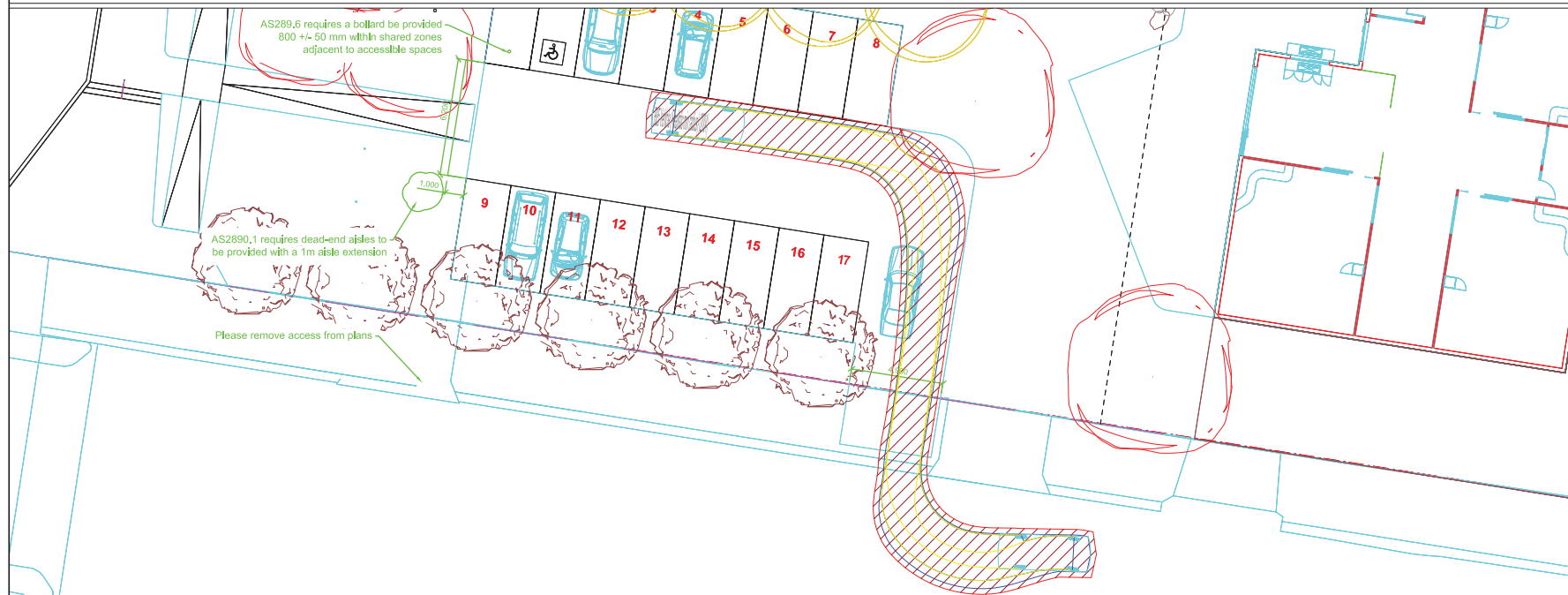




Notes

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1-2004 *Parking facilities - Off-street car parking*, and AS 2890.2-2002 *Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

no.	revision	note
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by. date

Swept Path Legend:

 Wheel Path

Vehicle Body Envelope

 Clearance Envelope (600mm)

architect

Tanner Kibble Denton (TKD) Architects Pty Ltd

client

Department of Education (DoE)

scale

1:400 @ A3



	project
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Curl Curl North Public School

drawing prepared by

TRAFFIX
traffic and transport planners

Suite 2.08, 50 Holt Street
Surry Hills NSW 2010

PO Box 1124
Strawberry Hills NSW 2012

Fax: +84 9 0994 8700

f: +61 2 9380 4481

e: Info@trafflix.com.au



traffix
traffic & transport planners

drawing title

Swept Paths - B99 access & B85 egress

drawn: AK

checked:	-
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date:	17-04-2018
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17.069

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TX.02

project no.

drawing phase.

drawing no. rev



Appendix K

State Government Correspondence



Office of
Environment
& Heritage

DOC17/458049
SSD 8310

Mr Peter McManus
Team Leader School Infrastructure Assessments
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Aditi Coomar

Dear Mr McManus

Notice of Exhibition - Curl Curl North Public School Redevelopment (SSD 8310)

I refer to your email dated 28 August 2017 to the Office of Environment and Heritage (OEH), seeking comments on the above proposal. OEH understands that the proposal involves the redevelopment of Curl Curl North Public School to provide capacity for 1000 students, including new school buildings, sports court, car parking, library block refurbishment and landscaping.

After reviewing the relevant documents, OEH's Greater Sydney Planning Team has no formal comments to make regarding flood risk, biodiversity or Aboriginal cultural heritage. We have no further need to be involved in the assessment of this proposal.

However, OEH notes that the Secretary's Environmental Assessment Requirements (SEARs) issued 5 April 2017 did not include OEH's standard requirements in relation to biodiversity assessment under the *Framework for Biodiversity Assessment* (FBA). In future, OEH kindly requests that DPE consults with OEH prior to issuing SEARs with alternative biodiversity assessment requirements, noting that the proponent may seek OEH's agreement to vary the requirement to use the FBA once the SEARs have been issued.

If you have any queries relating to this matter, please contact Dana Alderson on 8837 6304 or dana.alderon@environment.nsw.gov.au.

Yours sincerely

S. Harrison 16/10/17

SUSAN HARRISON
Senior Team Leader Planning
Greater Sydney

EF13/5058, DOC17443261-02
SSD 8310

Mr Peter McManus
Department of Planning and Environment
GPO BOX 39
SYDNEY NSW 2001

16 October 2017

Dear Mr McManus

SSD 8310 – CURL CURL NORTH PUBLIC SCHOOL – ENVIRONMENTAL IMPACT STATEMENT

I am writing to you in reply to your invitation to the EPA to make a submission concerning the above project EIS.

The EPA requests that this submission be read in conjunction with its letter dated 23 March 2017 in respect of the draft SEARs for the project.

The EPA emphasises that it does not review or endorse environmental management plans or the like for reasons of maintaining regulatory 'arms length' and therefore has not reviewed any environmental management plan forming part of or referred to in the EIS.

The EPA notes that the site was developed as a school in 1951 and fill imported to the site at some time during its operational life. The EIS includes a preliminary site investigation, remedial action plan, and a hazardous building materials survey.

The EPA anticipates potential water quality impacts on Greendale Creek/Curl Curl Lagoon can be avoided by implementing appropriate erosion and sediment controls and adopting water sensitive urban design principles during the project demolition/construction and operational phases respectively.

The EPA further notes that the development includes -

- (a) an outdoor basketball court and several handball courts at the rear of adjoining residences in Ross Street and Abbott Road,
- (b) two 'futsal' (mini-soccer) sports fields towards the northern end of the development site near adjoining residences in Playfair Road, and
- (c) a school hall opposite residences on the western side of Playfair Road.

The EPA has identified the following site specific concerns based on the project information available on the Department of Planning and Environment major projects web site:

- (a) the need for a detailed assessment of potential site contamination, including information about groundwater and a detailed assessment of the footprint and surrounds of existing buildings following their demolition;
- (b) construction phase noise and vibration impacts (including recommended standard construction hours and intra-day respite periods for highly intrusive noise generating work) on noise sensitive receivers such as surrounding residences;
- (c) construction phase dust control and management;
- (d) construction phase erosion and sediment control and management;
- (e) operational noise impacts on noise sensitive receivers (especially surrounding residences on adjoining and adjacent holdings) arising from operational activities such as public address/school bell systems, community use of school facilities, waste collection services and mechanical services (especially air conditioning plant);
- (f) the need to assess feasible and reasonable noise mitigation and management measures (including time restrictions on the use of the facilities proposed to be available for community use) to minimise operational noise impacts on surrounding residences;
- (g) practical opportunities to implement water sensitive urban design principles, including stormwater re-use; and
- (h) practical opportunities to minimise consumption of energy generated from non-renewable sources and to implement effective energy efficiency measures.

Should you require clarification of any of the above please contact John Goodwin on 9995 6838.

Yours sincerely



JACINTA HANEMANN
Regional Manager Operations - Metropolitan Infrastructure
NSW Environment Protection Authority

Attachment A

Contact officer: J GOODWIN
9995 – 6838

ATTACHMENT A

- ENVIRONMENT PROTECTION AUTHORITY COMMENTS -

CURL CURL NORTH PUBLIC SCHOOL

1. 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 demolition, site preparation, construction and operation phases of the project.

2. Construction phase

The EPA anticipates that site establishment, demolition, bulk earthworks, construction and construction-related activities will be undertaken in an environmentally responsible manner with particular emphasis on –

- the site contamination remediation action plan accompanying the EIS,
- compliance with recommended standard construction hours,
- intra-day respite periods from high noise generating construction activities (including jack hammering, rock breaking, pile boring or driving, saw cutting),
- feasible and reasonable noise and vibration minimisation and mitigation,
- effective dust control and management,
- erosion and sediment control, and
- waste handling and management, particularly concrete waste and rinse water.

2.1 Asbestos containing material

Section 12 to EIS Appendix H confirms continual discovery of asbestos containing materials warranting that a detailed site investigation be undertaken.

The EPA anticipates that given the age of some of the structures on the development site, asbestos containing materials and lead-based paints are likely to be encountered during demolition. EIS Appendix I reports on a hazardous building materials survey which confirms the presence of asbestos cement sheeting and lead-based paint in buildings identified for demolition.

EIS Appendix F comprises a Remedial Action Plan the Executive Summary to the Plan indicates that-

- (a) during the preliminary site investigation in January 2017 asbestos cement fragments were encountered on the ground surface across the site,
- (b) the sampled asbestos cement fragments were assessed to be in such poor condition as to be considered as friable asbestos,
- (c) “Due to the cost of off-site disposal, the preferred option for remediation is excavation and on site burial of all fill material ...” in conjunction with implementation of a long term management plan to prevent inadvertent disturbance of the capping layer; and

- (d) the proponent proposes to remediate the site in 2 stages, with remediation of the southern section of the site whilst occupying the northern section and vice versa following completion of the first stage of remediation.

The EPA does not necessarily accept that –

- cost alone should determine the appropriate method of site remediation, and
- the proposed staged remediation is appropriate.

Therefore, the EPA having regard to foregoing and the nature of the proposed use, considers that:

- (a) an accredited site auditor should certify that the development site can be made suitable for the proposed use (including temporary use of a section of the development site during remediation of the other section) if the site is remediated in accordance with “*Remedial Action Plan for Proposed Curl Curl North Public School Redevelopment*” prepared by Environmental Investigation Services and dated 9 August 2017,
- (b) a Section A site audit statement (SAS) and accompanying site audit report (SAR) must be prepared at the completion of remediation and validation certifying suitability for the proposed use of the development site,
- (c) additional investigation, including the footprint of relocated and demolished structures and underground utilities should be undertaken and the scope of that investigation detailed in a sampling and analysis quality plan to be provided to the site auditor for review;
- (d) further details of the proposed remediation and validation strategy be provided to the site auditor in a Works Plan and a Validation Sampling and Analysis Quality Plan (VSAQP) for review by the site auditor prior to remediation commencing;
- (e) an asbestos management plan (AMP) be prepared and submitted to the site auditor for review; and
- (f) a long term Environmental Management Plan (LTEMP) be prepared following remediation of the development site to document -
 - (i) the expected limitations on the development site use,
 - (ii) relevant environmental and health and safety processes and procedures,
 - (iii) management processes, procedures and responsibilities to be adopted by future site users within the development site, and
 - (iv) details on the location and extent of placed or residual asbestos contaminated fill materials, capping layers and marker barriers within the development site.

Recommendation

The proponent be required to ensure that following relocation or demolition of any existing structures and in ground utilities further investigation be undertaken of soil contamination within the footprint of those structures and utilities prior to undertaking any construction.

Recommendation

The proponent be required to:

- (a) engage a site auditor accredited under the Contaminated Land Management Act 1997; and

- (b) provide a Section A site audit statement (SAS) and accompanying site audit report (SAR) prepared following completion of remediation and validation certifying suitability of the development site for the proposed use prior to undertaking any construction.

Recommendation

That the proponent be required to implement the recommendations of the Remedial Action Plan as conditioned by the accredited site auditor.

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 –

- (i) asbestos containing materials, and
- (ii) lead-based paint,

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.

2.2 noise and vibration

The EPA anticipates that demolition, site preparation (including tree clearing), bulk earthworks, construction and construction-related activities are likely to have significant noise and vibration impacts on surrounding residences, especially adjoining residences in Playfair Road, Abbot Road and Ross Street.

2.2.1 *general construction hours*

The EPA emphasises that demolition, site preparation, bulk earthworks, construction and construction-related activities should be undertaken during the recommended standard construction hours. The EIS section 3.11.1 proposes hours consistent with those standard hours subject to the proviso that "If required, after hours permits will be sought from the relevant authorities".

Recommendation

The proponent be required to ensure that as far as practicable all demolition, site preparation, bulk earthworks, construction and construction-related activities likely to be audible at any noise sensitive receivers such as surrounding 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.

2.2.2 *intra-day respite periods*

The EPA anticipates that those demolition, site preparation, bulk earthworks, 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 every three hours, 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

The EPA emphasises that intra-day respite periods are not proposed to apply to those demolition, site preparation, bulk earthworks, construction and construction-related activities that do not generate noise with particularly annoying or intrusive characteristics.

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.

2.2.3 *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.

2.2.4 *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.

2.4 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.

2.5 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, site preparation, bulk earthworks, 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.

2.6 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.

2.7 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.

3. 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.

3.1 Noise and vibration impacts

The EPA anticipates the proposed development (especially out of hours use of school facilities by external parties) may have significant operational noise impacts on nearby sensitive receivers, especially adjoining residences in Abbott Road, Ross Street and Playfair Road.

The EPA notes with concern the proximity of the surrounding residences and is aware from long experience of the need for appropriate operational noise mitigation and management measures, particularly in regard to:

- (a) the nature of and times during which school facilities are made available for community use;
- (b) the design and operation of the school public address/bell system;
- (c) the design and location of waste storage facilities;

- (d) time restrictions on waste collection services;
- (e) design, selection and operation of mechanical ventilation plant and equipment; and
- (f) time restrictions on grounds maintenance using powered equipment (e.g. leaf blowers, brush cutters and lawn mowers).

background noise measurement

The EPA emphasises that properly establishing background noise levels in accordance with guidance material in the New South Wales Industrial Noise Policy (INP) is fundamental to a consistent approach to the quantitative assessment of noise impacts of development.

The NSW Industrial Noise Policy (INP) specifies that at least a 'week's worth' of monitoring data is required to establish background noise levels and that noise levels measured during rainfall should be excluded when deriving those background levels. However, the EPA notes that –

- (a) background noise monitoring was undertaken between 24 February 2017 and 8 March 2017,
- (b) the nearest Bureau of Meteorology (BoM) weather station at Terrey Hills recorded rain every day of the monitoring period (i.e. 24 February to 8 March 2017) other than 3 March 2017.

EIS Appendix V *Construction and Operational Noise Report* does not mention rainfall observations at Curl Curl during the measurement period, whether any such observations were taken into account, or how any such observations were taken into account.

The Industrial Noise Policy guidance material also specifies that noise from an existing development should be excluded from background noise measurements. Figure 2-2 to Appendix V indicates that background noise measurements were undertaken at the rear of the adjoining residence at 56 Abbott Road and close to appears to be immediately adjacent to the existing school. The measurement period was during school term and so included noise from activities at the existing school. The EPA notes for instance that the impact of school activities appears evident in the graphical representation of the measurement data.

The EPA is unclear why background noise monitoring was undertaken during the first term of school rather than during a school holiday period when school activities would be unlikely to affect measurements.

Appendix V does not include Assessment Background Levels (ABLs), which can show day-to-day differences in levels.

Recommendation

The proponent be required to either:

- (a) to re-measure background noise levels, excluding noise from activities at the existing school, but otherwise representative of noise levels in the area; or
- (b) adopt background noise levels 5dB lower than those proposed, for the purposes of setting noise objectives for the proposed development (i.e. 37dBA daytime; 35dBA evening; 31dBA night-time).

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 that, in relation to the school hall, noise from normal school activities in class hours would not be acoustically significant. However, the use of the hall for other events, particularly outside school hours, has the potential to adversely impact on residences.

Section 5.6 to EIS Appendix V indicates that the school sports fields are proposed to be made available for community use "... at weekends ...". The EPA considers that any potential noise impact should be carefully assessed against the need, given extensive complex of sports courts and sports fields located along the southern side of Abbott Road opposite the school.

The EPA considers the proposed community use of school facilities (especially the hall, and 'futsal' fields and outdoor sports 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 that the 'futsal' fields and outdoor sports courts are not made available for community use –

- (i) during week day mornings,
- (ii) later than 6.00 pm on week nights,
- (iii) other than between the hours of 8.00 am and 6.00 pm on Saturdays, and
- (iv) during Sundays and public holidays.

Recommendation

The proponent be required to –

- (a) undertake comprehensive noise compliance monitoring of representative uses of the 'futsal' fields and 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.
- (b) submit 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 times at which and the frequency of each type of use of the 'futsal' fields and outdoor sports courts and associated facilities (e.g. parking) outside school hours.
- (c) ensure that noise compliance monitoring referred to in paragraph (a) above, would include quantitative noise impact assessment to address noise emissions arising from amongst other things –
 - audience/spectator noise,

- referee whistle noise,
- training sessions as well as sporting events,
- any amplified sound during sporting events and any associated training sessions, and
- post-event audience/spectator noise, including vehicle door slamming and departure noise.

mechanical plant and equipment

The EPA acknowledges that EIS section 3.10 indicates “all habitable rooms including teaching and learning spaces will be naturally ventilated”. The EPA anticipates the likelihood that mechanical plant and equipment will be installed to serve various facilities. The EIS Appendix V states that details of mechanical services, plant and equipment are not yet available and does not appear to show the location of plant and equipment.

Recommendation

The proponent be required to:

- (a) provide a comprehensive quantitative assessment of operational noise impacts on surrounding noise sensitive receivers, especially adjoining residences;
- (b) ensure mechanical plant and equipment installed on the development site does not generate noise that –
 - (i) exceeds 5 dBA 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.

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 design, install and operate the school public address/bell system to implement 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.

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.

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.

3.2 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 re-use and recycling of waste, including food waste.

3.3 Water sensitive urban design and energy conservation and efficiency

The EPA acknowledges that EIS Appendix S comprises an environmentally sustainable development report that proposes –

- (a) a range of water sensitive urban design measures, including –
 - (i) rainwater harvesting and re-use, and
 - (ii) water efficient fixtures; and
- (b) a range of measures to maximise energy efficiency and minimise energy consumption, including –
 - (i) natural ventilation and lighting of all teaching and learning spaces, and
 - (ii) installation of solar photovoltaic arrays



16 October 2017

RMS Reference: SYD17/00339/02
DP&E Ref: SSD 8310

Team Leader – Social Infrastructure Assessment
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Peter McManus

Dear Sir/Madam,

**RE-DEVELOPMENT OF CURL CURL NORTH PUBLIC SCHOOL
PLAYFAIR ROAD, NORTH CURL CURL**

Reference is made to your letter dated 25 August 2017 regarding the abovementioned development application which was referred to Roads and Maritime Services (Roads and Maritime) for comments.

Roads and Maritime has reviewed the submitted information and notes that approximately 93% of the existing staff drive to work and only 16 car parking spaces are proposed for 76 staff and visitors. Lack of on-site parking will result in on-street parking issues. Roads and Maritime recommends that adequate parking is provided on-site.

Any inquiries in relation to this development application can be directed to the undersigned on 8849 2219 or development.sydney@rms.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Pahee'.

Pahee Rathan
Senior Land Use Planner
Network Sydney – North Precinct

Mr Peter McManus
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr McManus

Curl Curl North Public School Redevelopment, Playfair Road, North Curl Curl (SSD 8310)

Notice of Exhibition

Thank you for your letter dated 25 August 2017 requesting Transport for NSW (TfNSW) comment on the State Significant Development Application.

Roads and Maritime Services will provide a separate response.

TfNSW has assessed the relevant Environmental Impact Statement documentation and provides the following comments on the State Significant Development:

- The removal of the children's crossing along Playfair Road should be considered by Northern Beaches Council and Roads and Maritime. It is anticipated that any removal of the crossing would require a road safety assessment.
- The proposed changes to the primary pedestrian access point on Abbott Road could result in the change to the desired pick-up and drop-off location from Playfair Road. The proponent should consider relocating existing or implement additional pick-up/drop-off zones.
- The existing bus zone should be relocated closer to the school frontage, southwards along Playfair Road in proximity to the secondary pedestrian entry (adjacent to the library).

Detailed comments, which expand on the above, can be found in **TAB A**. Suggested Conditions of Consent provided in **TAB B**.

If you require clarification of any issues raised above, please contact Ken Ho, Transport Planner on (02) 8202 2426 or via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



13/10/17

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD17/09734

TAB A – Comments on State Significant Development Application

Removal of Children's Crossing

Comment

The proposal to remove the children's crossing along Playfair Road would need to be considered by Northern Beaches Council and Roads and Maritime. It is anticipated that any removal of the crossing would require a road safety assessment.

Pick-up/Drop-off and Bus Zones

Comment

The redevelopment of the school would result in the alteration of the primary pedestrian access point from Playfair Road to Abbott Road in conjunction with the change in the primary street frontage from Playfair Road to Abbott Road. Furthermore, staff car parking access would also change from Playfair Road to Abbott Road. Based on the provision of 17 staff parking spaces and demand for 70 parking spaces (76 staff with 93% vehicle driver mode share), it is likely that "spillover" staff parking would also impact Abbott Road.

In this regard, this could result in a change in the desired pick-up and drop-off location along Playfair Road (near the existing children's crossing) closer to the primary access point on Abbott Road. The change in desired pick-up/drop-off location would also be encouraged by the proposed removal of the children's crossing.

Recommendation

TfNSW advises that the proponent should consider relocating existing or implement additional pick-up/drop-off zones given the likely change in the desired pick-up/drop-off locations closer to the designated main pedestrian access and competing demands generated by staff parking along Abbott Road.

Furthermore, the existing bus zone should be relocated closer to the school frontage, southwards along Playfair Road in proximity to the secondary pedestrian entry (adjacent to the library).

TAB B – Recommended Conditions of Approval

TfNSW recommends that the DP&E include the following conditions should the proposed development be approved:

Road Safety Evaluation – Pick-up/Drop-off and Pedestrian Movements

Recommended Condition:

Prior to the issue of occupation certificate, a Road Safety Evaluation (RSE, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of Playfair Road and Abbott Road and specifically evaluates the conditions during school pick-up/drop-off periods. Appropriate road safety measures shall be implemented based on the outcomes of the RSE in consultation with Northern Beaches Council.

Reason:

The traffic report identifies that one of the desired walking routes to the school, across Playfair Road, would be the crossing at the junction of Abbott Road and Playfair Road; adjacent to the roundabout. Noting the proposed changes to the primary pedestrian access point to the school, there is the potential for an increase in the volume of pedestrians crossing Playfair Road near the roundabout at Abbott Road.

Noting the proximity to the roundabout and the high concentration of pick-up/drop-off movements within a short period (85% of 418 AM peak arrivals occurring between 8:45am-9:09am and 85% of 329 PM peak departures occurring between 3:10pm-3:29pm), there is the potential that improvements may be required to address road safety risks for children crossing at this point. Any improvements could be identified based on the findings of a Road Safety Audit.

In addition to the above, there is the potential that the 90-degree parking spaces at the John Fisher Netball Courts would experience increased demand having regard for its proximity to the proposed primary pedestrian access point. The increased demand, quantity of in-out movements from these parking spaces and the presence of vulnerable road users would warrant the need to undertake a Road Safety Audit.

Aditi Coomar

From: Phillip Lane <Phillip.Lane@northernbeaches.nsw.gov.au>
Sent: Thursday, 19 October 2017 3:56 PM
To: Aditi Coomar
Cc: Steven Findlay
Subject: Comments & Recommendations on SS8310-Curl Curl North Public School
Attachments: PLM Notes - PLM2017 0001 - Por 271 Playfair Road NORTH CURL CURL NSW 20....pdf; Final Northern Beaches Council WSUD Technical Guide & Music Modelling Gu....pdf

Hi Aditi,

Thank you for the opportunity to make comments and recommendations to the proposed Redevelopment of Curl Curl North Public School from Council.

It is noted that a Prelodgement Meeting (PLM2017/0001) was undertaken with Council on 7 February 2017 (see attached).

Please see the following comments from Councils Departments:

Traffic and Parking

The proposal is for redevelopment of North Curl Curl Public School with the number of students increased from 920 to 1000. The staff number will be increased from 70 to 76.

Parking provision:

The school currently provides 21 onsite parking spaces for the staff use. The proposed redevelopment of the school with additional 80 students and 6 staff has proposed to reduce the number of parking spaces to 16 parking spaces.

The traffic report prepared by Traffix indicates that while the council requirements for the proposed redevelopment of the school is the provision of 76 parking spaces (the rate of 1 space / staff member), the Department of Education (DoE) has its own set of guidelines in the relation to provision of parking requiring the on school site parking to be kept to a minimum.

Justifications have been provided that limiting the parking provision has the potential to reduce trip rates by private vehicle. The proposed reduction has relied on the Workplace Travel Plan(WTP) and Active Travel Guide ATG) to be issued to the staff to promote the use of alternative sustainable transport options, as well as Initiatives to be implemented for staff whereby off-street parking spaces are only available for vehicles transporting two (2) or more staff to work.

While Council acknowledge the incentive and encouragement methods for the staff and parents to use the alternative sustainable transport to and from the school, considerations should be given to the extent of the effectivity of the proposed methods as an factor to be taken into account in parking provision reduction. In this regards, it should be noted that the result of the online travel mode questionnaire survey undertaken by TRAFFIX in March 2017 indicates that even having in place the existing limited onsite parking spaces (30% of total staff number) and the Active Travel Plan which has been conducted in collaboration between Council and the school, still 92.9% of staff (equal to 65 staff) drive to school.

The results of Parking Occupancy Survey undertaken by Traffix indicate that currently majority of the unrestricted parking spaces on Playfair Road and Abbott Road at the school frontage are occupied by the school's staff. Given the proposed extension to the pickup and drop off area on Playfair Road reducing the

parking availability outside the school for the staff use, as well as the proposed increase in the number of staff, the staff parking on street will be further impact the local residents.

The Department of Education (DoE) guideline requires the on-site parking spaces to be kept to a minimum to ensure that the available site area for teaching, learning and play is maximised, to enable community use and to encourage the use of sustainable means of transport to and from the school. In review of the above and also given that there are opportunities for provision of further parking spaces within the school's site area, the provision of adequate onsite parking spaces in compliance with the Council requirements is considered feasible and necessary.

Pedestrian crossing facilities in Playfair Road:

It is proposed to remove the existing Children's crossing on Playfair Road. The traffic report indicates that the Children's Crossing location is not within pedestrian desire lines because pedestrians coming from all directions of the school do not need to cross at Children's Crossing's current location because the desired walking route will be crossing at the junction of Abbott Road and Playfair Road and junction of Pitt Road and Playfair Road.

Despite the need of the alternative pedestrian crossing facilities as a replacement for the proposed removal of the Children's crossing on Playfair Road as noted in the traffic report, no pedestrian crossing facilities have been proposed on this street. The provision of pedestrian crossing facilities such as pedestrian refuge island is required at the pedestrian desire lines on Playfair Road at the intersections with Pitt Street on northern side and at Abbott Road on the southern side.

Footpath and bicycle routes:

The proposal includes the provision of pedestrian access on Ross Street. The construction of footpath along Ross Street is to be undertaken by the school to connect the school's pedestrian access to Pitt Road and Spring Road.

Also as part of the Green Traven Plan, it is proposed to encourage additional cycling trips to and from the school using the Bicycle routes as proposed in the Bike Plan to minimise the impact on the area and reduce the parking provision on the school site. It should be noted that the bicycle route connections to the school to have not been implemented and will be constructed as per the priority scheme in the LGA. To enable Council to implement the bike route connections to the school and, the school is required to contribute by construction of shared path on Playfair Road at the frontage of the school as well as on-road cycle rout on Abbott Road at the school frontage.

Conclusion:

In review of the above, Council will support the proposed redevelopment of North Curl Curl Public School subject to the following conditions:

- The provision of 76 parking spaces for staff parking in compliance with the Council requirements.

Reason: To minimise the impact on the area and local residents

- The provision of pedestrian crossing facilities such as pedestrian refuge island is required at the pedestrian desire lines on Playfair Road at the intersections with Pitt Street on northern side and at Abbott Road on the southern side.

Reason: To ensure pedestrian safety around school

- Footpath is to be constructed along Ross Street connecting the school's pedestrian access to Pitt Road and Spring Road.

Reason: to ensure Pedestrian Safety around school

- A shared path along Playfair Road at the frontage of the school and on-road cycle route on Abbott Road at the school frontage is required to be implemented by the school.

Reason: To provide a safe bicycle connection to the school

Stormwater Quality Management

The Stormwater Management and Integrated Water Cycle Management Plan do not acknowledge the pollution reduction targets as provided in Council's Water Management Policy. In addition, no attempt has been made to model the effectiveness of the proposed treatment system.

As such the application is considered to be deficient. It is recommended that the Stormwater Management and Integrated Water Cycle Management Plans be updated to address clause C4 – Stormwater Management of the Warringah DCP 2011 and Council's Water Management Policy.

The Plans must include the following information:

- Proposed development – Describe the proposed development at the site, including site boundaries, proposed land uses.
- Catchment analysis plan – clearly showing the surface type (roof, road, landscape, forest etc.) and the total areas. This must be consistent with the land use nodes within the MUSIC Model.
- Water conservation – Demonstrate how the potable water conservation targets in section 7.1 of the Water Management Policy. For residential developments this may be in the form of a BASIX Certificate. Rainwater reuse is strongly recommended to be incorporated into the development which will also have a positive impact on water quality and reduce off site discharge.
- Stormwater quality – Demonstrate how the General Stormwater Quality Requirements in Table 4, Section 7.1 of the Water Management Policy will be met, including the location, size and configuration of stormwater treatment measures proposed for the development. Council's preference is for the use of natural systems (raingardens, bio retention etc.) as they promote infiltration, provide amenity and environmental services rather than proprietary devices.
- MUSIC model - prepared in accordance with Council's WSUD Technical Guidelines (attached) unless alternative modelling parameters are justified on the basis of local studies. Details of the modelling of those elements, parameters and assumptions used. All MUSIC data files must be provided to Council.
- Integration with the urban design – Identify how the treatment measures will integrate with the development layout and the surrounding area such as the use of bio retention within the carpark areas etc.

Contaminated Lands

The Environmental Site Assessment has not addressed Council's comments as provided in the Pre-Lodgement Meeting which states:

The site is adjacent to John Fisher Park which was subject to significant reclamation works between the 1950s to the late 1970s. The reclamation was achieved by uncontrolled filling with both domestic and commercial waste which comprised a mixture of putrescible and non-putrescible waste. The site was rehabilitated for open space land use following a series of civil works in the late 1970s.

Council has undertaken landfill gas monitoring as required by the Environmental Management Plan for the site. Monitoring wells in the vicinity have recorded elevated levels of carbon dioxide which have exceeded the relevant trigger levels. Methane levels in these wells have not recorded exceedances however should not be discounted. A map is attached of relevant monitoring well locations and the associated landfill gas readings. A previous version of the Environmental Management Plan is available from the link below, however is currently subject to a review which will be finalised in the near future. We can provide this to the applicant once finalised.

<http://yoursay.northernbeaches.nsw.gov.au/landfill-assessment-john-fisher-park>

The applicant is to engage the services of a Contaminated Land specialist to investigate the potential of landfill gas migration into the site and impacts associated with the proposed development in accordance with the Contaminated Lands Management Act 1997.

It is strongly recommended that the Environmental Site Assessment be updated to address the above.

Flooding:

The subject site is identified as impacted by the Low and Medium Risk Precincts. The proposed development includes the demolition of existing public school buildings and construction of a purpose built educational facility.

The proposed use of the site is classified as vulnerable development.

The Flood Risk Assessment Report dated 20 April 2017 prepared by Woolacotts Consulting Engineers identifies a number of recommendations to ensure that the flood risk to the site is minimised and would comply with Council's LEP and DCP requirements. Provided the development is constructed in accordance with the recommendations from the Flood Risk Assessment Report, Council has no issues with the proposal.

Stormwater Assets:

Council's records indicate a 750mm diameter Council stormwater pipeline traversing down the north eastern boundary of the subject site which has not been identified in the survey or design plans.

The proposed stormwater management plan directs all stormwater from the site to Council's drainage system commencing outside 60 Abbott Road. However this location is not currently an appropriate location to pipe the site drainage due to various issues with the downstream assets and local flooding. As this site is located within the floodplain, no OSD will be imposed which will further put pressure on Council's piped system.

In this regard it is recommended that the site drainage is redirected and connected into Council's drainage system at the corner of Playfair and Abbott roads instead. Any drainage upgrades proposed at the north eastern corner of the site could potentially connect into the 750mm diameter Council stormwater pipeline as previously outlined.

Also as the proposal indicates that several sections of pipeline currently in Council's asset register, are to be removed, works as executed data would be valuable to confirm exactly what has been modified at the end of the works.

Development Engineering:

Comments as requested on the stormwater management plan:

- 1) The stormwater management plans as prepared by Woolacotts which detail building footprints are not consistent with the architectural plans on exhibition. As a result the Hec Ras analysis and cross sections are not correct and the plans detail proposed overland flow path (centrally located) which will be blocked by buildings. The stormwater management plans and proposed stormwater overland flow paths are to be consistent and not conflict with the building footprints as detailed in the architectural plans.
- 2) There is a Council 750mm stormwater line located at the north east corner of the site which is not detailed on the stormwater management plans. As such any construction of buildings near this drainage line is to be in accordance with Councils policy "Building over or adjacent to Constructed Drainage systems and Easements"
- 3) The stormwater management plan indicates freeboards of 200mm above the 1 in 100 year overland flow path levels. Council recommends a minimum of 500mm freeboard to habitable floor levels.

- 4) The proposed western swale runs along a stand of retained trees and the impact of the construction of the grassed swale on the existing tree root systems should be addressed by an arborist.
- 5) Additionally given the volume of flow running through the site a velocity depth analysis is to be undertaken in accordance with the Flood Plain Development manual to ensure the safety of the students in an 100 year ARI storm event.

Landscape and Public Domain comments

Public Domain

The current streetscape character is dominated by open space and landscape. The concept of the new buildings close to Abbott Road creates a built form dominance that is not softened by sufficient green space/landscaping to the front setback of the streetscape.

The development does not integrate with the surrounding landscape character, as presented by the proposed preferred option 1.

The Abbott Road streetscape should be defined by an integration of landscape and built form, hence an increased front setback to Abbott Road would achieve a better outcome.

Active travel opportunities have not been documented, but may well be considered in detail design, including share path connections to residential area and open space networks. Likewise carparking appears to rely on surrounding streets for capacity, and arrival/departure by way of drop-off and pick-up has not been considered by the concept on site, and thus will impact of the surrounding road network.

In general, the design layout appears to close itself off from the Abbott Road streetscape and the surrounding open space network.

Landscape

The intent of the landscape scheme is well considered generally. However, as mentioned, the streetscape presentation to Abbott Road does not deliver the best outcome for site integration.

Protection of on-site existing trees is covered by the concept, however, no such protection is indicated for the street trees along Playfair Road, which provide a valuable streetscape amenity / council asset.

The Arborist report does not provide discussion on the impact of proposed overland flow on the retention of the existing trees, including if any land modulation will occur to achieve the overland flow.

Building and Fire Safety

The only comments relevant to Building and Fire safety is that the proposed development be designed and constructed to meet the requirements of the National Construction Code (BCA).

Planning

Clause 4.3 Height of Buildings (WLEP 2011) & Clause D9 – Building Bulk (WDCP 2011)

The proposed development site is located within a R2 Low Density Residential zone within the Warringah Local Environmental Plan 2011 (WLEP 2011). The height limit within this zone is 8.5m above natural ground level. It is noted that the proposed development has a maximum height of 11.25m, which is 2.75m over this height requirement and represents a 32.3% variation to this control (Clause 4.3 – Height of Buildings).

It is noted that a Clause 4.6 – Exceptions to Development Standards was contained within the Environmental Impact Statement (EIS) lodged with the submission to Council which states the following

"The site falls 7m from the north to the south. The proposal complies towards the north, and exceeds the height limit at the southern end where the land falls. Due to the sloping topography, the proposal does not comply."

The site has a height difference from the north to the south (7m), however this is over a significant distance of 220m, which translates to a grade of 3.2%. It is considered that the visual bulk of the Buildings A, B & C may create visual bulk to the streetscapes of Abbott Road and Playfair Road and adjoining properties. It is recommended that suitable materials and planting be used to screen the buildings and add visual interest.

It is noted that Building M exceeds the height control as well, but given it is minor non-compliance, orientation and location on the site it is considered that it could be supported.

Clause C3 – Parking Facilities

The proposed on-site parking of 16 spaces is highly inadequate and the reliance on street parking and parking within nearby Council carparks is not supported. Additionally it considered that the following comments within the EIS are not encouraged: *"Initiatives to encourage the utilisation of empty car parking spaces located on Abbott Road, Playfair Road, Ross Street and Lillie Street."*

The standard practice by the Department to continue this policy has been noted at Manly Vale and Harbord Public Schools via recent applications. This practice of staff parking on to suburb street is not supported due to the reduced parking to the community, parents of the children attending the school and safety issues not only to the staff members but also students, parents and residents within the vicinity of Curl Curl North Public School.

In principal Council supports any development which contributes to the improved facilities for children within the Northern Beaches Council area, however, it is considered that reasonable steps need to be undertaken to ensure the resultant development is consistent with any other type of development of this scale. We encourage you review the above comments and recommendations.

Should you have any inquiries please call Phil Lane, Principal Planner on 9942 2316 or email Phillip.lane@northernbeaches.nsw.gov.au

Regards,

Steve Findlay
Manager Development Assessments

Development Assessment Dee Why
t 02 9942 2481 m 0419 421 533
steven.findlay@northernbeaches.nsw.gov.au
northernbeaches.nsw.gov.au



From: Aditi Coomar [<mailto:Aditi.Coomar@planning.nsw.gov.au>]
Sent: Thursday, 19 October 2017 1:38 PM
To: Phillip Lane
Subject: Comments on SS8310-Curl Curl North Public School

Hello Phillip,

NSW Department of Education
c/- Ms. Alaine Roff
Associate Director
Urbis Pty Ltd
Level 23 Darling Park Tower 2, 201 Sussex Street
Sydney NSW 2000

Our ref: SSD 8310

Dear Ms. Roff,

**Curl Curl North Public School Redevelopment (SSD 8310)
Playfair Road, North Curl Curl – Response to Submissions**

The exhibition of the Environmental Impact Statement (EIS) for the redevelopment of Curl Curl North Public School (CCNPS) ended on 16 October 2017. Submissions received from Northern Beaches Council and the public, and all Government agency advice received by the Department of Planning and Environment (Department) during the exhibition of the project is available on the Department's website at:

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8310

In accordance with clause 85A of the *Environmental Planning and Assessment Regulation 2000*, the Secretary requires the Applicant to respond to all issues raised in these submissions and Government agency advice, and where necessary, technical supporting documents must be revised.

The Department has also undertaken a preliminary assessment of the EIS and, in addition to the issues raised in agency submissions, requires the matters at **Attachment 1** be addressed in full. Please provide your response to the Department as soon as possible.

Note that under clause 113(7) of the *Environmental Planning and Assessment Regulation 2000*, the days occurring between the date of this letter and the date on which you provide your Response to Submissions to the Department are not included in the deemed refusal period.

I have arranged for Aditi Coomar, at the Department to assist you should you have any enquiries. She can be contacted on 8217 2097 or via email at aditi.coomar@planning.nsw.gov.au.

Yours sincerely



20/10/2017

Karen Marragon
Director

**Social and Other Infrastructure Assessments
as delegate for the Secretary**

ATTACHMENT 1

General

- The application does not include details of the management of CCNPS during the on-site construction activities having regard to construction traffic and noise and the impact of the construction and remediation works on the daily use of the site.
- The EIS does not include details of the construction timing and the schedule of works.
- The setbacks between buildings and the site boundaries are accessible by the children, however these areas do not have any opportunities for passive surveillance.
- Further information should be provided about flexibility in the layout of the classrooms and provisions to expand to include future population of the area.

Plans

- The survey plan and the site plans should be updated to include the current location of the dwelling at No. 60 Abbott Road. In this regard, the shadow diagrams and all architectural plans are to be updated to include the correct location of the adjoining dwelling.
- The stormwater plans and the Tree Location Plan are not consistent with the architectural plans and are required to be amended to identify the correct location and layout of the buildings as well as the overland flow paths.

Access and Parking

- While the application includes a Green Travel Plan, it is noted that 92% of the staff will use car as their principal mode of transport. The Department requires that 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.
- The Workplace Travel Plan (WTP) submitted as part of the Traffic Report fails to provide any meaningful details or incentives that would provide the required modal shift away from private motor vehicle use to more sustainable travel modes. Accordingly, a revised WTP 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:
 - objectives and targets (i.e. site-specific, measurable, achievable and timeframes for implementation) to define the direction and purpose of the WTP;
 - actions to help achieve the objectives, including incentives for using sustainable transport modes;
 - measures to promote and support the implementation of the plan; and
 - a process for monitoring and review that allows for the effectiveness of the WTP to be measured.
- An analysis of the existing bicycle paths and footpaths should be provided.

Noise and Vibration

- The submitted *Constructional and Operational Noise report* does not specify or calculate the impact of the construction noise and vibration on the amenity of the users within the site (i.e students and teachers) and the associated mitigation measures. Consequently, the *Acoustic Assessment Report* is to be revised in accordance with the *Interim Construction Noise Guidelines* to ascertain the above impact and provide appropriate mitigation measures.

- The submitted *Constructional and Operational Noise report* states that the sporting fields on the northern part of the site would be utilised for activities on the weekends and the school hall is to be used after hours. This would not be ancillary to the school operation and may result in potential adverse noise impact on the locality during the weekend. Further, the activities would also generate traffic and no provisions for additional parking has been provided on the site. The EIS should include assessment of the details of such uses having regard to a schedule of such events, probable times and extent of use. A strategy of how to secure different parts of the site to enable shared use should also be provided.
- The submitted plans do not indicate the location of the proposed OOSH and does not assess any noise impact on the adjoining residents due to the operation of the OOSH between 6:30am and 7pm. The *Constructional and Operational Noise report* should be amended to include the details of the OOSH and predict the probable impacts on the noise sensitive receivers adjoining the site and on the opposite side of Playfair Road.

Accessibility

- Access to the new classrooms on the north-eastern side is through the existing building M which is proposed to be renovated. However, Building M is not accessible or equitable and a direct connection between the northern block and the rest of the building has not been proposed. Details of such connection at both levels is required.

After hours' construction works

- The submitted EIS does not clearly provide any details of proposed after hours' construction works. Details of any such works or where such works may be required and associated impacts must be provided to enable assessment in this regard.

Stormwater Works

- Whilst the *Arborist Report* indicates that stormwater pipes are to be routed outside the Tree Protection Zones (TPZ), the stormwater plans show that pipes, the grass swale (on the western boundary) and pits being constructed within the and Structural Root Zones (SRZ) of trees along the periphery of the site. The *Arborist Report* is to be amended to include details of such works, potential impacts on trees and any proposed mitigation measures.

Signage

- The EIS states that two signs are proposed. However, the plans/elevations do not include any details or location of the signage on Playfair Road. Details of such signs are to be provided to enable assessment.

RE: Development Referral Curl Curl North Public School Redevelopment, Playfair Road, North Curl Curl SSD 8310

Dear Sir/Madam,

Thank you for notifying Sydney Water of the proposed development listed above. We have reviewed the proposal and can provide the following comments for your consideration. Due to the proximity of the proposed development to Sydney Water assets, we recommend that Council imposing the following conditions of consent:

Building Plan Approval

The approved plans must be submitted to the Sydney Water [Tap in™](#) online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

The Sydney Water [Tap in™](#) online self-service replaces our Quick Check Agents as of 30 November 2015.

The [Tap in™](#) service provides 24/7 access to a range of services, including:

- building plan approvals
- connection and disconnection approvals
- diagrams
- trade waste approvals
- pressure information
- water meter installations
- pressure boosting and pump approvals
- changes to an existing service or asset, e.g. relocating or moving an asset.

Sydney Water's [Tap in™](#) online service is available at:

<https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm>

Section 73 Certificate

A Section 73 Compliance Certificate under the *Sydney Water Act 1994* must be obtained from Sydney Water.

It is recommended that applicants apply early for the certificate, as there may be water and sewer pipes to be built and this can take some time. This can also impact on other services and building, driveway or landscape design.

Application must be made through an authorised Water Servicing Coordinator. For help either visit www.sydneywater.com.au > Plumbing, building and developing > Developing > Land development or telephone 13 20 92.

If you require any further information, please contact Lulu Huang of Growth Planning and Development on urbangrowth@sydneywater.com.au.

Kind Regards,
Growth Planning & Development Team

Andrew Kiggundu

Advisor

Growth Planning and Development | Liveable City Solutions
Sydney Water, Level 7, 1 Smith Street, Parramatta NSW 2150