



## **Response to Submissions – SSD 9472**

### **Proposed Sikh Grammar School**

151-161 Tallawong Road, Rouse Hill  
(Lots 42 & 43 DP 30186)

**Prepared by Willowtree Planning Pty Ltd on behalf  
of the Sikh Grammar School Australia**

**November 2020**

**State Significant Development Application – SSD 9472 – Response to Submissions**

Proposed Sikh Grammar School

151-161 Tallawong Road, Rouse Hill (Lots 42 & 43 DP 30186)

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2	Operational Plan of Management	Sikh Grammar School Australia
3	Arboricultural Impact Assessment	Bluegum Tree Care and Consultancy
4	Architectural Plans	PMDL
5	Architectural Design Report	PMDL
6	Apartment Design Guide Assessment	PMDL
7	Landscape Plans	Sym Studio
8	Tree Canopy Cover Study	Sym Studio
9	Noise Impact Assessment	Resonate
10	Green Travel Plan	Traffix
11	Stormwater Management Plan & Overland Flow Report	Martens
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13	MUSIC Model	Martens
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## **PART A PRELIMINARY**

### **1.1 INTRODUCTION**

This Response to Submissions (RTS) Planning Report has been prepared in response to the Submissions received from the NSW Department of Planning, Industry and Environment (DPIE), Council, State Agencies and the wider community received during the public exhibition of this State Significant Development (SSD) Application (**SSD 9472**), with respect to the proposed Sikh Grammar School identified at 151-161 Tallawong Road, Rouse Hill (Lots 42 & 43 DP 30186).

The Proposal was exhibited by the NSW DPIE from 17 October 2019 to 13 November 2019.

In total 28 submissions were received with respect to the public exhibition of the SSD Application. The Submissions were from a combination of government agencies, the NSW DPIE, Council and the general public, as outlined below:

A total of 12 submissions were received from Government Agencies and Authorities in response to the exhibition of the SSD Application, including a formal submission from Blacktown City Council. Specifically, responses were received from:

1. Department of Planning, Industry and Environment;
2. GANSW;
3. Blacktown City Council;
4. DPIE – Environment, Energy and Science (EES) Group;
5. Endeavour Energy;
6. NSW Environment Protection Authority (EPA);
7. NSW Roads and Maritime Services (RMS) – now Transport for NSW (TfNSW);
8. NSW Rural Fire Service (RFS);
9. NSW DPIE – Crown Lands;
10. WaterNSW;
11. Department of Primary Industries;
12. TfNSW
13. General Public (16 Submissions)

The NSW DPIE has also prepared a formal RTS letter outlining additional information required prior to the completion of the final assessment and determination of this SSD Application. It is acknowledged that the comments received from the Government Architect of New South Wales (GANSW) were incorporated into the formal response prepared by the NSW DPIE.

Clause 82 of the *Environmental Planning and Assessment Regulation 2000 (as amended)* (EP&A Regulation) permits the Planning Secretary of the NSW DPIE to require the Applicant to provide a written response to issues raised in the Submissions. This RTS aims to fulfil the request from the Director-General.

The RTS Report is structured as follows:

- **Part A** Introduction
- **Part B** Key Issues and Applicant's Response
- **Part C** Proposed Amendments to Development
- **Part D** Additional Information and Assessment
- **Part E** Draft Conditions of Consent
- **Part F** Mitigation Measures
- **Part G** Conclusion

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The Applicant (Sikh Grammar School Australia), and its specialist consultant team have reviewed and considered all matters raised in the Submissions. This RTS Planning Report provides a detailed response to the key matters raised and outlines the proposed amendments to the exhibited EIS matters.

The items raised in the Submissions have been satisfactorily addressed through the provision of the further information, which pertains to traffic, building design, amenity impact, acoustics, stormwater and flooding, contamination, tree removal and landscaping and Ecologically Sustainable Development (ESD). Where individual issues are not discussed in this report, a detailed assessment can be found in **Appendix 1**. In response to a number of issues raised, the Architectural Plans prepared by PMDL have been amended and accompany this Submission as **Appendix 4**. The amendments made are discussed in detail in **Part C** of this RTS Planning Report.

## **PART B KEY MATTER AND APPLICANT'S RESPONSE**

This Part of the Report provides a detailed response to the key matters raised by the NSW DPIE, Government Agencies, and Organisations and the General Public during the public exhibition process of the Proposal. These include:

- Built form and amenity;
- Operational use of the Site;
- Tree removal and landscaping;
- Noise Impacts;
- Traffic and Parking Arrangements;
- Student population;
- Stormwater and flooding;
- Infrastructure requirements; and
- Contamination.

A response to each of the individual issues raised by the NSW DPIE, Government Agencies and Authorities and other respondents including the general public is provided in **Appendix 1** accompanying this Submission.

An overview of the parties who made submissions, and their key issues/matters raised for consideration, is provided below.

### **2.1 GOVERNMENT AUTHORITIES AND AGENCIES**

A total of 12 submissions were received from Government Agencies and Authorities in response to the exhibition of the SSD Application, including a formal submission from Blacktown City Council. Specifically, responses were received from:

1. Department of Planning, Industry and Environment;
2. GANSW;
3. Blacktown City Council;
4. DPIE – Environment, Energy and Science (EES) Group;
5. Endeavour Energy;
6. NSW Environment Protection Authority (EPA);
7. NSW Roads and Maritime Services (RMS) – now Transport for NSW (TfNSW);
8. NSW Rural Fire Service (RFS);
9. NSW DPIE – Crown Lands;
10. WaterNSW;
11. Department of Primary Industries;
12. TfNSW

A number of submissions from the Government Agencies and Authorities confirm that they have no comment on the SSD Application or provide recommended conditions of consent to be included in the Instrument of Approval, including TfNSW, RMS (now TfNSW), EES and Endeavour Energy.

It is noted, that the NSW DPIE, as the assessing authority, provided an overarching letter, summarising the key matters to be addressed and additional information to be provided. The comments provided by the GANSW have also been considered where appropriate.

A response to each of the individual issues raised by the NSW DPIE, Government Agencies and Authorities and other respondents is provided in **Appendix 1** accompanying this RTS Planning Report.

### **2.2 GENERAL PUBLIC**

A total of 16 submissions were received from the general public in response to the exhibition of the SSD Application. This comprised eight (8) public submissions and eight (8) submissions received from

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organisations; however, it is noted that the submissions received from the organisations have since been resolved between the Proponent and the respective parties whom the submissions were issued by.

In summary three (3) submissions indicated no objection to the development while 13 submissions objected to the Proposal. Notwithstanding, since the time the Submissions were received, there have been eight (8) of the objections resolved by the objectors and the Applicant as detailed in an email dated 3 April 2020 provided by the NSW DPIE.

**Table 1** below provides a break down of the key matters raised throughout the public submissions.

<b>Table 1. Summary of Public Submissions</b>	
<b>Matter Raised</b>	<b>Frequency</b>
Height of Buildings	8
Suitability of the Site	8
Building Massing	8
Flood Prone Land	8
Access Arrangements	8
Documentation Inadequacies	8
An Undesirable Precedent	8
Devaluation of Adjacent Residential Lands	8
Personal Reasons	2
Traffic Impacts	3

A detailed discussion of matters raised by the community is provided in **Appendix 1**.

## **PART C PROPOSED DEVELOPMENT**

Since the conclusion of the public exhibition of the Proposal, generally minor amendments have been made to the Proposed Development in response to the issues and comments raised by the NSW DPIE, Blacktown City Council and other government agencies, as well as the local community. These include:

- North-eastern boundary (Tallawong Road): has been realigned to 6.5m from centre of the road to allow for the proposed widening of Tallawong Road, which now includes a bus layby lane capable of three (3) buses pulling into this lane adjoining Tallawong Road in front of the Site.
- Portion of north-western boundary (opposite R3 zone): has been realigned to be 8.5m offset from existing boundary along the R3 zone only, which is consistent with existing approved developments to the north of the Site.

As a result of the design changes noted above, the following has occurred:

- Reduced car park size resulting in the loss of five (5) spaces. Notwithstanding, all required car parking remains compliant across the Site, which has been detailed within the revised Traffic Impact Assessment prepared by Positive Traffic (refer to **Appendix 17**).
- Reconfiguration and reduced footprint of Services Pavilion.

The proposed minor design changes are illustrated in the revised Architectural Plans (refer to **Appendix 4**) as prepared by PMDL (2020).

The following amendment have been made to the built form of **SDDA 9472** to respond appropriately to the submissions.

It is acknowledged that no further amendments are proposed as it is considered the building height and bulk have been appropriately addressed within the original SSD Application, including the supporting Environmental Impact State and subsequent consultant reports and plans.

## **PART D      ADDITIONAL INFORMATION AND ASSESSMENT**

### **4.1      OVERVIEW**

The exhibited SSD Application assessed the potential impacts of the Proposed Development against a range of matters pertaining to the Proposal requiring further consideration. Except where addressed in this Report, the conclusions articulated within the EIS (including associated consultant reports) remain unchanged. The following Key Issues were assessed and addressed within the EIS:

- Statutory and Strategic Context;
- Policies;
- Operation;
- Built Form and Urban Design;
- Environmental Amenity;
- Staging;
- Transport and Accessibility;
- Ecologically Sustainable Development (ESD);
- Social Impacts;
- Aboriginal Heritage;
- Noise and Vibration;
- Contamination;
- Utilities;
- Contributions;
- Drainage;
- Flooding;
- Bushfire;
- Biodiversity Assessment;
- Sediment, Erosion and Dust Controls;
- Waste;
- Construction Hours;
- Economic Impacts;
- Suitability of the Site;
- Community and Stakeholder Engagement;
- Historic (European) Heritage; and,
- Ecologically Sustainable Development and Energy Efficiency.

In response to the Submissions raised, the following consultant reports and supporting documentation have been prepared and updated in support of the SSD Application:

- Operational Plan of Management;
- Arboricultural Impact Assessment;
- Architectural Plans;
- Architectural Design Report;
- Apartment Design Guide Assessment;
- Landscape Plans;
- Noise Impact Assessment;
- Green Travel Plan;
- Stormwater Management Plan & Overland Flow Report;
- Civil Engineering Drawings;
- MUSIC Model;
- Detailed Site Investigation; and
- Ecologically Sustainable Development Report.

The matters requiring further assessment are addressed below. These sections should be read in conjunction with the Response Matrix located within **Appendix 1**.

## **4.2 BUILT FORM AND ARCHITECTURE**

The design and scale of the Proposed Development reflects the operational requirements of the Subject Site; provides a suitable and compatible building footprint, so as to maximise available provisions for landscaping and open space requirements; provides for a green, vibrant and aesthetically-pleasing landscape character; and demonstrates an appropriate built form outcome for the envisaged Proposal across the Subject Site.

Importantly, the design of the Proposed Development and concentration of the built form in the centre of the Site responds to the existing constraints across the Site and retains amenity to the low density residential environment surrounding the Site.

Accordingly, as described in **Part C** above, the Proposed Development has incorporated some minor design amendments to satisfactorily address the Submissions received, including:

- North-eastern boundary (Tallawong Road): has been realigned to 6.5m from centre of the road to allow for the proposed widening of Tallawong Road, which now includes a bus layby lane capable of three (3) buses pulling into this lane adjoining Tallawong Road in front of the Site.
- Portion of north-western boundary (opposite R3 zone): has been realigned to be 8.5m offset from existing boundary along the R3 zone only, which is consistent with existing approved developments to the north of the Site.

As a result of the design changes noted above, the following has occurred:

- Reduced car park size resulting in the loss of five (5) spaces. Notwithstanding, all required car parking remains compliant across the Site.
- Reconfiguration and reduced footprint of Services Pavilion.

The proposed changes are illustrated in the revised Architectural Plans (refer to **Appendix 4**) as prepared by PMDL.

### **4.2.1 State Environmental Planning Policy No 64 – Advertising and Signage**

*State Environmental Planning Policy No 64 – Advertising and Signage* (SEPP 64) applies to all signage:

- (a) that, under another environmental planning instrument that applies to the signage, can be displayed with or without development consent, and*
- (b) is visible from any public place or public reserve.*

The specification and location of the proposed signage across the Subject Site is provided in the Architectural Plans located within **Appendix 4** of this RTS Planning Report.

Pursuant to Clause 8 of SEPP 64, a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

- (a) that the signage is consistent with the aims/objectives of the Policy, and*
- (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1.*

### **Aims and Objectives of SEPP 64**

SEPP 64 aims:

- (a) to ensure that signage (including advertising):*
  - (i) is compatible with desired amenity and visual character of an area, and*
  - (ii) provides effective communication in suitable locations, and*
  - (iii) is of high quality design and finish, and*

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- (b) to regulate signage (but non content) under Part 4 of the Act, and
- (c) to provide time-limited consents for the display of certain advertisements, and
- (d) to regulate the display of advertisements in transport corridors, and
- (e) to ensure that the public benefits may be derived from advertising in and adjacent to transport corridors

(2) this policy does not regulate the content of signage and does not require consent for a change in the content of signage.

**Assessment Criteria**

The Assessment criteria under Schedule 1 of SEPP is addressed in **Table 4.**

<b>Table 2. SEPP 64 Assessment Criteria</b>	
<b>Criteria</b>	<b>Criteria</b>
<b>1. Character of the area</b>	
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which is to be located?</i>	Yes, the proposed signage is compatible with the character of the Site for educational purposes and its surrounds and would support the operation of the proposed Educational Establishment for the proposed Sikh Grammar School.
<i>Is this proposal consistent with the particular theme for outdoor advertising in the area or locality?</i>	Yes, as above.
<b>2. Special areas</b>	
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	No, the Site is not located in proximity of any significant built or natural sites or areas. The signage would be of a high quality design and finish and would improve the visual amenity of the Site through effective identification in accordance with modernised signage details typical of Educational Establishments.
<b>3. Views and vistas</b>	
<i>Does the proposal obscure or compromise important views?</i>	No, the proposed signage would be of a height and scale consistent with the built form on the Site and would not disrupt any views or dominate views toward the Site.
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the proposed signage would be of a height and scale consistent with the built form on the Site and would not dominate the skyline.
<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the signage would not obstruct any other signage or advertising.
<b>4. Streetscape, setting or landscape</b>	
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	Yes, the signage shall be designed in respect of the proposed built form on the Site to effectively identify the proposed use, whilst not being visually obtrusive. The proposed signage is compatible with

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	the character of the Site for educational purposes and its surrounds and would support the operation of the proposed Educational Establishment for the proposed Sikh Grammar School.
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	Yes, the signage would visually define and identify the Educational Establishment on the Site and would be integrated with façade treatment to create a visually coherent built form component.
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	No, there is no other signage in close proximity of the Subject Site. Therefore, the proposed signage would not cause any clutter.
<i>Does the proposal screen unsightliness?</i>	No, the signage is not used as a visual screen or filter.
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No, the signage would not protrude above the roof line or tree canopy.
<i>Does the proposal require ongoing vegetation management?</i>	No, the proposed signage would not require ongoing management.
<b>5. Site and building</b>	
<i>Is the proposal compatible with the scale proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	Yes, the signage is of suitable scale and design for its intended purpose to effectively identify the Educational Establishment proposed to be operating on-site and would integrate with the proposed built form and façade design to achieve visual coherence.
<i>Does the proposal respect important features of the site or building, or both?</i>	Yes, the signage would be balanced with façade and landscaping elements to integrate with the proposed built form. The proposed signage would not dominate the landscape or be visually obtrusive.
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	Yes, the signage has been integrated with the layout of the Site so as not to obstruct any vehicle movements and achieve a positive visual outcome.
<b>6. Associated devices and logos with advertisements and advertising structures</b>	
<i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	No, the proposed signage locations and dimensions will not require safety devices or platform for external access.
<b>7. Illumination</b>	
<i>Would illumination result in unacceptable glare?</i>	No. There would be no illumination that would result in acceptable glare.
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	No. There would be no illumination that would affect the safety of pedestrians, vehicles or aircraft.
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	No. There would be no illumination that would detract from the amenity of adjoining residences.
<i>Can the intensity of illumination be adjusted, if necessary?</i>	Yes.
<i>Is the illumination subject to a curfew?</i>	No.

<b>8. Safety</b>	
<i>Would the proposal reduce the safety for any public road?</i>	No, the proposed signage is located within the Site boundaries and is well set back from the street.
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	No, the proposal would not obstruct any pedestrian or cycle routes or infrastructure and therefore would not negate the safety of pedestrians or cyclists.
<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	No, the proposed signage would not obscure any sightlines from public areas frequented by pedestrians. Neither would the proposed signage obstruct any vehicle sight lines from public roads.

Accordingly, the signage proposed under this SSD Application is considered suitable and consistent with the Assessment Criteria pursuant to Schedule 1 of SEPP 64.

#### **4.2.2 State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development**

Clause 4 of State Environmental Planning Policy No. 65 – Apartment Design Guideline (SEPP 65) outlines that the SEPP applies to development for the purpose of:

*"...residential flat building, shop top housing, or mixed use development with a residential accommodation if:*

- (a) The development consists of any of the following:*
  - i. The erection of a new building,*
  - ii. The substantial redevelopment or the substantial refurbishment of an existing building,*
  - iii. The conversion of an existing building, and*
- (b) The building concerned is at least 3 or more storeys (not including levels below ground level (existing) or levels that are less than 1.2 metres above ground level (existing) that provide for car parking), and*
- (c) The building concerned contains at least 4 or more dwellings."*

An assessment of the proposed Student Accommodation has been undertaken against SEPP 65, and the design criteria within the Apartment Design Guide (ADG), is provided both the Architectural Design Report and Apartment Design Guide Assessment Table completed by PMDL (refer to **Appendix 5**). It has been demonstrated that the Proposed Development will generally comply with the relevant provisions of SEPP 65 and the ADG.

#### **4.3 TRAFFIC AND TRANSPORT**

A Traffic and Parking Assessment, was prepared and carried out by Positive Traffic (2020) for the Proposed Development and included an assessment of the existing traffic generation of the area surrounding the Subject Site, as well as a comprehensive assessment likely to occur as a result from the further stages of the Proposed Development. A revised Traffic and Parking Assessment has been completed as a result of this RTS (refer to **Appendix 17**).

As confirmed within the EIS previously prepared and again within the revised report, the Traffic and Parking Assessment by Positive Traffic (2020), has considered potential traffic impacts of the Proposed Development and concluded, that the Proposed Development traffic volumes can be accommodated through the existing intersections in the locality and the proposed indicative access roads surrounding the Subject Site (subject to separate DA approval).

Additionally, a review of the parking requirements for the Proposed Development confirms, that the on-site car parking (including basement car parking) would generally provide sufficient car parking spaces to

satisfy the BCC Growth Centres DCP requirements. This includes provisions for bicycle and end of trip facilities, which will be located within the basement car parking area, as identified within the Architectural Plans and the Traffic Impact Assessment, complying with the relevant DCP controls.

#### **4.4 NOISE IMPACT**

As confirmed in the Noise and Vibration Impact Assessment provided at **Appendix 9** of this Submission, noise emissions associated with both the construction and operation of the Proposed Development would be acceptable, having consideration to the general use of classrooms and administration facilities, activities throughout the campus, the school bell and PA system, children in outdoor play area and mechanical plant. The original assessment confirmed that the proposed noise emissions levels would not exceed the relevant NSW EPA noise emission criteria.

#### **4.5 BIODIVERSITY**

An *Arboricultural Impact Assessment* has been prepared by Bluegum Tree Care and Consultancy (Bluegum, 2020), which included an assessment of the likely impacts of the Proposed Development on existing site trees, including recommendations pertaining to both retention and removal of existing site trees (refer to **Appendix 3**). Accordingly, the Arboricultural Impact Assessment (AIA) was undertaken in accordance with the principles set out within Australian Standard 4970-2009, *Protection of Trees on Development Sites*.

Bluegum confirm that six (6) trees were assessed on the Subject Site, which included the following species:

- Rough-barked Apple, *Angophora floribunda* (Tree 1).
- Narrow-leaved Ironbark, *Eucalyptus crebra* (Trees 2, 3 and 6).
- Forest Red Gum, *Eucalyptus teriticornis* (Trees 4 and 5).

Bluegum note, that none of the trees were assessed as having major significance including heritage significance; and no tree is listed on a register of significant trees. None of the assessed trees are considered likely to remain viable within the context of the Proposed Development, which can be seen from the assessment undertaken by Bluegum.

Tree Number	Retention Value	Reason for Removal
1, 2, 3	Low	Poor structural condition. Trunk or large limb failure is possible. Located within an area of proposed bulk earthworks/building footprint.
4, 5	High	Bulk earthworks resulting in soil fill around these trees is proposed. They are unlikely to remain viable.
6	Medium	Within the proposed area of grading for the pedestrian accessway.

**Figure 1 Trees Proposed for Removal Across the Subject Site (Source: Bluegum Tree Care and Consultancy, 2020)**

Bluegum provide recommendations in relation to the trees assessed on-site, including:

#### **Site Establishment – Prior to Construction:**

- **Tree Removal:** The tree removal contractors must be made aware of the high likelihood of encountering wildlife in Trees 1 and 2. The tree removal method must take into consideration the

need to avoid harm to animals living within the hollowed trunks of these trees. A wildlife carer must be on-site to coordinate with contractors during tree removal works.

Tree removal works should be undertaken in accordance with the WorkSafe Australia *Guide to Managing Risks of Tree Trimming & Removal Work*.

### **Post Construction:**

- **Replacement Tree Planting:** Given the proposed removal of locally native tree species it is recommended that replacement tree planting be undertaken. The following tree species should be incorporated into the proposed planting schedule:
  - Rough Barked Apple, *Angophora floribunda*;
  - Forest Red Gum, *Eucalyptus teriticornis*;
  - Narrow-leaved Ironbark, *Eucalyptus crebra*; and
  - Grey Box, *Eucalyptus moluccana*.

The complete AIA is located within **Appendix 3** of this RTS.

Furthermore, the Landscape Plans prepared by Sym Studio have been revised to account for the recommendations provided by Bluegum, along with the minor design changes proposed by PMDL to ensure a consistent design is achieved across the Site.

## **4.6 CONTAMINATION**

In the *Detailed Site Investigation* prepared by Martens they note that a review of WaterNSW 'Real-time Water Databases' indicated that there were no groundwater wells within 500 m of the Site. No springs were listed within 500 m of the Site in the NSW Government Hydrography Spatial Data (SEED, 2019).

Furthermore, Martens confirm that in consideration of the conceptual site model and the Proposed Development, the following lines of evidence indicate that there will be no impacts on current or the future groundwater quality; and no readily identifiable risk from potential existing groundwater contamination (if present) would occur on future site receptors:

- Shallow groundwater (less than 4.0 m) was not encountered during the borehole excavation during the site geotechnical investigations (Martens, 2019).
- The Proposed Development does not require any activities such as significant excavation that is expected to cause direct disturbance to groundwater.
- The Proposed Development will significantly increase impermeable area across the Site and drainage systems proposed as part of the Proposed Development will limit surface water infiltration.

Accordingly, based on the information provided by Martens (2020) above, assessment of site groundwater is not considered warranted (refer to **Appendix 14**).

## **PART E      DRAFT CONDITIONS OF CONSENT**

Some of the Agencies have provided draft conditions to be incorporated into the SSD Application Development Consent. It is noted, that the majority of the conditions recommended, are standard Conditions of Consent and can be complied with prior to the issue of the relevant Construction or Occupation Certificates.

## **PART F PLANNED MANAGEMENT AND MITIGATION MEASURES**

<b>By:</b>	The Sikh Grammar School Australia
<b>In relation to:</b>	Proposed State Significant Development Application (Proposed Sikh Grammar School)
<b>Site:</b>	151-161 Tallawong Road, Rouse Hill (Lots 42 & 43 DP 30186)

The Sikh Grammar School Australia would undertake the facilitated construction and operation of the proposed Sikh Grammar School in accordance with the following:

Below prescribes some of the terms and abbreviations used in this Statement, including:

<b>Approval</b>	The Minister's approval of the Proposed Development
<b>BCA</b>	Buidling Code of Australia
<b>Council</b>	Blacktown City Council
<b>Department</b>	Department of Planning and Environment
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act, 1979</i>
<b>Project</b>	The Proposed Development as described in this EIS
<b>Proponent</b>	The Sikh Grammar School Australia
<b>Secretary General</b>	Secretary General of the Department (or delegate)
<b>Site / Subject Site</b>	Land to which the project application applies
<b>WorkCover</b>	NSW WorkCover

### **ADMINISTRATIVE COMMITMENTS**

#### **Commitment to Minimise Harm to the Environment**

1. The Sikh Grammar School Australia would implement all reasonable and feasible measures to prevent and/or minimise any harm to the environment that may result from the construction or operation of the project.

#### **Occupation Certificate and Registration as a School**

2. The Sikh Grammar School Australia would ensure a staged Interim and Final Occupation Certificate is obtained prior to the occupation of the School.
3. The Sikh Grammar School Australia would ensure the registration of the School

#### **Terms of Approval**

4. The Sikh Grammar School Australia would carry out the project generally in accordance with the:
  - a) Environmental Impact Statement;
  - b) Drawings prepared by PMDL Architects;
  - c) Management and Mitigation Measures;
  - d) Any Conditions of Approval.
5. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.
6. The Sikh Grammar School Australia would ensure compliance with any reasonable requirement/s of the Secretary-General of the Department of Planning and Environment arising from the Department's assessment of:
  - a) Any reports, plans, programs, strategies or correspondence that are submitted in accordance with this Approval; and
  - b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.

### **Structural Adequacy**

7. The Sikh Grammar School Australia would ensure that all new buildings and structures on the Site are constructed in accordance with the relevant requirements of the BCA.

### **Access**

8. The Sikh Grammar School Australia would ensure at the Construction Certificate Stage compliance with Part D3 BCA and the following:
  - a. Provide door schedule which shows compliance with AS1428.1 with respect to clear openings, circulation space and luminance contrast on doorways, door force is 20N where a door closer is fitted.
  - b. Provide slip resistance certification for ramps, to show testing under wet surface conditions in accordance with AS4586 – 2013.
  - c. Detail all 1:14 gradients ramps to comply with AS1428.1 with regards to handrails on both sides with extensions and tactile ground surface indicators.
  - d. All public stairs to comply with AS1428.1 Cl 11 Stairs.
  - e. Tactile indicators to be installed on top and bottom of non-fire isolated stairs and ramps to comply with AS1428.4.1.

### **Operation of Plant and Equipment**

9. The Sikh Grammar School Australia would ensure that all plant and equipment used on site is maintained and operated in proper and efficient manner, and in accordance with relevant Australian Standards.

## **SPECIFIC ENVIRONMENTAL COMMITMENTS**

### **Noise**

11. Construction on the Subject Site would only be undertaken between 7am and 6pm Monday to Friday, and 8am and 1pm on Saturdays. No construction would be allowed on Subject Site on Sundays or public holidays. The following specific measures are proposed throughout the construction and operational phases of development:
  - a) Prompt response to any community issues of concern;
  - b) Noise monitoring on-site and within the community;
  - c) Refinement of on-site noise mitigation measures and plant operating procedures where practical;
  - d) Preparation of a formal noise management plan including noise monitoring program;
  - e) For equipment with enclosures (i.e. compressor rooms) ensure door and seals are well maintained and kept closed when not in use;
  - f) Keep plant and equipment well maintained, regular inspection and maintenance of equipment to ensure it is good working order;
  - g) Equipment not to be operated until it is maintained or repaired;
  - h) Regularly train workers (i.e. toolbox talks) to use equipment in ways to minimise noise;
  - i) Operate mobile plant in a quiet, efficient manner;
  - j) Switching off vehicles and plant when not in use; and,
  - k) Incorporate clear signage at the site including relevant contact numbers for community enquiries.

### **Air Construction Traffic**

12. During construction:
  - a) all trucks entering or leaving the site with loads have their loads covered;
  - b) trucks associated with the project do not track dirt onto the public road network; and,
  - c) the public roads used by these trucks are kept clean.

### **Dust Management**

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Proposed Sikh Grammar School  
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13. During the construction phase of the project, all reasonable and feasible measures to minimise the dust generated by the project. These include:

Source	Control Measures
<b>General</b>	
Visual Inspection	Carry out visual inspections of the Subject Site during site preparatory / construction activities and employ measures where necessary to minimise any visible air pollution generated by the Project.
Regular Maintenance	Regularly inspect and perform maintenance on dust control technologies (i.e. water sprays nozzles) and measures to ensure the effectiveness of these controls.
Erosion Control Structures	Silt and other material removed frequently from around erosion control structures to ensure deposits do not become a dust source.
Vegetated Buffers	Retain existing vegetation where appropriate and implement additional vegetated buffers around the boundary of the site to provide act as a physical barrier to the transport of pollutants in the direction of sensitive receptors.
Waste Materials	Cleared vegetation, demolition materials and other combustible waste material should not be burnt on-site.  All waste materials be appropriately contained (in skips, bins) and covered during adverse weather conditions and handled in accordance with the Subject Site’s Waste Management Plan.
<b>Wind Blown Dust Sources</b>	
Disturbed Areas	<ul style="list-style-type: none"> <li>– Disturb only the minimum area necessary.</li> <li>– Stabilise all disturbed areas as soon as practicable to prevent or minimise windblown dust.</li> <li>– Rehabilitate disturbed areas as soon as practicable with a layer of inert material and vegetation (generally a minimum of 500mm).</li> <li>– Regularly assess weather conditions to identify adverse weather conditions<sup>1</sup> that are unfavourable in terms of dust levels at receptor locations surrounding the site (i.e. on dry days, during strong winds, and particularly north easterly winds blowing in direction of the school).</li> </ul>
Stockpile/s	<ul style="list-style-type: none"> <li>– Water sprays and/or covers would be employed for material stockpiles, particularly during adverse weather conditions, to minimise dust generation.</li> <li>– Stockpiles would be covered overnight.</li> <li>– Use of chemical dust suppressants would also be used where necessary.</li> <li>– Fencing, bunding or shelterbelts used to reduce ambient wind speeds (in some areas).</li> </ul>
Transportation (Trucks)	<ul style="list-style-type: none"> <li>– Truck loads covered with tarpaulin or lid prior to transport of dusty materials by road.</li> <li>– Minimise truck queuing and unnecessary trips through logistical planning of materials delivery and work practices.</li> <li>– Reduce vehicle / truck idling times.</li> <li>– Maintain a following distance of trucks of 20 seconds minimum to allow for dust clouds generated by the lead truck to dissipate.</li> <li>– Install a truck wheel wash or shaker grid to remove any loose dirt.</li> </ul>
<b>Activity Generated Dust Sources</b>	
Internal Road Dust	<ul style="list-style-type: none"> <li>– Roads and trafficked areas would be watered down using a water-cart and/or sprinkler(s) to minimise the generation of dust.</li> <li>– Haulage vehicles would be restricted to the most direct route and minimal manoeuvring areas to prevent indiscriminate driving over non-active areas.</li> <li>– Haul roads and hard stand areas will have designated speed limits (i.e. generally 20 km/hour).</li> </ul>

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	<ul style="list-style-type: none"><li>– Enforce speed limits on all on-site vehicles to minimise wheel-generated dust.</li><li>– Stabilise access roads and work areas as soon as practicable to prevent or minimise windblown dust.</li><li>– Maintain roads on a regular basis to ensure roads are clearly marked, pot holes and corrugations are eliminated, and extra material build up is removed or redistributed on the road.</li><li>– Chemical dust suppressants used where necessary.</li></ul>
External Road Dust	<ul style="list-style-type: none"><li>– Vehicles causing dirt track out onto main roads would be cleaned up on a regular basis to prevent this becoming an additional source of dust.</li><li>– Material spillages would be cleaned up promptly.</li></ul>
Excavation	<ul style="list-style-type: none"><li>– Apply water sprays to trucks and loading points for dust suppression.</li></ul>
Loading and Dumping	<ul style="list-style-type: none"><li>– Dump heights would be minimised wherever possible (reduce to 5 m).</li></ul>
Plant and Equipment	<ul style="list-style-type: none"><li>– All plant and equipment used during activities would be maintained and operated in a proper and efficient condition.</li><li>– Reduce idling times of trucks and other machinery.</li><li>– Fixed plant should be located as far from local receptors as possible.</li></ul>
<b>Excessive Dust Events</b>	
Internal Roads	<ul style="list-style-type: none"><li>– Employ additional water spraying / water carts.</li><li>– Further reduce speed on haul roads during high winds.</li><li>– Halt traffic movements.</li></ul>
Stockpiles	<ul style="list-style-type: none"><li>– Cover stockpiles of material.</li></ul>
Project Site	<ul style="list-style-type: none"><li>– Temporarily halt activities and resume once weather conditions have improved.</li></ul>

### **Waste Management**

14. The Sikh Grammar School Australia would ensure that all waste generated on site during operation is classified in accordance with the Office of Environmental and Heritage's *Waste Classification Guidelines: Part 1 Classifying Waste* and disposed of to a facility that may lawfully accept the waste.

15. Consider measures and performance-based targets for reduction, reuse and recycling options.

### **Protection of Vegetation**

16. The Sikh Grammar School Australia would mark the clearance boundaries prior to commencement of construction to ensure that there is no unnecessary removal of vegetation.

### **Aboriginal Heritage**

17. During works, The Sikh Grammar School Australia would notify the NSW Office of Environment and Heritage should an Aboriginal site and/or object be recorded in the Aboriginal Heritage Information Management System (AHIMS).

### **Ecologically Sustainable Development**

18. The Sikh Grammar School Australia would investigate the following ESD measures in respect of:

- a) Energy & Greenhouse Gas Emissions;
- b) Potable water reduction;
- c) Minimising waste to landfill;
- d) The Indoor Environment;
- e) Occupant amenity and comfort;
- f) Land Use & Ecology;
- g) Emissions; and,
- h) Building Management

### **Bushfire Protection**

19. **Asset Protection Zones** – all grounds within the Subject Site, that are not built upon, must be maintained as an APZ (inner protection area) and in accordance with Appendix 5 of PBP. Accordingly, this will allow for gardens (including native trees and shrubs) in the APZ managed as clumps or islands, covering no more than 20% of the area.
20. **Construction** – At the time of construction for the proposed Student Accommodation and Early Learning Centre, if the neighbouring property to the southwest (Lot F DP 407863) is not developed, that these buildings shall comply with Section 5 (BAL 12.5); AS3959-2009 and Section A3.7 of PBP.
21. **Landscaping** – Any new landscaping is to comply with Appendix 5 of PBP.
22. **Emergency Management** – A bushfire emergency / evacuation plan is to be prepared and be consistent with the NSW RFS Guidelines for the *Preparation of Emergency / Evacuation Plan*.

### **Contamination**

23. Surface water of the associated dam traversing the properties should be chemically treated prior to discharge, and safe application to the land should be ensured so that no run-off would leave the Subject Site.
24. Advised that a hazardous materials survey may be conducted on the existing residential dwelling prior to demolition to account for the management of any potential risks, namely, asbestos and polychlorinated bi-phenyls (PCBs).
25. A contaminated land professional should be consulted with should any unexpected finds concerning stained or odorous material be uncovered during the demolition and construction phases of development.

### **Geotechnical**

26. **Footings and Foundations:** Shallow footings, such as pad and strip footings, or slab-on-ground may be adopted founding on residual soil or underlying rock, depending on foundation level. Individual pad footings and all footings within building footprints should not span the interface between different foundation materials. Alternatively, inclusion of movement joints may mitigate impacts of differential movements. Shallow footings may be designed adopting allowable end bearing capacities of 100 kPa for stiff to very stiff residual soil or "engineered fill" (refer earthworks below), 250 kPa for hard residual soil and 350 kPa for very low to low strength shale.

Deepened footings such as piles founding in rock may be considered to accommodate higher end bearing pressures. Estimates of safe end bearing pressure and shaft friction for piles founding in very low to low strength rock are 700 kPa and 60 kPa, and for medium strength rock are 1500 kPa and 250 kPa, respectively. For uplift resistance, we recommend reducing allowable shaft friction by 50% and checking against 'piston' and 'cone' pull-out mechanisms in accordance with AS2159 (2009).

Provided bearing capacities assume an embedment of at least 0.3 m into the design unit. Bearing capacity values should be confirmed by a geotechnical engineer on site during construction. It is noted, that further testing is required for higher bearing pressures.

27. **Earthworks:** All earthworks, including filling of dam, should be carried out following removal of topsoil and other unsuitable materials, such as uncontrolled fill and soft soils, in accordance with AS3798 (2007) and BCC's requirements. A qualified geotechnical engineer should inspect the condition of the exposed material to assess suitability of the prepared surface as foundation for footings or fill placement. Further geotechnical advice can be provided by MA related to earthworks requirements, including site filling, dependent on final design and proposed construction methodologies.

28. **Drainage Requirements:** Appropriate surface drainage measures should be provided to divert overland flows away from structures and discharge into council approved discharge points.
29. **Site Classification:** A preliminary site classification of 'H1' should be adopted for design of lightly loaded shallow footings, in accordance with AS 2870 (2011), subject to the recommendations presented in this report and CSIRO guidelines (CSIRO BTF 18, 2003). A preliminary site classification of 'P' should be adopted, where footings are likely to be impacted by the presence of uncontrolled fill or soft foundation material, by cutting and filling of > 0.4 m thickness or by environments that could lead to exceptional moisture condition variations within foundation material, such as areas impacted by dam and drainage depression.
30. **Trafficability and Construction Access:** Trafficability across exposed soil/subgrade materials is expected to be adequate in dry weather for most construction plant such as conventional rubber tyre plant, four-wheel drive plant and track mounted plant.

During wet weather, trafficability of all heavy machinery on exposed soil/sub-grade materials, particularly residual clay / silty clay, may be reduced. Provision for site grading, temporary open drains or toe/crest drains is suggested to collect any overland flow, prevent water ponding and hence minimise potential for any further soil/sub-grade softening or erosion, and to help improve trafficability. The use of granular fill or aggregate for temporary construction roads may be necessary to allow works during and immediately following wet weather.

### **Flooding**

31. The drainage system on the low point along Tallawong Road, adjacent to the northern site boundary is to be upgraded with five (5) 900 x 900 mm V-grate pits and 1.5 m diameter pipes to completely capture 1% AEP flows.
32. 1% AEP flood waters collected from Tallawong Road are to be conveyed by a 2 m wide and 1.8 m deep box culvert under the proposed basement car parking area, along the north eastern corner of the Site and discharged into the 1.5 m diameter trunk drainage pipe under the northern boundary road, which would be constructed as parts of the subdivision works, currently being assessed by Blacktown City Council.
33. An emergency overland flow path is provided through the proposed carpark to direct PMF flows towards the northern boundary road.
34. The Site is generally flood free for all events up to and including the PMF event from Stages 1-9 for the Proposed Development, with the specified mitigation measures and design measures implemented.

### **Ecologically Sustainable Development**

35. The Proposed Development will achieve equivalent to a 4-Star-Green-Star NABERS rating, considered in line with industry 'Best Practice' measures, as defined by the Green Building Council of Australia.
36. The Proposed Development will comply with Section J of the BCA.

### **Traffic and Access**

37. The Proposed Development provides adequate parking provisions for compliance with the DCP for all components of the Proposed Development.
38. The restriction concerning the operation of the Gurdwara and Langar during school hours ensures adequate parking provision for the Place of Public Worship during the later evening periods when peak operation would occur.
39. The Proposal facilitates good access for buses, whether this is for the specific school route, or local and / or regional bus services through the provision of a three (3) bus indented bay along Tallawong Road.

40. The proposed parking provision for the Early Learning Centre exceeds the minimum requirements of the DCP and is considered satisfactory.
41. The design of the car parking areas and access arrangements complies with AS2890.1 and is considered satisfactory.
42. Traffic control should be implemented by school staff to manage the proposed kiss and drop facilities within the basement car parking area and ELC car parking area.

### **Aboriginal Cultural Heritage**

43. The Proposed Development does not require further investigation and the proposed construction works can proceed with caution, subject to approval.
44. As an SSD Application, an AHIP permit would not be required if works were to uncover Aboriginal material. However, in the unlikely event, that previously undiscovered Aboriginal finds are identified during construction, works in the vicinity of the find should cease and a qualified archaeologist / heritage consultant called in to inspect the find and provide recommendation on proceeding.
45. In the unlikely event, that human remains are discovered during the construction, all work must cease. The NSW OEH, the local police and Deerubbin LALC should be notified. Further assessment would be undertaken to determine if the remains are Aboriginal or non-Aboriginal.
46. Further archaeological assessment would be required if the proposed development extends beyond the area currently investigated. This would include consultation with the RAPs for the project and may include further field survey and / or test excavation.
47. Continued consultation with the RAPs for the proposed development should be undertaken if there are any major changes in project design or scope, further investigation or finds.

### **Biodiversity**

48. Mitigation measures to be implemented with regard to terrestrial safeguards throughout the Proposed Development’s construction and operational phases of development should be in accordance (where practicable) with those outlined in **Table 81** below.

<b>Table 3: Terrestrial Safeguards – Construction and Operation</b>	
<b>Impact</b>	<b>Safeguards and Mitigation Measures</b>
Removal of native vegetation	<ul style="list-style-type: none"> <li>▪ Native vegetation removal to be minimised through detailed design; and</li> <li>▪ Arboricultural assessment of canopy trees prior to removal to determine if trees can be retained.</li> </ul>
Removal of threatened species habitat	<ul style="list-style-type: none"> <li>▪ Habitat removal will be minimised through detailed design; and</li> <li>▪ Replace or re-install any habitat features removed in nearby bushland.</li> </ul>
Injury and mortality of fauna	<ul style="list-style-type: none"> <li>▪ Habitat tree clearing to be supervised by ecologist; and</li> <li>▪ If unexpected threatened fauna or flora species are discovered, stop works immediately and consult project ecologist.</li> </ul>
Invasion and spread of weeds/edge effects	<ul style="list-style-type: none"> <li>▪ Exclusion zones to be set up at clearing limits to prevent spread of weeds into adjacent native vegetation; and</li> <li>▪ Hygiene protocols preventing spread of weed seed and propagules to be detailed in CEMP and followed during construction.</li> </ul>
Invasion and spread of pathogens and disease	<ul style="list-style-type: none"> <li>▪ Hygiene protocols managing introduction and spread of soil borne pathogens, such as <i>Phytophthora cinnamomi</i> to be detailed in CEMP and followed during construction.</li> </ul>
Noise, light and vibration	<ul style="list-style-type: none"> <li>▪ Temporary impacts as a result of construction works to be managed as per CEMP requirements.</li> </ul>

49. Mitigation measures to be implemented with regard to aquatic safeguards throughout the Proposed Development’s construction phase of development should be in accordance (where practicable) with those outlined in **Table 82** below.

<b>Table 4: Aquatic Safeguards – Construction</b>	
<b>Impact</b>	<b>Safeguards and Mitigation Measures</b>
Flooding	<ul style="list-style-type: none"> <li>▪ As part of the construction environmental management plan (CEMP), a procedure will be prepared to identify potential flood threats and an evacuation procedure for dispersible materials, hazardous materials and equipment containing such materials. The procedure will include:                             <ul style="list-style-type: none"> <li>○ Regular consultation of the Bureau of Meteorology website for weather forecasts and flood warnings;</li> <li>○ Where possible, schedule activities on land subject to flooding to avoid high flow periods; and</li> <li>○ A process for removing equipment and materials off site and out of flood risk areas quickly.</li> </ul> </li> <li>▪ Storing and use of fuels, chemicals and extracted materials away from the water's edge, in bunded areas.</li> </ul>
Water contamination	<ul style="list-style-type: none"> <li>▪ Protection (e.g. sedimentation fencing) shall be provided for the works to minimise runoff from the construction site into waterways and waterbodies.</li> </ul>
Soil management, erosion and sediment control	<ul style="list-style-type: none"> <li>▪ An Erosion and Sediment Control Plan (ESCP) is to be prepared. The plan will be site-specific, taking into account the specific nature of the works and surrounding environment at each alignment section. The plan will be prepared in accordance with the Blue Book (Landcom, 2004).</li> <li>▪ Sediment and erosion controls will be maintained during the construction works and adapted if required to ensure the objectives of the Blue Book (Landcom, 2004) are met.</li> <li>▪ Construction works should not be carried out in periods of forecast heavy rains or strong/gale wind warnings.</li> <li>▪ Where possible, topsoils and subsoils will be removed and stockpiled without mixing the two, in a location or manner that will facilitate the return of soils to a location as close as possible to their original sources. Disturbed areas will be dressed with top soil to assist rapid revegetation of the disturbed surfaces.</li> <li>▪ Stockpiles will be covered within 10 days in accordance with the Blue Book (Landcom, 2004).</li> <li>▪ Vehicle and machinery movements will be restricted to access tracks as far as possible.</li> <li>▪ Vehicles and machinery must not be parked on native vegetated areas. Staff shall park at designated parking areas, existing cleared areas or exotic vegetated areas.</li> </ul>

50. Mitigation measures to be implemented with regard to aquatic safeguards throughout the Proposed Development's operational phase of development should be in accordance (where practicable) with those outlined in **Table 83** below.

<b>Table 5: Aquatic Safeguards – Operation</b>	
<b>Impact</b>	<b>Safeguards and Mitigation Measures</b>
Flooding	<ul style="list-style-type: none"> <li>▪ Stormwater retention and management devices will be installed to reduce the 1% AEP peak flow to pre-development flows.</li> </ul>
Stormwater management and contamination	<ul style="list-style-type: none"> <li>▪ Stormwater systems will be designed and managed in accordance with the control measures and guidelines specified in section 2.3.1 of the NWGCDP.</li> <li>▪ Stormwater systems will be fitted with grating and oil-water separators to capture contaminants.</li> </ul>

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	<ul style="list-style-type: none"><li>▪ All filtration systems fitted to stormwater will be maintained in accordance with design guidelines to ensure their effectiveness is maintained.</li></ul>
Water use	<ul style="list-style-type: none"><li>▪ Landscaped areas will be designed and managed in accordance with section 4.2.6 of the NWGCDP, which includes measures to reduce water use, water runoff and maintenance requirements, including fertiliser and herbicide application rates</li></ul>

### ENVIRONMENTAL RISK ASSESSMENT

51. An Environmental Risk Assessment has been prepared by Willowtree Planning, which identifies the potential environmental impacts associated with the construction of the Proposed Development (refer to **Appendix 4**). The impacts and mitigation measures of the risk assessment undertaken have been satisfactorily incorporated in the abovementioned mitigation measures.

## **PART G CONCLUSION**

The Applicant, Sikh Grammar School Australia and its expert consultant team have considered all Submissions made in relation to the public exhibition of the Proposal. A considered and detailed response to all Submissions made has been provided within this RTS Planning Report and the accompanying documentation.

In responding and addressing the range of matters raised by government agencies and authorities, the Sikh Grammar School Australia has sought to refine the project design where possible to ameliorate any further concerns in order to provide a State-of-the-Art design and supportable Proposal.

As outlined within this Report, the analysis of the amendments to the Proposed Development confirms that all key elements of the Proposed Development, as originally proposed and exhibited, have remained unchanged. To the benefit of the overall project, the potential environmental impacts remain consistent with, or represent an improvement on, the original SSD Application at the time of exhibition. The Proposal continues to demonstrate significant planning merits as it:

- Will include provisions for employment generation during the construction and operational phases (including maintenance), and represents an investment in the local and regional economies.
- Has been designed to limit visual impacts when viewed from Tallawong Road and the adjoining access roads along the northern and southern boundaries.
- Is of a high quality architectural standard, and the built form is compatible with the surrounding streetscape character of the locality.
- The Proposed Development will result in an improved educational environment for the School through positive social impacts that are influenced by:
  - Enabling an excellent academic outreach;
  - Providing appropriate and functional open space for students and staff;
  - Will provide a modernised and State-of-the-Art Educational Establishment, which will set a precedent for future generations;
  - Create an inclusive, supportive and secure environment improving the Site's overall wellbeing.
- The Proposal will make a positive contribution to the built form of the School and create an attractive streetscape and interface with the local character articulated within the Rouse Hill community.

In summary, the Proposed Development warrants the support of the Minister; and it is therefore recommended, that approval be granted to the Proposal, subject to relevant Conditions of Consent.