



ST PATRICK'S COLLEGE, STRATHFIELD

Response to Submissions
Report

Prepared for
ST PATRICK'S COLLEGE STRATHFIELD
13 October 2020



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1. INTRODUCTION

This 'Response to Submissions' Report (RtS) has been prepared by Urbis Pty Ltd on behalf of the St Patrick's College Strathfield (the Proponent). The RtS addresses the issues raised in stakeholder feedback received during the public exhibition of the proposal known as SSD 10400. The proposal seeks approval for the construction of a new Science and learning Building at the centre of the St Patrick's College Campus at Strathfield.

The proposal was lodged on the 22nd May 2020. The application was exhibited from the 2 June 2020 to 29 June 2020. During this period five submissions were received from Government agencies. These included submissions from:

- Department of Planning, Industry & Environment (DPIE)
- Environment, Energy and Science Group (EES) in DPIE
- Heritage Council NSW
- Sydney Water
- Transport for New South Wales (TfNSW)

During the exhibition period, four community submissions were received from surrounding landowners, two of which have been identified as comments and two of which have been identified as objections.

This RtS is supported by the technical studies outlined in **Table 1** and provided in the appendices of this report. This information is intended to supersede and/or supplement those originally lodged in May 2020. All other consultant reports remain unchanged from the original Application lodged to DPIE, and can be found on the DPIE Major Projects website.

Table 1 Amending Supporting Documentation

Deliverable	Consultant	Appendix
Revised Architectural Plans	<i>BVN</i>	Appendix A
Revised Green Travel Plan	<i>TTPP</i>	Appendix B
Construction Traffic Management Plan	<i>School Facilities Planning Pty Ltd</i>	Appendix C
Historical Archaeological Assessment	<i>Urbis</i>	Appendix D
Phase 2 Contamination Assessment	<i>Banksia EnviroSciences</i>	Appendix E
Community Usage Letter	<i>St Patricks College</i>	Appendix G
Addendum Transport Statement	<i>TTPP</i>	Appendix G

This RtS incorporates additional information to address the issues raised. The amended plans, additional information and the RtS demonstrate that the proposal balances environmental impact with community benefit and should be approved. This RtS confirms that there are no significant adverse impacts associated with the Project.

2. AGENCY ENGAGEMENT

Following exhibition, the Proponent and the project team actively engaged with Strathfield Council and Transport for NSW (Road and Maritime Services).

Engagement with TfNSW occurred on the 20th of August 2020 via a video conference to discuss the responses to TfNSW RTS comments and explain the amendments undertaken to the Green Travel Plan (GTP).

In addition, SPC engaged with Council via telephone and email to discuss the proposed community usage.

3. AMENDMENTS TO THE PROPOSAL

3.1. FURTHER EXTENSION OF KISS & RIDE ONTO SHORTLAND AVENUE

The Environmental Impact Statement (EIS) and Transport Impact Assessment (TIA) submitted with the original application on 22nd of May 2020 states the following in relation to the extension of the Kiss & Ride zone along Shortland Avenue:

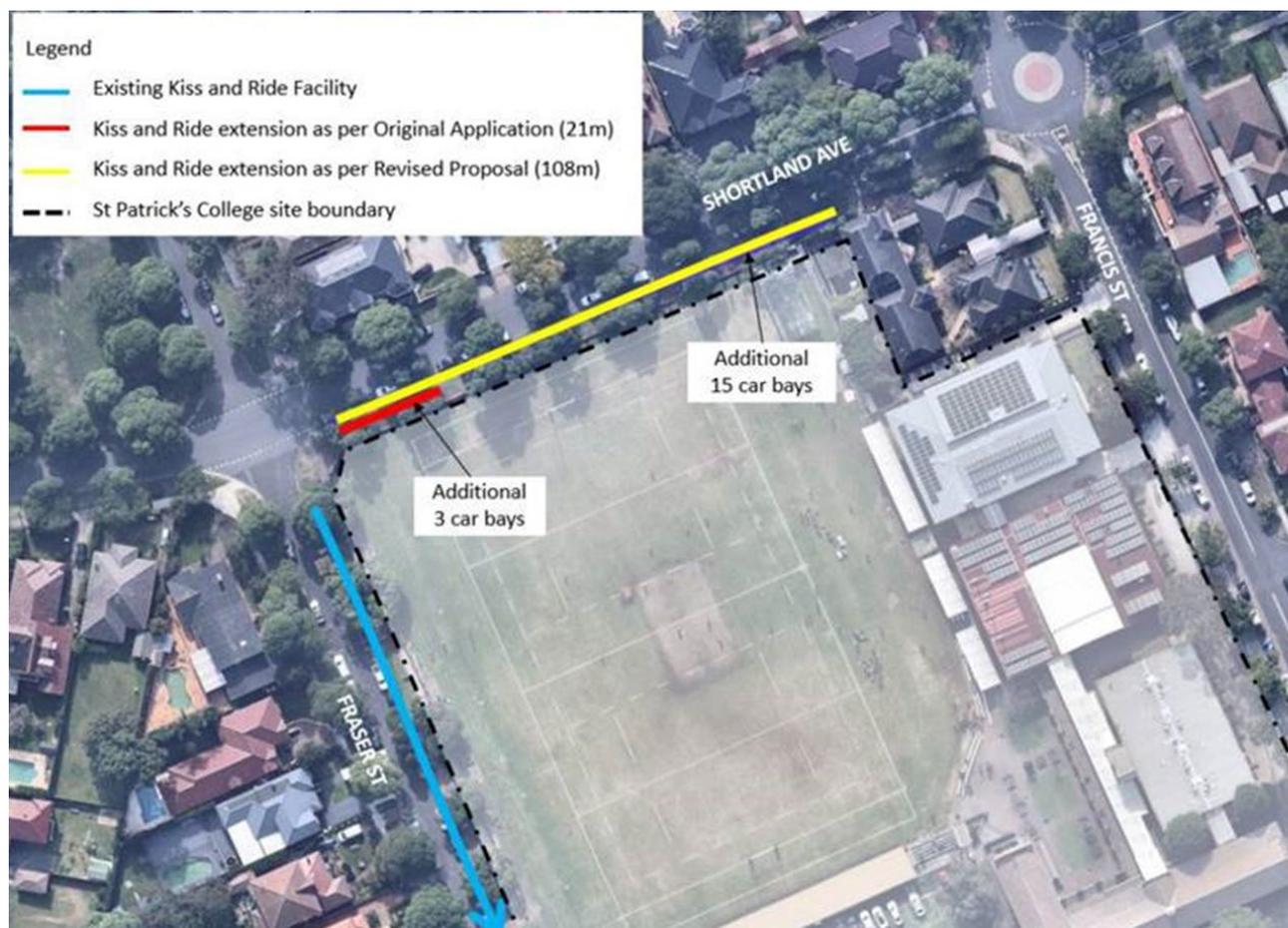
“the proposal seeks to extend the Kiss & Ride facility to Shortland Avenue (east approach) on the south side of the road. The design of which will result in addition three car bays, equating to approximately 21m in length”

However, to further alleviate traffic congestion on Fraser Street and the surrounding street network, it is proposed to further extend the length of the Kiss & Ride facility to Shortland Avenue south side (west of Francis Street). It is proposed to increase the Kiss & Ride zone along Shortland Avenue from 21 metres to 108 metres. The length of each parking bay is 7 metres which is compliant with the relevant Australian Standards. This will result in an overall increase in parking bays on Shortland Avenue from three (3) to fifteen (15).

When combined with the existing 18 bays already provided on Fraser and Edgar Street, the proposal will provide a total of approximately 33 bays in the Kiss & Ride zone.

The length of the current and revised extensions illustrated in **Figure 1** below.

Figure 1 Comparison of current and revised length of Kiss & Ride on Shortland Ave



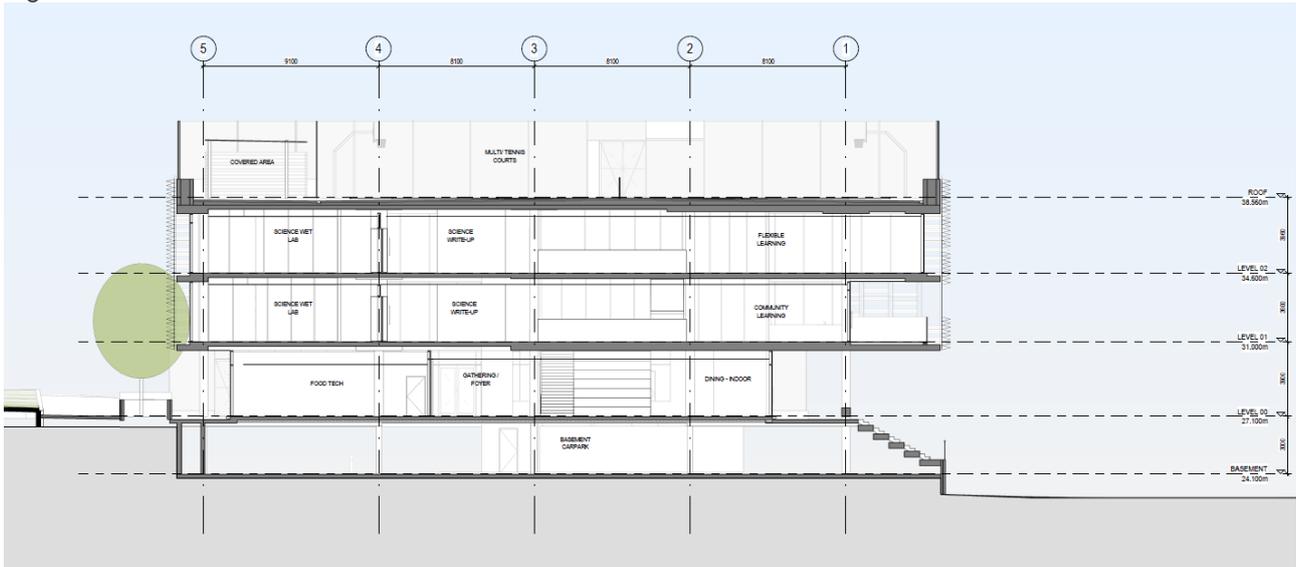
Source: TTPP

3.2. INCREASED FENCE HEIGHT

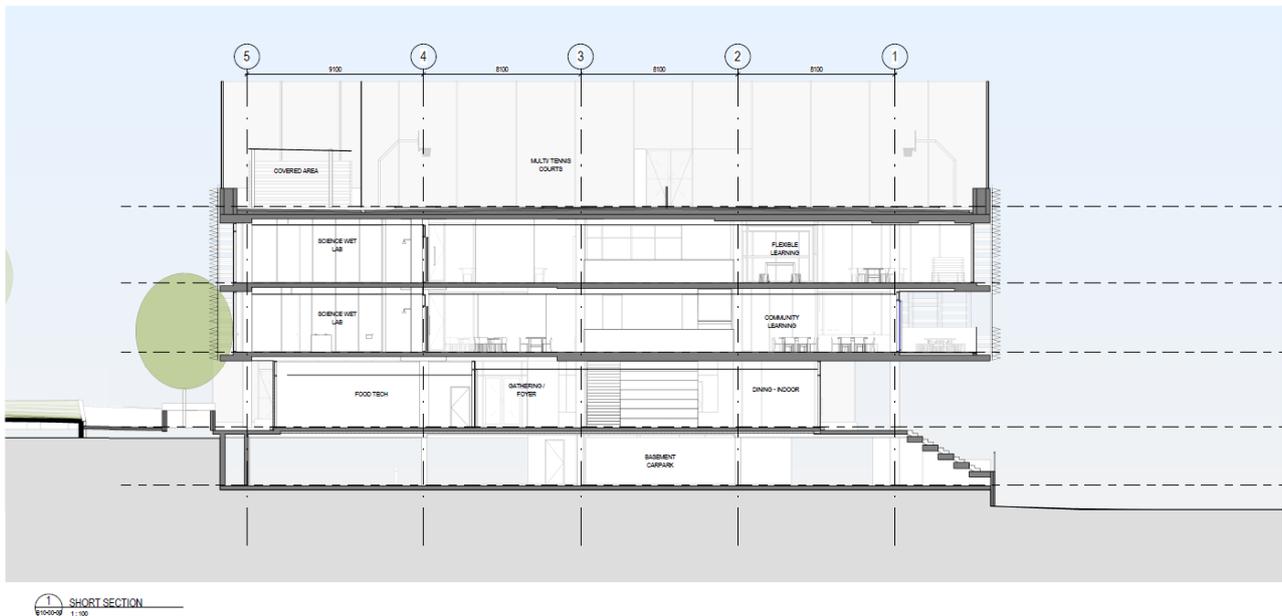
As part of this RtS application, it is proposed to increase the existing height of the fence surrounding the sports courts on the rooftop level of the proposed STEMM building. As illustrated in **Figure 2** and **Figure 3** below, the height of the main building structure remains the same with the roof-top fencing increased by 2.5m".

This is a minor design change which will improve the overall use of the courts by reducing the ability for balls to leave the court and spill onto the surrounding land uses which may cause disruption. The revised Architectural Plans (elevations and section) prepared by BVN are attached at **Appendix A** illustrate the proposed design amendment.

Figure 2 Section Plan - Sheet 1 of 2



Picture 1 Existing

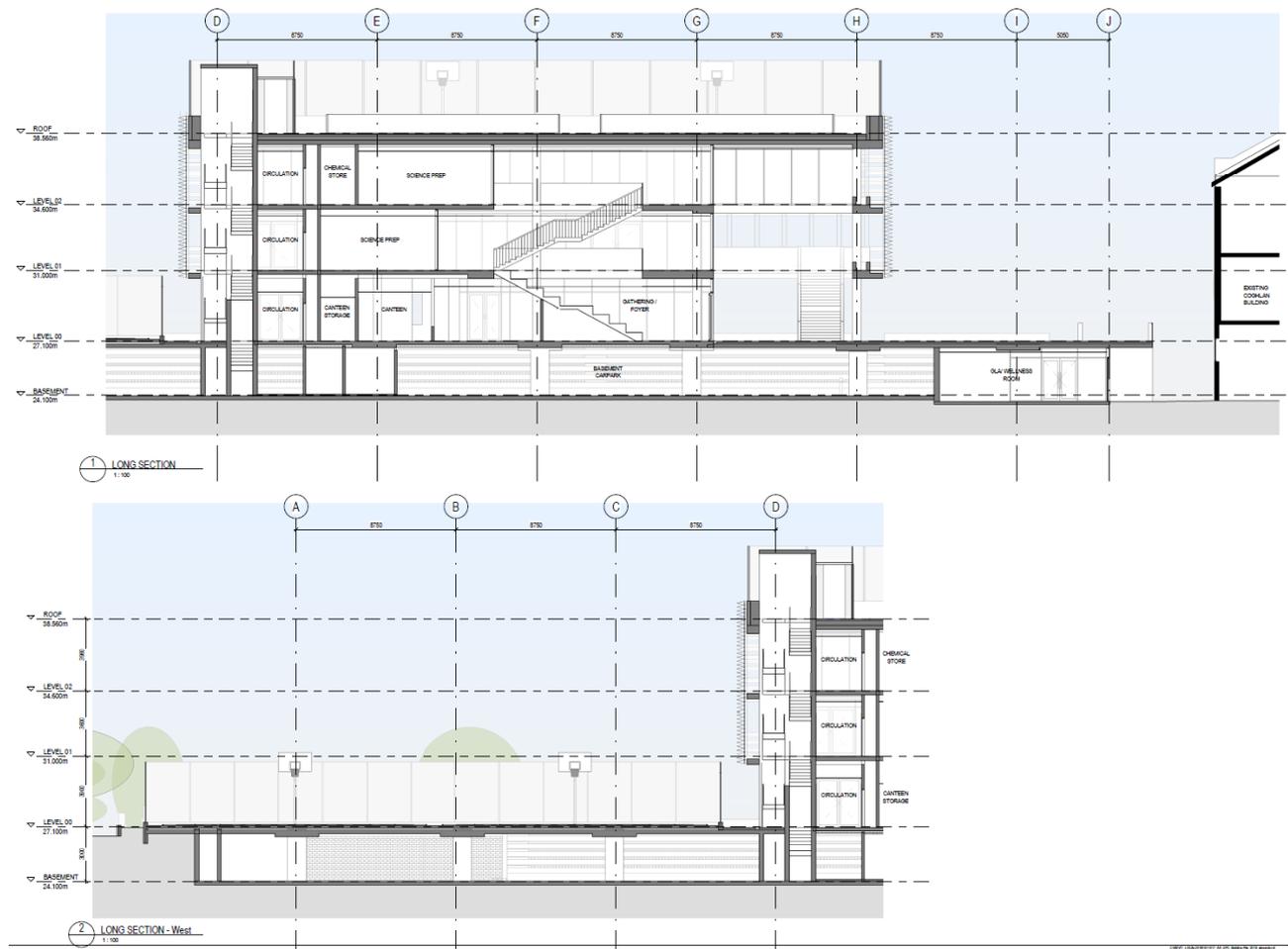


1 SHORT SECTION
1:100

Picture 2 Proposed

Source: BVN

Figure 3 Section Plan - Sheet 2 of 2



Picture 3 Existing

Source: BVN



Picture 4 Proposed

Source: BVN

4. DETAILED RESPONSE TO SUBMISSIONS

Table 2 RtS Table

Issue	Comment	Response	Reference
GOVERNMENT AGENCY SUBMISSIONS			
Department of Planning, Industry & Environment (DPIE)			
Site Contamination	<i>A Phase 1 Contamination Assessment was included in the EIS, the outcome of which recommended that a Phase 2 Contamination Assessment be carried out to establish the depth and extent of contamination on site. However, a Phase 2 Contamination Assessment was not included in the EIS. Consequently, a Phase 2 Contamination Assessment must be provided along with a Remediation Action Plan where this is recommended in the Phase 2 Contamination Assessment. This is required to meet the provisions of SEPP 55 – Contamination of Land.</i>	A Phase 2 Environmental Site Investigation including supplementary soil sampling has been conducted. The investigation concluded that based on the findings and outcomes of the preliminary environmental site investigation and soil sampling it does not appear that further measures are warranted to establish contamination of the site. As such, a Remediation Action Plan (RAP) is not required to be prepared.	Refer to the Phase 2 Contamination Assessment attached at Appendix E for further discussion on findings and results.
Construction Management Plan	<i>The proposed works would be carried out whilst the school is in operation. A construction management plan must be provided that details and demonstrates how the impact of construction would be managed whilst the school is in operation.</i>	Noted. A Construction Traffic Management Plan (CTMP) has been prepared to address and mitigate any potential impacts of the proposed development construction on general traffic, public transport and pedestrian and cyclist safety during peak periods.	Refer to the CTMP (Page 5) attached at Appendix C and Section 7 (Page 42-46) of the original Traffic Impact Assessment for further details.
	<i>Section 7.5 of the Transport Impact Assessment advises that limited parking arrangements for construction workers would be provided on site. Details must be provided in the construction management plan regarding the proposed measures to be implemented to mitigate detrimental impacts to local roads and to ensure safety of road users and pedestrians during the construction phase.</i>		

Issue	Comment	Response	Reference
Community Usage	<i>The SEARS outlined that the proposal would incorporate community use of the proposed facilities. Details of proposed community uses must be provided, including but not limited to the types of community uses, days and hours of availability for community uses.</i>	<p>SPC will make provision for two ground floor basketball courts to be available for public use during the school holidays between the hours of 9am and 3pm. This arrangement excludes a two week shut down period around Christmas and times when the courts may be required for use by the College.</p> <p>Finalisation of this agreement is subject to confirmation from SPC's lawyers regarding assurances and claims for damages or injuries that may occur whilst the facilities are being used by the public.</p>	Refer to letter attached at Appendix F.
Active Transport/Traffic Impacts	<i>It is noted that 13 bicycle parking spaces are proposed to service a total of 1,790 students. In accordance with Transport for New South Wales requirements, an amended Green Travel Plan is required to be submitted to provide a suitable provision of bicycle and end-of-trip facilities to encourage student and staff mode shift to active transport modes.</i>	A revised Green Travel Plan (GTP) has been prepared based on a GTP mode shift target of 8-10% away from car use. The GTP includes the provision of bicycle parking within the EOT facilities to accommodate the forecasted cycling rates.	Refer to Section 3.3 (Page 25) of the revised GTP attached at Appendix B for further discussion.
Non-Aboriginal Archaeology	<i>In accordance with the recommendations of Heritage NSW, an assessment must be provided of the site's non-Aboriginal archaeological potential and significance on the site and the impacts the development may have on this significance.</i>	A Historical Archaeological Assessment (HAA) has been prepared by Urbis to address the site's non-Aboriginal archaeological potential and any impacts the	Refer to the Historical Archaeological Assessment attached at

Issue	Comment	Response	Reference
		<p>development may have on this significance.</p> <p>This HAA has determined that the proposed building would be located within an area of low-moderate archaeological potential. While the proposed building site potentially contains an historical sport court, this feature is assessed as having low archaeological significance. There is no evidence of any earlier structures or features within the vicinity of the proposal footprint. It is therefore considered that the proposal would not impact on significant historical archaeological relics.</p>	<p>Appendix D for further discussion.</p>
Environment, Energy and Science Group (EES) in DPIE			
Flooding	<p><i>The development site is located in the upper end of the Saleyards Creek Catchment. The flood study report indicates that the majority of the development site is subject to inundation for a 1% AEP flood event and the inundation depth would vary from 0-0.3m. The level of inundation is expected to be similar for 0.5% AEP and 0.2% AEP events. The entire site is expected to be inundated under the PMF event with flood depth varies from 0-0.3m. The flood study report indicates that the development site is located within the low flood hazard area and is categorised hydraulically as flood fringe. The drainage report indicates that the finished floor level will be 0.6m above the 1% AEP flood level. To help ensure the safety of students and members of the school community, the proponent will need to develop a site Emergency Response Plan (ERP) in</i></p>	<p>Northrop Consulting Engineers have advised that the preparation of a site Emergency Response Plan (ERP) is not required until the Occupation Certificate stage of the development. It is requested that this be conditioned as part of the consent.</p>	<p>N/A</p>

Issue	Comment	Response	Reference
	<i>consultation with the NSW SES and Council to manage any potential flood risk under these major events. The ERP is to include a provision for safety signs in relation to access streets and basement carpark.</i>		
Heritage Council NSW			
	<i>The issued SEARs required the EIS to address any archaeological potential and significance on the site and the impacts the development may have on this significance. I note the accompanying Heritage Impact Statement is also silent on non-Aboriginal archaeological potential and impacts that may arise to potential non-Aboriginal archaeology. Therefore, I recommend the proponent provide an assessment of the site's non-Aboriginal archaeological potential and significance on the site and the impacts the development may have on this significance in accordance with the SEARs.</i>	A Historical Archaeological Assessment has been prepared by Urbis to address any archaeological potential of the site and any impacts the development may have on this significance.	Refer to Section 4 (page 21-31) and 5 (page 33-34) of the Historical Archaeological Assessment attached at Appendix D for further discussion.
	<i>Further, as the site contains a local heritage item, and other local items are in the vicinity, advice should be sought from the relevant local council.</i>	The School and Project Team consulted with Council during the preparation of the EIS, including matters relating to heritage. Council did not raise any issues.	N/A
Sydney Water			
Water Servicing	<i>Our servicing shows that the trunk potable water system should have adequate capacity to service the proposed development.</i>	Noted.	-
	<i>Amplifications or extensions to the drinking water network may be required complying with the Water Services Association of Australia (WSAA) code – Sydney Water edition.</i>	Noted.	-

Issue	Comment	Response	Reference
Wastewater Servicing	<i>Our servicing investigation shows that the trunk wastewater system should have adequate capacity to service the proposed development.</i>	Noted.	-
	<i>Amplifications or extensions to the wastewater network may be required complying with the Water Services Association of Australia (WSAA) code – Sydney Water edition.</i>	Noted.	-
Additional Information	<p><i>As part of the Section 73 application, it is requested that the proponent provide detailed information regarding the intentions of the College. This could include, but should not be limited to:</i></p> <p><i>Any new connections required,</i></p> <p><i>Amplification of mains that may be required for firefighting,</i></p> <p><i>Flow data justifying the size of any proposed connection, and</i></p> <p><i>Existing and future student/staff numbers.</i></p>	Noted. Sydney Water will be notified as required.	-
	<i>This advice is not formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our web page in the Land Development Manual. Further advice and requirements for this proposal can be found in Attachments 1 & 2.</i>	Noted.	-
Transport for New South Wales (TfNSW)			
Active Transport Considerations	<p><u>Comment:</u></p> <p><i>Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to</i></p>	A revised GTP has been prepared to encourage cycling and discourage private vehicle use. The GTP	Refer to Section 4 (Page 26-31) of the revised GTP

Issue	Comment	Response	Reference
	<p><i>increase the catchment of public transport as part of the whole customer journey.</i></p> <p><i>Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.</i></p>	<p>discusses the provision of bicycle spaces, change room and showering facilities within the EOT facilities to encourage bicycle use.</p>	<p>attached at Appendix B for further discussion.</p>
	<p><i>Section 5.4 of the Traffic Impact Assessment states “On Day 1, there would be a minimum of 13 bicycle parking spaces for use by students and staff. Notwithstanding this, through the Green Travel Plan (GTP) a mode share target for greater cycling amongst staff and students would be set and measures recommended for achieving set targets.”</i></p>	<p>The GTP includes a revised mode shift target of 8-10% away from car use which considers a shift of 5% towards PT and a 3% shift towards active travel (1.5% more walking and 1.5% more cycling).</p> <p>Therefore, future forecasts for cycling as are follows:</p> <ul style="list-style-type: none"> - 2.2% (up from 0.7%) of future students = 39 bike racks - 1.5% (up from 0%) for future staff = 3 bike racks <p>Future total = 42 bike racks (from 13 bike racks)</p> <p>The measures to achieve these targets are outlined in the GTP.</p>	<p>Refer to Section 3.3 (Page 25) of the revised GTP attached at Appendix B for further discussion.</p>
	<p><i>13 bicycle parking spaces for 1,790 students seems inadequate to encourage and cater for increased rates of cycling, and will not promote a</i></p>	<p>The provision of bicycle spaces has increased from 13 to 42 to</p>	<p>Refer to Section 3.3 (page 25) of the revised GTP</p>

Issue	Comment	Response	Reference
	<p><i>mode shift to cycling. Additionally, no end of trip facilities are proposed to encourage students and staff to shift to cycling.</i></p> <p><u>Recommendation:</u></p> <p><i>The Traffic and Parking Report provided as part of the EIS does not address TfNSW policies for integrating transport with land use regarding off-street bicycle parking and end of trip facilities. To encourage student and staff mode shift to cycling TfNSW recommends additional bicycle parking spaces should be installed and end of trip facilities provided.</i></p>	<p>accommodate the forecasted shift towards cycling.</p> <p>The proposal has been revised to increase the on-site bicycle parking spaces from 13 to 42 to accommodate the following forecasts:</p> <ul style="list-style-type: none"> - 2.2% (up from 0.7%) of future students = 39 bike racks - 1.5% (up from 0%) for future staff = 3 bike racks <p>Future total = 42 bike racks (from 13 bike racks)</p> <p>The GTP attached at Appendix B addresses the relevant TfNSW policies for integrating transport with land use.</p>	<p>attached at Appendix B for further discussion.</p> <p>Refer to Section 3.3 (page 25) of the revised GTP attached at Appendix B for further discussion.</p>
<p>Green Travel Plan</p>	<p><u>Comment:</u></p> <p><i>The Transport Impact Assessment provides a framework for the preparation and monitoring of a Green Travel Plan, along with a Travel Access Guide. These tools will help St Patrick's College to better manage demand on the transport network. The recommendations below are provided to encourage the use of sustainable transport to the site, which will help reduce the use of single vehicle trips.</i></p>	<p>A revised GTP has been prepared in accordance with the framework outlined in the Transport Impact Assessment (TIA).</p>	<p>Refer to the revised GTP attached at Appendix B for further discussion.</p>

Issue	Comment	Response	Reference
	<p><u>Recommendation:</u></p> <p><i>It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to prepare a Green Travel Plan in consultation with TfNSW for the proposed development which must be approved by TfNSW. The Travel Plan should be aimed at students, staff and visitors and updated to include:</i></p>		
	<p><i>2.2 include details on cycle parking and End of Trip Facilities for students and staff at the college;</i></p>	<p>The GTP includes details on the proposed 42 bicycle parking spaces and ancillary EOT facilities. Furthermore, a Transport Access Guide (TAG) has been prepared and is included within the GTP to indicate the location of the proposed bicycle racks and the location of other EOT facilities (showers, changerooms, lockers) for staff and students.</p>	<p>Refer to the TAG (Appendix A) of the revised GTP attached at Appendix B for further discussion.</p>
	<p><i>3.2 recommend mode share targets be more ambitious, particularly as years 11-12 already have a much greater proportion of trips by walking, cycling and public transport than the mode share targets set;</i></p>	<p>Noted. The mode share targets have been reviewed with consideration of student and staff postcodes. The review has identified that there is potential to bolster mode shift target to 8-10% amongst students and staff.</p>	<p>-</p>
	<p><i>4.1 include soft measures such as a communications strategy which has actions to encourage more trips by walking, cycling and public transport, consider participating in events such as walk to school and bicycle week. Resources to assist can be found at the link below;</i></p>	<p>As outlined in the GTP, SPC will implement Road Safety Awareness and Bike-Ed programs into teaching and the learning curriculum. Staff will educate students on how to walk to</p>	<p>Refer to Section 4 (page 26-30) of the revised GTP attached at</p>

Issue	Comment	Response	Reference
		<p>school and cross roads in a safe manner. Students will be educated on cycle safety and the importance of wearing protecting gear when riding.</p> <p>SPC will also implement events such as Ride to School Day, Walk to School Day, Walkathons and Cycleathons, and fundraisers for the school or charities which involve riding to school every day for one week. SPC will also encourage students and staff to become in established national initiatives such as 'Step-tember' which raised money for cerebral palsy.</p> <p>SPC is also investigating the potential to implement a 'walking group' to encourage students and staff to walk 10,000 steps per day. This initiative would involve encouraging staff to use their existing smart devices such as phones and smart watches to measure the number of steps they have walked. Potential awards for achieving this goal on a regular basis could be a free coffee from the canteen or the implementation of a</p>	<p>Appendix B for further discussion.</p>

Issue	Comment	Response	Reference
		<p>'wall of fame' to track the weekly status of participants.</p> <p>Furthermore, all students and staff will be provided with a copy of the GTP and TAG. The TAG will include links for public transport passes and maps of nearby public transport and local cycle routes. The GTP brochure and TAG will also be made available via the school's website to ensure continual promotion of active travel modes.</p>	
	<p><i>5.1 – recommend annual travel surveys be undertaken at the same time each year for both staff and students to understand how the Green Travel Plan is performing against mode share targets and adjust accordingly;</i></p>	<p>The Travel Plan Coordinator will manage data collection and monitoring of GTP through annual travel questionnaires.</p>	<p>Refer to Section 4 (Page 26) of the revised GTP attached at Appendix B for further discussion.</p>
	<p><i>5.2 Provide details of who will be responsible for delivering the actions in the Green Travel Plan and ensuring the plan is evaluated, reviewed and updated annually;</i></p>	<p>As discussed in the revised GTP the Travel Plan Coordinator will responsible for developing, communicating, implementing and monitoring the GTP.</p>	<p>Refer to Section 4 (Page 26) of the revised GTP attached at Appendix B for further discussion.</p>
	<p><i>Information on school operation hours including before and after school care as well as extra-curricular activities, and the projected spread of the demand throughout those hours;</i></p>	<p>The school does not operate any before or after school care. Co-curricular activities mainly take place after school comprising small groups</p>	<p>Refer to Section 1.1 (Page 1-2) of the revised GTP</p>

Issue	Comment	Response	Reference
		of students who participate in sporting activities including basketball in summer terms, and soccer and rugby in winter terms. Afternoon co-curricular activities commence at 3.30pm and conclude before 4.50pm on school days.	attached at Appendix B.
	<i>More ambitious mode share targets for staff;</i>	As outlined above, the mode shift target has been revised to 8-10%.	Refer to Section 3 (Page 24-25) the revised GTP attached at Appendix B for further discussion.
	<i>Aggregated postcode locations which staff travel from;</i>	Refer to the GTP for further explanation on the post codes used to inform the GTP.	Refer to Section 3.2 of the GTP attached at Appendix B for further discussion.
	<i>Detail as to how enrolments will be staged, including at commencement and for future growth; School enrolment catchment and analysis of proportion of students within walking and cycling distance;</i>	It is proposed to progressively increase the student population to a maximum of 1,790 by the end of 2029. This is based on a seven-year forecast for the College, which seeks to add a new stream of 30 students per year until there are seven streams in each year group. The 1,790 student population target also incorporates a buffer allowing for future variances to this forecast. The	Refer to Section 1.1 & Table 1.1 (Page 1) of the GTP attached at Appendix B for further discussion.

Issue	Comment	Response	Reference
		future student enrolment forecast is given in Table 1.1 of the GTP.	
	<i>Greater details of measures to encourage sustainable transport choices amongst parents, students and staff for example information on walking routes, walking groups, cycling routes and information packs for parents and students;</i>	An information pack containing a GTP brochure and TAG will be provided to parents, students and staff. Information will be provided to existing students/parents via take-home pamphlets and students will be educated on these routes in homeroom or PDHPE classes. The information pack will include A4 maps of walking routes and cycling routes, info on road safety awareness and about safe behaviour when walking/ cycling around live traffic.	Refer to the revised GTP attached at Appendix B for further discussion.
	<i>Consider wayfinding measures such as local street signage to identify direction and distance to school;</i>	The TAG will provide students, parents and staff with walking/cycling route information to assist with journey planning. As an additional measure to guide walkers and riders towards the school, directional signage and pavement decals will be considered at key locations (e.g. from Strathfield station) and at intersections, particularly within the 'last mile' of the school. The signage or decals would include easy to read information, such as walking and	Refer to Section 4 (Page 26- 31) and the TAG (Appendix A) located within the revised GTP attached at Appendix B for further discussion.

Issue	Comment	Response	Reference
		bicycle symbols, and distance/walking time to the school.	
	<i>Proportion of students who are eligible for SSTS and promotion of the SSTS and School Term Bus Pass;</i>	Approximately 87% of student population is eligible for the SSTS free student travel.	Refer to Section 3.2 (Page 15-19) of the GTP attached at Appendix B for further discussion.
	<i>Consider storage facilities (for large items and to reduce daily trips with these items) for students;</i>	Personal lockers are provided for every student.	Refer to Section 4 (Page 28) of the revised GTP attached at Appendix B for further discussion.
	<i>Include a behaviour change program to encourage greater sustainable transport choices that target specific student groups e.g. encourage early sustainable behaviours through Bike Ed in primary years; and provide more specific targeted programs for high school students;</i>	<p>As outlined in the GTP, SPC will implement Road Safety Awareness and Bike-Ed programs into teaching and the learning curriculum. Staff will educate students on how to walk to school and cross roads in a safe manner. Students will be educated on cycle safety and the importance of wearing protecting gear when riding.</p> <p>SPC will also implement events such as Ride to School Day, Walk to School Day, Walkathons and Cycleathons, and fundraisers for the school or charities which involve</p>	Refer to Section 4 (page 26-30) of the revised GTP attached at Appendix B for further discussion..

Issue	Comment	Response	Reference
		<p>riding to school every day for one week. SPC will also encourage students and staff to become in established national initiatives such as 'Step-tember' which raised money for cerebral palsy.</p> <p>SPC is also investigating the potential to implement a 'walking group' to encourage students and staff to walk 10,000 steps per day. This initiative would involve encouraging staff to use their existing smart devices such as phones and smart watches to measure the number of steps they have walked. Potential awards for achieving this goal on a regular basis could be a free coffee from the canteen or the implementation of a 'wall of fame' to track the weekly status of participants.</p> <p>Furthermore, all students and staff will be provided with a copy of the GTP and TAG. The TAG will include links for public transport passes and maps of nearby public transport and local cycle routes. The GTP brochure and TAG will also be made available via the school's website to ensure</p>	

Issue	Comment	Response	Reference
		continual promotion of active travel modes.	
	<i>Identify how any increase of enrolments be managed within the Green Travel Plan and evaluation process; and</i>	The Travel Coordinator will collect data, review measures, develop appropriate measures to support increases (or methods of further promotion in cases of decreased numbers), monitor mode share and mode shifts.	Refer to Section 4 (Page 26) of the revised GTP attached at Appendix B for further discussion.
	<i>Information on how travel for special event trips for school activities such as school carnivals, swim school, excursions etc will be managed.</i>	As current/no changes. Students arrive to school and buses organised by the school to transport students and teachers to/from off-site facility.	N/A
Transport Access Guide	<i>Updated to Include: Details on cycle parking at the College as well as recommended 'last mile' cycle route from local cycle network to the College; and</i>	Noted, the TAG has been updated accordingly.	Refer to the TAG (Appendix A) within the revised GTP attached at Appendix B for further discussion.
	<i>Link to TfNSW trip planner https://transportnsw.info/.</i>		
	<i>The applicant shall submit a copy of the final Green/ Workplace Travel Plan and Travel Access Guide to TfNSW for endorsement; and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work.</i>	Noted, this will be done upon approval of the SSDA.	N/A
Construction and Traffic Management Plan	<u><i>Comment:</i></u> <i>Several construction projects are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic</i>	A Construction Traffic Management Plan (CTMP) has been prepared to address and mitigate any potential impacts of the proposed	Refer to the CTMP attached at Appendix C (Page 5) and Section 7

Issue	Comment	Response	Reference
	<p><i>and public transport operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.</i></p> <p><u>Recommendation:</u></p> <p><i>It is requested that the applicant be conditioned to prepare a detailed Construction and Traffic Management Plan (CTMP) for various stages detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control. The CTMP should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.</i></p>	<p>development construction on general traffic, public transport and pedestrian and cyclist safety during peak periods.</p>	<p>(Page 42-46) of the original Traffic Impact Assessment for further details.</p>
PUBLIC SUBMISSIONS			
Traffic & Parking	<p><i>There is mention of a underground parking facility. Where is it entering and exiting?</i></p> <p><i>During the community engagement process, I advised that I object to this decision as there are many factors already living in front of a busy school.</i></p> <p><i>Firstly, parking and traffic plan is the main issue. Even if the drop off are staggered it is still a major inconvenience should another building be built as there will be more trucks and cars during the construction process. There is also an issue of parking spots. Currently staff and parents of the school are parking in front of our house and across our driveways making it impossible for us to park inside our own house. I've had to ask numerous people to move their car but due to the narrow road on Fraser</i></p>	<p>An underground carpark will be provided in the basement of the proposed Science and Learning Building. Access to the basement car park will be provided off Fraser Street. The new access driveway will facilitate two-way flow and will measure 6 metres in width.</p> <p>The extension of the kiss & ride zone will result in an additional 21 metres of unrestricted kerbside parking which will be converted to a No-Parking zone between 8:00am and 9:30am and 2.30pm and 3:00pm on school days. Furthermore, the provision of the basement car parking and additional onsite spaces will ensure that staff and visitor car</p>	<p>Refer to Section 4.2 (Page 24) of the TIA lodged with the original application, and the Architectural Plans submitted as part of the SSD DA</p> <p>Refer to Section 6.6 (Page 39) of the TIA lodged with the original application.</p>

Issue	Comment	Response	Reference
	<p><i>St this is not possible. With St Patricks College wanting to increase their student numbers as well the road parking and traffic does not seem viable.</i></p>	<p>parking will be fully accommodated for from Day 1 of operation. As concluded in the TIA, the proposal will have minimal impact on local residents and will be of significant benefit to the safety and overall operation of the local road network.</p>	
	<p><i>The environments around St Patrick college has become worst and worst in recent years. The college has been trying to expand in many areas, blocking roads and the only access path ways, creating a lot of inconvenience and headache for surrounding residents especially the elderly and young kids. The utmost frustration and dangerous situation is about traffic during drop off and pick up hours. St Patrick college does not attempt to solve the congestion issues where cars block all 3 intersections and roads around Shortland ave, Marion St, and Fraser St. Living next to the college, I have seen and heard on numerous occasions that drivers were too impatient to drive on the wrong side of the road, illegally stopping across intersections, recklessly overtaking others, and dangerously reverse into driveways and pathways to go around at peak hour when so many young students are walking on the pathway. Residents around the college are so fed up with this situation, and concerns had been raised with local council, but no actions had been taken to solve the issue by the college as well as the council. I am absolutely opposed to any further expanding or new building/facility at this college which is already over crowded and the environment is not sustainable. Please consider the environments and all the well being and safety of surrounding residents.</i></p>	<p>Traffic surveys and SIDRA modelling was undertaken to assess the potential impact of the proposed development on the existing road network and traffic conditions. The modelling results indicate that the key nearby intersections would continue to operate at an acceptable level of service with minimal delays and queue lengths. However, to further mitigate potential impacts, the school will implement a staggered start and finish time to reduce traffic and congestion on the local road network. Furthermore, the extension of the kiss and ride facilities will improve efficiency of movement and reduce congestion in the local road network.</p>	<p>Refer to Section 6 (Page 32-39) of the Original TIA for more information on the traffic modelling discussion and results.</p>
	<p><i>The claim is that Edgar Street has unrestricted parking on either side. This is contrary to p 28 3.8 where it says it does have restricted parking. Cars park in the designated kiss and ride spaces from 2.30pm waiting for</i></p>	<p>The extension of the kiss and ride facilities will result in 21 metres of unrestricted kerbside parking. This</p>	<p>Refer to Section 6 (Page 32-39) of the Original TIA for</p>

Issue	Comment	Response	Reference
	<p><i>school dismissal. On two occasions our brick fence has required replacement as cars have driven into our driveway and accidentally damaged it.</i></p>	<p>will be converted to a No Parking zone between 8:00am and-9:30am and 2.30pm-4:00pm on school days. Outside of the hours identified the kiss & ride areas will have unrestricted parking.</p>	<p>more information on the traffic modelling discussion and results.</p>
	<p><i>It is suggested that the kiss and ride spaces in Edgar St are under-utilised. As indicated in point 1 they are used prior to the dismissal time. After this these spaces are out of sight from Fraser St so if anyone anticipates a space and finds there is not one they have to go around the block again. So I assume its not worth the risk.</i></p>	<p>The existing conditions of the surrounding network have been considered in the traffic assessments that informed the TIA and GTP.</p>	<p>Refer to the revised GTP attached at Appendix B and Section 3.2 (Page 6) the TIA lodged with the original application for further discussion.</p>
	<p><i>Table 3.2 p25 indicates a delay of 10 seconds. I do not know how this is calculated. However I do know if I drive west in Shortland Ave at 3:15pm I will be locked in the traffic for at least ten minutes. IN FACT THE AVERAGE DELAY FOR CARS IN THE PM PEAK PERIOD SHOULD NOT BE AVERAGED OVER THE PERIOD OF 2:45pm to 3:45pm. UNLIKE MORNING PEAK WHEN CHILDREN ARRIVE EVEN EARLIER THAN 7:45am THEY CAN ARRIVE ANYTIME UP TO 8:45am. IN THE PM PEAK CARS ARRIVE AND PARK IN THE KISS AND RIDE AREAS OFTEN BEFORE 2:30pm BUT THE MAJORITY ARRIVE FROM 3:15pm to 3:35pm. This certainly does not meet the SIDRA ACCEPTABLE STANDARDS.</i></p>	<p>Traffic modelling has been carried out using the latest version of SIDRA Network modelling software (version 8.0).</p>	<p>Refer to Section 3.10 (18-20) of the TIA for further discussion on the modelling and analysis used to inform the proposal.</p>
	<p><i>Figure 3.12 does not indicate that there are queues in Marion Street.</i></p>	<p>Figure 3.12 illustrates the location of the existing kiss & ride Bays which</p>	<p>-</p>

Issue	Comment	Response	Reference
		are located on Edgar Street and Fraser Street.	
	<i>P33. indicates that there are no proposed changes for access for pedestrians or cyclists. As a safety issue improved access is required.</i>	The existing pedestrian and cyclist facilities including entrances have been assessed and considered sufficient to accommodate the anticipated growth in use of passive transport.	Refer to Section 2.2 (Page 9) of the revised GTP attached at Appendix B and Section 3.4 of the Original TIA for further discussion on existing and proposed pedestrian and cyclist facilities.
	<i>P.35 refers to increased off street parking. Currently staff park in streets rather than in off street spaces as (I am told) its easier. if there is a street space available. ADDITIONALLY contract staff DO NOT receive off street parking. For example, canteen staff park outside our house from before 6:30am and cleaning staff are usually parked there until 9:00pm.</i>	Noted. The proposal includes the provision of an additional 59 car parking spaces within the basement of the new STEMM building. These new spaces will ease congestion on the surrounding street network. Further, a Travel Plan Coordinator will be responsible for the implementation and monitoring of the GTP. Staff will be encouraged to utilise the allocated spaces and usage will be monitored throughout the year.	Refer to Section 5 (Page 32) of the revised GTP attached at Appendix B for further discussion on management and mitigation.

Issue	Comment	Response	Reference
	<p><i>5.4 refers to cycling. It is not surprising that teachers do not currently cycle to school either because of traffic dangers or weather. It is an alternative that could be encouraged and assessed as viable now.</i></p>	<p>Noted. However, the GTP and TAG will encourage and incentivise staff to consider cycling and other alternative modes of transport.</p>	<p>Refer to the TAG within the revised GTP attached at Appendix B for further discussion.</p>
	<p><i>This comment relates specifically to APPENDIX T: The disruption to College operations and the Edgar Street right-of- way during the construction phase that can be mitigated through effective communication and implementation of a Construction Management Plan indicates that these could potentially impact. THE RIGHT OF WAY SHOULD BE MAINTAINED AT ALL TIMES EVEN DURING CONSTRUCTION.</i></p>	<p>Noted. A Construction Traffic Management Plan (CTMP) has been prepared to address and mitigate any potential impacts of the proposed development construction on general traffic, public transport and pedestrian and cyclist safety during peak periods.</p>	<p>Refer to the CTMP attached at Appendix C.</p>
	<p><i>A final comment: There is no reason why some of the suggested improvements, such as the Green Travel Plan couldn't be implemented now. There is no need to wait until 2030.</i></p>	<p>The revised GTP will be implemented once the construction of the STEMM building is complete.</p>	<p>-</p>
<p>Views</p>	<p><i>We bought our house due to the viewline from our first floor, however with a 4 storey science building being erected right in front of our home/viewline, it will cut the views and also reduce the value of home. This is raises issues of privacy. I already don't feel comfortable of a 3/4 storey building on one side on my home, but another building on another side raises additional issues on privacy</i></p>	<p>The proposal has been sited well away from the school boundary to increase the setback from neighbouring residential properties. The building is located at the centre of the campus, with the closest residential property located approximately 60 metres from the building. The new building has been designed to maintain visual privacy for both the school and surrounding residential properties.</p>	<p>Refer to Section 5.1 (Page 40) View Analysis included within the Architectural Design Statement included with the original application.</p>

Issue	Comment	Response	Reference
<p>Student Numbers</p>	<p><i>Enrolment growth - the latest trends in enrolments in Sydney Catholic Primary schools shows there is a decline and that it is likely to continue. The Catholic population is declining significantly. This will surely impact the number of enrolments.</i></p> <p><i>The optimum number of students in a school is critical to student and staff wellbeing. There is no evidence provided to show how a population of nearly 1800 students will lead to a better school.</i></p> <p><i>The optimum number of students in a school is critical to student and staff wellbeing. There is no evidence provided to show how a population of nearly 1800 students will lead to a better school.</i></p> <p><i>St Patricks College is located in the middle of a residential area. It has limited space for student recreation during lunch breaks. It is considerably overcrowded. This will be exacerbated with the additional enrolments. It is well below NSW and Victorian Department guidelines.</i></p>	<p>The school have identified the need to accommodate the long term growth of the school and is seeking to increase the number of enrolments to cater to the growing population.</p> <p>The overall student number increase has been assessed by the project team, who have concluded that the staged increase in students can be accommodated on the site and will not adversely impact the surrounding context.</p> <p>The proposal will enhance the amenity and educational learning of students and will continue to provide recreational facilities in the form of at grade and rooftop multipurpose courts.</p>	<p>-</p>
<p>Safety</p>	<p><i>It is noted that the only pedestrian crossing is in Frances Street. Students as well as locals have to be extra cautious trying to cross other streets on the College boundary. In the last year two students have accidentally been hit by a car. Additional pedestrian crossings are required.</i></p>	<p>The proposed staggered start and finish times will alleviate safety concerns during peak periods as less students will be using the local road network at the same time. Further, it is proposed to implement a Road safety awareness program to educate students on how to walk to school and cross roads in a safe manner. SPC will base this program</p>	<p>Refer to Section 4 (page 30) of the revised GTP attached at Appendix B for further discussion.</p>

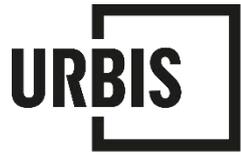
Issue	Comment	Response	Reference
		on TfNSW's <i>'Keeping Our Kids Safe Around School'</i> plan. Information packs will be distributed to students and parents at the beginning of the year and will be reinforced via regular announcements in the school newsletter and assemblies.	
Shared Facilities	<i>It is noted that the developments may include community use of tennis courts and access to other suitable recreational facilities from time to time. This is a return to the practice in the 1990s and it will be welcomed.</i>	Noted.	-

5. CONCLUSION

This RtS has considered the submissions received from NSW DPIE, government/infrastructure agencies and the community during the exhibition of SSD 10400 for the construction of a new STEMM building at the St Patrick's College Campus at Strathfield.

The RtS confirms that the proposal will have no significant adverse environmental impacts and that any potential impacts can be successfully mitigated. The proposal includes the one minor design change to increase the height of the fencing surrounding the sports courts on the rooftop level of the building. This amendment will reduce the possibility of distraction due to loose balls and will have no further environmental impacts in comparison to that originally proposed.

The proposal is considered suitable and warrants the support of the Minister and we therefore recommend that approval be granted to the proposed development, subject to conditions.



APPENDIX A

REVISED ARCHITECTURAL PLANS

APPENDIX B

GREEN TRAVEL PLAN (GTP)

APPENDIX C

**CONSTRUCTION TRAFFIC
MANAGEMENT PLAN (CTMP)**

APPENDIX D

**HISTORICAL ARCHAEOLOGICAL
ASSESSMENT**

APPENDIX E

PHASE 2 CONTAMINATION ASSESSMENT: ENVIRONMENTAL SITE INVESTIGATION & SOIL SAMPLING

APPENDIX F

COMMUNITY USAGE LETTER

APPENDIX G

ADDENDUM TRANSPORT STATEMENT

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