

Submissions Report
Sydney Olympic Park new high school
SSD-11802230

On behalf of
NSW Department of Education
April 2022



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Revision	Revision Date	Status	Authorised	
			Name	Signature
A	09/12/21	Draft	GS	
B	22/12/21	Draft for consistency review	GS	
C	25/02/22	Final for submission	GS	
D	01/03/22	Amended final for submission	GS	
E	08/04/22	Amended final for submission	GS	
F	11/04/22	Amended final for submission	GS	

*This document is for discussion purposes only unless signed and dated by the persons identified.

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1 Introduction

This Submissions Report has been prepared by Mecone NSW Pty Limited on behalf of the NSW Department of Education (DoE) to support the proposed Sydney Olympic Park new high school (SSD-11802230).

The Environmental Impact Statement (EIS) was exhibited from 14 October 2021 to 10 November 2021. A total of 18 submissions were received including 14 submissions from individual members of the public, 3 submissions from organisations and 1 submission from a public authority. Additionally, 7 public agencies provided advice.

The Department of Planning and Environment (DPE) addressed a letter to DoE dated 19 November 2021 outlining key issues and requesting a response to the submissions received during exhibition of the EIS.

This report addresses the comments in DPE's letter, the submissions received during exhibition and the agency advice. This report also describes design refinements made since lodgment of the EIS.

This report has been prepared having regard to the State Significant Development Guidelines (DPE, 2021).

2 Analysis of submissions

A total of 18 submissions were received including:

- 14 submissions from individual members of the public including 8 objections, 4 comments and 2 supports.
- 3 submissions from organisations, all of which were objections.
- 1 submission from a public authority (City of Parramatta Council), which provided comments.

Additionally, 7 public agencies provided advice.

Eleven of the 14 individual public submissions were made by residents of Wentworth Point, while the other 3 were made by residents of Sydney Olympic Park, Rhodes and Greenacre.

No petition letters or form letters were received. However, 2 of the 3 organisation submissions were very similar in text, and 4 of the submissions from individual members of the public are closely related to these 2 organisation submissions in structure and content.

One public submission raised no issues but rather referred to a separate submission that was unable to be identified.

3 Actions taken since exhibition

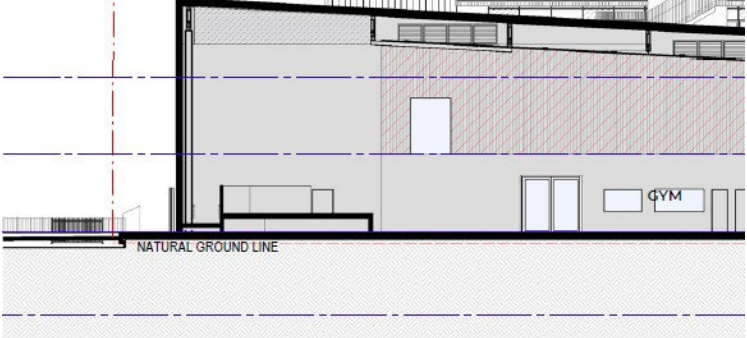
3.1 Design refinements

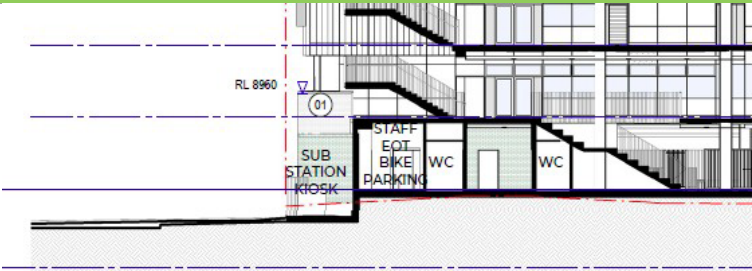
The design has been refined to address issues raised by the State Design Review Panel (SDRP), and as a result of design development and ongoing coordination with technical consultants. Table 1 describes these refinements. For further detail, refer to the architectural and landscape drawings at **Appendix 3** and **Appendix 4**, respectively.

Also, for ease of reference, **Appendix 7** provides in tabular format the full list of drawings intended for approval as part of any future consent.

Table 1. Design refinements

Proposed change	Reason for change
Existing Burroway Road roundabout changed to a T-intersection (give-way junction, and raised threshold zebra crossing on the southern side of the intersection removed)	<p>The proposed T-intersection in lieu of the existing roundabout allows the footpath to be increased in width to a minimum of 1.2m to eliminate the previous 500mm pinch point and provide compliant pedestrian access along the northern side of Burroway Road.</p> <p>While a roundabout provides some limited benefit for traffic to conduct U-turns, the proposed T-intersection provides a higher quality crossing experience for students.</p> <p>The removal of the island and midblock islands makes for a more straightforward design of the proposed raised threshold zebra crossings, which are more challenging to install adjacent to a roundabout.</p> <p>The raised threshold zebra crossing on the southern side of the intersection (on Wentworth Place south of Burroway Road) is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square. Also, the provision of wider footpaths to the north as part of the give-way intersection mean that this crossing is not required. All proposed pedestrian crossings are identified in the Public Domain Plan at Appendix 15.</p> <p>This has been informed by consultant input from SCT. A sketch of the proposed intersection by SCT is provided at Appendix 6. The design will be refined in consultation with Council during the Section 138 approval process.</p>
<p>Refinements to hall building:</p> <ul style="list-style-type: none"> • set back from northern boundary increased to approximately 3m • form broken into 2 forms to reduce visual mass • roof form changed • northern façade materiality changed slightly to include additional masonry cladding 	<p>The setback of the hall/gym building from the northern boundary was previously 600mm. As a result of further BCA compliance reviews, the building has been set back 3.1m from the northern boundary to eliminate fire source exposure risk to the adjacent property to the north of the school site. This increased set back has not reduced the amount of play space available for students. Refer to the play space calculation diagram at Appendix 11.</p> <p>The hall's roof form has changed from high-level parapet to pitched roof, which allows for a lower scale towards the central play court and presents a pitched building form that relates to the primary school to the west.</p>
Rooftop plant and lift areas refined, and indicative rooftop PV zones added	These changes are the result of design development and ongoing coordination with technical consultants.
<p>Height changes:</p> <ul style="list-style-type: none"> • maximum height (at lift overrun) reduced from approximately 31m to approximately 30m (-1m) • roof level height reduced from RL 28200 to RL 26520 (-1.68m) 	The overall building height has been reduced due to rationalisation and reduction in the floor-to-floor heights.

Proposed change	Reason for change
Minor internal changes throughout	These changes, which include changes to the layout and sizes of rooms, have been made due to design development and ongoing coordination with technical consultants.
Refinements to main pedestrian entry	The entry has been widened in response to SDRP comments. Refer to the Woods Bagot report at Appendix 5 for further discussion.
Bicycle parking area changed from single level to tiered and weather protection added	<p>This change provides for a better relationship to the street, allowing for a lower level street wall, better passive surveillance and reduced sense of enclosure to the street.</p> <p>The weather protection to the bicycle parking was recommended by Council and provides cover to half of the bicycle parking area for all weather use and protection, whilst maintaining sightlines from Burroway road into the school along the western corridor. Refer to Amended Architectural Drawings at Appendix 3.</p>
Refinement to urban edge along Burroway Road	<p>Previously, the school's boundary to the eastern road consisted largely of a 2100mm palisade fence sitting atop a tall retaining wall. This strategy was adopted to create a dedicated play space for the support learning unit, level with the ground floor. Setting the building back from the boundary also ensured it did not crowd or loom over the narrow eastern road.</p> <p>As the design has evolved, there is no longer a requirement for a dedicated support learning play area. This space has now been replaced by a landscaped strip that matches the level of the public footpath.</p>
Refinement of interface to playing field to the north	<p>In response to advice from SDRP, the interface between the school and future sports field has been further developed to minimise the length of fencing required, allowing the building to mark the secure line where possible.</p> <p>It is also noted that the development's interface to the field and the eastern road has been designed based on maximum possible level differences. That is, the final actual difference in level between the site and the field and road could be less, but not more, than what is provided for in the architectural drawings (see section extracts below). As such, the design allows room for adaption to changes in levels if required.</p>  <p>Interface between playing field & school/gym</p>

Proposed change	Reason for change
	 <p>Interface between eastern road and school</p>
Accessible parking space added to kiss 'n drop along Burroway Road frontage (resulting in 4 standard spaces and 1 accessible space)	<p>This change was made following comments received from DPE during preparation of the Submissions Report.</p> <p>The accessible parking space along Burroway Road will ensure special needs drop-off is possible during the potential scenario where Stage 1 is operating while the eastern access road is not yet delivered.</p> <p>The reduction in standard spaces from 5 to 4 raises no issues for kiss 'n drop operations. At the full occupancy of Stage 1 (850 students), just under 90 students would be using kiss 'n drop based on the forecasted mode share (compared to 190 assumed at full occupancy), which is a reduction in demand by 54%. A reduction in the number of standard kiss 'n drop spaces along Burroway Road from 5 to 4 would be a reduction in capacity by only 20%. The reduction in demand is much greater than the reduction in capacity. Overall, therefore, the kiss 'n drop is expected to operate satisfactorily and with less queues if Stage 1 is delivered without the eastern access road.</p>

3.2 Consultation

Table 2 provides an overview of key consultation activities carried out since preparation of the Consultation Summary Report included at Appendix 23 of the EIS. The table also provides a summary of the outcomes of the virtual information session held in September.

Table 2. Consultation activities since lodgment

Consultation activity	Outcome/comment
Community information session, virtual (16 – 23 September)	<p>There were 339 unique visitors to the virtual room and a total 12 interactions received from community to SINSW (form submissions, emails, community information line calls).</p> <p>Feedback covered:</p> <ul style="list-style-type: none"> the location of the high school, traffic and transport infrastructure in the peninsula travel to/from school by parents, students and staff Wentworth Point Peninsula development and proposed Park the intake area of the high school support classes

Consultation activity	Outcome/comment
	<ul style="list-style-type: none"> other (reiterating requests to be added to mailing list, telecommunications network coverage). <p>These are similar to those raised prior to the lodgement of the SSD application and included in the EIS attachment Consultation Report. Feedback regarding traffic and transport issues included the addition of more detail on the perceived behaviours of staff, student or parents and motivations regarding mode use.</p>
Presentation to principals of Wentworth Point Public School and Newington Public School (11 October 2021)	<p>The presentation provided an overview of the project context, design, proposed accommodation and view impacts.</p> <p>Both principals were provided with materials to support their October P&C meetings [Newington Public School (19 October 2021), Wentworth Point Public School (27 October 2021)], with positive feedback reported.</p>
Site walk and discussions with Wentworth Point Public School principal (22 October 2021)	<p>The site walk and discussions focused on the scope of early works, namely investigatory works.</p>
Ongoing coordination meetings with TfNSW and Landcom	<p>These meetings have focused on matters relating to the delivery of the playing field and future eastern road.</p>
Consultation with TfNSW bus planners	<p>This consultation confirmed that:</p> <ul style="list-style-type: none"> Given the higher density of the area and the growth of likely general services in the area due to the higher population density, the contraflow of buses would likely cater for student demands. TfNSW should be provided with projected enrolment figures so that they can be included in the annual bus service planning exercise. <p>Hence TfNSW is satisfied that additional bus services can be provided if required prior to the school opening.</p>
Meetings with Council (22 September and 13 October 2021)	<p>These meetings focused on school design, interface with playing field, playing field specification requirements, ownership, joint use opportunities and remediation of playing field. Senior Council officers attended the meetings.</p>
Engagement with TfNSW and Council regarding use of ferry terminal bus zone for bus excursions	<p>This consultation identified that:</p> <ul style="list-style-type: none"> Use of the space would require SOPA approval, which is currently being sought. TfNSW request that the zone has signage that prevents unintended use (e.g. private coaches). TfNSW does not object to the proposal on the grounds that most drivers can work around temporary use of layover. The proposed use of the space would be between 9am-3pm, which is

Consultation activity	Outcome/comment
	<p>when there are lower service levels. Layover is typically quite short during this time.</p> <ul style="list-style-type: none"> Council noted that this was their preferred location for excursion buses.
Presentation to SDRP (20 October 2021)	SDRP provided feedback which is addressed at Appendix 5 .
Works notification (12 November 2021)	A works notification was distributed to residents identified as sensitive receivers, and the Wentworth Point Public School community, detailing further investigative works starting in November for the Sydney Olympic Park new high school project. Nil community enquiries received regarding this work.
Meeting with NSW Aboriginal Education Consultative Group (AECG) (15 December 2021)	Project team provided an update on the design progress since last meeting, with discussion focused on design response to previous comments, the different types of gathering spaces provided and the proposed concept for hall facade. AECG was supportive of design and of opinion it is going down right path.
Project update (February 2022)	A project update was issued to the local Wentworth Point community detailing the status of the SSD application, site investigation works, and funding approval for the increase in student numbers from approximately 850 to 1,500.
Presentation to Wentworth Point Community (10 March 2022)	SINSW presented a project overview, progress and next steps to the Wentworth Point community at a Webinar hosted by City of Parramatta Council.

3.3 Additional contamination investigation

Further contamination investigation has been carried out to fill the data gaps identified in the Detailed Site Investigation and Draft Remediation Action Plan submitted with the EIS. The Remediation Action Plan Addendum at **Appendix 9** describes this additional investigation and the key findings.

The additional investigation included:

- Excavation of test pits in locations of former underground storage tanks and other infrastructure.
- Confirmation of groundwater conditions with sampling from existing wells at the site.
- Confirmation of landfill gas conditions with monitoring from existing wells at the site.
- Assessment of tidal influences on ground gas the site through collection of continuous water level and ground gas data.

Key findings from the additional investigation are as follows:

- The locations of underground storage tanks and former mechanic pit have been identified as requiring remediation.
- The former wash bay location was not identified as requiring remediation.
- Groundwater of the site does not require remediation.

- The gas conditions were found to be within the historical ranges for the site, and therefore current design assumptions for the gas mitigation system can be retained.
- It was concluded that tidal activity does not affect ground gas behaviour.

The Remediation Action Plan Addendum includes the following amendments to the remediation strategy:

- Validation criteria updates.
- Remediation requirements for underground storage tanks and other infrastructure.
- A validation works and sampling analysis plan.
- Requirements for the reinstatement of marker and capping layer following excavations.
- Management of measures for the previously placed cap in the western portion of the site.
- Discussion of ground gas protection system.

3.4 Clarification – staging

The business case for Stage 2 was approved by NSW Treasury on 23 December 2021, and therefore it is now confirmed that the development will be built in a single stage.

The development will be occupied in 2 stages. The play space required to meet the needs of Stage 1 (up to 850 students), can be generally accommodated on site within the 9,511sqm available. In order for Stage 2 to commence operation, additional play space is required to accommodate the increased student numbers. This additional play space will be provided by a future playing field to the north, which will be subject to a Joint Use Agreement and available for public use outside school hours.

The remainder of the peninsula (TfNSW land) is under review and will be subject to a separate approval process. Redevelopment of this land will include a new access road off Burroway Road along the eastern boundary of the subject site, which will feature car parking, drop-off zones and waste zones for the school. Commencement of Stage 2 is reliant upon delivery of this road and the future playing field. It is anticipated that TfNSW will submit a Development Application in June 2022 to address the road and future playing field.

4 Response to submissions and agency advice

4.1 Response to DPE key issues

Following its initial assessment of the proposal and review of submissions, DPE commented on a number of key issues in a letter to the applicant dated 19 November 2021. Table 3 provides responses to these key issues.

Table 3. Response to DPE key issues

Matters Raised in Letter	Response
1. Sports Field and Car Parking Delivery	
1. Provide a copy of the Heads of Agreement entered into between the Applicant and relevant landowner for the delivery (prior to the relevant operation of the school) and ongoing use	DoE and Transport for NSW (TfNSW), on behalf of Roads and Maritime Services, have entered into an agreement for the purchase of the school site

Matters Raised in Letter	Response
<p>arrangements for the sports field, road, service access and car parking relied upon by the development and referred to in the EIS.</p>	<p>(Expenditure Review Committee ref. #SC0082-2020FS).</p> <p>In summary the following has been agreed to under the Heads of Agreement (HoA):</p> <p>1. Landform (subject of future Ridge Road)</p> <ul style="list-style-type: none"> a) TfNSW will undertake all works as they relate to the site works outside of the school site and delivery of Ridge Road including completion of the benching and surcharge works to the proposed road. b) Best endeavours will be made to remove surcharge from the road prior to December 2022. c) Best endeavours will be made to complete the road by the end of 2025. d) Alternatively, DoE may choose to provide forward funding for the earlier delivery of the road. e) All Site Works to the DoE site (the School Site), including site servicing, remediation & any required service upgrades are the responsibility of DoE. <p>The Sportsfield and Car Park</p> <ul style="list-style-type: none"> a) The Sports Field will remain in the ownership of TfNSW, unless Council agrees to its adoption. b) TfNSW to use best endeavours to agree with the Department of Education (School Infrastructure NSW) on the reduced levels for bulk earthworks that are common to these works and the DoE Site Services Works. c) TfNSW to use best endeavours to complete the remediation and validation of the Sports Field Site to the standard set out in Site Contamination National Environmental Protection Measures for Health Investigation Level C (public open space) including any associated minor earthworks are by February 2023. d) TfNSW will contribute funding equivalent to 0.5ha of basic topsoil and turf for public open space that would apply as per remainder of park. e) DoE are to fund, supply and install the 400mm subsurface of the multipurpose Sports Field, including subsurface drainage for the Sport Field, connection to installed stormwater outlets and installation of the Sports Field surface and associated line-marking. f) DoE are to fund, supply and install the on-grade carpark and associated line marking for the future proposed road.

Matters Raised in Letter	Response
	<p>g) DoE are to fund, supply and install boom gates to the proposed carpark and associated access readers.</p> <p>h) TfNSW and DoE to enter a Joint Use Agreement that will enable co-use of the Sports Field and car park by DoE for a term of 25 years</p> <p>i) DoE and TfNSW to use best endeavours to agree a specification for the multipurpose sportsfield and associated carpark by March 2022.</p> <p>j) TfNSW will prepare all documentation for the development approval and construction of the multipurpose sportsfield, associated carpark and the proposed road, i.e. Ridge Road.</p> <p>k) TfNSW to provide all documentation for review and approval by DoE prior to lodgement. DoE approval will not be unreasonably withheld, where it is generally consistent the DoE sports field specification.</p> <p>l) TfNSW to submit and receipt approval for the multipurpose Sports Field, associated carpark and the proposed road, i.e. Ridge Road, subject to the definition of the multipurpose Sports Field, that Council supports it and that Council approves the development application.</p> <p>2. Alternative future landownership</p> <p>a) Should ownership of the sports field and car park change to City of Parramatta Council as a result of a planning agreement, the licence for shared use is to transfer with it.</p>
2. Traffic and Transport	
<p>Provide an assessment of the potential queuing impacts of the proposed drop-off/pick-up spaces on Burroway Road having regard to the existing roundabout and Wentworth Point Public School (WPPS). Mitigation measures must be proposed where required to address impacts.</p>	<p>The typical number of vehicles in the queue for the kiss 'n drop facility would be 5.7 vehicles or approximately 36m of queuing length.</p> <p>A higher number of kiss 'n drop spaces risks making kiss 'n drop more attractive and increasing queuing on approach. The approach to constrain the number of spaces means that parents and carers need to find another means of accessing the school.</p> <p>The School Transport Plan process encourages students to choose alternative modes of transport, which is the primary and most effective means of mitigating demands and congestion.</p> <p>As such, no further mitigation is warranted or desirable.</p> <p>For further detail, refer to SCT's letter at Appendix 2.</p>
<p>Provide further details on arrangements to cater and manage overflow parking</p>	<p>Due to the high level of transport access to the site via various modes, it is not anticipated there will be</p>

Matters Raised in Letter	Response
<p>where sufficient parking is not provided for staff. Details must include the likely availability of off-site parking having regard to existing arrangements/demand by staff of WPPS and any cost-sharing arrangements. Evidence of consultation with operators of nearby commercial carparks that are proposed to be relied upon to manage parking impacts.</p>	<p>overflow parking once the 30 parking spaces are delivered.</p> <p>In order to accommodate 30 spaces when the school opens, if the playing field and associated car park have not yet been completed, SINSW has engaged with Sydney Olympic Park Authority (SOPA) to confirm that parking within P5 is available for use. It is recommended DPE impose a condition, which states Stage 2 cannot be occupied until the eastern road, associated car parking and playing field have been completed.</p> <p>P5 is located at the intersection of Holker Street with Hill Road and is serviced by bus Route 526, which provides a direct link to the bus stop at the Sydney Olympic Park ferry wharf, approximately 300m walk to the school.</p> <p>Route 526 has 20-minute frequency during peak periods and a travel time of about 5 minutes to the school. With the scale of increase in teacher demands and that staff would exit the service before it crosses Bennelong Bridge, it is expected there would be sufficient spare capacity for the additional staff demands.</p> <p>SINSW is proposing to fully subsidise 30 parking spaces at the P5 car park so that cost is not an issue for the future staff members. This also mitigates the risk that teachers prefer to use other available parking options.</p> <p>SOPA have confirmed that P5 would have sufficient capacity for 30 dedicated staff parking spaces, even during the Easter Show, which is the busiest time of the year for the P5 car park. Refer to SOPA's email at Attachment 13.</p> <p>SCT note that this approach will also benefit the peninsula by reducing the car demand for Wentworth Point and therefore reduce the traffic impacts of the proposal.</p>
<p>Demonstrate that the footpath width on Burroway Road adjacent to the roundabout and on site bicycle parking is sufficient to cater for the expected pedestrian demand and complies with relevant standards.</p>	<p>SINSW is proposing to reconfigure the roundabout to a give-way junction that will provide an increased footpath width at this location. The footpath width will exceed 1.2m width and therefore meet accessibility standards.</p> <p>Refer to SCT's letter at Appendix 2 for further discussion.</p>
<p>Further consultation should be undertaken with TfNSW and bus operator(s) to confirm what additional bus services may be required to satisfy the demand generated by the school.</p>	<p>SINSW consulted with TfNSW bus planners on 30 November 2021 and confirmed the following:</p> <ul style="list-style-type: none"> • TfNSW regularly reviews bus services and will provide additional bus services as required by the growth. • As students tend to travel in the opposite direction to the peak travel, TfNSW believes there is spare capacity in the bus system. • TfNSW will be provided with projected enrolment figures to be included in annual bus service planning processes.

Matters Raised in Letter	Response
	Hence TfNSW bus planners are satisfied that additional bus services can be provided if required prior to the school opening.
Consideration should be given to the potential to include the bus mode share through the provision of dedicated school bus services from transport nodes in the proposed school catchment area. Evidence of consideration of this option shall be submitted.	<p>Analysis conducted in the Transport Access Impact Assessment at Appendix 6 of the EIS supplies this analysis. The analysis indicates that additional frequency of existing routes to meet demand over time is all that is required to service the school.</p> <p>In general, high school students do not require school special routes. Compared with primary school students, high schoolers are more independent and can navigate through the public transport network without the need for specialised services.</p>

3. Built Form and urban Design

<p>Address Government Architect NSW State Design Review Panel advice for the project dated 20 October 2021, in particular advice relating to:</p> <ul style="list-style-type: none"> demonstrating how the identified view corridor is maintained, and how a variety of passive and active recreation spaces are integrated in the architectural and landscape design strategy. further technical details on the size and species of flora, opportunities to increase tree canopy cover across the site and that permeable surfaces areas are maximised across the site. opportunities to define the urban edge by using the built form as the site boundary and reduce the extent of a defensive fence line. further details of the interface between the school site and future sports field to the north. opportunities to soften the boundary between WPPS and the subject site. further scale details of the undercroft entry, providing wider footpaths on site frontage and demonstrating the key physical and visual connections throughout the site. further details relating to façade details/articulation, materials used for courtyard and external walkways and the nature of solar protection to classrooms. 	<p>Woods Bagot has prepared detailed responses to the SDRP advice dated 20 October 2021. Refer to Appendix 5.</p> <p>In response to the particular items raised by DPE:</p> <ul style="list-style-type: none"> Re view corridor: The design includes no built form in a 23m-wide zone along the western boundary, with a narrow band of tree planting along the boundary. This creates an avenue framed by school buildings to the east and trees to the west. Re flora details and tree canopy: Within the site boundary, the landscape design proposes a total of 31 new trees, offering a total green canopy cover of approximately 10%. The inclusion of architectural arbours and shade canopies increases this canopy cover to a total of 15%. An additional 3% ground level COLA is proposed by the architects. Details regarding flora size and species are provided in landscape report and drawings at Appendix 4 A mix of exotic and native species are utilised. Re urban edge: The eastern boundary treatment has changed from a palisade fence atop a retaining wall to a landscaped strip that matches the level of the footpath. This results in an edge condition that is better scaled and more sympathetic to pedestrians. Re interface with sports field: The interface between the school and future sports field has been further developed in order to minimise the length of fencing required, allowing the building to mark the secure line where possible. Re boundary between primary school and subject site: The palisade fence that lines the boundary with the primary school is to remain, as it fulfils the requirement to separate the two schools. This interface, however, has been refined with the integration of a landscaped strip and generous planting to soften the edge while maintaining strong visual connections.
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Matters Raised in Letter	Response
	<ul style="list-style-type: none"> • Re undercroft entry: The undercroft entry has been reconfigured by widening the opening into the school courtyard. This ensures the entrance will be capable of managing the student volumes, and it dramatically enhances a sense of welcome and openness. • Re façade details/articulation: The design of external (i.e., street-facing) facades has been developed to enhance the level of articulation, patterning and visual interest. The facades have been designed to optimise solar protection and daylighting to internal spaces through the use of three façade types.
4. Site Contamination	
<p>Provide an updated assessment of contamination with borehole testing and sampling undertaken in accordance with NSW Environment Protection Authority guidelines.</p> <p>Provide an updated Remediation Action Plan reflecting additional testing undertaken.</p>	<p>A Remediation Action Plan Addendum, which addresses the data gaps identified in the original Detailed Site Investigation, is attached at Appendix 9.</p> <p>An Interim Audit Advice is attached at Appendix 10. The letter confirms that overall the proposed remediation approach is appropriate for the site.</p>

4.2 Response to Council

Table 4 provides a response to the comments by Parramatta Council in the submission letter dated 10 November 2021.

Table 4. Response to Council

Matters Raised in Submission	Response
<p>1. Impact on Existing Subdivision Pattern</p> <p>The application provides plans for the proposed school effectively in isolation from how the surrounding area will be redeveloped and will function in the future given the contextual change resulting from this application. The application will override previous plans for the precinct without providing alternative solutions and does not adequately address the impacts upon current plans for the road network, Maritime Precinct and the proposed Peninsula Park.</p> <p>The Environmental Impact Statement (EIS) states that the subject school site will form its own separate lot. The subdivision is currently being progressed through a separate approvals process, with the separate lot to be established prior to determination of the SSD. This is not considered an appropriate process pathway. There are significant impacts of this SSD application on the existing subdivision of the precinct that has been specifically established for the overall development of the area. Subdivision should form part of this SSD application and not be dealt with as a separate process.</p> <p>[..]</p>	<p>Rather than developing the site in isolation, SINSW is working in close collaboration with key stakeholders, including TfNSW, who are the land owner, and Council. The future of the peninsula context is front-of-mind for all parties.</p> <p>While the application will override previous plans for the precinct, SINSW considers this to be an appropriate, even improved, outcome. The current DCP is now 16 years old, and much has changed since that time, including how we plan for and deliver precincts and the social infrastructure to support them. A new DCP will be prepared as part of a Planning Proposal for the precinct, which is the subject of ongoing prelodgement discussions between TfNSW, Landcom and Council. This new DCP will be prepared in consultation with Council and will supersede the existing DCP. The new DCP will accommodate the new school, set out detailed controls for the precinct and address the impacts on the road network, Maritime Precinct and the proposed Peninsula Park.</p> <p>Even though the application aligns itself with the future context of the peninsula, it is important to acknowledge that the proposed development is permitted with consent under current planning controls and is an appropriate proposal given the growth expected in the precinct and the need for a high school education service in this location.</p> <p>Regarding the subdivision, the subdivision for the site has now been registered. The formal notice of registration and the subdivision plan are attached at Appendix 16. The new DCP described above will align with this new subdivision.</p>
<p>2. Compliance with Wentworth Point Precinct DCP</p> <p>The proposal is inconsistent with the Wentworth Point Precinct DCP (including the over-arching indicative structure plan) which impacts the entire eastern precinct layout and development controls.</p> <p>The proposal does not comply with key elements of the DCP regarding structure plan, street networks, pedestrian/cycle networks, distribution of land use and vehicular access/parking.</p>	<p>It is clear in the Application section of the Wentworth Point Precinct DCP that some level of flexibility is permitted and that reasonable alternative solutions can be considered and granted consent:</p> <p><i>1.6 Application of this DCP</i></p> <p>[...]</p> <p><i>Consistency with Objectives and Controls in this DCP</i></p> <p><i>Clauses in this DCP contain objectives and controls relating to various aspects of development. The objectives enable</i></p>

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	<p><i>Council and applicants to consider whether a particular proposal will achieve the development outcomes established for the precinct. The controls establish standards, which if met, mean that development would be consistent with the objectives.</i></p> <p><i>However, in some circumstances, strict compliance with the controls may not be necessary, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council may grant consent to a proposal that does not comply with the controls in this plan, providing the relevant objectives are achieved. Where a variation is sought it must be justified demonstrating how the development will meet the vision and development principles as well as the objectives of the relevant control</i> [emphasis added].</p> <p>A review of the proposed development against the principles of the DCP (Appendix 14) shows that the development generally implements the elements sought for the peninsula or addresses these in a different way while still meeting the vision and development principles.</p> <p>Furthermore, as noted above, the DCP is outdated and will be superseded by a new DCP, which will be prepared in consultation with Council as part of the Planning Proposal process and which will accommodate the proposed school.</p> <p>Additionally, Clause 11 of State Environmental Planning Policy (State and Regional Development) 2011 states that DCPs do not apply to SSDAs. As such, the proposal's inconsistencies with the DCP do not raise any critical issues from an assessment or approval perspective.</p>
<p>3. Consideration of Existing Approvals</p> <p>The EIS has failed to appropriately consider the impacts of this proposal upon the existing development consents already issued within the precinct.</p> <p>Currently there are development consents for key components of the precinct including the Peninsula Park, dry dock, rowing club and marina. Approval of this SSD would nullify those consents and raises questions about the delivery and timing of these components.</p> <p>An application which provides a broader scope of the precinct is imperative to ensure the intended plan for the area can be achieved. Alternatively, if this plan is proposed to change,</p>	<p>SINNSW is working in close collaboration with key stakeholders, including TfNSW and Council, regarding the future of the peninsula. However, it is outside the scope of this particular school project to provide details regarding the delivery and timing of the other key components of the precinct, such as Peninsula Park, dry dock, rowing club and marina. These details will be addressed through a separate submission by the adjoining landowner under the Planning Proposal and DCP process described above.</p> <p>TfNSW are anticipating to submit a Development Application in June 2022 to supersede the existing Development Applications imposed on the school site.</p>

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<p>commensurate detail should be provided as to what will replace the approved development consents so that any revised layout and uses can be properly understood holistically within the broader context.</p>	<p>Prelodgement discussions on the Planning Proposal have been ongoing between TfNSW and Council over several months and that formal lodgement of the Planning Proposal is anticipated before the middle of 2022.</p>
<p>4. Contravention of LEP and Development Standards</p> <p>[...]</p> <p>It is noted the proponent may seek to utilise the controls of the EP&A Act and the State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 to override the Auburn LEP 2010 provisions. However, the impacts of the proposed school would be better addressed through a broader scheme that takes a holistic approach to the development of the precinct.</p>	<p>Height and FSR</p> <p>The proposed height and FSR variations are permitted with consent pursuant to Clause 42 of State Environmental Planning Policy (Educational establishments and Child Care Facilities) 2017, which enables development consent to be granted to a school that is SSD even though the development would contravene a development standard imposed by an environmental planning instrument (e.g., Auburn LEP 2010).</p> <p>Land use</p> <p>Furthermore, the school use is permitted with consent on the site's RE1 Public Recreation land pursuant to Section 4.38 of the EP&A Act, which allows for development consent to be granted despite the development being partly prohibited by an environmental planning instrument. Nonetheless, it is acknowledged that, pursuant to Clause 2.3(2) of Auburn LEP 2010, the consent authority must have regard to the zone objectives. Accordingly, Section 5.2 of the EIS provides a statement against the RE1 zone objectives, with the key points being:</p> <ul style="list-style-type: none"> • The RE1 portion of the site is extremely minor, and therefore the reduction in public recreation space is negligible. • The RE1 land defined in Auburn LEP 2010 reflects an outdated masterplan. • The proposed use is compatible and suitable integrated with the future park to the north. • The site's RE1 land is not currently used for recreational purposes and has no ecological values, and therefore the proposal will not disrupt any existing recreational activity or harm any flora or fauna or their habitat. <p>As noted above, the master plan for the precinct is being revisited as part of the Planning Proposal and DCP process being carried out by TfNSW. The updated master plan will take a holistic approach to development of the precinct and will accommodate the new high school. The subject SSDA, however, does not rely upon the updated master plan for approval.</p>

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	<p>Land reservation</p> <p>A portion of the site, corresponding to the RE1 zoning, is identified on the LEP's Land Reservation Acquisition Map as "Local Open Space". Council is the relevant acquisition authority as per Clause 5.1 (2) of the LEP. Clause 5.1 (3) of the LEP states that development on the land may, before it is used for the purpose for which it is reserved (local open space in this case), be carried out, with development consent for any purpose. As such, the proposed school use can be carried out on the land with consent.</p> <p>It is anticipated that the Land Reservation Acquisition Map will be updated as part of the Planning Proposal process described above.</p> <p>It is noted that clause 5.1A of the LEP, which limits development on certain land intended to be acquired for a public purpose, does not apply to the site.</p>
<p>5. Future Planning Proposal</p> <p>[...]</p> <p>Whilst the Planning Proposal may resolve some of the issues raised above, there is no certainty of when this will be lodged with Council, the timing of any assessment and whether the proposal will ultimately be approved. It is considered imperative that the master planning of the entire Maritime Precinct (including the Peninsula Park) be resolved before any determination for the school be granted. This will provide future certainty regarding the orderly development of land, delivery of assets (including the new road and Peninsula Park) and provide for appropriate controls for future development within the precinct.</p> <p>[...]</p>	<p>SINSW appreciates Council's desire to better understand the future of the entire precinct. However, waiting for the resolution of the master plan would involve costly delays to the school project and would provide no further clarity to Council on what is being delivered on the school site. Clarity on the orderly development of the remainder of the precinct will be provided to Council through the Planning Proposal and DCP process being progressed by the adjoining landowner, TfNSW.</p>
<p>6. Inadequacy of School Facilities/Infrastructure</p> <p>The EIS states that the proposed playing field and the new road with associated car parking <u>do not form part of the SSD application</u>. Notwithstanding the proposed school will have insufficient open space for students and fails to meet the minimum standards set out by the Department of Education's Educational Facilities Standards and Guidelines (EFSG) for both stages 1 and 2. The application however depends upon these facilities being provided for the construction and operation of the high school.</p> <p>[..]</p>	<p>The play space required to meet the needs of the Stage 1 student population can generally be accommodated on site within the 9,511sqm available. Refer to the open space diagram at Appendix 11. The future playing field to the north will meet the needs of the Stage 2 student population.</p> <p>To ensure students have adequate play space, it is recommended that DPE impose a condition prior to occupation of Stage 2, which states that Stage 2 cannot commence until the new road, associated car parking and playing field are delivered.</p>
<ul style="list-style-type: none"> The new road and car park is being proposed as part of a separate process which has not been confirmed. The EIS 	<p>Stage 2 operation is contingent upon delivery of the new eastern road, which will provide 30 staff parking spaces. To provide certainty, it is</p>

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<p>states that this will be "provided by others", and therefore there is no certainty that this will be provided at all, let alone in a manner that will satisfactorily meet the functional requirements of Council, the school and precinct. Subsequently, it is possible that the high school may be constructed and operated with no off street parking. This could therefore place a significant demand on on-street public parking in an already dense urban environment and must be addressed at this stage of the development process. The design and delivery of the road and car parking also plays an important role in the entire Maritime Precinct and for access to the Peninsula Park and cannot be considered in isolation. Furthermore, an assessment of the road and drainage infrastructure cannot be assessed to determine if it can cope with the drainage requirements, or if easements to drain water will be required, and their possible location.</p> <p>[..]</p>	<p>recommended that DPE impose a condition which states Stage 2 cannot be occupied until the eastern road, associated car parking and playing field are delivered.</p> <p>DoE and TfNSW have a HoA for the design, construction and use of the road (and the sports field) until transfer to Council or an alternate Government agency.</p> <p>As discussed above, an interim parking arrangement is proposed for Stage 1 whereby staff will have the option to use parking at Sydney Olympic Park P5 Car Park and then travel by bus to the school. Route 526 provides regular bus access between P5 and the ferry wharf, located approximately 300m from the school site.</p> <p>SOPA have confirmed that adequate car parking is available at P5, even during the busiest period of the year, being the Easter Show.</p> <p>SINSW proposes to fully subsidise 30 parking spaces so that cost is not an issue for the future staff members until such time as the 30 car spaces and the proposed road becomes available.</p> <p>In relation to the substation, SINSW have obtained a copy of the Ausgrid standard access requirements and discussions have commenced with TfNSW to arrange formal access to the substation, as required by Ausgrid.</p>
<p>7. Shared Open Space and Recreation Facilities</p> <p>[..]</p> <p>The proposed school and playing field will significantly encroach into the proposed Peninsula Park and will reduce the area of recreational space available to the surrounding residential community during school hours. City of Parramatta Council has previously resolved that any playing field associated with the new school should not be provided at the expense of land already proposed for the Peninsula Park. It is noted that the existing plans for the proposed Peninsula Park equate to approximately 3.6ha, and the addition of the playing field increases the overall size of the open space to 4.1ha. However, the playing field encroaches into the Peninsula Park area by approximately 0.5ha, thereby reducing the area that is unencumbered by the school to 3.1ha. Any such playing field should be wholly located on land outside of the existing plans for the proposed Peninsula Park and not compromise the unrestricted access to the Peninsula Park.</p>	<p>The future playing field to the north does not form part of the site and is not included as part of the SSDA. Also, it is not required for achieving generally compliant open space as discussed in section Error! Reference source not found. above.</p> <p>DoE and TfNSW have prepared a HoA for the design, construction and use of the future eastern road and the sports field until transfer to Council or an alternate Government agency. This is detailed at Section 4.1.</p> <p>The specification of the playing field is the subject of ongoing discussions between TfNSW, SINSW and Council. Recent meetings regarding the field occurred on 22 September and 13 October 2021. Senior Council officers attended these meetings. (Further consultation occurred during preparation of the EIS as outlined in the EIS.)</p> <p>At the request of Council, TfNSW and SINSW are awaiting Council engagement of consultants in order to further progress the scope and design.</p> <p>The land ownership and transfer of lands has been subject of ongoing discussion between</p>

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<p>Although SINSW has committed to integrating shared facilities into their schools to provide useful spaces outside school hours, community access to the high-quality facilities within this development remains uncertain. Council seeks SINSW's intention to pursue shared use arrangements within this site (not exclusive to the playing field) and requests further details on the access points and processes to facilitate this outcome.</p> <p>[..]</p>	<p>the adjoining landowner, TfNSW and Council for the sports field and associated carparking.</p> <p>The playing field is expected to be subject to a Joint Use Agreement between DoE and TfNSW whereby the field will be available for school use during school hours. The Joint Use Agreement will include the scope and use of the future sports field and car park.</p> <p>As noted previously, it is recommended DPE impose a condition, which states Stage 2 cannot be occupied until the eastern road, associated car parking and playing field have been completed.</p> <p>The design development of the school site has considered access to the amenities, a storage room for field related equipment, community use of the indoor multipurpose sports court, access to an external basketball court and the table tennis area.</p>
<p>8. Public Domain</p> <p>The indicative new road design illustrates a roundabout terminating the north end of Ridge Road. In previous plans, Council's preference is for a 'T' or hammer-head terminus that converts to a loop road, which forms an edge separating the development site and the eastern waterfront.</p> <p>The current Ridge Road design is elevated above the school, future playing field and Peninsula Park levels. The elevated road contains the building basements that would otherwise be buried – this is not possible due to contaminated soil and shallow depth to water table. This transition of levels needs clarification; cross-section and a civil design for Ridge Road should be provided.</p>	<p>SINSW notes Council's preference regarding the northern end of the eastern road; however, the design of the road is not within the scope of this application. This road is being designed and delivered under a separate approval process.</p> <p>SINSW has been communicating regularly with TfNSW and Landcom regarding level transitions between the school site and surrounding land, including the future eastern road. As noted above, a HoA between DoE and TfNSW has been prepared to guide design, construction and use of the eastern road and the sports field until transfer to Council or an alternate Government agency. The HoA outlines that:</p> <ul style="list-style-type: none"> • TfNSW to use best endeavours to agree with the DoE on the reduced levels for bulk earthworks that are common to these works and the DoE site services works. • DoE and TfNSW to use best endeavours to agree a specification for the multipurpose sportsfield and associated carpark by March 2022. <p>The preferred levels for the road have been provided to Landcom/ TfNSW for consideration by SINSW and accepted in principle, though the design is still being developed by Landcom/ TfNSW.</p>
<p>The school proposal should contribute to the development of the site's street frontage public domain. The landscape drawings provided show indicative street tree locations and vague public domain design outcomes. However, clearer public domain drawings meeting the requirements set out in the Parramatta Public Domain Guidelines (PPDG) should be provided.</p>	<p>The submitted landscape drawings are considered sufficient to enable a planning assessment and determination.</p> <p>DoE would comply with standard DPE conditions regarding public domain works, which require consultation and approval from Council (via Section 138 approval) and demonstration to the certifying authority that</p>

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	the streetscape design and treatment are in accordance with Council's requirements.
<p>9. Sustainability</p> <p>The nominated Green Star target (4 star) is low and a higher standard should be sought for a development of this nature. The Department of Education's Educational Facilities Standards and Guidelines specifies the use of the NSW Government Resource Efficiency Policy (GREP) that sets a 5 star Green Star rating for newly constructed facilities in Sydney. The school development in Wentworth Point should adopt the higher 5 star Green Star target specified in the GREP. The NSW Government has adopted a Net Zero emissions target by 2050, and all NSW Government development should contribute to achieving this target as a minimum.</p> <p>Water management strategies proposed as part of the SSD application include the installation of rainwater tanks for irrigation and potentially toilet flushing. The site is in close proximity to an existing recycled water network (WRAMS). It is recommended that recycled water piping be included in the development to service irrigation and toilet flushing, for the future connection to the recycled water network. This will provide greater water security for non-potable water uses.</p> <p>Resilience strategies for urban heat primarily focus on a green star plan view approach for 75% cool services for the site. The development should ensure adequate façade shading is installed to limit heat reflected from the façade into areas where students and staff occupy. Façade shading not only provides improved internal thermal comfort outcomes, but also can reduce urban heat, as facades can reflect additional heat to the pedestrian areas surrounding the buildings. See the City of Parramatta Urban Cooling façade controls contained in the Draft Parramatta CBD DCP for shading requirements to reduce external urban heat reflected from facades (Attachment 1).</p> <p>To further limit urban heat effects, all heating ventilation and air conditioning (HVAC) heat rejection units should be located on the roof tops of buildings.</p>	<p>The Sydney Olympic Park new high school satisfies the requirements of the Educational Facilities Standards and Guidelines (EFSGs) which were current at the time of the project commencement.</p> <p>The proposal targets an accredited 4-star Green Star rating, which requires a minimum of 45 points. The Green Star Pathway at Appendix A of the Sustainable Development Plan by Stantec (see amended report attached at Appendix 8) identifies a target score of 59 points for the project, providing a 14-point safety margin over the minimum.</p> <p>Recycled water is to be re-used for irrigation and wash down purposes only. Re-use for toilet flushes raises operational issues for the school due to WB pan staining and ongoing maintenance issues.</p> <p>Other key sustainability measures for the project include:</p> <ul style="list-style-type: none"> • Energy efficiency and thermal performance – a minimum 10% improvement on NCC Section J 2019 is targeted and is set to be demonstrated with Energy modelling of building fabric and systems. • Daylighting to all internal spaces – Modelling is currently underway and is expected to achieve GS target of DF 2.0 for all learning spaces. • Natural and mixed-mode ventilation – Ventilation strategy established includes mixed mode and natural ventilation to all occupiable spaces. • Material selection – Materials compliance is set to meet Green Star standards for Portlance Cement reduction, Lower embodied carbon Steel manufacturing processes, best practice PVC, and the tracking of these items by volume and cost within the project. • Net-zero strategies, e.g. decarbonisation, electrification, renewable energy sources – This will be a direction of SINSW (currently gas is selected for domestic hot water and VET kitchens, while all other building services are electrified).
<p>10. Traffic Impacts</p> <p>The design and operation of the school (i.e. waste collection, deliveries and staff parking) is dependent on the construction of the new access road, which is unconfirmed at this stage</p>	<p>Satisfactory interim parking and servicing arrangements are proposed for Stage 1.</p> <p>Waste collection and other deliveries will occur along Burroway Road under the interim arrangement. Details of the waste collection</p>

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<p>and does not form part of this development. It is recommended that prior to finalising the design of the school, confirmation of the design and construction of the new access road should be obtained to ensure the school can meet loading and parking requirements. Based on the current design, Stage 1 of the school operation should also not proceed until the new access road is constructed. Stage 2 of the school operation should not proceed until the 30 staff parking spaces provided in new access road is constructed.</p>	<p>are provided within the Amended Waste Management Plan provided at Appendix 12.</p> <p>The future waste contractor (SUEZ) has confirmed that they can facilitate kerbside collection off Burroway Road via a rear-lift truck. Correspondence from SUEZ is provided at Appendix 17.</p> <p>It is intended that the Site Manager will manually transport waste bins and recycling bins to an allocated loading zone on Burroway Road when waste is collected two days per week (Monday and Thursday) and recycling is collected (Tuesday and Friday) and all bins will be returned to the waste service area as soon as they have been serviced.</p> <p>With regard to car parking, as detailed above, SINSW have confirmed with SOPA that staff parking is able to be accommodated within the P5 car park, with all costs to be subsidised by SINSW.</p> <p>Stage 2 operation is contingent on delivery of the eastern road, which will provide access to permanent staff parking and servicing arrangements. As noted previously, it is recommended DPE impose a condition, which states Stage 2 cannot be occupied until the eastern road, associated car parking and playing field have been completed</p>
<p><u>Parking requirements</u></p> <p>[..]</p> <p>Although the staff parking provision does not meet the DCP requirements, the school is located within close proximity to paid parking in the shopping centre. Due to the existing on-street parking restrictions, it is considered likely that the paid parking in the shopping centre will capture any overflow of staff parking. Therefore, the proposed 30 parking spaces for staff parking is considered acceptable. However, it is noted that the 30 staff parking spaces will be located on-street in the new access road which is going to be constructed by others.</p>	<p>Noted.</p>
<p>The development's parking provision is dependent on the delivery of the new access road which is understood to be unconfirmed at this stage (i.e. no approval has been given regarding the design of the new access road). There are concerns that this will result in no parking spaces provided for the school during both stages of school operation, impacting on parking amenities in the surrounding streets, which is not supported.</p>	<p>DoE and TfNSW, on behalf of Roads and Maritime Services, have entered into a HoA for the purchase of the school site. The HoA provides consideration for the approval, timing and construction of the future Ridge Road and sports field. In summary the following has been agreed to under the HoA:</p> <p>Landform (subject of future Ridge Road)</p> <ul style="list-style-type: none"> TfNSW will undertake all works as they relate to the site works outside of the school site and delivery of Ridge Road including

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	<p>completion of the benching and surcharge works to the proposed road.</p> <ul style="list-style-type: none"> • Best endeavours will be made to remove surcharge from the road prior to December 2022. • Best endeavours will be made to complete the road by the end of 2025. • Alternatively, DoE may choose to provide forward funding for the earlier delivery of the road. • All Site Works to the DoE site (the School Site), including site servicing, remediation & any required service upgrades are the responsibility of DoE. • The vendor or their representative and the purchaser will engage collaboratively in working group meetings as necessary to facilitate site preparation, specification and plans for Ridge Road and the sports field. <p>As discussed above, staff parking for Stage 1 operation can occur at Sydney Olympic Park P5 car park, with costs to be subsidised by SINSW.</p> <p>Stage 2 operation is contingent upon delivery of the eastern road and associated car parking, which will provide access to staff parking. As noted previously, it is recommended DPE impose a condition, which states Stage 2 cannot be occupied until the eastern road, associated car parking and playing field have been delivered.</p>
<p>The staff parking spaces will be shared with the public outside of school times. As there are no physical barriers provided such as boom gates, it can be difficult to ensure that these spaces remain unoccupied during school times for staff to use. This will also result in the loss of on-street parking spaces during school times, impacting on parking amenities provided in the area, which is not supported.</p>	<p>Parking for the staff in the new road will need to be secured during school periods, but gates would be positioned open, outside of school hours. Timed parking restrictions would be used to avoid overnight parking.</p>
<p>It is recommended that a Car Park Management Plan be provided to the satisfaction of Council's Traffic and Transport Manager. The plan should address how the school will manage the parking for staff, buses and kiss and ride, during school peak periods and special events (such as school galas and school excursions) such that the parking does not overflow to on-street. The plan should also outline any potential physical measures implemented such as boom gates.</p>	<p>Car park management would be part of the final School Travel Plan, submitted prior to occupation. It is recommended that this analysis sits within the School Transport Plan, which centralises the information for the school.</p>
<p><u>Bicycle Parking Requirements</u></p> <p>While the Auburn DCP 2010 does not require secondary schools to provide bicycle parking</p>	<p>Council's support of the bicycle parking quantity is noted.</p>

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<p>spaces, the proposal includes 144 bicycle spaces as part of Stage 1, and this will increase to 258 spaces in Stage 2.</p> <p>The provision of bicycle parking spaces is supported to encourage the use of sustainable transport modes. Bicycle parking spaces should be provided in accordance with AS2890.3-2015, and it is recommended that a portion of the bicycle parking spaces be undercover to provide cyclists with weather protection.</p>	<p>Consistent with Council's recommendation, the plans have been updated to provide weather protection to the bicycle parking area. Refer to the list of design refinements at Table 1 of this report for further detail.</p>
<p><u>Kiss and Ride Facility</u></p> <p>The architectural plans show 5 parking bays on Burroway Road proposed to be allocated for kiss and ride. The traffic report states that 2 additional parking bays in the new access road can be allocated to kiss and ride for students with special needs however this will be delivered by others. Based on this, a total of 7 parking bays for kiss and ride is provided for the school.</p> <p>However, as noted, the delivery of the new access road is unconfirmed at this stage. This will result in only 5 kiss and ride spaces provided for the new high school. However, the traffic report estimates that 190 students within the proposed school catchment will travel to school by car. The report further states that by providing limited kiss and ride spaces, it will encourage the use of walking and cycling.</p> <p>It is considered likely that some students will travel to school by car as they live further away from the school and have longer travel times on public transport. The limited kiss and ride facility may result in parents using the nearby kiss and ride facility on Hill Road, impacting on Wentworth Point Public School. It can also lead to illegal parking behaviours (e.g. double parking, parking across driveways, etc.) and parents may pick up/drop off their kids further away from the school, impacting on parking amenities in neighbouring streets. This can also lead to increased traffic congestion due to parents queuing and waiting to use the facility.</p> <p>Therefore, the kiss and ride facility proposed to be provided on Burroway Road is unlikely to be adequate for the school. It is recommended that additional parking bays be allocated to kiss and ride along the frontage of the school. This however, will be dependent on the delivery of the new access road.</p>	<p>The full extent of the kiss 'n drop demands will not occur immediately but will increase over time as the school grows. It is anticipated that the kiss 'n drop bays along Burroway Road will be sufficient for initial kiss 'n drop demand, with the additional spaces along the future eastern road not required until years after school opening.</p> <p>The typical number of vehicles in the queue for the kiss 'n drop facility would be 5.7 vehicles or approximately 36m of queuing length. Refer to SCT's letter at Appendix 2 for further discussion.</p> <p>DoE does not intend to provide any additional kiss 'n drop spaces. A higher number of kiss 'n drop spaces risks making kiss 'n drop more attractive and increasing queuing on approach. The approach to constrain the number of spaces means that parents and carers need to find another means of accessing the school.</p> <p>The School Transport Plan process encourages students to choose alternative modes of transport, which is the primary and most effective means of mitigating demands and congestion.</p>
<p>It is also recommended that a turning facility be provided at the end of Burroway Road so that drivers can safely U-turn after using the kiss and ride facility</p>	<p>The turning head at the end of Burroway Road allows for a turning radius of 17m. The minimum turning circle diameter for a B99 vehicle is 12.5m. This means that the 99th percentile largest car can use the facility with a single turning movement.</p>

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	Therefore, the turning circle already available at the eastern end of Burroway Road does not require any works to allow a U-turn manoeuvre.
Approval from Council and TfNSW is required to be obtained prior to construction under the Parramatta Traffic Committee process.	DoE will comply with all necessary approval processes regarding road works in line with the SSD determination.
<p><u>Loading Facility</u></p> <p>A loading facility for waste and deliveries is located on-street in the new access road, near the staff parking spaces as shown in the architectural plans.</p> <p>As mentioned previously, it is understood that the delivery of the new access road is unconfirmed at this stage and no approval has been provided regarding the design of this new access road. It is therefore unclear whether the new access road will be delivered by Stage 1 of school operation. This will result in no loading facilities provided for the school during the initial stages of school operation which is not supported by Council.</p> <p>Further clarity is required regarding the delivery of the new access road, specifically the design and construction timeline.</p>	<p>Stage 2 operation of the school is contingent upon delivery of the new eastern road, associated car parking and playing field. An interim strategy for Stage 1 is proposed whereby waste collection would occur on the frontage of the school at a Burroway Road loading zone, as described above and within the Amended Waste Management Plan at Appendix 12. Loading for any other purposes could use this same space. This would occur outside of kiss 'n drop times and would be a temporary measure only.</p> <p>The future waste contractor (SUEZ) has confirmed that they can facilitate kerbside collection off Burroway Road via a rear-lift truck. Correspondence from SUEZ is provided at Appendix 17.</p> <p>As discussed above, a HoA has been developed between the landowner and DoE. The HoA provides consideration for the approval, timing and construction of the future eastern road.</p> <p>As noted previously, it is recommended DPE impose a condition, which states Stage 2 cannot be occupied until the eastern road, associated car parking and playing field have been delivered.</p>
<p><u>Proposed Facilities</u></p> <p>The SSD application states that four raised pedestrian crossings are proposed to be delivered with Stage 1 at the following locations:</p> <ul style="list-style-type: none"> • Wentworth Place at Burroway intersection • Burroway Road east of Wentworth Place • Footbridge Boulevard east of Wentworth Place • New access road at Burroway Road intersection. <p>The raised pedestrian crossings on Council roads in general are supported subject to meeting Council's interim warrants and obtaining approval from Council and TfNSW under the Parramatta Traffic Committee process. It is noted that the raised pedestrian crossing proposed in the new access road does not form part of this development. A modified design of the proposed raised pedestrian crossing on Burroway Road west of Wentworth Place will be required</p>	<p>Noted. DoE will comply with all necessary approval processes.</p> <p>It is noted that the number of proposed pedestrian crossings has been reduced from 4 to 3. The raised threshold zebra crossing on the southern side of the Wentworth Place/Burroway Road intersection is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square. Also, the provision of wider footpaths to the north as part of the give-way intersection mean that this crossing is not required.</p> <p>The Public Domain Plan at Appendix 15 identifies the location of the proposed crossings.</p>

Matters Raised in Submission	Response
<p>to accommodate a future shared pedestrian and cyclist crossing.</p> <p>Two of the proposed crossings are located on privately owned roads (Footbridge Boulevard and Wentworth Place) and approval will need to be obtained from their owners.</p>	
<p><u>Footpaths</u></p> <p>There is insufficient width along the school frontage north of the roundabout on Burroway Road to provide a compliant footpath and nature strip. The roundabout at the intersection of Burroway Road and Wentworth Place was originally designed as a 4-way intersection based on the initial proposal for this site. This intersection is now designed to be a T-intersection roundabout and as such, there is a need to dedicate some space to Council so that adequate footpath can be provided.</p>	<p>It is proposed to reconfigure the roundabout to a give-way T-intersection that will also provide an increased footpath width at this location. The footpath width will exceed 1.2m width and will therefore meet accessibility standards.</p> <p>It is noted that the raised threshold zebra crossing on the southern side of the Wentworth Place/Burroway Road intersection is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square. Also, the provision of wider footpaths to the north as part of the give-way intersection mean that this crossing is not required.</p> <p>These works are identified on the Public Domain Plan at Appendix 15.</p>
<p><u>School Bus Parking</u></p> <p>Potential sites for buses to park during school events are:</p> <ul style="list-style-type: none"> • Bus interchange on Ferry Wharf Circuit • Footbridge Boulevard (location is assumed to be at the existing bus stops adjacent to Marina Square). <p>These locations are in privately owned roads and approval will need to be obtained from the owners of these roads (i.e. SOPA and strata management).</p> <p>Furthermore, occupying bus bays that are currently used for public transport can impact on bus services. TfNSW will need to be consulted regarding this proposal.</p> <p>It is also unclear how many buses will occupy these spaces, how often it is required and whether the existing bus zone is sufficient to accommodate the school buses. It is recommended that the traffic report include this information for assessment.</p>	<p>TfNSW and Council were consulted regarding the ferry terminal bus zone, and they noted the following:</p> <ul style="list-style-type: none"> • Use of the space would require SOPA approval, which is currently being sought. • TfNSW request that the zone has signage that prevents unintended use (e.g., private coaches). • TfNSW does not object to the proposal on the grounds that most drivers can work around temporary use of layover. The proposed use of the space would be between 9am-3pm, which is when there are lower service levels. Layover is typically quite short during this time. • Council noted that this was their preferred location for excursion buses. <p>Alternatively, the bus zones on Wentworth Place are not used by public buses and therefore could be used by an excursion bus. This space is on a road that is strata-titled, so approval would be required by others.</p> <p>DoE believes this can be resolved prior to Crown Certificate.</p>
<p><u>Green Travel Plan (GTP)</u></p> <p>In accordance with Wentworth Point Precinct DCP 2014 (Draft Amended 2020):</p> <ul style="list-style-type: none"> • A Travel Access Guide approved by Council prior to occupation is to be made available 	<p>It is proposed that a draft/interim School Transport Plan be submitted pre-construction and a final plan updated and submitted prior to occupancy of Stage 1 and 2. Cycling infrastructure will be added to the Transport Access Guide as part of these submissions.</p>

Matters Raised in Submission	Response
<p>to residents and non-residential tenants of development.</p> <p>The Travel Access Guide provided in Appendix C of the traffic report however does not show cycle routes. This should be provided particularly given there are assumptions made in relation to cycling options at the expense of vehicle use.</p> <p>It is noted that the traffic report states that a GTP Committee will be established, comprising of members of the PCA, Council and NSW Department of Education, to promote and build upon sustainable transport initiatives identified in the GTP for both staff and students. Council's standard process is to review the effectiveness of the GTP one year from the issue of the Occupation Certificate and every year for 2 years thereafter. This is considered sufficient in ensuring the effective management of the GTP and this has been successfully implemented in a number of developments. It is recommended that this condition be imposed and therefore, it is not considered necessary for Council to be involved in the GTP committee at this stage.</p>	
<p><u>Construction Pedestrian and Traffic Management Plan (CPTMP)</u></p> <p>It is recommended that a condition be imposed to provide a CPTMP prior to the commencement of the works to the satisfaction of Council's Traffic and Transport Manager. This is particularly important given the nature of the school operation and the large number of students entering and exiting the site in the morning and afternoon peak periods.</p>	DoE accepts this condition.

4.3 Response to agency advice

4.3.1 Sydney Olympic Park Authority (SOPA)

Table 5 provides a response to the comments by SOPA in its submission letter dated 10 November 2021.

Table 5. Response to SOPA

Matters Raised in Advice	Response
<p>School Name</p> <p>SOPA is does not support the name "Sydney Olympic Park High School" for the following reasons:</p> <ul style="list-style-type: none"> - School is not located within the actual boundary of Sydney Olympic Park - Name is not aligned with SOPA's naming convention for facilities. May cause confusion in regard to the school's actual location and creates complications should 	<p>The name "Sydney Olympic Park new high school" has been used in the SSDA documentation for general identification purposes. It identifies the name of the project and is consistent with government announcements. It does not identify the final name of the school.</p> <p>The name of the new high school will be determined following consultation and in line with NSW Government legislation (Section 27(2) of the Education Act, 1990) and DoE</p>

Matters Raised in Advice	Response
<p>a future high school be built within Sydney Olympic Park</p> <ul style="list-style-type: none"> - The use of 'Olympic' in the naming of any location may be subject to the <i>Olympic Insignia Protection Act 1987</i>. A licence granted by the Australian Olympic Committee (AOC) and/or Internal Olympic Committee (IOC) may be required to use the word 'Olympic'. 	<p>policies on school naming. It is anticipated the name will be finalised in the year before opening of the school.</p> <p>The SSDA does not seek approval for the school name "Sydney Olympic Park High School".</p>
<p>Sustainability and Green Star Rating</p> <p>Considering this is a new building, SOPA encourages the proposed school achieve, at minimum, a 5 Star Green Star rating. This aligns with SOPA's 6 Star Green Star Communities rating.</p>	<p>The Sydney Olympic Park new high school satisfies the requirements of the EFGs which were current at the time of the project commencement.</p> <p>The proposal targets an accredited 4-star Green Star rating, which requires a minimum of 45 points. The Green Star Pathway at Appendix A of the Sustainable Development Plan by Stantec (see Appendix 8) identifies a target score of 59 points for the project, providing a 14-point safety margin over the minimum.</p>
<p>Transport and Access</p> <p>SOPA considers that additional consideration and identification of potential safe crossing points is undertaken in consultation with City of Parramatta for the pedestrian and cycling networks.</p>	<p>SINSW has consulted with Council in the identification of crossing points.</p> <p>Council notes in their submission that they are generally supportive of the proposed crossings subject to obtaining of necessary warrants and approvals.</p> <p>It is noted that the number of pedestrian crossings has been reduced from 4 to 3. The raised threshold zebra on the southern side of the intersection (on Wentworth Place south of Burroway Road) is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square. Also, the provision of wider footpaths to the north as part of the give-way intersection mean that this crossing is not required.</p> <p>No further consultation is considered necessary.</p>
<p>SOPA holds concerns that the position of the Kiss 'n Drop may exacerbate localised congestion, particularly during morning peak. Positioning a Kiss 'n Drop along a road ending just before a cul-de-sac is not ideal.</p> <p>Issues with EIS:</p> <ul style="list-style-type: none"> - EIS lacks inclusion of mitigation measures is Kiss 'n Drop creates bottlenecks - EIS does not address impacts to vehicular travel to Wentworth Point Public School 	<p>The transport assessments use a constrained number of parking spaces for kiss 'n drop as the primary means of discouraging kiss 'n drop demands and queuing. Based on the site's high-quality location for walking, cycling and public transport, the school has the opportunity to be heavily walking-, cycling- and public transport-oriented. Upgrades are provided that support this vision.</p> <p>Intersection modelling has been undertaken as part of the study, which shows that delays to other road users are not significant.</p> <p>Alternative locations were considered for kiss 'n drop (such as using the new road</p>

Matters Raised in Advice	Response
	delivered by others); however, these had lower capacity than the proposed location.
Public Domain Interface SOPA requests that it be consulted and engaged in regard to the future development of the access points, and the foreshore park, to ensure the critical network connections identified in the Homebush Bay Active Transport Strategy (2018) are implemented.	Public access to the foreshore park is not being proposed as part of this SSDA.
Ecological Impacts SOPA acknowledges that SOPA land will not be directly impacted. Indirect impacts may occur that could affect wildlife or contribute to weed issues. These can be mitigated by: <ul style="list-style-type: none"> - Incorporate low-reflectivity glass and other design measures to minimise risk of bird strike. 	The design incorporates a glazing product with low external reflectivity significantly lower than the typical 20% reflectivity limit for exterior facade elements, which will effectively mitigate the risk of bird strike.
<ul style="list-style-type: none"> - Ensure external lighting complies with 'best practice lighting design principles' detailed in National Light Pollution Guidelines for Wildlife. Use warm-spectrum (3000k) lighting with reduced levels of blue wavelengths, and direct lighting to avoid lightspill. 	School external lighting will be selected to have zero or minimal uplight component, minimising spill light and reducing energy required to light spaces required to be lit. School external lighting will be 3000k colour temperature.
<ul style="list-style-type: none"> - Ensure landscaping species palettes reflect species local to the area (as found in the nearby Sydney Turpentine Ironbark Forest). 	Planting selection for the site has been chosen to be sensitive of local ecosystems, with a majority of species being chosen within local communities including the Sydney Turpentine-Ironbark Forest and Swamp-oak Floodplain Forest that are endemic to the area. The proposed street trees along Burroway Road include Tuckeroos as per City of Parramatta's Public Domain Guidelines.
<ul style="list-style-type: none"> - Do not include species listed as weeds in the Greater Sydney Regional Strategic Weed Management Plan 2017-2022 or invasive native species. 	The proposed landscaping scheme does not include any listed weed species.
Contamination SOPA has identified the following issues/comments: <ul style="list-style-type: none"> - Oversight of construction works to ensure the site is remediated in accordance with the Remediation Action Plan should be undertaken by a suitably qualified expert. - SOPA recommends a condition that ensures a suitably qualified expert is responsible for the implementation of the LTEMP. 	DoE will carry out remediation and implementation of the LTEMP in accordance with EPA requirements and with standard DPE conditions of consent.

Matters Raised in Advice	Response
<ul style="list-style-type: none"> - SOPA recommends a clear annual reporting structure should be implemented and monitoring results should be reviewed by a suitably qualified and experienced professional and reported to City of Parramatta (CoP) as the Appropriate Regulatory Authority (ARA). - The LTEMP provides control measures to be appropriately implemented for future works that may disturb or have potential to disturb the contamination contained onsite. - Future intrusive works should seek the approval of the CoP before commencing. 	

4.3.2 Environment, Energy and Science Group

Table 6 provides responses to the comments by DPE Environment, Energy and Science – Biodiversity and Conservation Division in its submission letter dated 8 November 2021.

Table 6. Response to Environment, Energy and Science Group

Matters Raised in Advice	Response
<p>EES has reviewed the September 2021 EIS prepared by Mecone NSW and the flooding assessment in the Civil Engineering Report by Taylor Thomson Whitting NSW. EES has no comments on these documents.</p> <p>EES notes a biodiversity development assessment report waiver has been issued for the proposed development.</p>	Noted.

4.3.3 Heritage NSW – Aboriginal Cultural Heritage

Table 7 provides responses to the comments by Heritage NSW – Aboriginal Cultural Heritage in its email submission.

Table 7. Response to Heritage NSW – Aboriginal Cultural Heritage

Matters Raised in Advice	Response
<p>Heritage NSW has reviewed Environmental Impact Statement (EIS), for the Sydney Olympic Park – New High School (SSD-11802230), in relation to Aboriginal cultural heritage. With respect to Appendix 9 – Sydney Olympic Park High school, Aboriginal Cultural Heritage Assessment Report, Prepared for School Infrastructure NSW, City of Parramatta Council, Prepared by Comber Consultants, August 2021.</p> <p>Heritage NSW concurs with the assessment provided that the study area is located entirely within land that was reclaimed by 1943,j and that prior to this, this area consisted of tidal mudflats, that would have been regularly submerged under water. As no natural soil</p>	Noted.

Matters Raised in Advice	Response
deposits exist within the study area, which was also the subject to tidal flooding, the Aboriginal archaeological potential study area is nil.	

4.3.4 Sydney Water

Table 8 provides responses to the comments by the Sydney Water in its submission letter dated 1 November 2021.

Table 8. Response to Sydney Water

Matters Raised in Advice	Response
Water and Wastewater Servicing <ul style="list-style-type: none"> Sydney Water have no objection to the proposed development, and our preliminary servicing requirements for this proposed development have been delivered under the Anticipated Notice of Requirements for the Feasibility application that the proponent has already lodged with us under CN 186762. Detailed requirements will be provided under the Notice of Requirements from the Section 73 application the proponent has already lodged with Sydney Water, under CN 194450. 	Noted.
Recycled Water Servicing <ul style="list-style-type: none"> Sydney Water is assessing the viability of recycled water servicing for the Greater Parramatta and the Olympic Peninsula (GPOP), in line with the Greater Sydney Commission's draft Phase 1 and is working together with SOPA to ensure continued recycled water service to SPOPA's customers. In addition to rainwater capture and re-use, it is recommended that integrated water management provision via dual-pipe controls are investigated for this development in line with the wider GPOP recycled water initiatives. 	<p>The site currently does not have frontage to a recycled water main in Burroway Road. The nearest recycled water main is in the nearest cross street.</p> <p>The GPOP recycled water network presently does not extend to the vicinity of the site. Should it be expanded in future down Burroway Road, this could be considered as a dual source of water supply to serve the non-potable cold water system.</p>

4.3.5 Transport for NSW

Table 9 provides responses to the comments by Transport for NSW in its submission letter dated 23 November 2021.

Table 9. Response to TfNSW

Matters Raised in Advice	Response
1. Traffic generation calculations should use the base case mode share forecast, as the proposed infrastructure improvements within the stretch case are only prospective and are not confirmed. It is also noted that the delivery of transport infrastructure upgrades for the stretch case will be staged and will not be operational prior to the completion of Stage 1. Separated traffic	<p>The base case overstates the private vehicle mode share, in that it does not consider the benefits of the various transport investments proposed.</p> <p>The stretch mode share case only includes one item that is not committed, i.e., bus service improvements by TfNSW.</p>

Matters Raised in Advice	Response
<p>generation calculations for Stage 1 and 2 should consider approved infrastructure upgrades that will be operational at each stage.</p> <p>Calculations of the traffic generation rates of each proposed use at each stage of the development are to be provided for TfNSW review.</p>	<p>Given that the school will not experience the full demand immediately, the traffic impacts will be less than that forecast in the traffic modelling on day of opening.</p>
<p>2. It should be noted that the proposed bus service improvements by TfNSW proposed in Table 3-3, are not approved and are subject to further consultation with TfNSW. The Service Planning team will consider whether any service adjustments can be made to enable travel to the school, or similar.</p>	<p>SINSW consulted with TfNSW bus planners on 30 November 2021 and confirmed the following:</p> <ul style="list-style-type: none"> • TfNSW regularly reviews bus services and will provide additional bus services as required by the growth. • As students tend to travel in the opposite direction to the peak travel, TfNSW believes there is spare capacity in the bus system. • TfNSW will be provided with projected enrollment figures to be included in annual bus service planning processes. <p>Hence TfNSW bus planners are satisfied that additional bus services can be provided if required prior to the school opening.</p>
<p>3. TfNSW is seeking approximate construction timelines and operational dates for Stage 1 and 2. It is understood that the delivery of Stage 2 of the subject development, is subject to financials but indicative timeframe should be provided.</p>	<p>The business case for Stage 2 was approved by NSW Treasury on 23 December 2021. It is now confirmed that construction will occur in a single stage. Occupation will occur in 2 stages, with the second stage being reliant upon delivery of the eastern road, associated car parking and future playing field.</p>
<p>4. It is noted that the Transport Impact Statement states that "servicing and waste collection will occur along the future eastern road (delivered by others) with direct level on-street access to the storerooms. It is expected the eastern road will be completed prior to commencement of school operations. Waste collection is discussed in further detail at section 7.15 of this EIS." In the instance that the eastern road is not delivered a back-up plan has not been presented.</p> <p>It is requested that the applicant presents alternate options for loading and servicing in the instance that the future eastern road is not delivered in time for the commencement of school operations.</p>	<p>Stage 2 operation is contingent operation of the new eastern road, associated car parking and playing field. An interim strategy for Stage 1 operation is proposed, whereby waste collection would occur on the frontage of the school at a Burroway Road loading zone, as described above and within the Amended Waste Management Plan at Appendix 12. Loading for any other purposes could use this same space. This would occur outside of kiss 'n drop times and would be a temporary measure only.</p> <p>The future waste contractor (SUEZ) has confirmed that they can facilitate kerbside collection off Burroway Road via a rear-lift truck. Correspondence from SUEZ is provided at Appendix 17.</p> <p>As noted previously, it is recommended DPE impose a condition, which states Stage 2 cannot be occupied until the eastern road, associated car parking and playing field have been delivered. Permanent waste collection will occur off the eastern road.</p>

Matters Raised in Advice	Response
<p>TfNSW also provides the following comments for the Department of Planning, Industry and Environment's consideration in the determination of this application:</p> <p>1. TfNSW (Roads) property records indicates that TfNSW (Roads) does not own land on the allotments impacted by the school development and future road, and the Department of Planning, Industry and Environment should seek confirmation from the applicant that relevant landowner's consent has been provided, noting that Roads and Maritime has since been abolished and new landowners consent may be required.</p>	<p>DoE is the owner of the land, with the date of transfer occurring on 05/04/22.</p>
<p>2. It is noted that vehicular access to the site is to be provided by others and is subject to a separate planning approval. Should the planning approval not be granted for the proposed Ridge Road, the Department of Planning, Industry and Environment should be satisfied that the applicant can provide alternative vehicular access to the subject site that adequately and safely accommodates pedestrian and vehicles movements.</p>	<p>Noted.</p>
<p>3. Any proposed pedestrian crossings and facilities on the local road network will need to be considered by Council and the Sydney Olympic Park Authority via Council's Local Traffic Committee.</p>	<p>Noted.</p>
<p>4. A significant number of vehicles and pedestrians will access the site at the start and end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not to be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network:</p> <ul style="list-style-type: none"> • 40km/hr School Zones are to be installed in accordance with the following conditions. • Council should ensure that any parking, drop-off / pick-up zones and bus zones incorporated are in accordance with TfNSW standards. <p>TfNSW are responsible for speed management along all public roads within the state of New South Wales. That is, TfNSW is the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.</p> <p>Therefore, the Developer must obtain written authorisation from TfNSW to install the School Zone signs and associated pavement markings and/or remove/relocate any existing Speed Limit signs.</p>	<p>DoE will comply with all necessary approval processes.</p>

Matters Raised in Advice	Response
<p>To obtain authorisation, the Developer must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:</p> <ul style="list-style-type: none"> • A copy of Council's development Conditions of Consent • A copy of Council's development Conditions of Consent • Two (2) sets of detailed design plans showing the following: <ul style="list-style-type: none"> I. School property boundaries II. All adjacent road carriageways to the school property III. All proposed school access points to the public road network and any conditions imposed/proposed on their use IV. All existing and proposed pedestrian crossing facilities on the adjacent road network V. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings). VI. All existing and proposed street furniture and street trees. <p>School Zone signs and pavement marking patches must be installed in accordance with TfNSW approval/authorisation, guidelines and specifications. All School Zone signs and pavement markings must be installed prior to student occupation of the site.</p> <p>The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.</p> <p>Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to TfNSW at the same time. Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.</p>	
<p>5. Travel Access Guide – TfNSW appreciates the TAG that has been provided in the STP. The TAG should include maps and times of all modes of transport, bikes, bus, train, walking and car-pooling options. The TAG should:</p> <ul style="list-style-type: none"> • Provide information on the TAG advising students and staff that additional information about service routes and timetables for buses, trains and ferries is available on the Trip Planner at transportnsw.info/ 	<p>DoE generally agrees with TfNSW's comments on the TAG. However, regarding data, SINSW proposes to conduct a regular questionnaire survey (e.g., via survey monkey) to measure the mode share of students once the school is operational. Weekly patronage reports would be time-intensive and distract from the efforts of promoting sustainable travel.</p> <p>Regular survey of traffic volumes would also be challenging in that there are other sources of traffic generation other than the school</p>

Matters Raised in Advice	Response
<ul style="list-style-type: none"> • Provide information on the TAG advising students that additional information about cycling routes is available on the Trip Planner at transportnsw.info/ • Update number and location of bike parking facilities, and locate on map. • For further helpful information – please check this link How to Create a Travel Access Guide doc here. • Data – TfNSW appreciates the data provided in the STP. To further help monitor and measure the increase in bus transport use, we would recommend an additional weekly report of patronage on buses (using Opal data) to and from the school. Traffic volumes can also be assessed on the road network within Sydney Olympic Park area, before and after school. These could be monitored to assess whether: <ul style="list-style-type: none"> ○ Students and staff are re-moding private vehicles to buses. ○ Traffic volumes during peak hours had reduced. 	<p>(e.g. the primary school, construction vehicles, and other residential uses).</p>
<p>6. End of trip facilities: TfNSW appreciates the number of proposed bicycle racks that will be provided by the school. Given we have recommended increased active transport for both staff and students, and temperatures can rise in summer, we would appreciate if you could advise how many showers and change rooms you propose for both staff and students, we would recommend at least 2 showers and 2 change rooms. These facilities should be promoted within your "Implementation Strategy" listed below. Please also find a resource from our website on end of trip facilities.</p>	<p>End-of-trip facilities are still being refined in the design process. The current plans exceed the request by TfNSW of 2 showers and 2 change rooms.</p> <p>The school has a gym with change rooms that can be used by students, and end of trip facilities are also provided for staff (2 showers male, 2 showers female, plus accessible unisex shower).</p> <p>These details will be provided in the future updated Transport Access Guide.</p>
<p>7. Mode share: TfNSW appreciates the work that has been done on this STP for the 'reach' mode share of students. TfNSW requests that you take further steps to try and reduce your private vehicle mode share, and parking requirements for staff particularly as they could take the bus, train or ferry. TfNSW would advise that you aim to reduce your private vehicle mode share and implement a range of actions to try and lift sustainable travel mode share for both staff and students. We note that there is not a mode share target table for staff in the STP, and ask that it be included.</p>	<p>The stretch case considers an investment in walking infrastructure and transport encouragement programs. The constrained parking on the site also supports transitioning teachers to more sustainable modes of transport.</p> <p>Further mode shift assessment is not considered necessary in the SSDA phase but could be considered as part of the operation of the school.</p> <p>The mode share target in the school transport plan has been focused around students given they have a more significant impact on the transport network, being greater in number.</p> <p>The target for staff would be a non-car mode share of 75% based on the high-quality walking, cycling and public transport network available to the site.</p>

Matters Raised in Advice	Response
<p>8. Parking management strategy: TfNSW appreciates the consideration given to reducing staff car parking. TfNSW requests that the STP considers implementation of a parking management strategy that prioritises use by staff on a needs basis, particularly when more sustainable transport options are available, to further reduce car use. Options could include limiting the number of parking spots available, and/or charging a fee for them and then pledging that money toward sustainable transport initiatives.</p>	<p>This would be addressed as part of the School Transport Plan, which would also address the management of parking spaces. This centralises information into a single document. There is no intent to further reduce parking beyond the number of spaces stipulated in the SSDA documentation.</p>
<p>9. Implementation Strategy: TfNSW appreciates the substantial work done on the School Travel Plan (STP). We recommend that you have a separate section within this STP called an Implementation Strategy, which has an implementation plan of tasks and actions, including all of your initiatives and incentives, timing and completion dates, your communications tasks, and who will do the tasks; this will ensure the overall effectiveness of the STP. This implementation strategy should be updated both on an annual basis, and when future transport services eventuate. Your stakeholder engagement strategy will also be included in this (including all of your stakeholders, key messages and the channels you will use to engage your stakeholders) – please find our link for Potential engagement techniques that may be useful to you.</p>	<p>TfNSW was engaged and confirmed that they would accept a draft/interim School Transport Plan pre-construction and a final plan updated and submitted prior to occupancy.</p> <p>It is noted that, because there are no actions that would be conducted during construction, no approval from TfNSW or Council is required for the pre-construction submission.</p> <p>Any issues raised by Council or TfNSW could be addressed prior to occupation, reducing the risk that construction is delayed despite the School Transport Plan not being required to be implemented until occupancy.</p> <p>The implementation strategy is accepted but would not be able to be completed until the school has a functioning executive and teachers who can assist with/approve implementation. This detail would only be supplied in the updated School Transport Plan prior to occupancy.</p>
<p>10. Incentives: TfNSW requests that consideration is given in the Implementation Strategy to further possible incentives for staff to use active and public transport such as:</p> <ul style="list-style-type: none"> • Pre-loaded opal cards during orientation. • School subsidised panniers or backpacks for staff committed to active travel. • Salary sacrifice options for purchases of bikes or other micro-mobility options. • Time in staff meetings to share tips and support for staff wanting to start cycling. • Wayfinding at the school for End of Trip facilities. o Incorporating a role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport. <p>Considers additional initiatives to promote additional use of active travel, such as:</p>	<p>The submitted Transport Access Impact Statement (Appendix 6 of the EIS) identifies the measures for encouraging active and public transport:</p> <ul style="list-style-type: none"> • School Transport committee • funded Travel Coordinator • governance arrangement as per School Transport Plan • communications to the community • at least fortnightly bicycle maintenance days • walk and bike to school days (1 pedestrian/bike event per term) • at least fortnightly transport newsletters/comms. <p>SINSW can potentially add "Time in staff meetings to share tips and support for staff wanting to start cycling" subject to engagement with DoE.</p>

Matters Raised in Advice	Response
<ul style="list-style-type: none"> • Holding competitions and offering prizes for staff and students that walk or ride to the school e.g. September, Biketober. • Promoting active travel as a means to support staff and students health and wellbeing. • Promoting the use of end bike facilities to promote active transport use. • Promoting to parents the potential of active travel to school as an opportunity to stay active themselves. 	<p>Wayfinding to end of trip facilities will be delivered as part of the detailed design.</p> <p>DoE policy does not currently allow for salary sacrificing for eBikes (general bikes or other micro transport are not eligible per ATO guidance), and this is not proposed to change for this school.</p>
<p>11. Travel Survey: TfNSW requests that STP includes a copy of a travel survey for the school as an appendices in this STP. Staff and student travel surveys are conducted to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff/student travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and students to get to and from the site; please find our online travel survey here.</p>	<p>Noting that the school does not exist right now, this would be a copy of a future survey questionnaire rather than a completed survey.</p> <p>This will be part of the for-information submission prior to construction.</p>
<p>12. The applicant is to submit the finalised STP to TfNSW prior to construction works commencing.</p>	<p>TfNSW was engaged and confirmed that they would accept a draft/interim School Transport Plan pre-construction and a final plan updated and submitted prior to occupancy.</p>
<p>13. The applicant has not demonstrated how School Coach/Buses will be managed for sport days or other activities where students travel off school premises. Therefore, prior to the issue of an Occupation Certificate, the applicant shall prepare a School Coach/Bus Parking Management Plan to ensure that school coaches and school buses could adequately be accommodated within school coach/bus parking facilities or on-street without having an impact to the operation of the road network. The plan shall be prepared in consultation with TfNSW.</p>	<p>TfNSW and Council were consulted regarding the ferry terminal bus zone, and they noted the following:</p> <ul style="list-style-type: none"> • Use of the space would require SOPA approval, which is currently being sought. • TfNSW request that the zone has signage that prevents unintended use (e.g. private coaches) • TfNSW does not object to the proposal on the grounds that most drivers can work around temporary use of layover. The proposed use of the space would be between 9am-3pm, which is when there are lower service levels. Layover is typically quite short during this time. <p>Council noted that this was their preferred location for excursion buses.</p> <p>Alternatively, the bus zones on Wentworth Place are not used by public buses and therefore could be used by an excursion bus. This space is on a road that is strata-titled, so approval would be required by others.</p> <p>SINSW believes this can be resolved prior to Crown Completion Certificate.</p>

Matters Raised in Advice	Response
<p>14. Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:</p> <p>Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:</p> <ul style="list-style-type: none"> • A description of the development; • Location of any proposed work zone(s); • Details of crane arrangements including location of any crane(s) and crane movement plan; • Haulage routes; • Proposed construction hours; • Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods; • Construction vehicle access arrangements; • Construction program and construction methodology, including any construction staging; • A detailed plan of any proposed hoarding and/or scaffolding; • Measures to avoid construction worker vehicle movements within the Parramatta Precinct; • Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder; • Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and • Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be 	<p>SINSW will comply with all necessary approval processes.</p> <p>However, references to Parramatta and Parramatta Light Rail are not relevant. There are no proposed haulage routes through Parramatta nor would these be of any benefit to vehicles coming to the site. These references should be removed.</p> <p>All SINSW projects have signage that prominently displays School Infrastructure NSW contact details for all community enquiries, feedback and complaints (schoolinfrastructure@det.nsw.edu.au or 1300 482 651).</p> <p>The site would also have the Site Manager's contact number visible on-site statutory signage.</p> <p>These arrangements will be further detailed in the Community Communication Strategy, developed as part of SSD consent activities.</p>

Matters Raised in Advice	Response
<p>clearly identified and included in the CPTMP;</p> <p>Submit a copy of the final plan to TfNSW for endorsement via development.CTMP.CJP@transport.nsw.gov.au and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via development.CTMP.CJP@transport.nsw.gov.au to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.</p>	
<p>15. It is noted a Transport Access Guide has been developed and presented within the Transport Impact Assessment. It is advised that the Transport Access Guide must be implemented and maintained by the operators of the premises and be made available to staff, students and visitors at all times. The following information shall be submitted to and approved by Council prior to the issue of an Occupation Certificate for the site/use:</p> <p>The Transport Access Guide is to include (but not be limited to) the following:</p> <p>(i) Information regarding lack of off-street car parking and passenger pick-up and set-down areas at the development site.</p> <p>(ii) Suitable nearby drop-off/pick-up locations.</p> <p>(iii) Identify areas where drop-off/pick-up is prohibited and instruct visitors to avoid use of these areas.</p> <p>(iv) Provide advice on suitable public transport or active transport options to the area.</p>	<p>TfNSW was engaged and confirmed that they would accept a draft/interim School Transport Plan pre-construction and a final plan updated and submitted prior to occupancy.</p> <p>These items should not require further approval if consistent with the SSDA documentation.</p>

4.3.6 Environment Protection Authority

Table 10 provides responses to the comments by the Environment Protection Authority in its submission letter dated 21 November 2021.

Table 10. Response to EPA

Matters Raised in Advice	Response
<p>Prior to commencing remediation, a Section B Site Audit Statement(s) be prepared by a NSW EPA-accredited Site Auditor that certifies that the Remediation Action Plan is appropriate and that the site can be made suitable for the proposed use. The Remedial Action Plan must be implemented and any changes to the Remedial Action Plan must be approved in writing by the NSW EPA accredited Site Auditor.</p>	<p>DoE accepts this requirement as a condition of consent.</p> <p>Interim Audit Advice is attached at Appendix 10.</p>

Matters Raised in Advice	Response
A Section A1 or A2 Site Audit Statement (accompanied by an Environmental Management Plan) and its accompanying Site Audit Report, which state that the contaminated land disturbed by the work has been made suitable for the intended land use, must be submitted to DPIE and Council after remediation.	DoE accepts this requirement as a condition of consent.

4.3.7 Ausgrid

Table 11 provides responses to the comments by Ausgrid.

Table 11. Response to Ausgrid

Matters Raised in Advice	Response
<p>Ausgrid notes that Appendix 15 of the EIS identifies that the proponent has made an application for connection to Ausgrid for the new development. We encourage the proponent to continue to discuss their requirements directly with Ausgrid as needed.</p> <p>In addition to the above the proponent should be made aware of the electrical easement that contains Ausgrid underground assets that is positioned adjacent to the proposed development.</p> <p>This easement was acquired for the 132,00 volt transmission assets currently owned and operated by Ausgrid. Key information is available through the Ausgrid website with regard to what activities are allowed within the easement, below is a list of general conditions for easements [...]</p>	<p>DoE will continue to discuss electricity requirements directly with Ausgrid.</p> <p>DoE notes the identified easement and the general conditions for the easement.</p>

4.4 Response to organisations and public submissions

This section provides responses to the issues raised in the organisation and public submissions. The issues and responses are grouped by key themes.

4.4.1 The project

4.4.1.1. Location

Matters raised in submissions:

- The school's location at the north end of the peninsula is not suitable given there is only one main road accessing the site (Hill Road).
- The site does not allow for future expansion.
- Wentworth Point density is already high, and the area lacks sufficient open space. The site should instead be used for the purposes of public open space and recreation.

Applicant's response:

The site is well-positioned to meet the demand for a new high school in the local area. The site is located directly adjacent the high-rise developments of Wentworth Point and

thereby maximises the opportunity for students to walk or cycle to school, demonstrated by the 866 students predicted to live within a 20-minute walking radius of the school in 2026.

The proximity to the public school provides an education precinct that is walkable and can maximise use of available open space and facilities between the schools making the best use of public investment.

Traffic modelling conducted as part of preparation of the EIS estimates that the school will generate 112 vehicles in the peak periods and that all intersections will operate at Level of Service A. The site's dependence upon Hill Road as the single main access road into the precinct acts as a contraflow to the movement of traffic and is expected to reduce current vehicle movements which are used to support high school students outside of the peninsula.

DoE projections do not anticipate a need for future expansion of the high school at this stage. The project has taken proposed approved dwellings into consideration in its transport planning projections. Student demand is projected to be met by the new high school, and DoE will continue to monitor enrolment needs of the area.

The open space needs of the community are being addressed through the commitment to the delivery of a high quality playing field. While it does not form part of this SSSDA there is a commitment to deliver the playing field through the Planning Proposal process being carried out by TfNSW. The proposed school will utilise the future playing field to the north of the site during school hours and will provide community use of the field through a Joint Use Agreement

4.4.1.2. Staging and delivery

Matters raised in submissions:

- The school should be constructed in a single stage to reduce construction timeframes and minimise disruptions to students and residents.
- The eastern road and playing field should not be excluded from the application and left to others to construct. This raises concern regarding certainty of delivery.

Applicant's response:

As discussed at section 3.4 above, it is not proposed to stage construction of the school. The business case for Stage 2 was approved in December 2021, and therefore the school will be constructed as a single stage. Occupation will occur in 2 stages, but this staged occupation will not cause disruptions to students or surrounding community.

The eastern road, associated car parking and playing field are integral components of the updated master plan for the precinct being prepared by TfNSW. Stage 2 occupation of the school will not occur until the eastern road, associated car parking and playing field is delivered, and suitable interim access arrangements for Stage 1 are proposed as discussed above.

4.4.2 Procedural matters

Matters raised in submissions:

The application does not include a social impact report.

Applicant's response:

A Social Impact Assessment (Urbis, 21 September 2021) is provided at Appendix 28 of the EIS. The assessment concludes that the proposal will create a positive impact on the community through the provision of an accessible, local education facility in an area of identified need, the potential to decrease student-related vehicle traffic in Wentworth Point and the potential to improve social infrastructure access for the community.

4.4.3 Environmental, social and economic impacts

4.4.3.1. Road network and public transport

Matters raised in submissions:

- The local road network (Hill Road in particular) is already congested, and the proposal will exacerbate the issue.
- Bus services in the area (in particular routes 526 and 533 and the free community shuttle bus operating between Rhodes and Wentworth Point) are already at capacity, and the proposal adversely affect local residents using these buses.
- The future light rail and the ferry service to Sydney Olympic Park will not cover the school catchment area.
- The school should be located away from major roads to minimise the impacts of school zones on traffic.

Applicant's response:

Currently, public high school students residing within the peninsula must travel to Strathfield South High School (as an out of area enrolment) or Concord High School (in-area). Travel to these locations is highly dependent on private vehicle given the long travel distances, barriers to walking and cycling, and limited public transport offerings.

The proposal is expected to reduce private vehicle trips and replace them with more sustainable and efficient modes so that future students of the proposed school, will be able to walk or utilise the area's multiple public transport options to access the school. While vehicle movements directly related to the kiss-and-ride movements will increase frequency on Burroway Road, the modelling for the school indicates a decrease in traffic movements in the local road network given that land zoned for residential/mixed use development is being used for a school, another permissible use, which has lower transport impacts overall.

Traffic modelling conducted as part of preparation of the EIS estimates that the school will generate 112 vehicles in the peak periods and that all intersections will operate at Level of Service A.

Regarding bus capacity, SINSW has consulted with TfNSW bus planners and confirmed the following:

- TfNSW regularly reviews bus services and will provide additional bus services as required by the growth.
- As students tend to travel in the opposite direction to the peak travel, TfNSW believes there is spare capacity in the bus system.
- TfNSW will be provided with projected enrollment figures to be included in annual bus service planning processes.

Regarding ferry travel, it is acknowledged that ferry travel will likely not be an attractive transport option for most students. Regardless, the project's target mode share does not rely upon any ferry use.

Regarding light rail, the second stage of the Parramatta Light Rail, if implemented, will benefit students and staff travelling from Parramatta and other suburbs to Wentworth Point via public transport. However, the second stage of the Parramatta Light Rail is not yet confirmed by the NSW Government, and therefore the school's target mode share does not rely upon light rail use. SINSW is advocating for this through engagement with Government on this infrastructure project.

Regarding school zones, the project is located along a local road, and it is anticipated that any required school zone will not unduly impact traffic flow. The area surrounding the

adjoining Wentworth Point Public School is already subject to School Zones and the extension of this signage and school zone will not unduly impact traffic flow.

4.4.3.2. Parking

Matters raised in submissions:

- The proposed parking is inadequate for students, staff and visitors. Teachers should not be required to pay for parking off-site.
- The proposed accessible parking along the eastern road is poorly located and will make access for students and staff with disabilities challenging.

Applicant's response:

The proposed 30 parking spaces for staff is based on the target mode share adopted for the project. Restricted parking supply is one of the strategies employed by the project to encourage the use of more sustainable transport modes.

Also, in the likely catchment area, families live almost exclusively in high-density residential apartments. Unlike a lower density suburb, this will translate to lower car use and ownership.

It is not necessary that parking be supplied for Year 12 students as they are unlikely to have access to vehicles. The abundance of public transport services in the area means that there is no need for students to drive to school.

Regarding accessible parking, the updated architectural drawings (**Appendix 3**) show the accessible parking located at the southern end of the parking area, closer to the school. It is noted, however, that the parking area does not form part of the SSDA but rather is being delivered via a separate approval process. The exact details for the accessible parking will be resolved during the design of the future eastern road (outside of the scope of this SSDA). The accessible carparking spaces will be provided in accordance with BCA2019 Clause D3.5 and Table D3.5.

Also, as noted in Table 1, an accessible kiss 'n drop space has been added to the Burroway Road frontage.

Stage 2 operation is contingent upon delivery of the eastern road with 30 staff parking spaces. An interim arrangement is proposed for Stage 2 whereby staff will have the option to use parking at Sydney Olympic Park P5 Car Park and then travel by bus to the school. SINSW proposes to fully subsidise 30 parking spaces so that cost is not an issue for the future staff members. Accessible parking will be provided as part of any interim measures.

4.4.4 Justification and evaluation of project as a whole

Matters raised in submissions:

The project is inconsistent with the original concept plan for the Peninsula Park, and the splitting of the TfNSW land to provide for the school, Peninsular Park and other development will result in a lack of cohesion.

Applicant's response:

Despite being inconsistent with the original concept plan for Peninsula Park, the proposal provides for a coherent and orderly education establishment development that is appropriately located adjacent to an existing school, increases available public space and allows community use of facilities.

The master plan for the precinct is being revisited as part of a future Planning Proposal and accompanying DCP process being progressed by TfNSW. A review of the planning framework is appropriate given the current development controls were adopted more than 16 years ago. The updated master plan will take a holistic approach to development of the precinct and will accommodate the new high school. TfNSW are anticipating

submitting a Development Application in June 2022 to supersede the existing Development Applications imposed on the school site.

Prelodgement discussions on the Planning Proposal have been ongoing between TfNSW and Council over several months and that formal lodgement of the Planning Proposal is anticipated before the middle of 2022.

4.4.5 Issues beyond scope of project

4.4.5.1. Telecommunications network

Matters raised in submissions:

Telecommunications infrastructure in the area is poor, and the proposal will exacerbate the issue.

Applicant's response:

The proposal will provide adequate telecommunications infrastructure for the purposes of the education use.

Schools have dedicated broadband services and infrastructure, separate to domestic NBN and/or telecommunications carrier mobile networks. This means the school's telecommunications do not compete for resources with services such as mobile phone coverage. Network connection issues are a matter for individual telecommunications providers.

4.4.5.2. Playing field

Matters raised in submissions:

- A single shared playing field is insufficient for the needs of students and the community. An additional school-only field should be provided.
- The playing field will likely be fenced, and therefore community access will be limited or not occur at all.
- The playing field should not impinge upon Peninsula Park public recreation land.
- The application does not include details on lighting for the playing field. It is unacceptable to defer lighting design to the future shared use agreement.

Applicant's response:

The playing field is provided to address the requirements of the EFSG and also support the nominal 10sqm per student play space requirements. The playing field does not form part of the SSDA application and is subject to a further development approval by others.

The playing field will be subject to a Joint Use Agreement whereby it will be available for student uses during school hours and for community use outside of school hours, including Saturdays, Sundays, Public and School Holiday periods.

The design of the field, including lighting and fencing, is outside the scope of this project but is expected to accommodate the Joint Use requirements and also address the connection to the school and the future Peninsula Park.

4.4.5.3. Other issues

Matters raised in submissions:

- The land to the east of the site proposed for mixed use development should be used for additional open space for the community.
- A master plan should be provided showing road alignments for all future roads within the TfNSW land.

- It is unclear whether the various public facilities identified in the original Landcom concept plan will be delivered.

Applicant's response:

The master plan for Wentworth Point Peninsula is being updated by TfNSW. A review of the planning framework is appropriate given the current development controls were adopted more than 16 years ago and much has changed since in how we plan for and deliver places. This update will accommodate the new high school and Peninsula Park alongside mixed-use development and waterfront facilities.

Over the coming months there will be opportunities for the community to participate in the process and provide feedback.

In parallel to the master plan update, TfNSW is considering how to deliver the next stage of work on the Peninsula Park to provide the local community with access to open space and the waterfront.

More information about the master plan update and park delivery works will be shared with the community over coming months.

5 Updated mitigation measures

The mitigation measures set out at Section 9 of the EIS generally remain relevant, with only the measures related to contamination requiring updates. Table 12 outlines the updated mitigation measures.

Table 12. Updated mitigation measures

Item	Potential impact	Level of impact	Updated mitigation measures	Residual impact
Contamination	The site is contaminated from previous industrial activities.	High	Remediation and long term management are to be implemented in accordance with the RAP and RAP Addendum.	Low

It is considered that the above updated mitigation measures, along with the further information provided as part of this Submissions Report, provides DPE with all of the necessary information it needs to be satisfied that the proposal will have a low level of environmental impact subject to implementation of the mitigation measures set out in the EIS.

6 Conclusion

This Submissions Report has addressed the submissions received in response to the public exhibition of SSD-11802230.

Pursuant to Clause 55AA of the Environmental Planning and Assessment Regulation 2000, the proposal has been refined to address the matters raised and as a result of design development.

The proposal as refined will result in high-quality development that achieves the original aims of the proposal while resulting in no unacceptable environmental impacts.

Based on the supporting material provided in this Submissions Report in addition to the material provided in the original EIS, DPE has now been provided with sufficient information and documentation to progress the assessment of SSD-11802230. We request that DPE complete the assessment of the application and proceed to determination.

