Ref: 24/105

19th February 2025

GWH
PO Box 753
NEWCASTLE NSW 2300

Attention: - Sam Coles

Dear Sam,

RE: Traffic Addendum 2 – Modification to Consent – Mixed Use Development – 309 King Street, Newcastle.

Reference is made to your engagement for Intersect Traffic to prepare a traffic addendum covering proposed modifications to the approved Mixed-Use Development on 309 King Street, Newcastle (DA2019/01169). Intersect Traffic undertook the traffic impact assessment for the original DA (*Intersect Traffic TIA 18/024 May 2019*) and Traffic Addendum 1 for a modification to the consent (*Intersect Traffic - Traffic Addendum 1 23/038 12th June 2023*). This addendum is supplementary to these documents and should be read in conjunction with them.

Traffic Addendum 2

Development

GWH having purchased the subject site – 309 King Street, Newcastle is seeking to modify the plans for the approved mixed-use development on the site (DA19/01169) and requires an assessment of the traffic, parking and access impacts of the modification when compared to the current approved development (Modificaction1). In undertaking this assessment, it is also recognised that the Newcastle DCP (2012) under which the original application was assessed has been superseded by the Newcastle DCP (2023) and as such the on-site car parking assessment of the proposed modified development will be different to the original assessment undertaken in *Intersect Traffic TIA 18/024 May 2019.*

Table 1 below shows the difference between the approved development and the proposed modified development in terms of land-uses, apartment numbers and floor areas where relevant. The following assessment of traffic, parking and access impacts of the modified development is based on this table. The amended on-site car park and access plans are provided in ***Attachment 1*** below.

There is no change to the proposed access arrangements for the development therefore there will be no adverse traffic impact resulting from the modified development in regard to the compliance of the access arrangements with Newcastle City Council and Australian Standard requirements. Therefore, the proposed access to the modified development is considered satisfactory for use by the development and no further assessment of the access is required.

Table 1 – Modified vs Approved development comparison

Approved Development			Modified Development		
Land-Use	**Item**	**Quantity**	**Land-Use**	**Item**	**Quantity**
Seniors Living ICU	Bedrooms	212	Seniors Living ICU	deleted	218
RACF	Beds	114	RACF	deleted	50
Café / restaurant	m^2	281	Retail / Commercial (tenancies 1 & 2)*	m^2	406
Retail (salon)	m^2	39	Retail / Commercial (tenancies 3 - 5)*	m^2	198
Medical Centre	m^2	240	Medical Centre	m^2	deleted
3 bedroom apartments	No.	27	3 bedroom apartments	No.	93
2 bedroom apartments	No.	70	2 bedroom apartments	No.	154
1 bedroom / studio apartments	No.	69	1 bedroom / studio apartments	No.	34
* - As per current approval					

In summarising the changes proposed the client has advised that modification 2 involves the following;

- *Change of use of RAC/ILU to residential apartment resulting in an extra 130 apartments located in Tower A (western tower) a change of 85 apartments from the original*
- *Alterations and additions to facilitate change of use including expansion of parking area to ground floor and mezzanine of Tower A.*
- *Increase in commercial tenancies on ground floor by 1 tenancy (82sqm change).*
- *Re-alignment of the external podium levels to align at level 3*
- *Extra level of residential apartments on Tower A to accommodate the loss of ground floor/mezzanine usable area.*
- *Increase in carparking spaces from 286 to 392 (106) spaces including new parking levels on ground and mezzanine of Tower A, and Tower B basement.*
- *Inclusion of rooftop communal area to Tower A, along with improvement to approved communal spaces in Tower A/podium*
- *Reconfigure of apartments in Tower B to amend mix when compared to the original DA (This tower changes were approved in first modification). Reduction of 166 apartments to 151 apartments*
- *Removal of RAC/ILU lift shafts and lobbies.*
- *Improvement of communal space in Tower B by the reduction of 1 apartment on podium/ground*
- *Re-configuration of rooftop communal space on Tower B*
- *Increase in the size of the basement to accommodate further parking and mechanical services*
- *Relocation of waste rooms toward King Street frontage and waste to be serviced from King Street, previously undertaken on Bull Street*
- *Change to landscape finishes of internal podium and memorial walkway*
- *Minor changes to material finishes of the buildings*
- *Tower A reduction in footprint*

Traffic Generation

Intersect Traffic TIA 18/024 May 2019 which supported the original application identified that the traffic generation from the approved development would be in the order of 1,045 vtpd or 124 vtph in the AM peak hour period and 105 vtph in the PM peak hour period. The relevant extract from the original traffic report is shown in ***Attachment 2***.

Utilising the traffic generation rates used in the *Intersect Traffic TIA 18/024 May 2019* the traffic generation for each component of this modified development can be calculated as follows assuming a worst-case scenario for commercial tenancies as all cafes / restaurants.

<u>Retail (Café / restaurant) / Commercial</u>

Daily Traffic = 60 x 604 m^2 / 100 m^2 = 363 vtpd; and
AM & PM peak hour = 5 vtph x 604 m^2 / 100 m^2 = 31 vtph.

<u>Residential Units</u>

Daily Traffic = (93 x 3 + 154 x 2 + 34 x 1) bedrooms x 1.93 vtpd / unit = 1,199 vtpd.
AM peak hour = 621 bedrooms x 0.21 vtp bedroom = 131 vtph; and
PM peak hour = 621 bedrooms x 0.15 vtp bedroom = 94 vtph.

Therefore, total traffic generation for the proposed modified development is as follows.

Daily Traffic = 363 + 1199 vtpd = 1,562 vtpd.
AM peak hour = 131 + 31 = 162 vtph; and
PM peak hour = 94 + 31 = 125 vtph.

Therefore, based on the information within *Intersect Traffic TIA 18/024 May* 2019 the additional traffic generated by the ***modified development*** compared to the ***approved development*** is as follows.

Daily Traffic = 1562 – 1045 = 517 vtpd.
AM peak hour = 162 vtph – 124 vtph = 38 vtph; and
PM peak hour = 125 – 105 = 20 vtph.

Noting current traffic volumes on King Street during peak traffic periods are in the order of 1,900 vtph the additional traffic from the modified development only represents approximately 2 % of existing traffic therefore is less than the normal daily and seasonal variations in peak hour traffic. Traffic volumes would also remain well below the two-way mid-block road capacity of King Street as a four-lane divided road i.e., 3800 vtph even through to 2034 where traffic volumes in King Street post development would be predicted to be in the order of 2,600 vtph.

Therefore, the proposed modified development though increasing traffic generated from the site, when compared to the approved development, will not adversely impact on the adjacent local and state road network.

On-site car parking

The Newcastle DCP (2023) provides that for mixed use development requirements are calculated based on the sum of required spaces, but overlap may occur where it can be demonstrated as appropriate. It also provides that parking rates within the Newcastle City Centre are subject to merit assessment. On this basis the new on-site car parking rates applying to the development are proposed as follows.

<u>Retail (Café / restaurant) / Commercial</u>

The maximum rate 1 space per 60 m^2 applied to the approval under the existing consent is to be maintained.

Therefore, on-site car parking = 604 / 60 = 10 spaces.

<u>Residential Units (City Centre)</u>

> *1-bedroom unit – maximum of 1 space per unit.*
> *2-bedroom unit – maximum of 1 space per unit; and*
> *3-bedroom unit – maximum of 2 spaces per unit.*
>
> *Visitor parking no maximum or minimum rate therefore no requirement for visitor parking but 10 off dedicated spaces are proposed inclusive of one DDA space. It is also proposed that the retail/commercial spaces can be used for residential visitor parking outside of the business operating hours i.e. an additional 10 spaces during peak visitor parking periods.*

Therefore, on-site parking requirement (maximum) = 34 x 1 + 154 x 1 + 93 x 2 + 10 = 384 spaces maximum

Based on the amended plans the proposed modified development provides the following on-site car parking over three basement levels of parking.

Level 1 unsecured	– 26 residential spaces accessed off a combined entry/ exit access to Ravenshaw Street. 8 spaces to be designated as visitor car parking.
Ground floor level secured	40 residential spaces. 8 Commercial spaces (visitor use after hours). 4 Accessible spaces (/ commercial or visitor). 2 dedicated visitor spaces. 1 service bay; and 1 wash bay.
Basement Level 1 secured	154 residential spaces with storage cages; and 3 motorcycle spaces.
Basement Level 2 secured	158 residential spaces with storage cages. 4 visitor bicycle racks; and 3 motorcycle spaces.

Total Car Parking = 392 car spaces (370 residential spaces + 10 commercial spaces + 10 visitor spaces + 1 service bay + 1 wash bay inclusive of 4 accessible spaces).

Total Motorcycle Parking = 6 spaces.

Bicycle storage provided within storage cages with additional bicycle racks provided within the basement levels of the car park.

Therefore, in assessing the parking provided within the development it is considered it is compliant with the Newcastle DCP (2023) as the residential component does not exceed 384 spaces and suitable provision is made for visitor car parking, commercial tenant parking and servicing as well as motorcycle parking and accessible parking.

Having reviewed the plans, it is considered the car park design would be compliant with AS2890.1-2004 Parking facilities – Part 1 Off-street car parking and convenient forward entry and exit from the site would be achievable for all vehicles.

Servicing

It is understood the approved development had approval for waste collection from Bull Street and the intention of this modified development would be that this arrangement be modified such that waste collection is from King Street with internal changes made to the location of the waste bins.

Servicing of the retail tenancies is to be restricted to a maximum small rigid vehicle (SRV) through the lease agreements and provision is made for service vehicles to utilise the service bay provided on the ground floor level.

Recommendation

Having undertaken the assessment of the modified mixed-use development on 309 King Street, Newcastle it is concluded that the proposed modification will not adversely impact on the local and state road network. Further the modified development would comply with all access and on-site parking requirements of Newcastle City Council, Australian Standards and TfNSW. Therefore, Newcastle City Council could support the proposed modification to the approved development on traffic impact grounds with appropriate conditions of consent.

Yours sincerely

Jeff Garry
Director
Intersect Traffic

Encl.

Attachment 1 – Site access and car park plans

1 BASEMENT 01 FLOOR PLAN
SCALE 1:400@A3

BIMcloud: Assyst\Brian01 - BIMcloud/22.2104 309 King Street Newcastle (SMH)/00 BIM MODELS/SD_TP DA/CENTRAL MODEL\22.2104 04 SS Tower B

REVISION			
01	PRE DEVELOPMENT APPLICATION	BB	11.04.2018
02	DEVELOPMENT APPLICATION	IM	29.08.2019
03	DEVELOPMENT APPLICATION FOR COUNCIL	BB	19.08.2019
04	DEVELOPMENT APPLICATION_AMENDED	NZ	22.05.2020
05	FOR COUNCIL DISCUSSION	PM	26.11.2022
06	CONCEPT DESIGN ISSUE	RAS	03.02.2023
07	TOWER B - SCHEMATIC DESIGN	AR	03.03.2023
08	ISSUE FOR REVIEW	RAS	06.04.2023

REVISION			
09	AMENDED SECTION 4.55 APPLICATION SUBMISSION	RL	04.10.2023
> 10	SECTION 4.55 RFI SUBMISSION	TF	17.01.2024

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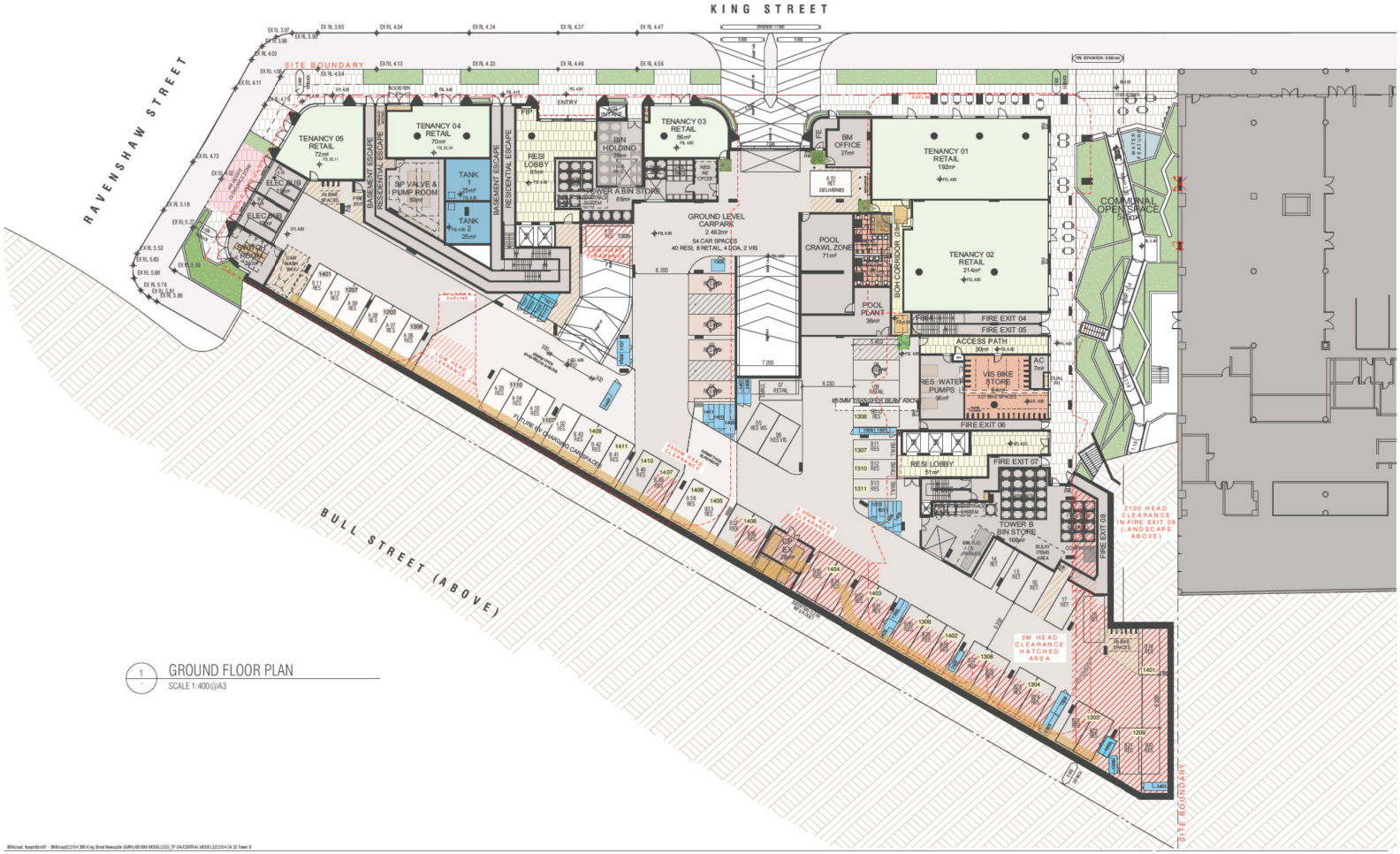
IM	17.01.2024	RM	10.10.2024	22104	1:400@A3

DRAWING TITLE BASEMENT LEVEL 1 FLOOR PLAN

ISSUE PURPOSE 4.55 APPLICATION

REV. 10

DRAWING NO. DA099



1 GROUND FLOOR PLAN
SCALE 1:400@A3

BIMcloud: fkapprdbim01 - BIMcloud/22104 309 King Street Newcastle (GAR)/B BIM MODELS/CD_TP GAC/CENTRAL MODEL L22 2104 GA_S3 Tower B

REVISION			
01	PRE DEVELOPMENT APPLICATION	BB	11.04.2016
02	DEVELOPMENT APPLICATION	IM	29.08.2016
03	DEVELOPMENT APPLICATION FOR COUNCIL	BB	19.08.2019
04	DEVELOPMENT APPLICATION_AMENDED	NZ	22.05.2020
05	PRELIMINARY FOR COUNCIL REVIEW AND DISCUSSION	NZ	15.02.2021
06	FOR HUNTER AND CENTRAL COAST REGIONAL PLANNING PANEL SUBMISSION	NZ	26.02.2021
07	FOR COUNCIL DISCUSSION	PW	28.11.2022
08	CONCEPT DESIGN ISSUE	RAS	03.02.2023
09	TOWER B - SCHEMATIC DESIGN	AR	03.03.2023
10	ISSUE FOR REVIEW	RAS	06.04.2023
11	AMENDED SECTION 4.55 APPLICATION SUBMISSION	IL	04.10.2023
12	RFI AMENDMENTS SHOWN CLOUDED	TF	05.11.2023
> 13	SECTION 4.55 RFI SUBMISSION	TF	17.01.2024

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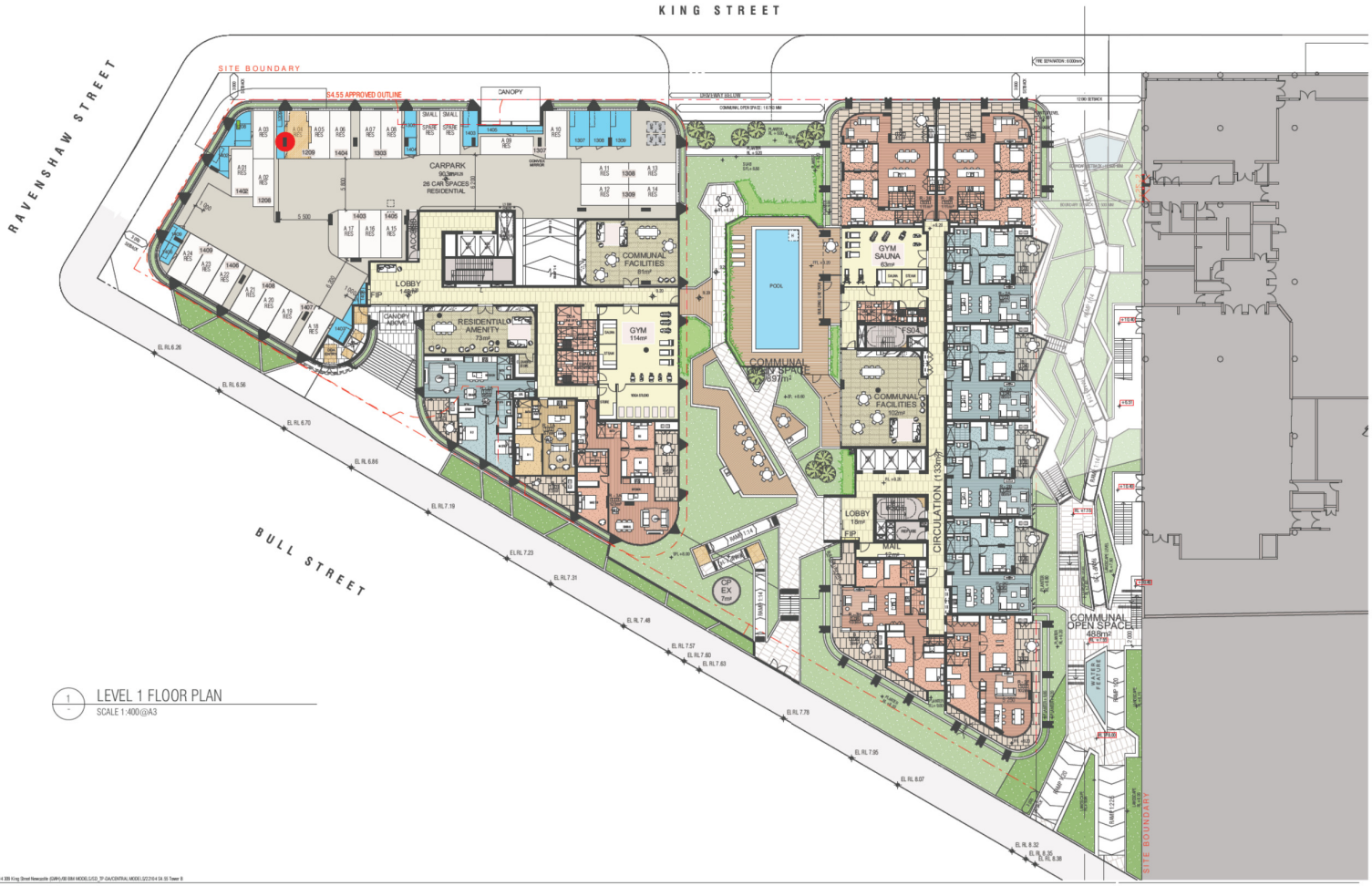
IM	17.01.2024	RM	10.10.2024	22104	1:400@A3	GROUND LEVEL FLOOR PLAN	4.55 APPLICATION	13	DA100



1 LEVEL 1 FLOOR PLAN
SCALE 1:400@A3

BIMcloud: /bsarp/dm01 - BIMcloud/2104-4 309 King Street Newcastle (GWH)/00 BIM MODEL/22_TP CAD/CENTRAL MODEL/22104-04_S5 Tower B

REVISION			
01	PRE DEVELOPMENT APPLICATION	BB	11.04.2018
02	DEVELOPMENT APPLICATION	IM	29.08.2019
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04	DEVELOPMENT APPLICATION_AMENDED	NZ	22.05.2020
05	PRELIMINARY FOR COUNCIL REVIEW AND DISCUSSION	NZ	16.02.2021
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11	AMENDED SECTION 4.55 APPLICATION SUBMISSION	RL	04.10.2023
12	SECTION 4.55 RFI SUBMISSION	TA	30.11.2023
> 13	SECTION 4.55 RFI SUBMISSION	TA	17.01.2024

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DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV.	DRAWING NO.
IM	17.01.2024	RM	10.10.2024	22104	1:400@A3	LEVEL 1 FLOOR PLAN	4.55 APPLICATION	13	DA101

Attachment 2 – Traffic Generation Calculations – Original DA (May 2019).

9.0 TRAFFIC GENERATION

The NSW RMS' *Guide to Traffic Generating Development's* Version 2.2 October 2002 provides specific advice on the traffic generation potential of various land uses. It is noted that due to the location of the site within the Newcastle City Centre area and excellent access to alternate transport facilities a cross-use and passing traffic concession of 50 % is considered reasonable for all the commercial and medical tenancies.

In regard to medical centres the extended hours medical centres are considered the most appropriate land-use with available data the following advice is provided:

Extended Hours Medical Centre

AM Weekday peak hour vehicle trips = 10.4 vehicles per 100m^2 GFA
PM Weekday peak hour vehicle trips = 8.8 vehicles per 100m^2 GFA

The following daily weekday and peak hour traffic generation can be estimated for the medical centre part of development as follows:

AM Weekday peak hour	= 10.4 / 100 x 242 x 0.5	= 12.6 vtph.
PM Weekday peak hour	= 8.8 / 100 x 242 x 0.5	= 10.6 vtph

Based on these figures, daily vehicle trips of 126 vtpd have been assumed in this assessment.

Café / Restaurants / Commercial (worst case scenario)

Weekday daily vehicle trips = 60 per 100 m^2 GFA
Weekday peak hour vehicle trips = 5 per 100 m^2 GFA

Daily vehicle trips	= 60 / 100 x (281) x 0.5 = 84 vtpd.
Weekday AM & PM peak hour	= 5 / 100 x (281) x 0.5 = 7.1 vtph

However, residential aged care, seniors living and residential flat buildings, the RMS issued a Technical Direction TDT 2013/04 in May 2013 that provided updated traffic generation rates for these commercial and residential categories. The relevant land use traffic generation rates applying to these in this assessment and the calculated daily weekday and peak hour generation traffic for the various components part of development are as follows:

Aged Care (Housing for Aged)

Weekday daily vehicle trips = 1 - 2 per dwelling
Weekday peak hour vehicle trips = 0.1 to 0.2 per dwelling
(Note that morning site peak hour does not generally coincide with the network peak hour)

Daily vehicle trips	= 1 x 103	= 103 vtpd.
Weekday AM & PM peak hour	= 0.1 x 103	= 10.3 vtph.

Seniors Housing

Weekday daily vehicle trips = 2.1 per dwelling

Weekday peak hour vehicle trips = 0.4 per dwelling
(Note that morning site peak hour does not generally coincide with the network peak hour)

Daily vehicle trips = 2.1 x 82 = 172.2 vtpd.
Weekday AM & PM peak hour = 0.4 x 82 = 32.8 vtph.

Residential Flat Buildings

Weekday Rates	Sydney Average	Sydney Range	Regional Average	Regional Range
AM peak (1 hour) vehicle trips per unit	0.19	0.07-0.32	0.53	0.39-0.67
AM peak (1 hour) vehicle trips per car space	0.15	0.09-0.29	0.35	0.32-0.37
AM peak (1 hour) vehicle trips per bedroom	0.09	0.03-0.13	0.21	0.20-0.22
PM peak (1 hour) vehicle trips per unit	0.15	0.06-0.41	0.32	0.22-0.42
PM peak (1hour) vehicle trips per car space	0.12	0.05-0.28	0.26	0.11-0.40
PM peak (1 hour) vehicle trips per bedroom	0.07	0.03-0.17	0.15	0.07-0.22
Daily vehicle trips per unit	1.52	0.77-3.14	4.58	4.37-4.78
Daily vehicle trips per car space	1.34	0.56-2.16	3.22	2.26-4.18
Daily vehicle trips per bedroom	0.72	0.35-1.29	1.93	1.59-2.26

The rates for the residential flats are calculated using the above Table's Regional Average trips per bedroom, i.e. 0.21 AM and 0.15 PM peak hours and 1.93 daily per based on the site being within the Newcastle City Centre area with excellent access to existing and future public transport.

Therefore, the following daily weekday and peak hour traffic generation can be estimated (rounded up) for the proposed development mixed use development as follows:

Daily vehicle trips = (69 x 1 + 70 x 2 + 27 x 3) x 1.93
= 290 x 1.93 = 559.7 vtpd
Weekday AM peak hour = 290 x 0.21 = 60.9 vtph
Weekday PM peak hour = 290 x 0.15 = 43.5 vtph

Therefore, the total weekday daily and peak hour, AM and PM, traffic generated from the entire new development (rounded up) is:

Daily vehicle trips = 126 + 84 + 103 +172.2 + 559.7
= 1,045 vtpd.

Weekday AM peak hour = 12.6 + 7.1 + 10.3 + 32.8 + 60.9
= 124 vtph.

Weekday PM peak hour = 10.6 + 7.1 + 10.3 + 32.8 + 43.5
= 105 vtph.

The total traffic generated from the development used in this assessment is therefore **1,045 vtpd, 124 vtph AM and 105 vtph PM**.

27 March 2025
Ref: 25030

Principal Development Officer (Concierge)
Newcastle City Council
PO Box 489
NEWCASTLE NSW 2300

Attention: Eliza Arnott
earnott@ncc.nsw.gov.au

Dear Eliza,

MA2024/00381
124-126 Bull Street, Newcastle
Proposed Modifications to an Approved Mixed Use Development
Supplementary s4.55 Parking Assessment

Introduction

I refer to the City of Newcastle (CN) Council's recent Request for Information (RFI) letter, dated 6 March 2025, requesting additional information with respect to the abovementioned modification application MA2024/00381. In particular, Item 6 which is reproduced below for ease of reference.

> **6. Parking Allocation**
>
> Given the change of use from seniors housing to shop-top housing, the proposal may necessitate additional residential visitor parking.
>
> The previous MA (MA2023/00221) sought approval to adopt the NDCP 2023 parking rates, which set maximum parking requirements. It is noted the proposed MA seeks approval for 10 commercial spaces to be co-used as visitor parking after business hours. Section C1 of the NDCP 2023 stipulates that residential visitor parking should be provided at a maximum rate of 1 space per 5 units. With 281 residential units proposed, this would require 56 spaces.
>
> The proposed MA should consider the allocation and management of visitor parking and may need to reassess the allocation of spaces for smaller (1-bedroom) units to appropriately manage expected demand for on-site visitor parking during peak and off-peak periods.

I understand development consent has been granted for DA2019/01169, involving the construction of a large new mixed use development, comprising residential apartments, seniors living independent living units (ILUs), a Residential Aged Care Facility (RACF), medical centre, hair salon and a café/restaurant.

Subsequent to the above, MA2023/00221 has also been approved, involving a reduction of RACF beds, an increase of ILUs, reduction of residential apartments and commercial tenancies and an increase in parking.

I also understand this current s4.55 application, MA2024/00381, involves the proposed deletion of the seniors living ILUs, RACF and medical centre, replacement of the salon and café/restaurant with generic retail space, and the nett increase of 115 residential apartments (up to 280).

Intersect Traffic are the incumbent consultants who have been involved in the original DA and current s4.55, however, following Council's latest RFI, which includes a request for additional justification for the quantum of visitor parking, the Applicant, GWH, have sought CJP's opinion and ultimate support on the matter.

In this regard, visitor parking is now proposed for 14 dedicated spaces along with a further 10 spaces shared with the retail shops, with retail parking permitted during business hours and visitor parking permitted after-hours, consistent with CN's approach with other mixed use development within the Newcastle CBD.

Site

The subject site is located on the south-eastern corner of the King Street & Ravenshaw Street intersection, extending through to Bull Street. The site has street frontages of approximately 104m in length to King Street, approximately 27m in length to Ravenshaw Street and approximately 136m in length to Bull Street. The site is zoned MU1 Mixed Use and occupies an area of approximately 6,623m^2.

The subject site is currently occupied by a single-storey residential dwelling, including several ancillary sheds at the rear. Off-street parking is provided for the property, accessed via a driveway located at the eastern end of the Oaks Street site frontage.

A recent aerial image of the site and its surroundings is reproduced below, followed by a series of Streetview images of the site frontage.

Figure 1 – Aerial image of the subject site (Source: Nearmap)

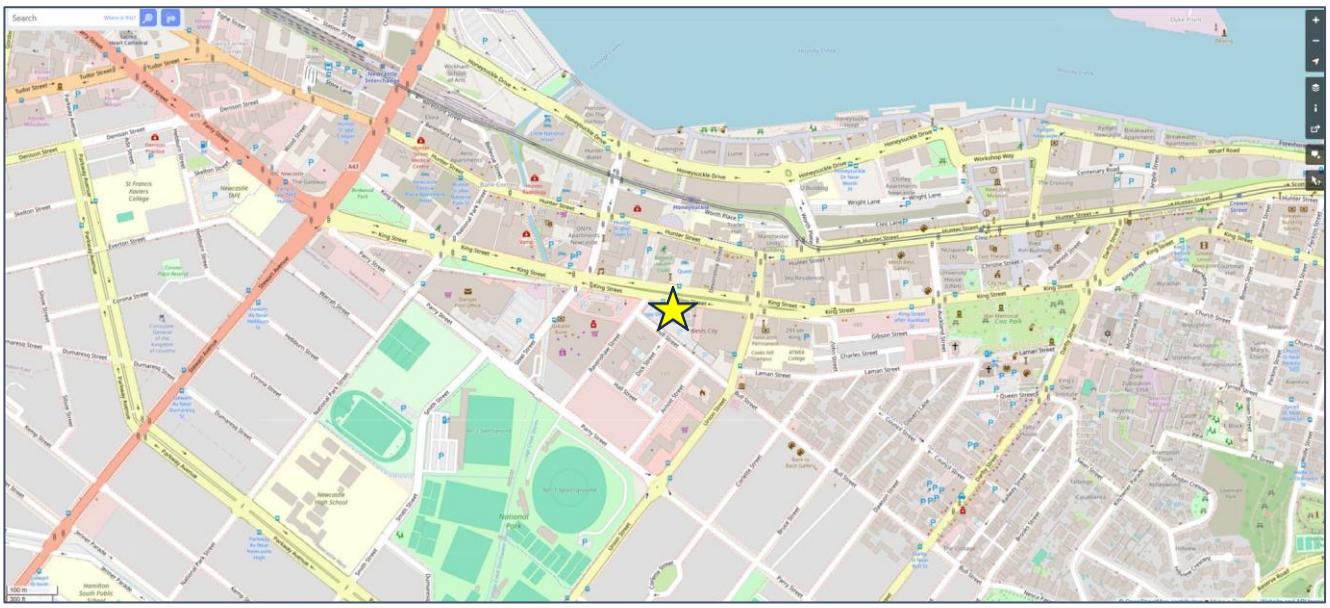

Figure 2 – Site location (Source: Open Street Map)

Development Approval History

On 9 March 2021, the Joint Regional Planning Panel approved DA2019/01169, involving the following:

- *demolition of structures*
- *erection of two 14-storey mixed use buildings*
- *shared basement car parking (285 spaces)*
- *seniors housing (114 bed aged car facility and 82 independent living units)*
- *residential flat building (166 units)*
- *medical centre*
- *food & drink premises (café & restaurant)*
- *retail premises (salon).*

On 3 April 2024, the Joint Regional Planning Panel subsequently approved MA2023/00221, involving the modifications to DA2019/01169, comprising the following:

- *additional level (residential) to eastern tower B*
- *reduction in the number of residential aged car facility beds (50 beds proposed)*
- *increased number of independent living units (107 units proposed)*
- *reduction and reconfiguration of residential apartments (159 apartment proposed)*
- *reduction and reconfiguration of commercial premises (2 commercial tenancies proposed)*
- *reconfiguration of car parking and waste room*
- *change to parking numbers and allocation (315 car spaces proposed)*
- *changes to landscaping and communal open space*
- *staging of development*
- *Stratum Subdivision*
- *Amendment to conditions*

Proposed Modifications

This proposed s4.55 modification application, MA2024/00381, aims to increase the efficiency of its layout, improve amenity for future user and to provide increased housing within the Newcastle CBD at a time of critical housing shortage. As such, this application seeks to modify the approved scheme. The proposed changes that impact traffic and parking include:

- Change of use of RACF/ILUs to residential apartments, resulting in 130 apartments located in Tower A (western tower), an increase of 85 apartments overall from the original approval
- Alterations and additions to facilitate change of use including expansion of parking area to ground floor and mezzanine of Tower A
- Increase in commercial tenancies on ground floor by 1 tenancy (82m^2 change) when compared to original approved DA and an increase of 3 tenancies when compared to the approved MOD
- Increase of 103 car parking spaces in from 286 to 389, including new parking levels on ground and mezzanine of Tower A, and extension of the basement under Tower B
- Reduction of 1 apartment in Tower B to a total of 151 apartments. Previously approved MOD dealt with reconfiguration and changes to mix
- Increase in the size of the basement to accommodate further parking and mechanical services
- Relocation of waste rooms towards King Street frontage and waste to be serviced from King Street (previously approved to be undertaken on Bull Street)

Notwithstanding, the vehicular access driveway location and design off King Street remain unchanged from the approved DA/2019/01169 and MA2023/00221 schemes.

Key comparisons between the approved schemes and the new s4.55 scheme are outlined in the table below.

Table 1 – Approved & Proposed Development Statistics			
Key Parameter	**Approved DA2019/01169**	**Approved MA2023/00221**	**Proposed MA2024/00381**
Seniors Living ILUs	34 x 2 bedroom 48 x 3 bedroom **82 total**	**107 total**	**Deleted**
RACF	92 x 1 bed 11 x 2 bed **103 rooms & 114 beds**	**50 beds total**	**Deleted**
Residential unit mix	69 x 1 bedroom/studio 70 x 2 bedroom 27 x 3 bedroom **166 total**	**152 total**	34 x 1 bedroom/studio 154 x 2 bedroom 93 x 3 bedroom **281 total**
Commercial/retail floor area	Salon 39m^2 Medical centre 242m^2 Café 133m^2 Restaurant 148m^2 **Total 562m^2 comm/retail**	Retail tenancy 01 - 213m^2 Retail tenancy 02 - 214m^2 RACF tenancy/office - 264m^2 **Total 691m^2 comm/retail**	Retail tenancy 01 - 191m^2 Retail tenancy 02 - 213m^2 Retail tenancy 03 - 61m^2 Retail tenancy 04 - 70m^2 Retail tenancy 05 - 86m^2 **Total 621m^2 comm/retail**
Car parking	17 x RACF spaces 106 x ILU spaces 134 x residential spaces 5 x medical centre spaces 2 x salon spaces 2 x café & restaurant spaces 19 x additional spaces **285 spaces total** 1 x ambulance bay	7 x RACF spaces 107 x ILU spaces 201 x residential spaces 3 x residential visitor spaces 8 x retail/comm spaces **326 spaces total** 2 x service vehicle bays 1 x car wash bay 2 x ambulance bays	374 x residential spaces 14 x residential visitor spaces 10 x retail/comm spaces **398 spaces total** 1 x service vehicle bay 1 x car wash bay
Motorcycle parking	17 spaces		
Bicycle parking	168 spaces		
Vehicular access	King Street	King Street	King Street

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.

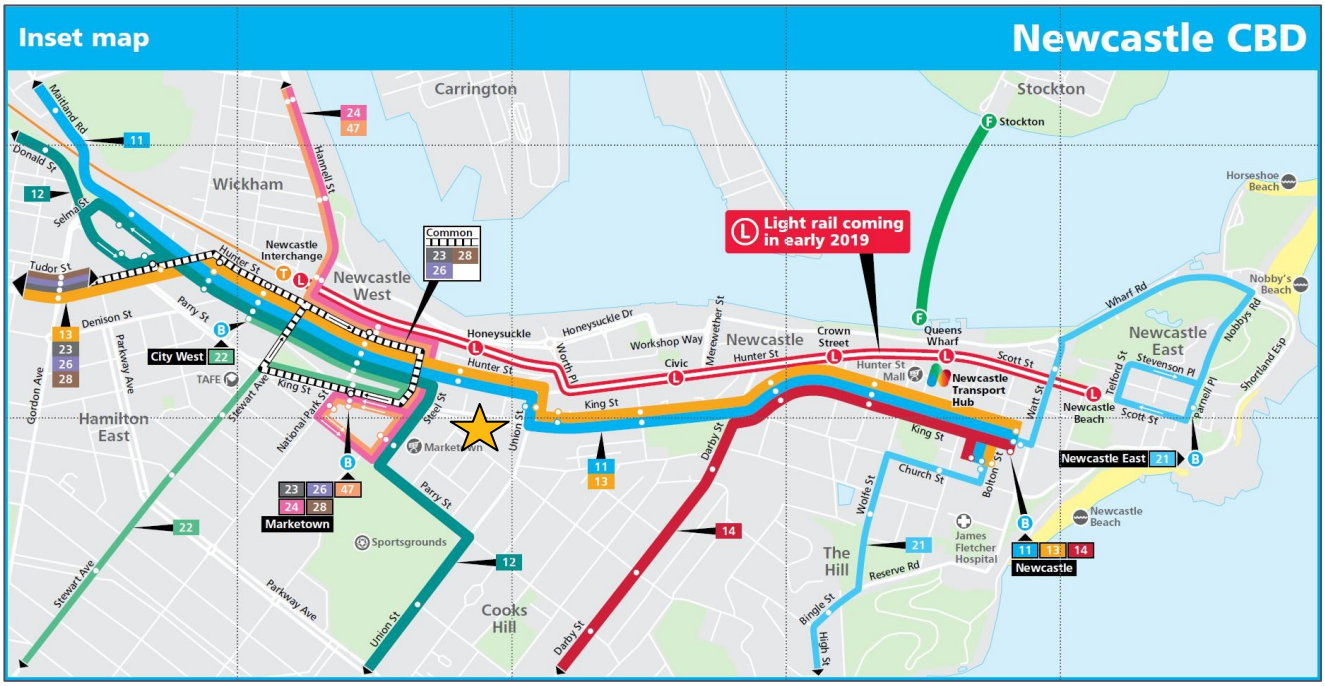

Figure 3 – Existing public transport map (Source: Transport for NSW)

In summary, there are 10 bus services operating within 400m of the site, comprising the 10X, 11, 12, 13, 22, 23, 24, 47, 138 & 152 services 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. The closest bus stop to the site is located on King Street, just east of Ravenshaw Street, directly outside the site. Additional bus stops are also located on Union Street & Hunter Street.

Honeysuckle light rail stop is located approximately 225m north of the site, providing regular services between Newcastle Beach and Newcastle Interchange. Journey time between Honeysuckle and Newcastle Interchange is 3 minutes whilst journey time between Honeysuckle and Newcastle Beach is 9 minutes. Services operate 7 days per week, every 15 minutes during peak periods and every 30 minutes during off-peak periods.

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

Newcastle Interchange railway station is also located 800m north-west of the site, which lies on the CCN line, operating regular services 7 days per week between Newcastle and Central via Strathfield or Gordon, as well as north into Scone, Dungong and Maitland. 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 also suggests that proximity to train services influence the travel mode choice for areas within 800m (approximately 10 minutes) of a train station. As such, the proposed development also has excellent potential for future residents, visitors, employees and customers to utilise rail for their trip to/from the site.

Lastly, Queens Wharf ferry is located 1500m north-east 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.

In October 2019, CN, in partnership with Keolis Downer, commenced an 'On Demand' transport service, allowing people to book a ride to collect them from a convenient, nearby pick-up point, and take them to a local transport hub or other point of interest in the city.

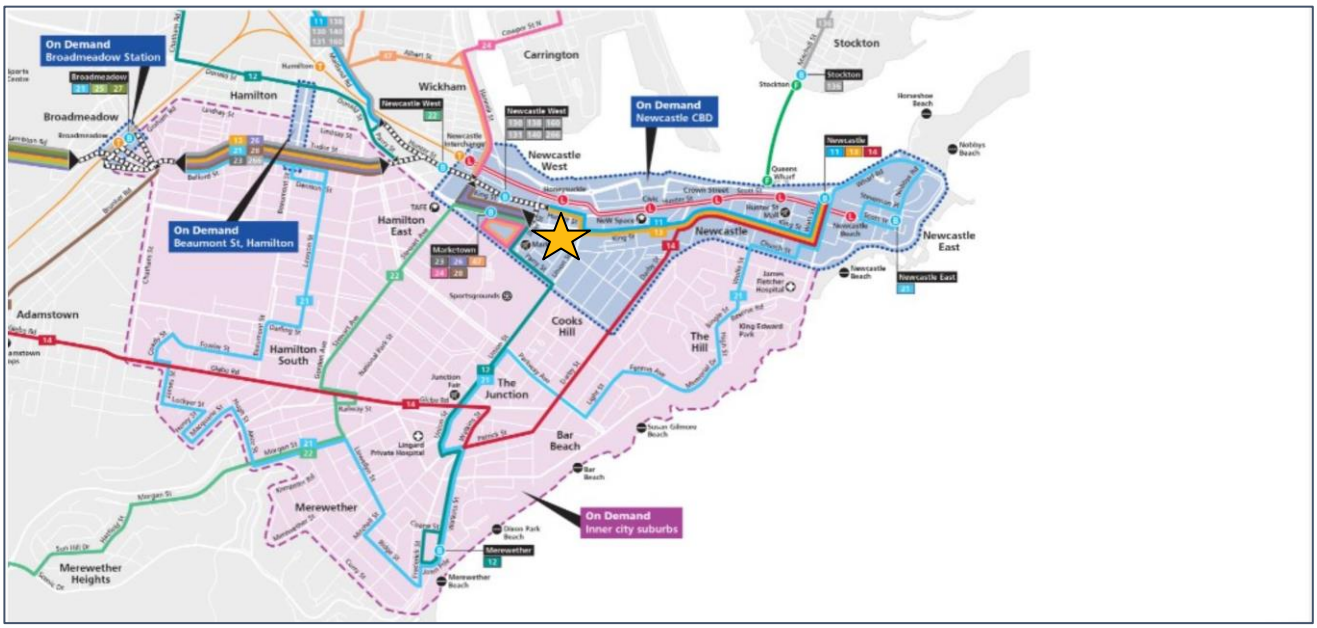

Figure 4 – On Demand map (Source: Newcastle Council)

The service encourages Novocastrians and visitors to take advantage of public transport options in the City. The service area has been designed to support public transport use by including key transport nodes such as Newcastle Interchange and Broadmeadow Station.

Transport-on-Demand is an emerging alternative to fixed route public transport. It is characterised by users being able to request pick-ups at times of their choosing via an app – like Uber, but significantly cheaper. It is regarded as a cost-effective way of connecting people to major transport nodes and routes. It uses smaller vehicles and only runs where there is demand. Bookings can be made quickly and simply through an app with journeys expected to cost a flat fare of $3.20.

Three vehicles; two six-seat cars and an 11-seat van with wheelchair access, service the area, taking in the East End, Civic, Market Town and the Newcastle Interchange from places such as Beaumont Street Hamilton, Broadmeadow Station, Merewether, The Junction, Bar Beach, Hamilton South and The Hill.

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.

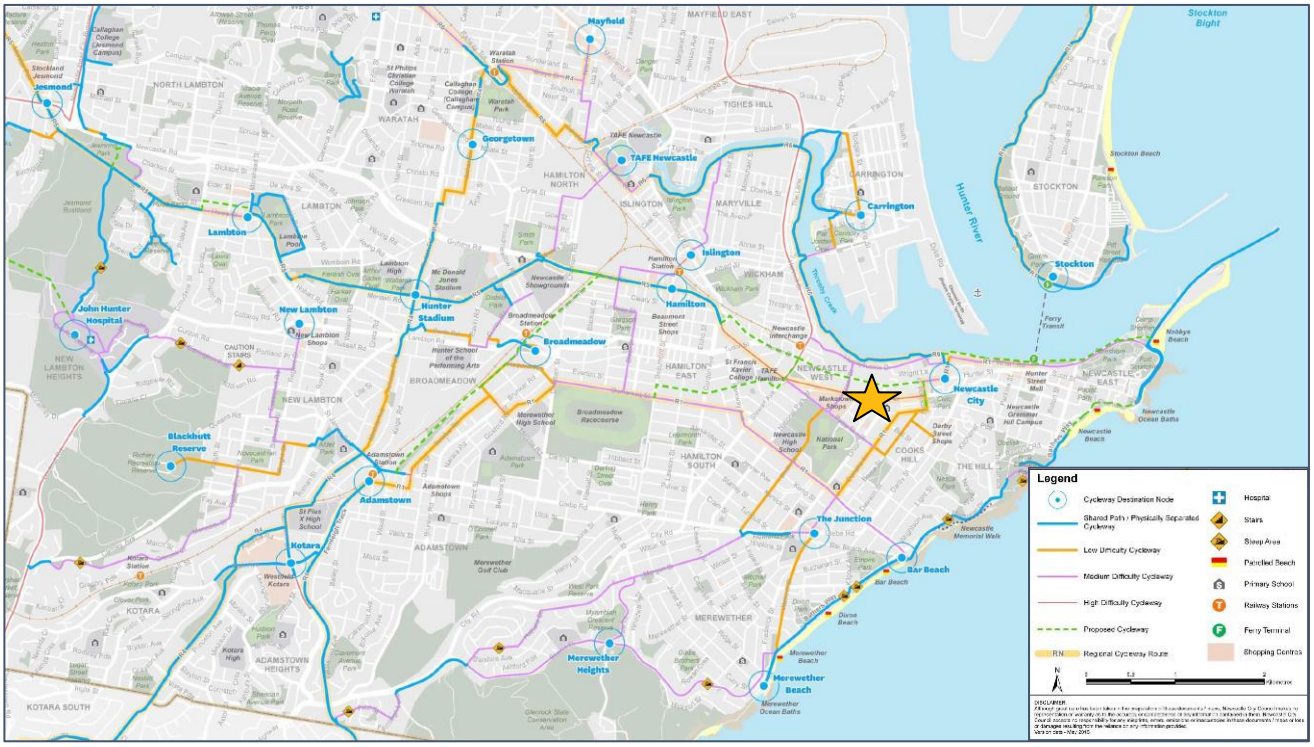

Figure 5 – Newcastle cycleway map (Source: Newcastle Council)

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.
As noted in the foregoing, there is an abundance of public transport services available within 400m & 800m of the site, including buses, light rail and heavy rail, 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.

CN prides itself as a smart city and was an early adopter of BYKKO's e-bike share system at a time when not even Paris, London or New York had public e-bike sharing programs.

In an Australian first, the BYKKO pilot was established in May 2018 as part of the TfNSW On Demand Public Transport program to deliver a 100 e-bike fleet with 19 docking stations and 156 docking terminals.

In partnership with TfNSW and CN, the electric bike share project was designed to make it easier for residents and visitors to move around the city and as another step towards the introduction of a multi-modal transport system for Newcastle. Following a successful trial phase, the program was extended under 100% commercial ownership, and it continues to operate and grow in popularity to date.

BYKKO's early mapping of Newcastle showed cyclists are unlikely to be adding to congestion on busy streets, due to the wealth of parallel side streets in this fine grain permeable city. The Newcastle Cycling Plan 2020 states that 78% of all weekday trips are by private vehicles, with an average trip of less than 8km.

BYKKO's e-bike scheme has been positioned in the Newcastle community as a viable alternative to these short trips, with the e-bikes having a range of 70km, making then a fantastic alternative for short trips within the city centre and surrounding suburbs.

Since BYKKO launched their first e-bike share program in Newcastle in 2018, the number of registered users increased by 5000% in Newcastle only. In 2021, BYKKO usage per bike increased by more than 220% compared to their first year of operations, despite the COVID impact. On the back of successfully operating in Newcastle, BYKKO are now available in Canberra, Sydney, Perth, Port Macquarie, Sunshine Coast and Cottesloe.

In addition to the extensive public and active transport options available in the city centre, ride share services and usage has also steadily grown, noting Uber commenced operating in Newcastle in April 2016.

Walk Score

Walk Score is a large scale, public access walkability index that assigns a numerical walkability score between 0-100 to any address in the United States, United Kingdom, Canada and Australia, as follows:

- **90-100** Walker's Paradise: Daily errands do not require a car
- **70-89** Very Walkable: Most errands can be accomplished on foot
- **50-69** Somewhat Walkable: Some errands can be accomplished on foot
- **25-49** Car Dependent: Most errands require a car
- **0-24** Car Dependent: Almost all errands require a car

Conversely, Transit Score measures how well a location is served by public transit based on the distance and type of transit lines, as follows:

- **90-100** Rider's Paradise: World class public transportation
- **70-89** Excellent Transit: Transit is convenient for most trips
- **50-69** Good Transit: Many nearby public transportation options
- **25-49** Some Transit: A few nearby public transportation options
- **0-24** Minimal Transit: It is possible to get on a bus

With respect to the subject site, 124-126 Bull 12Street has a Walk Score of 96 out of 100 and a Transit Score of 64 out of 100, as indicated in the images below and on the following page.

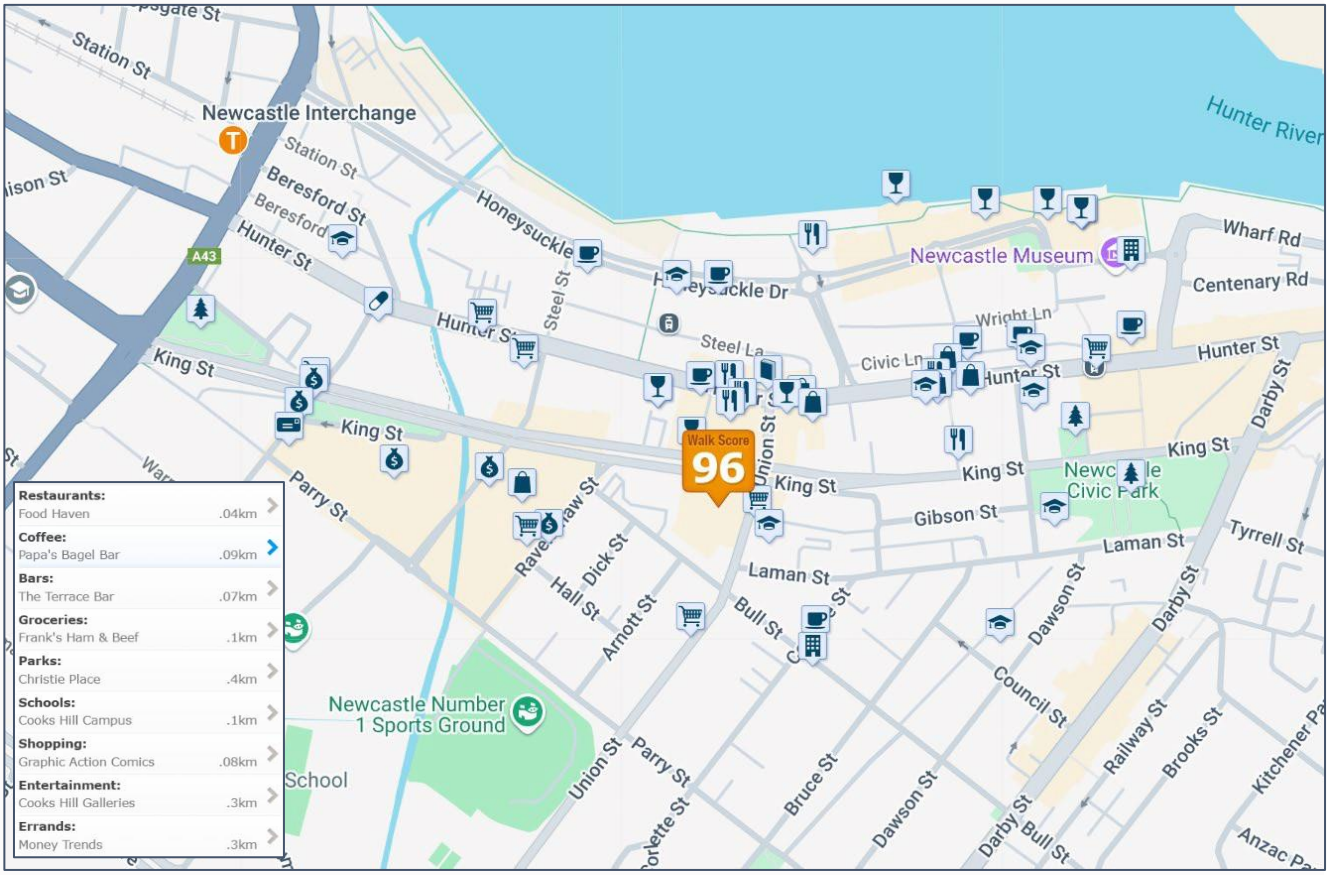

Figure 5 – Walk Score map (Source: www.walkscore.com)

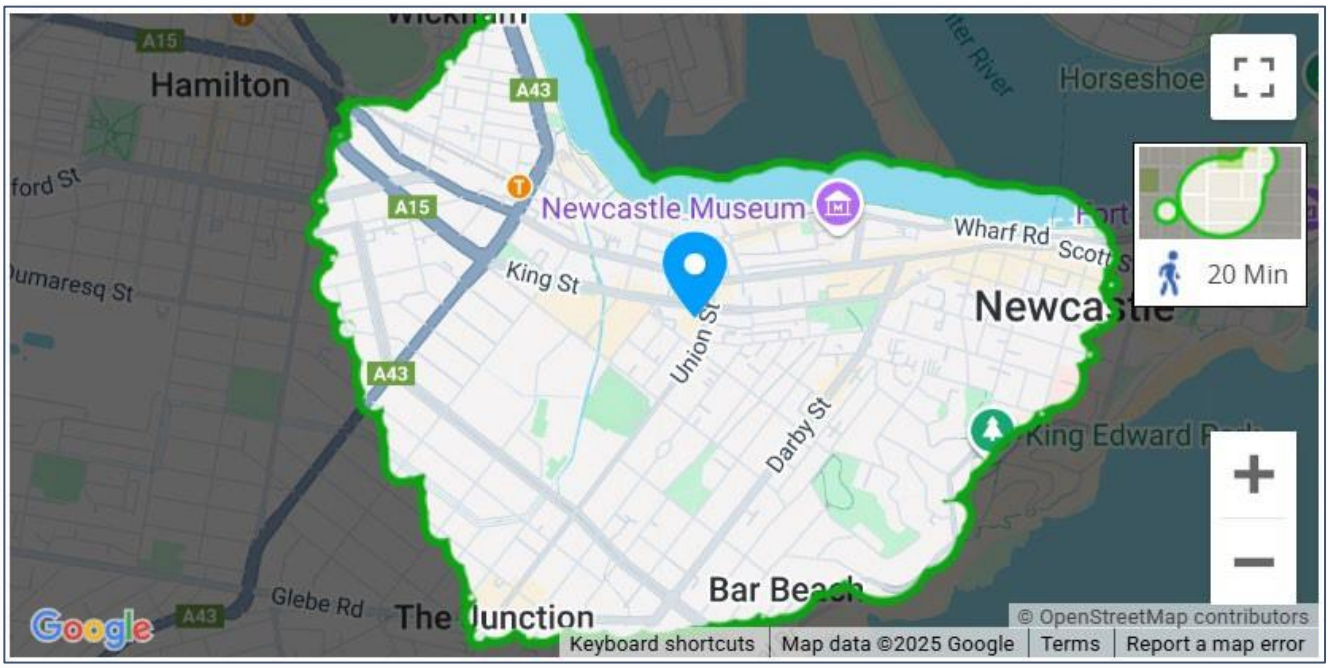

Figure 6 – 20-minute walking map (Source: www.walkscore.com)

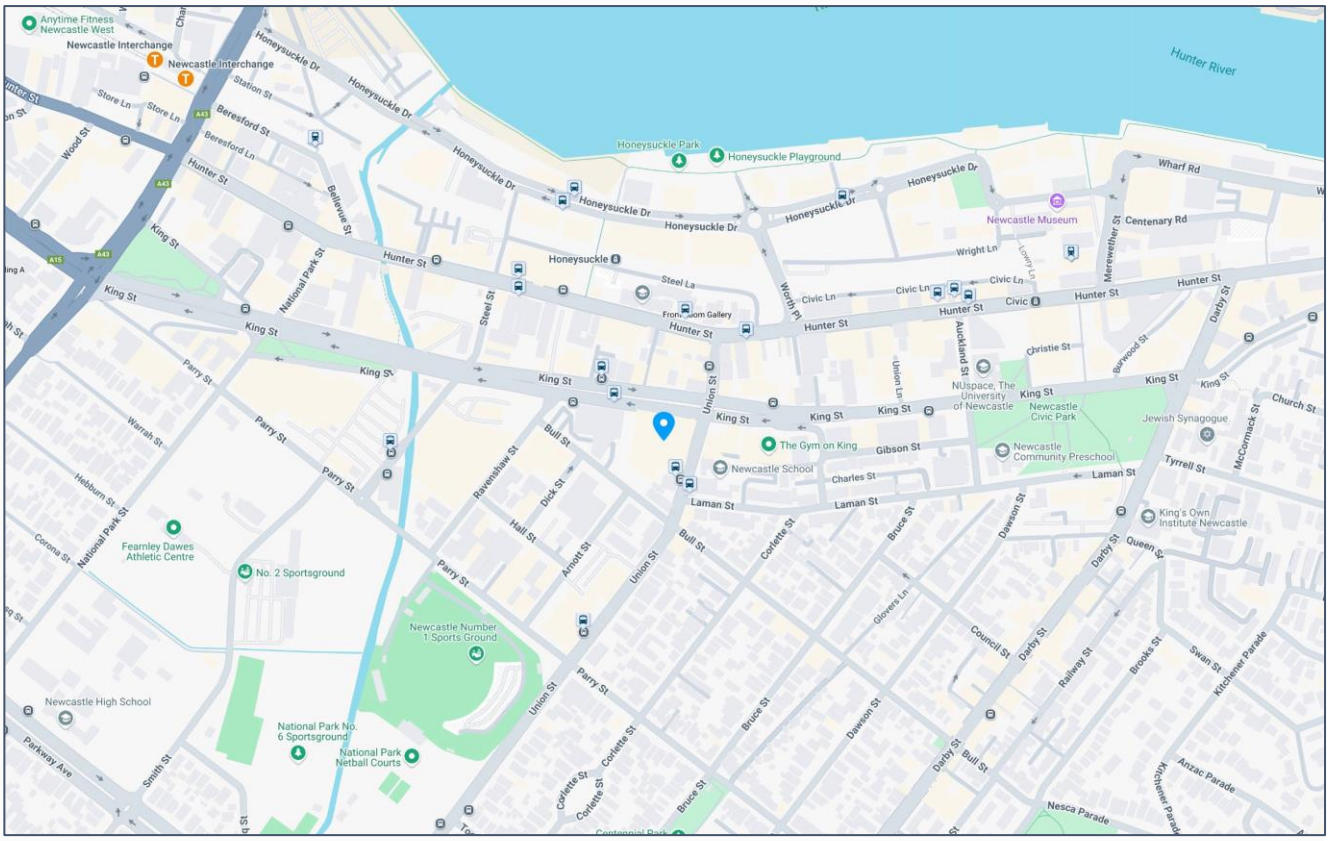

Figure 7 – Transit map (Source: www.walkscore.com)

Strategic Transport Planning

In 2021, CN released their strategic Parking Plan 2021-2030 *On the street: A plan to better manage parking in the Newcastle LGA.* As noted in the Parking Plan, its objective is to underpin a clear and consistent approach to parking throughout the City Centre and surrounding suburbs, aiming at supporting the vibrant local businesses and protecting local residential amenity.

Importantly, the plan for parking was developed in close consultation with local businesses, communities, and key stakeholders, and focuses on managing parking demand and utilisation into the future, as the City continues to grow. A comprehensive parking demand and supply assessment was undertaken as part of the Parking Plan. The assessment indicated that perceived parking issues in Newcastle are related to management rather than a lack of parking supply.

Furthermore, the Newcastle 2030 Community Strategic Plan outlines a vision for Newcastle as a smart, liveable and sustainable global city in which walking, cycling and public transport are viable choices for the majority of trips. CN's land use planning strategies reinforce compact mixed use centres that reduce travel demand.

Fundamental to this is the light rail which operates between Newcastle Interchange and Newcastle Beach which was completed February 2019.

In February 2020, Newcastle Transport released an article saying that it had been 365 days since Newcastle light rail launched, creating a truly multi modal network for the city. Light rail has become a popular public transport option for Novocastrians, with over 1.2 million passenger trips recorded in the first 12 months of service.

Transport for NSW's Acting Regional Director, North, Anna Zycki, said at the time, getting around the city was easier than it had ever been, and she was pleased to see locals and visitors embracing public transport. "Light rail is now part of many Novocastrians daily lives, with more than 3700 customer trips on average every weekday. People are using the network to get around the city whether for work, study or leisure," she said at the time.

"The light rail has made Newcastle Transport a truly integrated network, with almost half of passenger trips using the light rail to connect with bus, ferry or train services. We've seen public transport use in Newcastle and Lake Macquarie increase by more than 23 per cent in 2019, compared to 2018. Newcastle light rail has also been a key driver in urban renewal and has re-shaped Newcastle's city centre for the better."

Parking Requirements

The off-street car parking rates applicable to the proposed development 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 and on the following page.

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])

By way of background, DCP 2023 was developed through a comprehensive review of DCP 2012, updating development controls to reflect best practices, land use strategies, and CN priorities. Notably, DCP 2023 aims to reduce car dependency and increase walking, cycling, and public transport use to align with CN's Parking Plan 2021-2030 (On-the-street-Parking-Plan-February-2021.pdf).

The key shift from DCP 2012 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 DCP 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, 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.

Application of the above NDCP parking rates to the various components outlined in the MA2024/00381 scheme, yields a parking requirement of 384 spaces, plus a merits-based number of visitor spaces, as set out in the table below.

Table 2 – Off-Street Car Parking Requirements of Proposed MA2024/00381 Scheme

Component	Use	Rate	Quantity	Parking Required	Parking Proposed
Residential	1 bedroom	1 space/unit	34	34.0 spaces	374 spaces
	2 bedroom	1 space/unit	154	154.0 spaces	
	3 bedroom	2 spaces/unit	93	186.0 spaces	
	Visitor	Merit-Based	281	-	14 spaces
Comm/retail		1 space/60m^2	621m^2	10.4 spaces	10 spaces
Total				**384.4 spaces**	**398 spaces**

Based on the proposed provision of 281 residential apartments and 14 visitor car parking spaces, the effective visitor parking rate is *1 space per 20 units.* If the 10 commercial/retail parking spaces are also able to be used outside of business hours, the effective visitor parking rate is *1 space per 11.7 units.*

Merit-Based Assessment

Control C4 of DCP 2023, Section C1 Traffic Parking & Access, Part 16.0, specifies that *"Car parking is provided in accordance with the rates set out in Table C1.01, except for car parking in the Newcastle City Centre, Renewal Corridors, The Junction and Hamilton B2 Local Centre and Darby Street Mixed Use zone. The rates may be varied within these areas, subject to a merit assessment of the proposal. The total number of spaces to be provided for each type of parking is rounded up to the nearest whole number".*

With respect to the anticipated visitor/customer characteristics of the proposed non-residential tenancies within the development, I expect a significant portion of them will live and/or work within the City Centre itself – i.e. within walking distance – or within an easy light rail/bus/bike/Uber.

There is also the element of what's referred to as "linked trips". For example, visitors of the development may also visit a number of shops/businesses within the City Centre whilst on the same trip.

Reference to the RMS Guide indicates that for residential subdivisions, not all trips are external trips. As a guide, approximately 25% off trips are internal to a subdivision, involving local shopping, schools and local social visits. It is reasonable to expect that the same principles would also apply to a CBD centre scenario such as Newcastle, where almost everything is within walking distance – e.g. supermarkets, shops, cafés, restaurants, post office, bakers, hairdressers, licenced venues, banks, convenience stores etc.

In essence, visitors to the City Centre, whether it's the subject development or another, will not expect there to be on-site car parking, much like their larger "cousins" such as Sydney CBD, North Sydney CBD and Parramatta CBD. Visitors to major CBDs including Newcastle, understand that parking is constrained, and it is far easier to travel into the city via non-private car modes.

It is also worth noting that the site lies within the MU1 Mixed Use zone, which includes a large range of office and business premises which operate during traditional weekday business hours. As such, on-street parking demand is typically relatively low outside of weekday business hours – i.e. the periods when residential visitor parking is traditionally higher, that being, weekday evenings and weekends.

Figure 8 – 400m radial catchment of the subject site (Source: Nearmap)

By way of comparison, reference is also made to a number of other existing and approved residential and mixed use developments within the Newcastle LGA, with particular regard to their visitor parking provisions:

- One NP (192 apartments)
  - 19 visitor spaces provided = *1 space per 10 units*
  - 14 commercial spaces used as visitors after-hours
  - 33 spaces total = *1 space per 5.8 units*

- SKY (186 apartments)
  - 12 visitor spaces provided = *1 space per 15.5 units*

- 805 Hunter Street (72 apartments)
  - 9 visitor spaces provided = *1 space per 8 units*
  - 5 commercial spaces used as visitors after-hours
  - 14 spaces total = *1 space per 5.1 units*

- Spotlight Stage 1 (136 apartments)
  - 28 visitor spaces provided = *1 space per 4.9 units*

- Spotlight Stage 2 (121 apartments)
  - 21 visitor spaces provided = *1 space per 5.7 units*

- Dairy Farmers (182 apartments)
  - 21 visitor spaces provided = *1 space per 8.7 units*
  - 19 commercial spaces used as visitors after-hours
  - 40 spaces total = *1 space per 4.6 units*

- Stella (149 apartments)
  - 10 visitor spaces provided = *1 space per 14.9 units*

- Bowline (118 apartments)
  - 12 visitor spaces provided = *1 space per 9.8 units*
  - 12 commercial spaces used as visitors after-hours
  - 24 spaces total = *1 space per 4.9 units*

- Horizon (101 apartments)
  - 9 visitor spaces provided = *1 space per 11.2 units*
  - 9 commercial spaces used as visitors after-hours
  - 18 spaces total = *1 space per 5.6 units*

- Huntington (86 apartments)
  - 18 visitor spaces provided = *1 space per 4.7 units*

- Waterview (106 apartments)
  - 9 visitor spaces provided = *1 space per 11.7 units*

- 1 Merewether (48 apartments)
  - 10 visitor spaces provided = *1 space per 4.8 units*

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- NEX (159 apartments/107 ILU/50 RACF beds)
  - 12 visitor spaces provided = *1 space per 26.3 units*
  - 8 commercial spaces used as visitors after-hours
  - 20 spaces total = *1 space per 15.8 units*

- East End Stage 1 (227 apartments)
  - 0 visitor spaces provided (approved with 11 visitor spaces = *1 space per 20.6 units*

- East End Stage 2 (121 apartments)
  - 7 visitor spaces provided = *1 space per 17.8 units*

- East End Stages 3 & 4
  - 6 visitor spaces provided
  - Parking occupancy surveys undertaken as part of the DA confirmed 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 parking surveys, CN accepted that 31 visitor spaces across the entire East End development (530 apartments) was acceptable, on merit
  - 31 spaces total = *1 space per 17.1 units*

Conclusion

In summary, the proposed modifications to the approved design that impact traffic and parking involve the following:

- Change of use of RACF/ILUs to residential apartments, resulting in 130 apartments located in Tower A (western tower), an increase of 85 apartments overall from the original approval
- Alterations and additions to facilitate change of use including expansion of parking area to ground floor and mezzanine of Tower A
- Increase in commercial tenancies on ground floor by 1 tenancy (82m^2 change) when compared to original approved DA and an increase of 3 tenancies when compared to the approved MOD
- Increase of 103 car parking spaces in from 286 to 389, including new parking levels on ground and mezzanine of Tower A, and extension of the basement under Tower B
- Reduction of 1 apartment in Tower B to a total of 151 apartments. Previously approved MOD dealt with reconfiguration and changes to mix
- Increase in the size of the basement to accommodate further parking and mechanical services
- Relocation of waste rooms towards King Street frontage and waste to be serviced from King Street (previously approved to be undertaken on Bull Street)

Notwithstanding, the vehicular access driveway location and design off King Street remain unchanged from the approved DA/2019/01169 and MA2023/00221 schemes.

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 makes provision for 398 car parking spaces (plus a car wash bay and service vehicle bay), which satisfies Council's NDCP 2023 current numerical parking requirements, including merit-based assessment for visitor parking
- Residential parking across the 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 10 spaces,
- Visitor parking is merit-based (there are no maximum or minimums)
- The proposed visitor parking rate is consistent with other existing and approved residential and mixed developments within the Newcastle LGA
- The proposed shared use of commercial/retail spaces with residential visitors outside of business hours is consistent with other existing and approved mixed use developments within the Newcastle LGA
- On-street parking demand is typically relatively low outside of weekday business hours in the vicinity of the site given its Mixed Use location – i.e. the periods when residential visitor parking is traditionally higher, that being, weekday evenings and weekends.
- the proposed development also makes provision for motorcycle parking spaces and bicycle parking spaces, which satisfies Council's NDCP numerical requirements

In the circumstances, it is considered that the proposed provision of 14 on-site residential visitor spaces and 10 on-site commercial spaces within the subject 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. It is therefore concluded that the proposed development will not result in any unacceptable implications.

Kind regards

Chris Palmer
Director
B.Eng (Civil), MAITPM