ENVIRONMENTAL IMPACT STATEMENT

Construction of a Mixed Use Development including Commercial / Retail Uses and Hotel Accommodation

42 Honeysuckle Drive, Newcastle NSW 2300

PREPARED FOR DOMA GROUP | FEBRUARY 2020

KDC

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Environmental Impact Statement

Report Job No. 19581 Prepared by KDC Pty Ltd | February2020

Application Details

Responsible Applicant: Doma Holdings (Honeysuckle) Pty Limited
Unit 4/3 Sydney Avenue, Barton ACT 2600

Proposed Development: Construction of a mixed-use development including commercial/retail uses and hotel accommodation

Land to be developed: 42 Honeysuckle Drive, Newcastle NSW 2300

EIS Preparation

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Date 24 February 2020

Declaration

I certify that the contents of this Environmental Impact Statement to the best of my knowledge, has been prepared as follows:

+ In accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000;
+ Containing all available information that is relevant to the environmental assessment of the proposed development; and
+ The information contained in this Statement is neither false nor misleading.

Signature

This Report has been prepared in accordance with the brief provided by our client and has relied upon the information collected at or under the times and conditions specified in the Report. All findings, conclusions or recommendations contained within the Report are based only on the aforementioned circumstances. Furthermore, the Report is for the use of the Client only and no responsibility will be taken for its use by other parties.

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GLOSSARY AND ABBREVIATIONS

Table 1 – Glossary and Abbreviations

Abbreviation	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
AS	Australian Standard
ASS	Acid Sulfate Soil
ASSMP	Acid Sulfate Soil Management Plan
BC Act	Biodiversity Conservation Act 2016
BC Regulations	Biodiversity Conservation Regulation 2017
BCA	National Code of Construction, Volume One, Building Code of Australia 2019
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLM Act	Contaminated Land Management Act 1997
CMP	Construction Management Plan
Council	City of Newcastle
CPTED	Crime Prevention through Environmental Design
CPTMP	Construction Pedestrian and Traffic Management Plan
DOMA	DOMA Group
DP	Deposited Plan
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
ESA	Environmental Site Assessment
ESD	Ecologically Sustainable Development
HIS	Heritage Impact Assessment

Abbreviation	Meaning
ISEPP	State Environmental Planning Policy (Infrastructure) 2007
KDC	KDC Pty Ltd
LEP	Local Environmental Plan
LGA	Local Government Area
m	metre
NLEP 2012	Newcastle Local Environmental Plan 2012
NDCP 2012	Newcastle Development Control Plan 2012
NPW Act	National Parks and Wildlife Act 1974
NPW Regulation	National Parks and Wildlife Regulation 2009
NSW	New South Wales
NSW EPA	New South Wales Environment Protection Authority
OMP	Operational Management Plan
RL	Relative Level
RMS	NSW Roads and Maritime Services
SEARs	SEARs Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 33	State Environmental Planning Policy No. 33 – Hazardous and Offensive Developments
SEPP 55	State Environmental Planning Policy No. 55 - Remediation of Land
SEPP 64	State Environmental Planning Policy No. 64 – Advertising and Signage
SEPP SRD	State Environment Planning Policy (State and Regional Development) 2011
SiX	Spatial Information Exchange (NSW)
SSD	State Significant Development
the Department	Department of Planning, Industry and Environment
GNMP 2036	Greater Newcastle Metropolitan Plan 2036

Abbreviation	Meaning
the Minister	the Minister for Planning and Public Spaces
the Project	The construction of a mixed-use development including commercial/retail uses and hotel accommodation
the Region Plan	Hunter Regional Plan 2036
The Site	Lot 22 DP 1072217 – 42 Honeysuckle Drive, Newcastle NSW 2300

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EXECUTIVE SUMMARY

The Environmental Impact Statement (EIS) has been prepared under Section 4.12 of the Environmental Planning and Assessment Act 1979 (the Act) in support of a State Significant Development (SSD) Application for a proposed mixed-use development located at 42 Honeysuckle Drive, Newcastle (the site).

The proposal is identified as being a State Significant Development (SSD) under Schedule 2 Clause 2 of the State Environmental Planning Policy (State and Regional Development) 2011. This is due to the site being located within the Honeysuckle precinct and the proposed development having a capital investment value (CIV) of more than $10 million. The proposed mixed-use development has a CIV of $44,608,821.51.

The mixed-use development will aid in reinforcing Newcastle as a Global City, providing infrastructure which will continue to further the economic, social and cultural growth in the region. The Honeysuckle Precinct is becoming an iconic area, not only within Newcastle but also New South Wales, and this development will help strengthen its claim of being the economic heartbeat of the city. This SSD will provide the region with economic opportunities, with 1,000 jobs being created during the construction stage and 60 jobs being created during the operational stage. The proposal through its excellence in design will deliver a unique characteristic which will increase the visual amenity around Newcastle Harbour.

The SSD proposal is for a part eight (8) storey and nine (9) storey mixed-use building comprising several components. The main components of the development are commercial, hotel accommodation, retail and carparking. The significant characteristics of the proposal includes:

- Hotel accommodation comprising of 179 hotel rooms spaced across seven (7) storeys;
- Ground Floor retail premises with kitchen facilities and outdoor dining space with a Gross Floor Area (GFA) of 50m^2;
- Commercial office space offered across seven (7) storeys; and
- 173 car parking spaces, 11 motorcycle spaces, associated with the uses on site, provided within the building.

The design of the proposal complements the proposed landscaping as well as the surrounding existing built and natural form. The use of mid-range colours such as bronze cladding and dark metal balustrades allows the building to express its detail whilst blending seamlessly into the built environment.

The site is identified under the Newcastle Local Environmental Plan 2012 (NLEP 2012) as being situated in a B3 Commercial Core Zone and as stated previously is located within the Honeysuckle Precinct of the Newcastle City Centre.

The development proposal is defined as hotel accommodation, retail premises, carpark and office premises, all of which are permissible with consent under the NLEP 2012. The proposal is consistent and in keeping with the objectives for the B3 Commercial Core Zone, providing retail, office and hotel accommodation that serves the need of the local and wider community. Furthermore, this proposal will provide employment opportunities to the residents of Newcastle, not only during the construction stage but also through the operational stage of the building. This increase in local employment plus furthering the opportuning for investment in Newcastle, by providing sophisticated and uniquely designed commercial spaces and accommodation, will strengthen the role of the Newcastle City Centre as the business, retail and cultural centre of the Hunter region.

The development is compatible with the objectives for the Honeysuckle precinct outlined by the Hunter and Central Coast Development Corporation (HCCDC). Diversity is a key characteristic of the Honeysuckle precinct objectives, and with a mix of retail, office and hotel accommodation, this proposed SSD aligns with this vison. In addition, this proposal will provide a fresh and innovative construction which will ensure the Newcastle harbourside does not become generic and homogeneous. This development looks to meet the future demand in the area.

It is of note that a previous application at the site was approved in 2018 for a SSD. The approved development SSD 8440, was a mixed-use development comprising of ground floor retail premises, a hotel including 148 rooms and 7 serviced apartments, 52 residential apartments and 234 car spaces including 25 public car spaces. With the fluctuating market and change in demand, the approved application is deemed to no longer align with the current direction of the Newcastle market. Therefore, it is considered that this new development which will bring further commercial investment and economic growth to the city centre is better positioned with the future direction of growth in the region.

1 INTRODUCTION

1.1 PROJECT OVERVIEW

The development to which this State Significant Development (SSD) application relates, is for construction of a mixed-use development comprising an eight (8) level hotel with 179 rooms and a nine (9) storey commercial office building including ground floor retail premises and internal carpark, at 42 Honeysuckle Drive, Newcastle, NSW 2300.

The SSD seeks approval for the following:

- Construction and use of a building which has a three (3) storey podium from which a high quality five (5) storey commercial tower sits upon and connects to the seven (7) storey hotel component, as follows:
  - Ground Floor café retail premises;
  - Two (2) levels of commercial space within the podium;
  - Seven (7) storey hotel spanning from Level One to Level Seven on the western side of the development, containing 179 rooms with guest facilities including gymnasium, bar, lounge area and library; and
  - Commercial office spaces on the Eastern tower of the building sitting atop the podium and the small bar on level 3. The commercial tower spans form level five to level nine, with each office space containing washrooms and kitchen facilities.
- Landscaping works including:
  - A courtyard located on Level Four which separates the commercial and hotel component and open to the sky;
  - Ground Floor planting within site setback areas; and
  - Planting on building façade including the southern façade facing the light-rail.
- Associated 173 carparking spaces from the Ground Level to Level Four, as well as Ground Floor loading and servicing facilities; and
- Ancillary works as detailed on the proposed Architectural drawings at Appendix C.

A Construction Certificate (CC) will be sought separately following development consent.

1.2 PROJECT OBJECTIVES

The project seeks to achieve several objectives which will aid in strengthening Newcastle's position as one of the leading cities not only in New South Wales, but also Australia.

The core objective for the development is to provide a high quality, mixed use development comprising land uses which are each compatible and desirable in Honeysuckle. The project aims to deliver a development which will successfully utilise vacant land that has been utilised previously by HCCDC for carparking provision. The objective is to maximise the site's potential, which has not been achieved over previous decades.

Furthermore, the project seeks to provide accommodation in the heart of the Newcastle City, which is lacking in comparison to other cities in NSW. This development hopes to fill the accommodation void in Newcastle, providing tourists with an option that will consequentially promote Newcastle as a more attractive destination. In conjunction with the objective of providing more tourist accommodation, the development will attract greater investment into the Newcastle region through the provision of 5,311m^2 GFA for commercial offices. This commercial space will be developed alongside the hotel, providing a convenient connection for the business workers to utilise.

By locating the development at the heart of the picturesque Newcastle Harbour, the development aims to showcase the culture, history and natural beauty that Newcastle offers. In turn this will benefit the Newcastle region, with potential investors being enticed by Newcastle's finest offerings.

Another objective of the proposal is to add to the character of the Honeysuckle Precinct. This will be achieved through the unique design of the development which will positively contribute to the character of the area whilst also providing active frontages and streetscapes. To ensure this objective has been met, façade works include hanging vegetation on the southern façade facing the light rail have been incorporated into the design. This will facilitate each side of the development being activated and will provide greater visual amenity to the commuters along the Newcastle Light Rail.

Clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 outlines the four (4) principles of ecological sustainable development (ESD). The four principles as defined in the regulations are as follows:

- Precautionary principle;
- Inter-generational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation, pricing and incentive mechanisms.

This proposal has addressed all four of the ESD principles and will cater for current demand while acknowledging the need to protect future generations through implementing environmentally sustainable measures. The proposed design has focused on reducing the demand on resources via the use of simple passive strategies, which in turn offer excellent amenity. These passive strategies are supplemented with building systems to further reduce ongoing resource use, which include:

- The hotel rooms being oriented to provide a good level of solar access in mid-winter, which will provide passive heating and improve daylight penetration in the winter months;
- Material selection has intentionally been selected to be robust, reducing ongoing maintenance requirements;
- The building fabric is to be specified with higher than industry standard insultation values to reduce heat transfer, which will improve thermal comfort;
- Design of wide eaves and horizontal projections are proposed to reduce solar gains;
- Rainwater reuse tanks are to be installed to reduce water consumption;
- High efficiency appliances will be specified to reduce on-going water and power consumption; and
- Indigenous planting is proposed to reduce water consumption in landscape areas.

It is a requirement the SEARs for the proposal to demonstrate how it has incorporated the ESD principles into the project. As listed above, there are numerous building systems which have been adopted to ensure ESD compatibility. An extensive list of the measures undertaken are located in Section 9 of the Architectural Design Report prepared by Bates Smart which is located in Appendix C of the EIS. Some of these measures listed in the Architectural Design Report include:

- Corridor and fire stair lighting on occupancy sensors energy use;
- Solar panels on roof top;
- Low Global Warming Potential refrigerants in unit heat pumps or VRV systems;
- Use of water saving appliances in hotel and commercial components;
- Double glazing; and
- LEDs and other low-energy, flicker-free lighting sources used.

Overall the project has been designed and undertaken with the ESD principles, with a balance being struck between economic growth for the region and the need to protect the existing environment for future generations.

1.3 PROJECT HISTORY

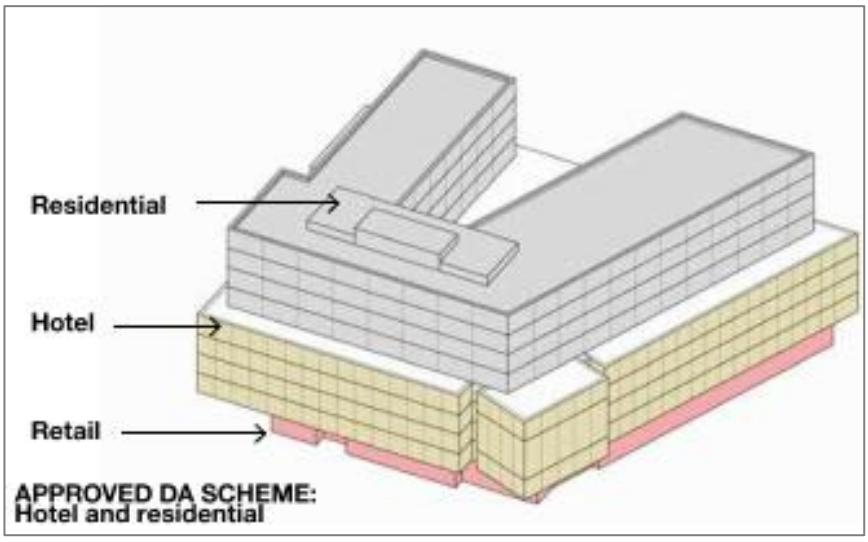
The project history dates back to 2017 when the then Hunter Development Corporation (now known as the Hunter & Central Coast Development Corporation) put the site to tender, seeking proposals for the sale and development of 42 Honeysuckle Drive. The tender phase closed in February 2017 and DOMA were the successful applicants through the process, proposing a the nine (9) storey hotel and residential development plan (refer to Figure 1.)

Figure 1 - Original Tendered Scheme 2017

A successful development application (SSD 8440) was lodged with the Minister for Planning in 2018, which was granted approval on the 22 June 2018. The consent approved a part 9, part 10 storey Mixed Use Development comprising ground floor retail premises, 148 room and 7 serviced apartment hotel, 52 residential apartments and 234 car spaces which included 25 public car spaces. The successful development design evolved from the original tendered scheme, as shown with the approved design at Figure 2.

The application sought to cater for the demand for residential and tourist accommodation within the city centre. However, two (2) years after lodging the original application, the demand has changed as a result of the market. As a result of the changing market, residential development is no longer a desired option for the site. The tourist sector in Newcastle, however, is continues to expand, with events including the V8 Supercars attributing to this growth. As the tourist sector grows, the accommodation capacity needs to be aligned. Therefore, the hotel component is considered to be essential to the development. The hotel room provision has increased from the approved proposal, as a direct consequence of the growth in the tourist sector. Furthermore, the project has analysed the future trends in the Newcastle region, and it is identified that commercial office space is currently required in the area, as well as into the future.

Figure 2 - Approved 2018 SSD Scheme



1.4 FEASIBLE ALTERNATIVES

An assessment of all the feasible alternatives has been undertaken as part of this EIS. Each alternative has been analysed against the core objectives of the proposal, which are stated above and are as follows –

- Provide a high-quality mixed-use development within the Newcastle City Centre;
- Successfully utilise vacant land;
- Increase tourism within the Newcastle City Centre;
- Showcase the culture, history and natural beauty of Newcastle; and
- Bring economic investment to the region.

One alternative that has been examined is for the possibility of not carrying out the project. This alternative would result in Lot 22 in DP 1072217 remaining vacant. This alternative, in comparison with the proposal, will result in significantly less environmental impacts occurring to the site and surrounds. The vacant grassland site could be then utilised as parkland to increase the public space in the Newcastle City Centre, achieving the proposals objective of utilising vacant land. The site's location will showcase the natural beauty of the Newcastle City Centre, with the parkland providing an avenue in which people can interact with the landscape. Consequently, the site could become an attraction for tourists which can aid in achieving the proposals objective of increasing tourism in the city centre. It will not, however, address the accommodation shortage which exists in Newcastle and restricts the tourist capacity to the city centre. It is of note that the vistas that could be achieved from the site will be diminished with future developments along the foreshore. Furthermore, by not carrying out the proposed development, the objective of increasing investment into Newcastle is less likely to be achieved.

The location of the site has also been analysed as a part of examining feasible alternatives. The core objectives of the proposal are to bring investment and people into the Newcastle City Centre. Therefore, possible alternative locations have been examined from within the Newcastle City Centre. The city centre is a highly developed area, with limited vacant land and therefore limited alternative locations. Lot 26 in DP1162435, generally known as 101 Honeysuckle Drive, Newcastle, was considered the only potential site with vacant land in the city centre. Lot 26, however, is zoned under the Newcastle LEP 2012 as being in RE1 Public Recreation zone and therefore the proposed developed is prohibited on the site. Furthermore, Lot 26 has an approximate size of 1,625m^2, which is half the area of the proposed site and therefore would result in a significant change to the proposal. It is considered due to the zone and the size of the site, it is not a viable alternative to the current proposed site.

Of note, and as stated in Chapter 1.3 there has been an approved development for the site, for which DOMA was the proponent. The approval was for a mixed use developed which contained a ground floor retail premises, hotel accommodation and residential accommodation which included serviced apartments. It is considered, however, that this alternative no longer aligned with the current and future direction of the Newcastle City Centre, with the changing market reducing the demand for residential accommodation.

1.5 SEARS

A SEARs table, which details where in the EIS or appendices each requirement has been addressed, in located in Appendix A.

2 PROJECT DESCRIPTION

2.1 SITE LOCATION AND CONTEXT

The site is described as 42 Honeysuckle Drive Newcastle, situated within the Local Government Area (LGA) of Newcastle. The site is legally described as Lot 22 DP 1072217 and has a site area being 3,728m^2. The site is currently under development, aligned with the approved SSD application of 2018. At this stage, only earthworks have been undertaken on the land. The site is under the ownership of DOMA Group Pty Limited, who purchased the land from the Hunter Central Coast Development Corporation.

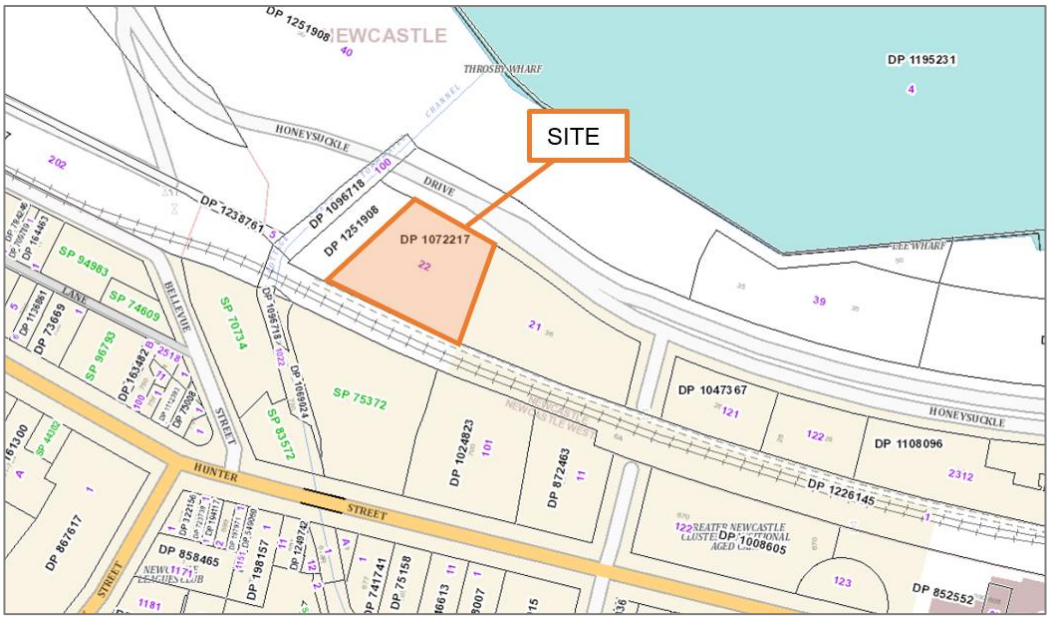
The site is a regular quadrilateral configuration, with its boundaries shared with public space on three sides, being Honeysuckle Drive (north), public reserve (west), Light Rail Corridor (south). Private land that supports a three-storey commercial building is located to the immediate east.

The Newcastle Transport Interchange is located approximately 200 metres west of the site, with the new Light Rail Corridor extending along the rear, southern boundary of the site.

Refer to Figure 3 below for the site and the surrounding area and Figure 4 shows the cadastral map of the site.

Figure 3 - Site Aerial (Source: Six Maps)

Figure 4 - Cadastral Plan (Source: SixMaps)



2.1.1 SITE ANALYSIS AND DESCRIPTION

The gradual reclamation of tidal flats associated with the Cottage and Throsby Creeks and the development of wharves, railway land and industry, has kept the Honeysuckle area relatively undeveloped until the mid-nineteenth century when the railway land and goods yards were placed under the control of the Hunter Central Coast Development Corporation (formally known at the time as the Hunter Development Corporation).

The site comprises a part of the land holding that has been sold by HCCDC, as part of the Newcastle and the harbour foreshore revitalisation. Several large buildings have already been constructed on such land, with the site making up the end of the row of commercial and mixed-use developments along Honeysuckle Drive facing the harbour.

2.1.2 SURROUNDING DEVELOPMENT

The site exists within the western end of the Honeysuckle Precinct in the Newcastle City Centre, which is yet to realise its redevelopment and revitalisation potential. To the north of the site exists 5 Lee which is identified for revitalisation. Currently development works have been undertaken by HCCDC to redevelop the waterfront, in particular the 75-year-old seawalls.

To the west, land is undeveloped within a commercial core zoning; and to the east, land has been developed for commercial land uses with intermittent ground floor activation along Honeysuckle Drive. Directly east of the site is Hunter Water headquarters which is located within a three (3) storey development. Further east running along Honeysuckle Drive are further commercial premise ranging in height with the commercial building at the corner of Worth Place and Honeysuckle Drive reaching nine (9) storeys.

Bordering the south of the site is the newly developed Light Rail Corridor which connects the Newcastle Centre with the beaches. Further south of the lightrail corridor are further commercial and retail premises. Of note in the area is the newly developed residential Verve apartment blocks along King Street. Overall the surrounding developments in the vicinity of the site land supports a mix of commercial and residential development typical for its city centre location. Refer to the below photographs for the sites surrounds and developments.

Photograph 1 – View of the Site facing South-East from Honeysuckle Drive

Photograph 2 – View of the Site facing South-West from Honeysuckle Drive

Photograph 3 – View of Existing Developments along Honeysuckle Drive

Photograph 4 – The Sie looking towards Bewcastle West and Wickham

Photograph 5 – View from Site looking west along Honeysuckle Drive

Photograph 6 – View from Site looking east along Honeysuckle Drive

3 PROPOSED DEVELOPMENT

This Section of this EIS provides a detailed description of the proposed development.

3.1 PROJECT SUMMARY TABLE

Table 2 – Project Summary Table

Project Element	Summary of the Project
Project Site Area	Application site area: 3,728m^2
Site Description	Lot 22 DP 1072217, 42 Honeysuckle Drive, Newcastle
GFA	**Total GFA: 12,510m^2** + Office: 5,311m^2 + Hotel: 5,754m^2 + Ground Floor Hotel and Communal Hotel: 935m^2 + Café: 50m^2 + Office Lobby: 57m^2 + Bar and Terrace: 372m^2
Maximum Height	**Commercial Tower:** RL: 41.83m Total height: 38.83m **Hotel:** RL: 34.455m Total Height: 31.455m
Total Parking Spaces	**Ground Floor**: 17 car spaces (1 accessible space) **Level 1**: 40 car spaces (5 accessible spaces) **Level 2**: 43 car spaces **Level 3**: 43 car spaces **Level 4-CP**: 30 car spaces **Total:** 173 car spaces
End of Trip facilities	48 lockers 48 bicycle storage units Ground floor male & female washrooms
Hotel Rooms	179 rooms

3.2 DETAILED DESCRIPTION

The proposal is for a mixed-use State Significant Development along Honeysuckle Drive, facing out towards Newcastle Harbour.

3.2.1 DEMOLITION

There is no demolition sought for the proposed development. Land contamination assessment and proposed remediation work is discussed in detail in this report.

3.2.2 EARTHWORKS

The existing surface levels of the site and of the adjacent land are illustrated on the plans along with all proposed finished levels of the development, relative to the Australian Height Datum (AHD). The proposed finished floor levels and ground levels of the proposed development are close to the existing levels; with appropriate step-downs and planters incorporated to transition between.

Earthworks have commenced on the site, under the previous approved application, due to the similarity in relation to the ground structure. The earthworks that have already been undertaken has resulted in minimal earthworks needing to be undertaken for this new development application. Refer to Photograph 7 which identifies the extent of earthworks already undertaken at the site.

The extent of the remaining earthworks includes six (6) new piles and capping the site.

Photograph 7 – Earthworks already undertaken at the Site

3.2.3 BUILT FORM AND URBAN DESIGN

The proposal has been designed by Bates Smart Architects and appropriately responds to the constraints and opportunities of the Site, while responding to the setting, context and adhering to the principles of ESD. The project has been designed to create a homogeneous flow between the public and private domain on the ground floor, while also creating an active ground level frontage to Honeysuckle Drive and the public domain of Cottage Creek. The design mitigates adverse environmental impacts and provides a unique architecturally designed mixed-use development along Newcastle Harbour which can further reinforce Newcastle as a leading City in architectural development and built form.

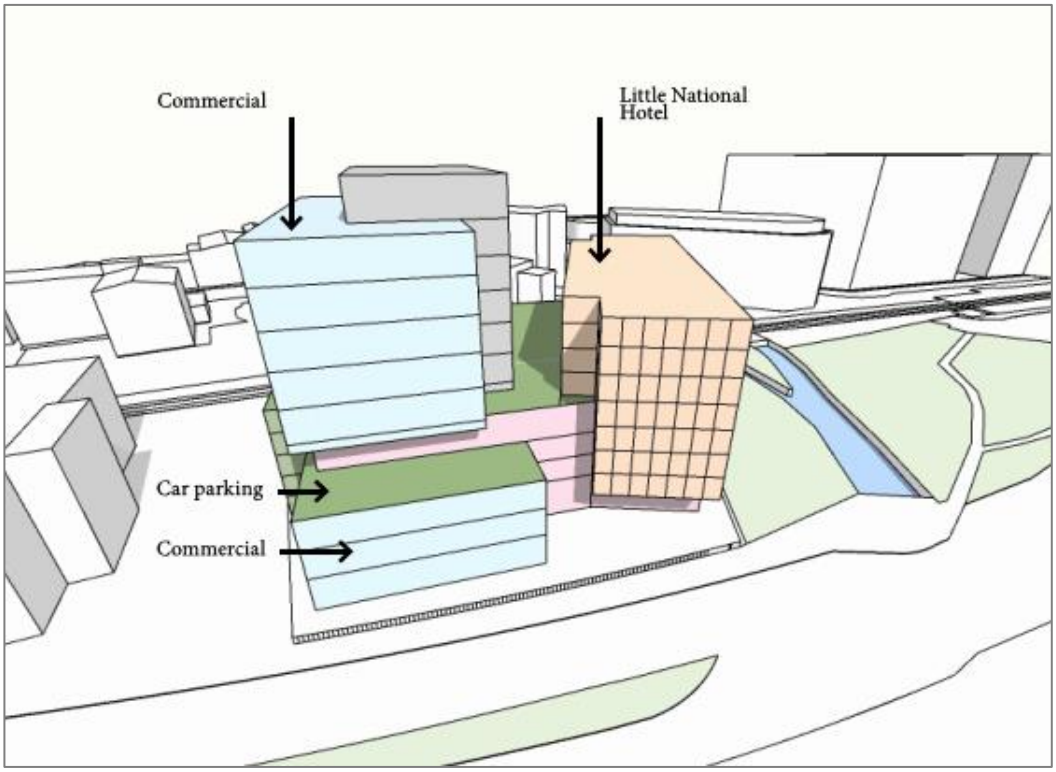
The design consists of several structural components, that being the podium and the commercial tower which sits atop the podium and the hotel. These three distinct structural volumes are the foundation of the design, with the grid expressions being an essential component of each form. The three volumes are internally connected, however, through the grid design are shown to be different segments. The regular grid of the hotel room layout from levels 1-7 along the western facade is articulated via a dominant and expressive single storey structural bay, with horizontal grillage used as external sunshading to protect the hotel rooms from the midday western sun. The commercial tower is set back at Level 4 from the podium below, to provide a distinctive secondary element. The tower cantilevers 3000mm and provides shelter to the bar/ cafe terrace below.

The proposed building is articulated into three (3) main parts:

1) The hotel component formulates the western side of the building, which consists of seven (7) storeys and a ground floor reception. The hotel contains 179 rooms (170 standard rooms and 9 accessible rooms), gymnasium, library and shared bar with the commercial space on level 3.
2) The commercial office space component, which formulates the commercial tower that starts at the fifth storey and rises four storeys to be nine (9) storeys in height. Smaller footplate commercial spaces are also provided at Level 01 and Level 02; and
3) The carpark, which consists of 5 levels. The carpark includes 173 spaces including 6 accessible spaces.

Additionally, of note is the ground floor retail space for a café business. Refer to Figure 5 which demonstrates the separate grid components of the proposal.

Figure 5 – Proposed Development Components (Source: Bates Smart)



Internally, the building layout and arrangement of uses is functional, aesthetic and will afford a high level of amenity though natural light and ventilation opportunities, orientation and outlook. The unique design will further enhance the built form within the Honeysuckle Precinct and the Newcastle City Centre. The proposed building is appropriate in its context and achieves a contemporary built form addressing and relating to the adjoining public spaces, as desired in the

Honeysuckle Precinct of Newcastle. Refer to Table 3 for the breakdown of the development by each level. For a complete and further understanding of the design of the proposal refer to the Architectural Report located at Appendix C.

Table 3 – Development Floor Breakdown

Building Level	Hotel	Commercial	Carpark	Other Use
Ground	Entrance Lobby, office, gym, end of trip facilities and laundry GFA: 935m^2	Café and commercial lobby GFA: 133m^2	17 car spaces including an accessible space	
One	19 hotel rooms and a library for hotel use GFA: 735m^2	Commercial office space GFA: 488m^2	40 car spaces (5 accessible spaces)	
Two	19 hotel rooms and a meeting for hotel/commercial use GFA: 735m^2	Commercial office space GFA:408m^2	43 car spaces	
Three	18 hotel rooms and lounge GFA: 734m^2	Transfer – N/A	43 car spaces	
Four (carpark) – Transfer level	N/A	N/A	30 car spaces	
Four	27 hotel rooms 802m^2	Commercial office space GFA: 883m^2		Bar and terrace GFA: 372m^2
Five	32 hotel rooms 916m^2	Commercial office space GFA: 883m^2		
Six	32 hotel rooms 916m^2	Commercial office space GFA: 883m^2		
Seven	32 hotel rooms 916m^2	Commercial office space GFA:883m^2		
Eight	Plant area 161m^2	Commercial office space GFA: 883m^2		
Total	5,754m^2	5,311m^2	173 spaces	372m^2

3.2.4 FAÇADE

Façade details as extracted from the Architectural Design Statement (refer to Appendix C):

The architectural response can be broken down into four distinctive volumes containing a Hotel, Podium Office, Tower Office and Carpark located over an elevated plinth. The volumes have been scaled and located in direct response to the surrounding context and environmental conditions. Together they define a harmonious family of forms. The differentiated façade treatments reinforce the volumes and respond to their orientation and use. A consistent material palette is applied across all volumes to reinforce the identity of the overall development.

The programme and massing define a series of distinct forms consisting of a hotel, podium office, tower office and carpark located over an elevated ground plane. The work together to define a harmonious family of forms. The façades treatments aim to celebrate the differences between uses and volumes while maintaining a consistent material palette that will reinforce the identity of the overall development.

Facades have expressed grids that reflect the structural or room modules inherent in the buildings. They wrap around all facades to reinforce the volumes rather than individual facades. The hotel façade is defined by a detached screen that supports a series of fixed vertical louvres that provide privacy and sunshading.

The commercial tower façade is compromise of a full height glass facade with a projected continuous horizontal sunshade at ceiling level that and combines with a vertical fin at 3000mm centres to define an expressed grid.

The podium commercial facade has a similar scale grid but with a more expressive frame that breaks up the glazing into a series of large-scale picture windows.

3.2.5 SIGNAGE

This signage component of the proposal is minimal. The proposed signage relates entirely to the Little National Hotel at the site. The signage will be located on the northern façade of the building facing Honeysuckle Drive and will located on the top storey of the hotel.

3.2.6 PARKING AND ACCESS

A new vehicular access crossing is to be provide for the site direct to Honeysuckle Drive, providing the sole entry and exit point for all associated vehicles. The carpark will have a control point with a security gate, which services guests of the hotel and workers in the commercial offices. The carpark is provided with secure entry and provides the following:

+ 173 standard spaces including 6 accessible spaces;
+ 11 motorbike spaces; and
+ 48 bicycle storage spaces.

For service vehicles, a generous ceiling height is incorporated within the Ground Level of the carpark to ensure that service and loading vehicles can safely enter and leave the carpark in a forward direction.

An assessment of the traffic impact is further detailed in section 6.2 of this EIS and a Traffic Impact Assessment has been prepared by Intersect Traffic and is located at Appendix D.

3.2.7 STORMWATER MANAGEMENT

A stormwater management design has been developed to accord with the Newcastle Development Control Plan (NDCP) 2012 and associated Technical Manual. The stormwater design and report prepared by Northrop are provided within Appendix E. The stormwater management strategy for the proposal is discussed in detail in Section 6.4 of the EIS.

3.2.8 LANDSCAPING

A Landscape Plan (Appendix W) has been prepared by Terras Landscape Architects, which outlines the landscape design which is proposed with this development. The landscaping plan provide a detailed plant schedule along with the proposed design and layout of the Level 4 courtyard, Level 3 terrace, Level 1 hotel awning and the green wall system on the southern façade and the general overall landscape around the site. The proposed landscape design has been chosen to enhance the amenity of the area and enable the development to become harmonised with its surroundings.

3.2.9 UTILITIES

Appropriate utilities are available to the site as illustrated on the site survey plan at Appendix F. The proposed plans have been provided to Hunter Water and are being assessed concurrently. Approval from Hunter Water shall be required prior to commencement of works in accordance with the Hunter Water Act 1991. Further consultation with the relevant providers shall occur during the public exhibition period for this SSD proposal.

3.2.10 CONSTRUCTION MANAGEMENT

A preliminary Construction Management Plan (CMP) including traffic management proposals has been prepared by Northrop and is provided at Appendix G. The preliminary CMP has been designed to set out the broad and preliminary parameters for the management of the construction site, including traffic, noise and vibration, waste, dust, soil and water and the overall impact to neighbouring sites. It will be the responsibility of the successful contractor to prepare, disseminate and implement an appropriate and comprehensive Management Plan for the construction phase of the proposal.

4 STATUTORY AND STRATEGIC CONTEXT

4.1 STATUTORY CONTEXT

The statutory provisions of the following NSW legislation and Environmental Planning Instruments (EPIs) are relevant to the proposed development and are therefore addressed in this Section of the EIS –

- Environmental Planning and Assessment Act 1979;
- State Environmental Planning Policy (State & Regional Development) 2011;
- State Environmental Planning Policy (Coastal Management) 2018;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy 55 – Remediation of Land;
- Draft State Environmental Planning – Remediation of Land; and
- Newcastle Local Environmental Plan 2012.

4.1.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The proposed development, as with all development applications within NSW, is subject to the provisions of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979).

4.1.2 STATE ENVIRONMENTAL PLANNING POLICY (STATE & REGIONAL DEVELOPMENT) 2011

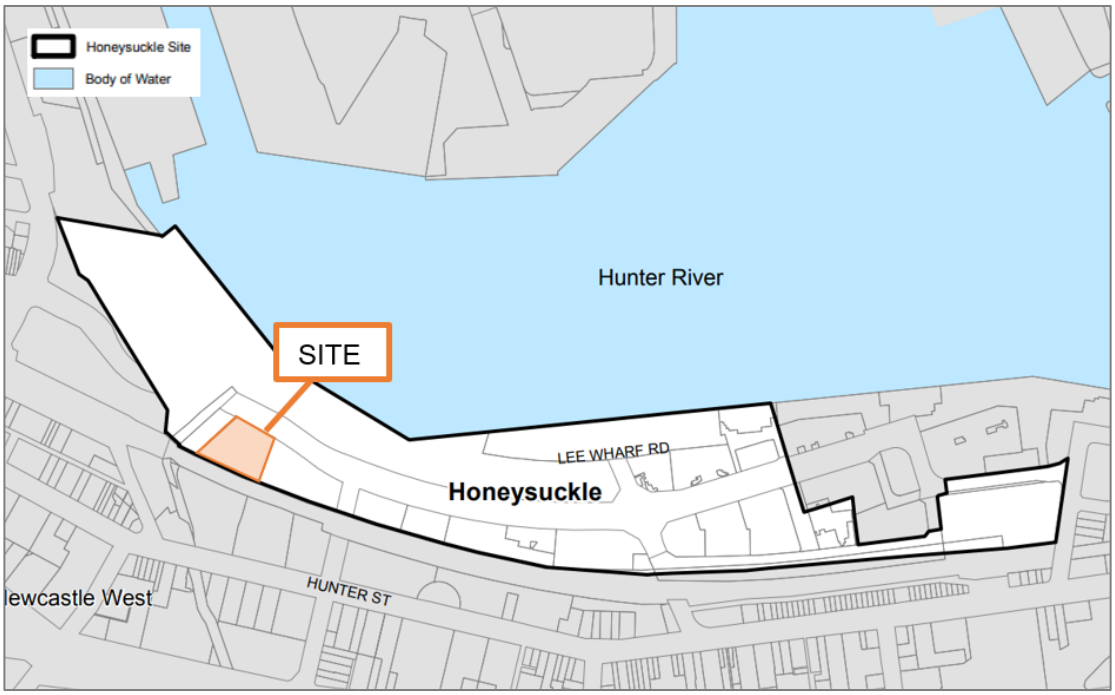
Clause 8 of the SEPP relates to the declaration of State Significant Development. The clause states that a development is declared a State Significant Development (SSD) if the development on the land concerned is not permissible without development consent and, is specified in Schedule 1 or 2 of the SEPP.

Schedule 2 Section 2 of the State and Regional Development SEPP identifies specific sites within NSW that will be deemed SSD, should development with a Capital Investment Value (CIV) exceeding $10 million be proposed.

The development site is identified as being within the 'Honeysuckle Site', an area listed in Schedule 2 Section 2 of the State & Regional Development SEPP (refer to Figure 6). As the proposal is within the Honeysuckle Site, and has a CIV of more than $10 million, the development is deemed to be SSD.

Clause 11 of the SEPP 2011 provides that development control plans do not apply to SSDs.

Figure 6 - Extract State Significant Development Sites Map – Honeysuckle (SSDS_001)



4.1.3 STATE ENVIRONMENTAL PLANNING POLICY (COASTAL MANAGEMENT) 2018

Clause 6 – Identification of coastal management areas

Clause 6 of the Coastal Management SEPP 2018 classifies four (4) coastal management areas. The proposed site is identified as being situated within the Coastal Environmental Area (refer to Figure 7).

Clause 13 – Development on land within the coastal environment area

Clause 13 states that development consent must not be granted for a development within a Coastal Environmental Area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact. The proposed development is consistent with the objectives of the Coastal Environmental Area, as it:

- has taken into consideration the natural process of coastal waters in the design;
- is considered that the proposed development will enhance the scenic value of the coastal area;
- the proposed development is designed to be resilient to coastal processes and climate change effects;
- is designed in accordance with water sensitive urban design principles to maintain catchment water quality; and
- is designed in close proximity to the foreshore with pedestrian connectivity facilitated.

The Coastal Management SEPP Principles have been given significant consideration throughout the design process for the proposed development. In accordance with Clause 15 of the Coastal Management SEPP, the proposed development is not considered to increase the risk of coastal hazards on the site or any other land in the vicinity of the site.

Figure 7 – Coastal Management SEPP 2018 Map (Source: NSW Department of Planning & Environment)

4.1.4 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

Clause 45 - Determination of development applications—other development

Under Clause 45 of the Infrastructure SEPP 2007 the proposed development will be referred to the relevant electricity supply authority, inviting comment. The site survey prepared by DeWitt Consulting indicates that underground electricity lines exist throughout the site (refer to Appendix F).

Clause 45 1A states that referral to the relevant authority is needed if the development involves penetrating the ground within 2 metres of an underground electricity power line. On this basis, the proposed development will require referral to the electricity supply authority.

Clause 86 – Excavation in, above, below or adjacent to rail corridors

Clause 86, which relates to the excavation in, above or adjacent to rail corridors, applies to the site.

Works for the proposed development include minor excavation for the piers. The minor extent of earthworks is not considered to have any significant impact on the structural integrity of the light rail infrastructure or the safe operation of the rail corridor infrastructure.

Notwithstanding, this DA will require a referral to the Rail Authority in accordance with Clause 86 as the proposal seeks to penetrate the ground to a depth greater than 2m below ground level and is within 25m of a rail corridor.

Clause 104 – Traffic-generating development

Clause 104 requires consideration as the proposed development relates to new premises with a relevant size and capacity included in the Table to Schedule 3 of the Infrastructure SEPP.

The mixed-use development proposal is deemed a 'commercial premise' and hotel component is defined as 'Any other purpose' under column 1 of the table in Schedule 3.

As the proposed site does not have a frontage to a classified road and is at a greater distance than 90m from a classified road (Stewart Avenue, the closest classified road, is approximately 300m from the site), column 3 of the table does not apply.

The proposed development is situated within column 2 of the schedule 3 table as it has site access to a general road and is a commercial premise having a gross floor area greater less than 10,000m^2 and the hotel component of the development will not have more than *200 or more motor vehicles per hour*, therefore referral to Road and Maritime Services (RMS) is not required.

4.1.5 STATE ENVIRONMENTAL PLANNING POLICY 55 – REMEDIATION OF LAND

State Environmental Planning Policy (SEPP) No 55 – Remediation of Land contains guidelines and prescriptive measures regarding site contamination and remediation requirements for all land-based development across NSW. When considering a development application for new development, the consent authority is to have regard for the prescriptive requirements of Clause 7 of the SEPP.

The site has been associated with a number of potentially contaminating land uses including industrial railway yards and has been subject to extensive filling (including the importation of excess and potentially contaminated fill materials from other Honeysuckle development sites). The site history in relation to soil and groundwater contamination investigation is discussed in Appendix H to the Geotechnical Report and subsequent addendum prepared by Douglas Partners.

Douglas Partner have concluded that the current contamination and geotechnical investigations and the associated remediation action plan (RAP) and acid sulfate soil management plan (ASSMP) are considered suitable for the amended development. Further investigation is therefore not warranted.

4.1.6 DRAFT STATE ENVIRONMENTAL PLANNING POLICY – REMEDIATION OF LAND

As a part of the then Department of Planning and Environments review of all the State Environmental Planning Policies in 2018, The Remediation of Land SEPP was assessed. As a result, in 2018 the Department released for public exhibition a Draft Remediation of Land SEPP, which sought to ensure the legislation remained effective and relevant.

This new Draft SEPP retains many elements of the original SEPP 55, with the key operation framework maintained. In addition, the objectives of the original SEPP 55 in relation to promoting remediation of contaminated land to reduce risk of potential harm to human health or the environment has carried across to the Draft SEPP. Aspects of the original Remediation of Land SEPP framework which have been maintained include –

+ The requiring consent authority to consider whether the site, is or is likely to be contaminated;
+ Permit a consent authority to require additional information to satisfy itself as to whether the land is contaminated; and

+ Retain two categories of remediation work, being work that requires consent and work that can be carried out without consent.

New provisions within the Draft Remediation of Land SEPP includes –

+ Require all remediation work carried out without development to be reviewed and certified by a certified contaminate land consultant;
+ Categorise remediation work based on the scale, risk and complexity of work; and
+ Require environmental management plans relating to post-remediation management of sites or ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) to be provided to council.

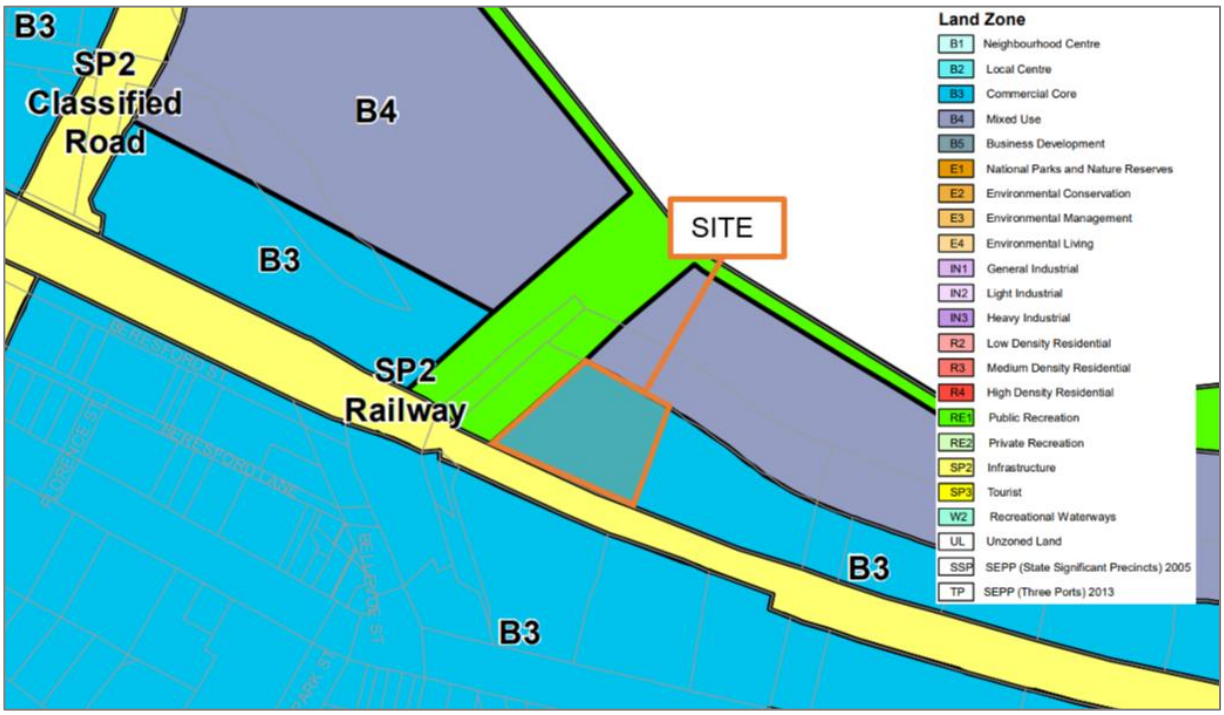
Under the Draft SEPP, the previous Clause 7 will be updated. A new provision in the clause will provide the consent authority the ability to have discretion not to require a report of an investigation if its known that the land is not contaminated or is otherwise suitable for the proposed use. The consent authority is required to have sufficient evidence prior to using this new discretion.

In relation to this proposal and the site, it is considered that the consent authority will not require a further report or investigation into the contaminated lands on the site. The previous approved development application SSD 8440 for the Site in 2018 contained a Contamination and Acid Sulfate Soil Assessment. It is considered that given the previous State Significant Development application in 2018 was approved, the consent authority granted approval there was sufficient evidence in relation to the remediation of land.

4.1.7 NEWCASTLE LOCAL ENVIRONMENTAL PLAN 2012

The site is identified under the Newcastle Local Environmental Plan (2012) as being situated within the B3 Commercial Core zone, as illustrated in Figure 8.

Figure 8 – Land Zoning Extract from LEP 2012 (Map LZN_004G)



The proposal is for a mixed-use development which comprises of a ground floor retail premises, hotel accommodation, commercial office spaces and internal carpark. Office premises under the Newcastle LEP have a higher order definition of commercial premises which are considered permissible with consent. Retail premises are also included in the higher definition of commercial premises and therefore the ground floor retail premise is permissible with consent under the Newcastle LEP 2012.

The hotel accommodation is classified as hotel or motel accommodation under the LEP 2012, which has a higher order definition of tourist and visitor accommodation. Therefore, the proposed hotel accommodation is permitted with consent in the B3 zone.

It is noted that car parks are not specified in item 2 or 3 of the B3 zone and therefore are deemed as a prohibited development. The proposed car park, however, is an ancillary component of the hotel and office premises. Therefore, it is considered to comply with the B3 zone.

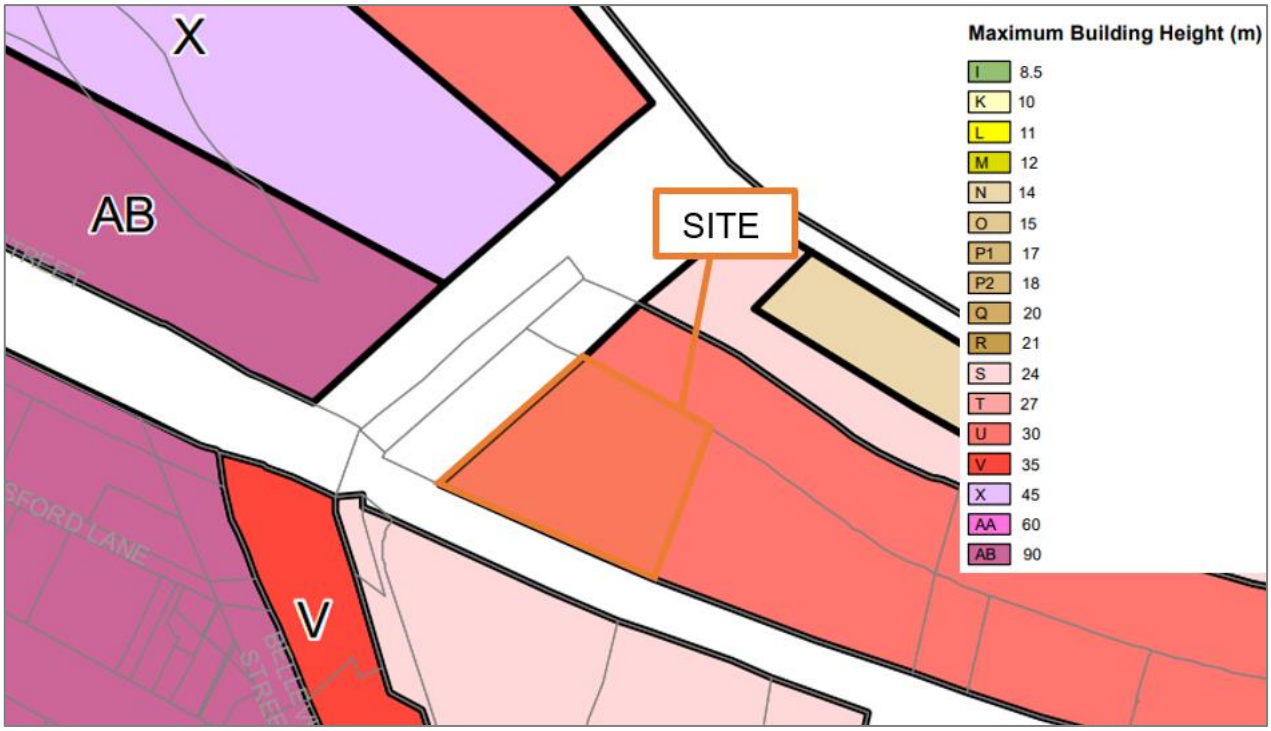
Relevant Clauses

The following clauses of LEP 2012 are relevant to the development at the proposed site.

Clause 4.3 Height of Building

The objectives of Clause 4.3 are to ensure the scale of a development makes a positive contribution towards the desired built form, while also allowing reasonable daylight access to all developments and the public domain. As demonstrated below in Figure 9 in the map extract from the Newcastle LEP 2012, the maximum height for a building in the proposed site is 30m. The proposed development includes a variation to this development standard; however, it is considered that the objectives of Clause 4.3 are met.

Figure 9 - Maximum Building Height Extract from LEP 2012 (HOB_004G)



The proposed development consists of the hotel on the western side of the building and on the east of the site the commercial tower which sits atop the podium and carpark. The commercial tower when including the plant reaches a

height of approximately 38.83m, whilst the hotel height of 29.38m (excluding plant). It is of note that the previous approved application had a maximum height of 32.82m, which was above the LEP 2012 maximum height for the site. The commercial tower does not comply with the Newcastle LEP maximum height requirements for the site; however, the proposed height is considered satisfactory having regard to the requirements of Clause 4.6 of the LEP 2012, as well as the objectives of Clause 4.3.

The objectives for Clause 4.3 are to ensure the scale of a development makes a positive contribution towards the desired built form, while also allowing reasonable daylight access to all developments and the public domain. When considering approximately 40m directly west of the site, a future building can propose a height level of 90m, it is noted that proposing a maximum height of approximately 38.83m will not have a negative impact on the surrounding built form, and the scale of the proposal will be in keeping with future surrounding developments. Furthermore, through the unique design the building will have a positive contribution to the surrounding built form, ensuring the increased height of the building is not out of place or obtrusive.

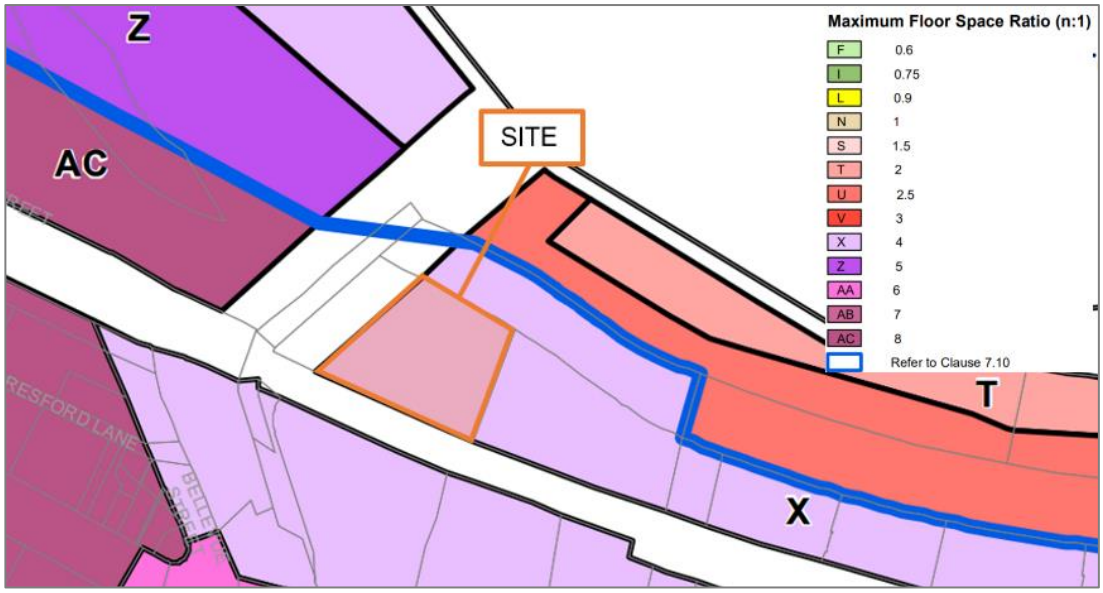
The site, as depicted in Figure 9 is on the boundary of the maximum height zones. On the western boundary of the proposal, the site is in close proximity to the 'AB' Maximum height zone, which allows for developments to be constructed with a maximum height of 90m. The proposal seeks an additional 8.83m from the Newcastle LEP 2012, and an additional 6m from the previously approved plans. The additional height to the commercial tower generally relates to the plant components of the buildings, which has been setback by 6m to minimise the visual impact from the street view.

Overall it is considered the maximum height of the proposal does not have a significant impact on the surrounding built form and it is aligned with the objectives of Clause 4.3. Therefore, although the commercial tower does not comply with the maximum height requirements it is necessary and appropriate for the development. For further details regarding the variation in height, refer to the 4.6 height variation located at Appendix I.

Clause 4.4 - Floor Space Ratio

In accordance with Clause 4.4, the site is identified under the Floor Space Ratio Map in the Newcastle LEP 2012 (refer to Figure 10), as having a maximum floor space ratio (FSR) of 4:1. The site is situated within 'Area A' and therefore the provisions of LEP 2012 Clause 7.10 can apply. Clause 7.10 has the ability to reduce the FSR standard for the site to 3:1. The reduction to FSR in Clause 7.10, however, does not apply as the building is a commercial premise. As such, with an FSR of 3.36:1 the proposal complies with the controls of the NLEP.

Figure 10 - Maximum Floor Space Ration Extract from Newcastle LEP 2012 (FSR_004G)



Clause 4.6 Exceptions to development standards

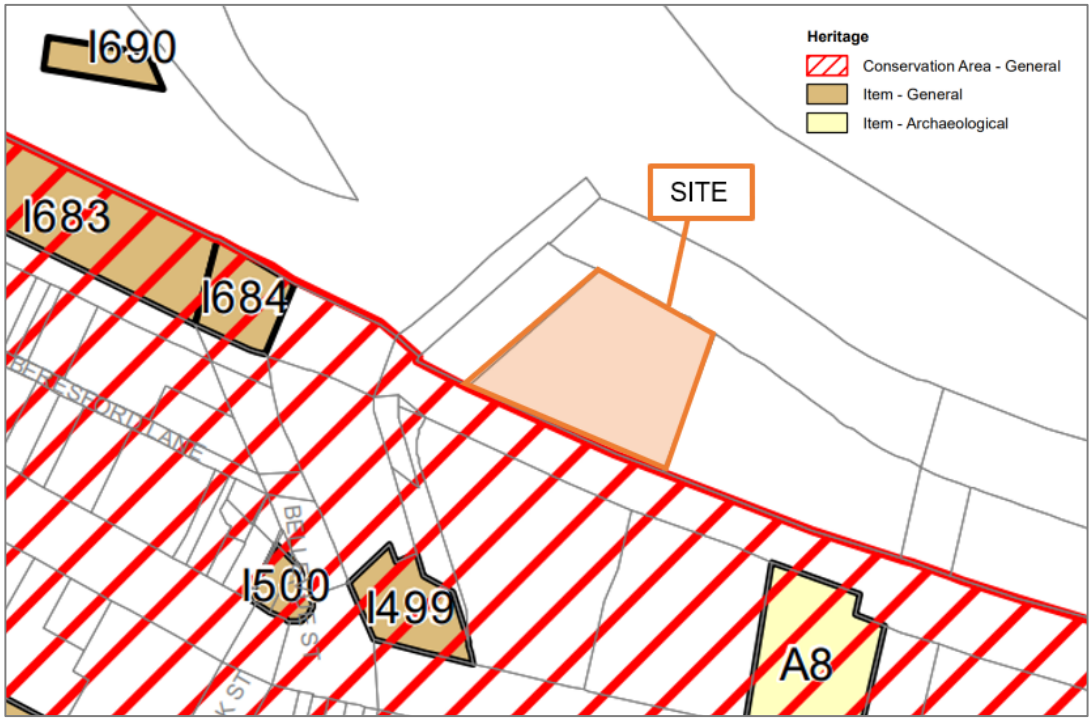
Clause 4.6 of the NLEP 2012 aims to provide an appropriate degree of flexibility in applying certain development standards to achieve better planning outcome. The proposal seeks to vary the height standards applicable to the site in the application and does not aim to introduce new controls across the area. Therefore, a Clause 4.6 variation in regard to the height standard is sought for the SSD application. Refer to Appendix I, which details the discussion and legal precedents for the proposed Clause 4.6 variation.

Clause 5.10 – Heritage Conservation

This site is situated within the vicinity of the Newcastle City Centre Heritage Conservation Area, and in addition there are also items of heritage significance in the vicinity of the site. As such Clause 5.10 applies to the site and a Statement of Heritage Impact has been prepared for the proposal and is provided within Appendix J. The proposal is consistent with the objectives of the Clause as the development has taken into consideration the impact on heritage items and areas.

Refer to Figure 11 which highlights the surrounding heritage areas and items. Heritage items of Local significance include *I684 (Wickham Signal Box)*, *I683 (Wickham Railway Station)*, *I690 (Former School of Arts)*, *I499 (Bellevue Hotel)* and *I500 (Bank Corner)*. Also, within the vicinity of the site is local heritage listed item *A8,* which is the archaeological site for the *Palais Royale.* The southern boundary of the site is shared with the *Newcastle City Centre Heritage Conservation Area*. The proposed development will not affect the significance of the listed heritage buildings, archaeological site or conservation areas. Nor will the proposal detract from their setting or obstruct any view of these heritage listings from public places. Further discussion in relation to the heritage items occurs in Section 6.5 of this EIS, while the Statement of Heritage Impact prepared by John Car Heritage Design is located at Appendix J.

Figure 11 - Heritage Map Extract from Newcastle LEP 2012 (HER_004G)



In respect of Aboriginal heritage, an Aboriginal Cultural Heritage Management Plan (ACHMP) has been undertaken and is provided within Appendix K. It is expected that the proposed development will not result in any further impacts then those assessment under SSD 8840. Salvage collection and excavation was undertaken over seven days 04/09/2018 – 15/09/18. The programme was also conducted under the Code of Practice for Archaeological Investigation of Aboriginal Objects in

New South Wales and consisted of the excavation of 11 test trenches (100cm x 100cm). Minimal additional ground disturbing works will take place as part of this development.

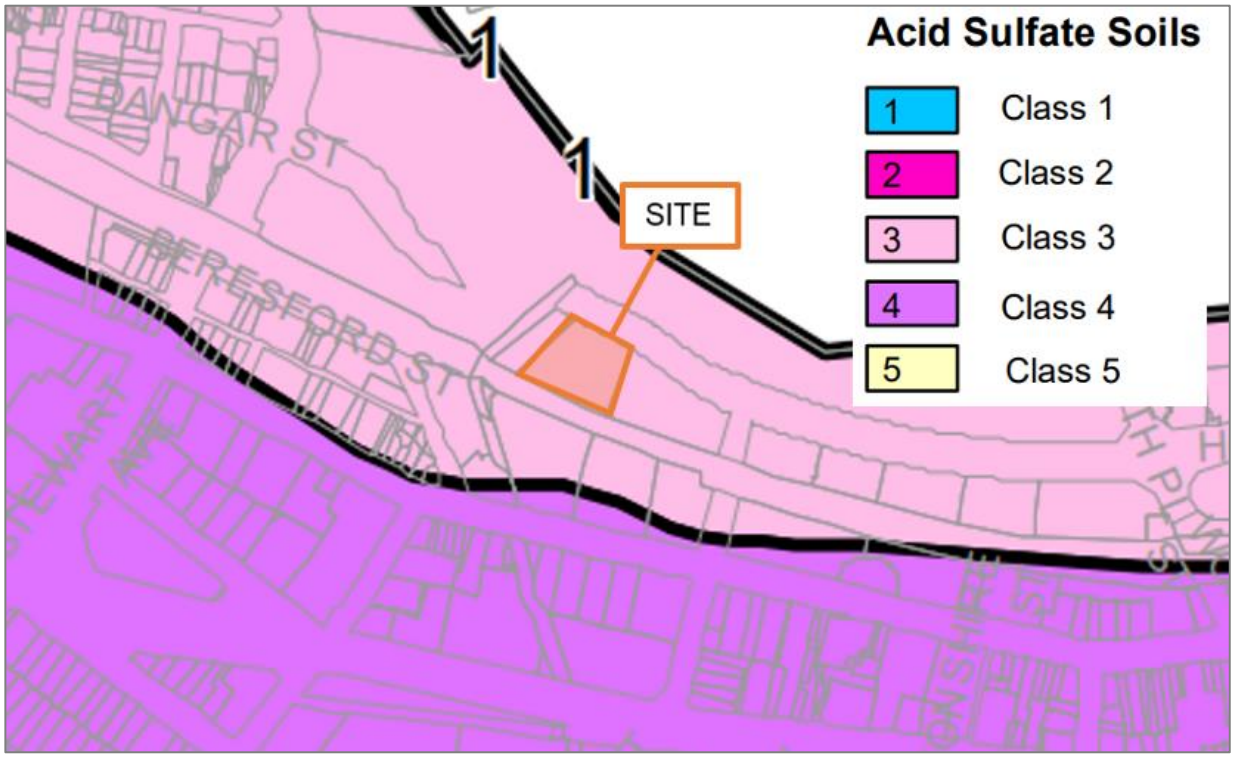
Clause 6.1 – Acid Sulfate Soils

Under the Newcastle LEP 2012 the site is identified as having potential class 3 acid sulfate soils (refer to Figure 12).

The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage. For class 3 land, works more than 1 metre below the natural ground surface or by which the watertable is likely to be lowered more than 1 metre below the natural ground surface, requires development consent.

A Contamination and Acid Sulfate Soil Assessment and subsequent addendums have been undertaken by Douglas Partners (refer to Appendix L). The contamination and geotechnical investigations conducted by Douglas Partners and the associated remediation action plan (RAP) and acid sulfate soil management plan (ASSMP) are considered suitable for the amended development. Further investigation is therefore not warranted.

Figure 12 - Acid Sulfate Soils Extract from Newcastle LEP (ASS_004G)



Clause 6.2 - Earthworks

Clause 6.2 of the NLEP applies to the development. The objectives of the clause are to ensure that earthworks undertaken which require a development consent, will not have a detrimental impact on the environmental functions and process, neighboring uses, cultural or heritage items or features of the surround land. It is noted that the majority of the earthworks have for the site have already been completed under the previously approved SSD application (SSD 8440). This is due to the approved foundation structure beings a near replica of the current application. Although minimal earthworks are required, they will be undertaken with the mitigation measures stipulated with the previous geotechnical report and addendum (refer to Appendix H).

Clause 6.5 – Public Safety - Licensed premises

The proposal includes a bar on Level 3 of the development. It is therefore intended that a section of the development will be a licensed premise. As such Clause 6.5 applies to the application.

It is anticipated that the bar will be predominantly used by patrons of the other uses in the mixed use development, the bar will be managed to a high standard in conjunction with the lobby operations of the hotel. Consideration for public safety has been included in the design and forecasted operation of the bar. These measures are detailed in the Plan of Management for the bar which is located at Appendix M. The Plan of Management covers the safety of patrons, staff and the public and details the house policy for dealing with intoxication.

The Acoustic Report conducted by Acoustic Logic Consultancy assessed the noise emissions impact from the bar to the surrounding environment. The report concluded that with the correct procedures there should be minimal noise impact to the surrounding businesses and residents, refer to Appendix N.

Part 7 – Addition local provisions – Newcastle City Centre

Part 7 of the Newcastle LEP 2012 applies to the site as it is identified as being within the boundaries of the Newcastle City Centre (refer to Figure 13). This development meets the objectives outlined in Clause 7.1 as the proposal will promote economic revitalisation into the Newcastle City Centre through increasing the GFA of office spaces within the precinct. The development will increase employment opportunities in the area and bring further investment into the region increasing economic growth in the city centre. The development will also achieve the objective of increasing tourism opportunities in the area, with the hotel accommodation providing further accommodation for tourists within the city centre. The hotel is conveniently located along the picturesque Newcastle harbour, showcasing to tourists some of the key features of the Newcastle.

Clause 7.3 states that a building erected in the Newcastle City Centre in a B3 Commercial core zones must have at least one street frontage of at least 20 metres. The proposal complies with this Clause as the development will have a frontage greater than 20 metres.

Clause 7.4 does not apply to the proposal as the building is not proposed to be at a height of 45m or greater.

Clause 7.5 applies to the development and ensures design excellence is considered. A Design Excellence Strategy (refer to Appendix O) has been prepared in relation to the proposal, which outlines how design excellence has been achieved.

Clause 7.6 applies as the site is located within a B3 Commercial Core zone. The objective of the clause is to promote uses that attract pedestrian traffic along street frontages of the Commercial Core zone. Clause 7.6 (3) states the following:

Despite subclause (2), an active street frontage is not required for any part of a building that is used for any of the following:

(a) entrances and lobbies (including as part of mixed use development),

(b) access for fire services,

(c) vehicle access.

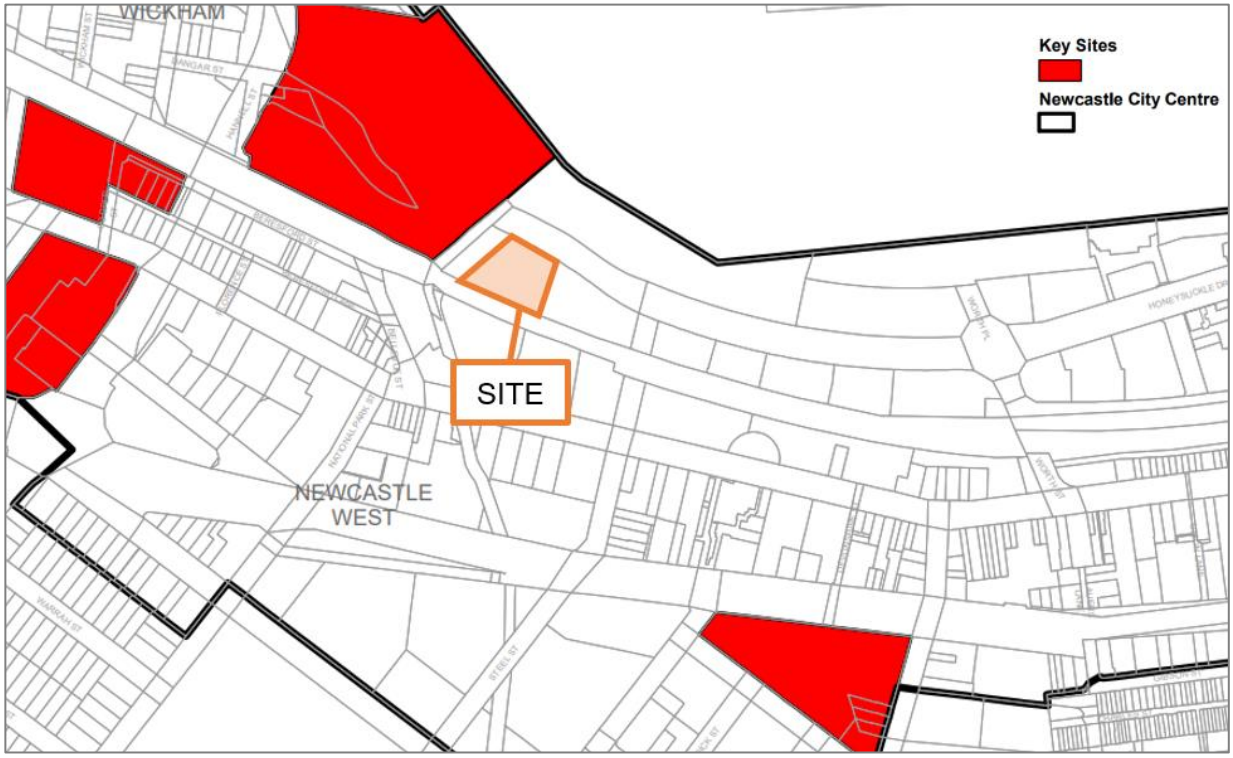
Active street frontage relates to all premises on the ground floor of the building facing the street. The proposal has two frontages facing Honeysuckle Drive, that being the western and northern frontages. The southern and eastern sides of the building will not face the street and are therefore not relevant to Clause 7.6. The northern street frontage to Honeysuckle Drive includes vehicles access to the internal carpark, however also includes access to the commercial lobby. The western frontage of the development includes the hotel lobby and therefore both the northern and western frontages

are not required to have an active street frontage under Clause 7.6. Notwithstanding, as the lobby relates to a hotel use, with associated retail spaces and patron areas, the lobby is achieving a high level of street activation.

Clause 7.9 relates to the Height of Buildings within the Newcastle City Centre. The site is identified in the NLEP 2012 as having a maximum building height of 30 metres. The site is not identified as being within Area A or Area B on the height of building maps, and therefore this Clause does not apply to the development.

Clause 7.10 applies to the site as it is situated within Area A on the Floor Space Ratio Map in the NLEP 2012. This clause does not apply to the proposal as it is a commercial building.

Figure 13 - Newcastle City Centre Map Extract from Newcastle LEP 2012 (CL1_004G)



4.2 STRATEGIC CONTEXT

The following planning provisions, goals and strategic planning objectives are relevant to the proposed development and are therefore addressed in this Section of the EIS –

- NSW State Priorities
- Future Transport Strategy 2056 and Supporting Plans
- Better Placed – An Integrated Design Policy for the Built Environment of NSW 2017
- NSW Planning Guidelines for Walking and Cycling
- Hunter Regional Plan 2036
- Newcastle Urban Renewal Strategy 2014
- Greater Newcastle Future Transport Plan
- Greater Newcastle Metropolitan Plan 2036
- Port of Newcastle Port Development Plan (PDP 2015)

4.2.1 NSW STATE PRIORITIES

On the 14 September 2015, the former NSW Premier Mike Baird released the *NSW: Making it Happen* which introduced 30 priorities for the state which would deliver economic growth, greater infrastructure developments and social improvements to health and education. The 30 priorities replaced the State's previous 10-year plan *NSW 2012* and are were separated with 18 state priorities and 12 premier priorities.

The Premier's priorities include:

- Creating jobs
- Delivering infrastructure
- Driving public sector diversity
- Improving education results
- Improving government services
- Improving service levels in hospitals
- Keeping our environment clean
- Making housing more affordable
- Protecting our kids
- Reducing domestic violence reoffending
- Reducing youth homelessness
- Tackling childhood obesity

The State Priorities include –

- Making it easier to start a business
- Encouraging business investment
- Boosting apprenticeships
- Accelerating major project assessment
- Increasing housing supply
- Protecting our credit rating
- Delivering strong budgets
- Improving Aboriginal education outcomes
- Transitioning to the National Disability Insurance Scheme
- Better government digital services
- Cutting waiting times for planned surgeries
- Increasing cultural participation
- Ensure on-time running for public transport
- Creating sustainable social housing
- Improving road travel reliability
- Reducing violent crime
- Reducing adult re-offending
- Reducing road fatalities

The proposed development aligns with the Premier's and State priorities as it will deliver jobs within Newcastle and promote growth in the broader area. A forecasted 1,000 jobs will be created during the construction stage with another 60 ongoing jobs created for the ongoing operation.

This project will be a catalyst for unlocking development opportunities which will accelerate job creation in NSW.

The project will generate direct investment in the Newcastle LGA and help deliver on the Premier's job creation target. While the project will contribute jobs, it will also help to unlock the full potential of employment generating lands at the site which have not been unutilised for decades. Furthermore, this development will provide essential tourist infrastructure, with the hotel accommodation filling a void in the tourist accommodation market in Newcastle.

In addition to forecasted jobs created by the Little National Hotel, the proposed 5,311m^2 GFA of office space will increase investment to the Newcastle region, as it provides the opportunity for business to operate from the Newcastle City Centre. By bringing business and investment in the Newcastle region, it ensures that NSW is not reliant on Sydney as the sole source of investment opportunities. By diversifying the NSW portfolio in regard to investment opportunities in multiple cities it solidifies the States AAA credit rating.

4.2.2 FUTURE TRANSPORT STRATEGY 2056 AND SUPPORTING PLANS

The future transport strategy outlines the 40-year vision of the State Government in regard to the States transport network and system. The strategy aims to place NSW at the forefront of the country with a sophisticated transport system which will harness the rapidly advancing transport technology. The strategy seeks to meet the demands of the future forecasted 12 million population and the freight movement that comes with that.

The strategy identifies Newcastle as being listed for the future as being a global gateway city. A global gateway city in the plan is considered a city *that provide state level services and facilities to support a broad population catchment while also having international connections through their airport and/or port*. For this global city for Newcastle concept to be realised the plan outlines several key transport infrastructure developments and upgrades. These upgrades include –

- Turn up and go transport. This transport comes at a frequency which allows commuters to 'turn up and go' and not have to rely on a public transport timetable.
- 10-year initiatives to construct the Newcastle cruise terminal
- Newcastle ferry extension
- Newcastle Light rail extension

The proposal aligns with the Future Transport Strategy 2056 and its vision for Newcastle. For Newcastle to become a gateway global city it will need the facilities to support increased population, while having greater international connection through the port and airport will require increased tourist infrastructure.

The development consists of seven (7) storeys of commercial office spaces and a ground floor retail offering. These characteristics of the development will provide increased employment opportunities and retail services, catering for the future demand from the population growth. Furthermore, increasing international connection in Newcastle will consequentially see an increase in tourism. This development increases Newcastle tourism capacity, with the Little National Hotel containing 179 hotel rooms. Therefore, the proposal will aid in achieving the Global gateway city concept for Newcastle.

The southern boundary of the site is shared with the Newcastle Light Rail corridor, which is actioned for future extension. Furthermore, the proposal provides a convenient location for commuters and travellers who will use the proposed Newcastle Ferry extension.

4.2.3 BETTER PLACED – AN INTEGRATED DESIGN POLICY FOR THE BUILT ENVIRONMENT OF NSW 2017

Better Placed is a policy implemented by the NSW Government that advocates supports and enables effective design processes to be established and supported in the planning system. The aim of the policy is to provide consistent objectives to achieve good designs during the development process, while also providing a framework for examining and reviewing proposal from a good design perspective.

One of the key principles for a well designed built environment defined in the policy include the designs responsiveness to the needs now and into the future. The proposed development at 42 Honeysuckle Drive address the needs to be responsive to the demands of the current and future population. Currently Newcastle has a shortage of hotel accommodation in the city centre, which has a detrimental impact on business and tourism. With the proposal there shall be an increase in short stay accommodation, providing greater choice in the City Centre. Furthermore, the office space proposed provides economic growth in the region to be maintained by increasing the GFA in the city centre enabling more business to enter into the Newcastle City Centre.

The 2017 Policy highlights 7 key objectives, which the proposal is aligned to. Two objectives of note are the *Better Working* and *Better Value* objectives. Better working is defined under the Policy as being function, efficient and fit for purpose. The proposal achieves all three aims of these aims. The building will be practical and purposeful for functionality, with the proposal for a mixed-use development comprising of retail, office and hotel accommodation. Furthermore, the development will activate the full potential of the vacant land with minimal wasted effort, as there is no demolition work required on the land enabling an efficient development. The design of the building will also be fit for purpose, with the buildings designs conveniently separating the mixed uses on site. The proposed car park further ratifies the fit for purpose aim, as it provides the auxiliary infrastructure required for the development in order to not have a detrimental impact on the surrounding environment and impacting traffic and local parking conditions.

Additionally, the development will meet objective 6 of the Policy which is Better Value. The unique design of the building with its two towers connected at the bottom floors ensures ongoing value for the community. The Newcastle City Centre in recent years has experienced a development boom, with heavy investment leading to increased construction works. These works have resulted in the construction of well design buildings which have added value to not only users of the building but also the local community, as they have a positive impact on the streetscape and additional the public realm. Such a development has been seen with the University of Newcastle NewSpace building situated in the Civic Precinct. The current proposal seeks to emulate these developments by creating additional value to the Newcastle region, which goes beyond monetary figures. This value includes the increased social and environmental benefits from the development as well as the positive impact to the streetscape with the building have active frontages on all sides of the building. Overall this developed is consistent with the required *good design* that this policy seeks to achieve.

4.2.4 NSW PLANNING GUIDELINES FOR WALKING AND CYCLING

The NSW Planning Guidelines for Walking and Cycling have been incorporated into the design and development of the proposal. The guidelines are aimed to increase the consideration of walking and cycling into development projects. The Site of the project is highly accessible and is located in the city centre of Newcastle. The accessibility of the Site is drive by is location in relation to public transport networks, with the heavy rail, light rail, ferry and bus network all within close proximity to the Site. With location of public transport commuters to the Site will rely less on car travel, with the use of walking and cycling enhances to enable people to get from their homes to the public transport and form the public transport to the Site. This proposal is shifted towards urban renewal rather than urban expansion as it is located within the city centre. Therefore, the higher density promotes cycling and walking at the expense of car travel.

The Site's location enables services to be within a walking or cycling distance. The Marketown Shopping Centre, as well as many food and drink premises are situated within 500 metres of the Site. Additionally, the use of cycling is promoted within the design of the development with end of trip facilities included in the proposal, along with bicycle storage racks to encourage the use of cycling and walking. Overall the proposal encourages the use of cycling and walking, with attention paid to the NSW Planning guidelines for Walking and Cycling, which in turn, has strengthened the project as being an Ecologically Sustainable Development.

4.2.5 HUNTER REGIONAL PLAN 2036

The Hunter Regional Plan 2036 (the Plan) was released by the NSW Government in October 2016. The Plan contains an overarching vision for the Hunter Region, supported by four goals, 27 directions and associated actions. It also contains local government narratives.

Vision

"The leading regional economy in Australia with a vibrant new metropolitan city at its heart"

The proposed development accords with the overall vision for the Hunter Region by contributing to a vibrant city with mixed use development and ground floor street activation.

Goals, directions and actions

The proposal is consistent with the relevant goals and directions of this Regional Plan, as outlined in the Table 4.

Table 4 – Hunter Regional Plan

Goals	Directions	How the Proposal Relates to relevant Actions
The leading regional economy in Australia	Direction 1: Grow Greater Newcastle as Australia's next metropolitan city	The proposal contributes to the growth of the city centre, offering a mixed-use development that will supply additional commercial office space, tourist accommodation and retail use in a suitable location within the Honeysuckle Precinct of Newcastle City Centre.
	Direction 2: Enhance connections to the Asia-Pacific through global gateways	The proposal is in close proximity to the Port of Newcastle and will likely contribute to the vitality of the harbour foreshore and provide land uses that will support the port related activities and operations. The proposal will not adversely impact noise or air quality in the portside location.
	Direction 3: Revitalise Newcastle City Centre	The proposal promotes growth and renewal of the corridor, representing new development on an undeveloped parcel of land in the emerging Honeysuckle Precinct. The proposal enhances the surrounding public domain and connects with the improvement works planned.
	Direction 4: Enhance interregional linkages to support economic growth	The site is well placed with access to a variety of transport options. The Newcastle Interchange is nearby, the light rail corridor aligns the rear site boundary, public bus transport is available in Honeysuckle Drive, pedestrian and cycle networks connect the site to the foreshore and beyond; and the Port of Newcastle is nearby for access to ferry services.
	Direction 8: Promote innovative small business and growth in the service sectors	The proposal provides opportunity for small business growth in the Newcastle City Centre as desired, with a ground floor retail premises and 7 storeys of commercial office space.
	Direction 9: Grow tourism in the region	Whilst not in a natural area, the proposal accords with this direction by providing tourist accommodation in a

		desirable waterfront precinct, with the Little National hotel including 179 rooms.
	Direction 10: Protect and enhance agricultural productivity	The proposal has the opportunity to support the region's agricultural productivity through use of local produce in the future food and beverage provision of the hotel and retail premises.
A biodiversity-rich natural environment	Direction 15: Sustain water quality and security	The proposal incorporates suitable water-sensitive design that is likely to minimise impact on coastal water catchments, water quality and flows.
	Direction 16: Increase resilience to hazards and climate change	The potential risks of climate change in relation to flooding, sea level rise and mine subsidence have been considered in the design of the proposal.
Thriving communities	Direction 17: Create healthy built environments through good design	The design of the building incorporates sustainable healthy building practices such as natural ventilation, optimum solar access and outlook opportunities. Furthermore, the southern façade of the development will be covered with vegetation to provide an active frontage to the light rail corridor.
	Direction 18: Enhance access to recreational facilities and connect open spaces	The site is well connected and accessible to recreational walking and cycling paths.
	Direction 19: Identify and protect the region's heritage	The proposal has considered the cultural, archaeological and Aboriginal heritage of the area as addressed within the Historical Archaeological Management Plan and Aboriginal Cultural Heritage Impact Assessment prepared by *AMAC Archaeological* (refer to Appendix K). A Work Method Statement has been prepared in respect of the proposed excavation work for the building, to ensure any archaeological relics are appropriately recovered.
	Direction 20: Revitalise existing communities	The proposal enhances the streetscape and will contribute positively to the public domain surrounding the site.
Greater housing choice and jobs	Direction 21: Create a compact settlement	The proposal is consistent with the objective to focus development to create compact settlements in locations with established services and infrastructure, being within the Newcastle City Centre. The site also represents a prime opportunity for urban redevelopment or renewal with access to public transport and services. The proposal also maximises use of existing infrastructure.

	Direction 23: Grow centres and renewal corridors	The proposal is situated in an identified renewal corridor. The proposal is consistent with the Honeysuckle Precinct planning guidelines which integrate transport, open space and urban form objectives. The proposed retail development is located within an existing centre and is integrated with existing and new development.
	Direction 24: Protect the economic functions of employment land	This proposal utilises the full potential of the site for employment lands. This proposal will increase employment lands and in turn employment opportunities. With a 179 room hotel and seven (7) storeys of commercial office spaces this proposal provides economic growth opportunities to the Newcastle city centre.
	Direction 26: Deliver infrastructure to support growth and communities	The site is well serviced and accessible for the intended uses. The developer levy applied for the proposal will also contribute to future works in the locality.

4.2.6 NEWCASTLE URBAN RENEWAL STRATEGY 2014

The Newcastle Urban Renewal Strategy (NURS) is the principal land use strategy for the Newcastle City Centre. The proposal aligns with each of the nine guiding principles of the Strategy, as discussed below.

1. Opportunities to grow and expand

The site presents a prime opportunity for new development, being a cleared and vacant tract of land yet to be built upon, located amidst the western extremity of the Honeysuckle Precinct. The proposed development brings, business opportunity and the associated positive economic benefits associated therewith to the locality; supported by suitable housing supply.

2. Economic viability and competition

The provision of ground floor retail space and hotel within the proposed development will expressly increase competition in the Honeysuckle locality. Furthermore, the commercial office space and retail space will provide greater investment into the Newcastle region and provide support to businesses in the area and or business trying to enter into the Newcastle market. Therefore, the proposal supports a diverse range of retail and commercial uses within the city centre, achieving the second guiding principle.

3. Busy and vibrant city centre

The proposal will accommodate additional tourist occupants, as well as retail ground floor use and commercial office space. This mix of land uses within the site will ensure a vibrant addition to the Honeysuckle fabric and complements existing land uses within the Precinct.

4. Integrity and viability

The proposal represents a significant private investment within the Honeysuckle Precinct, offering with potential for many positive social and economic returns to the community.

5. Investment, employment and growth

As described above, the proposed development brings business opportunity and the associated positive economic benefits associated therewith to the locality. The development will increase job opportunities while also supporting expansion of business growth with the proposed office spaces.

6. Transport, access and connectivity

The site is highly accessible by a variety of transport modes:

- The site has direct access to Honeysuckle Drive with safe and efficient access provided for all vehicles;
- Footpath access is provided along the frontage for pedestrian access, which connects with the foreshore promenade and surrounding pedestrian and cycle networks;
- Honeysuckle Drive is serviced by public buses; and
- The site is within walking distance of the Newcastle Interchange, providing opportunities for light rail and railway travel.

7. Housing mix and affordability

The proposal does not include housing and therefore objective 7 does not apply.

8. Retail variety and choice

The proposal incorporates a hotel business as well as separate ground floor commercial space to contribute to the retail choice and variety in the locality.

9. Provide for future employment growth

The proposal will establish itself as a key development in Honeysuckle with a mix of compatible land uses within the one site, including employment opportunities within the commercial space, retail space and the hotel business.

4.2.7 GREATER NEWCASTLE METROPOLITAN PLAN 2036

The Greater Newcastle Metropolitan Plan 2036 (GNMP 2036) sets out the NSW governments' goals for the Newcastle region and provides guidance on the potential future development of the Newcastle City Centre and its desired role in Greater Newcastle. The GNMP 2036 has 4 umbrella outcomes which 23 strategies are situated within. The GNMP 2036 aligns with the vision and goals of the Hunter Regional Plan 2036 and guides local planning across the five Greater Newcastle Council areas. The vision for the GNMP 2036 is for Metropolitan Newcastle to become a Global City which are:

- *dynamic and entrepreneurial, with a globally competitive economy and the excitement of the inner city and green suburban communities*
- *offering great lifestyles minutes from beaches or bushland, the airport or universities, and from the port to the lake*
- *a national leader in the new economy, with smarter cities and carbon neutral initiatives, and with collaborative governance that makes it a model to others in creating and adapting to change.*

The visions for the GNMP 2036 will be achieved through the outcomes and strategies which are framed within 5 elements. These 5 elements are:

1. Metro Heart;
2. Metro Core;

3. Metro Frame;
4. Trading hubs; and
5. Iconic Tourism Destinations

This proposal is aligned with the 5 elements of the GNMP 2036, in particular element 1 and 5. The development will aid in the continuing redevelopment of the Newcastle City Centre, through private investment which will stimulate the local economy can bring over 1,000 jobs. The development though its 179 room hotel component will provide greater tourism opportunities within the area and will showcase the Newcastle Harbour to visitors.

The development is consistent with the relevant strategies and outcomes of the GNMP 2036 as outlined in table 5 below.

Table 5 - Greater Newcastle Metropolitan Plan 2036

Outcome	Strategy	How the proposal relates to relevant directions
Create a workforce skilled and ready for the new economy	Strategy 1: Reinforce the revitalisation of Newcastle City Centre and expand transformation along the waterside	The site is located within the Newcastle City Centre, and through private investment the proposal will seek to construct a mixed-use development comprising a part eight (8) storey and nine (9) storey building accommodating a hotel, commercial office spaces and ground floor retail premises. This development will continue the revitalisation the Newcastle and specifically the Honeysuckle Precinct and Newcastle Harbour.
	Strategy 3 – Increase domestic and global trade capabilities at Newcastle Port	One of the major actions for this strategy is to increase the tourism trade in Newcastle through the recently established Newcastle Cruise Terminal. The mixed-use development comprised a 179-room hotel, which aid the Newcastle tourism sector, as it will increase tourism accommodation in the area.
	Strategy 6: Promote tourism, major events and sporting teams on the national and international stage	The proposal is aligned with strategy 6 of the GNMP 2036. The promoting of tourism will see an increase in the tourist population. The proposed Little National Hotel with 179-rooms will increase Newcastle tourist accommodation capacity, in turn, supporting the promotion of tourism.
	Strategy 7: Respond to the changing land use needs of the new economy	This development is a response to the changing needs of the new economy. A previous approved SSD application for the sight, included residential apartments, however, the changing market and economy has resulted in the approved application not being an efficient land use. The 7 storeys offered of commercial spacing is a direct response to the changing economy.
	Strategy 8: Address changing retail consumer demand	A small retail offering is included in the design of the development on the ground floor. This will enable a small local retail business to operate in the heart of the Newcastle City Centre. This retail space addressing the changing demands of customers and is therefore aligned with strategy 8.

Enhance environment, amenity and resilience for quality of life	Strategy 10: Create better buildings and great places	This development is aligned with strategy 10 of the GNMP 2036. The development has been architecturally designed by Bates Smart and a Design Excellence Strategy and is currently being assessed by the Government Architect. The unique design will increase the amenity along Newcastle Harbour and Honeysuckle Drive, creating a greater environment within Newcastle.
	Strategy 14: Improve resilience to natural hazards	The proposal has been designed to be resilient to natural hazards. Expert reports have been undertaken to ensure to the greatest ability the new development will not be susceptible to natural hazards and will not impact negatively upon surrounding buildings natural hazard resilience. The impact Climate Change will have on the harbour and the site has been considered throughout the design stage of the development. A Flood Risk assessment during its assessment of the project accounted for a 90cm sea level rise due to Climate Change. The results of that assessment were incorporated into the design to mitigate the impact of Climate Change on the development.
	Strategy 15: Plan for a Carbon Neutral Greater Newcastle by 2050	The development has been designed with the Ecological Sustainable Principles in mind. Building systems and strategies have been adopted form the development to aid in planning for a carbon neutral Greater Newcastle by 2050. These measures are detailed in Section 8 of the Architect Report, located at Appendix C.

4.2.8 GREATER NEWCASTLE FUTURE TRANSPORT PLAN 2056

The Greater Newcastle Future Transport Plan 2056 identifies the key transport police, service and infrastructure initiatives for Greater Newcastle. This plan's vision will guide the future transport planning for the Greater Newcastle Region. The vision for the Plan is:

> *"for Greater Newcastle's residents, employees and visitors to have and use a world class transport system that meets everyone's needs"*

The Plan is aligned with the NSW Transport Strategy 2056, with it identifying Newcastle as being a global gateway city. For this to occur Newcastle's transport infrastructure and network needs to be further developed and upgraded. Some targets in the plane include:

- Encouraging the use of carpooling and park and ride;
- Focusing urban renewal development around train stations, improving train services and improving connections to these services;
- Implementing travel demand management policies and behaviour change initiatives as well as infrastructure;
- Protecting corridors to enable the light rail network to extend and support population and employment growth; and
- Extension of the ferry service to Newcastle Interchange and consideration of an on demand special events service to support the Newcastle Cruise Terminal

The site is located in close proximity to several public transport networks, the most significant being the Newcastle interchange, which provides connection to the bus, light rail and heavy rail networks. Upon completion the development due to its close proximity to public transport infrastructure will promote the use of public transport.

Future transport includes the upgrade of the cycle network in Newcastle. The proposal promotes the use of cycling in the area, with 48 bicycle storage units proposed in the development. Furthermore, the development is located within a close proximity to several eBike docking stations which can be used to transport around Newcastle. Chapter 3 of the Greater Newcastle Future transport Plan 2056 outlines the Customer Outcomes. This proposal is aligned with the relevant outcomes of the Plan, with particular note to Outcome 4. Outcome 4 target supporting centres with appropriate transport services and infrastructure. The proposal will create an increase in tourism and employment in the Newcastle City Centre. The location of the site enables the public transport networks to be within walking distance. Once the development is operational, staff and hotel guests need greater access and opportunity to the public transport network. With the Plan also advocating the Newcastle Ferry service being extended to the Newcastle Interchange, this proposal is perfectly situated to utilise the existing and future transport networks of Newcastle

4.2.9 PORT OF NEWCASTLE PORT DEVELOPMENT PLAN (PDP) 2015

The Port of Newcastle manages and operates the seaport of Newcastle under the terms of a 98-year lease from the NSW Government. The Port Development Plan (PDP) outlines the Port of Newcastle's development objectives over a 5 year period from 2015-2020.

The site is located outside the Port Lease Area and outside the Three Ports SEPP application area, although it is in close proximity to the Port of Newcastle and the Throsby basin.

The PDP recognises that the revitalisation of the Newcastle City Centre and strengthening links to the harbour foreshore as a place to live, work and play will bring increased density of housing and increased demand for access to the waterfront for leisure activities. Although the proposal is not fully compliant with the adopted height limit for development along the Honeysuckle Precinct; it is considered that the proposed building height will not impact upon port activities and the development is cognisant of the land based navigation aids.

Port related activities and operations have been taken into consideration in the Acoustic Assessment for the proposal; the proposal will not interfere with or obstruct land based navigation aids; and the proposal has regard for potential sea level rise, traffic implications and heritage significance; in accordance with the PDP.

The proposal is therefore considered consistent with the intended development as outlined in the PDP.

4.2.10 NSW AQUIFER INTERFERENCE POLICY (2012)

The purpose of this Policy is to explain the role and requirements of the Minister administering the Water Management Act 2000 in the water licensing and assessment processes for aquifer interference activities. The development has the potential to interfere with an aquifer and groundwater at the site. As such a Geotechnical Report (Appendix H) has addressed the potential groundwater impact from the development and the surrounding vicinity. The report and the potential groundwater impact are further discussed in Section 6.10 of this EIS.

4.2.11 GUIDE TO INVESTIGATING, ASSESSING AND REPORTING ON ABORIGINAL HERITAGE IN NSW

The guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW is within Part 6 of the National Parks and Wildlife Act 1974 (NPW Act). The guidelines provide protection for Aboriginal objects and declared Aboriginal places by establishing offences of harm. These guidelines have been addressed in the Aboriginal Cultural Heritage

Management Plan (ACHMP) (Appendix K). These guidelines were used in the development of the ACHMP as stated in Section 2.6 of the report.

4.2.12 GUIDELINES FOR CONTROLLED ACTIVITIES ON WATERFRONT LAND (2018)

The Guidelines for controlled activities on Waterfront Land (2018) have been developed by the Natural Resources Access Regulator. The guidelines identify what is a riparian corridor and its importance to the natural environmental functions. Under the guidelines a riparian corridor consists of:

+ *the channel which comprises the bed and banks of the watercourse (to the highest bank) and*
+ *the vegetated riparian zone (VRZ) adjoining the channel*

The guidelines outline best management practise for riparian zones, in relation to developments. It was identified that the site is located near a riparian zone and as such expert reports were conducted to assess the proposal impacts to the riparian corridors and possible mitigation measures. The Northrop Flood Risk Assessment (Appendix P) assessed the nearby watercourse. Northrop concluded that the development is not expected to cause destruction of riparian corridors and vegetation or a reduction in the stability of the riverbanks or watercourse.

5 ENGAGEMENT

5.1 CITY OF NEWCASTLE

City of Newcastle was consulted on 26 November 2019, wherein the revised design and an explanation of the evolution of the design was presented to Council. Council were generally supportive of the introduction of the commercial use and provided comments in respect to the end of trip facilities.

Since consultation with Council, the end of trip facilities has been reviewed by Bates Smart and deemed satisfactory for the proposal. A Plan of Management (PoM) was also requested by Council, two PoM have been provided for the hotel and proposed small bar, these documents are included in Appendix M.

5.2 OFFICE OF THE GOVERNMENT ARCHITECT

Since the original design, DOMA have reviewed the approved scheme and in response to current market trends have increased the size of the hotel and revised the residential use to commercial office space. The proposal has been amended to accommodate the change in brief while seeking to remain consistent with the original design intent.

With that in mind it is proposed that the revised SSD application follow similar Design Review Panel process to that of the following the previously approved SSD. This direction was supported by the Government Architects on the 11 November 2019 at a briefing meeting between the project team and the Government Architect. The project team presented to the Government Architect; at this meeting it was decided that the establishing a Design Review Panel (DRP) was the most appropriate way forward.

DOMA have worked collaboratively with the DRP throughout the process and met on 27 November 2019 for a formal presentation, the DRP comprises of the following representatives:

+ Lee Hillam – Dunn & Hillam Architects
+ Dr Philip Pollard – Amenity Urban & Natural Environments / Newcastle City Council's Urban Design Consultative Group Professor
+ Sue Anne Ware - Head of School, Architecture and Built Environment, University of Newcastle

Upon conclusion of the DRP briefing, it was agreed that it is not necessary to review this project again prior to the SSD submission, as the DRP are satisfied that the project can proceed to SSD stage. The Design Excellence Strategy was prepared and provided to the Government Architect prior to the submission of this SSD.

5.3 SUBSIDENCE ADVISORY NSW

The site is located within an identified mines subsidence district, Northrop have engaged with Subsidence Advisory throughout the design development process. Subsidence Advisory have reviewed the final architectural plans and endorsed the proposal, concurrently with the assessment of the SSD, refer to Appendix S.

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6 ENVIRONMENTAL IMPACT ASSESSMENT

Section 6 provides an assessment of the potential environmental impacts associated with the proposed mixed-use development at 42 Honeysuckle Drive, Newcastle. The assessment has been conducted against the matters for consideration of Section 4.14 of the EP&A Act; Clauses 6 and 7 of Schedule 2 of the EP&A Regulations; the items outlined within the received SEARs.

The key issues have been identified in the SEARS and have been addressed with supporting specialist reports, which are all included in the appendices of this EIS.

6.1 BUILDING USE

Table 2 and Table 3 provides a floor-by-floor breakdown of GFA and proposed use. The design of the proposed mixed-use development has carefully considered the interaction of the land uses and associated servicing requirements, patronage and functionality. The ground floor plate is active, with hotel lobby, office lobby, carpark entry for all vehicles, as well as a lobby area associated with the commercial premises. The retail premise includes provision for kitchen and waste areas and is conveniently located with an active street presence, enabling the ancillary aspects including parking loading and servicing to be situated at the rear.

The hotel features and individual entry point with temporary parking bay directly out front, with hotel lifts servicing the hotel levels of the building. The north-western corner of the building is punctuated with the communal areas and facilities of the hotel.

The commercial offices feature a separated lobby with carpark access and secure building access. The office are serviced by lifts that provide access to the upper levels of the building and associated carpark levels. A bar and terrace has also been provided on Level 03, to provide a casual break out space for hotel and office users.

Whilst a busy and active site, the proposal has been thoughtfully designed to minimise conflict and ensure each use is highly functional and safe.

A Plan of Management for the hotel and bar is provided at Appendix M.

6.2 BUILT FORM AND URBAN DESIGN

The scheme for 42 Honeysuckle Drive has been through numerous iterations and the design process has been a continuous evolution with Doma Group (proponent) and Bates Smart (architect) being consistent throughout the process. It is acknowledged that the land use elements and overall scheme has changed overtime, however the overall design intent for the site remains the consistent. Doma's objective for the site is to develop and deliver a usable and co-located hotel and commercial mixed-use development which provides point of different in the offering of the 'Little National Hotel.' The Little National is a business hotel aimed at providing accommodation in well positioned areas with high amenity offerings and smart luxury design.

A Design Excellence Strategy has been prepared and provided at Appendix O, this document outlines the steps taken to date and the evolution of the design.

6.2.1 BULK AND SCALE

The volumes have been scaled and located in direct response to the surrounding context and environmental conditions. The façade treatments aim to celebrate the difference between the uses and volumes while maintaining a consistent material palette that reinforces the identify of the overall development.

The architectural response can be broken down into four distinctive volumes containing a Hotel, Podium Office, Tower Office and Carpark located over an elevated plinth. The programme and massing defines a series of distinct forms consisting of a hotel, podium office, tower office and carpark located over an elevated ground plane. They work together to define a harmonious family of forms. The façade treatments aim to celebrate the differences between uses and volumes while maintaining a consistent material palette that will reinforce the identity of the overall development.

In comparison to the previously approved scheme, the form of the building above the podium is split into two towers, rather than one U-shaped plan form. As a result of the two towers, the proposal is read as two elements which breaks down the bulk and scale of the development and the two forms allows for an additional view corridor to the foreshore to be maintained through the site in comparison to the previous development.

6.2.2 SETBACKS

The proposal provides a level on non-residential uses that are appropriately scaled to respond to the key location. The building mass of both the podium and commercial tower reinforces the street wall heights and addresses the public street from ground level up to the upper level setback. The podium height and setback for the Level 03 terrace and bar responses to the streetscape and achieves alignment with the neighbouring buildings to the east. In comparison to the previously approved scheme, the form of the building above the podium is split into two towers, rather than one U-shaped plan form.

The proposed plant atop both the commercial and hotel elements are setback over 15 metres from Honeysuckle Drive, the hotel plant is setback over 10 metres from the Cottage Creek boundary and the commercial plan is setback over 7 metres from the eastern boundary which adjoins a open air carpark which supports the existing Hunter Water building.

6.2.3 HEIGHT

The proposed development consists of the hotel on the western side of the building and on the east of the site the commercial tower which sits atop the podium and carpark. The commercial tower when including the plant reaches a height of approximately 38.83m, with the hotel height of 29.38m (excluding plant). It is of note that the previous approved application had a maximum height of 32.82m, which was above the LEP 2012 maximum height for the site. The commercial tower does not comply with the Newcastle LEP maximum height requirements for the site; however, the proposed height is considered satisfactory having regard to the requirements of Clause 4.6 of the LEP 2012, as well as the objectives of Clause 4.3.

The objectives for Clause 4.3 are to ensure the scale of a development makes a positive contribution towards the desired built form, while also allowing reasonable daylight access to all developments and the public domain. When considering approximately 40m directly west of the site, a future building can propose a height level of 90m, it is noted that proposing a maximum height of 38.83m will not have a negative impact on the surrounding built form, and the scale of the proposal will be in keeping with future surrounding developments. Furthermore, through the unique design the building will have a positive contribution to the surrounding built form, ensuring the increased height of the building is not out of place or obtrusive.

The site, as depicted in Figure 9 is on the boundary of the maximum height zones. On the western boundary of the proposal, the site is in close proximity to the 'AB' Maximum height zone, which allows for developments to be constructed with a maximum height of 90m. The additional height acts as a transitional site between the existing development to the east of the site and the 90m height limit to the west.

Overall it is considered the maximum height of the proposal does not have a significant impact on the surrounding built form and it is aligned with the objectives of Clause 4.3. Therefore, although the commercial tower does not comply with the maximum height requirements it is necessary and appropriate for the development. For further details regarding the variation in height, refer to the Clause 4.6 height variation request located at Appendix I.

6.2.4 VIEW CORRIDORS

In comparison to the previously approved scheme, the form of the building above the podium is split into two towers, rather than one U-shaped plan form. As a result of the two towers, the proposal is read as two elements which breaks down the bulk and scale of the development and the two forms allows for an additional view corridor to the foreshore to be maintained through the site in comparison to the previous development.

Astra Apartments and 25 Bellevue Street Apartments formed part of the view impact assessment under the previously approved plan. The previously approved height was deemed as acceptable from an environmental planning perspective including consideration of view impact. In this regard, the height of the western portion of the proposed building is reducing from the previously approved design and the removal of the U-shaped plan form will improve view corridors for both Astra Apartments and 25 Bellevue Street Apartments.

Whilst the commercial tower exceeds the height limit predominantly due to the plant and lift over-run, the commercial floor space above the height limit captures view to the harbour, Newcastle CBD and ocean. The provision this floor space captures the A-grade commercial office market which is limited in Newcastle CBD, this will ensure successful revitalisation and investment in the Newcastle area which is not limited to residential development.

6.2.5 PRIVACY, VIEWS AND OVERSHADOWING

The design of the proposal capitalises on opportunities for views and vistas toward the harbour to the north of the site; ocean to the east of the site; and the public space and creek to the west. The design does not impede existing views currently from nearby developments.

Hotel rooms experience outlook toward the public space to the west, as well as the light rail corridor to the south and the harbour foreshore to the north. Whilst the commercial floors at upper levels experience views of the Newcastle CBD, ocean and Newcastle Harbour. The location of the core provides privacy between the hotel and commercial uses within the site.

As the site experiences a north-facing frontage to Honeysuckle Drive, the rear of the building is south and will cause some overshadowing to the light rail corridor. The extent of the overshadowing is not significant (refer to Appendix C) and as it affects a portion of the light rail corridor this is not considered unreasonable.

6.2.6 SOLAR ACCESS

The Honeysuckle Drive frontage has a northerly aspect ideally suited to communal facilities and open space with outdoor dining. The site presents a 65m frontage to the Cottage Creek public domain and the hotel rooms will benefit from this landscaped outlook. The frontage does however have a westerly aspect and the proposal must give careful consideration to sun shading to manage high heat load on this façade.

The location of the core provides privacy between the hotel and commercial but also protection from solar heat gain from low angle western sun and the hotel rooms have been oriented to provide a good level of solar access in mid-winter, providing passive heating and improving daylight penetration in the winter months.

6.3 NOISE

6.3.1 METHODOLOGY

The Acoustic Report (Appendix N) was prepared by Acoustic Logic Consultancy Pty Ltd (ALC) and was conducted in accordance with the SEARs requirements. The report determined the suitable criteria levels for the proposal by assessing the following documents -

+ NSW Department of Planning & Environment *Planning Secretary's Environmental Assessment Requirements* (SEAR's) (*Application Number:* SSD – 10378, *dated 6th November 2019;*

- Newcastle City Council Development Control Plan (DCP) 2012;
- NSW Environmental Protection Authority (EPA) *Noise Policy for Industry (NPF) 2017;* and
- NSW EPA *Interim Construction Noise Guideline (ICNG) 2009.*

The background noise levels used in this report have been adopted from the long term unattended noise monitoring previously conducted as part of the previous approved SSD application by Renzo Tonin and Associates. The report includes a noise emission assessment which was conducted based on the requirements of the following guidelines/standards:

- Newcastle DCP 2012;
- NSW EPA NPF 2017; and
- NSW Office of Liquor and Gaming Requirements.

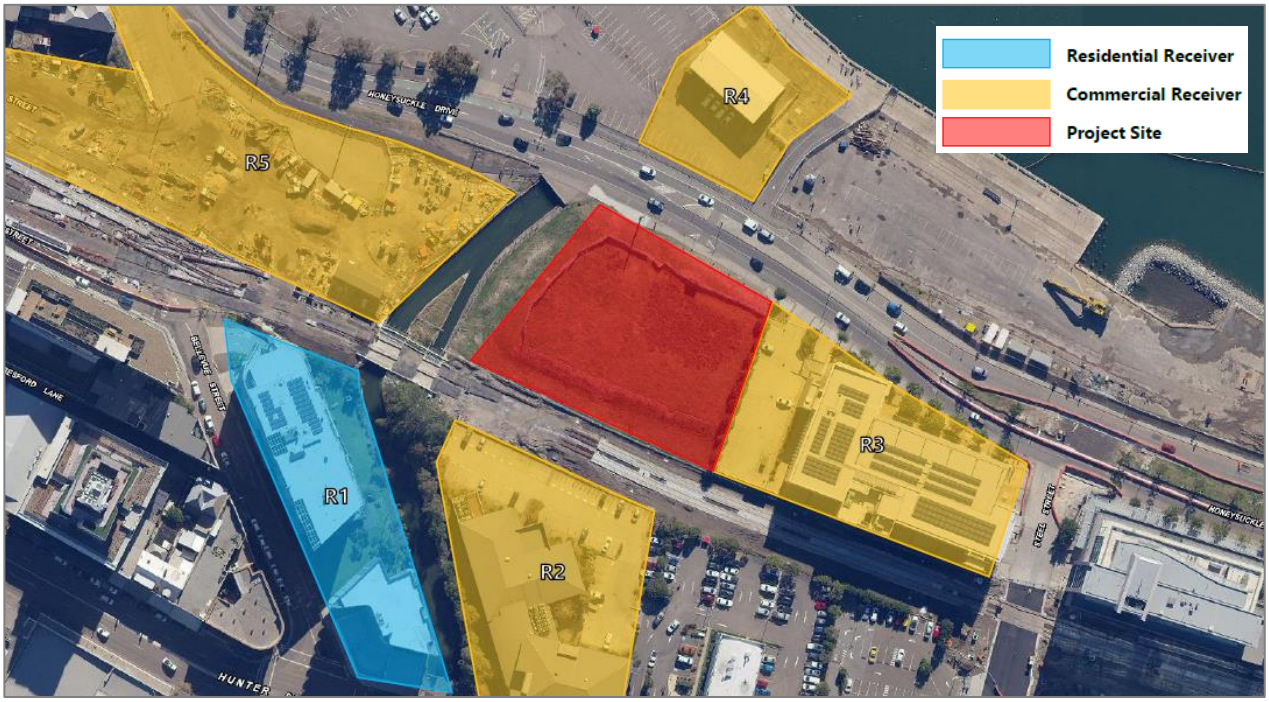
6.3.2 EXISTING ENVIRONMENT

The Site is located within a vicinity of mixed uses and consequentially environmental noise constantly varies. The identified nearest noise sensitive receivers surrounding the site include:

- Receiver 1 – Existing residential flat building located at 25 Bellevue Street, Newcastle;
- Receiver 2 – Existing commercial building located at 710 Hunter Street;
- Receiver 3 – Existing commercial building located at 36 Honeysuckle Drive;
- Receiver 4 – Existing commercial building located at 50 Honeysuckle Drive; and
- Receiver 5 – Newcastle Light Rail Stabling Yards.

Refer to Figure 14 for the location of the receivers in relation to the site.

Figure 14 – Site Map and Receiver Locations (Source: Acoustic Logic Consultancy)



As stated above, ALC adopted the existing background noise levels by Renzo Tonin & Associates. Those existing levels are stipulated in Table 2 of the Acoustic Report.

6.3.3 ASSESSMENT

ALC through analysing the stated standards and guidelines, formulated the internal noise level requirements for the development. These noise level requirements are summarised in Table 6 below.

Table 6 – Summarised Internal Noise Level Criteria (Source: Acoustic Logic Consultancy)

Room Type/Occupancy	Criteria
Hotel Accommodation (Sleeping Areas, Night)	$40dB(A)_{eq(10pm-7am)}$
Library	$45dB(A)_{eq(anytime)}$
General Office/ Open Plan Office/ Reception Areas	$45dB(A)_{eq(anytime)}$
Meeting Rooms	$45dB(A)_{eq(anytime)}$

From these criteria and the Renzo Tonin report it was identified that all habitable spaces with openable glazing on the western and eastern façade of the hotel accommodation will be capable of meeting the acoustic criteria, even when windows are open.

In regard to the impact the mechanical plant noise will have on the surrounding environment, detailed plant selection has not been undertaken at this stage and a detailed acoustic review is recommended to occur at Construction Certificate stage to determine acoustic treatments.

A preliminary review of the ground floor gym and café concluded that both components of the development were capable of complying with the noise criteria requirements.

ALC conducted a detailed assessment of the predicted noise emissions from the Level 3 bar and outdoor terrace. The findings concluded that the worst affected receivers as per Figure 14 will be Receiver 1 (residential) and Receiver 3 (commercial). Receiver 3 will be in direct line of sight of the bar and outdoor terrace; however, Receiver 1 will receive significant shielding from the proposed building form. The predicted noise levels of the bar to Receiver 1 and 3 and detailed in Table 14 and Table 15 of the Acoustic Report and comply with relevant noise levels.

ALC identified the predicted noise and vibration generating source and activities during the construction stage of the development. The greatest noise levels are predicted due to hammering, rock saws and concrete mulchers, while vibrations are predicted with the use of hammering and piling. It is expected, however, that the vibration impacts on nearby developments will not be significant. It is also noted that the identified works are typically used during the early stages of excavation which is nearly completed.

6.3.4 MITIGATION MEASURES

ALC in relation to the operational component of the development made several recommendations in their report, that include:

+ The loading dock in the carpark is not to operate between 10:00pm to 7:00am;
+ Operating hours of the bar should be limited to 6:00am and 12:00 Midnight;
+ Amplified music within the bar/lounge area is limited to 90dB(A);
+ Background music at the outdoor terrace should be limited to 75dB(A);
+ There should be a maximum of 50 patrons at the outdoor terrace at any given time; and

- The disposing of bottles/waste should be done prior to 10pm, or after 7am.

The Acoustic Report also identified mitigation measures that should be adopted during the construction stage to minimise the noise impacts to the surrounding environment. These recommendations include:

- Construction of hoarding around the site perimeter to provide noise screening to low level receivers;
- Where practicable and possible, use alternative equipment which will not emit the same noise and vibration levels;
- Work vehicles, trailers and concrete trucks should turn off their engines when on site;
- Use of silencing devices in the in the form of engine shrouding or industrial silencers fitted to exhausts; and
- In the event of continuous exceedance of the 'highly noise affected level' are predicted, respite periods should be considered.

Overall the Acoustic Report concluded that internal and external noise levels will be compliant with requirements, while adoption of the recommendations in regard to construction noise and vibration emissions will create further compliance and minimise the environmental impact.

6.4 TRANSPORT AND ACCESSIBILITY

6.4.1 METHODOLOGY

A Traffic Impact Assessment (TIA) has been prepared by Intersect Traffic Pty Ltd for the proposed development and is provided at Appendix D. Intersect Traffic consulted RMS and Newcastle City Council for existing traffic data, however, neither had relevant recent data. Resulting, Intersect Traffic engaged Northern Transport Planning Engineering (NTPE) to undertake manual intersection counts on the Stewart Avenue/Hannell Street/Honeysuckle Drive intersections and the Honeysuckle Drive/Worth Place roundabout during AM and PM peak periods. This count was conducted on Thursday 24th August 2017 to gauge existing peak traffic volumes on the local road network. This data was then adopted for the assessment purposes of the report.

Through expertise Intersect Traffic were able to make assumptions as to the distribution patterns to and from the Site during peak hour traffic. Through these distribution patterns the intersections that were likely to be most affected by the development were identified. To determine the impact of the development on these intersections, the intersections were modelled using the SIDRA 7 traffic modelling software in conjunction with the data collected by NPTE and the RMS' *RTA's Guide to Traffic Generating Development's*. This software package predicts likely delays, queue lengths and thus levels of service that will occur at intersections, with the assessment of the modelling then based on the level of service requirements of the RMS. The modelling was conducted for the AM and PM peak periods for both post development (2020) and ten years background traffic growth at 1.5 percent per annum (2030) scenarios. The modelling was based upon three (3) assumptions –

- Intersection layouts were as currently constructed and in operation;
- Baseline traffic data as collected by NTPE; and
- Development traffic and trip distribution as previously assumed early in the report.

Through a combination of an on-site survey and an analysis of the Australia Standard AS2890.1-2004 *Parking Facilities Part 1 Off-Street car parking* and Newcastle DCP 2012 *Section 7.03 – Traffic, Parking and Access* the report was able to assess the proposal in regard to its accessibility and parking requirement compliance.

The report was undertaken with reference to the following –

- *RTA's Guide to Traffic Generating Developments (2002)*

- *AUSTROADS Guide to Traffic Management Part 12 – Traffic Impacts of Development*
- *Newcastle City Council DCP 2012 – Chapter 7.03*

6.4.2 EXISTING ENVIRONMENT

The site currently does not have existing vehicular access and on-street parking along Honeysuckle Drive is paid parking during CBD business hours and time limited as both 4 and 8 hour restricted. Intersect Traffic consider the pedestrian facilities within the vicinity of the site to be sufficient for the development. The report also stated that the Site's existing accessibility to public transport services is excellent

Honeysuckle Drive

Honeysuckle Drive, under a functional road hierarchy, functions as a major local collector road in the Newcastle CBD area. The road collects and distributes traffic along the harbour front to connect to the major arterial and sub-arterial road networks, that being the Pacific Highway (Hunter Street) to the south and Industrial Drive (Hannell Street) to the west. Honeysuckle Drive is a two (2) lane two (2) way sealed road and the lane width varies from 3 to 3.5m with a 50km/h speed limit applying. The road upon inspection was considered to be in good condition.

Hannell Street/Stewart Avenue

Hannell Street and Stewart are a part of the Pacific Highway and are both classified as sub-arterial roads under care and control of RMS. The roads primary function is to connect the Newcastle CBD to sub-regions. Stewart Avenue connects the CBD to the south, which includes Charlestown, Belmont and Swansea. Hannell Street connects the CBD to the west and north, which includes Raymond Terrace, Port Stephens and Maitland. Within vicinity of the Site these roads are four (4) lane and two (2) way, with a typical width of 3-3.5 metres and a 50kp/h speed limit applies. The roads upon inspection were considered to be in a good condition.

Worth Place

Worth Place provides an important connection to Hunter Street from Honeysuckle Drive. The Honeysuckle Drive Worth Place intersection is constructed as a single lane roundabout. The roundabout provides vehicular access to properties on the southern side of Honeysuckle Drive which are west of Worth Place, such as the Site. Worth Place is a local road which is under the care and control of Newcastle City Council and has a 50km/h speed limit. It is a two (2) lane two (2) way road, with a width exceeding 3.5 metres. Upon inspection of the road it was considered to be in excellent condition.

Existing Traffic Volumes

From the data collected by NTPE in the manual intersection count, the peak hour traffic periods were identified as generally being between 7:30am and 8:30am and 4:30 pm and 6:00pm. Refer to Table 7 for the recorded vehicle traffic per hour (vtph) on the Site's surrounding roads during the peak periods.

Table 7 – Recorded Vehicle Traffic During Peak Hours Surrounding the Site (Source: Intersect Traffic)

Road	AM Peak (vtph)	PM Peak (vtph)
Hannell Street	3,023	3,032
Stewart Avenue	2,654	2,607
Honeysuckle Drive	1,515	1,511
Worth Place	156	148

6.4.3 ASSESSMENT

The Traffic Impact Assessment examined the proposal and assessed it against the following:

Access

As stated previously the site currently does not have vehicular access, however the development proposes access via Honeysuckle Drive. The proposal seeks to service the car parking area with a single median separated combined entry and exit off Honeysuckle Drive, adjacent to the eastern boundary of the site. This access will operate as a left in and left out only access, as a result of the raised median strip in Honeysuckle Drive. This proposed access is consistent with the existing accesses in adjoining development and Intersect Traffic consider it to provide a suitable road safety environment for access to the Site.

Access to the Site, will cater for a 173 car spaces for Class 1 and Class 2 parking. Under Table 3.1 of the Australian Standard *AS2890.1-2004 Parking Facilities- Part 1 Off-street car parking*, the proposal will require a category 2 access for the car park, accordingly with the carpark size and location of a local road. Category 2 access requires a combined entry/exit access between 6 and 9 metres wide. The proposal is for a median separated access 7.5m wide which according to Intersect traffic is consistent and compliant with the requirements of Australian Standard *AS2890.1-2004 Parking Facilities- Part 1 Off-street car parking.*

Including in the proposal is a control point for the car park, and is therefore required to provide suitable queuing. With the carpark for private use only and not to the general public only a single queue space is required within the property prior to the security gate. The proposal seeks to install the security gate in excess of 6 metres from the footpath and as such, is considered to comply. Intersect Traffic states that further compliance within the proposal is achieved in relation to ramp requirements and the need to be a minimum of 5.5 metres wide.

Parking

The off-street parking proposed with this development complies with the Australian Standard AS2890.1 2004 Parking facilities – Part 1 Off-Street car parking and Section 7.03 - Traffic, Parking and Access of Newcastle City Council's DCP 2012. The TIA assess the proposals parking requirements in section 11.4.

The Newcastle DCP states that in the Newcastle City Centre except for residential developments, a car parking rate of one space per 60m^2 gross floor area applies. Furthermore, a rate of 1 space per 2 staff plus a minimum 0.5 spaces per room is applied to Hotels. Intersect Traffic highlighted Council's concession to a nearby development at 6 Stewart Avenue, which was afforded a rate of 1 space per 75m^2 GFA for commercial floor space. It is considered the arguments raised at the time of that development are valid for this proposal as well, and as such a rate of 1 space per 75m^2 has been adopted by Intersect Traffic in regard to commercial space.

As such the parking requirements for the proposal are calculated as shown in the below table.

Table 8 - Car Parking Calculations

Floor Space	Quantity	Unit	Rate	Total Required	Total Provided
Hotel	179	Rooms	0.5	90	90
	20	Staff (bar and house cleaning) estimate	0.5	10	10
Commercial Offices	5311	m^2 GFA	1 per 75m^2	71	72
Café	50	m^2 GFA	1 per 60m^2	1	1
		Total		172	173

As the proposal provides 173 car spaces Intersect Traffic state that there is sufficient on-site car parking to meet the expected demand generated by the development.

Traffic Generation and Road Network Capacity

To understand the impact the proposal would have on the road network, the report first assessed the existing road network capacity. The capacity of the surrounding roads was determined by using Tables 4.3 of the RTA's *Guide to Traffic Generating Developments*. This table is reproduced below in Table 9.

Table 9 – Table 4.3 Typical mid-block capacities for urban roads with interrupted flow (Source: RTA's Guide to Traffic Generating Developments)

Type of Road	One-Way Mid-block Lane Capacity (pcu/hr)	
Median or inner lane	Divided Road	1,000
	Undivided Road	900
Outer or kerb lane	With Adjacent Parking Lane	900
	Clearway Conditions	900
4 lane undivided	Occasional Parked Cars	1,500
	Clearway Conditions	1,800
4 lane divided	Clearway Conditions	1,900

Based on this table and noting that Hannell Street and Stewart Avenue have two lanes per flow direction while Honeysuckle Drive and Woth Place have single lanes per flow direction, the report considersd that road network has the following two-way capacity if a level of service is C is considered satisfactory in a CBD area.

+ Hannell Street/ Stewart Avenue – up to 3,800 vtph; and
+ Honeysuckle Drive– up to 1,800 vtph

Intersect Traffic, however, noted that as the above are major collector roads it is considered acceptable for lane capacities of 1,100 vtph to occur providing a level of servie D on the road network. Theerefor Intersect Traffic deemd the raod capacities which are adopted for the report are:

+ Hannel Street/ Stewart Avenue – up to 4,400 vtph; and

- Honeysuckle Drive – up to 2,200 vtph

From the traffic data collected by NTPE and noting the likely technical road capacity of the local road network exceeds the existing traffic volumes on the network it is considered that the adjacent road network surrounding the Site is operating within its technical capacity and has scope to cater for additional traffic generated by new development in the area.

Regarding the proposed development's impact to the surrounding road network, Intersect Traffic identified the additional two-way traffic flows, which are depicted in Table 10. The additions of this traffic generated by the development will not have a detrimental impact causing the capacity thresholds for the local roads to be reached. A 1.5% per annuum background traffic growth was adopted to ensure that the cumulative impacts of other developments within the Honeysuckle Drive area are considered, when identifying the long-term impact of the development on the road network capacity.

Table 10 - Mid-block two-way capacity assessment (source: Intersect Traffic)

		Development Traffic (vtph)		Post – Development Traffic (vtph) @1.5%p.a background growth			
Road	**Capacity (vtph)**	**AM**	**PM**	**2020 AM**	**2020 PM**	**2030 AM**	**2030 PM**
Honeysuckle Drive	2,200	148	148	1732	1728	1906	1902
Hannell Street	4,400	119	119	3280	3289	3627	3638
Stewart Avenue	4,400	29	29	2804	2755	3118	3055

From this assessment it is concluded that the state and local network subject to suitable intersection controls being in place has sufficient spare capacity to cater for the proposed development.

The intersections which are most likely to be impacted by the development are –

- Hannell Street/Honeysuckle Drive signalised T-intersection;
- Honeysuckle Drive/ Steel Street signalised intersection; and
- Honeysuckle Drive/ Worth Place roundabout.

Through the modelling using the SIDRA 8 traffic modelling software it was identified that the Honeysuckle Drive/Hannell Street signalised intersection as currently operating satisfactorily in both the AM and PM peak periods and will continue to do so post development. The impact of the development is to only increase average delays by less than 1 second and queue lengths by approximately 1 vehicle which is insignificant and does not result in a loss of Level of Service. With continued background traffic growth, it is expected that this intersection would reach capacity by 2030. Intersect Traffic overall conclude that the proposed development will not adversely impact the operation of the nearby intersection and the surrounding local and state road networks.

Table 11 - SIDRA Results –Honeysuckle Drive/Hassell Street Signalised Intersection (Source: Intersect Traffic)

Model	Deg. Satn (v/c)	Average Delay (S)	Average Level of Service	95% back of queue length (cars)
2020 AM	0.891	29.5	C	25.5
2020 PM	0.902	25.5	B	20.1
2020 AM + development	0.897	29.9	C	25.4
2020 PM + development	0.904	26.4	B	21.1
2030 AM + development	0.953	57.3	E	66.0
2030 PM + development	0.972	65.2	E	71.5

Construction Traffic

Expected on average 40 construction employees onsite at any one time. If assumed car occupancy of 1.2 for employee traffic this would result in an AM PM peak traffic flow to the site of in the order of 35 vtph- will increase peak parking demand at the site.

Material delivers will add to traffic with peak material deliver traffic expected during the pouring of concrete slab earl on in the construction period – concrete trucks would add another further 10vtph during AM peak period. Overall, it is estimated that peak construction traffic generating 45btp during AM peak.

Alternate Transport Mode Facilities

The proposed development is likely to generate increase demand for public transport, with customers of the hotel as well as staff of the business premises likely to use the existing bus services, taxi's and rail services bot light and heavy to access the Site. As stated previously the existing public transport network surrounding the Site is excellent and no new facilities or service amendments are required as a result of the proposal. Furthermore, it is considered that the development will increase bicycle traffic in the area , however, with access to the Foreshore cycleway and onto the wider Newcastle cycle way's network it is concluded that the existing external bicycle infrastructure is suitable for the proposal.

The overall assessment concluded that the proposal can be supported from a traffic impact perspective as it will not adversely impact on the local and state road network and complies with all relevant Newcastle City Council, Australian Standard and RMS requirements.

6.4.4 MITIGATION MEASURES

The report outlined mitigation measures to ensure there would be minimal disturbance and negative impact to the surrounding local and state road networks. The mitigation measures were in regard to construction traffic, which is a short-term traffic impact.

Construction traffic is best managed through the preparation of a construction traffic management plan prepared and implement prior to commencement of construction activities. The report identifies the traffic management plan as the main mitigation measure regarding traffic. It identifies several measures to be included in the plan, which includes designating travel routes, access points, construction employee parking areas and material delivery procedures and times.

It is advocated for best results, for the plan to be prepared, implemented and enforced by head contractor. As, stated the report recommends a construction traffic management plan be prepared and implemented prior to the commencement of construction activities to minimise impact.

6.5 FLOODING

6.5.1 METHODOLOGY

A Flood Risk Assessment was conducted by Northrop, an engineering consultancy firm which specialised in civil, structural, building services and sustainability. The report was conducted in line with the SEAR's requirements for flooding, which needed to be addressed in this proposal. The guideline documents reviewed for the Flood Risk Assessment included –

- The NSW Floodplain Development Manual (2005);
- Newcastle City-wide Floodplain Risk Management Study and Plan (2012);
- Newcastle DCP 2012 Section 4.01 Flood Management;
- Waterfront and Cottage Creek Flood Management Plan (1999);
- Honeysuckle Redevelopment Area Flood Study 2018; and
- Flood information Certification FL2020/00005

The assessment reviewed the guideline documents, as well as flood studies affecting the development, and the site-specific Flood Information Certificate (FIC). The FIC and the Flood Risk Assessment are located at Appendix P.

6.5.2 EXISTING ENVIRONMENT

The existing flood behaviour at the site was obtained from the Flood Information Certification No. FL2020/00005. The existing site levels vary between approximately 4.0 metre Australian Height Datum (AHD) at the ridge point, to approximately 2 -2.4 metres AHD at the boundary. The ridge point is located near the Site's centre and falls away to towards the north (Honeysuckle Drive), south (Newcastle Light Rail) and west (Cottage Creek Floodway). In 2018, construction works for the previous DA commenced, resulting in regrading of the Site and the installation of piling.

Ocean flooding can result in a PMF event with a maximum water level of 3.4 metres AHD, which is less than from local flooding. In the 1 percent AEP event, the maximum water level is 2.2 metres AHD, which is less than local catchment flooding. Flood waters for the ocean flooding are expected to rise slowly relative to the local catchment flood and enter the Site from the northern, western and southern boundary.

Local catchment flooding affects the site in both the 1 percent Annual Exceedance Probability (AEP) event and Probable Maximum Flood (PMF) event, with a maximum water level of 2.49 metres AHD and 3.62m AHD respectively. The site is identified through the Flood Information Certificate as having a Highest Life Hazard Category of L4 for local catchment flooding. This hazard classification require evacuation to a suitable flood free refuge within the proposed development site. For ocean flood, the Highest Life Hazard Category is L1.

The site overall has various flood classifications, however, the Flood Information Certificate states the flowing is outside the development footprint and therefore the most critical classification within the development footprint is flood fringe. Flood fringe areas are described in the Newcastle DCP as "*the remaining areas of floodplain not included in flood storage areas and floodways. Flood fringe areas can usually be developed without reference to how that development will affect the flood behaviour either upstream or downstream.*"

6.5.3 ASSESSMENT

Impact of Climate Change on the Site

The above estimate of the ocean flooding has incorporated a 90cm sea level rise. By adapting and incorporating the sea level rise Northrop assume the information provided adequality estimates the impact due to Climate Change on the Site.

Potential flood impacts of the proposed development

The proposed building footprint does not cover the entirety of the Site. As such, floodwater will be able to enter the development site in various locations, including the western and southern boundary, while there are localised locations along the northern boundary including the pedestrian and vehicular access points.

As stated above, the critical flood classification for the Site is a flood fringe. Therefore, it is expected that the development will have no significant adverse impact on the flood behaviour both onsite and on the adjacent properties. The Waterfront and Cottage Creek Flood Management Plan (1999) depicts a floodway to the west of the proposal, which is referred to as Cottage Creek Floodway. The Flood Risk Assessment states the proposal does not impede on the Cottage Creek Floodway and as such it is consistent with the Waterfront and Cottage Creek Flood Management Plan (1999).

As identified, the Site is situated adjacent to the waterfront. The waterfront land is of a highly modified nature and as such, it is not expected that ecosystem migration will occur within the vicinity of the development. Furthermore, the proposal is not expected to cause avoidable stream erosion, destruction of riparian vegetation or a reduction on the stability of riverbanks or watercourses. This is due to its given location to the outlet of the catchment and due to the fact that flow from the Site will be conveyed by formal drainage infrastructure, that being below ground pipes and through road carriageway for overland flow.

Compatibility with Flood Plan Risk Management Plans

The proposal is generally compatible with the Newcastle DCP 2012 and Newcastle City-wide Floodplain Risk Management Study and Plan with respect to habitable floor levels, vehicular access and parking, and on-site refuge.

The ground floor level for all occupiable rooms, is set at the Flood Hazard Level of 3m AHD, which equates to the 1 percent AEP plus 510mm freeboard. The proposed non-occupiable ground floor rooms and the ground floor carpark are set above the critical 1 percent AEP flood level of 2.49m AHD.

The Site has been categorised as P2 property hazard on the flood certificate, which assumes the floodwater depth at the Site is greater than 0.3m commensurate with a H2 hydraulic behaviour threshold. The floodwater depth, however, is not anticipated to exceed the 0.3m in the 1 percent AEP storm event and is therefore consistent with a P1 classification.

The L4 hazard category does necessitate refuge to be sought on-site, which will be accommodated within all levels of the building above the ground floor. Further details of the onsite refuge will be provided in the Flood Emergency Response Plan which will be released prior to the Occupation Certificate.

Drainage Considerations

Detailed consideration of the proposed drainage associated with the proposal, including stormwater and drainage infrastructure is discussed in Section 6.6 of this report.

6.5.4 MITIGATION MEASURES

Emergency Management and Evacuation

The report states that on-site refuge is not necessary for ocean dominated flooding, however, is required due to local catchment flooding. On-site refuge can be sought on all levels above the ground floor and any evacuation or refuge should be self-directed and not reliant on emergency services or SES.

To maximise safety to staff and customers of the Site, regardless of the type or magnitude of the flooding, no evacuation should be attempted through flood waters by foot or vehicle. It is recommended that prior to occupation, emergency response for a range of scenarios should be developed and displayed at prominent locations around the building in the form of a Flood Emergency Management Plan.

Overall the Flood Risk assessment concluded that the proposed development –

- Is compatible with the flood hazard onsite and floodplain risk management plans that apply to the site;
- Is not likely to cause significant adverse impacts on flood behaviour on adjacent properties;
- Incorporates design features to minimise risk to property and life from flooding;
- Will have a Flood Emergency Management Plan prepared and implemented prior to occupation of the building;
- Is not expected to cause migration of the ecosystem in the vicinity of the development; and
- Is not expected to cause avoidable stream erosion, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.

6.6 DRAINAGE

6.6.1 METHODOLOGY

A Stormwater Management Strategy was conducted by Northrop, and are provided at Appendix E. The Stormwater Management strategy directly addressed the SEARs requirements for drainage, with the specialist report providing the specific details of all drainage associated with the proposal, including stormwater and drainage infrastructure.

The stormwater design has been developed in accordance with the Newcastle Development Control Plan 2012 and the Newcastle City Council Technical Manual (2013). The report was undertaken with the aim to discuss the stormwater issues related to the Site at an appropriate level for the Development Application submission.

To gauge the performance and validity of the proposed stormwater management strategy adopted for this development, this specialist report assessed the proposal against stormwater quality treatment targets which are supplied from the Newcastle DCP Section 7.06. These targets and proposed stormwater strategy were then assessed using the conceptual software MUSIC (version 6.3.0).

6.6.2 EXISTING ENVIRONMENT

The existing environment at the Site currently comprises an existing fill pad. The flat fill pad currently drains away from a central point in the pad towards the northern, southern and western boundaries. The northern boundary drains to two (2) existing Council stormwater pits and the southern boundary drains to the Newcastle Light Rail. The western boundary drains across a small parcel of underdeveloped land towards the existing Cottage Creek Floodway. Currently there is a retaining wall present on the eastern boundary which inhibits flows from entering the adjacent lot.

The Site is generally elevated in comparison to the Honeysuckle Drive roadside. The existing site levels can vary between approximately 4.0m Australian Height Datum (AHD) at the ridge point, to approximately 2m-2.4m AHD at the boundary. An existing Council owned stormwater line currently fronts the Site, drains to the north across Honeysuckle Drive into

Throsby Basin. An additional existing 450mm diameter stormwater pipe runs from the site directly into Cottage Creek via part Lot 40 DP 1239761, which Council have confirmed is a suitable connection point.

6.6.3 ASSESSMENT

The proposed stormwater management strategy has been summarised by the expert report as follows:

- Runoff from new roof areas will be collected and diverted to an above ground re-use tank of minimum 7m^3 storage volume. This will enable the re-use of water through podium level landscape irrigation;
- All downpipes reporting to the tank will be connected to a first flush device located prior to the tank inlet;
- Overflow from the re-use tank and runoff from the podium level will be collected and conveyed through a proprietary water quality treatment system, before connecting to the existing stormwater line that discharges directly into Cottage Creek;
- Approximately 491m^2 of pedestrian pavement and landscaping from various parts of the site will bypass the treatment system; and
- Pit and pipe networks shall be designed to convey all storms up to and including the 1% Annual Exceedance Probability (AEP) event.

An assessment of the stormwater strategy was conducted through the MUSIC modelling. The result from the modelling are provided in Table 12 and are compared against the targets outlined in the Newcastle DCP 2012 Section 7.06

Table 12 – MUSIC Model Results Summary (Source: Northrop)

	Source Load (kg/yr)	Residual Load (kg/yr)	Percentage Reduction	Target Objectives
Total Suspended Solids (TSS)	405	33.5	87%	85%
Total Phosphorus (TP)	0.999	0.208	71.9%	65%
Total Nitrogen (TN)	8.82	4.05	47.1%	45%
Gross Pollutants	96.2	6.64	90.4%	90%

The results as demonstrated in Table 12 shows that the proposed stormwater management strategy is predicted to achieve the load reduction targets set out in the Newcastle DCP 2012, as estimated by MUSIC.

6.6.4 MITIGATION MEASURES

Mitigating measures have been incorporated into the stormwater design to alleviate potential environmental impacts due to the development in regard to drainage. Mitigation measures include the incorporation of stormwater treatment devices into the design of the development, which will aid in minimising any adverse impacts upon the ecology of the downstream watercourses.

The treatment of stormwater runoff for waterborne pollutants is achieved through the proposed treatment train. The stormwater strategy states that the treatment train includes the use of a rainwater tank, a proprietary gross pollutant trap and a cartridge treatment system.

6.7 HERITAGE

This EIS has addressed the SEARs requirements in relation to the impact to the surrounding heritage listed items and Heritage Conservation Areas. To assess the impact and identify possible mitigation measures for the proposal several expert reports were conducted, as summarised below.

6.7.1 EUROPEAN HERITAGE

Statement of Heritage Impact

A Statement of Heritage Impact (SoHI) was prepared by John Carr Heritage Design (refer to Appendix J). The SoHI discusses the heritage significance of the area and identifies individual items within the context of the site. This report was compiled using the published guidelines by the NSW Office of Environment & Heritage. The following references were used to develop the report -

- Façade Studies for 42 Honeysuckle Dr Newcastle – Bates Smart 2019;
- Statements of Heritage Impact – Office of Environmental & Heritage;
- Assessing Heritage Significance - NSW Heritage Manual 2001;
- Newcastle City Council LEP 2012;
- Newcastle City Council DCP 2012;
- AMAC Group - Archaeological Assessment - 42 Honeysuckle Drive Newcastle Feb 2012;
- Identifying Australian Architecture Apperly Irving Reynolds;
- NSW Office of Environment & Heritage - Newcastle City Centre Heritage Conservation Area listing; and
- Newcastle Our Town Revisited - G&S Ray

According to the SoHI, the design of the development will complement its surrounds, with the warm earthy based colours compliment the adjacent heritage conservation area, as well as the individual heritage items within the areas as well as Wickham. The distance between the proposal and the individual listed heritage items nearby, is such that most are screened from view, or where a view corridor exists to the proposed building, the buildings lining the view help screen and blend the building into the backdrop. The SoHI concluded that the development was found to have minimal impact on the heritage significance of the adjacent heritage conservation area and the nearby individual heritage items due largely to compliance with the existing planning controls and retention of view and pedestrian corridors through the development linking the public streets to the waterfront. Furthermore, the individual listed heritage items were assessed and found to have no compromising of their heritage significance due to the proposal.

6.7.2 ABORIGINAL CULTURAL HERITAGE

Aboriginal Cultural Heritage Management Plan

AMAC Archaeological in association with Streat Archaeological Services prepared an Archaeological Cultural Heritage Management Plan (ACHMP) for the proposal.

The report has conducted in consultation with the following documents which advocate best practise in New South Wales:

- Aboriginal Archaeological Survey, Guidelines for Archaeological Survey Reporting (NSW NPWS 1998);
- Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales, Part 6 National Parks and Wildlife Act 1974, (DECCW 2010);
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales, Part 6 National Parks and Wildlife Act 1974, (DECCW 2010);
- Aboriginal Cultural Heritage Standards and Guidelines Kit (NPWS 1998);

- Australia ICOMOS 'Burra' Charter for the conservation of culturally significant places (Australia ICOMOS 1999);
- Part 6; National Parks and Wildlife Act Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010); and
- Protecting Local Heritage Places: A Guide for Communities (Australian Heritage Commission 1999).

This report included consultation with Register Aboriginal Parties (RAPs) where possible in accordance with the National Parks and Wildlife Act Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010). All registered stakeholders were given a copy of a proposed Aboriginal Cultural Heritage Research Design and Testing Methodology and given 28 days to respond.

To identify the significance of the site, test excavation was undertaken over four days 20/02/2018 – 23/02/1018. The test was conducted under the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales and consisted of the excavation of 15 test trenches (50cm x 50cm) test trenches were situated evenly across the site in order to obtain information. Testing was broken into two areas, Aboriginal Test Trenches (ATT) 1-9 were located on the top of the hill (man-made) while ATT 10-15 were located along the flat/lower slope of the hill to the south. Additionally, salvage collection and excavation were undertaken over seven days 04/09/2018 –15/09/18. The programme was conducted under the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales and consisted of the excavation of 11 test trenches (100cm x 100cm).

Existing Environment

From the test excavations a total of 194 possible Aboriginal objects were excavated across the site. The test excavation found that the hill, which encompasses majority of the study area, is artificial (man-made) and consists of over 75cm of fill. The fill was found to be a mixed brown/grey silty sand, containing both European and Aboriginal artefacts as well as shell and building material throughout. A total of 158 Aboriginal artefacts were located within this mixed fill.

Natural A2 deposit was located towards the southern end of the study area at the flat/ lower slope of the man-made hill. 36 Aboriginal artefacts were located within the natural A2. The natural was located at a consistent depth of 55cm below the mixed fill.

In Section 2.2 of the SoHI the table lists the heritage items within the vicinity of the site.

Assessment

The evidence collected by AMAC indicates that the site may contain Aboriginal deposits and intact soils. The proposed development activity will disturb the ground surface and cold potentially disturb Aboriginal objects and areas of cultural significance. The study area has been shown through test excavation to contain moderate archaeological significance, this is due to significant disturbance.

An analysis of the heritage significance of the site was undertaken. The site's significance, in relation to educational value was deemed to be low/moderate , as artefacts have been uncovered at the Site, however, all artefacts found are not rare, representative and are not of particularly high quality, therefore, limiting any contribution to the education process. The scientific significance of the Site was assessed to be low/moderate, with the artefacts found deemed to have very limited contribution to any scientific data. Furthermore, it is considered that the representative value of the site is low/moderate due to the artefacts found not being rare. In regard to the social and cultural significance of the area, no historical, scientific or aesthetic significance has yet been assigned by any participating registered Aboriginal parties.

Mitigation

At the conclusion of the report the following mitigation measures where recommended with the aim of managing the archaeological and cultural heritage values of the site. These recommendations included the following:

- Consultation, where possible, with the Registered Aboriginal Parties should continue throughout the duration of the proposed development;
- Recommend that a community collection of surface Aboriginal objects should take place prior to any development commencing;
- Monitoring the fill removal of the artificial mound area and excavation should cease once either natural soil is encountered or sterile deposits. Once natural soil is located it is recommended that an open area salvage program should take place in order to further understand the nature and extent of the archaeological site and reclamation works of the study area;
- Any fill to be removed/excavated and/or replaced within or from the study area should be subject to a mechanical screening process to separate the artefacts from the fill and/or any contaminants;
- Any natural soil horizon to a depth of RL: 0.4 to be excavated/removed and or replaced within or from the study area should be subject to a mechanical screening process to separate the artefacts from the soil and/or any contaminants;
- The Cottage Creek area should be subject to a separate salvage excavation process in the future after it has ceased to be used as a hard stand parking area and when final plans are available.

6.8 BIODIVERSITY

A biodiversity waiver has been requested and obtained under section 7.9(2) of the *Biodiversity Conservation Act 2016,* refer to Appendix Q. The Department, via the waiver, have concluded that the proposed development is not likely to have any significant impact on biodiversity values and therefore a Biodiversity Development Assessment Report is not required.

6.9 DESIGN EXCELLENCE

Since the original design, DOMA have reviewed the approved scheme and in response to current market trends have increased the size of the hotel and revised the residential use to commercial office space. The proposal has been amended to accommodate the change in brief, while seeking to remain consistent with the original design intent.

With that in mind, it was proposed that the revised SSD application follow similar Design Review Panel process to that of the following the previously approved SSD. This direction was supported by the Government Architects on the 11 November 2019, at a briefing meeting between the project team and the Government Architect. The project team presented to the Government Architect; and at this meeting it was decided that the establishing a Design Review Panel (DRP) was the most appropriate way forward.

DOMA have worked collaboratively with the DRP throughout the process and met on 27 November 2019 for a formal presentation, the DRP comprises of the following representatives:

- Lee Hillam – Dunn & Hillam Architects
- Dr Philip Pollard – Amenity Urban & Natural Environments / Newcastle City Council's Urban Design Consultative Group Professor
- Sue Anne Ware - Head of School, Architecture and Built Environment, University of Newcastle

Upon conclusion of the DRP briefing, it was agreed that it is not necessary to review this project again prior to the SSD submission as the DRP are satisfied that the project can proceed to SSD stage.

A Design Excellence Strategy (refer to Appendix O) was prepared and provided to the Government Architect prior to the submission of this SSD, based upon the process undertaken to date it is anticipated that a design excellence waiver will be issued in respect to the requirement for a design excellence competition concurrent to the SSD process. As explored the iterative design development and ongoing consultation with the DRP and Government Architect has resulted in a robust design which is capable of achieving design excellence.

6.10 WATER

To address the SEARs requirements in relation to water, Douglas Partners Pty Ltd (DP) were consulted to conduct a Geotechnical Report on the Site. Douglas Partners, through written confirmation which is attached to the geotechnical report at Appendix H, have stated that the previous Geotechnical report would be sufficient for this new DA, with the proposal not creating significant geotechnical changes from the previous development. The impact the proposal will have on drainage and the mitigation measures that will be implemented have been addressed in section 6.6 of this report.

Douglas Partners are an Australia organisation which specialises in providing consulting with specialist disciplines including geotechnical engineering, rock mechanics, contaminated land, groundwater, geophysics and earthworks.

The report presents the results of a geotechnical investigation undertaken on the Site. The field work was undertaken in the period 15 to 16 September 2017 and comprised the following actions –

- Seven cone penetration tests (CPTs) and four piezocone penetration tests which were continued to depths ranging from 15 m to 30 m respectively;
- The CPTs were conducted using a purpose-built truck-mounted CPT rig. A 35mm diameter instrumented cone and friction sleeve assemble was hydraulically thrust into the soil at a rate of about 2cm/sec. Cone tip resistance, sleeve friction and inclination from vertical were recorded by a computer data acquisition system for subsequent plotting and analysis;
- The piezocone was also used to perform dissipation tests, consisting of halting the cone penetration within a suitable material, and monitoring the decrease in pore pressure with time;
- Upon completion of each test, the remnant hole was dipped to determine the depth to the water table;
- Four bores, Bores 201 to 204 were drilled to about 6.0 m depth using a purpose built geotechnical drilling rig, and where undertaken as part of the environmental investigation, in situ standard penetration tests were not carried out in the bores;
- Groundwater monitoring wells (piezometers) were installed Bores 201 to 203. A data logger was installed in Bore 202 to measure groundwater levels;
- The bores and CPTs were set out by a geotechnical engineer who logged the subsurface profile and also collected representative samples for strata identification; and
- The surface level of the test locations was measured by a DP site engineer to approximately + 0.1 m in accuracy. Co-ordinates of the test locations were recorded using a hand held GPS which is considered to be accurate within 15 m depending on satellite coverage.

During the assessment free groundwater was encountered in the CPTs at depths ranging from 1.7m to 3.5m in depth. The inferred depth of groundwater, based on collapsing CPTs, was at depths of 1.8m to 3.2m. In the bores free groundwater was encountered at depths ranging from 2.4m to 3m and within 2.1m to 3.4m in depth with piezometers. Furthermore, based on data logger monitoring from Bore 202 free groundwater was observed at RL0.2 to RL0.7. These levels accordingly to DP would be influenced by direct infiltration from rainfall and tidal levels in Cottage Creek and the harbour During extreme or prolonged wet weather the groundwater level could rise well above RL0.7, and would be controlled by the near-surface drainage measure in Honeysuckle Drive and Cottage Creek.

DP have assessed the impact the excavation works will have on the groundwater in the vicinity of the site. These excavation works have already been completed under the previously approved SSD application. Therefore, a complete analysis of the proposed excavation works is unnecessary. Although majority of the earthworks have already been completed under the previous SSD the remaining works will take into consideration and adopt the necessary measures stated in the geotechnical report.

6.11 SERVICING AND WASTE

6.11.1 CONSTRUCTION AND EXCAVATION WASTE

As the majority of the earthworks have already been undertaken, there is minimal excavation waste associated with this current development. Most waste during the construction state will be a result of excess materials. The management of waste during the construction stage to minimise environmental impacts shall be dictated by the Construction Management Plan (CMP). A preliminary CMP was completed by Northrop and is located at Appendix G of the report. Recommendations in the CMP in regard to waste management include:

- The storage of hazardous and dangerous goods to be primarily stored offsite, however, where necessary, the storage and containment of dangerous and hazardous goods onsite will be in accordance with Material Data Sheets and EPA Regulations; and
- Liquid storage and handling areas will be located away from stormwater drain entrances, work area entrances and exits, and drainage overflow routes. Bunding will be constructed where necessary in accordance with EPA guidelines.

6.11.2 OPERATIONAL WASTE

A Waste Management Plan (WMP) for the ongoing management of waste for the development during its operational stage has been prepared by Elephant's Foot Recycling Solutions and is provided at Appendix R. The objectives outlined in the WMP are as follows:

(i) Promote responsible source separation to reduce the amount of waste that goes to landfill, by implementing convenient and efficient waste management systems
(ii) Ensure adequate waste provisions and robust procedures that will cater for potential changes during the operational phase of the development.
(iii) Compliance with all relevant council codes, policies, and guidelines.

The building design incorporates separate waste storage rooms for each component of the development, that being the commercial, hotel and ground floor retail. These waste storage rooms have been designed and sized in direct relation to the waste demanded and number of bins thereby necessitated for each use. A summary of the waste management practices adopted for the proposal are provided below.

Hotel

The waste generated in each room of the hotel will be managed by staff. Most of the waste is predicted to be from goods received at the loading dock in the form of packaging, food waste, recyclables, newspapers and magazines. All guests in each hotel room will be supplied with a collection of receptacles in each unit to deposit garbage and collect recyclable material. Nominated staff or cleaners will collect the waste from the guest rooms and place the garbage in the hotel waste room on the ground level and put into 1100L collections bins and recycling into 1100L collection bin.

Café and Bar Areas

The staff in the café and bar will be required to be responsible for the storage of waste and recycling back of house. At the completion of each trading day allocated staff will transport their waste and recycling to the allocated waste room and place in appropriate bins.

Commercial Premises

Paper or general waste bins will be located next to workers desks, with specific bins for waste and cycling located centrally in each office, printer room and kitchen. The cleaners will be responsible for transporting of the waste and recycling to the Waste Room and placing it into the appropriate bin.

Estimated Volumes of Waste

The estimated volumes of waste as identified by Elephants Foot in the WMP are depicted in Table 13 and Table 14.

Table 13 – Predicted Hotel and Retail Operational Waste (Source: Elephants Foot)

Type	#Rooms	Garbage Generation Rate (L/room/day)	Generated Garbage (L/week)	Recycling Generation Rate (L/room/day)	Generated Recycling (L/week)
Hotel	179	10	12530	5	6265
Type	**GFA (m^3)**	**Garbage Generation Rate (L/100m^2/day)**	**Generated Garbage (L/week)**	**Recycling Generation Rate (L/100m^2/day)**	**Generated Recycling (L/week)**
Café (ground)	81	100	567	120	680.4
Lounge & Bar (level 3)	388	150	4074	100	2716
TOTAL	**469**		**17171**		**9661.4**
Collections & Equipment	Bin Size (L)		1100	Bin Size (L)	1100
	Garbage Bins Per Week		16	Recycling Bins Per Week	9
	Collections per Week		3	Collections per Week	3
	Total Waste Bins Required		6	Total Recycling Bins Required	3

Table 14 - Precicted Commerical Office Operatational Waste (Source: Elephants Foot)

Type	GFA (m^2)	Garbage Generation Rate (L/100m^2/day)	Generated Garbage (L/week)	Recycling Generation Rate (L/100m^2/day)	Generated Recycling (L/week)
Commercial (offices)	5227	10	3658.9	15	5488.35
TOTAL	**5227**		**3658.9**		**5488.35**
Collections & Equipment	Bin Size (L)		1100	Bin Size (L)	1100
	Garbage Bins Per Week		4	Recycling Bins Per Week	5
	Collections per Week		3	Collections per Week	3
	Total Waste Bins Required		2	Total Recycling Bins Required	2

For further details in regard to operational waste management refer to the WMP at Appendix R.

6.12 MINE SUBSIDENCE

In adherence with the SEARs requirements, this SSD application has addressed the environmental impact concerns in relation to mine subsidence. As the site is located within an identified mines subsidence district, Northrop have engaged with NSW Subsidence Advisory throughout the design development process. The NSW Subsidence Advisory have reviewed, approved and stamped the final architectural plans and have provided a notice of determination (Appendix S)

Douglas Partners (DP) provided a mines submission for the application in conjunction with a geotechnical report (refer Appendix S). The submission was conducted through a summary of previous mines subsidence reports that had been

prepared for the Site, along with the mine subsidence design parameters that were recommended at the completion of the mine rectification measures.

The principal reports used by Douglas Partners in their submission included:

- Proposed Mine Subsidence Mitigation Plan – Honeysuckle – Coffey report, 20 December 2010 (Coffey, 2010); and
- Mine Stabilisation Report for Lot 22 and Lee 5, Honeysuckle Drive – WSP report, 15 December 2017 (WSP, 2017).

The geotechnical report identified the soil profile of the site as containing loose sand interbedded with a thin layer typically soft to stiff clay; underlain by loose, medium dense and dense sand; which is further underlain by stiff to hard clay to 40 metres depth; where rock is anticipated. The majority of the earthworks, however, have been completed under the previously approved SSD. As such there are minimal earthworks associated with this application, with the remaining earthworks including 6 piles and capping of the site.

6.13 SECTION 7.12 PUBLIC CONTRIBUTIONS

The proposal attracts Section 7.12 contributions payable in accordance with the adopted Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019. Under the Plan the site is identified as being situated within the Newcastle City Centre and therefore contribution rates are derived from Part B of the Plan and are adjusted to the proposed developments cost of works.

A Capital Investment Report was undertaken by Madden & Associates which stated the cost of works for this SSD was $44,608,821.51. Refer to Appendix T for the Capital Investment Report. Under Part B 7.12 contributions, a proposed development with a cost of more than $250,001 has a developer contribution levy of 3% of the cost of works

7 MITIGATION MEASURES

A range of mitigation measure are proposed to reduce any potential negative environmental impacts. Appendix B provides a summary of the environmental management measures proposed.

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8 CONCLUSION

The proposed SSD at 42 Honeysuckle Drive is for a mixed-use development comprising a commercial podium, carparking, commercial office space tower and hotel. The proposed development represents a high-quality outcome for the site in the waterside location of the Honeysuckle Precinct.

The proposed development achieves a stimulating and sustainable urban form whilst considering the context of neighbouring public spaces and buildings and the potential future development of the surrounds. The proposed development represents a high quality urban design, which seeks to invigorate and enhance the western end of the Honeysuckle Precinct with an interesting mixed use development incorporating ground floor retail space, 7 storeys of commercial office space and a 179 room hotel. The proposed development will have a positive impact on the overall amenity and vibrancy of the precinct and provide a well-designed development for a visually prominent site.

The potential impacts of the development have been carefully considered in the evolution of the design for the site, which presents no unreasonable or significant adverse environmental impact. The proposal is generally compliant with applicable planning controls and instruments, and this EIS has addressed all relevant statutory considerations under the SEARs requirements. The proposed development achieves the desired planning outcomes for the locality and will aid in ensuring Newcastle remains the economic core of the Hunter Region. Additionally, as Newcastle becomes a Global City, this development will provide additional tourism accommodation which is limited in the City Centre and will showcase to guests the picturesque Newcastle Harbour.

The proposed development is consistent with the desired character and built form of Newcastle City Centre, bringing a diverse range of uses within one development. The integration of the hotel, commercial and retail spaces ensures a high quality mixed-use development which will attract people to Newcastle.

Given its overall consistency with statutory legislation and strategic planning as outlined in Section 4 of this EIS and the absence of any significant adverse environmental impacts, the SSD is considered to be in the public interest and worthy of gaining approval.

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APPENDIX A – SEARS COMPLIANCE

KDC Pty Ltd

General Requirmeetns of SEARs

Key Issues	Required	This EIS Response
General Requirements	+ Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.	A detailed assessment of the potential environmental impacts associated with the development was undertaken and is located in Section 6 of the EIS.
	+ A detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the EP&A Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived.	A detailed calculation of the capital investment value which includes details of all assumptions and components from which the CIV calculation is derived was undertaken by Madden and Associates. The CIV is located at Appendix T of this EIS.
	+ A detailed cost report prepared in accordance with Newcastle Section 94A Development Contributions Plan 2009.	A detailed cost report was prepared by Madden and Associates in accordance with Newcastle Section 94A Development Contributions Plans 2009. It is located within Appendix C of CIV, which in turn is located at Appendix T of the EIS.
	+ An estimate of the jobs that will be created by the future development during the construction and operational phases of the development.	It is estimated that 1,000 jobs will be created during the construction stage of the development, with an additional 60 jobs created future the operational stage of the development.
Statutory and Strategic Context	+ Address the statutory provisions applying to the development contained in all relevant environmental planning instruments, including:	All the stated statutory provisions have been addressed in the EIS. The assessment against all the relevant matters are located in Section 4.1 of the EIS.
	o State Environmental Planning Policy (State & Regional Development) 2011;	The State Environmental Planning Policy (State & Regional Development) 2011 is addressed in Section 4.1.2 of the EIS.
	o State Environmental Planning Policy 55 – Remediation of Land;	The State Environmental Planning Policy 55 – Remediation of Land has

Key Issues	Required	This EIS Response
		been addressed in Section 4.1.5 of the EIS.
	○ State Environmental Planning Policy (Infrastructure) 2007	The State Environmental Planning Policy (Infrastructure) 2007 has been addressed in Section 4.1.4 of the EIS.
	○ State Environmental Planning Policy (Coastal Management) 2017;	The State Environmental Planning Policy (Coastal Management) 2017 has been addressed in Section 4.1.3 of the EIS.
	○ Draft State Environmental Planning Policy – Remediation of Land	The Draft State Environmental Planning Policy – Remediation of Land has been addressed in Section 4.1.6 of the EIS.
	○ Newcastle Local Environmental Plan (LEP) 2012.	The Newcastle Local Environmental Plan (LEP) 2012 and the relevant clause applying to the development have been addressed in Section 4.1.7 of the EIS.
	+ Address the relevant planning provisions, goals and strategic planning objectives in the following:	All the required strategic planning provision for the development have been assessed in Section 4.2 of the EIS
	○ NSW State Priorities	The NSW State Priorities have been addressed in Section 4.2.1 of the EIS.
	○ Future Transport Strategy 2056 and supportive plans	The Future Transport Strategy 2056 and supportive plans have been addressed in Section 4.2.2 of the EIS.
	○ Better Placed – an integrated design policy for built environment in NSW 2017	The Better Placed – an integrated design policy for built environment in NSW 2017 has been addressed in Section 4.2.3 of the EIS.
	○ NSW Planning Guidelines for Walking and Cycling;	The NSW Planning Guidelines for Walking and Cycling have been addressed in Section 4.2.4 of the EIS.

Key Issues	Required	This EIS Response
	○ Hunter Regional Plan 2036;	The Hunter Regional Plan 2036 has been addressed in Section 4.2.5 of the EIS.
	○ Newcastle Urban Renewal Strategy 2014;	The Newcastle Urban Renewal Strategy 2014 has been addressed in Section 4.2.6 of the EIS.
	○ Greater Newcastle Future Transport Plan;	The Greater Newcastle Future Transport Plan has been addressed in Section 4.2.8 of the EIS.
	○ Greater Newcastle Metropolitan Plan 2036;	The Greater Newcastle Metropolitan Plan 2036 has been addressed in Section 4.2.7 of the EIS.
	○ Port of Newcastle Port Development Plan (PDP 2015);	The Port of Newcastle Port Development Plan (PDP 2015) has been assessed in Section 4.2.9 of the EIS.
	○ Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019;	The Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019 has been assessed in Section 6.13 of the EIS
	○ Relevant City of Newcastle policies, codes and guidelines (where required pursuant to relevant Local Environmental Plans);	As stated above the Newcastle LEP has been addressed in Section 4.1.7 of the EIS
	○ NSW Aquifer Interference Policy (2012);	The NSW Aquifer Interference Policy (2012) has been addressed in Section 4.2.10 of the EIS.
	○ Guidelines for Controlled Activities on Waterfront Land (2018);	The Guidelines for Controlled Activities on Waterfront Land (2018) have been addressed in Section 4.2.12 of the EIS.
	○ Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW.	The Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW has been addressed in Section 4.2.11 of the EIS.

Key Issues	Required	This EIS Response
Building Use	+ Include a table identifying the proposed land uses including a floor-by-floor breakdown of gross floor area (GFA), total GFA and site coverage. + Include details of the proposed uses and/or operational details for the development including but not limited to: o Fit out and operational details o Preliminary operational management plan	A floor-by-floor breakdown including GFA is located in Section 3.1 in Table 2 of the EIS. The operation uses of the development are discussed in Section 6.1 of the EIS. The commercial premises and hotel will operate 24/7, whereas the bar and terrace will operate 6:00am – 12:00 midnight, 7 days a week. A Plan of Management for the hotel and the bar are attached and located at Appendix M of the EIS.
Design Excellence	+ The EIS shall include a design excellence strategy prepared in consultation with the Government Architect NSW, demonstrating how the proposal will achieve design excellence. This strategy shall: o Identify the process to ensure that design excellence is achieved; o Demonstrate how comments from the Government Architect NSW have been addressed.	A design excellence strategy has been prepared for this application. The Design excellence strategy has been sent to the NSW Government Architect and it is located at Appendix O of the EIS.
Built Form and Urban Design	+ Address design quality, with specific consideration of bulk and scale, overall site layout, axis, vistas and connectivity, open spaces and edges, ground floor activation, primary elements, gateways, façade, rooftop, mechanical plant, massing, setbacks, building articulation, materials and choice of colours. + Assess the potential amenity impacts of the proposal including overshadowing, noise, reflectivity, visual privacy, wind and view loss impacts + Demonstrate that the proposal addresses and provides amenity to the light rail corridor and existing developments to the south and the	A Design Report is located at Appendix C of the EIS which addresses the Built Form and Urban Design of the development. The architect report addresses these relevant SEARs requirements. A synthesis of the architects report in relation to built form and urban design is located at Section 3.2.3 of the EIS.

Key Issues	Required	This EIS Response
	proposed pedestrian/cycle link to run adjacent to the Cottage Creek drainage channel. + Provide design approaches to mitigate any potential flooding.	
Ecologically Sustainable Development (ESD)	+ Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 will be incorporated in the design, construction and ongoing operation phases of the development. + Demonstrate how the proposed development responds to sustainable building principles and best practice, and improves environmental performance through energy efficient design, technology and renewable energy. + Include a description of the measures that would be implemented to minimise consumption of resources, water and energy, including an Integrated Water Management Plan which details any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design.	The Ecological Sustainable Development principles in relation to the development has been addressed in Section 8 of the Architect Report by Bates Smart which is located at Appendix C of the EIS.
Noise	+ Identify any sensitive receivers to noise in the vicinity of the site + Identify the main noise generating sources and activities at all stages of construction, and any noise sources during operations. Outline measures to minimise and mitigate the potential noise impacts on surrounding occupiers of land. + Identify the likely noise impacts and acoustic measures required to ensure acceptable internal amenity, noting the proximity to the operational areas of the Port of Newcastle.	The sensitive receivers to noise in the vicinity of the site have been identified in Section 3 of the Acoustic Report, located at Appendix N of the EIS. The noise generating source during the construction stage and potential mitigation measures have been addressed in Section 7.2 of the Acoustic Report. The operation noise impacts and potential mitigation measures are assessed in Section 6 of the Acoustic Report. The Acoustic Report is located at Appendix N of the EIS. The noise impacts and acoustic measures report to ensure acceptable internal amenity are addressed in Section 5 of the

Key Issues	Required	This EIS Response
		Acoustic Report located at Appendix N of the EIS.
Transport and Accessibility (Construction and Operation)	+ Include a traffic, parking, servicing and access assessment identify any impacts of the proposed development on the traffic and transport network and pedestrian cyclist safety adjacent to the site. Any associated impacts and/or mitigation measures are to be included in the EIS. + Assess the impacts of the traffic generated on the local road network, and surrounding intersections (including Hannell Street / Honeysuckle Drive intersections) using SIDRA or similar traffic model and any potential need for upgrading or road works (local and classified) to maintain existing levels of service. + Address the impacts of the proposal having regard to the cumulative traffic impact of other proposed developments in the area and the impact of the Newcastle Light Rail project.	A Traffic Impact Assessment (TIA) which addresses the traffic, parking, servicing and access of the development has been undertaken and located at Appendix D of the EIS. The TIA assed the impacts of traffic generated on the local road network using SIDRA 8 modelling. The traffic impact and the modelling in relation to the proposal are located in Section 11 of the TIA, which is located in Appendix D of the EIS. Section 4 of the TIA addressing the proposed road network improvements in the vicinity of the development.
Mine Subsidence	+ Provide a Geotechnical Investigation and Report which addresses potential subsidence risks, stabilisation works required/undertaken and confirms suitability of the site for the proposal.	A Geotechnical Investigation was undertaken for this SSD application and is located at Appendix H of the EIS. Douglas and Partners also included a mine subsidence submissions which is located at Appendix S of the EIS.
Flooding	+ The EIS is to include an assessment of any potential flood risk on site in accordance with any relevant provisions of the NSW Floodplain Development Manual (2005), The Cottage Creek Flood Management Plan 1999 and the Newcastle Floodplain Risk Study 2012 including an: o assessment of existing flood behaviour and impact of sea level rise, climate change, and ecosystem migration; o assessment of potential flood impacts on the proposed development and measures to mitigate any potential flooding;	A Flood Risk Assessment was undertaken by Northrop and is located at Appendix P of the EIS. An assessment of the existing flood behaviour and impact of climate change is located on page 2 and 3 of the Flood Risk Assessment. An assessment of potential flood impacts and mitigation measures is located on page 3 of the Flood Risk

Key Issues	Required	This EIS Response
		Assessment located at Appendix P of the EIS.
	○ assessment of potential impacts of the proposed development on flood behaviour at the site and impacts on adjacent land, and measures to mitigate any potential flooding;	An assessment of potential impact on flood behaviour is located on page 4 of the Flood Risk Assessment located at Appendix P of the EIS.
	○ emergency management measures and evacuation;	
	○ consistency with any floodplain risk management plans;	Emergency management measures and evacuation are discussed over pages 4 and 5 of the Flood Risk Assessment located at Appendix P.
	○ compatibility with the flood hazard of the land;	Compatibility with flood hazard is located on page 4 of the Flood Risk Assessment located at Appendix P of the EIS.
	○ assessment of whether the proposal will significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses; and	The impact on the environment in relation to flooding is located on page 3 of the Flood Risk Assessment, located at Appendix P of the EIS.
	○ detailed consideration of the proposed drainage associated with the proposal, including stormwater and drainage infrastructure.	Detailed consideration of the proposed drainage of the development is addressed in the Stormwater Management Plan, located at Appendix E.
Drainage	+ Provide details of all drainage associated with the proposal, including stormwater and drainage infrastructure.	Details of drainage associated with the proposal has been addressed in the Stormwater Management Plan, located at Appendix E of the EIS.
Water	+ include an assessment of impacts on surface and ground water sources related infrastructure, adjacent licensed water users, basic landholder rights, watercourses, riparian land, and groundwater dependent ecosystems and measure proposed to reduce and mitigate these impacts.	A Geotechnical Report was conducted for the development and is located at Appendix H of the EIS. The report assesses the impacts on groundwater at and around the site.
	+ Identify proposed surface and groundwater monitoring activities and methodologies.	Section 6.3 and 7.4 of the Geotechnical Report, which is located

Key Issues	Required	This EIS Response
		at Appendix H of the EIS address the surface and groundwater impacts.
Heritage	+ The EIS shall include a Heritage Impact Statement and an Aboriginal Cultural Heritage Report.	A Statement of Heritage Impact has been attached to EIS and is located at Appendix J. An Aboriginal. An Aboriginal Cultural Heritage Management Plan is included with this application and is located at Appendix K of the EIS.
Utilities	+ Address the existing capacity of the site to service the development proposed and any augmentation requirements for utilises, including arrangement for electrical network requirements, drinking water, waste water and recycled water + Identify the existing infrastructure on-site and any possible impacts of the construction and operation of the proposal on this infrastructure. The existing capacity and any augment requirements of the development of the provision of utilises, including staging of infrastructure and additional licence/approval requirements in consultation with relevant agencies.	The existing utilities and infrastructure of the site have been addressed through a Site Survey, which is located at Appendix F of the EIS.
Public Benefit and Contributions	+ Provide confirmation of the public benefit offer to be derived from the proposal and address Council's Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019	Council's Section 7.12 Newcastle Local Infrastructure Contributions Plan 2019 has been addressed in Section 6.13 of the EIS.
Biodiversity	+ The EIS shall provide an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report where required under the Act.	A biodiversity waiver has been approved for this development and is located at Appendix Q of the EIS.
Servicing and Waste	+ Identify, quantify and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site.	A Waste Management Plan which address the construction and operation waste of the development has been undertaken by Elephants Foot and is located at Appendix E of the EIS.

Key Issues	Required	This EIS Response
Documentation Required	+ Architectural drawings (A3 scale) and architectural design statement including site analysis plan, shadow diagram	Architectural drawings and design statement are located in the Architectural Report, located at Appendix C of the EIS.
	+ Landscape drawings and landscape design statement	
	+ Site survey plan	A Site Survey Plan is located at Appendix F of the EIS.
	+ ESD statement	An ESD statement is included within the Architectural Report in Section 8, and is located at Appendix C of the EIS.
	+ Pre-submission consultation statement	Consultation and engagement with the authorities is addressed in Section 5 of the EIS.
	+ Heritage impact statement	A Heritage Impact Statement is located at Appendix J of the EIS.
	+ Archaeological impact assessment	An archaeological impact assessment is included within the Aboriginal Cultural Heritage Management Plan
	+ Access impact statement	An assessment of access is included in Section 11.3 of the Traffic Impact Assessment, which is located at Appendix D of the EIS.
	+ Traffic and parking assessment including SIDRA	An assessment of traffic and parking using SIDRA modelling is included in Section 11 of the Traffic Impact Assessment, which is located at Appendix D of the EIS.
	+ Visual and view impact analysis and photomontages	A Visual and view impact is located in Section 4 of the Architect Report, which is located at Appendix C of the EIS
	+ Stormwater concept plan	

Key Issues	Required	This EIS Response
	+ Operational management plan + Operational waste management plan + Preliminary Construction Management Plan + Geotechnical and Structural Report + Services and infrastructure report + Contamination assessment + Schedule of materials and finishes	A Stormwater Management Plan is located at Appendix E of the EIS. A Plan of Management for the bar and the hotel are located at Appendix M of the EIS. A Waste Management Plan is located at Appendix R of the EIS. A Construction Management Plan is located at Appendix G of the EIS. A Geotechnical Report is located at Appendix H of the EIS. Services are addressed in section 6.11 of the EIS A contamination assessment is located at Appendix L of the EIS. A schedule of material and finishes are detailed in Section 5 of the Architectural Report, located at Appendix C of the EIS.
Consultation Requirements	+ Newcastle Council + Office of Government Architect	Engagement with Newcastle Council is addressed in Section 5.1 of the EIS. Engagement with the Office of Government Architect is addressed in Section 5.2 of the EIS.

APPENDIX B – MITIGATION MEASURES TABLES

KDC Pty Ltd

Matter	Potential Impact	Mitigation Measures
Acoustic	Acoustic impacts to surrounding sensitive receivers	ALC in relation to the operational component of the development made several recommendations in their report, that include: + The loading dock in the carpark is not to operate between 10:00pm to 7:00am; + Operating hours of the bar should be limited to 6:00am and 12:00 Midnight; + Amplified music within the bar/lounge area is limited to 90dB(A); + Background music at the outdoor terrace should be limited to 75dB(A); + There should be a maximum of 50 patrons at the outdoor terrace at any given time; and + The disposing of bottles/waste should be done prior to 10pm, or after 7am. The Acoustic Report also identified mitigation measures that should be adopted during the construction stage to minimise the noise impacts to the surrounding environment. These recommendations include: + Construction of hoarding around the site perimeter to provide noise screening to low level receivers; + Where practicable and possible, use alternative equipment which will not emit the same noise and vibration levels; + Work vehicles, trailers and concrete trucks should turn off their engines when on site; + Use of silencing devices in the in the form of engine shrouding or industrial silencers fitted to exhausts; and + In the event of continuous exceedance of the 'highly noise affected level' are predicted, respite periods should be considered.
Transport and Accessibility	Impacts on surrounding road network and impacts to on-	The traffic report outlined mitigation measures to ensure there would be minimal disturbance and negative impact to

Matter	Potential Impact	Mitigation Measures
	street parking	the surrounding local and state road networks. The mitigation measures were in regard to construction traffic, which is a short-term traffic impact. Construction traffic is best managed through the preparation of a construction traffic management plan prepared and implement prior to commencement of construction activities.
Mine Subsidence	Inadequate structural design	Continue consultation with Subsidence Advisory NSW.
Flooding	Risk to property and life as a result of flooding impacts	+ Incorporates design features to minimise risk to property and life from flooding; and + A Flood Emergency Management Plan will be prepared and implemented prior to occupation of the building.
Drainage and Water	Impacts to water quality	Mitigating measures have been incorporated into the stormwater design to alleviate potential environmental impacts due to the development in regard to drainage. Mitigation measures include the incorporation of stormwater treatment devices into the design of the development, which will aid in minimising any adverse impacts upon the ecology of the downstream watercourses. The treatment of stormwater runoff for waterborne pollutants is achieved through the proposed treatment train. The stormwater strategy states that the treatment train includes the use of a rainwater tan, a proprietary gross pollutant trop and a cartridge treatment system.
Heritage and Aboriginal Archaeology	Impacts to items of heritage significance and Aboriginal artefacts	+ Consultation, where possible, with the Registered Aboriginal Parties should continue throughout the duration of the proposed development; + Recommended that a community collection of surface Aboriginal objects should take place prior to any development commencing; + Monitoring the fill removal of the artificial mound area and excavation should cease once either natural soil is encountered or sterile deposits. Once natural soil is located it is recommended that an open area salvage program should take place in order to further understand the nature and extent of the archaeological site and reclamation works of the study area;

Matter	Potential Impact	Mitigation Measures
		+ Any fill to be removed/excavated and/or replaced within or from the study area should be subject to a mechanical screening process to separate the artefacts from the fill and/or any contaminants; + Any natural soil horizon to a depth of RL: 0.4 to be excavated/removed and or replaced within or from the study area should be subject to a mechanical screening process to separate the artefacts from the soil and/or any contaminants; + The Cottage Creek area should be subject to a separate salvage excavation process in the future after it has ceased to be used as a hard stand parking area and when final plans are available.
Biodiversity	Impacts to flora and fauna	N/A – biodiversity waiver obtained
Design Excellence	Poor architectural design	Continue to liaise with the NSW Government Architect Office and Design Review Panel where appropriate. The steps undertaken to date support a high quality design that will achieve design excellence.
Servicing and Waste	Inadequate management of construction and ongoing waste	Adhere to the Construction Management Plan and Waste Management Plan.

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APPENDIX C – ARCHITECTURAL REPORT

Bates Smart Architects Pty Ltd

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APPENDIX D – TRAFFIC IMPACT ASSESSMENT

Intersect Traffic Pty Ltd

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APPENDIX E – STORMWATER MANAGEMENT STRATEGY

Northrop Pty Ltd

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APPENDIX F – SITE SURVEY PLAN

DeWitt Consulting Pty Ltd

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APPENDIX G – CONSTRUCTION MANAGEMENT PLAN

Northrop Pty Ltd

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APPENDIX H – GEOTECHNICAL REPORT

Douglas Partners Pty Ltd

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APPENDIX I – 4.6 VARIATIONS SUBMISSION

KDC Pty Ltd

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APPENDIX J – STATEMENT OF HERITAGE IMPACT

John Carr Heritage Design

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APPENDIX K – ABORIGINAL CULTURAL HERITAGE MANAGEMENT PLAN

Archaeological Management & Consulting Group Pty Ltd

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APPENDIX L – CONTAMINATION AND ACID SULFATE ASSESSMENT

Douglas Partners Pty Ltd

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APPENDIX M – PLAN OF MANAGEMENT (BAR & HOTEL)

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APPENDIX N – ACOUSTIC ASSESSMENT

Acoustic Logic Consultancy Pty Ltd

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APPENDIX O – DESIGN EXCELLENCE STRATEGY

KDC Pty Ltd

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APPENDIX P – FLOOD RISK ASSESSMENT

Northrop Pty Ltd

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APPENDIX Q – BDAR WAIVER

Department of Planning, Industry and Environment

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APPENDIX R – WASTE MANAGEMENT PLAN

Elephant's Foot Recycling Solutions

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APPENDIX S - MINE SUBSIDENCE SUBMISSION

Douglas Partners Pty Ltd

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APPENDIX T - CAPITAL INVESTMENT REPORT

Madden & Associates

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APPENDIX U – CIVIL ENGINEERING PACKAGE

Northrop Pty Ltd

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APPENDIX V – BCA ACCESS REPORT

Indesign Building Pty Ltd

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APPENDIX W – LANDSCAPE PLANS

Terras Landscape Architects

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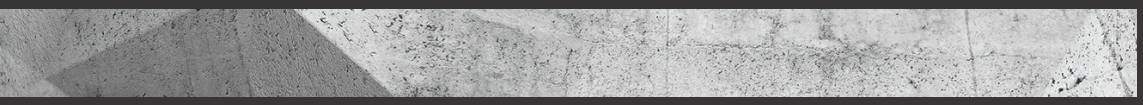
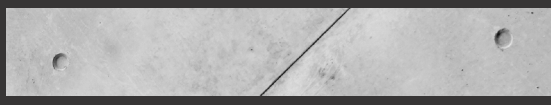
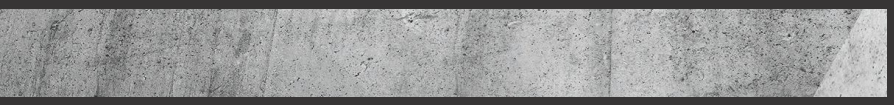

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