



planning consultants

Response to Submissions Report

State Significant Development – SSD 17_8926

International Maarif Schools of Australia – Gallipoli Campus

2 Percy Street, Auburn

Prepared for: Australian Turkish Maarif Foundation
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1. Revised Architectural Plans (*PMDL*)
2. Revised Landscape Plans and Statement (*TaylorBrammer*)
3. Flood Statement (*Taylor Thomson Whitting*)
4. Traffic RTS Response Letter (*GTA*)
5. Structural Advice Letter re: Sydney Trains Corridor (*Taylor Thomson Whitting*)
6. Letter of Offer to Enter into a Voluntary Planning Agreement (*Johnson Winter & Slattery*)
7. Letter Proposing Draft Condition of Consent (*Johnson Winter & Slattery*)

1 Introduction

On 10 August 2018, the Australian Turkish Maarif Foundation (ATMF) submitted State Significant Development Application (SSDA) No. 17_8926 to the Department of Planning, Industry and Environment (DPIE¹) for the staged construction of a new primary and secondary school for up to 728 students and 58 full time equivalent staff – the International Maarif Schools of Australia – Gallipoli Campus – at 2 Percy Street, Auburn (the site).

The SSDA was notified from 22 August 2018 to 18 September 2018 in accordance with DPIEs policy. Within this time submissions were received from:

- Department of Planning, Industry and Environment (DPIE)
- Government Architect New South Wales (GA)
- Environmental Protection Authority (EPA)
- Office of Environment and Heritage (OEH)
- Roads and Maritime Services (RMS)
- Transport for New South Wales (TfNSW)
- Sydney Trains (ST)
- Cumberland Council
- Public Submissions.

On 2 October 2019, DPIE forwarded all agency and public submissions. The project team has reviewed these submissions and responded to each item raised. The following document summarises the responses and directs the Department to the relevant report where each item has been addressed.

1.1 Status of Planning Proposal

SSD 17_8926 is being assessed by DPIE concurrently to a planning proposal (PP) for the land at 2 Percy Street, Auburn (Ref: PP-2/2017) which seeks to amend Auburn Local Environmental Plan (LEP) 2010 to include ‘educational establishment’ as an additional permitted use.

The status of the PP is critical to the determination of the SSDA, as development for the purpose of an ‘educational establishment’ is prohibited on the land until such time as the PP is finalised and Auburn LEP 2010 is amended. The PP was publicly exhibited from 17 July 2019 to 18 August 2019. 165 submissions were received by Council, 163 in support of the PP, and 2 that did not provide comment. No objections were made.

On 4 September 2019², Cumberland Council considered and resolved to support the following motion at the general meeting of council:

“That Council:

- 1. Forward the planning proposal for 2 Percy Street, Auburn, to the Department of Planning, Industry and Environment for finalisation and gazettal.*
- 2. Endorse in-principle the public benefit offer by the applicant, as provided in Attachment 4, subject to the gazettal of the planning proposal and approval of the State Significant Development Application for the site by the Department of Planning, Industry and Environment.*
- 3. Endorse that the preparation and execution of a Voluntary Planning Agreement for the public benefit offer be included as a condition of approval by the Department of Planning, Industry and Environment for the State Significant Development Application on the site.”*

The PP is now being forwarded to DPIE from Cumberland Council to finalise assessment and determination of the PP.

¹ For ease of reference, the former Department of Planning and Environment (DPE) and the current Department of Planning, Industry and Environment (DPIE) are referred to as DPIE throughout this report.

² Refer to [Cumberland Council website](#) for details of meeting agenda and minutes

1 Introduction

1.2 Voluntary Planning Agreement + Condition of Consent

At the submission of SSD 17_8926, ATMF had been pursuing a Voluntary Planning Agreement (VPA) with Cumberland Council under the PP. The VPA was to be a general cash contribution to Council. A meeting was held with Council on 18 March 2019 to discuss the status of the PP and the VPA, and at this meeting it was agreed by both ATMF and Council that the VPA would be better suited being coordinated through the terms of the SSDA.

On 25 March 2019, a letter was submitted to Cumberland Council which outlined a number of updates to the PP, including:

- Withdrawal of the recommendation for a Church Street link as part of the PP, VPA and SSDA;
- Agreement that the VPA would be pursued via the SSDA, rather than the PP;
- Removal of the requirement for an increase in the floor space ratio applying to the site through amendment of the SSDA plans (discussed in **Section 1.3**); and
- Commitment to provide additional information addressing the Gelibolu Parade drop off and pick up, ultimately agreeing to remove this drop off and pick up area from the SSDA.

On 13 August 2019, Cumberland Council circulated a Valuation Report which assessed the current market value of the Site as zoned and the uplift in value based upon the PP to enable educational establishments as a permissible land use. The Valuation Report concluded that the proposed additional permitted land use for an educational establishment would increase the market value of the land by \$800,000. Council generally shares value uplift 50/50. Therefore, the Valuation Report indicates that the share of the value uplift that could fairly be contributed by ATMF to Council by way of a VPA would be \$400,000.

On 15 August 2019, ATMF (through Johnson Winter & Slattery) issued a letter to Council (**Appendix 6**) offering to enter into a VPA for cash contribution of \$400,000, in line with the Valuation Report commissioned by Council. Council was willing to accept the terms of this offer, however sought clarification as to how the requirements of the VPA would be reflected in the terms of the SSDA.

On 20 August 2019, ATMF (through Johnson Winter & Slattery) issued a further letter to Council (**Appendix 7**) which provided the following draft wording of a proposed condition of consent relating to the requirement for execution of a VPA:

“Prior to the issuing of a Construction Certificate for Stage 2 of the approved development, a Planning Agreement must be executed between the Applicant and Cumberland Council that is in the terms of the offer made by the Applicant to Cumberland Council on 15 August 2019 and summarised in Appendix X of this consent. A copy of the executed Planning Agreement is to be forwarded to the Secretary.”

The resolution made by Council on 4 September 2019 (as discussed in **Section 1.2**) endorsed in-principle support for the VPA offer and endorsed the inclusion of a condition of consent in the SSDA to prepare and execute the VPA.

The above draft condition of consent is proposed for inclusion by DPIE in the terms of the SSDA, if the application is determined by way of approval.

1.3 Amendments or Additions to SSDA

On 2 October 2018, DPIE forwarded the agency and public submissions for SSD 17_8926. As discussed above, a not-insignificant amount of work has occurred in regard to the progress of the PP, the outcomes of which require amendments or additions to be made to the SSDA proposal.

For the clarity of DPIE's assessment, each of the proposed amendments or additions to the SSDA are discussed in turn below:

1 Introduction

1 Removal of Church Street Link

- The agency submissions made in respect of the SSDA confirmed that the proposed Church Street link cannot be located on any land owned by Sydney Trains or Cumberland Council or the Crown;
- The premise of the Church Street link is that it would travel north/south between existing public roads, and this would not be achieved if the link is precluded from being located on land owned by Sydney Trains, Council or the Crown; and
- Therefore, ATMF has withdrawn the recommendation for a Church Street link to form part of the PP, VPA or SSDA.

2 Amendments to Architectural Plans to Reduce GFA/FSR

- As part of the PP submission made to Council by ATMF in 2017, it was proposed to seek an increase in the maximum permissible floor space ratio (FSR) from 1:1 to 1.2:1 for the site. In the preparation of the PP for submission to DPIE, Council resolved not to support the inclusion of the FSR amendment, and this did not form part of the PP considered by DPIE in the preparation of the Gateway Determination;
- In response, DPIE included a condition in the Gateway Determination to review and consider the proposed FSR control, should the proponent be able demonstrate that additional floor space can be supported;
- This matter was the subject of discussion with Cumberland Council and in order to streamline the PP, ATMF sought to amend the PP and SSDA to be consistent with the existing FSR of 1:1, so that the requirement for Council to determine whether a higher FSR can be supported was removed;
- To fulfil this as part of the SSDA, PMDL has updated the Architectural Plans (**Appendix 1**) to reduce the gross floor area (GFA) of Level 3 by 1,141m² (see **Figure 1**). The amendments reduced classroom and associated circulation areas, and increased the balcony/outdoor learning area at the same level. PMDL and ATMF confirm that the changes do not warrant a reduction in the number of students and staff proposed, as the supply of facilities (including classrooms) can still support the intended population of 728 students and 58 FTE staff.



Figure 1 GFA and FSR Calculations – Original DA Left, Amended Plans Right

3 Removal of Gelibolu Parade Drop Off and Pick Up

- In response to information requested by Transport for NSW (TfNSW) and following discussions with Council, the Gelibolu Parade off and pick up area has been removed from the SSDA to encourage one-way circulation to/from the school site, as discussed in the Traffic RTS Response Letter (**Appendix 4**).

4 Condition of consent for VPA

- As discussed in **Section 1.2**, it is proposed that DPIE include a condition of consent within the SSDA to prepare and execute a VPA with Cumberland Council in order to facilitate the agreement between ATMF and Council.

2 NSW Department of Planning, Industry and Environment

2.1 Planning Proposal

Issue	Response	Reference																											
The Planning Proposal has received a Gateway Determination in February 2018. However, a number of traffic and transport related issues have been identified. Additionally, the State Significant Development (SSD) application and the Planning Proposal are not consistent in terms of student and staff numbers, building height, and floor space ratio (FSR). The Department considers that the development as exhibited is not consistent with the Gateway Determination as follows:	Section 4.15(1) of the Act details the Matters for Consideration required to be considered by a consent authority in determining a development application. Item (ii) of this Clause relates to any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority. In this regard, the Planning Proposal for 2 Percy Street, Auburn was publicly exhibited from 17 July 2019 to 18 August 2019. Accordingly, we now provide an assessment of the proposed development application against the provisions contained in the planning proposal to amend the LEP. <table> <tr> <th>Item</th><th>PP Requirements</th><th>SSDA Consistency</th></tr> <tr> <td colspan="3">Development Standards</td></tr> <tr> <td>Permissibility</td><td>Propose <i>additional permissible use</i> for educational establishment in the IN2 – Light Industrial Zone.</td><td>Yes</td></tr> <tr> <td>Height of Building</td><td>12 metres</td><td>No – SSDA proposes maximum building height of 12.5 metres with architectural roof features to 16.5 metres. See discussion below.</td></tr> <tr> <td>Floor Space Ratio</td><td>1:1</td><td>Yes – Refer amended plans at Appendix 1.</td></tr> <tr> <td>Minimum Lot Size</td><td>1,500² metres</td><td>Yes</td></tr> <tr> <td colspan="3">Proposed Development Description</td></tr> <tr> <td>Staff and Student Numbers</td><td>650 students and 50 staff</td><td>No – SSDA proposes 728 students with 58 staff. See discussion below.</td></tr> <tr> <td>Total outdoor open space</td><td>3,873.74m²</td><td>Yes – Primary school play space: 2,197m² and high school play space: 4,296m².</td></tr> </table>	Item	PP Requirements	SSDA Consistency	Development Standards			Permissibility	Propose <i>additional permissible use</i> for educational establishment in the IN2 – Light Industrial Zone.	Yes	Height of Building	12 metres	No – SSDA proposes maximum building height of 12.5 metres with architectural roof features to 16.5 metres. See discussion below.	Floor Space Ratio	1:1	Yes – Refer amended plans at Appendix 1 .	Minimum Lot Size	1,500 ² metres	Yes	Proposed Development Description			Staff and Student Numbers	650 students and 50 staff	No – SSDA proposes 728 students with 58 staff. See discussion below.	Total outdoor open space	3,873.74m ²	Yes – Primary school play space: 2,197m ² and high school play space: 4,296m ² .	Appendix 1
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1 Introduction

Issue	Response	Reference
	Inconsistencies with Planning Proposal A preliminary concept design was developed to support the PP, which included adaptive reuse of the existing structures on the site. Following Council's submission of the PP to DPIE on 23 November 2017, ATMF commenced the process of assembling a design team (led by PMDL) to investigate in greater detail the specific spatial and functional requirements of the future school, including the development of an accommodation schedule. Following this detailed review of requirements, ATMF elected to proceed with a superior design and planning outcome by removing the existing facilities and constructing a whole new, purpose-designed school over multiple stages. The inconsistencies between the preliminary concept plan submitted with the PP and the detailed schematic design submitted with the SSDA are attributable to the evolving design process. Building height and student and staff numbers are discussed in the sections below.	
Gateway Determination 1. The Department's Regional team has advised that: <i>"the Gateway determination requires the Planning Proposal to be updated to include a provision for designated state public infrastructure to be provided in the Local Environmental Plan before the intended use can occur."</i> <i>Designated state public infrastructure is defined as including:</i> ○ state and regional roads, ○ bus interchanges and bus lanes, ○ land required for regional open space, ○ land required for social infrastructure and facilities (such as land for schools, hospitals, emergency services and justice purposes). <i>Under a satisfactory arrangements provision, development consent may not be granted on land where the clause applies unless the Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated state public infrastructure."</i> The Department notes the EIS is silent in this regard. The Department's Regional Team further advises: <i>"if it is determined, as part of the plan making process, that no state public infrastructure is required as a result of the proposal, the satisfactory arrangements provision may not be required. However, given the proposed use, it is recommended</i>	With regard to designated state public infrastructure, advice from the RMS, relayed via Cumberland Council is that <i>"the Gelibolu Study is unlikely to identify road upgrades that would have any direct impact or land dedication requirement for the 2 Percy Street site"</i>. No other advice from Council or Stage agencies identified state public infrastructure that would be impacted or require adjustment in response to the proposed development being carried out. Further, the conditions of the Gateway Determination were satisfied and the outcomes endorsed by Council³ on 3 July 2019. Accordingly, there is no designated state public infrastructure required to be provided in the LEP before the intended use can occur.	N/A

³ Refer to [Cumberland Council website](#) for details of meeting agenda and minutes

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Issue	Response	Reference
<i>that the Environmental Impact Statement provide further definition as to the intended scope of works proposed to accommodate additional demand for state public infrastructure and the intended mechanism to deliver such a contribution.”</i> The Response to submissions (RTS) should include a consideration of satisfactory arrangements as required by the conditions of the Gateway Determination issued for the Planning Proposal.		
Permissibility 2. The subject site is currently zoned IN1 Light Industrial which prohibits the use of the site as an educational establishment. While it is acknowledged that the Planning Proposal seeks to allow educational establishments as a permissible use, in accordance with section 4.38 of the <i>Environmental Planning & Assessment Act 1979</i>, the Department would not be in a position to determine this SSD until such time as the Planning Proposal has been gazetted.	Noted – the status of the Planning Proposal is discussed at Section 1.1 .	N/A
Staff and Student Numbers 3. The Planning Proposal seeks to allow an educational establishment with a student population of 650. The SSD proposal is to allow for up to 752 students. The Planning Proposal seeks to allow an educational establishment with a staff population of 50. The SSD proposal is to allow for 58 staff. The SSD and the Planning Proposal should be consistent.	For clarity, the SSD proposal is to allow for up to 728 students and 58 staff, as outlined in the EIS, Transport Impact Assessment, Operational Management Plan and other supporting documentation. As discussed above, the design of the school evolved from the preliminary concept plan submitted with the PP to the detailed schematic design submitted with the SSDA. The proposed new purpose-designed educational facility is capable of accommodating more students with better facilities than the concept plan for adaptive re-use of the existing built form. This accounts for the inconsistency of student and staff numbers between the PP and SSDA. This SSD proposal submits that the proposed facility has been designed to accommodate 728 students and 58 staff. This inconsistency with the PP has no bearing on the proposed LEP amendment to seek an “additional permitted use” in the IN2 Zone for an educational establishment, nor does it relate to the proposed development standards for Height of Building, Floor Space Ratio and Minimum Site Area.	N/A
Building Height 4. The Planning Proposal proposes a maximum building height of 12 metres. The SSD has proposed a maximum building height of 13 metres, with the majority of the built form at or below 12.5 metres, with an architectural roof feature to a maximum height of 16.5 metres. The SSD should be consistent with the Planning Proposal. 5. There are inconsistencies within the SSD documentation with regard to the maximum building height. The architectural roof feature has also been identified as having a maximum height of 14.8 metres. Documentation is required to be updated to	The original PP submitted to Cumberland Council did not propose to introduce a building height control to the site. However, Council resolved to introduce a 12 metre building height control (subject to traffic advice) to the site under the PP submitted to DPIE. At preliminary discussions with Council for the SSDA on 22 May 2018, PMDL advised that the ideal building height would be around 12.5 metres to account for the majority of the building mass. This amendment was not adopted by Council. The building height has been informed by the basement carpark, the topographical fall across the site, the requirement to provide a single common floor level between all	Appendix 1

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Issue	Response	Reference
ensure consistency. Additionally, RLs are required on all architectural drawings to allow for the total building height to be calculated. 6. In addition to Council's concerns with regard to the assessment of the proposal in relation to the Mosque, the Department requires an assessment of the proposal showing its relationship to the Mosque, and what, if any impacts the proposal would have on sight lines to / from the Mosque.	buildings to provide a high level of accessibility between facilities, and floor to ceiling heights which catered for the various uses at both ground and first floor. The bulk of the built form is generally compliant with the 12 metre height limit. However, given the constraints above, the architects have delivered a design that is more equitable and accessible than a fully compliant scheme, which has resulted in some of the built form exceeding the proposed maximum height of building control, and having a height of up to 12.5 metres. In addition, there are two architectural roof features, a dome skylight and tensile structure above the heart of the building, which contribute to the aesthetic of the building. These architectural roof features have a maximum height of 16.5 metres. This breach of the building height control has been supported to deliver these design features. Accordingly, to amend the PP to a height limit of 12.5 metres, would not resolve the height breach as a variation to the height control will still be required for the architectural roof features. An increase in the height control to 16.5 metres would allow additional built form across the site of 1-1.5 storeys, which would not meet the desired future outcomes for the site, would impact the view lines from the Gallipoli Mosque and may have undesirable environmental impacts. Therefore, the current approach between the PP and the SSDA is considered appropriate in addressing and assessing the building height control and any variations to it. The following drawings, which are provided at Appendix 1, demonstrate that the proposed built form will not impact view lines between the Gallipoli Mosque and Wyatt Park; Percy Street; and Gelibolu Street: • Drawing DA702 indicates that views between the Mosque and Wyatt Park will improve from the existing situation once the proposed development is constructed. • Drawing DA701 indicates that there are no existing views to or from the Mosque from Percy Street. • Drawing DA700 indicates that there are no views to or from the Mosque to Gelibolu Parade until position D, where there is a partial view of the Mosque, which will be unchanged by the development. • Drawing DA200 provides a context elevation between the Mosque and the proposed development, which indicates that the proposed development will have a negligible impact on views to or from the Mosque as it is a similar height to the Aged Care Centre and significantly lower than the approved residential apartments on the opposite side of the railway tracks.	

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Issue	Response	Reference
Floor Space Ratio 7. The site currently has as FSR of 1:1. Council resolved to proceed with an FSR of 1:1, while the Gateway Determination required Council to consider an FSR of 1.2:1, and the proposal includes an FSR of 1.13:1. Table 2 of the EIS refers to a proposed FSR of 1.12:1 which is inconsistent with other areas of the EIS and the Planning Proposal. Additional information is required demonstrating what the proposed FSR is, and all documents should be updated to ensure consistency between the SSD and the Planning Proposal.	The architectural plans have been redesigned to remove some classroom space from Level 3 in order to reduce the GFA and in turn the FSR to 1:1 to be consistent with the Planning Proposal.	Appendix 1

2.2 Transport and Parking

Issue	Response	Reference
Church Street Extension Link 8. The Church Street link is part of a voluntary planning agreement (VPA) submitted to Council as part of the Planning Proposal and is not subject of this SSD. Consequently, additional details are required regarding the Church Street extension link and the potential timing of the provision of this infrastructure. 9. In accordance with both Transport for NSW and Roads and Maritime Services submissions, concerns are raised with the TIA referencing the Church Street extension link. An updated TIA should be submitted to consider traffic impacts without this link	No longer relevant as Church Street extension has been deleted from the PP and SSDA. GTA has considered the traffic impacts without the Church St extension. The pick-up and drop-off arrangements for the school have been revised following consultation with stakeholders to a single zone proposed along Percy St, which will naturally encourage drivers to approach from Gelibolu Parade and exit via Percy St. GTA has prepared a Table outlining the percentage increase in traffic for each intersection resulting from the proposed school as compared to the impact of potential FSR increases. GTA's Table indicates that traffic generated by the school will account for 3% - 5% of traffic at nearby major intersections and 4% – 9% of traffic at nearby minor intersections. Accordingly, the increase in traffic due to the proposed development is considered minimal in relation to the impact of the background growth resulting from increased FSR in the surrounding area.	Appendix 4
Traffic and parking 10. The site adjoins Cumberland Council's Precinct 22 which is subject of a draft Auburn and Lidcombe Town Centre Strategy. The Traffic and Access Study for the precinct has recently been completed. The Traffic Impact Assessment (TIA) prepared by GTA Consultants dated 8 August 2018, should be updated based on the findings of the Traffic and Access Study. 11. The TIA has identified that the Boorea Road/St Hilliers Road/Rawson Street operate at a "satisfactory" level of service (LoS) in both the morning and afternoon peak periods, while the Station Road/Rawson Street and Olympic Drive/Church Street intersections operate at a LoS of D (near capacity) in the morning peak, and a LoS of C in the afternoon peak, and the Olympic Drive/Childs Street intersection operates at a LoS of C in the morning peak and LoS D in the afternoon peak.	GTA has responded to the recently completed Gelibolu Precinct Traffic and Access Study (Gelibolu Precinct Study) and considered the findings in the Gelibolu Precinct Study in relation to the impacts from the proposed development. They have found that at the 2026 horizon year the signalised intersections of interest are expected to operate within an overall acceptable level of service considering all proposed development (subject to the proposed mitigation measures detailed in the Study being implemented). For Option 3, some movements on St Hillier's Road experience delays associated with Level F service, with an average northbound delay of 70 seconds and southbound delay of 90 seconds given the priority for green time is allocated to the major east/west traffic movements. However, the priority controlled intersections are expected to operate within an overall acceptable level of service.	Appendix 4

1 Introduction

Issue	Response	Reference
Based on the performance of the above intersections, the Department raises concerns with the provision of carparking which exceeds Council's DCP requirements. Providing parking which exceeds Council's requirements may result in private vehicle trips which could otherwise be avoided. Further, the TIA noted that on-street parking occupancy is below 50% for both the morning and afternoon peak periods. Consideration and justification should be given to providing car parking which does not exceed Council's minimum parking requirements.	With regard to the level of parking proposed within the site, the slightly higher than DCP minimum provision will ensure that all parking associated with the development can be accommodated within the site, rather than relying on on-street parking. Further, as already discussed in the TIA, there is a shortfall of parking in the local area on Friday during prayer time for the nearby Auburn Gallipoli Mosque. The parking provision proposed will ensure there is no further demand for on-street car parking during this period.	
Drop-off / Pick-up zones 12. The Department raises concern with the proposed bus stop on Church Street. The area identified for the bus to turn around in, is within a council car park for users of the sports fields, which also has a lockable gate. The car park could either be locked or may be in use during bus drop-off/pick-up times which may provide obstacles for turning buses. 13. Vehicular access to the proposed drop-off/pick-up locations along Church Street, Percy Street and Gelibolu Parade should only rely upon public roads for access and manoeuvrability, not council car parks. Consequently, the TIA should be updated demonstrating these drop-off/pick-up facilities can be accessed using only public roads unless an agreement with Council can be provided. 14. A swept path analysis should be undertaken demonstrating bus accessibility to the proposed drop-off/pick-up facilities on both Church Street and Gelibolu Parade. 15. An options analysis should be provided with alternative bus drop-off/pick-up arrangements should the proposed facilities be unsuitable as a result of the swept path analysis and by only using public road facilities.	Following consultation with stakeholders and a review of the feature level survey, the proposed access strategy has been modified to encourage one-way circulation for drop off and pick up activity, with the drop off and pick up zone being located on Percy Street (only). This review has identified that the Gelibolu Parade carriageway cannot accommodate two way traffic in addition to a drop off lane due to the constraints of the shared pathway and the railway line on either side of the carriageway. The Church Street bus zone will accommodate ATMF school buses, which are likely to be 24-seater mini buses. A swept path analysis demonstrates that the 24-seater buses can turn around at the end of Church Street in a single manoeuvre. Larger mini buses will be required to perform a three-point-turn to turn around. However, this is still considered acceptable given the function of Church Street.	Appendix 4

2.3 Landscaping

Issue	Response	Reference
There are inconsistencies within and between the EIS and the Arboricultural report with regard to the number of trees which are proposed to be removed, and the number of trees to be planted. Clarification is required.	This submission confirms that the total number of trees proposed to be removed is 36. The Landscape Plans and supporting statement (Appendix 2) are now consistent.	Appendix 2

1 Introduction

2.4 Sydney Trains

Issue	Response	Reference
Consultation with Sydney Trains is required as requested in the joint Transport Cluster submission to the request for SEARs.. This consultation should also include discussions relating to the possible Church Street extension link which may impact on the rail corridor.	DFP Planning has liaised with a Town Planning Officer at Sydney Trains from June 2019 in regard to SSD 8926 and through the consultation process DFP Planning has advised Sydney Trains that the Church Street link has been removed from the PP and SSDA, and the traffic review of the precinct has progressed with RMS comments received by Council regarding the proposed school. Following further consultation, on 6 September 2019 Sydney Trains provided the following response for the purposes of this RTS Report: <i>“Sydney Trains advises that as part of the consultation for the EIS and Agency responses, whilst the extension of Church Street and use of RailCorp land is no longer proposed, concerns were raised about the use of Church Street for pick up and drop off vehicle (including bus) coordination, given the location of a 33kV High Voltage Aerial Line which is situated along Church Street outside of the Rail Corridor and above the pedestrian pathway connecting Church to Percy Street.</i> <i>An Aerial Line pole of particular concern for this service is located in close proximity to the entrance of the pedestrian pathway where the turn swing for the vehicles has been identified. Sydney Trains would like to ensure that the pole will be protected from any vehicle movement along Church Street, whether by bollard or other physical barriers. In addition, Sydney Trains has an electrical easement associated with the High Voltage Aerial Line coinciding with the connecting pedestrian pathway. Any works to the pathway will need to be in accordance with the easement and Sydney Trains requirements.</i> <i>Sydney Trains advises that they will be providing a formal response to the Department on the SSD.”</i> The proposed development will only utilise the existing Church Street cul-de-sac for drop off and pick up arrangements as detailed in GTA's RTS Response Letter (Appendix 4). No works to the public road are proposed. The presence of service infrastructure above or below the public road are noted and all measures will be taken to ensure movements within the Church Street cul-de-sac do not impact on Sydney Trains assets.	Appendix 4

3 Government Architect Response

This project was reviewed by the SDRP prior to DA submission. We commend the project proponent for engaging with the Panel early in the process.

This review is based on the advice of the SDRP and the relationship of that advice to the Environmental Impact Assessment, prepared by DFP Planning, dated August 2018, architectural drawings and Design Analysis Report prepared by PMDL Architects.

Consistent with SDRP advice, the project is generally supported. A summary of further actions and considerations is outlined below:

3.1 Site Strategy

Issue	Response	Reference
The submission explains how the proposal responds to contextual considerations including connections with immediate surroundings, traffic mitigation measures, such as the pedestrian crossing in Percy Street and the drop-off/pick-up zones and extended shared paths. However, a series of street sections at a closer scale (i.e. 1:50 scale) are necessary to understand the appropriate widths for all users including vehicles, pedestrians, bicycles, street trees and soft planting.	Street sections at 1:50 are provided at Figure 2 and Figure 3 below.	n/a

3 Government Architect Response

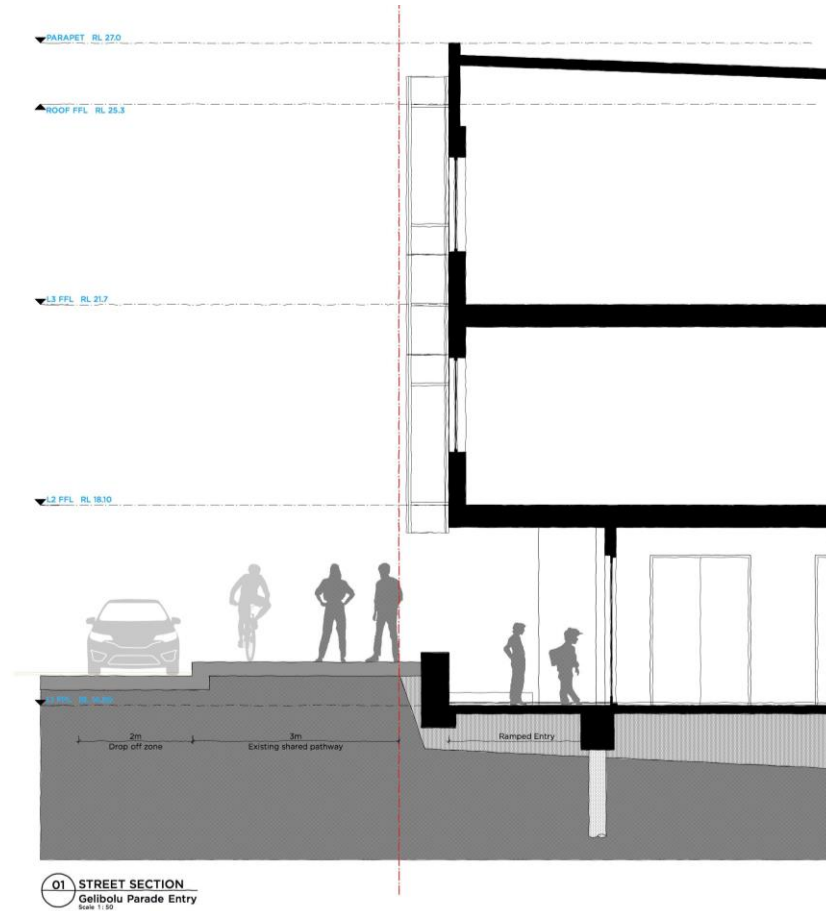


Figure 2 Gelibolu Parade - Street Section

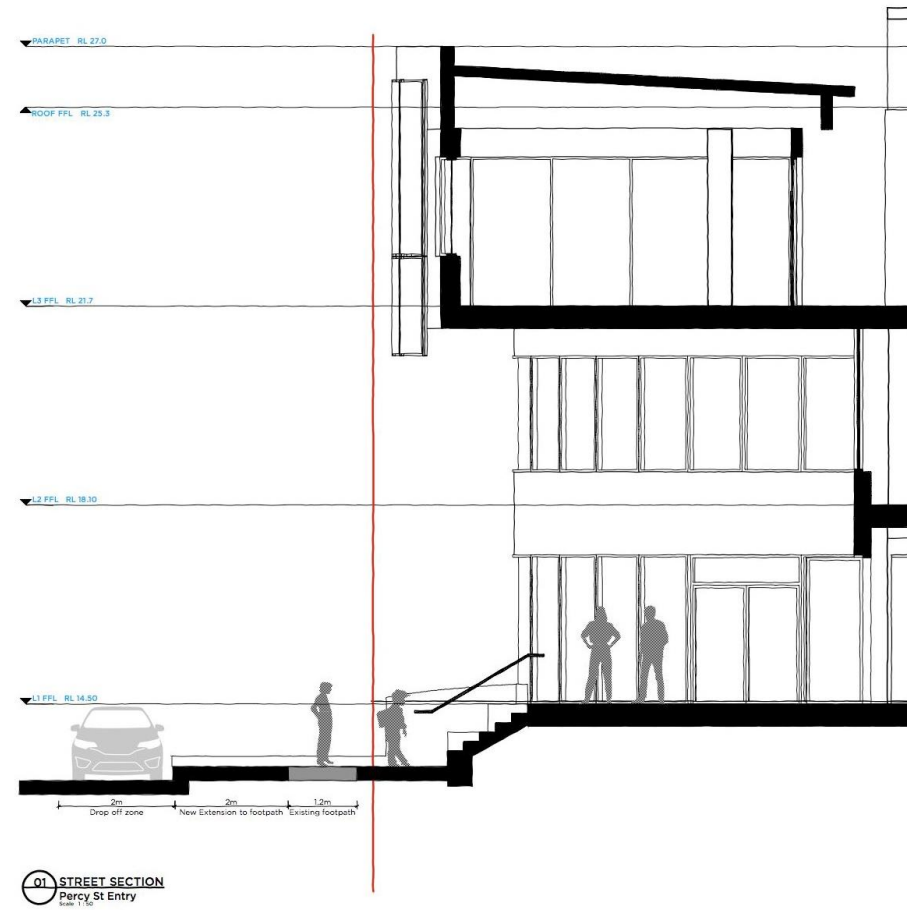


Figure 3 Percy Street – Street Section

3 Government Architect Response

3.2 Design Quality and Sustainability

Issue	Response	Reference
The design of the rooftop as a fifth façade is clear and supported. However, engagement between the learning spaces and the rooftop terraces is currently limited by the locations of the plant rooms. A review is recommended to support generate meaningful indoors-outdoors relationships.	Level 3 has been redesigned to reduce the FSR of the site and to improve connection between the learning spaces. This has opened up more outdoor open space on Level 3 and created better indoor-outdoor connections.	Appendix 1
Clause F2.4 of the Accessibility Assessment BCA Report is supported in regards to the requirements of accessible and ambulant toilets.	Noted.	N/A

3.3 Urban Context

Issue	Response	Reference
The building's address towards Wyatt Park is commended, along with the location of main entrance along Percy Street. The gesture of inflecting the upper volume towards the northern corner to open-up the views from the park towards Gallipoli mosque is accepted in the context of its alignment with the proposed pedagogical approach and creation of a separate outdoor kindergarten play area.	Noted.	N/A
A technical review of Environmental Performance has not been undertaken, however the proponent has confirmed natural light and ventilation will be acceptable across each floorplate (notwithstanding the depth).	Noted	N/A
Further consideration is recommended of the blank wall along the north-eastern boundary where the carpark entry and ventilation grills are located. This currently reads as a back of house element, but is located at a highly visible pedestrian interface and school address point. The use of vegetation and/or quality materials to soften and create visual interest along the wall should be considered.	TaylorBrammer has provided revised landscape plans including climbers on stainless steel wire along the northern end of the eastern wall. The inclusion of vegetation along this wall will create visual interest and soften the 'blank' space.	Appendix 2

3.4 Community

Issue	Response	Reference
We acknowledge the commitment to undertake consultation with the local aboriginal community, as noted during the SDRP, this consultation should inform the proposal during detailed design.	Noted	N/A

3 Government Architect Response

3.5 Landscape

Issue	Response	Reference
The variety of spaces and opportunities for a diversity of activities such as informal, seating, play, rest, vegetation and so on, in the outdoors of the school is commended. The classrooms along the east wing benefit from the outlook and direct address towards Wyatt park, however the western wing classrooms directly face the train lines. The introduction of street trees along one or other side of Gelibolu Street would provide visual amenity and shade to the west side of the school and is strongly recommended. Consultation with council is recommended. Similarly, we recommend the retention of existing trees along Percy Street and further planting.	PMDL has prepared street sections of Geilbolu Parade and Percy Street at 1:50 scale. A typical street tree planting cross section has also been provided, which indicates that an area of approximately 1200mm long by 900mm wide is required within the pavement for planting. Gelibolu Parade contains an existing 3 metre wide shared pathway for pedestrians and cyclists. Street tree planting along this existing shared pathway will reduce the width to 2.1 metres wide and impact amenity for pedestrians and cyclists. The opposite side of Geibolu Parade is directly adjacent to the train lines. Accordingly, any street tree planting along the verge on the western side of Gelibolu Parade would need to be approved by Sydney Trains, and has not been included in this proposal. Percy Street contains an existing 1200mm wide footpath, which is proposed to be extended by 2 metres to create a 3.2 metre wide footpath adjacent to the school. Percy Street contains a drop off/ pick up zone and bus bay for the school along this footpath. The proposed extension of the footpath is to provide adequate space for drop off and pick up (including sight lines for students and parents) and to provide adequate milling space for students arriving and leaving the school to ensure that pedestrian amenity is not impacted at peak periods. Planting of street trees along this side of Percy Street would impact drop off/ pick up arrangements by inhibiting view lines and would reduce the width of the footpath, thereby impacting pedestrian amenity and safety. Therefore, additional planting in this area is not included in this proposal.	Appendix 1 Appendix 2
Some of the trees shown in the landscape plans sit above the carparking to the northern corner. A site section and a detailed section are required to demonstrate deep soil provision and the suitability of vegetation above slab.	Sections demonstrating planting above the slab have been provided by TaylorBrammer at a scale of 1:10.	Appendix 2

4 NSW Environmental Protection Authority

4.1 General

Issue	Response	Reference
On the basis of the information provided, the proposal does not constitute a Scheduled Activity under Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> (the POEO Act). The EPA does not consider that the proposal will require an Environment Protection Licence (EPL) under the POEO Act. The EPA understands that the proposal is not being undertaken by or behalf of a NSW public authority. The EPA is therefore not the appropriate regulatory authority for the proposed. Accordingly, the EPA has no further comment regarding the proposal and has no further interest in this matter.	Noted	N/A

5 NSW Office of Environment and Heritage

5.1 Landscaping

Issue	Response	Reference
Tree Removal Clarification required on trees proposed for removal: - EIS Executive Summary indicates 36 trees are to be removed; - EIS Section 4 indicates 35 trees are to be removed; and - Arboricultural report indicates that 36 trees are to be removed and a further 13 may be adversely affected.	Confirming that 36 trees are proposed for removal as per the Arboricultural Report submitted with the SSDA. Tree protection measures will be implemented to protect the 13 trees identified in the Arboricultural Report as having the potential to be adversely affected through TPZ disturbance.	N/A
Tree Planting Clarification required on number of trees to be planted: - EIS Section 4.1 notes 148 trees will be planted; and - EIS Section 4.11.4 notes 182 trees will be planted.	TaylorBrammer has revised the approach to replanting on the site, given the 49 existing trees are largely monocultural and the proposal represents an opportunity to provide a broader arrangement of native tree planting over the mixed approach in the original submission. With a focus on native tree planting, the number of trees to be planted will be reduced to reflect the balance of species, size and spread. The updated proposal will include 21 new trees within the boundary, with 12 of these being found within the Cumberland Plain Woodland community. Opportunities for additional planting outside of the site were investigated within the public domain and verges however options were restricted due to the functional requirements of the vegetation (soil depth, drainage, root growth) and in-ground services. The new tree plantings will be supported by a layering of medium and small shrubs of local origin. The updated proposal will increase the diversity of vegetation on the site and is considered a superior outcome to the original proposal.	Appendix 2
Tree Species Landscape plans indicate new tree planting will include: 82 Golden Cane Palms; 20 Fine-leafed Corydline; 20 Blueberry Ash; 8 Little Gem Magnolias; and - A Jacaranda. OEH recommends planting species from the relevant local native vegetation community instead of exotic species (Golden Cane Palms and Little Gem Magnolia). OEH also states that while Fine-leafed Cordyline and Blueberry Ash are Australian natives they are not local native species.	TaylorBrammer has revised the landscape plans to include more local native vegetation planting (see Figure 4 below).	Appendix 2

5 NSW Office of Environment and Heritage

Issue	Response	Reference																																																																																																																																																
There is educational value and numerous benefits in using a combination of local native plants at the school site including: • Preservation of biodiversity values of local area; • Provision of the most suitable food and habitat for local native fauna including nectar for pollinators; • A stepping stone for more mobile native fauna to move across landscape • Local native plants are adapted to the local environmental conditions and once established require less maintenance/ watering than exotic plants.	PLANT SCHEDULE <table><thead><tr><th>ID</th><th>BOTANICAL NAME</th><th>COMMON NAME</th><th>HEIGHT (m)</th><th>SIZE</th><th>QTY</th></tr></thead><tbody><tr><td colspan="6">TREES</td></tr><tr><td>BC</td><td><i>Backhousia citriodora</i></td><td>lemon scented myrtle</td><td>15</td><td>200L</td><td>1</td></tr><tr><td>BR</td><td><i>Brachychiton acerifolius</i></td><td>Flame bottletree</td><td>12</td><td>200L</td><td>1</td></tr><tr><td>CE</td><td><i>Ceratopetalum gummiferum</i></td><td>NSW Christmas bush</td><td>5</td><td>100L</td><td>4</td></tr><tr><td>CI</td><td><i>Citrus species</i></td><td>Various</td><td>2</td><td>45L</td><td>5</td></tr><tr><td>GR</td><td><i>Grevillea robusta</i></td><td>Southern silky oak</td><td>10</td><td>200L</td><td>3</td></tr><tr><td>LA</td><td><i>Livistona australis</i></td><td>Cabbage-tree palm</td><td>15</td><td>100L</td><td>3</td></tr><tr><td>TR</td><td><i>Tristaniopsis laurina</i></td><td>Water gum</td><td>15</td><td>200L</td><td>7</td></tr><tr><td colspan="6">SHRUBS</td></tr><tr><td>CB</td><td><i>Callistemon 'Great Balls of Fire'</i></td><td>Bottlebrush</td><td>1.5</td><td>200mm</td><td>47</td></tr><tr><td>CW</td><td><i>Callistemon 'White Anzac'</i></td><td>Bottlebrush</td><td>1.8</td><td>200mm</td><td>47</td></tr><tr><td>SC</td><td><i>Syzygium 'Cascade'</i></td><td>Cascading lily pilly</td><td>3</td><td>45L</td><td>103</td></tr><tr><td>SR</td><td><i>Streitzia reginae</i></td><td>Bird of paradise</td><td>1.5</td><td>200mm</td><td>9</td></tr><tr><td>ST</td><td><i>Sanseveria infasciata</i></td><td>Mothers in law tongue</td><td>0.5</td><td>200mm</td><td>30</td></tr><tr><td>SY</td><td><i>Syzygium 'Tiny tree'</i></td><td>Lily pilly</td><td>1m</td><td>200mm</td><td>105</td></tr><tr><td>WF</td><td><i>Westringia fruticosa</i></td><td>Coastal rosemary</td><td>2</td><td>200mm</td><td>90</td></tr><tr><td colspan="6">GROUNDCOVERS</td></tr><tr><td>BA</td><td><i>Brachyscome multifida</i></td><td>Rocky daisy</td><td>0.1</td><td>150mm</td><td>229</td></tr><tr><td>CG</td><td><i>Carpobrotus glaucescens</i></td><td>Pig face</td><td>0.4</td><td>150mm</td><td>266</td></tr><tr><td>LL</td><td><i>Lomandra longifolia</i></td><td>Matt rush</td><td>0.4</td><td>150mm</td><td>250</td></tr><tr><td>LM</td><td><i>Liriope muscari</i></td><td>Fine leaf lily</td><td>0.5</td><td>150mm</td><td>44</td></tr><tr><td>MP</td><td><i>Myoporum parvifolia</i></td><td>Creeping bootbialla</td><td>0.1</td><td>150mm</td><td>457</td></tr><tr><td>TJ</td><td><i>Trachelospermum jasminoides</i></td><td>Star jasmine</td><td>0.3</td><td>150mm</td><td>45</td></tr></tbody></table> NOTE: * Plant quantities on planting plan take precedence over quantities identified in this schedule.	ID	BOTANICAL NAME	COMMON NAME	HEIGHT (m)	SIZE	QTY	TREES						BC	<i>Backhousia citriodora</i>	lemon scented myrtle	15	200L	1	BR	<i>Brachychiton acerifolius</i>	Flame bottletree	12	200L	1	CE	<i>Ceratopetalum gummiferum</i>	NSW Christmas bush	5	100L	4	CI	<i>Citrus species</i>	Various	2	45L	5	GR	<i>Grevillea robusta</i>	Southern silky oak	10	200L	3	LA	<i>Livistona australis</i>	Cabbage-tree palm	15	100L	3	TR	<i>Tristaniopsis laurina</i>	Water gum	15	200L	7	SHRUBS						CB	<i>Callistemon 'Great Balls of Fire'</i>	Bottlebrush	1.5	200mm	47	CW	<i>Callistemon 'White Anzac'</i>	Bottlebrush	1.8	200mm	47	SC	<i>Syzygium 'Cascade'</i>	Cascading lily pilly	3	45L	103	SR	<i>Streitzia reginae</i>	Bird of paradise	1.5	200mm	9	ST	<i>Sanseveria infasciata</i>	Mothers in law tongue	0.5	200mm	30	SY	<i>Syzygium 'Tiny tree'</i>	Lily pilly	1m	200mm	105	WF	<i>Westringia fruticosa</i>	Coastal rosemary	2	200mm	90	GROUNDCOVERS						BA	<i>Brachyscome multifida</i>	Rocky daisy	0.1	150mm	229	CG	<i>Carpobrotus glaucescens</i>	Pig face	0.4	150mm	266	LL	<i>Lomandra longifolia</i>	Matt rush	0.4	150mm	250	LM	<i>Liriope muscari</i>	Fine leaf lily	0.5	150mm	44	MP	<i>Myoporum parvifolia</i>	Creeping bootbialla	0.1	150mm	457	TJ	<i>Trachelospermum jasminoides</i>	Star jasmine	0.3	150mm	45	
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Figure 4 Revised plant schedule for Level 1

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5.2 Flood

Issue	Response	Reference
Flooding considerations are considered suitable for the development	Noted	N/A

6 Roads and Maritime Service

6.1 Proposed conditions (in letter dated 4 September 2018)

Issue	Response	Reference
A Construction Traffic Management detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a Construction Certificate.	Noted	N/A
All works/signposting associated with the subject development (including public utility adjustment/relocation works) shall be at no cost to Roads and Maritime.	Noted	N/A

6.2 Traffic and Parking (issues raising in letter dated 27 September 2018)

Issue	Response	Reference
It is noted the proposal for the extension of Church Street to connect to Percy Street (Church Street Link) has been submitted to Council as a Voluntary Planning Agreement (VPA) as part of the Planning Proposal of the site. However, clarification with Council shows uncertainty at this stage on the proposed extension. Roads and Maritime advises that the proposed link should not be considered in the traffic assessment of the development. Therefore, Roads and Maritime requests the impact of the development without the proposed Church Street Link to be investigated at key intersections in the surrounding road network. The need/associated funding for upgrading or road improvement works should be assessed. Electronic SIDRA files for all intersections modelled should be submitted to Roads and Maritime for review.	No longer relevant as Church Street extension has been deleted from the PP and SSDA. GTA has responded to the recently completed Gelibolu Precinct Traffic and Access Study (Gelibolu Precinct Study) and considered the findings in the Gelibolu Precinct Study in relation to the impacts from the proposed development. They have found that at the 2026 horizon year the signalised intersections of interest are expected to operate within an overall acceptable level of service considering all proposed development (subject to the proposed mitigation measures detailed in the Study being implemented). For Option 3 (including proposed school traffic) some movements on St Hillier's Road experience delays associated with Level F service, with an average northbound delay of 70 seconds and southbound delay of 90 seconds given the priority for green time is allocated to the major east/west traffic movements. However, the priority controlled intersections are expected to operate within an overall acceptable level of service.	Appendix 4
It would appear that the proposed connection may impact on the adjacent rail corridor. Consultation should be undertaken with Sydney Metro on any proposed impacts.	No longer relevant as Church Street extension has been deleted from the PP and SSDA.	N/A
Roads and Maritime also requests that any proposed Church Street extension to be accompanied by a traffic assessment to investigate the potential redistribution of traffic to the proposed link from the surrounding road network including impact at the intersection of Church Street/Olympic Drive.	No longer relevant as Church Street extension has been deleted from the PP and SSDA.	N/A

Issue	Response	Reference
A significant number of vehicles and pedestrians will access the site at the start and end of the school day. Concern is raised with regard to the proposed pick-up/drop-off arrangement and pedestrian facilities on Percy Street, Church Street and Gelibolu Parade and potential conflict/safety issues. More information is required how the conflict between pedestrian and vehicles are managed for safe movement of pedestrian to appropriate crossing locations.	As discussed above, the pick up and drop off arrangements have been modified to locate the pick up and drop off zone on Percy Street (only). This will encourage one-way traffic circulation. A pedestrian crossing is proposed on Percy Street adjacent to the site, with a new pedestrian pathway proposed to extend along the Council car park to improve safety when crossing Percy St.	Appendix 4
The documents show vehicles arriving from Percy Street utilise the Council car park to access the proposed pick-up/drop-off zone along western side of Percy Street. It is also noted that buses will use the adjoining properties to undertake turning movements. It is not clear if the above movements are permitted by the adjoining property owners.	The proposed access strategy has been modified to encourage one way vehicle circulation from Gelibolu Parade to the drop off and pick up zone on Percy Street and exiting via Percy Street.	Appendix 4
The documents refer to a significant number of parking spaces being available in Church Street, west of Olympic Drive. If it is proposed to utilise these spaces in the Traffic Study an additional pedestrian connection would be required to access these.	As per Section 3.7 of the TIA submitted with the EIS, the footpath on the eastern side of Percy Street is proposed to be extended to connect with the pedestrian crossing.	Appendix 4
A 40km/h School Zone would need to be installed on Percy Street, Gelibolu Parade and St Hilliers Road (South). This would need to cover the access points to the School. The School Zone consists of gateway treatments x 3 with signs fitted with flashing lights, 40km/h School Zone pavement patches and Dragons teeth.	Noted.	N/A

7 Transport for NSW

7.1 Church Street Link

Issue	Response	Reference
Clarification was provided by Council on 18 September 2018 in regards to the proposed Church Street Link. The information as given by Council indicates that the subject link is currently under consideration as part of the above planning proposal for the subject site. Due to the uncertainty on the provision of the link, it should not be considered under the subject development application.	No longer relevant as Church Street extension has been deleted from the PP and SSDA.	N/A

7.2 Traffic Operation and Safety

Issue	Response	Reference
Drop off/pick up zone on Percy St & Gelibolu Parade Issues: - Tables 2.4 and 2.5 indicate the current parking demand within the nearby council car park is low during both AM and PM peak hours. There is potential for the car park to be used for picking up/dropping off of students in addition to the proposed drop off/pick up zone, if the car park remains open for general traffic; - Figure 3.3 indicates that vehicles coming from north of Percy St would be required to detour through Council's car park to access to the drop off/pick up zone proposed on the western site of Percy St. This is an assumption made on the basis of using the council car park as a traffic route; - Some southbound drivers are likely to make a U-turn at end of Percy St where it intersects with Gelibolu Pde in order to access the proposed school drop off zone on Percy St. Buses leaving the drop off/ pick up zone on Gelibolu Pde and traffic exiting from the council car park would also pass through this location - Figure 3.5 shows the proposed treatments to improve safety for pedestrians near the subject site, notably a new pedestrian crossing over Percy St to connect the footpath adjoining the subject site with Council's car park Recommendation: - It is recommended that prior to issue of any construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to <i>NSW Centre for Road Safety Guidelines for Road Safety Audit Practices</i>)	Following consultation with stakeholders and a review of the feature level survey, the proposed access strategy has been modified to encourage one-way circulation for drop off and pick up activity, with the drop off and pick up zone being located on Percy Street (only). This review has identified that the Gelibolu Parade carriageway cannot accommodate two-way traffic in addition to a drop off lane due to the constraints of the shared pathway and the railway line on either side of the carriageway. Parents and carers will be advised to approach the school from St Hilliers Road and Gelibolu Parade and exit only from Percy Street, left onto Boorea Street (see Figure 5). This will minimise use of the Council carpark on Percy Street as a drop off/ pick up area and in turn minimise potential conflicting movements at the Percy St/ Gelibolu Pde intersection. A pedestrian crossing is proposed on Percy Street adjacent to the site to provide safe crossing location for pedestrians and cyclists between the school and Church St. The pick up drop off zone along Percy Street will accommodate 11 vehicles plus one 24 seater school mini bus at the northern end. The school has the opportunity to stagger start and finish times for the primary and high school in order to reduce traffic impacts. The proposed number of drop off pick up spaces in addition to staggered start/ finish times and the mitigation strategies proposed in the TIA are considered to be acceptable.	Appendix 4

7 Transport for NSW

Issue	Response	Reference
shall be undertaken of the proposed modification, notably the proposed pedestrian crossing and extended/new footpaths on Percy Street. The proposed design shall address any deficiencies identified within the RSA. Swept path analysis should be undertaken to demonstrate the feasibility of buses leaving the drop-off/pick-up zone on Gelibolu Parade turning to Percy Street under the proposed treatments and not interfering with traffic from the opposite direction.	 Figure 5 Extract of school access strategy prepared by GTA Consultants	
Drop off pick up zone for buses on Church Street Issues - Figures 3.4 and 6.4 show that buses leaving the proposed drop-off/pick-up zone on Church Street would be required to use the adjoining land (i.e. PCYC/Lidcombe Oval) as a turn around space. This is an assumption made on the basis of using land that is not within control of the applicant for regular school bus services. The applicant should give consideration of the possibility that land would not be available, notwithstanding the necessary agreement to be sought with the land owner. Recommendation: - Swept path analysis should be carried out to demonstrate the feasibility of buses to turn around within the existing kerbs of Church St. It is recommended that improvements to the street configuration should be investigated if more turn around space is required.	The Church Street bus zone will accommodate ATMF school buses, which are likely to be 24-seater mini-buses. A swept path analysis prepared by GTA demonstrates that the 24-seater buses can turn around at the end of Church Street in a single manoeuvre. Larger mini-buses will be required to perform a three-point-turn to turn around. However, this is still considered acceptable given the function of Church Street.	Appendix 4
Feasibility of Church St Link Issues - Figures 5.3 shows a conceptual drawing for the proposed Church St link. There are no details of the concept and it is not evident what implications the proposed Link would have on the adjoining roads - There is a shared path running along this proposed link. This shared path would be the essential connection between the proposed school	No longer relevant as Church Street extension has been deleted from the PP and SSDA.	N/A

7 Transport for NSW

Issue	Response	Reference
bus drop-off/pick up zone on Church St. Therefore, the proposed vehicular link may create an unsafe situation for pedestrians using this connection. Moreover the proposed vehicular link would add complexity to the intersection where Percy St and Geilbolu Pde are connected with the existing car park exit and the shared path would bring in additional crossing demand at this location. Recommendation: • More information should be provided to demonstrate the resolution of land ownership issues as it is a fundamental consideration for the feasibility of the Link. • Detailed drawings of the proposed Link should be provided for review under the assessment of the planning proposal. • The proposal should be reviewed from a road user safety perspective, in particular its relationship to the pedestrian connectivity in the vicinity of the subject development.		

7.3 Recommended Conditions of Consent

Issue	Response	Reference
Road Safety Audit Prior to issue of any construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to NSW Centre for Road Safety Guidelines for Road Safety Audit Practices) shall be undertaken of the proposed modification, notably the proposed pedestrian crossing and extended/new footpaths on Percy Street. The proposed design shall address any deficiencies identified within the RSA.	Noted.	N/A
Green Travel Plan As part of the ongoing operation of the school, the actions and recommendations identified in the Green Travel Plan at Appendix 19 of the Environmental Impact Statement for International Maarif Schools of Australia – Gallipoli Campus, prepared by DFP Planning Pty Limited (August 2018), must be implemented accordingly and updated on a regular basis.	Noted.	N/A
Detailed Construction Pedestrian and Traffic Management Plan Prior to the commencement of any construction works, a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) shall be prepared, approved by Council and submitted to the satisfaction of the Certifying Authority. The CPTMP must specify, but not be limited to, the following:	Noted.	N/A

7 Transport for NSW

Issue	Response	Reference
(a) assessment of cumulative impacts associated with other construction activities (if any); (b) assessment of road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity; (c) details of construction program, the anticipated construction duration and milestones and events during the construction process; (d) details of anticipated peak hour and daily truck movements to and from the site; (e) details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements; (f) details of temporary cycling and pedestrian access during construction; (g) details of proposed construction vehicle access arrangements at all stages; and (h) traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, which must include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.		

8 Sydney Trains

8.1 General

Sydney Trains and TfNSW collaborated to provide a response to the SEARs when they were issued by Department of Planning, Industry and Environment (DPIE). A request was made for an extension on the response time, granted by DPIE to December 19, and the attached was emailed to DPIE on December 18. For Sydney Trains, the request was that if the development was within 25m of the rail corridor (owned boundary) with 2m of more ground penetration then specific documentation was required for Sydney Trains to review. Additionally, it was requested that Sydney Trains was included as part of the consultation process.

Issue	Response	Reference
TfNSW advise should the proposed development involve the penetration of ground to a depth of at least 2 metres below the existing ground level within 25 metres (measured horizontally) of the rail corridor, the following details would be required to be submitted to Sydney Trains for approval: • Rail specific Geotechnical Engineering Report. The Geotechnical Report must be based on actual borehole testing conducting on the site closest to the rail corridor. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by Sydney Trains. The report shall include the potential impact of demolition and excavation, and demolition and excavation-induced vibration in rail facilities, and loadings imposed on Sydney Trains facilities by the development; • Civil and Structural design plans that meet Sydney Trains requirements; and • Construction methodology with construction details pertaining to structural support during excavation.	TTW has prepared a letter of advice addressing the potential impacts of a project adjacent to a Sydney Trains railway corridor (Appendix 5) which addresses the queries raised by TfNSW and concludes that the works will not impact on Sydney Trains assets and that a Geotechnical Impact Assessment (GIA) is not required.	Appendix 5

9 Cumberland Council

9.1 Permissibility/ Consistency of Proposal

Issue	Response	Reference
In relation to the proposed SSD lodged, the subject site's current IN1 Light industrial zoning prohibits 'educational establishments' as a permissible use under <i>Auburn Local Environment Plan 2010</i> (<i>Auburn LEP 2010</i>), though an educational establishment is proposed on site. ' The proposed SSD is not permitted under the provisions of the SEPP (Educational Establishments and Child Care Facilities) 2017. However, a Planning Proposal lodged for the site (PP-2/2017) proposes an 'educational establishment' (K-12_ as an additional permissible use to amend the Auburn LEP 2010 for the site is currently not exhibited, made or notified as per the Gateway Determination issued. The planning proposal request lodged for the site's development was for an educational establishment with a population of 650 students and 50 staff via the adaptive reuse of existing buildings. This was the relevant scenario considered for Council's assessment of the planning proposal. Council notes that the SSD lodged is currently proposing to demolish the existing buildings on site and re-develop the site on a staged basis for a school (K-12) including a student population of 728 students and 58 staff, which is significantly higher than what was originally proposed for the site with the period between 2019 and 2027. The SSD further proposes an underground basement for car parking when the site is fully developed and includes the provision of internal play and open space for (primary and secondary school children) on site. On 14 December 2017, the following issues were raised by Council with the DPIE (when SEARS) was issued for the proposal: Whilst the SSD addresses some of the issues, there is no consistency between the planning proposal lodged with Council and the subject SSD. Specifically, it is noted that the highlighted issues above have not been addressed.	As discussed above, the PP was prepared based on a Concept Design, which involved adaptive reuse of some of the structures on site. Through the detailed design process the project evolved to include demolition of existing structures on site and the construction of a purpose-built educational establishment, thereby enabling the increase in total student numbers and staff on the site. While there are some differences between the PP and SSDA, this is a natural progression on any project as the design is developed from a concept through to detailed design. The environmental impacts of the detailed design are being assessed through the SSDA process.	Appendix 1

9 Cumberland Council

Issue	Response	Reference
(a) Submission of a flood impact assessment that is consistent with the section 6 of stormwater drainage part of Auburn's DCP 2010	TTW has prepared a Flood Impact Statement in accordance with Auburn Council's DCP 2010, which states that the site is partially flood affected, however it is within the "Low Risk Flood Precinct", indicating that the site is within the fringe of flood waters during the Probable Maximum Flood (PMF) storm event. The statement confirms that the site is not affected by the 1 in 100-year flood event and that the finished floor level for the building (14.5 metres) is above the PMF level (13.2 metres). Accordingly the building will not be affected by a PMF event. However, the basement carpark is likely to be inundated in the PMF Flood Event. However, given the extreme rarity of a PMF event, it is considered that the economic risk of the basement flooding is acceptable in such a case.	Appendix 3
(b) Provision of adequate play/ open space in addition to on-site car parking for the proposed school without relying on Wyatt Park that is considered a 'district level' public open space;	The school has provided a significant amount of open space for both primary and secondary students within the site and will not rely on Wyatt Park for open space requirements.	N/A
(c) Inclusion of a revised proposal with a 1:1 FSR (instead of the originally proposed FSR 1.2:1)	The Architectural Plans have been revised so that the proposed built form complies with the FSR of 1:1.	Appendix 1
(d) Transport Impact Assessment (GTA Oct 2017) – which needs to be further revised in consideration with significant traffic and transport impacts;	GTA has revised their traffic impact statement in accordance with the items raised in Appendix 1 of Cumberland Council's submission.	Appendix 4
(e) PMDL's view line review (Oct 2017) and Height of Buildings – illustrates only massing options and requests that no maximum building height limit be applied. However, Council's resolution resolved to apply a 12m maximum building height limit for the site to protect important view lines to the iconic Auburn Gallipoli Mosque. This is further subject to the completion of a broader view line analysis for the precinct.	View line analysis has been provided in Drawings DA 700-702 submitted with the EIS and in DA200 attached.	Appendix 1
(f) Letter of offer and VPA – this is subject to be finalised following the completion of Council's traffic and access study for the entire Gelibolu precinct which would inform Council's draft Auburn and Lidcombe Town Centre Strategy.	On 13 August 2019, Council provided a valuation report for 2 Percy Street to guide negotiations for the VPA. On 14 August 2019, ATMF made an offer of \$400,000 for the VPA representing 50% of the uplift value. It is proposed to be staged as follows: \$200,000 prior to the issue of a Construction Certificate (CC) for Stage 2; \$100,000 prior to the issue of a CC for Stage 3a; and \$100,000 prior to the issue of a CC for Stage 3b. On 15 August 2019, ATMF attended a meeting with Cumberland Council and this approach was agreed. On 20 August 2019, ATMF sent a letter to Cumberland Council proposing a draft Condition of Consent as follows:	N/A

9 Cumberland Council

Issue	Response	Reference
	<i>"Prior to the issuing of a Construction Certificate for Stage 2 of the approved development, a Planning Agreement must be executed between the Applicant and Cumberland Council. A copy of the executed Planning Agreement is to be forwarded to the Secretary."</i> On 4 September 2019, Cumberland Council resolved to endorse entering into a VPA with ATMF on the agreed terms, supported by a condition of consent being included in the SSDA. Further to the discussion in Section 1.2, it is proposed that DPIE include the above draft condition in the terms of the consent for this project, should the determination of the application be favourable.	

9.2 Draft Strategies/ Policies/ Pending Studies

Issue	Response	Reference
The subject site adjoins Precinct 22 and the subject proposal would need to consider and address the impact of the proposal on adjoining proposed R3 Medium Density Residential area with a maximum building height of 9m and 0.75:1 FSR and the proposed development's impact on the existing mosque, adjoining Wyatt Park and the residential aged care facility under construction. In particular, the following should be noted: Traffic and access study for Gelibolu Precinct – draft has recently been completed		
Detailed view line and building height analysis study – has now been finalised and informs how the subject site should respond to maintaining view lines to Gallipoli Mosque; and	GTA has assessed the Gelibolu Precinct Study and incorporated the findings into their addendum letter, which is in support of the proposed development. PMDL has prepared a series of view line and building height analyses, all of which confirm that the proposed development will not have a negative impact on view lines to or from the Gallipoli Mosque and that it may improve view lines from some vantage points in Wyatt Park. See further discussion on this in Section 9.4 below. Despite repeated requests for a copy of Council's Detailed View Line and Building Height Analysis Study, it has not been forthcoming. Accordingly, we are unable to compare PMDL's documentation with Council's analysis. However, we understand from discussions with Council that their Study has similar findings to the PMDL analysis.	Appendix 4 Appendix 1
The draft Wyatt Park Plan of Management – currently being finalised	ATMF has reviewed the draft Wyatt Park Plan of Management and has identified no conflicts between the objectives and outcomes of the draft Plan and the operation of the IMSA Gallipoli Campus.	N/A

9 Cumberland Council

9.3 Proposed principal development standards

Issue	Response	Reference
Gateway determination required Council to consider an FSR of 1.2:1. This is currently underway. SSD proposes 1.13:1 FSR	The architectural plans have been revised to reduce the FSR to 1:1.	Appendix 1
Council has resolved a maximum building height of 12m for the Planning Proposal. The SSD proposes maximum HOB of 12.5m	The original PP submitted to Cumberland Council did not propose to introduce a building height control to the site, however, Council resolved to introduce a 12-metre building height control to the site under the PP submitted to DPIE. At preliminary discussions with Council on 22 May 2018, PMDL advised that the ideal building height would be around 12.5 metres to account for the majority of the building mass. This amendment was not adopted by Council. The building height has been informed by the basement carpark, slight topographical fall across the site, the requirement to provide a single common floor level between all buildings to provide a high level of accessibility between facilities; and floor to ceiling heights which catered for the various uses at both ground and first floor. The bulk of the built form is generally compliant with the 12-metre height limit. However, given the constraints above, the architects have delivered a design that is more equitable and accessible than a fully compliant scheme, which has resulted in some of the built form having a height of 12.5 metres. The maximum height of the building represents a breach of 4.2% from the proposed control and will not diminish the view lines from the Mosque. The assessment provided in the EIS provides a detailed assessment of the proposed building height variations and concludes that the proposal is considered appropriate having regard to the following: ○ The design characteristics of the building respond to the constraints of the site in order to provide a high level of accessibility and amenity; ○ The architectural roof features above the 12.5m height plane contribute to a quality design outcome which promotes the articulation of the roof as the fifth elevation of the building; and ○ The building mass does not generate any adverse impacts in terms of view lines or overshadowing. The above assessment still applies to the proposal and it is proposed that the building height is acceptable and appropriate for the location, having regard to the surrounding development.	

9 Cumberland Council

9.4 Built form and view lines

Issue	Response	Reference
Council has requested supplementary information to clarify how the proposed development's building height correlates with the Mosque and surrounding residential development.	Drawing DA702 indicates that views between the Mosque and Wyatt Park will improve from the existing situation once the proposed development is constructed. Drawing DA701 indicates that there are no existing views to or from the Mosque from Percy Street. Drawing DA700 indicates that there are no views to or from the Mosque to Gelibolu Parade until position D, where there is a partial view of the Mosque, which will be unchanged by the development. Drawing DA200 provides a context elevation between the Mosque and the proposed development, which indicates that the proposed development will have a negligible impact on views to or from the Mosque as it is a similar height to the Aged Care Centre and significantly lower than the approved residential apartments on the opposite side of the railway tracks.	Appendix 1
An elevation along St Hillers Rd is also encouraged to be provided showing the existing residential area	Context elevations along Percy Street and Gelibolu Parade have been prepared by PMDL, which indicate the relationship between the proposed development and low density residential housing on St Hilliers Road; high density residential housing on the western side of the railway line; the Aged Care facility on Gelibolu Pde and the Gallipoli Mosque.	Appendix 1

9.5 Bulk and massing

Issue	Response	Reference
It is recommended that the proposed development's bulk and massing be broken down /better articulated to create a less bulky built form. Currently the proposed development largely mirrors the building envelope of the adjacent residential aged care facility. Since both buildings are elongated and linear in form, it would be favourable if consideration is given to break up the proposed development's bulk and mass to reduce the apparent bulk and create a more interesting streetscape.	Drawing DA 200 shows the proposed development in context with other developments along the streetscape. The bulk and massing of the building is not considered to be out of scale with the surrounding built form and streetscape. Consultation on the design of the built form and its interaction with the streetscape has been undertaken with the Government Architect NSW (GANSW) from the early stages of the project and is generally supported (refer Section 3).	Appendix 1

9.6 Location of plant equipment and services

Issue	Response	Reference
Thought should be given at an early stage to the location of plant and services (air conditioning) on the upper levels of the proposed development. The services	The upper level of the development has been redesigned. The redesign has resulted in more open space on this level. The plant rooms are unlikely to be visible from the	Appendix 1

9 Cumberland Council

Issue	Response	Reference
should be proposed to be located in a way that enhances and protects the visual sensitivity and minimises impact of the key view lines to the Mosque from main streets where significant key views of the Mosque are preserved. This includes view from Gelibolu Parade and Kerr Parade and views from Wyatt Park.	Mosque due to the built form and trees between the two sites as indicated by the following Drawings: Drawing DA702 indicates that views between the Mosque and Wyatt Park will improve from the existing situation once the proposed development is constructed. Drawing DA701 indicates that there are no existing views to or from the Mosque from Percy Street. Drawing DA700 indicates that there are no views to or from the Mosque to Gelibolu Parade until position D, where there is a partial view of the Mosque, which will be unchanged by the development. Drawing DA200 provides a context elevation between the Mosque and the proposed development, which indicates that the proposed development will have a negligible impact on views to or from the Mosque as it is a similar height to the Aged Care Centre and significantly lower than the approved residential apartments on the opposite side of the railway tracks.	

9.7 Play/ open space calculations

Issue	Response	Reference
Drawing DA611 does not indicate a percentage or quantify how much active/passive play and open space is proposed for each level of the proposed development. Further, the plans show 'under cover space' and it is not clear if this type of space can be taken as play and/or open space. Clarification of this is recommended.	PMDL has updated Drawing DA611 to reflect the updated arrangement at Level 3, however a detailed breakdown of the internal/external floor space at each level is not considered necessary given the layout of the proposal which provides primary and secondary students with separate play areas across the staggered play times. Therefore, the figures of play space at each level would be misleading, while the figures included on the plan provide the actual allocation of space available to the primary and secondary cohorts at their designated play times.	Appendix 1

9.8 Landscape design statement

Issue	Response	Reference
The proposed landscape design statement prepared by Taylor Brammer does not demonstrate how the proposed school development is consistent with the 'NSW Design Guide for Schools' for the provision of open and play space.	The Landscape Design Statement has been updated to demonstrate how the school development is consistent with the NSW Design Guide for Schools.	Appendix 2

9 Cumberland Council

9.9 GTA Transport Impact Statement

Issue	Response	Reference
Recommendations proposed in GTA report are further subjected to the final relevant recommendations of Council's traffic and access study for Geilbolu Precinct which is to be reviewed by RMS and TfNSW	Noted.	N/A

9.10 Voluntary Planning Agreement (VPA) and proposed Church St Link

Issue	Response	Reference
The proponent has offered Council a partial cash contribution towards the proposed Church Street link which is still under consideration. This offer is currently under consideration as part of a Planning Proposal, and nothing more at this stage. Council's traffic modelling of the Gelibolu Precinct indicates that there may be other intersection upgrades that would have a significantly greater impact on the potential traffic impact than this proposed link, and further considered by Council is required before negotiations can progress to the draft Planning Agreement phase. Though the SSD's traffic and transport statement states the proponent has submitted an indicative drawing and VPA for Council's consideration for the proposed church street link, the proponent has so far not provided Council with an indicative drawing of the proposed link for Council's traffic engineers to consider – and it may not be physically possible to get such a link through. It cannot encroach on Council/Crown land (Wyatt park), and the rail corridor runs along the other side. In addition, even if Council did consider this offer to be beneficial, and it was possible from an engineering perspective, Council would still need to fund the remainder of Church Street link. As such, there are a number of aspects required further detailed consideration to enable negotiations to progress.	No longer relevant as the Church St link has been deleted from the PP and SSDA.	N/A

9.11 Acoustic Assessment Report

Issue	Response	Reference
The applicant's acoustic impact assessment discusses treatments to minimise acoustic impacts to neighbouring residents from the school and the provision of 2.1m high acoustic fence along the northern boundary where the building adjoins the surrounding residential area.	Section 4.4 and Section 5.5 of the Acoustic Report submitted with the EIS address internal noise goals and noise intrusion from the railway line and adjacent roads respectively.	See Acoustic Report provided with EIS

9 Cumberland Council

Issue	Response	Reference
However, there is no mention of noise attenuation and mitigation methods/ measures proposed for the proposed development via design or the treatment of building to mitigate existing railway noise given the proposed development's location from the existing busy western railway line.	The report has assessed the proposed construction methods and identified that mechanical ventilation will be required to comply with the recommended internal noise levels. The report also provides a range of recommendations for the external building façade constructions to achieve compliance with the internal noise goals.	

9.12 Environmental Assessment (Ref Section 6.4.6)

Issue	Response	Reference
The key issue associated with the Planning Proposal is the potential traffic impact and mitigation measures to address this. Council is referring our precinct-wide traffic modelling study to TfNSW and the RMS for review, and await their advice before progressing public benefit negotiations with the proponent. It is noted that the proposed partial cash contribution to the proposed Church Street link may not be the most effective traffic solution for the proposal, and Council will continue negotiations with the proponent with advice from TfNSW and RMS to achieve an appropriate outcome.	Noted.	N/A

9.13 Attachment 1 – comments on GTA's Transport Impact Statement (SSD)

Issue	Response	Reference
Mode Choice The proposed school is more than 700 metres from the nearest station (Auburn) and more than 1.1 km from the well serviced station (Lidcombe). Currently, there are no bus services within 950 metres of the proposed school. Furthermore the list of the expression of interest of students indicates that there are less than 5% of students within walking/cycling catchment. However, the report assumed very high percentage of mode share for train, bus, cycling and walking. For Stage 1 (entirely primary students), the report assumed 40% of the students will use these modes of transport to travel to and from school. Another 40% of the students are expected to travel by 3 passenger cars. This claim is not supported by any survey of similar school or any other relevant documents. The report even assumed that 5% of the primary students are going to drive to school. The report needs to be modified to have a realistic mode share (for	The mode share assumptions are based on the Expressions of Interest survey for attendees at the new school. There is limited data available for similar developments in the area, accordingly the survey is considered the most suitable method for estimating the likely mode share for a school that is not yet in operation. A bus service is proposed to be operated by ATMF to provide services directly to the school and the survey indicates a concentration of responses near Auburn Station and within a 10-15 minute walk of the school. A revised mode share table and proposed traffic generation estimate for Stage 1 have been provided that corrects an error from the original submission. However, the corrections relate to Stage 1 only and as the Gelibolu Precinct Study considers the school at its completion the minor correction does not change the outcomes of the study.	Appendix 4

9 Cumberland Council

Issue	Response	Reference
Stage 1 and stage 2) for the school located far away from any public transport or walking catchment.		
Traffic Distribution The report mentioned that the traffic distribution was based on the Expression of Interest from the potential students. However, there are no details of the analysis undertaken for the trip distribution. A brief inspection of the list in Appendix C indicates that most of the traffic will come from west of the site. However, the report assumed less than 50% traffic is coming from west. These assumptions need to be justified. Furthermore, Council has informed the applicant and its consultant that right turn from Rawson Street into Dartbrook Road will be banned under Blackspot Program. However, this advice has not been taken into consideration in the traffic distribution and 42% of the traffic turns right from Rawson Street into Dartbrook Road.	Vehicle trips will likely be associated with families living further away from the school site. The Expression of Interest survey results indicate a likely 50/50 split between eastbound and westbound traffic with a small proportion coming from the north (10%). Accordingly, traffic movements are likely to be 45% approaching/ departing eastbound and 45% approaching/ departing westbound, which is consistent with the distributions in the TIA. The modelling completed in the Gelibolu Traffic Study (which considers the proposed development) removes the right turn from Rawson St into Dartbrook Road and allows for a 25 metre short right turn bay on the western approach of Rawson St/ St Hilliers Rd intersection in line with Council's recommended intersection upgrades.	Appendix 4
Traffic Impact Assessment The modelling was undertaken for individual intersections while the report identifies that the performance of Rawson Street/Station Street is impacting on the performance of the intersection of Rawson Street/St Hilliers Road. These intersections need to be analysed as a network not as individual intersections. The report did not identify the required improvement works at key intersections to maintain an acceptable level of service. The report should include required mitigation measures, their costs and developer contribution towards these mitigation measures. Copies of updated SIDRA modelling files need to be submitted to Council for review.	Modelling was completed in a network as indicated by the SIDRA results in Appendix B of the TIA submitted with the EIS. Future conditions modelling has been completed as part of the broader Gelibolu Precinct Study completed by GHD.	Appendix 4
Drop off and Pick up It is proposed to provide a bus zone and pick up and drop off zone on Gelibolu Parade frontage. At this location Gelibolu Parade is approximately 6.3 m wide. Gelibolu Parade, between Percy Street and St Hilliers Road, needs to be widened to accommodate the proposed bus zone and pick up and drop off zone. According to the report, 40% of the drivers will turn left from Boorea Street into Percy Street. These drivers are expected to go through the car park and turn right into Percy Street to access the proposed pick up and drop off zone on Percy Street. Accessing the proposed pick up and drop off in this manner is not	Following consultation with stakeholders and a review of the feature level survey, the proposed access strategy has been modified to encourage one-way circulation for drop off and pick up activity, with the drop off and pick up zone being located on Percy Street (only). This review has identified that the Gelibolu Parade carriageway cannot accommodate two-way traffic in addition to a drop off lane due to the constraints of the shared pathway and the railway line on either side of the carriageway. Parents and carers will be advised to approach the school from St Hilliers Road and Gelibolu Parade and exit only from Percy Street to Boorea Street. This will minimise use of the Council carpark on Percy Street as a drop off/ pick up area and in turn minimise potential conflicting movements at the Percy St/ Gelibolu Pde intersection.	

9 Cumberland Council

Issue	Response	Reference
safe. A roundabout needs to be provided at the Gelibolu Parade and Percy Street intersection to facilitate turn around and drop off and pick up on the school side of the road. Furthermore, these drivers are expected to do a U-Turn on Percy Street to exit the precinct via either St Hilliers Road or the proposed Church Street extension. This U-Turn manoeuvre during school start and finish time has high potential for crashes that involves school children. The applicant is required to address this road safety issue. There are bus zone and pick up and drop off zone proposed on Church Street. However, there are neither footpaths nor safe turn around facilities for buses and cars in Church Street. The applicant is to provide footpath and safe turn around facilities in Church Street. This may require widening of Church Street.	The Church St link is no longer part of the proposal. The Church Street bus zone will accommodate ATMF school buses, which are likely to be 24-seater mini buses. A swept path analysis demonstrates that the 24-seater buses can turn around at the end of Church Street in a single manoeuvre. If larger mini buses are utilised, they will be required to perform a three-point-turn to turn around. However, this is still considered acceptable given the function and low level of traffic utilising Church Street.	
Car Parking For Stage 1, the staff/visitor car park is proposed to be shared with construction traffic and construction parking. It is unsafe for staff and visitors. Staff/visitor car park should be physically separated from construction vehicle parking and should have a separate access from Gelibolu Parade. Please note that the existing car park access on St Hilliers Road is within the intersection area and a safety concern.	A secondary access is feasible on Gelibolu Parade and therefore construction traffic is able to be separated from staff/visitor spaces during Stage 1 through the installation of A Class hoarding. Further details will be provided in the Construction Traffic Management Plan, which will be completed prior to the issue of the Construction Certificate once a construction contractor is appointed.	Appendix 4
Bus Services In principle agreement needs to be obtained from TfNSW for the proposed bus services. Without an agreement, bus routes, bus zone and bus mode share could not be and should not be included in the Transport Impact Assessment.	The proposed bus routes included in the TIA will be operated by ATMF which will likely involve a 24-seater mini bus operated privately. Accordingly, approval for the proposed bus zones on Percy St and Church St will be sought from Council.	Appendix 4

10 Public Submissions

10.1 Overview

One anonymous public submission was received during the notification period and the project team has responded to the concerns in the table below.

Issue	Response	Reference
Me and my family have been living close to the proposed school for over 20 years. We bought the land then built a new house. We enjoy the safe quite street. Most of the land owners are older and in retirement stages They do not understand why they want to build another school. This is not a suitable site for a school. [Specific concerns are itemised below]		
Need There are already 10 schools in Auburn why do we need another one?	The demand for places at the school has been identified through a strong community response both directly to ATMF and also through the exhibition periods for the SSDA and PP. In particular the PP exhibition received 165 submissions, 163 of which were in support of the school (and 2 which did not declare). The International Maarif School will further enhance the diverse range of educational facilities available to students and families, and assist in filling a gap in educational establishment services available within the Cumberland region.	N/A
Increased traffic The school would mean a minimum of 500 to 780 cars coming in and out of Percy & ST Hilliers Rd	A TIA has been prepared by GTA Consultants which addresses proposed impacts of additional vehicles in the morning and afternoon peak. Along with the Green Travel Plan and traffic mitigation measures proposed, the additional traffic impact will be within acceptable limits.	See the TIA appended to the EIS
Parking They double park, stop in inappropriate areas an traffic would be lined up Percy & St Hilliers street at pick up an drop off times. This make the whole street dangerous to be around	A basement carpark is proposed, along with a designated kiss and drop area. An Operational Management Plan (OMP) and Green Travel Plan (GTP) will be implemented and ongoing communication with the school community will highlight alternative travel options and appropriate traffic and parking behaviour.	See the OMP and GTP appended to the EIS
Acoustic Amenity With the netball courts noise on the weekends the trains at night and now 728 students during the day. The noise would be 24 hours a day. The school would make Percy St the nosiest spot in Auburn.	The development has been assessed by an Acoustic Engineer and complies with acoustic amenity requirements for neighbouring development.	See the Acoustic Report appended to the EIS.

11 Conclusion

Following submission and exhibition of SSD Application SSD 17_8926, DPIE has issued the RTS package for all authority and public submissions received in regard to this application. This RTS Report summarises these responses and directs DPIE to the relevant report where each item has been addressed.

All matters raised in the RTS package provided by DPIE have been addressed and resolved.

DPIE has now been provided with sufficient documentation to enable the assessment of SSD 17_8926 to continue. It is requested that DPIE complete the assessment of the DA and proceed to determination in the earliest possible time based on the assessment material provided in the original EIS and the supporting assessment material provided in this RTS Report.