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**CCL 28/05/2024 - ST JAMES PRIMARY DEVELOPMENT - VISTA  
PARADE AND PRINCETON AVENUE KOTARA - TRANSPORT  
INFRASTRUCTURE AMENDMENTS**

- 8.4 Attachment A:** St James Primary Development - Vista Parade and Princeton Avenue - Public Notice of Proposed Traffic or Parking Amendment
- 8.4 Attachment B:** St James Primary Development - Vista Parade and Princeton Avenue - Summary of Submissions

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# Public Notice – Proposed Traffic or Parking Amendment

Members of the community are invited to view and make comment on the following proposed traffic or parking amendment.

Reference No	TR2024/00447
Road/s	Vista Parade, Kotara Princeton Avenue, Adamstown Heights
Traffic Engineer	Rebecca Douglas, Traffic Engineer
Contact No	4974 2000
Approval Authority	City of Newcastle
Notice/Submission Period	10 April 2024 to 8 May 2024

## Exhibition

City of Newcastle is proposing the following traffic or parking amendment:

A Development Application (DA2019/00966) for alterations and additions to St James Primary School has been granted development consent by the Land and Environment Court of NSW. The conditions of consent require the applicant to design and construct traffic and parking changes in Vista Parade and Princeton Avenue, Kotara South.

The proposed changes include:

- A new roundabout at the intersection of Vista Parade and Princeton Avenue
- New pedestrian refuge islands in Princeton Avenue at Vista Parade
- A new raised threshold (road hump) in Vista Parade south of Grayson Avenue
- Road widening on the north side of Vista Parade to accommodate a channelised right turn lane at the school entry (previously approved)
- Relocation of the existing raised crossing in Vista Parade
- A new footpath along the west side of Princeton Avenue
- Ancillary works including kerb ramps, streetlighting, signs and line marking
- Relocation of the school bus stop from Vista Parade to Princeton Avenue
- Retention of the existing raised threshold (road hump) and pedestrian/cycle refuge in Vista Parade north of Princeton Avenue

A plan of the proposal is attached at the bottom of this notice.

## Submissions

CN welcomes your comments on this proposal and your feedback will shape the final decision made by Council. CN will assume that any resident/ business choosing not to provide feedback has no objection to the proposal.

If you have previously lodged a submission in relation to the development application, and still have concerns regarding the proposed traffic and parking changes, it will be necessary for you to lodge a further submission. Please note that this consultation period relates to the road works within the public road reserve only, as the development has been granted development consent by the Land and Environment Court of NSW.

Any person, during the specified submission period, may make submissions to the City of Newcastle concerning the proposed traffic or parking amendment. The submissions must specify:

- the reference number TR2024/00447,
- the submitter's name, residential address, contact number; and preferably an email address, and
- whether the submission is in support or objection of the proposal.

Submissions must be made in writing and should be lodged via the [online submission form](#) on City of Newcastle's website.

Alternatively, submissions can be made by mailed to PO Box 489, Newcastle NSW 2300 or delivered in person to the Customer Service Centre at 12 Stewart Avenue, Newcastle West NSW 2302.

All submissions received are considered 'Open Access Information' under the Government Information (Public Access) Act 2009 (GIPA) and therefore may be made available to the public.

Following the closure of the submission period, the proposal and submissions received will be considered by the Newcastle City Traffic Committee at an upcoming meeting.

#### Submission closing date

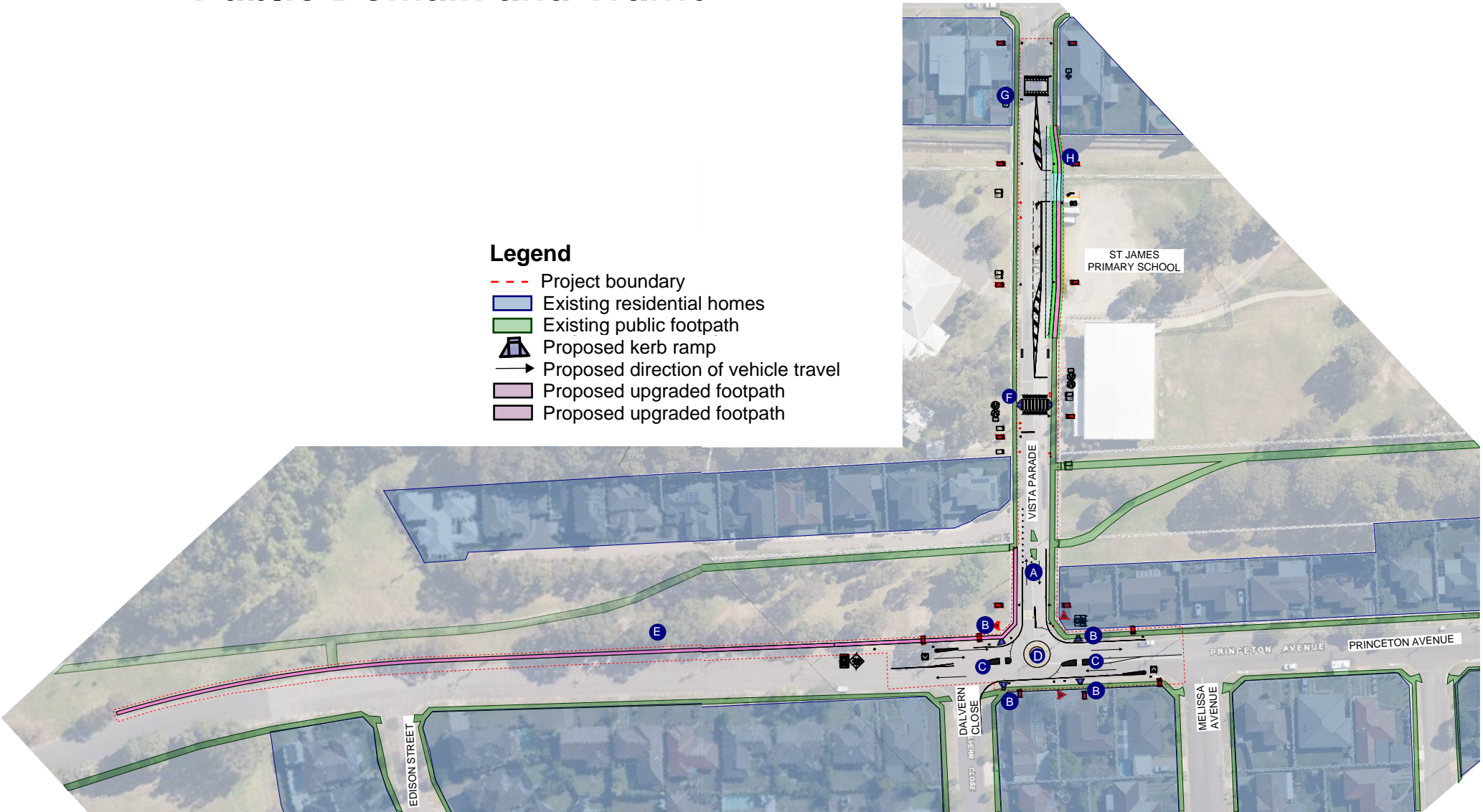
Submissions must be received by 5.00 pm on 8 May 2024.

Notice published on City of Newcastle website on 5<sup>th</sup> April 2024.

# Draft Princeton Avenue / Vista Parade Intersection: Public Domain and Traffic Plan

### Legend

- - - Project boundary
- Existing residential homes
- Existing public footpath
- Proposed kerb ramp
- Proposed direction of vehicle travel
- Proposed upgraded footpath
- Proposed upgraded footpath



PUBLIC WORKS PLAN - OVERALL SITE

### Key

- A Existing refuge to remain
- B Proposed kerb ramp
- C Proposed pedestrian refuge
- D Proposed roundabout
- E Proposed upgraded footpath
- F Proposed new pedestrian crossing
- G Proposed new speedbump
- H Proposed road widening

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## ATTACHMENT B – ST JAMES PRIMARY DEVELOPMENT - VISTA PARADE AND PRINCETON AVENUE - SUMMARY OF SUBMISSIONS

The table below captures key matters raised during the public exhibition of the proposed transport infrastructure amendments in Vista Parade and Princeton Avenue Kotara (to support the St James Primary Development DA2019/00966) from 10 April 2024 to 8 May 2024. City of Newcastle (CN) received 12 submissions during the exhibition period that are summarised below with CN response.

Theme/issue	Key matters raised in submissions	CN Response
<b>Pedestrian safety (raised in 7 submissions)</b>	The changes focus on Vista Parade and neglect the crossing of Princeton Avenue and Grayson Avenue.	Crossings in Grayson Avenue are not included in the scope of works for the Transport changes, as they sit beyond the proposed works boundary for the development. Refuge islands are proposed in Princeton Avenue at the Vista Parade roundabout. Works outside the development scope will be monitored by CN and addressed as appropriate as standard operations.
	The proposed increase in student numbers will increase vehicle movement and an increased risk to pedestrian safety.	The proposed road improvements in conjunction with the majority of parent pick-up and set-down activity moving to the school grounds should reduce on-street congestion and associated conflicts (vehicular and pedestrian), improving local road network performance. The proposed works provide the best recommended outcome to support the approved development.
<b>Bus stop relocation (raised in 6 submissions)</b>	Community concerns and opposition regarding proposed bus stop relocation.	The bus stops need to be relocated to improve the traffic safety within Vista Parade. Further consultation is required with the relevant bus operator to resolve an appropriate outcome to support the school development. CN will review this matter in the subsequent Section 138 Type 2 approval under the Roads Act 1993.
	Submissions suggesting the relocation of bus stops to the vacant area further south on Princeton Avenue where there are no homes	See above. Bus stop location will review all potential locations that will maximise safety for bus patrons and support general traffic safety.

	and the students can be assembled safely and with minimum impact on the community.	
	Proposed bus stop locations will cause congestion due to proximity to the corner of Melissa Avenue.	See above.
	How will students safely access the bus stop at 113 Princeton Avenue (south side of Princeton Avenue).	See above.
	Bus stop relocation to 124 Princeton Avenue will affect bus routes that currently turn right down Melissa Avenue.	See above.
<b>Immediate and surrounding movement network (raised in 8 submissions)</b>	Concerns regarding the impact that the proposed DA will have on the surrounding road network and its ability to cope with this increase.	Traffic modelling confirms that the road network should cater for the increase in student numbers proposed under the DA with the proposed road improvements and school operating procedures for parent pick-up and set-down activity on-site.
	Issues on Grayson Avenue due to narrow roadway and cars parked on both sides of the street.	Parent pick-up and set-down activity associated with the school is proposed to occur on school grounds under the development application, thereby reducing on-street congestion. Any ongoing issues will be addressed by CN as standard operational actions.
	Safety concerns raised regarding the Grayson Avenue and Vista Parade intersection, particularly poor visibility of oncoming traffic due to parked cars during peak hours.	Changes to this intersection are beyond the scope of the development works, as per previous submissions to Council. CN will monitor the intersection as standard operational action.
	Requests for a the 40km/h school zone to be extended to Princeton Avenue.	CN does not have delegation to approve speed limit changes. These will be addressed with TfNSW to ensure all aspects of the school communities movements are appropriately covered.
	Concerns the proposed traffic devices will restrict the turning movements of larger vehicles including buses and trucks.	The developer has confirmed that the proposed infrastructure allows for the movement of a standard operational vehicle, as per the surrounding road network.
<b>Traffic and parking (raised in 10 submissions)</b>	Concerns regarding the safety and volume of traffic in the area, particularly in surrounding residential streets	Traffic modelling confirms the road network should cater for the increase in traffic generated by this DA with the recommended road improvements. CN reviewed



		subsequent information the applicant's traffic consultant provided and found it satisfactory. An independent traffic consultant also reviewed the report and found it to be acceptable.
	Issues raised regarding unlawful driving and poor traffic behaviour in the area.	Concerns noted. This matter will be managed with NSW Police.
	Concerns regarding lack of off-street parking proposed as part of DA2019/00966.	Concerns noted. Parking complies with CN's Development Control Plan 2012.
	Concerns about loss of on-street parking.	The maximisation of active transport connections, and maintaining general traffic safety, remains the priority for all traffic infrastructure. Parking allowances will be adjusted to suit the prioritised actions, noting all properties have access to off street parking.
<b>Other (raised in 4 submissions)</b>	Concerned about the potential for errant vehicles at the roundabout to end up on the footpath.	Infrastructure will be designed to meet all current standards, which includes maintain safety for errant vehicles.
	Concern the proposed roundabout design has insufficient horizontal deflection to slow southbound traffic in Princeton Avenue.	Infrastructure will be designed to meet all current standards, which includes vehicle deflection requirements.
	Concern the proposal does not achieve the minimum sight distance criteria for vehicles travelling northbound in Princeton Avenue.	Infrastructure will be designed to meet all current standards, which includes clearance for sight distances.
	Concern the proposal will delay vehicles turning out of Dalvern Close.	Assessment of the traffic volumes shows no adverse impacts from adjoining roads in context to local road movements.
	Concern that safety at the Princeton Avenue and Dalvern Close intersection will be reduced due to the proximity of the proposed roundabout to the intersection.	The proposed roundabout will reduce vehicle speeds on approach to the Princeton Avenue and Vista Parade intersection. The reduction in vehicle speeds in will improve safety compared to current conditions at the Princeton Avenue and Dalvern Close intersection.