

9 October 2019

Amy Watson
Key Site Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Response by email: <https://www.planningportal.nsw.gov.au/major-projects/project/11431>

Dear Amy

MIXED USE DEVELOPMENT (SSD 9827) 45 HONEYSUCKLE DRIVE NEWCASTLE

I refer to the Department's letter of 9 September 2019 advising The Trustee for Horizon Newcastle Unit Trust has submitted a State significant development application for the above development which was being placed on public exhibition and inviting City of Newcastle ('CN') to comment.

The Environmental Impact statement (EIS) of the application has been reviewed by CN officers and the following advice is provided for your consideration:

1. The Site

The EIS (Pg.26) indicates that while the subject site currently forms part of Lot 40 DP 1251908, the current property owners the Hunter and Central Coast Development Corporation (HCCDC) intend to subdivide the site to create a separate Torrens Title allotment for the site as depicted on the draft subdivision plan provided in Appendix Y of the EIS.

While CN has granted conditional development consent to the above subdivision, the details on the approved plan differ from the above draft plan in respect to lot area, the length of the north-east boundary, the length and alignment of the south east boundary and the alignment of Steel River Floodway and associated easement. These changes will necessitate modifications to the development. It is recommended that the applicant be required to submit amended plans which address this matter.

A copy of the approved subdivision plan was forwarded on 16 August 2019 to a representative of the applicant company.

2. Characterisation of development

The EIS (Pg.60) defines the proposed development as a *'mixed-use development, consisting of commercial premises and shop top housing.'* Under the Newcastle Local Environmental Plan (NLEP) 2012, shop top housing is defined as meaning *'...one or more dwellings located above ground floor retail premises or business premises.'*

The proposed development involves the construction of three buildings with the central building having no ground floor commercial/retail floor space. Legal precedents established by the NSW Land and Environment Court have established that for a mixed-use

development, as proposed, the dwellings must be located in the same building as the commercial/retail elements, and must be above those elements, in the sense of being at a floor level higher than the top of the level where the retail/commercial elements are located. It is recommended that further clarification be sought from the applicant regarding this matter.

3. Proposed commercial development

The proposal includes commercial/retail floor space on the ground floor with no specific uses nominated. The definition of 'retail premises' under NLEP 2012 comprises a wide range of retail uses, including licenced premises. As the submission of a development application is not required for the occupation of these tenancies it is recommended that an appropriate condition of consent is imposed restricting their operating hours to ensure their future use does not unreasonably impact on the amenity of the occupants of the dwellings on the site and adjoining properties.

4. Gross floor area and surplus car parking.

According to the EIS (Pg.94), the proposed development will provide 62 spaces in excess of 'the minimum number of spaces' required by the Newcastle Development Control Plan (DCP) 2012. It should be noted that the parking rates in Table 1 of DCP 2012 are maximums not minimum numbers of spaces required.

The number of car parking spaces proposed is relevant to the calculation of both the gross floor area (GFA) and floor space ratio (FSR) of the development. The definition of the gross floor area under the NLEP 2012 states that '*car parking to meet any requirements of the consent authority (including access to that car parking)*' is excluded from the calculation of gross floor area. It follows that car parking that exceeds the requirements of the consent authority, is included in the calculation of GFA, for the purposes of calculating the FSR of the development.

While the provisions of the State Environmental Planning Policy (State and Regional Development) 2011 provide that a development control plan does not generally apply to State significant developments, DCP 2012 has been used by the Department to assess other State significant developments in the Honeysuckle precinct. Therefore, it is considered appropriate that consideration be given to the DCP in respect of the proposed development.

5. Traffic and parking

Visitor Parking

The development proposes to rely on on-street kerbside parking for visitors during business hours and then utilise the on-site commercial spaces for visitor parking outside of business hours.

This approach is not supported on the basis that kerbside parking is at a premium in the Newcastle City Centre and therefore the availability of these spaces to cater for the additional visitor parking demand generated by this development is problematic. As indicated above, the development is providing on-site parking in excess of the maximum rates of DCP 2012 and therefore has the capacity to provide these spaces on site consistent with the mixed-use developments approved at both 21 and 35 Honeysuckle. Accordingly, it is recommended that 23 dedicated on-site visitor parking be provided to adequately cater for the parking demands of this development in accordance with DCP 2012.

Stacked parking

The proposed use of 'stacked' car parking spaces are acceptable provided they are assigned to a common unit / tenancy.

Motorcycle parking

According to the EIS (Pg.44) motorcycle parking will be provided in the basement of the development. It is recommended that the number of spaces provided complies with the relevant requirements of DCP 2012. This matter could be addressed by an appropriate condition of development consent.

Green Travel plan

The Traffic Impact Assessment report (Appendix L of the EIS) contends that '*...the implementation of a specific Green Travel Plan for the project is not considered necessary, given the ongoing improvements to public transport in this vicinity this information is readily available and promoted in the public domain.*' This viewpoint is not supported as the provision of a Green Travel Plan was required for other mixed-use developments in the locality and therefore it is recommended that the applicant also be required to provide a Green Travel Plan prepared in accordance with the requirements of DCP 2012. In addition, adequate end of trip facilities should to be provided in accordance with the DCP.

Vehicular Access

A driveway profile is required to be submitted in support of the application detailing compliance with Australian Standard AS 2890.1 and adhering to the nominated flood level for the site.

Alignment of Honeysuckle Drive

It is proposed to re-align Honeysuckle Drive in 2020 resulting in possible boundary adjustments across the frontage of this site. In this regard, clarification is sought from the applicant in relation to the location of the Honeysuckle Drive boundary and whether this re-alignment has been considered as part of development. The existing footway widths in Honeysuckle Drive across the frontage of the site are required to be maintained.

It is recommended the applicant be requested to submit an amended ground floor plan which shows both the realignment of Honeysuckle Drive, the approved site boundaries and the proposed development.

6. Servicing

The development incorporates a parking bay in the basement car park for servicing by small commercial vehicles. It is proposed that larger service vehicles, including waste collection, will park in a proposed Loading Zone to be provided on the Honeysuckle Drive frontage of the site in front of the eastern building.

The provision of this zone will require in principle approval of the Newcastle City Traffic Committee prior to the determination of this application. In the event that the Committee's approval is not obtained adequate provision will be required on-site for all service activity resulting in alterations to the proposed development.

A CN officer discussed this issue with a representative of the applicant's planning consultants ADW Johnson in mid May 2019.

7. Pedestrian Links

The EIS indicates that the development will provide pedestrian links through to the harbor from Honeysuckle Drive. The Site Analysis Plan (DA-007 C) indicates three 'Pedestrian Through Links', two between the three buildings and another along the Steel Street Floodway. However, the Landscape Concept Plan show fences and gates constructed across the harbour side of the pedestrian links between the buildings. Further, these areas

are identified as 'internal courtyards'. It is recommended clarification is sought from the applicant as to the purpose of the above areas and the location of the pedestrian links.

Any intended public access through the site between Honeysuckle Drive and the harbour promenade should be covered by an appropriate legal right for public access.

8. Steel Street Floodway

The Steel Street Floodway works needs to be built at a level of 2.3m Australian Height Datum (AHD) in accordance with the Honeysuckle Redevelopment Area Flood Study (March 2018) prepared by BMT for the Hunter and Central Coast Development Corporation (HCCDC). The submitted landscape and architectural plans do not satisfy this requirement and need to be modified. Any landscaping in the floodway must not impede the design floodwaters and cause upstream flood impacts. The raised garden bed in the Steel Street Floodway cannot be above ground as required by the above Study, unless it can be demonstrated by a flood impact assessment that it is satisfactory and will have negligible impacts.

The floodway works is required to be completed prior to occupation of the development as flood levels and floor levels used in the development rely on the floodway. This is potentially a problem on the basis that the construction of the promenade area will be completed by others and is not part of this application.

9. Stormwater management

CN engineers have raised the following issues with the Concept Stormwater Plan submitted in support of the application:

- Two stormwater pipes will require relocation to facilitate the development.
- There appears to be a design issue between the alignment of the rerouted stormwater pipe and the location of the underground carpark.
- The alignment of the floodway and the associated easement does not correspond with that shown on the approved subdivision plan.
- It is recommended a porous material is used for the surface treatment of the Steel Street Floodway to infiltrate stormwater directly into the ground and water the trees. A minor drainage system may be required to prevent water from pooling to an unsafe depth in this area.
- It is preferred that the diversion of the existing stormwater pipe is made to the harbour and not into Cottage creek, as the latter does not need this extra burden.
- The existing pipeline is proposed to be diverted around the site. The existing outlet is proposed to be retained to convey private/non-roadway stormwater and will therefore be a private asset once the diversion is complete.
- The new outlet is to be incorporated into its surroundings and be scour resistant. The pipe will have to be imbedded to the appropriate standard and not rely on geofabric alone to prevent particle migration; in this regard, the material must be gradually graded from the bedding zone all the way through to the rock armouring.
- All reinforced concrete structures are to be designed to exposure classification C2. Mass concrete shall be polymer fibre reinforced as a minimum.

- The diverted stormwater system is to be adequately designed to meet CN's conveyance requirements and does not result in pits surcharging or a reduction in capacity.
- General drainage requirements-See notations on attached plan.

The above matters and those relating to the Steel Street Floodway were brought to the attention of the applicant's planning consultant by email on 8 October with a view to a meeting with CN engineers being convened as soon as possible.

The HCCDC and the Hunter Water Corporation are preparing to open up the northern section of Cottage Creek from the Honeysuckle Drive to the harbour. Any proposed pipe diversion should be liaised by the applicant with these agencies.

The promenade seawall is also being rebuilt in this location by HCCDC. It is proposed to reuse the City of Newcastle pipe on the promenade side of the subject site for site discharge. To ensure the pipe remains as part of the seawall works the applicant should liaise with the HCCDC.

10. Remedial Action Plan

The Remedial Action Plan (RAP) (Appendix AA of the EIS) prepared by ADE Consulting Group outlines the need for further contamination assessment and remedial options that are not specified in detail. A general approach of removing contamination which does not meet appropriate guidelines for offsite disposal is identified as well as capping asbestos contaminated soil (and a potential option of creating a specific containment cell under part of the site not specifically identified is mentioned). A long-term environmental management plan is proposed to potentially be required which would outline the areas of the site where contamination has been capped (or containment cell located).

Given the broad nature of the RAP, the staged construction process, the further contamination investigations required and likely requirement of a long term Environmental Management Plan to manage risks arising from onsite management of contamination it appropriate that prior to the determination of the application the applicant be required to engage a NSW accredited contaminated land site auditor to oversee the remediation process and preferably review the RAP and investigation reports to ensure they comply with appropriate standards of reporting. Furthermore, it is recommended an appropriate condition of consent be imposed requiring a Site Audit Statement be provided which confirm the suitability of the site for the proposed land use.

11. Section 7.12 Development Contribution Plan

The Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019 became operational on 9 September 2019 and repeals the Section 94A Development Contribution Plan 2009 (Updated 2017) referred to in the EIS regarding this development. However, the savings and transitional provisions of the Plan provide that a development application which has been submitted prior to the adoption of this Plan but not determined shall be determined in accordance with the provisions of the Plan which applied at the date of lodgement of the application. Therefore, the levies applicable under Part B-City Centre of the above s94A Plan apply to the development. Based on a levy of 3% and a cost of development of \$59,401,859 (incl.GST) the required monetary contribution is **\$1,782,055.77**. An appropriate condition of consent has been recommended in this regard.

12. Waste Management

The application is supported by an Operational Waste Management Plan (OEMP) prepared by Elephants Foot Recycling Solutions (Appendix X of the EIS). The following advice is provided in respect of the Plan:

- Based on Environmental Protection Authority estimated waste/comingled recycling generation rates, the anticipated generation rates for general waste and recycling per week per dwelling are inadequate.
 - General Waste: at least either 9 x 660 litre bins collected twice a week (total of 18 x 660 litre bins per week), or 6 x 1,100 litre bins collected twice a week (total of 12 x 1,100 litre bins per week).
 - Comingled Recycling: at least either 18 x 660 litre bins collected once a week, or 11 x 1,100 litre bins collected once a week.
 - Green Waste: at least 12 x 240 litre bins.
- A waste storage bin area is required to cater for the number of and size of the dwellings proposed. There would need to be adequate contingency in the bin room size to allow for such things as future proofing the site, bin maneuvering and access, as well as storage in the eventuality of an operational issue or excessive waste generation by the residents.
- A bulky goods storage area of 15 square metres is allowed for in the OWMP. It is suggested that the following calculation be used $\text{Bulky Goods Area (m}^2\text{)} = [110 \text{ units} \times 4] / 26 = 17\text{m}$. This allows for each dwelling to use their yearly entitlement of 2 x 2m³, which is a floor space of 1m high x 2m wide x 1m long, each (allowing to "stack" bulky material only 1m high helps provide a lower-risk strategy). If the development doesn't wish to allow for this size, they can arrange to utilise the self-haul vouchers only (this is noted in the OWMP, although it is one or the other – not both options).
- It is not clear from the plans whether the bin carting route (from the bin presentation point to the waste collection vehicle) is no more than 10 metres, although it is stated in the OWMP that it won't be.
- Bin presentation / collection point access for CN's collection personnel should, wherever possible, be able to be facilitated without the use of a key or similar.
- If a heavy vehicle service area is not provided on site there needs to be adequate provision for a heavy rigid collection vehicle to safely and legally park at the front of the property in close proximity to the bin presentation / collection point allowing for bins to be wheeled safely to the rear of the collection vehicle and be free from obstructions and not be required to be carried over any steps, landscape edging or gutters /kerb.

13. Night Time Economy

Since the drafting of the Secretary's Environmental Assessment Requirements for the development CN's first specific strategy for guiding the development of the city's night-time economy was adopted. It is requested that both the applicant and Department consider the publication 'Newcastle After Dark 2018-2022' which can be downloaded from our website at <http://www.newcastle.nsw.gov.au>.

14. Standard conditions of consent

A schedule of recommended 'standard' conditions is attached for the Department's consideration.

If you have questions in relation to the various matters raised in this letter, please contact Geof Mansfield, Principal Planner (Development) on 4974 2767.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Michelle Bisson', is written over a horizontal line.

Michelle Bisson
MANAGER REGULATORY PLANNING AND ASSESSMENT

Attachments:

1. Schedule of Recommended Conditions
2. Concept Stormwater Plan

SCHEDULE OF RECOMMENDED CONDITIONS

B CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION WORK

B1 A Construction Traffic Management Plan is to be prepared by a Roads & Maritime Services accredited person with a Design and Audit Traffic Control Plans Certificate in accordance with Australian Standard 1742.3:2009 - *Manual of uniform traffic devices - traffic control for works on roads*. The plan is to ensure the provision for safe, continuous movement of traffic and pedestrians within the road reserve. The plan is to be submitted to the City of Newcastle for approval prior to the commencement of works and is to be implemented during the construction phase.

C CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE ISSUE OF ANY CONSTRUCTION CERTIFICATE

C1 A total monetary contribution of \$1,782,055.77. is to be paid to the City of Newcastle, pursuant to Section 7.12 of the *Environmental Planning and Assessment Act 1979*, such contribution to be payable prior to the issue of a Construction Certificate in respect of the proposed development.

Note:

- a) This condition is imposed in accordance with the provisions of the City of Newcastle's *Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019*.
- b) The City of Newcastle's *Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019* permits deferred or periodic payment of levies in certain circumstances. A formal modification of this condition will be required to enter into a deferred or periodic payment arrangement.
- c) The amount of contribution payable under this condition has been calculated based on the current rate as at the date of consent and is based on the most recent quarterly Consumer Price Index (CPI) release made available by the Australian Bureau of Statistics (ABS). The CPI index rate is expected to rise at regular intervals and therefore the actual contribution payable is indexed and recalculated at the CPI rate applicable on the day of payment.

CPI quarterly figures are released by the ABS on a date after the indexation quarter and, as a guide, these approximate dates are as follows:

Indexation quarters	Approx. release date
September	Late October
December	Late January
March	Late April
June	Late July

Any party intending to act on this consent should contact City of Newcastle's Customer Enquiry Centre for determination of the indexed amount of contribution on the date of payment.

C2 On-site parking accommodation is to be provided for a minimum of << >> car spaces (including << >> disabled parking spaces) and << >> motorbike spaces and << >> secured bicycle spaces (Class 2). A minimum of << >> car spaces are to be allocated for the commercial premises. A minimum of << >> spaces are to be allocated and delineated as visitor car parking. This parking is to be set out generally in accordance with the minimum parking layout standards indicated in Section 7.03 'Traffic, Parking and Access' of the Newcastle Development Control Plan 2012 and the plans submitted with the development

application. Full details are to be included in documentation for a Construction Certificate application.

C3 The car park is to be designed to comply with AS/NZS 2890.1:2004: *Parking facilities – Off-street car parking* and AS/NZS 2890.6:2009: *Parking facilities – Off-street parking for people with disabilities*. Full details are to be included in documentation for a Construction Certificate application.

C4 Traffic management devices in the form of Stop and 'Give way to pedestrian' signs and line marking are to be installed at the entry of the proposed driveways within the property, such devices are to be constructed in accordance with AS/NZS 2890.1:2004: *Parking facilities – Off-street car parking*. Full details are to be included in documentation for a Construction Certificate application.

C5 The applicant is to comply with all requirements of the Hunter Water Corporation regarding the connection of water supply, sewerage services and any drainage connections, including the payment of any required cash contribution towards necessary amplification of service mains in the locality as a result of the increased intensity of land use proposed. A copy of the Corporation's certificate of compliance (Refer s50 *Hunter Water Act 1991*) is to be included in documentation for a Construction Certificate application.

C6 All onsite stormwater retention/detention and water quality treatment systems are to be individually identified and sign posted in accordance with City of Newcastle's Stormwater and Water Efficiency for Development Technical Manual (Updated 2017). Full details are to be included in documentation for a Construction Certificate application.

C7 All stormwater runoff from the proposed development being managed in accordance with the requirements of Section 7.06 'Stormwater' of Newcastle Development Control Plan 2012, as indicated on the stormwater management concept plans and stormwater management report and stormwater plans prepared by <.....>. Full details are to be included in documentation for any Construction Certificate application.

C8. On site refuge is to be provided for the proposed development. The minimum refuge level is to be the level of the PMF Level RL3.21m Australian Height Datum. On site refuge is to be designed to cater for the number of people reasonably expected to be on the development site. Openings such as exhaust ducts, car park air intake, vents and the like that could potentially allow for flood waters to enter the basement (except for carpark and access) are to be designed at PMF Level. Full details are to be included in documentation for a Construction Certificate application.

C9 All new impervious surfaces, including driveways and paved areas are to be drained to the nominated discharge controls, full details are to be provided with the Construction Certificate application.

C10 An appropriate flood emergency response plan is to be prepared by a consulting engineer, who is experienced in flood management, and put in place by the applicant prior to occupation of this site for the intended use. Such plan is to be effectively updated and maintained by the occupiers, is to include an education and awareness component for the workforce and detailed evacuation procedures to interface with the Bureau of Meteorology's flood warning system and the local State Emergency Services plan (where appropriate) and to include provisions for any third parties likely to be involved.

A flood emergency response plan is to describe the following components:

- a) Likely flood behaviour
- b) Flood warning systems
- c) Education awareness program

- d) Evacuation and evasion procedures
- e) Evacuation routes and flood refuges
- f) Flood preparedness and awareness procedures for residents and visitors

Considerations should include the full range of flood risks, the proposed use of the site, site access constraints and local area evacuation routes to high ground. As much as possible, the plan is to be aimed at self-directed evacuation or evasion to minimise the draw on limited State Emergency Services resources. Full details are to be included in documentation for a Construction Certificate application.

C11 The proposed lighting including car park lighting of the premises is to be designed, positioned, and installed, including appropriate shielding and orientation of the lighting fixture, as to not give rise to obtrusive light, interfere with traffic safety or detract from the amenity of surrounding properties in accordance with Australian Standard AS 4282: 1997 *Control of the obtrusive effects of outdoor lighting*. Full details are to be included in the documentation for a Construction Certificate application.

C12 A dilapidation report prepared by a suitability qualified person shall be submitted to the Certifying Authority prior to the issue of the Construction Certificate. The dilapidation report shall document and photograph the current structural condition of the City of Newcastle infrastructure and roads. An electronic copy of the dilapidation report is to be provided to City of Newcastle.

C13 Any parking changes associated with provision of the works zone will need to be consulted with and approval attained from City of Newcastle prior to the issue of the Construction Certificate.

C14 Any proposed changes to the parking layout and road signs will need to be approved by the Newcastle City Traffic Committee (NCTC).

C15 The developer is to design the following public domain works within Honeysuckle Drive frontage of the site at no cost to City of Newcastle and in accordance with the Newcastle City Centre Public Domain Manual guidelines, design specifications and Australian Standards:

- i. New footpath and streetscape works and driveway. The footpath will need to be designed as a shared path to allow for use by cyclist and pedestrians and is to be coordinated with the adjoining developments at 35 Honeysuckle Drive.
- ii. New street trees and verge areas in accordance with City of Newcastle's requirements and adjust service pit levels to match new footpath level.
- iii. Required parking signs, line markings, mandatory signage and any civil works associated with road and on-street parking infrastructure including design of the Loading Zone.
- iv. New street furniture including bicycle racks or rings and new seats and bins.
- v. Street lighting along the frontage and under awning lighting.

Universal Design principles are to be applied to the development to allow for entries to be designed for universal access and levels to be adjusted within the site.

These engineering design plans and specifications for the works being undertaken in the public road reserve are required to be prepared by a suitably qualified practising civil, hydraulic, geotechnical engineers with experience and competence in the related field.

The separate approval of City of Newcastle must be obtained for all works within the public road reserve, pursuant to Section 138 of the *Roads Act 1993* prior to any construction certificate (excluding bulk excavation and demolition works within the site).

D. CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT WORK

D1 A commercial/industrial type vehicular crossing having a width of << metres >> is to be constructed across the road reserve, in accordance with the following criteria:

- a) Constructed in accordance with City of Newcastle A374 – Driveway Crossings Standard Design Details.
- b) Letterboxes, landscaping and any other obstructions to visibility should be kept clear of or limited in height to 1.2 metre, in the 2 metre by 2.5 metre splay within the property boundary each side of the driveway entrance.
- c) The proposed driveway shall be a minimum of 3 metres clear of the trunk of any tree within the public reserve.
- d) The proposed driveway shall be a minimum of 750mm clear of the centre of any pole or obstruction within the public reserve and 1 metre clear of any drainage pit.
- e) Driveway cross-fall over the footpath is to be maximum of 2.5%.

These works are not approved until consent under Section 138 of the *Roads Act 1993* (NSW) has been granted by City of Newcastle. An application under Section 138 must be applied for and approved before the commencement of works.

D2 Prior to commencement of site works the developer is to submit to the Department for approval a Construction Parking Management Plan (CPMP) addressing the parking of construction vehicles and the transportation of construction personnel to the site. The CPMP is to detail a common location for the parking of construction vehicles outside of the Newcastle City Centre and utilise shuttle buses and for the transportation of construction personnel and their equipment to the site.

D3 Erosion and sediment control measures are to be implemented prior to the commencement of works and maintained during the period of construction in accordance with the details set out on an Erosion and Sediment Control Plan that is to be submitted for approval with the Construction Certificate application. The Erosion and Sediment Control Plan shall satisfy the requirements of *Managing Urban Stormwater: Soils and Construction 4th Edition - Vol. 1* (the "Blue Book") published by Landcom, 2004 and City of Newcastle's *Technical Manual: Stormwater and Water Efficiency for Development (Updated April 2019)*. Controls are not to be removed until the site is stable with all bare areas supporting an established vegetative cover.

E CONDITIONS WHICH MUST BE SATISFIED PRIOR TO THE ISSUE OF ANY OCCUPATION CERTIFICATE SUBDIVISION CERTIFICATE OR A STRATA CERTIFICATE

E1 The construction works in the road reserve are to be implemented and completed to satisfaction of City of Newcastle prior to the issue of any Occupation Certificate.

E2 All public footways, foot paving, kerbs, gutters and road pavement damaged during the works are to be immediately repaired following the damage, to a satisfactory state that provides for safe use by pedestrians and vehicles. Full restoration of the damage is to be carried out to the satisfaction of City of Newcastle prior to the completion of the demolition works or prior to the issue of any Occupation Certificate in respect of the development involving building work.

E3 A Green Travel Plan with Public Transport Routes and Bicycle Network is to be prepared and made available to the residents and commercial premises tenants. The Public Transport and Bicycle Network Plans are to be installed in common areas prior to the issue of the Final Occupation Certificate. Use of alternative modes of transport is to be encouraged.

E4 Any redundant existing vehicular crossing (or section of) is to be removed at no cost to City of Newcastle and the public footway and kerb being restored to match the existing infrastructure and be completed prior to the issuing of an Occupation Certificate for the proposed development.

E5 A copy of the stormwater drainage design plans approved with the Construction Certificate with 'work as executed' levels indicated, shall be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate. The plans shall be prepared by a Practising Professional Engineer or Registered Surveyor experienced in the design of stormwater drainage systems.

F CONDITIONS WHICH MUST BE SATISFIED PRIOR TO ANY OCCUPATIONS OR USE OF THE BUILDING

F1 A Maintenance Manual for all water quality devices is to be prepared in accordance with City of Newcastle's *Technical Manual: Stormwater and Water Efficiency for Development (Updated April 2019)*. The manual is to address maintenance issues concerning the water quality devices including routine monitoring and regular maintenance and be kept on site at all times. Establishment and maintenance of the water quality devices in accordance with the manual prepared by the applicant is to be completed prior to occupation of this site for the intended use.

F2 The vehicular entrance and exit driveways and the direction of traffic movement within the site are to be clearly indicated by means of reflectorised signs and pavement markings. The traffic and parking signs, line markings and required traffic and safety devices as indicated in the approved architectural plans and traffic report is to be completed prior to occupation of the site.

F3 All parking and loading bays are to be permanently marked out on the pavement surface, with loading bays and visitor parking facilities being clearly indicated by signs prior to occupation of the building.

H CONDITIONS TO BE SATISFIED DURING THE OPERATION AND USE OF THE DEVELOPMENT

H1 Proposed parking areas, vehicle bays, driveways and turning areas are to be maintained clear of obstruction and be used exclusively for purposes of car parking, loading and unloading, and vehicle access, respectively. Under no circumstances are such areas to be used for the storage of goods or waste materials.

H2. The premise/s is/are allocated the following street address/es in accordance with City of Newcastle's *House Numbering Policy* and the *Surveying and Spatial Regulation*.

Unit/ Dwelling/ Lot Number on plan	Council Allocated Street Addresses			
	House Number	Street Name	Street Type	Suburb
Retail Tenancy 1	8/45	Honeysuckle	Drive	Newcastle
Retail Tenancy 2	2/39	Honeysuckle	Drive	Newcastle
Retail Tenancy 3	1/39	Honeysuckle	Drive	Newcastle
Commercial Suite 1	9/45	Honeysuckle	Drive	Newcastle
Gym	7/45	Honeysuckle	Drive	Newcastle
Common Room	3/41	Honeysuckle	Drive	Newcastle
G1	6/43	Honeysuckle	Drive	Newcastle
G2	5/43	Honeysuckle	Drive	Newcastle
G3	4/41	Honeysuckle	Drive	Newcastle

L1 E1	105/39	Honeysuckle	Drive	Newcastle
L1 E2	101/39	Honeysuckle	Drive	Newcastle
L1 E3	102/39	Honeysuckle	Drive	Newcastle
L1 E4	103/39	Honeysuckle	Drive	Newcastle
L1 E5	104/39	Honeysuckle	Drive	Newcastle
L1 M1	111/43	Honeysuckle	Drive	Newcastle
L1 M2	109/43	Honeysuckle	Drive	Newcastle
L1 M3	108/41	Honeysuckle	Drive	Newcastle
L1 M4	106/41	Honeysuckle	Drive	Newcastle
L1 M5	107/41	Honeysuckle	Drive	Newcastle
L1 M6	110/43	Honeysuckle	Drive	Newcastle
L1 W1	116/45	Honeysuckle	Drive	Newcastle
L1 W2	112/45	Honeysuckle	Drive	Newcastle
L1 W3	113/45	Honeysuckle	Drive	Newcastle
L1 W4	114/45	Honeysuckle	Drive	Newcastle
L1 W5	115/45	Honeysuckle	Drive	Newcastle
L2 E1	205/39	Honeysuckle	Drive	Newcastle
L2 E2	201/39	Honeysuckle	Drive	Newcastle
L2 E3	202/39	Honeysuckle	Drive	Newcastle
L2 E4	203/39	Honeysuckle	Drive	Newcastle
L2 E5	204/39	Honeysuckle	Drive	Newcastle
L2 M1	211/43	Honeysuckle	Drive	Newcastle
L2 M2	209/43	Honeysuckle	Drive	Newcastle
L2 M3	208/41	Honeysuckle	Drive	Newcastle
L2 M4	206/41	Honeysuckle	Drive	Newcastle
L2 M5	207/41	Honeysuckle	Drive	Newcastle
L2 M6	210/43	Honeysuckle	Drive	Newcastle
L2 W1	216/45	Honeysuckle	Drive	Newcastle
L2 W2	212/45	Honeysuckle	Drive	Newcastle
L2 W3	213/45	Honeysuckle	Drive	Newcastle
L2 W4	214/45	Honeysuckle	Drive	Newcastle
L2 W5	215/45	Honeysuckle	Drive	Newcastle
L3 E1	305/39	Honeysuckle	Drive	Newcastle
L3 E2	301/39	Honeysuckle	Drive	Newcastle
L3 E3	302/39	Honeysuckle	Drive	Newcastle
L3 E4	303/39	Honeysuckle	Drive	Newcastle
L3 E5	304/39	Honeysuckle	Drive	Newcastle
L3 M1	311/43	Honeysuckle	Drive	Newcastle
L3 M2	309/43	Honeysuckle	Drive	Newcastle
L3 M3	308/41	Honeysuckle	Drive	Newcastle
L3 M4	306/41	Honeysuckle	Drive	Newcastle
L3 M5	307/41	Honeysuckle	Drive	Newcastle

L3 M6	310/43	Honeysuckle	Drive	Newcastle
L3 W1	316/45	Honeysuckle	Drive	Newcastle
L3 W2	312/45	Honeysuckle	Drive	Newcastle
L3 W3	313/45	Honeysuckle	Drive	Newcastle
L3 W4	314/45	Honeysuckle	Drive	Newcastle
L3 W5	315/45	Honeysuckle	Drive	Newcastle
L4 E1	405/39	Honeysuckle	Drive	Newcastle
L4 E2	401/39	Honeysuckle	Drive	Newcastle
L4 E3	402/39	Honeysuckle	Drive	Newcastle
L4 E4	403/39	Honeysuckle	Drive	Newcastle
L4 E5	404/39	Honeysuckle	Drive	Newcastle
L4 M1	411/43	Honeysuckle	Drive	Newcastle
L4 M2	409/43	Honeysuckle	Drive	Newcastle
L4 M3	408/41	Honeysuckle	Drive	Newcastle
L4 M4	406/41	Honeysuckle	Drive	Newcastle
L4 M5	407/41	Honeysuckle	Drive	Newcastle
L4 M6	410/43	Honeysuckle	Drive	Newcastle
L4 W1	416/45	Honeysuckle	Drive	Newcastle
L4 W2	412/45	Honeysuckle	Drive	Newcastle
L4 W3	413/45	Honeysuckle	Drive	Newcastle
L4 W4	414/45	Honeysuckle	Drive	Newcastle
L4 W5	415/45	Honeysuckle	Drive	Newcastle
L5 E1	505/39	Honeysuckle	Drive	Newcastle
L5 E2	501/39	Honeysuckle	Drive	Newcastle
L5 E3	502/39	Honeysuckle	Drive	Newcastle
L5 E4	503/39	Honeysuckle	Drive	Newcastle
L5 E5	504/39	Honeysuckle	Drive	Newcastle
L5 M1	511/43	Honeysuckle	Drive	Newcastle
L5 M2	509/43	Honeysuckle	Drive	Newcastle
L5 M3	508/41	Honeysuckle	Drive	Newcastle
L5 M4	506/41	Honeysuckle	Drive	Newcastle
L5 M5	507/41	Honeysuckle	Drive	Newcastle
L5 M6	510/43	Honeysuckle	Drive	Newcastle
L5 W1	516/45	Honeysuckle	Drive	Newcastle
L5 W2	512/45	Honeysuckle	Drive	Newcastle
L5 W3	513/45	Honeysuckle	Drive	Newcastle
L5 W4	514/45	Honeysuckle	Drive	Newcastle
L5 W5	515/45	Honeysuckle	Drive	Newcastle
L6 E1	605/39	Honeysuckle	Drive	Newcastle
L6 E2	601/39	Honeysuckle	Drive	Newcastle
L6 E3	602/39	Honeysuckle	Drive	Newcastle
L6 E4	603/39	Honeysuckle	Drive	Newcastle

L6 E5	604/39	Honeysuckle	Drive	Newcastle
L6 M1	611/43	Honeysuckle	Drive	Newcastle
L6 M2	609/43	Honeysuckle	Drive	Newcastle
L6 M3	608/41	Honeysuckle	Drive	Newcastle
L6 M4	606/41	Honeysuckle	Drive	Newcastle
L6 M5	607/41	Honeysuckle	Drive	Newcastle
L6 M6	610/43	Honeysuckle	Drive	Newcastle
L6 W1	616/45	Honeysuckle	Drive	Newcastle
L6 W2	612/45	Honeysuckle	Drive	Newcastle
L6 W3	613/45	Honeysuckle	Drive	Newcastle
L6 W4	614/45	Honeysuckle	Drive	Newcastle
L6 W5	615/45	Honeysuckle	Drive	Newcastle
L7 EP1	702/39	Honeysuckle	Drive	Newcastle
L7 EP2	701/39	Honeysuckle	Drive	Newcastle
L7 MP1	704/43	Honeysuckle	Drive	Newcastle
L7 MP2	703/41	Honeysuckle	Drive	Newcastle
L7 W1	709/45	Honeysuckle	Drive	Newcastle
L7 W2	705/45	Honeysuckle	Drive	Newcastle
L7 W3	706/45	Honeysuckle	Drive	Newcastle
L7 W4	707/45	Honeysuckle	Drive	Newcastle
L7 W5	708/45	Honeysuckle	Drive	Newcastle
L8 WP1	802/45	Honeysuckle	Drive	Newcastle
L8 WP2	801/45	Honeysuckle	Drive	Newcastle

