

**SUPPLEMENTARY
RESPONSE TO
SUBMISSIONS REPORT
ALEX AVENUE PUBLIC
SCHOOL_SSD_9368**

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P4090
Report Number	Supplementary RTS Report – Final

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EXECUTIVE SUMMARY

This supplementary Response to Submissions Report (**RtS**) has been prepared for School Infrastructure NSW (**SINSW**) acting on behalf of the Department of Education (the **Applicant**) in support of State Significant Development Application SSD 19_9368 for 'Alex Avenue Public School' (the **School**).

SSD 19_9368 seeks consent for the construction of a new School at the corner of Farmland Drive and future Pelican Road in Schofields and includes:

- 39 innovative learning spaces (home bases);
- A library and a hall;
- Modern core facilities such as staff and administration areas;
- Covered outdoor learning areas (COLA);
- Associated site landscaping and open space including associated fences throughout and games courts;
- Pedestrian access points along both Farmland Drive and the future Pelican Road; and
- School signage to the front entrance.

The purpose of this supplementary RtS Report is to respond to further submissions received in relation to SSD 19_9368 as well as to provide the Department of Planning, Industry and Environment (**DPIE**) with an overview of the design amendments since the previous RtS package was submitted on 26 August 2019.

The Applicant has worked closely with Blacktown City Council (**Council**), DPIE and all relevant agencies to address the key issues for the School and ensure that all outstanding matters have been resolved. To address the matters raised, the proposal has been amended:

- Delivery of Pelican Road will now be complete by December 2020 (ensured through contractual arrangements) resulting in changes to the staging of the development and the management of easements. Easement A will now provide temporary access to Catalina's site (Lot 4 in DP1244925) during construction of the School. Once extinguished, Easement B will then provide permanent access to the Catalina site and will become a dedicated local road.
- The western site boundary levels have been amended to align with the current construction of Pelican Road. As a result, landscaping along western boundary has been adjusted to address the levels.
- OSD is removed from the SSD application. OSD is now being provided on site via a separate planning approval. The design of OSD will be compliant with the requirements of Blacktown Council DCP and removes the need for the payment of any contributions.
- Stormwater design has been amended to discharge to the south of the site and across Lot 1 to the drainage reserve, and not into Pelican Road as originally designed. Stormwater works carried outside the defined SSDA site boundary will be subject to a separate planning approval. The stormwater works included in the SSDA are providing the appropriate connections from the development to the OSD system.
- Bioretention swale previously located in the south west corner of the site has been replaced with implementation of OSD and filters which will be subject to a separate planning approval.
- Inclusion of a new wombat crossing on Pelican Road (resulting in two crossings for the school).
- Length of bus bay on Pelican Road has been reduced from 44m to 35m, in consultation with Blacktown City Council.
- Special needs drop off area has been relocated from the Farmland Drive frontage to north east portion of the site resulting in a change to landscaping along the Farmland Drive frontage, in consultation with Blacktown City Council.
- Redesign of garbage store areas to ensure that waste vehicles can enter and exit the site in a forward direction, in consultation with Blacktown City Council.

- Coordination and alignment of levels along the eastern boundary of the site to ensure the levels match with the adjacent RE1 Council reserve. The realignment of levels in this location has also facilitated shared use of the Council carpark and the safe movement of users between the two sites. Accordingly, there have also been minor changes to landscaping in this location to facilitate joint use, in consultation with Blacktown City Council.
- A temporary car park solution has been further developed to ensure that there is parking available in the case that the adjacent Council car park is not delivered by the time stage 1 of the school is open.
- As requested by Council, the south east corner of the site has been nominated as a permanent easement to ensure that there are no works within this portion of the site to protect stormwater runoff and student safety.
- A new sewer line connecting to south of the site via Lot 1. Sewer works carried outside the defined SSDA site boundary will be subject to a separate planning approval.
- Relocation of substation location, and other minor services relocated.
- An extension to standard construction hours.
- Provision of a temporary bus turnaround area to Lot 1 as a contingency if the Pelican Road network is not finished to allow for the operation of a school bus on Term 1, Day 1.

The project team has consulted extensively with Council on matters of stormwater management, matching of site levels, easement management, waste management, site access and staging of the development. This ongoing dialogue has been important to the success of the project, which is in the public interest for the following reasons:

- The proposal will take substantial pressure off existing public schools within the surrounding locality and ensure more children have access to new state of the art school facilities, learning spaces and equipment. The school must open Day 1 Term 1 2021 to cater for current enrolments.
- The proposal will create temporary job opportunities in manufacturing, construction and construction management during the project's construction phase of works, and significant job opportunities in teaching and administration at the project's completion. This is particularly important at this time to assist State Government stimulate the economy with employment opportunities.
- Subject to the various mitigation measures recommended by the specialist consultants and conditions of consent, the proposal will not have any unacceptable impacts on adjoining or surrounding properties or the public domain in terms of bushfire, traffic, heritage, social and environmental impacts.

The amended proposal is therefore in the public interest and Minister's approval is requested.

1. INTRODUCTION

1.1. RESPONSE TO SUBMISSIONS

This supplementary Response to Submissions Report (**RtS**) has been prepared for School Infrastructure NSW (**SINSW**) acting on behalf of the Department of Education (the **Applicant**) in support of State Significant Development Application SSD 19_9368 for 'Alex Avenue Public School' (the **School**).

Additional submissions were received from the following agencies:

- NSW Department of Planning, Industry and Environment (**DPIE**); and
- Blacktown City Council (**Council**).

No further public submissions have been received.

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.

The key matters raised within the submissions relate to:

- Access and easement management along the eastern boundary of the site;
- Proposed site levels along the eastern boundary of the site;
- Waste management and vehicle access;
- Temporary and permanent drainage and stormwater arrangements; and
- Compliance of the proposed pedestrian access points with relevant standards.

This supplementary RtS Report therefore responds to the above matters raised and provides an overview of proposed design amendments since lodgement of the previous RtS package provided to the DPIE on 26 August 2019.

All relevant plans and documentation have been updated accordingly to reflect the amendments to the proposal. A detailed assessment of the amended proposal is provided within the following sections of this RtS and within each of the attached appendices. Architectural Plans of the amended proposal are provided within **Appendix A**.

1.2. REPORT STRUCTURE

This RtS has been structured as follows:

- **Section 1:** Introduction
- **Section 2:** Project background
- **Section 3:** Overview of amended proposal
- **Section 4:** Summary of consultation outcomes
- **Section 5:** Assessment of amended proposal
- **Section 6:** Assessment of likely impacts
- **Section 7:** Response to submissions
- **Section 8:** Conclusion

1.3. PROJECT TEAM

This supplementary RtS Report is supported by:

Table 1 – Project Team

Deliverable	Consultant	Appendix
Amended Architectural Plans including Temporary Car Park Plans	Group GSA	Appendix A
Copy of Deposited Plan		Appendix B
Amended Urban Design Report	Group GSA	Appendix C
Amended Landscape Plans	Group GSA	Appendix D
Amended Traffic Impact Statement	GTA	Appendix E
Amended Green Travel Plan	GTA	Appendix F
Amended Construction Traffic Management	Jim's Traffic	Appendix G
Amended Civil Design Report	Northrop	Appendix H
Amended Civil Plans	Northrop	Appendix I
Amended Operational Waste Management Plan	The MACK Group	Appendix J
Amended Access Report	iAccess	Appendix K
Amended BCA Report	Group DLA	Appendix L
Amended Consultation Summary Report	TSA	Appendix M
Amended Construction Management Plan	Richard Crookes Construction	Appendix N
Easement Management Plan	SINSW/TSA Management	Appendix O
Public Domain Works Plans	Northrop	Appendix P
Amended Music Model	Northrop	Appendix Q
Landscape/Easement Cross Section Plans	Group GSA	Appendix R
Temporary Bus Turning Bay Plan	Northrop	Appendix S
3D Construction Staging Plans	Group GSA	Appendix T
Stage 1 Roadwork Plans (Contingency)	GTA Consultants	Appendix U
Rainwater Reuse Plan	Group GSA / Northrop	Appendix V
Easement A Section 88B Instrument		Appendix W
Easement B Section 88B Instrument		Appendix X
Additional GTA Traffic Assessment	GTA	Appendix Y

2. PROJECT BACKGROUND

2.1. ORIGINAL PROPOSAL

In May 2018 a request was made to the Minister for the Secretary's Environmental Assessment Requirements (**SEARs**), pursuant to Clause 3, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulations**). The NSW Department of Planning, Industry and Environment (**DPIE**) subsequently issued SEARs on 22 June 2018 for State Significant Development Application SSD 19_9368 for 'Alex Avenue Public School'.

Following further discussions with DPIE, the SEARs were amended to exclude the requirement to prepare a BDAR and reissued on 2 October 2018 and then again on 30 January 2019.

In January 2019, Urbis, acting on behalf of SINSW submitted a draft Environmental Impact Statement (**EIS**) to the DPIE for Test of Adequacy (**ToA**). Following additional minor changes to the design, Urbis formally submitted the EIS to the DPIE to respond to each of the project SEARs on 14 March 2019. Public exhibition of the SSD ended on 1 May 2019.

2.2. RESPONSE TO SUBMISSIONS (RTS 1)

In response to a range of agency and community submissions received during exhibition, a Response to Submissions package (**RtS 1**) was submitted to DPIE on 10 May 2019, which amended the proposed development.

Submissions were received from the following agencies:

- NSW Department of Planning and Environment (**DPIE**);
- Blacktown City Council (**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 related 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.

To address the above matters, the following design amendments were incorporated into the design:

- 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.

2.3. RESPONSE TO SUBMISSIONS (RTS 2)

In response to further submissions received in relation to SSD 19_9368, a further Response to Submissions package (**RtS 2**) was submitted to the DPIE on 26 August 2019, which further amended the proposed development.

Submissions were received from the following agencies:

- Department of Planning, Industry & Environment (**DPIE**)
- Environment Protection Authority (**EPA**)
- Government Architects NSW (**GANSW**)
- Blacktown City Council (**Council**)
- Transport for NSW (**TfNSW**)
- Roads and Maritime Services (**RMS**)

A further public submission was also received from Catalina Developments who reinforced their previous comments. The key matters raised within the submissions related to:

- Stormwater contributions and OSD;
- Construction methodology and modular design; and
- Other design matters.

To address the above matters, RtS 2 further amended the proposed development and included the following changes:

- Replacement of bioretention basin with the provision of permanent OSD in the form of an inground tank with a storage capacity of approximately 1,200m³ located beneath Building B3; and
- Minor amendments to landscaping.

2.4. EARLY WORKS PACKAGES

A combination of other planning approvals has been used to facilitate site establishment. These approvals have been used to deliver early works ahead of the main School build to meet the construction program in time for Day 1 Term 1 2021.

2.5. TIMELINE OF EVENTS

A summary timeline of key events relevant to SSD 9368 is provided below.

Table 2 – Timeline of events

Date	Event/Activity
1 May 2018	SINSW submits request for SEARs to DPIE
22 June 2018	DPIE issues SEARs to SINSW for construction of the new school
2 October 2018	DPIE reissues amended SEARs to SINSW for construction of the new school
January 2019	SINSW submits EIS documentation for TOA to DPIE
8 February 2019 - 28 February 2019	Early works packages submitted for approval
14 March 2019	SINSW submits SSD (EIS) documentation for formal lodgement to DPIE
4 April 2019	Public exhibition of SSD 9368 commences
1 May 2019	Public exhibition of SSD 9368 finishes
10 May 2019	Request for further information (RFI) received from DPIE in relation to SSD 9368
15 June 2019	SSD response to submissions (RtS) package issued to DPIE (first round)
19 July 2019	Second request for further information (RFI) received from DPIE in relation to SSD 9368
26 August 2019	SSD response to submissions (RtS) package issued to DPIE (second round)
30 September 2019	Third request for further information from DPIE in relation to SSD 9368
To be confirmed	SSD response to submissions (RtS) package issued to DPIE (third and final round) (Forecast)
To be confirmed	Draft conditions issued by DPIE in relation to SSD (Forecast)
To be confirmed	DPIE issue SSD Determination (Forecast)

3. OVERVIEW OF THE AMENDED PROPOSAL

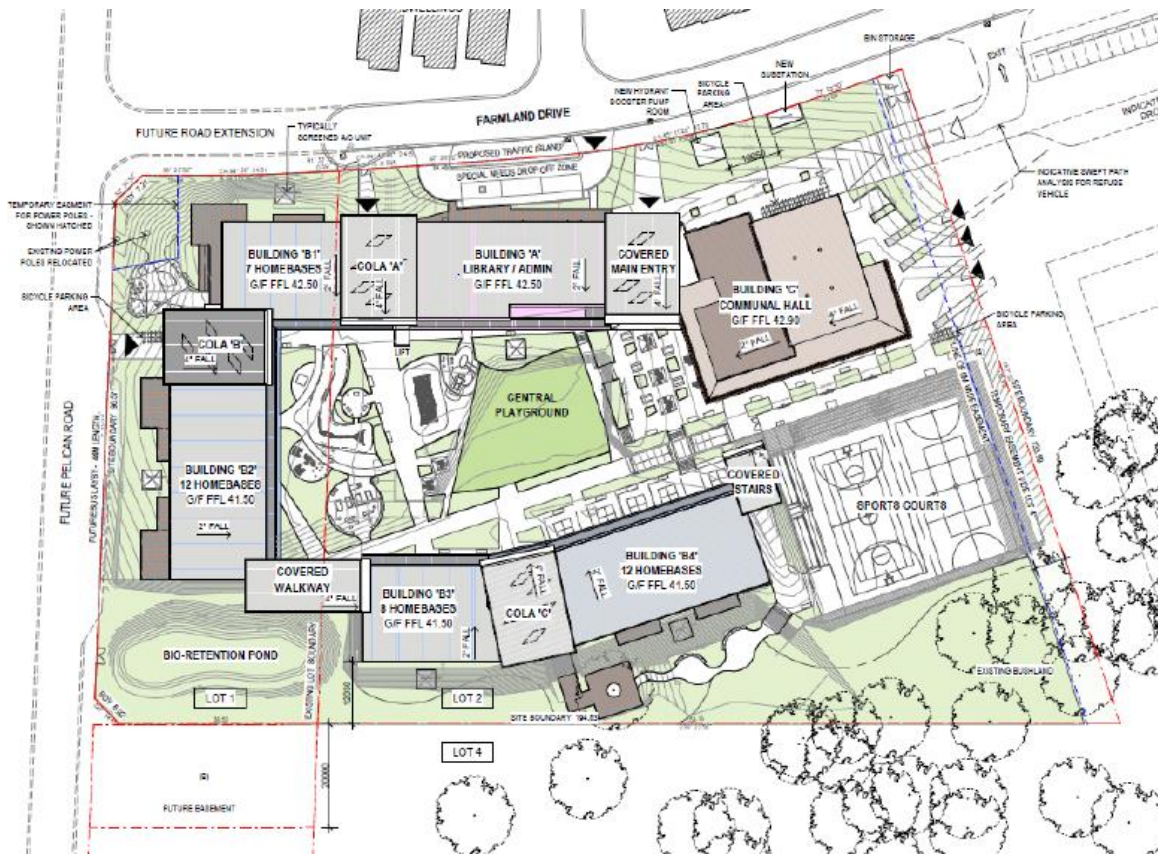
3.1. DESIGN AMENDMENTS

In accordance with Section 55 of the EP&A Regulations, the proposal seeks to make a series of amendments to the proposed development. The amendments are a result of ongoing detailed design development and in response to agency submissions. The following amendments to the previous design are proposed:

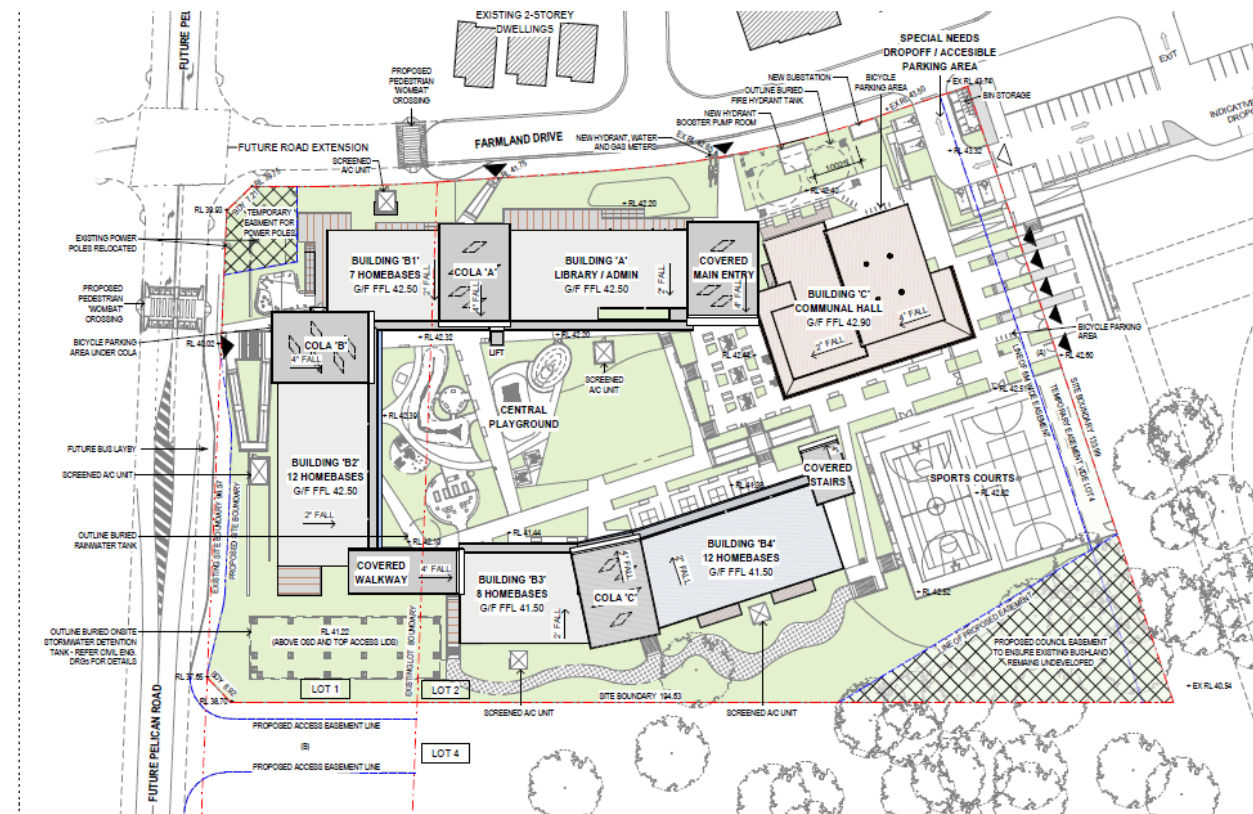
- SINSW has received confirmation that the delivery of Pelican Road will now be completed by Toplace as per the agreed contract by December 2020. This has taken pressure off SINSW regarding the proposed staging of easements. The proposed staging of development has therefore been amended. Easement A will provide temporary access to Catalina's site during construction of the school. Once extinguished, Easement B will then provide permanent access to Catalina's site and will become a dedicated local road. Please refer to easement management plan provided at **Appendix O**.
- The western site boundary levels have been amended to align with the current construction of Pelican Road. As a result, landscaping along western boundary has been adjusted to address the levels.
- Removal of OSD from the SSD application. OSD is now being provided on site via a separate planning approval. The design of OSD will be compliant with the requirements of Blacktown Council DCP and removes the need for the payment of any contributions.
- Stormwater design has been amended to discharge to the south of the site and across Lot 1 to the drainage reserve, and not into Pelican Road as originally designed. Stormwater works carried outside the defined SSDA site boundary will be subject to a separate planning approval.
- Bioretention swale previously located in the south west corner of the site has been replaced with implementation of OSD and filters which will be delivered under a separate planning approval.
- Inclusion of a new wombat crossing on Pelican Road.
- Length of bus bay on Pelican Road has been reduced from 44m to 35m.
- Special needs drop off area has been relocated from the Farmland Drive frontage to north east portion of the site resulting in a change to landscaping along the Farmland Drive frontage.
- Redesign of garbage store areas to ensure that waste vehicles can enter and exit the site in a forward direction.
- Coordination and alignment of levels along the eastern boundary of the site to ensure the levels match with the adjacent RE1 Council reserve. The realignment of levels in this location has also facilitated shared use of the Council carpark and the safe movement of users between the two sites. Accordingly, there have also been minor changes to landscaping in this location to facilitate joint use.
- A temporary car park solution has been further developed to ensure that there is parking available in the case that the adjacent Council carpark is not delivered by the time stage 1 of the school is open.
- As requested by Blacktown City Council, the south east corner of the site has been nominated as a permanent easement to ensure that there are no works within this portion of the site to protect stormwater runoff and student safety.
- A new sewer line connecting to south of the site via Lot 1. Sewer works carried outside the defined SSDA site boundary will be subject to a separate planning approval.
- Relocation of substation location, and other minor services relocated.
- Provision of a temporary bus turnaround area to Lot 1 as a contingency if the Pelican Road network is not finished to allow for the operation of a school bus on Term 1, Day 1.

The proposal is shown in the amended Architectural Plans and Landscape Plans contained at **Appendix A** and **Appendix D** respectively. **Figure 1 – Figure 2** provide a visual comparison of the proposal since the last RtS submission.

Figure 1 – Comparison of Site Plan (as submitted with RtS 2) and the Amended Site Plan

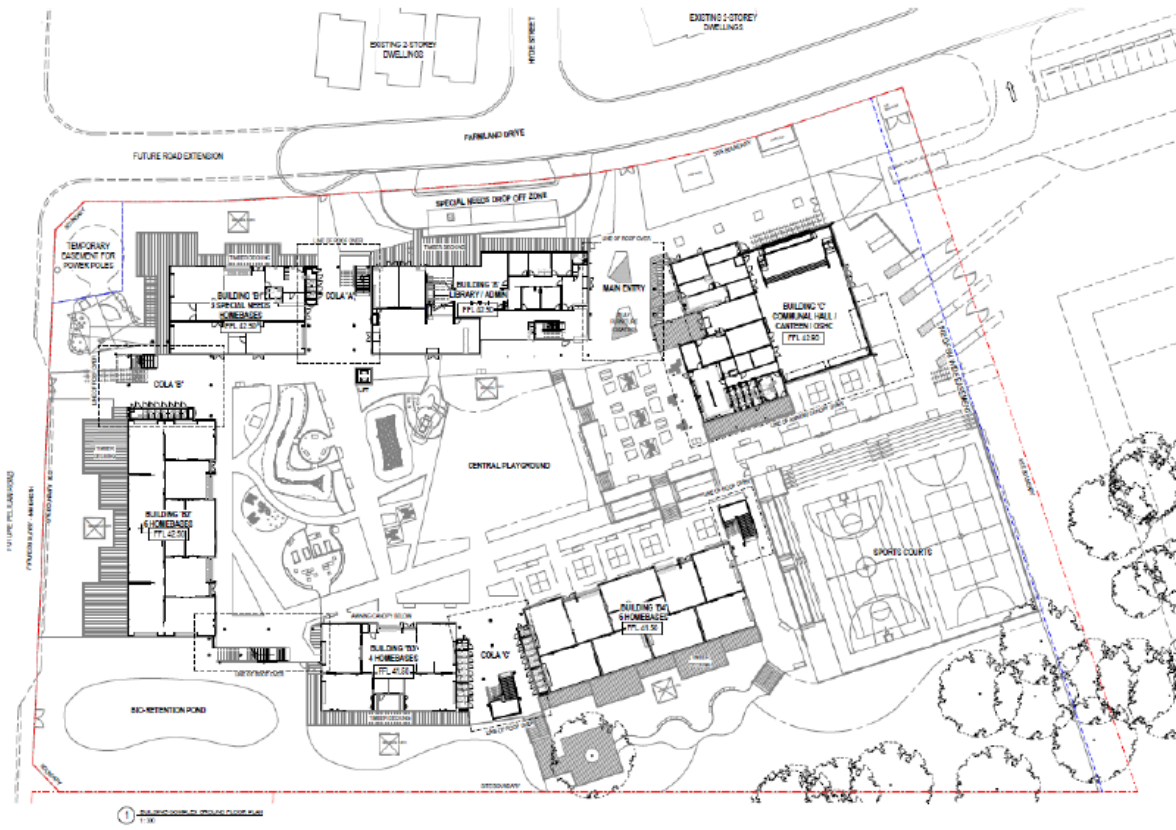


Picture 1 – Site Plan (as submitted with RtS 2)

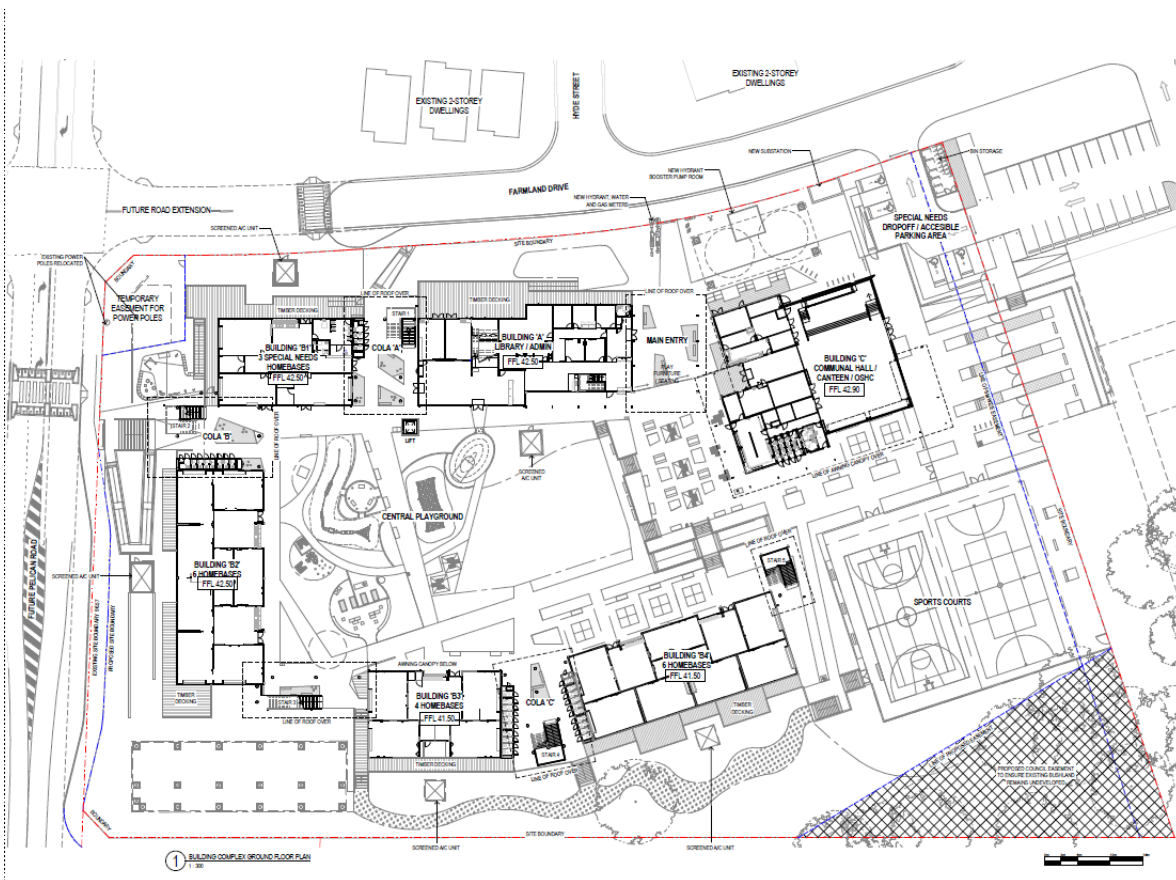


Picture 2 – Amended Site Plan

Figure 2 – Comparison of Ground Floor Plan (as submitted with RtS 2) and the Amended Ground Floor Plan



Picture 3 – Ground Floor Plan (as submitted with RtS 2)



Picture 4 – Amended Ground Floor Plan

3.2. DRAINAGE AND STORMWATER ARRANGEMENTS

In order to address concerns raised by Blacktown City Council, the proposed stormwater design has been amended as follows:

- Stormwater design has been amended to discharge to the south of the site and across Lot 1 to the drainage reserve, and not into Pelican Road as originally designed. Stormwater works carried outside the defined SSDA site boundary will be delivered under a separate planning approval.
- Bioretention swale previously proposed to the south west corner of the site has been replaced with the implementation of OSD and filters.
- Removal of the OSD from the SSD application which will now be delivered under a separate planning approval. The design of OSD will be compliant with the requirements of Blacktown Council DCP and removes the need for the payment of any contributions.
- A new sewer line connecting to south of the site via Lot 1. Sewer works carried outside the defined SSDA site boundary will be subject to a separate planning approval.

An assessment of the impacts associated with the amended stormwater design is provided in **Section 6.1** of this RtS Report. For further details, refer to the Amended Civil Plans and Amended Civil Design Report provided at **Appendix I** and **Appendix H**.

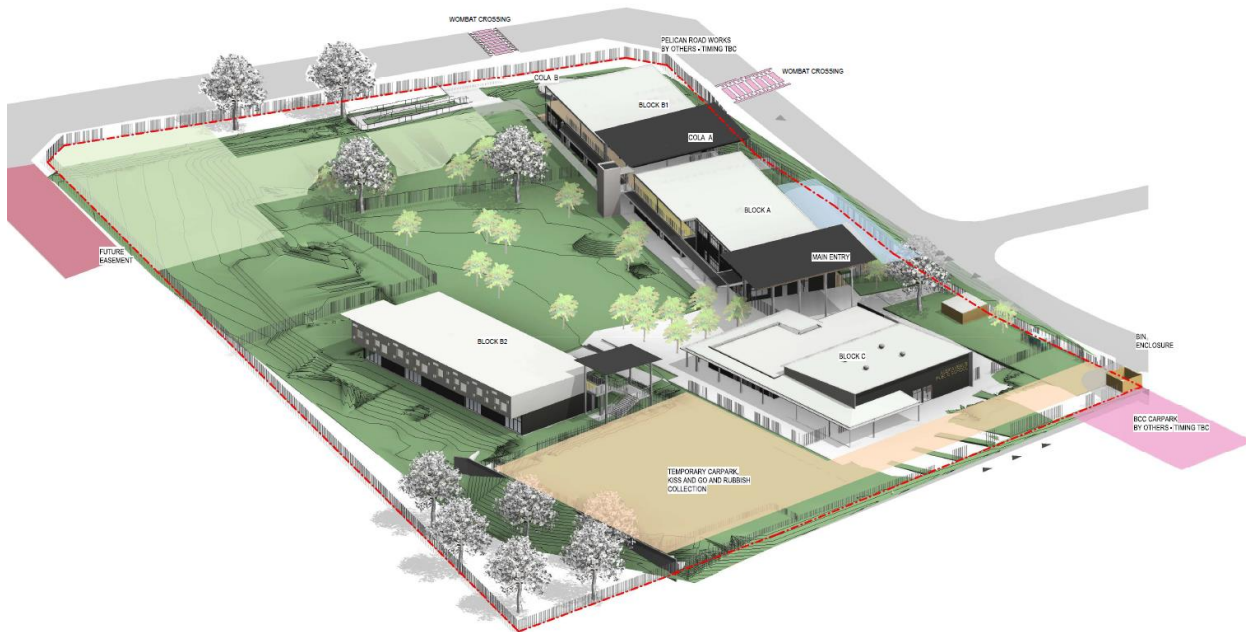
3.3. STAGING OF CONSTRUCTION AND OPERATION

Delivery of the School will be via two construction stages. Stage 1 includes the library, hall, covered outdoor learning areas, basketball courts and hardstand, core facilities for administration and staff, and 19 home bases. At the completion of Stage 1, the area dedicated for Stage 2 will be grassed and will serve as additional play area. As all core facilities including carparking and pick-up/drop off facilities are in Stage 1, the School will have the capacity to be fully operational until such time Stage 2 can be delivered. The School capacity at the end of Stage 1 is up to 600 students.

Stage 2 includes the remaining 20 home bases and rectification landscaping works. It will increase the School capacity up to 1000 students. Whilst the timing of Stage 2 delivery is currently unknown, the construction period is anticipated to take four to six months.

Commencement of construction of Stage 1 is anticipated in 2020, for the school to open Day 1, Term 1, 2021. The timing of the delivery of Stage 2 is yet to be confirmed. Completion of Stage 1 construction works is reliant on the Pelican Road network, Easement B and Council carpark all being constructed, as well as the extinguishment of Easement A. For further details relating to Stage 1 of the phasing of construction and operation, refer to **Figure 3** and the 3D Staging Plans provided at **Appendix T**.

Figure 3 – Stage 1 Plan with Temporary Carpark



Source: Group GSA

3.4. EASEMENT MANAGEMENT

The School site is a combination of two Lots - Lot 1 and Lot 2 in DP1244925 both of which share a frontage to Farmland Drive. Upon DoE's purchase of Lot 1 and Lot 2, the owner of Lot 4 (Schofields Nominee No.5) became land locked until such time that the future Pelican Road is built to the west of the School site. Subsequently, the site is subject to two easements:

- (A) Temporary, 6m wide easement along the eastern boundary of the site; and
- (B) Permanent 18m wide easement, through the southern portion of Lot 1.

Easement A will remain in place until such time that Easement B is made available. Accordingly, a condition of purchase of Lot 1 exists whereby the construction of Pelican Road must be complete by December 2020. Pelican Road will thereby give access to Lot 4 via Easement B, at which time Easement A is no longer required for access. Easement A is to be formally extinguished when Easement B is constructed as a Public Road Access and dedicated to Blacktown City Council. The construction of Pelican Road is currently being undertaken by developer Toplace, who are contractually required to complete construction by December 2020. There is a mechanism in the contract for SINSW to take over construction if the program is not met. Toplace commenced the roadworks in early January 2020, with Pelican Road anticipated for completion based on current progress by August 2020, 6 months prior to D1T1 2021. However, contractual obligations stipulate a deadline for completion or handover over to DoE by December 2020.

For further details, please refer to the Easement Management Plan provided at **Appendix O**. The purpose of this Plan is to demonstrate how the proposal will manage the existing and future easements on the subject site, as well as operational implications through to completion of all Stage 1 works.

Figure 4 – Easement Plan



Source: Group GSA

3.5. JOINT USE AGREEMENT WITH BLACKTOWN CITY COUNCIL

The School has established a joint use arrangement with Blacktown City Council, whereby the construction of the adjacent carpark along Farmland Drive at Reserve 885 will be undertaken by Council. The carpark will provide permanent parking spaces, facilities and access to the School under this Joint Use Agreement. This shared use arrangement will allow the permanent operational location of teachers' and accessible car spaces, kiss and drop, bin enclosure and storeroom along Farmland Drive to function. Several scenarios may eventuate prior to the opening of the School and measures will need to be in place to ensure the School can operate safely whilst maintaining access to Lot 4.

Council carpark not complete, shared use facility not available – In-boundary school Temporary Carpark required

In this scenario, the Pelican Road network and the council carpark construction has not been completed and a temporary contingency will be in place to provide teachers' & accessible car spaces, kiss & drop, bin enclosure & store at the sports court's location.

Council carpark completed, shared use facility fully functional and Pelican Road works completed, thus Easement B dedicated to council - All works along Easement A in-boundary can be completed & operational

In this scenario, Pelican Road network has been completed and Easement B has been dedicated to council which therefore becomes the primary access road to the Catalina development at Lot 4. As a result of Easement B coming in play, Easement A is then extinguished and the works along the Reserve 885 boundary can be completed.

In order to address the joint use and the management of easements, SINSW have proposed several draft conditions which are outlined below.

3.5.1. Joint Use Agreement not in play (interim)

Proposed condition:

Prior to operation, in the event of the Joint Use Agreement with Blacktown City Council not being executed prior to operation the school, staff car parking, garbage collection and pick up and drop off will occur onsite in accordance with the following plan (drawing ref - AA-AR-1102).

Reason:

To ensure that staff car parking, garbage collection and pick up and drop off for students is provided within the School grounds.

Proposed condition:

Prior to construction of the proposed car park and all associated works, detailed design/plans and engineering specifications need to be prepared in accordance with all relevant Australian Standards to the satisfaction of Certifying Authority.

Reason

To ensure the future car park is designed in accordance with all relevant Australian Standards.

Proposed Condition:

Within three months of occupation and prior to the attendance of students, the applicant must submit information to the Planning Secretary demonstrating that construction of the car park and all associated works have been undertaken in accordance with all relevant Australian Standards, engineering specifications and the Building Code of Australia.

Reason

To ensure that evidence is provided to the DPIE that the carpark and associate works have been built in accordance with all relevant Australian Standards.

3.5.2. Easement to Farmland Drive in play (interim)

Proposed condition:

The Easements (Easement A and Easement B) shall be managed in accordance with the terms of the relevant Section 88B Instrument.

Reason:

To allow for appropriate access to Lot 4.

Proposed condition:

In the event that Pelican Road is constructed and dedicated to Blacktown City Council prior to the opening of the School, the Applicant is required to design and construct a road over Easement B to provide access which is considered suitable for the residential subdivision of Lot 4.

Reason:

To allow for appropriate access to Lot 4 and to allow SINSW to have a planning approval to construct the road if required.

3.5.3. Pelican Road under partial operation/completion

Proposed condition:

In the event that Pelican Road construction does not allow for the circulation of buses, then the plan that demonstrates an onsite bus turning bay (drawing ref - SK10.01) shall be subject to detailed design and approval from the relevant authorities and be constructed prior to operation of the School.

Reason:

To ensure a bus bay is provided for the School. To allow planning approval option for SINSW to undertake the works.

3.6. CONSTRUCTION MANAGEMENT

In order to complete the works in the 6m easement corridor (Easement A), the construction zone will extend to the eastern boundary from the school hall and around the basketball courts, following the completion of Pelican Road. Toplace are responsible for construction of Pelican Road. The works have already commenced, and are expected to be completed by December 2020, in accordance with the contract.

If Pelican Road is not delivered by Toplace in time for commencement of School operations, as per the contract, SINSW can take control over the delivery of the road. SINSW will proactively engage with Toplace in the lead up to December 2020, to ensure a smooth transition of work or possible early step-in if it appears Toplace is unable to complete works.

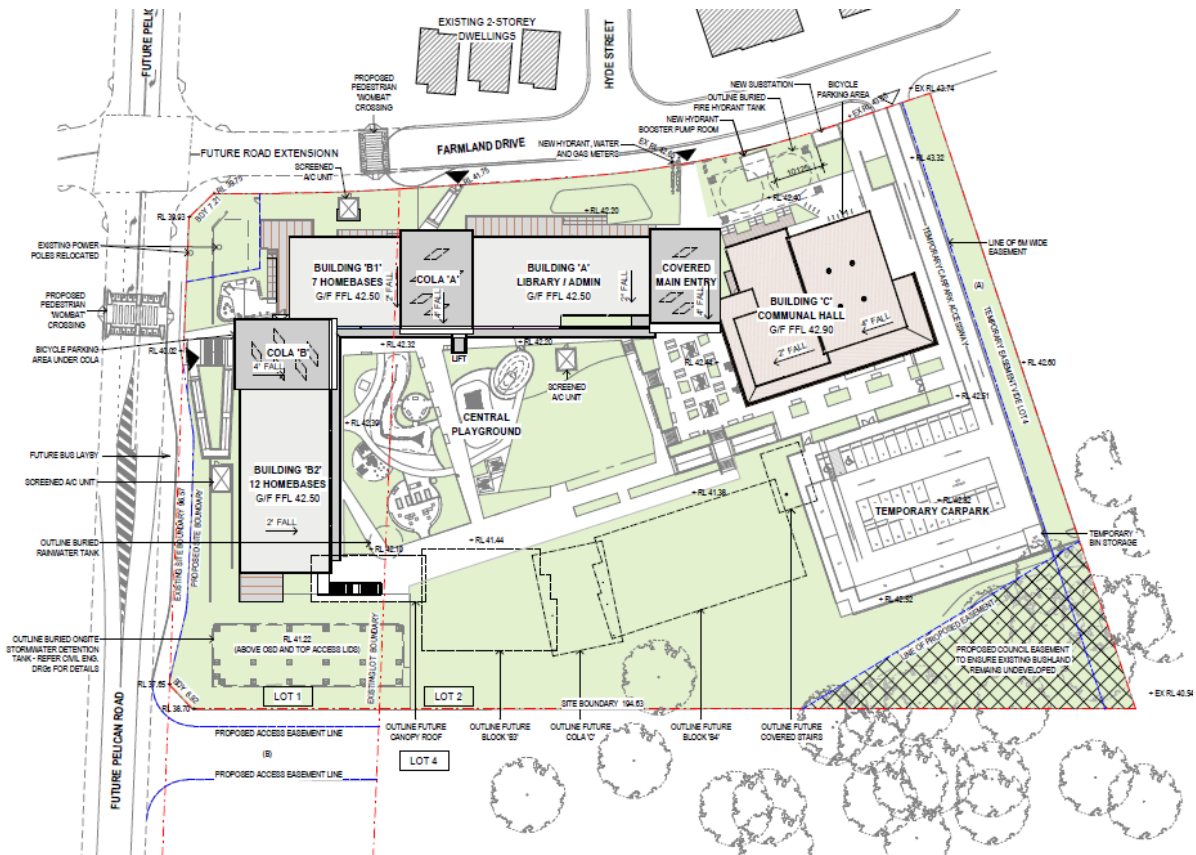
While the forecast program will achieve the completion of the works prior to the opening of the School, to ensure any potential delays do not hamper school operations, the works at the north-eastern boundary including the refuse and special needs parking spaces, will be prioritised to ensure completion for D1, T1 2021. Should unforeseen and beyond contingency delays be incurred, the remainder of the works including the works in the southern portion of Easement A and the basketball courts will be completed while the school is operational. Appropriate hoarding and traffic management strategies will be implemented to ensure the safety of staff and students.

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

The amended proposal provides a location for temporary onsite staff car parking and drop-off/pick up zone for Stage 1 of the School's operation. Refer to the amended Architectural Plans provided at **Appendix A** for further details. 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 25 staff car park spaces, 1 accessible parking space, and a drop-off and pick-up zone capable of accommodating up to five (5) vehicle at any time. The temporary carpark, if required, will be located towards the eastern boundary of the site as shown in **Figure 5** below (roughly within the area of the proposed sports courts). It will also accommodate a provisional waste storage area until the temporary Easement A is extinguished, and the bin area can revert to its location near the Farmland Drive frontage.

An assessment of parking requirements and the temporary carpark design is provided within **Section 6.3.2** and **6.3.4** of this RtS Report.

Figure 5 – Proposed Site and Roof Plan showing Temporary Car Park Arrangement for Stage 1



3.8. WASTE MANAGEMENT AND SITE ACCESS ARRANGEMENTS

The amended proposal includes the following:

- Redesign of garbage store areas to ensure that waste vehicles can enter and exit the site in a forward direction.
- Relocation of the special needs drop off area from Farmland Drive to be located closer to the special needs' classrooms.
- Inclusion of a new wombat crossing on Pelican Road (resulting in two wombat crossings in total).
- Provision of a temporary bus turnaround area to Lot 1 as a contingency if Pelican Road construction is not finished to allow for the operation of a school bus on Term 1, Day 1. As a contingency, a concept design has been prepared to provide a temporary bus turnaround bay at Lot 1 to allow for the operation of a school bus on Term 1, Day 1. For further details refer to the Temporary Bus Turning Bay Plan provided at **Appendix S**.

An assessment of the proposed temporary bus turning bay is provided with **Section 6.3.7** of this RtS Report.

4. SUMMARY OF CONSULTATION OUTCOMES

4.1. ENGAGEMENT WITH BLACKTOWN CITY COUNCIL

The project team has been working collaboratively with Blacktown City Council to resolve any outstanding issues relating to the design and operation of the School, particularly in relation to site levels and stormwater design. Council has been engaged throughout the design process with regular meetings held to discuss potential opportunities between the new School, the adjacent council reserve (Reserve 885) and the wider community. There have also been ongoing discussions in order to finalise the Joint Use Agreement between the School and Council. A summary of the key meeting dates with Council and outcomes are included in the Amended Consultation Outcomes Summary Report provided at **Appendix M**.

4.2. PROJECT REFERENCE GROUP MEETINGS

The project established a Project Reference Group (PRG). The purpose of the PRG has been to obtain feedback from the end user as the design progresses, and where appropriate, the design is updated to reflect the feedback. It should be noted that as this is a new School, there were no teachers or P&C representatives until January 2020. Meetings with the PRG have been held on a regular basis and have been held by either of the project managers and design team. A summary of the outcomes can be found in amended Urban Design Report provided at **Appendix C**. Key issues raised by the PRG which have been addressed in the design include:

- Maintenance requirements of the landscaping to be considered.
- Kiss and drop facilities and parking to be sufficient for student numbers.
- Allowance for shading in the play areas, consider use of additional covered outdoor learning areas.
- Accuracy of forecast student numbers was a concern.
- All areas of the school site need to be accessible to all students.

4.3. EDUCATIONAL CONSULTANT ENGAGEMENT

Educational workshops were held with Dr Julia Atkin, Educational Consultant. The purpose of the workshops was to identify the desired pedagogy of the new school and identify the “look and feel” desires for the learning community to ensure the design meets the school’s vision for education delivery. Key concerns raised which have been addressed in the design include:

- Design adapts to students with a disability, accessible design.
- Open area access to WIFI to facilitate indoor-outdoor learning.
- Quality of fixtures – durability and maintenance.
- Visibility – line of sight from teachers to students for safety.
- Lighting to be natural and adequate.
- Noise to be managed at a design level.

For further detail regarding the Educational Workshops and design response, please refer to the Amended Consultation Outcomes Summary Report provided at **Appendix M**.

4.4. COMMUNITY ENGAGEMENT ACTIVITIES

No information booths have been set up yet for this project. Once information booths are scheduled, they will be advertised on the SINSW website and in a local newspaper.

A door knock was undertaken to advise local residents of the proposal on 11 December 2019 with representatives of SINSW and TSA Management in attendance.

5. CONSISTENCY WITH THE STATUTORY CONTEXT

5.1. OVERVIEW

The following statutory planning policies have been considered in the assessment of the amended proposal:

- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*;
- *State Environmental Planning Policy (Sydney Growth Centres) 2006*; and
- *Blacktown Growth Centre Precincts Development Control Plan 2018*.

5.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) identifies development types that are of state significance, or infrastructure types that are of state or critical significance. As the proposal relates to the construction and operation of a new school, it remains an SSD under Clause 15(1) of Schedule 1 of the State and Regional Development SEPP.

5.3. STATE ENVIRONMENTAL PLANNING POLICY (EDUCATIONAL ESTABLISHMENTS AND CHILD CARE FACILITIES) 2017

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (ESEPP) aims to make it easier for child-care providers, schools, TAFEs and universities to build new facilities and improve existing ones by streamlining provisions and the approval processes so to deliver greater consistency across NSW. The Education SEPP balances the need to deliver additional educational infrastructure with a focus on good design. The following section of this RtS provides a high-level summary confirming the amended proposal continue to be consistent with the ESEPP.

5.3.1. Schedule 4 – Design Quality Principles

Clause 35(6) requires the consent authority to consider the design quality principles set out in Schedule 4 of the Education SEPP prior to determination. The proposal has been designed having regard to the design quality principles and responds to each of them in the following way:

- **Principle 1: Context, built form and landscape**

The new school will be two storeys in scale, which is in keeping with the predominant scale of surrounding residential development. The site does not have a building height limit as outlined in the Growth Centres SEPP 2006. Notwithstanding this, the proposal is considered an appropriate scale for the surrounding residential context. The proposal also provides a landscape concept plan which includes landscaped gardens, outdoor play areas and sporting facilities that will complement the existing character and future character of Schofields.

- **Principle 2: Sustainable, efficient and durable**

The amended proposal continues to adopt a range of ESD initiatives. The proposal will also provide positive social and economic benefits for the local community by ensuring that teaching facilities are meeting contemporary educational needs.

- **Principle 3: Accessible and inclusive**

The proposal is capable of complying with relevant provisions for accessibility and will provide teaching spaces suitable for students with special needs.

- **Principle 4: Health and safety**

CPTED measures have been incorporated into the design and management of the site to ensure a high level of safety and security for students and staff, such as appropriate fencing, access control measures, adequate lighting and wayfinding signage as well as the use of resistant and durable building materials. A range of play spaces and activity areas are proposed for students to encourage active recreation. At the request of Blacktown City Council, a permanent easement is now proposed to the south east corner of the site to limit access and future development within this part of the site. This will ensure the safety of students and will enable the safe undertaking of site works to Lot 4 to the south.

- **Principle 5: Amenity**

The proposal will provide high quality facilities, spaces and equipment for use by students and staff. These areas will provide students with an enhanced learning environment.

- **Principle 6: Whole of life, flexible and adaptive**

The proposal involves the construction of new school buildings, these will be designed to ensure flexibility and longevity.

- **Principle 7: Aesthetics**

The proposal will have high quality external finishes, which will be aesthetically pleasing. The proposal is an appropriate scale and form for the residential context.

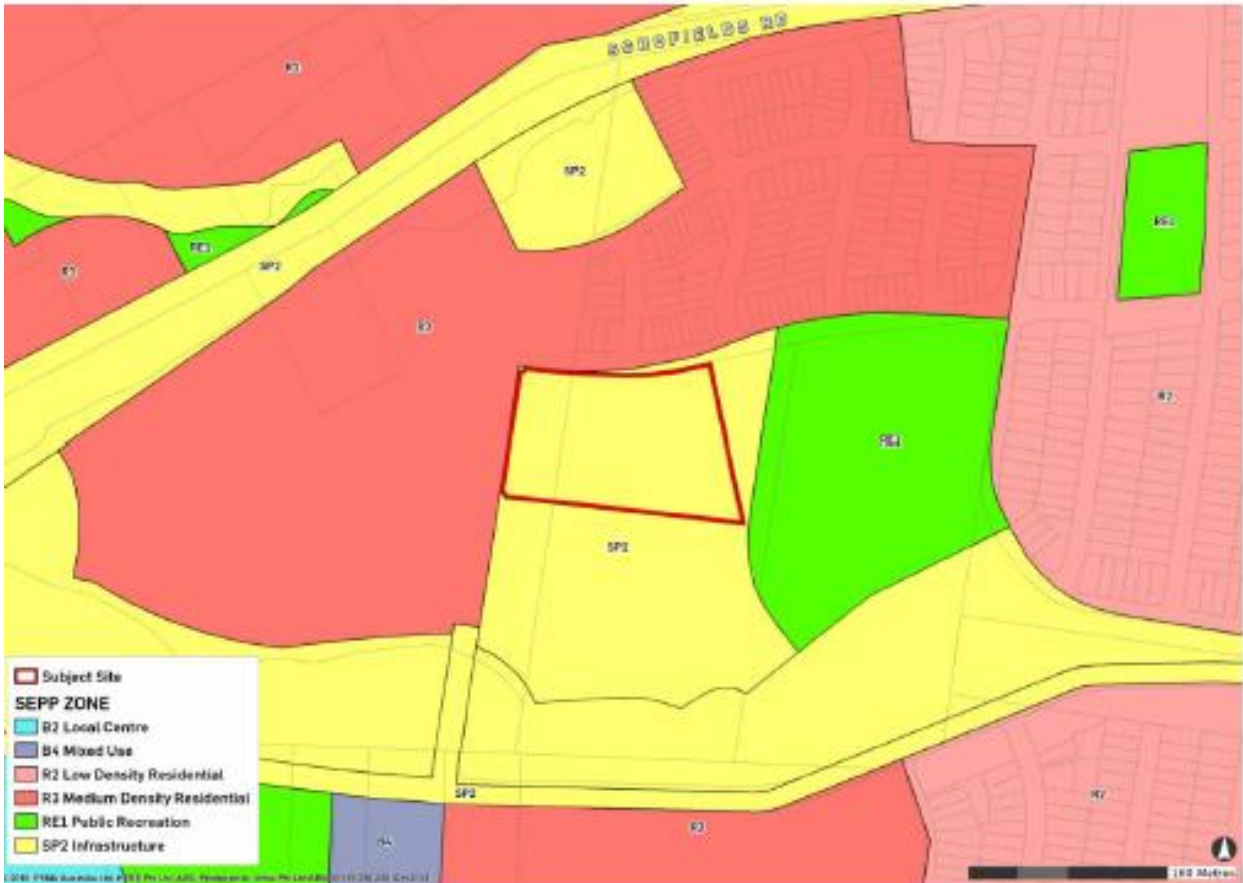
5.4. STATE ENVIRONMENTAL PLANNING POLICY (SYDNEY GROWTH CENTRES) 2006

State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP) is the principle environmental planning instrument applying to the site. The Growth Centres SEPP identifies the site within the Alex Avenue and Riverstone Precinct Plan 2010 (Appendix 4 of the Growth Centres SEPP). As such, development controls relating to the site are outlined in this Precinct Plan.

5.4.1. Zoning and Permissibility

Under the Growth Centres SEPP, the site is zoned SP2 'Educational Establishment' as shown in **Figure 6**. The amended proposal remains permitted with development consent. The amended proposal will provide a new school, which is important social infrastructure for the growing population of Schofields. The proposal is therefore consistent with the objectives of the SP2 zone.

Figure 6 – Extract from Growth Centres SEPP Zoning Map



Source: Growth Centres SEPP

5.5. BLACKTOWN GROWTH CENTRE PRECINCTS DEVELOPMENT CONTROL PLAN 2018

The site is located within the North West Growth Centre and is therefore subject to the provisions outlined in the Blacktown Growth Centre Precincts Development Control Plan. For educational establishments, Parts 1, 2 and 4 of the DCP apply. Furthermore, the site is identified as being located within the Alex Avenue Precinct and is therefore subject to additional controls under Schedule 1 of this DCP.

In accordance with Clause 11 of the State and Regional Development SEPP, Development Control Plans do not apply to state significant development. Notwithstanding, the amended proposal remains consistent with the original submission, and complies with all relevant controls of the DCP.

6. LIKELY IMPACTS OF THE DEVELOPMENT

6.1. STORMWATER, DRAINAGE AND FLOODING

The site will be connected to the surrounding system Council stormwater system. The new development is proposed to discharge into the existing creek to the south of the site using a network of pits and pipes and overland flow paths. The majority of the site area discharges to an OSD tank before discharging to the existing creek via a piped network and a headwall with level spreader at the edge of the creek. The construction and installation of the OSD tank is part of a separate planning approval.

Good site design is important in reducing the risk profile of stormwater runoff from all developments. Roofs have a low risk profile for stormwater pollutants, and the simplest way to protect water quality at the ground level is to direct hardstand areas (paving and paths, etc.) to landscaped areas to provide passive irrigation.

The proposed roof drainage system connects to an in-ground rainwater re-use tank (RWT). Refer to the rainwater reuse plan provided at **Appendix V** for more details. The overflow from the RWT will connect to the stormwater system within the hardstand area and then is further treated by the ZPG Stormfilters within the water quality chamber of the OSD tank before discharging to the creek. In addition, an easement in south east corner of the site will allow for stormwater flows to be directed away from Lot 4 and into the OSD.

Overall, the proposal will result in significant improvements in terms of stormwater runoff and quality. The stormwater pollutant load reduction objectives will be met by the use of a rainwater tank and also consolidating stormwater treatment devices. The stormwater system is designed for the hardstand and landscape areas to convey the 1% AEP storm event to a water quality chamber within an OSD tank. Each surface inlet pit is to be fitted with an OceanGuard pit to collect gross pollutants and pre-treat the stormwater before it is directed to the water quality chamber within the OSD tank. The water quality chamber is fitted with 15 ZPG Stormfilters to complete the treatment train.

Stormwater treatment was modelled using Modelling Urban Stormwater Improvement Conceptualisation (MUSIC) software and parameters were set using the Blacktown City Council MUSIC-LINK in accordance with Blacktown City Council's WSUD policy. A copy of the MUSIC model is provided at **Appendix Q**. The stormwater treatment targets required for the site will be met by the implementation of the above treatment measures. The pollutant removal performance as predicted by MUSIC modelling exceeded the Blacktown City Council targets of 85%/65%/45% for various pollutants.

In addition to stormwater treatment devices, sediment and erosion controls will also be installed where required during excavation and construction to ensure only clean water enters the existing and proposed stormwater system in rainstorm events. These measures are to be installed in accordance with 'The Blue Book'. A Sediment and Erosion Control Plan is provided within the Amended Civil Plans at **Appendix I**.

For further details relating to stormwater design, refer to the Amended Civil Design Report and Amended Civil Plans provided at **Appendix H** and **Appendix I** respectively.

6.2. ENVIRONMENTAL AMENITY

The proposed amendments to the design are minor and do not involve any changes to the location and/or scale of any of the proposed school buildings. As such there will be no additional overshadowing or visual privacy concerns above those which have already been assessed.

6.3. TRANSPORT AND ACCESSIBILITY

In order to respond to the various comments received and the required changes to the design, GTA have prepared an additional Transport Letter (refer to **Appendix Y**) which provides an updated assessment of all proposed transport and parking arrangements, including all required contingency arrangements. GTA has also updated the original Traffic Impact Assessment (TIA) and Green Travel Plan (GTP) with a copy of these documents provided at **Appendix E** and **Appendix F** respectively.

6.3.1. Temporary Parking Arrangements / Garbage Vehicle Access Arrangements

DoE and Blacktown City Council are in principle, entering into a Joint-Use Agreement associated with the car parking area located to the north of Reserve 885. Reserve 885 caters for the parking requirements

associated with the School as detailed in the amended Transport Impact Assessment Report provided at **Appendix E**. Whilst it is understood that works associated with Reserve 885 are expected to be completed and ready for Term 1, Day 1 operations of the School, a contingency concept design has been prepared in the event that the carpark is not available. This contingency concept design is now available for implementation should there be a delay in the completion of the joint use carpark.

6.3.2. Car Parking Requirements for Term 1, Day 1 Operations

For Term 1, Day 1 operations, up to 600 students will be enrolled at Alex Avenue Public School. The School Principal has confirmed that 22 staff are expected for opening. The level of parking provided has been assessed against the requirements of the Blacktown City Council Growth Centre Precincts DCP and Clause 6.3 of the Blacktown DCP 2015, which sets parking requirements for primary and secondary schools as:

- 1 space per staff member; plus
- 1 space per 100 students.

Applying the DCP rates, for opening the development requires 28 parking spaces. A total of 31 parking spaces including 1 accessible parking space has been included in the concept temporary car park design, exceeding the minimum parking requirements for opening outlined in the DCP.

6.3.3. Stage 2 Car Parking Requirements

Construction stage 2 will comprise a total of 1000 students and 70 full-time staff. Based on the DCP requirements, a total of 80 car parking spaces will be required to service the School for stage 2. This parking provision will be accommodated through a Joint-Use Agreement with Blacktown City Council whereby 100 spaces will be provided within the Council park to the east of the site.

6.3.4. Temporary Car Park Concept Design

The concept carpark will consist of the following:

- 6-metre-wide temporary easement providing access to Lot 4 via Farmland Drive.
- Crossover designed in accordance with Council's Engineering Guide for Development 2005.
- 25 parking spaces are provided for staff parking, designed in accordance with AS/NZS29890.1:2004 for a Class 2 Parking facility.
- 5 parking spaces are provided for pick-up / set-down, designed in accordance with AS/NZS2890.1:2004.
- A single accessible parking space is provided and is designed in accordance with Clause 2.2.2 of AS/NZS2890.6:2009.
- The bin storage area, which will be serviced by the Private Waste Collection Contractors outside school operations hours located in the south-eastern corner of the temporary car park.

Waste collection is expected to occur outside regular school hours to minimise any potential conflict with students. A swept path assessment has been completed and this demonstrates a 10.5m long garbage truck can access the waste collection point and circulate as required. For further details, refer to **Appendix Y**.

6.3.5. Walking and Cycling Connectivity and Safety Considerations

The School is located in a new residential subdivision that is currently under development. Residential lots generally located to the east and north of the school site have been substantially developed. Farmland Drive currently terminates approximately 39 metres west of Hyde Street, and construction of Pelican Road has commenced recently. Based on a review of the road design drawings for the Construction Certification provided by the Toplace Group, a network of footpaths is proposed, and forms part of the subdivision works. A plan showing the proposed layout of footpaths is provided as an attachment within **Appendix Y**.

Consultation with Council's Traffic Engineers further confirmed that:

- Footpaths along the south side of Farmland Drive, between Antonia Parade and the School forms part of Reserve 885 works.
- Footpaths along the Farmland Drive and Pelican Road frontages of the School will form part of the works of the School.

- Timing of the construction of footpaths in new residential subdivisions are typically triggered when the precinct is substantially developed (around 80%).
- Footpaths in general are required on both sides of Collector Roads and as a minimum, on one side of local roads as per Blacktown City Council Path Paving Policy 2009.

Upon a review of the site and its surrounds, considering much of the School's catchment is located to the east of the School, and the area is substantially developed, for Term 1, Day 1, it is expected that as a minimum, a footpath along the south side of Farmland Drive, between Antonia Parade and Pelican Road will be accessible for pedestrians. It is anticipated that whilst a complete constructed and sealed footpath network may not be available on Term 1, Day 1, there is sufficient verge that offers a safe environment to enable walking as a mode of transport to / from the School on the basis that:

- Roadways within the immediate vicinity of the School have been designed generally in accordance with the objectives of Blacktown City Council's Growth Centre Precincts DCP, where the design of the street layout embeds pedestrian connectivity and safety considerations.
- Along Farmland Drive, it is understood that a verge width of 3m has been provided along the residential frontages, with completed footpath being 1.5 metres wide.
- Local roads within the vicinity of the site have a verge provided on each side of the road.
- Considering much of the residential areas to the east of the School is constructed and occupied, the condition of verge within the immediate vicinity of the School is suitable for walking, away from vehicular traffic.

Given the low density, low speed nature of the road network, it is considered that the main difference to pedestrian safety between having a constructed and sealed footpath in comparison to walking on a grass verge is an increased risk to trip, slip and fall walking on grass verge and does not present any increased severity in crash risk to pedestrian movement. Considering that the proposed School is a primary school where students are typically between the age of 5 and 12, the lack of constructed and connected bicycle facilities at Term 1, Day 1 means that cycling as a mode of transport for students will not be attractive, or appropriate, until infrastructure works within the immediate vicinity and catchment area of the School are completed.

The Amended Green Travel Plan (GTP) provided at **Appendix F** provides an action plan which includes a range of initiatives to be completed prior to the School opening that will assist in achieving an overall reduction in the reliance of private car transport.

6.3.6. Crossing Facilities

The amended proposal includes two wombat crossings located on:

- Farmland Drive, west of Hyde Street to provide north – south connectivity (previously proposed)
- Pelican Road, south of intersection with Farmland Drive to provide east – west connectivity (new)

The proposed wombat crossings have received in principle agreement from Blacktown City Council and will be subject to a separate approval process with BCC Local Traffic Committee. The proposed crossing facilities will allow for the connection to new land lots located to the west of the School and connect to the future footpaths along Pelican Road and is intended to provide safe pedestrian connectivity within close proximity to the School's main entrances.

6.3.7. Pelican Road – Temporary Bus Turnaround Area

Pelican Road in its ultimate condition is a collector road that provide north-south connectivity between Schofields Road and Jerralong Drive. The road works that form part of Toplace Group construction extends generally to the southern boundary of DoE Lot 1 land. A bridge that connects Pelican Road and Jerralong Drive will be delivered by Blacktown City Council, with the timing of those works unknown. As a contingency, a concept design has been prepared to provide a temporary bus turnaround bay at Lot 1 to allow for the operation of a school bus on Term 1, Day 1. The contingency bus turnaround area has been assessed using a 14.5m Long Rigid Bus and has received in principle support from Blacktown City Council.

6.3.8. Conclusion

Based on the above, it is considered that transport engineering aspects of the proposed development has now been refined, with suitable contingency measures provided to facilitate Term 1, Day 1 operations of the School.

7. RESPONSE TO SUBMISSIONS

Table 3 – Response to Submissions

Issue	SINSW Response	Reference
NSW Department of Planning and Environment:		
<p>The temporary treatment (including levels, pathways, landscaping and fencing) proposed in the north-east corner of the site along with the access and management arrangements to:</p> <ul style="list-style-type: none"> allow unfettered access along the temporary access and services easement that runs along the eastern boundary of the site. ensure the safety of school users and the wider community. 	<p>The proposal has been amended to ensure there is unobstructed access along the temporary easement which runs along the eastern boundary as well as to ensure the safety of school users. Further, as requested by Council, the south east corner of the site has been nominated as a permanent easement to ensure that there are no works within this portion of the site. This both assist with both reducing stormwater runoff impacts to Lot 4 as well as ensure student safety. Refer to Easement Management Plan provided and the Amended Architectural Plans for further details.</p>	<p>Appendix O and Appendix A</p>
<p>The proposed temporary and permanent levels along the eastern boundary and in the south-eastern corner of the site having regard to the existing and proposed levels of adjoining land.</p>	<p>The levels along the eastern boundary of the school site have been redesigned in coordination with Blacktown Council to ensure the levels match up. Refer to the Amended Civil Plans for further details.</p>	<p>Appendix I</p>
<p>The proposed use of the south-eastern corner of the site and interface with the adjoining land.</p>	<p>As already indicated, Blacktown Council has proposed and SINSW has accepted an easement to ensure the existing bushland in the south east corner of the site remains undeveloped. Refer to the site plan within the Amended Architectural Plans for further details.</p>	<p>Appendix A</p>
<p>Garbage vehicle access arrangements.</p>	<p>The garbage bin area has been further redesigned to improve access and ensure that vehicles can enter and exit the site in a forward manner. The attached Additional Traffic Advice provided by GTA confirms this will be possible.</p>	<p>Appendix A and Appendix Y</p>

Issue	SINSW Response	Reference	
Temporary and permanent drainage arrangements, including discharge, prior to and following the construction of Pelican Road.	Stormwater management has been redesigned following ongoing correspondence from Blacktown Council. Permanent OSD (subject to a separate planning approval) will discharge to unamend creek to the south via Lot 1 via an overland flow. Refer to Amended Civil Plans and Civil Design Report for further details.	Appendix H and Appendix I	
Compliance of proposed access / egress locations with relevant standards.	The design of all access and egress point meets the relevant standards. Refer to Amended Access Report and the additional plan within Amended Architectural Plans showing the proposed fencing, gates and access point to the school site.	Appendix A and Appendix K	
Blacktown City Council:			
Recreational Planning and Design	1. The shared plaza layout is still to be agreed between the School Infrastructure NSW (SINSW) landscape architect and us. In summary, the layout proposed on the SINSW submission is:	The shared plaza has been redesigned in coordination with Blacktown Council to address all recreational planning matters. All architectural, landscape and civil plans have been updated to address these matters.	Appendix A, Appendix D and Appendix I
	(a) Not compatible with what we are trying to achieve with access to the car park and sports fields at R885	The shared plaza has been redesigned in coordination with Blacktown Council to address all recreational planning matters. All architectural, landscape and civil plans have been updated to address these matters.	Appendix A, Appendix D and Appendix I
	(b) The pathways encroach onto our land. No coordination for retaining walls, access, pathway and even proposed cricket nets is given.	The shared plaza has been redesigned in coordination with Blacktown Council to address all recreational planning matters. All architectural, landscape and civil plans have been updated to address these matters.	Appendix A, Appendix D and Appendix I
	(c) The drawings show the easement for Catalina, but they do not propose how the shared use zone will be interacting with the easement (levels, fence, etc)	The shared plaza has been redesigned in coordination with Blacktown Council to address all recreational planning matters. All architectural, landscape and civil plans have been updated to address these matters.	Appendix A, Appendix D and Appendix I

Issue		SINSW Response	Reference
On Site Detention.	2. We also object to the reversing of the garbage truck servicing the school over Council's reserve and carpark into the school site. The school garbage truck must enter and exit the site in a forward direction ideally from the road directly into the school.	The garbage store area has been redesigned to ensure that trucks can enter and leave the site in a forward direction.	Appendix A
	(d) From the above point, discussions with TSA (SINSW project manager) outlined that a risk of students/teachers parking in the car park, will not be able to walk through the easement to access the school. The easement will be fenced to provide risk of traffic management through the path of travel, so a temporary footpath will be needed from the carpark to the kerb side, where students/teachers can walk across the easement and enter the school grounds. No coordination of this has been undertaken or officially raised with us.	The Easement Management Plan outlines how the easements will be managed to ensure the safety of students and teachers under various potential scenarios.	Appendix O
	(e) No updated civil engineering plans are shown in the new package. Discussions with TSA last week noted that the proposed retaining wall for the courts will be approximately 2m high. Between this wall and the school's eastern boundary (shared with Council's Reserve 885) the easement for Catalina will be made. The existing ground conditions has a batter into R885.	These comments have been addressed following discussions with Blacktown Council. Refer to Amended Civil Plans for further details.	Appendix I
	(f) We note no updated landscape plans were provided, in particular, a detailed fencing plan. The fencing layout should be officially presented to us as it can affect the shared use agreement which is yet to be agreed.	Amended Landscape Plans are provided which includes a fencing details plan.	Appendix D
	3. The applicant is required to consult with our Senior Forward Planning Engineer - Mr George Eberl, to determine the monetary amount payable in lieu of providing On-site Detention. We will require written	Permanent OSD (subject to a separate planning approval) is proposed and the project team is no longer intending on utilising Council Basin. Therefore, determination of a monetary amount payable under Section 7.1.1 contributions is not applicable. The	Appendix H and Appendix I

Issue		SINSW Response	Reference
	<p>advice from the Department of Education stating the agreed upon amount payable by the Department through Section 7.1.1 contributions before consent conditions on drainage and water quality matters can be provided. Where the contribution is not paid, a permanent OSD is to be provided on site as per A(BS) 175M standard drawings. Size the OSD using the Blacktown City Council - On-site Detention Deemed to Comply Tool. (EXCEL spreadsheet).</p>	<p>OSD has been incorporated in the design of the school and will be sized in accordance with the relevant DCP requirements. Refer to Amended Civil Plans and Amended Civil Design Report for further details.</p>	
WSUD	<p>4. Provide the MUSIC model used to achieve the water treatment targets. Incorporate rainwater tank usage on 5 days per week and 41 weeks per school year for a 130 kl tank in MUSIC (160 kl in ground). The landscape usage allowed for by Meinhardt is too high for our acceptance. For MUSIC modelling allow maximum 1000 kl/yr.</p>	<p>A MUSIC model has been provided.</p>	<p>Appendix Q</p>
	<p>5. It is unclear what roof areas are directed to the RWT. Currently it appears only B3 and B4 got the RWT. All the roof areas are to be directed to the RWT to ensure the 160-kl tank has sufficient catchment.</p>	<p>All roofed areas of the proposed buildings will drain to the rainwater tanks. Refer to the rainwater re-use plan for further details - drawing reference – WT – refer C04.41</p>	<p>Appendix V</p>
	<p>6. The proposed Gross Pollutant Trap (GPT) CDS 0708M is undersized. The minimum 6-month flow (75% of the 1-year ARI) is considered as approximately 160 l/s. This equates to a CDS 1012 with 700 mm weir or a CDS 1015. The device must contain an oil/floatables baffle. Ideally only direct the 3 to 4 months flow to the bioretention. Show Levels on the provided GPT detail including weir level. Show section views of the GPT. The GPT outlet invert level is to be at or above the bioretention EDD level.</p>	<p>The proposed Gross Pollutant Trap has been removed from the development. Refer to Amended Civil Plans and Amended Civil Design Report for further details.</p>	<p>Appendix I and Appendix H</p>

Issue	SINSW Response	Reference
7. Flows in excess of the 6-month ARI will need to be diverted around the bio-retention basin using a splitter pit to the discharge point. The splitter pit can be within the GPT (online) system or before the GPT (offline).	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
8. The submerged zone of the bioretention is to be above the 2-year downstream tailwater level.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
9. Provide subsoil drainage within the bioretention at maximum 3m spacing and not 5m as per notation.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
10. The BIDIM liner is to be top and bottom of HOPE liner. Fix the notation to state this.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
11. Provide levels for the bio-filtration filter detail and label each layer.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
12. Provide a MUSIC catchment plan for the bio-retention system, GPT and RWT. All areas, including pervious areas not connected to the bio-retention system are to be treated as by-pass in the MUSIC model.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
13. The south-west bioretention is to be designed as per our WSUD drawings for large systems. This will require two upflow pits as per sheet 3 of A(BS)175M.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
14. Show proposed bioretention filter area on plans.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
15. Provide Bio-retention Details as below: a. The Media Filter, Transition and Drainage layer materials to comply with Plan No. A(BS)175M. Annotate these on the drawings.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I

Issue	SINSW Response	Reference
<p>b. Increase filter media depth to 500mm. Provide minimum 450mm transition layer and 200mm drainage layer.</p> <p>c. Provide at least 2 cross-sections at right angles to each other.</p> <p>d. Provide a cross-section through inlet pipe with levels.</p> <p>e. Provide a cross-section through overflow pit with levels.</p> <p>f. The bio-retention system shall be modelled as a submerged system as per Plan No. A(BS) 175M.</p> <p>g. Provide inlet pits rather than a headwall to the bioretention. Refer to sheet 7 of the WSUD standard drawings.</p>		
<p>16. The rip rap scour protection is shown in detailed drawings (Section A of C04.03) but not shown on the plan. Also Dwg. No. C04.03 does not exist.</p>		
<p>17. Provide an electronic version of MUSIC model.</p>	A MUSIC model has been provided.	Appendix Q
<p>18. The internal drainage system is to be designed to the 20-year design standard.</p>	Noted. The internal drainage system is to be designed to the 20-year design standard.	Appendix I
<p>19. Gross Pollutant Trap (GPT) truck requires a max 3% parking grade for access and cleaning of the GPT with a minimum 1.5 m clearance around the GPT.</p>	The proposed Gross Pollutant Trap has been removed from the development. Refer to Amended Civil Plans and Amended Civil Design Report for further details.	Appendix I and Appendix H
<p>20. The proposed vehicle maintenance paths are not adequate. Show turning paths on the proposed maintenance access tracks to the GPT and the proposed bioretention. A 9m service truck will need to be simulated.</p>	The proposed Gross Pollutant Trap and bioretention basin has been removed from the development. Refer to Amended Civil Plans and Amended Civil Design Report for further details.	Appendix I and Appendix H

Issue	SINSW Response	Reference
A minimum 3m wide @ 10% (3% for GPT) maximum grade maintenance access track to the bioretention is required.		
21. Reconfigure the shape of the bioretention. For filter media widths < 7.5 m a 4 m wide access track for vehicular maintenance access is required on only 1 side. For widths > 7.5m but < 15 m vehicular access is required on both sides.	This comment is no longer relevant as a bioretention basin is no longer proposed.	Appendix I
22. Rename all pits on the long sections to match plan pit numbers i.e. 1/4 on plans should match the 1/4 on the long section, currently they do not.	Refer to Amended Civil Plans.	Appendix I
23. Pit 1/9 is called for in the drainage long section yet not provided on the plan.	Refer to Amended Civil Plans.	Appendix I
24. On all the long section, provide the HGL design storm in addition of the 100 and 2-year HGL.	Refer to Amended Civil Plans.	Appendix I
25. Pit 4/2 in Dwg. No. DAC04.22 does not have adequate cover. The minimum cover is to be 100mm below a slab.	Refer to Amended Civil Plans.	Appendix I
26. The rainwater tank incorrectly shows the roof drainage line connecting to both an outlet pit (4/1) and the rainwater tank. All roof drainage is to connect directly to the rainwater tank with the rainwater tank having a separate overflow drainage line to the stormwater system.	All roofed areas of the proposed buildings will drain to the rainwater tanks. Refer to the rainwater re-use plan for further details - drawing reference – C04.41.	Appendix V
27. Provide pit sizes on the drainage long-sections.	Refer to Amended Civil Plans.	Appendix I
28. Provide a pit (call it 7/2 for this document) adjacent to the proposed splay at the south-west corner (below pit	Refer to Amended Civil Plans.	Appendix I

Issue		SINSW Response	Reference
	7/1). Connect the bypass from the GPT to this pit. There is insufficient capacity within the approved street drainage plans to convey the school stormwater flows. Extend the pipeline from 7/2 to the SP2 land at the south west of the adjoining site to convey the 20-year flows. This will be covered by a future drainage easement in favour of the school.		
	29. Delete headwall 8/1 as this will be draining as per above note.	Refer to Amended Civil Plans.	Appendix I
	30. A 3m wide drainage easement will be required to drain the undrained low point (located along the southern boundary approximately 40 m from 2/1209060 towards the south west of 4/1244925. The drainage easement is to run all the way downstream to the SP2 land following the gully centreline.	Refer to Amended Civil Plans.	Appendix I
Development Engineers	31. As advised previously, the proposed development shall ensure all land, stormwater drainage and boundary levels along the north and western lot boundaries are compatible and make smooth connection with all road/stormwater drainage and land levels detailed on engineering concept plan approved under SPP-16-04467.	Boundary levels have been amended to ensure all land is compatible and will match. Refer to the Amended Civil Plans.	Appendix I
	32. It is emphasised that the proposed stormwater system within the future adjoining road toward the western boundary of the school appears to not be able to facilitate the stormwater discharge resulting from the school development. As stated above, "there is insufficient capacity within the approved street drainage plans to convey the school stormwater flows. Extend the pipeline from 7/2 to the SP2 land at the south west of the	OSD (via a separate planning approval) is now proposed and stormwater is to be discharged to the south of site via the southern portion of Lot 1 to a creek. Refer to the Amended Civil Plans.	Appendix I

Issue		SINSW Response	Reference
	<p>adjoining site to convey the 20-year flows. This will be covered by a future drainage easement in favour of the school." In this regard, the engineering plans shall be amended to reflect this requirement as well as incorporate an easement to drain water over that pipeline and outlet works in the event of a subdivision.</p>		
	<p>33. The proposed access locations and internal driveway configuration shall comply with the relevant Australian Standards as well as AS2890. In this regard it appears that the proposed vehicular crossing along Farmland Dr opposite Hyde St is not compliant with section 3.2.3 of AS2890, i.e. located within a prohibited location. Amended engineering plans are required to reflect the above.</p>	<p>The special needs drop off area has been relocated from the Farmland Drive frontage to the within the school sit to ensure there are no issues with vehicle crossings. Refer to the Amended Architectural Plans.</p>	<p>Appendix A</p>
<p>Traffic</p>	<p>34. Provide evident that the proposed access/egress locations and driveway configuration shall comply with section 3.2.3 of AS2890.1. This is expected to minimise conflicts due to vehicles turning from north and south of Farmland Dive.</p>	<p>The special needs parking spaces have been relocated away from the Farmland Drive frontage, so this comment is no longer relevant.</p>	
	<p>35. The proposed drop off driveway is to be amended so it is restricted to west bound one-way traffic only.</p>	<p>The special needs parking spaces have been relocated away from the Farmland Drive frontage, so this comment is no longer relevant.</p>	

8. CONCLUSION

This supplementary RtS Report has considered each of the additional submissions received by DPIE and Blacktown City Council and additional documentation has been provided, where appropriate. To address some of the comments raised within the submissions, there have been amendments to the proposal.

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

DISCLAIMER

This report is dated 15 April 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Department of Education (**Instructing Party**) for the purpose of Supplementary Response to Submissions (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A AMENDED ARCHITECTURAL PLANS

APPENDIX B

UPDATED SURVEY PLAN

APPENDIX C

AMENDED URBAN DESIGN REPORT

APPENDIX D

AMENDED LANDSCAPE PLANS

APPENDIX E AMENDED TRAFFIC IMPACT STATEMENT

APPENDIX F

AMENDED GREEN TRAVEL PLAN

**APPENDIX G AMENDED CONSTRUCTION TRAFFIC
MANAGEMENT PLAN**

APPENDIX H AMENDED CIVIL DESIGN REPORT

APPENDIX I

AMENDED CIVIL PLANS

**APPENDIX J AMENDED OPERATIONAL WASTE
MANAGEMENT PLAN**

APPENDIX K

AMENDED ACCESS REPORT

APPENDIX L

AMENDED BCA STATEMENT

**APPENDIX M AMENDED COMMUNITY CONSULTATION
OUTCOMES REPORT**

**APPENDIX N AMENDED CONSTRUCTION MANAGEMENT
PLAN**

APPENDIX O

EASEMENT MANAGEMENT PLAN

APPENDIX P

PUBLIC DOMAIN WORKS PLAN

APPENDIX Q MUSIC MODEL

**APPENDIX R LANDSCAPE/EASEMENT CROSS SECTION
PLANS**

APPENDIX S

TEMPORARY BUS TURNING BAY PLAN

APPENDIX T

3D CONSTRUCTION STAGING PLANS

APPENDIX U

STAGE 1 ROADWORK PLANS

APPENDIX V RAINWATER REUSE PLAN

APPENDIX W

EASEMENT A SECTION 88B INSTRUMENT

APPENDIX X

EASEMENT B SECTION 88B INSTRUMENT

APPENDIX Y ADDITIONAL TRAFFIC ASSESSMENT

