



Regulatory, Planning and Assessment. PEmmett/GMansfield
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State Significant Acceleration
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4 Parramatta Square
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Submission via NSW Planning Portal: : <https://www.planningportal.nsw.gov.au/major-projects>

Dear Mr Dobbs

**NEWCASTLE GRAMMAR SCHOOL - PARK CAMPUS (SSD-13895306) –
127 UNION STREET, COOKS HILL**

I refer to the Department of Planning, Industry, and the Environment (DPIE) electronic notification of 19 November 2021 advising a state significant development application (SSD-13895306) has been submitted for the concept proposal and the first stage of development (stage1) for alterations and additions to the Park Campus of the Newcastle Grammar School. DPIE has requested City of Newcastle's (CN) advice on the development.

The exhibited Environmental Impact Statement (EIS) and plans have been reviewed and the following advice is provided for your consideration:

1. Streetscape/Visual Impact

In regard to Design and Built Form the EIS (page 48) states:

"The proposed works will positively impact upon the visual amenity and built character of the area given the project is in keeping with scale and height of surrounding residential development and incorporate high quality finishes and contemporary materials. The project is setback appropriately to reduce the perceived bulk and scale of the built form."

In terms of visual impacts of the proposed stage 1 development on Union Street, the EIS concludes that such impacts "...are considered reasonable and within the context of the site and the surrounds."

Concern is raised at the appropriateness of the front building setbacks of the development to ensure it is consistent with, rather than dominate, the existing and future local streetscape.

In the EIS no numeric analysis has been provided of the development with the front building setbacks of the residential developments on the land which abuts the northern boundary of the site and face Union Street, Cooks Hill (Union St) and Corlette Street, Cooks Hill (Corlette St). Generally speaking, the front building setback of a new development should be comparable with or greater than of the existing development to mitigate impacts on the streetscape. This is particularly relevant in the case given the contemporary monolithic building form and the height (16.425m) of the stage 1 building which exceeds that of the adjoining residential buildings and the 10m maximum building height for other land in the locality.

The concept plan does not include the proposed building setbacks of the development. According to the 'Site Plan-Proposed' (4293 2.02 RevN 15.10.21) the proposed Stage 1 building will have a setback of 5.775m to Union St which appears, as depicted on the plan, to align approximately with the setback of the multi-storey residential building on the adjoining property to the north on land known as 308/123 Union Street.

However, according to CN records it would appear that the building footprint is not accurately represented on the above site plan and the minimum building setback (to the balcony) is approximately 7.0m with the western wall set further back. Consequently, the proposed stage 1 building will be located well forward of the adjoining development.

It is recommended the applicant is required to submit amended plans and documentation which accurately indicates the adjoining building forms and setbacks of the existing developments on the adjoining properties, supported by a numerical analysis of the setbacks of the development with those of the adjoining developments.

2. Flood Storage

The Secretary's Environmental Assessment Requirements (SEARs) issued to the applicant included comments from CN noting the subject allotment is part of the local flood storage area which must be preserved.

Flood storage areas are regions of land over which deep, slow-moving floodwaters will accumulate during flood events. Filling of land in flood storage areas will displace and redistribute flood waters, possibly resulting in increases to flood levels and/or flood frequency.

Both the submitted Flood Impact Assessment (FIA) and Stormwater Management Strategy (SMS) documents indicate the above requirement is satisfied as the proposed development will not include filling of the identified flood storage area. According to the architectural plans the ground floor of the proposed Stage 1 building will be constructed at a level of 2.570m Australian Height Datum (AHD). This floor level is above existing surface levels and will require filling of up to 500mm within the Stage 1 building footprint. It is unclear if fill is proposed elsewhere in the site as design surface levels are not provided for the play platforms to the east or the landscaped common area (The Greens).

To address requirements of flood storage preservation, it is recommended the applicant is requested to submit a cut/fill diagram for the proposed development and provide calculations for pre- and post-development flood storage volumes within the site during the 1% annual exceedance probability and probable maximum flood events.

3. Flood Emergency Response Plan

3.1 Proposed Evacuation to Off-site Refuge

The submitted Flood Emergency Response Plan (FERP) proposes monitoring and assessment of flood levels in National Park by on-site school staff to determine an appropriate flood response. If certain criteria are met, the FERP proposes the evacuation of all students and staff to flood free land at an existing sports centre on 235 Darby Street, Cooks Hill (235 Darby St). The existing St John's Anglican Church is nominated as an alternative refuge should the sports centre become inaccessible.

Both CN's flood modelling and the FIA by Torrent Consulting identify overland flooding during the Probable Maximum Flood event from the Nesca Park catchment east of the subject site flowing westward to join with the Cottage Creek channel. These flood flows may develop independent of flooding in National Park

and can cause high hazard flooding in Corlette Street, Cooks Hill (Corlette St) and Tooke Street, Cooks Hill (Tooke St).

It is recommended the applicant be asked to reconsider the suitability of evacuation to an off-site refuge considering the proposed evacuation route (600m) may be affected by high hazard (L2-L4) overland flash flooding flowing westward from the Nesca Park catchment during the probable maximum flood event.

If evacuation is triggered during a life-threatening flood event, evacuees may become stranded enroute to the off-site refuge.

The decision to include off-site evacuation in the FERP should be informed by an assessment of the evacuation procedure and route by a professional engineer experienced in flood management. The applicant should also demonstrate an agreement exists with the owner or operator of the sports centre on 235 Darby St to allow access to the centre for sheltered refuge in the event of an evacuation.

3.2 Pre-evacuation Assessment

The pre-evacuation assessment procedure (Section 3.4 of the FERP) is proposed to provide guidance for school staff to identify low and high-risk flooding based on the rate of encroachment of floodwaters from National Park towards the school. Based on this assessment, school staff must decide to continue monitoring, evacuate to an off-site refuge, or seek refuge within the development.

It is recommended the applicant is requested to consult a professional engineer experienced in flood management to review the proposed FERP and confirm the pre-evacuation assessment can, if performed by a member of school staff, suitably identify the life risk of an ongoing flood event to effectively arrive at a correct decision to evacuate, refuge in-place, or take no immediate action. The rationale is to be provided for any assessment criteria proposed for a pre-evacuation flood assessment procedure.

3.3 Existing Flood Refuge

The on-site refuge procedure proposed in the FERP involves assembly of children and staff to the Block A building and evacuation to on-site refuge provided in the Union Street building.

Concern is raised that movement within the site may be limited should flash flooding occur at the development with little or no warning. Access to the Union St building may be cut off due to overland flood flows crossing the site from Corlette S to Union St. It is recommended that the applicant be requested to evaluate the suitability of the existing Block A and Block B buildings to provide flood refuge capable of withstanding high hazard (Australian Institute Disaster Resilience (AIDR) classification H5) flooding during the Probable Maximum Flood event.

3.4 Potential use of 'Kiss and Drop' Zone during Flood Events

During the 1% Annual Exceedance Probability (AEP) flood event the proposed driveway is likely to become an overland flow path conveying floodwaters from Corlette St to Union St. According to the analysis provided by Torrent Consulting, flooding over the driveway will reach an AIDR hazard level of H2 to H3 which is unsuitable for vehicle parking.

The one-way driveway access exits to Union St at the north of the allotment which is an area identified as being flood storage and may be inundated by impassable floodwaters during the 1% AEP flood event.

Considering the above, concern is raised that any use of the 'Kiss and Drop' zone for collection of children during a flood event may result in motorists becoming trapped by impassable floodwaters in Union St, vehicles attempting to enter from Corlette St, and hazardous overland flow travelling over the driveway itself.

It is noted the Parkway Avenue, Cooks Hill (Parkway Ave) frontage will similarly be unsuitable for vehicle access during the 1% annual exceedance probability flood event due to the formation of hazardous overland flooding due to surcharge of flood flows at the Corlette Street bridge culvert.

It is recommended the applicant is requested to identify and address the above hazards in the FERP.

4. Proposed Lift

It is recommended that the applicant is requested to provide the ground floor access to the Union Building lift at the flood planning level (3.55m AHD) as suggested in the submitted FIA and SMS documents. Any ramping required to connect the ground floor covered outdoor learning area (COLA) to the lift access is to be shown on the architectural plans.

5. Seating Adjacent to Public Footpath

It is recommended the applicant is requested to consider passive surveillance and safety of the proposed sandstone block public seating to be located on site adjacent to the existing bus zones in Union St and Parkway Ave. The seating, being external to the school boundary fencing, will be difficult to delineate as school property and will be utilised by members of the public.

It is also recommended the applicant is requested to consider the provision of seating and shelter within the development site near the existing bus stops to provide a suitable waiting area for students.

6. Stormwater management

6.1 Play Area Runoff

It is recommended the applicant is requested to address the management of stormwater runoff generated over the proposed play platforms (572m²) at the east of the development site to reduce nuisance water within the site. Surface stormwater runoff should be managed in accordance with Section 7.06 of the Newcastle Development Control Plan 2012 (NDCP) and the associated Technical Manual. While it is acknowledged that the NDCP does not ordinarily apply to state significant developments, it has been from time to time used by DPIE to assess some aspects of a proposed state significant development.

6.2 Retention Tank Capacity

Item 16 of the SEARS noted the provided on-site reuse capacity "...should be designed to offset the required detention/retention storage for the development, in accordance with Council's requirements."

It is recommended that the applicant is requested to address this SEARS requirement in the proposed development, considering the submitted SMS indicated that "...no provision has been made for discharge control storage within the rainwater tanks given the site is flood affected in storm events greater than the 10% AEP."

It is noted that additional roof rainwater retention and reuse capacity remains effective for the reduction of site discharge regardless of the flooding conditions at the site stormwater disposal point.

6.3 Reuse Drawdown

To maximise rainwater reuse at the proposed Union St building, it is recommended the applicant is requested to provide calculations confirming the proposed 25,000L rainwater retention and reuse tank is sized for at least a 20-day drawdown period for the connected reuse demand.

6.4 Purpose of Swale SW1

It is recommended that the applicant be requested to clarify the purpose of the grass drainage swale SW1 considering its large size compared to swales SW2 and SW3 and noting a majority of runoff generated over the driveway will be directed to the north.

6.5 Drainage of Driveway Runoff

The proposed access driveway at the north of the development is proposed such that runoff will sheet to a landscape buffer at the north boundary for collection at inlet pit P4. Although the submitted MUSIC modelling results demonstrates compliance with CN's pollutant reduction targets, it appears a majority of runoff generated over the driveway access will not be treated.

It is recommended that the applicant be requested to consider the implementation of a biofiltration swale north of the proposed driveway to collect and treat runoff generated over the access driveway. This may conflict with existing/proposed trees adjacent to the north property boundary.

7. Traffic management

7.1 Access Road – Kiss & Drop

The 'kiss & drop' access road is proposed to only be accessible during school drop-off / pick-up periods. Outside of this period it is intended to revert to an extension of the school playgrounds. This arrangement would prevent access to the onsite carpark for visitors and staff during school hours resulting in on-street parking. On this basis it is recommended that the access road remain accessible to vehicles during school hours.

7.2 Traffic Distribution

Figure 4- 'Additional Development Peak Hour Traffic Trip Distribution' of the traffic Report indicates a right turn movement being permitted from the access road – 'kiss and drop' onto Union St. In the interests of traffic safety and to ensure a right turning vehicle exiting the site onto Union St does not impede the operation of the access road – 'kiss & drop' all vehicle movements should be restricted to 'Left Only' turns. This will constitute a redistribution of traffic and require a review of the Sidra analysis.

7.3 Traffic generation

The traffic consultant has utilised traffic generation rates from the Institute of Transportation Engineers (ITE) USA rates recommending 0.28 trips per student. In the absence of more recent data, it is recommended that the consultant utilise the Roads and Maritime Services trip generation surveys, Schools Analysis Report Issue A Ref 14S1263000 prepared by GTA Consultants dated 25/08/2014.

This report (refer to Attachment 1-Table 4.3) reflects a higher traffic generation rate and therefore will require a review of the Sidra analysis.

8. Green Travel Plan

A Green Travel Plan (GTP) has been submitted in support of the application. The plan is to be administered by the School Principal or his/her designated representative (GTP Co-ordinator). The representative will be responsible for the implementation, monitoring and amendment of this plan. The plan will require that achievable targets for sustainable travel be developed once initial survey data is available and it will be the responsibility of the GTP Co-ordinator / School Principal to set these targets.

The GTP is acceptable in its present form.

9. Parking

9.1 Car parking

It is recommended that a minimum of 37 spaces is required on site to comply with NDCP 2012. The concept proposal comprises the construction of a semi-basement car park level comprising 31-35 car parking spaces in association with the Corlette S building. To comply with NDCP 2012 the capacity of this car park should be increased to 37 spaces.

It is noted that no car parking other than the seven spaces located in the 'kiss & drop' access road are proposed under Stage 1. To minimise the impacts on the surrounding road network associated with the proposed expansion it is recommended that the applicant is required to provide a temporary at grade car park on site in association with Stage 1 to cater for any increase in staff and student numbers. Consideration should also be given to the provision of additional parking to reduce existing on-street parking associated with the school.

9.2 Motor bike parking and bicycle parking

The submitted plans do not detail the location of motor bike parking and bicycle parking. The Traffic Report states, 'The school will be providing upgraded end of trip facilities for bicycle travel with showers, amenities, lockers and secure bicycle storage facilities for staff and students.'

Accordingly, it is recommended that the applicant is required to submit amended plans which detail the nature and location of the motorcycle and bicycle parking together with the associated end of trip facilities.

10. Bus Stop facilities

Bus stops are located on both the Union St and Parkway Ave frontages of the site. The traffic report identifies that additional services are likely to be required to cater for the increase in student numbers. It is recommended that the applicant is required to undertake an assessment of the adequacy of the existing bus zones and bus stop facilities – shelter seating capacity and identify necessary alterations and/or upgrades.

11. Servicing

Except for garbage collection operations no information is provided in relation to the nature and location of existing or future servicing activity associated with the development. In this regard, adequate provision should be made on-site for all service vehicle activity (excluding garbage operations).

12. Street Trees

The submitted site plan for Stage 1 includes the provision of addition street trees along the Corlette St frontage of the site.

The following comments are provided regarding the existing and proposed street trees:

- All public trees are to be retained on both the Parkway Ave and Corlette St frontages (CN Tree ID's – 11830, 11831, 11832, 11833, 11834, 11835, 12168, 12169, 12170) and must be physically protected in accordance with the CN's Urban Forest Technical Manual Part B Public Trees, 'Section 8.0 Protection Measures'.
- The number of proposed street trees in Corlette Street is to be reduced to three to provide sufficient spacing as per CN's Street Tree Selection Manual 2016. The proposed species of *Melaleuca quinquenervia* is inconsistent with the Street Tree Selection Matrix and the site conditions, specifically low voltage powerlines. *Cupaniopsis anarcardioides* (Tuckeroo) will be required to be used instead.
- These trees are to be planted in accordance with CN's 'Urban Forest Technical Manual, Part B- Public Trees' and maintain necessary clearances from infrastructure and CN's Standard drawings 'A3003C- Tree Planting residential Street Verge' & 'A3022 – Tree Guard Timber'.
- The applicant is required to arrange a meeting with CN's City Greening Team prior to the planting of trees to assess the compliance of stock with AS2303-2018- 'Tree Stock for Landscape Use'.

13. Heritage

13.1 European heritage

The site is not a listed heritage item, located in a heritage conservation area (HCA) and is not a listed or indicative archaeological site. The site is adjacent to a heritage item of local significance, 'Parkway Avenue' (Item 704), which runs along the southern boundary of the school grounds.

Other heritage items in the vicinity are as follows:

- 'House' (Item 175), 135 Parkway Avenue, Hamilton South
- 'Residence' (Item 94), 79 Parkway Avenue, Hamilton South
- Cooks Hill & Hamilton South Heritage Conservation Areas (HCA) (C1 & C3)

The Heritage Impact Statement (HIS) has not addressed any potential impacts on the adjacent landscape heritage item, Parkway Avenue (I704). The listing in the NSW State Heritage Inventory notes that further alterations to the streetscape along the length of Parkway Avenue may have a cumulative detrimental effect on the consistent nature, vistas, axial qualities, and ability to interpret the garden suburb planning. It is recommended that the HIS is revised to include discussion of whether there is any potential impact to Parkway Avenue, with reference to any particular significant vistas in this section of Parkway Avenue.

The site is also in proximity to the Cooks Hill HCA and Hamilton South HCAs. The proposed development will not have a detrimental impact on the setting of these HCAs or significant internal views within the HCAs. The site is screened from streetscapes in the nearby HCAs due to distance and existing structures and vegetation.

13.2 Aboriginal cultural heritage

A search of the Aboriginal Heritage Information Management System (AHIMS) found no Aboriginal sites recorded within a 200m curtilage of the site. Further assessment conducted for the preparation of the submitted ACHAR has found that there is high potential for archaeological deposits to be present below the fill layers on the site due to its location adjacent to an historic creek. The ACHAR has recommended that an Aboriginal Heritage Management Plan is prepared, under which a test and salvage excavation program should be conducted.

The submitted ACHAR has included documentation of Aboriginal community consultation undertaken for the project. The results of the consultation have been incorporated into the assessment of significance and recommendations of the ACHAR.

The recommendations of the ACHAR are to be included as conditions of consent if the application is to be approved.

14. Social Impact Assessment

The submitted Social Impact Assessment (SIA) identified issues between school community and neighbouring community through increased interaction and pressures with parking / set down. The SIA has discussed the impact assessment, measurement, and mitigation in sections 8.3 and 8.4. Should a social impact management plan be required, the Engagement and Communications Strategy is to specify that a complaints handling process be developed by the school for complaints relating to school boundary, set down zones and public transport drop off.

15. Section 7.12 Local Infrastructure Contribution Plan

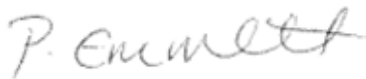
As indicated in the EIS, CN's Section 7.12 Local Infrastructure Contribution Plan 2019 (Update Dec 2020) applies to the subject land. A maximum levy of 1% is applicable. However, this levy has been incorrectly applied to the capital investment value of the development rather the cost of the development as calculated under Clause 25J of the *Environmental Planning and Assessment Regulation 2000*.

It is recommended the applicant is required to provide a cost summary report of the cost of the development to enable the required monetary contribution to be calculated.

Please note on 26 October 2021 CN adopted new development contributions plans. These Plans will commence on 1 January 2022 and will replace the current Section 7.12 Contributions Plan. If a development application has been made before the commencement of the new plan in relation to land to which this plan applies and the application has not been finally determined before that commencement, the application must be determined in accordance with the provisions of the new plan. In this case, the contribution levy for the development does not change and remains at 1%.

If you have any questions in relation to the matters raised in this letter, please contact Geof Mansfield, Principal Planner (Development) on 4974 2767 or gmansfield@ncc.nsw.gov.au

Yours faithfully



Priscilla Emmett
DEVELOPMENT ASSESSMENT SECTION MANAGER

Enc

Attachment 1

Table 4.3: Primary School Peak Vehicle Trip Generation per Student Summary

Primary School Location	Period	Average	Minimum	Maximum	Range
All	AM	0.88	0.43	1.35	0.92
	PM	0.71	0.14	1.09	0.95
Sydney Metropolitan	AM	0.67	0.43	0.92	0.49
	PM	0.53	0.14	0.98	0.84
Regional	AM	1.23	1.13	1.35	0.22
	PM	1.01	0.95	1.09	0.14

As indicated in Table 4.3, Sydney metropolitan primary schools have average peak vehicle trip rates of 0.67 and 0.53 in the AM and PM periods respectively, whereas the regional primary schools surveyed had higher average peak vehicle trip rates of 1.23 and 1.01 in the AM and PM periods respectively.