



15456
12 October 2016

Ms Karen Jones
Director
Infrastructure
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2000

Attention: Brent Devine, Senior Planner

Dear Karen,

**O'CONNELL STREET PRIMARY SCHOOL (SSD 15_732)
RESPONSE TO SUBMISSIONS AND AMENDED PROPOSAL**

The Environmental Impact Statement (EIS) for the O'Connell Street Primary School was publicly exhibited between 30 June 2016 and 15 August 2016.

In total, eight agency submissions were received. Five submissions were received from community groups. The majority of the submissions provided comments on the scheme, and recommended conditions. Neither Parramatta City Council nor any of the agencies have objected to the proposal.

This letter and its attachments set out the proponent's response to the additional information requested by the Department of Planning and Environment (DP&E) in your letter dated 25 August 2016, as well as other agencies.

We note that there have been some changes to the proposal since the submission of the exhibition documents, most notably the fence has now been removed from the scheme, and will be subject to a separate application at a later date. The amendments to the design are outlined in Section 2. The revised plans for which approval is sought are attached.

This response should be read in conjunction with the following attached documentation:

- Response to Submissions Table prepared by JBA (**Attachment A**);
- Revised Architectural Drawings prepared by TZG (**Attachment B**);
- Revised Transport, Traffic and Parking Assessment prepared by Thompson Stanbury (**Attachment C**);
- Revised Statement of Heritage Impact prepared by TZG (**Attachment D**);
- Revised Statement of Heritage Impact - Historical Archaeology prepared by AHMS (**Attachment E**); and
- Response to EPA's Submission prepared by Consara (**Attachment F**).

1.0 DEPARTMENT'S MATTERS TO BE ADDRESSED

A response to each of the matters to be addressed is provided below.

Construction Traffic Management

In response to DP&E's comments, Thompson Stanbury Associates have updated their Transport, Traffic and Parking Assessment to incorporate details around construction traffic management, including a cumulative assessment of other projects in the area. A copy of the updated Assessment is provided at **Attachment C**.

The frontage roads (Marist Place and O'Connell Street) provide good connectivity to surrounding regional and arterial routes servicing the Sydney metropolitan area, indicating that construction vehicles are able to access and depart the site creating very little disturbance to surrounding local road traffic flow.

The multi-directional traffic lanes of the approach and departure routes are such that heavy vehicle manoeuvring is able to occur without any unreasonable encroachment on opposing travel lanes, kerbs and / or parking lanes. None of the proposed access roads are light thoroughfares or are restricted by load limits.

The number of vehicles needed at each stage of the construction works has been estimated based on experience with developments of a similar scale, as follows:

- Stage 1 – demolition of the relevant site structures – 60 vehicles per day or 6 vehicles per hour;
- Stage 2 – remediation of demolished areas – 30 vehicles per day or 3 vehicles per hour;
- Stage 3 – construction of new site structures – 60 vehicles per day or 6 vehicles per hour; and
- Stage 4 – construction of internal circulation, car parking and circulation areas – 30 vehicles per day or 3 vehicles per hour.

The construction activities are projected to generate less traffic than the proposed future use, thereby suggesting that impacts will be minimal. During periods when more construction vehicle traffic is generated (i.e. a concrete pour), drivers will be instructed by radio when to arrive at the site to ensure that there is no vehicle queuing or parking within the adjoining road network.

Whilst it is considered that the limited traffic generation associated with the construction activities can be accommodated without any unreasonable impacts on adjoining vehicle movements, it is recommended that construction vehicle movements to and from the site be minimised and eliminated where possible during road network peak periods (7.00am – 9.30am and 2.30pm – 6.00pm).

With respect to the cumulative impacts of other planned projects in the locality, Thompson Stanbury Associates understands that construction access associated with these works will be sought via Victoria Road and O'Connell Street, being separate and clear of influence of the construction site access and impacts associated with the subject development.

Oval Fence

Despite the Department of Education's (DoE's) ongoing efforts, and the consultation that has been undertaken with the NSW Government Architect and Greater Sydney Commission since the application was submitted for exhibition, they have been unable to reach an agreement on the height and alignment of the fence. Resolution of the fence design now presents a significant timing risk for the project, and so it is proposed to remove the fences from the scope of works. Approval for the fence will be sought as part of a future section 96 application, once the relevant parties

reach agreement on the design. Revised plans, with the fence removed, are provided at **Attachment B**.

As DP&E has acknowledged, the oval is required as the school's main outdoor space. The land in its entirety (including the oval) is vested to the Minister for Education. Its purpose is therefore first and foremost to function as a place for the education of children. DoE is responsible for the protection and safety of school children on site, and as a result, a fence of some form will be required to ensure the safety of students playing on the oval. Whilst a secondary objective may be to provide access to the school grounds for the broader public, this needs to be balanced against the primary function and needs of the school.

Notwithstanding this, it is common practice for DoE to make their facilities available for use by the community. DoE has an existing policy around community use of school facilities. A copy of the policy can be found on the Department's website (refer to link below). Any use of the O'Connell Street Primary School facilities by Council or other community groups would be managed in accordance with this existing policy. Notwithstanding this, DoE is willing to augment this strategy with specific measures for the O'Connell Street Primary School. This will be developed, in consultation with Council, prior to the occupation of the school.

https://www.det.nsw.edu.au/policies/administrative/facilities/comm_use/PD20090400.shtml

2.0 PROPOSED DESIGN REFINEMENTS

In addition to the removal of the fence, air conditioning has now been incorporated into the buildings to ensure occupant comfort. This has resulted in the inclusion of additional roof cowls, louvers and additional plant, as described below:

- Three additional roof cowls on the northern side of the roof to Building A, adjacent to an existing cowl. The existing gablet on the northern side is to be modified to accommodate a louver grill for air intake.
- Three additional roof cowls on the northern side of the main roof to Building B (not visible from ground level).
- Three new roof cowls on Building C2, and two new roof cowls on Building C1. These roofs currently contain several vents, cowls and projecting elements in poor condition. The existing gablets on Building C1 are to be modified to accommodate louver grilles for extract air discharge.
- Nine new roof cowls on Building D for air intake and extraction.

The additional plant is shown on the revised Architectural Drawings at **Attachment B**. The additional works have been considered by the heritage consultant, who has concluded that the works will not have any adverse heritage impact. The additional assessment is provided in the updated Statement of Heritage Impact (refer to **Attachment D**).

3.0 CONCLUSION

The proponent and project team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions has been provided within this letter and the accompanying documentation.

In responding to and addressing the range of matters raised, the proposal has been refined pursuant to Clause 55 of the *Environmental Planning and Assessment Regulation 2000*.

We trust that the responses provided above will enable the Department to finalise their assessment of the SSD DA. Given the environmental planning merits (and the ability to suitably manage and mitigate any potential impacts) and significant public benefits proposed, it is requested that the Minister approve the application.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or ktudehope@jbaurban.com.au.

Yours faithfully,

A handwritten signature in blue ink, reading 'K. Tudehope'.

Kate Tudehope
Principal Planner