

Appendix B: Response to Council's recommended conditions

Recommended condition	Response
<p>Traffic Impact Assessment</p> <p><i>The traffic Impact assessment report is to be revised incorporating</i></p> <ul style="list-style-type: none">- Traffic projections that are reflective of the final Googong Township development,- Mode share data from existing schools within Queanbeyan,- Traffic generation data from existing schools within Queanbeyan- Analysis of surrounding intersections including swept vehicle paths.	<p>The applicant does not support this condition for the following reasons:</p> <ul style="list-style-type: none">• Significant and thorough traffic analysis has been submitted as part of the application, first in the form of a Traffic Impact Assessment (Appendix 5a of the EIS), which was prepared in accordance with the project SEARs, and then in the form of a detailed response to the issues raised in Council's first submission (Appendix 8 of original RtS report). The submitted information is comprehensive, and a further updated report is not warranted.• It is inappropriate, from a planning perspective, to condition a requirement for further traffic impact assessment. The determination of the application should be based on a comprehensive assessment of the project. Any need for further assessment should be undertaken prior to, not following, determination. As noted above, we consider that no further traffic assessment is necessary in this case.• The application is for a school that formed part of the original masterplan for the township. The township's traffic projections should have included the school development. Further projections or analysis are unwarranted.• Mode share and traffic generation characteristics are influenced by the location, level of infrastructure, road network configuration and other factors that may or may not be relevant to the proposed school in Googong.• Analysis of surrounding intersections and swept paths were provided in the original Traffic Impact Assessment report, with revised analysis provided as part of the Response to Submissions report submitted in September 2021.
<p>Pedestrian Crossings & Access Points</p> <p><i>Pedestrian Crossings and Access points to the school are to be consistent with</i></p>	<p>The applicant does not support this condition for the following reasons:</p>

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<p><i>Transport for New South Wales (TfNSW) advice dated 11 November 2020.</i></p>	<ul style="list-style-type: none"> • TfNSW's 11 November 2020 advice was in response to the request for SEARs and is therefore outdated. • The Transport Impact Assessment, Preliminary School Travel Plan and previous Response to Submissions (all submitted following TfNSW's 11 November 2020 advice) were reviewed by TfNSW. • The letter from TfNSW dated 21 October 2021 raised no comments in relation to the pedestrian crossings and access points of the current design. • The changes to the crossings on Gorman Drive (i.e., 2 crossings consolidated into 1 mid-block crossing) were made following consultation with Council.
<p>Drop off/Pick Up Area</p> <p><i>The drop off / pickup area in Wilkins Way shall comply with Council and TfNSW advice dated 11 November 2020 by construction of indented bays along Wilkins Way.</i></p>	<p>The applicant does not support this condition. The design was revised as part of the original RtS report to incorporate a kiss-and-ride area in Wilkins Way via indented bays along Wilkins Way (see architectural plans and civil plans at Appendix 1 and 3, respectively, of the original RtS report). The reference to TfNSW's advice dated 11 November 2020 is inappropriate because this advice was in relation to the request for SEARs and is therefore outdated.</p>
<p>Bus Bays</p> <p><i>The applicant should maximise the frontage of Gorman Drive to be utilised for the bus bay area with the exception of any pedestrian crossing that may be warranted.</i></p>	<p>The applicant does not support this condition for the following reasons:</p> <ul style="list-style-type: none"> • The bus bay area, including length, has been reviewed by TfNSW, and no comments were made in relation to the length. • The bus bay area was also reviewed by QCity, and no concerns were raised in relation to length.
<p>School Travel Plan</p> <p><i>Prior to occupation/use of the development as a school the NSW Dept of Education must submit a copy of the final School Travel Plan for Council's approval.</i></p>	<p>The applicant accepts DPIE's standard condition regarding the School Travel Plan, which requires preparation of the plan in consultation with Council.</p>
<p>Upgrade to Wilkins If Used as a Bus Route</p> <p><i>If Wilkins Way is to be used as a bus route it shall be reconstructed to</i></p>	<p>The applicant accepts DPIE's standard conditions regarding road works and section 138 approvals, which require the roadworks to be carried out to the satisfaction of the</p>

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<p><i>Conditions to be Complied with Prior Commencement of Works with Council's D1 Geometric Road Design Specification.</i></p>	<p>relevant roads authority, which is Council in this case.</p> <p>Ason Group has prepared a sketch showing the required upgrades to the intersections of Wilkins Way/Gorman Drive and Wilkins Way/Aprasia Avenue. The design has been prepared in accordance with Austroads and Council's Engineering Design and Construction Specifications.</p>
<p>Use of Interim Bus Routes</p> <p><i>The use of any interim bus route shall be temporary and shall cease once Gorman Drive has been constructed to its final circuit state.</i></p>	<p>The applicant accepts this condition.</p>
<p>Creation of Single School Zone for Traffic Controls</p> <p><i>The proposed school zone for the new school shall to be treated as an extension of the existing one for the Anglican School along Gorman Drive.</i></p>	<p>The applicant does not object to creation of a single school for both schools. However, this decision is outside of the project team's jurisdiction and control; the decision is up to TfNSW.</p>
<p>Use of Pedestrian Safety Fencing</p> <p><i>The applicant should consider the installation of fencing to direct pedestrians to the correct crossing points and away from the potential mid-block crossing point on McPhail Way.</i></p>	<p>The applicant accepts this condition.</p>
<p>Section 138 Consent & Traffic Management</p> <p><i>Prior to undertaking any works within a public road reserve or affecting the road reserve, a traffic management plan is to be submitted to and approved by Council.</i></p>	<p>The applicant accepts this condition.</p>
<p>Car Park</p> <p><i>The car park is to be amended such that waste vehicles are able to pick up waste without carriage through parking spaces and the driveway is to be widened sufficiently that the check vehicle is able to enter and exit without tracking the kerb and verge.</i></p>	<p>The applicant accepts this condition.</p>
<p>General conditions</p>	

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<p>Construction Management</p> <p><i>All vehicles associated with the construction of the development are to park on-site. Access and egress of heavy vehicles is to be via the existing vehicle crossing on Gorman Drive.</i></p>	<p>The applicant does not accept this condition. We anticipate that the large majority of construction vehicles workers will be park on site, and the contractor will aim to minimise on-street parking insofar as possible. Notwithstanding, it is unreasonable to require all construction vehicles to park on site for the duration of works due to the immense difficulty of enforcement as well as conflict with on-site works as the build progresses.</p> <p>Construction parking details will be developed as part of the future Construction Worker Transportation Strategy, which is required as a standard condition of consent.</p> <p>Access and egress of heavy vehicles via the existing vehicle crossing on Gorman Drive is not possible as there are proposed buildings in this location.</p>
<p>Privacy Treatments</p> <p><i>Permanent privacy measures are to be imposed to all second storey windows facing onto dwellings along Gorman Drive and Wilkins Way. Measures are to be a height of 1.7 metres above the adjacent finished floor level.</i></p>	<p>The applicant does not support this condition. Compliance with this condition would have a detrimental impact on the quality of the teaching spaces by reducing natural light. Also, as per our previous response on this issue, large separation distances and landscaping will effectively mitigate any potential privacy impacts. The school will be separated from the nearest residential lots on Gorman Drive and Wilkins Way by approximately 32.4m and 27.8m, respectively. These are substantial distances that avoid any need for privacy treatments.</p>
<p>Acoustic Treatments</p> <p><i>Acoustic treatments are to be imposed onto windows and building materials specifically adjoining Aprasia Avenue and Gorman Drive as per recommendations within the Acoustic Report prepared by Pulse White Noise Acoustics Pty Ltd detailed on pages 34 – 37.</i></p>	<p>The applicant accepts the content of this condition though expects the same outcome to be achieved by DPIE's standard conditions regarding acoustics.</p>
<p>Unexpected Finds</p> <p><i>The development is to proceed with caution. If any Aboriginal objects are found, works should stop and DECCW notified. If human remains are found work is to stop, the site is to be secured and the NSW Police and NSW Office of</i></p>	<p>The applicant accepts DPIE's standard condition regarding unexpected finds, which states that only works <i>in the vicinity of the find</i> need to stop.</p>

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Environment and Heritage are to be notified.	
<p>Comply with the Building Code of Australia</p> <p>All work is to comply with the current edition of the Building Code of Australia.</p>	The applicant accepts DPIE's standard condition regarding BCA compliance.
<p>Construction and Fit out Requirements</p> <p>Food handling and storage areas must be constructed and fitted out in accordance with:</p> <ul style="list-style-type: none"> • _AS 4674-2004 - Construction and fit out of food premises • _AS/NZS 1668.2-2012 - The use of ventilation and air-conditioning in buildings - mechanical ventilation in buildings 	The applicant accepts this condition.
<p>Identification Signage</p> <p>The proposed signage shall:</p> <ul style="list-style-type: none"> • Be wholly located within the property, • Include operating hours for any proposed illumination. Any lighting must not operate after 7pm if adjoining residential dwellings and • Not use materials that produce unreasonable amounts of glare. 	The applicant accepts this condition.
<p>Continuous Maintenance of Signs</p> <p>The sign/s approved by this consent must be continuously maintained in a structurally sound and tidy manner.</p>	The applicant accepts this condition.
<p>Lighting In Car Parks and Public Spaces</p> <p>Lighting throughout the car parking area and in public spaces must comply with AS 2890.1:2004 - Parking Facilities - Off-Street Car Parking and AS 1158 - Lighting for Roads and Public Spaces.</p>	The applicant accepts this condition.
Maintain Car Parking Areas and Driveway Seals	The applicant accepts this condition.

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<p><i>All sealed car parking areas, loading bays, manoeuvring areas and driveways must be maintained in a trafficable condition, including line/pavement marking.</i></p>	
<p>Car Parking Spaces to Be Kept Free At All Times</p> <p><i>All car parking spaces, loading and unloading areas, vehicle manoeuvring and driveway areas must not be used for the storage of any goods or materials and must be available for their intended use at all times. The operator of the development must ensure that all vehicles associated with the development are parked within the site in the approved car parking area as line marked.</i></p>	<p>The applicant accepts this condition.</p>
<p>Fire Safety Certificate</p> <p><i>Prior to obtaining the final occupation certificate, provide the final fire safety certificate to Queanbeyan-Palerang Regional Council (and to the principal certifying authority if not Queanbeyan-Palerang Regional Council). A final fire safety certificate is a certificate issued by or on behalf of the owner of the premises to the effect that each essential fire safety measure specified in the current fire safety schedule for the building to which the certificate relates:</i></p> <p><i>a) has been assessed by a properly qualified person, and</i></p> <p><i>b) was found, when it was assessed, to be capable of performing to at least the standard required by the current fire safety schedule for the building for which the certificate is issued.</i></p> <p>Note: <i>The assessment of essential fire safety measures must have been carried out within the period of 3 months prior to the date on which a final fire safety certificate is issued</i></p> <p><i>As soon as practicable after the final fire safety certificate is issued, the owner of the building to which it relates:</i></p> <p><i>a) must provide a copy of the certificate (together with a copy of the</i></p>	<p>The applicant accepts DPIE's standard condition regarding a fire safety certificate.</p>

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<p>current fire safety schedule) to the Fire Commissioner, and</p> <p>b) must display a copy of the certificate (together with a copy of the current fire safety schedule) prominently displayed in the building.</p>	
<p>Submit Annual Fire Safety Statement</p> <p>Each year, the owner of the building must submit to Council an Annual Fire Safety Statement for the building. The Annual Fire Safety Statement must address each Essential Fire Safety Measure in the building.</p>	The applicant accepts this condition.
<p>Insulate Heated and Cold Water Service Pipes</p> <p>Heated and cold water service pipes installed in the following areas of the building must be insulated in accordance with the requirements of AS 3500: Plumbing and Drainage:</p> <p>a) unheated roof spaces</p> <p>b) locations near windows, ventilators and external doors where cold draughts are likely to occur</p> <p>c) locations in contact with cold surfaces such as metal roof and external metal cladding materials.</p>	The applicant accepts this condition.
<p>Plumbing and Drainage Installation Regulations</p> <p>Plumbing and drainage work must be carried out in accordance with the requirements of the Local Government (General) Regulation 2005, the Plumbing and Drainage Act 2011 and Regulations under that Act and with the Plumbing Code of Australia. Such work must be carried out by a person licensed by the NSW Department of Fair Trading.</p>	The applicant accepts this condition.
<p>Inspection of Plumbing and Drainage</p> <p>Plumbing and Drainage must be inspected by Council (the relevant Water and Sewer Authority) at the relevant stages of construction in</p>	The applicant accepts this condition.

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<i>accordance with Council's inspection schedule.</i>	
<p>Floor Level to Be 150mm Above Yard Gully</p> <p><i>The floor level of areas with fixtures connected to sewer must be at least 150mm above overflow level of the yard gully and surface water must be prevented from entering the yard gully.</i></p>	The applicant accepts this condition.
<p>Heated Water Not To Exceed 50 Degrees C</p> <p><i>All new heated water installations, must deliver hot water at the outlet of all sanitary fixtures used primarily for personal hygiene purposes at a temperature not exceeding 50o Celsius.</i></p> <p><i>All heated water installation for any accessible facility must deliver hot water at a temperature not exceeding 45o Celsius.</i></p>	The applicant accepts this condition.