

**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

URBIS.COM.AU  
Urbis Ltd  
ABN 50 105 256 228

22 May 2025

Camille Kunder  
NSW Department of Planning, Housing and Infrastructure  
Level 16, 4 Parramatta Square  
Parramatta NSW 2150

Dear Camille,

## **RESPONSE TO RFI | SANTA SABINA COLLEGE SENIOR CAMPUS SPORTS AND AQUATIC CENTRE – SSD-68054209**

### **1. INTRODUCTION**

This letter has been prepared by Urbis on behalf of Santa Sabina College (**the Applicant**) in response to the Request for Additional Information (**RFI**) letter from the Department of Planning, Housing and Infrastructure (**DPHI**) issued 11 April 2025.

The RFI request relates to a State Significant Development Application (SSD-68054209) for the construction of a sports and aquatic centre on the Santa Sabina College Senior College at 90-98 The Boulevard, Strathfield.

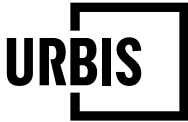
Amended documents have been prepared to respond to the issues raised in DPHI's RFI. These include:

- Architectural Plans prepared by m3architecture (Appendix A).
- Landscape Plans and Landscape Design Report prepared by Urbis (Appendix B).
- Addendum Transport and Accessibility Impact RFI Response Letter prepared by Stantec (Appendix C).
- Noise and Vibration Impact Assessment prepared by Stantec (Appendix D).
- Flood Risk and Impact Assessment prepared by Stantec (Appendix E).
- Stormwater Management Report prepared by Stantec (Appendix F).

This letter provides a response to DPHI's request for additional information.

### **2. REFINEMENTS TO THE PROJECT**

Minor refinements and clarification have been incorporated into the proposal in response to DPHI's RFI letter. Importantly, these refinements are changes that fit within the limits set by the project



description. These refinements do not change what the application is seeking consent for, and therefore an amendment to the proposal is not required.

These design refinements include:

- Amending the location of the proposed bicycle parking to be within the original extent of works of the application. The architectural and landscape plans have also been amended to revert to the original extent of works outline.
- Addition of RLs to architectural plans including for stairs, arbour structure, store and service rooms, fence and balustrade heights, and the stage in the sports centre.
- Clarification that signage shown on architectural plans is indicative only and consent is not sought for this signage.
- Removal of all proposed flood signage from the scope of the development.

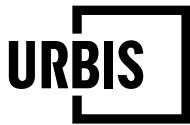
Refer to the revised Architectural Plans (Appendix A) and Landscape Plans (Appendix B) for further details on these design refinements.

### 3. RFI RESPONSE TABLE

Table 1 below provides a response to each of the issues raised by DPHI in their RFI letter and is accompanied by relevant plans and technical information.

Table 1 RFI Response Table

Comment	Response
<b>Flood Impact Assessment Report</b>	
The Flood Emergency Response Plan must demonstrate how students and staff on-site will be notified of potential flooding during a flood event, including the methods and time of notifications.	<p>The Flood Impact Assessment Report (<b>FIAR</b>) has been updated to include Section 5.2.8.1 which outlines the notification protocol to be utilised during a flood event, including different protocols for if the school is open or closed.</p> <p>The notification protocol outlines specific communication modes for different target groups (e.g. School PA system and emergency siren for staff and students within school grounds and SMS/school's website/school's app for those not within school grounds such as parents) and the timing of when notifications should occur (e.g. when a severe weather/flood warning is received from BoM or NSW SES).</p> <p>Refer to Appendix E for further detail.</p>
The Flood Impact Assessment must also include consideration of how students with disabilities or those requiring assistance will be safely evacuated during a flood event.	<p>The Flood Impact Assessment Report has been updated to include Section 5.4.1 which discusses the accessibility of evacuation paths across the site. This section refers to the Accessibility Report submitted with the EIS which determined that the development is capable of complying with the relevant BCA and DDA standards, including with relation to ingress, egress and paths of travel.</p> <p>As such, the paths of travel to be used during an evacuation are determined to be accessible and suitable for use by students with</p>



Comment	Response
	<p>disabilities or those requiring assistance during a flood event. The FIAR also recommends that these students are prioritised during evacuation procedures.</p>
<p>The Applicant is to confirm whether the flood signage proposed for the hockey field and multipurpose courts is included in this application. All flood warning signages proposed as part of this application must be clearly shown in the Flood Impact Assessment Report.</p>	<p>The previously proposed flood signage has been removed from the application, including all references in the FIAR. The amended FIAR considers that, as the site is not subject to high hazard floodwaters in events up to and including the 1% AEP, flood signage is not required to manage flood risk. The FIAR concludes that the other proposed flood response measures including the notification protocol and emergency procedures are sufficient to manage flood risk.</p>
<p><b>Bicycle Parking Area</b></p>	
<p>It is noted that the area proposed for bicycle parking is now included within the 'extent of works'. The Applicant is to confirm if this inclusion affects any other assessment outcomes or findings contained within the supporting documentation (e.g. landscape plans, traffic assessments, aboriginal impacts).</p>	<p>The location of the proposed bicycle parking has been amended to be within the previous development footprint/extent of works as outlined in the initial SSD application lodged to the Department. Subsequently, the development site extent of works has been amended to the original extent.</p> <p>As such, there will be no impacts on any other assessment outcomes or findings contained within the supporting documentation. In particular, there is no requirement to prepare a revised BDAR waiver or ACHAR report as the extent of works is the same as was proposed under the original application.</p>
<p><b>Stormwater Management Plan</b></p>	
<p>The submitted Stormwater Management Plan contains a 'DRAFT' watermark. The Applicant is requested to remove the draft watermark and provide a final version of the document for assessment.</p>	<p>The Stormwater Management Plan has been resubmitted as a final version as part of this RFI response.</p>
<p><b>Transport and Accessibility Impact Assessment</b></p>	
<p>Traffic surveys were conducted in November 2022. The report must state whether additional updates to the data have been undertaken to reflect post-COVID travel patterns and current traffic conditions. The report should confirm that the surveys are reflective of existing traffic conditions in the area.</p>	<p>The Addendum Transport and Accessibility Impact RFI Response Letter indicates that COVID-19 impacts to traffic volumes were experienced in 2020 and 2021, with traffic volumes recovering by 2022. As such, the traffic surveys conducted in November 2022 reflect the existing traffic conditions in the area. Background traffic volumes have only increased by 3%-4% per year from 2022 to 2024 which is considered minor and is not anticipated to have noticeable impacts on the surrounding network operation should this trend continue.</p>
<p>Section 4.7 of the Transport and Accessibility Impact Assessment indicates that the Jersey Road access driveway is 6.0m wide and intended for two-way vehicle movement by swept path analysis shows the driveway width as</p>	<p>The Addendum Transport and Accessibility Impact RFI Response Letter clarifies that the Jersey Road access driveway is 5.9m wide at the entrance and slightly tapers to 5.5m. The swept path diagrams are unaffected by this discrepancy, however they have been updated to include additional dimensions for clarity.</p>



Comment	Response
<p>5.5m. The Applicant is to clarify this discrepancy.</p>	<p>The Addendum Transport and Accessibility Impact RFI Response Letter demonstrates, through SIDRA modelling, that the development will have minimal impact to the right turn movement from The Boulevarde into Jersey Road.</p> <p>In all opening year traffic modelling scenarios, the right turn from The Boulevarde into Jersey Road will maintain a Level of Service A, representing good operation. The 10-year horizon scenarios indicate a slight increase in queuing for this intersection and will result in a Level of Service B for the intersection. However, modelling for the base 10-year scenario which did not factor in the impact of the development similarly found the operation of the intersection dropped to a Level of Service B, demonstrating that the decrease in Level of Service of the intersection is due to anticipated background traffic growth rather than as a result of the development proposal.</p> <p>Additionally, as The Boulevarde provides two lanes in each direction of travel, there is a passing opportunity for through vehicles in case of queuing to turn right into Jersey Road.</p> <p>As such, a future Level of Service B for this intersection is considered acceptable and will not require any mitigation measures.</p> <p>The Addendum Transport and Accessibility Impact RFI Response Letter also outlined that, as the proposed development does not seek additional student numbers, the increase in queuing within the pick up and drop off zones along Jersey Road is considered to be negligible.</p> <p>Refer to Appendix C for further detail.</p>
<p>The report should also address any cumulative impacts on surrounding developments.</p>	<p>Section 5.1.4 of the previously submitted Transport and Accessibility Impact Assessment identifies that the traffic modelling and assessment for this application has factored in cumulative impacts for surrounding developments, particularly Meriden School. The traffic impact modelling in section 5.2 outlines several scenarios which consider cumulative impact with other developments.</p>
<p>The report should also confirm the location of existing pick-up and drop-off zones along Jersey Road (including the five additional spaces used during peak hours).</p>	<p>The location of the existing drop-off zone is illustrated in Figure 7 of the TAIA and is located along the northern side of Jersey Road. The existing drop-off spaces utilised during peak hours are located across the road, as shown in Figure 1 below.</p>

Comment	Response
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Figure 1 Location of Existing Drop-Off Zones



Source: Stantec

**Noise & Vibration Impact Assessment**

The Traffic Generation Noise Assessment addresses the increase in traffic noise along The Boulevard. The report must clarify why a corresponding assessment was not undertaken for Jersey Road.

Section 4.3 of the Noise and Vibration Impact Assessment has been updated to include an assessment of the expected noise increase due to traffic generation on Jersey Road associated with the development.

**Architectural Plans**

The plans should include RLs for all levels. Specifically, the plans must indicate RLs for the store and service rooms located in the basement, stairs landing between Catherine’s Garden and the Aquatic Centre and the stage located in the Sports Centre.

The architectural plans have been updated to include the requested RLs. Updated drawings include DA-201, DA-211 and DA-212.

The plans/sections should also indicate proposed fence and balustrade heights around the aquatic centre and sports centre, respectively.

The architectural plans have been updated to include the requested RLs for the proposed fence and balustrade heights. Updated drawings include DA-261, DA-262, DA-263 and DA-272. Note that these RLs have only been added to elevation and section drawings.

The Applicant is to confirm if the structure marked in Figure 2 (of the RFI) forms part of this development application. If so, the plans must indicate details such as the height of the structure and its setback from existing buildings.

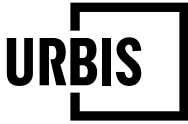
The identified structure is a set of stairs and an arbour structure linking the Aquatic Centre to Catherine’s Garden. This structure forms part of this development application.

The architectural plans have been updated to include building height dimensions and RLs of the arbour structure. The arbour structure has zero setback from existing buildings and therefore no setback dimension is provided on the plans.

This arbour structure is also shown in the landscape plans.

The Applicant is to confirm if the signage shown in the Proposed Eastern Elevation and Proposed South Elevation forms part of this development application.

The signage shown on the architectural plans is intended to form part of a separate development application and consent is not sought for this signage as part of this SSSA. This is clarified on drawings DA-262 and DA-263 through an annotation added to the



Comment	Response
<p>The Applicant is to rectify minor inconsistencies regarding the stairs leading to the sports centre from the basement.</p>	<p>legend specifying that the signage is indicative and will be part of a separate DA.</p> <p>Stair 1 is located at the lift core at the south-west corner of the Sports Centre building. Stair 1 serves as a required fire egress path from the Basement level to external space and is also a circulation stair linking the two levels.</p> <p>Stair 2 is located on the west side of the Sports Centre building in between Student Amenities and Gym. Stair 2 does not provide access to the Basement level. Stair 2 serves as a required fire egress path from Level 0 to external space, and is also a circulation stair linking the two areas.</p> <p>To clarify this, the architectural plans have been amended to include RLs for the landing levels for both Stairs 1 and 2. Additionally, the colour and cut plane of Stair 2 has been amended and a note has been added regarding access (i.e. that access is not provided to the basement).</p> <p>Updated drawings include DA-201 and DA-211.</p>

#### 4. CONCLUSION

This letter has provided a response to the issues raised by the Department of Housing, Planning and Infrastructure in relation to SSD-68054209. It is considered that the justification provided in Environmental Impact Statement submitted with the application, and supplemented by the responses above, provide appropriate grounds to support the proposed application.

Should you require any further clarification on the above, please do not hesitate to contact the undersigned.

Kind regards,

Naomi Daley  
Associate Director  
+61 2 8233 9967  
ndaley@urbis.com.au