

ISSUE	COMMENT	RESPONSE	REFER TO
Department of Planning and Environment:			
Consistency with the original concept proposal	Given that the child-care is to be deleted from the proposal, the RtS should include a response regarding consistency with the original concept proposal in terms of provision of a community use.	Refer section 3.1 of this report for a review of the original concept proposal.	N/A
Traffic and transport	Investigate alternate upgrade works at the Pacific Highway/Grosvenor Road intersection and Grosvenor Road/Lady Game Drive intersection. Evidence of consultation with TfNSW, RMS and Council required.	Refer to the revised modelling discussed in Section 6.6 of the Traffic Assessment at Appendix J .	Appendix J
	Traffic assumptions to be updated to account for the future traffic volumes generated by a residential redevelopment of the former Screen Australia site.	Section 2.4 of the Traffic Assessment states the following: <i>'The former screen Australia site is likely to consist of no more than 100 apartments. Applying a trip generation rate of 0.19 vehicles per unit in the peak hour would result in only 19 vehicles and is deemed negligible and arbitrary in the assessment. The modelling considers highly conservative volume assumption which more than compensates for the 19 vehicles.'</i>	Appendix J
	Assess impact on the following local roads: Eton Road, Shout Ridge, Hamilton Corner, Winchester Avenue, Lyle Avenue, Abingdon Road, Kimo Street, Austral Avenue, Westborne Road, Ortona Road.	Refer section 2 of Appendix J .	Appendix J
	Staged opening of school operations to allow for traffic impact monitoring and the implementation of suitable traffic management measures.	Refer Section 1.1 of Appendix J (Traffic Report).	Appendix J

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	The Department requests the RtS propose a suite of upgrades to the existing pedestrian footpath network and establishment of appropriate pedestrian crossing facilities in proximity to the proposed school.	Footpath upgrades have been carried out by Ku-ring-gai Council. Refer section 2.2 of the Traffic Assessment for a review of pedestrian footpath upgrades carried out for Phase 1 within the site boundary and the local road network.	Appendix J
Bushfire	Require Bushfire Emergency Management and Evacuation Plan.	A Bushfire Assessment and Evacuation Management Plan has been prepared by Black Ash and is attached at Appendix O and P .	Appendix O and P
Noise monitoring	Further noise monitoring required to establish accurate rating background levels (RBLs) for residential receivers along Tubbs View.	Additional noise monitoring has been undertaken near the residential receivers along Tubbs View and is included in the Noise Impact Assessment undertaken by White Noise at Appendix I .	Appendix I
Flooding	Flood Risk Assessment required to address: details of the existing flood behaviour across the site and broader catchment, determine the flood risk of the site for a range of potential flood events. identify the flood planning level for the site (1% AEP + freeboard).	An updated Flood Risk Assessment and Flood Emergency Plan has been prepared by EFWF Consulting Engineers are attached at Appendix L and M . The reports conclude that the proposed development is situated in a location outside the 1% AEP flood extent and low hazard area in the 1% AEP.	Appendix L and M
Pedestrian access	Upgrades to the existing pedestrian footpath network and pedestrian crossing facilities. Evidence of consultation with Council required.	Pedestrian infrastructure upgrades have been carried out for Phase 1 within the vicinity of the school boundary (refer Figure 3 of Appendix J). Further upgrades to the wider local road network have also been undertaken by Ku-ring-gai Council to improve walkability to the	Appendix J



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		<p>school. A continuous footpath route from Lindfield Learning Village to Lindfield Public School and the Pacific Highway has been installed as a good spine route.</p> <p>Refer to Attachment A of Appendix J for meeting minutes of Phases 2 and 3 consultation with the relevant agencies.</p>	
RMS:			
Traffic and transport	Clarification on emergency vehicle access in emergencies given narrow nature of the Eton Road access.	<p>Emergency vehicle swept paths have been carried out for different areas of the site using MRV Fire Ladder 7.8 metre truck or a CAT 1 Tanker. The swept path analysis has indicated multiple opportunities for trucks to turnaround efficiently. Further, the proposed loop road has been endorsed by RFS as a suitable access route for fire appliances.</p> <p>Refer Section 7 of the Traffic Report at Appendix J.</p>	Appendix J
	Proposed bus bay has inadequate holding capacity and the design should be reconsidered.	The Eton Road bus bay will be used only for Route 565 Services.	Appendix J
	Non-standard school time zones are not supported.	A standard School Zone has been installed. Staggered finish times are with the standard school zone times.	Appendix J
	Further information on mode sharing (evidence of bus travel for K-6) required.	Lindfield Public School has been surveyed and discussed in section 6.1 of Appendix J .	Appendix J
	14-minute delay for drop off is unacceptable.	Updated analysis of this matter is provided at Section 6.2 of Appendix J .	Appendix J
Confirm if modelling includes 160 staff and impacts of child-care.	Staff are included in the modelling.	Appendix J	

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	Narrow footpaths along Eton Road raise safety concerns for students.	Footpaths have been upgraded as described in Section 3.2 of Appendix J .	Appendix J
	Not acceptable to remove the bus stop on Pacific Highway to facilitate right turn extension. Further information required as follows: Civil investigation, property impacts and cost of works to be provided. Queuing will block through traffic on the Pacific Highway and cause delays.	A fully surveyed concept design of the right turn bay has been prepared. (Section 5 of Appendix J) TfNSW has agreed that the bus stop can stay as an in lane stop.	Appendix J
	Investigate congestion alleviation upgrades as follows: Duplicate the Pacific Highway right turn bay into Grosvenor Road. Upgrade the intersection of Lady Game Drive and Grosvenor Road.	The Arup report makes the following comment: <i>'The Lady Game Drive route is heavily saturated and intersection works will not alleviate this issue'</i>	Appendix J
TfNSW:			
Traffic and transport	Alternative improvements should be investigated as TfNSW does not support suggested intersection upgrade.	Please refer to the revised modelling discussed in Section 4.5 of Appendix J .	Appendix J
	The proposed bus stop design should be revised or relocated having regard for the number of school buses potentially using the proposed bus bay at the same time.	Please refer to the revised modelling discussed in Section 6.1 of Appendix J .	Appendix J
	Details required on location, type and quantity of end of trip facilities for staff and students. Potential cycle routes and assessment of the safety of these routes should be identified.	Shower facilities will be provided for staff as an end-of-trip facility. Lockers for staff will also be considered. Bicycle facilities have been provided as part of the Phase 1 school and will be upgraded if demand warrants.	Appendix J

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		<p>Students will be able to use sports shower facilities.</p> <p>New footpath facilities have been installed which allow for student cycling.</p>	
	<p>Alternate public bus route and public bus accessibility</p>	<p>Alternate public bus route and public bus accessibility has been considered. Transdev has recommended that additional Route 565 services be introduced in the peak periods.</p>	<p>Appendix J</p>
	<p>Bus timetable constraints</p>	<p>Transdev are developing school bus services with routes aligned with the catchment and to meet the staggered departure times.</p>	<p>Appendix J</p>
	<p>Suggested upgrades to Pacific Highway/Grosvenor Road/Burleigh Street</p>	<p>The traffic analysis for the Pacific Highway / Grosvenor Road / Burleigh Street intersection has been undertaken for Phase 2 and 3.</p> <p>The right turn bay from the north has been extended to 100m in the SIDRA model to accommodate the 95%ile queue lengths. The existing right bay is 70m long. To allow for future growth it is recommended that the right turn bay be extended to 120m. The extension is possible within the existing road reserve by utilising a partial lane along the western kerb line. There is a bus zone in this location which has no bus poles, wayfinding or bus shelter. There is no visual indication of a bus stop existing and as a result is likely underutilised as indicated by Opal data.</p> <p>In discussion with Transport for NSW it has been agreed that the bus zone can remain as an in-lane stop given the low frequency of use.</p> <p>A land survey of the existing road conditions</p>	<p>Appendix J</p>

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		<p>was commissioned by SINSW to provide a base for a concept design of the right turn bay. The survey extended beyond Gladstone Parade to determine the full extent of right turn bay possible. A 170m long bay could be accommodated within the existing kerbed road space.</p> <p>The modelling results for the Pacific Highway / Grosvenor Road / Burleigh Street intersection indicate that for Phases 2 and 3 of the school the intersection continues to operate satisfactorily at level of service C in the road peaks and B for the afternoon school peak.</p>	
	Traffic and Parking Management Plan	An Operational Transport and Access Management Plan will be conditioned and provided for Phases 2 and 3 prior to construction.	
EPA:			
Contamination	Require Stage 2 Environmental Assessment.	The Site Audit Statement issued for Phase 1 has concluded that the entire Site is suitable for the school development specified. This means that the SAS that was previously issued is also sufficient for Phases 2 and 3 of the site.	Refer to Appendix H for the relevant Site Audit Statement.
	Hazardous building material assessment required prior to any refurbishment works.	A condition of consent can be imposed.	
	Satisfy Protection of Environment Operations (Waste) Regulation 2014 with particular reference to Part 7 'asbestos waste's'.	A condition of consent similar to Condition C38 of the Partial Approval can be imposed.	
Construction noise	Standard construction hours:	A condition of consent similar to Condition C7 of the Partial Approval can be imposed.	Appendix Q

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	7am – 6pm Monday to Friday 8am – 1pm Saturday No work on Sunday and public holidays.		
Waste control and management (general)	General comments	An Operational Waste Management Plan has been prepared by Foresight Environmental and is attached at Appendix S .	Appendix S
Waste control and management (concrete and concrete rinse water)	Concrete waste and rinse water are not to be disposed of on the development site and prevented from entering waters.	As per the Construction Waste Management Plan, Concrete waste and concrete rinse water will not be disposed of on the project site. Un-set concrete waste will be returned in the agitator trucks to the supplier where possible or directed to a dedicated watertight skip to prevent the entry of precipitation. Concrete rinse water will also be captured and directed to a watertight skip to prevent the entry of precipitation – rinse water will then be disposed of at an appropriate water treatment facility.	Appendix S
Operational Noise and Vibration Impacts	Background noise measurement	White Noise has reviewed the background noise levels and amended the Noise Impact Assessment (Appendix I) accordingly to address the comments from the EPA.	Appendix I
	Quantitative assessment of noise generation from internal areas.	All internal areas will be located within the building envelope including a closable external façade with a minimum acoustic performance of Rw 35 which includes 6.38mm laminated glazing (or greater) and solid leigh weight or concrete building elements. The potentially high noise generating sources within the building including the music and drama theatres are located without external	Appendix I

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		<p>opening to the external environment.</p> <p>Providing the external façade openings of the building are closed during periods which high noise activities are being generated, such as the metal/wood work shop then noise levels at all surrounding receivers including the residence on Dunstan Grove and Tubbs View will comply with the noise emission criteria and will be acoustically acceptable.</p>	
	Detailed noise assessment of mechanical plant and school bell system.	<p>The proposed development will include various items of mechanical plant and equipment including heating and cooling equipment, supply and exhaust fans.</p> <p>White Noise provides the following comments: <i>'Experience with similar projects confirms that compliance with the relevant noise emission criteria for the site can be achieved. Details of the specific acoustic treatments will be undertaken as part of the ongoing project design and provided as part of the CC submission of the project'.</i></p> <p>Refer section 6.1 and 6.3 of Appendix I for possible acoustic treatments of the mechanical plant and school bell system.</p>	Appendix I
	Waste collection services are not to be undertaken outside the hours of 7.30am to 6.00pm Monday to Friday.	Noted. This can be addressed by way of a condition of consent.	Appendix S
	Grounds maintenance involving the use of powered equipment not to be undertaken outside the hours of 7.30am to 6.00pm Monday to Friday.	Noted. This can be addressed by way of a condition of consent.	Appendix Q
Waste management	Identify and implement feasible and reasonable opportunities for the re-use and recycling of	For details of the recycling management measures on site, please refer to the	Appendix S



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	waste, including food waste.	Operational and Construction Waste Management Plans at Appendix S .	
Office of Environment and Heritage:			
Biodiversity	The two impacted vegetation zones identified in the Biodiversity Assessment Report to be assessed separately.	The Biodiversity Assessment Report has been amended to separately assess the two native vegetation types identified in the subject site: <i>Dwarf Apple - Broad-leaved Scribbly Gum - Sydney Peppermint low open woodland on sandstone ridges with subtle enrichment in northern Sydney; and Smooth-barked Apple - Red Bloodwood open forest on enriched sandstone slopes around Sydney and the Central Coast.</i>	Appendix N
	Biodiversity Offset Strategy should set out how the credit requirements will be met.	The ecosystem credits required to offset the additional impacts associated with Phases 2-3 are provided in Table 4.1 of the BAR. Due to no credits of these types (PCT-1782 and 1776) currently being available in the NSW BioBanking credit market, the proponent intends to allay the offset obligation through payment to the Biodiversity Conservation Fund (BCF).	Appendix N
Impacts on Lane Cove National Park	Stormwater management and treatment for the site. Proposed outdoor play areas which will have synthetic surfaces will require stormwater treatment prior to discharge into the Lane Cove National Park.	Amended Stormwater Reports have been prepared for the Phases 2 and 3 works and are attached at Appendix T . A condition of consent similar to Condition A7 of the Partial Approval can be imposed.	Appendix T
Aboriginal Cultural Heritage	Due diligence report is not adequate to assess the impacts of the development on Aboriginal archaeological and cultural values of the subject land.	An addendum Aboriginal Cultural Heritage Impact Assessment has been prepared by Urbis Heritage at Appendix G . The Assessment concludes that:	Appendix G



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		<p><i>“The subject area has been the subject of high level of disturbance and there is a low to nil potential for subsurface Aboriginal objects within the Subject Area.</i></p> <p><i>No Aboriginal objects were found, nor any landscape features identified with the potential for comprising any sub surface archaeological deposits”.</i></p>	
Heritage Council of NSW:			
Built Heritage	<p>A suitably qualified heritage consultant should be nominated for this project and provide input into the detailed design resolution and conservation methodologies adopted to minimise impacts to heritage values.</p> <p>New works should be designed to be reversible in the future.</p>	<p>Urbis Heritage have been consulted and provided input into the detailed design of the development.</p> <p>The proposed works facilitate the ongoing use as an education facility and safeguard the significance of the use. It is necessary to carry out interventions to the building in order to reasonably function as an educational facility.</p> <p>There is an opportunity to remove additions and reconstruct removed elements if required in the future, however ‘reversibility’ traditionally implies that the altered element or fabric can be restored to its original condition, for instance removed fabric may be able to be salvaged and can be reused in the building if required. This will not be the case for the removal of non-significant elements of the site and should not be necessary having regard to the assessed significance values.</p> <p>In terms of trees, while there is potential to plant new trees in the future, planting in the</p>	<p>Appendix F</p> <p>Appendix F</p>



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		same locations is unlikely due to the ongoing requirements for compliance. Further, the new trees would not reach maturity for several years after they are planted. Complete reversibility is therefore not achievable in regard to the landscape design.	
	A schedule of conservation works should be prepared for existing buildings.	This was prepared by Apex in October 2018.	N/A
	Proposed maintenance works should be guided by appropriate methods prepared by a qualified heritage consultant.	This can be addressed by way of a condition of consent.	N/A
	A detailed grading of significance should be prepared in accordance with the Heritage Council's publication Assessing Heritage Significance 2001.	A Conservation Management Plan was prepared by Urbis dated November 2018 which includes detailed significance mapping and a schedule of significant elements. A copy can be provided if necessary.	N/A
	An Interpretation Strategy for the building should be prepared to guide how information on the history and significance of the building will be provided for the students and general public.	An Interpretation Strategy was prepared by Urbis dated November 2018. A copy can be provided if necessary.	N/A
	A photographic archival recording of the building should be prepared prior to the commencement of works.	Photographic Archival Recording of the entire building was prepared by Alex Mayes in September 2018. A copy can be provided if necessary.	N/A
	David Turner, former GAO project architect, should be consulted.	An ongoing effort to locate David Turner was undertaken throughout 2017/2018. The project team was made aware that David Turner was overseas and passed away at the start of 2019.	N/A
Historical archaeology	Historical archaeology to be addressed.	Please refer to the Aboriginal Cultural Heritage Assessment at Appendix H .	Appendix H



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NSW Rural Fire Service:			
APZs for special fire protection purpose (SFPP) developments	Demonstrate compliance with the minimum specifications for Asset Protection Zones (APZs) for SFPP developments as defined in Table A2.6 of Planning for Bush Fire Protection (PBP) 2006.	APZ's will be established and maintained in accordance with PBP 2006 and 2018, as outlined in section 6.1.1 and Figure 10 of the Bushfire Hazard Assessment at Appendix O .	Appendix O
Safe access arrangements	Comply with Section 4.2.7 of PBP 2006 by providing alternative access or egress for firefighters and occupants during a bush fire emergency.	A loop road is proposed from the southern extent of Dunstan Grove, along the southern side of the building extending to the carpark to the east of the building. The proposed loop road has been endorsed by RFS as a suitable access route for fire appliances.	Appendix O
Sydney Water			
Wastewater	A detailed planning study must be carried out to determine whether augmentation of the existing local wastewater system is required.	A condition of consent similar to Condition D6 of the Partial Approval can be imposed.	
Ku-ring-gai Council:			
Bushfire	The development does not satisfy Planning for Bushfire Protection 2006 (PBP 2006).	Blackash provide the following comments in relation to PBP 2006: <i>'A review has been conducted of PBP 2006. It is anticipated that PBP 2018 will be released as a final document in August 2019 and become legislated in September 2019 with no savings provisions or transitional arrangements.</i> <i>Until PBP 2018 becomes legislated, PBP 2006 will remain the legally referenced document and PBP 2018 can be used on a performance basis in consultation with NSW</i>	Appendix O

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		<p><i>RFS only</i>.</p> <p>PBP 2018 can be used on a performance basis in consultation with NSW RFS only. This approach has been agreed to as part of the consultation process.</p> <p>The Bushfire Hazard Assessment at Appendix O concludes that the bushfire protection measures demonstrated in this report comply with Planning for Bush Fire Protection 2006.</p>	
	<p>The Bushfire Assessment Report primarily relies on a comprehensive Emergency Evacuation Plan and this should form part of the submission.</p>	<p>A comprehensive Evacuation Management Plan has been prepared by Blackash Bushfire Consultants and has been signed off in accordance with RFS guidelines and is attached at Appendix P.</p>	<p>Appendix P</p>
	<p>Flame Zone – adequate separation</p>	<p>The existing buildings will be upgraded, where relevant, as described in the RFS Building Best Practice Guideline – Upgrading Existing Buildings to meet BAL Flame Zone in accordance with AS3959.</p>	<p>Appendix O</p>
	<p>Locations of APZ's on slopes of 90 degrees</p>	<p>Refer to the Bushfire Hazard Assessment at Appendix O (Figure 10) for further details on the extent and location of APZ's.</p>	<p>Appendix O</p>
	<p>The development relies APZs outside the site's boundaries which are currently not maintained to the standard of an APZ and would require significant tree removal to do so.</p>	<p>Please refer to section 2.3 of this report for a discussion of the asset protection zone for Phases 2 and 3 and vegetation management in Lane Cove National Park.</p>	<p>Section 2.3</p>
	<p>Significant vegetation removal / management is required to create the APZs onsite which has not been reflected in the EIS or accompanying Biodiversity Assessment Report.</p>	<p>The proposed vegetation clearing is addressed in the revised Biodiversity Assessment Report, Arboricultural Report, landscape plans and Bushfire Hazard Assessment.</p>	<p>Appendix C, P & O, U</p>

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	Additional transects should be included within the bushfire design modelling.	Additional transects are shown in Figure 7 of Appendix O to provide an indication of slope.	Appendix O
	Softfall play surfaces and synthetic turf are not covered in AS3959 and can give off various toxic by-product during the combustion process.	The areas immediately to the north of the proposed Phase 1 school building, are large public open playing fields, known as Charles Bean Oval. It is not to be used as an assembly / refuge area for students and staff due to the synthetic, and potentially hazardous, nature of material used in oval. However, it is recommended that Charles Bean Oval only be utilised as part of the evacuation/emergency planning for Lindfield Learning Village as short-term assembly / evacuation as part of the bus collection procedures when fire is not within 1 hour of the site and or embers are not observed dropping in the vicinity. If fire is within 1 hour of the site or embers are observed, Charles Bean Oval is not to be used in any capacity.	Appendix O and P
	The development has not sought to improve perimeter access around the buildings and relies on easements for APZ on adjacent properties.	Refer to section 6.1.3 of this report for a discussion of site access as it relates to bushfire management and management of APZ's.	Appendix O
Biodiversity	Proposal does not adequately address biodiversity impacts, including direct and indirect impacts on surrounding ecology resulting from bushfire hazard reduction.	The revised Biodiversity Assessment considers the direct and indirect impacts associated with the full clearance of vegetation within the inner APZ and additional vegetation removal within the outer APZ.	Appendix N
Landscape and ESD	Arborist Report to be submitted detailing trees to be retained/removed.	An Arboricultural Report has been prepared by McArdle at Appendix U .	Appendix U

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	Detailed Landscape Plan to be submitted.	The Landscape Plan has been updated to include Phase 2 and 3 works and attached at Appendix C .	Appendix C
	Heritage impact assessment of landscape design.	The Heritage Impact Assessment prepared by Urbis Heritage at Appendix F includes an assessment of the detailed landscape design, including the link road. The report confirms: <i>'Although the landscape would be further denuded which has some detrimental heritage impact on the character of the setting of the building, it would guarantee the full future use of the of the building. The building would be used, in its entirety, as an educational establishment. The use would guarantee is long term maintenance and operation. As per the tree clearing for Stage 1 (phase 1), it is considered that the character of the setting and the original landscape intent would remain appreciable although altered'</i> .	Appendix F
	Bushfire assessment to certify landscape design	The landscape plans have been reviewed by Blackash as part of the revised Bushfire Assessment.	Appendix O
	Preliminary Construction Management Plan to be amended to identify trees to be removed/retained.	The Arboricultural Report identifies the trees that are to be retained/removed to facilitate the Phase 2 and 3 works.	Appendix U
	Stormwater concept plan to be submitted.	A Stormwater Management Plan and a Sediment and Erosion Control Plan have been prepared by EWFV/Birzulus and are attached at Appendix T .	Appendix T
Transport and Accessibility	Clarification required for school catchment area.	The final catchment area is still being determined and will be submitted to Council at	N/A

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		a later stage. It, however, will not affect the traffic and transport assessment.	
	Proposed times for the drop-off and pick-up access areas are not supported.	The Phase 1 school drop-off area is working satisfactorily, and signage requirements are being monitored. Wayfinding signage is in place at all key locations for both motorists and pedestrians. This includes drop-off and pedestrian entrance locations as well as all required road safety requirements at key crossing locations.	Appendix J
	Proposed widening of the Eton Road bus bay is supported, however further clarification on design required.	The Eton Road bus bay will be used only for Route 565 Services. All school buses will utilise the new school loop road which provides good storage for buses. Refer section 6.1 of Appendix J for further details.	Appendix J
	Proposal to avoid spill over parking to minimise impacts on neighbouring properties.	On-site parking capacity and alternate travel strategies (identified within the Green Travel plan) minimise spill-over on site. Refer section 4.2 of Appendix J for further details.	Appendix J
	Existing cycling routes in the vicinity of the site are limited.	It is agreed that existing cycle routes are limited. Arup has recommended that Council should investigate the possibility of upgrading key routes leading to the school.	Appendix J
	The frequency of Bus Service 565 should be improved to make attractive connections to the nearby railway stations.	TfNSW would consider the additional services of the current route; subject to the TfNSW Growth Services Initiative. This would also require further discussion and assessment with the proponent prior to any agreement.	Appendix J
	The Assessment suggests that a Pedestrian Access and Mobility Plan (PAMP) should be prepared to assess pedestrian access and safety	Footpath upgrades have been completed by Council.	Appendix J

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	improvements, although it is our view that this should be prepared by the applicant and improvements be undertaken by the applicant.		
	Traffic modelling and distribution for Pacific Highway and Grosvenor Road.	Arup agrees with these findings and has included revised modelling discussed in Section 4.5 of Appendix J	Appendix J
	Local Road Impacts - Impacts on planned upgrades to Lady Game Drive.	Traffic calming could be considered on the local access streets if traffic behaviour needs to be managed. The volume of traffic will be determined by the ultimate level of development in the precinct and the associated level of car use. Any traffic calming would need to be compatible with bus access.	Appendix J
	Historical Traffic Volumes	The Traffic Assessment provides the following comments: <i>A public school is a community facility. It provides a real benefit to the community it serves, and it is expected that some burden will be placed on the community to support its operation.</i>	Appendix J
	Traffic Modelling - Pacific Highway and Grosvenor Road -	Revised modelling discussed in Section 4.4 of Appendix J .	Appendix J
	Traffic Modelling – Lady Game Drive	Arup make the following comments: <i>The Lady Game Drive congestion is an existing issue. Congestion is present despite the site being vacant. Southbound traffic along Lady Game Drive to the site will predominantly use the Lady Game Drive / Grosvenor Road roundabout, and not the Millwood Avenue intersection. The cause of the Lady Game Drive congestion is a result of downstream intersection inefficiencies at Lady</i>	Appendix J

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		<i>Game Drive / Millwood Avenue and other intersections. Future traffic would not affect the critical downstream intersection performances.</i>	
	Construction traffic management.	Vehicle routes have been incorporated into the indicative Construction Traffic Management Plan (CTMP) at Appendix Q . Please refer to the Construction traffic vehicle route diagram within the above plan.	Appendix Q
Heritage, Built Form and Environmental Amenity	The application does not demonstrate how the proposed external alterations reflect the heritage significance of the building.	An addendum Heritage Impact Statement was prepared by Urbis Heritage and is attached at Appendix F . This report assesses the impact of Phases 2 and 3 of the proposed works on the identified heritage significance of the site.	Appendix F
	Advice from landscape architect and heritage consultant sought for firefighting access routes.	This is addressed in the Addendum Heritage Assessment and revised landscape package.	Appendix C & F
	External colours should be muted reflecting residential and landscape setting.	External colours approved for Phase 1 have been adopted for Phases 2 and 3.	
	Recommendations related to the building and landscaping.	Council's detailed list of comments are addressed in the Addendum Heritage Assessment as they relate Phases 2 and 3.	Appendix F
Moral Rights	Confirm consultation with original architects.	A summary of previous steps taken to contact David Turner are outlined in the Addendum Heritage Assessment to the Phase 1 RtS.	Appendix F
Conservation Management Plan	A conservation management plan for the former UTS Ku-ring-gai campus should be prepared.	A Conservation Management Plan prepared by Urbis in November 2018.	NA

1.1.1. Supplementary Agency Submissions

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Department of Planning and Environment:			
Concept Approval and Statement of Commitments	Consent cannot be granted unless it is demonstrated that the proposal is consistent with the concept plan approval for SSD 06_0130.	On 23 October 2018, development consent was granted by the DPE for Modification 5 to the Campus Redevelopment Concept Plan (MP06_0130). Specifically, development consent was granted for the following: <i>“Modification of the Concept Plan approval to allow for use specific documentation and strategies consistent with current legislation and guidelines”.</i>	N/A
Heritage Impact Statement	An updated Heritage Impact Statement (HIS) may be required given the new impacts proposed on the landscape element (total clearing). The updated HIS included in the RtS does not make a genuine effort to assess the impacts on the significance of the landscape element.	An addendum Heritage Impact Statement was prepared by Urbis Heritage and is attached at Appendix F . This report assesses the impact of Phases 2 and 3 of the proposed works on the identified heritage significance of the site, including the landscape impact. Refer to Page 4 of the report for an assessment of external works.	Appendix F
Conservation Management Plan	Conservation management strategies and conservation works should be guided by a Conservation Management Plan (CMP). As such, a CMP should be prepared prior to determination.	A Conservation Management Plan prepared by Urbis in November 2018.	N/A.
Contamination	Provide Remedial Action Plan (RAP) for assessment.	The Site Audit Statement issued for Phase 1 has concluded that the entire Site is suitable for the school development specified. This means that the SAS that was previously issued is also sufficient for Phases 2 and 3 of the site.	Appendix H
Green Travel Plan	Provide a Draft Green Travel Plan	A Transport strategy/ Green Travel Plan (GTP) has been prepared by Arup and is attached at Appendix K .	Appendix K



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Detailed Landscape Plans	The landscape plans provided are not sufficient.	Landscape Plans showing the extent of Phase 2 and 3 works have been provided at Appendix C .	Appendix C
Land Title Documents	DoE have advised that the land title documents for the site include positive covenants for the purposes of bushfire protection. Please provide a copy of the land title documents including any details of easements, positive and/or restrictive covenants.	This was provided for the Phase 1 approval.	N/A
Office of Environment and Heritage:			
Partial approval	Partial approval of Phase 1 will influence approvals of future Phases 2 and 3, without cumulative impacts.	Cumulative impacts have been considered for each Phase of the LLV development. However, given the site has previously been used for an education establishment for many decades, any additional cumulative impacts are manageable. Phases 2 and 3 have been subject to further consultation with RFS, OEH and NPWS.	Refer to Consultation Outcomes Report prepared by Urbis and Attached at Appendix E
Asset Protection Zone	Regardless of Phase 1 being given consent, Phases 2 and 3 cannot require or propose APZs in the National Park for any part of the development.	Please refer to section 6.1.1 of this report for a discussion of the asset protection zone for Phases 2 and 3 and vegetation management in Lane Cove National Park.	Refer Section 2.3
Phase 1 Plan	Figures in Bushfire Assessment to ensure consistency with RtS and architectural plans.	Noted.	Appendix O Architectural Plans at Appendix B
Biodiversity likelihood	Darwinia biflora and Epacris purpurascens have not been included in the species credit requiring further assessment.	This was provided for the Phase 1 approval. <i>Darwinia biflora and Epacris purpurascens var. purpurascens</i> were not originally including as 'species credits requiring further assessment' because they are not candidate species for the	N/A

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		two PCTs identified within the subject site.	
Plot/transect	No justification has been provided for using Plot/transects outside the site.	This was provided for the Phase 1 approval.	
Biodiversity Offset Strategy	Biodiversity Offset Strategy not adequate.	The ecosystem credits required to offset the additional impacts associated with Phases 2-3 are provided in Table 4.1 of the BAR. Due to no credits of these types (PCT-1782 and 1776) currently being available in the NSW BioBanking credit market, the proponent intends to allay the offset obligation through payment to the Biodiversity Conservation Fund (BCF).	Appendix N
Native over-storey, ground cover and mid-storey	OEH questions the values being offered.	This was addressed for the Phase 1 approval.	
Aboriginal cultural heritage	At a minimum consult with Aboriginal Land Council and rewrite ACHIA to meet the requirements of ACHAR	An Aboriginal Cultural Heritage Assessment Report has been prepared in accordance with the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW, and includes consultation with the relevant Local Aboriginal Land Council (LALC). The Metropolitan LALC were invited to provide comment and input into the ACHAR and to the assessment of cultural heritage significance and values presented therein. No written feedback has been received from the MLALC during the provided 28 days' comment period.	Appendix G
Flood	Provide clear details on methodology and type of model used. Provide comprehensive understanding of the nature of overland flow for full range of flooding, including PMF.	A Flood Emergency Management Plan has been prepared at Appendix M . It is based on flood information obtained from the Ku-ring-gai Council through a Flood Enquiry Application and subsequent correspondence with Council.	Appendix M

MATTER	ISSUE	COMMENT	REFER TO
	Prepare an emergency response plan.	Flood Modelling was done using HecRas and as per Ku-ring-gai Council's DCP Part 24R.7 and DCP (2015). EWFw conclude that the proposal adequately minimises the flood risks.	
Phases 2 and 3	Confirm APZs are not in National Park. ACHAR to assess Phase 2 and 3 impacts on aboriginal heritage.	Please refer to the addendum ACHAR report at Appendix O .	Appendix O
NSW Rural Fire Service:			
RFS has endorsed Phase 1 and provided conditions of consent.	General comments	Noted. RFS have been consulted extensively in the development of Phases 2 and 3.	
Evacuation and emergency Management plan	Prepare a Bushfire Emergency Management and Evacuation Plan.	An Evacuation and Emergency Management Plan has been prepared by Blackash and is attached at Appendix P .	Appendix P
APZs	<i>'Prior to the commencement of building works for the proposed Phase 1 School, suitably worded instruments shall be created pursuant to section 88b of the Conveyancing Act 1919 to ensure ongoing management of the proposed APZs in perpetuity within the subject site...'</i>	This was addressed for the Phase 1 approval.	
Access roads	<i>'Prior to commencement of building works the proposed Phase 1 School, the existing internal roads shall be upgraded to comply with section 4.2.7 of Planning for Bush Fire Protection...'</i>	As a condition of consent for the Phase 1 works, the road network within the school was significantly modified and upgraded to comply with PBP 2006. As such, all roads within the site provide 8m carriage width for fire fighting vehicles	Appendix O
Access fire trails	<i>'Prior to commencement of building works the proposed Phase 1 School, fire trails shall be provided as shown on Phase 1 Site Plan...'</i>	A fire trail is currently constructed to provide access to the south and west of the site. This will be upgraded as part of the Phase 2 and 3 works to provide a loop road capable of	Appendix O

MATTER	ISSUE	COMMENT	REFER TO
		carrying buses.	
Landscaping	<i>'Prior to commencement of building works the proposed Phase 1 School, details of landscaping plans shall be prepared to demonstrate compliance of landscaping to the site...'</i>	Landscaping Plans have been prepared by Kleinfelder and are attached at Appendix C .	Appendix C
Slope over 18 degrees		Small sections of slopes over 18 degrees have APZs within the site (southern boundary). However, these sections are short and will be accessed by foot with contractors using hand tools. APZ establishment and maintenance can be undertaken in accordance with PBP 2006 and RFS Standards for Asset Protection Zones.	Appendix O
RMS:			
Bus turnaround facilities	Buses will be scheduled to arrive ahead of the pick-up time. Buses will therefore wait in order and depart at the same time. These arrangements should be provided to Council's satisfaction.	The route 565 bus is currently providing for student access to the Phase 1 school utilising the existing Eton Road bus facility.	Appendix J
Footpaths on Eton Road	The footpaths on Eton Road are very narrow. In this regard, the footpath upgrades should be provided to the satisfaction of Council as stipulated in section 3.5.3 of the Traffic and Transport Assessment Report.	Footpath upgrades have been carried out by Ku-ring-gai Council.	Appendix J
Intersection upgrades	The duplication of the right turn bay into Grosvenor Road and upgrading the intersection of Lady Game Drive and Grosvenor Road is required.	The Grosvenor Road upgrade will be required for Phases 2 and 3.	Appendix J
TfNSW:			

MATTER	ISSUE	COMMENT	REFER TO
Bus serviceability	Consult further with TfNSW to address operational requirements for remaining phases.	Transdev are developing school bus services with routes aligned with the catchment and to meet the staggered departure times.	Appendix J
School bus plan for Phase 1	Develop school bus plan in consultation with TfNSW prior to school commencement.	The catchment area information has been provided to Transdev and TfNSW so that they can develop the school bus routes.	Appendix J
Cycling access and bicycle parking provision	Details required on location/type of EOTF for staff and students. Identify and assessment potential cycle routes.	Bicycle facilities have been provided as part of the Phase 1 school and will be upgraded if demand warrants. Shower facilities will be provided for staff as an end-of-trip facilities. Lockers for staff will also be considered.	N/A
Changes to parking controls on Eton Road	May require approval from Council's Local traffic committee and should be undertaken as soon as possible.	Changes to parking controls have been installed by Council. Further changes will involve discussion with Transdev about bus operations along this route.	Appendix J
EPA:			
Site contamination	Prior to commencing any work on the development site prepare and implement a procedure for identifying and dealing with unexpected finds of site contamination (including asbestos containing materials and lead-based paint).	A condition of consent similar to Condition B17 of the Partial Approval can be imposed.	
Background noise	Undertake background noise monitoring, including provision of a 'weeks' worth' of valid monitoring data, in accordance with the guidance material in chapter 3 and Appendix B to the New South Wales Industrial Noise Policy. Submit a revised noise impact assessment, including daily logger graphs for each of the	A Noise Impact Assessment was prepared by White Noise and is attached at Appendix I . This assessment has considered construction and operational noise associated with Phases 2 and 3 of the proposal. Additional background noise monitoring was conducted at the site on the 12th May 2019.	Appendix I

MATTER	ISSUE	COMMENT	REFER TO
	monitoring locations.	Based on the results of the additional noise level measurements conducted at the site the noise levels and resulting noise emission criteria detailed within the 'Lindfield Learning Village, Noise Impact Assessment' (2018) remain accurate for the site.	
Operational Noise	Ensure that campus courtyards and other outdoor spaces on the campus are not made available for community use after 6.00 pm.	Noted.	Appendix I
Car park noise	Ensure that the underground car park is not made available for community use after 6.00 pm.	Noted.	Appendix I
Mechanical plant and school bell	Undertake a comprehensive quantitative assessment of operational noise impacts of mechanical plant and equipment and identified the appropriate noise limits that must not be exceeded. Adopt all such measures, including those recommended in the EIS to ensure the school PA system and bell do not emit 'offensive noise', being noise that interferes unreasonably with the comfort or repose of the occupants of surrounding residences.	Please refer to Section 5 and 6 of the Acoustic Assessment prepared by White Noise at Appendix I for an assessment of operational noise impacts associated with Phases 2 and 3 of the development	Appendix I
Respite periods	Need for intra-day respite periods	White Noise has recommended that a detailed construction noise and vibration management plan be provided.	Appendix I
Ku-ring-gai Council:			
External APZs	External APZs should not be relied on.	Please refer to section 6.1.1 of this report for a discussion of the asset protection zone for Phases 2 and 3 and vegetation management in Lane Cove National Park.	Section 2.3

MATTER	ISSUE	COMMENT	REFER TO
Minimum APZs	Minimum APZs have been calculated using wrong provisions of PBP 2017.	The requirements of PBP 2006 (currently in force) and the new version Planning for Bushfire Protection 2018 (PBP 2018) which is in draft form and due to be adopted in late 2019, has been used in assessment at Appendix O to ensure best practice is applied to the proposal.	Appendix O
Traffic Study	<p>The revised Bushfire Report references a traffic study which was undertaken for the Crimson Hill residential development and the impacts upon the internal and surrounding road network, both under emergency and normal use conditions, with the findings being the road network was satisfactory.</p> <p>This study did not consider the proposed school. Consideration as to whether a traffic study should be undertaken which considers the existing Crimson Hill residential community and the proposal under emergency conditions</p>	The Bushfire Evacuation Plan has been prepared for the Phase 2 and 3 works and contains a range of options that can be implemented based on the realisation of various scenarios that limits traffic issues. This includes no attendance at school, early evacuation (by foot or bus) to Lindfield Public School, where available relocation by bus or remaining on site until directed to move by emergency services. If under the direction of emergency services, it is not anticipated that traffic will be of consequence.	Appendix P
Consideration matters	<p>Suitability of proposed internal fire stair.</p> <p>Suitability of upgrade measures for the balance of the existing building.</p> <p>Traffic study for Crimson Hill residential and the proposal under emergency conditions.</p>	Refer to section 15 of Appendix O for a discussion of the construction standards to be satisfied in relation to the Fire Safety Standards.	Appendix O
Biodiversity	Amend BAR to provide species credits to offset the loss of habitat for Darwinia biflora, Redcrowned Toadlet and Powerful Owl.	Refer above.	Appendix N
Tree removal	Complete tree removal is inconsistent with Arborist report. Arborist report is inadequate.	An Arboricultural Assessment has been prepared for the Phase 2 and 3 works by McArdle at Appendix U .	Appendix U
Landscape Plan	Detailed landscape plan should identify trees to be removed and trees to be retained or	Landscape Plans showing the extent of Phase 2 and 3 works have been provided at	Appendix C

MATTER	ISSUE	COMMENT	REFER TO
	transplanted. Landscape plans are inadequate for various reasons – refer to Council’s letter.	Appendix C.	
Landscape Heritage	Assessment of landscape design has not been provided and HIS is inconsistent with Arborist Report.	Refer to the Landscape and Heritage Impact Reports at Appendix C and F.	Appendix C & F
Certification of landscape design	Bushfire assessment should include certification of landscape design.	Refer above.	Appendix C
Preliminary Construction Management Plan	Inadequate with reference to Phase 1 and 2 works. Show trees to be removed and retained. Swept paths should be provided.	The Arboricultural Report has been prepared that identifies the trees that are to be retained/removed to facilitate the Phase 2 and 3 works. This could be a condition of consent to ensure the CMP captures all environmental conditions identified in the consent itself.	Appendix Q & U
Flood	Flood study to be revised in accordance with DCP Part 24R.7. Prepare hazard assessment of whole site.	An updated Flood Risk Assessment has been prepared by EFWW Consulting Engineers and is attached at Appendix L. Assessment meets the criteria as specified in Part 24R.7 of the DCP.	Appendix L
Stormwater	Consider substantial increases to capacity of the rainwater reuse tanks.	The stormwater and flooding strategy for the site is contained at Appendix L and T.	Appendix L & T
Heritage	Extensive intervention CMP Bushland setting	Refer above. The HIS has been amended to include a further assessment of the landscape design of Phases 2 and 3. Refer to the Conservation Management Plan prepared by Urbis in November 2018.	Appendix F & Q
Private vehicles	How will pick up operation be achieved.	There is extensive queuing area on the site if parents do choose to come early. To spread the load, parents will be asked to arrive after	Appendix J

MATTER	ISSUE	COMMENT	REFER TO
		<p>the finish time so that students are ready to be picked up.</p> <p>A system of matching students to cars is being utilised to assist with efficient operations at pick-up time.</p>	
Bicycle Parking	Comply with AS	The existing bicycle racks at the front door to the school are in good condition and will be used by students. Any additional racks needed to meet demand will comply with the standard.	Appendix J
On-Street parking	Any changes to parking restrictions on Eton Road need to be approved by Traffic committee.	Noted.	Appendix J
No parking restrictions	<p>On both sides of Eton Road between Austral Ave and curve of Austral Ave is excessive.</p> <p>Only the southern side of Eton Road be considered for No Parking restrictions between (approximately) 76 Eton Road at the curve west of Austral Avenue, and on a part-time basis (7am-9.30am, 2.30pm-4.3pm, School Days only).</p>	<p>Southern side only as proposed by Council is likely to provide the desired outcome.</p> <p>This should be subject to ongoing monitoring by the bus company to ensure safe passage of vehicles.</p>	Appendix J
Pedestrian footpaths	<p>Upgrading the footpath width to 2m would not be satisfactory for subsequent stages when student numbers are projected to reach 2,100.</p> <p>The location of the bicycle racks near the entrance to the main building suggests that the route of the upgraded footpath (between the Eton Road bus stop and the bike racks) would likely be used by children riding bicycles to school, necessitating additional width and possibly some separation.</p>	<p>Footpaths were widened to their maximum within the constraints of the available verge and trees.</p> <p>Up to 2.5m was achieved between the back of kerb and the property boundary. This is a good outcome for pedestrian access with occasional use by shared bicycles in the first Phase.</p>	Appendix J
Pedestrian crossing within the site	The distance pedestrians need to cross is excessive and should be reduced.	<p>Resolved as per the Phase 1 consent.</p> <p>A reduced crossing distance was incorporated</p>	Appendix J

MATTER	ISSUE	COMMENT	REFER TO
		into the design which has now been implemented.	
Footpath upgrades on the local road network	Footpath works and facilities on the surrounding road network should be funded and implemented by the applicant prior to the commencement of Phase 1.	Footpath works on the local road system were completed by Ku-ring-gai Council	Appendix J
Bus facilities		All school buses will utilise the new school loop road which provides good storage for buses. Refer to Section 6.1 of Appendix J .	Appendix J
Transport strategies	Provide Green Travel Plan	A Transport strategy/ Green Travel Plan (GTP) has been prepared by Arup and is attached at Appendix K .	Appendix K
Stage 1 revised traffic distribution	Does not address potential impact/growth in traffic on certain local roads.	This is included in the Traffic and Transport Assessment.	Appendix J
Stage 2 assessment	Various comments	Updated assessment contained within the Traffic Report at Appendix J .	Appendix J
Heritage Council:			
Landscape heritage	<p>While the Heritage Council is supportive of the adaptive reuse of the place for its continued conservation and maintenance, there are strong concerns that the amended application would facilitate establishment of the Phase 1 School and removal of large number of trees from a significant landscape without guaranteeing that the remainder of the site will be approved for use in future.</p> <p>Alternative approaches for an appropriate fire solution to the site be canvassed which are sympathetic to the heritage significance of the site and its landscape, before works for the extensive or complete removal of trees on the</p>	<p>Refer above. The HIS has been amended to include a further assessment of the landscape design of Phases 2 and 3.</p> <p>The report confirms:</p> <p><i>'Although the landscape would be further denuded which has some detrimental heritage impact on the character of the setting of the building, it would guarantee the full future use of the of the building. The building would be used, in its entirety, as an educational establishment. The use would guarantee is long term maintenance and operation. As per the tree clearing for Stage 1, it is considered that the character of the setting and the original</i></p>	Appendix F



MATTER	ISSUE	COMMENT	REFER TO
	site is approved.	<i>landscape intent would remain appreciable although altered'.</i>	