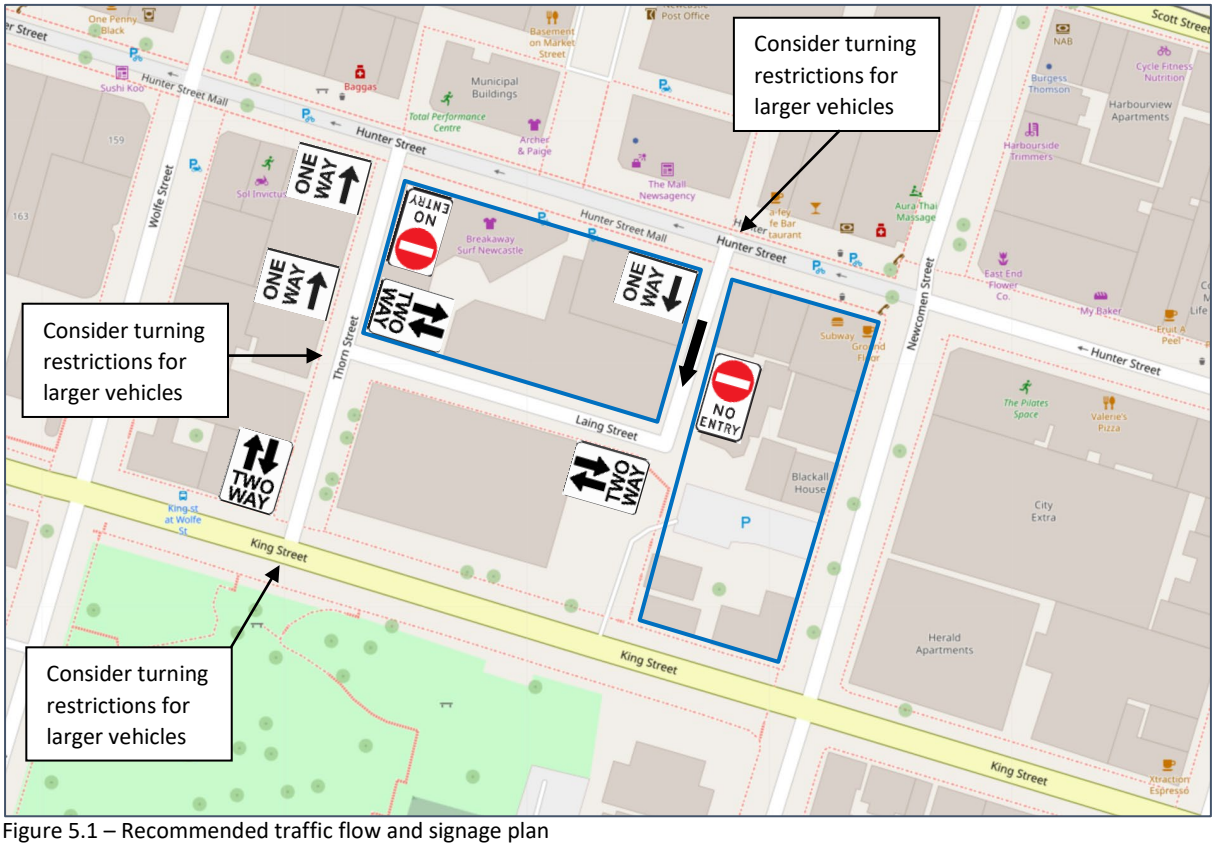

Figure 5.1 – Recommended traffic flow and signage plan

6. Alternate Transport

6.1 Public Transport

The public transport services available in the Newcastle CBD are shown in the figure below. These include heavy rail, light rail, ferry and buses.

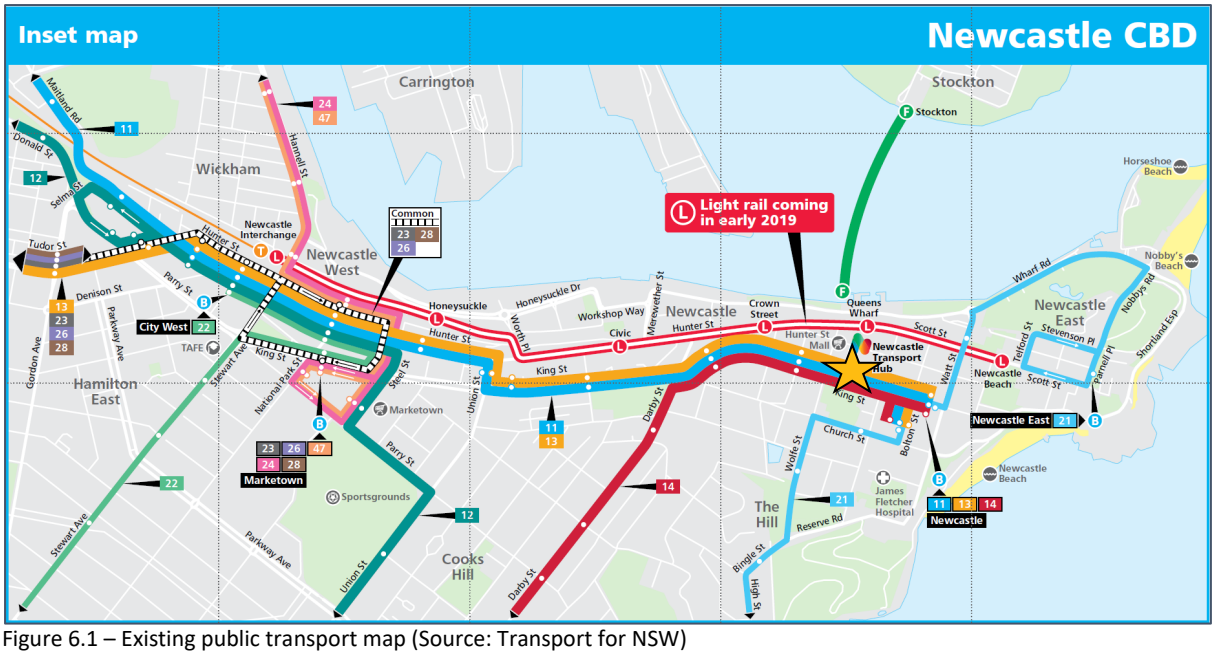

Figure 6.1 – Existing public transport map (Source: Transport for NSW)

The closest bus stops to the site are located on King Street, just east of Perkins Street, a walking distance of approximately 300m west of the site, as indicated in the map below. These bi-directional bus stops are serviced by the 11, 12, 13, 14 & 23 buses, with regular services 7 days per week into and out of the surrounding Newcastle and Hunter area, including Wallsend, Lambton, Swansea Heads, Belmont, Charlestown, Kotara, Glendale, Cardiff and Maryland.

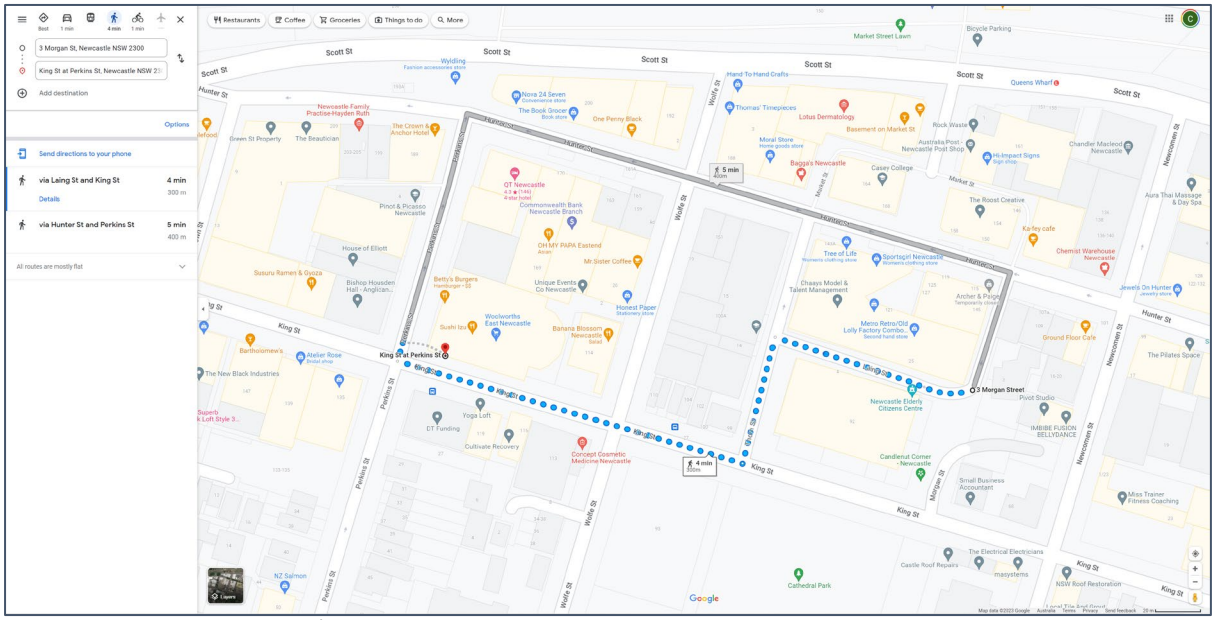

Figure 6.2 – Walking distance to/from nearest bus stop (Source: Google Maps)

Queens Wharf ferry is also located approximately 350m walking distance north of the site, providing regular services to/from Stockton Beach, a short 5 minute trip across the Hunter River. Services operate 7 days per week, every 15 minutes during peak periods and every 20-30 minutes during off-peak periods.

Figure 6.3 – Walking distance to/from Queens Wharf ferry (Source: Google Maps)

Queens Wharf light rail stop is located approximately 220m walking distance north of the site, providing regular services between Newcastle Beach and Newcastle Interchange. Journey time between Queens Wharf and Newcastle Interchange is 9 minutes whilst journey time between Queens Wharf and Newcastle Beach is 3 minutes. Services operate 7 days per week, every 15 minutes during peak periods and every 30 minutes during off-peak periods.

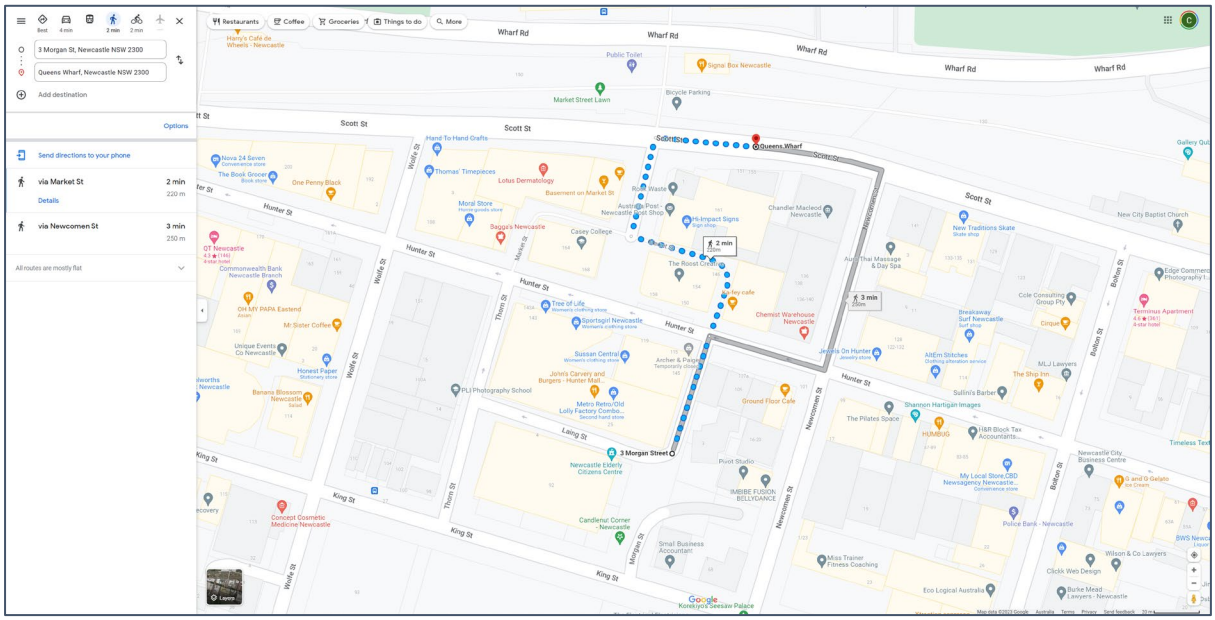

Figure 6.4 – Walking distance to/from Queens Wharf light rail stop (Source: Google Maps)

As noted above, the light rail provides regular services to Newcastle Interchange, which in turn provides hard rail services south into Central as well as north into Scone, Dungong and Mailtland.

Travel time between Newcastle and Gosford is approximately 1hr:14 minutes via express service, whilst between Newcastle and Central is approximately 2hr:37 minutes via express service.

Research suggests that proximity to public transport services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop, ferry wharf or light rail stop. As such, the proposed development also has excellent potential for future employees and residents within the development to utilise public transport for their commute to/from work or other key journeys.

6.2 Active Transport

In addition to the public transport services available in the vicinity of the site, there is also a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned bus stops, ferry wharf and light rail stop. All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

The existing bicycle network in the vicinity of the site is reproduced in the figure below, which shows there are a number of formal and informal cycle routes throughout the surrounding area, connecting to the greater cycle network. The proposed development also includes end-of-trip facilities.

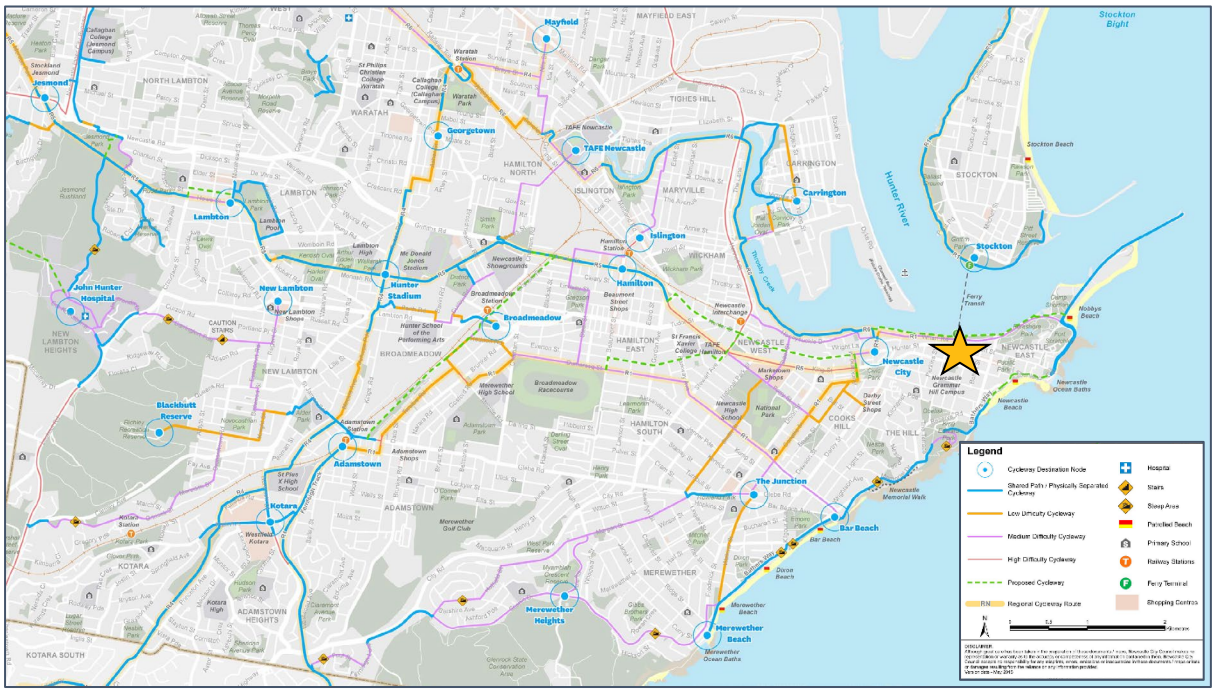

Figure 6.5 – Newcastle cycleway map (Source: Newcastle Council)

The Planning Guidelines for Walking and Cycling identify a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the Guidelines note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

6.3 Concept Green Travel Plan

As required by Council's consent conditions for the approved Concept DA of the entire East End project, a Green Travel Plan (GTP) is required to be prepared to promote sustainable travel for future residents, visitors, employees and customers of the development.

A GTP is a document that provides a package of actions designed to encourage safe, healthy and sustainable travel options. The objectives of a GTP are to remove barriers to active travel for all users of developments, and to maximize the number of people who utilise non-private car modes to and from a development, such as walking, cycling, taxi/ride share and public transport.

A key feature of a GTP includes a Transport Access Guide (TAG), which is a plan/map detailing the location of all public transport services as well as key facilities such as banks, post office, shops and services located within a 5 minute and 10 minute radius (400m & 800m) of the site.

As noted in the foregoing, there is an abundance of public transport services available within 400m of the site, including the light rail which provides connections to Newcastle Interchange, all of which a large proportion of future residents, visitors, employees and customers of the development are likely to utilise for their work and/or social trips.

In addition, the City Centre is becoming more and more pedestrian and accessible friendly, which encourages travel by foot/wheelchair. The site is therefore extremely well located to take advantage of these alternate modes of travel.

Furthermore, Newcastle City Centre offers a wide variety of shops, services, restaurants and cafes, including within all four stages of the East End development, which a large proportion of future residents and employees are likely to frequent – e.g. gymnasiums, food & drink premises, pubs, barber shop, bottle shop, McDonalds etc.

Bicycle parking and end-of-trip facilities have also been provided within the development and further shows the commitment of the development to a more sustainable approach to travel.

7. Traffic Impact Assessment

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the road network peak periods.

An indication of the traffic generation potential of the proposed and approved uses on the site is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

7.1 Proposed Development Traffic Generation

In order to compare "apples with apples" with respect to trip generation rates, reference is made to the Transport Impact Assessment (TIA), prepared by GTA Consultants, Issue D, dated 13.06.17.

Based on the trip rates applied in the GTA TIA (which are based on the RMS Guide & TDT trip rates), the proposed development on Stages 3 & 4 within Newcastle East End, has a traffic generation potential of 77 vehicle trips (vph) during the weekday morning peak hour and 96 vph during the weekday afternoon peak hour, as set out in the table below.

Table 7.1 – Proposed Stages 3 & 4 Trip Generation

Land Use	Yield	Weekday AM		Weekday PM	
		Trip Rate	Trips/Hr	Trip Rate	Trips/Hr
Residential	195 apartments	0.29/unit	57	0.29/unit	57
Retail/commercial	1,515m^2	12.9/1,000m^2	20	25.8/1,000m^2	39
Total			**77**		**96**

7.2 Approved Development Traffic Generation

By way of comparison, reference is again made to the GTA TIA, Issue D, the approved Concept DA scheme estimated a traffic generation of 328 vph during the weekday morning peak hour and 465 vph during the weekday afternoon peak hour. SIDRA intersection analysis indicated that the surrounding road network was capable of accommodating the Concept DA scheme's traffic with the following impacts noted:

- *the post development model indicated that intersections would operate with a similar level of service to existing conditions with minor increase to delay and queuing to a few intersections*

- *a 10-year growth scenario was reviewed to post development conditions with forecasted growth of the surrounding areas. The results indicated that the intersection of King Street and Darby Street would operate at a level of service C during the PM peak period, from a level of service B in the existing conditions. This impact was considered to be acceptable. All other modelled intersections would maintain existing levels of operation.*

7.3 Traffic Impact

As noted above, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses.

Reference is therefore made to consent condition 4 of DA2017/00701.03, which permits a maximum of 63,617m^2 GFA across all four stages, of which the approved Concept DA allocated approximately 23,197m^2 across Stages 3 & 4, equating to 36%.

Based on a GFA pro-rata allocation (i.e. 36%) of the approved Concept DA scheme's estimated total traffic generation of 328 vph and 465 vph during the weekday morning and afternoon peak hours, respectively, Stages 3 & 4 of the Concept DA would have collectively generated approximately 118 vph and 167 vph, respectively.

This Detailed DA for Stages 3 & 4 has a cumulative GFA of 23,937m^2, combined, whilst the total GFA for East End will be 64,434m^2, both of which are generally consistent with the approved Concept DA.

Therefore, when compared to the approved Concept DA, the proposed DA for Stages 3 & 4 is significantly less than the equivalent pro-rata allocation, as indicated in the table below.

Table 7.2 – Nett Peak Traffic Generation

Period	Proposed Stages 3 & 4 Peak Trips	Approved Concept DA Peak Trips (Stages 3 & 4)	Nett Peak Trips
AM Peak Hour	77 vph	118 vph	-41 vph
PM Peak Hour	96 vph	167 vph	-71 vph

It is also pertinent to note that in the 6 years since the 2017 GTA TIA for the Concept DA, the Council car park opposite the site has been demolished, whilst the light rail through the city centre has been completed and is now operational. This will have invariably reduced the traffic volumes at the key intersections surrounding the East End development.

This, coupled with the nett reduction in comparable peak trips, indicates the road network operation is expected to be much better than GTA's Concept DA SIDRA model and is therefore supportable on traffic grounds.

Separately. a concurrent section 4.55(2) modification is being progressed with Council to amend the Concept DA (D/2017/00701) to align with this Detailed DA.

8. Access, Parking & Servicing Assessment

8.1 Applicable Car Parking Rates

The off-street car parking rates applicable to the proposed development on Stages 3 & 4 of Newcastle East End are specified in Council's Newcastle DCP 2012, Section 7.03 Traffic, Parking and Access document (as amended at City of Newcastle's Ordinary Council Meeting held on 27 September 2022), as set out below.

Land Use	Car parking
RESIDENTIAL ACCOMMODATION	Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre zone and Darby Street Mixed Use zone
Attached Dwellings, Dual occupancy, Multi Dwelling Housing, Residential Flat Buildings, Semi-detached dwellings, Shop Top Housing	Small (<75m^2 or 1 bedroom) – maximum average of one space per dwelling
	Medium (75m^2 - 100m^2 or 2 bedrooms) – maximum average of one space per dwelling
	Large (>100m^2 or 3 bedrooms) – maximum average of two spaces per dwelling
	Visitor parking – no minimum or maximum rate

Land Use	Car Parking	Bike Parking	Motorbike Parking
COMMERCIAL (BUSINESS, OFFICE, RETAIL)			
Office premises	1 space per 50m^2 GFA	1 space per 200m^2 GFA (Security Level B)	1 space per 20 car spaces
Retail			
Specialised retail premises	1 space per 60m^2 GFA	1 space per 20 staff (Security Level B)	1 space per 20 car spaces
Shop	1 space per 40m^2 GLFA	1 space per 200m^2 GFA (50% Security Level B, 50% Security Level C)	1 space per 20 car spaces

(Source: Newcastle DCP 2012, Section 7.03 [Amended 27.09.22])

As noted in the foregoing, consent condition 19 of DA2017/00701.03 specifies that the number of car parking spaces shall be provided within each stage in accordance with the requirements of section 7.03 of Newcastle DCP 2012 or the applicable standard at the date of DA lodgement for each stage. This includes:

a) *100% of car spaces required for residents are to be provided on site*

b) *a minimum of 25% of the required number of residential visitor parking spaces shall be provided for residential visitor parking in each of the car parks for each Block contained in Stages 1-4 inclusive… The remaining 75% is to be accommodated by the existing Council car park at the corner of King and Thorn Streets and on-street parking*

c) *Stages 1-4 of the development shall each provide on-site car parking for commercial and retail staff at the rate of 50% required by Council's DCP for commercial and retail uses unless there is a specific condition allows this and has formed part of a separate development consent. The remaining 50% is to be accommodated by the existing Council car park at the corner of King and Thorn Streets and on-street parking*

d) *37 car parking spaces are to be provided for the hotel located within stage one of the development, comprising 29 guest and 8 staff spaces, which may otherwise be reduced if justified or approved through a separate development consent or modification after a minimum of two years operations*

e) *an additional 10 parking spaces and 11 residential visitor parking spaces are to be included in Stage 3, in addition to compliance with Section 7.03 of NDCP 2012, or the applicable standard at the date of lodgement of DA lodgement for each stage. These additional 10 parking spaces are not to be allocated to residential uses, and the allocation is to be approved by Council. This term applies unless otherwise justified or approved through separate development consent that demonstrates it is not warranted based on traffic and parking analysis of Stage 1, including specific information from a minimum of two years hotel operations.*

Furthermore, as per the design competition brief, due to the shortfall in the approved car parking spaces that form part of Stage 1 and Stage 2, any future development on this site (Stage 3) must (and has) make provision for:

- 11 additional visitor car parking spaces (Stage 1)
- 13 commercial car parking spaces (Stage 2 – movement of these spaces from Stage 2 to Stage 3 is currently the subject of a s4.55 modification of the Stage 2 DA)
- 10 retail spaces (to be located in the Stage 3 car park) (Stage 1)

8.2 Proposed Car Parking Requirements

Based on the proposal for 195 apartments and 1,515m^2 commercial/retail across both stages, the proposed Stage 3 and Stage 4 development requires the provision of 283 car parking spaces, as set out in the table below.

Table 8.2 – Stages 3 & 4 Off-Street Car Parking Minimum Requirement – NDCP 2012 (Amended)

Land Use	NDCP 2012 (Amended) Car Parking Rates	Proposed Yield	Parking Requirement	Reduction Rate	Nett Parking Requirement
Stage 3					
Residential	1 spaces/1 bed (max)	15	15 spaces	-	15 spaces
	1 space/2 bed (max)	64	64 spaces	-	64 spaces
	2 spaces/3 bed (max)	11	22 spaces	-	22 spaces
Visitors	1 space/5 units (max)	90	18 spaces	75%	6 spaces
Comm/Retail	1 space /60m^2	980m^2	16 spaces	50%	9 spaces
Sub-total – Stage 3					116 spaces
Stage 4					
Residential	1 spaces/1 bed (max)	9	9 spaces	-	9 spaces
	1 space/2 bed (max)	80	80 spaces	-	80 spaces
	2 spaces/3 bed (max)	16	32 spaces	-	32 spaces
Visitors	1 space/5 units (max)	105	21 spaces	75%	7 spaces
Comm/Retail*	1 space /60m^2	535m^2	9 spaces	50%	5 spaces
Sub-total – Stage 4					133 spaces
Additional Requirements from Stage 1 and Stage 2					
Visitors (Stage 1)					11 spaces
Commercial (Stage 2)					13 spaces
Retail (must be located in Stage 3 from Stage 1)					10 spaces
Sub-total					34 spaces
Total (minimum requirement)**					**283 spaces**

* these spaces will be provided in Stage 3

** excluding 1 car wash bay in each stage and 2 common use residential EV Level 2 chargers for residential in each stage

8.3 Proposed Car Parking Provision

The proposed development on Stages 3 & 4 makes provision for a total of 314 off-street car parking spaces, as set out in the table below, thereby satisfying the NDCP 2012 (Amended) numerical requirements as well as the relevant conditions specified in DA2017/00701.03.

Table 8.3.1 – Stages 3 & 4 Proposed DA Car Parking Provision			
Land Use	**Parking Requirement**	**Proposed Parking Provision**	**Difference**
Stage 3			
Residential	101 spaces	108 spaces	+7 spaces
Visitors	6 spaces	6 spaces	0 spaces
Comm/retail**	9 spaces	58 spaces	+49 spaces**
Sub-total – Stage 3	116 spaces	172 spaces	+56 spaces
Stage 4			
Residential	121 spaces	129 spaces	+8 spaces
Visitors	7 spaces	7 spaces	0 space
Comm/retail*	5 spaces	-	-5 spaces*
Sub-total – Stage 4	133 spaces	136 spaces	+9 spaces
Additional Requirements from Stage 1 & Stage 2			
Visitors (Stage 1)	11 spaces		-11 spaces
Commercial (Stage 2)	13 spaces		-13 spaces
Retail (Stage 1)	10 spaces		-10 spaces
Additional retail provided	10 spaces		-10 spaces
Sub-total***	44 spaces		-44 spaces
Sub-Total	**293 spaces**	**308 spaces**	**+15 spaces**
Car wash Block 3		1 space	
Car wash Block 4		1 space	
EV Block 3 – residential common		2 spaces	
EV Block 4 – residential common		2 spaces	
Total		**314 spaces**	

* these spaces will be provided in Stage 3
** these spaces will be provided in Stage 3
*** these 44 spaces will be provided in Stage 3 (a total of 58 spaces will be provided in Stage 3 basement which includes 3 dedicated Level 2 EV charging parking bays)

The proposed car parking provision of 314 spaces across Stages 3 & 4 (excluding car wash bays) is therefore considered acceptable and compliant with both DA/2017/00701.03 and current NDCP parking rates. Further breakdown of the car parking is provided in the following tables.

For further detail on the provision of EV charging spaces (Level 2, as specified in Council's DCP), refer to Tables 8.3.2 and 8.3.3 that follow.

Table 8.3.2 – Stages 3 & 4 Proposed DA Reconciled Parking Provision		
Land Use	**Stage 3**	**Stage 4**
Basement level 3 – residential	55 spaces	59 spaces
Basement level 3 – EV common	1 space	0 spaces
Basement level 3 – car wash	1 space	0 spaces
Basement level 3 – visitors	0 spaces	0 spaces
Basement level 2 – residential	53 spaces	56 spaces
Basement level 2 – EV common	1 space	0 spaces
Basement level 2 – car wash	0 spaces	1 space
Basement level 2 – visitors	6 spaces	0 spaces
Basement level 2 – retail	5 spaces	0 spaces
Basement level 2 – retail common EV	0 spaces	0 spaces
Basement level 1 – residential	0 spaces	14 spaces
Basement level 1 – EV common	0 spaces	2 spaces
Basement level 1 – car wash	0 spaces	0 spaces
Basement level 1 – visitors	0 spaces	7 spaces
Basement level 1 – retail	50 spaces	0 spaces
Basement level 1 – retail common EV	3 spaces	0 spaces
Total	**175 spaces**	**139 spaces**

Table 8.3.3 – Stages 3 & 4 Proposed DA Reconciled Parking Provision		
Land Use	**Stage 3**	**Stage 4**
Residential parking	108 spaces*	129 spaces**
Common use EV Level 2 chargers	2 spaces	2 spaces
Residential car wash	1 space	1 space
Visitor dedicated car parking	6 spaces	7 spaces
Comm/retail car parking***	58 spaces	0 spaces
Sub-Total	**175 spaces**	**139 spaces**
Total	**314 spaces**	

* includes 10 exclusive use Level 2 EV chargers - Total EV chargers = 12 (6.9% of spaces are EV capable)
** includes 8 exclusive use Level 2 EV chargers - Total EV chargers = 10 (7.0% of spaces are EV capable)
*** includes 3 public use Level 2 EV chargers (5.2% of spaces are EV capable)

As noted in the previous tables, all commercial/retail parking for Stages 3 & 4 are being provided within Stage 3's basement car park. Furthermore, and in accordance with previous and still applicable development consents for the Iris East End project, commercial/retail parking from Stages 1 & 2 are also to be provided within Stage 3. The commercial/retail parking provision is provided in the table below.

Table 8.3.4 – Commercial/Retail Car Parking Breakdown	
Base requirements	**Car Parking**
Stage 3 comm/retail	9 spaces
Stage 4 comm/retail	5 spaces
Stage 1 visitors	11 spaces
Stage 1 comm/retail	13 spaces
Stage 2 comm/retail relocated	10 spaces
Total DCP/base comm/retail parking requirements	**48 spaces**
Additional comm/retail parking provided	10 spaces
Total comm/retail parking provided*	**58 spaces**

* includes 3 x Level 2 EV chargers

With respect to residential parking, it is acknowledged that any surplus in car parking over and above the DCP's minimum requirements will need to be counted as GFA. In this regard, circulation space for tandem parking spaces is already accounted for in the initial space, therefore the applicable rate for tandem spaces should be 13m^2 per space The applicable rate for side-by-side spaces, however, should be 36m^2, as they are deemed to require additional circulation area.

Table 8.3.5 – Stages 3 & 4 Additional Car Spaces – Provided from GFA as Excess of DCP Rates		
Type	**Stage 3**	**Stage 4**
Residential DCP rate	101 spaces	121 spaces**
Residential DA (exc. common use EV)	108 spaces	129 spaces
In excess of DCP requirement – provided from GFA	7 spaces	8 spaces
GFA attributable		
Side-by-side	5 spaces @ 36m^2	8 spaces @ 36m^2
Tandem	2 spaces @ 13m^2	0 spaces @ 36m^2
Total	**206m^2**	**288m^2**

8.4 Accessible Parking

Consent condition 54 of DA2017/00701.03, specifies that 10% of residential units within each stage of the development (except for Stage 1 where 8% of units) are to be developed as adaptable housing. Based on the provision of 195 apartments across both stages, the proposed development requires the provision of 20 adaptable apartments, each of which requires an adaptable/accessible car parking space.

That requirement is satisfied by the proposed provision of 20 accessible residential car parking spaces and 1 accessible visitor car parking space, thereby satisfying the above requirements.

NDCP 2012, Section 7.03.02, Part E (Amended), specifies that *"a portion of parking spaces is designed and designated by appropriate pavement marking and signposting as parking for people with a disability. Minimum rates are in accordance with the Building Code of Australia".*

Reference is therefore made to the National Construction Code (NCC) and Disability (Access to Premises – Buildings) Standards, in particular Table D3.5. In this regard, the Building Code of Australia (BCA) classifies commercial uses as Class 5 and retail uses as Class 6.

Table D3.5 CARPARKING SPACES FOR PEOPLE WITH A DISABILITY

Class of building to which the *carpark* or carparking area is associated	**Number of *accessible* carparking spaces *required***
Class 5, 7, 8 or 9c	1 space for every 100 carparking spaces or part thereof.
Class 6	
(a) Up to 1000 carparking spaces; and	1 space for every 50 carparking spaces or part thereof.
(b) for each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces.	1 space.

Assuming the entire non-residential component is assessed as retail uses, the proposal requires the provision of 2 accessible car parking spaces, based on Table D3.5 of the BCA.

That requirement is satisfied by the proposed provision of 2 accessible retail/commercial car parking spaces.

All accessible car parking spaces are located in the vicinity of passenger lifts and have been designed in accordance with AS2890.6:2009 requirements, including dimensions, shared zones and overhead clearances.

8.5 Bicycle & Motorcycle Parking

Newcastle DCP 2012 requires bicycle and motorcycle parking to be provided at the following rates:

- residential bicycle parking: 1 space per dwelling (unless in separate storage)
- residential visitor bicycle parking: 1 space per 10 dwellings (Security Level C)
- shop bicycle parking: 1 space per 200m^2 GFA (50% Level B, 50% Level C)
- motorcycle parking: 1 space per 20 car spaces

Table 8.5.1 – Stages 3 & 4 Proposed DA Bicycle & Motorcycle Parking Provision			
Land Use	**Parking Requirement**	**Proposed Parking Provision**	**Complies**
Stage 3			
Residential bicycles	95 spaces (Level A)	106 spaces	Yes
Visitors bicycles	10 spaces (Level C)		
Comm/retail bicycles	4 spaces (50% Level B & C)	4 spaces	Yes
Motorcycles	6 spaces	9 spaces	Yes
Stage 4			
Residential	132 spaces (Level A)	93 spaces + private storage	Yes
Visitors	13 spaces (Level C)		
Comm/retail	3 spaces (50% Level B & C)	6 spaces	Yes
Motorcycles	8 spaces	0 spaces	No*

* capable of provision and can be conditioned – refer to Figure 8.1)

In this regard, residential bicycle parking is provided either in the form of a private storage cage per unit or a dedicated bicycle storage room, located throughout the basement parking levels. Commercial/retail staff bicycle parking is provided within a secure room located on Block 3

Basement Level 1 and Block 4 Level 1, whilst commercial/retail/residential visitor parking is provided in the form of racks located throughout the ground floor level of both stages.

Motorcycle parking is provided within basement level 1 of Stage 3 and ultimately within the ground floor level of Stage 4 (not currently indicated on the Stage 4 architectural plans, however, can and will be, as per the mark-up on Figure 8.1) – i.e. the car park entry levels.

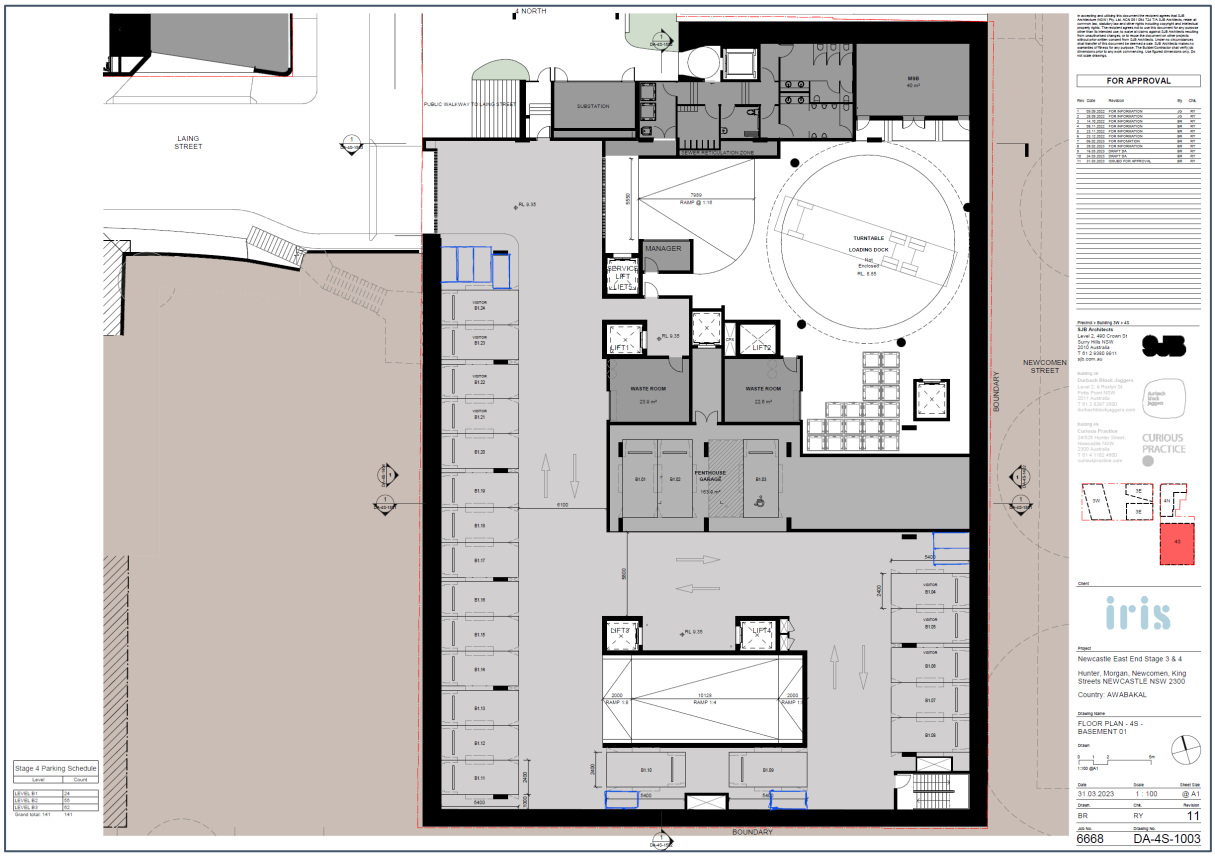

Figure 8.1 – Stage 4 motorcycle parking indicative locations (Source: CJP)

8.6 Electric Vehicle Parking

Council's NDCP 2012, Section 7.03.02, Part E (Amended), sets out the design requirements for electric vehicle charging points in new development. In terms of residential EV charging points, the following is required:

- *Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready connections,*

- *Locate EV Distribution Board(s) so that no future EV Ready connection will require a cable of more than 50m from the parking bay to connect,*

- *Identify on the plans submitted with the development application, the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a Future EV connection, with confirmation of adequacy from a suitably qualified person (such as an electrical engineer). Spatial allowances are to be made for cable trays and EV Distribution Board(s) when designing in other services.*

In terms of non-residential EV charging points, the following is required:

- *Development must provide 1 car parking space or 5% of all car parking spaces – whichever is greater - to have a 'Level 2' or higher standard electric vehicle charging point installed. A Development Application is accompanied by a report prepared by a suitably qualified and experienced person (such as an electrical engineer) demonstrating how the development will provide the specified electric vehicle charging point(s). This report should also include an accurate electrical plan, specifications for any off-street car parking and any electric kiosk requirements.*

In response, the proposed development makes provision for 12 residential EV spaces and 3 non-residential EV spaces in Stage 3, and 10 residential EV spaces in Stage 4, thereby satisfying the above requirements. Furthermore, every car parking space will have at minimum a GPO such that someone can also use that to charge a car or an electric bicycle, if required.

All charging point locations will be identified on the Construction Certificate plans should the development receive approval.

8.7 Loading & Servicing

The off-street loading requirements applicable to the development proposal are specified in the Newcastle DCP 2012, Section 7.03 (Amended), as set out below.

Land Use	Requirements for Delivery and Service Vehicles
Commercial premises (50% of spaces adequate for trucks)	<20,000m^2 GFA 1 space per 4,000m^2 GFA >20,000m^2 GFA 5 + 1 space per 8,000m^2 over 20,000m^2
Supermarkets, shops and restaurants (all spaces adequate for trucks)	<2,000m^2 GFA 1 space per 400m^2 GFA >2,000m^2 5 + 1 space per 1,000m^2 over 2,000m^2
Residential flat buildings (50% of spaces adequate for trucks)	<200 flats or home units 1 space per 50 flats or home units >200 flats or home units 4 + 1 per 100 units over 200

(Source: Newcastle DCP 2012, Section 7.03 [Amended 27.09.22])

The proposed development will be serviced by a variety of commercial vehicles including tradesmen, couriers, retail deliveries, removalists and waste contractors. In this regard, both stages include a dedicated service area capable of accommodating trucks up to and including 12.5m long HRV trucks with a 4.5m overhead clearance.

Both respective service areas have been fitted out with a mechanical turntable, thereby allowing all service vehicles to enter and exit the site in a forward direction.

Whilst it is noted that the provision of a single loading bay for both Stage 3 and Stage 4 is less than above NDCP 2012 numerical requirement, it is consistent with the design competition brief and winning design, can and will be appropriately managed, and therefore considered acceptable.

Swept turn path diagrams of a 12.5m HRV truck accessing both respective loading areas are reproduced in Appendix C.

9. Design Assessment

9.1 Applicable Design Standards

The following design standards have been used as the basis for compliance with respect to the vehicular access, parking and loading requirements, including the temporary parking facilities:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2009 – Off-Street Parking for People with Disabilities (AS2890.6)
- Australian Standards 4299:1995 – Adaptable Housing (AS4299)

Whilst the vehicular access, parking and loading areas have been designed in accordance with the above Australian Standards, it is expected that a condition of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current DA design can therefore be addressed at the CC stage.

9.2 Vehicular Access & Circulation Design

The following key compliances are noted with respect to the vehicular access design and circulation system:

- a 6.1m wide two-way driveway for both Stage 3 and Stage 4, in accordance with “Category 2” requirements
- first 6m of the driveways within the property boundary @ maximum 5% (1:20)
- 6.1m wide two-way internal ramps, facilitating two-way traffic flow
- top and bottom 2m ramp transitions @ 12.5% (1:8)
- maximum ramp gradients of 25% (1:4) servicing residential parking areas
- maximum ramp gradients of 20% (1:5) servicing retail parking areas
- 2.5m x 2.0m pedestrian sight triangle on the exit side of the Stage 3 driveway at the top of the ramp (sight triangle not possible on Stage 4, noting no footpath immediately outside the access driveway)
- minimum 5.8m wide aisles in residential parking areas in accordance with User Class 1/1A requirements
- minimum 6.6m wide aisles in retail parking areas in accordance with User Class 3/3A requirements
- minimum 1m “aisle extensions” at the end of dead-end parking aisles
- minimum 2.2m overhead clearance provided throughout the vehicular circulation system

Further to the above, the vehicular access and internal circulation arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in AS2890.1, allowing them to circulate through the respective basement parking areas without difficulty, pass other vehicles, and to enter and exit the site in a forward direction at all times.

Swept turn path diagrams are reproduced in Appendix C.

9.3 Parking Design

The following key compliances are noted with respect to the parking area design:

- 5.4m long car parking spaces
- minimum 2.4m wide residential and visitor parking spaces in accordance with User Class 1/1A requirements
- 2.6m wide retail parking spaces in accordance with User Class 3/3A requirements
- 2.4m wide accessible car parking spaces *plus* 5.4m long x 2.4m wide "shared area", in accordance with AS2890.6
- minimum 300mm additional width for parking spaces located against walls
- minimum 2.5m overhead clearance provided above accessible parking spaces and adjacent shared areas
- minimum 2.2m overhead clearance provided above all other parking spaces
- columns in parking areas generally located ~750mm back from the edge of the parking aisle
- no obstructions within the "design envelope" of any car parking spaces
- motorcycle and bicycle parking areas designed in accordance with AS2890.1 & AS2890.3, respectively
- all vehicles are able to enter and exit the site in a forward direction at all times

9.4 Service Area Design

The following key compliances are noted with respect to the Stage 3 and Stage 4 service area designs:

- 12m diameter commercial grade mechanical turntables with minimum 14m diameter exclusion zone around
- 2m loading/unloading areas at the rear of the respective loading bays
- 4.5m overhead clearance provided within the loading dock truck manoeuvring area
- maximum ramp grade of 6.25% (1:16)
- minimum 6m wide door opening widths to the respective loading bays
- all service vehicles are able to enter and exit the site in a forward direction

Further to the above, the vehicular access and service area arrangements have been designed to accommodate the swept turning path requirements of the HRV design vehicle, as specified in AS2890.2, allowing them to enter and exit the respective service areas in a forward direction at all times.

Swept turn path diagrams are reproduced in Appendix C.

10. Conclusion

In summary, the proposed development involves the construction of 195 residential apartments above 1,515m^2 of ground floor commercial/retail space, across Stages 3 & 4 of Newcastle East End.

Off-street parking in the Stages 3 & 4 DA scheme is proposed for a total of 314 car spaces across respective three-level car parks, all in accordance with Council's current DCP numerical requirements.

Vehicular access to the Stage 3 basement access driveway is proposed to be located off the Thorn Street site frontage, whilst the Stage 3 service driveway is proposed to be located off the Liang Street site frontage. The Stage 4 access driveway is proposed to be located off the Morgan Street (Lower) site frontage, which accesses both the car parking area and the loading bay.

The proposed DA scheme allows all vehicles to enter and exit the site in a forward direction at all times. No vehicular access is proposed off the King Street, Newcomen Street or Hunter Street site frontages.

Based on the findings contained within this report, the following conclusions are made:

- the site is located in close proximity to a wide variety of public and active transport options as well as within the Newcastle City Centre
- the proposed development is expected to generate in the order of 77 vph during the weekday morning peak period and 96 vph during the weekday afternoon peak period, less at other times
- when compared to the approved Concept DA scheme, the proposal results in a *nett reduction* of vehicle trips during the weekday morning and afternoon peak periods
- the proposed *nett reduction* in traffic will not result in any unacceptable traffic implications to the surrounding road network, given SIDRA modelling was undertaken at the Concept DA stage with higher associated volumes
- the Council car park has been demolished and the light rail through the city centre completed, thereby reducing traffic volumes in the vicinity of the East End development since the Concept DA SIDRA modelling was undertaken
- the proposed development makes provision for 314 car parking spaces (including car wash bays and common EV charging spaces), which satisfies Council's NDCP 2012 current numerical parking requirements
- the proposed development also makes provision for motorcycle parking spaces and bicycle parking spaces, which satisfies Council's NDCP 2012 current numerical requirements
- the proposed vehicular access, parking and loading area design complies with the relevant requirements of the AS2890 series
- swept turn paths of cars and trucks confirm that all vehicles are able to enter and exit the respective sites in a forward direction and circulate through the respective sites without difficulty.

In light of the foregoing assessment, it is considered that the proposed development on Stages 3 & 4 of Newcastle East End is consistent with the Concept DA scheme, consistent with the winning design competition scheme, compliant with Australian Standards, and therefore supportable on vehicular access, traffic, parking and servicing grounds. In the circumstances, it is therefore concluded that the proposed development will not result in any unacceptable implications.

Appendix A

Proposed Stages 3 & 4 architectural plans

Stage 3 Parking Schedule	
Level	Count
BASEMENT 1	16
BASEMENT 2	151
BASEMENT 3	64
	173
Grand total: 404	404

FOR APPROVAL

Rev	Date	Revision	By	Chk.
1	28.02.2023	FOR INFORMATION	JG	RY
2	08.03.2023	FOR INFORMATION	JG	RY
3	31.03.2023	ISSUE FOR DA	JG	RY

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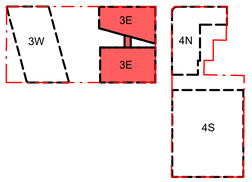

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EAST END STAGE 3&4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 3E - BASEMENT 03

Drawn

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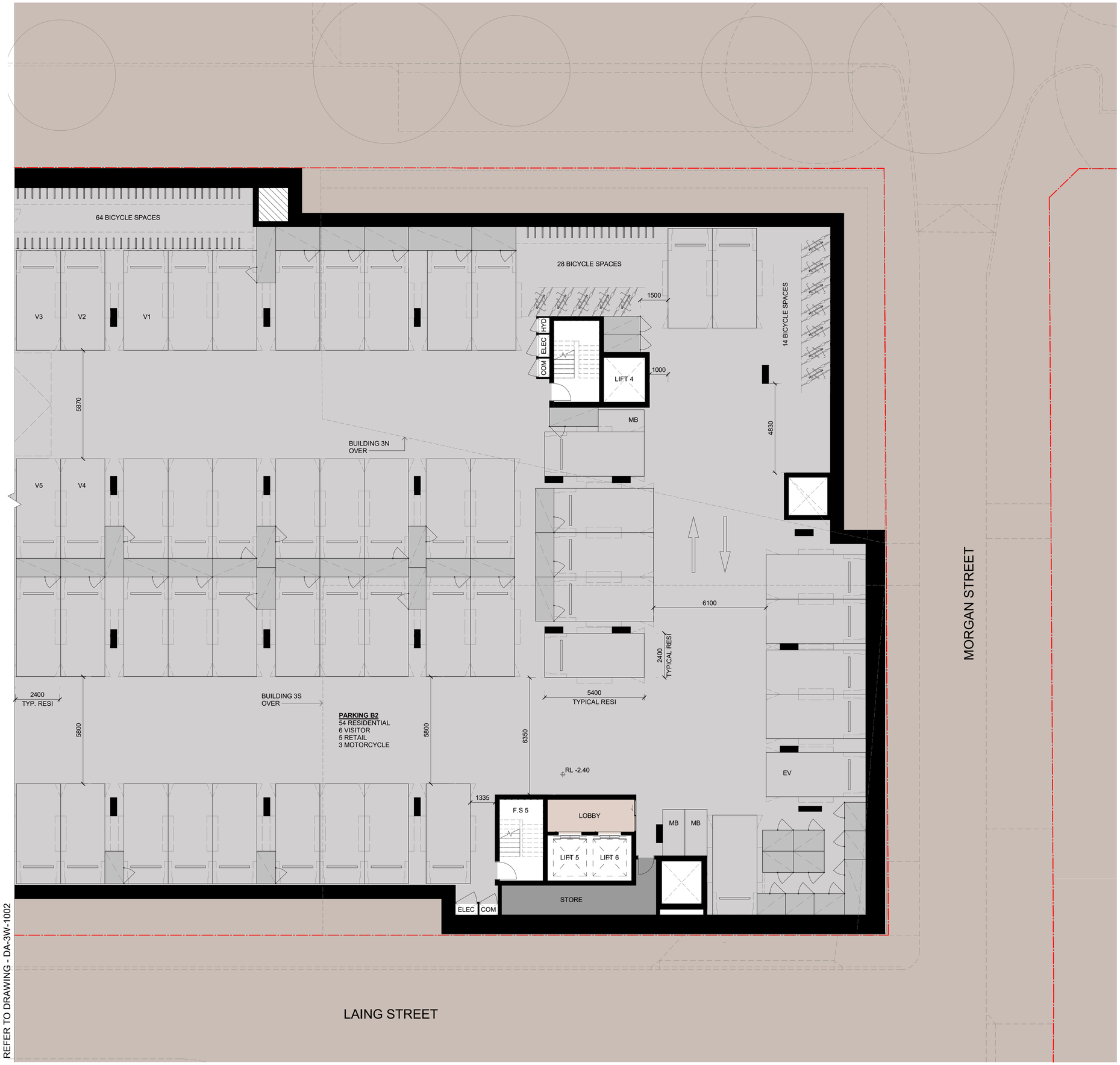

Stage 3 Parking Schedule	
Level	Count
BASEMENT 1	16
BASEMENT 2	151
BASEMENT 3	64
	173
Grand total: 404	404

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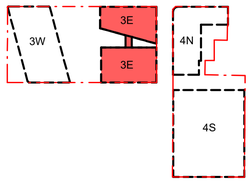

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EAST END STAGE 3&4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 3E - BASEMENT 02

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Job No.	Drawing No.	
6668	DA-3E-1002	

Stage 3 Parking Schedule	
Level	Count
BASEMENT 1	16
BASEMENT 2	151
BASEMENT 3	64
	173
Grand total: 404	404

FOR APPROVAL

Rev	Date	Revision	By	Chk.
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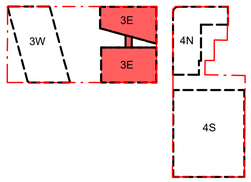

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Project
EAST END STAGE 3&4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name
FLOOR PLAN - 3E - BASEMENT 01

Drawn

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6668	DA-3E-1003	

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Rev	Date	Revision	By	Chk.
A	23/02/20	Issue for Strata Plans	ND	DJ
B	23/02/28	Issue for Draft DA	ND	DJ
C	23/03/16	Issue for Draft DA	ND/AG	DJ
D	23/03/27	ISSUE FOR DA	ND/AG	DJ

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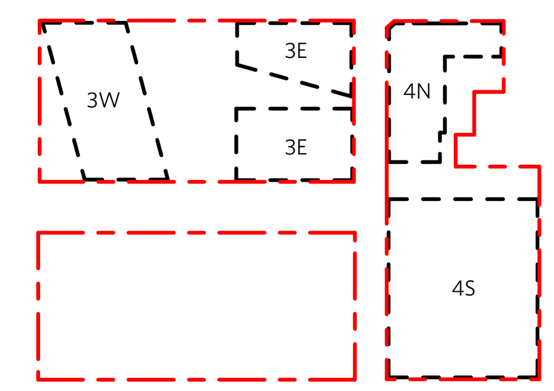

Client

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Project

Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

Floor Plan - 3E - Ground Plan

Drawn

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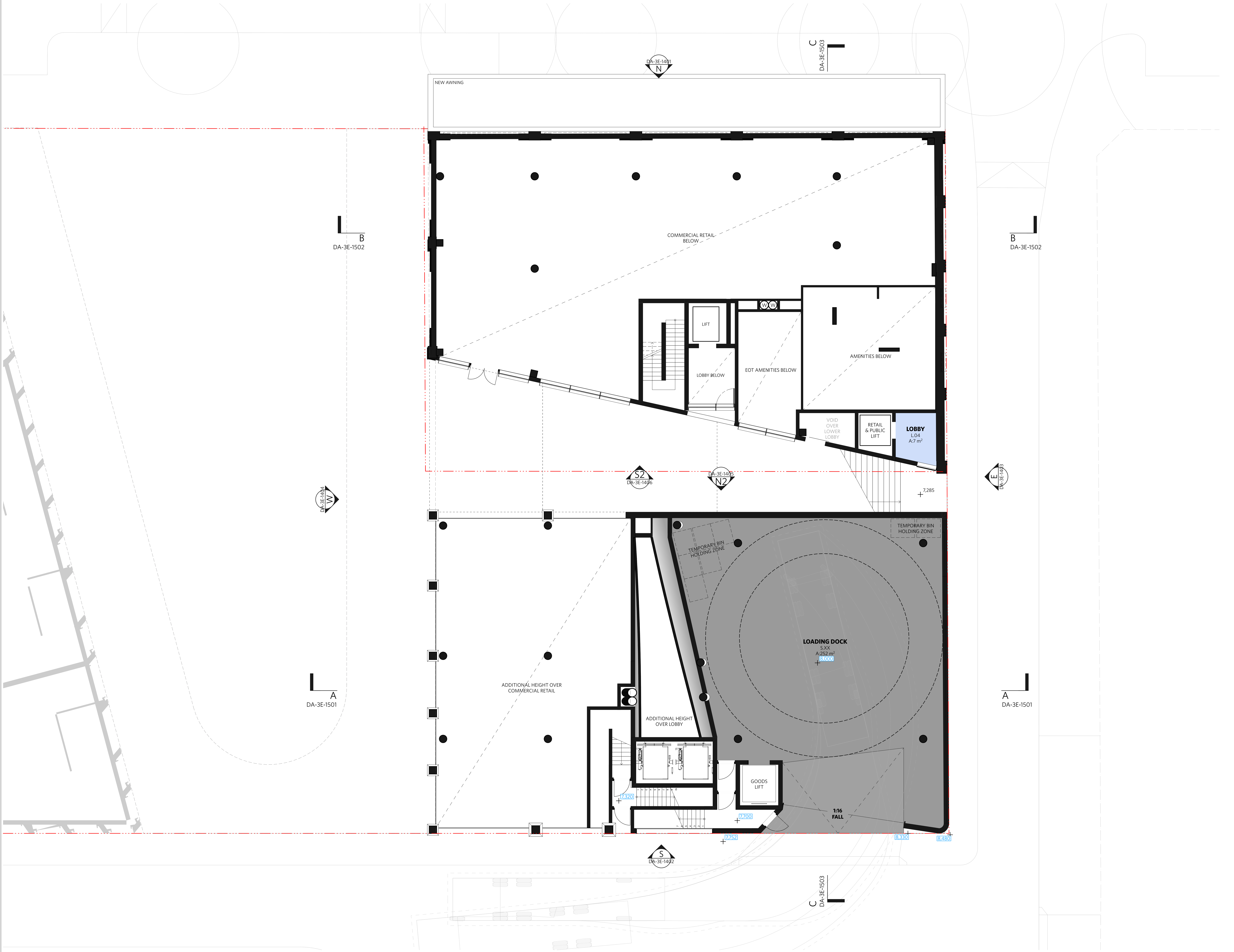

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B	23/02/28	Issue for Draft DA	ND	DJ
C	23/03/16	Issue for Draft DA	ND/AG	DJ
D	23/03/27	ISSUE FOR DA	ND/AG	DJ

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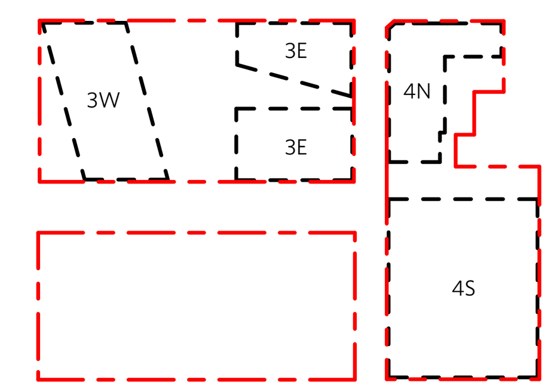

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Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name
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Drawn.	Chk.	Revision
ND	DJ	D

Job No.	Drawing No.
6668	DA-3E-1005

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FOR INFORMATION

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B	23/02/28	Issue for Draft DA	ND	DJ
C	23/03/16	Issue for Draft DA	ND/AG	DJ
D	23/03/27	ISSUE FOR DA	ND/AG	DJ

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Newcastle East End Stage 3 & 4

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Drawing Name
Floor Plan - 3E - Level 1 Plan

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ND	DJ	D

Job No.	Drawing No.
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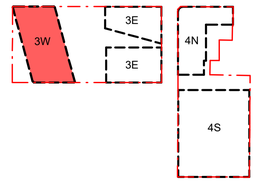

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EAST END STAGE 3&4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 3W - BASEMENT 03

Drawn

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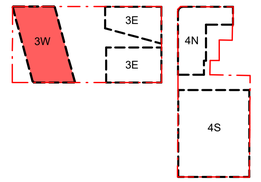

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Country: AWABAKAL

Drawing Name

FLOOR PLAN - 3W - BASEMENT 02

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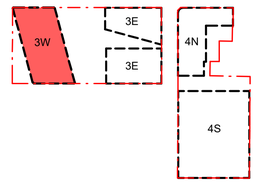

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Country: AWABAKAL

Drawing Name

FLOOR PLAN - 3W - BASEMENT 01

Drawn

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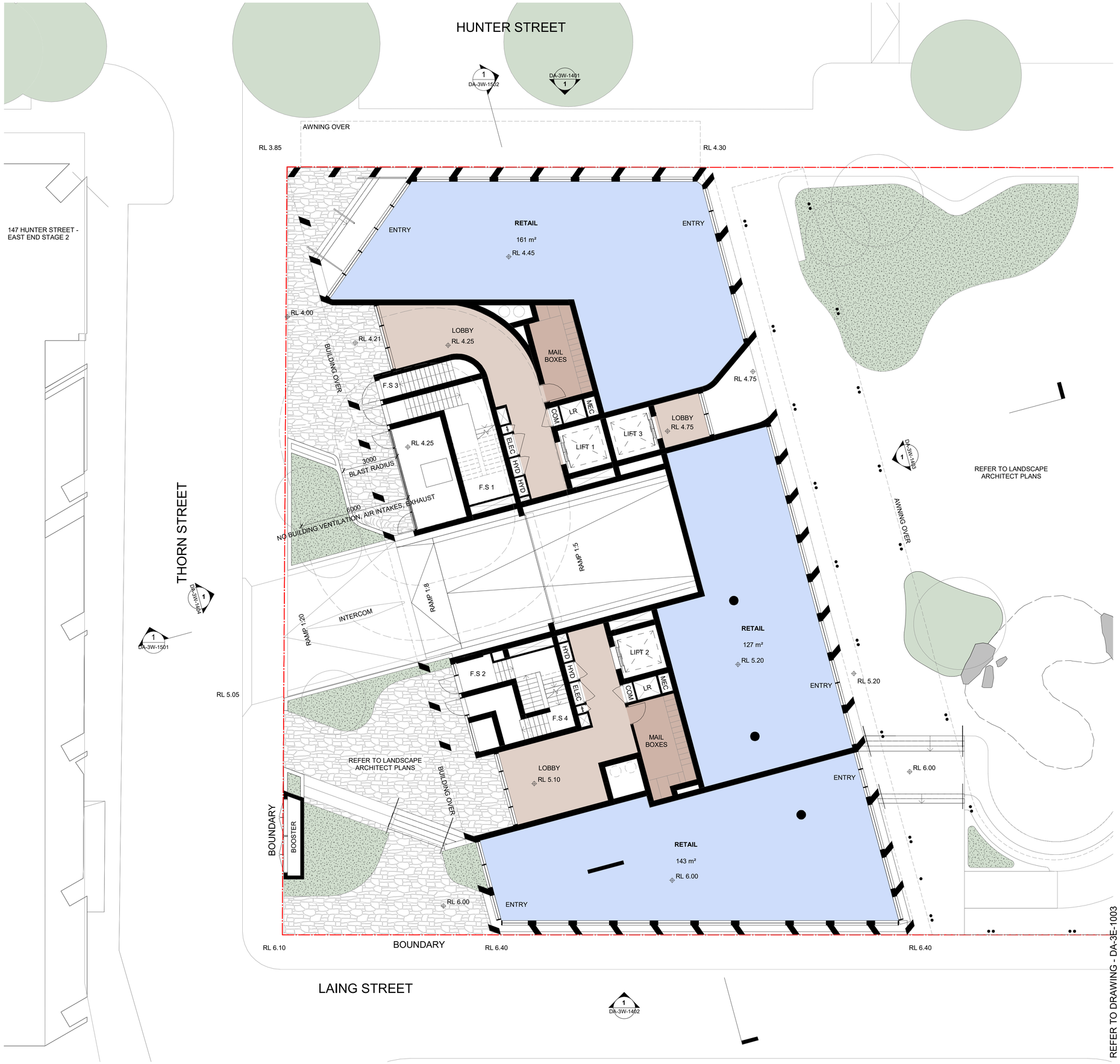

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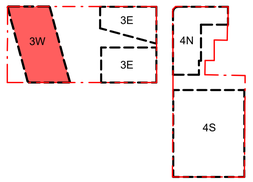

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EAST END STAGE 3&4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 3W - GROUND

Drawn

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6668	DA-3W-1004	

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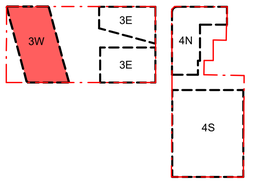

Client

Project

EAST END STAGE 3&4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 3W - LEVEL 01

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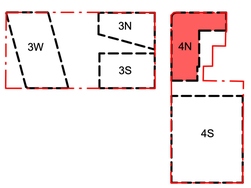
Nominated Architects: Greg Lee-10997 | Warren Haasnoot-9852



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Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

Floor Plan - 4N - Ground

Drawn

0 1 2 5m

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Date	Scale	Sheet Size
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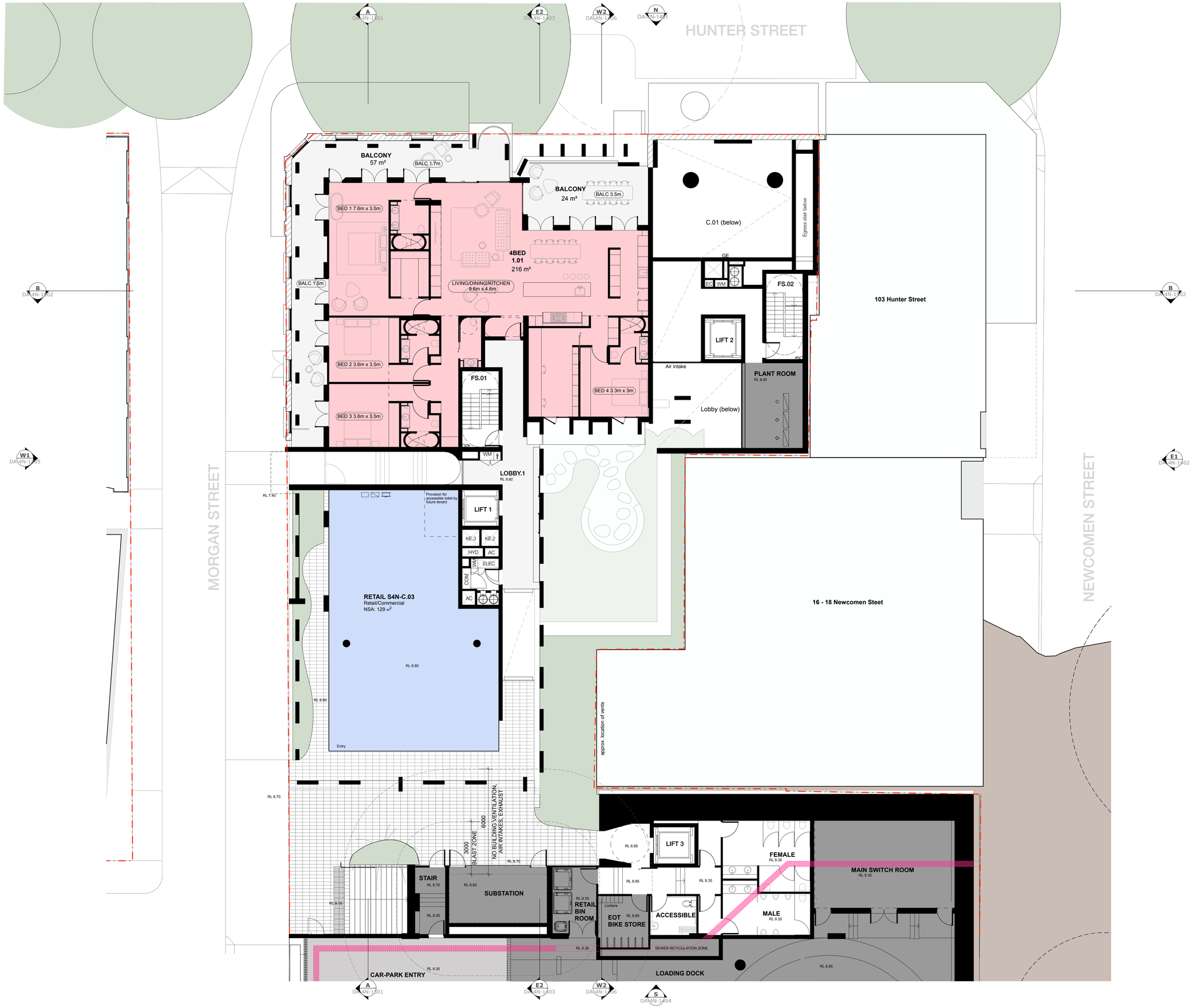

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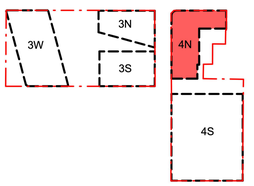

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Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

Floor Plan - 4N - Level 01

Drawn

0 1 2 5m
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Date	Scale	Sheet Size
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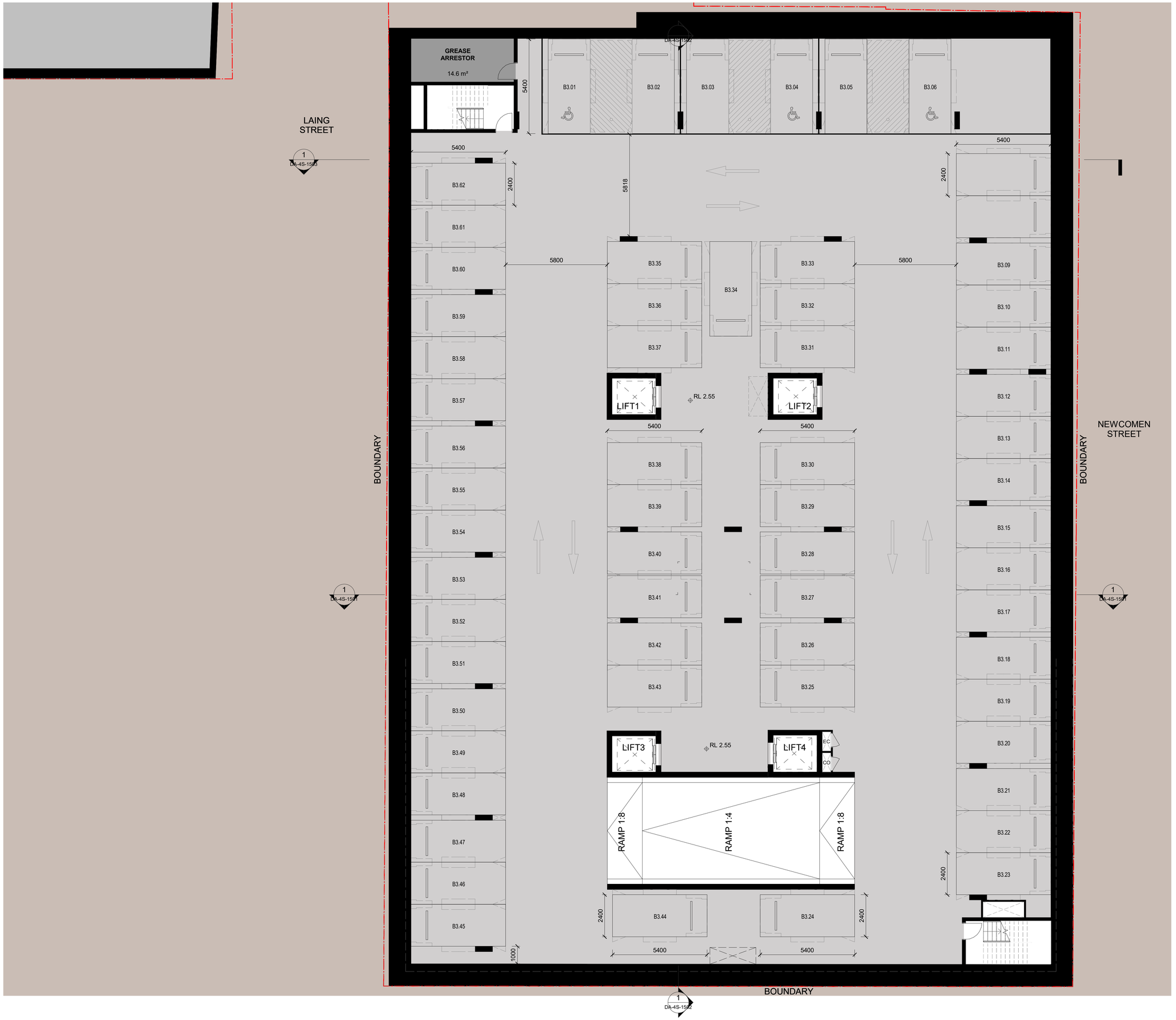

Stage 4 Parking Schedule	
Level	Count
LEVEL B1	24
LEVEL B2	55
LEVEL B3	62
Grand total: 141	141

FOR APPROVAL

Rev	Date	Revision	By	Chk.
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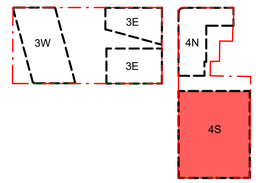
2	23.11.2022	FOR INFORMATION	BR	RY
3	23.12.2022	FOR INFORMATION	BR	RY
4	06.02.2023	FOR INFOMATION	BR	RY
5	28.02.2023	FOR INFORMATION	BR	RY
6	16.03.2023	DRAFT DA	BR	RY
7	24.03.2023	DRAFT DA	BR	RY
8	31.03.2023	ISSUED FOR APPROVAL	BR	RY

Precinct + Building 3W + 4S

SJB Architects
Level 2, 490 Crown St
Surry Hills NSW
2010 Australia
T 61 2 9380 9911
sjb.com.au

Building 3E
Durbach Block Jaggers
Level 2, 9 Roslyn St
Potts Point NSW
2011 Australia
T 61 2 8297 3500
durbachblockjaggers.com

Building 4N
Curious Practice
24/526 Hunter Street,
Newcastle NSW
2300 Australia
T 61 4 1182 4600
curiouspractice.com



Client

iris

Project

Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 4S - BASEMENT 03

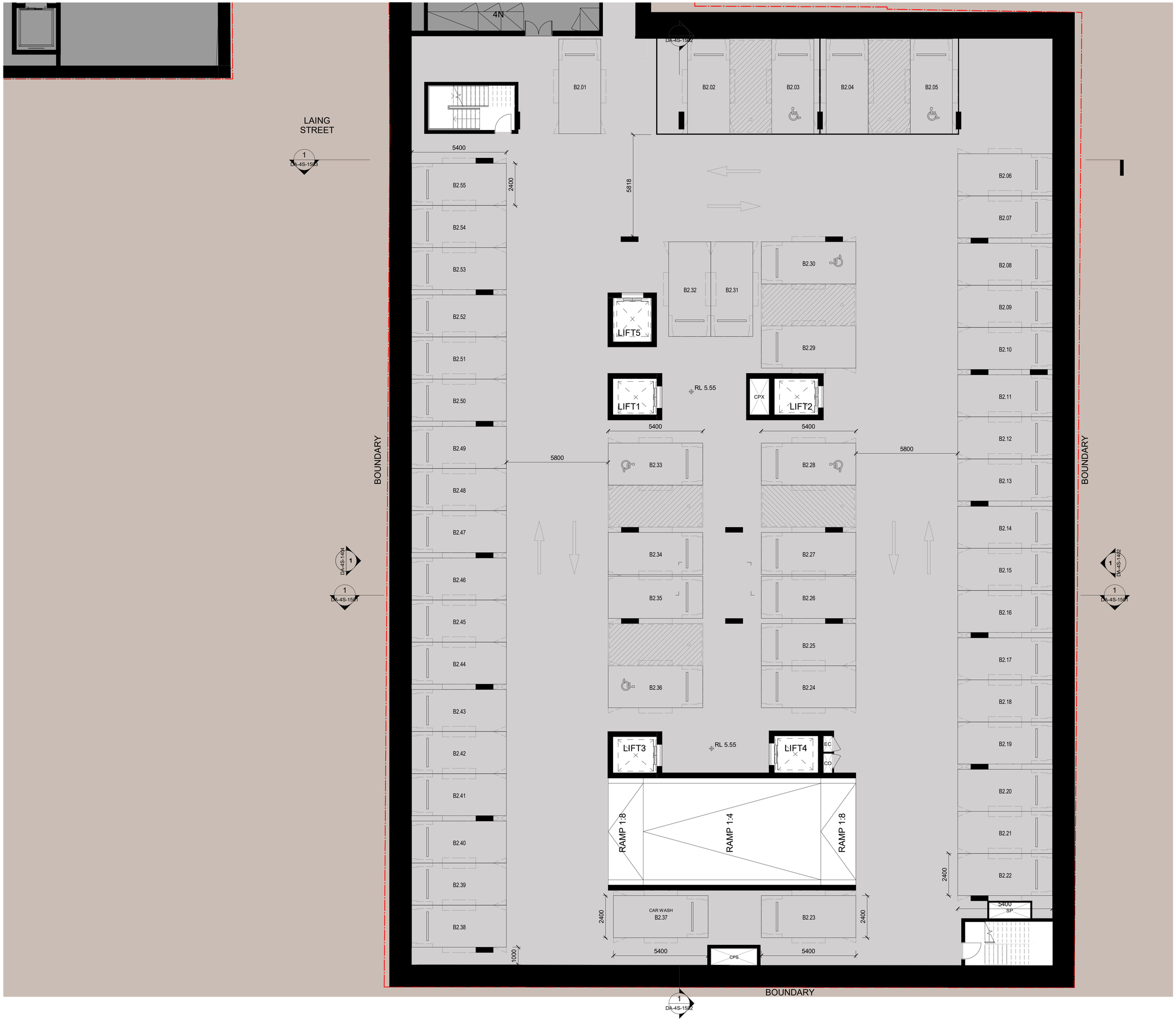
Drawn

0 1 2 5m
1:100 @A1

Date	Scale	Sheet Size
31.03.2023	1 : 100	@ A1

Drawn.	Chk.	Revision
BR	RY	8

Job No.	Drawing No.
6668	DA-4S-1001



Stage 4 Parking Schedule	
Level	Count
LEVEL B1	24
LEVEL B2	55
LEVEL B3	62
Grand total: 141	141

FOR APPROVAL

Rev	Date	Revision	By	Chk.
1	09.09.2022	FOR INFORMATION	JG	RY
2	28.09.2022	FOR INFORMATION	JG	RY
3	14.10.2022	FOR INFORMATION	BR	RY
4	08.11.2022	FOR INFORMATION	BR	RY
5	23.11.2022	FOR INFORMATION	BR	RY
6	23.12.2022	FOR INFORMATION	BR	RY
7	06.02.2023	FOR INFOMATION	BR	RY
8	28.02.2023	FOR INFORMATION	BR	RY
9	16.03.2023	DRAFT DA	BR	RY
10	24.03.2023	DRAFT DA	BR	RY
11	31.03.2023	ISSUED FOR APPROVAL	BR	RY

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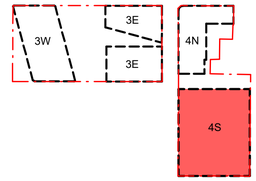
curiouspractice.com



Client

iris

Project

Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 4S - BASEMENT 02

Drawn

0 1 2 5m
1:100 @A1

Date	Scale	Sheet Size
31.03.2023	1 : 100	@ A1
Drawn.	Chk.	Revision
BR	RY	11
Job No.	Drawing No.	
6668	DA-4S-1002	

Stage 4 Parking Schedule	
Level	Count
LEVEL B1	24
LEVEL B2	55
LEVEL B3	62
Grand total: 141	141

FOR APPROVAL

Rev	Date	Revision	By	Chk.
1	09.09.2022	FOR INFORMATION	JG	RY
2	28.09.2022	FOR INFORMATION	JG	RY
3	14.10.2022	FOR INFORMATION	BR	RY
4	08.11.2022	FOR INFORMATION	BR	RY
5	23.11.2022	FOR INFORMATION	BR	RY
6	23.12.2022	FOR INFORMATION	BR	RY
7	06.02.2023	FOR INFOMATION	BR	RY
8	28.02.2023	FOR INFORMATION	BR	RY
9	16.03.2023	DRAFT DA	BR	RY
10	24.03.2023	DRAFT DA	BR	RY
11	31.03.2023	ISSUED FOR APPROVAL	BR	RY

Precinct + Building 3W + 4S

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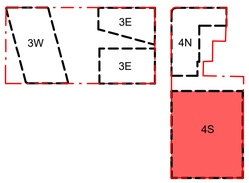
curiouspractice.com



Client

iris

Project

Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

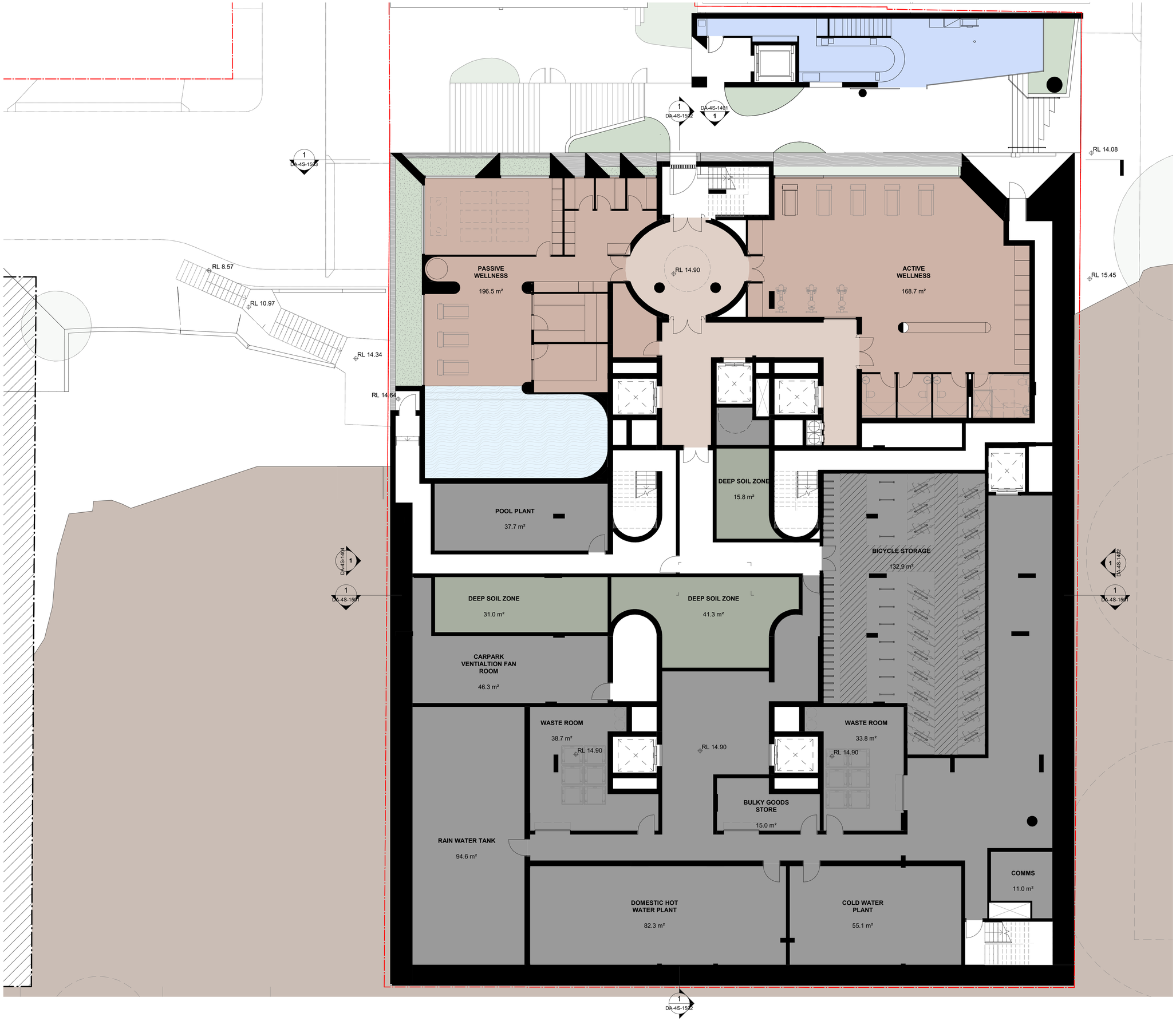
Drawing Name

FLOOR PLAN - 4S - BASEMENT 01

Drawn

0 1 2 5m
1:100 @A1

Date	Scale	Sheet Size
31.03.2023	1 : 100	@ A1
Drawn.	Chk.	Revision
BR	RY	11
Job No.	Drawing No.	
6668	DA-4S-1003	



FOR APPROVAL

Rev	Date	Revision	By	Chk.
1	09.09.2022	FOR INFORMATION	JG	RY
2	28.09.2022	FOR INFORMATION	JG	RY
3	14.10.2022	FOR INFORMATION	BR	RY
4	08.11.2022	FOR INFORMATION	BR	RY
5	23.11.2022	FOR INFORMATION	BR	RY
6	23.12.2022	FOR INFORMATION	BR	RY
7	28.02.2023	FOR INFORMATION	BR	RY
8	16.03.2023	DRAFT DA	BR	RY
9	24.03.2023	DRAFT DA	BR	RY
10	31.03.2023	ISSUED FOR APPROVAL	BR	RY

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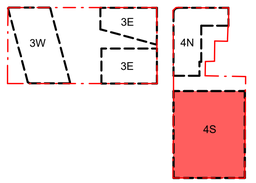

Client

iris

Project

Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name

FLOOR PLAN - 4S - LOWER GROUND

Drawn

0 1 2 5m
1:100 @A1

Date	Scale	Sheet Size
31.03.2023	1 : 100	@ A1

Drawn.	Chk.	Revision
BR	RY	10

Job No.	Drawing No.
6668	DA-4S-1004

FOR APPROVAL

Rev	Date	Revision	By	Chk.
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2	28.09.2022	FOR INFORMATION	JG	RY
3	14.10.2022	FOR INFORMATION	BR	RY
4	08.11.2022	FOR INFORMATION	BR	RY
5	23.12.2022	FOR INFORMATION	BR	RY
6	28.02.2023	FOR INFORMATION	BR	RY
7	16.03.2023	DRAFT DA	BR	RY
8	24.03.2023	DRAFT DA	BR	RY
9	31.03.2023	ISSUED FOR APPROVAL	BR	RY

Precinct + Building 3W + 4S

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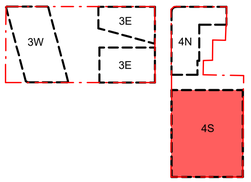
curiouspractice.com



Client

Project
Newcastle East End Stage 3 & 4

Hunter, Morgan, Newcomen, King Streets NEWCASTLE NSW 2300

Country: AWABAKAL

Drawing Name
FLOOR PLAN - 4S - UPPER GROUND

Drawn

0 1 2 5m
1:100 @A1

Date	Scale	Sheet Size
31.03.2023	1 : 100	@ A1
Drawn.	Chk.	Revision
BR	RY	9
Job No.	Drawing No.	
6668	DA-4S-1005	

CJP | CONSULTING ENGINEERS

Appendix B

Council's 20% public domain plans

EAST END REDEVELOPMENT PROJECT

CONCEPT DESIGN - STAGES 3, 4, 6, 7 AND 8
CIVIL ENGINEERING PACKAGE

LOCALITY PLAN

IMAGE SOURCE : NEARMAPS

DRAWING LIST

DWG. NO	DRAWING TITLE
CD-C01.01	COVER SHEET, DRAWING LIST AND LOCALITY PLAN
CD-C01.21	GENERAL ARRANGEMENT AND STAGING PLAN
CD-C01.31	TYPICAL SECTIONS SHEET 1
CD-C01.32	TYPICAL SECTIONS SHEET 2
CD-C04.01	CIVIL WORKS PLAN SHEET 1
CD-C04.02	CIVIL WORKS PLAN SHEET 2
CD-C04.03	CIVIL WORKS PLAN SHEET 3
CD-C04.04	CIVIL WORKS PLAN SHEET 4
CD-C04.05	CIVIL WORKS PLAN SHEET 5
CD-C04.06	CIVIL WORKS PLAN SHEET 6
CD-C04.07	CIVIL WORKS PLAN SHEET 7
CD-C04.08	CIVIL WORKS PLAN SHEET 8
CD-C04.09	CIVIL WORKS PLAN SHEET 9
CD-C04.10	CIVIL WORKS PLAN SHEET 10

DRAWN: B. DUGGAN DESIGNED: A. KILLEN JOB MANAGER: A. BROWN VERIFIER:

NOT FOR CONSTRUCTION

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
A	ISSUED FOR 20% CONCEPT REVIEW	BD	AB	AK	14.10.22

CLIENT: City of Newcastle

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ARCHITECT

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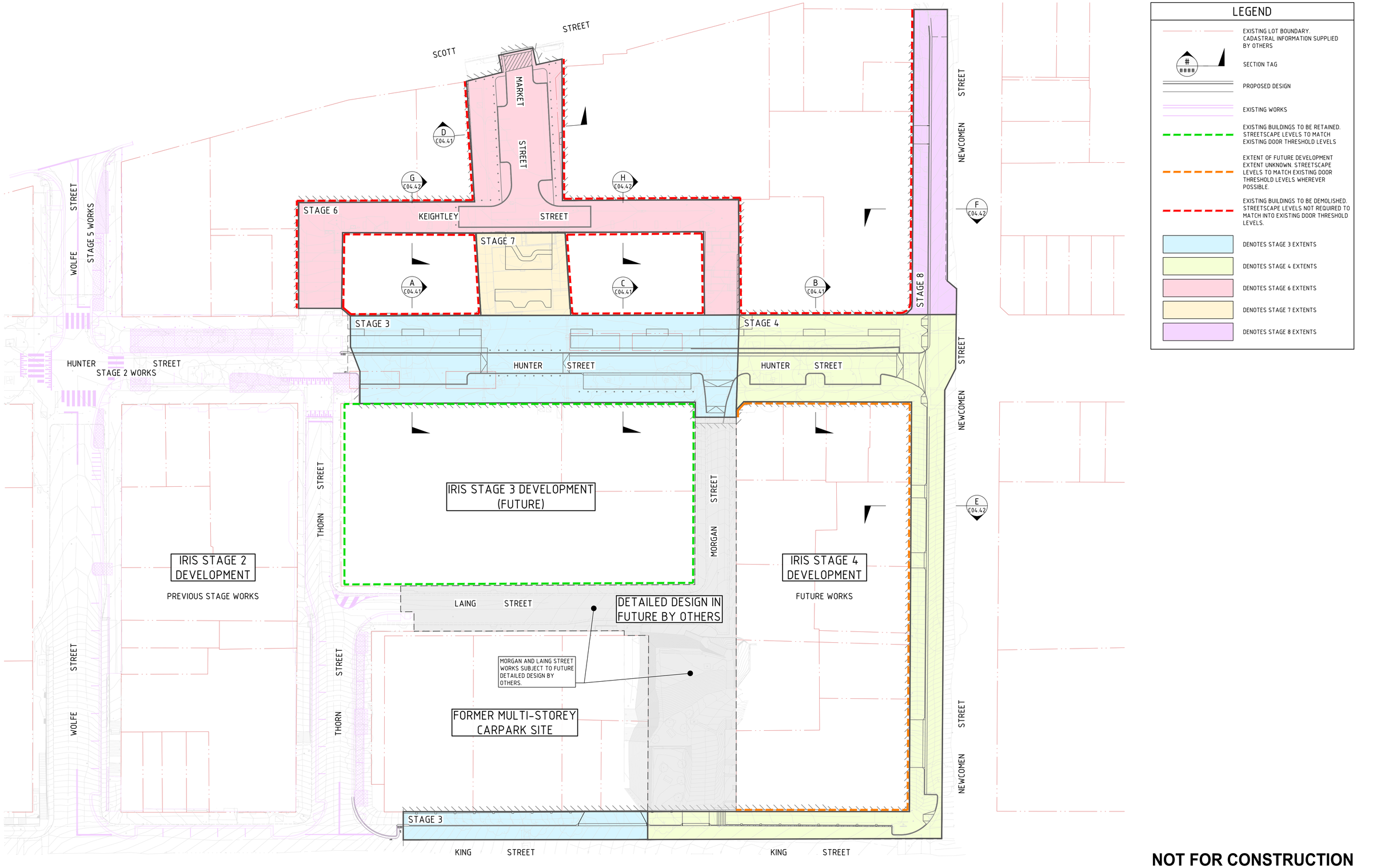
Newcastle
Level 1, 215 Pacific Hwy, Charlestown NSW 2290
Ph (02) 4943 1777 Email newcastle@northrop.com.au
ABN 81 094 433 100

PROJECT: EAST END REDEVELOPMENT PROJECT
STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE: CIVIL ENGINEERING PACKAGE
COVER SHEET, DRAWING LIST AND LOCALITY PLAN

JOB NUMBER: NL220675
DRAWING NUMBER: CD-C01.01
REVISION: A
DRAWING SHEET SIZE = A1



LEGEND

- EXISTING LOT BOUNDARY. CADASTRAL INFORMATION SUPPLIED BY OTHERS
- # / #### SECTION TAG
- PROPOSED DESIGN
- EXISTING WORKS
- EXISTING BUILDINGS TO BE RETAINED. STREETSCAPE LEVELS TO MATCH EXISTING DOOR THRESHOLD LEVELS
- EXTENT OF FUTURE DEVELOPMENT EXTENT UNKNOWN. STREETSCAPE LEVELS TO MATCH EXISTING DOOR THRESHOLD LEVELS WHEREVER POSSIBLE.
- EXISTING BUILDINGS TO BE DEMOLISHED. STREETSCAPE LEVELS NOT REQUIRED TO MATCH INTO EXISTING DOOR THRESHOLD LEVELS.
- DENOTES STAGE 3 EXTENTS
- DENOTES STAGE 4 EXTENTS
- DENOTES STAGE 6 EXTENTS
- DENOTES STAGE 7 EXTENTS
- DENOTES STAGE 8 EXTENTS

DRAWN: B. DUGGAN DESIGNED: A. KILLEN JOB MANAGER: A. BROWN VERIFIER:

NOT FOR CONSTRUCTION

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
1	ISSUED FOR 20% CONCEPT REVIEW	BD	AB	AK	14.10.22

CLIENT: City of Newcastle

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ARCHITECT

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SCALE 1:400@ A1 — 0 4 8 12 16 20m

NORTHROP
Newcastle
Level 1, 215 Pacific Hwy, Charlestown NSW 2290
Ph (02) 4943 1777 Email newcastle@northrop.com.au
ABN 81 094 433 100

PROJECT: EAST END REDEVELOPMENT PROJECT — STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE: CIVIL ENGINEERING PACKAGE — GENERAL ARRANGEMENT AND STAGING PLAN

JOB NUMBER: NL220675

DRAWING NUMBER: CD-C01.21

REVISION: 1

DRAWING SHEET SIZE = A1

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EXISTING DOORWAY THRESHOLDS TO BE RETAINED ALONG FRONTAGE OF 164 HUNTER STREET (TYPICAL)

MARKET STREET

HUNTER STREET

NEW KERB TO MATCH INTO EXISTING KERB INLET PIT LINTEL.

PROPOSED RAISED PEDESTRIAN CROSSING FLUSH WITH VERGE LEVEL

REDUNDANT STORMWATER PIPEWORK ALONG SOUTH SIDE OF HUNTER STREET TO BE REMOVED (TYPICAL).

APPROXIMATE LOCATION OF EXISTING BRICK DRAIN. TO BE REMOVED/FILLED IN PENDING DETAILED STORWMATER INVESTIGATION.

LIMIT OF WORKS

CONTINUES ON SHEET C04.02

24.60m

R1.00m

2.80m

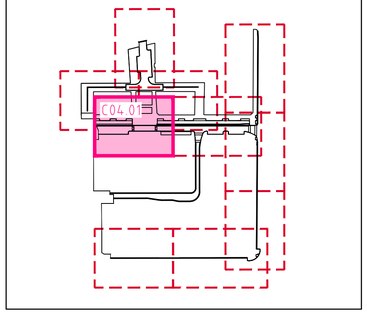
4.50m

2.50m

PHOTO 1

PHOTO 2

KEYPLAN



LEGEND

- EXISTING LOT BOUNDARY. CADASTRAL INFORMATION SUPPLIED BY OTHERS.
- KR — DENOTES KERB RAMP IN ACCORDANCE WITH CoN STANDARD DRAWING A1201
- VC — DENOTES VEHICLE CROSSING IN ACCORDANCE WITH CN STANDARD DRAWING A1300
- PKG — DENOTES PERMEABLE KERB AND GUTTER.
- KG — DENOTES KERB AND GUTTER IN ACCORDANCE WITH CN DRAWING A1200
- KO — DENOTES KERB ONLY IN ACCORDANCE WITH CoN STANDARD DRAWING A1200
- SKO — DENOTES SANDSTONE KERB ONLY
- FK — DENOTES FLUSH KERB IN ACCORDANCE WITH CoN STANDARD DRAWING A1200
- MTE — MATCH TO EXISTING
- eXX — DENOTES EXISTING KERB AND TYPE AS PER ABOVE
- FALL — INDICATIVE DIRECTION OF FINISHED SURFACE GRADE
- NEW DRAINAGE STRUCTURE.
- EXISTING DRAINAGE STRUCTURE.
- DENOTES PROPOSED STORMWATER PIPE.
- DENOTES EXISTING STORMWATER PIPE (PREVIOUS STAGE).
- SW — DENOTES EXISTING STORMWATER PIPE (APPROXIMATE FROM CN GIS).
- DENOTES EXTENT OF AC PAVEMENT.
- DENOTES EXTENT OF CONCRETE CYCLE PATH IN ACCORDANCE WITH CoN STANDARD DRAWING A1406. FINISHED TO LANDSCAPE ARCHITECTS DETAILS.
- DENOTES RAISED CONCRETE CROSSING WITH PAVER INLAY.
- DENOTES EXTENT OF CONCRETE FOOTPATH PAVEMENT WITH PAVER SURFACING IN ACCORDANCE WITH CoN STANDARD DRAWING A1405. PAVERS TO LANDSCAPE ARCHITECT'S DETAILS.
- DENOTES EXTENT OF CONCRETE FOOTPATH PAVEMENT WITH BANDING IN ACCORDANCE WITH CoN STANDARD DRAWING A1409. CONCRETE FINISH TO BE TESTED FOR SLIP RESISTANT FOR STEEP GRADES.
- B — DENOTES BOLLARD IN ACCORDANCE WITH CN DRAWING A3642, SURFACE MOUNTED ON UNIT PAVERS UNLESS NOTED OTHERWISE.
- CE — PROPOSED RAISED CONCRETE EDGE
- exRW — EXISTING RETAINING WALL
- F1 — PROPOSED GALVANISED STEEL TUBE HANDRAIL IN ACCORDANCE WITH CoN STANDARD DRAWING A3502.
- F2 — PROPOSED FENCE
- 1 / C04.01 — PHOTO TAG

NOT FOR CONSTRUCTION

DRAWN: B. DUGGAN DESIGNED: A. KILLEN JOB MANAGER: A. BROWN VERIFIER:

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
A	ISSUED FOR 20% CONCEPT REVIEW	BD	AB	AK	14.10.22

CLIENT: City of Newcastle

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ARCHITECT

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SCALE 1:100 @ A1 — 0 1 2 3 4 5m

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ABN 81 094 433 100

PROJECT: EAST END REDEVELOPMENT PROJECT
STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE: CIVIL ENGINEERING PACKAGE
CIVIL WORKS PLAN SHEET 1

JOB NUMBER: NL220675
DRAWING NUMBER: CD-C04.01
REVISION: A
DRAWING SHEET SIZE = A1

Date : 14.10.2022 2:39 PM Plotted By : ANDREW KILLEN Found : y:\year 2022 jobs\nl220675 - east end public domain plan stages 3,4,5,6,7 & 8\o - drawings\CIVIL\03-CAD\01-CC COMBINED STAGES\NL220675-CC C04.01 CIVIL WORKS PLAN.dwg

CONTINUES ON SHEET C04.10

CONTINUES ON SHEET C04.01

CONTINUES ON SHEET C04.07

CONTINUES ON SHEET C04.06

STREET

KEIGHTLEY

MORGAN

HUNTER

STREET

NEWCOMEN

LIMIT OF WORKS

EXISTING OVERLAND FLOW PATH TO BE RETAINED ALONG MORGAN STREET.

PROPOSED FOOTPATH TO RAMP DOWN AT MAXIMUM 7% LONGITUDINAL GRADE TO MATCH INTO EXISTING SHOP FRONT.

EXISTING AWNING POSTS TO BE PROTECTED AND RETAINED.

PROPOSED CONCRETE EDGE TO BE PROVIDED ALONG EDGE OF CYCLEWAY TO ADDRESS LEVEL DIFFERENCE BETWEEN ROADWAY AND EXISTING SHOPFRONTS.

ACCESSIBLE PARKING AREA CONSTRUCTED AT GRADE.

BUILDING INTERFACE LEVELS TO BE COORDINATED WITH PROPOSED DEVELOPMENT ADJACENT (TYPICAL).

REDUNDANT STORMWATER PIPEWORK ALONG SOUTH SIDE OF HUNTER STREET TO BE REMOVED (TYPICAL).

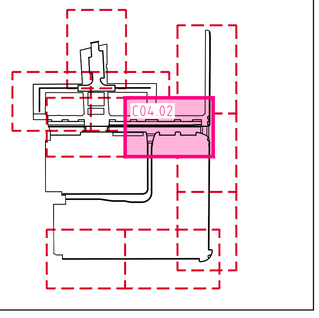
BUILDING INTERFACE LEVELS TO BE COORDINATED WITH PROPOSED DEVELOPMENT ADJACENT (TYPICAL).

PROPOSED PAVEMENT LEVELS AND STORMWATER DRAINAGE TO BE COORDINATED WITH FUTURE STREETSCAPE WORKS UNDERTAKEN BY OTHERS. CONCEPT KERB ALIGNMENT SHOWN.

PROPOSED RAISED PEDESTRIAN CROSSING FLUSH WITH VERGE LEVEL

ALL EXISTING PEDESTRIAN HANDRAILS TO BE REPLACED IN SAME LOCATION ALONG NEWCOMEN STREET (TYPICAL).

KEYPLAN



REFER TO DRAWING C04.01 FOR LEGEND AND NOTES

NOT FOR CONSTRUCTION

VERIFIER:
JOB MANAGER: A. BROWN
DESIGNED: A. KILLEN
DRAWN: B. DUGGAN

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
A	ISSUED FOR 20% CONCEPT REVIEW	BD	AB	AK	14.10.22

CLIENT: City of Newcastle

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SCALE 1:100 @ A1

0 1 2 3 4 5m

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PROJECT: EAST END REDEVELOPMENT PROJECT
STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE: CIVIL ENGINEERING PACKAGE
CIVIL WORKS PLAN SHEET 2

JOB NUMBER: NL220675

DRAWING NUMBER: CD-C04.02

REVISION: A

DRAWING SHEET SIZE = A1

Date : 14.10.2022 2:39 PM Plotted By : ANDREW KILLEN Found : y:\year 2022 jobs\nl220675 - east end public domain plan stages 3,4,5,6,7 & 8\o - drawings\CIVIL\03-CAD\01-CC COMBINED STAGES\NL220675-CC C04.01 CIVIL WORKS PLAN.dwg

EXISTING WELDED MESH FENCING ALONG TOP OF RETAINING WALL TO BE REPLACED IN ACCORDANCE WITH CoN STANDARD DRAWING A3507.

EXISITING FOOTPATH LEVELS PROPOSED TO BE RETAINED ALONG KING STREET (TYPICAL).

EXISITING LOCATION OF DRIVEWAY LAYBACK SERVICING FORMER MULTI-STOREY CARPARK NOW DEMOLISHED. REQUIREMENT FOR LAYBACK TO BE CONFIRMED AS PART OF DESIGN PROGRESSION.

LIMIT OF WORKS

LIMIT OF WORKS

MTE

F2

F2

F2

G

E-UG

MTE

KG

KG

VC

KG

3
C04.03

eKG

MTE

KING STREET

EXTENT OF EXISTING AC PAVEMENT TO BE MILLED AND RESURFACED

CONTINUES ON SHEET C04.04

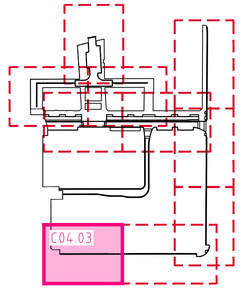
SW

SW

SW

PHOTO 3

KEYPLAN



REFER TO DRAWING C04.01 FOR LEGEND AND NOTES

NOT FOR CONSTRUCTION

VERIFIER:
JOB MANAGER: A. BROWN
DESIGNED: A. KILLEN
DRAWN: B. DUGGAN

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
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SCALE 1:100 @ A1

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ABN 81 094 433 100

PROJECT
EAST END REDEVELOPMENT PROJECT

STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE
CIVIL ENGINEERING PACKAGE

CIVIL WORKS PLAN SHEET 3

JOB NUMBER
NL220675

DRAWING NUMBER
CD-C04.03

REVISION
A

DRAWING SHEET SIZE = A1

Date : 14.10.2022 2:39 PM Plotted By : ANDREW KILLEN Found : y:\year 2022 jobs\nl220675 - east end public domain plan stages 3,4,5,6,7 & 8\o - drawings\CIVIL\03-CAD\01-CC COMBINED STAGES\NL220675-CC C04.01 CIVIL WORKS PLAN.dwg

EXISTING CONCRETE STAIRS AND HANDRAILS TO BE RECONSTRUCTED TO MATCH EXISTING. DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE.
ALTERNATIVELY, SUBJECT TO CONFIRMATION OF TIMING OF ADJOINING REDEVELOPMENT WORKS, STAIRS TO BE REMOVED AND FOOTPATH REGRADED TO CREATE COMPLIANT RAMP ACCESS. UTILITIES WILL REQUIRE ADJUSTMENT

EXISTING FOOTPATH GRADES TO BE RETAINED ALONG KING STREET (TYPICAL).

CONTINUES ON SHEET C04.05

ALL EXISTING PEDESTRIAN HANDRAILS TO BE REPLACED IN SAME LOCATION ALONG NEWCOMEN STREET (TYPICAL).

EXISTING STEP UP TO DOOR THRESHOLD TO BE RETAINED.

LIMIT OF WORKS

LIMIT OF WORKS

LIMIT OF WORKS

KING STREET

NEWCOMEN STREET

EXISTING ORDINANCE FENCE TO BE REPLACED IN ACCORDANCE WITH CN STANDARD DRAWING A3500.

EXISTING STORMWATER PITS AND ADJOINING PIPEWORK TO BE REPLACED.

EXTENT OF EXISTING AC PAVEMENT TO BE MILLED AND RESURFACED

EXISTING STONE RETAINING WALL TO BE RETAINED AND PROTECTED FOR THE DURATION OF CONSTRUCTION

EXISITING DRIVEWAY LAYBACK TO SERVICING PRIVATE CARPARK TO BE RECONSTRUCTED.

EXISTING SANDSTONE KERB AND GUTTER CAN BE RETAINED OR REINSTATED AROUND BLISTER TO MATCH OTHER SIDE OF NEWCOMEN STREET - SUBJECT TO CN CONFIRMATION.

EXISTING AC RAISED PEDESTRIAN CROSSING TO BE RETAINED AND REINSTATED.

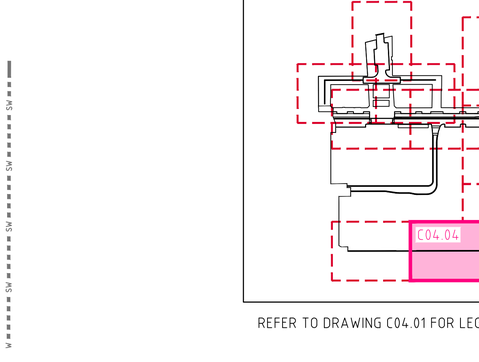
CONTINUES ON SHEET C04.03

CONTINUES ON SHEET C04.05

PHOTO 4

PHOTO 5

PHOTO 6



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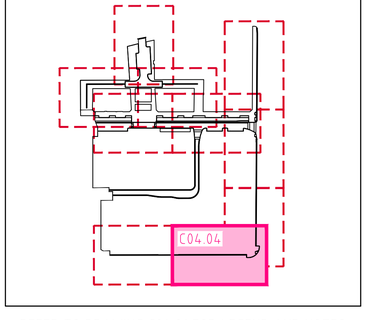

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ABN 81 094 433 100

PROJECT: EAST END REDEVELOPMENT PROJECT
STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE: CIVIL ENGINEERING PACKAGE
CIVIL WORKS PLAN SHEET 4

JOB NUMBER: NL220675
DRAWING NUMBER: CD-C04.04
REVISION: A
DRAWING SHEET SIZE = A1

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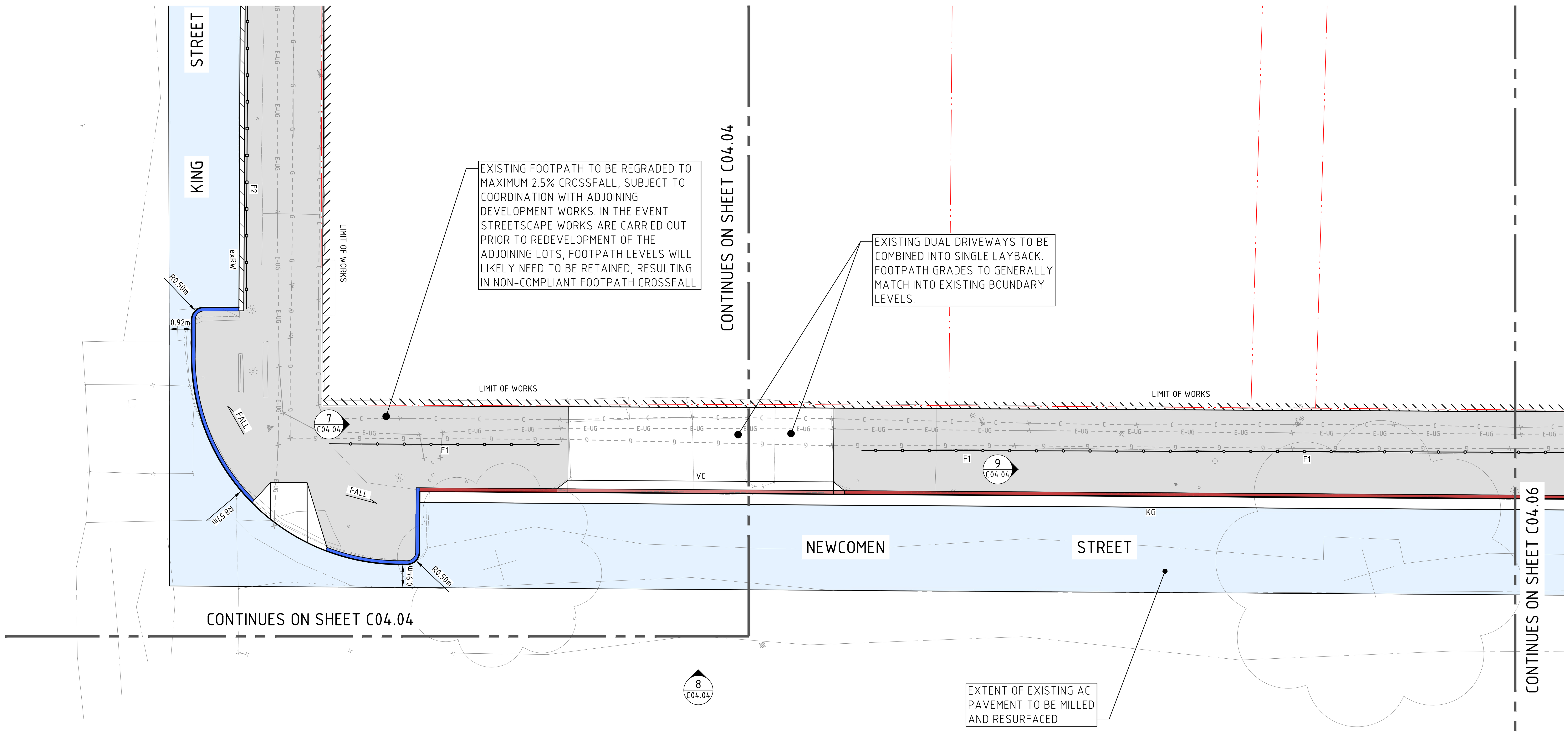


PHOTO 7

PHOTO 8

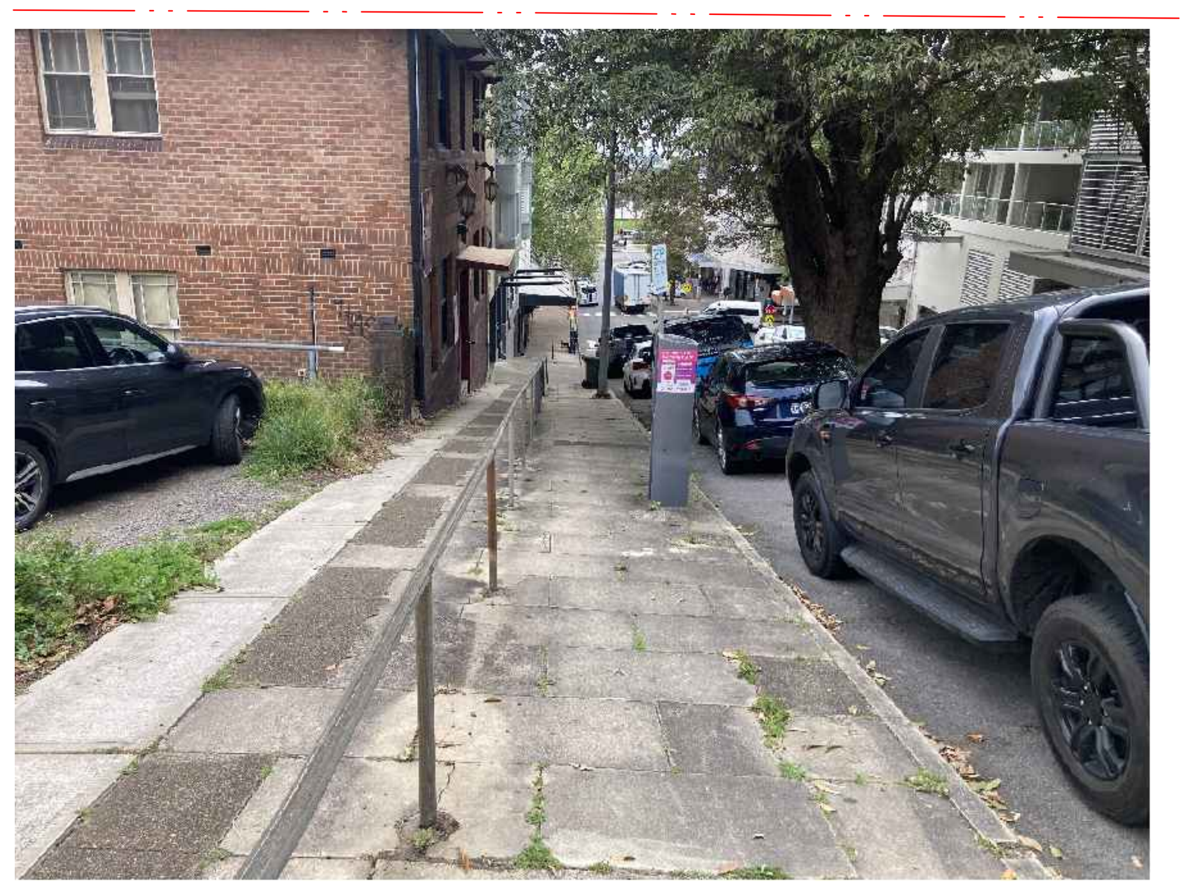
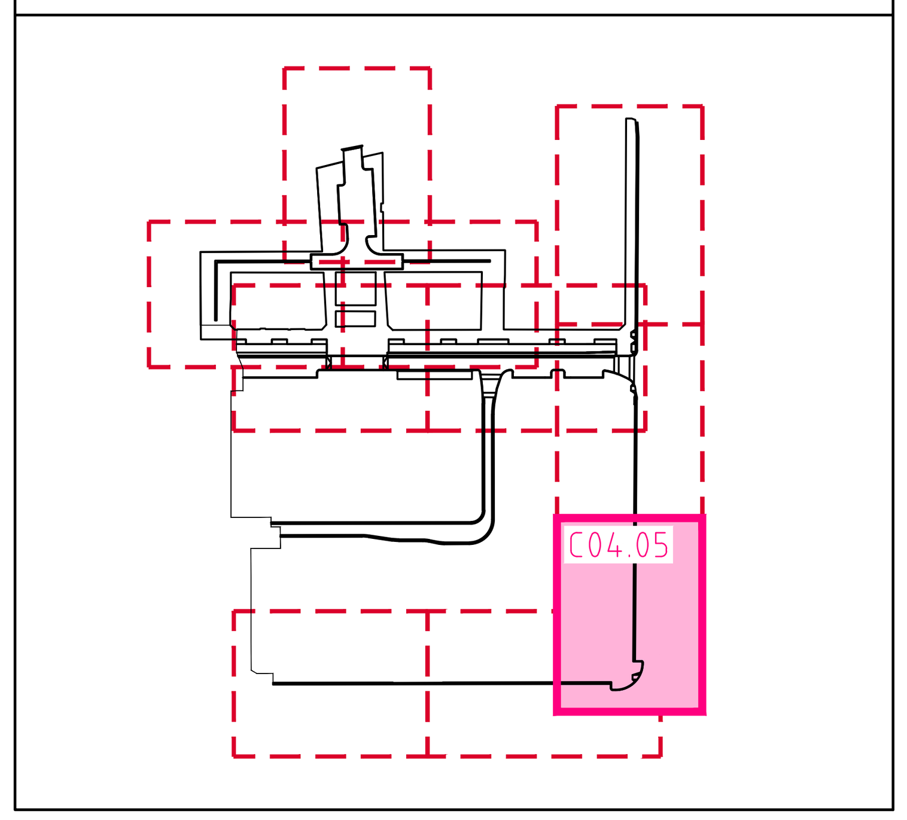


PHOTO 9

KEYPLAN



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PROJECT: EAST END REDEVELOPMENT PROJECT
STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE: CIVIL ENGINEERING PACKAGE
CIVIL WORKS PLAN SHEET 5

JOB NUMBER: NL220675
DRAWING NUMBER: CD-C04.05
REVISION: A
DRAWING SHEET SIZE = A1

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EXISTING LOCALISED STEEP SECTIONS OF FOOTPATH TO BE RETAINED TO MATCH INTO EXISTING DRIVEWAY LEVELS (TYPICAL).

CONTINUES ON SHEET C04.05

CONTINUES ON SHEET C04.02

CONTINUES ON SHEET C04.02

LIMIT OF WORKS

LIMIT OF WORKS

LIMIT OF WORKS

NEWCOMEN

STREET

HUNTER

STREET

EXTENT OF EXISTING AC PAVEMENT TO BE MILLED AND RESURFACED

EXISTING STORMWATER JUNCTION BOX TO BE REMOVED AND NEW PIPEWORK EXTENDED TO NEW KERB INLET PIT UPSTREAM OF EXISTING DRIVEWAY.

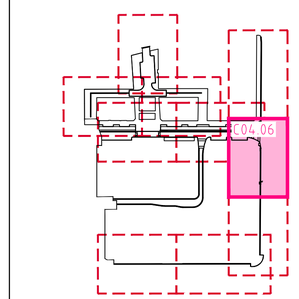
EXISTING KERB INLET PITS TO BE RECONSTRUCTED AND ADJOINING PIPEWORK REPLACED.

EXISTING DOWNSTREAM STORWMATER PIPEWORK TO BE UPGRADED. FINAL STORMWATER ALIGNMENT TO BE CONFIRMED PENDING CONFIRMATION OF EXISTING STORMWATER ALIGNMENT. EXTENT OF PAVEMENT WORKS TO BE COORDINATED WITH EXTENT OF PROPOSED STORMWATER UPGRADE WORKS.

PHOTO 10

PHOTO 11

KEYPLAN



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PROJECT: EAST END REDEVELOPMENT PROJECT
STAGES 3, 4, 6, 7, AND 8

DRAWING TITLE: CIVIL ENGINEERING PACKAGE
CIVIL WORKS PLAN SHEET 6

JOB NUMBER: NL220675

DRAWING NUMBER: CD-C04.06

REVISION: A

DRAWING SHEET SIZE = A1

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Appendix C

Swept Turn Paths

GENERAL NOTES

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147 HUNTER STREET - EAST END STAGE 2

THORN STREET

AWNING OVER

RL 3.85

RL 4.30

ENTRY

RETAIL
161 m²
RL 4.45

ENTRY

RL 4.00

LOBBY
RL 4.25

RL 4.21

BUILDING OVER

MAIL BOXES

RL 4.75

F.S 3

LIFT 4

LIFT 3

LIFT 1

LOBBY
RL 4.75

RL 4.25

3000
BLAST RADIUS

F.S 1

6000
NO BUILDING VENTILATION, AIR INTAKES, EXHAUST

0.3

RAMP 1:5

5.6

3.0

INTERCOM

RAMP 1:20

RAMP 1:8

0.6

3.0

0.3

LIFT 2

RETAIL
127 m²
RL 5.20

F.S 2

F.S 4

ENTRY

RL 5.20

RL 5.05

MAIL BOXES

REFER TO LANDSCAPE ARCHITECT PLANS

BUILDING OVER

LOBBY
RL 5.10

ENTRY

RL 6.00

BOUNDARY

BOOSTER

RETAIL
143 m²
RL 6.00

RL 6.00

ENTRY

RL 6.10

BOUNDARY

RL 6.40

RL 6.40

LAING STREET

REFER TO LANDSCAPE ARCHITECT PLANS

AWNING OVER

DA-3E-1502

DA-3E-1404 W

DA-3E-1501

REFER TO DRAWING - DA-3E-1003

Plotted by Pc

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W GROUND
CONCEPT LAYOUT

N

SCALE 0 2.0 4.0 1:200 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 01 OF 16

ISSUE DATE 27 April 2023

DRAWN BY X.DI

REVIEWED BY C.PALMER

LEGEND:

PROPOSED CONVEX MIRROR

GENERAL NOTES

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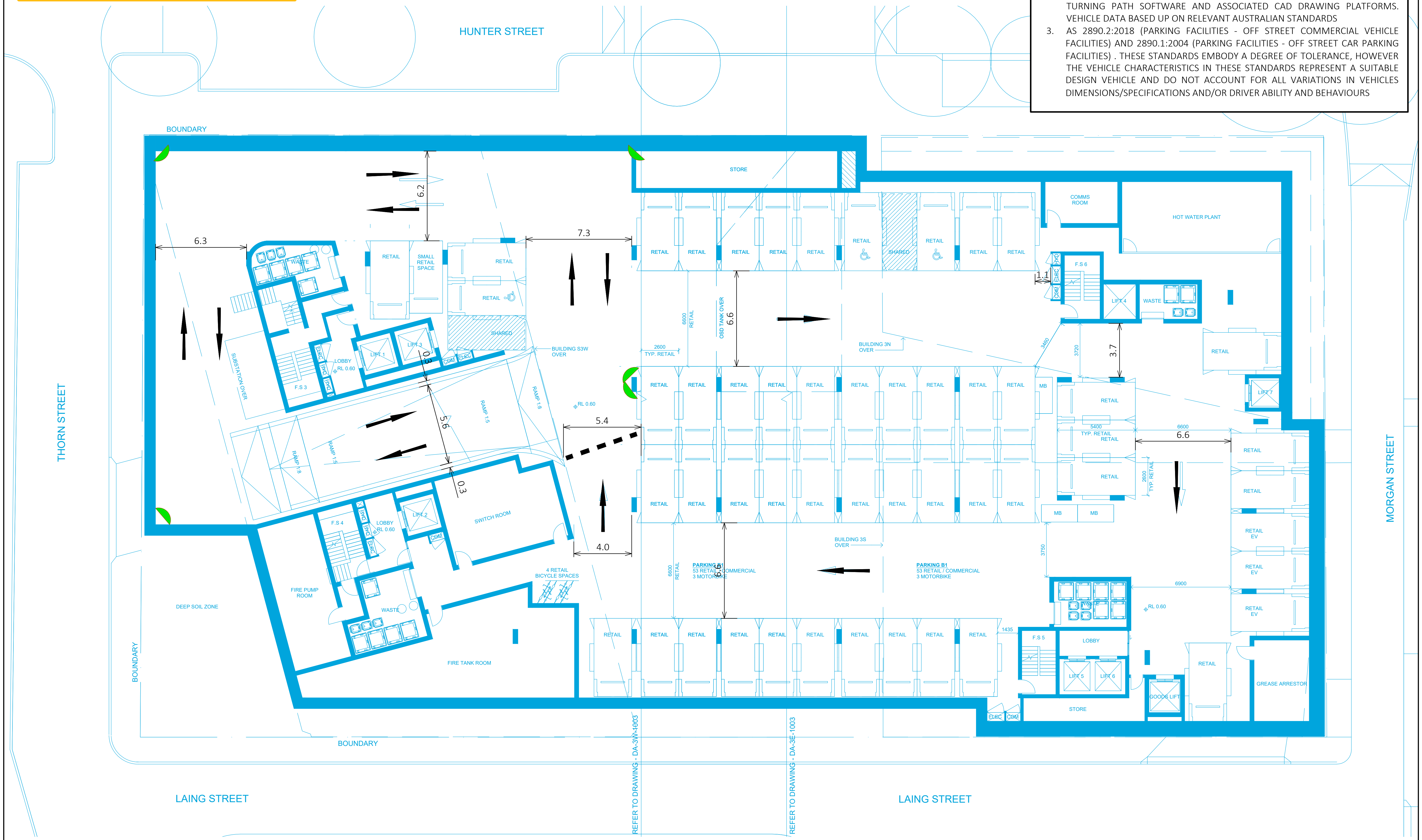

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W AND 3E BASEMENT 1
CONCEPT LAYOUT

N

SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 02 OF 16

ISSUE DATE 27 April 2023

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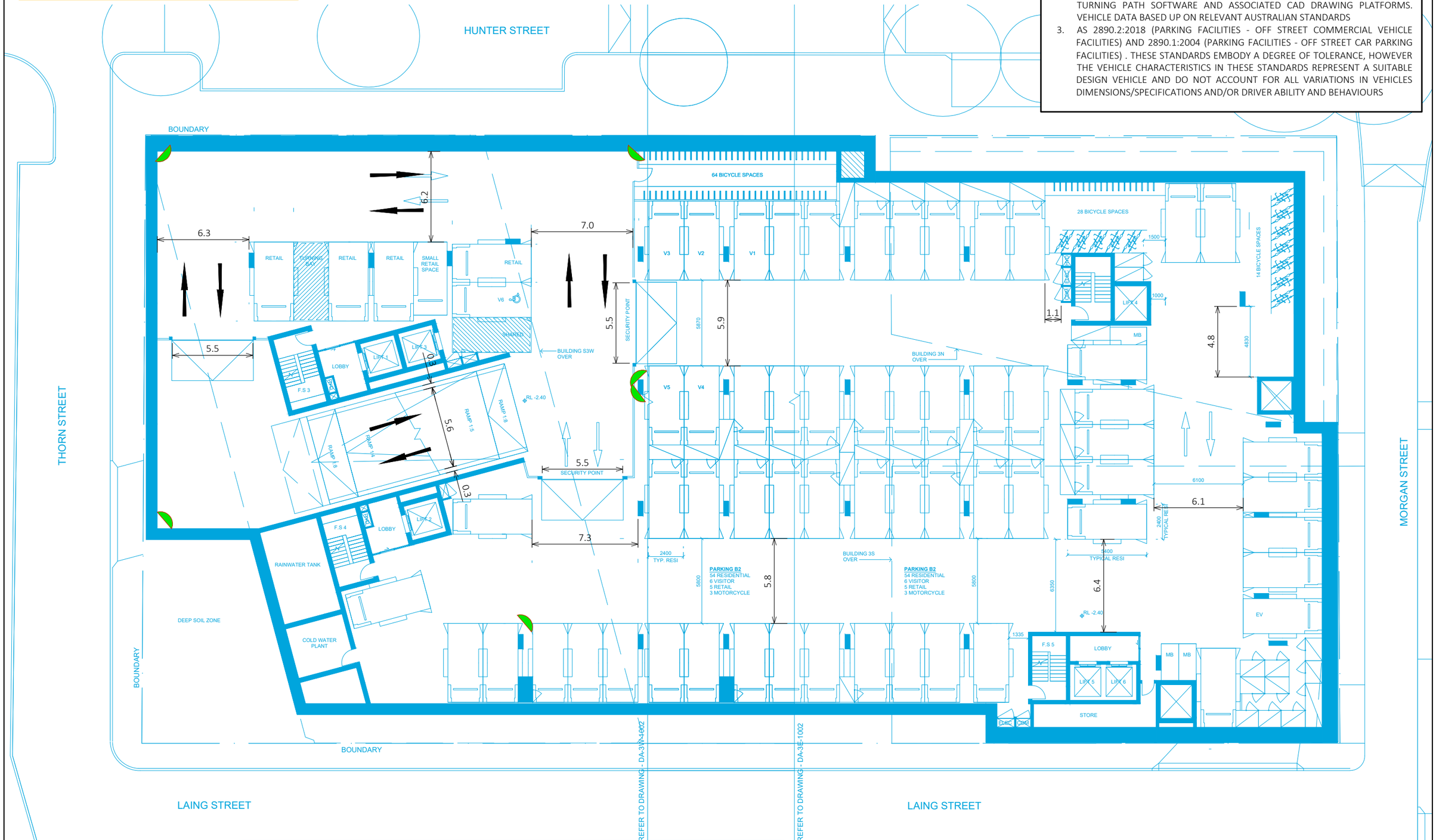

CJP CONSULTING ENGINEERS	CJP Consulting Engineers PO Box 1184 Hunters Hill NSW 2110 M: 0415 256 233 E: info@cjpconsultingengineers.com.au	PRELIMINARY PLAN FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	WARNING THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE PROVEN ON SITE. ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.	NEWCASTLE EAST END CAR PARK COMPLIANCE REVIEW - 3W AND 3E BASEMENT 2 CONCEPT LAYOUT

N

SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22064-D01-V4 | SHEET NO. 03 OF 16

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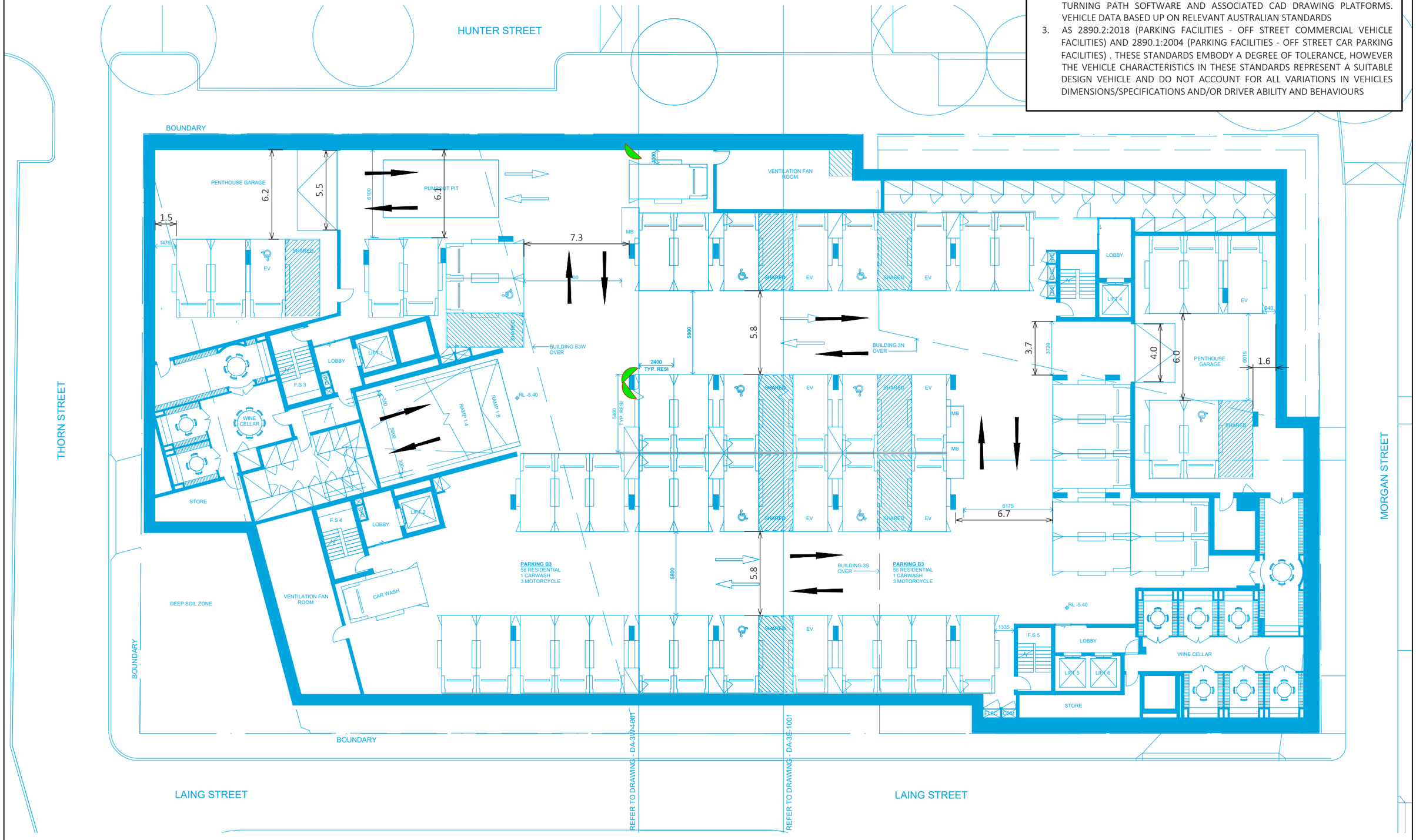

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W AND 3E BASEMENT 3
CONCEPT LAYOUT

SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 04 OF 16

ISSUE DATE 27 April 2023

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REVIEWED BY C.PALMER

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

GENERAL NOTES

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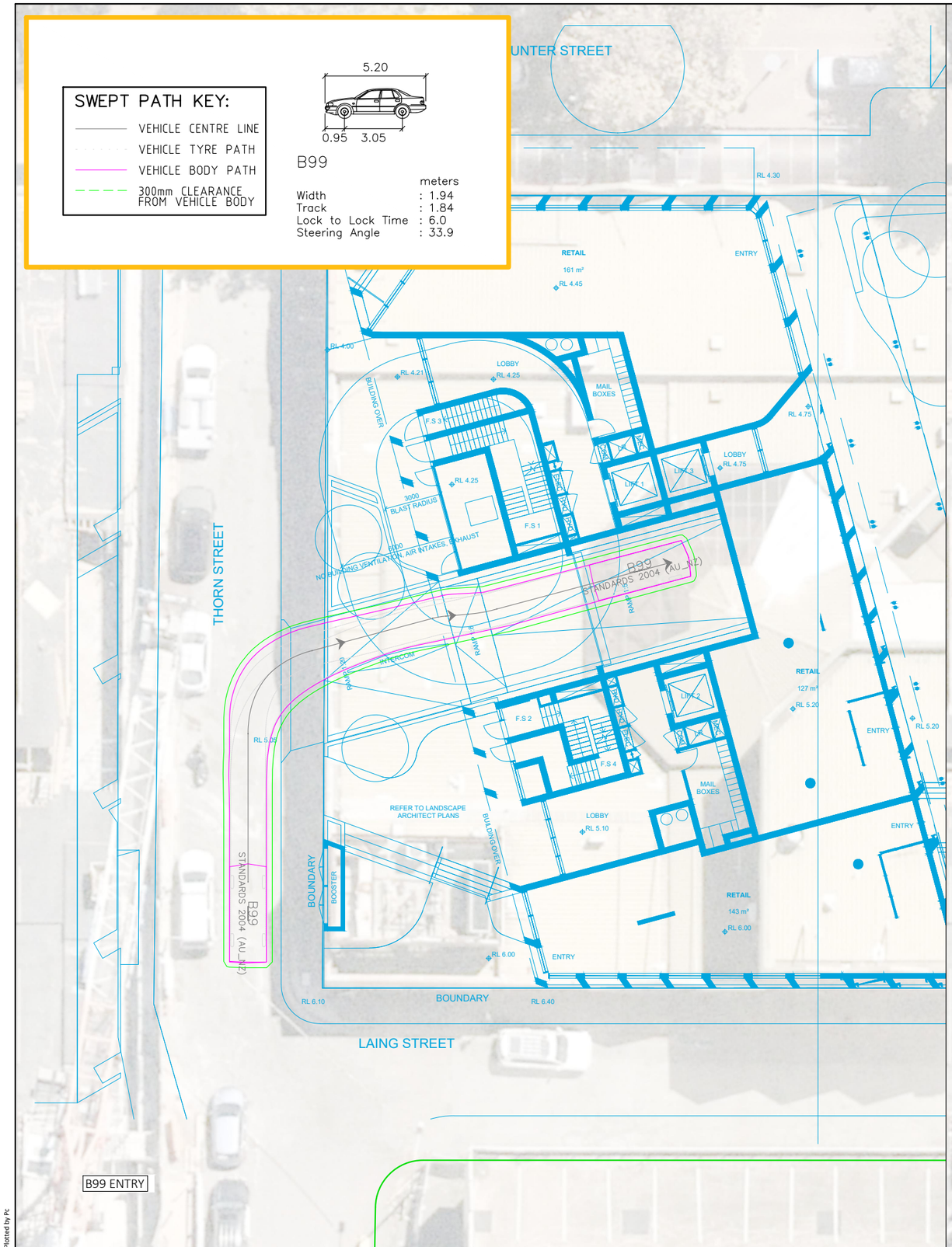

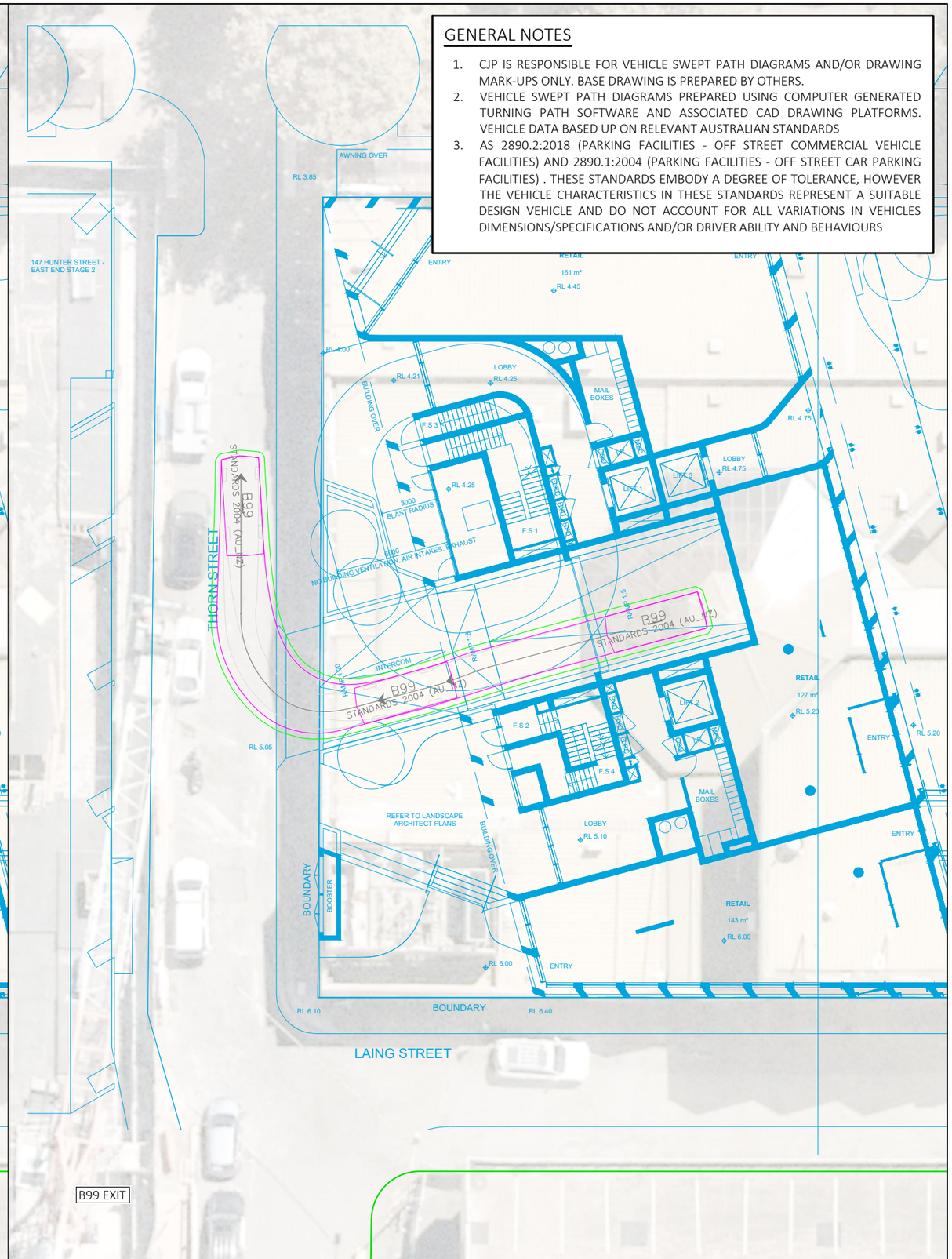

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W GROUND
SWEPT PATH ASSESSMENT

SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22064-D01-V4 | SHEET NO. 05 OF 16

ISSUE DATE 27 April 2023 | DRAWN BY X.DI | REVIEWED BY C.PALMER

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

GENERAL NOTES

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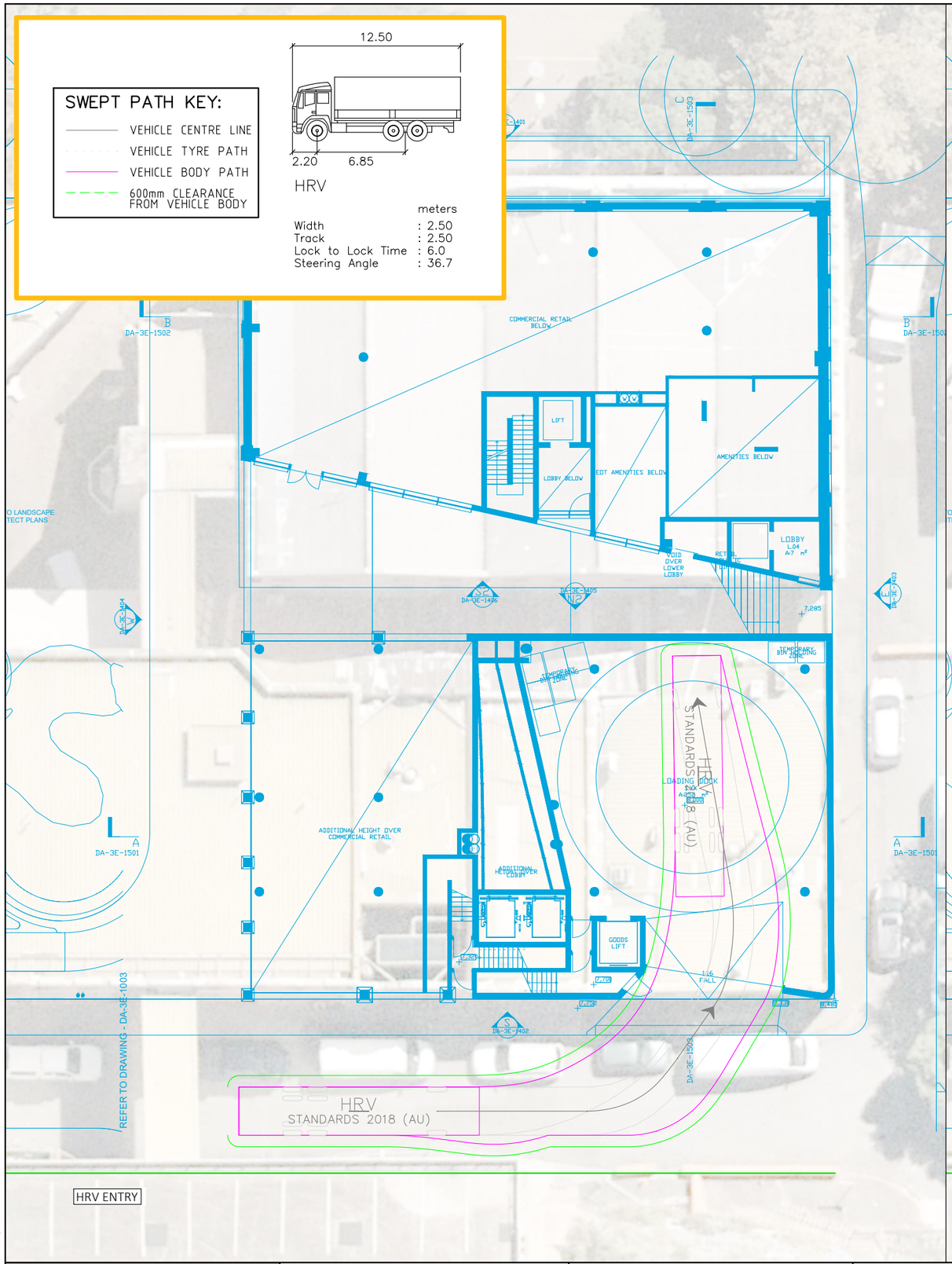
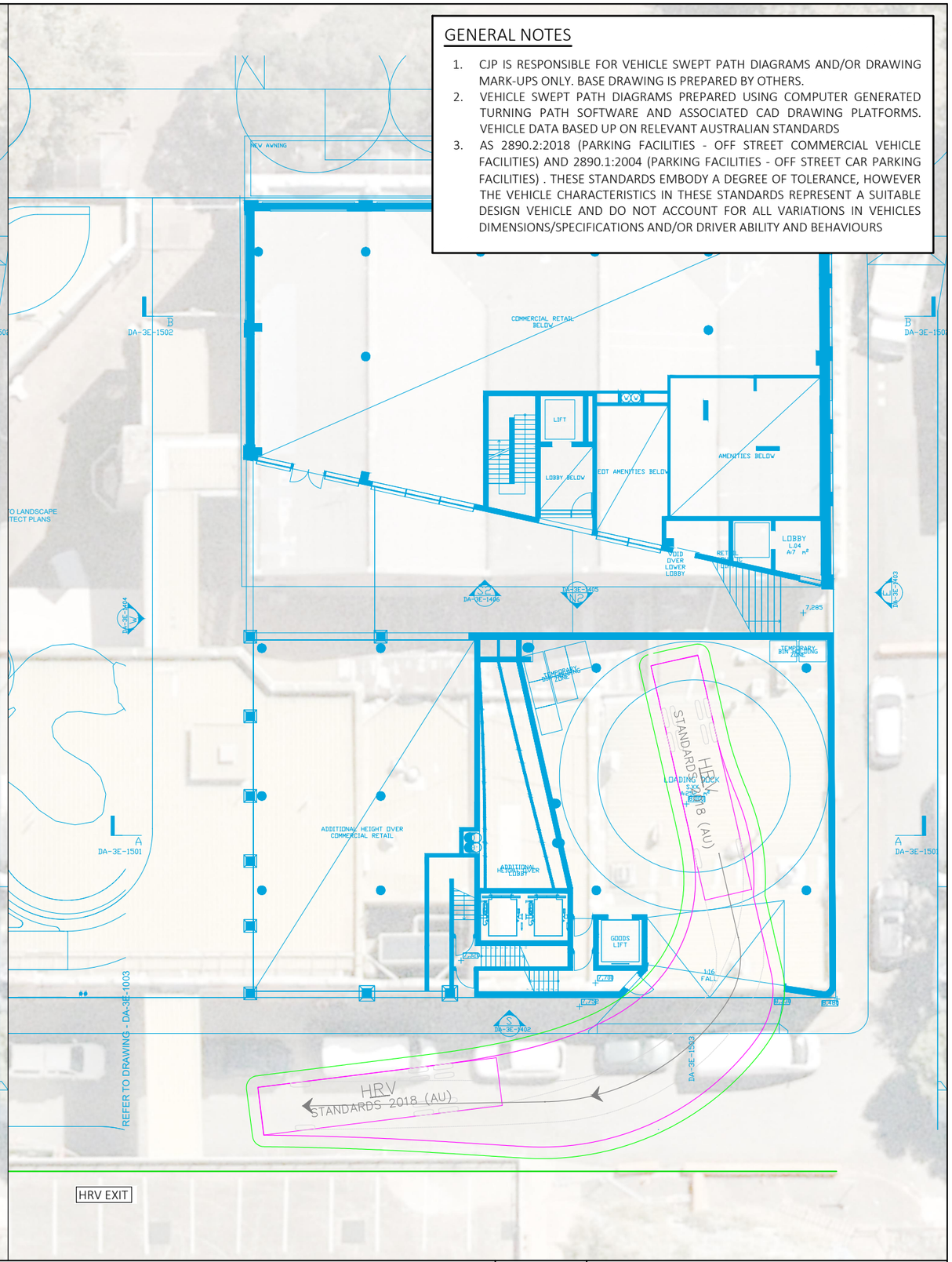


HRV ENTRY



HRV EXIT

Plotted by Pc

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY.
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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W GROUND
SWEPT PATH ASSESSMENT

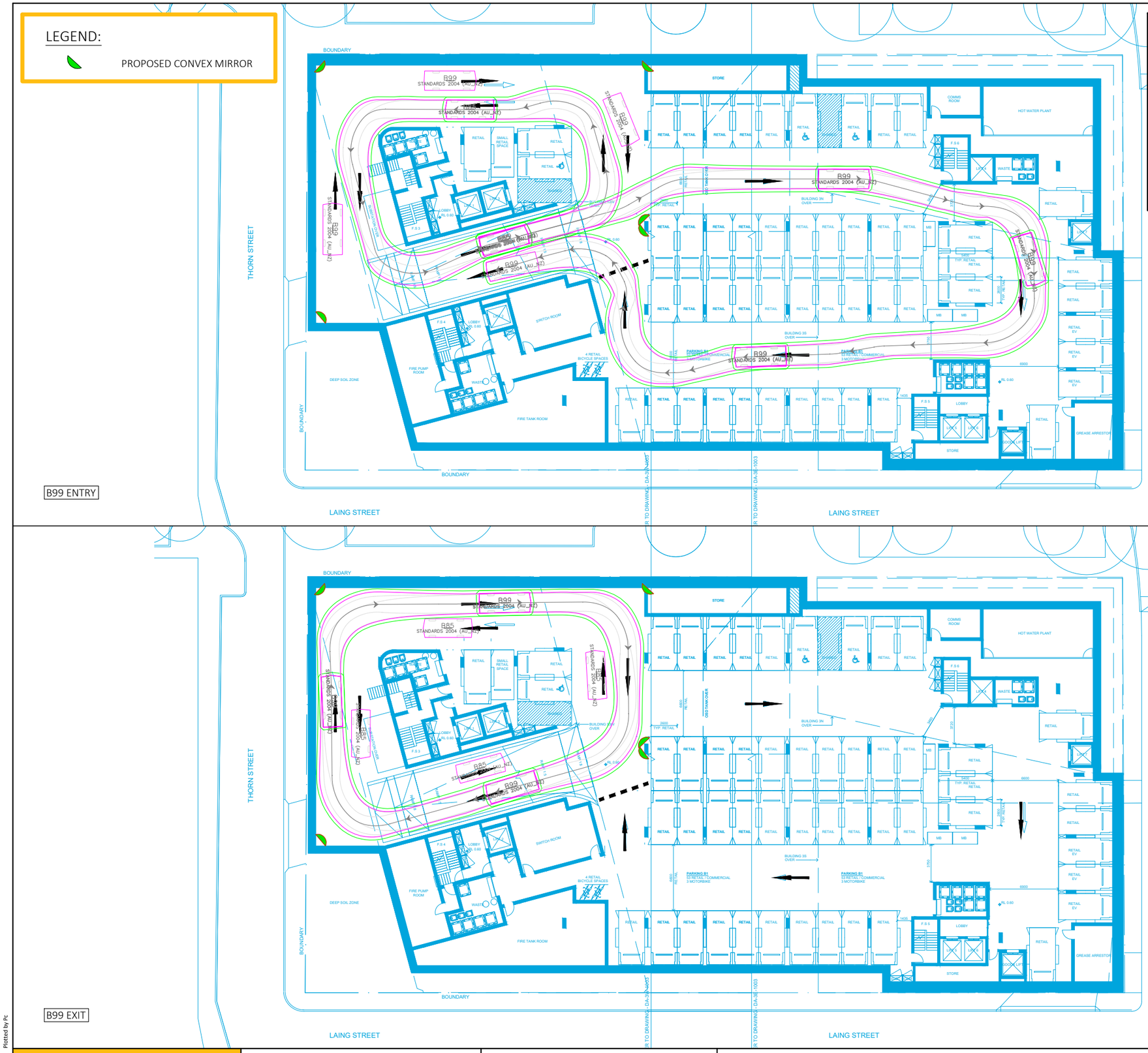
SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22064-D01-V4 | SHEET NO. 06 OF 16

ISSUE DATE 27 April 2023 | DRAWN BY X.DI | REVIEWED BY C.PALMER

LEGEND:

PROPOSED CONVEX MIRROR



GENERAL NOTES

1. CJP IS RESPONSIBLE FOR VEHICLE SWEPT PATH DIAGRAMS AND/OR DRAWING MARK-UPS ONLY. BASE DRAWING IS PREPARED BY OTHERS.
2. VEHICLE SWEPT PATH DIAGRAMS PREPARED USING COMPUTER GENERATED TURNING PATH SOFTWARE AND ASSOCIATED CAD DRAWING PLATFORMS. VEHICLE DATA BASED UP ON RELEVANT AUSTRALIAN STANDARDS
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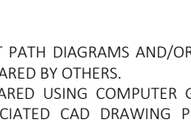

B99

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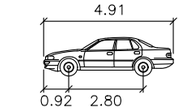
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Plotted by Pc

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PRELIMINARY PLAN

FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

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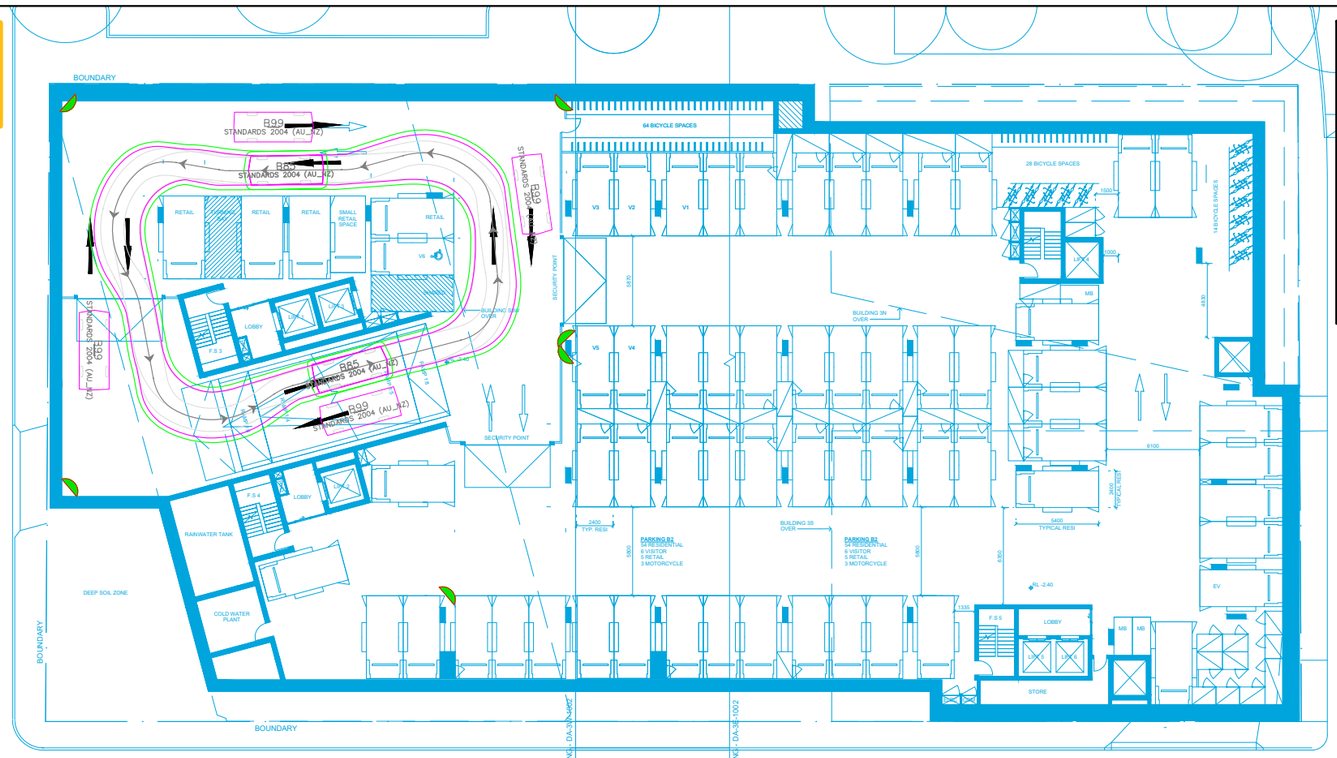
NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W AND 3E BASEMENT 1
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4	SHEET NO. 07 OF 16
ISSUE DATE 27 April 2023	DRAWN BY X.DI
	REVIEWED BY C.PALMER

LEGEND:

PROPOSED CONVEX MIRROR



B99 ENTRY

B99 EXIT

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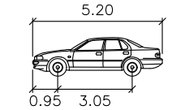
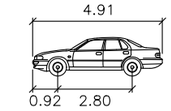


B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Plotted by Pc

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PRELIMINARY PLAN

FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W AND 3E BASEMENT 2
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 08 OF 16

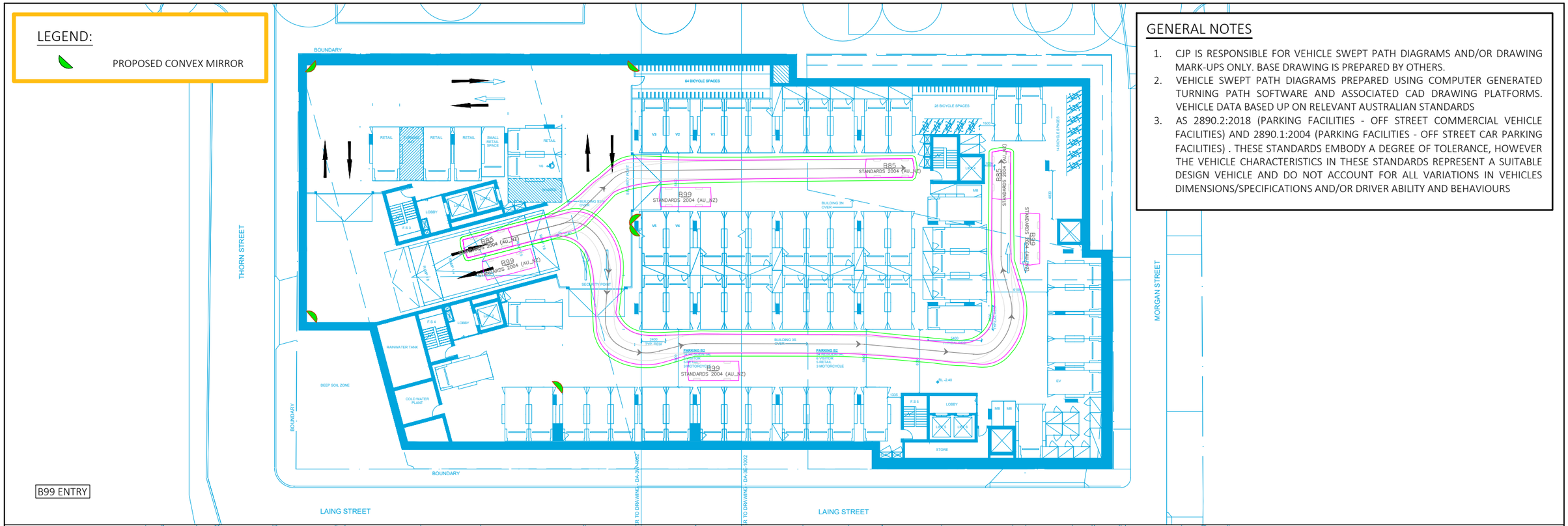
ISSUE DATE 27 April 2023

DRAWN BY X.DI

REVIEWED BY C.PALMER

LEGEND:

PROPOSED CONVEX MIRROR



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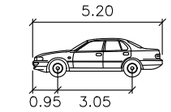

B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Plotted by Pc

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PRELIMINARY PLAN

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W AND 3E BASEMENT 2
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 09 OF 16

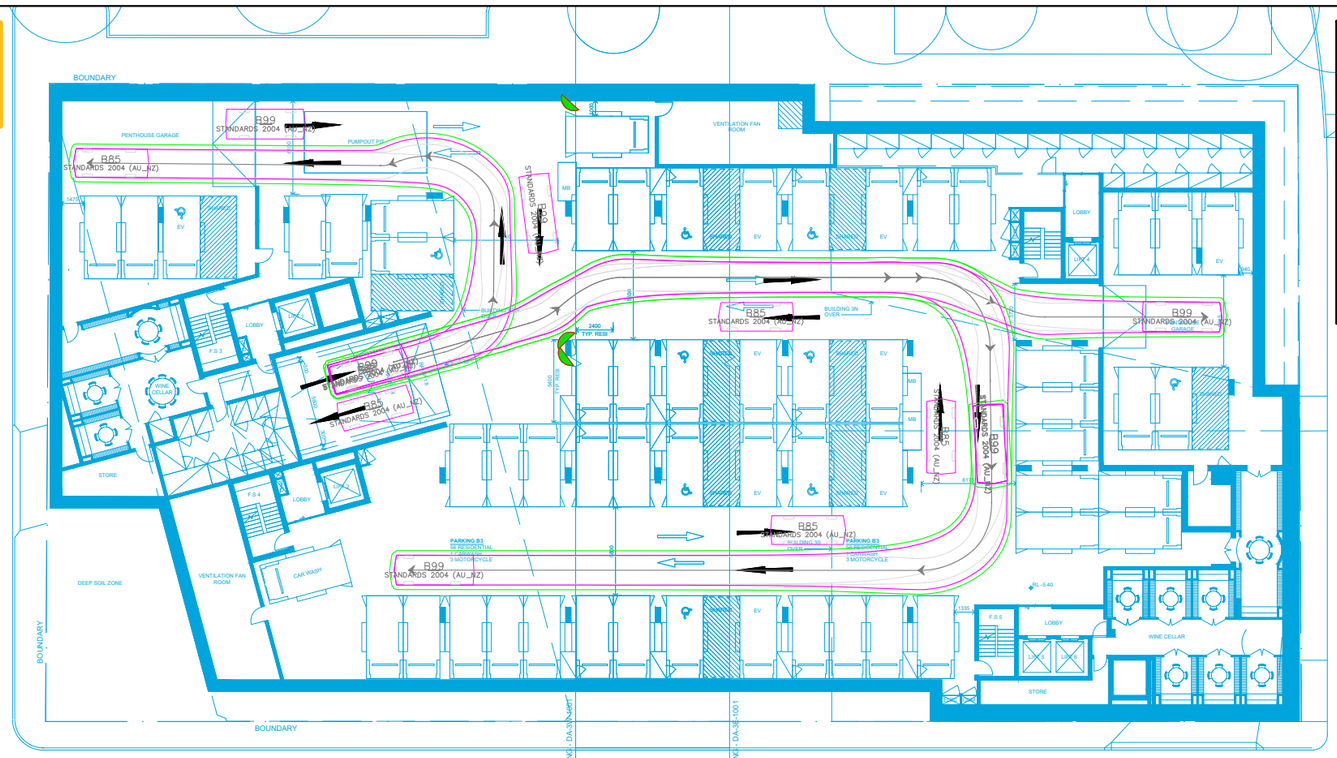
ISSUE DATE 27 April 2023

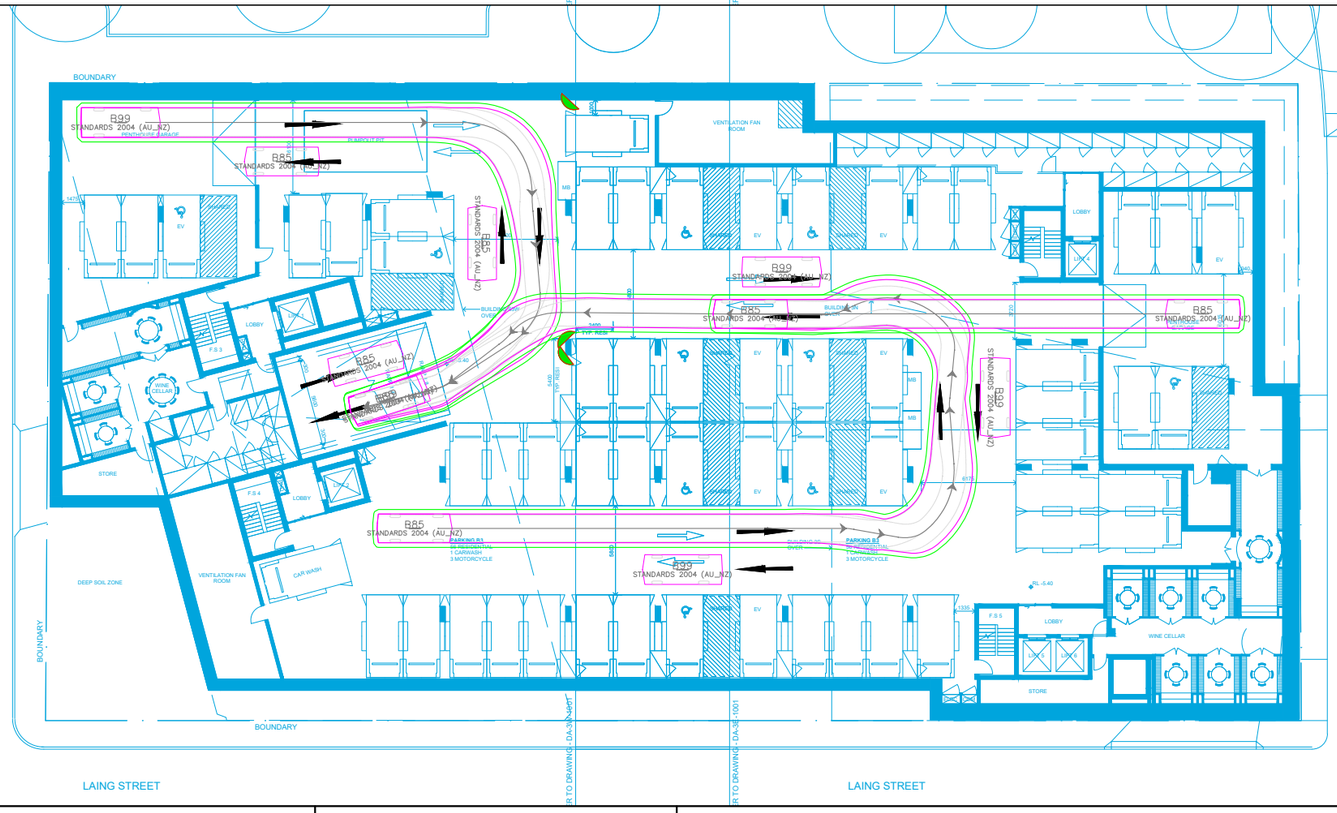
DRAWN BY X.DI

REVIEWED BY C.PALMER

LEGEND:

PROPOSED CONVEX MIRROR





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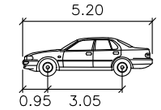
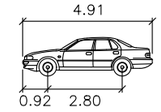


B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Plotted by Pc

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PRELIMINARY PLAN

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 3W AND 3E BASEMENT 3
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4	SHEET NO. 10 OF 16
ISSUE DATE 27 April 2023	DRAWN BY X.DI
	REVIEWED BY C.PALMER

LEGEND:

PROPOSED CONVEX MIRROR

GENERAL NOTES

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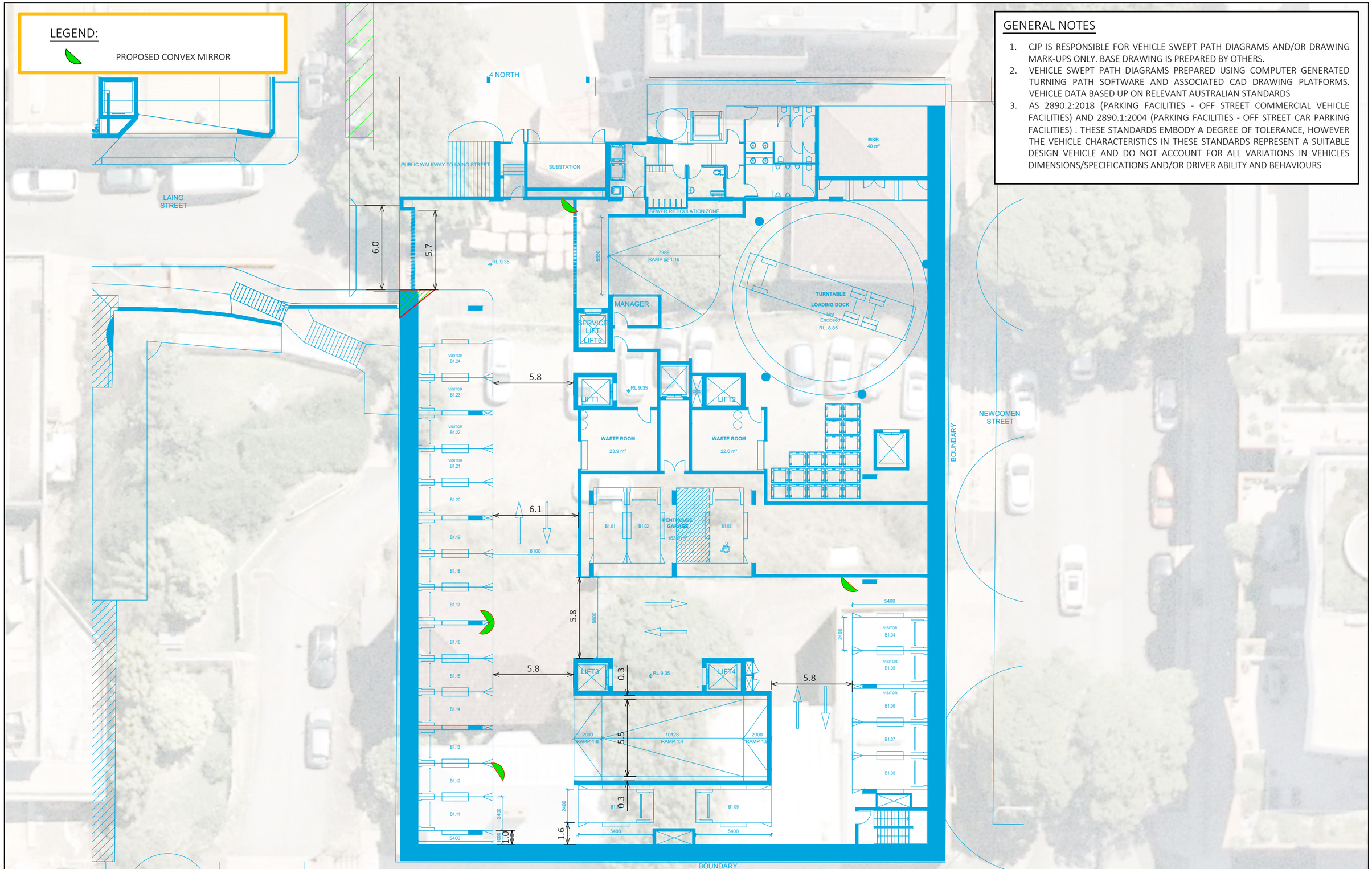

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PRELIMINARY PLAN

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 4S BASEMENT 1
CONCEPT LAYOUT

SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22064-D01-V4	SHEET NO. 11 OF 16
ISSUE DATE 27 April 2023	DRAWN BY X.DI
	REVIEWED BY C.PALMER

LEGEND:

PROPOSED CONVEX MIRROR

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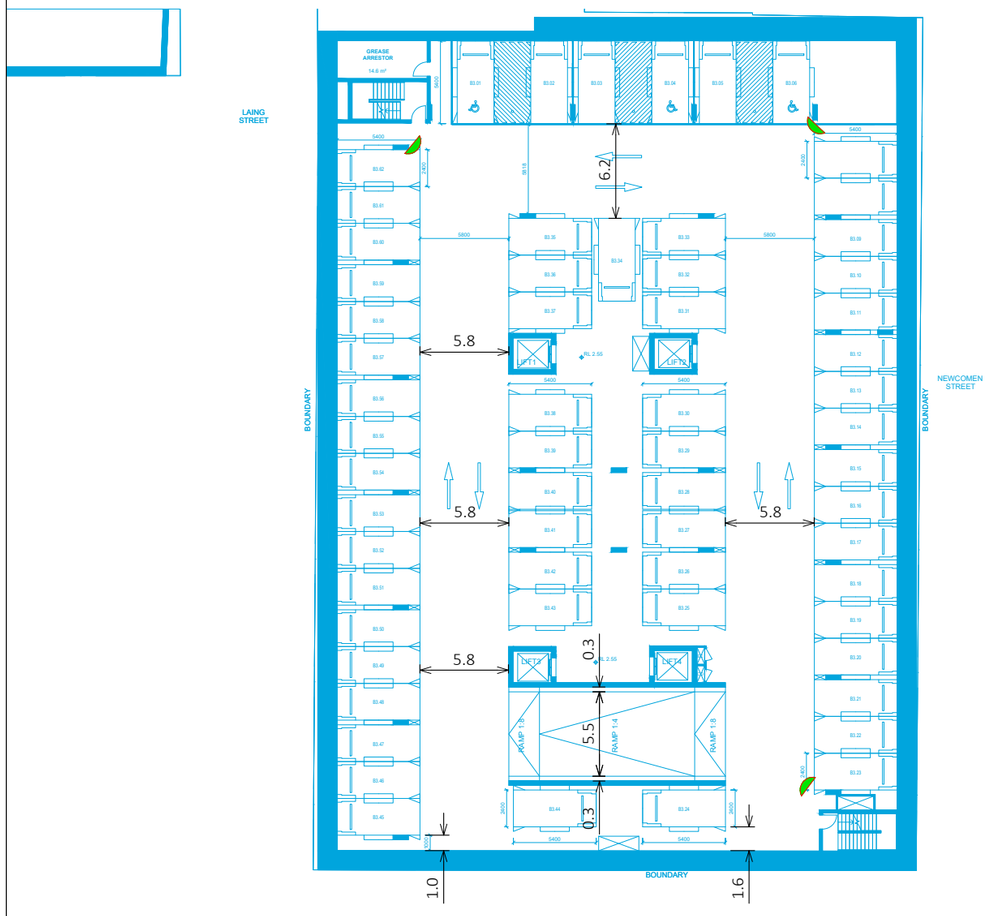
BASEMENT 2



BASEMENT 3

Plotted by Pc

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PRELIMINARY PLAN

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 4S BASEMENT 2 & 3
CONCEPT LAYOUT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 12 OF 16

ISSUE DATE 27 April 2023

DRAWN BY X.DI

REVIEWED BY C.PALMER

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 600mm CLEARANCE FROM VEHICLE BODY

HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

LEGEND:

- PROPOSED CONVEX MIRROR
- ON-STREET PARKING

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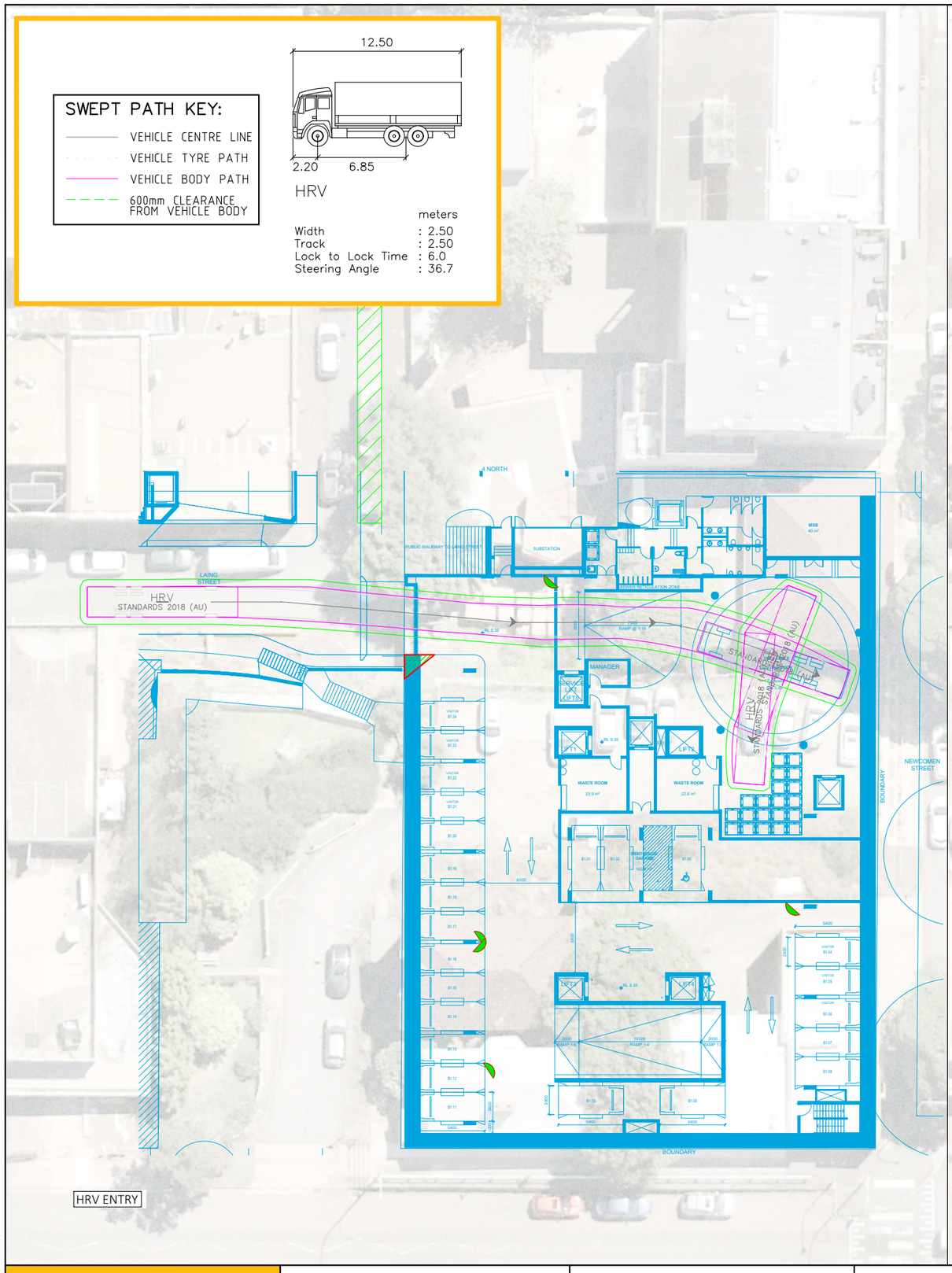

HRV ENTRY

HRV EXIT

Plotted by Pc

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 4S BASEMENT 1
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 13 OF 16

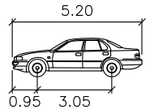
ISSUE DATE 27 April 2023

DRAWN BY X.DI

REVIEWED BY C.PALMER

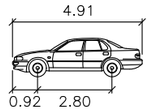
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

LEGEND:

- PROPOSED CONVEX MIRROR
- ON-STREET PARKING

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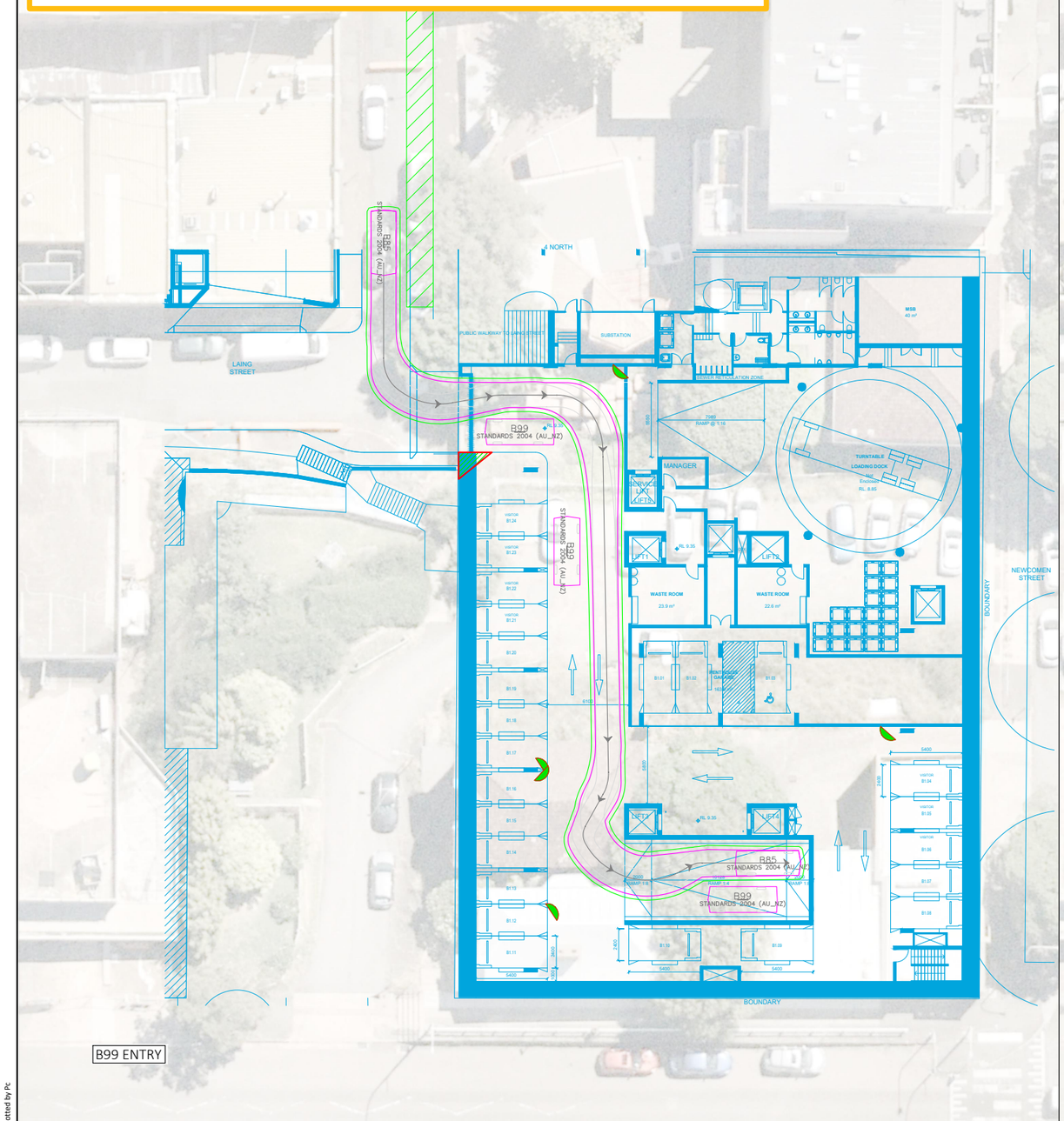

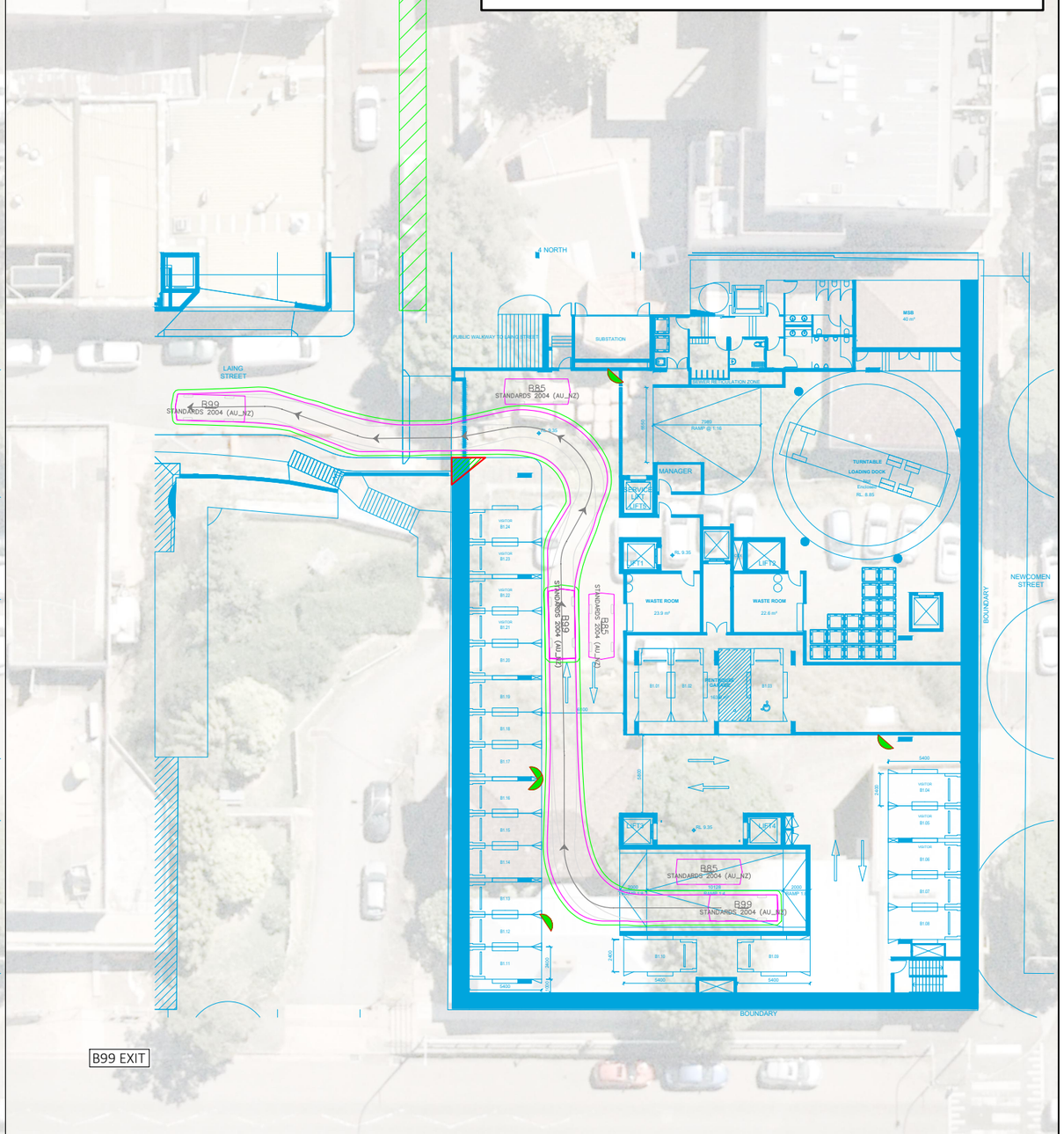

Plotted by Pc

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 4S BASEMENT 1
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4

SHEET NO. 14 OF 16

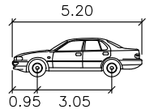
ISSUE DATE 27 April 2023

DRAWN BY X.DI

REVIEWED BY C.PALMER

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B99

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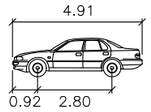
Steering Angle	: 33.9



B85

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Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

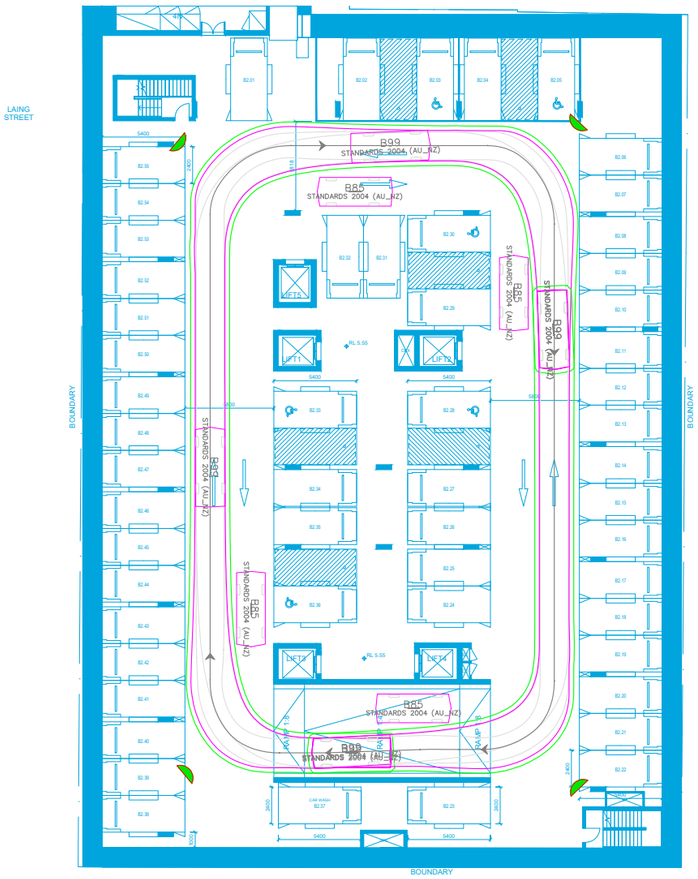
LEGEND:

PROPOSED CONVEX MIRROR

GENERAL NOTES

1. CJP IS RESPONSIBLE FOR VEHICLE SWEPT PATH DIAGRAMS AND/OR DRAWING MARK-UPS ONLY. BASE DRAWING IS PREPARED BY OTHERS.
2. VEHICLE SWEPT PATH DIAGRAMS PREPARED USING COMPUTER GENERATED TURNING PATH SOFTWARE AND ASSOCIATED CAD DRAWING PLATFORMS. VEHICLE DATA BASED UP ON RELEVANT AUSTRALIAN STANDARDS
3. AS 2890.2:2018 (PARKING FACILITIES - OFF STREET COMMERCIAL VEHICLE FACILITIES) AND 2890.1:2004 (PARKING FACILITIES - OFF STREET CAR PARKING FACILITIES) . THESE STANDARDS EMBODY A DEGREE OF TOLERANCE, HOWEVER THE VEHICLE CHARACTERISTICS IN THESE STANDARDS REPRESENT A SUITABLE DESIGN VEHICLE AND DO NOT ACCOUNT FOR ALL VARIATIONS IN VEHICLES DIMENSIONS/SPECIFICATIONS AND/OR DRIVER ABILITY AND BEHAVIOURS

B99 ENTRY



B99 EXIT

Plotted by Pc

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PRELIMINARY PLAN

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WARNING

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 4S BASEMENT 2
SWEPT PATH ASSESSMENT

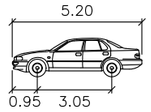
SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4 | SHEET NO. 15 OF 16

ISSUE DATE 27 April 2023 | DRAWN BY X.DI | REVIEWED BY C.PALMER

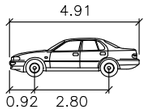
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



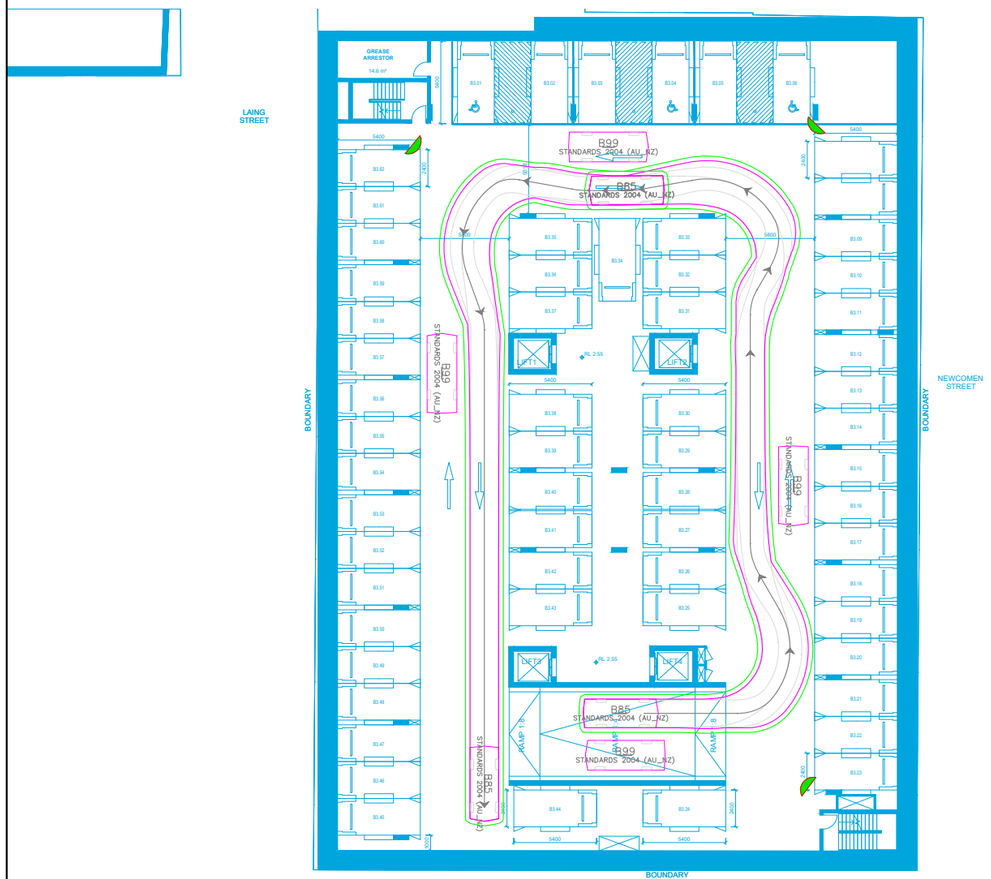
B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



B99 ENTRY

LEGEND:

PROPOSED CONVEX MIRROR

GENERAL NOTES

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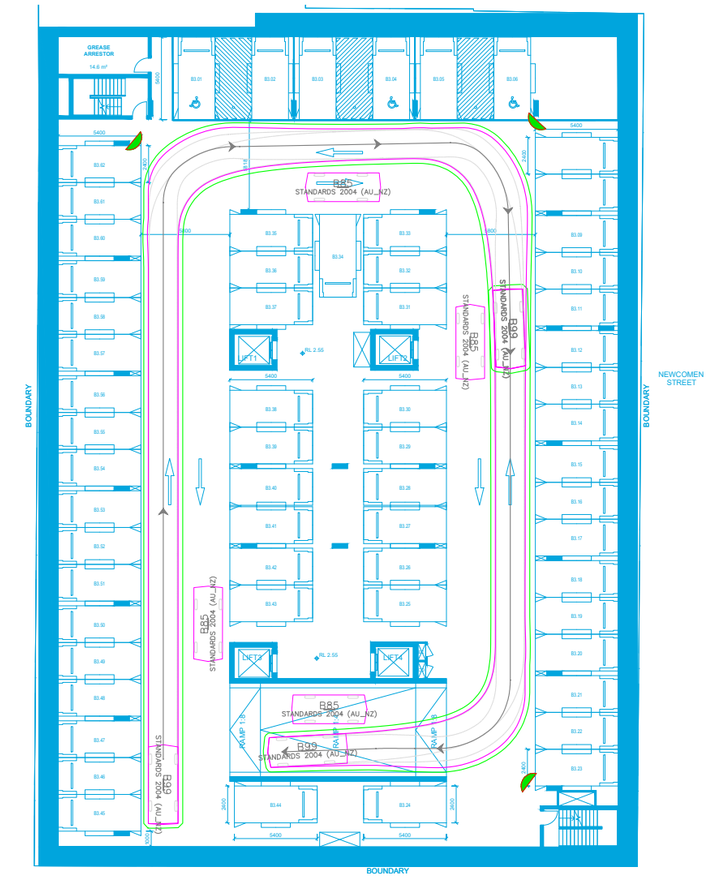

B99 EXIT

Plotted by Pc

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PRELIMINARY PLAN

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - 4S BASEMENT 3
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D01-V4 | SHEET NO. 16 OF 16

ISSUE DATE 27 April 2023 | DRAWN BY X.DI | REVIEWED BY C.PALMER

GENERAL NOTES

1. CJP IS RESPONSIBLE FOR VEHICLE SWEPT PATH DIAGRAMS AND/OR DRAWING MARK-UPS ONLY. BASE DRAWING IS PREPARED BY OTHERS.
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3. AS 2890.2:2018 (PARKING FACILITIES - OFF STREET COMMERCIAL VEHICLE FACILITIES) AND 2890.1:2004 (PARKING FACILITIES - OFF STREET CAR PARKING FACILITIES) . THESE STANDARDS EMBODY A DEGREE OF TOLERANCE, HOWEVER THE VEHICLE CHARACTERISTICS IN THESE STANDARDS REPRESENT A SUITABLE DESIGN VEHICLE AND DO NOT ACCOUNT FOR ALL VARIATIONS IN VEHICLES DIMENSIONS/SPECIFICATIONS AND/OR DRIVER ABILITY AND BEHAVIOURS

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

HRV

	meters
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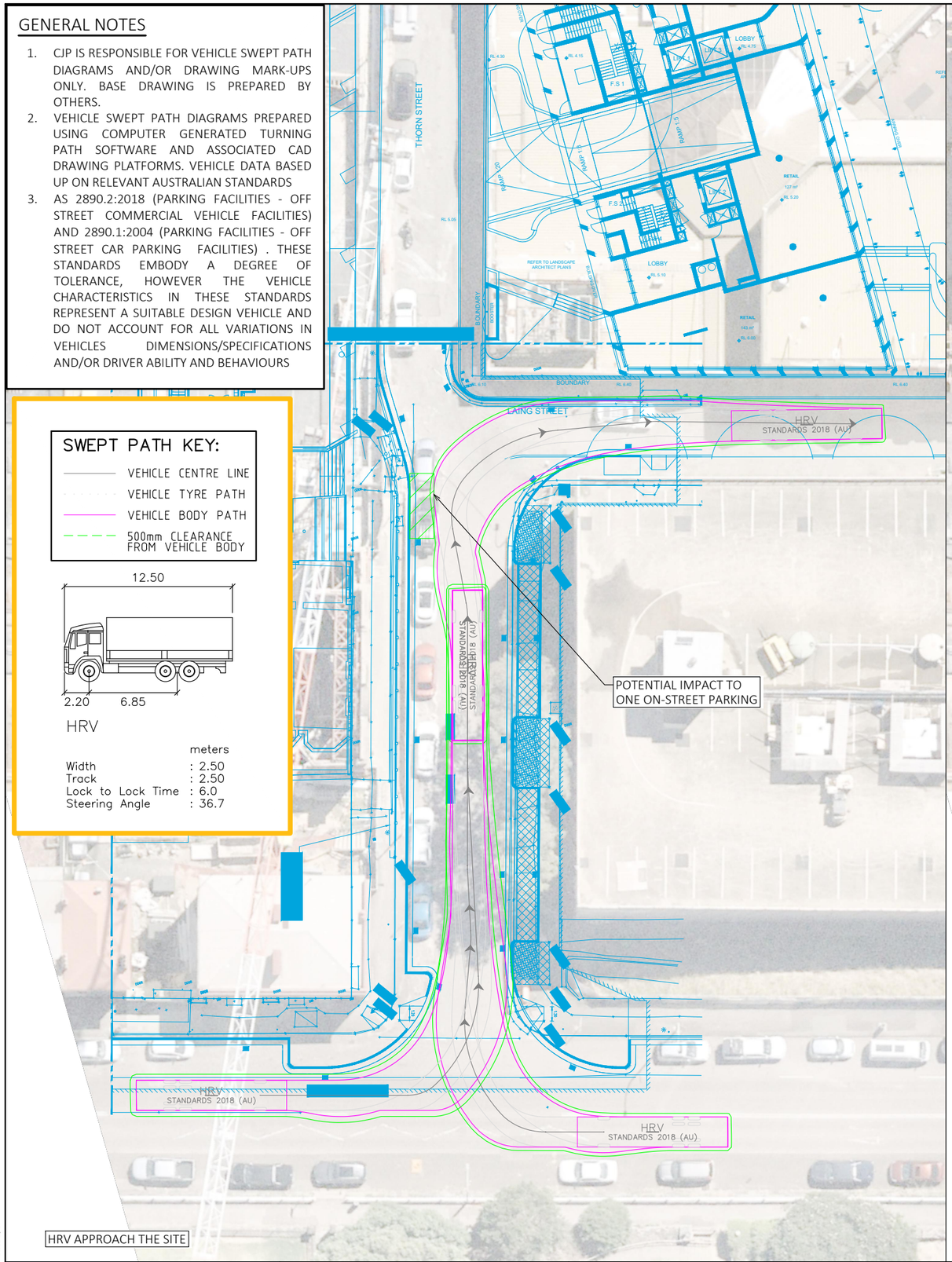
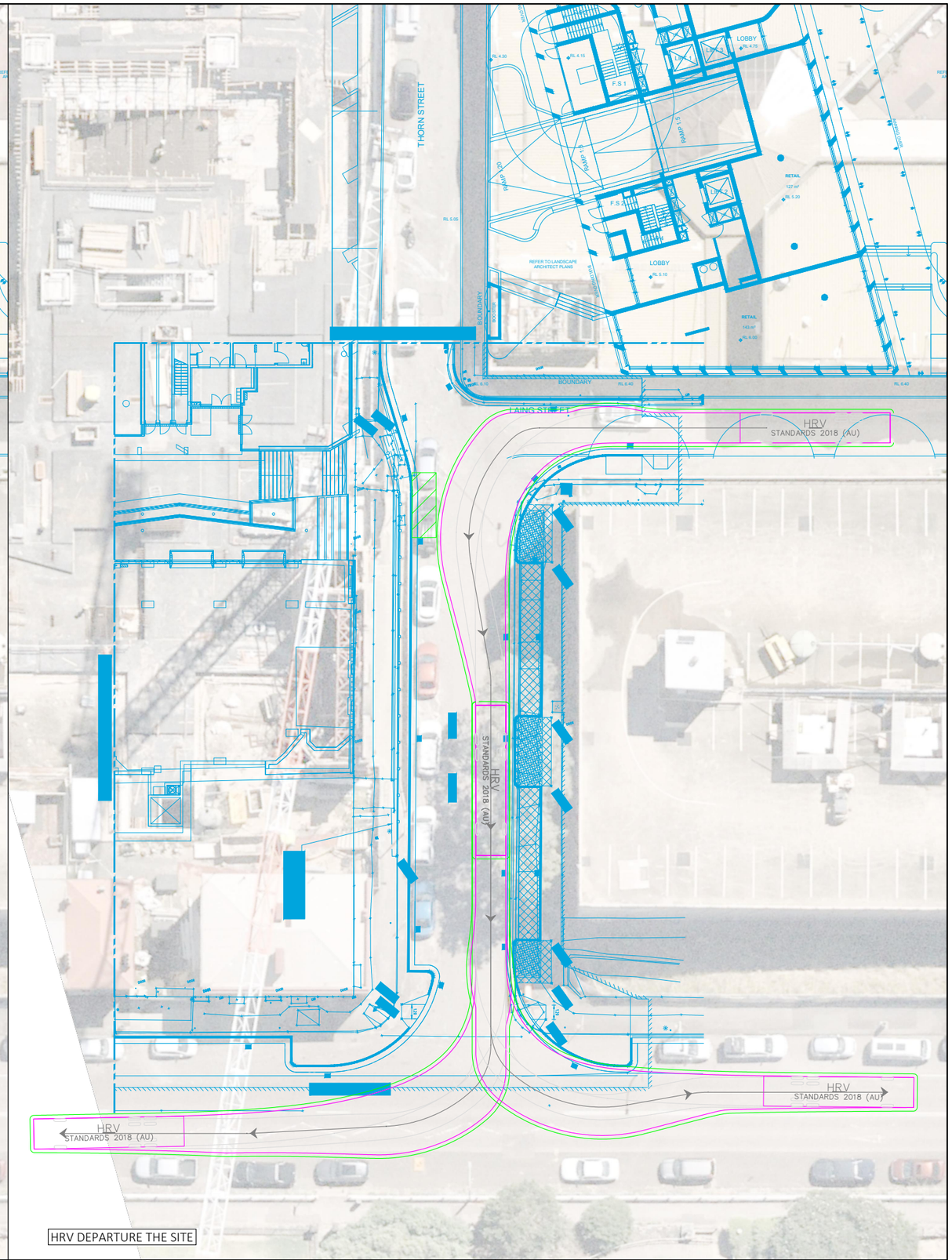
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



HRV APPROACH THE SITE



HRV DEPARTURE THE SITE

Plotted by SY

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PRELIMINARY PLAN

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NEWCASTLE EAST END
CAR PARK COMPLIANCE REVIEW - THORNE STREET
SWEPT PATH ASSESSMENT

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22064-D02-V2 | SHEET NO. 01 OF 01

ISSUE DATE 10 May 2023 | DRAWN BY Y.HUANG | REVIEWED BY C.PALMER

1 September 2023
Ref: 22064

City of Newcastle
PO Box 489
NEWCASTLE NSW 2300

Attn: Michelle Bisson
mbisson@ncc.nsw.gov.au

Dear Michelle,

147-153 Hunter Street, Newcastle (East End)
Proposed Mixed Use Development
Parking Provision & Allocation Matters

Introduction

I refer to ongoing discussions between City of Newcastle (CN) and the Applicant, Iris Capital's (Iris) East End project with respect to the parking provision and allocation. In particular, an email from CN's David Ryner to myself on Wednesday 12 July 2023 as well as an email from CN's Damian Jaeger to Naomi Ryan (Urbis) on Monday 24 July 2023.

In essence, CN's position is that the proposed development generates a demand for parking and the responsibility to address the issue of parking resides with the developer of the site. Iris accepts this position, however, CN voluntarily granted a concession against the then current DCP which provided the development with a discount against those parking rates – a position that CN now wishes to retreat from.

Under the original concept DA2015/10185, the traffic consultant, GTA, identified a parking deficit in the order of 162 spaces. The parking deficit essentially comprises 50% commercial/retail and 75% residential visitor parking concessions granted under the application's approval.

This report has been prepared following the parking occupancy survey which has been undertaken at the request of CN following demolition of its own King St car park, and it should be read in conjunction with correspondence from Urbis and the author of this report, dated 5 June 2023 and 23 June 2023 respectively.

Executive Summary

This report will show the Applicant has across the whole of the development:

- provides residential car parking which is consistent with the Concept DA consent and the provisions of the current DCP,
- provides EV parking and provisioning in stage 3 and 4 that is complaint with the current DCP,
- provides retail/commercial car parking at a rate that is compliant with the current DCP, that being, at a rate of 1 space per 60m^2 of GFA,

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- demonstrates from parking survey works undertaken that the merit based visitor parking provided across the development is more than adequate, and
- there is no parking shortfall as claimed by CN as its reference points of the old DCP and an outdated concept are no longer relevant.

The East End development is a complex development with over 16,611 m^2 of site area in the city centre that involves heritage retention, ground conditions that require grouting of abandoned mines, and is set over an inclined site. As CN is aware, the site is being developed at a cost of circa $300m in 3 distinct stages over circa 8 years in planning (construction is longer). Whilst each site may have small non-compliances that would be expected over such a large master plan project (e.g. Stage 1 has no visitor parking, Stage 3 has a greater proportion of retail/commercial parking to cover Stages 2 and 4 etc.), overall the development is compliant on strict current DCP requirements or newly introduced merit based assessments. Both CN and the Applicant have said that a common sense approach must be adopted in applying a car parking solution and this report provides such a solution.

The parking survey shows that there is ample on-street parking to address the merit based visitor parking against the old, no longer relevant, specified DCP visitor rates. The survey results show that even at the peak for on-street and off-street parking across the survey area, there were 675 and 170 available parking spaces (total 845) respectively to cater for visitor parking in addition to the 31 visitor spaces provided across the development. These on and off-street parking spaces are in addition to the replacement spaces that CN has publicly committed to return to the King St car park site – which Iris, the JRPP and the community are asking CN to be transparent about …. however, it is clear that when CN does make known its parking numbers, there will be far more than 845 spaces available to address visitor parking demands for the East End (development in addition to the 31 merit based visitor spaces that are provided).

Background

CN claim there is a parking shortfall across the East End development. Iris refute CN's claim there are any shortfall for reasons made known in prior correspondence, however as a brief recap, Iris position is:

- any reference to claimed deficiencies from a DA lodged in 2015 before the concept consent was issued should be updated with more accurate, or proposed, information from detailed DA plans. The "concept" was a high-level document that is now 8 years old and out of date, replaced by more accurate, actual or proposed plans for the project - reference to it to justify CN's claims of there being parking shortfalls is not justifiable or appropriate in 2023.

- the 2015 GTA report concluded that the concept development generated a parking requirement of 669 spaces, of which, 491 spaces were proposed to be provided. That is a difference of 178 spaces, noting CN's figure of 162 spaces above. Referencing these numbers in 2023 to nothing more than a concept that is now 8 years old is not relevant.

- nowhere in the consent, or any subsequent consent or consent modification, has CN sought to retrospectively undo the car parking concession that was provided upon issue of the concept consent.

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- the concept consent (and subsequent consents issued consistently with the concept discounted rates) provided for parking demand (as prescribed by the now superseded DCP) exceeding the discounted rates through use of the King St car park and on-street parking. Removal of the King St car park, which we note is entirely at the hand of CN, still leaves on-street parking that was clearly envisaged by CN to cater for any parking that may be required. We note that between the now demolished King St car park and on street parking, there is nothing specified as to the load split the former and latter would share …. i.e. the King Street car park is only part of the solution to cover the discount that CN accepted as part of the conditions in the concept consent.

- the King Street car park was not operating the way it was intended, that being, it was not open after 7pm on weekdays, was not open after 4:30pm on Saturday, was closed on Sundays, and a large portion was tenanted to long-term all-day users – its capacity to accommodate casual parking for retail/commercial and visitors from the East End development was very limited, and it is reasonable to conclude that most, if not all, the parking to accommodate the car parking discount provided for in the concept consent, and if CN's claim of a parking shortfall is correct (which Iris does not agree with), the bulk, if not all of any such shortfall was going to be accommodated by on-street parking anyway.

- in our view, the use of the words "deficit" and "shortfall" are misleading. What CN approved was a discount against the DCP rates that were applicable at the time (DCP 2012) and that discount continues to remain applicable today, as if for no other reasons:

    - commercial decisions to acquire the site were made based on the concept consent conditions, retrospective changes will add significant cost impost on Iris,

    - in the matter of Stages 3 & 4, which are the only sites that now remain that could possibly accommodate additional parking of a claimed shortfall, Iris has undertaken a design competition, numerous integrity panel meetings and prepared a DA, all subsequent to CN making known it considered Iris required to make good what it considered to be a shortfall in parking – CN remained silent on this matter until after Iris lodged its DA,

    - despite its resolution to demolish the car park in April 2021 and provide replacement parking on the site, despite numerous requests from Iris and its consultants, CN continues to be evasive in making known its intention for the site. It can only be concluded that CN is seeking to push its publicly committed parking plans and obligations to reinstate parking on its former car park site across to Iris, and in doing so make its own site feasibility more attractive to itself or a developer.

- as touched on above, CN has undertaken to the community, including Iris Capital as the developer of Stage 3 & Stage 4 and an interested party to those undertakings, they will replace the parking lost on the King Street car park site and this replacement parking needs to be disclosed and factored into our parking analysis. As far as Iris are concerned, the King Street car park site is under construction.

- for clarity in the matter of recent CN correspondence, we note the 2015 DA (which is actually DA2015/10182, not DA2015/10185) is now surrendered, replaced by DA2017/701, therefore reference to the 2015 DA is not relevant.

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- the 2015 DA and reference to GTA is not a reference to Iris – the 2015 DA (before it was replaced by the 2017 concept DA) was acquired by Iris when the site was acquired; a claimed 162 space deficit is something that was drafted into the traffic report before Iris took ownership of the site and is not attributable to Iris or any current Iris consultant.

Parking Methodology

As the development is now at the final stage where application of DCP principles can be fully resolved, the approach that has been adopted in determining parking across the entire concept consent site is :

- allocate residential parking to 1, 2 and 3 bedroom units based on actual apartments built in Stages 1 and 2, and proposed apartments consistent with the DA across Stages 3 and 4 based on applying rates consistent with the current DCP,

- provide retail/commercial parking consistent with the current DCP requirement of 1 space per 60m^2 of GFA and provides for the minimum number of required spaces – EV charging spaces are provisioned consistent with the current DCP on Stages 3 and 4,

- provide provision for EV charging and parking consistent with the DCP in Stages 3 and 4 – non-exclusive/common EV charging bays, of which there are 4, are in addition to the residential parking,

- The development provides for 31 visitor car parking spaces across the entire development, this includes 11 visitor spaces that were moved from Stage 1 to Stage 3 with the approval of CN – the current DCP requires visitor parking to be provided on merit, which is the subject of this report, and

- A car wash bay is provided in every stage of the development.

In terms of the numbers, the references in the concept DA upon which CN appear to be using to determine their "shortfall" in parking, is outlined in the table below – refer 2017 concept consent.

Table 1 – Parking Assessment based on 2017 Concept Consent

Concept DA	Concept Yield	Parking Numbers	Actual Yield *	Comment
Retail/comm GFA	9,260m^2	154	5,044m^2	Considerably less GFA than Masterplan consent provided for
Apartment # for visitors	566	115	528	Less units than Masterplan consent provided for
Concept Parking #		**269**		
Provided in DA				
Retail/comm		93		
Visitor		31*		
Claimed shortfall		**145**		

*the actual yield is the sum of stage 1 actual, stage 2 proposed (noting stage 2 could be considered actual but for the parking modification currently before CN), stage 3 and 4 as proposed by the detailed DA

The table below is based on actual (Stage 1) or proposed (Stages 2, 3 & 4) yields and their respective parking requirements vs provisions.

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Table 2 – Stage Review – Actual of Proposed (from DA Documents)						
Stage 1						
Apartment mix	**Retail/comm floor area**	**Yield**	**23 DCP**	**Consent**	**Strata**	**Pre-23 DCP**
1 bedroom		68	68			
2 bedroom		128	128			
3 bedroom		16	32			
Sub-total		*212*	*228*	*285*	*211*	
Visitor		0	Merit based		0	43
Commercial^	2,774m^2	31	46		31	46
Car wash		1	1		1	
					243	
Add – Hotel parking					42	
					285	
Strata plan parking #				285		
Stage 2						
Apartment mix	**Retail/comm floor area**	**Yield**	**23 DCP**	**Consent**	**Strata**	**Pre-23 DCP**
1 bedroom		35	35	35	35	
2 bedroom		77	77	77	87	
3 bedroom		9	18	18	19	
Sub-total		*121*	*130*	*138*	*141*	
Visitor			Merit based	0	7	25
Retail	1,290m^2		22	14	10	22
Car wash			1	1	1	
				153	160	
Strata plan parking #				159$^{\nabla}$		
Stage 3						
Apartment mix	**Retail/comm floor area**	**Yield**	**Current DCP**	**DA Proposed**	**Strata**	
1 bedroom		15	15	15		
2 bedroom		64	64	67		
3 bedroom*		11	22	25		
Sub-total		*90*	*101*	*107*	*107*	
Visitor			Merit based	6	6	18
Retail∞	980m^2	58	16	58	58	16
EV common resi@		2	2	2	2	
Car wash		1	1	1	1	
		151		174	174	
Strata plan parking #				175		
Stage 4						
Apartment mix	**Retail/comm floor area**	**Yield**	**Current DCP**	**DA Proposed**	**Strata**	
1 bedroom		9	9	9		
2 bedroom		80	80	80		
3 bedroom**		16	32	34		
Sub-total		*105*	*121*	*123*	*123*	
Visitor			Merit based	7	7	21
Retail^^	535m^2	5	9	5	5	9
EV common resi@		2	2	2	2	
Car wash		1	1	1	1	
		113	133	138	138	
Strata plan parking #				142		

^ excludes hotel parking as it is subject to its own consent and agreed parking

∇ 141 spaces above the 138 per CN, noting CN's previous advice that as long as proposal is consistent with DCP across whole development it is acceptable

* includes 10 exclusive EV charging points (included in residential parking #)

@ includes 2 non-exclusive EV charging points for residential (in addition to the DCP residential parking rates)

∞ includes 3 EV charging points

** includes 10 exclusive EV charging points (included in residential parking #)

^^ includes 1 EV charging point

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The table below is based on the entire development, Stages 1, 2, 3 & 4 and their respective parking requirements vs provisions. The 684 spaces required under the 2023 DCP have zero (0) visitor spaces included as they are assessed on merit – the actual 715 spaces assume 31 visitor spaces across the 4 blocks.

Table 3 – Overall Parking Summary – East End Development Stages 1 to 4						
Apartment mix	**Retail/comm floor area**	**# apartments**	**2023 DCP**	**Actual spaces**	**Difference**	**Actual + proposed (DA) strata plan #**
Stage 1						
1 bedroom		68	68			
2 bedroom		128	128			
3 bedroom*		16	32			
Total Stage 1 residential		*212*	228	211		211
Stages 2, 3 & 4						
1 bedroom		59	59	59		
2 bedroom		221	221	232		
3 bedroom*		36	72	73		
176 Hunter St+		2	3	1		
Total Stage 2+3+4 resi parking (inc. 176 Hunter St)		318	355	372		371
Overall						
All stages - residential		530	583	583	0	582
Visitor			Merit based	20		
Stage 1 visitor in Stage 3			0	11		
EV common resi			4	4	0	
Car wash resi			4	4	0	
Retail/comm	5,579m^2		93	93	0	
			684	**715**		

+ subject to separate consent

The following notes and assumptions are provided to further inform the parking assessment above:

- The concept consent CN refers to is not relevant as it is not reflective of reality (i.e. # of apartments and retail/commercial floor area) – it was an estimate at a point in time that is now superseded with more accurate information
- QT Hotel parking is subject to its own specific DA approved by CN and is not factored into any of the numbers in the overall analysis
- Across all stages, the maximum number of residential parking spaces allowed under the current DCP is not exceeded
- EV charging non-exclusive parking bays are only relevant in Stages 3 & 4
- In Stage 3 residential, the development provides a total of 10 exclusive use EV chargers (included in residential parking numbers) and 2 non-exclusive use EV chargers
- In Stage 3 retail/commercial, the development provides 3 public use EV chargers as part of the 58 spaces
- Stage 3 retail/commercial parking comprises 17 x Stage 3 retail/commercial spaces, 11 x Stage 1 visitor spaces, 10 x Stage 1 other retail/commercial spaces, 4 x Stage 4 retail/commercial spaces and 16 additional spaces required for DCP compliance – total 58 spaces
- In addition to the 58 retail/commercial spaces in Stage 3, Stage 1 provides 31 spaces, Stage 2 provides 10 spaces and Stage 4 provides 5 spaces – total 104 spaces (which included 11 carry-over visitor spaces from Stage 1)
- **The concept DA requires a minimum of 616 spaces which is satisfied**

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Parking survey/merit based visitor parking

As the foregoing analysis shows, residential parking does not exceed the maximum provisions of the current DCP and retail/commercial parking satisfies the minimum parking requirements across the East End development. In our view, what remains to be resolved, the only matter to be resolved, is the visitor parking, which under the current DCP is assessed on merit, and notwithstanding, Iris is providing 31 visitor car parking spaces throughout Stages 1 to 4.

The now repealed DCP under which the Concept DA was approved, in general terms, provided for visitor parking at a rate of 1 car space for every 5 apartments. Clearly, CN came to a conclusion that such visitor parking rates were onerous and not being used and have moved to a merit based assessment in relation to this category of parking

To assist with the merit based assessment, CN have requested that a parking occupancy survey should be undertaken to support the proposed parking provision and allocation, as follows:

- *Parking survey to be generally based within a 400m radius of the site and identify both short and long term parking vacancies both on-street and within existing off-street public car parks*
- *Survey to be undertaken on a typical Thursday 8.00am to 8.00 pm and a Saturday 8.00am to 1.00 pm with 1.0 hour increments*

The scope and terms of the survey were agreed between the author and CN's David Ryner prior to those works being undertaken at the applicant's cost.

Accordingly, CJP engaged independent survey contractor, Trans Traffic Survey, to undertake parking occupancy surveys on Thursday 27 July and Saturday 29 July, 2023. A map of the surveyed area is reproduced below, with the results indicating there is an extensive amount of public parking remaining available within walking distance of the site, both on-street and within off-street public parking areas.

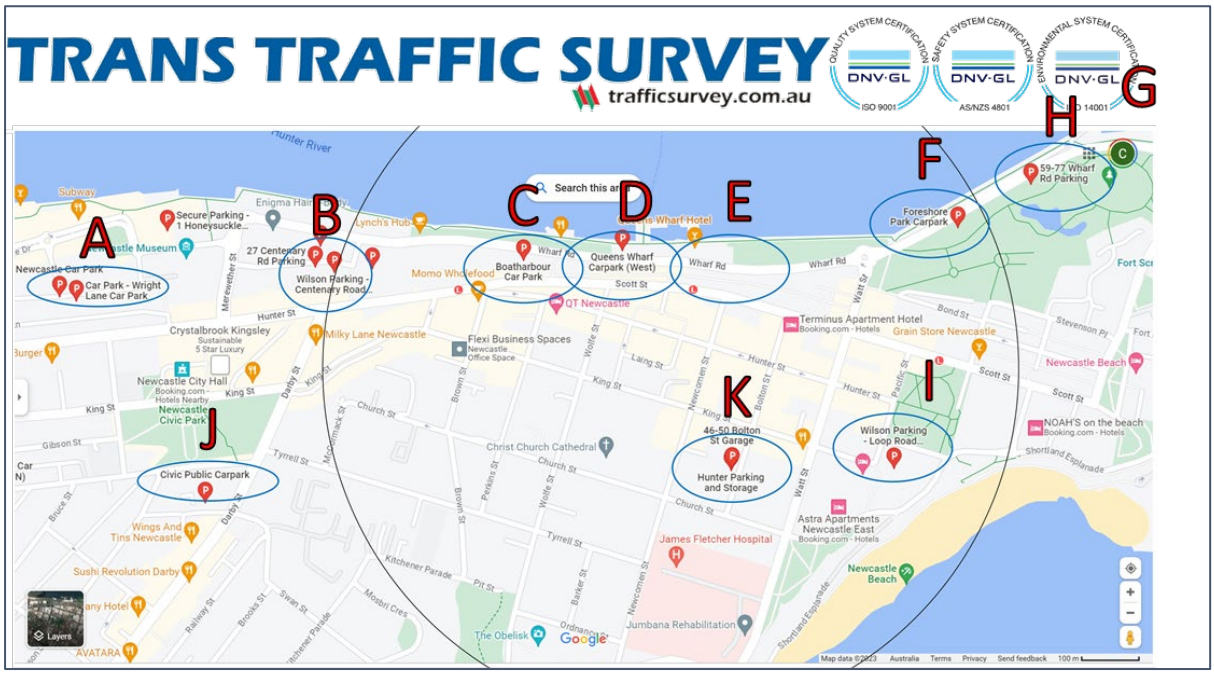

Figure 1 – Parking occupancy survey area

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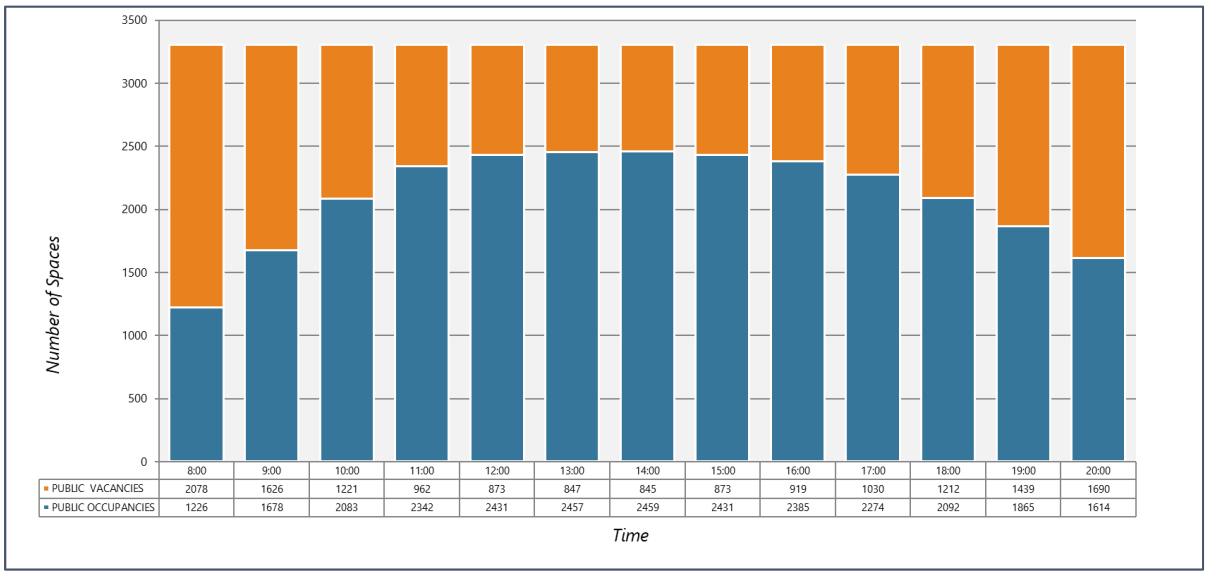
In summary, there are approximately 3304 publicly accessible car parking spaces available within the survey area, comprising 2007 on-street spaces and 1297 off-street spaces within parking stations. Assessing the survey area as a whole, the following results are noted and summarised in the graphs on the following page:

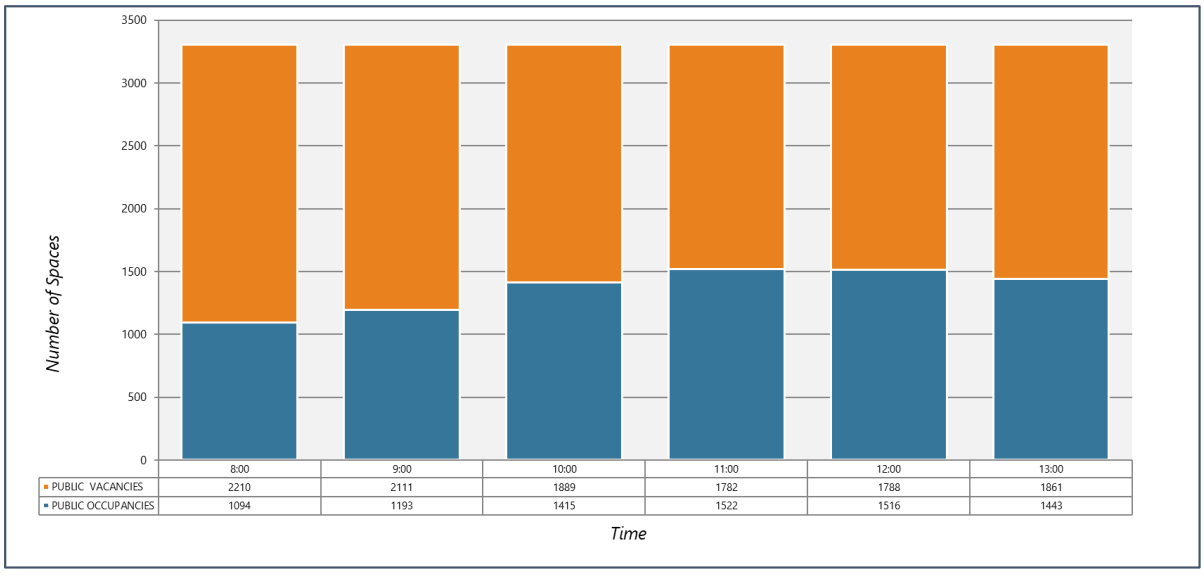
- the Thursday peak period occurred at 2pm (however was fairly consistent between 12 noon and 4pm) when there were 2459 parked cars recorded – i.e. 845 parking spaces remained available

- the Saturday peak period occurred at 11am (however was fairly consistent between 10am and 1pm) when there were 1522 parked cars recorded – i.e. 1782 parking spaces remained available



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
PUBLIC VACANCIES	2078	1626	1221	962	873	847	845	873	919	1030	1212	1439	1690
PUBLIC OCCUPANCIES	1226	1678	2083	2342	2431	2457	2459	2431	2385	2274	2092	1865	1614

Figure 2 – Parking occupancy survey results across entire survey area – Thursday



	8:00	9:00	10:00	11:00	12:00	13:00
PUBLIC VACANCIES	2210	2111	1889	1782	1788	1861
PUBLIC OCCUPANCIES	1094	1193	1415	1522	1516	1443

Figure 3 – Parking occupancy survey results across entire survey area – Saturday

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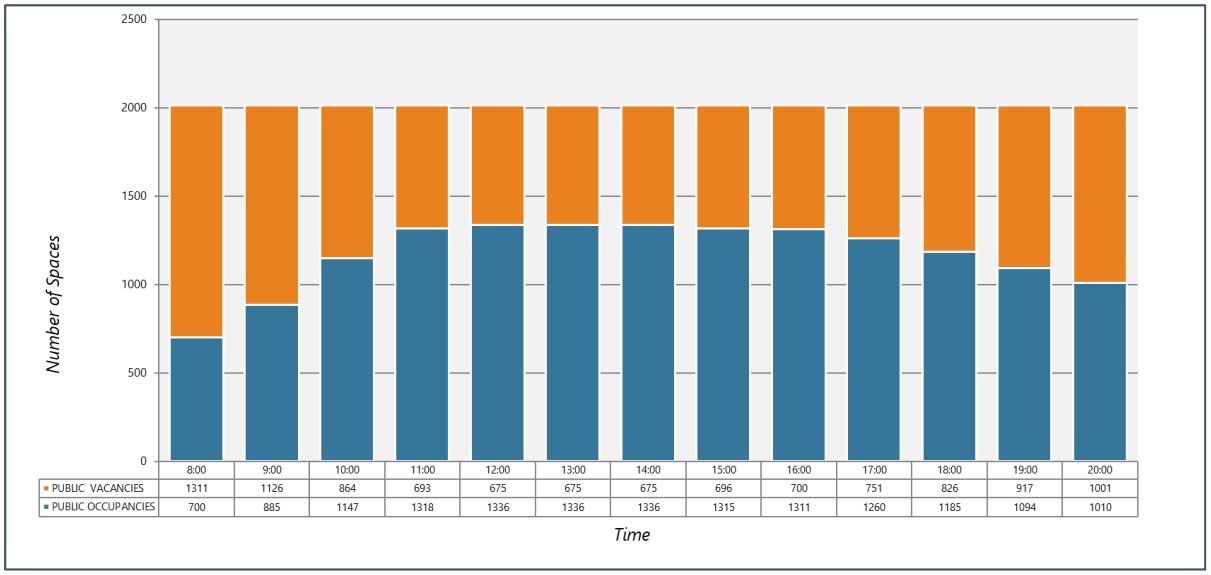
Notwithstanding, assessing the survey area based on on-street parking areas only, the following results are noted and summarised in the graphs on the following page:

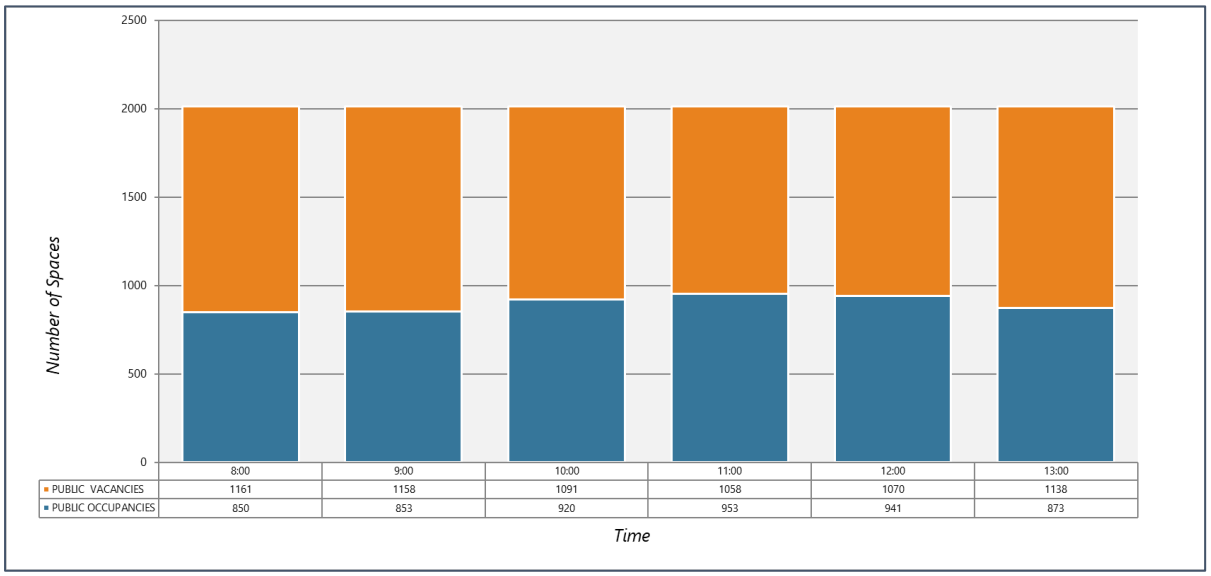
- the Thursday on-street peak period occurred between 12 noon and 2pm (however was again fairly consistent between 11am and 4pm) when there were 1336 parked cars recorded – i.e. 675 on-street parking spaces remained available

- the Saturday on-street peak period occurred at 11am (however was fairly consistent between 10am and 12 noon) when there were 953 parked cars recorded – i.e. 1058 parking spaces remained available



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
PUBLIC VACANCIES	1311	1126	864	693	675	675	675	696	700	751	826	917	1001
PUBLIC OCCUPANCIES	700	885	1147	1318	1336	1336	1336	1315	1311	1260	1185	1094	1010

Figure 4 – On-Street parking occupancy survey results across entire survey area – Thursday



	8:00	9:00	10:00	11:00	12:00	13:00
PUBLIC VACANCIES	1161	1158	1091	1058	1070	1138
PUBLIC OCCUPANCIES	850	853	920	953	941	873

Figure 5 – On-Street parking occupancy survey results across entire survey area – Saturday

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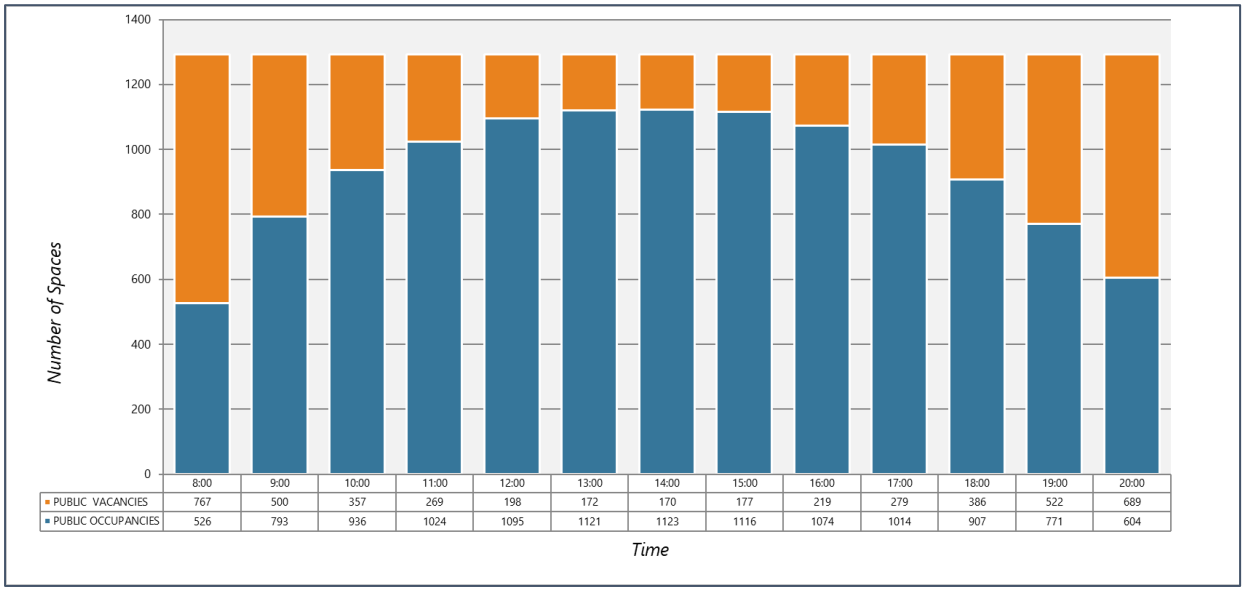
Furthermore, assessing the survey area based on off-street public parking areas only, the following results are noted and summarised in the graphs on the following page:

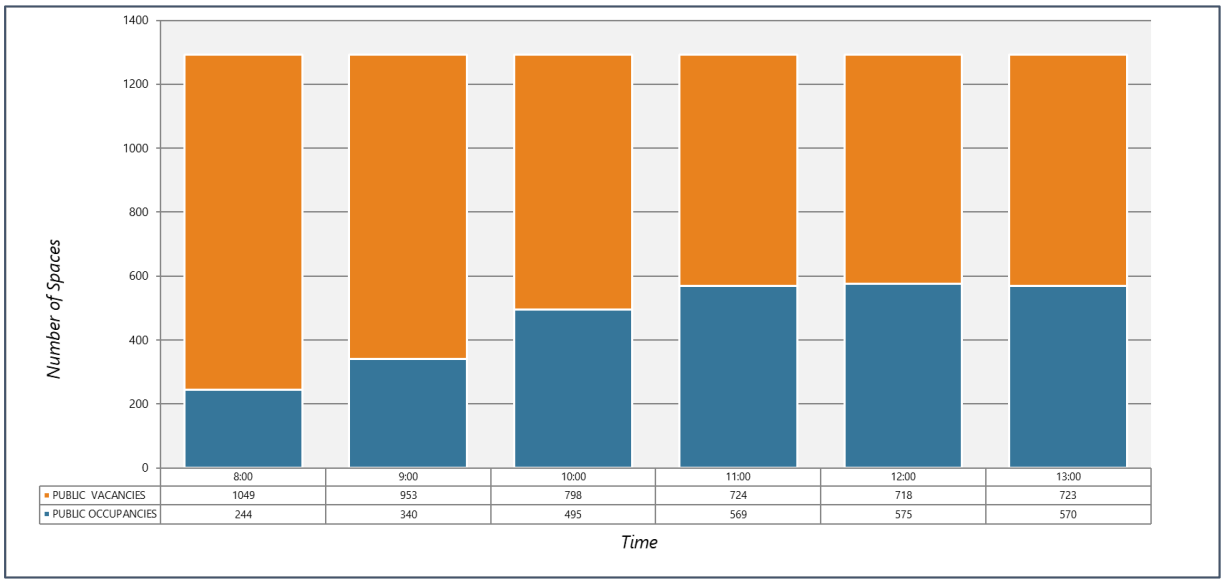
- the Thursday off-street peak period occurred at 2pm (however was again fairly consistent between 12 noon and 4pm) when there were 1123 parked cars recorded – i.e. 170 off-street parking spaces remained available

- the Saturday on-street peak period occurred at 12 noon (however was fairly consistent between 11am and 1pm) when there were 575 parked cars recorded – i.e. 718 off-street parking spaces remained available



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
PUBLIC VACANCIES	767	500	357	269	198	172	170	177	219	279	386	522	689
PUBLIC OCCUPANCIES	526	793	936	1024	1095	1121	1123	1116	1074	1014	907	771	604

Figure 6 – Off-Street parking occupancy survey results across entire survey area – Thursday



	8:00	9:00	10:00	11:00	12:00	13:00
PUBLIC VACANCIES	1049	953	798	724	718	723
PUBLIC OCCUPANCIES	244	340	495	569	575	570

Figure 7 – Off-Street parking occupancy survey results across entire survey area – Saturday

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As noted in the foregoing, the residential parking and retail/commercial parking comply with CN's parking rates that are currently applicable in 2023 (i.e. Stages 2, 3 & 4), noting that visitor parking in 2023 is assessed on merit – there are no minimums or maximums.

Accordingly, Iris have provided on-site visitor parking for 31 spaces at rates specified in the concept consent.

The parking occupancy survey results confirm that there is an extensive amount of parking remaining available for visitors within walking distance of the development, even during peak periods, should they be unable to source an on-site visitor space. The conclusion is, that based on the results of the survey:

- 31 visitor spaces across 530 apartments is, on merit, acceptable
- The worst case analysis/peak period for parking shows there are a total of 845 on and off-street parking spaces available
- Under the old DCP, approximately 106 visitor parking spaces would be required based on apartment numbers - under that old DCP, CN would conclude on a strict reading of that planning document that a shortfall of 75 car spaces results (106 less 31 = 75 spaces)
- The conditions of the concept consent, based on greater certainty of actual and proposed apartments, would have placed the onus on Iris to provide for 27 visitor parking spaces – with the balance 75% DCP requirement to be provided by the King Street car park or on-street parking.
- This report has referenced that the discount provided in the concept consent meant that 75% of visitor car parking would be provided by the now defunct King St car park and on-street parking. It has been demonstrated that:
    - There is ample on and off street parking through the parking survey to cater for the old DCP parking rates for visitor parking, and if the full assessment/peak requirement for visitor parking of 106 spaces (per the rates of the old DCP) were required at the same exact time that general parking demand (on and off-street) was at its peak, CN's claimed shortfall of spaces (net 75) would only consume 8.9% of available on and off-street public parking
    - CN has a commitment to honour the conditions of the concept consent and in terms of its undertaking to the local community to replace the parking lost as a result of its decision to demolish the community asset that was the King Street car park – that the CN car park when rebuilt will further reduce pressure on the surrounding infrastructure in terms of parking demand and availability
    - The CN King St car park did not operate in a manner that the author believed would have provided any significant relief for casual visitor parking (or casual any type of parking). It closed at 7pm weekdays, closed at 4.30 on Saturdays and was closed all day Sunday – even if the car park was still standing, the contribution that asset would have made to accommodating the parking arising from the DCP visitor parking discount would have been minimal at best and on-street parking would have provided most, if not all, of the "shortfall" parking would have defaulted to on street anyway

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Conclusion

In summary, CN has had well over two years to crystalise its intentions with the King Street car park and this should be tabled as part of this process. As noted in the foregoing, the site was purchased by Iris and has been developed in good faith with certain parking discounts/concessions that formed part of a valid Masterplan consent that were *not* conditional.

Many of CN's parking calculations and assumptions are based off the concept consent which is no longer relevant – the reality is quite different to the *concept*. The reality is there are less apartments and far less commercial and retail space than the concept DA provided for. Any reference to the concept now there is a firm plan for how the entire development will look should cease. Further, CN are quoting parking number "shortfalls" referencing a now superseded DCP and disregarding the conditions of the concept consent that references applying the DCP current at the time of the respective DA, meaning that the claimed "shortfall" on visitor parking is based on an unsupportable, irrelevant and unjustified calculation. The concept should have the same DCP applied to it as any detailed DA currently before CN for assessment – this report is based on that premise.

As previously requested multiple times, Iris and the project team, as well now as the JRPP (refer 2 August 2023 briefing minutes) and the community generally, want to understand what parking CN intends to reinstate on their site per undertakings to the community (reference the paper to Council dated 28 April 2021 amongst other commitments) and providing a response to the question posed by the JRPP at our briefing meeting held on 2 August about understanding CN's intentions for the old car park site, which, to date, they have been unwilling to table their plans to support prior commitments.

In conclusion, the following points are critical to re-emphasise:

- Residential parking across the whole development is compliant with the current DCP - parking does not exceed maximum rates,
- Retail/commercial parking is compliant with the current DCP with a rate of *1 space per 60m^2* of retail/commercial GFA, a total of 93 spaces,
- Visitor parking is merit based - there are no maximum or minimums, Iris have provided visitor parking of 31 spaces at rates specified in the concept consent,
- QT Hotel parking has own specific DA approved by CN and is not factored into any of the numbers in the overall analysis,
- Iris can comply with the minimum parking as prescribed by the concept consent, and
- The parking occupancy survey results confirms that there is an extensive amount of parking remaining available for visitors within walking distance of the development, even during peak periods.

In the circumstances, it is considered that the proposed provision of 31 on-site residential visitor spaces and 93 on-site retail/commercial spaces across the East End development is considered adequate for the development, given the site's prime location within the Newcastle city centre, where there is a wide range of alternate transport options available, in addition to available on-street and off-street public parking areas.

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In light of the foregoing, Iris and the project team's stance is that we maintain there is no parking shortfall and the East End development should not be required to provide any more parking than is currently proposed.

Any CN claimed shortfall is limited only to visitor parking compared to the now irrelevant old DCP rates, and if CN's proposition is accepted, the claimed shortfall is just a timing/short term shortfall that will be addressed when CN builds its new car park and honours the commitment in its assessment report dated 28 April 2021.

I trust the above addresses Council's comments. Please do not hesitate to contact me on the number below should you have any queries.

Kind regards

Chris Palmer
Director
B.Eng (Civil), MAITPM

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