

WA: 2656_2.1.12 Emailed RFI response 01

Tuesday, 24 March 2020

Amanda Gale
Senior Development Officer (Planning)
City of Newcastle
E: agale@ncc.gov.au
E: mail@ncc.gov.au

Re: DA2019-00966 – 30 Vista Parade, Kotara

Dear Amanda,

We provide the below information in response to emails received on Friday 20 December 2019 and Thursday 20 February 2020 providing an update on the above Development Application, which also requested additional information be provided. Copies of these emails are enclosed with this letter for reference. Items are set out as per the emails received with items numbers added to enable tracking.

1.0 Public Notification period

A response to the submissions received is being prepared and will be sent through separately.

2.0 External Agencies

Subsidence Advisory - Information received by separate agencies is noted.

Roads & Maritime Service –

NSW Rural Fire Service – Newcastle Bushfire consulting, the bushfire consultant engaged by DoMN to assist on this project has been undertaking further liaison with NSW RFS and has provided the attached supporting information which has been provided to the NSW RFS separately.

3.0 Internal Referrals: Environmental services

Please find enclosed additional information requested including shape files and final BDAR, with the following comment provided in direct response to the dot points provided:

- Biodiversity assessment – timing of BDAR. The date of the BDAR was not updated in error when finalising the report. The report was finalised on the 30/08/19 and calcs submitted as final on the 3rd September
- Biodiversity assessment – provision of shape files. See attached.
- Biodiversity assessment – vegetation patch size. This has been added into table 3.2.2. A patch size of 70 ha was used within the BAM-C, which falls within the patch size class of 25–100ha.
- General comments on BDAR- Offset obligation. Additional text added within the conclusion to further clarify the offsetting requirement.

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4.0 Internal Referrals: Contamination

Attached are amended "Preliminary Site Investigation" reports for both the St James Primary School and the St Nicholas EEC containing additional information as requested.

5.0 Internal Referrals: Acoustics

It is noted no additional information was requested in this regard

6.0 Internal Referrals: Hazardous Materials


It is noted no additional information was requested in this regard

7.0 Flooding and drainage assessment

A response to the email received 20.02.2020 is being prepared and will be sent through separately.

Please do not hesitate to call if you wish to discuss the above further.

Kind Regards,



Sandra Hinchey
Director

B.Arch(Hons) B.Sc(Arch) NSW ARB No.8783

Attachments:

01 NCC Email 20122019

02 NCC Email 20200220

03 NSW RFS Supporting info

04 BDAR Final 1.1 & Shapefiles

05 P1677-R-003-PSI-Rev0

06 P1678-R-003-PSI-Rev0

WA: 2656_2.1.15 Emailed RFI response 02

Monday, 22 June 2020

Amanda Gale
Senior Development Officer (Planning)
City of Newcastle
E: agale@ncc.gov.au
E: mail@ncc.gov.au

Re: DA2019-00966 – 30 Vista Parade, Kotara

Dear Amanda,

We provide the below information in response to emails received on Friday 20 December 2019 and Thursday 20 February 2020 providing an update on the above Development Application, which also requested additional information be provided. Noting an initial response was sent in to Council dated 24th March 2020 which addressed items 2.0, 3.0 and 4.0 and items 5.0 and 6.0 did not require a response. We now provide information in response to Item 1.0 Public Notification Period outlined below. We are still compiling the information in regard to Item 7.0 Flooding and drainage assessment and will provide this information in due course.

A subsequent email was received on Thursday 21st May 2020 in regard to the Internal Development Engineering (Traffic) referral, which has been reviewed by the Traffic Consultant and the comment provided in response as outlined below.

An additional email was received on Friday 12th June 2020 in regard to comments received from by Council from the Joint Regional Planning Panel and additional information requested on a number of items as follows:

1. Visual and Acoustic Privacy and Residential Amenity
2. Soil Management
3. Vegetation Loss
4. Landscaping
5. Quantity Surveyors Report
6. Submissions

It is noted that this RFI Response 02 addresses item 6. Submissions and additional information is currently being prepared to address all other items raised and will be submitted in due course.

1.0 Public Notification period

A tabulated response is attached to this cover letter which itemises each submission, the points raised within each submission and a response from each applicable consultant on the issues raised. The original correspondence from these consultants addressing these items can be provided if required.

7.0 Flooding and drainage assessment

A response to the email received 20.02.2020 is being prepared and will be sent through separately.

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New Item – Internal Development Engineering (Traffic) referral

Below is the content of the email received on 21.05.2020 requesting additional information with the Traffic Consultant's feedback provided in red text for ease of reference:

- **SEPP Infrastructure 2007**

The application has been referred to TfNSW pursuant to SEPP Infrastructure 2007 Schedule No. 3. TfNSW in a response dated 17 September 2019 raised no objection to the proposal and recommended the City of Newcastle (CN) consider issues relating to general road safety and driver sight lines at the proposed driveway.

- **Traffic Generation**

The development application proposes an increase in school numbers from 385 to 630 students and an additional 15 staff, representing a 64% - 245 increase in student numbers at the school. In addition a 79 place Early Learning Centre (Childcare) is also proposed as part of this application employing up to 22 staff across all shifts. The existing YMCA Kotara OSCH is proposed to continue to operate at the site.

The traffic consultant has estimated that the development proposal could generate in the order of 920-970 trips per day (460-485 two-way vehicle movements). This equates to around 307 trips during the morning school peak and 267 trips during the afternoon school peak.

- **Road Network**

A general concern is raised in relation to any proposed increase in traffic associated with the school site given the existing congestion occurring in Vista Parade during peak school AM/PM periods

A traffic report has been submitted in support of this application prepared by Seca Solutions and dated 9 August 2019. The applicant does not propose any changes to the existing external road network in association with this development.

The report confirms that Vista Parade is congested during the morning and afternoon peak school periods however no assessment has been undertaken of the operation of the existing school access or the new access proposed under this development.

It is not possible to complete a Sidra traffic model for the operation of the site access as the intersections at both ends and the overall congestion is not possible to model accurately.

In order to ascertain the pre and post traffic related impacts of this development it is recommended that the traffic consultant undertake a comprehensive observation survey of the operation of the existing school access over a minimum 3 consecutive school days and assess the proposed new access with due regard for existing road / site constraints and the resulting increase in traffic flows as a result of this development. The observation survey and assessment is also to extend to the intersections of Vista Parade/Grayson Street and Vista Parade / Princeton Avenue, due to their close proximity to the subject site.

We have done this as part of our project work and as a local (whose children went to this school) I am aware of the road network operations here. The intersections either end work OK except for about 15 minutes in the afternoon when the kids finish in school. All the people leave at once and there is some congestion, but no road safety concerns. In the AM peak it all works reasonably well as the arrivals are spread over 15 minutes or more

Note:

The observation surveys will be required to be undertaken during peak periods (AM /PM) of normal school operations and therefore after Covid 19 restrictions have been lifted.

Matters that require particular attention during the observation survey and access assessment extend but are not limited to the following:

Ø Impacts of right turn from Vista Parade into school site on through traffic in Vista Parade. – *when traffic is waiting to turn right, it blocks the through traffic. There is not enough width to pass a car propped waiting to turn right. The only way to alleviate this issue would be to remove all parking along both sides of the road – there would then be enough space for a right turn lane.*

Ø Extent of queuing and delay time for vehicles in Vista Parade turning right into the school site – *this varies and generally through traffic is blocked / slow moving which allows drivers to turn right into the school. Often a parent will let another parent in as they know each other.*

Ø Operation of the intersections of Vista Parade/Grayson Street and Vista Parade / Princeton Avenue and impact of right turn movements out of Vista Parade – extent of queuing and delay times. *Both of the right turns are delayed but due to the congestion people let other drivers turn right out. Limited demands for right turn onto Princeton Avenue as dead end. Most drivers turn left onto Princeton Avenue.*

Ø Impact of a vehicle turning right out of the school driveway – obstruction, frequency delay times *When turning right out the driveway becomes blocked, but most drivers turn left out of here. People with a destination west of the school seem to park on Grayson Avenue*

Ø Benefits or otherwise of a left in / left /out restriction on the operation of the school access *This would have merit but would need a physical barrier to stop the turns else parents will ignore it. Would then force drivers to do U-turns to come back through Vista Parade*

Ø Benefits or otherwise of a single lane entry/exit driveway versus a duel lane entry / single lane exit or duel lane entry and exit – *a separate entry and exit would be beneficial to separate these movements, but it is a small frontage and would remove more kerb side parking as well as impact on the internal car park layout*

Ø Impacts of buses on traffic flows in Vista Parade - obstruction and frequency of buses – *limited bus demand on this road. Morning school bus comes before the drop off period so no impact. PM bus after the school pick up*

Ø Impacts of the existing power pole located opposite the proposed driveway - within clear zone – *NO impact as behind kerb*

- **Traffic safety – Accident History**

A review of the latest crash statistics published online by Transport for New South Wales indicates that there were no accidents recorded on Vista Parade over the 5-year period from 2014 and 2018. – *shows that the existing issues / concerns do not appear to create any traffic safety issues then*

- **Parking**

The proposal provides for a total of 55 parking spaces (including 4 accessible car spaces) across two separate car parking areas. This includes: • 31 spaces (25 staff and 6 visitor spaces) designated for St James Primary School. A further 2 spaces are provided for motorcycle parking. A total of 22 spaces is proposed for the early learning (Childcare) centre; and • two spaces suitable for small buses associated with YMCA Kotara OSCH. In addition to this, a drop off zone is also proposed for St James Primary School comprising 7 parallel car spaces with queuing for approximately 33 cars within the site. The proposal does not include provisions for separate car parking associated with YMCA Kotara OSCH, as it is anticipated that staff shall be able to utilise the car parking available on site (shared use). *A Class 2 secure bicycle enclosure has been provided for school staff and bicycle racks for students in accordance with CN's DCP 2012.*

Under CN's DCP 2012 the school requires parking at a rate of 1 space per 2 staff plus 1 space per 8 senior students, and 1 space per 100 students for visitors. A total of 49 staff and no senior students, and 630 general students equates to a parking requirement 24.5 spaces plus 6.3 spaces, a total of 30.8 spaces. Accordingly, the car parking provision for the school satisfies CN's parking requirements under DCP 2012 – refer Table No. 1.

CN's DCP 2012 parking rate for a 79 place childcare centre is 1 space per 4 children which equates to 79 divided by 4 = 19.75 spaces. The proposed childcare centre therefore satisfies the parking requirements of CN's DCP 2012. – refer Table No.1

Table No. 1 – (CN Development Control Plan 2012 (DCP 2012 - Parking Requirements)

Use	Quantity	Spaces Required
St James Primary School		
Staff	49	24.5
Visitors (1/100 students)	630	6.3
Sub-Total		31
Early Learning Centre		
Children Attending	79	19.75
Sub-Total		20
YMCA Kotara OSCH		
Staff	6	3
Sub-Total		3

While the onsite parking provision under this application complies with Council's DCP it is acknowledged by the consultant that on-street congestion in Vista Parade sees a number of parents elect to park on-street particularly of an afternoon and walk to the school to pick up children. It is stated that this activity will increase post development however no assessment has been undertaken.

In order to assess the parking implications of this development it is recommended that the traffic consultant undertake a detailed assessment of the extent of existing on-street parking, the likely increase post development and any adverse impacts associated with this activity, in terms of traffic congestion in surrounding streets.

If the parking on site meets the DCP requirement then Council can't refuse the DA

The provision of a parent drop off zone within the site is supported although it is acknowledged that the level of utilisation of this facility will be determined by the efficiency of the operation of the proposed Vista Parade driveway entry/exit.

Note:

This parking assessment will be required to be undertaken during normal school operations and therefore after Covid 19 restrictions have been lifted.

- **Carpark Layout**

The proposed car park layouts have been reviewed and generally considered to be acceptable subject to compliance with AS 2890.1 & 6. It is however recommended that the proposed childcare / school staff carpark adjacent to Vista Parade be amended to provide for a one-way clockwise vehicle movement with the further most northern car park access being designated as the 'Entry'. This amendment should assist in reducing the potential for vehicle queuing at the Vista Parade driveway entry/exit.

A 'tear-drop' kiss and drop facility comprising of 7 designated spaces and on-site storage for around 33 vehicles is provided within the site for parent drop/off pick/up activity.

- **Public Transport**

The site is well serviced by public transport with a bus stops located in Vista Parade. School buses drop off / pickup in Vista Parade at designated public transport and school bus stops – **local school serves local catchment and hence no demand for bus access**

- **Pedestrian Network**

The existing pedestrian access pathway located along the eastern boundary of the site and linking Vista Parade is being retained, now also providing pedestrian access to the proposed childcare centre. Clear separation is provided between vehicle and pedestrian activity within the site.

- **Site Access**

Access to the site is provided via a new driveway adjacent to Styx Creek on the western site boundary. This driveway is providing access to St James Primary School, the proposed early learning centre and existing YMCA Kotara OSCH. Both the driveway and the internal circulating roads are designed to accommodate two-way traffic movement, with the internal road forming a loop at its northern end allowing for parents to access the drop off zone and exit the site in a forward direction. The parking aisles for the early learning centre shall allow for one way clockwise circulation enabling vehicles to continue to circulate within the carpark and not need to re-enter the main driveway. The internal circulation roads are designed to accommodate two-way traffic movements with a minimum width of 5.5 metres.

It is requested that the traffic consultant review the operational efficiency of the proposed driveway - refer section titled 'Road Network'

- **Servicing**

No dedicated service area is being provided on site. It has been indicated that the demands for servicing associated with St James Primary School and the proposed early learning centre are low and can typically be completed by small commercial vehicles such as a van or ute. These vehicles shall utilise designated parking spaces on-site as required.

Waste collection is proposed to occur on-site along the driveway and adjacent to bin storage areas.

- **Submissions (traffic)**

A number of submissions were received in relation to this application highlighting the following traffic matters

- Extent of on-street parking
- Additional traffic generated by the proposal
- Congestion during peak periods

Please do not hesitate to call if you wish to discuss the above further.

Kind Regards,

Sandra Hinchey
Director

B.Arch(Hons) B.Sc(Arch) NSW ARB No.8783

Attachments:

01 Tabulated response to submissions received as a result of the Public Notification Period

02 Spectrum Acoustics Letter dated 27 March 2020 (Ref: 191777/28891_Council Response)

DA 2019 - 00966
St James Primary School
30 Vista Parade, Kotara
Tabulated Response to RFI Item 1.0 Public Notification Period
Prepared by Webber Architects and Strategy Hunter Consultants in conjunction with Various Consultants and DoMN
Revision A - Date 22.06.2020

Submitter	Address	Issue	Consultants Responses
Jonathon Russell	91 Grayson Avenue Kotara	Replacement of trees within the Site adjacent to the W boundary. 35 trees to be removed. Suggests schedule of planting including advanced Eucalyptus leucoxylon var. megalocarpa 'Rosea' locations shown in the submission	Terras Landscape Architects have provided the below response: Species, quantity and pot size nominated on J Russell's mark-up are within already proposed planted areas. TLA can amend schedule to reflect pot sizes, and add note to landscape plans nominating species and quantity if required.
David and Rachel Logan	90 Princeton Ave Adamstown Heights	Loss of residential amenity due to increase in noise prior to 7 am EEC opening, with no recommendations are made for abatement (vehicle movements).	Refer to Planner's report. Diocese will provide a management plan if deemed required by CoN
		Traffic increases. Queuing at the Westfield end of Princeton Ave turning left onto Lexington Ave already a problem- several traffic signal cycles on Park Ave are often necessary. A left in, left out from the school onto Vista Pde will cause u turns nearby. There needs to be a spatial wider study of the traffic network to capture conditions in the surrounding area, particularly including Grayson, Vista, Princeton and access to Park Ave.	Seca Traffic Consultants have provided the below response: No reference to left in / left out noted on the architectural plans, statement of environmental effects or traffic impact assessment submitted to Council. Traffic increases generated by the school expansion are within the mid-block capacity of the surrounding roads. Whilst these exceed the environmental capacity standards for a local residential street, the provision of suitable crossing facilities and management of students leaving the school in the afternoon ensures that pedestrian safety and amenity is maintained. Traffic delays and congestion at Lexington Parade cannot be attributed to the school alone and are the responsibility of the road authority.
		The proposed removal of trees should be accompanied by suitable replanting for screening, noise abatement and biodiversity..	Terras Landscape Architects have provided the below response: Replacement tree planting has been proposed to the driveway island, and western boundary. These are intended to be native species. Selected hedge is native, and species can be amended to increase size up to 3m, improving screening.
Kate Reid	21 Corriston Cres Adamstown Heights	Traffic surveys on 13 February 2019 were not representative- a regional swimming carnival was held and the University was on break. Mondays and Fridays experience increased traffic due to the school assembly and church service.	Seca Traffic Consultants have provided the below response: The University of Newcastle would not have a noticeable impact upon traffic demands in this location Traffic survey dates and times were determined in consultation with the school who indicated that there were no major events scheduled on those dates.

		<p>If the development is approved, school crossing supervisors would be necessary, if not already. Many people use Vista Pde as a through route to other locations.</p>	<p>Seca Traffic Consultants have provided the below response: School crossing supervisors are not currently provided however may provide some benefit to Vista Parade by enabling pedestrian movements on the existing crossing to be managed.</p> <p>Applications for school crossing supervisors are reviewed by Transport for New South Wales under the School Crossing Supervisor Program.</p>
		<p>Considerable parking in adjacent streets occurs for school pick up/drop off. There is considerable difficulty crossing Princeton Ave. Increased traffic will exacerbate this, including similar impacts in in Grayson Ave.</p>	<p>Seca Traffic Consultants have provided the below response: There is no requirement for schools to provide parking for parents nominated in either Newcastle Development Control Plan 2012 or State Environmental Planning Policy (Education Establishments and Child Care Facilities) 2017.</p> <p>There is an expectation that a number of parents will park on the surrounding roads when picking up or dropping off their children in the morning and afternoon, consistent with the majority of school throughout the state. The surrounding local roads are suitable for this purpose.</p> <p>Improvements are proposed to the school drop off to enable students to be dropped off within the site in the morning peak, reducing the demands for parking on the surrounding roads. Parents typically arrive up to 30 minutes prior to school concluding in the afternoon, and it is not practicable to provide parking for these vehicles within the school grounds.</p> <p>Parking is provided for visitors within the school in accordance with the road authority requirements.</p>
		<p>No evidence has been provided that the proposed pick up drop off zone will reduce traffic congestion etc because it will be more than offset by the expansion of the school.</p>	<p>Seca Traffic Consultants have provided the below response: It is not possible to model the efficiency of the school drop off and pick up as there are a number of variables which can impact this.</p> <p>The proposed changes to the pick up and drop off will significantly increase the available queuing within the school which will decrease the risk for queues spilling back onto Vista Parade.</p>
		<p>Concerned about underestimation of staff car parking needs and management of traffic and parking during the construction period.</p>	<p>Seca Traffic Consultants have provided the below response: Staff car parking is provided on site in accordance with the Newcastle Development Control Plan 2012.</p> <p>The potential impacts to car parking and school access during construction including any proposed management and control shall be detailed within the Construction Traffic Management Plan to be provided in conjunction with the Construction Certificate documentation. This will be reviewed and approved by The City of Newcastle prior to construction commencing on site.</p>
Chad and Zoe Nean	20 Galena St Adamstown Heights	<p>The school expansion will exacerbate traffic congestion. The streets need speed bumps on Princeton and Grayson Ave, a lower speed limit on the streets surrounding the school, flashing 40 kph school speed limit signs on Vista, Princeton, and Grayson, rear to kerb parking from the corner of Princeton/Vista towards Raspberry Gully (map provided with submission)</p>	<p>Seca Traffic Consultants have provided the below response: Local area traffic management on the surrounding roads is a matter for The City of Newcastle to resolve.</p> <p>Any changes would require approval by the Local Traffic Committee.</p> <p>School zones are managed by Transport for New South Wales.</p>

		The proposed left in left out will disadvantage parents accessing from Princeton Ave- will require 2 km detour. Also will increase traffic queuing in Grayson Ave.	Seca Traffic Consultants have provided the below response: No reference to left in / left out noted on the architectural plans, statement of environmental effects or traffic impact assessment submitted to Council.
Kathleen and Brendan Grant	101 Grayson Ave Kotara	Objects to the request for exemption from the development contributions because of the impact of the school expansion on the demand for community infrastructure, such as roads, and recreational facilities.	Refer to Planner's report.
		Traffic assessment is inadequate, particularly because it did not consider impacts on the surrounding road network.	Seca Traffic Consultants have provided the above response
		Lack of quantification of parking impacts on the surrounding streets.	Seca Traffic Consultants have provided the above response
		Capacity issues with Vista Parade worsening as a result of the school expansion.	Seca Traffic Consultants have provided the above response
		Recommends a reduction in the scale of the expansion.	The size of the school expansion is a reflection on the needs of the area and the demand for spaces at schools in this location. The proposed master plan will be implemented in a number of stages, as student numbers require.
		Recommends community consultation , a more adequate and wide ranging traffic assessment and improvements to reduce the impacts.	Seca Traffic Consultants have provided the above response
		The Environmental Site Assessments do not comply with EPA Guidelines for consultants. No historical data is provided, critical because of the location of a coal mine and railway in the area and embankment filling causing potential contamination.	Refer to the updated reports dated 19 of February.
		Neither assessment has conducted a density of sampling and analysis as required by Table A of the NSW Environment Protection Authority 'Sampling Design Guidelines'.	Refer to the updated reports dated 19 of February.

The southern playing fields have not been subject to assessment.	Refer to the updated reports dated 19 of February.
The fill encountered in boreholes was not sampled to identify the presence of asbestos.	Refer to the updated reports dated 19 of February.
No groundwater analysis undertaken.	Hunter Civilab have provided the below response: there isn't any indication from the PSI report that any further contamination investigation is required. Although the site did historically contain some old mine workings, they have long since ceased and the school has continued to be used for the same purpose since. I don't see any justification for going to the level of groundwater or hazardous ground gas assessment as it seems to be a lot of expensive overkill with no good justification for it. The proposed education centre won't disturb any groundwater, no odours or issues relating to hazardous ground gasses have been recorded in the historical record.
Neither report has considered or assessed the potential for hazardous mine gas (e.g. methane and/or carbon dioxide).	Hunter Civilab have provided the below response: there isn't any indication from the PSI report that any further contamination investigation is required. Although the site did historically contain some old mine workings, they have long since ceased and the school has continued to be used for the same purpose since. I don't see any justification for going to the level of groundwater or hazardous ground gas assessment as it seems to be a lot of expensive overkill with no good justification for it. The proposed education centre won't disturb any groundwater, no odours or issues relating to hazardous ground gasses have been recorded in the historical record.
Recommends a detailed Site Investigation to address the above.	Refer to the updated reports dated 19 of February.
The landscape concept plan does not sufficiently buffer the subject property from the proposed access road/drop off area/turning circle. The change in ground level results in the proposed 2 m hedge being ineffective. The EEC building is not sufficiently screened/buffered from the subject property to protect visual amenity.	Terras Landscape Architects have provided the below response: Taller hedge up to 3m can be nominated for this area if required.
Recommends substantial relocation of the access road etc and EEC to the eastern playing fields. Retain and supplement existing mature trees as a result. Increase the height of the hedge planting.	Terras Landscape Architects have provided the below response: Retention of trees is not plausible with current scheme. Replacement tree planting has been proposed to the driveway island, and western boundary. These are intended to be native species. Selected hedge is native, and species can be amended to increase size up to 3m, improving screening. Preliminary consultation at the time of Pre DA Meeting with CoN Senior Traffic Engineer indicated that the location and implementation of the access road was a positive outcome for the local community, allowing vehicles to enter off Vista Parade into the site.

Jan Lewis	103 Grayson Ave Kotara	Objects to exemption from development contributions due to the impact on local infrastructure of the school and influx of new families to the area	Refer to Planner's report.
		Transport assessment provides insufficient analysis of impacts on the wider local road network, in terms of traffic volumes and wider parking impacts. Vista Parade will operate at well over capacity during peak periods.	Seca Traffic Consultants have provided the above response.
		Recommend reducing the scale of the school expansion and undertaking additional traffic analysis. Community consultation is also needed.	Seca Traffic Consultants have provided the above response. The size of the school expansion is a reflection on the needs of the area and the demand for spaces at schools in this location. The proposed master plan will be implemented in a number of stages, as student numbers require.
		The Environmental Site Assessments do not comply with EPA Guidelines for consultants. No historical data is provided, critical because of the location of a coal mine and railway in the area and embankment filling causing potential contamination.	Refer to the updated reports dated 19 of February.
		Neither assessment has conducted a density of sampling and analysis as required by Table A of the NSW Environment Protection Authority 'Sampling Design Guidelines'.	Refer to the updated reports dated 19 of February.
		The southern playing fields have not been subject to assessment.	Refer to the updated reports dated 19 of February.
		The fill encountered in boreholes was not sampled to identify the presence of asbestos.	Refer to the updated reports dated 19 of February.
		No groundwater analysis undertaken.	Hunter Civilab have provided the below response: there isn't any indication from the PSI report that any further contamination investigation is required. Although the site did historically contain some old mine workings, they have long since ceased and the school has continued to be used for the same purpose since. I don't see any justification for going to the level of groundwater or hazardous ground gas assessment as it seems to be a lot of expensive overkill with no good justification for it. The proposed education centre won't disturb any groundwater, no odours or issues relating to hazardous ground gasses have been recorded in the historical record.

Neither report has considered or assessed the potential for hazardous mine gas (e.g. methane and/or carbon dioxide).	Hunter Civilab have provided the below response: there isn't any indication from the PSI report that any further contamination investigation is required. Although the site did historically contain some old mine workings, they have long since ceased and the school has continued to be used for the same purpose since. I don't see any justification for going to the level of groundwater or hazardous ground gas assessment as it seems to be a lot of expensive overkill with no good justification for it. The proposed education centre won't disturb any groundwater, no odours or issues relating to hazardous ground gasses have been recorded in the historical record.
Recommends a detailed Site Investigation to address the above.	Refer to the updated reports dated 19 of February.
Recommends substantial relocation of the access road etc and EEC to the eastern playing fields. Retain and supplement existing mature trees as a result. Increase the height of the hedge planting.	This chosen location for the EEC was carefully considered. It provides a definite separation of vehicles and pedestrians within the site, enables separation of EEC vehicles and school vehicles, provides the school with an open playspace which links the hall and the other school buildings. Terras Landscape Architects have provided the below response: Retention of trees is not plausible with current scheme. Replacement tree planting has been proposed to the driveway island, and western boundary. These are intended to be native species. Selected hedge is native, and species can be amended to increase size up to 3m, improving screening. preliminary consultation at the time of Pre DA Meeting with CoN Senior Traffic Engineer indicated that the location and implementation of the access road was a positive outcome for the local community, allowing vehicles to enter off Vista Parade into the site.
Objects to exemption from development contributions, due to the impact on local infrastructure of the school and influx of new families to the area.	Refer to Planner's report.
The acoustic assessments are deficient. Concerned re impact of noise of cars and people before 7am, mechanical ventilation noise from the EEC, waste removal prior to 7 am.	Refer to Acoustic report dated 27th of March.
Traffic noise calculations are based on 100 vph, yet current volumes exceed this.	Refer to Acoustic report dated 27th of March.
Air quality impacts of queuing vehicles is not assessed.	This item was not raised in Council's Internal referrals received thus far. Confirmation requested if this item is to be addressed.
Air quality impact assessment, in addition to the relocated EEC and access road referred to earlier.	This item was not raised in Council's Internal referrals received thus far. Confirmation requested if this item is to be addressed.
The EEC hours are in excess of the 7am-7pm stated in the Child Care Planning Guidelines (C29).	Refer to Planner's report. Diocese will provide a management plan if deemed required by CoN.

		Waste bins should be located greater than 50m from the W boundary fence.	Waste bins are located in bin storage areas which will be screened from view. They are in locations which enable collection by waste contractors. Placing bins greater than 50m from the W boundary fence means they would be located in almost the centre of the site and closer than 50m to the E boundary fence in a location inaccessible for collection.
Kate Reid	Not stated	Traffic surveys on 13 February 2019 were not representative- regional swimming carnival. University was still on break. Mondays and Fridays experience increased traffic due to the school assembly and church service.	Seca Traffic Consultants have provided the above response
		If the development is approved, school crossing supervisors would be necessary, if not already. Vista Pde is used as a through route to other locations.	Seca Traffic Consultants have provided the above response
		Considerable parking in adjacent streets occurs for school pick up/drop off. There is considerable difficulty crossing Princeton Ave. Increased traffic will exacerbate this, including in Grayson Ave.	Seca Traffic Consultants have provided the above response
		No evidence has been provided that the proposed pick up drop off zone will reduce traffic congestion etc, because of the impact of the school expansion.	Seca Traffic Consultants have provided the above response
		Concerned about underestimation of staff car parking needs, and management of traffic and parking during the construction period.	Seca Traffic Consultants have provided the above response
Adam Reid	21 Corrison Cres	The proposed left in left out will disadvantage parents accessing from Princeton Ave- will require 2 km detour. Also will increase traffic queuing in Grayson Ave.	Seca Traffic Consultants have provided the above response
		Was a traffic analysis done of Grayson Ave? Parking of both sides of Grayson Ave has effectively made it one way at peak. Cars will queue from Vista into Grayson.	<p>Seca Traffic Consultants have provided the below response: Drivers are required to adhere to NSW Road Rules regarding car parking. There are no controls prohibiting parking on both sides of the street.</p> <p>Consideration could be given to the introduction of additional parking controls during the school peak to ensure that parked vehicles do not interfere with two way movements. However this would be subject to approval from the local traffic committee.</p>

		New kiss and drop zone will not solve street capacity, and pedestrian crossing safety issues, particularly during afternoon pickup and/or during community school events.	Seca Traffic Consultants have provided the above response
Jonathon Russell	Not stated	Transport assessment provides insufficient analysis of impacts on the wider local road network, particularly Grayson and Princeton Ave, in terms of traffic volumes and wider parking impacts.	Seca Traffic Consultants have provided the above response
		Insufficient study of the acoustic impact of the new access/kiss and ride road, and of waste collection noise.	Refer to Acoustic report dated 27th of March.
		Request 3m acoustic barrier along the western boundary.	Terras Landscape Architects have provided the below response: This could be included in the design if recommended by acoustic consultant or requested by DoMN, however will block any hedge screening as viewed from the west. The planting area is too narrow to sustain a hedge taller than 3m.
		What is the impact of glare from the roofing and windows of the new development on nearby dwellings?	Use of batten screens to windows limits glare and the selection of colours and materials can be made to limit glare
		Request further detail of vegetation to be removed as part of the APZ.	Terras Landscape Architects have provided the below response: Vegetation removal is undertaken as per APZ requirements, as noted on landscape drawings: - GRASS TO BE KEPT MOWN SHORT - PRUNE OR REMOVE TREES SO NO CONTINUOUS CANOPY (CROWNS TO BE SEPARATED BY 20-5m) - REMOVE UNDERSTORY TREES/SHRUBS LESS THAN 3m IN HEIGHT - REMOVAL OF SIGNIFICANT NATIVE SPECIES TO BE AVOIDED - RETAIN ALL LARGER TREES NGH Consulting have provided the below response: The vegetation to be removed would primarily be thinning of the shrub and ground layer, but also trimming of native canopy trees. Exotic species are prevalent, particularly in the south where Privet (Ligustrum spp.) dominates. No threatened species occur or are likely to occur. Condition is generally poor.
Anthony and Emma Elias	14 Goola Ave Kahibah	Concerned about congestion impacts on the wider local road network, particularly Vista, Grayson and Princeton Ave, in terms of traffic volumes.	Seca Traffic Consultants have provided the above response
		The proposed car park is insufficient.	Seca Traffic Consultants have provided the above response

		Poor community consultation - only 24 hours prior to lodgement of the plans.	CoN to confirm what further is required if anything on this comment.
Roslyn Burns	99 Grayson Ave Kotara	Objects to exemption from development contributions due to the impact on local infrastructure of the school expansion and the influx of new families to the area.	Refer to Planner's report.
		Transport assessment provides insufficient analysis of impacts on the wider local road network, particularly Grayson and Princeton Ave, in terms of traffic volumes and wider parking impacts. Vista Pde currently over capacity.	Seca Traffic Consultants have provided the above response
		Recommends reducing the scale of the school expansion (e.g. to 50% max increase) and undertaking additional traffic analysis. Community consultation is also needed.	Seca Traffic Consultants have provided the above response. The size of the school expansion is a reflection on the needs of the area and the demand for spaces at schools in this location. The proposed master plan will be implemented in a number of stages, as student numbers require.
		The Environmental Site Assessments do not comply with EPA Guidelines for consultants. No historical data is provided, critical because of the location of a coal mine and railway in the area and embankment filling causing potential contamination.	Refer to the updated reports dated 19 of February.
		Neither assessment has conducted a density of sampling and analysis as required by Table A of the NSW Environment Protection Authority 'Sampling Design Guidelines'.	Refer to the updated reports dated 19 of February.
		The southern playing fields have not been subject to contamination assessment.	Refer to the updated reports dated 19 of February.
		The fill encountered in boreholes was not sampled to identify the presence of asbestos.	Refer to the updated reports dated 19 of February.

No groundwater analysis undertaken.	Hunter Civilab have provided the below response: there isn't any indication from the PSI report that any further contamination investigation is required. Although the site did historically contain some old mine workings, they have long since ceased and the school has continued to be used for the same purpose since. I don't see any justification for going to the level of groundwater or hazardous ground gas assessment as it seems to be a lot of expensive overkill with no good justification for it. The proposed education centre won't disturb any groundwater, no odours or issues relating to hazardous ground gasses have been recorded in the historical record.
Neither report has considered or assessed the potential for hazardous mine gas (e.g. methane and/or carbon dioxide).	Hunter Civilab have provided the below response: there isn't any indication from the PSI report that any further contamination investigation is required. Although the site did historically contain some old mine workings, they have long since ceased and the school has continued to be used for the same purpose since. I don't see any justification for going to the level of groundwater or hazardous ground gas assessment as it seems to be a lot of expensive overkill with no good justification for it. The proposed education centre won't disturb any groundwater, no odours or issues relating to hazardous ground gasses have been recorded in the historical record.
Recommends a detailed Site Investigation to address the above.	Refer to the updated reports dated 19 of February.
Recommends substantial relocation of the access road etc and EEC to the eastern playing fields. Retain and supplement existing mature trees as a result. Increase the height of the hedge planting.	Terras Landscape Architects have provided the below response: Retention of trees is not plausible with current scheme. Replacement tree planting has been proposed to the driveway island, and western boundary. These are intended to be native species. Selected hedge is native, and species can be amended to increase size up to 3m, improving screening. Preliminary consultation at the time of Pre DA Meeting with CoN Senior Traffic Engineer indicated that the location and implementation of the access road was a positive outcome for the local community, allowing vehicles to enter off Vista Parade into the site.
The acoustic assessments are deficient. Concerned re impact of noise of cars and people before 7am, mechanical ventilation noise from the EEC, waste removal prior to 7 am.	Refer to Acoustic report dated 27th of March.
Traffic noise calculations are based on 100 vph, yet current volumes exceed this.	Refer to Acoustic report dated 27th of March.
Recommends substantial relocation of the access road etc and EEC to the eastern playing fields. Proposed bin storage should move eastwards. Increase the height of the hedge planting. Second preference is installation of double glazed windows on the properties facing the W boundary.	Terras Landscape Architects have provided the below response: Retention of trees is not plausible with current scheme. Replacement tree planting has been proposed to the driveway island, and western boundary. These are intended to be native species. Selected hedge is native, and species can be amended to increase size up to 3m, improving screening.
Air quality impact assessment, in addition to the relocated EEC and access road referred to earlier.	This item was not raised in Council's Internal referrals received thus far. Confirmation requested if this item is to be addressed.

		The EEC hours are in excess of the 7am-7pm stated in the Child Care Planning Guidelines (C29).	Refer to Planner's report. Diocese will provide a management plan if deemed required by CoN.
		Waste bins should be located greater than 50m from the W boundary fence	Waste bins are located in bin storage areas which will be screened from view. They are in locations which enable collection by waste contractors. Placing bins greater than 50m from the W boundary fence means they would be located in almost the centre of the site and closer than 50m to the E boundary fence in a location inaccessible for collection.
T Pagnutti	Not stated	The traffic survey was done on a fine day. Not as likely to be the traffic impact on a wet day when more people come by car?	Seca Traffic Consultants have provided the below response: Traffic surveys were completed on a typical weekday, consistent with road authority requirements.
		No speed survey was done yet the traffic analysis states drivers typically travel at or below the speed limit.	Seca Traffic Consultants have provided the below response: Observations of drivers speed indicate that most vehicles would travel below the posted speed limit of 40 km/hr due to vehicle and pedestrian movements adjacent to the school.
		Why is Vista Parade considered an "urban road" rather than a "residential collector"?	Seca Traffic Consultants have provided the below response: The Guide to Traffic Generating Developments 10 provides various performance standards depending upon the classification of road. The mid-block capacity of an urban road applies to all roads within an urban setting irrespective of whether it is a collector road or residential street. Environmental capacity standards are provided as a supplementary guideline for residential streets where pedestrian safety and amenity are of increased importance. Vista Parade does not operate as a residential road in this location. The actual mid-block capacity for traffic is taken as that for an urban road, irrespective of any other limits imposed.
		Has traffic modelling been done to validate the proposed access road/kiss and ride/left in left out will reduce congestion on Vista Pde?	Seca Traffic Consultants have provided the above response
		Have existing noise complaints lodged with Council by residents been considered? Respondent is aware of 3 complaints by residents to the school about the school bell.	Refer to Acoustic report dated 27th of March.
Angela Kennedy	11 March St Kotara	During peak times, there is significant congestion entering and exiting the property from the existing kiss and drop zone. The proposal to relocate the traffic entry and exit may remove some congestion from Vista Pde, but will lead to lengthy queueing in and outside the school boundary and increase safety concerns.	Seca Traffic Consultants have provided the above response

		Why is Vista Parade considered an "urban road" rather than a "residential collector"? It is at capacity. It is very difficult to access street parking, and the proposed expansion will make this worse.	Seca Traffic Consultants have provided the above response
Justine Cristaudo	Not stated	Concerned that increased impervious surfaces will increase runoff and flood risk.	A separate response is being prepared to address Council's internal referral comments which will address this item.
		Acoustic report did not consider noise from the school loudspeakers. Residents has contacted school several times to complain. Additionally, greater student numbers will increase general noise.	Refer to Acoustic report dated 27th of March for clarification.
		Vista Parade, Grayson and Princeton Aves are already congested at peak times, and proposal will worsen this with 350 extra students.	Seca Traffic Consultants have provided the above response
		The construction phase over 2 years will create congestion and safety issues.	The construction of the Masterplan will be split into Stages and likely occur over a longer period than the two years noted. The construction of the new car parking and vehicle queuing will be undertaken in the first stage of construction and thereby allieviate congestion and improve safety rather than reduce it.
		A Development contribution should be made: Princeton and Grayson Aves do not have paved footpaths and play equipment is needed.	Refer to Planner's comments/report about development contributions.
		Additional community consultation is needed to better understand the development and provide feedback.	CoN to confirm what further is required if anything on this comment.
		Concerned about habitat loss for native fauna- what is the level of impact?	NGH Consulting have provided the below response: Minimal habitat loss generally. A small amount of sheltering and foraging resources for common native fauna due to the thinning of the shrub and ground layer. No specific habitat for threatened fauna would be removed. One hollow-bearing tree is present but would be retained.
Steve Jamieson	58 Highfields Pde Highfields	Impact of traffic congestion on road capacity. Delay calculations should also be used. Theoretical capacity figures are not appropriate.	Seca Traffic Consultants have provided the below response: The Guide to Traffic Generating Developments does not use delays as a metric for assessing the road capacity - delays are however used to determine the level of service for an intersection. The Guide does not provide a set of road capacity performance measures appropriate for the local road conditions, taking into account pedestrian safety and amenity. As such, traffic capacity has been adopted as that for an urban road.

		Need to establish the extent to which the existing drop off is causing overflow queuing.	Seca Traffic Consultants have provided the below response: Observations have been completed for the existing drop off and recommendation provided to improve congestion in the vicinity of the school.
		Left in left out will increase travel time for some users, be inconvenient due to the nature/distance of alternative "round trip" routes, increase in street parking/drop off, increase use of the Church driveway for turning around.	Seca Traffic Consultants have provided the above response
		A significant increase in traffic will occur on an already congested road.	Seca Traffic Consultants have provided the above response
		A more rigorous traffic assessment is required for the above reasons and may lead to a reduction in the scale of the expansion, and/or alternative access arrangements.	Seca Traffic Consultants have provided the above response
Tom Hesse	79 Grayson Ave Kotara	Residence backs onto the APZ area on the Site.	
		What treatments/works are proposed for the APZ- clearing/thinning?	<p>Terras Landscape Architects have provided the below response: Vegetation removal is undertaken as per APZ requirements, as noted on landscape drawings:</p> <ul style="list-style-type: none">- GRASS TO BE KEPT MOWN SHORT- PRUNE OR REMOVE TREES SO NO CONTINUOUS CANOPY (CROWNS TO BE SEPARATED BY 20-5m)- REMOVE UNDERSTORY TREES/SHRUBS LESS THAN 3m IN HEIGHT- REMOVAL OF SIGNIFICANT NATIVE SPECIES TO BE AVOIDED- RETAIN ALL LARGER TREES <p style="text-align: right;">NGH</p> <p>Consulting have provided the below response: Bushfire Consultant has provided detail. Ultimately, the works methodology will be down to the contractor employed to establish the APZ. Treatment would primarily be physical such as chainsaw works.</p>
		Concerned about impacts on privacy if significant loss/thinning of vegetation occurs.	<p>Terras Landscape Architects have provided the below response: Vegetation removal is undertaken as per APZ requirements, as noted on landscape drawings:</p> <ul style="list-style-type: none">- GRASS TO BE KEPT MOWN SHORT- PRUNE OR REMOVE TREES SO NO CONTINUOUS CANOPY (CROWNS TO BE SEPARATED BY 20-5m)- REMOVE UNDERSTORY TREES/SHRUBS LESS THAN 3m IN HEIGHT- REMOVAL OF SIGNIFICANT NATIVE SPECIES TO BE AVOIDED- RETAIN ALL LARGER TREES



27 March 2020

Ref: 191777/28891_Council Response

City of Newcastle
c- Webber Architects

RE: NOISE ASSESSMENT – ST. JAMES PUBLIC SCHOOL, KOTARA

This letter presents additional information in relation to the noise impact assessment for the proposed modifications to St. James Public School (PS) and construction of an early education centre (EEC) at Kotara, NSW. It is response to public submissions to City of Newcastle (CoN) in relation to the original D.A. noise assessment for the project (Spectrum Acoustics Rpt 191777/8485, and /8502 dated July and August 2019) and, for completeness, should be read in conjunction with those reports.

The responses to the various public submissions have been summarised and each point is addressed separately below.

- *Concern was raised at the impact of noise of cars and people before 7am, mechanical ventilation noise from the EEC, waste removal prior to 7 am. These concerns were replicated in several submissions.*

Car park and driveway noise was assessed in Report no. 8485 (Section 4.4). The day time (7am to 6pm) scenario was assessed where there were 25 vehicle movements in a single 15 minute period at an average distance of 17m from the boundary. The vehicles were considered to be moving at 10 kph.

Use of the car park during the night (prior to 7am) will be minimal and relate to some staff movements and early drop off of children at the EEC between 6.30 and 7am. To determine the potential impacts of this a scenario where there are 12 vehicle movements in a single 15 minute period has been assessed. **Table 1** shows the results of this assessment. The calculation allows for a nominal 5dB(A) barrier loss for the existing 1.8m high fences along the boundaries of the residences in Grayson Avenue.

TABLE 5 CALCULATED SPL AT GRAYSON AVENUE DRIVEWAY NOISE - Leq (15 min)	
Element	dB(A)
No. of Vehicle movements (per 15 minute)	12
Lw per vehicle @ 10 kph	80
Distance Loss (17m)	-33
Barrier Loss	5
Received Noise (Leq 15 min) per eqn. 1	35
Criterion – Night (Leq 15 min)	38

The assessment of sleep disturbance impacts from the use of the EEC car park at night was considered in Report number 8502 (Section 4.4) and the results showed that there will be no adverse sleep disturbance impacts as a result of the maximum noise emissions from the site.

Noise from mechanical plant was assessed in both Report number 8485 (Section 4.5) and Report number 8502 (Section 4.2). At the time of the assessment there were no specifications for the mechanical plant.

The assessments concluded that *“It is recommended, however, that the final selection and location of all mechanical plant be approved by an acoustic consultant prior to installation.”* This approach is consistent with that taken by Spectrum Acoustics in similar projects and has proved effective in achieving compliance with relevant noise criteria.

It would be possible to schedule waste removal for after 7am.

- *Traffic noise calculations are based on 100 vph, yet current volumes exceed this.*

Road traffic noise was assessed in both reports (Section 4.6 in 8485 and Section 4.3 in 8502). The assessment is based on the noise from additional traffic on the roads.

- *Acoustic report did not consider noise from the school loudspeakers. Resident has contacted school several times to complain. Additionally, greater student numbers will increase general noise.*

Noise from the class bell/siren was assessed in Section 4.3 in 8485. The loudspeaker was not considered due to its relatively limited and sporadic use. The nature and detail of the complaints were not available for assessment.

The assessment of the additional noise from the increased number of children was the basis of both assessments.

We trust this report fulfils your requirements at this time, however, should you require additional information or assistance please do not hesitate to contact the undersigned.

SPECTRUM ACOUSTICS PTY LIMITED



Ross Hodge
Principal/Director

WA: 2656_2.1.40 RFI response 05

Thursday, 22 October 2020

Amanda Gale
Senior Development Officer (Planning)
City of Newcastle
E: agale@ncc.gov.au
E: mail@ncc.gov.au

Re: DA2019-00966 – 30 Vista Parade, Kotara

Dear Amanda,

We provide the attached amended civil drawings (181019 - CW.102 - EXTERNAL WORKS PLAN SHEET 01_F, 181019 - CW.104 - CUT AND FILL PLAN_B, 181019-SW.03 - STORMWATER DRAINAGE PART PLAN - SHEET 2-F) in response to discussions between Graeme Holmes, Forum Consulting Engineers and Alastair Peddie regarding the flooding approach to the site. Tentative agreement to this approach was received in an email dated 1st October 2020 and we now provide these formalised drawings to enable Alastair to finalise his assessment and referral advice with draft recommended conditions.

In the email dated 1st October 2020 additional queries were asked in regard to a number of items as a result of the flooding and drainage approach to which the following information is provided:

- The architectural floor levels remain unchanged as a result of the flooding and drainage approach from the previously submitted information.
- The interface between the Styx Creek boundary and the built form along the main boundary remain unchanged as a result of the flooding and drainage approach from the previously submitted information.
- Vegetation removal on site and landscaping remain unchanged a result of the flooding and drainage approach from the previously submitted information.
- Landscape Plan (Rev H) indicates an 'Overland Flow Channel' as an easement for stormwater. This area of the site is already an area established as a maintained landscaped space for safety and bushfire protection. The flood engineer has confirmed that landscaping along this Channel will be able to be maintained as follows: Channel Type 1 and 2 will be able to maintain mature isolated trees, Channel Type 3 can additionally have erosion resistant and deep rooted vegetation maintained and Channel Type 4 can additionally have any reasonably rooted existing plants, native grasses and turf.

SECA Solution is undertaking additional traffic and parking assessments at the school as requested and a letter advising the outcome of these will be provided as soon as it becomes available.

Please do not hesitate to call if you wish to discuss the above further.

Kind Regards,

Sandra Hinchey
Director

B.Arch(Hons) B.Sc(Arch) NSW ARB No.8783

Attachments:

181019 - CW.102 - EXTERNAL WORKS PLAN SHEET 01_F
181019 - CW.104 - CUT AND FILL PLAN_B
181019-SW.03 - STORMWATER DRAINAGE PART PLAN - SHEET 2-F

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Nominated Architect Jon Webber AIA NSW ARB No 6830
ABN 83 140 652 188

WA: 2656_2.1.50 RFI response 06
Monday, 2 November 2020

Amanda Gale
Senior Development Officer (Planning)
City of Newcastle
E: agale@ncc.gov.au
E: mail@ncc.gov.au

Re: DA2019-00966 – 30 Vista Parade, Kotara

Dear Amanda,

We provide the attached information from SECA Solution in response to the request for additional traffic surveys and parking studies at St James Primary School, Kotara.

In the email dated 1st October 2020 additional queries were asked in regard to a number of items as a result of the flooding and drainage approach and additional information was provided with a previous RFI response dated 22nd October. Further clarification was requested as to whether the overland flow path will result in a greater degree of clearing of native vegetation. NGH Consulting, the Environmental Consultant who prepared the BDAR, has reviewed this information and provided the following statement in this regard, confirming there is no additional impact from the previously prepared BDAR:

After reviewing the documentation provided by Webber Architects and Forum Engineers, the creation of the overland flow channel would appear to not require any further clearing than what would be required for the APZ. It is recommended that the clearing required for the flow channel be conducted either in conjunction, or prior to that of the APZ to avoid over clearing. Undoubtedly, the present hydrology of the area would be altered, however, this is unlikely to be to a degree that would be jeopardise the long-term viability of the native vegetation that would remain post construction. This conclusion is based on the flow generally following existing contours and being at low velocities.

We trust this information addresses all queries now raised and look forward to your favourable response to these items.

Kind Regards,

Sandra Hinchey
Director

B.Arch(Hons) B.Sc(Arch) NSW ARB No.8783

Attachments:

P1410 WA St James Kotara South additional surveys TDN

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