

2 December 2019

Response to Authority Comments - Stage 1A HCCD

University of Newcastle  
C/- APP Corporation  
King Street  
Newcastle NSW 2300

**Attn: Mathew Watson**


Dear Mathew,

**Re: Honeysuckle City Campus Development Stage 1A – Response to Transport for NSW and City of Newcastle Comments**

The following document has been prepared in response to feedback from the Department of Transport as well as the City of Newcastle for the Stage 1A development application as outlined below:

	<b>Comment</b>	<b>Response</b>
TfNSW 1	<i>Relevant standards, including AS1428 (Design for access and mobility), Roads &amp; 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</i>	Noted. It is noted that the Honeysuckle Precinct is a relatively new area within the city centre. It is anticipated that recent upgrades to Worth Place would have been designed to incorporate current pedestrian standards. The public domain area surrounding the Stage 1A building shall provide suitable capacity to meet the pedestrian demands for the site.
TfNSW 2	<i>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.</i>	A high number of pedestrian and cyclist movements within the vicinity of the site occur along the foreshore shared pathways which shall not be impacted upon by Stage 1A construction.  It is agreed that the final CTMP shall take into consideration these movements where required and provide appropriate direction and control in accordance with the RMS Traffic Control at Work Sites Manual July 2018
TfNSW 3	<i>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.</i>	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 this could generate an overall parking demand for 39 bikes. This would be less however as there are staff on site who are based at NeW Space and would park their bikes in the NeW Space Bike Hub. The plans include a dedicated bike storage facility with the provision for a minimum of 40 bike spaces to be incorporated into a secure and weatherproof storage area.  This compares with the NDCP bike parking requirement which nominates bike parking to be provided for Adult Education uses at the rate of 1 space per 20 staff (Class 2) and 1 space per 20 students (Class 3). This would equate to parking for 28 bikes and as such, the proposed provision is therefore in excess of the DCP rate. Stage 1A shall also have 3 showers to support the end of trip facilities. The NDCP does not provide a number for the provision of showers or other end of trip facilities.
TfNSW 4	<i>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.</i>	The plans include the bike storage facility to be provided in an accessible area with adequate lighting and passive surveillance facing Wright Lane.
TfNSW 5	<i>Develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling.</i>	Agreed – University of Newcastle currently provide suitable information to support access by sustainable travel to each of their campuses.
TfNSW TAB A	<b>Active Transport</b> <u>Comment</u> <i>The Environmental Impact Statement (EIS) notes the development proposes to include bicycle storage, parking and end of trip facilities. As the development is still in the concept plan stage, the EIS does not contain details of the numbers and locations of these facilities, which should be specified in future design iterations.</i>	Refer to TfNSW 3 response above.

	<p><i>It is also noted the pedestrian interface between campus access points and the broader pedestrian network should be designed to meet the Austroads Guide to Road Design Part 6A – Paths for Walking and Cycling. Other relevant standards and guidelines mentioned in the Newcastle Development Control Plan 2012, including AS1248 – Design for Access and Mobility, should also be considered.</i></p> <p><u>Recommendation</u></p> <p><i>Further design iterations of the development should specify the number, type, location of bicycle parking and end of trip facilities for students, staff and visitors in accordance with Austroads Guidelines. These facilities should be located in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance.</i></p> <p><i>It is noted the development is not required to comply with the Newcastle Development Control Plan 2012. It is recommended that pedestrian and cycle paths be designed to comply with relevant standards, including AS1428 (Design for access and mobility), Austroads publications and Roads &amp; Maritime Services guidelines as appropriate.</i></p>	
<p>T/NSW TAB A</p>	<p><b>Construction impacts</b></p> <p><u>Comment</u></p> <p><i>The proposal is in close proximity to the Newcastle Light Rail and frequent bus routes along King Street. Due to this proximity, the construction phase of the development could have potential impacts on both the Light Rail (construction and operation) and bus route operations.</i></p> <p><u>Recommendation</u></p> <p><i>Further design iterations of the development should include a Construction Traffic and Pedestrian Management Plan (CTPMP) to ensure construction stage impacts on the surrounding road network are mitigated. The CTPMP should demonstrate construction will not impinge on the operations of the bus or active transport network, ensuring pedestrian and bicycle rider movements</i></p>	<p>The proposed development site is located on the corner of Honeysuckle Drive and Worth Place. As detailed in the CTMP submitted with the Stage 1A application, heavy vehicle access is anticipated to be from Honeysuckle Drive. The impact of construction traffic on King Street and Hunter Street is considered to be minimal.</p> <p>Bus routes along King Street are unlikely to be impacted upon by this development.</p> <p>The opening of the bus interchange at Wickham in 2020 shall further reduce bus movements throughout the city centre.</p> <p>The operation of the light rail is also unlikely to be affected with the construction site separate to the light rail corridor.</p>

	<p>along footways and cycleways are maintained at all times during construction activities.</p>	
<p>CN 1</p>	<p><b>Transport Mode Share</b>  <i>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 in the short term.</i>  <i>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.</i>  <i>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.</i>  <i>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</i></p>	<p>The staged development of the HCCD will enable the desired mode share targets to be achieved progressively over time. In recognition of the importance of the transitional period, it is noted there is capacity for accommodating commuters who may choose to remain reliant on private vehicles as their primary travel mode. It is recognised that the cost of parking within the city centre shall be a motivator for change and act as a detractor for a large portion of future HCCD parking demands with these users shifting towards sustainable travel modes, aiding in the achievement of the mode share targets.</p> <p>The early stages of the campus development can allow for the University to continue to make the existing Wright Lane Public Car Park available to the public including University staff, students, and users of the Innovation Hub. This commuter parking area previously associated with the heavy rail station has operated in recent times as a paid public parking area, however, now forms part of the new campus site. By enabling this area to be available in the short term the University acknowledges that the city is in a state of transition with new residential developments still being built and so there is still demand for private vehicle use rather than city based trip containment. This parking will support the community as a whole whilst more opportunities for people to live, work and study in the city develop and mode shift progresses.</p> <p>The existing Wright Lane Public Car Park is managed by "Care Park", with in the order of 172 spaces available for public use. Parking is time-controlled on all days between 9am – 5pm, with a mixture of 2P, 4P and 8P parking available as shown below. Car park pricing is; 0 – 1 hour = \$3, 1 – 2 hours = \$6, 2+ hours = \$8.50.</p> <p>The ongoing operation of the car park will be reviewed through future development applications as the campus is periodically developed.</p> 

<p>CN 2</p>	<p><b><i>Servicing and Waste Collection</i></b>  <i>Servicing and waste collection associated with the development could include but may not be limited to the following:</i></p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>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.</i></li> <li>• <i>Loading/unloading zone/s for largest anticipated heavy vehicle, including waste collection vehicles, likely to service the site.</i></li> </ul> <p><i>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.</i></p> <p><i>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).</i></p> <p><i>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 &amp; Access of DCP suggests a general rate of 1 space per 2,000m<sup>2</sup> of GFA for servicing parking purposes.</i></p> <p><i>Some temporary on-road facilities may be considered to service Stage 1A until a final solution is implemented in</i></p>	<p>An interim solution to the servicing requirements for Stage 1A is desirable enabling the planning for the future site servicing to incorporate the broader area and be included in later development applications.</p> <p>The Honeysuckle Drive site frontage shall be suitable to provide for a loading zone catering for waste collection out of operational hours, with a drop off zone catering for taxis and private vehicles designated at other times, with this subject to approval of the NCTC. A bus stop to support an extended shuttle service will be allowed for. It is noted there is existing signage for a bus zone on Honeysuckle Drive to the immediate east of the Stage 1A site.</p> <p>Emergency service parking shall be available in either the existing Wright Lane car park or otherwise adjacent to the site given its design which includes broad pedestrian spaces which can be traversed by emergency vehicles.</p> <p>Parking to cater for smaller service vehicles (eg: Toyota HiAce) can be dedicated within the Wright Lane car park, as can accessible parking requirements.</p>
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	<p>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.</p>	
<p>CN3</p>	<p><u>Construction Traffic</u>  <i>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.</i>  <i>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.</i></p>	<p>The CTMP shall be finalised once a contractor has been appointed.</p> <p>Access to the site is available along Wright Lane which has no weight restriction however the 23t limit on Settlement Lane impacts large vehicle egress. It is therefore proposed that egress can be provided directly from the work compound (north east corner of the site) to Honeysuckle Drive in a manner consistent with numerous sites along this length of road. This length of Honeysuckle Drive has been subject to a number of changes in the past few years as it has accommodated the needs associated with the light rail construction.</p> <p>Council has requested that heavy vehicles do not use Wright Lane due to the affect on adjoining properties which would require both access and egress to be made available directly from Honeysuckle Drive. This would require vehicles to undertake U-turn at the roundabout at Settlement Lane or otherwise approach from the east, having then driven through parts of the city centre which is not considered desirable. The suitability of Wright Lane to accommodate heavy vehicle movements has not been assessed however as the adjoining corridor has until relatively recently been a heavy rail line the affect on adjoining properties would be considered minimal.</p> <p>This should be considered in consultation with the contractor once appointed. It is noted that future construction may require access along this lane.</p>

Yours sincerely,



**Tyler Neve**

Traffic Engineer