planning consultants

Response to Submissions Report

State Significant Development – SSD 9483

Chatswood Public School and Chatswood High School

5 & 24 Centennial Avenue, Chatswood

Prepared for: School Infrastructure NSW
October 2020

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Contents

1 Introduction

On 23 March 2020, School Infrastructure NSW (SINSW) submitted State Significant Development Application (SSDA) No. 9483 to the Department of Planning, Industry and Environment (DPIE) for the upgrades to Chatswood Public School and Chatswood High School – at 5 & 24 Centennial Avenue, Chatswood (the site).

The SSDA was notified throughout April 2020 in accordance with DPIEs policy. Within this time submissions were received from:

- Environmental Protection Authority (EPA);
- Heritage New South Wales (HNSW);
- Transport for New South Wales (TfNSW);
- Roads and Maritime Services (RMS) Division of TfNSW;
- Biodiversity and Conservation Division of Department of Planning Industry and Environment (DPIE);
- Sydney Water (SW);
- Willoughby City Council; and
- Public Submissions.

The project team has reviewed these submissions and responded to each item raised. The following document summarises the responses and directs the Department to the relevant report where each item has been addressed.

It should be noted that the submission received from the Department of Premier and Cabinet as delegate for Heritage Council of NSW accepted the findings in the Heritage Impact Statements and the Archaeological Assessment and had no further comment or issues.

2 NSW Environmental Protection Authority

2.1 Noise

Issue	Response	Reference
The EPA considers that the noise criteria determined by the loggers [in the Acoustic Assessment Report prepared by Day Design] appear to be representative of the acoustic environment of residential receivers and that operational noise considerations include the preliminary review of noise from service and mechanical plant.	Noted.	N/A

The EPA recommends:
• Waste collection occurs during the day-time period only and the construction works be limited to standard hours of construction work described in Table 1 of the ICNG;
• The public address should be designed to achieve a noise level of no greater than background noise + 10dB at the nearest sensitive receiver
• Noise from mechanical plant should be designed to achieve no greater than background noise + 5dB at the nearest sensitive receiver;
• Approval should require the proponent to adopt the following noise mitigation described in the Acoustic Assessment Report:
  ◦ Section 5 – School Noise Emission to manage operational noise; and
  ◦ Section 11 – Construction Noise and Vibration Mitigation Recommendations to manage potential construction noise impacts.
	• Waste collection will occur during the daytime period only and construction works will be limited to standard hours of construction work.
	• Noted.
	• Noted.
	• Noted.
		Acoustic Letter **Attachment 5**

2.2 Contaminated Lands

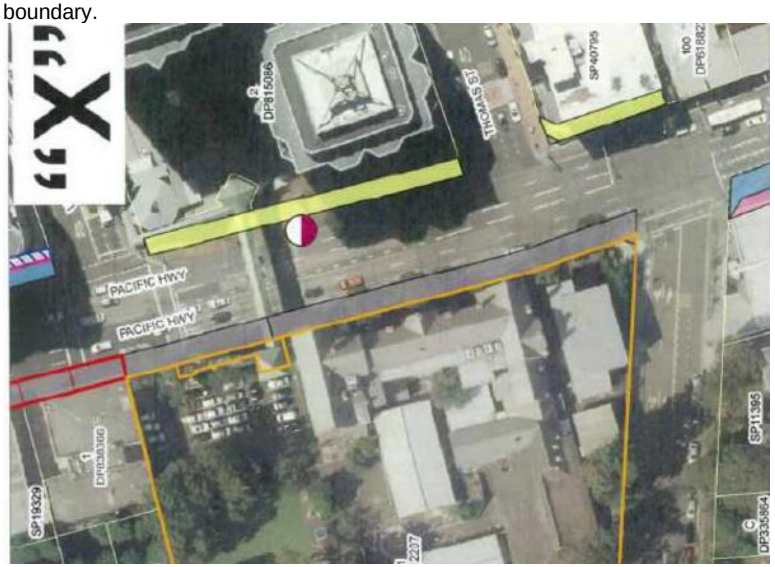
Issue	Response	Reference
The EPA reviewed the *Results of Geotech, Environmental and Hazmat Investigation* (contamination report) in Appendix 12, prepared by PSM Consult Pty Ltd (dated 23.03.20) and the *Remediation Action Plan* (RAP) in Appendix 13, prepared by JBS&G Australia Pty Ltd (dated 20.02.20) The contamination report identified potentially unacceptable risks to human and ecological health due to petroleum hydrocarbons and polycyclic aromatic hydrocarbons at several locations. Although the RAP was submitted, it has not been certified as appropriate by a Site Auditor. An EPA-accredited Site Auditor is required to be engaged throughout the duration of works for this project to ensure that any work required in relation to soil or groundwater contamination is appropriately managed.	A Site Auditor has been appointed to the project and has reviewed all documentation for both the Public School and High School sites. Interim audit advice has been provided in a Site Audit Report for both properties to address the comments raised by the EPA. The following conclusion is made in regard to the Primary School site: "*Based on the information presented in the Douglas and JBS&G reports and observations made on site, competent implementation of the RAP should ensure that the site is suitable for its proposed use as a primary school (considered equivalent to 'residential with accessible soils' exposure scenario) via capping of fill, subject to compliance with a suitable long term EMP. The long term EMP will be required to maintain the integrity of the cap and manage risks associated with any potential future disturbance of fill material across the site*."	Site Auditors Reports **Attachment 7**

2 NSW Environmental Protection Authority

Issue	Response	Reference
As part of the Response to Submissions, the proponent must submit Interim Audit Advice from an EPA-accredited Site Auditor commenting on the nature and extent of the contamination and what further works are required.	The following conclusion is made in regard to the High School site: "*Based on the information presented in the Douglas and JBS&G reports and observations made on site, the site is considered suitable for its current use as a primary school and high school campus with public access for recreational use*."	
The EPA recommends the following conditions: 1. The Applicant must engage an NSW EPA-accredited Site Auditor throughout the duration of works to ensure that any work required in relation to soil or groundwater contamination is appropriately managed. 2. Prior to commencing with the remediation, the Applicant must submit Interim Audit Advice from the Site Auditor that advises that the site can be made suitable for the proposed use subject to the implementation of the Remediation Action Plan. 3. The applicant must adhere to the management measures in the Remediation Action Plan which were approved by the Site Auditor. 4. Any variations to the approved Remediation Action Plan must be approved in writing by the Site Auditor. 5. If work is to be completed in stages, the Site Auditor must confirm satisfactory completion of each stage by the issuance of Interim Audit Advice/s. 6. The Applicant must obtain a Section A1 Site Audit Statement - *or* a Section A2 Site Audit Statement accompanied by an Environmental Management Plan – from the accredited Site Auditor and submit it to the consent authority prior to commencement of operation. The Site Audit Statement must certify the site is suitable for the proposed use. 7. Prior to operation, the applicant must obtain confirmation from the Certifying Authority in writing that the requirement of condition 6 has been met.	• A Site Auditor has been engaged for the duration of the works. • Site Audit Reports have been prepared which confirm that the sites can be made suitable for the proposed use. • Noted. • Noted. • Noted. • Noted. • Noted.	Site Auditors Reports **Attachment 7**

3 Transport for NSW

3.1 Pacific Highway Issues – Vehicular Access, Pathway Encroachment, Pedestrian Safety

Issue	Response	Reference
TfNSW has previously resumed and dedicated a strip of land as road along the Pacific Highway frontage of the subject property, as shown by grey colour on the attached Aerial – "X". All buildings and structures, together with any improvements integral to the future use of the site are to be wholly within the freehold property (unlimited in height or depth), along the Pacific Highway boundary.  *Figure 1 Pacific Highway image provided by TfNSW*	All development is located within the existing boundary of Chatswood Public School. There is no encroachment onto the Pacific Highway public footpath.	N/A
The Chatswood Public School has alternative vehicular access via the local road network, and as such the proposed construction vehicular access and proposed emergency and service vehicular access on the Pacific Highway is not supported on road safety and efficiency grounds.	The driveway on Pacific Highway currently provides access to a 16-space staff carpark, waste collection, loading and emergency vehicle access. The proposed redevelopment will relocate staff car parking, waste collection and the majority of loading functions to the Jenkins Street carpark, which will significantly reduce use of the Pacific Highway access. However, due to the proximity of the upper playground levels and the administration/ sickbay functions of the school (located in Building A on Pacific Highway) to this access, it is proposed to maintain the driveway crossover for occasional "out of peak" deliveries to the office or hall and as an access for emergency vehicles.	Refer supplementary Traffic Report at **Attachment 3**

3 Transport for NSW

Issue	Response	Reference
	With regard to construction access, given the need to maintain operational viability of the school during construction, construction access is proposed via Jenkins Street and Pacific Highway. It is not considered viable or safe to provide construction vehicle access from Centennial Avenue as it will require "cutting" the school in half and closing off additional portions of play space. James Street is not considered suitable for construction vehicle access due to the narrow width of the carriageway (a single lane with no turning area). There is the potential for vehicles to block the road and access to residential properties and would have to reverse in or out., The retaining wall between the road and the school and the significant level change (**Figure 2**) which inhibits access for larger vehicles from James Street.  *Figure 2 Street view of James Street and Chatswood Public School* Construction access from Pacific Highway would be strictly managed with regard to the size of vehicle and the time of access. **Attachment 3** provides swept path diagrams for access. Detailed traffic management measures will be developed as part of the Construction Traffic Management Plan once the Head Contractor is appointed and the Jenkins Street access will be preference in all possible cases. In addition, it is recommended that no vehicle larger than a Small Rigid Vehicle access the site via	

3 Transport for NSW

Issue	Response	Reference
	Pacific Highway and that traffic controllers manage vehicle access and pedestrian movement.	
There are existing pedestrian safety concerns at the Victoria Avenue and Pacific Highway intersection with students not using the pedestrian bridge provided in close proximity. The Traffic Impact Assessment refers to a new pedestrian access for the Chatswood Primary School and it is requested that the applicant considers measures to encourage students to use the pedestrian overbridge instead of the signalized intersection crossing.	The pedestrian overpass across Pacific Highway is an attractive option for primary school students when it is operational. However, there are significant maintenance issues that mean the escalators are often not operational. It is our understanding from Willoughby City Council that the pedestrian overpass is privately owned and operated by the land owners of 799 Pacific Highway. Any measures available to the school to encourage students to use the pedestrian bridge in preference to the at grade crossing rely on the operation of the escalators. Notwithstanding, strategies to encourage the use of this overpass will be included in the comprehensive School Travel Plan.	**Attachment 3**

3.2 Jenkins Street

Issue	Response	Reference
The submitted swept paths for Jenkins Street should take into account parked vehicles both sides of the road.	Swept paths are provided in the Traffic Response at **Attachment 3**. These indicate that a medium rigid vehicle can adequately access the carpark with vehicles parked on both sides of Jenkins Street.	**Attachment 3**

3.3 Traffic Impact Assessment

Issue	Response	Reference
The Traffic Impact Assessment should not rely on a low 16% survey response for the Chatswood High School travel mode and should use the TfNSW Traffic Generation study rates.	It is recognised that the 16% response rate from high school students is relatively low. However, the RMS rates are based on travel modes for schools that are not proximate to a public transport hub such as Chatswood (Figure 3)	**Attachment 3**

3 Transport for NSW

Issue	Response	Reference
	 *Figure 3 Location of RMS Surveyed Schools compared to CPS & CHS* Notwithstanding, the RMS school trip rates indicate that: • AM peak - high school vehicle trips (0.47) are half that of primary school trips (0.88); and • PM peak – high school vehicle trips (0.27) are approximately 40% of primary school trips (0.71). The survey data included in the Traffic Impact Assessment indicates that 30% of primary school students travel by car compared to 16% of high school students. The ratio of these rates is slightly higher than the RMS rates and therefore indicate that the survey travel data is only slightly higher than RMS expectations and can be relied upon for the purposes of assessing travel mode share. In addition, discussions with the Principals of both schools confirm that the survey data is representative of the existing travel demands. Accordingly, it is considered that the traffic generation rates utilised in the Traffic Impact Assessment submitted with the SSDA accurately reflect the existing travel demands for the schools and are appropriate given the school's proximity to the Chatswood public transport hub.	

3 Transport for NSW

3.4 Green Travel Plan

Issue	Response	Reference
A Green Travel Plan (GTP) framework has been prepared associated with the transport assessment. The following matters should be considered for inclusion or amendment to this GTP framework: • Clarification of the responsible party (i.e the school, School Infrastructure NSW, or both) for the delivery of each action in the GTP and advise when each action will be delivered. • Include the number of staff and hours of operation including school times, before and after school care, extra-curricular activities and staff hours; • Include promotion of the health and wellbeing benefits of active travel to the site as an action; • Identify and promote arrangements for end of trip facilities including the location and quantum of bike parking, and include this information in the Travel Access Guide (TAG); • Consider promotion of appropriate safety information relevant to teachers, students and parents/guardians in relation to travelling to school, such as the NSW Government's 'Safety Town' website and resources; • GTP to be reviewed and amended annually by a transport coordinator appointed by the school to reflect increased enrolments and infrastructure. Information as to how this is managed is required; • Include information about the end of trip facilities that are proposed to support a high active travel mode shore in the development proposal; • Consider earlier or staggered hours of operation to spread demand on the transport network; • The proponent should engage with relevant decision making roles (e.g. the Principal) at each school and seek their endorsement of the content of the Travel Plan; and • The proponent should engage with the Travel Demand Management team at Transport for NSW to discuss proposed approach to implementing the Travel Plan	Noted. A comprehensive School Travel Plan will be prepared prior to the issue of a Construction Certificate.	N/A
TfNSW requests that prior to the issue of an Occupation Certificate, the applicant should prepare a comprehensive Travel Plan (or amend and expand the existing GTP) taking into account the GTP initiatives outlined in the framework GTP to assist with increasing the proportion of trips made by walking and cycling.	Noted.	N/A

4 Willoughby City Council

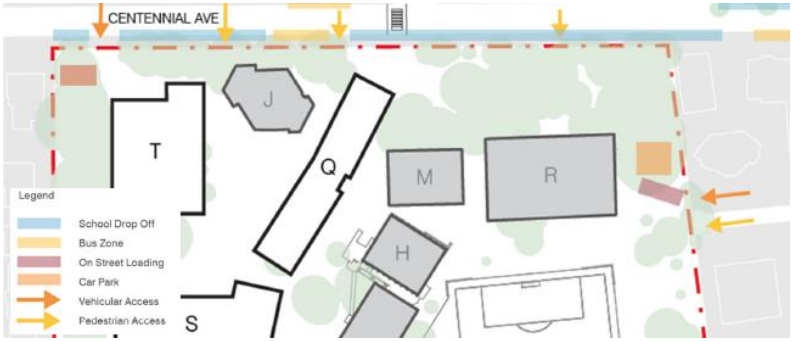
4.1 Built Form

Issue	Response	Reference
The proposed development at Chatswood Public School, being on a constrained site located with the Chatswood CBD, involves a satisfactory response to neighbouring properties while at the same time addressing the need to increase school capacity.	Noted. Further discussion regarding built form is contained in the cover letter and the Architectural Statement.	**Cover Letter** and **Attachment 2**
It is considered that the development scale within the Chatswood High School site is consistent with the design concept of a bush campus and with surrounding development.	Noted.	N/A

4.2 Transport Management

Issue	Response	Reference
Existing and proposed car parking provisions are not compliant with WDCP but the site is in good proximity to Chatswood Transport Hub. Both schools also have well connected cycle paths. A reduced on-site parking provision will reduce traffic generation and traffic congestion in the surrounding area, which is consistent with Willoughby Community Strategic Plan and Willoughby Street Parking Strategy.	Noted.	**Attachment 3**
The Transport Impact Study (TIS) suggested on-street parking is available for school staff parking needs and demand. However, the development should consider and provide adequate 'reduced' number of staff parking without depending on street parking.	The proposal includes a comprehensive Green Travel Plan to encourage staff and students to use active transport, public transport and car sharing options instead of private vehicle use.	
The TIS suggested Council apply time parking restrictions to adjacent local streets. This is not necessarily the solution as Council has previously encountered resistance to further parking restrictions in the area around both schools.	Noted. The school will implement a Green Travel Plan to reduce private car usage and the associated on-street parking impacts. However, it is noted that without the deterrent of additional on-street car parking controls, it is likely that staff will continue to park on surrounding streets. Accordingly, it is recommended that Council consider consultation with the community about the implementation of on-street parking controls.	
Proposed post construction vehicle and pedestrian accesses at Jenkins Street and Oliver Road should have separate access point/paths for vehicles and pedestrians to avoid pedestrian/ vehicle conflicts.	The proposal includes separate access points for pedestrians and vehicles from Jenkins Street (**Figure 4**) and from Oliver Road (**Figure 5**) to avoid conflicts during construction.	N/A

4 Willoughby City Council

Issue	Response	Reference
	 *Figure 4 Proposed access arrangements – Public School site*  *Figure 5 Proposed access arrangements – High School site*	
During construction phase, the 4 available parking spaces should be increased and prioritised for special needs students drop off and pick up	These four spaces are reserved for special care pick up and drop off and these are considered sufficient for demand.	**Attachment 3**
It is not clear where school staff parking will be provided during construction phase (which is 36 months). No staff travel plans are provided.	Given that both schools will be fully operational during construction, staff car parking during this period is an issue that is being considered as part of the detailed construction methodology. A comprehensive Travel Plan will be developed and implemented for the	**Attachment 3**

4 Willoughby City Council

Issue	Response	Reference
	duration of the construction program as the works will result in reduced availability of on-site car parking for staff.	
It is not clear where the schools temporary loading and unloading parking spaces /areas are during construction phase	The provision of loading areas during construction is an issue being considered as part of the detailed construction methodology being developed by SINSW and the building contractors. It is noted that the Tender phase for the selection of a building contract has not yet been completed and thus construction methodology and staging has not yet been finalised.	**Attachment 3**
The temporary drop/off pick up zone on Centennial Ave is supported if required, however, pedestrian crossings at Whitton Rd need to be manned during the AM and PM school peak hours, to manage student safety and good traffic flows.	The pedestrian crossing across Centennial Avenue at Whitton Road is currently manned during the AM and PM peak period on school days. The crossing attendant is provided by TfNSW. It is intended that all crossings will continue to be manned during school zone hours.	**Attachment 3**
On-site parking is to be provided to meet school staff parking demand without reliance on on-street car parking. School to develop a plan to actively encourage staff to utilise public transport	The proposal includes a comprehensive Green Travel Plan to encourage staff and students to use active transport, public transport and car sharing options instead of private vehicle use.	**Attachment 3**
Internal parking allocations must be prioritised based on the school's operational needs (student special needs drop off/pick up, loading and unloading spaces need to be provided.	Internal parking allocations will be prioritised based on the school's operational needs. At Chatswood Public School, provision for 18 on site parking spaces is made in the design, consistent with the existing number of car parking spaces. In addition, an emergency parking bay will be provided off the Pacific Highway entrance. A pick up and drop off space is also provided off Jenkins Street. This will be restricted for use by students requiring support. The current prioritisation of internal parking will remain after upgrade works are completed. At Chatswood High School, provision for 104 on site parking spaces is made in the design, which is in excess of DCP requirements. Pick up and drop off spaces are also provided off Oliver Street. These will be restricted for use by students requiring support. The current prioritisation of internal parking will remain after upgrade works are completed. In all cases, the Green Transport Plan will encourage use of public transport and alternative modes or transport. Further details for parking during construction will be provided in the Construction Traffic and Pedestrian Management Plan prepared by the Head Contractor.	**Attachment 3**
Following measures should be considered for the increase in traffic as a result of the development: • Improve pedestrian crossing facilities (capacity and safety) on Pacific Highway (at Victoria Ave and Albert Ave signalised crossing point) and overhead bridge facility – to ensure they are convenient, safe and accessible. In this regard further consultation is recommended with TfNSW	With regard to pedestrian safety on Pacific Highway, detailed discussion is included above and in the Traffic Response with regard to the strategies the school will employ to encourage use of the overpass. However, it has also been noted that the escalators are often not working and increased use is dependent on the overpass being well maintained, as it presents a safety issue to have large groups of children waiting at the base of the stairwell to access the overpass.	**Attachment 3**

4 Willoughby City Council

Issue	Response	Reference
• Provide Local Area Traffic Management (LATM) for the schools traffic movements and drop off and pick up activities, such as installation of roundabout(s) on Centennial Avenue (at Jenkins St and/or Edgard St) to facilitate safe U-turn movements, to access both sides of Centennial Avenue and Jenkins St drop off zones and for traffic to return to the highway.	The proposed works will not generate additional demands for school drop off / pick up facilities, or additional traffic or pedestrian movements. Implementation of the School Travel Plan will have the effect of maintaining the existing level of demand (and therefore the level of impact) associated with the schools' operations. Therefore it is considered that the need for LATM investigations and potential improvement measures are not required to address the implications of the proposed school upgrade projects.	

4.3 Stormwater

Issue	Response	Reference
Council's policy requires OSD to be included as part of stormwater management systems. For the High School, the area of the new works is clearly defined in the stormwater report, and has an area of 2.17ha, and an impervious area of 70%, or 1.52 ha. OSD is required to be provided for an impervious area equal to 1.52ha, with a minimum volume of 497m^3 For the Public School, the proposed works cover the majority of the site. However, the existing buildings to be retained may be excluded from the requirements for OSD. Therefore, OSD is required to be provided for an impervious area of 1.09ha. This requires a minimum volume of 356m^3.	Following a meeting with Willoughby City Council on 3 June 2020, it was confirmed that there are flooding issues downstream, and accordingly Council requires the site release rate to be reduced to the Permissible Site Discharge (PSD) to help alleviate existing flooding downstream. Council noted that provided the Stormwater Hydraulic Modelling shows that the site release rate is controlled to the PSD specified, a lesser OSD volume may be provided. OSD will be installed on both sites to ensure that the PSD of 225L/s/Ha is satisfied in accordance with Council's requirement. It is anticipated this will form a condition of consent by DPIE.	N/A
Council does not support the proposed major drainage system, which is designed for 20-year ARI storm event. The drainage system needs to be designed for the 1% AEP event. Freeboard of 300mm minimum needs to be provided between major overland flow paths within the site and adjacent flood levels. For the catchment area of the OSD systems, during a 1% AEP storm, the full catchment area needs to drain to the OSD tank/ basin, either via the piped drainage system or by overland flow paths, when the capacity of the piped system is exceeded.	As above OSD will be installed on both sites to ensure that the PSD of 225L/s/Ha is satisfied.	N/A

5 Biodiversity

5.1 Environment, Energy and Science Group (EES) in the Department of Planning, Industry and Environment (DPIE)

Issue	Response	Reference
Finalisation of Report Status of biodiversity development assessment report (BDAR) dated 10 March 2020 is stated to be 'Final', however the biodiversity assessment method (BAM) Calculator output in Appendix D of BDAR shows "To be finalised". Further, Appendix D contains output from two different revisions (0 and 4) of the BAM Calculator assessment (with different BOAMS assessment ids, 00014503/BAAS18159/20/00014647 and 0014503/BAAS18159/20/00014640 respectively). Further, this is reflected in biodiversity offset and agreements management system (BOAMS) in which two separate cases exist, both not finalised. In both cases the minimum information (landholder and property details) are either missing or incomplete. EES recommends that the assessor finalise and submit one of the cases, or both, if both are intended to apply. If the latter is the case it needs to be explained in the BDAR. The BAM Calculator output included in the BDAR should be from the finalised assessment calculation, prior to an approval being granted. Spatial data was not provided, therefore consistency of it with the BAM Calculator case or BDAR could not be confirmed. EES recommends that all spatial data be provided.	Final version of BDAR (Version 5[1]) in the Biodiversity Assessment Method Calculator (BAMC) provided. Eco Logical Australia (ELA) has updated the BDAR to provide an explanation regarding the use of two cases in the BAMC. Landholder and property details have been updated. BDAR in the BAMC has been finalised and spatial data provided.	**Attachment 4**
BDAR certified as BAM compliant within 14 days of submission date The BDAR is unsigned, and there is no certification that the report has been prepared based on the requirements of BAM as at a specified date, as required by Section 6.15 of the BC Act. It is unknown when the BDAR was submitted, however the date of the BAR is not within 14 days of the date shown on the relevant finalised credit report generated using the BAM Calculator in Appendix D, this date being 26 November 2011.	The BDAR has been updated with a valid date and certification by the assessor in the Tracking Document on page 2 of the BDAR. ELA has finalised the BDAR report status in the BAMC.	**Attachment 4**
Introduction to the biodiversity assessment No reference is made to more detailed information contained within the EIS, or to which version of plans were relied on for the biodiversity assessment. The "development site footprint" (bounded in red on Figure 1 in section 1.1.2) appears to encompass only the operational footprint, or part thereof, and it is not	ELA has reviewed the EIS as part of the literature review and have referenced the submitted version of the EIS in the updated BDAR. ELA has updated the BDAR to include additional landscaping areas (including the sensory garden) and bulk earthworks which were not previously captured. The project description has also been updated. Updates to the development footprint has resulted in	**Attachment 4**

[1] All references to BDAR in this report refer to the updated Version 5 submitted with this Response to Submissions package.

5 Biodiversity

Issue	Response	Reference
clear how some features of the proposed development will impact biodiversity values. These features include: • The construction footprint; areas required for cut and fill excavations, as shown in 'Bulk Earthworks Plan - Centennial Avenue' Dwg. CI-100-001 (in App.1 of Stormwater Management Plan) • Concrete paving (code PV-01) extending 2.5-3.5 metres on the western side of building S (see Landscape plan SD-AX-L1001 Issue P2) and • The "ancillary facilities" referred to in Table 14. Furthermore, section 1.1.2 states "The proposed redevelopment of Building R (shown in grey in Figure 1) within the eastern portion of Site 1, has been assessed under a separate development application and impacts of Building R are not included in this SSD assessment". Contrary to this statement, the landscape plan SD-AX-L1002 Issue P2 (for SSD 9483) shows numerous elements to be constructed immediately adjoining the northern side of building R and existing building M. This includes a sensory garden and pathways of synthetic, rubber and bark materials, and areas of plantings, all of which will impact an area identified in the BDAR as "planted native vegetation" and attributed to PCT 1237.	in a larger development footprint area and a requirement for an additional 3 ecosystem credits for the proposed works. The BDAR and BAMC have been updated accordingly. The BDAR has been updated to include development of the sensory gardens and other items.	
Identification of landscape features at the development site Section 1.3.2 states that "The development site falls within the Pennant Hills Ridges and Port Jackson Basin Mitchell Landscapes …. The Pennant Hills Ridge Mitchell Landscape has been mapped over site 2 and a portion of site 1 (Figure 2). The majority of site 1 is represented by Port Jackson Basin Mitchell Landscapes. The Port Jackson landscape has been used in the BAM Calculator for both cases." However, EES considers that the Pennant Hills Ridges is the more appropriate NSW Landscape that should be selected, considering: • The documented limitations in spatial accuracy of mapped boundaries of NSW Landscapes (Eco Logical 2008; Mitchell 2009) • Comparison with the boundaries of the soil landscapes in the higher resolution mapping of the Sydney 1:100,000 map sheet (Chapman et al. 1989) and its description of the Glenorie (gn) soil landscape, which is the soil landscape acknowledged in section 1.4.2.1 of the BDAR that applies to the entire subject site and is used as one of the rationales for determining PCT 1237 to be present across both sites 1 and 2, and • Distribution of PCT 1237, as mapped in the Sydney Metropolitan vegetation mapping (v.3, OEH 2016) as vegetation community S_WSF01 Blue Gum High Forest, predominantly on the Glenorie soil landscape. As such, EES recommends the BAM assessment(s) be amended accordingly as this may alter the number of biodiversity credits required to offset unavoided impacts.	ELA has updated the assessment based on Pennant Hills Ridge Mitchell Landscape.	**Attachment 4**

5 Biodiversity

Issue	Response	Reference
Native vegetation cover BDAR section 1.3.7.2 states "percent native vegetation cover in the landscape was assessed in a Geographic Information System (GIS) using aerial imagery sourced from SIX Maps using increments of 5% … within the 1,500 m buffer area (916.6ha) [this] is 20% (176 ha)." Although not referred to as such, presumably this is the same as the 'Native Vegetation Extent' shown on Figure. 2, but no shape file was provided to verify this or show how the 176ha area figure was derived. This is not consistent with EES calculations of Sydney Metro native vegetation mapped within the 917ha 1500m buffer area: • all native vegetation including 'urban native/exotic' = 341.5 ha (37%) • native vegetation not including 'urban native/exotic' = 124.4 ha (14%) • urban native/exotic = 217.18 ha • weeds and exotics = 7.50 ha. BDAR 1.3.5 Connectivity features – Table 3 recognises certain connectivity features, Ferndale Park, Swaines Creek riparian corridor, and Lane Cove National Park and states that they are shown on Figure 2, but they are not. There is no mention that part of the Blue Gum High Forest (BGHF) on the site is a Council Bushcare site. The feature that makes a difference (native vegetation cover) has been entered in accordance with the BAM, however the connectivity features identified in Table 3-5 have not been listed as landscape features in the BAM Calculator.	ELA has updated and finalised the BDAR and all spatial files will be uploaded for EES review. ELA has updated landscape features in the calculator and in Figure 2 of the BDAR. ELA has updated Section 1.1.1 of the BDAR noting two bushcare groups operating on site and has indicated their area of work in Figure 1 of the BDAR V5. ELA has updated landscape features in calculator and in Figure 2 of the BDAR.	**Attachment 4**
Description of PCTs BDAR Section 1.4.2 identifies one PCT represented in the development site, being PCT 1237 Sydney Blue Gum - Blackbutt - Smooth-barked Apple moist shrubby open forest on shale ridges of the Hornsby Plateau, Sydney Basin Bioregion. The information provided in section 1.4.2.1 to justify the selection of PCT 1237 is accepted and considered sufficient. BDAR makes the statement that "components of this PCT are listed as a threatened ecological community (TEC) under the BC and EPBC Act". The TEC only later being identified as 'Blue Gum High Forest'. This statement is not correct in relation to the determination of this TEC under the Biodiversity Conservation Act 2016 by the NSW Threatened Species Scientific Committee (TSSC), but only in relation to its determination under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). Under the BC Act determination there is no minimum patch size threshold or condition criteria for this community, and in fact, paragraph 9 of the	No action required. ELA has provided additional justification in Section 1.4.2.1, Table 8 and Section 1.4.3.1 and photos 3 and 6 of the BDAR as to why planted native vegetation does not satisfy listing under the BC Act and EPBC Act.	**Attachment 4**

5 Biodiversity

Issue	Response	Reference
determination explicitly states that “highly modified relics of the community also persist as small clumps of trees without a native understorey.”		
VZs 1 and 2 were considered to satisfy “the criteria for listing under the BC Act and EPBC Act”, on the grounds that they satisfy the minimum patch size and canopy cover criteria of the Commonwealth EPBC Act determination. “DotEE 2018” is cited, but not referenced. Presumably this is meant to refer to the determination of the National TSSC determination under the EPBC Act. As discussed above, this is not relevant to the TEC under the BC Act.	ELA has provided additional information as to why the VZ1 and 2 satisfy listing under the BC Act in Section 1.4.3.1 of the updated BDAR.	
VZ 3 PCT 1237_Planted native was described as “Scattered patches of planted native vegetation within the higher elevations of Site 1 and 2 on the same soil landscape were also mapped as part of this PCT 1237, however, they were not considered part of the TEC” and “does not satisfy the listing criteria under the BC and EPBC Act” on the basis that, “The vegetation exists as a mix of planted eucalypt and exotic canopy species, the soil profile was disturbed, regeneration of native species was not observed, and it was considered that limited opportunity for pollination and exchange of genetic material was available. Therefore, it is not considered that this vegetation zone forms part of the Blue Gum High Forest TEC listings under the BC or EPBC Acts.”	ELA has updated Figure 1, the site map, in the updated BDAR to show the location of the bushcare works. ELA has provided additional information justifying the non-TEC vegetation in VZ3 as per the previous comments.	
The data from the vegetation plot 1 sampling VZ 3 provided in Appendix B does not adequately support this, since the actual species that occurred in plot 1 or the VZ, have not been identified, however the number of native plants species identified in the plot 1 is only one less than in plot 2 for VZ 2 which was considered to the TEC and a vegetation integrity (VI) score of 25 was determined. There is also no discussion on the purpose of the plantings. EES understands bush regeneration, guided by Willoughby Council, has been carried out on the grounds for several years and it should be clarified if VZ 3 is part of the area regenerated.		
Mapped location of plot 2 (for VZ 2) appears to include land not within subject site.	ELA has justified the location of Plot 2 on Figure 4 of the BDAR to show this as being wholly within the subject site.	
Contrary to BAM Appendix 10 minimum requirements, neither plot field data sheets nor Excel spreadsheet of data were supplied, and location co-ordinates of plots was not supplied. While in section 1.4.1 it is stated that “All field data collected at full-floristic and vegetation integrity plots is included in Appendix B”, the only floristics data provided (as part of Table 34, Appendix B) was species occurrence within the whole subject site – occurrence of species by plot, cover or abundance were not provided.	ELA has provided field data in Appendix B of the BDAR and submitted into the BAMC.	

5 Biodiversity

Issue	Response	Reference
Vegetation Integrity Assessment Three vegetation zones (VZs) are identified and defined (Table 4). VZ 1 was not sampled at all by a plot for floristics and vegetation integrity data, with the reasoning that, "Although this vegetation zone was recorded within the subject site (site 1), the proposed development footprint will not impact upon this vegetation zone (i.e. this vegetation zone was not located within the development footprint)". The other two VZs were sampled by plots outside the 'development site' boundary, since the areas of impact within the development site are small. Photo 3 (in Appendix B) incorrectly attributed to VZ 2, when it appears to be of VZ 3. The 53 metres of fallen logs greater than 10cm in diameter recorded for plot 2 (VZ 2) seems extraordinarily high, especially for a patch of vegetation immediately adjacent to school buildings. EES recommends that this is clarified. Patch size – Section 1.3.7.3 states "Patch size was calculated using available vegetation mapping for all patches of *intact native vegetation* [my emphasis] on and adjoining the development site …[as] 101 hectares." However, as was the case with native vegetation cover (NVC), there is no explanation, map or spatial data to support how this was derived.	ELA has amended the label for Photo 6 in the BDAR to VZ3. ELA has provided additional justification regarding the patch size in Section 1.3.7.3 of the updated BDAR.	**Attachment 4**
Ecosystem credit species and species credit species Information was provided in Table 10, but most predicted species were excluded from further assessment with only superficial explanation, and no reference to database records.	ELA has included reference of the number of BioNet records for species in Table 11 and 12 of the updated BDAR as requested by EES.	**Attachment 4**
Syzygium paniculatum The BDAR states that "Syzygium paniculatum (Magenta Lilly Pilly) was recorded from BioNet database record and validated within the Site 1" and it is presumed that this means it was observed on the site. However, the location(s) is not identified/mapped and no plot field data for any of the vegetation plots were provided. As such, it is difficult to agree with the assertion that it "will not be impacted by the proposed development". Furthermore, the BDAR states "these species have been clearly planted due to the landscaped setting" and "Syzygium paniculatum is located outside of its natural habitat", being that "the species natural distribution is in littoral coastal rainforest areas along NSW from Upper Lansdowne to Conjola State Forest." However, the Bionet TBDC lists PCT 1237 as being associated with this threatened species. As such, EES recommends that more information is provided to clearly show how this species will not be impacted by the proposed development, and that, as	ELA has reviewed the arborist report and the updated landscape plans and identified that one species previously listed as *Eucalyptus saligna* by previous arborist reports was actually *S. paniculatum.* This has also been updated and amended in the Arboricultural Impact Assessment report prepared by ELA. There are two specimens of *S. paniculatum* (Trees 94 and 161) located within the development site. The mis-labelled specimen has been identified for removal. ELA has included a Species Polygon map (Figure 7 in the revised BDAR) and calculated that two (2) species credits are required to offset the removal of tree 94.	**Attachment 4**

5 Biodiversity

Issue	Response	Reference
per Table 25 of the BAM, all plot field data and plot field data sheets (for all vegetation zones) are supplied with the BDAR.		
Chalinolobus dwyeri In the BDAR, the rationale for excluding this species is "Habitat features associated with this species are not present on the development site. There is no suitable breeding habitat such as caves, overhangs, mines or culverts present for the species to utilise the site." However, the habitat constraint in the TBDC for this species is "within two kilometres of rocky areas containing caves, overhangs, escarpments, outcrops, or crevices, or within two kilometres of old mines or tunnels." As such, EES recommends reviewing the exclusion of this species because it is likely that such habitat does occur within 2km of the site since, within a short distance to the west, the land falls into tributaries of the Lane Cove River.	ELA has excluded this species as a potential candidate species credit species and does not believe it requires further justification.	**Attachment 4**
Table of habitats or habitat components and their sensitivity class Tables 10 and 11 provide Sensitivity to gain class, but not biodiversity risk weighting.	No action required.	
Hollow bearing trees (HBTs) Tables 12 and 13 in Section 2.1.1 outline the ways in which impacts to biodiversity values have been avoided and minimised and includes reference to the retention of 13 HBTs, with one HBT to be impacted. However, no data or information has been provided on HBTs in earlier sections of the BDAR and EES recommends this is addressed including a map of where they occur.	ELA has provided a new figure (Figure 6 in the revised BDAR) which includes survey data and HBTs. ELA has provided a summary of survey effort in Section 1.5.4 of the BDAR.	**Attachment 4**
Demonstration of effort to avoid and minimise impacts It has not been explained why proposed building T cannot be oriented so that it completely avoids impacting the Blue Gum High Forest. For example, is the same orientation as the existing buildings possible (see civil engineering drawing CI-070-002 Rev. F)? EES recommends clarification on this matter.	Building T has been located in accordance with the topography of the land and to minimise cut and fill.	**Attachment 4**
Assessment of indirect impacts No consideration has been given to: • Overshadowing, even though proposed building S is 4-5 storeys high and immediately adjacent to native vegetation classified as a CEEC BGHF and • An increase in human use, traffic, lighting, etc. in the operational phase, as a result of increased student numbers in the enlarged educational facilities, affecting vertebrate and invertebrate fauna that are part of the BGHF CEEC. EES recommends this is addressed.	ELA has updated Tables 21 and 23 in the revised BDAR accordingly.	**Attachment 4**
Assessment of impacts on prescribed biodiversity values		**Attachment 4**

5 Biodiversity

Issue	Response	Reference
Section 2.2.4/Table 21 identifies permanent impacts "potential roosting habitat for a number of threatened microbat species … known to occasionally roost in buildings" as a result of demolition of buildings. Species nominated are: *Saccolaimus flaviventris* (Yellow-bellied Sheathtail Bat) and *Falsistrellus tasmaniensis* (Eastern False Pipistrelle), *Miniopterus australis* (Little Bentwing-bat) and *Miniopterus orianae oceanensis* (Large Bent Winged Bat). But also states that "The habitat within the subject site is unlikely to be important for any of these microbat species." Confusingly, the buildings are variously referred to as "existing educational buildings", "the residential dwelling" and "several multistorey education facilities" in different paragraphs. This needs clarification. It is stated that the removal/ demolition is to be approved under a separate development approval pathway and that no habitat assessment of buildings have been done apart from brief mention in section 1.5.2 of inspection from ground using binoculars of building roof cavities for possible entrance for microbats, but there is no further information on location or effort. EES recommends that approval conditions require pre-demolition physical microbat searches in conjunction with and ultrasonic call detection surveys.	ELA has updated Table 22 in the revised BDAR. SINSW should consult with DPIE regarding pre-demolition searches.	
Measures to mitigate impacts Measures proposed to mitigate and manage impacts at the development site before, during and after construction outlined in section 2.2.5 / Table 22 and should be translated into conditions of approval, following clarification of matters raised elsewhere in review. Recommend inclusion of clearing protocols for demolition of existing buildings, including: the presence of a trained ecological or licensed wildlife handler during clearing events; pre-clearing inspections and survey by qualified persons for microbats including identification of any potential habitat; and staged clearing.	Noted.	**Attachment 4**
Serious and Irreversible Impacts Clearing of 0.006 ha of Blue Gum High Forest CEEC is assessed as candidate SAII entity in section 2.2.6 / Table 23; mapped in Figure. 7. However, the BDAR answers 'no' to the following question: Principle 2: Does the proposal impact on a species that is a candidate entity because it has been identified as having a very small population size? This question does not just relate to species and EES questions why the response was not 'yes'. In response to question 4c (under Principle 4) BDAR states that "The development proposal has potential to assist in the spread of invasive species into the patch of BGHF that will be retained within the development site. These	ELA has amended Principle 2 in Table 24 in the revised BDAR and has provided more detail with respect to weed control.	**Attachment 4**

5 Biodiversity

Issue	Response	Reference
potential impacts will be controlled during the construction phase and long-term maintenance of the development site. These works will retain better quality BGHF within the development site." EES seeks clarification as to how these impacts "will be controlled", and how "these works will retain better quality BGHF within the development site."		
Impact Summary Current VI score and change in VI score for VZ 3, stated to be 23 is incorrect - should be 25 – see Table 9.	ELA has amended VI score in Table 9 in the revised BDAR.	**Attachment 4**
Biodiversity Credit Report The following have not been provided: • Table of credit class and matching credit profile • Credit classes for ecosystem credits and species credits at the development site. EES recommends that these be provided.	ELA has provided an updated credit profile in revised BDAR including Trading Group in Table 34 and 35.	**Attachment 4**

6 Public Submissions

6.1 Built Form

Issue	Response	Reference
Building P1 – Chatswood Public School site Multiple public submissions raised concerns about height, bulk and scale impacts of P1 and related issues including: • Privacy concerns for residents in James Street and Jenkins Street; • View loss; • P1 located too close to residential boundaries; • Bulk of P1 should be pushed up to Pacific Highway where taller buildings are the norm; • Concern about projectiles being thrown from open play space into resident's yards • Concern about impact to streetscape	Detailed assessment in relation to Building P1 has been provided in the cover letter and in the Architectural response to submission. The location of the new buildings on the Pacific Highway and along the northern boundary: a) creates better connection, accessibility and use of the Lowers, which is currently an under-utilised outdoor space as it is difficult to access; b) takes advantage of the level changes of the Lowers and enables new built form to maximise scale without overpowering the existing heritage buildings; c) location of new buildings on the northern part of the site maintains the scale and key heritage views along the streetscapes of Centennial Avenue and Pacific Highway; d) allows appropriate space around and between the heritage buildings; e) allow an increase in valuable outdoor space. The new buildings have minimal shadowing impacts of neighbouring properties to the north and west - marginal in comparison to the shadowing causing by development within the Chatswood CBD. The design of façade and glazing elements support views out from the building, rather than down, to maintain privacy to neighbours. There is minimal glazing to the west for sustainability purposes. Maximising outdoor space has been a key driver for the project. The height of P1 is largely due to the provision of an under cover outdoor space at Level 1. The new Buildings P1 & P2 not only create new opportunities for outdoor spaces, but allow better connections to existing outdoor spaces. The building height along the boundary streetscapes is consistent with the scale of the neighbouring buildings adjacent to the site. The taller buildings have been consciously located away from the street frontage. A more detailed response is provided in the Cover Letter, including discussion of alternative design options and additional design treatments to Building P1.	See **Cover Letter** **Attachment 2** **Attachment 8** **Attachment 9**
Building G – Chatswood Public School site Concerns that the setback is inadequate and concerns about the adjoining retaining wall along the boundary with 2 James Street.	The design has been adjusted to increase the setback of Building G from the northern boundary, and to also reallocate rooms to increase building separation to the adjoining neighbour.	See **Cover Letter** **Attachment 2** **Attachment 8**

6 Public Submissions

	The existing retaining wall was reviewed by the Structural Engineer and was found to be structurally sound. Further investigations will take place during the preliminary construction phase. The Engineer confirms that all foundation works will be to rock below the building and will not result in any additional surcharge pressure onto the rear face of the existing retaining walls.	**Attachment 9 Attachment 11**
Building K – Chatswood High School Concern that design does not make the most of the available space, could fit an additional two storeys under the columns.	There is not enough compliant head height to create a two-storey space for the outdoor workshop.	**Attachment 2**
Building T – Chatswood High School Concerns raised about bulk and scale and blank wall along western frontage	The height of Building T is lower than the existing buildings in that location. The materiality of the western facade of Building T consists of brick to the "plinth" at lower ground, with pre-finished fibre-cement (FC) sheeting above in a panelled arrangement to break down the length of façade on the western elevation. High-level acoustic louvres will enable cross ventilation. The hinged double doors on the western façade are emergency exits and will not be used for general circulation or entry to the hall. With regard to visual privacy, there is minimal glazing on the western façade and the dense biodiversity corridor between Building T and the western boundary will be maintained.	**Attachment 2**
Building S – Concerns about security lighting creating adverse amenity impacts on neighbours	Security lighting extent is yet to be detailed but will be sited and selected to comply with the requirements of AS4282: Control of the obtrusive effects of outdoor lighting. The Department's Security Unit will be consulted, and feedback will be considered during that time.	N/A
Demolition of Building I – It is wasteful to demolish BER building on Jenkins St	Consideration was given to retaining the building on the Chatswood Public School site that was funded during the BER program in 2009 (Building I). However, Building I provides only 6 teaching spaces and has no direct access to the school's play space. In order to address the need for additional play space in relation to the land available to the school,a vertical solution was sought. The demolition of Building I permits the car park to be located in its place and subsequently permits 1,200m^2 of play space to be constructed. The Project Reference Group explicitly requested flat play space be provided to replace the steep gradients of existing play spaces. The play space being constructed in place of Building I is therefore considered to improve the quantity, quality and accessibility of play space for school use and will be available for use by the community out of school hours.	
There is no increase in play space for students	The proposal will increase play space at Chatswood Public School from 3.5sqm per student, to 9sqm per student and maintain the existing 12sqm of play space per student at Chatswood High School.	

6 Public Submissions

6.2 Traffic, Transport and Parking

Issue	Response	Reference
Concerns about lack of parking availability on Jenkins Street and more generally around both schools.	Green Travel Plans will be implemented by the schools to encourage active transport, public transport usage and car sharing to reduce on-street parking. It is also recommended that Council consider, in consultation with the community, the implementation of additional on-street parking restrictions in the vicinity of the school to further deter on-street car parking.	**Attachment 3**
Concerns that traffic conditions are worse than indicated in the Traffic Impact Assessment report. Many residents dispute the "average delay driving from Centennial Avenue to Albert Street at peak AM and PM times is 28 seconds"	28 seconds refers to the average delay at the Pacific Highway-Albert Street intersection under existing conditions. This does not directly translate to the total travel time from Centennial Avenue to Albert Street. It is also noted that the delays on the Centennial Avenue approach is 266 seconds (>4 minutes) in the AM peak and 166 (<3 minutes) in the PM peak which also impacts on the total travel time. Furthermore, average intersection delay is measured throughout the modelled hour. In the case of schools, the peak period typically occurs within a 15-20 minute 'window', following which the traffic immediately drops for the rest of the hour.	**Attachment 3**
Concerns about traffic management	The proposed works will not generate additional demands for school drop off / pick up facilities, or additional traffic or pedestrian movements. Implementation of the School Travel Plan will have the effect of maintaining the existing level of demand (and therefore the level of impact) associated with the schools' operations. Therefore it is considered that the need for LATM investigations and potential improvement measures are not required to address the implications of the proposed school upgrade projects.	**Attachment 3**
Concerns about poor behaviour of parents/carers with regard to parking in no-stopping zones and across driveways	It is recommended that parents/carers be regularly informed regarding parking and drop-off/pick-up restrictions around the school. This will be included in the comprehensive School Travel Plan that will be prepared prior to OC	**Attachment 3**
Concerns about pedestrian safety	Separate pedestrian and vehicle entrances will be provided at both schools to reduce conflict. In addition, strategies will be implemented by the schools to encourage use of the overpass over Pacific Highway to direct students away from the at-grade crossing.	**Attachment 3**
Issues with bus parking for sporting events and excursions	The operation of school buses and buses generally will be addressed in the comprehensive School Travel Plan	**Attachment 3**
Lack of access to inner part of school for deliveries	The loading bays are located adjacent to road entrances in a deliberate strategy to reduce vehicle intrusion into school areas that are utilised by students. A total of four (4) loading bays will be provided for deliveries.	**Attachment 3**
Concern about shared entry access for cars and pedestrians at Pacific Highway	Separate vehicle and pedestrian access points have been provided. In addition, it is proposed that the Pacific Highway driveway will only be used by service and emergency vehicles in the future. It is anticipated that the service vehicle movements will be infrequent and will occur outside peak periods.	**Attachment 3**

6 Public Submissions

Issue	Response	Reference
Inadequate pick up and drop off areas	It is observed that existing drop-off/pick-up facilities are operating at or near capacity and this is expected to be exacerbated in the future due to proposed expansion. Several measures have been recommended to manage the impacts to the drop-off/pick-up facilities. These include assigning of staff members to enforce compliance of drop-off/pick-up restrictions, extension of drop-off/pick-up zone on Jenkins Street and staggering of classes. The comprehensive School Travel Plan will detail measures to manage drop off and pick up areas.	**Attachment 3**

6.3 Acoustic and Vibration

Issue	Response	Reference
Concerns raised about acoustic impacts of mechanical plant and hall noise on nearby residents.	The Acoustic Report submitted with the SSDA includes mitigation measures to ensure noise from mechanical plant and hall complies with accepted standards to maintain acoustic amenity for nearby residents.	**Acoustic Report submitted with SSDA**
Concerns raised about acoustic disturbance as a result of waste collection during the early hours of the morning.	Waste collection will be conducted in accordance with EPA guidelines, which is during day-time hours only (7am-6pm).	**Attachment 5**
Concern raised about vibration during construction	Recommended measures detailed in the Acoustic and Vibration Assessment Report prepared by Day Design and submitted with the EIS package will be implemented to comply with the relevant industry standards.	**Acoustic Report submitted with SSDA**
Concerns raised about increased playground noise as a result of increase in student numbers.	Noise created by use of outdoor play areas was considered in the Acoustic Report submitted with the SSDA. It identified that the predicted noise levels typically meet the acceptable noise level, with the exception of residential locations situated directly adjacent to outdoor sports fields. For all situations, the residential locations are already exposed to existing noise from these sports fields. The NSW EPA provides guidance with regard to playground noise, which makes reference to legal precedent where reasonable noise emission from a school development during school hours is expected and acceptable.	**Acoustic Report submitted with SSDA**
Concern about noise impacts from 'out of hours' use of Building T	The design of Building T, which is oriented to the centre of the Chatswood High School site along with the acoustic mitigation measures included in the Acoustic Report submitted with the SSDA confirms compliance with applicable criterior as follows: • Daytime noise criteria 48dBA – predicted noise levels up to 39dBA; and • Evening noise criteria 46dBA – predicted noise levels up to 40dBA. Accordingly acoustic amenity for neighbours will be preserved. The doors on the western elevation of Building T are not for general circulation and will generally be	**Acoustic Report submitted with SSDA**

6 Public Submissions

Issue	Response	Reference
	closed. However, acoustic modelling has been assessed at 42dBA with the doors open, which is still below the required noise criteria.	

6.4 Community Consultation

Issue	Response	Reference
Concerns raised about a lack of adequate consultation about the proposal.	The following response has been prepared by SINSW. *Sections 3.3 and 3.4 of the Community Engagement Summary Report submitted as Appendix 09 of the EIS list the community consultation and information events that were conducted. Between August 2018 and January 2020 there have been 29 recorded community interactions regarding the project. Further, the majority ofpublic events have been attended by up to 100 registered attendees* *It shouldbe noted that the active participation of the community led to two key outcomes:* *i. a revision of the initial master plan that now retains the primary school and high school on their existing respective sites, and* *ii. acknowledgment that panning is underway for a new primary school in the Chatswood area.* *Regarding the SSD submission, the anticipated lodgement date has been publicly advised since May 2019, through community updates. The lodgement date was finalised in February 2020, in consultation with the School Executive and P&C Presidents of each school. The SSD application was lodged in late March 2020 and placed on public exhibition by DPIE in early April 2020.*	N/A
Concerns raised about a lack of community consultation during the State Significant Development Assessment due to COVID-19	The following response has been prepared by SINSW. *The State Significant Development (SSD) application for the upgrades to Chatswood Public School and Chatswood High School was lodged with the Department of Planning, Industry and Environment (DPIE) in late March 2020 and went on public exhibition in early April 2020. The lodgement date was determined in consultation with the School Executive and P&C Presidents from each school.* *In March 2020, the NSW Government introduced proactive measures, including social distancing, to limit the impact of COVID-19 on schools and communities, coinciding with the lodgement date of the Chatswood Schools SSD application. Planning legislation was brought into effect as a result of this announcement which amended the DPIE public exhibition process for all SSD applications.*	N/A

6 Public Submissions

Issue	Response	Reference
	SSD applications continued to be placed on public exhibition for 28 days although documents that would normally be made physically available for viewing would now be viewed online on the NSW Planning Portal for the duration of the exhibition period. *Social distancing also changed the way in which School Infrastructure NSW (SINSW) shared the proposal during DPIE's exhibition period. While in person community information sessions were not permitted, information that would usually be displayed at these sessions, including boards and an information pack, was placed on our project webpage. Instead of face-to-face discussions, community members were invited to view the display materials on the project webpage and discuss the proposal over the phone, video conference, and email. This information and engagement was in addition to DPIE's public exhibition of the SSD application.* *While COVID19 changed the methods of consultation, the quantity and quality of information shared with the community and the consultation durations remained unchanged.*	
Extension of time for community consultation requested by multiple public submissions.	The following response was prepared by SINSW. *The lodgement date for the SSD was determined in consultation with the School Executive and P&C Presidents from each school. Avoiding lodgement during the summer holiday period or early in Term 1 were factors considered in deciding the lodgement date. The lodgement date was notified to the community several days prior to maximise access to the documents during the exhibition period. The community were further informed on the date of lodgement with helpful links to ensure quick and easy access.* *Some documents are technical but demonstrate the level of assessment required of DPIE to justify development and allow appropriately qualified persons in DPIE to assess the information provided. There is no information submitted to DPIE that is not publicly available and it is only the publicly available information that is assessed.* *While COVID19 changed the methods of consultation, the quantity and quality of information shared with the community and the consultation durations remained unchanged. SINSW will follow DPIE's advice regarding reopening of the SSD for an additional exhibition period.*	N/A

6 Public Submissions

6.5 Other Issues

Issue	Response	Reference
Multiple requests for the State Government to purchase 688-692 Pacific Highway to extend the footprint of Chatswood Public School.	The following response was prepared by SINSW. *The NSW Department of Education has previously acknowledged the enrolment pressure at Chatswood Public School and the value it places on play space.* *While there are no area per student requirements imposed by the NSW Department of Planning, Industry and Environment, the Chatswood Public School upgrade will greatly improve the quantity and quality of play space.* *In line with the Department of Education's guidelines, students will benefit from a mixture of open, active play space, covered outdoor learning areas (COLAs), rooftop play spaces, passive and structured play areas, and a multi-use hall.* *The Department is considering a number of measures across the Chatswood area that will each contribute to managing the enrolment growth. This includes a revision of the catchment boundaries, and planning for a new school nearby. Expanding Chatswood Public School through purchasing adjoining properties will not support the long-term strategic plan for the area. There has also been no material change to any factors that require the Department to alter its position on 688-692 Pacific Highway.* *It is too early to confirm the location or timeline for the new school, however early planning is underway to consider Chatswood's demographic trends, educational needs, catchment boundaries, potential school site sizes, transport links, and partnership opportunities. Included in this early planning is a site investigation around Transport for NSW's Sydney Metro site on Mowbray Road. The Department remains committed to keeping the community informed as this project progresses.* *The Department is in regular contact with the Minister for Education and Early Childhood Learning, and Premier, to provide updates on the planning activities underway for Chatswood.*	N/A
Concern about school population being too large. Requests to relocated students to Mowbray Public School or for SINSW find a new school site.	The following response was prepared by SINSW. *The Department of Education has developed a strategy to manage enrolment demand in Chatswood including a commitment to building a new public school nearby. It is too early to confirm the location or timeline for the new school, however early planning is underway to consider Chatswood's demographic trends, educational needs, catchment boundaries, potential school site sizes, transport links, and partnership opportunities. Included in this early planning is a site investigation around Transport for NSW's Sydney Metro site on Mowbray Road. The Department remains committed to keeping the community informed as this project progresses.*	N/A

6 Public Submissions

Issue	Response	Reference
Cease the Opportunity Class programme which brings students in from out of area to reduce demand, or relocate from Chatswood Public School to Mowbray Public School.	The following response was prepared by SINSW. *Chatswood Public School has a proud reputation in providing enrichment activities for all students. The school has two Opportunity Classes (OC). Entry to these classes is by way of the OC placement test which students may take in Year 4. The placement process is undertaken externally by the Department of Education. In all classes, students of all abilities are catered for. Children who exhibit high ability are provided with learning programs which provide extension. Many staff have received training in the delivery of Gifted and Talented programs.* *In terms of creating capacity, the closure of the OC program would not have any material effect on enrolments because at Chatswood Public School, the majority of students are from within the catchment area. Secondly, from an education and community perspective, there is a demonstrable and strong demand for the provision of OC classes in northern Sydney because:* • *On a state and particularly local level, the applications to gain access to one of these classes far outstrip the places available. The number of families applying is increasing – particularly in the Chatswood area.* • *There are only 3 schools in the northern Sydney and Gordon networks that provide OC opportunities; Chatswood, Neutral Bay and Artarmon PSs.* • *There is no additional space in any of these schools for an additional OC class* • *Chatswood only has 1 class in each year compared to Artarmon where there are 2/academic year* • *Due to the age of the children accessing these classes, close transport is essential – thus Chatswood and Artarmon's proximity to rail from across Sydney. Mowbray does not have easy access to the rail network or a bus route that enables children to attend from out of the area and from diverse metropolitan residences (which is why it is not at capacity)* • *Historically the classes at Chatswood have been integral in the school culture* • *The provision of both an OC setting and a support unit for children with special needs provides students (and their teachers) with high aspirations for academic achievement and for tolerance and understanding of diversity in our community.* • *There is a continuum of student [progression from the OC class at Chatswood Public to the selective stream at Chatswood HS – provisional on achieving at the entrance testing.* • *The provision of OC and Selective secondary schools and classes is very unlikely to disappear. Parents are strongly supportive about keeping these provisions* • *All kids in the school do better when OC classes are part of the cohort – it sets higher expectations for students and teachers (and parents).*	N/A

6 Public Submissions

Issue	Response	Reference
Concern with staging and construction impacts on operations for students	A Preliminary Construction Management Plan (PCMP) has been prepared by Johnstaff Projects Pty Ltd, on behalf of SINSW. SINSW proposes to engage a Head Contractor to undertake the Upgrades to Chatswood Public School and Chatswood High School. Upon appointment of the Head Contractor, the Contractor will be required to prepare a Construction and Environmental Management Plan (CEMP), which will detail the methodology for carrying out the works so as to minimise potential impacts of construction activities on teachers and students, neighbours and nearby residents, users of public footpaths and roads in the vicinity of the site, surrounding streets used to access the site and the environment. The Construction and Environmental Management Plan (CEMP) will detail how the construction works will be carried out and how the school will continue to operate during construction activities.	N/A
The proposal does not take into account new social distancing rules	The design is compliant with current advice on procedures in NSW public schools.	N/A
Concerns about tree removal impacts on Biodiversity and Critically Endangered Blue Gum Trees.	Investigations into the biodiversity and significant vegetation areas on site have been undertaken in accordance with the requirements of the *Biodiversity Conservation Act 2016* The development has been designed to minimise impacts on vegetation. Any trees to be removed have been assessed and measures are to be implemented to protect trees to be retained during the construction phase. The Biodiversity Development Assessment Report (BDAR) has been updated and a series of responses provided to issues raised by the EES (see **Section 5 – Biodiversity** in this table)	**Attachment 4**
Climate change design impacts do not go far enough	The application has been designed to incorporate Australian best practice ESD initiatives and will exceed the the minimum ESD requirements prescribed in the National Construction Code. Design for occupant wellbeing has been a priority, with access to daylight, views and outdoor space a key focus. We have received positive feedback from both Schools.	
Request Futsal sized court to be included	Chatswood Primary School will continue to have access to the FIFA Accredited field at Chatswood High School. The proposed new multi-purpose halls at Chatswood High School and Chatswood Public School are suitably sized to accommodate a full-sized futsal court. The school community will be consulted with respect to line markings for sports and to make arrangements for access and use of facilities by the community when these facilities are not being used by the respective schools.	N/A

7 Conclusion

Following submission and exhibition of SSD Application SSD 9483, DPIE requested SINSW consider and respond to all agency and public submissions via a Response to Submissions (RTS) report. This RTS Report summarises these responses and directs DPIE to the relevant report where each item has been addressed.

All matters raised in the agency and public submissions provided by DPIE have been addressed.

DPIE has now been provided with sufficient documentation to enable the assessment of SSD 9483 to be finalised. It is requested that DPIE determine the DA based on the assessment material provided in the original EIS and the supporting assessment material provided in this RTS Report.