

ENGAGEMENT SUMMARY TABLE

Stakeholder	How This Group was Consulted	Issues Discussed	Project Response
Department of Planning and Environment (DPE)	Microsoft Teams Meeting on 1 October 2021	<p>Broadly the following was discussed with DPE:</p> <p>Current zoning and relevant planning controls</p> <p>Built form in the first stage of development</p> <p>Car parking and pick-up/drop-off</p> <p>Staff and student numbers</p> <p>Timing and next steps in the SSD process</p>	Addressed within the EIS.
Camden City Council	Virtual meeting on 15 July 2021 and 9 December 2021 between Project Team and various Council Departments including Planning, Traffic and Road Safety, Development Engineering and Environment	Confirmation of the growth rate for traffic modelling.	Confirmed growth rate has been modelled, refer to the Traffic and Accessibility Impact Statement.
		Number of bicycle parking required on site given that there is no existing or proposed cycling connection to the school.	Council has confirmed that the provision of bicycle parking on site does not have to comply with the staging and may be conditioned later once the cycle path connection is planned, refer to the Traffic and Accessibility Impact Statement.
		Extent and dimension of footpath required on site frontage given that there is no existing or proposed footpath connection to the school.	Footpath provision extent and dimensions are limited to the school frontage

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		Timing of the implementation of the channelised right turn at the school entry.	Council has expressed their preference for delivery of the channelised right turn entry in Stage 01 but modelling shows it is not necessary until Stage 04 which is based on the growth rate, refer to the Traffic and Accessibility Impact Statement.
	<p>Pre-DA letter dated 21 December 2021.</p> <p>Consultation was held on the 9 December 2021.</p>	<p>A Traffic Impact Assessment undertaken by a suitably qualified practitioner must be submitted detailing, but not limited to, the following:</p> <p>Traffic generation and impact;</p> <p>Queuing at kiss and ride – measures to prevent queuing from extending onto Catherine Fields Drive;</p> <p>Compliance of the design with relevant design guides and standards;</p> <p>Pedestrian safety; and The capacity for the narrow rural road (Catherine Fields Road) to handle the traffic volumes associated with the development and likely maintenance burden</p> <p>Car parking rates shall comply with DCP requirements for off-street parking. Although the number of proposed parking spaces is provided in the documents, the detail required for their calculation is not</p>	<p>A queuing analysis of the kiss and ride area has been undertaken to demonstrate that the design can accommodate all traffic required without queuing onto Catherine Fields Road</p> <p>A queuing analysis of the kiss and ride area has been undertaken to demonstrate that the design can accommodate all traffic required without queuing onto Catherine Fields Road.</p> <p>SIDRA network modelling has been undertaken to demonstrate that development traffic can be accommodated by the surrounding road network, refer to the Traffic and Accessibility Impact Statement.</p>

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		<p>(i.e., number of year 12 students, number of staff, etc)</p> <p>The proposal states 36 Kiss and ride spaces internally. Additional detail of the Kiss and ride area would be required, and it must be designed in a manner that ensures queuing does not extend onto Catherine Field Drive (impacting on traffic flow). The school proposes 1500 students, and it is envisaged that the majority of students would travel by private vehicle or bus. The efficacy of the proposed provision shall be justified by assessment of similar sites.</p> <p>Plans depicting dimensions (aisle width, indent width, length), signage and line marking must be submitted with any future application</p> <p>Parking/ loading areas shall be designed to comply with relevant Australian Standards</p> <p>Relevant swept paths to be depicted include (but are not limited to) the following:</p>	

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		<p>Vehicles entering and exiting driveways and parking aisles simultaneously; and</p> <p>Largest design vehicle entering, manoeuvring with the site and egress the site.</p> <p>A bus shelter must be provided as part of the proposed development. All indented bus bays must be designed in accordance with the relevant standards and design guides</p>	
		<p>Answers to specific queries:</p> <p>What growth rate should be applied in our traffic model?</p>	Note that TfNSW has directed us (Ason Group) to use the standard growth rate which is 2.5%. 2.5% would be satisfactory at this stage considering the area is not yet rezoned.
		Do we need to provide any bicycle parking within the school as it is currently not accessible via bicycles?	Although bicycle accessibility is not yet achieved it may be difficult to enforce provision after the school is approved and operational. We may condition that prior to completion of the final stage that all parking must be provided. However, a small amount should still be provided at Stage 1 to accommodate any teachers or students that may live local and choose to cycle to the school.
		Footpath connecting the indented bus bay on Catherine Field Road to the school has been designed for 1.8m in width in accordance with Austroads Guide to	3m is to be provided to accommodate students waiting to board etc.

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		Road Design Part 3, does it need to be widened?	
		Our initial modelling shows that the CHR on Catherine Field Road does not need to be provided before Stage 4. Does Council have any comment on the timing?	As above, Council has expressed their preference for delivery of the channelised right turn entry in Stage 01 but modelling shows it is not necessary until Stage 04 which is based on the growth rate, refer to the Traffic and Accessibility Impact Statement.
State Design Review Panel	<p>The Minarah design team and clients presented the early scheme in a design review session held on 27 October 2021.</p> <p>The NSW SDRP Panel members were:</p> <p>Adam Haddow, Craig Kerslake, Anna Chauvel,</p> <p>Barbara Schaffer (Chair)</p> <p>The GANSW Design Advisor was:</p> <p>Melissa Riley</p>	<p>Recommendations were made regarding the following issues:</p> <p>Connecting with Country and Landscape</p> <p>Traffic and Circulation</p> <p>Sustainability</p>	<p>Well considered and holistic approach to the masterplan, landscape and architecture</p> <p>Commenced engagement with Tocomwall to guide the community consultation and Connecting with Country (CwC) response</p> <p>Sensitive treatment and consideration of the site's natural level changes</p> <p>Richness and diversity in landscape spaces</p> <p>Screening to the north and southern boundaries providing a sense of enclosure to the school</p> <p>Intent to reassess and reduce parking and related circulation</p>
			The project was returned to the SDRP with the issues outlined to be addressed.

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	The DPIE Representative was: Brent Devine		
	The Minarah design team and clients presented the early scheme in a design review session held on 16 February 2022.	The project team are commended for a comprehensive presentation and efforts to address advice from the previous SDRP. The following elements of the design are supported:	<p>The well-considered and promising design proposal.</p> <p>The initiatives arising from the Connecting with Country consultation.</p> <p>Consideration of the three cultures with a key relationship to the school.</p> <p>Aboriginal, Islamic and Fijian.</p> <p>The sustainability approach and strategies proposed</p>
		<p>Recommendations were made regarding the following issues:</p> <p>Connecting with Country</p> <p>Landscape</p> <p>Masterplan and Built Form</p>	<p>The proposal has addressed the recommendations relating to Connecting with Country, Landscape and Masterplan and Built form in the Design Report prepared by Tonkin Zulaikha Greer.</p>
NSW Rural Fire Service (NSWRFS)	Pre-DA advice was sought from the NSW Rural Fire Service for the proposed development. With advice issued by the	<p>The Bushfire Protection issue that was discussed surrounded the accessibility of the site.</p> <p>It is acknowledged by NSW RFS that through roads are the preferred design option this cannot be achieved in this instance and in consideration of the</p>	<p>Proposes that the inclusion of a rear access road with a compliant turning circle and hydrant is seen as a suitable proposition given the nature of the hazard, refer to the Bush Fire Assessment Report.</p>

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	NSW Rural Fire Service on the 28 March 2022.	<p>nature and isolation of the hazards is not warranted in my opinion.</p> <p>The proposed access arrangements include a 4 metre wide access road (all weather surface, with capacity to carry a fully loaded fire-fighting vehicle) and passing bay, which will facilitate fire services access to the rear of the site for hazard reduction or fire suppression activities. This access road will exclusively be used for maintenance, buses (for sporting events) and emergency services – with no regular day-to-day use.</p>	
Aboriginal Community Consultation	Tocomwall Pty Ltd has engaged in a 4 stage Aboriginal Community consultation process.	The details of the process and outcomes are outlined in the Aboriginal Cultural Heritage Assessment Report attached in Appendix	
	Stage 1: Notification of project proposal and registration of interest	The purpose of the stage 1 notification is to identify, notify and register Aboriginal people who hold cultural knowledge relevant to determining the cultural significance of Aboriginal objects and/or place in the area of the proposed project	

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	<p>1.1 Identification of relevant Aboriginal Stakeholders</p> <p>Tocomwall contacted the following organisations by email on the 10 November 2021 for information on Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places in the project area:</p> <p>Heritage NSW</p> <p>Tharawal Local Aboriginal Land Council</p> <p>The Registrar, <i>Aboriginal Land Rights Act 1983</i></p> <p>National Native Title Tribunal</p>	<p>An enquiry with National Native Title Tribunal determined the project area to be clear of any native title determinations. In accordance with step 4.1.2 in the Aboriginal cultural heritage consultation requirements for proponents 2010.</p>	<p>Registrations of Interest were received by:</p> <p>Heritage NSW on the 12 November 2021.</p> <p>National Native Title Tribunal on the 12 November 2021.</p> <p>Camden Council on the 16 November 2021.</p>

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	Native Title Services Corporation Camden Council		
	1.2 Public Notice: A notice was placed in the local newspaper: <i>The Camden-Narellan Advertiser</i> on December 1, 2021.	The advertisements placed in the Camden-Narellan Times invited the registration of interest from Aboriginal people who hold cultural knowledge relevant to determining the significance of Aboriginal object(s) and/or place(s) in the area of the proposed project.	The following registrations of interest were received back: Gilay Consultations – 18 November 2021 A1 Indigenous Services Pty Ltd - 24 November 2021 Cubbitch Barta – 18 November 2021 Darug Custodian Aboriginal Corporation – 22 November 2021 Goobah Developments – 25 November 2021. Didge Ngunwal Clan – 18 November 2021. Gungeewong Culutral Heritage AC – 18 November 2021. Freeman & Marx – 19 November 2021. Guntawang Aboriginal Resources Inc – 19 November 2021. Ginninderra Aboriginal Corporation – 25 November 2021 Kamilaroi Yankuntjatjara Working Group – 23 November 2021. Thoorga Nura – 18 November 2021. Waawaar Awaa – 24 November 2021
	1.3 Registration of Aboriginal Parties	Registrations of interest were sent out via email on the 18 November 2021.	

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			<p>Ngunawal Heritage Aboriginal Corporation – 2 December 2021</p> <p>Konanggi Aboriginal Cultural Heritage Services – 2 December 2021.</p>
	Stage 2 – Presentation of Information and Methodology	The purpose of stage 2 is to provide the Registered Aboriginal Parties with information about the scope of the proposed project and the proposed cultural heritage assessment process.	Tocomwall provided a project information pack on the 9 December 2021. To all registered parties. The project information pack included project details. Objectives of the Aboriginal heritage assessment, roles and responsibilities and a project schedule.
	Stage 3 – gathering information about cultural significance	<p>The purpose of stage 3 is to facilitate a process whereby Aboriginal Parties can:</p> <p>Contribute to culturally appropriate information gathering and the research methodology</p> <p>Provide information that will enable the cultural significance of Aboriginal objects and/ or places on the proposed project are to be determined</p> <p>Have input into the development of any cultural heritage management options.</p>	Responses were recorded in Appendix 3 of the Aboriginal Cultural Heritage Assessment Report.
	Stage 4 – review draft Aboriginal cultural	Stage 4 of the consultation process finalises the Aboriginal cultural heritage	Responses to this review are included in Appendix 6 of the Aboriginal Cultural Heritage Assessment Report.

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	heritage assessment report	assessment report with input from the registered Aboriginal parties.	
Sydney Water	JHA have engaged a Water Servicing Coordinator (WSC) to apply for a feasibility study with Sydney Water, this study will suggest suitability for connection to the potable water main. This will also inform of any infrastructure requirements nominated by Sydney Water, where this can be 'locked-in' through the Notice of requirements (NOR)	Currently there is no Sydney Water sewer infrastructure available for the site. JHA have engaged a Water Servicing Coordinator (WSC) to apply for a feasibility study with Sydney Water. This feasibility study is to determine if a new authority sewer network is expected within the area to service the site as the subject site is identified within a "strategic planning" zone on the Sydney Water Waste-water growth servicing plan 2020-2025.	This feasibility study is expected to touch base on the Sydney Water growth servicing plan, to determine if a new authority sewer network is expected to come 'online' within area and service the site. Note that a Section 73, and Notice of requirements will be a requirement of the SSDA checklist.
TfNSW	Teleconference (Teams) on the 28 October 2021	Ason Group engaged with TfNSW prior to the development of their Transport and Accessibility Impact Assessment. The purpose of this meeting was a preliminary discussion to raise concerns regarding the background growth factor and share project progress. Specific matters that were discussed were:	TfNSW informed the project team that the growth factors presented in the 2036 STFM model for the road network surrounding the Site does not need to be adhered to No future road upgrades or pedestrian/cycle path extensions need to be accounted for by the project team

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		<p>Presentation of proposed Minarah College secondary campus at Catherine Field</p> <p>Ason presented data collected for the modelling of proposed Minarah College Catherine Field Campus and posed questions on the background growth and development of the area based on STFM data collected</p> <p>TfNSW confirmed that Catherine Field will not be rezoned near future and it is not part of a growth precinct.</p> <p>There are no further upgrades planned for either Bringelly Road nor Camden Valley Way.</p> <p>Assume that no collector roads in the network are being upgraded for future in our traffic impact assessment.</p> <p>TfNSW has answered that we can assume a minimum 3% growth in background traffic – to be reviewed internally by TfNSW</p> <p>TfNSW does want to see cycling infrastructure and shared paths as part of the work but neither Council nor TfNSW</p>	<p>The project team sent through follow up questions to TfNSW:- Background growth to be applied including the growth rate on Camden Valley Way and Catherine Field Road?</p> <p>How can the changing road network be accommodated?</p> <p>Standard practice to adopt a specific percentage of growth?</p>

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		<p>has any plans for cycling or pedestrian infrastructure upgrades in the area and Catherine Field Road is not part of the bicycle network for Camden TfNSW expressed enthusiasm for shuttle buses to and from train stations and this proposal was compared to the shuttle bus system at nearby Broughton Anglican College</p> <p>The speed zone on Catherine Field Road transitions from 60km/hr from the intersection of Camden Valley Way to 80km/hr in front of the proposed school site. TfNSW has indicated that the project can apply to the Road Network Safety Officer for an extension of the 60km/hr speed zone</p>	
Endeavour Energy	JHA submitted an application for a standard connection service to Endeavour Energy for Stage 1 of the development which will include the installation of the early works substation. The offer from endeavour energy was received via	<p>The proposed Minarah College Catherine Field Campus falls within the Endeavour Energy operational area for power. Two substations are proposed to be installed to accommodate the staging of the development.</p> <p>The application has been registered with endeavour energy and an offer has been made. The offer letter outlines that the next step is for JHA to engage a Level 3</p>	JHA has Accredited Level 3 ASP designers that will be carrying out the design works in co-ordination with Endeavour Energy for this project.

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	email on 5 November 2021.	ASP to prepare and provide and electrical design to endeavour energy In the form of a Proposed Method of Supply.	
Surrounding owners and occupier and stakeholders	<p>A Communication and Stakeholder Engagement Plan (CSEP) was prepared by Australian Public Affairs which provided a tailored framework to ensure meaningful engagement with the community and stakeholders.</p> <p>Consultation methods included:</p> <p>Information regarding the proposal and an invitation to online community sessions was shared with the community through flyers via a letterbox drop.</p>	<p>There were 6 main areas of concern that were captured during the engagement process. These related to issues surrounding:</p> <p>Planning and Construction</p> <p>The main issue concerning planning and construction was in regard to the planning process for State Significant Developments and whether any approvals had so far been granted.</p> <p>Concerns were also raised regarding the construction phase of the development and how adverse impacts such as noise and vibration will be mitigated.</p> <p>Traffic and Parking</p> <p>Concerns surrounding the ability for local roads to accommodate the increase in traffic and the questions surrounding the provisioning of parking spaces were also raised during the engagement process.</p> <p>Operations</p>	<p>All of these concerns have been addressed in appropriate detail however a summary of the project response is presented below:</p> <p>Planning and Construction</p> <p>The Communication and Stakeholder Engagement Plan therefore outlines the expected timeline and staging of the development as does the EIS.</p> <p>The CSEP reassures residents that all possible measures have been taken to reduce construction impacts and encourages those concerned to engage with the Construction Traffic Management Plan once available to explore any other concerns.</p> <p>Traffic and Parking</p> <p>The project team has thoroughly responded to these queries, pointing out that robust traffic and parking studies have been undertaken as a part of the SSDA, with consultation between Camden Council and Transport for NSW also occurring. A Traffic and Accessibility Impact Assessment (TAIA) has been prepared by Ason Group and accompanies the SSDA. This document details all of the potential impacts and mitigation measures regarding access, construction traffic, public and active transport, operational travel, Green Travel, Carparking,</p>

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	<p>The proposal was displayed in the Camden-Narellan Times</p> <p>Online community sessions were delivered to provide information regarding the proposal, the planning process and feedback opportunities.</p> <p>A dedicated project website and email was established to provide information and updates on the proposal and to ensure the community had an avenue to ask questions and provide feedback.</p> <p>Stakeholder meetings and briefings including telephone and videoconferencing discussions with individual stakeholders and groups were offered.</p>	<p>Questions regarding the details of operations of Minarah College were asked during the engagement process. These included queries surrounding the proposed school hours, the religious expression of the school, the number of students and staff that the school will accommodate and the proposed uses of the schools' facilities by the community.</p> <p>Concerns were also raised regarding the potential adverse impacts of operational noise and light spill.</p> <p>Building and Design</p> <p>Questions were asked about fencing to maintain privacy for neighbours, and plans for any other buildings on the site.</p> <p>Environment</p> <p>A concern was raised about the cumulative impact on the environment and animal habitats from developments in the area, including turtles.</p> <p>Strategic Context and Infrastructure</p> <p>Questions were asked around whether the proposed school would affect plans for rezoning surrounding land for</p>	<p>service vehicle loading, bicycle parking and the functioning of the Kiss and Ride area.</p> <p>The TAIA presents appropriate recommendations to mitigate adverse impacts during the construction and operational phases of development.</p> <p>Operations</p> <p>The details of operations and clearly defined in the EIS.</p> <p>The project response clearly states that the lighting in and around the school will meet stringent standards to avoid light spilling on to the street and any loss of amenity to neighbours. Noise will be mitigated using a range of acoustic treatments and barriers to ensure that it meets acceptable standards and that neighbour amenity is maintained.</p> <p>Building and Design</p> <p>A range of privacy measures will be considered to maintain privacy for neighbours, such as privacy screens, louvres and decorative mesh for windows on the upper floor of school buildings, and landscaping for screening along the boundaries. There will also be a generous setback from school buildings to neighbouring properties, and landscaping and fencing to provide separation.</p> <p>No other buildings are currently being considered for the site.</p> <p>Environment</p>

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	<p>Stakeholder correspondence by email to individuals, organisations, and groups, including the provision of a community information sheet and community questions and answers document were distributed.</p> <p>Updates to the community and stakeholders throughout the planning process, including reporting back to the community and stakeholders on the key issues raised and how the project team has responded was critical to the engagement process</p>	<p>increased residential density. One concern was raised about the school not aligning with community needs in the semi-rural area. A question was raised about how Catherine Field's current septic system would accommodate the school.</p>	<p>Environmental studies have been completed as a part of the SSDA, including biodiversity and ecological studies. These studies have found that the proposed development is appropriate for the site and will not have a detrimental impact to biodiversity.</p> <p>Strategic Context and Infrastructure</p> <p>The proposed school will not have an impact on any potential rezoning in the area by the NSW Government or Camden Council. However, the location is part of the South West Growth Area and there have been recent rezonings nearby in precincts like Oran Park and Leppington.</p> <p>New schools are urgently needed in the area, and this proposal will meet a small fraction of the demand as the local population grows.</p> <p>Access to sewer carriers is a key consideration in the staged opening of the school. The project team has had initial discussions with Sydney Water around the provision of sewerage services, and in the interim, the size of the school will not exceed that which can be supported by a waste water system that is independent of mains sewerage.</p>