ETHOS URBAN

Attachment A Response to Submissions

Submission	Response
City of Newcastle	
Consistency with Concept Plan The Secretary's Environmental Assessment Requirements (SEARs) required that the EIS 'shall demonstrate the proposal is consistent with the determination of the University of Newcastle Honeysuckle City Campus Concept Plan (SSD 9262)'. As the development application for the Concept Plan is still being assessed by the Department the applicant is not able to comply with this requirement. Accordingly, this matter will need to be revisited by the applicant following the determination of the above application.	Noted.
Visual Impact According to the Design Report prepared by EJE Architecture (Appendix A of the EIS), the western façade of the proposed building has been designed to be a 'permanent Vivid installation' on which 'to project user generated content, representative of the buildings creative and innovative functions.' It is not clear from the EIS as to whether these projections will be backlite or from an external projector installed on the site. The western facade is located approximately 30 metres from several dwellings located on 10 Worth Place. The above report (Pg. 32) states that the likely visual impact of the projections on the neighbouring residences will be mitigated through 'rigorous consultation around how and when the projection can be utilised to avoid unwanted disruption and provide positive activation of the space.' It is suggested that the applicant provide as part of the development further consideration of the visual impact on the residential properties and the measures proposed to mitigate such impacts.	The visual imagery on the western façade of the building is no longer proposed as part of this application and will be revisited as part of a separate, future DA.
Parking and Traffic <u>Transport Mode Share</u> While confident that the transport mode share targets set for the Concept Plan for the Honeysuckle City Campus Development (HCCD) are achievable, the Response to Submissions (RtS) report (July 2019) prepared by Ethos Urban for the Concept Plan development application (SSD) acknowledges that the transition from high private vehicle usage to alternative modes could take time and accordingly there could be continued demand	As discussed in the Traffic Response prepared by SECA Solution (**Attachment M**), the staged development of the Honeysuckle City Campus will allow for a progressive shift to non-car modes of travel, along with improvements to transport and opportunities for city-based trip containment. However, to address short term demand for car parking spaces during the transition period (as the mode shift occurs), the University will continue to make the existing at-grade car parking along Wright Lane (shown in **Figure 1**) available to the public, including staff, students and

Submission	Response
in the short term. It therefore suggests that the staged approach to the delivery of the campus over a 10+ year time period will provide opportunity to implement interim parking solutions during this transition period. The approach that each stage be assessed against specific transport requirements at the time (particularly when details of building use are known). This approach was supported in CN's advice to the Department regarding the RtS report. The temporary use of the existing 180 space at-grade car park on site to manage the interim general parking demand was also encouraged. As indicated above, the development application for the HCCD has not yet been determined and therefore the final version of the parking and transport strategies for the campus are not known. Notwithstanding this, the following comments are provided regarding the parking and traffic considerations of the Stage 1A development as currently proposed.	users of the Innovation Hub. This car parking area was previously associated with the railway station and has operated in recent times as a paid public car parking area. By enabling the use of this car parking along Wright Lane, which provides approximately 180 car parking spaces, the University recognises that Newcastle is in a state of transition. The car parking spaces will support the needs of the community during the transition period away from dependence on private vehicles. The provision of any interim parking will be on the basis of restricted supply and user pays so as not to hinder the achievement of long-term mode share targets by encouraging unnecessary vehicle trips. Consistent with the approach proposed under the Concept Plan, the ongoing operation of the at-grade car parking along Wright Lane will be reviewed as part of future development applications for the Honeysuckle City Campus.  **Figure 1 Existing Write Lane Car Park** *Source: SECA*
Newcastle Development Control Plan 2012 In respect to the likely demand for car parking spaces generated by the proposed development the EIS (Pg48) states that: *'In accordance with the restricted parking strategy of the Concept Plan and the objectives of the Transport Access Strategy, with the exception of accessible parking, no car parking spaces are included at the proposed Stage 1A site. This is consistent with the parking analysis undertaken by Seca Solution, which found that parking demand associated with the proposed development is expected to be minimal. The analysis also found that there is spare parking capacity within the Newcastle CBD (paid on-street or in parking stations), which can provide for those who choose to drive.'*	As discussed above and in the Traffic Response prepared by SECA Solution (**Attachment M**), to address short term demand for car parking spaces during the transition period (as the mode shift occurs), the University will continue to make the existing at-grade car parking along Wright Lane available to the public, including staff, students and users of the Innovation Hub. This will provide approximately 180 car parking spaces.

Submission	Response
The on-site car parking rates for development in the Newcastle Local Government Area are set out in Section 7.03 of the Newcastle Development Control Plan (DCP) 2012. In the Newcastle City Centre except for residential development, car parking is provided at a flat rate of one space per 60 square metres of gross floor area (GFA). While the provisions of State Environmental Planning Policy (State and Regional Development) 2011 provide that a development control plan does not apply to State significant developments, in the absence of other appropriate standards the DCP, including the parking rates, has been used by the Department to assess other State significant developments in the Honeysuckle precinct. Therefore, it is considered appropriate that consideration also be given to DCP 2012 in respect of the proposed development. The proposed development will have a gross floor area of 2,473 square metres. The Parking and Transport Assessment Stage 1A prepared by Seca Solutions acknowledges the above parking rate and concludes the parking demands associated with the development are 'expected to be minimal'. The Assessment contends that there is 'spare' capacity within the Newcastle City Centre, such parking comprising paid street parking and in parking stations. In respect of the latter, reference is also made to the 150 parking spaces leased by the UoN in the Civic West car park which are available to staff and students (of New Space) at a rate of $10 per day. It is suggested an interim solution is for the UoN to make the existing 180 space at-grade car park on the campus site, or part thereof, available to UoN staff, students and other users of Innovation Hub. It being noted that it is already proposed as part of the development to use this facility for interim 'accessible' car parking. This facility has ample capacity to accommodate all the likely parking demands of the development and could be used until such time that the transport mode share targets set for the Concept Plan for the Honeysuckle City Campus Development (HCCD) are achievable	
<u>Servicing and Waste Collection</u> Servicing and waste collection associated with the development could include but may not be limited to the following: • Parking - service vehicle parking, parking for persons with a disability, emergency services and other servicing parking arrangements that cannot be managed by alternative transport modes. • Appropriate taxi/private vehicle and bus drop off/set down areas. Given the proposal will in part be reliant on shuttle services from the Callaghan Campus to the development bus set down facilities should be provided near the main pedestrian access of the development. • Loading/unloading zone/s for largest anticipated heavy vehicle, including waste collection vehicles, likely to service the site.	The Public Domain Strategy submitted with the Concept Plan includes a servicing plan for the Honeysuckle City Campus, which integrates facilities between buildings (i.e. Stage 1A and Stage 1B) and promotes the use of lanes and side streets for servicing to minimise disruptions to the public domain. As detailed in the Traffic Response prepared by SECA Solution (**Attachment M**), consideration has been given to civil constraints that may impact the short and long term planning for the site servicing, including Settlement Lane's load limit which restricts heavy vehicles being able to circulate through the campus and surrounding sites. Servicing has also been considered in context of the Public Domain Strategy. However, in the short-term, a loading zone for waste collection outside of operational hours will be provided along Honeysuckle Drive (subject to approval of the Newcastle City Traffic Committee [NCTC]). During operational hours, Honeysuckle Drive will provide a drop off/set down area for taxis, private vehicles and buses.

Submission	Response
To address the servicing requirements of the development a short-term loading zone is proposed along Honeysuckle Drive. Waste collection will be via kerb side collection along Worth Place which will occur outside peak hours. The DCP 2012 provides that all servicing facilities are to be accommodated within the site with forward vehicle entry/exit. Furthermore, in this case, service vehicle arrangements need to be conveniently accessible for all stages of the development. On-street servicing is considered on a case by case basis but generally only supported in circumstances where on-site servicing is not possible (e.g. constrained development sites). It is considered appropriate for a development of the scale of the proposal that servicing will occur within the site, ideally with access from Settlement Way or Wright Lane. While specific parking servicing requirements can be developed to suit the proposal as a general guide Section 7.03 Traffic, Parking & Access of DCP suggests a general rate of 1 space per 2,000m2 of GFA for servicing parking purposes. Some temporary on-road facilities may be considered to service Stage 1A until a final solution is implemented in accordance with the approval Concept plan. However, the approval of the Newcastle City Traffic Committee (NCTC) under the Roads Act 1993 will be required before the determination of the subject development application to ensure this option is achievable.	In addition, the following will also be provided: • Service Vehicles: – Parking for smaller service vehicles can be dedicated within the Wright Lane Car Park • Disability/Accessible Parking: – Accessible Parking will be provided within the Wright Lane Car Park • Emergency Vehicles: – Parking will be available both adjacent to the building and within the Wright Lane Car Park. In accordance with the principles of the Public Domain Strategy it is anticipated that servicing of Stage 1A will be consolidated with Stage 1B. This will improve the southern frontage of the building by limiting service areas and increasing the amount of active façade.
<u>Construction Traffic</u> The submitted Construction Traffic Management Plan indicates that construction access for Stage 1A will be provided via Honeysuckle Drive. This will impact on the existing on-street parking in the area. A separate submission and approval will be required from NCTC for any proposed parking changes along Honeysuckle Drive for construction purposes. Information for management of traffic and pedestrian will also be required to be provided at construction stage. It is noted that Settlement Way and Wright Lane road network have a weight limitation of 23 tonnes. It is recommended that heavy vehicles avoid these roads as adjoining properties will be affected from heavy vehicles.	The Construction Traffic Management Plan (CTMP) will be finalised once a contractor has been appointed for the construction of Stage 1A. As detailed in the Traffic Response prepared by SECA Solution (**Attachment M**), given the weight restriction on Settlement Lane, it is proposed that vehicles access the site along Wright Lane and egress directly from the construction compound (at the north-east corner of the site) to Honeysuckle Drive. This is consistent with a number of other construction sites along Honeysuckle Drive and it is noted that Honeysuckle Drive has been subject to a number of changes over the past few years, as it has accommodated the needs associated with the construction of the Newcastle Light Rail. Council has requested that heavy vehicles do not use Wright Lane due to the affect on adjoining properties. However, this would require both access and egress to/from the construction compound be from Honeysuckle Drive. This would require vehicles to perform a U-Turn at the roundabout at the intersection of Settlement Lane and Honeysuckle Drive, or otherwise approach from the east (having driven through parts of the Newcastle City Centre). This approach is considered undesirable. While the suitability of Wright Lane to accommodate heavy vehicle movements has not been assessed, it is noted that the adjoining corridor has until recently been used as part of the Newcastle Railway Line. On this basis, the potential impacts on adjoining properties associated with heavy vehicle movement are considered acceptable.

Submission	Response
Wright Lane and Settlement Lane It is noted the UoN have recently purchased Wright Lane from the Hunter and Central Coast Development Corporation. Having regard to the ownership changes the following is recommended: • A right of public access over Lot 6 (Wright Lane) for both foot and vehicle traffic will be required. This is necessary to enable public access and private access to properties with access from Wright Lane. • CN are to be granted a right of access over Lot 6 (Wright Lane) in favour of Lot 3 DP1111305 (Newcastle Museum) and access to the museum be maintained at all times. • Wright Lane and Settlement Way be restricted to 23 Tonne maximum loading, it being noted Settlement Way currently has a load limit of 23 Tonne imposed due to the road slab being the roof for a private underground car park. • Settlement Lane be made one way northbound. • Road and footpath works be undertaken at Settlement Lane/Honeysuckle Drive intersection to enforce one way. • UoN be required to undertake permanent road widening works along Civic Lane as part of this development. This is to establish the widening approved as part of the subdivision to widen Civic lane to create a footpath zone. • Any future proposed dedication of Wright Lane will need to be consulted with CN and road design will need to meet relevant CN requirements.	These matters do not affect the Stage 1A site. Accordingly, Council's recommendations are noted and will be further considered by the University of a subsequent detailed design application which relates to the delivery of the public domain.
Public Domain and Wind Effects The Pedestrian Wind Environment Study prepared by Windtech (Appendix V of the EIS) indicates that there may be some wind effects on the existing road network. To mitigate the wind conditions along the pedestrian footpaths the Study recommends several 'treatment Strategies' be considered in the design of the development including the inclusion of densely foliating street trees along Worth Place and the remaining street frontages. Additional public domain works such as footpath and streetscape upgrades, pedestrian management, street lighting and building related civil works will be required to be undertaken as part of the development. These public domain works including the street trees will require approval under Section 138 of the Roads Act 1993.	In accordance with the recommendations of the Pedestrian Wind Environment Study prepared by Windtech, the proposed development includes an impermeable awning above the ground level of building, densely foliation vegetation (including trees and shrubs) within the non-trafficable areas around the building, and street trees along Worth place and Honeysuckle Drive. As concluded by Windtech in their assessment, these mitigation measures will ensure that wind conditions along the various pedestrian footpaths are suitable for their intended use. Noted.
Flood Management The submitted Stormwater & Servicing Assessment report prepared by Northrop Consulting Engineers has considered the impacts from flooding for Stage 1A. The principles of the flood planning for Stage 1A are generally supported.	Noted.

Submission	Response
The floodway (overland Flow path) on Wright Lane between the Stage 1A and buildings B & D is located at a critical part of the overall site. The design of the floodway will be a major factor in determining the overall building design levels and design of the open space areas. Overland flow on Wright Lane fronting future developments at Building E & F, Settlement Way, Civic Lane and the upper catchment areas of Wright Lane will be affected if the design of the floodway is not resolved at Stage 1A. It is recommended that the flooding and stormwater run-off from the proposed open areas between Worth Place and Settlement Way be designed the as part of the Stage 1A development. In this regard, concept design details including cross sections and longitudinal sections are to be provided to demonstrate that flood flows along Wright Lane can be managed. Furthermore, the concept design will need to consider any impacts on the pedestrians in the area from flood waters.	As per the Indicative Staging Plan submitted in the most recent Response to Submissions (RTS) for the Concept Plan, the public domain along Wright Lane will be addressed as part of a future, separate development application for Building B. Regardless, as detailed in the Civil Engineering Response prepared by Northrop Consulting Engineers (**Attachment J**), the proposed development will not alter the existing catchment and overland flow regime, with development contained to within the site boundary (Lot 1 in DP 1163346) and in accordance with existing surfaces and grades. On this basis, Northrop conclude that the proposed development is not expected to have any adverse impact on pedestrians in the area (associated with flood waters).
Drainage and Infrastructure Management According to CN records, there are existing drainage pipes and pits along Wright Lane, which connect to Worth Place. The drainage infrastructure extends between Worth Place to Workshop Way and services the existing public road network. (See Diagram 1 below). It would appear these pipes service the existing road and adjoining properties. It is noted that in March 2018 Settlement Way and Workshop Way was dedicated to CN by HCCDC and it was anticipated that Wright Lane between Settlement Way and Workshop Way may also be dedicated as a public road, However, the road was sold to UoN. CN's road assets and the adjoining properties will need to be serviced through the existing pipe system. The submitted survey and subdivision plan does not indicate how the drainage system along Wright Lane will be managed. Because the drainage infrastructure is within Wright Lane and will be affected by the proposed development the following is recommended: 1. The drainage pipe system and any additional drainage required for the city road network to be clearly indicated on the stormwater plans. 2. As Wright Land is owned by UoN it is assumed that the drainage pipes in the lane will remain in their ownership. In this regard, UoN are to grant legal rights to CN for draining the existing nearby public roads. Similarly, the existing private properties on the Northern side of Wright Lane will need to be granted rights to discharge stormwater to the existing drainage system in the lane.	As discussed above and in the Civil Engineering Response prepared by Northrop Consulting Engineers (**Attachment J**), the proposed development does not involve changes to drainage infrastructure or the surface of Wright Lane. This is because the stormwater catchment of Lot 1 in DP 1163346 will be detained on-site and discharged to Worth Place, while the grading of Lot 2 and 3 in DP 1163346 will not change the catchment of existing drainage infrastructure. Accordingly, Northrop conclude that given that the existing drainage infrastructure within Wright Lane will not be affected by the proposed development, further investigation is not required at this time.

Submission	Response
Such easements are to be created over the existing pipe in accordance with the requirements of the Newcastle Development Control Plan 2012 and legal rights for easements to be granted in accordance with the *Conveyancing Act 1919*. 3. Full CCTV dilapidation report (Pre-construction dilapidation) is be prepared for the drainage pipe and a copy provided to CN.	
Contamination The issue of contamination has previously been dealt with under the conditional development consent granted to UoN (DA2018/00933) for the site preparation works. CN had been advised that the remediation works are to be carried out as Category 2 Remediation works. These works are to be completed prior to the commencement of this development. If this proceeds as advised, the site will already be remediated and should be able to be certified by a site auditor.	Noted.
Construction Management The Preliminary Construction Management Plan (CMP) by AAP will need to be updated in light of the AECOM acoustic report findings and recommendations. Once updated this could be included in the approved documentation condition of the consent.	As requested, the Preliminary Construction Management Plan (Preliminary CMP) (**Attachment G**) has been updated to align with the findings and recommendations of the Acoustic Report prepared by AECOM.
Development Contributions While CN acknowledges the many likely benefits of the Honeysuckle City Campus and the importance of its location in the City Centre to support continued revitalisation, the payment of a local infrastructure contribution as provided for under the CN's Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019 is important to providing essential community infrastructure that the city campus will also rely on. The Circular D6- 'Crown Development Applications and Conditions of Consent' referred to the EIS (Pg56) was last updated in 1995 prior to the introduction of the Section 94A (now s7.11) development contribution to the Environmental Planning and Assessment Act 1979. Local contributions assist CN in the implementation of our Cycling Strategy and the design and construction of cycleways. The Transport Strategy prepared to support UoN's City Campus relies on a mode share shift away from private vehicle use and towards active and public transport. The Transport Strategy notes that NeW Space Bike Hub usage data shows a significant uptake in 2019 over 2018 figures and the provision of further Bike Hub services in the city as part of the overall HCCD masterplan are planned to support this mode of transport. In order for cycling to be a valid alternative to private vehicle use, the provision of safe cycle ways into the city will be essential, in addition to any bike hub services. Local infrastructure contributions also assist CN to provide public domain works in the City Centre such as urban furniture, street plantings, upgraded footpaths and open space embellishments that will benefit students, staff and visitors to the new campus.	Refer to Section 1.6 of the RTS.

Submission	Response
Given the above circumstances, it is appropriate for the UoN to pay an appropriate levy to assist CN to provide these public works that will be of considerable benefit to the functioning of the new campus. It is also noted that the UoN accepted the imposition of a condition on the development consent (DA2018/00933) for the site preparation works requiring a monetary contribution of $132,100 being paid to CN, pursuant to Section 7.12 of the Environmental Planning and Assessment Act 1979, prior to the commencement of works. The Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019 became operational on 9 September 2019 and repeals the Section 94A Development Contribution Plan 2009 (Updated 2017) referred to in CN's previous letter regarding this development. However, the Savings and Transitional provisions of the Plan provide that a development application which has been submitted prior to the adoption of this Plan but not determined shall be determined in accordance with the provisions of the Plan which applied at the date of lodgement of the application. Therefore, the levies applicable under Part B-City Centre of the above s94A Plan apply to the development. Please note if it is proposed to impose a development contribution on the development it will be necessary for the applicant to submit Cost Summary Report and be prepared in accordance with the requirements of the above Plan, in the first instance. CN recommends development contributions requirement be imposed.	
Servicing and Waste The application is supported by a Preliminary Servicing and Waste Report (15 July 2019 (Rev.B) prepared by EJE Architecture (Appendix U of the EIS). The report has been reviewed by CN's Waste and Commercial Collection Manager and the following advice has been provided: 'Generation Rates: • *Whilst we have used different generation rates, largely we have reached similar estimated daily volumes, in the model not including a Café.* • *Depending on whether the areas are utilised 5, 6 or 7 days per week will change the weekly volumes. I would suggest that to ensure adequate provision, 7-day usage be allowed for.* • *My concern lies around whether there is to be any cafes, kitchens, food preparation areas proposed, there were none allowed for in the report and as such not taken into account for the estimation of waste generation. For example, a Café of 100m2 is estimated to generate 100 litres of general waste and 120 litres of comingled recycling preday.* • *In their Report they split waste into a number of streams, I have used only two, as we currently do not provide a food and organics collection only general waste and comingled recycling (plus green waste).*	The food and beverage offering provided by the proposed portable café will include coffee and food with minimum waste and storage requirements (e.g. muffins and pastries). The bin storage room has been designed with an area of 22m², with the Servicing and Waste Report submitted with Stage 1A concluding that five (5) 720L bins are sufficient for the waste generated by the building uses. However, the size of the current bin storage room allows for an additional three (3) 720L bins to be introduced if required. This will adequately accommodate any unusual increase in food waste, based on the amenities available. While 720L bins have been nominated (as per the University's current commercial waste arrangement), the bin storage room can alternatively accommodate eight (8) 1,100L bins. This provides a further contingency for waste storage capacity, should this found to be required during the operation of Stage 1A.

Submission	Response
Depending on the service / collection frequency, I suggest they need at least 2 x 1,100 litre bins for general waste and 3 x 1,100 litre bins for comingled recycling (based on 7 day utilisation with Café, noting that if utilisation was less than 7 days, it still provides a certain amount of contingency) to allow for a weekly collection frequency, as per their plan. The footprint of an 1,100 litre bin is up to 1.75m2. Based on the specification of the Sulo 1,100 litre bins (1070mm x 1,240mm), and having 20mm between bins and a gap of 1800mm between rows of bins within which to maneuver the bins in the bin storage room (assuming 1 room), I suggest allowing for a bin storage room of 16m2 (3,800mm x 3,940mm, rounded up to 4,000mm x 4,000mm). This size room also allows for installation of an additional 1,100 litre bin if necessary. If generation rates are above those estimated, additional collection services can be arranged. Doorways and pathways of 1,800mm would be recommended to allow for safe and adequate movement of bins, with no obstructions and no requirement for bins to be carried over any steps, landscape edging or gutters / kerbs. *I suggest that there will only be one 'rating' for this whole development (probably business / commercial) so the site can look at a commercial provider for their waste management services.* While the EIS (Pg26) and ground floor plan refer to a café the above Report indicates a mobile café cart. It is suggested that clarification is sought from the applicant regarding the cafe and the other matters raised by CN's Waste and Commercial Collection Manager.	
Night Time Economy Since the drafting of the SEARs for the development CN's first specific strategy for guiding the development of the city's night-time economy was adopted. It is requested that both the UoN and Department consider the publication 'Newcastle After Dark 2018-2022'.	The objectives of the Newcastle After Dark Strategy are supported and will be achieved through Stage 1A. In particular, the future development will transform a large, vacant landholding in the Newcastle City Centre to accommodate the Innovation Hub and School of Creative Industries. As a major economic activity generator which operates during and outside standard business hours, the proposed development will consolidate and significantly enhance the night-time economy of the Civic Precinct and contribute to the revitalisation of Hunter Street. In addition, safety will be promoted through the implementation of CPTED principles during detailed design and operation of Stage 1A.
NSW Government Architect	
• Stage in the City • Interface with the Public Realm • Aboriginal and European Heritage • Sustainability • Façade Articulation	EJE Architecture has prepared a detailed response to the comments provided by the NSW Government Architect. Refer to **Attachment I** and the overarching RTS letter.

Submission	Response
Transport for NSW	
Relevant standards, including AS1428 (Design for access and mobility), Roads & Maritime Services guidelines and Austroads publications should be used to guide the design of pedestrian and bicycle paths and bicycle storage, parking and end of trip facilities.	Noted. The area of public domain surrounding the building shall provide enough capacity to meet pedestrian demands. It anticipated that that recent upgrades to Worth Place would have been designed to meet current Australian Standards.
It is noted the construction management plan maintains pedestrian and bicycle rider movements along footways and cycleways at all times during construction activities. Should the development require closure to either facility, adequate safety and diversion measures should be put in place to limit time delay and detour distances.	The movements of pedestrians and cyclists, particularly along the shared pathways on the foreshore, will not be impacted by the construction of Stage 1A. It is agreed that the final CTMP shall take into consideration these pedestrian and cyclist movements where required, and provide appropriate and control in accordance with the *RMS Traffic Control at Work Sites Manual July 2018*.
Provide bicycle parking and end of trip facilities for pedestrian and bicycle riders in accordance with Newcastle City Council development control plans, standards and guideline documents.	The Stage 1A mode share target for cycling is 7%. Allowing for the maximum number of people on site at any one point in time (being 550 people), this could generate overall demand for 39 bicycle parking spaces. However, there will be staff that are based at NeW Space that continue to use the NeW Space Bike Hub, which will lessen demand for bicycle parking spaces in Stage 1A. Regardless, Stage 1A includes a dedicated, secure and waterproof bicycle storage facility with capacity for a minimum of 40 bicycles This exceeds the bicycle parking requirements of the Newcastle DCP 2012, which nominates that bicycle parking is to be provided for 'Adult Education' at a rate of 1 space per 20 staff (Class 2) and 1 space per 20 students (Class 3). This standard would equate to a total of 28 bicycle parking spaces. It is also noted that Stage 1A will also provide three (3) showers to support the proposed end of trip facilities, despite the Newcastle DCP 2012 not requiring the provision of showers or other end of trip facilities.
Locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.	The proposed bike storage facility is located in an accessible area with adequate lighting and passive surveillance from Wright Lane.
Develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling.	Noted. The University of Newcastle currently provides a range of suitable information to support and encourage sustainable travel and will continue to do so in to the future.
Ausgrid	
Supply of Electricity	Noted. The University of Newcastle will continue to engage with Ausgrid's Connections Group regarding the management and protection of Ausgrid's infrastructure.

Submission	Response
Any alterations/augmentation to Ausgrid's assets will be carried out as contestable works. The contestable works will be channelled through Ausgrid's Hunter Contestable Connections group. Ausgrid has significant strategic infrastructure located within the development area. It is important that the developer carefully consider and allow for the following. 1. The impact of development activities to Ausgrid's operational assets and customers, including maintenance of safe access for Ausgrid staff, safety clearances and maintenance of supply to customers 2. Development and review of realistic final maximum demands 3. Staged plans for Electrical Infrastructure 4. Selection of potential substation sites and cable routes 5. Staging of any temporary electrical supplies, including temporary substations if necessary 6. Temporary and final streetlighting arrangements 7. Integration/impact with other infrastructure projects and 3rd party developments The Developer has started the contestable process for an electrical supply. Ausgrid recommends the Developer to continue to engage with Ausgrid Hunter Contestable Connections group to minimise possible delays.	
Underground Mains The works described in your notification are in the vicinity of underground electricity assets. Any alterations to Ausgrid's underground electricity mains will be Contestable Works and funded by Developer.	Noted.
Existing Electricity Easements Ausgrid has existing easements within development site. The purpose of the easements is to protect Ausgrid's underground assets and to provide adequate working space along their route for construction and maintenance work and also to ensure that no work or other activity is undertaken near the assets which could either by accident or otherwise create an unsafe situation for persons or for the security of the assets. Purpose of easement may also include the provision for additional electricity infrastructure in the future. Hunter Development Corporation is in consultation with Ausgrid regarding proposed alterations to Ausgrid's easements resulting from proposed subdivision of lots.	Noted.

Submission	Response
Other Agency Submissions	
Biodiversity and Conservation Division	Noted.
Department of Primary Industries	Noted.
NSW Environmental Protection Authority	Noted.
Hunter Water	Noted. It is acknowledged that Hunter Water's Notice of Requirements will apply to the development and the development will obtain a Section 50 Certificate.
Newcastle Ports	Noted.
Heritage NSW	Noted.
RMS	RMS's advice was provided via TfNSW. There was no separate comment from RMS.
Public Submissions	
Pedestrian and Cyclist Access • Desire to see the pedestrian connection at 468 Hunter Street include a separated cycleway. • Desire to see the signalised intersection of Hunter Street and Auckland Street reconfigured as a 'scramble' crossing.	The signalisation of the intersection of Hunter Street and Auckland Street is outside of the scope of Stage 1A. Although the proposed development will not provide a separated cycleway, it will encourage cycling through the provision of cycling infrastructure, including bicycle parking spaces and end of trip facilities.
Parking • There was concern that the proposed development would impact on the availability of car parking in the surrounding area.	As discussed above, to address short term demand for car parking spaces during the transition period (as the mode shift occurs), the University will continue to make the existing at-grade car parking along Wright Lane available to the public, including staff, students and users of the Innovation Hub. This will support the needs of the community during the transition period away from dependence on private vehicles.
Overshadowing, Views, Privacy to the Cityscape Building • There was concern raised in two submissions that the proposed development would negatively impact on the amenity of the Cityscape Building (522 Hunter Street), with regard to views, overshadowing and privacy.	As shown in the Architectural Plans submitted with the EIS, Stage 1A, which is located approximately 85m to the north of the Cityscape Building, will not create any additional overshadowing on the building or adversely impact on the privacy of residents. In terms of views, Stage 1A is four storeys in height, which is lower than surrounding development and the height envisaged for the site under the Newcastle LEP 2012. Stage 1A has been designed to respond to the built form context of surrounding development and fit comfortably within the existing streetscape. Further, when compared to the Concept Plan, Stage 1A provides an increased setback to Honeysuckle Drive, Worth Place and Wright Lane. The improved setback to these three frontages will reduce view impacts for nearby residential development. On this basis, it is considered that that the proposed development will have an acceptable impact on views.
Construction Impacts • There was concern raised about the impact of construction noise on the Cityscape Building (522 Hunter Street).	The impacts of construction on pedestrians, adjacent buildings, areas of the public domain and traffic will be minimised, wherever possible, through the preparation of a detailed Construction Management Plan (CMP). The detailed CMP will building on the recommendations of the

Submission	Response
	preliminary CMP prepared by APP that was submitted with the EIS, which has been updated to align with the findings of the Acoustic Report prepared by AECOM.