

Response to Submissions State Significant Crown Development



409 Hunter Street, 300 King Street, Newcastle and 20 Laman
University of Newcastle NeW Space Campus

Submitted to Department of Planning and Environment
On Behalf of University of Newcastle

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1.0 Introduction

An Environmental Impact Statement (EIS) in relation to a State Significant Development Application for the construction and use of education facilities as part of the University of Newcastle (UON) NeW Space campus was publicly exhibited for a period of 30 days inclusive between 21 August 2014 and 19 September 2014 (SSD 6457).

In total, twenty eight (28) submissions were received in response to the public exhibition of the EIS. This included submissions from government agencies and authorities, independent bodies and the general public, as follows:

- Government agencies and authorities – 4;
- Independent bodies – 7; and
- Members of the public – 17.

The Department of Planning and Environment (the Department) has also prepared a letter setting out additional information or clarification required prior to final assessment of the project.

The proponent, the University of Newcastle (UON) and its specialist consultant team have reviewed and considered all issues raised.

This report, prepared by JBA on behalf of the proponent, sets out the responses to the issues raised in accordance with Clause 85A of the *Environmental Planning and Assessment Regulation 2000* (EP&A Reg), and details the final project design and final Mitigation Measures for which approval is now sought. The final project design includes amendments made by UON pursuant to Clause 55 of the EP&A Reg, including changes to address matters raised in the submissions.

The report provides a detailed response to all of the issues raised by the various government agencies, independent bodies and the general public. Whilst the submissions received from agencies have been addressed individually, the submissions made by the general public have been dealt with on an issue by issue basis. This approach has been adopted due to the repetition in the submissions as many covered similar issues/concerns.

The key issues raised in submissions (agency, independent bodies and the general public) can be broadly grouped into the following categories:

- Architectural Design;
- Removal of Existing Rail Line;
- Newcastle Urban Renewal; and
- Transport and Parking.

This report provides a detailed response to each of the above issues and outlines the proposed amendments to the exhibited EIS.

1.1 Amendments to Proposed Development

To reflect the design changes that have been made to the proposed development following public exhibition of the proposal and for which approval is now sought, and to address issues raised in the submissions, a range of updated plans and documentation has been prepared.

The revised plans include Architectural Drawings prepared by Lyons Architecture. It is noted that not all of the originally submitted plans are proposed to be amended. Despite this, a complete set of Architectural Drawings have been provided for approval (**Appendix B**).

The Clause 4.6 Variation Request submitted with the original EIS is no longer sought as the maximum building height has been amended to be below the maximum height limited imposed by the Newcastle LEP 2012.

A full description of the proposed amendments to the NeW Space development is provided in Section 3.0. An assessment of these amendments and further clarification of the project, where necessary, are provided in Section 4.0.

A final schedule of the mitigation measures proposed to mitigate the impacts associated with the proposed development is provided at Section 5.0.

This report should be read in conjunction with the EIS prepared by JBA, dated July 2014, as relevant.

2.0 Key Issues and Proponent's Response

This section of the report provides a detailed response to the following key issues raised by the Department and government agencies:

- Architectural Design;
- Removal of Existing Rail Line;
- Newcastle Urban Renewal; and
- Transport and Parking.

A response to each of the individual issues raised by the Department, Council and other government agencies is provided in the table at **Appendix A**.

An overview of the parties, who made submissions, and their key issues/matters for consideration, is provided below. Other issues which require further assessment, such as detailed technical assessments are considered at Section 4.0.

2.1 Architectural Design

2.1.1 Issue

Several submissions from the general public raised concern over the architectural design of the proposed NeW Space development. These submissions suggested that the building had a poor appearance and the angular nature of the building was not in character with the surrounding area.

Other submissions from the general public acknowledged that design as high quality and provided positive comments on the architecture of the building. No concern was raised by the Department, Council or other government agencies in regard to the architectural design of the proposed development.

2.1.2 Proponent's Response

The NeW Space development has been designed by award winning architects Lyons Architecture and EJE. The building provides a high quality design solution to an interesting precinct which contains a mixture of heritage, civic buildings and tired building stock in need of renewal. The striking design is unique and fitting for a catalyst project in the renewal of Newcastle.

The NSW Government Architect's Office determined at the commencement of the project that a design competition was not required for the development subject to the establishment of a design review panel to oversee the design development. A design review panel was established for the project with experienced design experts. The proposed design was reviewed by this panel and general endorsement was provided.

Since the public exhibition of the proposal, a number of minor design refinements, such as external façade changes and a lowering of the building height, have been made to the NeW Space building. These refinements seek to ensure that the best possible design is achieved and that the building represents a grand institutional development in the civic precinct of the Newcastle CBD.

2.2 Removal of Existing Rail Line

2.2.1 Issue

A number of submissions received from the general public and independent bodies opposed the removal of the existing heavy rail line. A mixture of objecting and supporting submissions both raised concern with the removal of the heavy rail line. The Department, Council and other government agencies did not raise concern with the removal of the heavy rail line.

2.2.2 Proponent's Response

The removal of the heavy rail line is not proposed as part of the NeW Space development. The removal of the rail line is being undertaken by the NSW State Government and UON has no involvement in the decision, or carrying out of removal works, associated with the heavy rail.

2.3 Newcastle Urban Renewal

2.3.1 Issue

A number of independent bodies and members of the general public acknowledged that the proposal would contribute to, and instigate, the urban renewal of Newcastle.

One submission from a member of the general public questioned the location of the university campus in the city centre, and suggested that operations at the Callaghan Campus should be expanded. Another submission suggested that the closure of Auckland Street and opportunities for expanding the public domain should be explored.

2.3.2 Proponent's Response

The NeW Space development is acknowledged by many as a catalyst project in the renewal of the Newcastle CBD. The project seeks to relocate a significant number of staff/students into the Newcastle CBD, contributing to not only the urban renewal, but also the revitalisation of a tired and underutilised area. The project will lead by example, with superior architecture, sustainable strategies such as limited parking, and a well design ground plane inviting pedestrians through the site.

The decision to develop a new UON campus within the city centre demonstrates a commitment by UON to the revitalisation of the city and an acknowledgement that an institution can lead by example in establishing a viable and vital piece of social infrastructure to anchor the renewal of the city.

Opportunities for additional public domain improvements beyond the boundaries of the site are outside of the scope of UON and will be investigated at a later date with the relevant stakeholders if required.

2.4 Transport and Parking

2.4.1 Issue

The adequacy of transport to the NeW Space site and the demand for car parking were issues raised in a number of submissions from the general public and independent bodies. Submissions from the public questioned the adequacy of parking provided with the NeW Space development, suggesting that Council would be required to build more car parking spaces to accommodate the demand of the campus as parking associated with NeW Space would utilise existing CBD parking spaces. Some submissions also suggested that traffic impacts would arise from the proposed development, exacerbating existing traffic problems.

One independent body expressed support for the strategy to provide limited parking, acknowledging that this type of development is necessary to reduce the reliance on private car use. Other independent bodies raised concern that parking supply in Newcastle is being reduced by increasing demand and public transport provision is lagging behind the delivery of new developments.

Council raised concern that the traffic and parking report was based on unrealistic assumptions and requested further analysis be undertaken. In particular, Council disputed the assertion that no parking demand would be generated. Council also suggested that the number of students living within the Active Transport Zone (ATZ) would be less than expected due to availability and cost of rental properties. Council requested that further parking be provided or monetary contributions be provided to Council.

The Department summarised the above issues into one clear request to provide:

Further justification for reduced car parking, including further details regarding timing of delivery of improvements to public transport and any additional short or medium term measures required prior to such public transport improvements, such as improved shuttle bus service between campuses and additional parking at the Callaghan campus.

Essentially, the Department has requested additional justification for limiting car parking based on the ability of the NeW Space demand to be accommodated by public transport services or alternative strategies.

One public submission questioned the adequacy of the number of bicycle spaces.

2.4.2 Proponent's Response

UON is seeking to achieve a leading edge, best practice and overall sustainable approach to development and ongoing operations. An integral element of achieving this approach is limited car parking and encouraging alternative methods of transport. UON is a leading institution in the Hunter Region which has the ability to set a benchmark for sustainability and lead by example. This benchmark will be in the form of a conscious decision to curtail the current heavy reliance on private cars for transport by limiting parking where there is an abundance of public transport options.

The strategy of UON to encourage the use of public transport directly aligns and supports one of the NSW State Governments key initiatives in the Hunter Region, the Newcastle Light Rail. The NeW Space campus will be a cornerstone development in the Newcastle CBD, setting a trend of encouraging patronage on the future Light Rail, directly supporting the NSW State Government's decision to invest in a significant piece of infrastructure for the Hunter Region.

A Travel Demand and Parking Analysis has been prepared by SECA to respond to the issues raised during the public exhibition period (refer to **Appendix C**). This Analysis outlines the assumptions factored into the parking demand calculations; summarises the interim and permanent public transport arrangements; and provides discussion on strategies which will be adopted to accommodate the potential parking demand of NeW Space.

Traffic Impacts

The claim in several submissions from the public that the proposal would increase traffic in the Newcastle CBD is not expected to occur. The proposal provides limited parking, and as such, traffic generation to the site will be minimal and there is unlikely to be any notable impact on the existing capacity of the road network.

Adequacy of Transport

The NeW Space site is well located in the Newcastle CBD on one of the most accessible sites in regard to public transport. The site is afforded direct access to bus services and is located on the route of the future Newcastle Light Rail. A Light Rail stop is anticipated to be provided in close proximity to the site, which will encourage public transport use due to the convenience of immediate connectivity. The central location of the site also encourages walking and cycling from nearby residential areas and the mixed use precinct of the Newcastle CBD. In light of the significant accessibility qualities of the site, the NeW Space development will be one of the most accessible University Campuses in the Hunter Region.

Section 4.5 provides a detailed response to the Department's request for details on the timing of delivery of improvements to public transport and any additional short or medium term measures required prior to such public transport improvements. It is emphasised that the key interim and permanent transport arrangements are beyond the control of UON and will be implemented by others such as Transport for New South Wales (TfNSW). Despite this, UON will implement several strategies to accommodate travel to the NeW Space campus (refer to Section 4.5).

Car Parking

A fundamental strategy has been adopted by UON to limit parking on the NeW Space site to encourage public transport usage and to reduce the current reliance on use of private cars. The merits of this approach and its strategic alignment with key State and Local Government initiatives and objectives are outlined in Section 4.5.

The Travel Demand and Parking Analysis prepared by SECA outlines the anticipated parking demand of the NeW Space development and provides strategies to alleviate this demand (refer to **Appendix C**). Section 4.5 provides a description of these strategies and reconciles the required parking demand with the anticipated strategies. The outcome of this assessment is that the NeW Space development will be provided with adequate strategies to accommodate parking demand, namely through a mixture of Park 'N' Ride facilities and through car pooling.

One key concern raised by Council was the availability of public transport and the lack of patronage on public transport. Council submitted:

*At present it is no quicker or cheaper to use public transport in Newcastle, therefore **only those that have no choice tend to use it**. As a result, public transport use is stagnant if not declining. To reverse this trend public transport services needs to be both more frequent and cheaper.*

(emphasis added)

The above excerpt of Council's submission demonstrates that Council acknowledge that when offered no other alternative, people will choose to utilise public transport. The NeW Space development proposes to offer staff/students no other choice than to use public transport to access the site. This will significantly contribute to reversing the trend of 'stagnate' or 'declining' public transport use, enhancing the viability of existing and future public transport infrastructure.

The proposal is also supported by on site measures to encourage alternative methods of travel, such as the provision of a significant number of bicycle spaces and end-of-trip facilities. Overall, the proposal will provide 212 internal bicycle spaces and 36 casual external spaces and end-of-trip facilities. The provision of these spaces has been confirmed by SECA as adequate.

3.0 Proposed Amended Development

Since public exhibition of the proposal, amendments have been made to the proposed development. The changes include aspects made in response to the issues and comments raised during the exhibition period.

The proposed changes are shown on the revised Architectural Drawings prepared by Lyons Architecture (**Appendix A**). It is noted that not all of the originally submitted plans are proposed to be amended, but a complete set of drawings has been provided for completeness.

The following section presents a brief updated description (where relevant) of the modified development for which approval is sought. The changes are positive and aim to deliver an improved outcome. Accordingly, and as detailed in Section 4.0, the changes are not considered to give rise to any material alteration to the environmental assessment of the potential impacts considered as part of the original development application.

3.1 Overview of Proposal (as amended)

The proposal seeks approval for the following key development:

- An education establishment (NeW Space building) that will consist of a library, collaborative learning and teaching spaces, study and recreational areas and zones for professional and community engagement, office space for academic and professional University staff and retail spaces;
- Integration of the proposed NeW Space building with University House (formally NESCA House) via pedestrian links on levels one to three;
- Refurbishment works to University House including the addition of new windows, new deck area, bike storage and end of trip facilities, and internal space and use reconfiguration and upgrade;
- Ancillary retail spaces;
- New pedestrian connections between Christie Place, Hunter Street and Auckland Street;
- Twenty five (25) new parking spaces and areas for bicycle parking;
- Upgrades and expansion of the existing Laman Street Car Park, to provide 20 of the 25 new car spaces, including tree removal as necessary; and
- Associated civil and landscaping works.

The different components of the proposal (as amended) are discussed further below.

3.2 Tree Removal

Further assessment of the proposed Laman Street Car Park works has identified the need to remove a single tree in the adjoining property at 15 Gibson Street, Newcastle. This tree is located on the edge of the 15 Gibson Street, Newcastle site in close proximity to the dividing fence with the Laman Street Car Park. The removal of this tree will be supplemented by the planting of two smaller species on the 15 Gibson Street, Newcastle site.

3.3 Building Height

The maximum height of the proposed NeW Space building has been amended to an overall maximum of RL48.05. The reduction in building height has been achieved through the removal of the lift motor room from the top of the plant room. This is the result of a continued effort to reduce the maximum building height to below the Newcastle LEP 2012 limit of RL49.1. As such, the proposed Clause 4.6 variation is no longer required as the building is below the maximum height limit.

3.4 External Design Refinements

A number of minor design refinements have occurred to the external appearance of the building in response to submissions regarding architectural design. Whilst the core design ideals of the NeW Space building have been retained, the following minor changes have occurred to enhance the design further:

- Realignment of the Urban Room structures through the increase of glazing to the roof line of each room;
- Amended Canopy alignment on King Street;
- Revision of materiality to fire boosters on King Street;
- Amended canopy to entry from eastern façade
- Removal of fins from the eastern façade;
- Deletion of pop-out element on western façade to match internal planning;
- Shifting of pop-out element on western façade; and
- Substation design and canopy amended in light of authority requirements.

The above design changes are minimal and will contribute to ensuring the highest level of design and amenity is achieved for the NeW Space development. **Figures 1 to 4** illustrate the amended design changes.

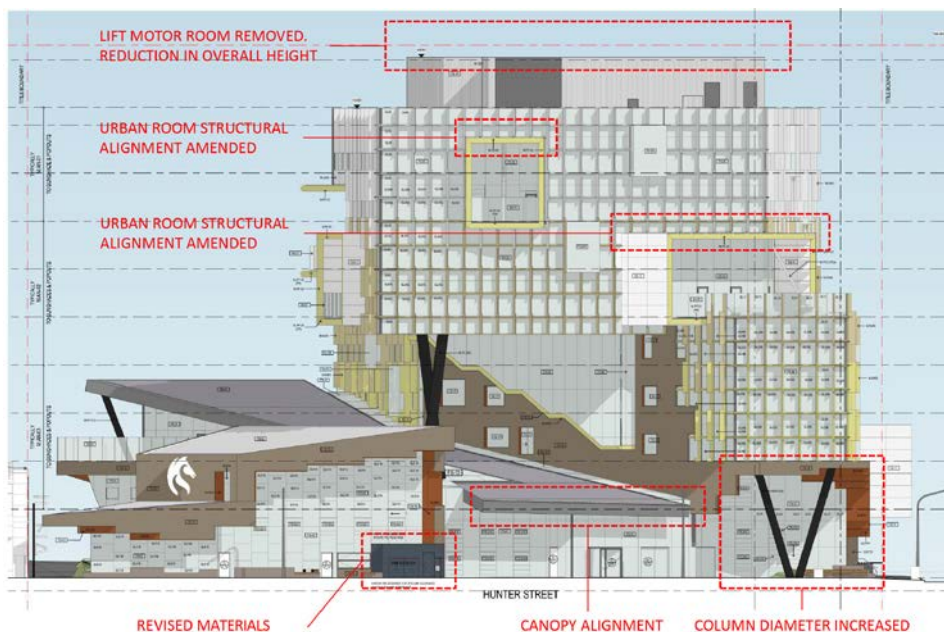


Figure 1 – Northern Elevation Amendments

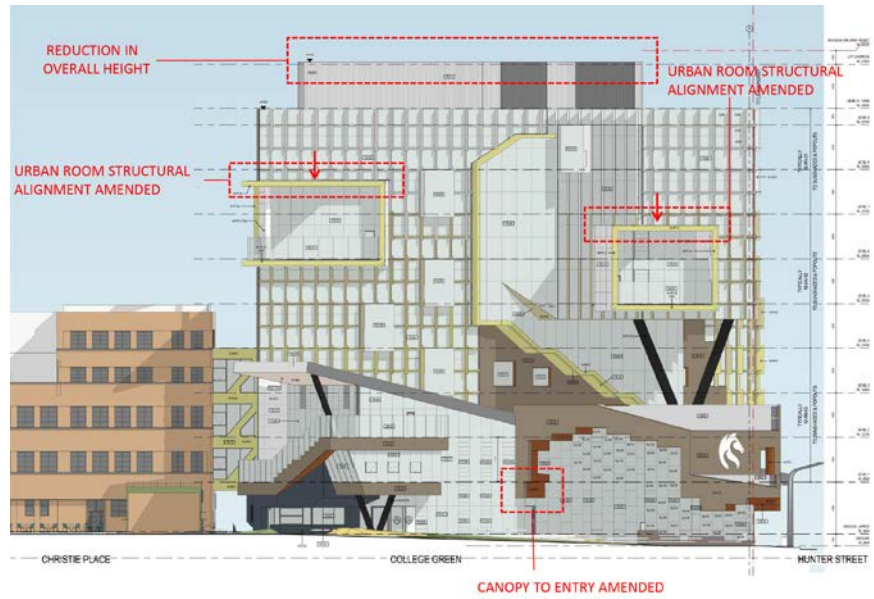


Figure 2 – Eastern Elevation Amendments

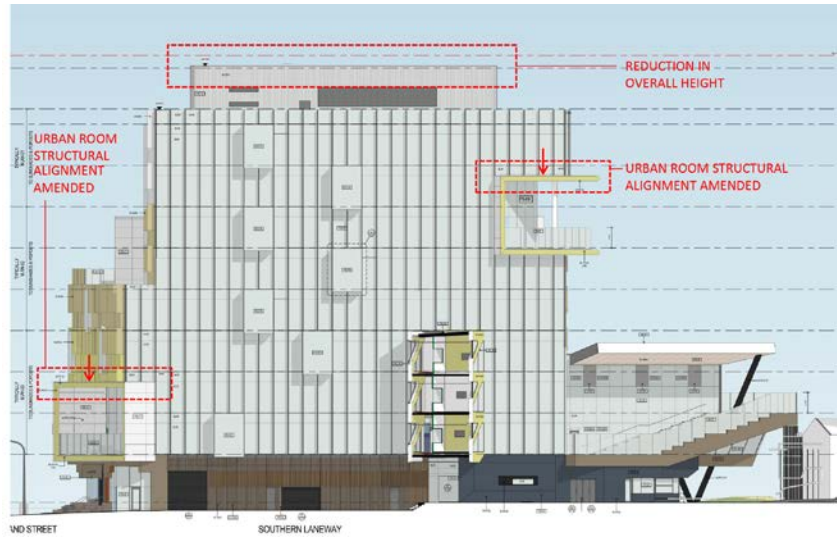


Figure 3 – Southern Elevation Amendments

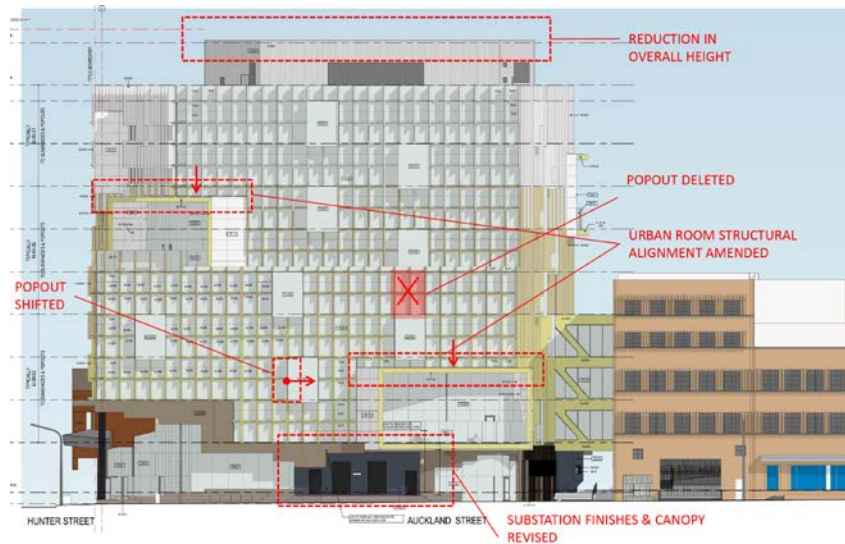


Figure 4 – Western Elevation Amendments

4.0 Additional Information and Assessment

As identified at **Section 1.0**, the following consultants' reports and supporting information has been updated or further supplements the material originally submitted in support of the EIS:

- Amended Architectural Drawings prepared by Lyons Architecture
- Amended Heritage Impact Statement prepared by EJE Heritage
- Amended Noise and Vibration Assessment prepared by AECOM
- Travel Demand and Parking Analysis prepared by SECA
- Arborist Report prepared by Abacus Tree Services

All of the above updated/additional supporting documentation and assessment information has been considered and addressed at **Section 2.0** of this report as relevant in responding to key issues raised during submissions. The further information and assessment material that has not otherwise been addressed at **Section 2.0** of this report is summarised in the following sections.

4.1 Heritage Conservation

The amended Statement of Heritage Impact (SoHI) prepared by EJE Heritage is appended to this Response to Submissions at **Appendix D**. These amendments provide further detail and assessment in relation to the Conservation Management Plans in operation for the respective heritage items within the site.

The updated SoHI incorporates references to the '*Conservation Management Plan: University House (formerly NESCA House), King Street Newcastle*' (April 2011). A Heritage Fabric Survey and Schedule of Conservation Works has been prepared by EJE Heritage. EJE Heritage note that the Conservation Management Plan (April 2011) should also inform a Heritage Interpretation Strategy for the building.

The amended SoHI therefore addresses the CMP related concerns raised by the Department, Heritage Division and Council.

4.2 Noise and Vibration

Revisions to the Noise and Vibration Assessment prepared by AECOM (dated 19 June 2014) have been conducted and submitted with this Response to Submissions to provide further detail on the potential noise generation and mitigation measures of NeW Space, primarily in relation to:

- Operational car park activity noise; and
- Noise intrusion to the proposed building.

The amended Noise and Vibration Assessment is appended at **Appendix E**.

4.2.1 Operational car park activity noise

The guidance provided in the NSW Road Noise Policy for assessing the potential for sleep disturbance recommends that to minimise the risk of sleep disturbance during the night-time period (10pm to 7am), the LA1(1 minute) noise level outside a bedroom window should not exceed the LA90 (15 minute) background noise level by more than 15 dB(A).

A sleep disturbance assessment was performed to assess the potential noise impacts from car parking activities at the site, on nearby sensitive receivers. The predicted noise levels from car parking activities are reproduced in **Table 1**.

Table 1 – Predicted noise levels

ID	Worst Affected Receiver	Type	Sleep Disturbance Criteria, $L_{A1(1 \text{ minute})}$, dB(A)		Predicted Noise Levels, L_{A1} dB(A)	Exceedance dB(A)
			Screening Level	Awakening Reaction		
13	15 Gibson Street	Residential	61	60-65	80	15
32	28 Laman Street	Residential	61	60-65	80	15

Mitigation Measures

It should be noted that the existing land is currently a car park. The existing car park has a capacity of 27 cars and the upgraded car park will have capacity for 47 car spaces. Therefore the L_{A1} noise levels experienced by nearby residences will not change. The additional number of events of L_{A1} events is not expected to increase significantly as a result of the additional car park capacity. The sleep disturbance assessment has been based on a worst case scenario with noise sources as close to residential receivers as possible. For other locations the $L_{A1(1 \text{ minute})}$ will be lower than the levels presented. Therefore no further mitigation measures are required.

4.2.2 Noise Intrusion

Assessment of potential noise intrusion

Noise intrusion criteria have been established for the purpose of achieving appropriate noise levels within the building. The internal noise level criteria for the building have been based on the Australian Standard AS2107:2000, and the University Project Briefing Document. However, the Association of Australian Acoustical Consultants (AAAC) Guideline for Commercial Building Acoustics (2010) provides guidance for assessing rail noise. The AAAC Guideline states that rail noise should be assessed by considering the average of the maximum noise levels due to a number of train pass-bys, represented by $L_{Amax, avg}$.

Mitigation Measures

Acoustic performance specifications have been determined for the façade glazing of the building to enable the internal noise levels nominated for each of the internal spaces of the building to be achieved. An analysis of proposed glazing types is appended to the revised Noise and Vibration Assessment. The Assessment recommends that for all other façade glazing, the glass construction should achieve a minimum acoustic performance equivalent to the following double glazing window system:

- 6mm glass;
- 12mm air space; and
- 6mm glass.

Therefore, no further mitigation measures are required.

4.3 Arborist Assessment

Abacus Tree Services was commissioned to undertake assessment on a tree (Tree 1) located within close proximity to the proposed Laman Street Car Park development (refer **Appendix F**).

Tree 1 is located wholly within 15 Gibson Street, Newcastle (refer **Figure 5**). The tree is identified as a semi-mature *corymbia maculata* and has a height of approximately 10 metres. The existing growing space of Tree 1 is limited due to its proximity to the boundary fence and existing hardstand areas. The hardstand area currently represents an encroachment of 30.55% of the Tree Protection Zone (refer **Figure 6**).



Figure 5 – Location of existing tree



Figure 6 – Existing conditions of Tree 1

The proposed car park will extend/excavate into the current car parking area. The excavation works will increase encroachment into the Tree Protection Zone (TPZ) up to 72.22% on the eastern side of the root plate. Abacus Tree Services has determined that Tree 1 has a moderate retention value.

Abacus Tree Services conclude that Tree 1 is growing in a confined space with extensive hardstand areas/buildings in all directions and is currently/will continue to be considerably restrained in regards to growth. The removal of this tree can be mitigated by replacement with two smaller species. Regardless of the Laman Street car park development, Tree 1 is expected to continue to outgrow its current space and its removal will at some point in time be necessary.

A mitigation measure relating to the obtainment of landowners consent for the removal of this tree prior to the relevant Construction Certificate has been included in Section 5.0.

4.4 Residential Housing Projections

The Newcastle Urban Renewal Strategy (NURS) provides guidance on the anticipated number of dwellings required in the Newcastle area to accommodate the growing population. One of the nine guiding principles of the NURS is:

Deliver more residential development in the city centre to enhance day and night activity and support jobs and services

Encourage a range of housing types for a variety of markets, including student and seniors housing.

This guiding principle establishes a clear intent for additional housing, and in particular, housing which will accommodate the future student population.

The additional housing in the city centre will be facilitated through recent amendments to the Newcastle LEP which including rezoning land, increasing heights and increasing floor space ratios. The NURS establishes a target for the delivery of 6,000 additional homes over the next 25 years. This significant interjection of new housing will contribute to increasing the percentage of the student population which is able to live in close proximity to the NeW Space campus.

4.5 Travel Demand and Parking Analysis

SECA has prepared a Travel Demand and Parking Analysis to identify the anticipated transport patterns of student and staff and determine the demand for parking associated with the NeW Space Campus (refer to **Appendix C**). SECA has outlined the strategies which will be used to accommodate private car usage generated by the NeW Space development. Further correspondence is provided at **Appendix C** outlining an explanation and justification of the key assumptions associated with the Travel Demand and Parking Analysis.

The core concepts of the SECA Travel Demand and Parking Analysis and other pertinent matters relating to the strategy of limiting car parking on the NeW Space site are outlined below.

4.5.1 Supplementary Demand Assessment

The SECA Travel Demand and Parking Analysis has been prepared in response to the letter received from the Department and also to address concerns raised by Council. An overview of this assessment is provided below.

Key Assumptions and Interim/Permanent Transport Measures

The Department has requested further details on the assumptions which informed the anticipated demand for parking associated with the NeW Space development. The following key assumptions have been made in the assessment:

- Housing – Housing supply in the Newcastle CBD to be provided in accordance with that anticipated under the Newcastle Urban Renewal Strategy (NURS).
- Transport – The Newcastle Light Rail is constructed in accordance with the anticipated timeframe provided by Transport for NSW.

A full explanation and justification of all assumptions is provided at **Appendix C**.

A meeting conducted on 21 October 2014, between the Department, TfNSW and the proponent, allowed a discussion to be progressed regarding the interim and permanent arrangements of the Newcastle Light Rail. TfNSW provided the following timeframe for the Light Rail project:

- **Initial Interim (December 2014 to 2016)** – Transport interchange at Hamilton / Broadmeadow with dedicated shuttle buses providing linkage to existing Newcastle Station at 10 minute intervals;
- **Remainder Interim (2016 to 2018)** – Transport interchange at Wickham with dedicated shuttle buses providing linkage to existing Newcastle Station at 10 min intervals; and
- **Permanent (2019 onwards)** – Transport interchange at Wickham with light rail providing linkage to existing Newcastle Station.

Furthermore, TfNSW confirmed in this meeting the following key items which contribute to addressing the issues raised in the Department’s letter;

- The TfNSW business case and planning associated with the transport plans outlined above have assumed a large proportion of use from NeW Space occupants (staff/students);
- Existing Newcastle bus routes would not be reduced and a bus operator has been appointed that would deliver the transport solutions outlined above; and
- Existing and future transport solutions have the ability to be increased if demand increases.

Further analysis of the current place of residence of students, including trends in the changing of residence, are provided at **Appendix C**. Based on the existing situation, it has been demonstrated that 84% of students would choose to live within what would be considered the ATZ of the future NeW Space.

Demand Analysis

SECA has determined the anticipated demand for parking associated with the NeW Space development in light of the current travel behaviour of staff and students in the Faculty of Business and Law. It is anticipated that 23% of staff and 13% of students are likely to use private cars, amounting to a total of 319 individuals. This is a conservative estimate as it assumes that all buildings occupants will be on site at a single period in time.

Strategies to Accommodate Demand

In light of the above demand, a total of 319 private car users associated with the NeW Space development need to be accommodated. A total of 20 spaces are to be provided on site (Laman Street car park) and will be utilised in accordance with broader strategies to maximise their role in alleviating parking demand. The following strategies will be utilised to accommodate parking demand.

Callaghan Campus Transfers

Based on the existing and future operations of the Callaghan Campus, it has been identified that there is a surplus of 156 spaces. These spaces have been identified as excess spaces not required to meet the demand of the current Callaghan Campus operations. These spaces are to be utilised as a park 'n' ride facility for the NeW Space campus. Students driving from areas such as the Hunter Valley will utilise parking at the Callaghan Campus due to the proximity of the campus to their place of residence.

Car Pooling

The 20 spaces to be constructed at Laman Street as part of the development will be targeted at staff who car pool with three or more occupants. This will equate to a minimum of 60, or more building, occupants. This strategy would be supported by employee agreements and will be regulated by UON as an addition of the existing parking permit program.

Park 'N' Ride

UON is committed to identifying a Park 'N' Ride facility in the vicinity of the Broadmeadow area to accommodate those in Lake Macquarie who do not have ready access to public transport. This population represents 55% of the overall demand, requiring 150 spaces. A suitable facility with capacity for 150 spaces will be identified to accommodate this demand. Two potential locations for such a facility are discussed at **Appendix C**.

To ensure this strategy is successful, UON is willing to subsidise the Park 'N' Ride facility for up to two years, allowing for the free use of this facility for 150 users. SECA has completed an analysis of the cost of the Park 'N' Ride facility compared to parking within the Newcastle CBD, identifying that the Park 'N' Ride facility would be more financially attractive with the incentive provided by UON. Following the two year subsidised period, it is expected travel behaviours would have adapted to the Park 'N' Ride facility, or ultimately adapted to alternative methods of transport as is the key desire in changing travel mode behaviour and encouraging the use of public transport.

An additional mitigation measure has been included for the project to ensure that this Park 'N' Ride facility is in place prior to the issue of the relevant occupation certificate.

Summary

The above strategies will combine to accommodate the anticipated 319 spaces required for the NeW Space development. A detailed review of Park 'N' Ride facility options at **Appendix C** has demonstrated that there are sufficient public transport connections to the NeW Space development, as well as incentives available which could encourage the use, and ultimate success, of such a strategy.

Independent of these strategies, it is re-emphasised that the key goal of UON is to create a sustainable campus which encourages people to change their travel behaviour and adopt the use of public transport, cycling and walking.

Table 2 provides a breakdown of how the spaces will be accommodated. As outlined above, this assessment is conservative and it can be anticipated that more students and staff may utilise public transport.

Table 2 – Combined strategies to accommodate parking demand

Initiative	Building occupants
Callaghan Campus transfers	156
Car pooling	60
Park 'N' Ride	150
Total	366

The travel behaviour of staff and students is difficult to anticipate, but the above strategies provide the best framework to accommodate the demand for parking. Although these strategies will provide the best framework for accommodating parking, it cannot be totally excluded that some staff/students may select to travel to the Newcastle CBD and utilise existing spaces. Parking surveys conducted in the Newcastle CBD, as referenced in the exhibited SECA Transport & Accessibility Documentation, highlight that there are currently 2,500 underutilised spaces, ensuring that any staff/student demand will be easily satisfied and will not unduly reduce the supply of car parking to other uses within the CBD.

Restricting staff/students from this practice is beyond the control of UON, although a comprehensive transport management plan will be initiated by UON prior to the opening of NeW Space, This will be aimed at changing the travel behaviour of staff and students and maximising the public transport options in close cooperation with TfNSW.

4.5.2 Strategic Alignment

UON is seeking to adopt a sustainable and leading edge approach to the ongoing use of University facilities in a more sustainable manner. One key measure in this approach is the strategy of limiting the availability of parking spaces and adopting measures to encourage alternative modes of travel.

NSW State Plan – NSW 2021

This strategy is consistent with the eighth goal of the NSW State Plan which seeks to:

Grow patronage on public transport by making it a more attractive choice

The NSW State Plan does not provide any goals which encourage the provision of parking spaces or goals which encourage use of private motor vehicles over alternative measures such as public transport.

Hunter Regional Transport Plan

The Hunter Regional Transport Plan seeks to establish a framework for the ongoing management and improvement of transport in the Hunter Region. Specifically, in relation to Newcastle, the Hunter Regional Transport Plan provides the following commitment made on behalf of the NSW State Government:

We will support Newcastle City Council to implement a suite of local initiatives supporting a functional and efficient transport including:

- ***Promoting a shift to public transport in the city centre***
- *Creating a connected pedestrian and cycling network*
- *Providing dedicated bicycle lanes in Hunter Street*
- ***Improving the efficiency of the road network***
- ***Managing the impact of car parking.***

We will also work with Newcastle City Council on a transport strategy for the CBD to assist in meeting the NSW 2021 target of increasing commuter trips by public transport to 20 percent by 2016.

(emphasis added)

The above commitment contains three key points relevant to the NeW Space development, being the promotion of public transport use, improving the efficiency of the road network and managing car parking. The NeW Space development in its current form seeks to satisfy these points, providing a limited number of parking spaces which will minimise the attractiveness of driving; will reduce traffic in the CBD; and will minimise the impact of parking, thus promoting the use of public transport.

Providing a total of 208 spaces as suggested by Council will not promote a shift to public transport; but will rather establish a precedent that future developments in the city centre must continue to provide substantially high car parking rates. This would result in greater traffic volumes on the road network and will ultimately have a detrimental impact in terms of undermining government initiatives such as the Newcastle Light Rail.

Newcastle Urban Renewal Strategy 2012 (including 2014 update)

The NeW Space development is consistent with the transport objective of the Newcastle Urban Renewal Strategy (NURS). The fourth objective of the NURS relates to transport and provides:

Improving transport to make the city easier to access and move around in, better connected to the waterfront and to provide alternatives to car transport

This objective explicitly encourages new developments to provide alternatives to car transport. The NeW Space development fulfils this objective through providing limited parking and through its central location in the Newcastle CBD in close proximity to future Light Rail, buses and cycleways. The provision of 208 car parking spaces, as advocated by Council, would detrimentally impact the achievement of the NURS objective and would encourage more people to drive opposed to using the available public transport.

The NURS does not provide any objectives or discussion around the provision of extensive parking to new developments, and specifically seeks to manage the impact of new car parking.

Newcastle Local Environmental Plan 2012

The proposed NeW Space development is consistent with the aims of the Newcastle LEP 2012, in particular those related to transport and sustainability. The aims of the Newcastle LEP 2012 are set out in Clause 1.2 and are as follows:

(1) This Plan aims to make local environmental planning provisions for land in the City of Newcastle in accordance with the relevant standard environmental planning instrument under section 33A of the Act.

(2) The particular aims of this Plan are as follows:

(a) to respect, protect and complement the natural and cultural heritage, the identity and image, and the sense of place of the City of Newcastle,

(b) to conserve and manage the natural and built resources of the City of Newcastle for present and future generations, and to apply the principles of ecologically sustainable development in the City of Newcastle,

*(c) to contribute to the economic well being of the community in a socially and **environmentally responsible manner** and to strengthen the regional position of the Newcastle city centre as a multi-functional and innovative centre that encourages employment and economic growth,*

*(d) to facilitate a diverse and compatible mix of land uses in and adjacent to the urban centres of the City of Newcastle, **to support increased***

patronage of public transport and help reduce travel demand and private motor vehicle dependency,

- (e) to encourage a diversity of housing types in locations that improve access to employment opportunities, public transport, community facilities and services, retail and commercial services,*
- (f) to facilitate the development of building design excellence appropriate to a regional city.*

(emphasis added)

These aims clearly seek to ensure that the development of Newcastle is carried out in a sustainable manner, with a focus on increasing patronage of public transport and reducing travel demand and private motor vehicle dependency. The NeW Space development, through its limitation of parking and strategies to reduce dependency on car use and encouragement of public transport use, satisfies these aims.

The proposal in its current form embodies the key aims of the Newcastle LEP 2012. If the proposal were to be amended as requested by Council, it would no longer be consistent with these aims and would largely contradict the majority of aims which have been established to guide the future development of Newcastle.

The proposal also aligns with the zone objectives for the B3 Commercial Core zone in which it is located. The zone objectives are:

To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.

To encourage appropriate employment opportunities in accessible locations.

To maximise public transport patronage and encourage walking and cycling.

To provide for commercial floor space within a mixed use development.

To strengthen the role of the Newcastle City Centre as the regional business, retail and cultural centre of the Hunter region.

To provide for the retention and creation of view corridors.

(emphasis added)

In particular, the proposal complies and advocates the third objective to maximise public transport patronage and encourage walking and cycling. The proposal achieves this objective through reducing the amount of available car parking on site and offering less attractive alternatives for those who still wish to travel by personal cars, such as a park and ride facility. Whilst this facility will satisfy the envisaged number of drivers, it represents a less attractive option than on-site parking which would likely generate even more private car usage.

The provision of 208 parking spaces would conflict with this zone objective and would undermine vital new public transport infrastructure such as the Newcastle Light Rail. Furthermore, the provision of these car parking spaces would undermine the strategy of UON to alter people's travel behaviour and would significantly impact on the sustainability qualities of the campus.

4.5.3 Site Constraints

The ability to provide parking on site is severely constrained given the existing environmental qualities of the site. Grouting works have been completed to stabilise the site for the proposed above ground development, therefore significant cost expenditures would be required to provide a basement on the site. Furthermore, there is potential that a basement would have adverse impacts on surrounding sites, including potential water table issues and site stability issues.

Significant expenditure would be required to facilitate a situation which allowed for basement car parking with no impacts on surrounding properties. Proportionately to the cost of works of the entire development, this expenditure would be significant and therefore unfeasible, placing a strain on UON funding to provide core services and facilities. The NeW Space development has been made possible by a mixture of UON, Commonwealth and State Government funding, with the proposal acknowledged as an institution offering important public benefits. The diversion of government funding to basement car parking is not considered the highest and best use of funds which would otherwise contribute towards creating a facility to educate current and future generations.

In light of the underground constraints, basement parking is not a viable option for the development. The only alternative for on-site parking is above ground parking. This option would add to the scale of the proposed development, reducing the efficiency of the building and altering the high quality design. The provision of above ground parking would potentially divert funds from educational/research floor space to car parking construction costs, requiring a disproportionate percentage of the budget to be allocated to car parking instead of facilities which are at the core of UON's purpose to educate. Furthermore, the public domain and activation of the development at the ground plane would be impacted through the need to accommodate driveway access points and above ground parking. This is not considered the best outcome for the site, and has therefore been discounted.

4.5.4 Summary

The current approach of UON as exhibited in the proposed NeW Space development is one of sustainability, with a strategy to limit parking and reduce the attractiveness of private car use, therefore encouraging the adoption of alternative methods such as public transport use. This approach is consistent with the overarching strategic documents applying to the site, as well as the zone objectives of the Newcastle LEP 2012. Furthermore, this approach is in keeping with the broader global aim of carrying out sustainable development.

The Travel Demand and Parking Analysis provided by SECA demonstrates that the demand for parking associated with the NeW Space development will be accommodated through a range of strategies. UON is committed to implementing these strategies prior to the occupation of the NeW Space development. An underlying strategy to encourage the use of alternative methods of travel rather than private car use will continue to be implemented by UON throughout the life of the project.

The strategy adopted by UON to limit parking on site and encourage the use of more sustainable methods of transport has significant merit in that:

- It is consistent with the NSW State Government objective of encouraging greater use of public transport;
- It is consistent with the NSW State Plan, the Hunter Regional Transport Plan, the NURS and the Newcastle LEP 2012;

- It is consistent with current global practices of undertaking sustainable development;
- It is consistent with the parking strategies of other key social infrastructure projects in the Newcastle CBD such as the Newcastle Law Courts;
- The NeW Space development is a catalyst project and creating a precedent of providing an exorbitant number of parking spaces will result in continued excessive parking provision in the Newcastle CBD;
- Limiting parking supply in new developments such as NeW Space will enhance the viability of key new government transport infrastructure such as the Newcastle Light Rail; and
- The site is significantly constrained both above and below ground, resulting in on-site parking being a poor outcome for the development both in regard to design and the efficient use of funding for UON to provide a high quality educational establishment.

4.6 Archaeology

Since the public exhibition of the EIS, AMAC Group has been consulting with both the Office of Environment and Heritage (Newcastle - OEH) and the Heritage Division of NSW. Following this consultation, the mitigation measures proposed in regard to 'heritage' have been refined and an updated set of mitigation measures are provided (refer to **Appendix G** and Section 5.0).

5.0 Final Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 3** below. These measures replace those outlined in the original EIS. New measures included post exhibition have been noted in ***bold italics***.

Table 3 – Final Mitigation Measures

Mitigation Measures
Environmental and Residential Amenity
Wind
– The proposed landscaping scheme is to be implemented
Ecologically Sustainable Development (ESD)
– The Green Star rating of the building is to be reassessed during the final design phase and also at the completion stage to ensure that the 5 star Green Star target is achieved
Heritage
<i>Construction Heritage and Archaeological Management Plan</i>
– <i>The lead contractor for the construction of NeW Space shall, before commencing site work, prepare an Indigenous and Non-Indigenous Archaeological Heritage Management Plan setting out the mitigation and management strategies that would be implemented to minimise potential impacts to archaeological items.</i>
<i>Excavation Director</i>
– <i>An Excavation Director / Directors, whose experience complies with the criteria promulgated by the Heritage Division (HD), and the Office of Environment and Heritage (OEH) of the NSW Department of Planning and Environment (DoPE), shall be appointed prior to any excavation. The Head Excavation Director must advise on archaeological matters associated with the excavation, and is to ensure compliance with the procedures to be adopted in the event of unexpected finds and measures for protecting heritage items that are to be conserved.</i>
<i>Potential Impacts on Archaeological Resources Associated with the NeW Space Site</i>
<i>Archaeology in NSW is administered by two bodies, in response to two NSW statutes. The Heritage Division, on behalf of the Heritage Council of NSW, part of the Office of Environment and Heritage, administers compliance with the Heritage Act (1977) by issuing statutory archaeological permits, exceptions thereto and relevant guidelines. The Office of Environment and Heritage also administers the National Parks and Wildlife Act (1974), by issuing statutory permits for archaeological works and relevant guidelines.</i>
<i>Testing indicates that :</i>
– <i>Excavation works proposed for the site will unearth items properly classified as relics within the meaning of the Heritage Act 1977 (NSW), s4(1) and</i>
– <i>Excavation works proposed for the site will unearth items properly classified as ‘objects’ within the meaning of the National parks and Wildlife Act 1974 (NSW) Part 1 Section 5.</i>
<i>Project specific communications with the relevant offices (HD Parramatta) and OEH (Newcastle) indicate the following way forward for archaeological matters:</i>
– <i>Test excavation works carried out in March 2014 under Excavation Permit 2013/s140/34 should be closed out by completion of the standard report in terms of the guidelines and submitted to the HD directly.</i>
– <i>Test excavation works carried out in March 2014 under the OEH guidelines with respect to test excavation should be closed out by completion of the standard report in terms of the guidelines and submitted to the OEH directly.</i>
– <i>The ACHA, begun prior to test excavation, should be revised in terms of the finds of test excavation and submitted to the OEH directly.</i>
<i>Further the OEH and HD advise that in terms of the SSD development that:</i>
– <i>No s140 application and supporting documentation is required to be submitted the HD.</i>
– <i>No AHIP application is required to be submitted to the OEH.</i>
<i>In lieu of the standard statutory pathways for archaeological permit excavation, the DoPE with respect to SSD status will require the following documentation; all documentation will be referred to the relevant body (HD/OEH) for adequacy.</i>

Non-indigenous archaeology:

- *Completed test excavation report (March 2014)*
- *Bridging Documentation incorporating recommended conditions (DoPE June? 2014), nominated excavation director previously endorsed by the HD, research design, excavation methodology and mitigation strategy, interpretation options and reporting scope (Replaces s140 application).*

Indigenous:

- *Completed test excavation report (March 2014)*
- *Revised AHCA document*
- *Aboriginal Cultural Heritage Management Plan (replaces AHIP and includes stakeholder liaison and participation programme under current OEH guidelines)*

Thus in effect all matters in normal circumstances subject to the NPW Act and Heritage Act will be managed by direct endorsement from DoPE, following review by OEH and HD. This endorsement will have the combined effect of s140 permit (Heritage Act) and AHIP (NPW Act) in facilitating and managing the archaeological excavation, recording, mitigation and reporting for the study site prior to, during and after the NeW Space development.

Duties and Responsibilities of the Excavation Director

The Excavation Director shall:

- *notify the proponent of potentially archaeologically sensitive places (see DoPE documentation section) ;*
- *closely observe the course and conduct of excavations both in those places and in the entire area of excavations and ensure compliance with DoPE excavation endorsement conditions (in lieu of the OEH and HD) and endorsements with regard to excavation methodology, recording, mitigation, conservation, reporting and artefact repositories, and*
- *advise the proponent as to the revised level of significance of such relics as may be discovered and remain within the area of excavations. These levels may be Local, State or National.*

Measures for Protecting Heritage Items that are to be Conserved

Should relics be discovered within the area of excavation, the Excavation Director shall advise the proponent as to practical measures for the protection of those items.

In the first instance, the Excavation Director, in consultation with the Heritage Division, shall consider the practicality of conserving the relic on site in accordance with Kelly Strickland and Martin Carney, Archaeological Management & Consulting Group (AMAC), 'Archaeological Assessment, Research Design, Excavation Methodology and Heritage Impact Assessment, "NeW Space" Development (December 2013)', Benjamin Street, Archaeological Management and Consulting Group (AMAC), 'Aboriginal Cultural Heritage Assessment, "NeW Space" Development (February 2014 - in draft)' together with any further site-specific archaeological reports, as guided by the Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 2013.

Recommended Actions

It is recommended that printed and PDF copies of this Statement of Heritage Impact should be made available to University of Newcastle Cultural Collections, Callaghan NSW, and to the Local Studies section of Newcastle Region Library, Newcastle NSW. It is also recommended that, if so suggested by Aboriginal stakeholders, a smoking ceremony should be conducted, so as to reinforce the importance of the NeW Space site to Aboriginal Australians.

Laman Street Car Park

Digital photographs should be taken of the ruinous remains of the western wall of Devon Terrace before, during and after the removal of the wall. Digitised copies of these should be offered to UON Cultural Collections and to Newcastle Regional Library.

A baseline archaeological assessment of study site should be carried out suitable for the purposes of the SSD, preferably in terms of the HD guidelines (as they will be the end reviewer).

Printed and PDF copies of the Statement of Heritage Impact should be made available to UON Cultural Collections and Newcastle Region Library.

Archaeology – NeW Space

The studies outlined above in 'potential impacts' with respect to the OEH, HD and DoPE should be completed and lodged. The relevant archaeological excavation endorsement from the DoPE be obtained to manage all facets of archaeological component of the NeW Space site.

Transport and Accessibility

To ensure that the mode share targets are met the University must implement a Sustainable Transport Plan which should include:

- Education and awareness programs
- Workplace travel plan
- University travel plan
- The workplace and university travel plans should include discussion on the following areas:
 - Active Transport
 - Bicycle and Pedestrian Travel
 - Public Transport
 - Telecommuting
 - Parking Policy
- A detailed Traffic Management Plan and a Construction Traffic Management Plan should be prepared.

Prior to the relevant Occupation Certificate, arrangements for a suitable Park 'N' Ride facility should be in place to accommodate the anticipated parking demand not readily accommodated on the NeW Space site or associated Laman Street Car Park.

Noise and Vibration

Construction Phase

A Construction Noise and Vibration Management Plan (CNVMP) should be developed and implemented by the selected Contractor. The CNVMP should include the following information:

- Identifying the locations of noise sensitive locations;
- Determining the sound levels generated by equipment and activities taking place during construction;
- Predict the noise and vibration levels due to construction activity at nearby noise sensitive locations
- Assess the predicted noise and vibration levels against the construction noise and vibration criteria established in this report;
- Details of noise and vibration mitigation options, which are likely to include but not restricted to the following:
 - a) Source controls
 - Use of less noise and vibration intensive equipment;
 - Respite periods;
 - b) Management methods
 - Community consultation;
 - Complaint response;
 - Site layout;
 - Avoiding work during sensitive time periods (e.g. night work);
 - Vibration logging and attended measurements;
 - Training;
 - c) Path controls
 - Avoid vibration intensive works in a concentrated area and try to work over a large area in order to reduce maximum vibration dose values.

Operational Phase

- Acoustic treatment such as the construction of appropriate acoustic screens to enclose the plant, the installation of acoustic attenuators to fans, and locations and configurations of ductwork and plant should be investigated for external plant material.
- Acoustic treatments will need to be determined for plant rooms, which may include, but will not be limited to, the following treatments:
 - Acoustic louvres installed in place of standard architectural weatherproof louvres;
 - Acoustically insulated ductwork and/or attenuators installed between plant and the external environment; and
 - Walls and roof constructions designed to achieve specific sound insulation ratings required to mitigate noise.

Social and Economic

- Design to maximise access for people with mobility challenges and people with disability in line with University policies of inclusiveness;
- Ensure direct transport links between Callaghan campus (residential colleges) and the city campus;
- Expand educational offerings at Callaghan to compensate for any negative impacts on the local housing market surrounding the Callaghan campus;
- Monitor student needs through existing University housing, legal and health services in cooperation with the student union;

-
- Develop resource sharing opportunities that add to a cohesive inner city community. These include but are not limited to a shared Law Library, use of public performance spaces, access to community legal services and public education and cultural events;
 - Comply with Safety by Design principles;
 - Continue the UON commitment to engagement with organisations and networks that build the social capital of the city;
 - University health services to give coverage to its city student cohort;
 - UON to promote a single point of contact for local residents' groups, near neighbours and business organisations;
 - UON to continue to implement social equity policies for the inner city campus;
 - Monitor impacts on property values in Callaghan and around the NeW Space development;
 - Include the NeW Space development in business and tourism promotions for the City of Newcastle; and
 - Target appropriate large law firms and other companies for relocation to the City of Newcastle. At the same time promote the quality of UON graduates.
-

Contamination

CPTED Measures

- Where practical, incorporate the following CPTED measures within the works areas:
- Provide clear definition and designation of space in a manner that encourages and predicts authorised movement and does not cause conflict between the intended purpose of the space and the desired behaviour;
- Facilitate clear sightlines and maximise pedestrian circulation areas by:
 - Minimising built structures and avoiding clutter, particularly along main thoroughfares and at main building entry/exit points, and
 - Maximising natural, passive and active surveillance opportunities from the inside and external of the structure.
- Provide lighting design which conforms to Australian and University Standards and provides well lit and uniform lighting throughout the Building and its surrounding areas that promote passive and active surveillance;
- Keep vegetation around the Building well maintained and to a low height, to reduce places for concealment of activities, places for potential offenders to hide, and to enhance the natural and active surveillance of the area;
- Provide vandal resistant fittings and graffiti resistant surfaces where practical, which promotes the prompt repair and cleaning of vandalism and graffiti; and
- Provide security signage to inform the public of restricted and dangerous areas, and to notify them that security measures are in place.

Physical Security Measures

- Provide high security locking devices, well-constructed doors, door frames and door hardware where practical, to provide a level of resistance against forced entry into buildings; and
- Physical security devices and building construction methods to provide a high level of resilience to forced entry.

Electronic Security Measures

- Provide electronic access control to nominated doors to electronically control access into/out of these areas, and to provide an audit function;
- Provide reed switches to nominated doors to monitor their integrity (open/closed/door-open-too-long/forced door);
- Provide passive infra-red volumetric detectors to monitor the integrity of a nominated area;
- Provide a CCTV system to monitor nominated areas, to provide a deterrence against antisocial behaviour, and to provide evidence capturing abilities; and
- Provide emergency help points, and fixed duress alarms to nominated locations to allow students and staff to call for assistance during emergency situations.

Information Security Measures

- Communications rooms to be adequately secured by high security locking devices/EACS and monitored via magnetic reed switches;
 - Head-end communications equipment to be securely stored within lockable communications racks;
 - Sensitive information to be stored according to University Information Security Management Plan, Policies and Procedures;
 - Sensitive information to be securely stored;
 - Sensitive information to be disseminated on a 'need to know' basis only;
 - Adequate IT security measures to be provided to protect IT infrastructure and University information against attack; and
 - Perform regular backups of data.
-

Operational Security Measures

- Formulation (or review if existing) of comprehensive Standard Operating Procedures for all staff/contractors who will have an operational role at the UON NeW Space Building;
- Determination of adequate security monitoring capabilities and assignment of monitoring responsibilities, either locally (at security desk) or at the Security Services Office, or a combination of each;
- Assignment of effective response personnel and procedures associated with the safe response to security incidents;
- Implementation of a detailed security incident reporting system for the UON NeW Space Building to allow accurate capturing and reporting of incidences. Recorded incidences should be used when monitoring and reviewing the risk profile at the University; and
- Ongoing and systematic training and inductions of staff, contractors and visitors.

Security Management Measures

- University of Newcastle to continuously monitor the risks and the effectiveness of security treatment measures through post event analysis and reporting, and liaison with NeW Space stakeholders and the Security Department. Periodic reviews of the security risks should be performed. Security risks should also be reviewed at the initial stage of any capital works program occurring at the site.

Flooding

The proposed NeW Space development is to achieve a design level of 3.8m AHD, except for entry transitions where level access is to be facilitated. Where a design level is provided below 3.8m AHD, it must not be at the risk of life safety and must not include the accommodation of essential services.

Drainage

- Provide stabilised entry/exit point consisting of large diameter crushed rock pad approximately 5m x 3m.
- Provide sediment fences along the Hunter and Auckland Street frontages.
- Include stormwater pit protection barriers.
- Identify designated material stockpile locations.

Servicing and Waste

- Provide all permanent facility users, including library, tenancy and café staff, with written recycling instructions, as well as posters, signage, and other educational materials.
- Train cleaning staff in maintaining effective separation of recycling and landfill streams.
- Place clear signage with large scale print and graphics above bin clusters (at eye level) in office and public areas.
- Fix metal or plastic signs to the wall of the waste and recycling storage area.
- Conduct frequent spot checks and audits during the first month of program implementation.
- Perform ongoing waste audits and visual assessments, and report results to all stakeholders.

Construction Management

- Prior to the issue of the relevant construction certificate, an updated and detailed CMP should be provided to the private certifier. The management procedures and strategies in the CMP should be implemented into the construction phase of the development.

Tree Removal

- *Prior to the issue of the relevant construction certificate, land owners consent is to be gained for the removal of the tree at 15 Gibson Street, Newcastle.*
 - *The removal of this tree is to be mitigated by replacement with two smaller trees.*
-

6.0 Conclusion

The proponent and project team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions made has been provided within this report and the accompanying documentation.

In responding to and addressing the range of matters raised, the proposal has been refined to ensure that the highest design quality is achieved and the NeW Space building provides an appropriate level of amenity to all future users.

The refined proposal does not substantially differ from that original publicly exhibited. In addition, and to the benefit of the overall project, the environmental impacts of the amended proposal remain consistent with those originally assessed.

The proposal has significant planning merits as it will:

- The proposed development is permissible with consent and is generally consistent with the relevant statutory and strategic planning controls and vision for Newcastle;
- The proposal represents one of the first major projects to occur in the Newcastle CBD following the release of the Newcastle Urban Renewal Strategy, a key document prepared by the NSW Government reflecting the priority of enhancing the vitality of the Newcastle city centre;
- The proposal exemplifies a true urban renewal development, making use of a disused site in part and enhancing and regenerating a local heritage item (University House) which is in need of upgrade;
- The proposal exhibits a high quality design, achieving design excellence through providing a sympathetic relationship to surrounding heritage buildings, complementing the civic nature of the precinct in scale and providing a new modern and iconic building in Newcastle's CBD;
- NeW Space will accommodate approximately 2,347 new students and staff within the Newcastle CBD at peak times, in turn enhancing the vitality of the city and reinforcing the viability of existing and new businesses and services;
- The proposal comprises a significant and integral piece of education infrastructure which will contribute to the education and enhancement of knowledge in current and future generations;
- The proposal encourages a mix of alternative transport methods to private motor vehicles; reducing car dependency, enhancing the viability of future public transport infrastructure in Newcastle and aligning with the strategic aims of the NSW State Government;
- The proposal is consistent with the principles of ecological sustainable development as defined by Schedule 2(7)(4) of the *Environmental Planning and Assessment Regulation 2000*; and
- There will not be any significant adverse environment, social or economic impacts which cannot be managed or mitigated.

Due to the significant merit of the proposal and the lack of any adverse environment, social and economic impacts, the proposal is appropriate and supportable.