

Our ref: PR145916

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Via email: Lincoln.lawler@det.nsw.gov.au

Date: 10 June 2020

Dear Department of Planning Industry and Environment (DPIE),

New Catherine Field Primary School (SSD-9477): Response to Request for Additional Information (RFI)

This letter addresses issues raised by Camden Council, DPIE and government agencies in response to Catherine Field Primary School Response to Submission (RtS). The responses to the RFIs have been outlined in the tables on the following pages which are as follows:

- Table 1 – DPIE RFI from Camden Council dated 20 May 2020
- Table 2 – DPIE email queries dated 22 May 2020
- Table 3 – Government Agency comments on the RtS

This letter should be read in conjunction with the following attachments:

- Attachment 1 – Tranche 33 Landscape CC Approval
- Attachment 2 – Updated Southern frontage landscaping
- Attachment 3 – Revised Construction Management plan
- Attachment 4 – Catherine Fields DRAINS model
- Attachment 5 – Stormwater Letter
- Attachment 6 – Endeavour Energy Substation Location

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Table 1 – Camden Council RFI

Council Comments	Response	Reference
Sequencing with surrounding subdivision works The applicant acknowledges this matter in their RTS. There should be imposed that the school should not be operational until the southern and eastern perimeter roads, connection of O'Keefe Drive-North to O'Keefe Drive-South and the drainage / basin system are complete.	<u>Drainage Basins</u> A temporary stormwater basin is currently being constructed by the adjoining developer to the east of the site, Greenfield Development Corporation (GDC) in line with their consent conditions of GDC Tranche 33 (DA-2018/147). The temporary and permanent stormwater basin will be designed as per the 'Water Cycle Management and Flooding - Catherine Field (Part) Precinct', prepared by Brown Consulting, Revised F dated August 2013. These basins cater for 8.92 hectares which accounts for the school site. The temporary stormwater basin will be built and commissioned by end of 2020, prior to the school completion. The permanent stormwater basin is currently in consultation with Council. GDC are currently consulting with Council to finalise the sports field design to the north of the site, and there is a possibility of the permanent stormwater basin being completed prior to operation of the school. Regardless, the temporary basin accounts for the school site and therefore the permanent basin will not be required for the operation of the school. A confirmation letter from Northrop Engineers regarding the basins and water quality/quantity targets is provided at Attachment 5. <u>Roads</u> The construction of the southern and eastern roads is to be completed prior to the operation of the school by the adjoining developers. A condition of consent can be imposed to this effect.	Attachment 5
Easements – Water Detention and Transmission Lines The applicant submitted a title search showing no easements exist. Nonetheless the permanent basin is required for the school, the permanent basin replaces the temporary basin and therefore the temporary basin should be decommissioned prior to the school's operation.	Refer above comments regarding stormwater basins.	
Camden Council has received a DA for early works consisting of bulk earthworks, site establishment and stock piling on the site. For Council's pre-DA advice in relation to this proposal please refer to the PDM/2019/94/1 advice attached separately. The 'existing levels' shown on the engineering plans shall be amended to reflect the approved levels of previously approved applications (depending on proposed sequencing) as well as the proposed early works DA. The applicant did not address this point in the RTS. Please note that the DA for early works	Acknowledged. A final survey will be undertaken and supplied to Council once works have been completed under DA/2019/928/1. Finished levels will be undertaken under the SSD determined by the Department.	

(AKA bulk earthworks) has now been approved. The stamped approved plans for this DA/2019/928/1 are attached separately.

The land to the north will ultimately be a public reserve in Council's ownership, known as LS1.

Council stresses the need that any co-use proposal requires detailed discussions with Council. However, Council recommends that the school provides sufficient on-site open space to cater for its own demands without needing to rely upon the adjoining public reserve which will be provided to meet the recreation needs of the wider community.

Likewise, Council again stresses that the development's interface with the future public open space to the north should be carefully considered. As outlined in Council's response to the Department at request for SEARS stage it would have been preferable to have the school construct the 4th leg of the roundabout at the time of construction as this access to LS1 will no doubt be heavily utilised during pick up and drop offs.

However, the pedestrian access point from the north is supported as it will provide for direct access once LS1 is constructed.

It is proposed for the site to undergo extensive earthworks which will result in a swale along the shared boundary with the open space. The proposed levels should be reviewed and changes from existing ground level minimised to improve this interface.

Acknowledged.

The school provides sufficient open space to cater for the proposed students in accordance with SINSW Education Facilities Standards and Guidelines (EFSG).

It is understood further coordination and consultation with Council will be required regarding the interface with the future public open space to the north.

It remains Council staff's view that this interface (particularly at the SE corner) should be improved. The applicant's RTS references the 1:4 batter slope approved under the early works DA. This early works DA obviously represents an interim finish for this area until the final design is constructed. The final design should achieve a higher standard than an early works DA.

It is also noted other submissions recommend setting back the diplomat boundary fencing along street frontages to be equal with the building line. Council staff agree this suggested approach would dramatically enhance the streetscape. Areas that need to be fenced off (such as the area immediately south of Block B) could have the fencing step out toward the boundary to ensure this area is appropriately secured.

The landscaping along the southern setback and wrapping around in front of the buildings to the west and east is proposed to be improved (sketch landscape plan in Attachment 2). This will incorporate large screen plantings to green and screen the buildings.

Attachment 2

A change in the fence line would compromise the amount of play space per student, and would result in issues with the minimum standards as per EFSG. Further, EFSG dictates that fencing must be provided along the boundaries and cannot be inset into the site as proposed by Council, this is for security purposes.

The landscaping plans will need to be updated in accordance with Attachment 2. A condition of consent can be imposed to this effect.

The applicant advises that: "The most northern entry on the western boundary is positioned mainly for light vehicle access to prevent construction vehicles parking on the street. The southern entry on the western boundary can be used during the works for the majority of heavy vehicles being the point of least impact on local residents."

The CMP has been amended accordingly.

Attachment 3

Further details regarding heavy construction vehicle access and egress as well as construction workers vehicle parking should be

outlined in a revised Construction Management Plan. Figure 2 in the existing plan is inadequate.

The proposed development is significantly over the height of development standard of 9 m.

Council will defer the assessment of this aspect to the Department. However, from the applicant's response it seems that the school will overshadow the front setback area

for future dwellings to the south. This front setback area may be the only place where solar access is available due to their lot's orientation. The Camden City Council Growth Centre Precinct Development Control Plan (DCP) allows for open space at the front of the dwelling where this is the only means of achieving the solar access requirements.

It is also noted that the height objectives specifically reference protection of the amenity of adjoining development and land in terms of solar access to buildings and open space.

The height of the development has been justified extensively in the Response to Submissions report. Extensively modelling has been undertaken that demonstrates the overshadowing impact on adjoining properties is minimal and well within Council's DCP requirements.

The applicant does not provide details of the waste pad nor a rationale for its location in the most visually prominent location of the site. There is some discussion around the location of the car park entrance/exit but that matter was not raised by Council staff previously.

It is noted the pedestrian access to the car park has been shifted to be directly off a central shared space catering to adjacent accessible spaces, as requested by Council

staff previously. As such there does not appear to be any rationale for why the waste pad could not be shifted to the south-eastern corner of the staff car park as previously requested. The waste pad will be highly visible to vehicles and pedestrians on O'Keefe

Drive as well as persons accessing the district open space known as LS1 via the to be constructed 4th leg of the roundabout.

The waste pad cannot be relocated to the south-eastern corner of the car park for numerous reasons including SINSW preference to locate waste away from school buildings, the swept paths in the car park make it impractical to have the waste vehicle load in that area, the substation would be required to be relocated, and the pad cannot be moved to the north-eastern corner as a future entrance may be provided there off the new council road to the north.

The proposed waste pad location in the north-western corner of the car park is acceptable as under the current landscape plans (drawing L304 issue E) there will be screen planting of Melaleuca decora with understorey shrub planting between the fence and waste bin pad. To the west side will be native trees with an understorey of shrub planting. This landscaping will screen the waste area from the view of the street.

Once the proponent has addressed the issues outlined in this letter, and if approval is recommended, Council would welcome the opportunity to provide feedback on potential conditions of consent.

Acknowledged.

Council Engineering Comments

Comments on previously raised matters (where numbering not included consider this matter satisfied)3. Appendix B shows the school site fronts 3 roads, of which only O'Keefe Drive on the western boundary has been built. The road to the south has been DA and CC approved via DA/2017/491 (Catherine Park Estate Stage 6) and the road to the east has been DA approved only via DA/2018/147 (Oran Park Tranche 33).

The land to the north is yet to be developed. It is noted that the drainage of the school site has been catered for in DA/2018/147 with the

Acknowledged. Condition to be imposed.

provision of drainage pipes and the basin has been designed to cater the school. The applicant acknowledges this. A condition of consent should be imposed the school cannot be operational until both roads and the drainage and basin system is complete.		
Appendix X is a simple 2 paragraph statement stating a 100,000 L rainwater tank will be provided which will irrigate garden and oval. This is considered inadequate. There is no plans showing where the tank will be located (above or below ground), how and what stormwater runoff will be collected and drained to the tank. It indicates 2 inclusions, yet the document only has 1 page? Plans indicate a rain water tank near the basketball court of proposed size of 100,000lt. This captures the building run off only. All surface flows are directed to the pipe network and to the downstream basin. To be conditioned in the consent to provided adequate rain water tanks	Acknowledged. Condition to be imposed. Stormwater will be diverted to the OSD Tank. The proposed rainwater tanks for the site will capture roof water only. It is understood the provision of adequate rainwater tanks will form part of the conditions determined by the Department.	
7. The comment in Section 3.9 of the EIS is noted about connection to the interim basin of Oran Park Tranche 33. It also claims the basin will be built first. Again, if it is not, then this development will need to provide a temporary OSD/WQ facility. Condition of consent required.	Acknowledged. Condition to be imposed. Drainage systems and associated basin works will be completed prior to occupation of the school. It is acknowledged this will form part of the conditions determined by the Department.	
8. In the EIS, Table 8.0 (page 62) point 4.1.2 claims a cut fill plan is provided in Appendix G – it is not. Cut fill plan provided under a separate DA for the early works (AKA Bulk Earthworks), no comment made if there is further cut fill required to trim to final form as part of this DA. This is to be clarified and plans provided.	Acknowledged. Cut and fill works will be undertaken under the DA/2019/928/1 approved by Camden Council. These works have been since removed from the SSD as identified in the Return to Submissions Report.	
Matters to be Addressed (where numbering not included consider this matter satisfied)		
1. A concept drainage plan shall be provided for the development. The design shall comply with Council's Engineering Specification. Note the minor system design is considered to be a 10% AEP for a school site. A catchment plan shall be included. It shall also access the capacity of the connection point provided by the adjoining DA in the north eastern corner of the development. Should the capacity be inadequate, the design presented must show how this can cater for, by either, upgrading pipes or providing an on-site detention system. The stormwater catchment plan is not correct. The buildings are noted to be impervious, however the remaining site is listed as Pervious. This is incorrect as there are concrete hardstand areas and sealed carparks. The plans are to be revised and drainage calculations revisited to capture the true site conditions. The downstream connection, no details provided to show the site has catered for the	A concept drainage plan is provided for the development. The design complies with Council's Engineering Specification. A DRAINS Model has been prepared for the school site stormwater system, which is designed for the 10% AEP (minor) (Attachment 4). A catchment plan is included showing areas to each stormwater pit but also shows what drains to rainwater versus in-ground trunk drainage. The adjoining Greenfield site DA documents (DA/2018/147) and plans show that the school site is to connect into their stormwater trunk system in the north eastern corner of the development where a stub has been provided. The school site catchment and flow rates was considered as part of the Greenfields (GDC) overall stormwater management of the subdivision as noted in the report prepared by Calibre.	Attachment 4

flows, the catchment plan indicates it has allowed for the area (which is confirmed in the adjoining DA also), but no confirmation regarding the pipe size etc to cater for the developed catchment. has been provided as part of this DA.	
2. A DRAINS model shall be supplied to support the design proposed. The provided model may need to be updated and pending how the catchment has been evaluated. Comments relating to the model will be provided once catchments and Pervious/impervious areas have been resolved.	Attached is the DRAINS model (Attachment 4). The percentage of impervious areas are relative to the hardstand/footpaths areas. Attachment 4
3. A MUSIC model shall be provided for the development. Certification of the model shall be provided by using MUSIC-Link. A copy of the MUSIC link report shall be included. No music file provided. Advice from GDC is that it has been included in the basin design. Reviewing DA/2018/147 the report appears to capture this area however it is not clear as to how it has been modelled as the report only looks at residential and open space, no details about how the School catchment was reviewed. This needs to be addressed.	A MUSIC model has not been prepared for this development as the school site is catered for in the Greenfield Basin designed by Calibre (DA/2018/147).
7. Please provide a cut/fill plan for the proposed site. Cut fill plan provided under a separate DA for the BEW, no comment made if there is further cut fill required to trim to final form as part of this DA. Comment provided states the plans have been provided however could not be found in the provided information.	Acknowledged. Cut and fill works will be undertaken under the DA/2019/928/1 approved by Camden Council. These works have been since removed from the SSD as identified in the Return to Submissions Report.
Traffic	
1. Sign and line marking plans to be submitted to Council for referral to Local Traffic Committee (LTC) at prior to CC stage. Condition of consent required.	Sign and line marking plans will be supplied for O'Keefe Drive. The project team is currently in consultation with Camden Council regarding the final designs. A referral to the Local Traffic Committee will be undertaken prior to the commencement of relevant works. It is understood this will form the condition of consent determined by the Department.
2. Disabled parking is stated to be provided on-street to accommodate 2 spaces and details will be included in future sign and line marking plans. It is stated that that the staff car park is situated too far from admin buildings and on-street would better accommodate. Existing schools generally restrict access to staff parking and have controlled accesses therefore their response is considered satisfactory in this regard. The on-street proposal however is subject to Local Traffic Committee concurrence.	Acknowledged.
3. Regarding pedestrian crossings – Council agrees that the TfNSW warrants technically need to be met however Council will seek to propose the implementation and present the pedestrian crossing to Local Traffic Committee. It may be a possibility that the design be requested to be amended to a pedestrian crossing however Council would prefer initial plans to present pedestrian	We acknowledge safety of school children is key consideration when planning for a new school. Prior to the school's occupation, SINSW will work closely with TfNSW to determine and confirm school crossings and pedestrian crossing locations and requirements. School crossings generally operate before, during and after school hours and display red flags

crossings and will base its argument on other schools within the LGA. Although mid-block crossings are generally preferred it would not be practical on O'Keefe Drive due to the location of existing driveways. However it may be achieved on the future road 610 – to minimise potential impact on traffic flow better service people utilising the secondary site entry.	containing the words 'childrens crossing.' The crossings alert drivers to slow down and halt before a stop sign when a pedestrian is on the crossing or waiting at the crossing. Drivers cannot proceed until the pedestrian is off the road. Pedestrian crossings are special markings on the road that show where pedestrians have special rights at all times. The crossings allow people to cross the road safely and are usually marked by white stripes on the road. Drivers must give way to pedestrians at all times. As already acknowledged in the RtS, further investigation by the relevant authorities will be required associated with the new school, regarding crossings. TfNSW have established criteria required to issue pedestrian crossing warrants that ensure they are safe and effective for all road users. A warrant provides assurance to the public and the relevant authorities that the proposed traffic and transport facilities have been extensively investigated and considered by the relevant local Council Traffic Committee. SINSW will seek relevant warrants without the usual operational data. This early application should assist parents and students to better plan their trips to the new school. If the proposed crossings meet the requirements of a pedestrian crossing warrant, it will also assist in encouraging more active transport options to reduce the number of cars on local roads and improve community health and wellbeing.
4. The indentation of future road (southern boundary) and O'Keefe Drive, on plan NHQC2-CF-AR-SSDA-00_002 varies from that shown on CF-AR-SSDA-00_003 particularly in the vicinity of the respective entries.	The site analysis plan (CF-AR-SSDA-00_003) is a reference drawing only. The site plan (NHQC2-CF-AR-SSDA-00_002) identifies the respective entries across all construction related drawings.
5. The applicant states that the indented bus bay on O'Keefe Drive can accommodate 3 buses. Sign and line marking plans will be assessed at later stage. The provision of the number of bays shall be based on expected school demand. Bus bays shall be designed to satisfy TfNSW requirements for bus bays.	Acknowledged. The detailed bus bay design is currently being developed in consultation with Camden Council and will satisfy TfNSW requirements.
6. Regarding TfNSW request to consider short-term parking – the applicant responded to commit to the proposed 2-minute drop-off pick-up zones. It may be a measure that can be revisited when sign and line marking plans are submitted for LTC consideration.	Acknowledged.
7. Swept paths of a waste truck recommends realignment of some aspects within the car park. The car park design shall ensure such vehicle can satisfactorily manoeuvre.	Acknowledged. The car park design shall ensure waste vehicle can satisfactorily manoeuvre.
8. As specified in TFNSW comments drop off and pick up would ideally be off lower order roads rather than on O'Keefe Dr – to minimise impact on traffic flow in the peak period.	Acknowledged. The detailed bus bay design is currently being developed in consultation with Camden Council. Drop off and pick up will ideally be off lower order roads where possible.

Noise and vibration

The applicant appears to accept Council's previous comments outlined below.

Conditions of consent are required to be imposed to ensure they adhere to the requirements.

1. Trucks collecting waste and garbage should be limited to daytime operation (after 7am).

2. Noise from the proposed school bell and public address system should be controlled to not add to noise from children when they are outdoors.

3. There will be a significant exceedance of construction noise criteria and temporary acoustic fences of 2.4m high are recommended to mitigate this impact.

4. A construction noise management plan will be required to address noise.

5. Vibration is likely to cause discomfort for the closest residents who may only be 10m away from works during piling operations. A vibration management plan is recommended to address this impact.

A temporary acoustic fence has been installed as part of the bulk earthworks (DA/2019/928/1 approved by Camden Council). A 2.4 metre high fence would not be required as there are no piling works or other significant construction noise sources. Based on works undertaken under DA 2019/928/1, a vibration management plan is not required.

Public health

It is noted in the Response to Submissions p25 Public Health that the Applicant advises "school requirements" do not deem the OHSC kitchen to be a "commercial food premises" and therefore do not need to comply with AS4674-2004 Design Construction and fit-out of food premises. It is unclear what "school requirements" are being referred to here.

The important consideration here is that Food is supplied as part of the OSHC service and is included in the fee for service charged to the user. This constitutes "sell" under the definition of "sell" in the Food Act 2003.

"Sell" includes:

(n) supply food under a contract (whether or not the contract is made with the consumer of the food), together with accommodation, service or entertainment, in consideration of an inclusive charge for the food supplied and the accommodation, service or entertainment. Food for sale is required to be handled in premises that are appropriately constructed, fitted out and operated. The appropriate standard of construction is AS4674-2004. This is the standard that has been applied to new OSHC facilities in the Camden LGA over a number of years.

OSHC facilities, like school canteens, are often contracted to commercial operators who are required to Notify their food activities to the appropriate authority (Council) under the Food Act. The OSHC is a food business. The premises should therefore comply with the appropriate standard of construction.

Schools Infrastructure NSW – Educational Facilities Standards & Guidelines do not deem areas outside a Canteen as requiring compliance with AS4674 due to inability to cook food in these areas.

The canteen will not function as a commercial kitchen, with food only to be reheated, no cooking will be undertaken.

Council does not agree with the Applicant's response. The Applicant should be advised they are required to satisfy the appropriate standard of construction / fit-out.

Council's previous comments are outlined below As above for completeness:

1. The proposed development is intended to cater for 1012 students and associated staffing.
2. The development includes both a canteen servicing the general school community and an "Out of School Hours" (OSHC) facility separately servicing the before and after school hours community. Both facilities provide food for sale and will be regulated under the provisions of the Food Act 2003.
3. OSHC services are generally operated separately to the school administration and are considered as stand-alone retail food premises.
4. Both the school canteen and the OSHC are required to comply with the Australia and New Zealand Food Standards Code and AS 4674-2004 "Design construction and fit-out of food premises".
5. Detailed plans and specifications for the proposed construction and fit-out of the food premises have not been provided. In the absence of plans and specifications the Applicant's particular attention is drawn to:
 - i) Clause 2.1.3 of AS 4674-2004 which requires adequate space be provided on the premises for the following:
 - Space shall be provided for a)
Food preparation and service;
 - b) Separation, preparation and storage of raw food, from preparation and storage of cooked, and other ready to eat foods; and
 - c) Washing and sanitizing operations for utensils and equipment.
 - Space shall be provided for storage of d)
dry goods;
 - e) chilled and frozen food;
 - f) fresh fruit and vegetables;
 - g) returned/recalled food;
 - h) packaging material;
 - i) utensils, equipment;
 - j) cleaning equipment and chemicals;
 - k) clothing and personal belongings of staff;
 - l) garbage and recyclable material;
 - m) hot water (and cold water if storing on site); and
 - n) any other goods or materials that are associated with operating the food business on the premises.

Cool room, refrigerator and freezer capacity (including display equipment) and storage	As above
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and display capacity for hot food shall be adequate for the business.

ii) Clause 3.2.1 AS 4674-2004 - solid wall construction

iii) Section 4 AS 4674-2004 - provision of sinks including minimum double bowl sink for washing and sanitising of equipment, a separate sink for food preparation, facilities for cleaning premises (cleaners' sink or equivalent),

iv) Clause 4.4 - handwashing facilities.

Building Certification

The accessible car parking, substation and pump sets are now shown on the plans.

Acknowledged

Landscaping

It is critical for the Eucalyptus species stock to be checked for any defects or poor branch formation. Such stock must be rejected to avoid future risk. This can be addressed via a condition of consent.

Acknowledged, all plants are currently specified inline with Kid's Safe Australia requirements.

We anticipate this will form a standard condition from the Department.

Conclusion

Should you have any enquiries in relation to this matter, please do not hesitate to contact the undersigned on 02 4654 7777. N/A

Table 2 – DPIE email dated 22 May 2020

DPIE comments	Response	Reference
On site detention / off site detention arrangements including delivery and timing	<u>Drainage Basins</u> A temporary stormwater basin is currently being constructed by the adjoining developer to the east of the site, Greenfield Development Corporation (GDC) in line with their consent conditions of GDC Tranche 33 (DA-2018/147). The temporary and permanent stormwater basin will be designed as per the 'Water Cycle Management and Flooding - Catherine Field (Part) Precinct', prepared by Brown Consulting, Revised F dated August 2013. These basins cater for 8.92 hectares which accounts for the school site. The temporary stormwater basin will be built and commissioned by end of 2020, prior to the school completion. The permanent stormwater basin is currently in consultation with Council. GDC are currently consulting with Council to finalise the sports field design to the north of the site, and there is a possibility of the permanent stormwater basin being completed prior to operation of the school. Regardless, the temporary basin accounts for the school site and therefore the permanent basin will not be required for the operation of the school.	Attachment 5

	A confirmation letter from Northrop Engineers regarding the basins and water quality/quantity targets is provided at Attachment 5. <u>Roads</u> The construction of the southern and eastern roads is to be completed prior to the operation of the school by the adjoining developers. A condition of consent can be imposed to this effect.	
Fencing and landscaping treatment of eastern and western boundary	Fence line - In accordance with SINSW Education Facilities Standards and Guidelines (EFSG), 10m² of open play space per student is required which means that the fence lines cannot be shifted back from the boundaries. Furthermore, EFSGs dictate that school fencing must be on the boundary for security purposes. Eastern boundary landscaping - The landscaping treatment (street trees) on the western side of the eastern road (referred to as Road 3303 in Tranche 33 DA), will delivered by SINSW in accordance with the adjoining Greenfield Development Corporation DA consent plans (Attachment 1). The landscape setback of the buildings to the southern boundary and wrapping around to the south-western towards the main pedestrian entry and south-eastern corner to the edge of block D is proposed to be amended. The proposed amended landscape scheme (a preliminary sketch is shown within Attachment 2) involves the planting of semi mature trees, screen shrubs and groundcover plants. The amended landscaping will provide instant and improved screening of the buildings. The scheme has been negotiated with the adjoining developer to the south, Harrington Estates. Western Boundary landscaping - The kiss and drop west of the site is currently being developed in consultation with Camden Council which may impact landscaping in that zone, however any changes would be subject to a future application.	Attachment 1 Attachment 2
Overall tree planting numbers	The proposed tree planting quantities are shown on the current landscape drawing L300 issue E and L301 issue D. There are 201 trees of varying types and sizes. These drawings were submitted as part of the RtS. The proposed amended landscaping to the southern face of the site will result in an additional 8 trees being planted (so 209 trees in total)	Attachment 2
Location of waste pad	The waste pad cannot be relocated to the south-eastern corner of the car park for numerous reasons including SINSW preference to locate waste away from school buildings, the swept paths in the car park make it impractical to have the waste vehicle load in that area, the substation would be required to be relocated, and the pad cannot be moved to the north-eastern corner as a future entrance may be provided there off the new council road to the north. The proposed waste pad location in the north-western corner of the car park is acceptable as under the current landscape plans (drawing L304 issue E) there will be screen planting of Melaleuca decora with understorey shrub planting between the fence and waste bin pad. To the west side will be native trees with an understorey of shrub planting. This landscaping will screen the waste area from the view of the street.	

Pedestrian crossings	We acknowledge safety of school children is key consideration when planning for a new school. Prior to the school's occupation, SINW will work closely with TfNSW to determine and confirm school crossings and pedestrian crossing locations and requirements. School crossings generally operate before, during and after school hours and display red flags containing the words 'childrens crossing.' The crossings alert drivers to slow down and halt before a stop sign when a pedestrian is on the crossing or waiting at the crossing. Drivers cannot proceed until the pedestrian is off the road. Pedestrian crossings are special markings on the road that show where pedestrians have special rights at all times. The crossings allow people to cross the road safely and are usually marked by white stripes on the road. Drivers must always give way to pedestrians . As already acknowledged in the RtS, further investigation by the relevant authorities will be required associated with the new school, regarding crossings. TfNSW have established criteria required to issue pedestrian crossing warrants that ensure they are safe and effective for all road users. A warrant provides assurance to the public and the relevant authorities that the proposed traffic and transport facilities have been extensively investigated and considered by the relevant local Council Traffic Committee. SINSW will seek relevant warrants without the usual operational data. This early application should assist parents and students to better plan their trips to the new school. If the proposed crossings meet the requirements of a pedestrian crossing warrant, it will also assist in encouraging more active transport options to reduce the number of cars on local roads and improve community health and wellbeing.
Canteen	Schools Infrastructure NSW – Educational Facilities Standards & Guidelines do not deem areas outside a Canteen as requiring compliance with AS4674 due to inability to cook food in these areas. The canteen will not function as a commercial kitchen, with food only to be reheated, no cooking will be undertaken.

Table 3 – Government Agencies Comments

Government Agency Comments	Response	Reference
Endeavour Energy		
Site Remediation Endeavour Energy has noted that the Stage 2 Environmental Site Assessment does not appear to refer to the easement for overhead power lines previously encumbering the site.	Acknowledged.	

Endeavour Energy's Environmental Business Partner Section have advised that the remediation of soils impacted with pole treatment chemicals at the base of timber poles is not uncommon. The method of remediation is generally the removal of the poles, excavation of any contaminated soils and their disposal at a licensed land fill.

The decommissioning and removal of the redundant overhead power lines and poles would have been dealt with by Endeavour Energy's Network Connections Branch as part of the previous application for the connection of load and asset relocation projects for the urban residential subdivision (please refer to the point 'Network Capacity / Connection' in Endeavour Energy's previous submission).

As such any contamination related to the timber poles should have already been addressed but if the applicant has any concerns over the remediation of soils impacted with pole treatment chemicals they should contact Environmental Business Partner section via Head Office enquiries on telephone: 133 718 or (02) 9853 6666 from 9am - 4:30pm.

Network Capacity / Connection
Endeavour Energy has noted the following in the Design Analysis Report.

The project team are currently undertaking detailed design in consultation with Endeavour Energy to confirm locations of the substations and pumps. Attachment 6

'The site planning facilitates a north-south connection through the site to the future open space in the north. The servicing of the site, including sub-station and booster pumps, has been considered to ensure code compliance while at the same time coordinating the locations to ensure they are well screened by landscaping away from the main active spaces.'

However as noted in the following extracts of the Civil Drawings, Architectural Plans and Landscape Plans there appears to be some uncertainty / inconsistency with the location of the substation (not clearly identified or shown) and the pumps?

Please refer to page 3 of submission.

Endeavour Energy is urging applicants /customers to engage with an Electrical Consultant prior to submitting plans to the Department in order to assess and incorporate any required electricity infrastructure. Whilst in this instance provision has been made for a padmount substation on the site, consideration also needs to be given to its impact on the other aspects of the proposed development. For this reason it is important that whenever possible all the

plans show the proposed substation location (easement and restrictions) as well as any associated conductors.

This can assist in avoiding the making of amendments to the plan or possibly the need to later seek modification of an approved development application

As further consideration of Endeavour Energy's recommendations and comments will be provided in the future ongoing detailed design, subject to the foregoing Endeavour Energy has no objection to the Development Application.	Acknowledged
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Could you please pass on a copy of this submission and the attached resources to the applicant? Should you wish to discuss this matter, or have any questions, please do not hesitate to contact me or the contacts identified above in relation to the various matters. Due to the high number of development application / planning proposal notifications submitted to Endeavour Energy, to ensure a response contact by email to property.development@endeavourenergy.com.au is preferred.	Acknowledged
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Government Architect NSW

GANSW has provided design review commentary on SSD 9477 through the SDRP, with preliminary plans for this proposal reviewed by GANSW on four occasions. The proposal has addressed the issues raised through the design review process. We have no further comments on the application.	Acknowledged.
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We recommend a condition of consent be included relating to the concurrent delivery of landscaping with the buildings and on-going maintenance to ensure planting and trees are established.

EPA

I am writing in reply to your invitation to the Environment Protection Authority (EPA) to provide advice on the Response to Submissions (RtS) for the above project.	Acknowledged
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The EPA previously reviewed the Environmental Impact Statement (EIS) for this project and provided comment on contaminated land management, noise and vibration, waste management, air (dust) and water (erosion and sediment control) issues (EPA letters DOC18/502127-01 and DOC19/980101-4).

The EPA is generally satisfied with the RtS but makes a number of observations in the attachment to assist Department of Planning, Industry and Environment (DPIE) in its determination of the project.

If you have questions regarding the above, please phone James Crawford on (02) 4224 4123.

General

The EPA notes how close the nearby residents are to the construction site, with houses situated immediately across the road from the proposed development. This is a construction project that will need to be completed very diligently and professionally to alleviate community concern. Early consultation and providing an avenue to voice complaints directly to the construction contractor will be crucial. Good management and adherence to the relevant plans will also be very important.

It is acknowledged a Construction Vibration Management Sub-Plan needs to be completed in consultation with residents. It is anticipated further consultation will be undertaken.

Noise and Vibration

Acknowledged

The EPA identified construction hours for the project were outside of the recommended construction hours outlined in the EPA (2009) Interim Construction Noise Guideline (ICNG). This was of particular concern because of the close proximity the construction site has to residential dwellings.

The RtS states that no construction will occur outside of the ICNG recommended hours, but deliveries of heavy machinery and materials may need to be delivered before 8am and after 1pm on Saturdays to conform to Roads and Maritime Services (RMS) requirements.

Any truck movements and deliveries that may occur early on Saturday mornings could be a potential source of concern for neighbouring residents and could become a contentious issue during construction.

The EPA recommends the proponent be required to ensure that construction activities associated with the project are only undertaken during the following construction hours:

- a) 7:00 am to 6:00 pm Mondays to Fridays, inclusive;
- b) 8:00 am to 1:00 pm Saturdays, and
- c) no work on Sundays or gazetted public holidays.

Works associated with the project may be undertaken after 7am and before 3 pm on Saturdays where the delivery of materials, plant or structures is required by NSW Police or other authority for safety reasons.

Where deliveries are to occur prior to construction hours the proponent should develop a community consultation process and complaint register to help keep the community informed and to manage community annoyance.

Dust

Acknowledged

The proposed site is extremely close to existing housing and dust emitted during construction has the potential to cause community concern. Dust impacts during construction are one of the main sources of community complaints to the EPA and is likely to be an issue of concern during this project.

The EPA emphasises the importance of dust control during construction and recommends the proponent be required to develop and implement a dust management plan. The plan should include how the proponent will control and mitigate dust emissions. The plan should also include how the proponent will undertake community consultation prior to and during the construction.

Operational Phase

Acknowledged.

The EPA raised concerns from the initial EIS of noise once the school is operational. The RtS states that the proponent will develop an Operational Noise Management Plan. The RtS did not address the concern EPA had with operational noise, in particular from school bells or the nature of and times during which school facilities are made available for external users.

The EPA raises this issue with DPIE because EPA often receives complaints from nearby residents about noise from schools. One of the causes is when schools rent out space to external users including community groups and commercial operators who may carry out noisy activities either early in the morning or in the evening.

It is recommended the Operational Noise Management Plan takes into consideration the nature and times during which school facilities are made available for external users. It is recommended that the plan also takes into consideration the design and operation of the public address and school bell, place time restrictions on powered maintenance equipment and any other potential sources of noise and vibration that could impact on the nearby residents.

Heritage Council

Thank you for your referral dated 5 May 2020 inviting comments from the Heritage Council of NSW on the above State Significant Development (SSD/SSI) Response to Submissions.

Acknowledged.

The submitted report titled SSD 9477 Catherine Field Primary School Response to Submissions prepared by RPS Group, dated 1 May 2020, has been reviewed. The information submitted is considered

satisfactory, and no further comments are provided.

If you have any questions regarding the above advice, please contact Shikha Jhaldiyal, Senior Heritage Assessment Officer at Heritage NSW, on 9873 8545 or via email at Shikha.Jhaldiyal@environment.nsw.gov.au.

I refer to your correspondence regarding the above proposal which was received by the NSW Rural Fire Service on 05/05/2020. Acknowledged.

The NSW Rural Fire Service has reviewed the information provided and makes no objections to the changes to the development subject to the recommended conditions, issued 2 December 2019, being applied to the development.

For any queries regarding this correspondence, please contact Emma Jensen on 1300 NSW RFS.

Transport for NSW

Thank you for your correspondence via Major Projects Planning portal (ref: PAE-3124) on 5 May 2020, requesting Transport for NSW (TfNSW) to review and comment on the Response to Submissions for the subject State Significant Development (SSD) Application. Acknowledged.

Legislation came into effect on the 1 December 2019 that brings Roads & Maritime Services and Transport for NSW together into one organisation. This response represents the views of the new organisation.

The response to submissions and supporting documentation provided in support of the subject SSD has been reviewed and detailed comments and recommendations are provided in ATTACHMENT A.

Thank you again for the opportunity of providing advice for the above development application.

If you require any further information, please don't hesitate to contact Robert Rutledge,

Principal Transport Planner, via email at Robert.rutledge@transport.nsw.gov.au. I hope this has been of assistance.

Green Travel Plan Comment Acknowledged.

It is noted that a framework Green Travel Plan (GTP) has been prepared. The following items are suggested for further consideration:

- Demonstrate an understanding of current travel behaviour in the area. Data from
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nearby schools or existing household survey data could be used;

- Information on school operation hours including before and after school care as well as extra-curricular activities, and the projected spread of the demand throughout those hours;
- Specific mode share targets that support higher mode share for public and active transport;
- More ambitious mode share targets for staff;
- Aggregated postcode locations which staff travel from ;
- Detail as to how enrolments will be staged, including at commencement and for future growth; i.e. what will be enrolments on day one of opening up? What are the future projections?
- School enrolment catchment and analysis of proportion of students within walking and cycling distance;
- Greater details of measures to encourage sustainable transport choices amongst parents, students and staff for example information on walking routes, walking groups, cycling routes and information packs for parents and students;
- Consider wayfinding measures such as local street signage to identify direction and distance to school;
- Proportion of students who are eligible for SSTS and promotion of the SSTS and School Term Bus Pass;
- Consider storage facilities (for large items and to reduce daily trips with these items) for students;
- Include a behaviour change program to encourage greater sustainable transport choices that target specific student groups e.g. encourage early sustainable behaviours through Bike Ed in primary years; and provide more specific targeted programs for high school students;
- Identify how annual travel surveys will be conducted, an evaluation process and how any mitigations or changes will be implemented;
- Identify how any increase of enrolments be managed within the Green Travel Plan and evaluation process;
- Information on how travel for special event trips for school activities such as school carnivals, swim school, excursions etc will be managed;
- Greater detail in the TAG including examples of material to be provided, relevance to target age groups and how it will be distributed.

Recommendation

Prior to the issue of an Occupation Certificate, the applicant should prepare a comprehensive Travel Plan (or amend and

expand the existing framework GTP) in consultation with TfNSW to address the above.

School Zone signs and associated markings

Comment

A significant number of vehicles and pedestrians will access the site at the start and end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network and 40km/hr School Zones are to be installed in accordance with the conditions. The consent authority should ensure that parking, drop-off and pick-up zones and bus zones are incorporated in accordance with TfNSW standards. TfNSW is responsible for speed management along all public roads within the state of New South Wales and the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.

Recommendation

The applicant must obtain written authorisation from Transport for NSW (TfNSW) to install School Zone signs and associated pavement markings, and/or remove/relocate any existing Speed Limit signs. To obtain authorisation, the applicant must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:

- a. A copy of development Conditions of Consent
- b. The proposed school commencement/opening date
- c. Two (2) sets of detailed design plans showing the following:
 - i. School property boundaries
 - ii. All adjacent road carriageways to the school property
 - iii. All proposed school access points to the public road network and any conditions imposed/proposed on their use
 - iv. All existing and proposed pedestrian crossing facilities on the adjacent road network
 - v. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).
 - vi. All existing and proposed street furniture and street trees.

Removal and installation of any School Zone signs and pavement markings must

be done in accordance with TfNSW approval/authorisation, guidelines and specifications. All School Zone signs and pavement markings must be installed prior to student occupation of the site. The applicant must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.

Following installation of all School Zone signs and pavement markings the applicant must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to Transport for NSW at the same time.

Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.

Car Parking and Circulation

Acknowledged.

Comment

It is noted the applicant agrees that a Condition of Consent in any future approval will require that the final design provide compliance with Australian Standards.

Recommendation

Prior to the issue of a construction certificate, a plan shall be submitted to the certifying authority which demonstrates the layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) are be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage and that the swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, is be in accordance with AUSTROADS.

Construction Traffic Management Plan

Acknowledged.

Comment

A high-level Construction Traffic Management Plan (CTMP) has been provided. It is noted there are mark ups related to the swept path analysis provided in Appendix A. These amendments have not been applied in Attachment A of Appendix H.

Arrival and departure routes of construction vehicles during each stage should also be included.

Recommendation

A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control during each Stage of development, along

with the swept path analysis amendments to Attachment A of Appendix H should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate

EES

Thank you for your email of 5 May 2020, requesting input from Environment, Energy and Science Group (EES) on the Response to Submissions (RtS) for New Catherine Field Primary School, O'Keefe Drive, Oran Park. EES have reviewed the RtS table prepared by rpsgroup dated 1 May 2020, and notes that despite EES making a submission dated 18 November 2019 to the proposal requesting that:

if the Department determines to grant approval, EES recommends that any conditions recommended by the Aboriginal Archaeological Assessment prepared by Kelleher Nightingale Consulting Pty Ltd dated 15 September 2018 be included as conditions of consent.

EES comments were not included within the RtS table referred to above.

However, it is noted that within a Notice of Determination issued by Camden Council for "Early works for Catherine Field Primary School including bulk earthworks (cut and fill), site establishment works and stock piling", condition No. 17 – Unexpected Finds has been included. Further, this matter has been discussed with Planning and Assessment Group and EES has been given assurance that a condition regarding unexpected finds would also be included within any development consent that may be granted for the proposal. On this basis EES makes no further comments in relation to Aboriginal cultural heritage, biodiversity and flooding.

The Aboriginal Archaeological Assessment prepared by Kelleher Nightingale Consulting Pty Ltd dated 15 September 2018 was submitted with the EIS. It is a letter that states the following:

No Aboriginal heritage constraints exist for Oran Park South – Catherine Fields (part) Precinct. All Aboriginal heritage sites within Oran Park South – Catherine Fields (part) Precinct have been destroyed in accordance with AHIP C0001014. No further assessment of Aboriginal heritage is warranted for Oran Park South – Catherine Fields (part) Precinct.

There are no conditions that form part of this Aboriginal Archaeological Assessment.