

# SSD 9476 EAST LEPPINGTON PRIMARY SCHOOL

## Response to Submissions



PR145916-4  
SSD 9476 East Leppington  
Primary School Response to  
Submissions  
2  
14 April 2020

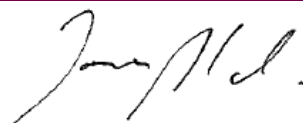
## RESPONSE TO SUBMISSIONS

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### Approval for issue

James Arnold



14 April 2020

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Prepared by:

#### RPS

Sarah Ng and Maxim Evans  
Planner

Level 13, 255 Pitt Street  
Sydney NSW 2000

T +61 2 8099 3200  
E sarah.ng@rpsgroup.com.au

Prepared for:

#### School Infrastructure NSW

Lincoln Lawler  
Planner

Level 8, 259 George Street,  
Sydney NSW 2000

T 1300 482 651  
E lincoln.lawler@det.nsw.edu.au

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# 1 INTRODUCTION

This Response to Submissions (RtS) Report addresses the matters raised in the submissions received during the public exhibition of the State Significant Development (SSD) application No. 9476. The SSD is for the proposed East Leppington Primary School located at Commissioners Drive, Denham Court. Specifically, the proposal is for a new public primary school that will accommodate 1,012 students, including 44 classrooms, a hall, an administrative/staff centre, library resource centre, amenities and storage, staff car parking and site services.

The SSSA was submitted to the Department of Planning, Industry and Environment (DPIE) on 5 November 2019. The Environmental Impact Statement (EIS) that accompanied the SSDA considered the Secretary's Environmental Assessment Requirements (SEARs) that were reissued on 30 May 2019.

Public exhibition of the SSDA was undertaken from 14 November 2019 to 11 December 2019. Submissions were received from the following:

- Department of Planning Industry and Environment
- Transport for NSW
- NSW Rural Fire Services
- NSW Environmental Protection Authority (EPA)
- Environmental Energy and Science Group (EES)
- Water NSW
- Campbelltown Council
- The general public.

The project team has reviewed the submissions and responded to the issues raised. This RtS report summarises the responses, provides a response comment, and, where relevant, refers to a technical report where the issue has been addressed.

## 2 PROPOSED AMENDMENTS

In response to the issues raised in the submissions, the project team has made amendments to the proposal. The amendments are also in response to feedback received from the Government Architect NSW (GANSW) during the State Design Review Panel Process, as presented in the advice dated 16 October 2019.

The following amendments have been made:

- Bulk earthworks and site establishment;
- Redesign of stormwater pits on school frontages to consider intake capacity of butterfly pits;
- Entrance canopy for the Special Education home base has been repositioned towards the south-western facade of block B and a new circulation path to the lift beyond (between block B & C);
- The roof line for block A has been reduced and reconfigured to fall towards the north, removing downpipes from the street facing facade. The external walkway circulation from Block B has been extended along the northern facade to connect with Block A and the external staircase located on the eastern facade of Block A;
- The volume of the architectural form for the library space (Block A level 1 & 2) has been reconfigured with glazing amended;
- Egress stairs located off block B, C and D have been reconfigured to remove the fire isolated staircase between block C and D;
- Lift moved north by approximately 3 metres to simplify the roof connection details;
- Roof details simplified to align with the revised egress stairs and lift;
- Blocks B, C, D & E glazing modules updated with additional louvres to improve natural ventilation;
- Portions of internal ceilings have been raised where possible in-home bases in response to GANSW feedback;
- Awning cover between block A & E updated;
- Block E (the Hall) and surroundings have been updated to include hall design; and,
- Car park and bicycle parking revised to include accessible parking and bicycle parking provision.

### 3 RESPONSE TO SUBMISSIONS

The SSDA was on public exhibition from 14 November 2019 to 11 December 2019. During this time, government agencies, the City of Campbelltown, infrastructure stakeholders and the community were invited to provide comment on the project to DPIE.

During exhibition, a total of 11 submissions were received. Of these submissions 7 were received from government agencies (including DPIE) and Council, and 4 submissions were received from the public.

Government agency submissions were received from:

- Department of Planning Industry and Environment;
- Transport for NSW;
- NSW Rural Fire Services;
- Environmental Protection Authority (EPA);
- Environmental Energy and Science Group (EES);
- Water NSW; and,
- Campbelltown Council.

## 3.1 Government Agency Submissions

### 3.1.1 Department of Planning, Industry and Environment

Issue	Comment	Response	Reference
Response to Submissions	<p>DPIE note that the exhibition of the development application (SSD-9476), including the EIS, ended on 12 December 2019.</p> <p>It is stated that it is required that a response to the issues raised in the submissions received in accordance with clause 85A(2) of the Environmental Planning and Assessment Regulation 2000.</p> <p>It is noted that a preliminary assessment of the EIS was undertaken with matters provided which are to be addressed.</p>	Acknowledged and noted.	
Design considerations	It is requested that details and justification is provided that the requirement to engage with the Government Architect of New South Wales has been met, including how comments provided during the State Design Review Panel Process, as presented in the advice dated 16 October 2019, have been incorporated into the design.	<p>SINSW and the project team have continuously consulted with GANSW at multiple occasions prior to the SSDA.</p> <p>The design has incorporated advice dated 16 October 2019.</p>	GANSW Consultation Letter Reference Appendix J
Heritage Impacts and Water NSW Infrastructure	<p>It is requested that the following is provided:</p> <ul style="list-style-type: none"> <li>A review and justification of the impacts to the state heritage listed Upper Canal is provided in accordance with the Upper Canal Conservation Management Plan 2016.</li> <li>A review of the sediment and erosion assessment and control measures in relation to protecting the water quality of adjacent WaterNSW infrastructure.</li> <li>Consultation with WaterNSW to be undertaken and demonstrated to ensure that appropriate protection of adjacent WaterNSW infrastructure during the construction and operation of the proposal.</li> </ul>	<p>The HIA has been updated to consider the impacts on the state heritage item. No direct impact will occur to the identified key original components of the Canal as a result of the proposed school. The updated HIA confirms the proposed school will maintain all elements of exceptional significance, and no works will be undertaken to the Canal itself.</p> <p>Please see Section 5.4 of the HIA, referencing the Upper Canal Conservation Management Plan 2016.</p> <p>Consultation with Water NSW occurred on 29 January 2020. SINSW anticipates continuous consultation with Water NSW to ensure protection of the adjacent Water NSW infrastructure.</p>	Heritage Impact Assessment Appendix D
Hazards and contamination	<p>It is requested that the following is provided:</p> <ul style="list-style-type: none"> <li>Information in relation to hazard and risks with consideration from the high-pressure dangerous goods</li> </ul>	The latest SEARS for East Leppington was issued on 30 May 2019 to consider high pressure gas pipelines that are located in the vicinity of the site.	Safety Management Study Appendix G

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pipeline, as requested in Section 15 of the revised Planning Secretary's Environment Assessment Requirements, dated 30 May 2019.

- An unexpected contamination finds protocol.

SINSW identified the obligation to meet the conditions of energy pipeline owners impacted by the proposed development. Information related to hazards and risks with consideration from the high pressure dangerous goods pipeline has been compiled into a Safety Management Study. This study was undertaken on 11 July 2019 and conducted in accordance with AS2885 Part 6.

An addendum to the Safety Management Study has been provided to assist in providing a response to the SEARS Section 15, reissued on 30 May 2019. As outlined in the addendum the responses are summarised below:

- Consultation processes have been undertaken as per the requirements of AS2885
- Consultation outcomes detailed in the Safety Management Study apply the AS2885.6 safety management processes and outcomes for the proposed land use change for the identified existing pipelines, including location class review and analysis of threat control
- The intent of the HIPAPs hazard analysis has been satisfied through the application and completion of the AS2885 Safety Management Study process
- There are no pipelines threat scenarios identified that would result in incident propagation nor any other identified sources of dangerous goods that would result in cumulative risk
- The Safety Management Study prescribed AS2885 qualitative risk assessment including risk matrix and classifications. As per guidance in AS2885.6, any further risk assessment (qualitative or quantitative) is not recommended or required in this case.
- The AS2885 Safety Management Study outcomes have been presented in the report, identifying conclusions and required actions for Jemena and APA Group.
- The applicant should be made aware of the licenses pipeline Emergency Response Procedures and should consider these in the development of a Final Emergency Plan and procedure for the school.



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Consequently, the SMS involved consultation and participation with Jemena and APA Group in the preparation of the SMS undertaken in accordance with AS2885 Part 6 and validated by a workshop on the 11th July 2019.

It is anticipated further consultation with pipeline owners, including Jemena and APA will occur to develop the final emergency management plan and close out actions from the consultation. Pipeline owners will be reviewing the actions and recommendations from this the workshop that occurred on 11 July 2019 and provide to SINSW their requirements for the work required. This is to ensure that physical and procedural controls identified by each pipeline owner are incorporated that will allow the school development to proceed.

It is anticipated consultation will be ongoing and will form a condition of approval, resulting in a final Emergency Management plan (if required), in accordance with the Department's standard conditions.

An unexpected contamination finds protocol will also be developed during construction, and form a condition of approval, in accordance with the Department's standard conditions.

Traffic assessment and management	It is requested that clarification and refinements are provided as required to the traffic impact assessment in relation to drop-off and pick-off demand and impact management for the site and a sweep path analysis of the largest vehicles entering and exiting the site.	<p>The Transport Impact Assessment (TIA) provided as part of the SSDA has undertaken an assessment of DOPU and management of the site.</p> <p>A swept path analysis of the largest vehicles entering and existing the site has been undertaken.</p>	Swept Path Analysis Appendix H
Drawings	Consistency across Landscape and Architectural Sets	Architectural, Civil and Landscape Drawings have been resupplied as part of this RTS. All drawing sets have been updated to incorporate an amended hall for the school, and address feedback outlined in Section 2 of the RtS.	<p>Civil Drawings Appendix A</p> <p>Architectural Drawings Appendix N</p>

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			Landscape Drawings Appendix O
Planning Assessment	Identify reassessment if design changes are made.	<p>The design changes are minor and generally do not require any further planning assessment. Below is a comment on each of the changes:</p> <ul style="list-style-type: none"> <li>- Amended hall arrangement – No planning provisions are affected by the amended hall arrangement.</li> <li>- Feedback from GANSW State Design Review Panel (SDRP) meetings – These are specifics to improve the design in response to feedback from GANSW. These design improvements do not result in any change to the bulk, scale, or position of the buildings. They will improve consistency of the development with the Design Quality Principles in the Education SEPP.</li> <li>- Inclusion of accessible parking provision and bicycle parking to address stakeholder feedback during public exhibition -Based on the Campbelltown GCP DCP, the proposed development is required to provide 76 parking spaces. As per the Access Report submitted with the EIS, 1 accessible parking space will be provided for every 50 car parking spaces of part thereof. 4 accessible parking spaces have been provided in accordance which complies with this requirement.</li> <li>- Updates to materials and finishes to align with Educational Facilities Standards and Guidelines (EFSG) requirements – no planning provisions are affected by these changes.</li> </ul>	<p>Architectural Drawings Appendix N</p> <p>Landscape Drawings Appendix O</p>
Hazards and Safety Plan	Hazards and safety study – reference to updated SEARS	An addendum to the Safety Management Report has been provided to assist in providing a response to the SEARS reissued on 30 May 2019.	Safety Management Study Appendix G
RtS	Reference updated SEARS	Please see Section 1 of this report which references the SEARS reissued 30 May 2019.	SEARS Appendix L
Water NSW Consultation	Snapshot of Water NSW consultation to be provided	Water NSW was consulted with on 29 January 2020. This consultation identified when consultation had occurred with Council to discuss overland flow, connections to stormwater trunk mains, existing stormwater infrastructure and the existing swale extending from the south to the north adjacent to the western boundary.	

Water NSW had requested re-issue of sediment control plans, and moving text relating to the Upper Canal on plans which has been included in the RtS.

Water NSW had advised that the Upper Canal is over 130 years old and susceptible to damage from vibration from excavation and construction works. The Construction Management Plan (CMP) has been updated to consider this the acceptable structural vibration effects on structures. SINSW anticipates a Vibration Management Plan be undertaken prior to construction works.

The CMP and detailed Vibration Management Plan will be updated and developed accordingly. SINSW assumes this will form a condition of approval, in accordance with the Department's standard conditions.

SINSW anticipates continuous consultation will occur regarding change of works on land adjacent to and with potential impact on Water NSW infrastructure, land or assets.

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### 3.1.2 Rural Fire Services

Issue	Comment	Response	Reference
Bushfire – Asset Protection Zones	<p>Asset Protection Zones</p> <p>The intent of measures is to provide sufficient space for fire fighters and other emergency services personnel, ensuring radiant heat levels permit operations under critical conditions of radiant heat, smoke and embers, while supporting or evacuating occupants. To achieve this, the following conditions shall apply:</p> <p>Condition 1</p> <p>From the start of building works, the entire property must be managed as an inner protection area (IPA). The IPA must comprise:</p> <p>Minimal fine fuel at ground level;</p>	<p>Acknowledged and noted. The proposed school will be managed as an Inner Protection Area (IPA). SINSW requests this IPA detail will form a condition of approval.</p>	

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Grass mowed or grazed;

Trees and shrubs retained as clumps or islands and do not take up more than 20% of the area;

Trees and shrubs located far enough from buildings so that they will not ignite the building;

Garden beds with flammable shrubs not located under trees or within 10 metres of any windows or doors;

Minimal plant species that keep dead material or drop large quantities of ground fuel;

Tree canopy cover not more than 15%;

Tree canopies not located within 2 metres of the building;

Trees separated by 2-5 metres and do not provide a continuous canopy from the hazard to the building; and,

Lower limbs of trees removed up to a height of 2 metres above the ground.

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### Bushfire – Water and Utility Services

The intent of measures is to provide adequate services of water for the protection of buildings during and after the passage of a bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building. To achieve this, the following conditions shall apply:

#### Condition 2

Water, electricity and gas must comply with the following:

Fire hydrant design, spacing, sizing and pressures must comply with AS2419.1. Fire hydrants must not be located within any road carriageway.

Ring main systems must be used for urban subdivisions with perimeter roads.

Acknowledged and noted.

SINSW assumes these conditions will form a condition of approval, in accordance with the Department's standard conditions.

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Fire hose reels must be constructed and installed in accordance with AS/NZS1221 and AS2441.

All aboveground water pipes external to the building must be metal including and up to any taps/outlets/fittings.

Electrical transmission lines should be located underground where possible.

Overhead electricity lines must have short pole spacing (i.e. 30 metres) except where crossing gullies, gorges or riparian areas. No tree may be closer to an electricity line than the distance set out in in ISSC3 Guideline for Managing Vegetation Near Power Lines.

Gas must be installed and maintained as set out in the relevant standard and all pipes external to the building must be metal including and up to any taps/outlets/fittings. Polymer-sheathed flexible gas supply lines must not be used.

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Bushfire –  
Landscaping

Landscaping  
The intent of measures is for landscaping. To achieve this, the following conditions shall apply:  
Condition 3

Smooth bark species of tree have not been chosen within the proposed landscape design. These species have potential to drop limbs and are not in line with Education Facilities Standards and Guidelines due to safety. In replacement, deciduous plantings have been proposed near the open areas and assembly to provide winter sun to these areas and shade in other seasons.

SINSW assumes outstanding recommendations regarding landscape will form a condition of approval, in accordance with the Department's standard conditions.

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### 3.1.3 Transport for NSW

Issue	Comment	Response	Reference
Traffic – operational	It was noted the Transport Impact Assessment (TIA) had been reviewed by TfNSW.	School DOPU trips are expected to be concentrated over 30-45 minutes rather than a full hour in each School peak periods. With reference to our past assessment of primary schools, schools are required to use DOPU areas under the same	

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Various comments are outlined regarding the following:

- Proposed drop off and pick up (DOPU) facilities should consider the role and function of East Leppington
- Advice to be considered informing the final Green Travel Plan that is recommended to be in place prior to the issue of an Occupation Certificate.  
These comments have been expanded upon.

Suggested draft conditions were also supplied.

conditions as No Parking zones, i.e. a maximum stay of 2 minutes, remaining in or within 3 metres of their vehicle. As such, an individual DOPU space could effectively serve approximately 15-20 vehicles across a 30-45 minute period. In addition, it is important to consider the different characteristics of the drop-off trip against the pick-up trip. In the AM school peak, the drop-off trip generally takes less time, as the students are in the car and simply need to be dropped off. Conversely, in the PM school peak, parents and caregivers must wait for the students which can increase the average standing time. In addition, many parents and caregivers will arrive prior to the end of school, and as such queues can form behind the vehicles waiting in the pick-up area.

The arrival and departure times of students (through the broader AM and PM school peaks) utilising the DOPU facilities have been surveyed and observed by Ason Group over many years, with almost all primary schools having a similar build-up of trips prior to school finishing, with the peak DOPU demand occurring approximately 10 minutes prior to the commencement of school. These observed profiles have been assigned to the School demand for the PM school peak pick-up period.

Further, the provision of DOPU spaces in both Commissioners Drive and Elkhorn Street could provide the capacity required to accommodate this peak demand, with an estimated peak queue of some 33 vehicles, or a length of approximately 200m. This queue could be accommodated in Elkhorn Street adjacent to the School, feeding DOPU spaces in the southern end of Elkhorn Street and/or in Commissioners Drive adjacent to the School.

It is recommended that a Traffic and Pedestrian Management Plan (TPM Plan) be developed by the DoE and the School, which would be reviewed on an annual basis to establish inefficiencies and areas for improvement, particularly in regard to the operation of DOPU areas. Implementation of new strategies as required would then ensure that the demand for DOPU is accommodated while reducing impacts on the local road network. These future strategies may include staggering starting/finishing times to reduce the demand.

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		<p>In addition, investigation into public transport provision and modal splits of students will also provide insight into potential methods at accommodating the DOPU demand.</p> <p>Regarding the Green Travel Plan (GTP), it is assumed that a reasonable condition of consent would be to update the GTP once more details relating to the operation of the school are known – such as the Principal – and prior to occupation and opening.</p> <p>The establishment of a centralised Travel Plan Coordinator who is to take responsibility for the ongoing review and monitoring of the GTP and provide direction to staff/parents in relation to specific requirements arising from the GTP, is likely to be appointed during the recruitment process for school staff.</p>	
Traffic – operational	<p>It was suggested in the TIA, the proposed DOPU zone will be managed and time restricted to maximum 2 minutes. The report also acknowledges that a longer average standing time is required in the PM school peak as parents/carers would normally arrive prior to the end of school to wait for the students. It is evident that the analysis of DOPU movements is based on a 2-minute usage time over a 45 minute period without considering the demand of parents/carers waiting prior to end of school. It is also commonly observed at primary schools that some short-term parking demand would be generated by parents/carers of younger students who would stay till start of school in the AM school peak.</p> <p>It was recommended further analysis should be provided in assessing the drop-off/pick-up demand, including short-term parking demand, around the school site and identify practical measures to alleviate the impact if necessary.</p>	Refer to the response above.	
	<p>The Construction Traffic Management Plan (CTMP) was reviewed. Details in relation to swept path of the largest vehicles entering and exiting the site (in a forward direction) should be included.</p> <p>It was recommended a swept path analysis detailing the above comment should be included in the RtS.</p>	Refer to Swept Path Analysis.	Swept Path Analysis Appendix H
Active Transport	It was commented that there was no indication of bicycle parking spaces on the proposed school.	Bicycle parking is shown on the Amended Architectural Plans.	Appendix F

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It was recommended a provision of bicycle parking rates should be considered in line with those outlined in the Cycling Aspects to Austroads Guidelines Appendix I. In addition, the proposed future use of the school hall and construction of a supporting car park to cater for over 450 visitors should include the provision of additional bicycle parking to further encourage residents/visitors to walk and cycle to the facility.

### Green Travel Plan

A framework Green Travel Plan (GTP) was reviewed.

SINSW anticipates a Transport Access Guide (TAG) will form a condition of consent as part of the Green Travel Plan.

- It was noted a Transport Access Guide should be provided. It should be a guide applicable to staff, students and parent/carers about the range of travel modes, access arrangements and supporting facilities that service the site. This will:
- identify which party is responsible for the delivery of each action in the GTP and advise when each action will be delivered;
- analyse the likely travel origins and modes of travel based on the school catchment and aggregate residential post code analysis of enrolled students, once known;
- identify when to communicate with TfNSW about any proposed transport service improvements in the area and/or the need for any additional services that may be required, based on the projected demand identified above.

It was recommended this was provided prior to the issue of an Occupation Certificate. A comprehensive Travel Plan (or amend and expand the existing framework GTP) in consultation with TfNSW should be developed to address the above.

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### 3.1.4 Environmental Protection Authority (EPA)

Issue	Comment	Response	Reference
Construction Impacts	The EPA stated all construction and construction related activities should be undertaken in an environmentally responsible manner with an emphasis on:	Acknowledged and noted.	

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- contaminated land management,
- compliance with recommended standard construction hours,
- intra date respite periods,
- feasible and reasonable noise vibration and mitigation;
- waste handling and management;
- effective dust control and management; and erosion and sediment control.

Construction – Contamination	<p>The Stage 2 Environmental Site assessment was reviewed. This indicated soil and groundwater contamination is below Site Assessment Criteria with the exception of Zinc groundwater levels. The report indicated the soil and groundwater salinity levels are above SAC and will require ongoing management.</p> <p>The potential remains for isolated pockets of contamination be present in untested areas of the site.</p> <p>It was recommended that the preparation of an unexpected find protocol (UFP) be developed during the development of the site.</p> <p>It is recommended a salinity management plan be undertaken to manage elevated soil and groundwater salinity levels.</p> <p>It was noted processes outlined the processes in State Environmental Planning Policy 55 – Remediation of Land (SEPP 55) be followed in order to assess the suitability of the land and any remediation required in relation to the proposed use.</p>	<p>Noted. An unexpected contamination finds protocol will be developed during construction, and form a condition of approval, in accordance with the Department's standard conditions.</p> <p>A Salinity Management Plan has been supplied as part of the RTS.</p>	<p>Salinity Management plan Appendix C.</p>
Construction – Noise Impacts	<p>It was acknowledged the construction of the proposed school is in very close proximity to existing housing.</p> <p>Noise and vibration issues could raise risk if not managed.</p> <p>Reference to EPA (2009) Interim Construction Noise Guideline (ICNG) identifies the best practicable measures in respect to</p>	<p>The construction methodology considers construction related activity outside of the EPA recommended construction hours. This is to consider deliveries of heavy machinery and materials to conform to the overriding requirements of the Roads and Maritime Services (RMS). No construction will occur between 7-8am and 1-3pm on Saturdays.</p> <p>The proposed construction hours for the development are:</p>	<p>Acoustic Impact Assessment Appendix D</p>

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	<p>recommended standard hours of construction. The recommended standard hours of work from the ICNG are Weekdays 7am-6pm and Saturday 8am-1pm. Recommended hours for blasting are 9-5pm and Saturday 9-1pm.</p> <p>The EIS was reviewed by EPA and suggested the construction hours on Saturday are outside of the ICNG recommendations.</p> <p>It was commented the EIS and ARSB made no reference to the use of reversing beepers on the construction vehicles including trucks, excavators, dozers and bobcats. It was identified the noise from 'beeper' type plant movement alarms can be intrusive. EPA acknowledged there are feasible and reasonable alternatives.</p>	<p>Monday to Friday 7am-6pm Saturday 7am-3pm. No work is proposed in Sundays and Public Holidays.</p> <p>SINSW anticipates these construction hours will form a condition of approval, in accordance with the Department's standard conditions</p>
Construction - Waste Management	<p>It was noted waste should be managed in accordance with the Waste Management Hierarchy. This is established under the Waste Avoidance and Resource Recovery Act 2001, and ensures that resource management options are considered against the following priorities:</p> <ul style="list-style-type: none"> <li>Avoidance including action to reduce the amount of waste generated by households, industry and all levels of government</li> <li>Resource recovery including reuse, recycling, reprocessing and energy recovery, consistent with the most efficient use of the recovered resources</li> <li>Disposal including management of all disposal options in the most environmentally responsible manner.</li> </ul>	<p>A Waste Management Plan will be updated for the school, considering the waste management hierarchy, and EPA (2017) Waste Classification Guidelines Part 1: Classifying Waste. and SINSW requests this forms a condition of approval.</p> <p>A Construction Management Plan has been developed and considers dust, spill, waste and spoil. It is acknowledged this is an important air quality issue during site preparation, earthworks and construction.</p> <p>SINSW request this forms a condition of approval.</p>
Construction - Dust	<p>The EPA considers dust control and management to be an important air quality issue due to the proposed sites proximity to existing housing.</p> <p>The EIS was reviewed and acknowledged some dust control measures are considered such as an installation of a 1.8-metre-high chain fence covered with geo textile filter fabric and temporary truck wash. It was suggested this may not be enough to control dust emission leaving the site in dry and windy conditions of Campbelltown LGA. EPA has developed a tool kit to assist local</p>	<p>An Air Quality Management Plan will be developed, considering how construction will be controlled. This will be implemented once construction commences.</p> <p>SINSW acknowledges community consultation will need to occur prior and during the construction phase of the project. This will include a complaint register and hotline and will be informed by the Construction Management Plan. SINSW</p>

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government manage air quality. In particular pages 213-215 of the Air Pollution Control Techniques identifies a range of controls for managing dust emissions, such as using water sprays and using matting covers. The Construction Sites PDF is also very relevant for this project and the proponent should consider what techniques would be effective for this site.

It was recommended an Air Quality Management plan must be developed to prove how dust emissions would be controlled during construction activities. Early engagement and an avenue for voice complains was noted as important in alleviating community concerns over dust emissions.

anticipates this will form a condition of approval, in accordance with the Department's standard conditions.

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### Construction - Erosion and sediment control

It was suggested a site specific erosion and sediment control be developed to manage risks. Managing Urban Stormwater Soils and Construction, 4<sup>th</sup> edition published by Landcom (Blue Book) provides guidance material for achieving effective erosion and sediment control of construction sites. It was suggested all feasible and reasonable measures are developed to prevent water pollution in the course of developing the site.

The Sediment, Erosion Control Plan will consider the Landcom Managing Urban Stormwater Soils and Construction, 4th Edition. A site specific plan will be developed and implemented during the construction phase. It is acknowledged site preparation, bulk earthworks, construction and construction related activities will only occur when sediment controls are in place. A Construction Management Plan will be updated to inform the sediment and erosion controls.

SINSW anticipates this will form a condition of approval, in accordance with the Department's standard conditions.

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### Operational – Noise Impacts

It was suggested the proposed school could have operational noise impacts on nearby sensitive receivers. It was acknowledged the proposed school is in close proximity to surrounding residences and suggests operational noise mitigation and management regarding:

- a) The nature of and times during which school facilities are made available for community use
- b) Design, selection and operation of mechanical ventilation plant and equipment
- c) The design and operation of the school public address/bell system
- d) The design and location of waste storage facilities
- e) Time restrictions on waste collection services
- f) Time restrictions on ground maintenance using powered equipment.

An Operational Noise and Vibration Management Plan (ONVMP) and Operational Waste Management Plan (OWMP) will be developed prior to occupation of the school.

SINSW requests this forms a condition of approval.

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## RESPONSE TO SUBMISSIONS

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### Operational – Waste Management

It was noted waste should be managed in accordance with the Waste Management Hierarchy.

It was acknowledged that the EIS did not note how effluent waste would be disposed of. Comments were raised regarding the sewerage maintenance shaft within the boundary but notes that connection to sewer has not been finalised.

The following recommendations have been outlined.

The proponent be required to identify and implement feasible and reasonable opportunities for the reuse and recycling of waste, including food waste.

The proponent be required to confirm if effluent will be discharged to sewer once the school is in operation.

Noted. Sewer and water connection design documents have been supplied to Sydney Water for review. They have been considered feasible connection points and are awaiting Sydney Water approval.

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### 3.1.5 Environmental Energy and Science Group (EES)

Issue	Comment	Response	Reference
Aboriginal Heritage	It was recommended that conditions by the Archaeological Survey Report be included as conditions of consent.	Noted. SINSW requests the Archaeological Survey Report prepared by Biosis dated 18 December 2018 will form a condition of approval, in accordance with the Department's standard conditions.	
Biodiversity	It was acknowledged a Biodiversity Development Assessment Report (BDAR) is currently being assessed and will be forwarded under a separate cover.	The proposed development has been determined to not likely have significant impacts on biodiversity values. In result a BDAR is not required. A BDAR waiver has been attached.	BDAR Waiver Appendix K
Flooding	It was acknowledged the proposed site is outside the probably maximum flood event. It was noted a separate response may be provided on heritage matters by the Heritage Division of Department of Premier and Cabinet as delegate of the Heritage Council of NSW.	Noted.	

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### 3.1.6 Endeavour Energy

Endeavour Energy has provided recommended conditions of consent. SINSW supports the conditions of consent and raises no objection on this matter.

## RESPONSE TO SUBMISSIONS

### 3.1.7 Water NSW

Issue	Comment	Response	Reference
Location and context	<p>WaterNSW states that the EIS and associated documents do not adequately address:</p> <ul style="list-style-type: none"> <li>Water quality and drainage</li> <li>Heritage</li> <li>Sediment and erosion control</li> <li>Impacts of vibration on the Upper Canal during construction.</li> </ul>	Responses have been addressed accordingly below.	
Stormwater Management	<p>Water NSW requests that:</p> <ul style="list-style-type: none"> <li>Additional modelling is provided to show the stormwater flow properties for the predeveloped and post developed scenarios for each event up to and including the 1% AEP.</li> <li>During detailed design stage, measures are developed to ensure surface water flows leaving the development site do not impact on the water quality of the Upper Canal.</li> <li>Clarification is provided as to the floodway on site (depicted by signage and referenced in the HIA). Reference to a floodway or flooding should be removed where it is not accurately identified (such as the HIA).</li> </ul>	<p>Based on the information supplied from Campbelltown Council and Stockland the swale between the northern boundary and the Canal has been designed to cater for flows generated on the school site up to 1:100 year storm events.</p> <p>Further consultation with Campbelltown Council and Stockland is occurring to verify the swale design.</p> <p>SINSW will consult with Water NSW during detailed design stage to confirm that the proposed development does not impact on the water quality of the Upper Canal.</p>	
Heritage	<p>WaterNSW requests that:</p> <ul style="list-style-type: none"> <li>The HIA is reviewed and considers the 2016 Upper Canal Conservation Management Plan, as well as recognising WaterNSW as the asset owner and not Sydney Catchment Authority or Sydney Water.</li> </ul>	<p>The Heritage Impact Assessment has been updated to consider the 2016 Upper Canal Conservation Management Plan.</p> <p>This confirms that the Upper canal assess is owned by Water NSW, and not by Sydney Catchment Authority or Sydney Water.</p>	Heritage Impact Assessment Appendix E
Sediment and erosion control	<p>WaterNSW requests that:</p> <ul style="list-style-type: none"> <li>Erosion and sediment controls are to be designed, installed and maintained in accordance with the 'Blue Book', Managing Urban Stormwater: Soils and Construction, Landcom (2004).</li> </ul>	The Erosion and Sediment Control Plan, supplied with the SSDA has been designed in accordance with the 'Blue Book', Managing Urban Stormwater: Soils and Construction, Landcom (2014).	
Vibration Impacts	<p>WaterNSW requests that:</p> <ul style="list-style-type: none"> <li>The development proposal confirms velocity limits and the impact the works will have on WaterNSW assets and specify any required mitigation measures.</li> </ul>	<p>The Acoustic Impact Assessment has been updated to include the maximum allowable vibration limits as per Water NSW's reference standard DIN 4150.</p> <p>SINSW anticipates a Vibration Management Plan be undertaken prior to construction works.</p>	Acoustic Impact Assessment Appendix D

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		SINSW anticipates this will form a condition of approval, in accordance with the Department's standard conditions.	
Consultation	WaterNSW notes that no consultation has occurred between the applicant and WaterNSW. As WaterNSW own the property directly adjacent to the proposed development they request that they are consulted with regarding the detailed design of the project to ensure the development is consistent with their requirements for development adjacent to the Upper Canal and to their satisfaction.	Water NSW was consulted with on 29 January 2020. This consultation identified when consultation had occurred with Council to discuss overland flow, connections to stormwater trunk mains, existing stormwater infrastructure and the existing swale extending from the south to the north adjacent to the western boundary.  It was acknowledged by Water NSW that the existing stormwater infrastructure requires maintenance and will notify Council about this. Water NSW. SINSW will consult with Water NSW during detailed design stage to confirm that the proposed development does not impact on the water quality of the Upper Canal.	Construction Management Plan Appendix P
Notification of incidents	WaterNSW requests that: <ul style="list-style-type: none"> <li>All incidents that affect or could affect the WaterNSW Upper Canal corridor shall be reported to WaterNSW on the 24 hour Incident Notification Number 1800 061 069 as a matter of urgency.</li> </ul>	Acknowledged and noted.	
Continued consultation	WaterNSW requests that the Department continues to consult with them regarding proposals on land adjacent to and with the potential to impact on WaterNSW infrastructure, land or assets.  WaterNSW expects their concerns to be addressed in the Response to Submissions report and that the Department notifies WaterNSW when their response is received.	As outlined above, Water NSW was consulted with on 29 January 2020. SINSW anticipates continuous consultation will occur regarding change of works on land adjacent to and with potential impact on Water NSW infrastructure, land or assets.	

### 3.1.8 Campbelltown Council

Issue	Comment	Response	Reference
Community facility	It is noted that an agreement has not been reached between Campbelltown Council and the Department of Education regarding the delivery of the community facility. This area would be the subject of a separate Development Application.	Noted.	
Student numbers	It is noted that the submitted traffic study has been based on estimated School capacity of 1,012 students. It is not clear how the student count was derived. Council is concerned that should the student number increase, it has the potential to negatively impact on the safety of traffic circulation in the vicinity of the school. In this regard, Council needs assurance that the student number will not increase.	The number of students has been calculated to be consistent with the number of classrooms, consistent with the Education Facilities Standards and Guidelines (EFSG) standards.	
Traffic and Parking Management Plan	<p>It is noted that the report recommends preparation of a Traffic and Parking Management Plan prior to the opening of the school to provide safe and efficient operation on and off site. Council believes that this is not satisfactory as there are numerous road safety measures as listed below. It is requested that such plan is prepared now during the DA stage demonstrating how the on site design elements will complement with on street so that effective and safe traffic solutions can be achieved. It is requested that the plan includes consideration of the interaction between the school and the childcare centre on the opposite side of Willowdale Drive as many parents will access both facilities.</p> <p>It is requested that the applicant submit revised engineering drawings supported by a robust Traffic and Management Plan for the review and approval by Council's Executive Manager Infrastructure addressing the following concerns</p>	<p>A Traffic Management Plan was supplied as part of the EIS. This will be updated to consider specific details such as:</p> <ul style="list-style-type: none"> <li>• Student class numbers, residing addresses within the catchment relevant to start/finish times</li> <li>• Which classrooms the students are coming from or going to</li> <li>• Number of staff available for management of students, parents and teachers</li> <li>• Drop off / Pick up Zones approved and implemented by TfNSW</li> <li>• Further detail about the hall.</li> </ul> <p>SINSW assumes the preparation of an Operational Traffic and Parking Management Plan (OTMP) will form a condition of approval, in accordance with the Department's standard conditions. It is acknowledged the OTMP will need to be updated from time to time to consider the detail outlined above.</p>	
	Site access – It is noted that the development includes a significant number of access points. It is suggested that controlling access to the site would be difficult and that a	SINSW have reviewed the site access and confirm the proposed access points are suitable for the proposed school operations.	

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	reduction in the number of access points should be considered.	During periods outside of the main entry and exit times, the perimeter gates will be locked and managed via a secure access point at the Main Pedestrian Entry. This gate will be supplied with intercom and access controls to the School Administration Building
Equitable access	It is suggested that the provision of one lift and its location within the school is not considered to deliver equitable access. It is noted that the inability to move within the administration/library level of the building is the greatest concern in this area.	<p>The proposed school layout has been designed in consultation with an Accessibility consultant that has considered the Disability Discrimination Act (DDA) and equitable access.</p> <p>The proposed development has been developed to consider on grade access from all street frontages for access and corresponding egress throughout the site. The lift provisions for the proposed school have been reviewed and are compliant for the intended use.</p>
Access – footpaths	Willowdale Drive public verge area – It is noted that the footpath area will be reduced in width due to the installation of kiss & ride and bus bay on all road frontages. It is requested that the applicant dedicates land to reinstate the public verge to current width. It is requested that footpaths of appropriate width are to be reconstructed where moved or modified to ensure that students/passengers using the bus bay have sufficient space to wait while allowing pedestrian movements within the locality.	<p>In order to provide a compliant school design, in accordance with SINSW Education Facilities Standards and Guidelines policy (EFSG), the fence line is to remain on the boundary to ensure sufficient open space play within this community asset. This equates to 10m2 per student.</p> <p>All frontages of the site have been utilised to minimise the impact of the proposed school's kiss and ride, and bus vehicle movements in the surrounding areas. Appropriate pedestrian footpaths have been designed around all frontages to ensure foot traffic is in line with Council's design guidelines.</p>
Crossings	Willowdale Drive & children's crossing – It is suggested that a children's crossing will be needed to provide safe crossing points for walking students and parents who park at the childcare (on the opposite side of the road) to drop their children and then walk to school to drop school kids. It is suggested that such path may be located where the existing off road cycleway crosses the road if it can be demonstrated that this does not conflict with other operational aspects of this frontage (e.g. buses).	<p>TfNSW has a reduced warrant for sites used predominantly by children and aged or impaired pedestrians.</p> <p>The criteria used to consider children's crossings are not known and will be identified when the school is in operation. Whilst the vehicle volumes can be forecasted with relative accuracy, the pedestrian volumes and desire lines may not.</p> <p>Indicative locations of crossings have been shown to demonstrate the likely locations should warrants be met once the school is in operation. Crossing locations should be based on an assessment of enrolment spatial data and confirmed once the school is operational. Investigation into 'flagged crossings' will be determined at a later stage, post approval of the SSDA.</p>



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Public transport – Bus bay design	<p>Bus bay length – It is suggested that the proposed length of the busway is longer than necessary. It is requested that the applicant provides justification as to the length of the busway. It is suggested that the shortening of the bus bay would enable the provision of a children's crossing within Willowdale Drive. It is also suggested that the applicant considers the number of students who will be dropped off at the proposed school (with their younger siblings) to be collected and transported to their high school by bus.</p>	<p>Willowdale Drive has been designated as a bus route corridor, and designed in accordance with Bus standards, including the provision of 3.5 metre travel lanes and an indented bus bay.</p> <p>The bus bay length has considered the provision of two buses, including 15 metre taper at both ends. It is estimated to cater for approximately 273 students who may travel via public transport (approximately 638 vehicle trips and 102 active transport mode splits). Considering the combined seating, and standing capacity of NSW school buses, there is a need for a minimum of four full buses to service the proposed school. In result, the proposed bus bay length is considered satisfactory. Whilst there is an expectation that local and district bus services will provide coverage and capacity for the school, dedicated school buses could be investigated, should the public bus capacity exceed the demand.</p>
School hall	<p>Access to the community hall – It is suggested that the current proposed vehicular access for the community hall needs to be located outside the bus bay as the current location would restrict access to outside school peak times. It is requested that this is addressed as part of this application, rather than the future DA for the community facility, given the intended shared use nature of this facility and expected hours of operation.</p>	<p>SINSW requests an Operational Traffic Management Plan (OTMP) will form a condition of approval, in accordance with the Department's standard conditions.</p> <p>Once hours of school operation, bus bay and hall detail are known, the gates will be used to control access to these areas. This detail will be considered and incorporated into the OTMP.</p> <p>Further joint use of the hall will be considered by DoE following construction of the project.</p>
	<p>Willowdale Drive &amp; pedestrian access to future community facility – It is requested that the proposed pedestrian access to the future community hall is relocated to the east of the vehicular access so that there is no conflict between the pedestrians and vehicles.</p>	<p>The area to the north of the hall entry/exit will be a designated shared zone with fences and gates controlling access as required.</p>
	<p>Commissioners Drive children's crossing – It is suggested that a children's crossing is needed outside the kiss &amp; drive bay to provide a safe crossing point. It is mentioned that at the time of subdivision, Council had designed the road to enable the installation of such a crossing through the provision of the blister in the kerb area. The proposal however includes the removal of such blisters.</p>	<p>TfNSW has a reduced warrant for sites used predominantly by children and aged or impaired pedestrians.</p> <p>The criteria used to consider children's crossings are not known and will be identified when the school is in operations. Whilst the vehicle volumes can be forecasted with relative accuracy, the pedestrian volumes and desire lines may not.</p>

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		Indicative locations of crossings have been shown to demonstrate the likely locations should warrants be met once the school is in operation. Crossing locations should be based on an assessment of enrolment spatial data and confirmed once the school is operational. Investigation into 'flagged crossings' will be determined at a later stage, post approval of the SSDA.	
	Elkhorn Street – It is noted that the traffic report details that there will be an estimated queue of 200m along Elkhorn Street to access the kiss and drive bay. It is suggested that as the road is only 8.0m wide, it will not be able to accommodate on street parking (on residential side) and two through lane. It is requested that this matter is addressed and it's suggested that the community impact is unacceptable. It is recommended that the pedestrian access point from Elkhorn Street is removed.	<p>Elkhorn Street is 8.8 metres wide along the frontage of the proposed school.</p> <p>In accordance with the Aust Roads Guidelines to Road Design the road profile requirement is:</p> <ul style="list-style-type: none"> <li>• Parking – 2.4 metres</li> <li>• Traffic – 3.0-3.4 metres</li> </ul> <p>Therefore, the consideration of the proposed indentation of the DOPU bay, plus no parking on the proposed school side is deemed acceptable and in accordance with the Aust Roads Guidelines.</p>	
	Linkage to Town Centre/Sports Fields and Riparian Corridor – It is requested that pedestrian access linkages within the town centre are considered in relation to the delivery of pedestrian crossings.	Locations for pedestrians linkages and crossings are not known for the proposed school until it is operational.	
Safety and Security Plan	It is suggested that a Safety and Security Plan is required to address the significant number of access points to the school, treatment to streets/fencing/lighting throughout the site.	A Lighting Plan has been supplied as part of the RTS.	Security and Lighting Plan Appendix I
Contamination	It is questioned what is meant by 'Low Contamination' on site and whether it requires additional assessment under SEPP 55.	<p>The term 'low contamination' is in reference to the fill material, classified as General Solid Waste (Non-putrescible).</p> <p>There is no recommendation for further assessments under SEPP 55.</p> <p>An unexpected contamination finds protocol will be developed during construction, and form a condition of approval, in accordance with the Department's standard conditions</p>	
Sydney Water Supply Canal	It is suggested that a Management Plan is required to protect the adjoining Sydney Water Supply Canal in both the short and long term.	A Management Plan will be developed in consultation with Water NSW. SINSW assumes this will form a condition of approval, in accordance with the Department's standard	

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		conditions. The Management plan will be supplied prior to commencing construction works.	
Signage illumination	It is suggested that the illumination levels of the signage should be limited to protect the amenity of adjoining residents. It is recommended that no flashing sign boards would be appropriate.	Acknowledged and noted.	
Separate DA for Bulk Earthworks	It is noted that Campbelltown Council is in receipt of a Development Application for bulk earthworks associated with the site. This was received on 6 December 2019, reference 3870/2019/DA-CW.	Acknowledged and noted. Bulk earthworks associated with the site are currently under assessment with Campbelltown Council (DA 3870/2019-DA-CW).	
Conditions	<p>It is suggested that the following matters can be conditioned as part of the determination:</p> <ul style="list-style-type: none"> <li>The community carpark shall be solely preserved for community use and shall not be used for staff carpark.</li> <li>The staff carpark shall be available for community use when it's not being used by the school.</li> </ul>	DoE and Campbelltown Council are currently in discussions regarding joint use. The use of existing facilities or buildings for the purpose of school-based child care, or for the physical, social, cultural or intellectual development or welfare of the community can be undertaken as exempt development and condition of consent is therefore not considered appropriate in this instance.	
	<ul style="list-style-type: none"> <li>It is noted that the existing stormwater pits on all school frontages will be impacted by the proposed bus and kiss &amp; ride bays. In this regard, each affected pit shall be replaced with two butterfly pits (two pits to compensate for the reduced intake capacity of an individual butterfly pit).</li> <li>The applicant shall submit a DRAINS model to ensure that any flood water is contained in the swale located on the site adjacent to Sydney Water Canal. It is noted that an imperviousness of 50% was considered for the school in earlier stormwater analysis which showed flood water being contained in the swale.</li> </ul>	Stormwater has been redesigned with two butterfly pits to compensate for the reduced intake capacity. Please see Civil Drawings, Appendix A	Civil Drawings Appendix A

## 3.2 Public Submissions

Stakeholder	Comment	Response	Reference
Anaoulack Chanthivong MP	It was acknowledged the investment in educational infrastructure is required. It was acknowledged Bardia Public School has increased traffic and parking impact on the students and staff.	It should be acknowledged that SINSW provided a ministerial response to this letter on 17 December 2019. Responses to this submission have been outlined below.	

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<p>Comments were raised regarding the lack of installation of traffic lights, a 40km/hr speed limit and inadequate drop off/pick up zones were reasons for this impact.</p>	
<p>Comment regarding enrolments. It is suggested that enrolments are made available to families in Edmondson Park.</p>	<p>Designated intake areas for public schools in NSW are determined by the NSW Department of Education (DoE) to ensure there are places for students who reside in their local enrolment area. Out of area enrolments will be considered if places become available, subject to DoE policies.</p>
<p>Comment regarding the location of drop off/pick up facilities and the staff car park on Elkhorn Street may need to be upgraded to accommodate the expected traffic movements and ensure safety of motorists and students.</p>	<p>The Transport Impact Assessment (TIA) has provided analysis and traffic modelling of the Commissioners Drive / Elkhorn Street and Commissioners Drive / Willowdale Drive intersections. The TIA has identified that both intersections will continue to operate with a good level of service and the forecasted delays do not warrant upgrades.</p>
<p>Question was raised regarding the roundabout at the intersection of Willowdale Drive and Commissioners Drive. It was questioned whether this would be sufficient given the capacity of the school.</p>	
<p>The Traffic Impact Assessment (TIA) was reviewed by the participant. It was suggested parents and carers will park in surrounding streets and walk to the school. In result it was suggested there is a further need for adequate pedestrian crossings around the school to ensure pedestrian safety on Commissioners Drive and Elkhorn Street.</p>	<p>Transport for NSW provides criteria required for pedestrian crossing warrants to ensure the location of these facilities are safe and effectively manage the considerations of all road users. The details informing these criteria are not known for the school when it will be operational, especially with the consideration of potential out-of-area enrolments. While the vehicle volumes can be forecast with relative accuracy and may exceed the requirements for a pedestrian crossing warrant, the pedestrian volumes and desire lines may not. This is particularly relevant given that the number of possible directions and access desire lines is likely to significantly spread the concentration of pedestrians and therefore reduce the effectiveness and efficiency of a crossing.</p> <p>Notwithstanding, an indicative location has been shown to demonstrate an appropriate and likely location should the warrants be met once the school is operational. The ideal location for a crossing should align with pedestrian entry/exit points. However, doing so with the proposed design would remove a substantial amount of bus zone and/or DOPU zone. The ultimate crossing location should be based on an assessment of enrolment spatial data with consideration of desire lines derived from mode splits i.e.</p>

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		<p>the quantum of students walking from specific locations within the enrolment catchment and is a matter that will ultimately be considered by the local Traffic Committee.</p> <p>Parents are only likely to park and not utilise the drop off/pick up facilities if they are required to meet onsite or have some other specific responsibility that requires more than the 2-3 minutes necessary to complete a managed drop off/pick up.</p>
	<p>Concern was raised the SSDA does not propose OOSH services. It was noted the NSW Liberal Government made a 2019 election commitment to introduce OOSH by 2021.</p> <p>It was suggested there was a SEARS requirement to provide information on the operational details of any proposed OOSH facilities. It was suggested the EIS made no reference to these services.</p>	<p>The NSW DoE before and after school care initiative aims to fill gaps in access to services across the state and to clear waiting lists in areas of high demand. Therefore, this matter is one for consideration by the Department.</p>
	<p>The TIA was referenced and acknowledged internal bus routes must be operational before the proposed school opens. This includes additional school period services.</p> <p>Concern was raised that the proposed school would open without adequate bus services during peak times.</p>	<p>It is expected that the development and timing of new or altered bus routes, as well as the provision of associated facilities, could form a condition of consent for the proposed SSDA and will be coordinated by Transport for NSW and Council via the Local Traffic Committee.</p>
	<p>It was suggested the preparation of a Traffic and Parking Management Plan (TPMP) be a condition of consent. It was noted the TPMP is crucial before the school opens to outline the safety of students, family and staff.</p>	<p>It is expected that the development and timing of a Traffic and Parking Management Plan could form a condition of consent for the proposed SSDA and will be coordinated by NSW DoE and the school's stakeholders with a view to being completed and approved prior to the school opening.</p>
Denham Court Resident	<p>Comments were raised regarding the staff car park entrance on Elkor Street. It was suggested the entrance to the car park be moved a few metres up from the current proposed location. It is suggested to move the entrance of the car park between 17 and 19 Elkor Street to reduce impact of residents' driveways and ensure safety for staff entering and exiting the car park.</p> <p>It was suggested the car park is too close to the corner bend of Elkor Street. The participant lives close to the proposed car park and suggests this may raise safety concerns when entering and exiting their property.</p>	<p>In accordance with Australian Standards (Section 3, AS 2890.1), the access of the off-street car park on Elkor Street has been designed to ensure that it is clearly recognised as an access driveway. Additionally, the appearance and character of the driveway is such that it will be clear to vehicle drivers that pedestrians and frontage road traffic have priority of movement.</p> <p>The geometry of the existing roadway is required to ensure cars can safely negotiate the curve of the road. Therefore, if excessive speed is an issue, this will need to be raised with local enforcement. It is expected that the proposed school would further reduce speed in the area.</p>

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Concern was raised regarding potential accidents. The TIA was reviewed by the participant. It was suggested the assessment of 10 cars passing through in an hour is incorrect.

It was suggested Elkor Street is a thoroughfare for residents who reside behind this street. Comments were raised regarding the number of cars passing through within an hour period.

Denham Court resident	Support for the proposed school was raised. It was suggested the proposed school would be a great benefit for the community.	Support acknowledged.
Denham Court resident	Suggestions were made for the proposed school to have a swimming pool. Comments were raised about the surrounding neighbourhood going to Narellan swimming pool. It was noted this is too far and Leppington would be a good area for this.	A public swimming pool was not considered as part of the proposed school and is not considered appropriate for the project.

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## 4 CONCLUSION

This RtS has considered the submissions received in response to the public exhibition of SSD 9476. Submissions were received from DPIE, government agencies, and the general public. In response, amendments to the proposed development and further information have been provided to address these matters. The proposed development as amended is considered to warrant approval for the following reasons:

- Further information has been provided to address comments;
- The design has been amended to consider the GANSW feedback to ensuring design excellence is achieved;
- The amended proposal will result in a high quality development and encourage positive learning outcomes.

Based on the supporting material provided in this RtS in addition to the material provided in the original EIS, DPIE has now been provided with sufficient information and documentation to progress the assessment of SSD 9476. It is requested that DPIE complete the assessment of the SSD and proceed to determination.