

13473  
9 May 2017

Ms Carolyn McNally  
Secretary  
Department of Planning and Environment  
320 Pitt Street  
SYDNEY NSW 2000

Attention: David Gibson (Team Leader – Industry, Key Sites and Social Projects)

Dear David

**RESPONSE TO SUBMISSIONS - SSD 6457 MOD 2**  
**409 HUNTER STREET, 300 KING STREET, NEWCASTLE AND 20 LAMAN STREET, COOKS HILL**

On behalf of the University of Newcastle (UON) we write in response to the Department of Planning and Environment's (the Department) correspondence dated 26 April 2017 and to address the matters raised in Newcastle City Council's (Council) submission received during the notification period.

The Department has sought a single specific clarification relating to the fee structure of the car parking within the Newcastle CBD, as well as the fee structure of car parking within the park and ride facility at the Callaghan University Campus.

The proposed fee structure for the UON car parking spaces in the Newcastle CBD has not yet been confirmed. At this time, it is envisaged by UON that the fees for city parking spaces will be approximately 30% lower than the fees associated with the other commercial spaces within the car park. Table 1 sets out the commercial car parking fees and the current fees associated with parking at the Callaghan University Campus.

**Table 1 – Comparison of car parking fees**

Newcastle CBD Car Park - Commercial		Newcastle CBD Car Park – UON Spaces	Callaghan University Campus	
Parking Duration	Cost (Approx.)	Cost (Approx.)	Parking Duration	Cost (Approx.)
Up to 1hr	\$3.00	Approx. 30% lower than commercial rates	All day	\$4.50
1hr – 1.5hr	\$6.00			
1.5hr – 2hr	\$8.00			
2hr - 3hr	\$12.00			
3hr - 4hr	\$15.00			
4hr - 5hr	\$17.00			
5hr - 6hr	\$21.00			
6hr - 7hr	\$24.00			
7-12hr	\$29.00			

The fees for the CBD car parking spaces will be determined in light of a number of factors, including existing CBD parking prices, user requirements and a requirement for cost-recovery on the leasing of these spaces. The indicative rate of approximately 30% lower fees than the commercial rate for car parking prices within the subject commercial car park, will ensure that there will be a neutral effect on existing commercial CBD parking spaces and staff/students are more likely to take up the UON leased spaces. The pricing of these spaces will be separated into hourly increments, reflecting the short term stay expected for a variety of staff and students. The casual use of these spaces will be facilitated through these hourly increments and an avoidance of permitting long term permits. In effect, more staff and students can casually utilise the spaces on an as needs basis.

Currently, a number of staff utilising the Laman Street car park purchase a yearly permit from UON. Alternatively, more casual staff users can purchase a ticket from a machine located on the site. Historically, UON has not managed a significant quantum of parking within the Newcastle CBD and parking rates, including at the Laman Street car park, have not taken into account CBD pricing. As such, whilst there will be an increase of cost on a per hour basis for staff parking, this increase will be more reflective of the CBD location. Ultimately, as set out above, the cost of this parking will remain below commercial rates within the CBD, ensuring there is an incentive to utilise the leased car parking spaces.

In regard to parking at the Callaghan University Campus, a longer stay parking approach is currently adopted. Parking at the Callaghan University Campus is based on a daily rate, with staff and students able to purchase a single day ticket or permit for various longer term periods (i.e. half yearly, yearly, etc.). The current daily rate for parking at the Callaghan University Campus is \$4.5, reflecting the availability of parking and ensuring a balance is achieved in terms of satisfying demand and encouraging users to adopt alternative modes of transport. This rate for daily parking at the Callaghan University Campus will positively incentivise staff and students to adopt the park-and-ride facility option compared to parking within the CBD.

Council has suggested in their submission that UON has obtained a greater number of car parking spaces than the 20 spaces required to offset the relocated existing spaces from the Laman Street car park. It is correct that UON is seeking to obtain additional spaces over and above the minimum requirement to be offset. The rationale for these additional spaces is that the spaces will support the transition of staff and students into the Newcastle CBD. The additional spaces will offer a short-term, casual opportunity for staff and student to park whilst other modes of transport, such as public transport, the park-and-ride, walking and cycling, are taken up. Furthermore, the availability of these spaces will support the transition of additional activities which UON are investigating within the Newcastle CBD.

The provision of these additional spaces does not alter the consistency of the proposal with the current development consent and is outside the bounds of this modification application. Nonetheless, in the opinion of UON the provision of these car parking spaces forms an important part of the overall transition strategy of the University into the Newcastle CBD.

Council has requested confirmation on the access arrangements for the UON spaces within the commercial car park. As expressed in the submitted documentation, a boom gate will be provided specifically for the UON spaces. This boom gate will be internal within the car park and will restrict access to a designated area. The final details of the boom gate and its location are being resolved.

Council has also sought clarification on the retention of the four Palm trees in light of the proposed landscaping amendments. It is confirmed that the four Palm trees will be retained in Christie Place. Since Council provided their initial submission to the Department, they have subsequently provided landowners consent for the works within Christie Place, being the land which they own within the development site.

The Department has also requested clarification on the timing of the submission of details to address Conditions A5 and D1 of SSD6457. It is clarified that details on the park and ride facility will be provided to the Department shortly noting that commencement of the University semester is scheduled for early July 2017. As the Department understands, it is critical for all conditions to be satisfied and car parking resolved prior to the commencement of the University semester. The NeW Space project is close to completion, meaning that the realisation of this catalyst project within the Newcastle CBD is imminent. It is critical that the project achieves the aims envisaged by all involved to bring renewal and an injection of new life into the Newcastle CBD.

We trust that the above summary and information addresses all of your queries and the matters raised in submissions. In light of the critical timing of the project, we look forward to the finalisation of the assessment and determination of the modification application. Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or [bhaskins@jbaurban.com.au](mailto:bhoskins@jbaurban.com.au).

Yours faithfully

A handwritten signature in black ink, reading "Brendan Hoskins". The signature is written in a cursive, flowing style.

Brendan Hoskins  
*Principal Planner*