

RESPONSE TO E.I.S. SUBMISSIONS

ISSUE 1 – 6 October 2016

HUNTER SPORTS HIGH SCHOOL MAJOR CAPITAL WORKS PACIFIC HIGHWAY GATESHEAD NSW 2290



412 king street
newcastle nsw 2300

p 02 4929 2353
f 02 4926 3069
e mail@eje.com.au

ACN 002 912 843
ABN 82 644 649 849

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Table of Responses to E.I.S. Submissions

Agency	Issue	Response
1.0 Planning & Environment	1.1 Clarification of proposed on site car parking arrangements, including existing formal and informal parking spaces, proposed parking spaces and location and any works in parking areas.	Refer to detail provided in Appendix 17d of the EIS, including attachment drawings contained in Annexures A and B to that appendix. In summary, the parking arrangements are: EXISTING CARPARKS - 43 formal marked car spaces; - Approx. 27 informal unmarked car spaces. Total of approximately 70 existing car spaces. PROPOSED CARPARKS - 8 formally marked car spaces retained in proposed redevelopment; - 26 informal unmarked car spaces retained in proposed redevelopment (southern informal carpark); - Additional 36 informal unmarked car spaces provided in proposed redevelopment (northern informal carpark). Total of 70 car spaces provided in proposed redevelopment.
	1.2 Potential impacts on availability of on-site parking at Wiripaang Public School.	As indicated in Annexure A of Appendix 17d of the EIS, the 36 informal car spaces proposed for the shared informal parking area on the adjacent Wiripaang Public School site occupy a strip of that informal parking area immediately adjacent to the High School site. The large majority of this existing informal parking area would still be available for any required Wiripaang Public School parking requirements. Observations of existing parking demands for Wiripaang in this informal parking area indicate that only a relative small portion of this remaining informal parking area, clustered near the Wiripaang driveway entry, are currently required. The proposed use of part of this informal parking area to accommodate the 36 High School parking spaces would still leave a significant component of this informal parking area available for any future growth in parking demand for either the Wiripaang Public School or High School.

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	1.3 All proposed on-site parking should be designed in accordance with the relevant Australian Standard.	As noted in Section 2.1 of Appendix 17d of the EIS, all parking spaces proposed in the redevelopment have been designed to satisfy the spatial requirements for parking spaces required by AS2890.1. That is, parking bay sizes and circulation aisle widths are set out in accordance with the requirements of this standard. As also noted in Section 2.1 of Appendix 17d of the EIS, AS2890.1 has requirements for pavement marking of parking spaces (refer to AS2890.1 Section 4.4), in the form of painted linework. Where such pavement markings are possible, namely in the proposed formal parking area with hard pavement finish, such linemarkings of parking spaces are being provided in full compliance with this requirement. Parking spaces being provided in informal parking areas, which will be a compacted roadbase surface, cannot be marked in this way as outlined in AS2890.1, and so, although comply with AS2890.1 requirements in all other spatial setout and size respects, will not technically comply with these limited pavement marking requirements in AS2890.1. This scenario is no different to any other instance or facility where informal parking areas contribute to the parking capacity of that facility – the informal parking areas cannot technically comply with the pavement marking requirements of AS2890.1 (as a result of not having a hard pavement which can be painted), but still contribute to the overall parking capacity of the facility. This scenario is also the scenario which currently exists on the school site, where a number of existing parking spaces which contribute to the calculation of overall existing parking capacity are in an informal parking area, and so are currently technically not compliant with pavement marking requirements of AS2890.1, but still relied on by the school.
	1.4 On-street parking is not to be relied upon to meet either school's parking demand.	As noted in Appendix 17d of the EIS, the current existing car parking capacity of the High School, of approximately 70 parking spaces, provided in a combination of existing formal and informal car spaces, will be maintained (in an adjusted configuration) in the proposed redevelopment. In this sense, on-street parking should not be relied upon to meet current on-site school parking demands.
	1.5 Where any works in parking areas are proposed to ensure compliance with the relevant Australian Standard or intensification of parking at Wiripaang Public School the biodiversity assessment report is to be updated.	The expansion of the informal parking area on the Wiripaang Public School site has been undertaken as a school funded project separate to this EIS in preparation for the works associated with this EIS. There are no plans to intensify parking activities on Wiripaang Public School beyond what now exists. If there is any future intensification of parking activities, the biodiversity report will be updated.

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2.0 Hunter New England Local Health District	2.1 Demolition to give consideration to hazardous materials report to be prepared prior to demolition.	The contractor will be required to consider and address any available information on site contamination and building hazardous materials, including Hazardous Materials Report, prior to and throughout all construction activities including demolition works.
	2.2 Air quality monitoring should take place prior to any activity to assess (background) level, during demolition, construction and remediation works (exposure and control) and following the works (clearance) and action taken on elevated findings.	Noted in Section 7 of the Remedial Action Plan (Appendix 31 of the EIS) which requires " <i>Set-up and maintenance, analysis and reporting of air monitoring for airborne asbestos fibres during construction works resulting in the disturbance of fill materials (i.e. any excavations, stockpiling, placement or transport of fill materials)</i> ". It is agreed by the proponent that the currently documented requirements on the contractor in relation to air quality monitoring can, if required, be extended to include monitoring prior to work commencing, to establish a baseline background air quality measurement.
	2.3 Environmental management/ dust mitigation measures identified in the Air Quality Section of the EIS should be instigated.	The environmental management measures contained in Section 6.4.3 of the EIS will be implemented during Construction and Operational phases.
	2.4 Work should not occur during Out of Hours Construction Period 2 (Monday to Friday 10pm to 7am, Saturday 10pm to 8am and Sunday or public holidays 6pm to 7am).	We note that the nearest residential neighbours are some considerable distance from the area of the proposed construction works. The existing population of closer proximity is the staff and students of the existing High School and adjacent Wiripaang Public School, whose health and wellbeing is being considered with the following requirement written into the construction contract: <i>Contract Information Item 18: "The Contractor is to minimise noisy work during school hours (9am-3pm) on school days. The Contractor has the option of utilising out of hours work by complying with the requirements of the Construction Noise and Vibration Management Plan contained within the EIS".</i> The intention of this requirement is to maintain a suitable learning environment within the schools during the primary teaching hours.
	2.5 All taps that provide non-potable water to the main amenity areas for toilet slushing and hose and irrigation systems for landscaped areas should be provided with "Do Not Drink" signage.	Noted and agreed by the proponent.

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	2.6 Operators should ensure that there is minimal impact from the proposed development on the water quality of surrounding natural waterways, particularly from stormwater runoff. All disturbed areas of contamination and stockpiles of earth should be contained so as to limit runoff. Erosion and sediment control measures are to be implemented.	As noted in Section 6.3.2.2 of the EIS, the project civil engineer has advised that post development stormwater flows to the nearby watercourse will be at a lower flow rate than existing pre-development flows, as a result of the proposed stormwater flows being through a new detention tank which will throttle peak flows. Additionally, it is noted in Section 6.3.2.3 of the EIS that a nett decrease in impervious surfaces within the proposed new redevelopment should result in overall flow volumes being slightly less than current flow volumes. Surface stormwater quality will be improved in the new redevelopment via the incorporation of 200micron filters in all new stormwater pits, which will screen contaminants, as noted in the <i>Stormwater Quality Improvement and Reuse</i> part of Section 6.3.2.3 of the EIS. Proposed measures to limit runoff from all disturbed areas and stockpiles during the works, including general erosion and sediment control measures, are detailed in the <i>Erosion and Sediment</i> part of Section 6.3.2.3 of the EIS, including reference to the Remediation Action Plan (Appendix 31 of the EIS), the Preliminary Contamination Report (Appendix 13a) and the Stormwater Management Plan (Appendix 14). The civil engineering documentation also includes a Sediment Control Plan (drawing CV-003).
	2.7 A groundwater management plan will form part of the CEMP.	Noted in Section 6.3.3 of the EIS.
	2.8 Any excess material requiring off-site disposal should be classified in accordance with the NSW EPA Waste Classification Guidelines (2014).	Noted and agreed by the proponent, as noted in Section 6.2.3 of the EIS.
	2.9 A separation/markings layer should be placed on top of contaminated fill materials prior to overlying materials. Upon completion of capping, a suitably qualified environmental consultant should prepare a Remediation and Validation report to be finalised following the completion of construction.	Noted and agreed by the proponent, as noted in Section 6.2.3 of the EIS.

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	2.10 If not already undertaken, it is recommended that additional specialist advice is sought by the proponent in relation to ensuring genuine community engagement and consultation processes.	The proponent, the NSW Department of Education, including representatives of the school management, have been involved in the preparation and execution of a detailed communication strategy to ensure broad and meaningful consultation and engagement with community stakeholders. The Project Reference Group (PRG) established and maintained through the course of the project from inception until the present time, includes representatives of the school executive (including Principal and School Communication Coordinator), P&C, and the Minimbah Aboriginal Educational Consultative Group. The issue of Communication is a standing agenda item at each of the regular PRG Meetings (of which there have been 36 such meetings to date). Community engagement activities undertaken already in the period leading up to present include providing information booths at local shopping centres and community events, provision of information and project progress flyers to local neighbourhood properties, and information briefings to local political representatives. The school community itself has been kept updated throughout the project through their established social media channels.
3.0 Lake Macquarie City Council	3.1 Encourage provision of as much soft landscaping areas as possible within the external spaces around the new buildings.	The landscape design has provided as much soft landscaping areas as is possible within the redeveloped school, taking into account school educational and functional requirements for all-weather circulation and external play areas within the school design.
	3.2 Development to facilitate and strengthen pedestrian movement north, south and potentially west and also provide adequate physical and operational measures for student 'drop off'.	We believe that the proposal achieves this stated desire.
	3.3 CPTED – External lighting should be designed to provide for lighting levels to mitigate pedestrian crime risk and fear.	We believe that the proposal achieves this functional requirement. The external lighting has been designed in conjunction with the Department of Education's school security unit.

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	3.4 Measures for operational waste management, including provision for dedicated waste storage / sorting appears to have been given limited consideration.	As noted in Section 6.11 of the EIS, the school has established operational waste management processes which have operated effectively for a number of years. As the proposed redevelopment will not involve an increase in student numbers at the school, it is understood that the volume of operational waste being generated after the redevelopment will be similar to current waste volumes handled by existing waste management systems. Notwithstanding this, the redevelopment will enhance operational waste management processes by: - Providing new, modern waste receptacles distributed to suit demand around the school, and to facilitate more effective user sorting of recyclables; - Providing new waste collection vehicle site access arrangements, segregated from other vehicle and pedestrian site access routes.
4.0 NSW EPA	4.1 The proposal is not a scheduled activity pursuant to Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> and will not require an Environment Protection Licence.	Noted agreed.
5.0 Office of Environment & Heritage	5.1 No additional requirements or environmental mitigation measures.	Noted and agreed.
6.0 Roads & Maritime Services	6.1 The EIS should refer to the following guidelines: ➤ Department of Planning EIS Guidelines for Road and Related Facilities ➤ Section 2 Traffic Impact Studies of RTA's <i>Guide to Traffic Generating Developments 2002</i>.	The Department of Urban Affairs and Planning's EIS Guidelines for Road and Related Facilities (96) relate predominately to the specific activities or proposals within the roadway. Specifically, the proposal does not include significant amendments to existing road environment including verge or existing functioning traffic operations. Should, through construction and detailed design phase, additional approval and consideration is required, such applications and consideration would be undertaken at that time. As part of such application these Guidelines would require further consideration then. We confirm the advice from the project traffic consultant that <i>Section 2 Traffic Impact Studies of RTA's Guide to Traffic Generating Developments 2002</i> was referred to in the preparation of the specialist traffic advice contained in Appendix 17a and supplementary information in Appendix 17d.
	6.2 A Traffic and Transport study shall be prepared in accordance with the RTA's Guide to Traffic Generating Developments 2002.	Refer to Appendix 17a and supplementary information in Appendix 17d of the EIS.

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	6.3 Traffic analysis of any major / relevant intersections using SIDRA or similar traffic model.	Refer to Section 3.4 and Section 6 of Appendix 17a of the EIS.
	6.4 Anticipated vehicular traffic likely to be generated as a result of the proposal and potential future increase of student numbers.	Refer to Section 5 and Section 6 of Appendix 17a and supplementary information in Appendix 17d of the EIS.
	6.5 Distribution on the road network of the trips generated by the proposed development, including into and out of the site. It is requested that predicted traffic flows are shown diagrammatically to a level of detail sufficient for easy interpretation.	Refer to Section 6 of Appendix 17a and supplementary information in Appendix 17d of the EIS.
	6.6 Any other impacts on the classified (State) road network including consideration of pedestrian, cyclist and public transport facilities and provision for service vehicles.	Refer to Section 6.1 of the EIS, and Appendix 17a and supplementary information in Appendix 17d of the EIS.
	6.7 Details of any measures proposed to management and / or mitigate impacts as a result of the proposal identified in traffic and transport study.	As noted by the project Traffic Consultant in Section 8 Recommendations & Conclusion of Appendix 17a of the EIS, the proposal will have minimal impact on the local environment in regards to traffic and parking. The Traffic Consultant further notes in Section 5 Summary & Conclusion of Appendix 17d of the EIS that the proposed development sufficiently caters for the safe and efficient operation of the high school in regards to traffic and parking.
7.0 NSW Rural Fire Service	7.1 Future development to comply with requirements of <i>Planning for Bushfire Protection 2006</i> .	Noted and agreed.