

# RESPONSE TO SUBMISSIONS REPORT

ALEX AVENUE PUBLIC SCHOOL\_SSD\_9368



JUNE 2019  
P4090  
PREPARED FOR DEPARTMENT OF EDUCATION



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# 1. INTRODUCTION

## 1.1. OVERVIEW

This Response to Submissions (RtS) Report has been prepared to respond to submissions received during the public exhibition of SSD 19\_9368 for 'Alex Avenue Public School'. Public exhibition of the SSD ended on 1 May 2019. During this period submissions were received from:

- NSW Department of Planning and Environment (DP&E);
- Blacktown City Council (the Council);
- NSW Environment Protection Authority (EPA);
- NSW Office of Environment and Heritage (OEH);
- Rural Fire Service (RFS);
- Roads and Maritime Services (RMS);
- Sydney Water (SW);
- Endeavour Energy (EE); and
- Transport for NSW (TfNSW).

No additional comments were received from the Government Architects Office NSW (GANSW). One neighbour submission was received from Catalina Developments.

The key matters raised in the agency submissions relate to:

- Lack of details shown in architectural plans;
- Stormwater management;
- Traffic impacts (use of car park, location of pick up and drop off zone, construction of local road network);
- Contamination; and
- Out of hours use of school facilities.

This submission responds to the above matters raised and provides an overview of proposed changes to the design since lodgement to the Department of Planning & Environment (DP&E).

In accordance with Section 85A of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulations), the Applicant is required to respond to all issues raised in these submissions.

All relevant plans and documentation have been updated accordingly to reflect the minor amendments to the proposal.

## 1.2. REPORT STRUCTURE

This RtS has been structured as follows:

- **Section 1:** Introduction.
- **Section 2:** Overview of the amended proposal.
- **Section 3:** Response to submissions.
- **Section 4:** Conclusion.

### 1.3. PROJECT TEAM

A range of specialist consultants were engaged to assist in the preparation of this RtS comprising:

Table 1 – Project Team

<b>Deliverable</b>	<b>Consultant</b>	<b>Appendix</b>
Amended Architectural Plans	Group GSA	<b>Appendix A</b>
Amended Visual Perspectives	Group GSA	<b>Appendix B</b>
Amended Environmental Noise Assessment	Acoustic Logic	<b>Appendix C</b>
Amended Landscape Plans	Group GSA	<b>Appendix D</b>
Amended Traffic Impact Assessment	Bitzios	<b>Appendix E</b>
Amended Green Travel Plan	Bitzios	<b>Appendix F</b>
Amended Urban Design Report	Group GSA	<b>Appendix G</b>
Preliminary School Operational Plan	SINSW	<b>Appendix H</b>
Amended Civil Plans	Northrop	<b>Appendix I</b>
Amended Civil Report	Northrop	<b>Appendix J</b>
Final Aboriginal Cultural Heritage Assessment Report (ACHAR)	Biosis	<b>Appendix K</b>
Amended Construction Management Plan	RCC	<b>Appendix L</b>
Unexpected Finds Protocol	EDP	<b>Appendix M</b>
Section J JV3 Report	Meinhardt	<b>Appendix N</b>
Bushfire Consultant Response	Paterson Bushfire	<b>Appendix O</b>
Water Conservation Advice Letter	Meinhardt	<b>Appendix P</b>
Stormwater Advice Letter	Northrop	<b>Appendix Q</b>
Temporary Car Park Letter and Plans	Bitzios	<b>Appendix R</b>

## 2. OVERVIEW OF AMENDED PROPOSAL

### 2.1. OVERVIEW

In accordance with Section 55 of the EP&A Regulations, the proposal seeks to make minor amendments to the proposed development. The amendments are a result of design development and in response to agency submissions. The following minor amendments to the original design (as exhibited) are proposed:

- Amendments to building design and internal floor layouts including relocation of external fire stairs and minor changes to the COLAs;
- Relocation of the special needs pick-up and drop-off zone to be contained wholly within the School boundary;
- Provision of a single PWD space within the special needs pick-up and drop-off zone;
- Provision of a temporary 6-metre Easement along the eastern boundary of the site to allow for vehicle access to Lot 4;
- Relocation of all services including the substation, temporary waste bin storage area and PWD parking spaces away from the 6-metre easement;
- Indicative location of a temporary onsite staff car park containing 32 spaces should Council's adjacent car park not be completed in time for the School's opening;
- Indicative location of a temporary onsite student drop-off and pick-up zone should Council's adjacent car park not be ready in time for the School's opening;
- Amendments to landscaping including additional tree plantings and minor changes to outdoor learning areas;
- Amendments to the civil design following further detailed design;
- Inclusion of an indicative strategy regarding the out of school hours use of school facilities by the community;
- Provision of additional out of hours access to the site for construction vehicles;
- Relocation of bicycle storage areas to adjacent to the school hall building; and
- Relocation of hydrant booster pump room within the Farmland Drive frontage.

The proposal is shown in the amended Architectural Plans contained at **Appendix A**. A visual comparison of the original scheme and the amended proposal is provided below in **Figure 3**. **Figure 4** provides comparisons of the ground floor layout and **Figure 5** provides a comparison of the original landscape scheme and the amended landscape proposal.

### 2.2. TEMPORARY STAFF CAR PARK AND PICK-UP/DROP-OFF ZONE

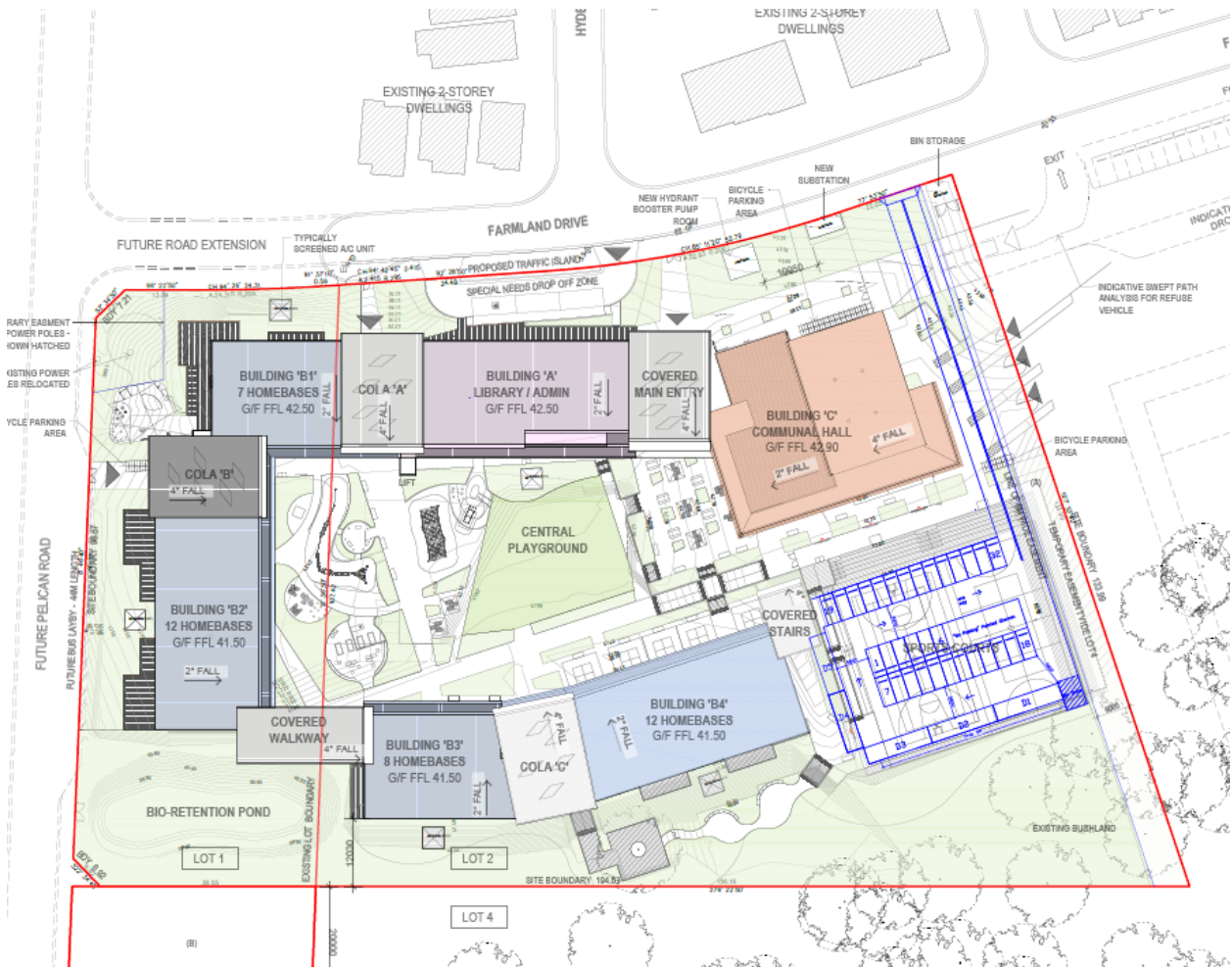
The amended proposal provides an indicative location for temporary onsite staff car parking and drop-off/pick up zone for Stage 1 of the School's operation. During Stage 1, the School is projected to serve a total of 400 students and 35 staff members. The temporary car park will only be needed if Council does not construct the adjacent car park in time for School opening. It will contain 32 staff car park spaces as well as provide a drop-off and pick-up zone capable of accommodating up to five (5) vehicle at any time.

Based on Stage 1 numbers, the temporary car park will require 39 spaces as per the Blacktown Growth Centres Precinct DCP. There is therefore a deficiency of seven (7) parking spaces per the parking requirements outlined in the DCP. This is found to be a necessary outcome due to constraints of the available site and the intention of providing a more flexible and smoother drop-off area. It is further recognised that while the DCP allows each staff member their own space, the mode share of primary school staff in the Blacktown LGA is not comprised entirely of private vehicles, therefore some leeway in parking demand is possible.

The temporary car park, if required, will be located towards the eastern boundary of the site as shown in **Figure 1** below (roughly within the area of the proposed sports courts). It will also accommodate a provisional waste storage area until the temporary Easement is extinguished, and the bin area can revert to its location near Farmland Drive frontage.

Additional traffic advice has been provided by Bitzios at **Appendix R** which includes an assessment of the temporary parking area against the relevant Australian Standards. This advice also includes temporary car park plans to show the layout of the temporary parking arrangements for Stage 1 of the School's operations. The plans include swept paths to demonstrate that both regular and waste service vehicles will be able to manoeuvre around the temporary parking site as well as enter and exit this area in a forward manner.

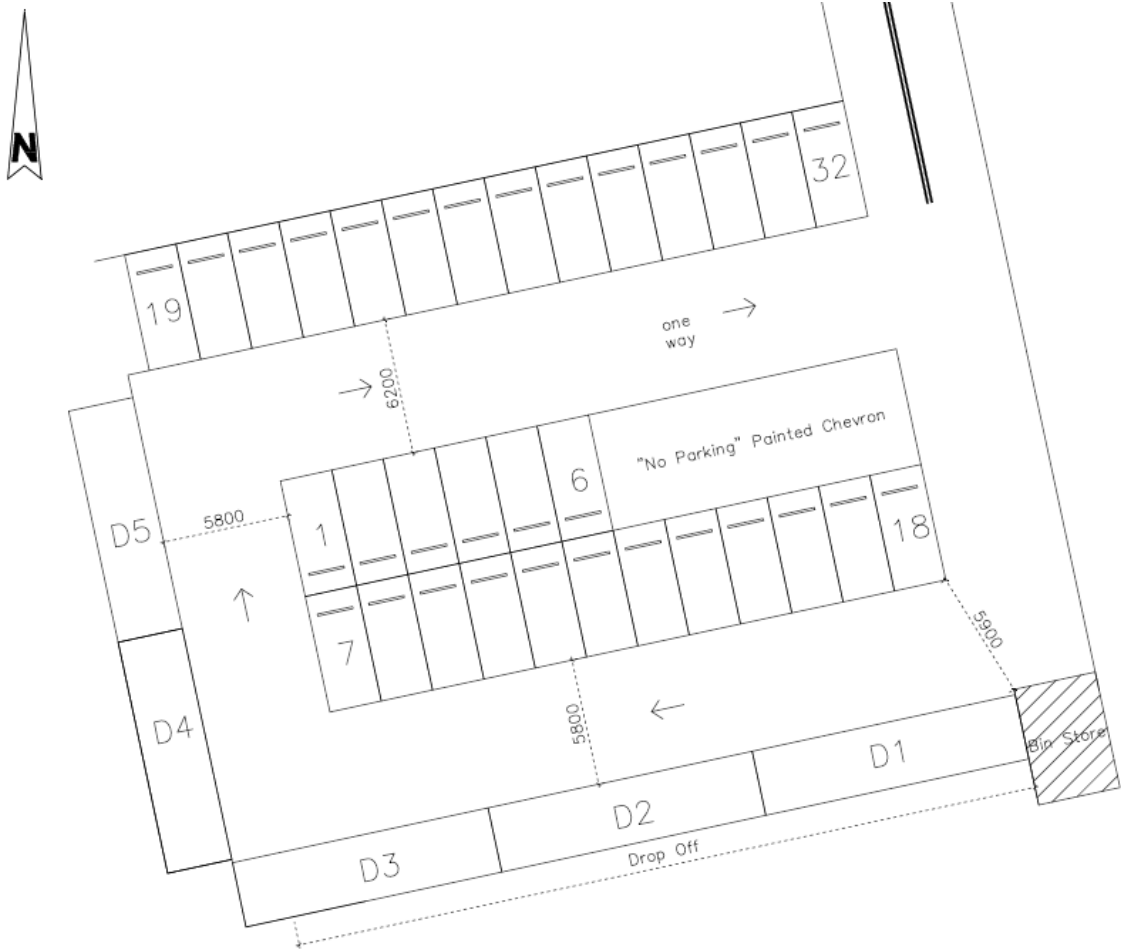
Figure 1 – Indicative location for temporary car park and drop-off zone



Source: Bitzios

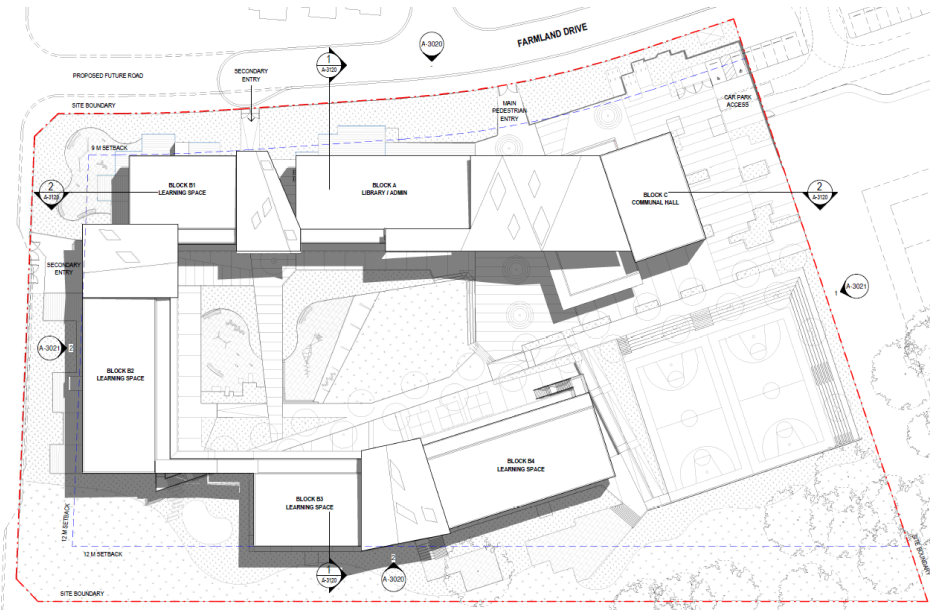


Figure 2 - Indicative layout for temporary car park and drop-off zone

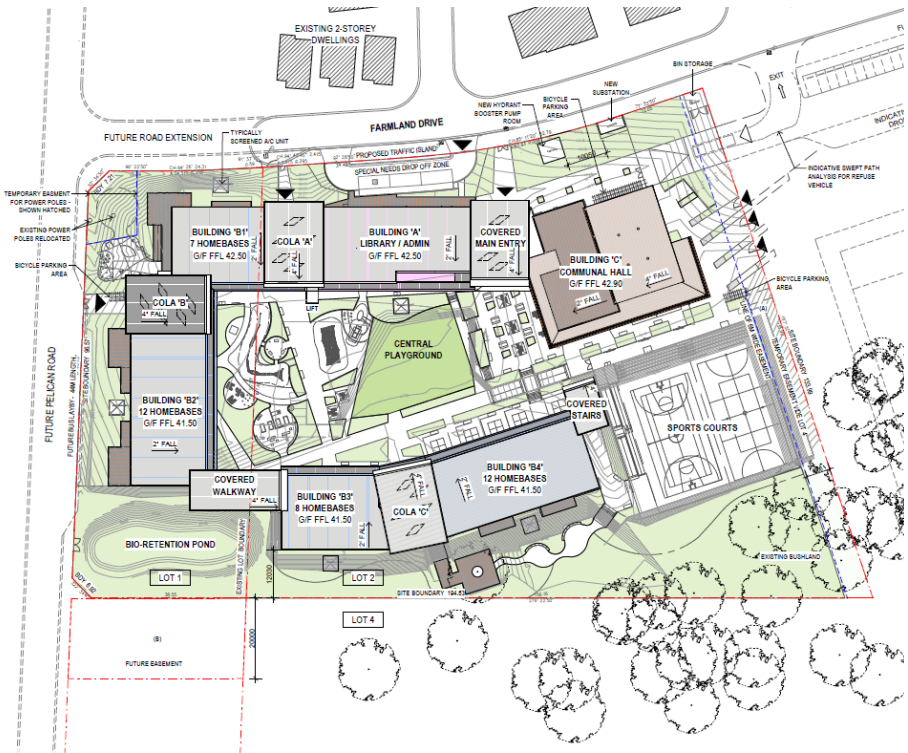


Source: Bitzios

Figure 3 – Comparison of Original Site Plan (As Exhibited) and Amended Site Plan

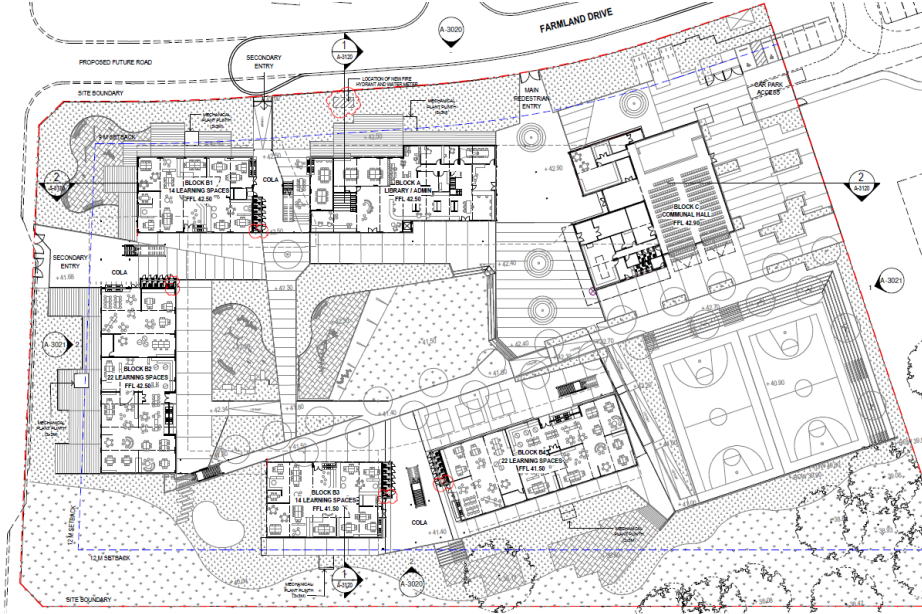


Picture 1 – Original Site Plan (As Exhibited)  
Source: Group GSA



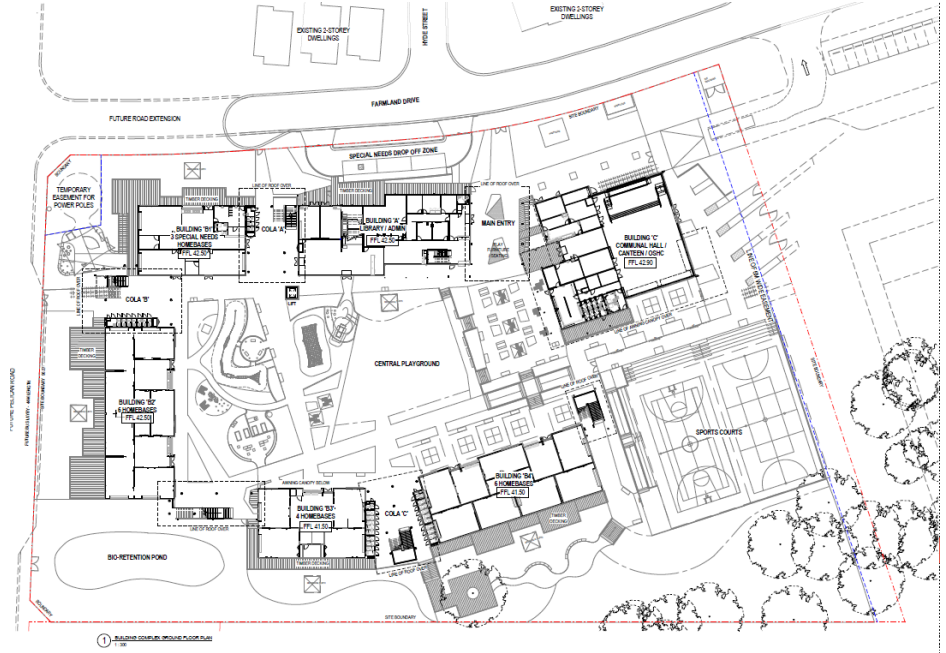
Picture 2 – Amended Site Plan  
Source: Group GSA

Figure 4 – Comparison of Original Site Ground Floor Plan (As Exhibited) and Amended Site Ground Floor Plan



Picture 3 – Original Site Ground Floor Plan (As Exhibited)

Source: Group GSA



Picture 4 – Amended Site Ground Floor Plan

Source: Group GSA

Figure 5 – Comparison of Original Landscape Plan (As Exhibited) and Amended Landscape Plan



Picture 5 – Original Landscape Plan (As Exhibited)  
Source: Group GSA



Picture 6 – Amended Landscape Plan  
Source: Group GSA

Figure 6 – Amended Streetscape Perspectives



Picture 7 – View looking east towards school from corner of Farmland Drive and Pelican Road.

Source: Group GSA



Picture 8 – View looking south to school from Farmland Drive.

Source: Group GSA

## 2.3. INDICATIVE OUT OF SCHOOL HOURS USE OF SCHOOL FACILITIES

As identified in the EIS as exhibited, Alex Avenue PS will seek to implement an OOSH strategy for the community use of the school's facilities. The following table provides the indicative out of school hours (OOSH) use of the school facilities by community groups and the future school body.

Use	Proposed
<b>School Hall</b>	<ul style="list-style-type: none"> <li>• Intended to be used by school only.</li> <li>• No community use of hall proposed.</li> <li>• Occasional evening use by school for music performances, presentations, parent/teacher nights.</li> <li>• Hall to be made available to the school during the following operating times:               <ul style="list-style-type: none"> <li>– Weekdays – available for use until 9.30pm (allow for additional 30min pack down until 10pm).</li> <li>– Saturdays - between 8.00am and 6.00pm (allow for additional 1hr pack down until 7pm).</li> <li>– Sundays and public holidays – no use of school hall.</li> </ul> </li> </ul>
<b>Outdoor Sports Courts</b>	<ul style="list-style-type: none"> <li>• Intended to only be used by school during school operating hours.</li> <li>• Occasional afternoon and weekend use for sports tournaments/competitions.</li> <li>• Sports Courts to be made available to the school and wider community during the following operating times:               <ul style="list-style-type: none"> <li>– Weekdays – available for use from 3pm until 6pm (allow for additional 1hr pack down until 7pm).</li> <li>– Saturdays - between 8.00am and 6.00pm (allow for additional 1hr pack down until 7pm).</li> <li>– Sundays and public holidays – no use of sports courts.</li> </ul> </li> </ul>
<b>Library</b>	<ul style="list-style-type: none"> <li>• Intended to only be used by school during school operating hours.</li> <li>• No community use of library proposed.</li> </ul>
<b>OOSH</b>	<ul style="list-style-type: none"> <li>• Out of school hours (OOSH) use of the school facilities will operate during weekdays at Mornings 6.30am – 9am and Afternoons 3pm – 6.30pm.</li> </ul>
<b>Council Car Park</b>	<ul style="list-style-type: none"> <li>• At this point, there are ongoing discussions with Blacktown City Council regarding the joint use of the adjacent council car park by the school to accommodate staff parking and the main drop off/pick up zone.</li> </ul>

## 3. RESPONSE TO SUBMISSIONS

The SSD was placed on public exhibition until 1 May 2019. During this period, various government agencies and members of the community were invited to make written submissions on the project. From this, a total of nine submissions were received from government, agencies and organisations and one submission was received from the general public.

### 3.1. GOVERNMENT AGENCY SUBMISSIONS

Government agency submissions were received from:

- NSW Department of Planning and Environment (DP&E);
- Blacktown City Council (the Council);
- NSW Environment Protection Authority (EPA);
- NSW Office of Environment and Heritage (OEH);
- Rural Fire Service (RFS);
- Roads and Maritime Services (RMS);
- Sydney Water (SW);
- Endeavour Energy (EE); and
- Transport for NSW (TfNSW).

No additional comments were received from the Government Architects Office NSW (GANSW).

A response to the comments raised within each submission has been provided within **Table 2** of this RtS Report. While the exact wording of the submissions may not be captured, the intent and the issues raised have been identified and addressed. The key matters raised within the submissions relate to:

- Lack of details shown in Architectural Plans;
- 6-metre Easement along the eastern boundary;
- Issues regarding stormwater management;
- Traffic impacts (the shared use of Council car park, the location of pick up and drop off zone, construction of the local road network);
- Contamination; and
- Out of hours use of school facilities.

Table 2 – Response to Government Agency Submissions

Issue	Comment	DoE Response	Reference
<b>NSW Department of Planning and Environment:</b>			
Site reference and planning	<p>The EIS and associated documentation refer to an historic Lot and DP. All relevant documentation, including the application form, must be updated to reflect the correct Lot and DP and submitted to the Department. Details of the adjoining land should also reflect current cadastre.</p> <p>The proposed layout of the school has not taken into consideration the 6m wide easement or access and services located along the eastern boundary of the site in favour of the adjoining land. The layout of the school must be redesigned taking into consideration the right of access over the subject site.</p>	<p>The site comprises of Lot 1 and Lot 2 in Deposited Plan 1244925, as acquired by NSW Department of Education. All relevant plans and documentation have been updated to reflect the correct Lot and DP references. Refer to amended site plans provided in <b>Appendix A</b>.</p> <p>A 6-metre Easement has been provided along the eastern boundary of the site to ensure temporary access to the adjoining piece of land (Lot 4). The proposed easement does not impact on the design of the building layout, however the two (2) PWD spaces have been removed and a single PWD space is now proposed to be accommodated within the special needs drop off zone off Farmland Drive. Other services including the substation have been relocated away from the easement. Furthermore, a temporary waste bin area will also be accommodated within the temporary car park area until such time that the Easement can be extinguished.</p>	<b>Appendix A</b>
Long-term planning	<p>The Environmental Impact Statement (EIS) included an Options Analysis with three designs, including two options which provided the main entrance to the future Pelican Road and the third option providing the main entrance from Farmland Drive. Farmland Drive is a local road which is approximately 9m wide and has no pedestrian or cycling facilities within the road reserve. The Department considers Farmland Drive an inappropriate main frontage to the site given the classification of the road and lack of supporting infrastructure to assist with accessing the site. The Department considers that the main frontage to the</p>	<p>The proposal has been through a thorough design review process which included incorporating feedback from GANSW. An options analysis for the masterplan has been included in the amended Urban Design Report which details the benefits of the final layout. As there is still no indication on when Pelican Road will be delivered, the proposal continues to provide the main pedestrian entrance off Farmland Drive. Notwithstanding, the proposal does provide a pedestrian entrance off Pelican Road which can be augmented in the future once Pelican Road is constructed.</p>	<b>Appendix G</b>



Issue	Comment	DoE Response	Reference
Design excellence	<p>school should be designed to facilitate the long-term functioning of the school (not the short-term) and should be redesigned to address the future Pelican Road, which has been identified as a major road under the Alex Avenue Precinct Plan. A staged approach to operation may be considered to reflect the timing of delivery for Pelican Road.</p> <p>The design outcomes outlined within the Urban Design Report is entirely inconsistent with the design proposal reviewed by the State Design Review Panel (SDRP) and cannot be supported. The current proposal presents large areas of monolithic blank façades of undefined materiality to the public domain, without contribution to the streetscape and without a positive impact on the quality and character of the neighbourhood.</p> <p>The proposal has been stripped of all design quality, lacking in articulation, detail, sophisticated materiality and aesthetic appeal. The original proposal of pavilion forms in a landscape setting has been replaced by forms of undifferentiated scale with little indication of how landscaping is integrated into the project.</p>	<p>The amended Urban Design report includes updated visual perspectives which demonstrate that the proposal provides high quality design and will result in a positive impact on the surrounding streetscape.</p> <p>The form of the new buildings are articulated to the street and residential frontages to reduce the perceived bulk and scale. The facades are complemented by variety of natural appearing materials (timber and a changing patina materiality to the CFC Base) and colour, which provide visual interest and a more appealing street frontage.</p> <p>The design of the new buildings contrasts geometric shapes at street level with a diagonal COLA structure creating an impressive and welcoming entry. The double storey building elements are expressed as rectilinear volumes, fragmenting the building form with an array of window locations playfully designed across the facades and providing visual interest at street level. The upper levels appear to float above, cantilevering along the home base structures providing outdoor covered learning areas,</p>	<p><b>Appendix G</b></p> <p><b>Appendix G</b></p>

Issue	Comment	DoE Response	Reference
Transport, traffic and parking	<p>The buildings do not demonstrate consideration of Ecologically Sustainable Development (ESD) principles with no indication of how access to natural light, ventilation and other passive design strategies would be achieved. The drawings provided as part of the ESD analysis and report are for the original Hayball design, not the proposed Group GSA design and therefore the ESD analysis is not representative of the proposal.</p>	<p>the generous setback distance from the boundary varies along the street frontage.</p> <p>A new Section J Report has been prepared by Meinhardt which addresses ESD matters in relation to Group GSA's updated design.</p>	<p><b>Appendix N</b></p>
	<p>Other issues raised at the SDRP not addressed by the proposal include:</p> <ul style="list-style-type: none"> <li>• addressing Pelican Drive as a primary street frontage.</li> <li>• bus drop-off and pick up zones.</li> <li>• carparking and bicycle parking provisions including potential conflicts between vehicles and pedestrians.</li> </ul> <p>The issues raised above must be addressed prior to review by GANSW. Additionally, the Department requires the Applicant to consult further with GANSW.</p>	<p>Bitzios has advised that given the surrounding low-density context of the site, it is unlikely that many students will utilise bus services. Further, the design of Pelican Road including the future School bus drop-off and pick-up zone has not been finalised yet.</p> <p>Access to the future joint use Council car park will be provided via Farmland Drive.</p> <p>A walking school bus is proposed from the closest existing bus stop to the School until Pelican Road is constructed to ensure the safe movement of students to the site. The amended Urban Design Report at <b>Appendix G</b> provides an updated circulation strategy which shows the proposed movements of pedestrians and vehicles around the site.</p>	<p><b>Appendix G</b></p>
	<p>The Department has concerns with regard to the potential impacts traffic generation of the proposed school would have on the local road network prior to the construction of Pelican Road, particularly given the lack of public transport options that would be available to the site. Council's Development Control Plan (DCP) requires the provision of one car parking space per staff</p>	<p>A formal agreement for joint use of Council's car park to be located on land immediately east of the school site will continue to be developed through ongoing negotiations between SINSW and Blacktown City Council. SINSW is working together with Council, along with the respective project teams to ensure alignment in the design of the two sites. At this point in time limited design of the proposed joint use car park has been</p>	<p><b>Appendix R</b></p>

Issue	Comment	DoE Response	Reference
	<p>member, and one space for every 100 children. Based on these requirements, 80 car parking spaces are required. It is acknowledged that a joint parking strategy is proposed for a future Council car park adjacent to the eastern boundary of the site and that these parking spaces would be provided within the Council reserve to the east of the site.</p> <p>However, no information has been provided in relation to the design and timing of construction of the car park. Details of the proposed joint parking strategy are required. This should include details on the timing of the construction of the car park and who would be responsible for the construction of the car park. The car park including the proposed drop-off/-pick-up bay should be operational prior to the opening of the school.</p> <p>The Department raises concern with regard to the location of the proposed drop-off/pick-up for students with disabilities on Farmland Drive which is a narrow road that would carry a significant volume of traffic. Additional details, including the design and timing of construction, are required demonstrating that the proposed drop-off/pick-up facilities would be provided prior to the operation of the school to cater for the proposed for 1,000 students and 70 staff without impacting on the surrounding residential roads.</p> <p>The EIS indicates that a bus bay would be located along the future Pelican Road, as buses are not proposed to access Farmland Drive. Insufficient information has been provided in relation to the design,</p>	<p>undertaken. In a meeting held between SINSW and Blacktown City Council on 14 May 2019, SINSW expressed a desire to have the car park works completed to allow for school operation for D1T1 2020, which was acknowledged by Council.</p> <p>If delivery of the car park is delayed, SINSW have committed to providing a temporary onsite staff car park and drop-off/pick-up zone. Plans have been prepared (refer <b>Appendix R</b>) by the project team to show the inclusion of temporary parking arrangements and waste servicing for Stage 1 of the School's operations.</p> <p>The proposed drop-off / pick-up for students with disabilities is located off-street with gated access as indicated in the amended site plan. Farmland Drive is not planned to carry significant volumes of traffic in the future as per the road hierarchy of the Indicative Layout Plan.</p> <p>The design of Pelican Road has not yet been finalised and will be delivered by a private developer.</p> <p>Bitzios has not received any detailed bus layby design to undertake a further assessment (e.g. prepare line marking and signage plan or undertake capacity and sightline assessment). A</p>	<p><b>Appendix A</b></p>

Issue	Comment	DoE Response	Reference
	<p>timing of construction and who would construct the bus bay. These details are required.</p> <p>While the Department recognises that the provision of infrastructure is the responsibility of Council, no information has been provided by demonstrating that the expected infrastructure would be in place prior to the operation of the proposed school. Given it is proposed to utilise assumed future pedestrian infrastructure in lieu of public transport, the Department requires additional information be provided relating to the design and delivery of the required infrastructure as well as the proposed “walking school bus” routes. Without appropriate pedestrian infrastructure, the Department raises serious concerns with regard to safety of children using the “walking school bus” model.</p>	<p>construction staging plan will be prepared prior to CC to identify the construction priorities. The traffic report will be updated to highlight the parking construction priority once the joint use car park construction is finalised.</p> <p>The delivery of the surrounding local street network is Council’s responsibility. As such, ongoing consultation is taking place between SINSW and Council with regards to the provision and staging of the surrounding local infrastructure. Bitzios has advised that Road Safety Audits are normally undertaken for a design of an existing road and in this case, it should refer to an existing or proposed ‘Walking School Bus’ route. Bitzios are not able to audit a non-existing ‘Walking School Bus’, unless they audit all planned pedestrian infrastructure in the precinct which would be a substantial and unnecessary undertaking.</p> <p>Noting the above, SINSW would accept a condition of consent that requires prior to the new School opening, a report detailing what the current condition of the local footpaths is to be provided to the DPE. This report would also nominate safe pedestrian routes to the School. Notwithstanding, in their amended report Bitzios advise that to facilitate safe pedestrian movement to the School, warning signs and school speed zones should be implemented along sections of Farmland Drive and Pelican Road adjacent to the school site.</p> <p>Due to the current self-contained nature of the street network near the school site, buses accessing Farmland Drive cause traffic issues in their need to turn around and manoeuvre back towards Alex Avenue. Council has restricted the use of buses on Farmland Drive prior to the construction of Pelican Road, when a corresponding future bus lay-by on the west side of site will be constructed.</p>	<p><b>Appendix E</b></p>

Issue	Comment	DoE Response	Reference
		<p>Therefore, in the interim, a ‘Walking School Bus’ has been nominated for pedestrian (student) journeys to the School. A Walking School Bus (WSB) is an initiative to have a group of primary school students walking to and from school together as a group, guided by a minimum of two (2) supervising adults. Supervisors can be staff members, volunteers and parents, and they usually guide the ‘bus’ with one leading and one bringing up the rear. During the course of the program, supervisors are expected to model, teach and encourage safe walking habits, including crossing the road at safe locations, stopping at kerbs and doing safety observation checks (look left-right-left).</p> <p>A WSB program can have a number of beneficial effects for school, children and the larger community as a whole. It can inspire healthier modes of transportation, reduce congestion and traffic load, build social relationships and a sense of community, and establish physically active travel patterns from a young age. For the Alex Avenue Public School, the WSB can follow a set route through the local Alex Avenue Precinct, depending upon where participating students live. Due to distance and safety reasons, it is recommended to restrict the route to the south side of Schofields Road such that the WSB is not required to cross the higher volume arterial road. At a maximum, the route should be no longer than 2km, preferably within a 30-minute journey.</p>	
Other matters	The EIS indicates that the “previous scheme provided in earlier project states” was assessed for “compliance with the thermal performance requirements of Section J of the NCC 2019.” The Department requires the Applicant to demonstrate that the development as proposed can achieve the minimum 4-Star Green Star rating (or equivalent) as required by conditions of consent for other recent school approvals.	A new Section J report has been prepared by Meinhardt to address ESD matters. Energy simulation was undertaken to provide a performance method of verification (JV3) in relation to NCC Section J standards. The assessment process under JV3 requires a comparison of simulated annual energy consumption of a reference building to the proposed building utilising the required assumptions and inputs for JV3. On this basis, the outcome of this JV3 assessment demonstrates achievement of	<b>Appendix N</b>

Issue	Comment	DoE Response	Reference
	<p>Concerns are raised regarding the Noise Impact Assessment prepared by Acoustic Logic, including the location of noise monitoring, being within the school site and not at the most affected noise sensitive receivers. Monitoring is required to be undertaken in accordance with the NSW Industrial Noise Policy. An amended Noise Impact Assessment which addresses these deficiencies (including those raised by the EPA) should be provided.</p> <p>A detailed assessment of the predicted operational noise impacts on surrounding residential developments, including out of hours use of school facilities (including but not limited to the hall and sports courts) is required.</p> <p>The EIS includes proposed construction hours exceeding those times given in the EPA's Interim Construction Noise Guidelines. The Department does not support extended construction hours. All relevant Construction Management Plans must be updated to reflect the Interim Construction Noise Guidelines.</p>	<p>compliance for the proposed glazing and insulation variations for the building (as outlined in section 7).</p> <p>Acoustic Logic has confirmed that the monitoring location was close to the nearest residential receivers and given there was no local noise sources, the acoustic environment should be representative. The NPfl permits noise monitoring not at the residential receiver provided that the noise environment is similar. Notwithstanding, additional monitoring has been undertaken adjacent to the nearest receivers and this has been included in the latest assessment.</p> <p>Community use of the School facilities outside normal school hours has been addressed in Section 11 of the amended Environmental Noise Assessment report.</p> <p>The amended Construction Management Plan provided <b>Appendix L</b>) proposes the following construction hours:</p> <ul style="list-style-type: none"> <li>• Monday to Friday: 7am – 6pm</li> <li>• Saturday: 7:30am – 3:30pm</li> <li>• Sundays or Public Holidays: No work.</li> </ul> <p>We also request out of hours access to the site for up to 10 days to deliver oversized loads in accordance with RMS requirements. It is anticipated that the trucks will arrive on the site between 2am - 4am. Following arrival on the site, an additional 2 hours will be required to manoeuvre the trucks (x10) onto the site. Once all loads are positioned within the site boundary, works will then cease until 7am when they will be unloaded during standard work</p>	<p><b>Appendix C</b></p> <p><b>Appendix C</b></p> <p><b>Appendix L</b></p>

Issue	Comment	DoE Response	Reference
	<p>Details of the location, length and width of the proposed bus layover area on the future Pelican Road should be provided.</p> <p>The landscape plans are to be amended to provide a key for each different species proposed on the site. The Indicative Plant Schedule is to be updated to identify the number of trees to be planted on site.</p> <p>To assist with the State government’s goal to plant an additional five million trees in greater Sydney, the landscape plan is to be updated to provide 55 locally endemic trees including 25 trees of intermediate mature size up to 12m and 30 larger native trees with a minimum mature size of 15m and a potential mature size of 25m.</p>	<p>hours. This would only occur a maximum of 10 times during construction.</p> <p>The amended Environmental Noise Assessment report provides an assessment and mitigation measures to ensure that impacts from construction noise to surrounding receivers is limited.</p> <p>Bitzios has confirmed that a future bus layby is proposed on Pelican Road, following construction of the new road link during the realignment of Pelican Road. A local school bus service will function from this bus layby once it is operational. The bus layby is proposed to be approximately 44m long, which allows for simultaneous usage by at least two buses, which is adequate for the capacity of the school. Bus Zone signs (sign no. R5-20) should be installed on each end of the bus layby to delineate the extents of the bus zone to manage kerbside parking.</p> <p>Prior to the completion of these works, buses are not proposed to access Farmland Drive. An alternative travel option for students in lieu of a school bus service is proposed as a ‘Walking School Bus’.</p> <p>The landscape plans have been amended to provide an updated tree planting schedule which provides the species and number of trees proposed.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p>	<p><b>Appendix E</b></p> <p><b>Appendix D</b></p>

Issue	Comment	DoE Response	Reference
<b>Blacktown City Council:</b>			
Planning	<p>The architectural plans do not include a detailed site plan clearly identifying the boundaries of the site, adjoining properties, proposed buildings, number of parking spaces on school site and on our land clearly indicating and nominating accessible parking spaces, access parking, bin enclosure, garbage truck access to and from the site, garbage truck swept path and turning circle.</p> <p>The architectural plans do not provide sufficient information and labelling to enable assessment of the proposal.</p>	<p>An amended site plan has been provided in the updated architectural plans which provides greater detail of the proposed School layout.</p> <p>An amended site plan with additional labelling has been provided in the updated architectural plans which provides greater detail.</p>	<p><b>Appendix A</b></p> <p><b>Appendix A</b></p>
Traffic Matters	<p>Additional traffic generated by the proposed development is likely to create traffic congestion along Farmland Drive as the carriageway is approximately 9m wide. Other residential local roads will also be affected with the development of the school. No mitigation measures are included in the traffic report.</p>	<p>Bitzios has advised that the amended TIA has provided mitigation measures to alleviate traffic congestion along Farmland Drive. The TIA has outlined how queuing can be managed, including the use of the special needs drop off zone which has now been relocated to be contained wholly within the site boundary. Therefore, there will be no traffic impact to Farmland Drive from the operation of the special needs drop-off.</p> <p>Further, a significant portion of the traffic generated on Farmland Drive will be attributed to the future shared car park facility, which can handle traffic off-street. In their report, Bitzios provides an assessment of the future student drop-off zone to be contained in the shared use car park. The assessment confirms that arrival rate of vehicles can be comfortably accommodated within the provided drop-off / pick-up bay capacity. This is the case for both 30 second and 60 second wait times, where it is shown that the maximum arrival rate never exceeds the capacity of the bay.</p>	<p><b>Appendix E &amp; Appendix F</b></p>



Issue	Comment	DoE Response	Reference
Engineering	<p>The off-street drop-off and pick-up concept within the reserve car park is supported. However, agreement details with our Recreation and Design section in terms of the usage of car parking, maintenance and management of car parking and enforcements are required to be submitted.</p> <p>We do not support the proposed drop-off area along Farmland Drive for people with a disability. It must be provided on site for safety reasons.</p> <p>Adequate sight distance needs to be made for both pedestrian and vehicular movement at the proposed driveway in accordance with Section 3.2.4 AS 2890.1 and Figure 3.2 of AS 2890.1 to ensure safety of pedestrians on the footpath system and motor vehicles along the new driveway. Insufficient information has been provided to satisfy this requirement.</p> <p>Details of the following are required:</p> <p>Permanent onsite stormwater detention is required to treat the development site as per BCC GC DCP and in</p>	<p>The Green Travel Plan provides initiatives to reduce vehicle use and congestion on the surrounding local street network. This includes the implementation of parking restrictions during school zone hours and the introduction of a 'Walking School Bus' program for pedestrian (student) journeys to the school. This program can have a number of beneficial effects for School, children and the wider community as a whole. It can inspire healthier modes of transportation and reduce reliance on private vehicle use.</p> <p>This is subject to ongoing negotiation with Council for the joint use agreement for the car park.</p> <p>The design of special needs drop-off and pick-up zone has been updated to provide a dedicated drop-off area which addresses this issue. Bitzios have addressed this in their amended TIA report.</p> <p>Bitzios are unable to assess sightlines to crossing pedestrians as Council have not yet provided a detailed design driveway plan for the future shared use car park. In order to undertake an assessment of sightlines, Blacktown Council will need to provide Bitzios will a detailed driveway plan for the future car park.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment. The DPE and Council are to provide early feedback on the value of contributions required prior to determination.</p>	Appendix E

Issue	Comment	DoE Response	Reference
	<p>accordance with Councils Standard Drawings A(BS)175M. The applicant may request Council to consider this requirement be addressed via an offsite detention system as part of a Voluntary Planning Agreement where contributions should be made to Council, however this will be subject to agreement from Councils Asset Design Services Team. If the applicant is granted approval for an offsite treatment of this requirement (VPA) then until such time that the downstream regional infrastructure is in place temporary on-site detention system will be required in accordance with Councils Standard Drawings A(BS)175M and BCC GC DCP.</p> <p>The proposed development site is to cater for and facilitate surrounding regional infrastructure detailed under S94 Contributions Plan No.20 - Riverstone and Alex Avenue Precincts and ensure smooth compatibility with all stormwater, road and land levels. This includes but is not limited to Contribution Plan items;</p> <p>Permanent onsite stormwater quality treatment measures are required as per Councils DCP Part J.</p> <p>All roads fronting the proposed site shall be constructed in accordance with BCC GC DCP Road Hierarchy (Alex Ave Precinct) and Engineering Guide for Development. This includes the extension of Farmland Drive to the west end of existing Farmland Drive and New road toward the north western frontage of site.</p>	<p>See comments above.</p> <p>Permanent onsite stormwater quality treatment measures are provided. Please refer to the amended Civil Design Report and Civil Plans for more details.</p> <p>Noted. All roads are located outside the boundaries of the School site and therefore outside the scope of SINSW and will need to be delivered by others in accordance with DCP.</p>	<p><b>Appendix I &amp; Appendix J</b></p>

Issue	Comment	DoE Response	Reference
<p data-bbox="190 1289 752 1315"><b>NSW Office of Environment and Heritage (OEH):</b></p>	<p data-bbox="450 233 1099 296">Permanent Water conservation requirements must be met under Councils DCP Part J.</p>	<p data-bbox="1128 233 1890 408">Meinhardt has confirmed in a letter (refer <b>Appendix P</b>) that the design for the rainwater storage tank capacity has been calculated in accordance with Councils requirements for DCP Part J - Section 4.3 Water Conservation to provide 80% of the School non-potable water usage.</p>	<p data-bbox="1919 233 2047 296"><b>Appendix P</b></p>
	<p data-bbox="450 448 1122 767">The proposed concept discharge point is not supported. The proposed development shall discharge stormwater into Councils existing stormwater system. Note the proposed development shall ensure the internal stormwater configuration can facilitate a legal point of discharge and demonstrate that the ultimate configuration shall make smooth connection with future roads to be constructed toward the south western area of site.</p>	<p data-bbox="1128 448 1912 767">Stormwater advice has been prepared by Northrop and is attached at <b>Appendix Q</b>. Northrop advise that the stormwater discharge location for the School has been proposed to accommodate a temporary and permanent arrangement onsite. The temporary arrangement includes a headwall which discharges site generated flows overland into the lot to the south which is owned by SINSW. A level spreader has been incorporated in the design to dissipate flows from the school site, so they are directed towards the creek to the south as sheet flow.</p> <p data-bbox="1128 807 1912 983">The permanent arrangement will involve modification of the temporary stormwater system to discharge site generated flows to an underground pit and pipe network in Pelican Road once it is constructed. Refer to C04.01 of the amended Civil Plans for the proposed location and design.</p> <p data-bbox="1128 1015 1912 1158">In the permanent arrangement the proposed stormwater network in the Pelican Road extension will need to consider the invert level of the discharge pipe from Alex Avenue Public School to accommodate flows up to the 1:100-year storm event.</p> <p data-bbox="1128 1190 1912 1254">Based on a high-level review of the existing levels, Northrop believe that this will be achievable by the developer.</p>	<p data-bbox="1919 448 2047 512"><b>Appendix Q</b></p>
	<p data-bbox="450 1350 1077 1453">The Office of Environment and Heritage (OEH) has reviewed the Environmental Impact Statement (EIS) supporting the DA and notes from the Urban Design</p>	<p data-bbox="1128 1350 1576 1382">Noted. No further response required.</p>	

Issue	Comment	DoE Response	Reference
	<p>Report that 'native planting to contribute to the surrounding natural ecology' is one of the key environmental strategies included in the design to 'foster a culture of environmental sustainability'. OEH supports this strategy and is encouraged by the Landscape Plans which indicate remnant native eucalypt trees (Narrow-leaved Ironbark [Eucalyptus crebra]) in the southern part of the site will be 'retained and protected'. As detailed in the Flora and Fauna Assessment, these trees are remnants of the critically endangered Cumberland Plain Woodland (CPW) vegetation community which once covered the site. To further improve the biodiversity outcomes of the development, OEH recommends the exotic Kikuyu turf proposed as groundcover in this area be replaced by endemic CPW species.</p>		
<p><b>Sydney Water:</b></p>			
<p>In their submission, the Sydney Water have proposed draft conditions. We will have an opportunity to comment on the draft conditions of consent prior to determination of the application. Project team to review the comments provided and confirm recommended conditions are acceptable.</p>			
Water Servicing	Drinking water servicing will be via extensions from the existing network.	Noted. No further response required.	
Wastewater Servicing	Wastewater servicing will be via extensions from the existing network.	Noted. No further response required.	
Sydney Water Servicing	<p>A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water. The proponent is advised to make an early application for the certificate, as there may be water and wastewater pipes to be built that can take some time. This can also impact on other services and buildings,</p>	Noted. Conditions of consent can be imposed in relation to Sydney Water Servicing.	

Issue	Comment	DoE Response	Reference
	driveways or landscape designs. Applications must be made through an authorised Water Servicing Coordinator. For help either visit <a href="http://www.sydneywater.com.au">www.sydneywater.com.au</a> >		
Building Plan Approval	The approved plans must be submitted to the Sydney Water Tap in™ online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.	Noted. Conditions of consent can be imposed in relation to Building Plan Approval.	
Trade Wastewater Requirements	If this development is going to generate trade wastewater, the property owner must submit an application requesting permission to discharge trade wastewater to Sydney Water's sewerage system.	Noted. Conditions of consent can be imposed in relation to Trade Wastewater Requirements.	
Backflow Prevention Requirements	All properties connected to Sydney Water's supply must install a testable Backflow Prevention Containment Device appropriate to the property's hazard rating.	Noted. Conditions of consent can be imposed in relation to Backflow Prevention Requirements.	
<b>NSW Environmental Protection Authority (EPA):</b>			
Site contamination	<p>The DSI did not include any investigation of groundwater contamination, and an unexpected finds procedure.</p> <p>The proponent be required to ensure that prior to commencing any work on the development site, an appropriate procedure is prepared and implemented:</p>	<p>The previous contamination assessments did not include any investigation of groundwater given the limited earthworks and excavation required for the proposed development. No underground basement, groundwater dewatering, extraction, and/or discharge will occur as part of the proposal.</p> <p>Noted. An Unexepected Finds Protocol has been developed and is attached at <b>Appendix M</b>.</p>	<p><b>Appendix M</b></p> <p><b>Appendix M</b></p>

Issue	Comment	DoE Response	Reference
	<ul style="list-style-type: none"> <li>• (a) to identify and deal with unexpected finds of site contamination (including asbestos containing materials); and</li> <li>• (b) to identify who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved.</li> </ul> <p>The proponent be required to consider the guidance material provided in the National Environment Protection (Assessment of Site Contamination) Measure 2013 as amended as well as the following EPA documents when undertaking any further site assessment and validation.</p> <p>The proponent be required to ensure that the processes outlined in State Environmental Planning Policy 55 - Remediation of Land (SEPP55) are followed in any further assessment of the suitability of the land and any remediation required in relation to the proposed use.</p> <p>The proponent be required to ensure that the proposed development does not result in a change of risk in relation to any pre-existing contamination on the site so as to result in significant contamination.</p> <p>The proponent be required to notify the EPA should any contamination of the development site be identified which meets the triggers in the Guidelines for the Duty to Report Contamination.</p> <p>The proponent be required, should additional site investigations reveal further contamination of soil or groundwater, to consider engaging a site auditor</p>	<p>Noted. Conditions of consent can be imposed in relation to this comment.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p>	

Issue	Comment	DoE Response	Reference
<p>Noise and vibration</p> <p>General construction hours</p>	<p>(accredited under the Contaminated Land Management Act).</p> <p>The EPA anticipates that site preparation bulk earthworks, construction and construction-related activities are likely to have significant noise and vibration impacts on adjoining and surrounding residences.</p> <p>The EPA emphasises that site preparation, bulk earthworks, construction and construction-related activities should be undertaken during the recommended standard construction hours.</p> <p>EIS section 4.11 under the heading 'Construction Work Hours' not only proposes extended week day and Saturday construction hours but provides no justification for those extended hours</p> <p>The proponent be required to ensure that as far as practicable all site preparation, bulk earthworks, construction and construction-related activities likely to be audible at any noise sensitive receivers such as surrounding residences are only undertaken during the standard construction hours, being -</p> <p>(a) 7.00 am to 6.00 pm Monday to Friday,</p> <p>(b) 8.00 am to 1.00 pm Saturday, and</p> <p>(c) no work on Sundays or gazetted public holidays.</p>	<p>Noted. No further response required.</p> <p>A modest extension of normal hours for construction on Saturday afternoons is proposed, limited to quiet activities. On this basis, earthworks will not take place during this time. The amended Environmental Noise Assessment report prepared by Acoustic Logic has assessed the likely noise levels and addresses ongoing construction noise management including noise management levels and respite periods. Relatively few receivers will be impacted given the nearest residences to the north are separated from the site by a road. Further, there are no receivers to the east, west or south of the site. Given the buildings will be prefabricated, the main noise impacts will be limited to the earthworks stage which will be relatively short.</p> <p>See above comments.</p>	<p><b>Appendix C &amp; Appendix L</b></p> <p><b>Appendix C &amp; Appendix L</b></p>

Issue	Comment	DoE Response	Reference
<p>Intra-day respite periods</p>	<p>The EPA anticipates that those site preparation, bulk earthworks, construction and construction-related activities generating noise with particularly annoying or intrusive characteristics (such as those identified as particularly annoying in section 4.5 of the Interim Construction Noise Guideline) would be subject to a regime of intra-day respite periods where:</p> <p>(a) they are only undertaken after 8.00 am,</p> <p>(b) they are only undertaken over continuous periods not exceeding 3 hours with at least a 1 hour respite every three hours, and</p> <p>(c) ‘continuous’ means any period during which there is less than an uninterrupted 60-minute respite between temporarily halting and recommencing any of the intrusive and annoying work referred to in Interim Construction Noise Guideline section 4.5.</p> <p>The EPA emphasises that intra-day respite periods are not proposed to apply to those demolition, site preparation, bulk earthworks, construction and construction-related activities that do not generate noise with particularly annoying or intrusive characteristics.</p> <p>The proponent be required to schedule intra-day ‘respite periods’ for construction activities identified in section 4.5 of the Interim Construction Noise Guideline as being particularly annoying to noise sensitive receivers, including surrounding residents.</p>	<p>Noted. Acoustic Logic have advised that as it is envisaged that the proposed works will not involve construction related activities with particularly annoying characteristics, no respite periods have been proposed. Notwithstanding, conditions of consent can be imposed in relation to intra-day respite periods.</p> <p>Noted. Conditions of consent can be imposed in relation to intra-day respite periods.</p>	



Issue	Comment	DoE Response	Reference
Idling and queuing construction vehicles	The EPA is aware from previous major infrastructure projects that community concerns are likely to arise from noise impacts associated with the early arrival and idling of construction vehicles (including concrete agitator trucks) at the development site and in the residential precincts surrounding that site. The proponent be required to ensure construction vehicles (including concrete agitator trucks) involved in demolition, site preparation, bulk earthworks, construction and construction-related activities do not arrive at the project site or in surrounding residential precincts outside approved construction hours.	Noted. Conditions of consent can be imposed in relation to idling and queuing construction vehicles. A CMP will be in place to ensure that construction vehicles do not que across roadways.	
Reversing and movement alarms	<p>The EPA has identified the noise from ‘beeper’ type plant movement alarms to be particularly intrusive and is aware of feasible and reasonable alternatives.</p> <p>The proponent be required to consider undertaking a safety risk assessment of site preparation, bulk earth works, construction and construction-related activities to determine whether it is practicable to use audible movement alarms of a type that would minimise the noise impact on surrounding noise sensitive receivers, without compromising safety.</p>	<p>Noted. Conditions of consent can be imposed in relation to reversing vehicles and movement alarms.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p>	
Dust control and management	The EPA considers dust control and management to be an important air quality issue during site preparation, bulk earthworks and subsequent construction. The proponent be required to minimise dust emissions on the site and prevent dust emissions from the site.	Noted. Conditions of consent can be imposed in relation to dust control and management.	
Sediment control	Managing Urban Stormwater Soils and Construction, 4th Edition published by Landcom (the so-called ‘Blue Book’) provides guidance material for achieving	Noted. Conditions of consent can be imposed in relation to sediment control.	

Issue	Comment	DoE Response	Reference
Waste control and management (general)	<p>effective sediment control on construction sites. The proponent should implement all such feasible and reasonable measures as may be necessary to prevent water pollution in the course of developing the site.</p> <p>The proponent should manage waste in accordance with the waste management hierarchy.</p>	<p>Noted. Conditions of consent can be imposed in relation to this comment.</p>	
Waste control and management (concrete and concrete rinse water)	<p>The EPA anticipates that during the course of the project concrete deliveries and pumping are likely to generate significant volumes of concrete waste and rinse water. The proponent should ensure that concrete waste and rinse water is not disposed of on the project site.</p> <p>The proponent be required to ensure that concrete waste and rinse water are not disposed of on the development site, and prevented from entering waters, including any natural or artificial watercourse.</p>	<p>Noted. Conditions of consent can be imposed in relation to this comment.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p>	
Operational phase - Noise and vibration impacts	<p>The EPA anticipates the proposed development (especially out of hours use of school facilities by external parties) may have significant operational noise impacts on nearby sensitive receivers, especially adjoining residences to the south.</p> <p>The EPA notes the proximity of the surrounding residences and is aware from long experience of the need for appropriate operational noise mitigation and management measures.</p>	<p>Out of hours use of the School is addressed in the amended Environmental Noise Assessment report. This includes provided recommendations in Section 11 of the report to manage potential noise impacts. All other items noted by the EPA have been addressed in the report and recommendations made to manage potential impacts in Section 11 of the amended report, except for time restrictions on maintenance activities which can be conditioned.</p> <p>There are no adjoining residences to the south. The nearest residences are approximately 200 metres to the south the proposed courts. The nearest residences to the south and east are speared by an easement and sporting fields respectively. The</p>	<p><b>Appendix C</b></p>

Issue	Comment	DoE Response	Reference
Background noise measurement	<p>The EPA emphasises that properly establishing background noise levels in accordance with guidance material (i.e. Fact Sheets A and B) of the New South Wales Noise Policy for Industry (NPI) is fundamental to a consistent approach to the quantitative assessment of noise impacts of development.</p> <p>The NPI specifies that at least a ‘weeks’ worth’ of valid and relevant monitoring data is required to establish rating background noise levels. And that, noise levels adversely affected by extraneous noise, measured during rainfall or when wind velocities exceed 5 metres per second should be excluded when calculating those rating background levels.</p> <p>The EPA notes that –</p> <p>(a) the draft project SEARs were not issued for comment until June 2018 nearly 6 months after the reported background noise monitoring period;</p> <p>(b) section 5.1 of EIS Appendix L indicates that unattended background noise monitoring was undertaken between Monday 27 November 2017 and Tuesday 5 December 2017;</p>	<p>residences to the north and west are buffered by the streets and by the planning of the School which has school buildings providing acoustic screening to the residences from the outdoor play areas.</p> <p>Noted. No further response required.</p> <p>Unattended noise monitoring was conducted for 14 days between 21 May and 4 June 2019. The findings are included in the amended Environmental Noise Assessment report provided at <b>Appendix C.</b></p> <p>Acoustic Logic has advised that the timing of the SEAR’s compared to when the noise monitoring was undertaken is irrelevant other than that the monitoring needs to be sufficiently recent to still be relevant. Accordingly, a six-month difference would not be considered sufficient to make the monitoring out of date.</p> <p>Noted. No further response required.</p>	<p><b>Appendix C</b></p> <p><b>Appendix C</b></p>

Issue	Comment	DoE Response	Reference
	<p>(c) the daily monitoring graphs in EIS Appendix L indicate no rain was observed during the monitoring period;</p> <p>(d) the daily monitoring graphs in EIS Appendix L indicate wind velocities in excess of 5 metres per second were observed during the day assessment period (i.e. 7.00am to 6.00pm) on several days, but no information has been provided as to whether that data was excluded in deriving the background noise level for that assessment period;</p> <p>(e) Table 3 to EIS Appendix L does not include the background noise level for the night period (i.e. 10.00pm to 7.00am) despite proposed community use of school facilities from 6.30am weekdays;</p> <p>(f) background noise measurements are likely to have been affected by noise from major road works (i.e. Schofields Road Stage 2 upgrade) undertaken between August 2014 and March 2018;</p> <p>(g) day-time background noise measurements are likely to have been affected by noise from nearby housing construction and subdivisional works being undertaken</p>	<p>Noted. No further response required.</p> <p>Acoustic Logic confirmed that wind affected data was excluded from the assessment of background noise levels.</p> <p>With the exception of 6.30pm to 7pm, night time operation of the School is not proposed. As the amended Environmental Noise Assessment report indicates, community use of the School facilities will not occur between 6.30am and 7am, only OOSH. The 6.30 to 7am period is treated as shoulder period and the monitoring indicates that between 6.30am and 7am, background noise levels are no lower than daytime background noise levels.</p> <p>Acoustic Logic confirmed that the monitoring location was more than 200 metres from these works and the officer placing the monitor did not note any construction noise activity, nor is construction activity in evidence in the data obtained. The officer placing the monitor did not note any construction noisy activity. Notwithstanding, background noise levels have been remeasured and are include in the amended report.</p> <p>See comments above.</p>	<p><b>Appendix C</b></p> <p><b>Appendix C</b></p> <p><b>Appendix C</b></p>

Issue	Comment	DoE Response	Reference
Out of hours' community use of school facilities	throughout the period of unattended background noise monitoring;		
	(h) the EIS does not report how it has accounted for the extraneous noise referred to in paragraphs (f) and (g) above;	See comments above.	
	(i) the EIS does not include the reporting requirements set out in NPI section B3.	The reporting requirements were substantially complied with. The calibration date of requirement can be provided.	<b>Appendix C</b>
	Accordingly, the EPA considers that the background noise levels have been adversely affected by extraneous noise and wind derived for the day assessment period has not been determined in accordance with the NPI.	See comments above.	
	The proponent be required to undertake background noise monitoring, calculations and reporting in accordance with the guidance material in Fact Sheets A and B of the New South Wales Noise Policy for Industry.	See comments above.	
	The proponent be required to report the rating background noise level for the night period.	See comments above.	
	The EPA is aware of government policy to encourage out of hours community use of school facilities provided that use does not cause noise emissions that interfere unreasonably with the comfort or repose of persons not on the premises.	Noted. No further response required.	<b>Appendix C</b>
	The EPA considers that, in relation to the school hall, noise from normal school activities in class hours would not be acoustically significant. However, the use of the	Community use of the School facilities outside normal school hours has been addressed in Section 11 of the amended Environmental Noise Assessment report.	<b>Appendix C</b>

Issue	Comment	DoE Response	Reference
	<p>hall for other events, particularly outside school hours, has the potential to adversely impact on residences.</p> <p>The EPA considers the proposed community use of school facilities (especially the hall and outdoor sports courts) outside normal school hours needs to be carefully managed to ensure noise impacts on nearby residences are minimised.</p> <p>Figure 27 in EIS section 7.8.1 outlines the proposed hours for community use of school facilities, including –</p> <p>(a) 10.00 pm curfew on community use of the school hall, and</p> <p>(b) community use of the hall and outdoor sports courts from 6.30 am to 9.00 am weekday mornings (which would coincide in part with normal school hours), and</p> <p>(c) community use of the hall and outdoor sports courts from 3.00 pm to 6.00 pm (which would coincide in part with normal school hours).</p> <p>The EPA notes that weekday morning use of outdoor sports courts in particular is likely to cause the emission of ‘offensive noise’.</p> <p>The proponent be required to ensure that the outdoor sports courts are not made available for community use:</p> <p>(i) during week day mornings,</p> <p>(ii) later than 6.00 pm on week nights,</p> <p>(iii) other than between the hours of 8.00 am and 6.00 pm on Saturdays, and</p>	<p>The proposed out of school hours (OOSH) use of the School facilities has been amended as outlined in <b>Section 2.3</b> of this RtS report. The relevant noise and traffic assessments have both been updated to include an assessment of the impacts arising from community use.</p> <p>No use of the outdoor sports courts is proposed during weekday mornings.</p> <p>SINSW agrees to adhere to the requested out of school hours use of the outdoor sports courts. These hours are reflected in the proposed indicative OOSH strategy provided in <b>Section 2.3</b> of this report.</p>	<p><b>Section 2.3</b></p> <p><b>Section 2.3</b></p>

Issue	Comment	DoE Response	Reference
Mechanical plant and equipment	<p>(iv) during Sundays and public holidays.</p> <p>The proponent be required to ensure that the school hall is not made available for community use:</p> <p>(i) during week day mornings,</p> <p>(ii) later than 10.00 pm on week nights,</p> <p>(iii) other than between the hours of 8.00 am and 6.00 pm on Saturdays, and</p> <p>(iv) during Sundays and public holidays.</p> <p>Section 7.2 to EIS Appendix L states that "... plant selections and locations are not finalised." The proponent be required to provide a comprehensive quantitative assessment of operational noise impacts of mechanical plant and equipment.</p>	<p>SINSW agrees to adhere to the requested out of school hours use of the school hall. These hours are reflected in the proposed indicative OOSH strategy provided in <b>Section 2.3</b> of this report.</p> <p>Noted. Conditions of consent can be imposed in relation to this comment.</p> <p>The plant has very little risk of being non-compliant given plant in schools is typically of a small scale and considering the significant distance separation to the nearest receivers. Noise from the plant should be subject to a normal assessment as part of the CC. A detailed assessment at DA stage is unnecessary and impractical as final design and plant selection has therefore not been undertaken.</p>	Section 2.3
Public address and school bell system	<p>The EPA notes numerous reports of community concern arising from inadequate design and installation as well as inappropriate use of school public address and bell systems.</p>	<p>Noise emissions from the school bell and PA system are addressed in the Amended Environmental Noise Assessment report and recommendations are provided in Section 11 of the report.</p>	Appendix C
Waste collection services	<p>The EPA notes numerous reports of community concern arising from waste collection services undertaken at schools and especially during evening and night times.</p>	<p>Noted. Conditions of consent can be imposed in relation to this comment.</p>	

Issue	Comment	DoE Response	Reference
Grounds maintenance using powered equipment	<p>The proponent be required ensure waste collection services are not undertaken outside the hours of 7.30 am to 6.00 pm Monday to Friday.</p> <p>The EPA notes numerous reports of community concern arising from grounds maintenance involving the use of powered equipment (example: leaf blowers, lawn mowers, brush cutters) at schools during early morning and evening periods as well as on weekends and public holidays. The proponent be required ensure grounds maintenance involving the use of powered equipment is not undertaken outside the hours of 7.30 am to 6.00 pm Monday to Friday.</p>	Noted. Conditions of consent can be imposed in relation to this comment.	
Waste management	The proponent should manage waste in accordance with the waste management hierarchy outlined earlier. The proponent be required to identify and implement feasible and reasonable opportunities for the reuse and recycling of waste, including food waste.	Noted. No further response required.	
Water sensitive urban design and energy conservation and efficiency	The proponent be required to implement ecologically sustainable development initiatives outlined in EIS section 7.9	An updated Section J report has been prepared by Meinhardt which provides ESD initiatives.	<b>Appendix N</b>
<p><b>Endeavour Energy:</b></p> <p>In their submission, the Endeavour Energy have proposed draft conditions. We will have an opportunity to comment on the draft conditions of consent prior to determination of the application. Project team to review the comments provided and confirm recommended conditions are acceptable.</p> <p><b>RMS:</b></p>			



Issue	Comment	DoE Response	Reference
	<p>A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.</p> <p>All vehicles are to enter and leave the site in a forward direction.</p> <p>All vehicles are to be wholly contained on site before being required to stop.</p> <p>The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.</p>	<p>A CTMP was already provided as part of formal lodgement and will be further developed. Conditions of consent can be imposed in relation to this comment.</p> <p>Noted. All vehicles can enter and exit the site in a forward direction. Refer to the amended TIA for swept paths.</p> <p>Noted. The special needs drop-off zone has been relocated from Farmland Drive to be wholly contained within the school site. Refer to amended site plan.</p> <p>Pedestrian safety has been considered in both the amended TIA and Green Travel Plan. There will be continuous pedestrian connectivity between the future drop-off / pick-up zone located in the joint use car park and the school entrance. However, until this infrastructure is delivered by Council, a 'Walking School Bus' program will be implemented to ensure the safe movement of student pedestrians to and from the school site.</p> <p>Furthermore, a pedestrian crossing is proposed on the southern approach to the Glacier Street intersection, spanning the egress roadway from the joint use car park. This is intended to provide connectivity for pedestrians walking to the School from the east and will enhance pedestrian safety especially during the peak hours where there will be large volumes of vehicles entering and exiting the joint car park to access the drop-off / pick-up zone.</p> <p>For pedestrians utilising the special needs drop-off bay off Farmland Drive, there is a continuous footpath along the south side of the road into the school. This provides a direct connection between the zone and the school entrances; therefore, no road crossing movements are required.</p>	<p><b>Appendix E</b></p> <p><b>Appendix A</b></p> <p><b>Appendix E</b></p>

Issue	Comment	DoE Response	Reference
<p>TfNSW:</p>	<p>Roads and Maritime is responsible for speed limits along all roads within the state of New South Wales. That is, Roads and Maritime is the only authorised organisation that can approve speed zoning changes and authorise installation of speed limit/ school zone signs. Roads and Maritime will arrange for site inspection close to the completion of all construction works to determine the appropriate location of any new school zones or modification to existing zones. The applicant is to notify Roads and Maritime close to the completion of all construction works to allow enough time (8 weeks) for Roads and Maritime to gain approval for the speed limit changes.</p> <p>Roads and Maritime has noted that the proposal does not include any onsite car parking. Car parking for the school is proposed via the Council car park to be built directly adjacent to the site. The Council car park is intended to be shared between school staff and the community. Roads and Maritime request that the car parking be operational before the school is open to the public.</p>	<p>The future bus layby is located on Pelican Road, adjacent to the west side of the school. A pedestrian entry is planned immediately next to the bus layby, providing direct access for students arriving or leaving school via public transport. Due to limited carriageway width and volume of vehicular traffic on Farmland Drive, the school bus service is expected to operate via Pelican Road.</p> <p>Noted. No further response required at this stage. Roads and Maritime is the only authority capable of implementing speed zones, including temporary speed limits (including roadworks speed zones). If required to by project scheduling, Bitzios recommends liaising with Roads and Maritime in advance to confirm an early implementation of school zones.</p> <p>Noted. As indicated in earlier comments, in lieu of Council's car park being ready in time for the School's opening, alternative temporary parking and waste arrangements have been prepared with plans provided at <b>Appendix R</b>.</p>	<p><b>Appendix R</b></p>

Issue	Comment	DoE Response	Reference
Bus access	<p>Temporary school bus access would be necessary on Farmland Drive until Pelican Road is open. Bus access would be required for school excursion and sports buses, in addition to regular school buses. During the temporary period, it is anticipated that a limited number of buses would operate on Farmland Drive during daylight hours on school days only. No permanent bus services are planned for Farmland Drive.</p> <p>Consideration should be given to:</p> <ul style="list-style-type: none"> <li>• Accommodating a temporary school bus stop within the joint-use car park, with appropriate design for turning buses exiting at the Glacier Street temporary roundabout.</li> <li>• Providing temporary bus zones on Farmland Drive with the use of nearby local roads to allow buses to return towards Alex Avenue. The temporary bus stop and turning areas can be returned to car parking when bus services are relocated to Pelican Road.</li> </ul>	<p>Until Pelican Road is constructed, there will be a 'Walking School Bus' in place, operating from the closest existing bus stop. This is outlined in the amended TIA and Green Travel Plan. No temporary bus zone has been proposed down Farmland Drive. The time between the School opening and the construction of Pelican Road will be relatively short period.</p>	<p><b>Appendix E &amp; Appendix F</b></p>
Future bus service planning	<p>Bus services are planned to be expanded in the local area in coming years as roads are opened and development progresses. Future regular route bus services in the vicinity of the school are currently planned for Jerralong Drive and Pelican Road with increased bus services connecting to the Schofields town centre and railway station. The Applicant and the Department of Planning &amp; Environment should note the above.</p>	<p>Noted. No further response required.</p>	<p><b>Appendix E</b></p>
Pedestrian/children's crossing on Farmland Drive	<p>A diverse range of parking demands would be generated by this school development. It is likely that there would be a proportion of parents who would use on-street parking along Farmland Drive or nearby</p>	<p>A pedestrian crossing over Farmland Drive has been considered by SINSW. In their amended TIA, Bitzios has undertaken an assessment of future pedestrian movements which concluded</p>	<p><b>Appendix E</b></p>

Issue	Comment	DoE Response	Reference
Green Travel Plan	<p>streets to walk their child to the front gate and interact with staff and/or other parents. As such, there may be a need for a pedestrian/children's crossing on Farmland Drive. A suitable pedestrian/children's crossing should be considered on Farmland Drive to accommodate walking movements from the north of the site due to on-street parking demands and walking trips to the school. This should be considered in consultation with Blacktown City Council.</p> <p>As part of the ongoing operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students to reduce the reliance on private vehicles, shall be prepared in consultation with Blacktown City Council. The GTP must be implemented accordingly and updated annually.</p>	<p>that at this stage a pedestrian/ signalised crossing will not be required in this area.</p> <p>Bitzios has further advised that given Farmland Drive is narrow with a small pedestrian catchment, and that Pelican Road and Farmland Drive will be signalised in the future, it is unlikely that there will be a need for a permanent pedestrian crossing in this location. Notwithstanding, further consultation will be undertaken with Council on this matter.</p> <p>An amended GTP has been provided which identifies target mode shares and identifies an annual review process. Consultation with BCC can be undertaken separately prior to the opening of the School.</p>	Appendix F
Traffic and Parking Management Plan	<p>The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic management measures that need to be addressed include:</p> <ul style="list-style-type: none"> <li>• vehicle pick-up/drop-off management and orderly vehicle queuing;</li> <li>• maintaining bus accessibility and student waiting areas;</li> <li>• safe parent and student behaviour during pick-up/drop-off; and</li> </ul>	<p>Noted. Conditions of consent can be imposed in relation to this comment.</p>	

Issue	Comment	DoE Response	Reference
Road Safety Audit	<ul style="list-style-type: none"> <li>safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts.</li> </ul> <p>The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing operation of the new school.</p> <p>A Road Safety Audit (RSA), refer Austroads Guide to Road Safety Part 6 and Part 6a, shall be conducted for all the proposed measures including any traffic management facilities, bus and private vehicle pick-up and drop-off arrangements, and signage and line-marking plan, prior to the issue of construction certificate. The findings of the RSA need to be incorporated into the proposed measures mentioned above in consultation with Blacktown City Council. Note: the audit needs to be undertaken by an independent TfNSW accredited auditor.</p>	Noted. Conditions of consent can be imposed in relation to this comment.	
<b>NSW Rural Fire Service (RFS):</b>	<p>The existing grassland hazard adjacent to the site has not been dealt with sufficiently within the bush fire report dated 25 January 2019. The bush fire report should be updated to address the grassland hazard and demonstrate how the proposed buildings will achieve a minimum 10 kW/m2 setback at the time of construction.</p>	Paterson Bushfire Consultants have prepared a letter (refer to <b>Appendix O</b> ) which addresses this comment.	<b>Appendix O</b>

## 3.2. PUBLIC SUBMISSIONS

One public submission was received during the exhibition period from Catalina Developments. Our responses are provided in the below table.

Table 3 – Response to Public Submissions

Comment	DoE Responses	Reference
<p>SSD 9368 ignores the registered easement for access and services which burdens Lot 2 and benefits Lot 4. If approved, the proposal would landlock the surplus land (Lot 4) and legal action would result.</p>	<p>A temporary 6-metre Easement has been provided along the eastern boundary of the site to ensure access to Lot 4. This Easement will be extinguished following the delivery of Pelican Road and the establishment of a new Easement to the south of the site. This Easement will be gifted to Council in the future and ultimately provide permanent vehicle access to Lot 4. Refer to the amended site plan and architectural plans for more details.</p>	<p><b>Appendix A</b></p>
<p>As the primary entry to the school, the drop off zone, substation, bin storage areas, retaining walls and basketball courts cannot function properly in the easement, and the current layout is not therefore viable.</p>	<p>Services have been relocated away from the temporary Easement along the eastern boundary of the site including the bin storage area, substation and two (2) PWD spaces. Refer to the amended site plan and architectural plans for more details.</p>	<p><b>Appendix A</b></p>
<p>As SSD 9368 does not deal with the southern portion of Lot 1, numerous traffic and transport, flora and fauna, bushfire, drainage, etc. issues result (e.g. integration of the site in the location with the future Pelican Road, potential sterilisation of the parcel by being cut off from the bulk of the school, future access across this lot into Lot 4 via Easement B, etc.). Excluding this area leaved massive gaps in the application and potentially devastating outcomes for the balance of the land and will preclude effective development of the area in the future.</p>	<p>The School will need room to expand in the future, therefore the southern portion of Lot 1 has been set aside to provide an area for future expansion. A future Easement will be provided to allow for access to Lot 4 and this Easement will ultimately be gifted to Council.</p>	<p><b>Appendix A</b></p>
<p>As SSD 9368 does not deal with the southern portion of Lot 1, it must be assumed that either: 1) this area of land was in purchased for a "Public Purpose" (being the AAPS) and the application is deficient in its dealing with this area; or 2) the land was not</p>	<p>The original SSD submission did not deal with the southern portion of Lot 1 because the land was not subdivided when it was acquired by the NSW Department of Education (DoE). Since then, DoE has established its developable area as well</p>	<p><b>Appendix A</b></p>

Comment	DoE Responses	Reference
<p>purchased for the "Public Purpose" (being the AAPS) and an explanation is required as to why tax payer money was spent purchasing land that is not required for the AAPS, being the public purpose they purported.</p> <p>SSD 9368 ignores the future rezoning of the residue SP2 land (Lot 4) to residential. The context of the school in relation to the future use of this land should be considered in the application.</p> <p>The transport and traffic issues in the area are not adequately considered. That is, ingress and ingress into the site in the short term as a result of Easement A. Nor is the future construction and connection of the site to Pelican Road and/or the future traffic and transport issues in relation to the balance of the land purchased for the school (southern portion of Lot 1) and/or easement over this portion of land (Easement B), being the future road into Lot 4.</p> <p>The land the subject of the application is incorrectly noted throughout the EIS and consultant's reports, both in its identification of the full 2.6 ha site, but in many cases of the 2ha portion of the site. All title references are wrong. As the consultant's reports do not address all of the land bought for the school, they are also deficient. Note: As at the date of preparation of the application, although Lot 1 and 2 in DP1244925 may not be legally registered, the acquisitions of the parcels was complete, and all parties were fully aware of the extent of the land purchased for the "Public Purpose" being the AAPS.</p> <p>The design proposes dumping all the stormwater from the school directly onto Lot 4. This is wholly unacceptable. Appropriate on-site measures must be designed and built to avoid creating serious</p>	<p>as retained some additional land to south to allow for future expansion of the School.</p> <p>A temporary 6-metre Easement is to be provided to Lot 4 along the eastern boundary of the site. Once Pelican Road is constructed it will be extinguished and a new Easement will be provided to the south of the site which will ultimately provide permanent vehicle access to Lot 4. Refer to amended site plan.</p> <p>See above comment.</p> <p>The land was incorrectly noted in the EIS due to the fact that when the land had not yet been purchased and subdivided by the DoE. Since then, the DoE has subdivided the site and established its developable area as well as retained some additional land to south to allow for future expansion of the School.</p> <p>Council, EPA and OEH raised no issues with the proposed stormwater concept.</p>	<p><b>Appendix A</b></p> <p><b>Appendix A</b></p> <p><b>Appendix A</b></p>

<b>Comment</b>	<b>DoE Responses</b>	<b>Reference</b>
issues for neighbouring land owners (particularly Lot 4), and to avoid an increase in downstream flows before the detention basins are constructed in the catchment area.		



## **4. CONCLUSION**

This RtS report has considered each of the submissions received during the public exhibition of SSD 18\_9368 and provided additional documentation, where appropriate. To address various comments raised within the submissions, the proposal has been amended.

Considering this, the content contained throughout this RtS report and each of the attached supporting documents, the proposal is in the public interest and approval should be granted, subject to appropriate conditions.

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**APPENDIX A**

**AMENDED ARCHITECTURAL PLANS**

# **APPENDIX B**

# **AMENDED VISUAL PERSPECTIVES**

**APPENDIX C      AMENDED ENVIRONMENTAL NOISE  
ASSESSMENT**

**APPENDIX D**

**AMENDED LANDSCAPE PLANS**

**APPENDIX E      AMENDED TRAFFIC IMPACT  
ASSESSMENT**

**APPENDIX F**

**AMENDED GREEN TRAVEL PLAN**



**APPENDIX G**

**AMENDED URBAN DESIGN REPORT**

**APPENDIX H      PRELIMINARY OPERATIONAL SCHOOL  
PLAN**

# **APPENDIX I**

# **AMENDED CIVIL PLANS**

# **APPENDIX J**

# **AMENDED CIVIL REPORT**

**APPENDIX K      FINAL ABORIGINAL CULTURAL HERITAGE  
ASSESSMENT REPORT**

**APPENDIX L      AMENDED CONSTRUCTION MANAGEMENT  
PLAN**

# **APPENDIX M      UNEXPECTED FINDS PROTOCOL**

# **APPENDIX N**

# **SECTION J ASSESSMENT REPORT**



**APPENDIX O**

**BUSHFIRE CONSULTANT RESPONSE**

**APPENDIX P**

**WATER CONSERVATION LETTER**

# **APPENDIX Q**

# **STORMWATER ADVICE**

**APPENDIX R      TEMPORARY CAR PARK LETTER AND  
PLANS**

