ORAN PARK HIGH SCHOOL AND ORAN PARK PUBLIC SCHOOL

State Significant Development (SSD 16_7968)

Response to Submissions

Date: 6th September 2017

1.0 PUBLIC SUBMISSIONS

Item #	Submission	Response
1.01	Oran park high school needs more than 10 car spaces. It needs to consider staff visitors and year 12 students who will have their license to drive to school.	The design for both schools has been amended to include an additional 100 parking spaces on site, providing a total of 149 parking spaces for the anticipated 223 staff. Please refer to the attached: - updated Overall Site Plan prepared by Perumal Pedavoli Architects; - updated Overall Landscape Site Plan 01 prepared by Lorna Harrison Landscape Architects; - updated Overall Site Plan 02 prepared by Lorna Harrison Landscape Architects; - updated Traffic Report prepared by Woolacott Consulting Engineers (Section 3.4); and - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers.
1.02	10 car parks for 160 staff and parents etc? A recipe for illegally parked cars and extreme traffic issues. Please rethink this decision.	
1.03	Please consider parking!!! Outside of the existing public school there is not enough parking spots for parents of the current students that attend let alone more students that will be arriving. Currently parents are having to park in surrounding streets however, once homes are built this will no longer be an option!	
1.04	I wish to voice my concern regarding the lack of car spaces being made available as per the plans for the extension of Oran Park PS and the building of Oran Park HS. These schools are situated amongst homes on narrow streets. This is not unusual for new developing towns. However, it becomes an absolute nightmare for residents, parents/ carers and school staff. Even if parking is permitted on one side of the street, there will be two-way traffic using these roads. If you were to observe the parking around the nearby school of Harrington Park PS, you would understand fully the concerns. And this school has a large car park for their staff. If the plans are to only provide a 'minimum', or 10 as shown in the plans, where are the Oran Park	

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	PS staff going to park? With an anticipated 1000+ student enrolment over the next few years, car spaces would need to accommodate 42 class teachers (assuming 6 classes per grade), plus support staff, SLSOs, executive staff, office staff, canteen workers, school counsellor... I don't think a car space per teacher is too much to expect, Teachers work long hours, way beyond 8:30-3:30. They also carry a lot of equipment and resources to/from home and school. Parking is not a 'perk' of the job. When both the primary and high school are both in operation, the area around the school will be a work, health and safety concern. Even with both schools operating on different times, there will be a constant line of traffic in and out around the school from before 7:30 am til well after 4:30 pm. This also will not include special events that take place at schools, such as assemblies, grandparents day, musicals, award presentations, etc. some of these could also be at night, further impacting on the nearby residents. The plans for both the Oran Park PS and Oran Park HS need a more careful consideration as to the impact on residents, teachers and staff. The Department of Education has already poorly planned the building of these school and should have built them years ago. Both the Anglican and Catholic schools managed to open a few years prior to the public school. Government needs to do better. Get it right! Don't treat Western Sydney residents as second rate citizens. We work, we pay taxes, we vote.	Please note, following a recent detailed review of staffing for the Public School, the anticipated number of staff for the 1,000 students is 65 (sixty-five). To further alleviate potential demand for parking: - Camden Council has indicated a willingness to allow the School access to a portion of Council's existing 113 parking spaces at Jack Brabham Reserve (adjacent to the north of the School) at times when other members of the community don't require it. Approximately 65 parking spaces would satisfy the anticipated demand for senior student parking, with safe pedestrian access to and from the school provided via the pathway proposed from Jack Brabham Reserve, under Dick Johnson Drive and south along Julia Creek (refer to DA 1534/2016). It is proposed that the management of this be via an appropriate permit system to be established in consultation with Camden Council. The allocation of these permits is proposed to be managed by the School. - in accordance with DoE Policy to encourage more sustainable transport, the updated Green Travel Plan for the School (attached to the updated Traffic Report) includes staff car-pooling whereby 50% of parking spaces are designated and marked for this purpose. The Schools will manage the appropriate use of these parking spaces and review the Green Travel Plan on an annual basis, introducing appropriate incentives if required; and - DoE is willing to implement staggered school start / finish times, if required.
1.05	I would like to see more parking at the high school, it's a massive issue at the primary school that something needs to be done about parking.	
1.06	It is vital that carpark is looked at in terms of the capacity and holding more cars than it needs to be. You need to consider the traffic on roads and staff needs. Teachers, office and all support staff need to be considered as it will impact local traffic and residents as well as safety concerns for students.	

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1.07	PARKING OBJECTION It is wonderful that the Oran Park HS and expanded Primary School plans have been exhibited and a shame that they are at least 2 years behind demand. The concept of a shared site with a transition for students to a new school that they will be familiar with and with older siblings sharing transport is a wonderful idea. However each of the schools are staffed with teaching, administrative and many support staff. To not provide sufficient parking space for the staff, especially at the high school, which will have an even higher demand for spaces, is a gross oversight. I have spent 42 years working in various schools at both the teaching and management levels and each of those schools had to expand their parking provision for staff. Local residents should not have their streets choked up with staff cars during the week days and with site [community] users on the weekends. The Oran Park Primary School plan at least shows an expanded parking area to the left of the current staff car park. HOWEVER the Oran Park High School seems to only have 10 or so spaces provided. Given the fence line why would the car park area not be expanded to cover the complete length, retaining the plantings as shown. Double sided to the courts area and then single sided beyond. During the course of the usual school day executive, admin and staff, leave and return to school for many reasons, to attend meetings, transport students, attend professional learning, visit other schools etc... It is not reasonable to assume upon their return to resume classes or meet other time specific obligations, that they would then be searching for street parking. TEN [10] spaces for a high school of a predicted 160 staff, someone seriously has to do a rethink. I am presuming of course you would like staff arriving in a relaxed state of mind for the start of the day and not having spent 15 minutes and a 500m walk with their bags, trollies etc...each day searching for a new car spot on a different street.	For visitors, parking will be available along the combined length of the Drop-off Zone and Bus Bays on the north side of Holden Dr between the hours of 9:30am and 2:30pm (approximately 34 parking spaces). For special events, if parking is required in addition to the 149 permanent spaces available on site, DoE will make the sports field available. There is existing provision for vehicle access to the field from the Public School carpark. For larger sporting events such as athletics carnivals, it is envisaged that Jack Brabham Reserve would be booked via Camden Council's Sports Ground Hire – School Booking online system, leaving the Schools sports field available for any overflow parking. If the event requires the Schools' sporting field, the Schools may consult with Council in relation to the event to identify suitable parking locations, including the option of Jack Brabham Reserve.
1.08	**Submission by Greenfields Development Company**	
	1.08.01	

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	Despite best efforts to encourage and promote sustainable measures, the amount of onsite car parking proposed will be insufficient to accommodate staff and student parking demand. Without considering students, onsite parking provision equates to 1 space for every 3.5 staff, adopting 90% of staff driving their own vehicles to work.	The design for both schools has been amended to include an additional 100 parking spaces on site, providing a total of 149 parking spaces for the anticipated 223 staff. Please refer to the attached: - updated Overall Site Plan prepared by Perumal Pedavoli Architects; - updated Overall Landscape Site Plan 01 prepared by Lorna Harrison Landscape Architects; - updated Overall Site Plan 02 prepared by Lorna Harrison Landscape Architects; - updated Traffic Report prepared by Woolacott Consulting Engineers (Section 3.4); and - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers. Please note, following a recent detailed review of staffing for the Public School, the anticipated number of staff for the 1,000 students is 65 (sixty-five). To further alleviate potential demand for parking: - Camden Council has indicated a willingness to allow the School access to a portion of Council's existing 113 parking spaces at Jack Brabham Reserve (adjacent to the north of the School) at times when other members of the community don't require it. Approximately 65 parking spaces would satisfy the anticipated demand for senior student parking, with safe pedestrian access to and from the school provided via the pathway proposed from Jack Brabham Reserve, under Dick Johnson Drive and south along Julia Creek (refer to DA 1534/2016). It is proposed that the management of
	1.08.02 GDC believes that the extent of off-site parking resulting from the proposal is not a desirable outcome and is not consistent with the expectations of Oran Park Town residents that new developments in 'greenfield' locations limit their off-site impacts.	
	1.08.03 Additional onsite parking. There would appear to be spare onsite land capacity to expand the existing and proposed car parking areas.	
	1.08.04 Exploring the opportunity to make use of/ expand on existing off-street parking facilities at Jack Brabham Reserve, subject to appropriate arrangements with Camden Council.	
	1.08.05 Whilst the Department is to be congratulated for proposing an otherwise well designed, long term community asset and promoting sustainable transport measures, we believe it would be in the interests of both the project and the Oran Park Town community to provide additional off-street parking facilities.	

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		this be via an appropriate permit system to be established in consultation with Camden Council. The allocation of these permits is proposed to be managed by the School. - in accordance with DoE Policy to encourage more sustainable transport, the updated Green Travel Plan for the School (attached to the updated Traffic Report) includes staff car-pooling whereby 50% of parking spaces are designated and marked for this purpose. The Schools will manage the appropriate use of these parking spaces and review the Green Travel Plan on an annual basis, introducing appropriate incentives if required; and - DoE is willing to implement staggered school start / finish times, if required. For visitors, parking will be available along the combined length of the Drop-off Zone and Bus Bays on the north side of Holden Dr between the hours of 9:30am and 2:30pm (approximately 34 parking spaces). For special events, if parking is required in addition to the 149 permanent spaces available on site, DoE will make the sports field available. There is existing provision for vehicle access to the field from the Public School carpark. For larger sporting events such as athletics carnivals, it is envisaged that Jack Brabham Reserve would be booked via Camden Council's Sports Ground Hire – School Booking online system, leaving the Schools sports field available for any overflow parking. If the event requires the Schools' sporting field, the Schools may consult with Council in relation to the event to identify suitable parking locations, including the option of Jack Brabham Reserve.

Item #	Submission	Response

2.0 Camden Council

Item	Response	Response
2.01	*Traffic and Vehicle Movement* Council has major concerns with the proposed layout of the new 2,000 student high school and the extension of the primary school to increase the capacity from 704 to 1,000 students. The development as proposed will have a long-term traffic impact on the surrounding precinct.	The design for both schools has been amended to include an additional 100 parking spaces on site, providing a total of 149 parking spaces for the anticipated 223 staff. Please refer to the attached: - updated Overall Site Plan prepared by Perumal Pedavoli Architects; - updated Overall Landscape Site Plan 01 prepared by Lorna Harrison Landscape Architects; - updated Overall Site Plan 02 prepared by Lorna Harrison Landscape Architects; - updated Traffic Report prepared by Woolacott Consulting Engineers (Section 3.4); and - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers. Please note, following a recent detailed review of staffing for the Public School, the anticipated number of staff for the 1,000 students is 65 (sixty-five). To further alleviate potential demand for parking: - Camden Council has indicated a willingness to allow the School access to a portion of Council's existing 113 parking spaces at Jack Brabham Reserve (adjacent to the north of the School) at times when other members of the community don't require it. Approximately 65 parking spaces would satisfy the anticipated demand
2.02	*Insufficient Onsite Car Parking – Primary School* There are existing traffic issues in this area related to the Oran Park Primary School, with traffic queueing along South Circuit at pick up and drop off times as there is insufficient car parking provided on site for the existing school. Council officers have concerns that no additional onsite car spaces are proposed for the primary school. Council officers reviewed a masterplan submitted with the Secretary's Environmental Assessment Requirements (SEARs) on 22 September 2016 which showed an additional car park to be located in the far north western corner of the site. This car park is not proposed as part of this application. Council staff are of the opinion that a car park can be accommodated in this area and the application should be amended to include the carpark as previously outlined.	
2.03	*Insufficient Onsite Car Parking – High School* The provision of 10 car parking spaces on site to support a 2,000 place high school is grossly inadequate for the proposed staff and senior student population of the high school. The figures referenced in the traffic report indicate that 90% of teachers and 20% of senior students would drive to school. Using these figures the traffic report indicates that 204 spaces are required. This is a shortfall of 194 spaces. The surrounding road network cannot accommodate these additional vehicles.	

	Council's Traffic Engineers are of the opinion that a greater number of staff and students will drive to the school than referenced in the traffic report. Council requests the high school provide both student and all staff parking on-site in accordance with the requirements of the Oran Development Control Plan (DCP). The Oran Park DCP requires education establishments to provide: • 1 car parking space per full time equivalent staff member, plus • 1 car parking space per 100 students, plus • 1 car parking space per 5 students in Year 12 where appropriate.	for senior student parking, with safe pedestrian access to and from the school provided via the pathway proposed from Jack Brabham Reserve, under Dick Johnson Drive and south along Julia Creek (refer to DA 1534/2016). It is proposed that the management of this be via an appropriate permit system to be established in consultation with Camden Council. The allocation of these permits is proposed to be managed by the School. - in accordance with DoE Policy to encourage more sustainable transport, the updated Green Travel Plan for the School (attached to the updated Traffic Report) includes staff car-pooling whereby 50% of parking spaces are designated and marked for this purpose. The Schools will manage the appropriate use of these parking spaces and review the Green Travel Plan on an annual basis, introducing appropriate incentives if required; and - DoE is willing to implement staggered school start / finish times, if required. For visitors, parking will be available along the combined length of the Drop-off Zone and Bus Bays on the north side of Holden Dr between the hours of 9:30am and 2:30pm (approximately 34 parking spaces). For special events, if parking is required in addition to the 149 permanent spaces available on site, DoE will make the sports field available. There is existing

		provision for vehicle access to the field from the Public School carpark. For larger sporting events such as athletics carnivals, it is envisaged that Jack Brabham Reserve would be booked via Camden Council's Sports Ground Hire – School Booking online system, leaving the Schools sports field available for any overflow parking. If the event requires the Schools' sporting field, the Schools may consult with Council in relation to the event to identify suitable parking locations, including the option of Jack Brabham Reserve.
2.04	*Relocation of Bus Bays* Consideration should be given to relocating the bus bays and the provision of access ways to the Dick Johnson Drive frontage for the following reasons: • The 3 bus spaces proposed on Holden Drive will not accommodate the 15 buses required without adversely impacting the road network. • An indented bus bay could be provided along Dick Johnson Drive which could accommodate a greater number of buses. Camden High School which is currently just over half the size of this proposal has a bus bay length that can accommodate 8 buses. Even at this length buses, particularly in the afternoon, have to queue on the road in order to wait to access the bus bay.	Dick Johnson Dr is designed as a four (4) lane collector road, joining The Northern Road to the Oran Park Town Centre. Relocation of the bus bays would require indenting the school boundary and would: - require relocation of the existing bio-retention basis; - compromise the sports field and open space provision; and - require the construction of extensive retaining walls Also, from an operational perspective, it's the consensus of the Project Reference Group that bus bays in this location would be too remote from the main entrance to the school.

		The proposed layout for Holden Drive has been updated to improve traffic flow, including 100m of Bus Zone, sufficient for at least four (4) buses at once. Please refer to the attached: - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers; and - Updated Traffic Report (Section 3.2) prepared by Woolacotts Consulting Engineers.
2.05	*Other Traffic and Parking Related Issues*	
	2.05.01 The land to the south of Holden Drive opposite the high school is zoned R3 Medium Density. Higher density development on this land will limit on street parking available for the school overflow. The 'no parking areas' proposed on the southern side of Holden Drive are not appropriate. Residents in the area should not be inconvenienced by 'no parking' restrictions from the proposed school.	The design has been amended such that there is now no parking restriction proposed on the south side of Holden Drive. Please refer to attached Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers.
	2.05.02 The drop off zones proposed are considered inadequate and will not accommodate the proposed 400 vehicle drop off in the AM peak.	Drop-off zone has been increased to accommodate 14 vehicles and is sufficient to accommodate the anticipated drop-off in the AM peak. Please refer to the attached: - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers; and - Updated Traffic Report (Section 3.3) prepared by Woolacotts Consulting Engineers.
	2.05.03 The requirements for visitor parking generated by the site has not been assessed in the traffic report.	The combined Drop-off Zone and Bus Bays on Holden Dr will be available for visitor parking between the

		hours of 9:30am and 2:30pm. Please refer to the attached updated Traffic Report (Section 3.4) and Drawing P01 Holden Drive Layout both prepared by Woolacotts Consulting Engineers.
	2.05.04 The impact of parking demand during events has not been addressed in the Traffic Report	When the demand for parking for special events is expected to exceed the 149 parking spaces available on site, the Schools will make the sports field available for parking. There is existing provision for vehicle access to the sports field from the Public School carpark. Please refer to the updated Traffic Report (Section 3.4) prepared by Woolacotts Consulting Engineers.
	2.05.05 Accessible car spaces should be provided on site and not within the roadway.	The design has been amended such that there are now four (4) additional accessible parking spaces on site (in closest proximity to the High School Administration Offices).. Please refer to the attached Overall Site Plan Rev B prepared by Perumal Pedavoli Architects
	2.05.06 The intersection of South Circuit and Holden Drive will be signalised in the future. The pedestrian refuge as shown on the plans will be redundant as signalised pedestrian crossings will be installed.	Noted
	2.05.07	

	The pedestrian crossing as proposed cannot be provided until such time as the warrants for the crossing have been met and approved by the RMS. It may take several years to reach the number of pedestrians and vehicles required for installation of the crossing.	A school crossing now proposed instead of a pedestrian crossing. Please refer to attached Drawing No. P1 Holden Drive Layout prepared by Woolacott Consulting Engineers.
	2.05.08 The Green Travel Plan by the applicant has numerous theoretical plans which cannot be conditioned to be implemented as part of the ongoing operation of the high school. The carpooling as an example would be very difficult to achieve in such a situation. The participants need to live in the same geographical area, have the same timetables with no extracurricular activities before or after school for this to be effective. While theoretically this would result in a lower demand for parking it is unlikely to operate successfully. The applicant has not provided any other examples of percentage rates of participation at other high school locations where this has worked effectively.	In order to comply with DoE Policy to encourage more sustainable transport, the updated Green Travel Plan for the School (attached to the updated Traffic Report) includes staff car-pooling whereby 50% of parking spaces are designated and marked for this purpose. The Schools will manage the appropriate use of these parking spaces and review the Green Travel Plan on an annual basis, introducing appropriate incentives if required.
	2.05.09 The Green Travel Plan advises that the school would encourage active transport to and from the school and encourage students to walk and cycle. The provision of 100 bicycle spaces is considered to be low considering a student population of 2,000 to achieve this outcome.	To facilitate students and staff riding to school, bicycle storage racks will be provided, which allow students and staff to store and lock bicycles. At least 100 spaces will be provided at the high school, with 20 spaces located along the Holden Drive frontage and over 80 within the school site. Should demand exceed this, there is ample space to install additional bicycle racks in the future. Please refer to the updated Traffic Report (Section 3.7) prepared by Woolacotts Consulting Engineers.
	2.05.10	

	The schools referred to in the traffic report including Hunter Sports High School, Parramatta Public School, Arthur Phillip High School, Homebush West and Summer Hill are not considered to be good examples to use as comparisons for the proposed Oran Park High School. For example, Parramatta Public School and Arthur Philip High School are located 150m from a train station. The private school in Summer Hill is partly a boarding school which reduces the number of students arriving and leaving the site.	The Traffic Report has been amended to include more relevant examples, including: - Cherrybrook Technology High School and the adjacent John Purchase Public School; - Killara High School; and - Elizabeth Macarthur High School. In regards to the private school at Summer Hill, the number of boarders is considered to be insignificant (approx 3% of the total student population). Please refer to the updated Traffic Report (Section 3) prepared by Woolacotts Consulting Engineers.
	2.05.11 The Camden LGA has one of the highest dependency rates on private vehicles due to the lack of sufficient public transport in the area. Analysis of car ownership in 2011, indicates 68% of households in Camden Council area had access to two or more motor vehicles, compared to 44% in Greater Sydney.	It is anticipated that the current high rate of dependency on private vehicles will reduce as the area develops and public transport increases to meet demand. Public transport to and from the school will be provided in the form of buses reducing the need for private vehicles. Local bus companies have confirmed that services will be increased in the area in 2018. Please refer to the updated Traffic Report (Section 3.2).
	2.05.12 Also, the sites used as a comparison are not of the size proposed by this school. Examples should be of a similar size and similar areas of high car dependency.	The update Traffic Report includes more relevant examples, including:

		- Cherrybrook Technology High School nd the adjacent John Purchase Public School; - Killara High School; and - Elizabeth Macarthur High School. Please refer to the updated Traffic Report (Section 3) prepared by Woolacotts Consulting Engineers.
	2.05.13 It is not feasible to co-locate bus zones and no parking restrictions. Past experience has shown that parents spill over into the bus zone areas affecting buses from effectively using the bus zones.	These zones are no longer co-located. Refer to the attached Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers
	2.05.14 Due to the high number of students, consideration should be given to staggering the start and finish times for the primary school and both the junior and senior high school.	The staggering of start and finish times for the Public School and High School (both junior and senior) will be assessed as the school ramps up its student intake
	2.05.15 Holden Drive is currently a dead end. The traffic counts and volumes presented do not reflect how the road will be used in the future when Holden Drive is extended through to Oran Park Drive.	Noted and acknowledged in Section 2.4 of the attached updated Traffic Report prepared by Woolacotts Consulting Engineers.
2.06	**Comments from Transport NSW and RMS** The Environmental Impact Statement (EIS) details that a copy of the preliminary construction management plan was submitted to Transport NSW and the Roads and Maritime Service (RMS) for review as part of the SEARs. Confirmation is required that the RMS has reviewed the detailed traffic report submitted and raise no issues with the development as proposed.	RMS and Transport for NSW have reviewed and provided responses to the Public Exhibition documentation.

2.07	**Previous Advice** Council officers provided detailed comments on the draft Secretary's Environmental Assessment Requirements (SEARs) on 4 October 2016 for this development and raised the issue of car parking as a major concern. It does not appear that any consideration has been given to the advice already provided by Council.	The EIS was prepared having regard to the SEARS that was provided by the Department of Planning & Environment on 14 October 2016.
2.08	**Other Issues** The application has not considered the Julia Creek riparian corridor that extends along the eastern boundary of the site. This land will potentially become bushfire prone land once the revegetation of the creek occurs. Council officers recommend the Environmental Impact Statement (EIS) is amended to include an asset protection zone to reflect the potential future bushfire risk.	The proposed Julia Creek riparian corridor is not included in any Vegetation Management Plan and therefore the revegetation of the creek cannot be quantified or tested against bushfire planning guidelines. The potential future bushfire risk cannot be considered as part of the EIS.

3.0 ROADS AND MARITIME SERVICES

Item	Response	Response
3.01	3.01.01 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 to 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 below. The consent authority should ensure that parking, drop-off and pick-up zones and bus zones are incorporated in accordance with Roads and Maritime standards.	Noted. Refer to attached Drawing P1 Holden Dr Layout prepared by Woolacotts Consulting Engineers.
	3.01.02 The Developer must obtain written authorisation from Roads and Maritime to install School Zone signs and associated pavement markings, and/or remove/relocate any existing Speed Limit signs.	Noted
	3.01.03 School Zone signs and pavement marking patches must be removed and installed in accordance with Roads and Maritime approval/authorisation, guidelines and specifications.	Noted
	3.01.04 All School Zone signs and pavement markings must be installed prior to student occupation of the site.	Noted
	3.01.05	

	The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.	Noted
	3.01.06 Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with Roads and Maritime for formal handover of the assets to Roads and Maritime. The installation date information must also be provided to Roads and Maritime at the same time. **Note**: Until the assets are formally handed-over and accepted by Roads and Maritime, Roads and Maritime takes no responsibility for the School Zones/assets.	Noted
3.02	The submitted Traffic Report states that there will be approximately 234 staff, resulting in approximately 163 staff vehicle movements for the proposed development. However, no additional on-site car parking is being provided for the additional staff numbers. It is not clear whether the proposed car parking arrangements for staff is adequate.	The design for both schools has been amended to include an additional 100 parking spaces on site, providing a total of 149 parking spaces for the anticipated 223 staff. Please refer to the attached: - updated Overall Site Plan prepared by Perumal Pedavoli Architects; - updated Overall Landscape Site Plan 01 prepared by Lorna Harrison Landscape Architects; - updated Overall Site Plan 02 prepared by Lorna Harrison Landscape Architects; - updated Traffic Report prepared by Woolacott Consulting Engineers (Section 3.4); and - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers. Please note, following a recent detailed review of staffing for the Public School, the anticipated number of staff for the 1,000 students is 65 (sixty-five). To further alleviate potential demand for parking:

		- Camden Council has indicated a willingness to allow the School access to a portion of Council's existing 113 parking spaces at Jack Brabham Reserve (adjacent to the north of the School) at times when other members of the community don't require it. Approximately 65 parking spaces would satisfy the anticipated demand for senior student parking, with safe pedestrian access to and from the school provided via the pathway proposed from Jack Brabham Reserve, under Dick Johnson Drive and south along Julia Creek (refer to DA 1534/2016). - in accordance with DoE Policy to encourage more sustainable transport, the updated Green Travel Plan for the School (attached to the updated Traffic Report) includes staff car-pooling whereby 50% of parking spaces are designated and marked for this purpose. The Schools will manage the appropriate use of these parking spaces and review the Green Travel Plan on an annual basis, introducing appropriate incentives if required; and - DoE is willing to implement staggered school start / finish times, if required. For visitors, parking will be available along the combined length of the Drop-off Zone and Bus Bays on the north side of Holden Dr between the hours of 9:30am and 2:30pm. For special events, if parking is required in addition to the 149 permanent spaces available on site, DoE will make the sports field available. There is existing

		provision for vehicle access to the field from the Public School carpark.
3.03	The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.	The main pedestrian access to the High School will be from Holden Drive. Multiple entry points will be provided along this frontage, to access various parts of the school. There will also be pedestrian access from South Circuit and Julia Creek. It is proposed to provide a school crossing on Holden Drive, directly in front of the main entry to the High School, to provide a safe crossing point, particularly for students dropped off on the opposite side of the road. As part of the Oran Park Precinct, a network of shared paths and cycle paths are proposed. In the vicinity of the school, the following are proposed: - An off-road shared path along the creek to the east of the school site, extending from Peter Brock Drive, past the High School to Jack Brabham Reserve; - Road verge shared path along Holden Drive from the Town Centre and beyond the school site; - Road verge shared path along South Circuit - Road verge shared path along Dick Johnson Drive Links will be available from the schools onto these paths. These paths, and the remainder of the network throughout the Oran Park Precinct, will provide cycle and pedestrian access to the school.Please refer to

		the attached updated Traffic Report (Section 3.7) prepared by Woolacotts Consulting Engineers.
3.04	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) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.	Noted.
3.05	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, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.	Noted. Please refer to the attached updated Traffic Report (Section 3.5) prepared by Woolacotts Consulting Engineers.
3.06	A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.	Noted. -

4.0 DEPARTMENT OF PRIMARY INDUSTRIES

Item	Response	Response
4.01	The proponent should ensure that all works are carried out in accordance with DPI Water Guidelines on Controlled Activities (2012).	Noted
4.02	The EIS notes that the proposed development is not likely to intersect any groundwater. The proponent should note that in the event that groundwater is encountered DPI Water (water.referrals@dpi.nsw.gov.au) should be consulted on any licensing requirements that may be necessary.	Noted

5.0 NSW ENVIRONMENT PROTECTION AUTHORITY

Item	Response	Response
5.01	**General**	
	The EPA considers that the project comprises distinct phases of construction and operation and has set out its comments on that basis. The EPA notes the proximity of surrounding residences which may be adversely affected by noise impacts during the demolition, site preparation, construction and operation phases of the project.	Noted.
5.02	**Construction Phase**	
	5.02.01 Site Contamination EIS Appendix 7 (Report on Phase 2 Contamination Assessment, May 2011) refers to assessment area as 'Tranche 7, Tranche 8 and Anthony Reserve' within which the development site is located. Section 1.2 to Appendix 7 indicates that the proposed land uses in the assessment area includes residential and community uses. The EPA notes that the Appendix 7 report covers an area much broader than the development site and adopted a sampling density of one sample per hectare. Whilst the sampling density is inconsistent with the EPA's Sampling Design Guidelines, the EPA notes the previous land use was predominantly grazing. Section 9 (41h para) of Appendix 7 indicates that asbestos containing material was not observed during the intrusive investigation nor in soil samples. Section 9 of Appendix 7 concludes that the area within which the development site is located is considered " ... suitable for the proposed use" and, recommends preparation of an Unexpected Finds Protocol that sets out " ... the standard procedures for inspecting and managing any unexpected, potential site contamination issues encountered during development works." However, Appendix	

	7 does not include an unexpected finds protocol and the EPA does not consider it sufficient to propose that" ... all works should stop and an environmental consultant should be engaged to inspect the site and address the issue." *Recommendation* The proponent be required, prior to commencing work, to prepare and implement an appropriate procedure for identifying and dealing with unexpected finds of site contamination, including unexpected finds of asbestos containing material. *Recommendation* The proponent be required to satisfy the requirements of the Protection of the Environment Operations (Waste) Regulation 2014 with particular reference to Part 7 'asbestos wastes'. Note: The EPA provides additional guidance material at its web-site: http://www.environment.nsw.gov.au/waste/asbestos/index.htm. *Recommendation* The proponent be required to consult with Safework NSW concerning the handling of any asbestos waste that may be encountered during the course of the project.	Noted Noted Noted
	5.02.02 Noise and Vibration The EPA anticipates that construction and construction-related activities are likely to have significant noise and vibration impacts on surrounding residences and other noise sensitive receivers. Accordingly, the EPA encourages the proponent to adopt standard construction hours and intra-day respite periods as follows:	Noted
	5.02.02.01 General Construction Hours *Recommendation* The proponent be required to ensure that as far as practicable all construction and construction-related work, likely to exceed 5 dB above the background level at any	Noted. However we request that the hours of operation noted in the Preliminary CMP be adopted, as copied below: 6.2 Hours of Operation

	noise sensitive receivers such as residences, are only undertaken during the standard construction hours, being - (a) 7.00 am to 6.00 pm Monday to Friday, (b) 8.00 am to 1.00 pm Saturday, and (c) no work on Sundays or gazetted public holidays.	Construction of the Works is to be confined to the hours of 7.00am to 7.00pm from Monday to Friday and 8.00am to 5.00pm on Saturday. Also, please refer to Section 9.0 of this Response to Submissions table.
	5.02.02.02 Intra-Day Respite Periods The EPA anticipates that those demolition, construction and construction-related activities generating noise with particularly annoying or intrusive characteristics (such as those identified as particularly annoying in section 4.5 of the Interim Construction Noise Guideline) would be subject to a regime of intra-day respite periods where - (a) they are only undertaken after 8.00 am, (b) they are only undertaken over continuous periods not exceeding 3 hours with at least a 1 hour respite between continuous periods , and. (c) 'continuous' means any period during which there is less than an uninterrupted 60 minute respite between temporarily halting and recommencing any of the intrusive and annoying work referred to in Interim Construction Noise Guideline section 4.5 *Recommendation* The proponent be required to schedule intra-day 'respite periods' for construction activities identified in section 4.5 of the Interim Construction Noise Guideline as being particularly annoying to noise sensitive receivers, including surrounding residents.	Noted
	5.02.02.03 Idling and Queuing Construction Vehicles The EPA is aware from previous major infrastructure projects that community concerns are likely to arise from noise impacts associated with the early arrival and	

	idling of construction vehicles (including concrete agitator trucks) at the development site and in the residential precincts surrounding that site. *Recommendation* The proponent be required to ensure construction vehicles (including concrete agitator trucks) involved in demolition, site preparation, bulk earthworks, construction and construction-related activities do not arrive at the project site or in surrounding residential precincts outside approved construction hours.	Noted
	5.02.02.04 Reversing and Movement Alarms The EPA has identified the noise from 'beeper' type plant movement alarms to be particularly intrusive and is aware of feasible and reasonable alternatives. Transport for NSW (nee Transport Construction Authority), Barangaroo Delivery Authority/Lend Lease and Leighton Contractors (M2 Upgrade project) have undertaken safety risk assessments of alternatives to the traditional 'beeper' alarms. Each determined that adoption of 'quacker' type movement/reversing alarms instead of traditional beepers on all plant and vehicles would not only maintain a safe workplace but also deliver improved outcomes of reduced noise impacts on surrounding residents. Interim Construction Noise Guideline Appendix C provides additional background material on this issue. *Recommendation* The proponent be required to consider undertaking a safety risk assessment of site preparation, bulk earth works, construction and construction-related activities to determine whether it is practicable to use audible movement alarms of a type that would minimise the noise impact on surrounding noise sensitive receivers, without compromising safety.	Noted
	5.02.04 Dust Control and Management The EPA considers dust control and management to be an important air quality issue during demolition, site preparation, bulk earthworks and subsequent construction.	

	Recommendation The proponent be required to: (a) minimise dust emissions on the site, and (b) prevent dust emissions from the site.	Noted
	5.02.05 Sediment Control *Managing Urban Stormwater Soils and Construction, 4th Edition* published by Landcom (the so-called 'Blue Book') provides guidance material for achieving effective sediment control on construction sites. The proponent should implement all such feasible and reasonable measures as may be necessary to prevent water pollution in the course of developing the site. The EPA emphasises the importance of- (a) not commencing demolition, construction and construction-related activities until appropriate and effective sediment controls are in place, and (b) daily inspection of sediment controls which is fundamental to ensuring timely maintenance and repair of those controls.	Noted
	5.02.06 Waste Control and Management (general) The proponent should manage waste in accordance with the waste management hierarchy. The waste hierarchy, established under the Waste Avoidance and Resource Recovery Act 2001, is one that ensures that resource management options are considered against the following priorities: *Avoidance* including action to reduce the amount of waste generated by households, industry and all levels of government *Resource recovery* including reuse, recycling, reprocessing and energy recovery, consistent with the most efficient use of the recovered resources *Disposal* including management of all disposal options in the most environmentally responsible manner.	

	All wastes generated during the project must be properly assessed, classified and managed in accordance with the EPA's guidelines to ensure proper treatment, transport and disposal at a landfill legally able to accept those wastes. The EPA further anticipates that, without proper site controls and management, mud and waste may be tracked off the site during the course of the project. *Recommendation* The proponent be required to ensure that: (1) all waste generated during the project is assessed, classified and managed in accordance with the "Waste Classification Guidelines Part 1: Classifying Waste" (Department of Environment Climate Change and Water, December 2009); (2) the body of any vehicle or trailer, used to transport waste or excavation spoil from the premises, is covered before leaving the premises to prevent any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and (3) mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the site, is removed before the vehicle, trailer or motorised plant leaves the premises.	Noted
	5.02.07 Waste Control and Management (concrete and concrete rinse water) The EPA anticipates that during the course of the project concrete deliveries and pumping are likely to generate significant volumes of concrete waste and rinse water. The proponent should ensure that concrete waste and rinse water is not disposed of on the project site and instead that- (a) waste concrete is either returned in the agitator trucks to the supplier or directed to a dedicated watertight skip protected from the entry of precipitation, and (b) concrete rinse water is directed to a dedicated watertight skip protected from the entry of precipitation or a suitable water treatment plant. *Recommendation* The proponent be required to ensure that concrete waste and rinse water are	

	(a) not disposed of on the development site, and (b) prevented from entering waters, including any natural or artificial watercourse.	Noted
5.03	**Operational Phase**	
	The EPA considers that environmental impacts that arise once the development is operational should be able to be largely averted by responsible environmental management practices, particularly with regard to: (a) feasible and reasonable noise mitigation measures; (b) waste management in accordance with the waste management hierarchy; (c) water sensitive urban design; and (d) energy conservation and efficiency.	Noted
	5.03.01 Noise Impacts	
	5.03.01.01 'Out of Hours' Community Use of School Facilities The EPA is aware of government policy to encourage out of hours community use of school facilities provided that use does not cause noise emissions that interfere unreasonably with the comfort or repose of persons not on the premises. The EPA considers the proposed community use of school facilities (especially the gymnasium, sports field and 3 outdoor basketball courts) outside normal school hours needs to be carefully managed to ensure noise impacts on nearby residences are minimised. *Recommendation* The proponent be required to ensure implementation of all feasible and reasonable noise mitigation and management measures, including but not limited to: (a) gymnasium design and construction to- (i) orientate all windows and doors (other than emergency egress doors) away from nearby residences, and	

	(ii) incorporate wall and roof materials selected to achieve noise attenuation adequate to prevent emission of noise of a level, nature, character, or quality likely to interfere unreasonably with the comfort or repose of persons not on the development site; (b) restricting use of the proposed gymnasium to not later than 10.00 pm; (c) restricting use of the outdoor sports field and sports courts to- (i) not later than 7.00pm on week nights, (ii) 8.00am to 6.00pm on Saturdays, and (iii) no use on Sundays and public holidays; (c) comprehensive noise compliance monitoring of representative uses of the gymnasium, outdoor sports field, outdoor sports courts and associated facilities (e.g. parking) outside school hours to demonstrate that the level, nature, quality and character of noise emitted by those uses and the time at which and frequency of those uses would not interfere unreasonably with or be likely to interfere unreasonably with the comfort or repose of persons not on the development site, especially the occupants of nearby residences; and. (d) submission of a detailed noise compliance monitoring report with noise measurements reported against relevant noise criteria and the outcomes of appropriate community consultation together with detailed recommendations concerning any additional feasible and reasonable noise mitigation and management measures, including further or more relaxed restrictions on the recommended times at which and the frequency of each type of use of the gymnasium, outdoor sports field, outdoor sports courts and associated facilities (e.g. parking) outside school hours. The EPA anticipates that the recommended noise compliance monitoring would include quantitative noise impact assessment to address noise emissions arising from amongst other things- • audience/spectator noise, • referee whistle noise,	

	• basketball impact noise on sports court floor, walls and backboard surfaces, • training sessions as well as sporting events, • amplified sound during concerts/events and any associated sound checks and rehearsals, • amplified sound during sporting events and any associated training sessions, and • post-event audience/spectator noise, including vehicle door slamming and departure noise.	Noted
	5.03.01.02 Mechanical Plant and Equipment Section 3.1.6 to EIS Appendix 23 indicates that natural ventilation to most teaching and learning spaces (other than the air conditioned communications room and other critical areas). The EPA further notes that section 7.7 to EIS Appendix 22 proposes to prepare such a detailed noise impact assessment of mechanical plant and equipment pending selection of plant. And. assumes that such plant would only operate during" .. daytime hours Monday to Friday." *Recommendation* The proponent be required to: (a) provide a comprehensive quantitative assessment of operational noise impacts on surrounding noise sensitive receivers, especially adjoining surrounding residences (existing and proposed); (b) ensure mechanical plant and equipment installed on the development site does not generate noise that- (i) exceeds 5dBA above the rating background noise level (day, evening and night)·measured at the western boundary of the development site, and (ii) exhibits tonal or other annoying characteristics.	Noted

	5.03.01.03 Public Address and School Bell System The EPA notes numerous reports of community concern arising from inadequate design and installation as well as inappropriate use of school public address and bell systems and considers that appropriate design, installation and operation of those systems can both- • meet the proponent's objectives of proper administration of the school and ensuring the safety of students, staff and visitors, and • avoid interfering unreasonably with the comfort and repose of occupants of nearby residences. *Recommendation* The proponent be required to implement the EIS recommendations concerning the design, installation and operation of the school public address/bell system and all such other measures as may be necessary to ensure use of that system does not interfere unreasonably with the comfort and repose of occupants of nearby residences.	Noted
	5.03.01.04 Waste Collection Services The EPA notes numerous reports of community concern arising from waste collection services undertaken at schools and especially during evening and night times. *Recommendation* The proponent be required ensure waste collection services are not undertaken outside the hours of 7.30 am to 6.00 pm Monday to Friday.	Noted
	5.03.01.05 Grounds Maintenance Using Powered Equipment The EPA notes numerous reports of community concern arising from grounds maintenance involving the use of powered equipment (example: leaf blowers, lawn mowers, brush cutters) at schools during early morning and evening periods as well as on weekends and public holidays. *Recommendation*	

	The proponent be required ensure grounds maintenance involving the use of powered equipment is not undertaken outside the hours of 7.30 am to 6.00 pm Monday to Friday.	Noted
	5.03.02 Waste Management	
	The proponent should manage waste in accordance with the waste management hierarchy. The waste hierarchy, established under the Waste Avoidance and Resource Recovery Act 2001, is one that ensures that resource management options are considered against the following priorities: *Avoidance* including action to reduce the amount of waste generated by households, industry and all levels of government *Resource recovery* including reuse, recycling, reprocessing and energy recovery, consistent with the most efficient use of the recovered resources *Disposal* including management of all disposal options in the most environmentally responsible manner. *Recommendation* The proponent be required to identify and implement feasible and reasonable opportunities for the reuse and recycling of waste, including food waste.	Noted
	5.03.03 Water Sensitive Urban Design and Energy Conservation and Efficiency	
	The EPA notes that EIS sections 6.4.4 and 6.4.7 and Appendix 23 (ESD Report) outline various measures proposed to minimise water and energy consumption and Water Sensitive Urban Design principles.	Noted

6.0 TRANSPORT FOR NSW

Item	Response	Response
6.01	The TIA estimates that 90% of staff will travel to the school as a vehicle driver. This would therefore result in 169 vehicle movements to the site and generate a parking demand accordingly. The provision of 10 parking spaces would result in a deficiency of 159 parking spaces resulting in staff using on-street kerbside parking. TfNSW advises that dedicated staff car parking should be provided to accommodate the expected parking demand.	The design for both schools has been amended to include an additional 100 parking spaces on site, providing a total of 149 parking spaces for the anticipated 223 staff. Please refer to the attached: - updated Overall Site Plan prepared by Perumal Pedavoli Architects; - updated Overall Landscape Site Plan 01 prepared by Lorna Harrison Landscape Architects; - updated Overall Site Plan 02 prepared by Lorna Harrison Landscape Architects; - updated Traffic Report prepared by Woolacott Consulting Engineers (Section 3.4); and - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers. Please note, following a recent detailed review of staffing for the Public School, the anticipated number of staff for the 1,000 students is 65 (sixty-five). To further alleviate potential demand for parking, in accordance with DoE Policy to encourage more sustainable transport, the updated Green Travel Plan for the School (attached to the updated Traffic Report) includes staff car-pooling whereby 50% of parking spaces are designated and marked for this purpose. The Schools will manage the appropriate use of these parking spaces and review the Green Travel Plan on an annual basis, introducing appropriate incentives if required; and
6.02	Further to the above, the TIA does not include an analysis of the likely parking areas to be utilised to accommodate on-street parking demands	To address and alleviate potential demand for parking, the following measures are proposed:

	(including pick-up/drop-off, bus services and all day staff/student parking) or an assessment of the impact of these on street parking demands on the local road network.	- Camden Council has indicated a willingness to allow the School access to a portion of Council's existing 113 parking spaces at Jack Brabham Reserve (adjacent to the north of the School) at times when other members of the community don't require it. Approximately 65 parking spaces would satisfy the anticipated demand for senior student parking, with safe pedestrian access to and from the school provided via the pathway proposed from Jack Brabham Reserve, under Dick Johnson Drive and south along Julia Creek (refer to DA 1534/2016). It is proposed that the management of this be via an appropriate permit system to be established in consultation with Camden Council. The allocation of these permits is proposed to be managed by the School. - in accordance with DoE Policy to encourage more sustainable transport and to reduce on street parking demand, the updated Green Travel Plan for the School (attached to the updated Traffic Report) includes staff car-pooling whereby 50% of parking spaces are designated and marked for this purpose. The Schools will manage the appropriate use of these parking spaces and review the Green Travel Plan on an annual basis, introducing appropriate incentives if required. With the additional 100 parking spaces on site and the abovementioned initiative, there is no demand for on street parking for staff; - DoE is willing to implement staggered school start / finish times, if required. - For visitors, parking will be available along the combined length of the Drop-off Zone and Bus Bays on the north side of Holden Dr between the hours of 9:30am and 2:30pm (approximately 34 parking spaces). - There will be approximately 15 school bus services required for the fully developed school. While in the morning, the buses will not all arrive at the same time, during the afternoon, the preference will be for the buses to leave as soon as possible after school finishes. From review of timetables, typically the routes are set so there are 2-4 buses on site at

		one time, with 3-5minutes between the departures of a group of buses. Therefore, space should be provided for a minimum of 4 buses. From State Transit's Bus Infrastructure Guide, for a long rigid bus (typical of the new buses on the system) and nose to tail operation at the bus bay, a total bus bay length of 96.5m is required for 4 buses, including draw in and draw out zones. This length reduces to 85.5m for 4 "standard" buses and to 76m for 3 "long-rigid" buses. It is proposed to provide a bus zone along Holden Drive, at the eastern end of the site. This provides 100m of space for buses, which will allow for the operation of 4 services at once. This exceeds the zone available at Cherrybrook, which has 75m of bus bay with 4 to 5 services departing at the same time. Therefore, the proposed bus bay length is suitable for the school. The bus zone will have time limits of 8:00-9:30am and 2:30-4:00pm. This allows the zone to be used for parking at other times. The times of operation also allow a buffer around the times required by the buses, so that all vehicles have been moved from the zone when required. Time operated bus zones are typical at most schools. - The drop off / pick up zone will need to cater for 400 vehicles before school and 300 after school. It is proposed to provide a drop off location on the northern side of Holden Drive, between South Circuit and the entry to the site at Administration. The zone will have space for 14 vehicles. Assuming that the students are dropped off over a 20 minute period before school starts, with 14 spaces available the time available for each car to unload is 40 seconds. As the students are all 12 years of age or older, this is sufficient time to get out of vehicles. During the afternoon peak, students will also be picked up over a 20 minute period. Using the proposed 14 pick up spaces allows 55 seconds per vehicle. With the area managed by staff, and drivers moved on if a student is not waiting, this is sufficient time to get into vehicles.

		In addition to the morning and afternoon dedicated drop off zone, 6 standard parking spaces are available on the south side of Holden Drive. Depending on use by local residents, a proportion of these will be available for drop off and pick up. Also, please refer to the attached: - updated Overall Site Plan prepared by Perumal Pedavoli Architects; - updated Overall Landscape Site Plan 01 prepared by Lorna Harrison Landscape Architects; - updated Overall Site Plan 02 prepared by Lorna Harrison Landscape Architects; - updated Traffic Report prepared by Woolacott Consulting Engineers (Sections 3.2 to 3.4); and - Drawing P1 Holden Drive Layout prepared by Woolacotts Consulting Engineers.
6.03	It is unclear from the TIA as to whether the percentage pick-up/drop off mode share of the public school students have been based on current enrolments or the maximum student capacity. The TIA also does not provide any assumptions on vehicle occupancy, which would be a key component in justifying the percentage of students being picked-up or dropped-off.	The following rates have been adopted as typical rates for drop off / pick up: - Morning drop off at the primary school has vehicle numbers at 50% of the student population - Afternoon pick up at the primary school, at the end of classes, has vehicle numbers at 35% of the student population - Pick up from after school care at the primary school, has vehicle number at 10-15% of the student population. - Morning drop off at the high school has vehicle numbers at 20% of the student population

		- Afternoon pick up at the high school, at the end of classes, has vehicle numbers at 15% of the student population. (The above rates are for vehicle number and allow for a portion of the vehicles to be dropping off /picking up more than one child) Sustainable transport measures are to be encouraged at the school, with the intent to reduce the above rates. Additionally, the co-location of the high school and the public school on the one site will allow parents with children in both school to make a single trip, thus reducing the overall number of trips. However, as it is not possible to estimate the impact of the co-located schools and the use of sustainable transport measures, the above rates will be adopted for the assessment of drop off and pick up zones for the schools.
6.04	Holden Drive, along the site's frontage, will be used for bus services and the TIA estimates that the Holden Drive connection to Oran Park Drive would be completed prior to operation of the proposed development. TfNSW recommends that the proponent engage with Council to ensure that the delivery of the link aligns with the opening of the school site to avoid any potential accessibility issues for buses.	Greenfields has reconfirmed its intention to both DoE and Camden Council to have these roadworks complete by early 2019.
6.05	TfNSW requests that the applicant consults with TfNSW in relation to issues identified in this letter. Detailed comments regarding the request for further information/clarification can be found in TAB A (of Response letter), other comments for consideration is included in TAB B and suggested Conditions of Consent provided in **TAB C.** TfNSW would be pleased to consider any further material forwarded from the applicant.	The Project Team met with TfNSW on 8th August 2017 to progress consultation. Each of the items raised by TfNSW in its' submission were discussed with the main action for the Project Team to expand on the impacts of on-street parking on the local road network. .

7.0 OFFICE OF ENVIRONMENT AND HERITAGE

Item	Response	Response
7.01	OEH did not have any comments	

8.0 NSW DEPARTMENT OF PLANNING AND ENVIRONMENT

Item	Response	Response
8.01	**General**	
	8.01.01 Details are required regarding the proposed staging/timing of the project's development, including the management of OPPS operations and associated on-site construction activities of both schools.	The forecast construction period is from early 2018 to late 2019, ready for commencement of operations Day 1, Term 1 2020. Further detail is subject to the responses to tender for construction but one of the key criteria in the assessment of the responses will be the proposed methodology, including minimisation of disruption to existing operations at Oran Park Public School. The construction site will be fenced off from the Public School generally at all times. It is intended that all construction work within the Public School itself will be carried out during school holidays, including construction of the COLA
	8.01.02 Details of any proposed after school community uses must be provided, including consideration of any potential impacts that may arise from these uses (i.e. parking and noise).	This application contemplates the future use of school facilities out of school hours. In particular, the use of the multi-purpose hall and associated facilities for school and community events such as presentation nights, drama or music recitals and other gatherings of the public (whether for one-off or periodic events) is considered the most relevant after-hours use of the site.

		Such uses may give rise to car parking or noise impacts, resulting from the use of the site by increased and concentrated numbers of people outside of the standard hours of operation of the School. In terms of car parking impacts, users will have access to a total of 149 car parking spaces on the combined high school and public school site. Overflow car parking could be accommodated for these short periods of time on: - the school sports field; - the vacant land immediately adjacent to the east of the school (ie: land currently earmarked for future train station (subject to agreement between DoE and Greenfields Development Company); and - within the Jack Brabham Reserve car parking area. Such events will be held during times when the Reserve will be under minimal use and so a car parking conflict is not considered likely to result. In terms of noise/acoustic impacts, the amended Acoustic Report provides additional assessment of potential impacts of the use of School facilities after standard School hours (up to 10pm) and concludes that the potential impacts of such uses is acceptable in terms of car parking and noise. The Report has been updated to reflect the use of amplified music (as either from student band using amplified speaker system or private function using amplified speaker system).

		The noise sources used carry sufficient low frequency energy typical from music being played at a private function through an amplified speaker system. Revised Acoustic Report attached.
8.02	**Built Form, Urban Design and Landscaping**	
	8.02.01 Consideration should be given to revising the OPHS South Circuit and Holden Street corner entry, particularly the south-western corner, to improve pedestrian circulation and engagement with the streetscape.	This corner is not designed as major entry point. A key decision for the project was to locate the high school entry away from the public school entry. This south-western corner is designed to expose some of the inner workings of the "innovation" hub to the community whilst maintaining the required security and protection of the students. As this corner is not a major pedestrian entry the design of the corner element is considered appropriate.
	8.02.02 Additional tree planting (including details of selected species) along the South Circuit and Holden Street frontages of OPHS must be provided to assist in softening the development's bulk and scale. Additional tree planting must also be provided in the courtyard space between proposed Blocks HE and HC, similar to that provided on the western side of Block HC of OPHS.	The design continues the suburbs street tree planting along Holden Drive. The species is to match the existing trees planted by the developer. The tree spacing has been considered to highlight the main entry. The developed landscape design has included street trees along South Circuit. The developed landscape has also added additional planting in the eastern courtyard. A grass mound has been added in the centre of the race track and trees have been added to the eastern side nearest the courts. The requirement to ensure adequate assemble/gathering space and the need to keep the trees away from the buildings restricts any further planting in this area.

		Refer to attached revised Landscape Plans prepared by Lorna Harrison Landscape Architects.
	8.02.03 Consideration should be given to the integration of street furniture within street tree planting for OPHS students waiting adjacent to pick-up/drop-off areas.	Seating has been added within the setback in front of Block HD. Refer to attached revised Landscape Plans prepared by Lorna Harrison Landscape Architects.
	8.02.04 Details of the proposed interface between OPPS and OPHS must be provided, including details on how opportunities for sharing education and open space facilities will be managed. In addition, details must be provided diagrammatically demonstrating how OPPS and OPHS integrate with Jack Brabham Reserve and the planned shared path/riparian corridor and future development to the east.	The design considers the site a K-12 environment. The intention to share facilities has been agreed at monthly Project Reference Group Meetings. For example, the library and hall are to be shared and there will be other opportunities for the sharing of facilities as the operation of the schools progresses. For example, the opportunity for public school students to utilise the science, art, tech and food labs is considered viable. The sports field will be managed in a similar way to the other facilities with staggered play times offering the opportunity for the field to be shared as well. The use Jack Brabham Reserve and Julia Creek has been discussed and will be subject to further discussion between the school and Council. The design includes gates between the High School and the public shared path proposed by Greenfields along Julia Creek (as shown in the Julia Creek design prepared by JMD for Greenfields).

		The intention is that the High School will manage access through these gates to the shared path, providing access to Jack Brabham Reserve and the surrounding area.
	8.02.05 Consideration should be given to the site's adaptability for future use and expansion. Details of potential future development zones are to be provided demonstrating how future development would be accommodated on the site.	At this stage, DoE considers 1,000 primary school students and 2,000 high school students to be a maximum population given the complexity of managing and administering a facility accommodating any greater number of students than this.
8.03	**Access and Parking**	
	8.03.01 The Department requires adequate on-site car parking be provided as part of the project to cater for the demand generated by the development and to minimise the likely significant use of private vehicle journeys-to-work and associated detrimental off-site parking and traffic conflict.	Please refer to responses to Items 1.01 & 1.03 above.
	8.03.02 The Traffic Report is required to be updated to: - provide an assessment of the adequacy and suitability of public transport modes likely to be available at the completion of the development, having regard to each school's proposed student catchment; and - provide details of the proposed end-of-trip facilities, sufficient to cater for the quantum of staff and students.	With regards public transport in the area. The Project Team contacted Busabout, the company that currently operates one regular public bus in the area and school buses for Oran Park Public School. Busabout advised that they review all their regular services annually (typically in June) and they adjust the services based on demand. This review includes the need for additional services and changes to routes.

		School services are reviewed at the start of each year. Busabout proposes changes to services, including additional services, based on the demand at each school. The proposed schedules are then submitted to the Department of Transport for approval. Interline also operate services in the area. Interline advised that services in the Oran Park are will be significantly expanded in the first half of 2018. They also asses services on an annual basis, as part of their reporting to Transport NSW. Additionally, they were keen to know when the school would open, to assist in their planning for future services in the area. As bus routes in the area are adjusted on a regular basis, with current and forecast increases in development in the area, services will increase. Once the school is open, the demand generated by the school will also result in new services if required. The bus companies will also provide school services to suit demand. Interline in particular indicated that additional services would be provided and they will be included in their forward planning. The bicycle parking is located next to the main hall (HE). The hall has the full complement of change rooms to cater for a school of this size. In addition, we have co-located staff toilets, showers and lockers near the student change rooms.
	8.03.03 The Green Travel Plan (GTP) submitted as part of the Traffic Report fails to provide any meaningful details or incentives that would provide the required modal shift	Please refer to responses to Items 1.01 & 1.03 above.

	away from private motor vehicle use to more sustainable travel modes. Accordingly, a revised GTP is required that details site-specific measures that will be implemented to promote and maximise the use of more sustainable travel modes and should include: - site audit and data collection to establish base line data; - objectives and targets (i.e. site-specific, measurable, achievable and timeframes for implementation) to define the direction and purpose of the GTP; - actions to help achieve the objectives, including incentives for using sustainable transport modes; - measures to promote and support the implementation of the plan, including financial and human resource requirements; and - a process for monitoring and review that allows for the effectiveness of the GTP to be measured.	The report has been updated to include data on existing travel modes to the public school Means of implementing carpool scheme incorporated in the report, including incentives for use (reserved section of the parking area) Senior staff to review and update the green travel plan, which is detailed in the updated report.
	8.03.04 Details on the proposed timing and delivery of the planned pedestrian and cyclist path networks surrounding the school sites are required within the context of the expected completion of the development.	Greenfields Development Company (GDC) and UrbanGrowth NSW (UGNSW) are responsible for the design and construction of the pedestrian and cyclist path networks within the area. GDC & UGNSW have advised as follows in relation to the proposed timing and delivery of the networks surrounding the School site: "*South Circuit on the western school site boundary has existing pedestrian and share paths. The construction work for the Dick Johnson Drive, Oran Park Drive and Holden Drive extensions are also to include the construction of the pedestrian and share paths in the road verges (expected completion by October 2018).* *The remaining piece of the pathway network surrounding the school site is the Julia Creek link*

		between Holden Drive, Dick Johnson Drive and Jack Brabham Reserve. Greenfields is currently working on the DA to rehabilitate Julia Creek which will include a shared pedestrian / cycle path. It is planned to have DA and CC approvals in 12 months' time, following which construction works will be undertaken." *The Project Team met with GDC & UGNSW on 23rd August to coordinate designs and levels to enable them to proceed with their DA documentation for the proposed Julia Creek works, including pedestrian connections to the High School.* .
8.04	**Noise and Vibration**	
	The application of Australian Standard AS 1055.3:1997 for the purpose of establishing amenity criterion and construction noise management levels is not recognised by the Department, nor is this in accordance with the Industrial Noise Policy or Interim Construction Noise Guidelines. Accordingly, the Acoustic Assessment Report is to be revised and appropriate RBL's, project specific noise criteria and construction noise management levels be presented in accordance with the Industrial Noise Policy or Interim Construction Noise Guidelines.	Please refer to the attached updated Acoustic Assessment Report. In particular, Section 4.2 NSW Industrial Noise Policy.

-- No Further Submissions Received -

9.0	**Additional Matters Arising from Discussions**	
	The application may require or seek the carrying out of construction works outside of standard hours. Any potential out-of-hours construction works and associated potential impacts must be addressed in the RTS.	Potential impacts relate to the movements of trucks and other heavy machinery (road safety, noise and dust), and the carrying out of construction works (noise and dust).

		In order to minimise and avoid unnecessary impacts upon students, parents and staff, the proposal may require the construction works (including the transporting/delivery of goods) outside of standard hours. This might involve deliveries or certain construction activities occurring before or after the peak periods, or on weekends to avoid traffic conflicts, improve safety and prevent amenity impacts during learning periods. The Preliminary Construction Management Plan submitted with the DA includes consideration of measures to be implemented to address potential traffic and safety impacts. The Preliminary Construction Management Plan sufficiently addresses potential conflicts of arising construction works, and it is expected that a request to conduct construction works outside of business hours will include assessment of relevant associated impacts relating to such activities. Notwithstanding, this application does potentially involve construction works occurring outside of standard hours.