

COUNCIL SUPPLEMENTARY REPORT

HUNTER AND CENTRAL COAST REGIONAL PLANNING PANEL

PANEL REFERENCE & DA NUMBER	Panel ref: PPSHCC-306 - City of Newcastle application ref: RE2024/00002
PROPOSAL	Section 8.2(1) Review of MA2023/00175 – Modification to DA2017/00701 - Staged concept development comprising of retail, commercial, residential and shop top housing - changes to approved building envelopes for Stages 3 and 4.
ADDRESS	Lot 31-32 DP 864001 Lots A & B DP 388647 Lot 1 DP 77846 Lots 96, 98 & 100 DP 1098095 Lot 1 & 2 DP331535 Lot 1 DP 723967 Lot 1 DP 819134 105, 109, 111 & 121 Hunter St Newcastle 3 Morgan St Newcastle 22 Newcomen St Newcastle 66-74 King St Newcastle
APPLICANT	East End Stage 4 Pty Ltd
OWNER	East End Stage 3 Pty Ltd & East End Stage 4 Pty Ltd
DATE OF REVIEW LODGEMENT	7 June 2024
DETERMINATION MEETING DATE	21 October 2024
APPLICATION TYPE	Section 8.2(1) - Development Consent Reviews
REGIONALLY SIGNIFICANT CRITERIA	Section 2.19(1) and Clause 2 of Schedule 6 of State Environmental Planning Policy (Planning Systems) 2021 declares the proposal regionally significant development as: Development that has a capital investment value of more than \$30 million.
RECOMMENDATION	Approval, subject to recommended conditions of consent
DETERMINATION MEETING DATE	21 October 2024
PREPARED BY	City of Newcastle
DATE OF REPORT	24 October 2024

1. BACKGROUND

The section 8.2(1) review of determination application (RE2024/00002) was presented to the Hunter Central Coast Regional Planning Panel ('HCCRPP') on 21 October 2024. The review sought to reconsider the refusal of modification application MA2023/00175, which proposed changes to the Concept DA approval (DA2017/00701) for the 'East End' development—a major redevelopment of four city blocks bound by Hunter, King, Perkins, and Newcomen Streets in Newcastle's East End.

This supplementary report addresses matters raised during the 21 October 2024 meeting. It provides an overview of the modal shift between the Newcastle Development Control Plan 2012 ('NDCP 2012') and Newcastle Development Control Plan 2023 ('NDCP 2023'), focusing on changes in car parking, public transport reliance, and other transport considerations. The report also summarises the City of Newcastle ('CN') strategies supporting this transition.

2. TRAFFIC, PARKING, AND ACCESS

2.1 NDCP 2023

The NDCP 2023 was developed through a comprehensive review of the NDCP 2012, updating development controls to reflect best practices, land use strategies, and CN priorities. Notably, the NDCP 2023 aims to reduce car dependency and increase walking, cycling, and public transport use to align with CN's Parking Plan 2021-2030 (see Section 2.2 below for further detail).

The key shift from DCP2012, is the introduction of maximum parking rates for residential development in dense urban areas (e.g., city centre, renewal corridors) and removal of minimum parking requirements, including for residential visitors. Parking is now more flexible and market-driven, benefiting sustainability and housing affordability.

Other amendments within NDCP 2023, relating to traffic, parking, and access controls include:

- Bicycle storage: Improved access for people with disabilities.
- Car share: Dedicated parking for ride-sharing.
- End-of-trip facilities: More showers and storage for non-residential development to encourage cycling.

A review by consultants, Stantec, in 2021 informed these amendments. Stantec benchmarked parking rates from cities like Wollongong, Melbourne, and Canberra to update Newcastle's controls. For non-residential developments, parking requirements are now merit-based, providing flexibility for uses like retail and universities, while reducing costs and traffic congestion.

Additionally, unbundling parking, which enables separating parking spaces from approved dwellings, provides flexibility enabling purchases to elect how many spaces to own or rent, improving affordability and reducing street parking pressures.

2.2 Adopted strategies

At a regional level, the Greater Newcastle Future Transport Plan and Greater Newcastle Metropolitan Plan 2036 guide land use and transport planning, developed by Transport for NSW and the then NSW Department of Planning and Environment. These plans emphasise cooperation with Greater Newcastle councils to improve public transport, active transport links, and manage transport demand.

City of Newcastle (CN) strategies underpin the shift towards sustainable transport, reflected in changes between the NDCP 2012 and NDCP 2023, particularly in car parking and public transport reliance. Key strategies include:

- [Community Strategic Plan Newcastle 2040](#): Aims to manage parking, improve street amenity, and promote active transport as the preferred method. Reducing car use decreases congestion, noise, and pollution while improving streetscapes.
- [Local Strategic Planning Statement \(updated 2021\)](#): Promotes integrated transport, green city development, and sustainable mobility through updated provisions for parking, active transport, and electric vehicles.
- [On the street: A plan to better manage parking in the Newcastle LGA](#) ('Parking Plan 2021-2030'): Sets a vision for reducing car reliance by improving parking management, including maximum parking rates and a merits-based approach in development controls, aligning with compact, walkable neighborhoods.
- [Newcastle Transport Strategy 2014](#): Sets targets for public transport, walking, and cycling mode shares, supporting a connected, convenient transport system and aligning with state targets for sustainable transport.

Additional policies like the [On our bikes: A plan for safe and connected cycling in the Newcastle LGA](#) ('Cycling Plan 2021 - 2030') and the [draft On the Path: Out plan for safe and accessible walking and rolling in the Newcastle LGA](#) ('Draft Walking and Mobility Plan') further support this transition to active transport modes.

3. CONCLUSION

In conclusion, the NDCP 2023 represents a significant step forward in aligning Newcastle's development controls with modern sustainable transport and urban planning practices. The shift from the outdated parking standards of the NDCP 2012 to the flexible, market-driven approach in NDCP 2023 supports CN's strategic vision for a more walkable, cyclable, and public transport-oriented city.

These changes, underpinned by CN's adopted strategies and regional transport plans, reflect a concerted effort to reduce car dependency, manage parking more effectively, and encourage a transition toward active transport, contributing to Newcastle's broader goals of environmental sustainability, urban liveability, and housing affordability.

Considering this strategic shift, it is therefore acceptable that reduced parking rates in line with NDCP 2023 apply to the development. The flexibility provided by the new maximum parking requirements and the removal of minimum parking rates ensures that developments can better align with the City's objectives, promoting sustainable transport choices while reducing unnecessary construction costs and supporting more efficient land use.