

Response to Submissions Received

Item 2

1502 – Politis Hunter Development

DA2016/00267
12 Stewart Avenue
Newcastle West, NSW

DATE

9/5/16

AMENDED PLAN

1

Solar Access

Car Lovers currently has several banks of solar panels on the northern skillion roofs of the site. We are concerned that the shadow diagrams indicate that we will lose a large percentage of our winter solar access to these panels and request how the developer intends to address this loss of solar access. Solar currently supplies 50% of the power to the site.

The proposed development has been designed to comply with the DCP & LEP controls relevant to the site. The location of the neighbouring solar panels is at the discretion of that lot owner. The DCP & LEP controls have not changed since the panels have been installed.

2

Traffic

The traffic report does not appear to make any reference to the traffic generated by the Car Lovers site which could be up to 100 car movements /hour. Can you please provide evidence that the proposed additional traffic using the proposed Stewart Avenue entry/ exit will have no adverse impact on our currently established business of 30 years serving the residence of Newcastle.

Please refer to Appendix A for a response prepared by the Traffic Consultant.

3

Street Trees

A preliminary assessment for acid sulphate soils prepared in accordance with the Acid Sulfate Soils Manual in the event that site works are going to occur at depths of 2m or more below natural ground level. Street trees along Stewart Avenue are indicated on the Landscape plans to be in the order of 5-6m high. This will potentially obscure our current site signage for the Car Lovers site when travelling south. Can evidence be provided that the proposed street trees will not adversely impact on the current Car Lovers signage exposure.

Please refer to Appendix B for a response prepared by the Landscape Architect.

4

Goundwater

The current carwash facility at Car Lovers utilises bore water as its main water source. We have concerns that the proposed development may effect this water supply again during construction as it did with the development on the corner site that is owned by the same company & I believe that the same builder is being considered to carry out the project. This resulted in serious damage to the Carlovers Carwash water purification system, numerous pumps & motors & the actual bore system itself. Many times during construction our business was closed & or interrupted as we had no water supply. What precautions are to be implemented during construction to ensure that there is no adverse impact on the current underground water supply. I would like to have the opportunity to view all underground plans etc before a DA is approved, especially concrete injected piers that enter or pass through the water table. I would also wish to explore the concept of a bond being put in place to cover any damage done to the aquifer because when this happened before Carlovers Carwash had to fund all repairs & losses, a large amount of money, for a long period of time before a satisfactory settlement was reached.

We have received preliminary advice that indicates that piling not sheet piling will be required. We are in the process of engaging a hydrogeologist to supply a report before the construction certificate is issued. We request that a full report from this consultant forms part of the DA consent

conditions. Please refer to Appendix C for a scope of works / strategy from the hydrogeologist consultant.

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Appendix A – Response from Traffic Consultant

Ref: 15/028

20th April 2016

CKDS Architecture
PO Box 958
NEWCASTLE NSW 2300

Attention: - Mr Stuart Campbell

Dear Stuart,

**RE: Additional Car Park – Gateway Development – Lot 102 DP 1191992
Corner Stewart Avenue and Hunter Street – Submission Response.**

Reference is made to the submission received by Newcastle City Council in relation to the above project and in particular regard to the adjoining access to the Car Lover's business.

In responding to this submission I would state the following;

As the development property fronts both Stewart Avenue and Hunter Street it is under the Roads Act 1993 entitled to a vehicular access from one of the streets. An access off Stewart Avenue is preferred as access to Hunter Street would be on the immediate departure side of a major intersection and would result in significant pedestrian conflict due to the pedestrian traffic on Hunter Street adjacent to a popular bus stop.

Further it is preferred that the access be as far away from the Hunter Street traffic signals as possible while still being a suitable distance from the Parry Street and King Street traffic signals. Therefore it is considered the proposed access location is the most suitable location. The proposed access is also compliant with the relevant Australian Standard AS2890.1-2004 Parking facilities – Part 1 Off-street car parking and is not in a prohibited location. As such it is my opinion that you are entitled to the proposed access off Stewart Avenue and it is in the best location.

In regard to the impact of the access on the adjoining access whilst I do not believe it is necessary to specifically address the impacts of the proposed access on the adjoining access I would advise as follows;

1. Having observed both accesses during the typical weekday morning and afternoon peak periods the traffic generation figures for the Car Lover's site quoted in the submission were never reached with the observed traffic generation being significantly less and at almost insignificant levels. This would indicate that the peak traffic generation period for Car Lover's is likely to occur on weekends. Very little if any use will be made of the proposed access during the weekend periods therefore the proposed access is unlikely

to have any impact on the Car Lover's access during peak traffic periods for both developments.

2. The traffic assessment has assessed the operation of the access during peak traffic periods on the local road network and this would include traffic generated by the Car Lover's site. It was concluded the access would not adversely impact on the local road network and this can also be taken to include the Car Lover's access.
3. The operation of the signalised intersections in the vicinity of the site will result in the platooning of traffic in the section of Stewart Avenue between Parry Street and Hunter Street. This will provide additional gaps in the traffic flow which along with the left in and left out only accesses will ensure acceptable delays and levels of queuing at both accesses.

Hoping this information is to your satisfaction. Should you require further information please do not hesitate to contact me on 02 4936 6200 or 0423 324 188.

Yours sincerely



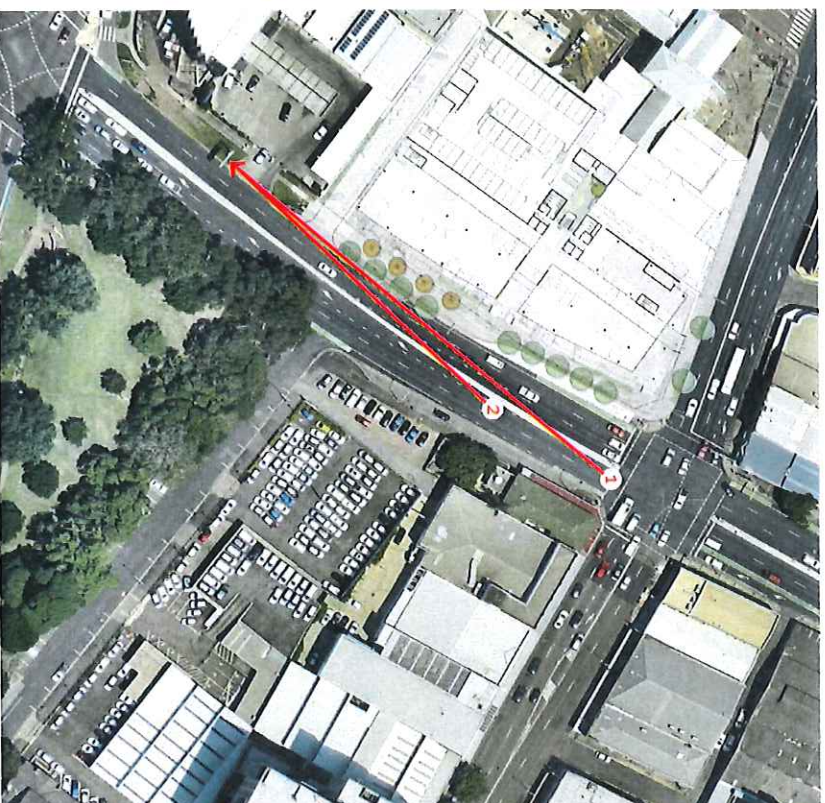
Jeff Garry
Director
Intersect Traffic

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Appendix B – Response from Landscape Architect



The *Caesalpinia ferrea* is an evergreen tree with a wide, flat-topped crown; it can grow 10 - 15 metres tall.
The canopy is sparse which will allow for visibility through the canopy.



View from site 1



View from site 2

Architect	Architect	Revisions								
PTW	CKDS ARCHITECTURE	Issue A	Date 12.04.16	Description	Drawn No	Check JG	JMD design		190 James Street Redfern NSW 2016 T (02) 9310 5644 info@jimdsgn.com.au	
							Project		Date	
							Politis Hunter Development		April 2016	
							Drawing title		Scale	
							DA Response			
							Drawing No.		Issue No.	

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Appendix C – Hydrogeologist Consultant Scope of Works / Strategy



Australasian Groundwater
and Environmental Consultants Pty Ltd
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Bowen Hills, QLD 4006 Australia

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www.ageconsultants.com.au

Initials: JST:tp
Proposal: P2930
Date: 5 May 2016

Regional Geotechnical Solutions
via email steve.m@regionalgeotech.com.au

Attention: *Steve Morton*

Dear Steve,

RE: Proposal for Groundwater Assessment 12 Stewart Avenue, Newcastle West

1 Introduction

We understand the Core Project Group Pty Ltd proposes to redevelop a site located at 12 Stewart Avenue, Newcastle West. The proposed development comprises two eight storey commercial office buildings with a six storey carpark. The buildings will be supported by piled foundations to 12 m depth, which will be about 8 m to 9 m below the water table. A neighbouring commercial operation has expressed concern the car park development has the potential to impact upon the yield and or quality of their bore that supplies water to a car wash facility.

This proposal presents a methodology and costs to assess the potential for impacts on the neighbouring bore. It has been prepared by Australasian Groundwater and Environmental Consultants Pty Ltd (AGE) at the request of Regional Geotechnical Services (RGS), on behalf of their client the Core Project Group Pty Ltd.

2 Objective and scope of work

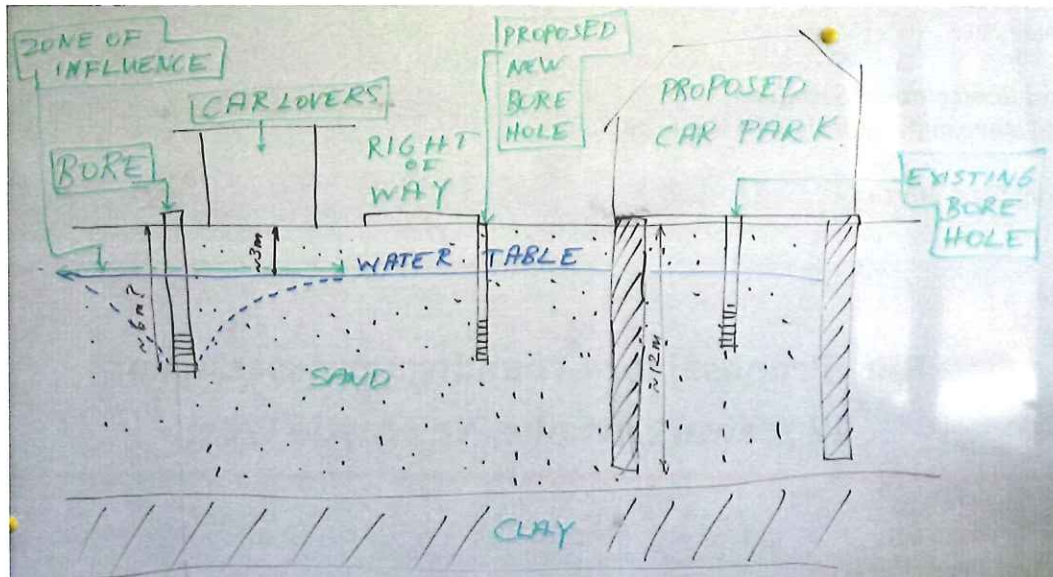
The objective of the project is to assess the potential for the adjacent private bore to be affected by the installation of the concrete piles during the construction stage. To do this we are proposing a pumping test on the car lovers bore to gather baseline data prior to construction on:

- bore yield;
- water quality;
- water level; and
- zone of influence during pumping.

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The test will have two purposes, firstly it will provide predevelopment information which will serve as a baseline against which to compare against during construction. Secondly, the pumping test will provide an indication of the zone of influence (also known as 'zone of drawdown' or 'cone of depression') that occurs around the Car Lovers bore when pumping and the potential for this zone to extend into the adjacent construction site. The concept of the zone of influence is shown in the graphic below, which represents a cross section through the subject sites.



We have developed a scope of work that is broken down into the following tasks:

- Task 1 – Meetings and planning;
- Task 2 – Pumping test; and
- Task 3 – Reporting.

2.1 Task 1 – Meetings and planning

The purpose of Task 1 is to plan the pumping test in consultation with the key stakeholders. We recommend an initial meeting with Core Project Group followed by a meeting with Car Lovers (and their consultants if they wish) to discuss the practical aspects of the baseline testing, and reach agreement on the processes. The test will require continuous pumping from the Car Lovers bore for at least a day, ideally 24 hours, and monitoring of water levels in adjacent bores on the development site. There is a bore that exists within the proposed car park area on the adjacent development site that appears suitable for measuring the water table response whilst pumping from the car lovers bore.

We also suggest installing an additional bore adjacent to the proposed car park next to the existing right of way which would be between the proposed development and car lovers. This new bore would have two purposes, to measure the zone of influence during the baseline pumping test, and also as an early warning monitoring point during the construction phase. We expect this bore may be able to be installed using hand augering equipment, which AGE have available. A faster alternative is for RGS to organise a small geotechnical rig for this purpose.

2.2 Task 2 – Pumping test

The pumping test will require measurement of an initial water level and the bore depth at the Car Lovers bore (and other bores) prior to turning on the pump. This may require temporary removal of some pipework on the Car Lovers bore, which we assume will be undertaken by a plumber contracted by the Core Project Group.

We will then turn on the pump and measure the water levels within the adjacent bores on the proposed development site whilst pumping continuously at Car Lovers. During the test, we will need to measure the pumping rates as well as collect samples for water quality analysis at a laboratory. We will install automatic water level recorders within the monitoring bores to record any changes in water levels.

AGE have an office in close proximity (at Hamilton) and will be able to manage the data collection during the pumping test.

2.3 Task 3 – Reporting

The results of Tasks 1 to 2 will be summarised in a concise report that will be designed to be submitted to Council and the adjacent property owner. It will describe the:

- baseline data for the bore;
- potential for piling operations to impact the Car Lovers bore; and
- need for any monitoring or mitigation measures.

3 Cost estimate

The table below breaks down the time estimates and professional fees for each of the Tasks outlined above.

Item	No	Unit	\$/Unit	Totals
Task 1 - Meetings and planning				
- Principal Hydrogeologist - Kickoff meetings / planning	6	hours	\$205	\$1,230
			Sub-total	\$1,230
Task 2 - Pumping test				
- Hydrogeologist - Supervise installation of new bore	8	hours	\$150	\$1,200
- Hydrogeologist - Supervise pumping test	10	hours	\$150	\$1,500
- Equipment hire (water level dipper, WQ meter, data loggers)	1	lump	\$125	\$125
- Water sample analysis (4 samples)	4	sample	\$250	\$1,000
			Sub-total	\$3,825
Task 3 - Reporting				
- Principal Hydrogeologist - Report (draft)	1	hour	\$225	\$225
- Hydrogeologist - Report (draft)	16	hours	\$150	\$2,400
- Principal Hydrogeologist - Report final	0.5	hours	\$225	\$113
- Hydrogeologist - Report (final)	1	hour	\$150	\$150
- Word processing	1	hour	\$125	\$125
			Sub-total	\$3,013

Item	No	Unit	\$/Unit	Totals
Project management				
- Principal Hydrogeologist – Project management	4	hours	\$225	\$900
			Sub-total	\$900
			SUB-TOTAL	\$8,968
			GST	\$897
			TOTAL	\$9,865

The above cost estimate assumes:

- the owner and operator of the car wash facility will cooperate and allow access to the site and the bore;
- we have allowed to collect water samples for laboratory analysis as follows:
 - car wash bore – 2 x samples – at start and end of pumping test;
 - new bore – one sample; and
 - existing bore – one sample.
- Core Project Group will provide a plumber if any temporary work on the pipework of the Car Lovers bore is required;
- Core Project Group will engage a geotechnical drilling contractor to install the new bore adjacent to the right of way for monitoring during the pumping test and during construction;
- the time required to attend kickoff meetings, supervise installing the new bore and the pumping test are estimates – the actual time required for these tasks remains uncertain and partially depends on others, and we will therefore charge on a time basis. If less time is required we will pass on the savings, whilst if additional time is needed we will discuss with Core Project Group prior to exceeding the budget estimates above; and
- if there is concern that there could be a legal conflict and / or scrutiny from representatives of regulatory organisations and / or third party reviewers it is possible further work may be requested by these parties. In this event any additional costs would be invoiced separately.

4 Schedule of rates

Work undertaken outside of the scope outlined in this document shall be undertaken on a time and expense basis utilising the rates summarised in Table 1.

Table 1 Standard rates

Staff	Charge rate
Principal Hydrogeologist / Modeller	\$205/hour
Senior Hydrogeologist / Modeller	\$195/hour
Hydrogeologist	\$150/hour
GIS / drafting	\$145/hour
Administration assistance / Word processing	\$125/hour
Expenses / Third party costs	Cost +10%

Note: All fees and disbursements are exclusive of GST.

5 Timing

We can commence the project within one week of receiving a purchase order to proceed. The exact timing will depend on the cooperation of Car Lovers, and availability of drilling contractors. Assuming availability, it is expected the work could be completed and reported within three weeks from commencement.

6 Insurance

Details of our Professional Indemnity and Public Liability Insurances cover are as follows:

Insurance type	Insurance company	Policy number	Limit of indemnity / liability	Validity / expiry details
Professional Indemnity	Lloyds of London via PPRUA	07PLL002227/04	\$5,000,000 for each and every claim	24/11/2015 to 24/11/2016
Public Liability	Vero Enterprises	SMX017819193	\$20,000,000	11/11/2015 to 11/11/2016
Work Cover (QLD)	WorkCover Queensland	WAA971288403	N/A	30/06/2016
Work Cover (N.S.W.)	Allianz Australia Workers Compensation (NSW)	MWN7607788033	N/A	31/12/2016

Should you have any queries regarding this document or if we can be of further assistance, please contact Costante on 0439 73 88 77.

Yours sincerely,



Costante Conte

Principal hydrogeologist

Australasian Groundwater and Environmental Consultants Pty Ltd

