

State Significant Development SSD 9494 – New School in Wagga Wagga

Response to Agency Submissions

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Department of Planning, Industry and Environment		
1	General Provide an updated Aboriginal Cultural Heritage Assessment Report that includes correct mapping of Aboriginal Heritage Impact Permits (AHIP) in consideration of comments made in the submission lodged by the Environment, Energy and Science Group of the Department.	Please refer to the response to Biodiversity and Conservation Division (of the Department of Planning, Industry and Environment) provided below.
2	Provide further details of the proposed fencing of the site, including the location, height and type of fencing, and demonstrate that this is suitable to the open rural character of the location.	The SINSW School Security Unit have confirmed that the school requires a standard 2.1m high school fence. A separate fence plan including a front fence elevation showing the sliding gate and pedestrian gates is provided as part of the amended drawings at Appendix B .
3	Provide details in relation to the proposed use, landscape / planting treatment and ongoing management arrangements of the northern half of the site.	The northern half of the site is to be managed as open grassland.
4	Confirm the full time equivalent (FTE) number of teachers at the school noting that the EIS report states that the school will include 24 teachers whilst the Traffic Assessment Report (TAR) states that the proposal will include 16 FTE teachers.	The number of FTE staff is 24. An amended Traffic Report is provided with the RTS that reflects the 24 FTE staff.
5	Confirm the proposed arrangement for the connection of the site to the sewerage system in consideration of: – an apparent inconsistency between Section 3.12.3 of the EIS report that states that the site would be connected to infrastructure in Estella Road and the Hydraulic Site Servicing Concept provided in Appendix U Infrastructure Management Plan that indicates that the site would be connected to a private system to the north of the site. – comments made in the submission made by Charles Sturt University.	The Infrastructure Management Plan (IMP) has been updated to show the correct Wagga Sewer Infrastructure that the school will connect to (refer to Appendix A of the amended IMP at Appendix D of the RTS) to the south, on Estella Road.
6	Confirm whether vehicular access is proposed long the existing path to the east of the site in consideration of the comments made by Charles Sturt University.	Vehicle entry is only via the Estella Road entry. No vehicle access is proposed by the east of the school.
7	Transport Provide information to demonstrate that the proposed drop-off and pick-up facility would adequately cater for demand, particularly in the afternoon peak which experiences longer dwell times as recognised in the TAR, to avoid queues onto,	In consultation with Council the design of the Estella Road frontage has been amended. The revised, proposed layout of the school frontage on Estella Road (see Appendix B) has been modelled in SIDRA using inputs provide by Council and based on Wagga Wagga Spatial Plan 2013/2043. The revised layout consolidates the Drop-Off/Pick-Up Zone

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	and informal drop-off and pick-up on, Estella Road. This information is required having regard to the design of Estella Road as a rural type road and potential impacts of informal drop-off and pick-up on road safety and the proximity of the pick-up and drop-off facility to the intersection of Estella Road and Gunn Drive and proposed pedestrian crossings on Estella Road and Gunn Drive.	(DOPUZ) access with the car park access, effectively extending the DOPUZ to 90 metres. This means that even with the kerbside space being 100% utilised by vehicles, there is still 90 metres available in the passing lane for queueing vehicles. The results of the additional modelling are shown in Table 1 of Appendix E and demonstrate that the forecast queue in the DOPUZ for the worst case 2030 AM scenario is a maximum 22 metres. Therefore, there is 68 metres spare capacity that can accommodate any short, anomalous periods of concentrated drop-offs during the AM. The PM pick-up period is spread more than the AM due to staggered finish times, generates less traffic due to after hours school care and extra-curricula activities, and does not align with the network peak. Therefore, queuing in the PM will be less than the AM. Dwell times in the DOPUZ are subject to the Australian Road Rules no standing parking rule. Under the no parking rule, motorists cannot stop for longer than two minutes and cannot move more than three metres from their vehicle. These times have been used in calculating the requirements for the DOPUZ and the timing will be managed in the school's Traffic and Pedestrian Management Plan and enforced the same as all existing kerbside parking restrictions in Wagga Wagga.
8	Provide information to demonstrate that the design of the proposed drop-off and pick-up facility (including the location and design of the entrance and exit), bus bays, pedestrian footpaths and crossings would provide safe and efficient access arrangements to the school, including a road safety audit of the proposed arrangements.	Design of the car park is in accordance with AS2890 and the DOPUZ has been designed to accommodate the swept path of the largest design vehicle (MRV). All of the facilities associated with the school have been designed in accordance with the appropriate standards and guidelines. However, due to the need to wait for the availability of data to conduct warrants for crossings, it is appropriate to conduct a Road Safety Audit once these have been finalised. It is expected that this would form a condition of consent in any forthcoming determination.
9	Provide information to demonstrate that sufficient parking would be provided on site (notwithstanding the provisions of the Wagga Wagga Development Control Plan 2010) to cater for demand for staff at the school given: – the context of the site and consequent likelihood of high reliance on car-based travel; and – the need to avoid staff parking on Estella Road, particularly given its design as a rural type road and undesirability of parking on the road and consequent impacts on road safety.	The Wagga Wagga DCP 2010 specifies parking rates for primary and secondary schools as 1 space/two employees plus 1 space/ten senior students (Years 11 and 12). Noting that the Proposal is for a primary school, there are no year 11 or 12 students. The School will provide a total of 22 off-street parking spaces, and therefore be fully compliant with the DCP as well as provide a surplus for additional visitor parking and future growth without impacting on the on-street parking. Parking spaces required are for 16 teachers (1 per classroom) and 8 additional admin staff = $24/2 = 12$ parking spaces. The School proposes 23 parking spaces managed as: • 21 spaces (school use) • 1 accessible • 1 MRV for service vehicles (2.5m x 8.8m)

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		Accordingly, the proposed 23 onsite parking spaces provided for the Estella Public School is greater than the Wagga Wagga DCP 2010 parking requirement. However, the surplus does provide for future potential growth in staff numbers to cater for 800 students. The parking rate for people with disabilities is in accordance with the Building Code of Australia 2011 Table D3.5 car parking numbers for people with a disability which specifies 1 space per 100 car parking spaces for a class 9b (a) School. The School meets the accessible parking requirement with the provision of 1 accessible parking space. Car parking has been provided in accordance with the requirements in AS/NZS 2890.1 2009 Parking Facilities – Part 1: Off- street car parking for the design of car parks and AS/NZS 2890.6 2009 Parking Facilities Part 6: Off-street parking for people with disabilities.
10	Confirm whether the pedestrian footpaths and crossings detailed in the EIS would be provided by the Applicant as part of the proposed development.	It is confirmed that the footpaths and crossing form part of the project scope.
Biodiversity and Conservation Division (of the Department of Planning, Industry and Environment)		
11	The Aboriginal Cultural Heritage Assessment Report (ACHAR) has not mapped AHIMS site correctly within the local landscape Recommended actions: • Re-project and map AHIMS data to correctly reflect AHIMS site locations/distribution in the local landscape • Amend predictive modelling/statements in the ACHAR to reflect correct mapping of AHIMS sites	The AHIMS mapping has been updated. See amended Aboriginal Cultural Heritage Assessment Report at Appendix C .
12	Management Recommendation 2 (Unanticipated finds protocol) be updated to include the following: <i>If any Aboriginal object is discovered and/or harmed in, or under the land, while undertaking the proposed development activities, the proponent must:</i> 1. Not further harm the object 2. Immediately cease all work at the particular location 3. Secure the area to avoid further harm to the Aboriginal object 4. Notify the Department of Planning, Industry and Environment as soon as practical on 131555, providing any details of the Aboriginal object and its location 5. Not recommence any work at the particular location unless authorised in writing by the Department of Planning, Industry and Environment. <i>If skeletal remains are unexpectedly encountered during the activity, work must stop immediately, the area secured to prevent unauthorised access and contact made with NSW Police and the Department of Planning, Industry and Environment.</i>	This condition is accepted
13	BCD has no specific comments regarding the biodiversity assessment. The BDAR has included all information required under the Biodiversity Assessment Method	Noted.

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	and has reasonable justifications for exclusion of Ecosystem and Species Credit Species from the final biodiversity offset calculations.	
14	Review of the MOF flood mapping indicates that it does not show significant inundation of the development site itself in the 1% Annual Exceedance Probability (AEP) design event, acknowledging that the flood extents have been trimmed for depths of less than 150mm which is standard industry practise to remove 'nuisance' flooding from the flood extents. However, the Estella Road reserve (located along the southern boundary of the site) is a major flow path which is activated during local intense rainfall events. As such, it is important that the development does not exacerbate the flooding risk to areas downstream. The Stormwater Management Report (Appendix N) appropriately alleviates this concern by proposing on-site detention to reduce the flood peaks leaving the site to pre-development conditions. Conditions of approval Consistent with the Stormwater Management Report, BCD recommends that the stormwater management strategy to be implemented, including the on-site stormwater detention system.	These comments are noted including the appropriateness of the Stormwater Management Report (Appendix N of the EIS) and proposed on-site detention to reduce the flood peaks leaving the site to pre-development conditions. The condition is accepted.
NSW Environment Protection Authority		
15	The EPA has reviewed the Environmental Impact Statement (EIS) for the State Significant Development Application 9494. We note that the development is not a scheduled activity under Schedule 1 of the Protection of the Environment Operations Act 1997 and therefore the proposal does not require an environment protection licence.	Noted.
16	Upon review of the EIS, the EPA recommends that should the Department of Planning, Industry and Environment approve the project, the approval include the requirements set out at Attachment A.	A response to each proposed condition of approval below.
17	The proponent must prepare and implement an erosion and sediment control plan in accordance with Managing Urban Stormwater: Soils and Construction (Landcom, 2004) to prevent the pollution of waters during the construction phase of the project;	This condition is accepted.
18	During the construction phase of the project, the proponent must implement measures to control and minimise dust from the premise;	This condition is accepted.
19	The proponent must implement best practice standards and site specific feasible and reasonable noise control measures in accordance with the Interim Guidelines for Construction Noise (DECC, 2009) and as proposed in the EIS Appendix H, Assessment of Noise and Vibration, including the implementation of a detailed construction noise and vibration management plan to minimise noise impacts during the construction phase of the project;	This condition is accepted.

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20	Wastes generated during the construction and operation stages of the project must be classified in accordance with the EPA's Waste Classification Guidelines (EPA, 2014) and taken to a place that can lawfully accept and dispose of them.	This condition is accepted.
Heritage NSW		
21	The subject site is not listed on the State Heritage Register (SHR), nor is it in the vicinity of any SHR items. There are no known historical archaeological sites requiring management. Therefore, no further heritage comments are required. The Department does not need to refer subsequent stages of this proposal to the Heritage Council of NSW.	Noted.
Transport for NSW		
22	Direct property access to Estella Road has been denied by Council to maintain that road as a collector road. The function of Estella Road as a collector road should be maintained to encourage the desire lines for through traffic from the surrounding residential precincts rather than circulating through the residential streets within Estella.	Council has advised in a meeting on 28 January 2020 that property access to Estella Road has NOT been denied.
23	The traffic generation due to the proposed school in addition to the existing and resultant traffic due to the subdivision of the surrounding residential precincts will likely warrant the upgrade of the treatment of the intersection of Estella Road with Boorooma Street to the east of the subject site. The findings of the TIA acknowledge the need for works to this intersection and references findings from previous studies which indicate that the intersection will exceed capacity by 2030 and need upgrade to a roundabout, even without the School. The TIA fails to acknowledge that the location of the school as proposed will likely hasten the need for the upgrade of the intersection to cater for the potential additional traffic, particularly during peak hour periods.	The Northern Growth Structure Plan (NGASP) has identified the need for the intersection of Estella Road with Boorooma Road to be upgraded to a roundabout based on strategic model outputs consistent with Wagga Wagga Spatial Plan 2013/2043. The land use assumptions in the models have incorporated forecast zoning and appropriate growth rates have been used. Further, the Site has been identified as a State School in the NGASP, so it is reasonable to assume that any funding program has already considered the traffic generation of the school. With consideration of the above, the SIDRA modelling in the TIA demonstrates failure of the intersection within the next 10 years. Therefore, Council would be aware of the intersection reaching capacity well within that 10 year period with traffic growth that incorporates the school—from their own modelling—and it is assumed that funding for the upgrade will be scheduled and allocated accordingly.
24	The proposed school site is separated from the surrounding residential precincts by Estella Road. This will generate the need for pedestrian and cyclist movement across Estella Road. The school will also attract pedestrian movement from the residential precincts to the east and west of the subject site. A network of pedestrian/shared pathways needs to be established to allow for the safe movement of students to the school site. This is consistent with promotion of active transport modes. For road safety reasons these pathways should be located separate to the roadways, particularly Estella Road. The location of the pathways should also provide for passive surveillance from nearby dwellings to create a safe environment for students using the pathways.	In a meeting with Council on 28 January, it was confirmed that an active transport strategy is currently being developed in conjunction with the NGASP and that pedestrian and cyclist demand and movements around the Site and surrounding suburbs is being met by the planning for provision of appropriate infrastructure to accommodate. Associated facilities on-site will connect with any existing or proposed infrastructure.
25	Estella Road is currently constructed as a rural road formation with a swale drain located along both sides of the road formation. The pick-up/drop-off zone and a	It has been agreed with Council and TfNSW officers that the location of the bus bay is in the safest and most appropriate location, immediately adjacent to the east of Site. Students

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	bus bay are proposed to be located within the roadside currently occupied by the swale drain and opposite the intersection of Gunn Drive with Estella Road. The location of the bus bays to the east of the proposed school away from the school grounds may need to be further designed and managed to ensure appropriate supervision is available by school staff of children accessing the buses.	would be required to walk only 50 metres directly along a footpath with very good sight lines and no obstructions from the furthest point of the proposed bus bay to the school grounds. It is expected that the school's TPMP would also incorporate operational management of the bus bay.
26	The pick-up/drop-off zone is proposed to be one-way east bound with exit from this facility to Estella Road to be located in close proximity to the approach side to the pedestrian crossing facility proposed across Estella Road. The proposed operation of the pick-up/drop-off zone needs to be managed to ensure the theoretical capacity of the facility as posed by the supporting documentation is achieved.	Kerbside parking restrictions (no standing) will apply to the DOPUZ and it is expected that the school's TPMP would incorporate operational management of the DOPUZ.
27	The TIA in its assessment of the capacity of the pick-up/drop-off zone doesn't appear to consider the delay to vehicles exiting the facility caused by the use of the crossing facility or vehicles wishing to turn right from the facility or turn across Estella Road to Gunn Drive.	The criteria for a pedestrian or school crossing—such as number of pedestrians and desire lines conflicting with specific traffic flows—are not known for the School when it will be operational. Therefore, the proposed location is indicative only, to demonstrate an appropriate and likely location should the warrants be met once the school is operational. The results of the additional SIDRA modelling show that the forecast queue in the DOPUZ for the worst case 2030 AM scenario is a maximum of 22 metres. Therefore, there is 68 metres spare capacity that can accommodate any short anomalous periods of concentrated drop-offs during the AM and/or any additional delays that may be experienced by the effect of the crossing.
28	It is noted that the TIA recommends that a Traffic and Pedestrian Management Plan (TPMP) be developed by the Department of Education and the School, to be reviewed on an annual basis to establish inefficiencies and areas for improvement, particularly in regard to the operation of the pick-up/drop-off zone. As a minimum the exit driveway from the pick-up/drop-off zone shall be designed to allow for a separate left and right turn lane.	The exit driveway from the pick-up/drop-off zone has been designed to allow for a separate left and right turn lane and the additional modelling has also incorporated this configuration. Per item 5 of the Charles Sturt Submission below, In accordance with the Department's standard conditions an Operational Traffic and Access Management Plan (OTAMP) is to be prepared prior to construction. The OTAMP would be prepared in consultation with Council.
29	The effective capacity of the on-site parking and the pick-up/drop-off zone will impact on the convenience for access to the school. This may generate the potential for parents parking within the surrounding public road network. The ad-hoc parking of vehicles along the roadside will narrow the available travel lanes for vehicles within the public roads and restrict the sight lines to school children. The parking of vehicles along Estella Road which has no kerb and gutter may also cause damage to the carriageway and roadside formation and require students to traverse the current swale drains and cross Estella Road at random locations. The current roadside formation and maintenance of Estella Road particularly on its northern side may be a potential hazard to students accessing the school.	Notwithstanding, detailed discussion with Council have been undertaken regarding Estella Road, which is a Council owned road, and the design of the school and Estella Road has been agreed. If parking on Estella Road is identified as an issue either in a Road Safety Audit or post school opening by stakeholders, restriction can be implemented using appropriate signage in addition to signage that will be installed along the frontage of the school and enforcement can be managed between school operating procedures, Council rangers and NSW Police.
30	From the submitted plans it appears that the proposed setback for the school is approximately 20 metres from the road reserve of Estella Road and the footprint of the school buildings appear to occupy only the southern part of the site. From the	The setback and location of the school buildings has been established based on consideration of minimisation of earthworks, minimising tree removal and the Educational Facilities Standards and Guidelines (EFSG).

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	information available it appears that the footprint of the school buildings could be moved northward on the site to increase the setback from Estella Road. The potential for the location of the pick-up/drop-off zone and/or the bus bay within the school grounds and the relocation of the proposed driveways may aid to address a number of the issues outlined above.	Further, the suitability and appropriateness of the current proposed arrangement along the frontage of the Site has been agreed by Council and TfNSW in a meeting on 28 January 2020.
31	The submitted documentation identifies the intention to provide facilities for pedestrians to cross both Gunn Drive and Estella Road. The standard of the crossing facilities will need to be considered against the relevant warrants for such facilities. A marked pedestrian crossing may not be warranted for Estella Road. However the development will require the installation of a new school zone within Estella Road and Gunn Drive. Consideration should also be given the provision of appropriate road crossing facilities for pedestrians within Boorooma Street to the east and Pine Gully Road to the west.	The criteria for a pedestrian or school crossing and pedestrian refuges—such as number of pedestrians and desire lines conflicting with specific traffic flows—are not known for the School when it will be operational. Therefore, the proposed location is indicative only, to demonstrate an appropriate and likely location should the warrants be met once the school is operational. It has been agreed that warrants will be assessed as soon as the data is available.
32	Written authorisation is required from Transport for NSW to install the School Zone and any associated signs and pavement markings. The final details for the establishment of the school zone on Estella Road will need to be further discussed with Transport for NSW. (Email the Road User Safety Unit for the southwest region on RoadUserSafety-Southwest@transport.nsw.gov.au). Works required for the establishment of the new school zone are subject to concurrence from Transport for NSW prior to works commencing.	Acknowledged. Discussions have been initiated with TfNSW, Road User Safety and the timeline for establishment of a School Zone has been identified.
33	Transport for NSW has assessed the application based on the documentation provided and would raise no objection to the development however requests that the consent authority give consideration to the abovementioned issues in its assessment of the application to address road safety and the impact of the development on the surrounding road environment.	Noted. Detailed discussion have been undertaken since exhibition with TfNSW and Council to agree on the design outcome for the school and Estella Road.

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Wagga Wagga City Council		
34	Vision for the city The Wagga Wagga Spatial Plan 2013/2043 which was endorsed by Council and the Department of Planning and Environment identifies several approaches to addressing land demand for urban purposes in the city and encourages additional housing opportunities within existing urban areas where existing services and amenities are already provided. This proposal is consistent with the Spatial Plan. The proposal will address the need in for a new school in this locality. The project also aligns with Council strategic vision for the area that supports and promote the development of an education precinct in and around the Charles Sturt University (CSU) Campus. It also aligns with the NSW Tertiary Educational Plan 2010 that encourages partnerships through a range of options including co-location of facilities.	We note the alignment of the proposal with Councils strategic vision for the locality.
35	Transport Impact Assessment Council strongly supports the pedestrian crossing linking the school to the neighbourhood of Estella.	Noted. As discussed with Council officers, the criteria for a pedestrian or school crossing and pedestrian refuges—such as number of pedestrians and desire lines conflicting with specific traffic flows—are not known for the School when it will be operational. Therefore, the proposed location is indicative only, to demonstrate an appropriate and likely location should the warrants be met once the school is operational. It has been agreed that warrants will be assessed as soon as the data is available.
36	Estella Road, Boorooma Street and Pine Gully Road are key collector roads in the existing network and with the anticipated growth expected in this areas to accommodate an additional 10 000 homes and other supporting facilities and uses to support the growing community. Full consideration of any potential changes on the wider network in the context of this development site will be required. Council will take the lead on this work and will develop longer term solutions and options depending on the sequencing of new development and subdivision. There are a variety of options available to improve the surrounding road network and adjoining intersections as part of the school development and these options should be considered in the traffic impact assessment. It must consider the full development potential of the site and changed traffic conditions as a result of the current and anticipated development in the precinct. The assessment must address all traffic including vehicular, pedestrian and cycling needs for the precinct.	An additional modelling assessment has been conducted (see Appendix E) using strategic model outputs for 2031—provided by Council—consistent with Wagga Wagga Spatial Plan 2013/2043. AM data only has been provided, representing the worst peak in terms of concentration of traffic and alignment with the network peak. The data received considers the full development potential of the Site and changed traffic conditions as a result of the current and anticipated development in the precinct. As shown in Table 2 and Table 3 of the Ason Report at Appendix E of the RTS the trip generation for the school has been increased to 0.8 per student being driven and the distribution in accordance with the agreed methodology and strategic models. The results show that with the increased trip rate the intersections along Estella Road continue to operate with a good Level of Service (LoS) in 2030 with the exception of Estella Road / Boorooma Street. When modelled using the forecast 2030 traffic (no additional school traffic), this intersection has a LoS F (fails) due to the right turn movement out of Estella Road not being able to find enough appropriate gaps to make the turn into the increased flows on Boorooma Street.

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		Sensitivity analysis demonstrates that the proposed upgrade of the Estella Road / Boorooma Street intersection to a roundabout alleviates the issue and results in spare capacity.
37	Vehicular access and parking The interface with Estella Road requires some work and more detail is required in relation to the main access, parking facilities, pick-up & drop off area and linkage with pedestrian network as well as road and intersection treatment at Gunn Drive. One of the potential solutions is a shared parking and bus stop zone and on the sporting grounds to the east and Council would like to further discuss these options with the department in more detail.	Following discussions with Council and TfNSW, the proposed interface with Estella Road has been changed to consolidate the car park access with the DOPUZ, reducing potential conflicts and increasing the storage in the DOPUZ. The modelling results shown in Table 4 of Appendix E of the RTS demonstrate that the intersection of Estella Road / Gunn Drive / DOPUZ continues to operate satisfactorily (LoS A). Based on the estimated peak hourly traffic volumes, a turn treatment review at the intersection of Estella Road with the School access was undertaken in accordance with Austroads Guide to Road Design Part 4 – Intersections and Crossings: General (AGRD4). The results indicate that a channelised right turn treatment (CHR), will be required on Estella Road based on forecast traffic volumes. Future shared parking on the sporting grounds to the east of the Site has been agreed in principle (meeting held on 28 January 2020).
38	Design Report Given consideration that Wagga Wagga has almost double the state average of First Nations community members, and this school is situated in such a meaningful location for many First Nations people (close to CSU Wiradjuri School of Language, Culture and Heritage and also in close proximity to key landmarks, Yindyamarra Reconciliation Site) this is an excellent opportunity to showcase the rich culture within the design of the school and address.	The indigenous heritage of the site has been extensively interpreted within the landscape. Refer to the Landscape Design Report at Appendix D of the EIS (in particular pages 3,4,5). This highlights the Wiradjuri interpretation that underpins the landscape design including: • Language; • Native edible planting; • Gathering circles; • Paving resolution, Murrumbidgee river colours and interpretation Masterplanning Narrative Marrambidya River - The meandering path. The river is the element that brings people together to learn and collaborate, where we are teacher and learner at the same time. The river as a source of sustenance/ source of learning. The river as a conduit, the relaying of information. Presentation of the life story of the Munyag (Murray Cod). Landscape Narrative The river brings together cultures for survival and celebration. The landscape spaces flow around, and congregate at the 'river bends' creating spaces for recreation, play, learning and gathering.
39	It is noted that the metaphor of the river will be applied throughout the detailed design phase, further exploring materiality and surface texture, and integrating educational play along its length. It also talks about linkage to the aboriginal significant site; however, this is not picked up in the finishing schedule or landscape plan.	The influence of the Murrumbidgee River and in particular the Murray Cod (native fish) is interpreted in the colour and finish to the River Path. Colour of the concrete is a blue/grey (EFSG) with potential for exposing the aggregate to the northern end then gradually decreasing exposure to the school entry. This is to be part of the detailed documentation following approval.

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40	It is considered that from a long term sense the proposal will be entirely consistent with the character of the area and entirely compatible with adjacent land uses and expected vision for the area.	We note Councils support.
41	Council supports the proposed development per the aforementioned discussion.	
Riverina Water County Council		
42	Riverina Water provides quality drinking water to the Wagga Wagga Local Government area, including the suburb of Estella. In regards to water supply to the proposed school development, I can advise of the following: - Additional fees and charges for water supply will be incurred by the proposed development - Developer must make application for water supply to the proposed development - Developer must make an application for a Certificate of Compliance for water supply - Certificate of Compliance for water supply required prior to the issuing of a Construction Certificate	Noted. The appropriate applications for water supply will be made by the applicant at the appropriate time.

Response to Public Submissions

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Charles Sturt University		
1	Servicing CSU has no objection to the proposal in terms of its servicing for electrical, gas, water and NBN. Appendix E of the Infrastructure Management Plan by Northrop indicates the installation of a sewer pump station in the south-eastern corner of the site, pumping uphill to the sewer connection adjacent to the Peter Hastie Oval amenities building. This solution is not acceptable to CSU as this is a private sewer system and CSU understands there is potential to connect to Council's main in Estella Road. CSU formally objects to this aspect of the development.	The Infrastructure Management Plan (IMP) has been updated to show the correct Wagga Sewer Infrastructure that the school will connect to (refer to Appendix A of the amended IMP) to the south, on Estella Road.
2	Bushfire CSU has provided SINSW with an undertaking to manage the small area of APZ within CSU land in accordance with the recommendations of the bushfire report.	Noted.
3	Traffic The onsite provision of car and bicycles parking appears to be consistent with development standards for these facilities and CSU notes that we are in discussions with SINSW regarding shared use of CSU parking facilities. If it is found there are conflicts occurring in the CSU car park, CSU will look to introduce time/location restrictions.	Noted. The School does not seek to rely on the parking facilities of CSU.
4	We note the provision of vehicle access between Blocks C and D on the Landscape Plan. Other plans note this as a pedestrian entry. The bitumen path in that location was constructed for pedestrian access and is not considered suitable or appropriate for vehicular access. We trust that this inconsistency will be rectified and that all vehicular access to the site will be via the internal car parking area.	Vehicle entry is only via the Estella Road entry. No vehicle access is proposed by the east of the school.
5	On page 25 of the Transport Impact Assessment, there is a recommendation that the Department of Education and the school develop a Traffic and Pedestrian Management Plan, with annual review. Given the level of development anticipated in the vicinity of the school over the next few years, CSU endorses this recommendation.	In accordance with the Department's standard conditions an Operational Traffic and Access Management Plan (OTAMP) is to be prepared prior to construction. The OTAMP would be prepared in consultation with Council.
6	The Green Travel Plan contains some valid data and recommendations and CSU endorses this plan as a measure to reduce the transport impact of the new school and encourage more active travel routes to the school by staff and students.	Noted.
7	Whilst noting that the Preliminary Construction Traffic Management Plan is in a draft form only and likely to be amended to reflect Conditions of Consent, CSU endorses the recommendations and considers that the recommended measures would have minimal impact on the operations of CSU during construction.	Noted.

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8	Biodiversity We are pleased to see that removal of vegetation along the eastern boundary has been minimised. CSU planted the corridor out in approximately 2011 as part of its campus-wide biodiversity plan. CSU notes the arborist report and raises no objection to its conclusions.	Noted.
9	Noise and Vibration CSU acknowledges that construction of the school and ancillary development will generate some noise and vibration however it is not considered that this will impact operations on campus. We note that the development consent will regulate the hours of work to minimise noise impacts in the vicinity. The noise and vibration assessment acknowledges that operational details for the school are unknown at this point. Whilst the activities of the school community will generate noise and the topography may amplify some noise, CSU considers that the day-to-day noise generated by the school would not be detrimental to amenity on the campus.	Noted.
10	Stormwater CSU notes the stormwater management report and has no objection to the strategy outlined.	Noted.