

3 February 2020

2190860

Ms Jim Betts
Secretary
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2000

Attention: Jason Maslen

Dear Ms McNally,

NEW SCHOOL IN WAGGA WAGGA (ESTELLA) – SSD 9494 RESPONSE TO SUBMISSIONS

The Environmental Impact Statement (EIS) for the new School in Wagga Wagga (Estella) was publicly exhibited for a period of 28 days, concluding on 11 December 2019. In total, one public submission and six agency submissions were received. Whilst none of the submissions raised any significant concerns regarding the proposal, comments were made around traffic, urban design and services.

The Department of Planning, Industry and Environment (the Department) has also prepared a letter setting out additional information or clarification required prior to final assessment of the project. The proponent, School Infrastructure NSW (School Infrastructure) and its specialist consultant team have reviewed and considered all issues raised.

This report, prepared by Ethos Urban on behalf of the proponent, sets out the responses to the issues raised in accordance with Clause 85A of the *Environmental Planning and Assessment Regulation 2000 (EP&A Reg)*, and details the final project design for which approval is now sought. The final project design includes amendments made by School Infrastructure pursuant to Clause 55 of the EP&A Reg, including changes to address matters raised in the submissions.

A detailed response to each submission is provided in the response table at **Appendix A**, as well as the request for further information from the Department of Planning, Industry and Environment.

The report and **Appendix A** should be read in conjunction with the following attached documentation:

- Amended Architectural Plans prepared by Perumal Pedavoli Architects (**Appendix B**)
- Amended Aboriginal Cultural Heritage Assessment Report prepared by Biosis (**Appendix C**);
- Amended Infrastructure Management Plan prepared by Northrop (**Appendix D**); and
- Traffic Reports prepared by Ason Group (**Appendix E**).

1.0 Consultation

In responding to the submissions from Council and TfNSW (formerly RMS), School Infrastructure and their consultant team have met with representatives of each on 20 December 2019, 13 January 2020 and 28 January 2020. The outcome of these meetings has informed the amendments proposed to the vehicle entry and pick up / set down on Estella Road and amendments to the Traffic Impact Assessment (see **Appendix E**).

2.0 Proposed Design Refinements

It is noted that there have been minor changes to the proposal as a result of design development and in discussions with Wagga Council regarding traffic and the design of the drop off / set down zone. The changes are summarised as follows:

- The stair on south-eastern corner of block D has moved towards the building.
- Brick cladding has been added to level 00 of block D.
- An outdoor learning area has been added to the southern facade of block E.
- The walkway has been amended on the northern facade of block F.
- Glazing and mechanical details have been amended on Block E & F.
- Glazing extent has been amended on the hall (Block C) to improve natural light and ventilation.
- Mechanical louvres amended to suit the revised façade design.
- Part of the external plant area adjacent to Block D has been relocated within the roof space of Block C.
- Screen perforated balustrade colours on Block B, C and E updated
- Introduction of channelised right turn to enter the school vehicle entry on Estella Road;
- Co-location of the car park entry and pick up / set down zone; and
- Widening of the exit from drop off / set down zone.

Tree Removal

It is noted that a separate Development Application has been made to Wagga Council that includes earthworks and tree removal at the site. As a result of the Council DA there is no tree removal required as part of the SSD DA. Accordingly, tree removal is no longer required or sought by this SSD application and the Arborist Report, Biodiversity Development Assessment Report and subsequent Biodiversity Credits are not applicable.

Determination of the application is anticipated in the next fortnight. A copy will be provided to the Department for information purposes on receipt by School Infrastructure.

2.1 Overview of Proposal (as amended)

The proposal seeks approval for the following key development:

- Construction of six (6) new 2-storey school buildings comprising:
 - Collaborative learning spaces;
 - Classrooms;
 - Offices for teachers and administrative staff;
 - Hall; and
 - Library.
- Associated site landscaping and open space improvements;
- Parking, pick up and set down and loading facilities;
- Substation; and
- School signage.

The revised supporting documentation enables the Department to undertake an informed assessment of the amended proposal. Renotification of the application is not warranted as that scope of the proposal has reduced and changes to the traffic arrangement are a result of consultation with Council.

3.0 Key Issues and Response

3.1 Traffic and Parking

Issue

We note that TfNSW did not object to the development and has provided comments for consideration regarding road safety and operation considerations. Council and the Department raised comments regarding traffic modelling and the design of the pickup / set down and provision of car parking.

We note that Council strongly supports the pedestrian crossing linking the school to the neighbourhood of Estella.

Response

Operational Traffic Impacts

Council has requested additional modelling for impacts on Estella Road, Boorooma Street and Pine Gully Road inclusive of anticipated growth in the area. Council notes that they will take the lead on this work and will develop longer term solutions and options depending on the sequencing of new development and subdivision.

An additional modelling assessment has been conducted (see **Appendix E**) using strategic model outputs for 2031—provided by Council—consistent with Wagga Wagga Spatial Plan 2013/2043. AM data only has been provided, representing the worst peak in terms of concentration of traffic and alignment with the network peak.

The data considers the full development potential of the Site and changed traffic conditions as a result of the current and anticipated development in the precinct. As shown in Table 2 and Table 3 of the Ason Report at **Appendix E** of the trip generation for the school has been increased to 0.8 per student being driven and the distribution in accordance with the agreed methodology and strategic models.

The results of the amended SIDRA modelling are provided at **Figure 1** below.

Intersection	Parameter	2018	2030 Base	2030 Base + School
Estella Road / Pine Gully Road	Worst Movement	South-Right	South-Right	East-Right
	Delay (sec)	7	8	10
	LoS	A	A	A
	Approach with longest queue	South	South	South
	Length of longest queue (m)	2	7	12
Estella Road / School Access	Worst Movement	North-Right	-	North-Right
	Delay (sec)	3	-	8
	LoS	A	-	A
	Approach with longest queue	East	-	East
	Length of longest queue (m)	2	-	18
Estella Road / Gunn Road	Worst Movement	South-Right	South-Right	North-Right
	Delay (sec)	4	5	10
	LoS	A	A	A
	Approach with longest queue	South	South	North
	Length of longest queue (m)	1	2	15
Estella Road / Boorooma Street	Worst Movement	North-Right	West-Right	West-Right
	Delay (sec)	10	691	1805
	LoS	A	F	F
	Approach with longest queue	North	West	West
	Length of longest queue (m)	3	381	847
Estella Road / Boorooma Street (Upgrade)	Worst Movement	-	West-Left	West-Right
	Delay (sec)	-	19	30
	LoS	-	B	C
	Approach with longest queue	-	South	South
	Length of longest queue (m)	-	78	88

Figure 1 SIDRA Modelling results

Source: Ason Group

The results show that with the increased trip rate the intersections along Estella Road continue to operate with a good Level of Service (LoS) in 2030 with the exception of Estella Road / Boorooma Street.

When modelled using the forecast 2030 traffic (no additional school traffic), this intersection has a LoS F (fails) due to the right turn movement out of Estella Road not being able to find enough appropriate gaps to make the turn into the increased flows on Boorooma Street. The results confirm the school does not have a significant impact on the traffic network operation and rather background growth is the reason for network failure in the future.

Sensitivity analysis demonstrates that the proposed upgrade of the Estella Road / Boorooma Street intersection to a roundabout alleviates the issue and results in spare capacity.

Estella Road Interface

Council has requested further consideration of the interface with Estella Road in relation to the main access, parking facilities, pick-up & drop of area and linkage with pedestrian network as well as road and intersection treatment at Gunn Drive.

SINSW met with Council on 20 December 2019, 13 January 2020 and 28 January 2020 to discuss the design of the Estella Road frontage. Following discussions with Council and TfNSW, the proposed interface with Estella Road has been changed to consolidate the car park access with the pick up / set down, reducing potential conflicts and increasing the storage in the pick up / set down. The modelling results shown in Figure 1 demonstrate that the intersection of Estella Road / Gunn Drive / Pick up / set down continues to operate satisfactorily (LoS A).

Based on the estimated peak hourly traffic volumes, a turn treatment review at the intersection of Estella Road with the School access was undertaken in accordance with Austroads Guide to Road Design Part 4 – Intersections and Crossings: General (AGRD4). The results indicate that a channelised right turn treatment, will be required on Estella Road based on forecast traffic volumes.

The channelised right turn is now proposed as shown at **Figure 2** below.

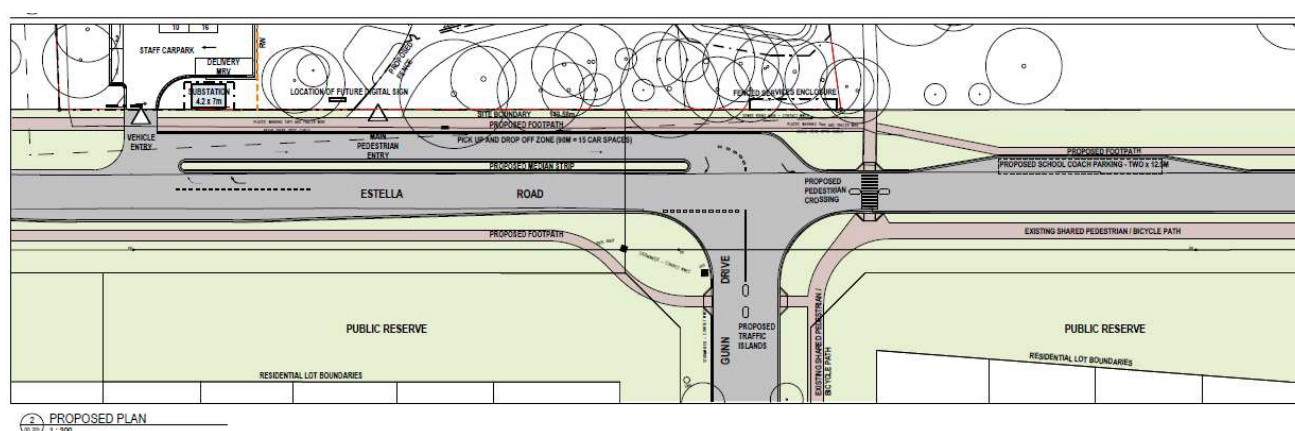


Figure 2 Proposed Estella Road pick up / set down arrangement and channelised right hand turn

Source: Perumal Pedavoli Architects

Parking

The Wagga Wagga DCP 2010 specifies parking rates for primary and secondary schools as 1 space/two employees plus 1 space/ten senior students (Years 11 and 12). Noting that the Proposal is for a primary school, there are no year 11 or 12 students.

The School will provide a total of 22 off-street parking spaces, and therefore be fully compliant with the DCP as well as provide a surplus for additional visitor parking and future growth without impacting on the on-street parking.

Parking spaces required are for 16 teachers (1 per classroom) and 8 additional admin staff = $24/2 = 12$ parking spaces.

The School proposes 23 parking spaces managed as:

- 21 spaces (school use)
- 1 accessible
- 1 MRV for service vehicles (2.5m x 8.8m)

Accordingly, the proposed 23 onsite parking spaces provided for the Estella Public School is greater than the Wagga Wagga DCP 2010 parking requirement and is suitable for the schools needs. We note that the parking requirements also accord with the NSW ESFG Guideline requirements.

The parking rate for people with disabilities is in accordance with the Building Code of Australia 2011 Table D3.5 car parking numbers for people with a disability which specifies 1 space per 100 car parking spaces for a class 9b (a) School. The School meets the accessible parking requirement with the provision of 1 accessible parking space.

4.0 Conclusion

The proponent and project team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions has been provided within the accompanying documentation.

We trust that the responses provided above will enable the Department to finalise their assessment of the SSD DA. Given the environmental planning merits (and the ability to suitably manage and mitigate any potential impacts) and significant public benefits proposed, it is requested that the Minister approve the application. Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or cmcgillick@ethosurban.com.

Yours sincerely,



Chris McGillick
Principal, Planning