

APPENDIX B – RESPONSE TO GENERAL PUBLIC

SSD 9210 – Proposed Saints Peter and Paul Assyrian Primary School
 17-19 Kosovich Place, Cecil Park (Lot 2320 & 2321 DP 1223137)

<i>Issues Raised by General Public</i>	<i>Proponent’s Response</i>
Public Submission 1	
Amenity and Zone Objectives	
<p>I strongly feel that this will have a detrimental effect on the peaceful amenity of the life style, not only for myself, but also the other families and visitors to our properties.</p> <p>This is a rural setting environment that is why we wanted to live in this area and not to have disruptions with traffic, kid’s playing in the grounds and school bells as noise travels a lot more in the open area.</p>	<p>The primary volume of traffic would be generated during the twice-daily, pick-up and drop-off times, respectively, with traffic generation to be minimal at other times of the day. This would assist in protecting neighbouring amenity and the rural character of the street during most times of the day and all times of the night.</p> <p>Also of note, the Traffic and Parking Impact Assessment (Appendix 13 of the original SSDA) demonstrates that with the proposed upgrades to Kosovich Place (including road widening), the volume of traffic generated by the school would be suitably accommodated.</p> <p>With respect to noise, a high level of acoustic amenity will be achieved for nearby residential receivers, as confirmed through the Noise Assessment (Appendix 23 of original SSDA). Noise emissions associated with the operation of the school would be acceptable on the following bases:</p> <ul style="list-style-type: none"> ▪ For mechanical plant, it is expected that a design compliant with the NPfI daytime noise limit would be readily achievable (subject to detailed review being undertaken when mechanical plant selection, location and design have been finalised to determine if additional acoustic controls will be required). ▪ For the school hall, the required sound insulation rating of Rw 42 would be achieved using standard building constructions and materials, however the control of low frequency noise breakout and noise breakout via any glass elements or ventilation openings would require judicious consideration during the detailed design stage. It is expected, however, that a compliant design for all activities in the School Hall building would be readily achievable.

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	<ul style="list-style-type: none">▪ The predicted noise associated with the school bell and PA system would comply with the applicable daytime noise limit of 49 dBA LAeq(15minute).▪ Whilst waste collection and lawn mowing may exceed the 49 dBA LAeq(15minute) noise limit by 4 dBA, an exceedance of that magnitude would not be considered significant, particularly given their infrequent occurrence. Additionally, these noise sources would not normally be considered 'offensive' in the context of the POEO Act as they would already be occurring in the vicinity of the nearest receptors to the school. Nonetheless, it would be reasonable to restrict these activities to standard daytime hours in order to further minimise the likelihood of disturbance or annoyance to nearby receptors.▪ In relation to children in outdoor play areas, the likelihood of significant noise emissions being observed at nearby residences would be minimised through:<ul style="list-style-type: none">▪ screening provided by buildings separating outdoor play areas from the nearest receptors;▪ the outdoor area would generally be used for only short periods throughout the day;▪ the outdoor area would be used only within school hours; and▪ the ambient noise at the nearby residences is relatively high due to the M7 Motorway which would provide a degree of 'masking' of playground noise.▪ General use of classrooms, administration facilities and amenities would be acoustically insignificant and unlikely to be audible at nearby residences.▪ Noise associated with the car park and pick-up/drop-off zones (including starting a car engine and a car door closing) would generally be of very short duration and therefore low impact when observed over an assessment period. Such emissions would usually be considered in relation to sleep disturbance criteria for the night-time period, however given the school would not operate during the night-time period, sleep disturbance impacts would not be relevant.

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	<p>Therefore the proposed school development is demonstrated, through technical assessments prepared by qualified engineers, to be suitable for the locality.</p>
<p>The objectives of the RU4 zone is to minimize conflict between land uses within this zone and land uses within adjoining zones and to ensure that the development is sympathetic to the rural environment and minimizes risks from natural and manmade hazards with a church a school and rural residential allotment I think this is not the feel of the area being of small acre’s lots we moved here for the peace and quiet and a peaceful emity which will be effected.</p>	<p>Similarly, the proposal would <i>not</i> be inconsistent with the objectives of the RU4 zone. The proposal’s consistency with the following zone objective has specifically been queried:</p> <p style="text-align: center;"><i>To ensure that development is sympathetic to the rural environment and minimises risks from natural and man-made hazards.</i></p> <p>The development is <i>sympathetic to the rural environment</i> on the following basis:</p> <ul style="list-style-type: none"> ▪ The design integrates with the rural environment through maximising open space, unbuilt-upon area and landscaping over the site. ▪ The appearance of the bulk and scale of the built form has been managed through façade articulation, massing of different building envelopes, treatment of level changes, modulated roof forms, setbacks and landscaping. ▪ Vegetation planting adjacent to the site boundaries will soften views toward the site, riparian planting will enhance the environmental quality of the corridor in the site’s west, and more than half of the site will be retained as open space. ▪ Canopy trees proposed to be planted will extend above the height of the roofline, thereby assisting the scale of the development to integrate with its landscape. ▪ The amenity of surrounding rural properties has been safeguarded through generous boundary setbacks, extensive landscaping and planting of canopy trees. <p>Also consistent with the zone objective, the development has been designed to minimise risk from hazards through:</p> <ul style="list-style-type: none"> ▪ Compliant Asset Protection Zones (APZs); ▪ Siting buildings outside of the flood zone and minimising cut/fill in the flood zone;

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	<ul style="list-style-type: none">▪ Remediation of land contamination on Lot 2321;▪ Compliant riparian setbacks and planting within the riparian corridor;▪ Balancing cut and fill and managing level changes. <p>At the same time as minimising risk to students and staff, these measures will protect natural processes, maintain natural landscapes and improve the environmental quality of the site.</p> <p>The following zone objective has also been referenced:</p> <p style="text-align: center;"><i>To minimise conflict between land uses within this zone and land uses within adjoining zones.</i></p> <p>The proposed school is compatible with surrounding land uses, including rural-residential properties within Kosovich Place. This is suggested by the inclusion of Schools as a permissible use in the RU4 zone pursuant to FLEP2013, the inclusion of the RU4 zone as a Prescribed Zone pursuant to <i>State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (E-SEPP)</i>, and the technical studies supporting the EIS. Notably, the proposed school has been demonstrated to provide a suitable use of the site with respect to traffic, noise and neighbouring amenity.</p> <p>Additionally, the proposal is highly compatible with the adjoining <i>E2 Environmental Conservation</i> zone as confirmed through detailed biodiversity assessment. Through the implementation of the Vegetation Management Plan, the riparian corridor within the E2 zone adjacent to the site's western boundary will be rehabilitated.</p> <p>Overall, the investigations undertaken as part of this application conclude that no significant cumulative impact would occur from the proposed use for the purpose of an educational establishment.</p> <p>The proposal therefore achieves the zones objectives and offers an appropriate response to the rural character of the immediately surrounding context.</p>

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<i>Need for a School</i>	
<p>Facts of the area are, that only 725 people live in the suburb of Cecil Park with an average age of 40 to 59 years old, therefore the area is of an older age group and retirees. This would indicate that there are not many primary aged school children, which would suggest that the primary school children that would attend would be from out of the area and not from the local suburbs.</p> <p>There are already four primary schools within a 4 km radius that exist already within a 10 min drive from the site proposed:</p> <ul style="list-style-type: none"> ▪ St John the Baptist primary school 3 km and a 4 min drive. ▪ Horsley park public school 3 km and 4 min drive. ▪ Marion primary school 2.8 km and 4 min drive. ▪ Cecil Hill public school 2.8 km and 8 min drive. ▪ St Hurmizd Assyrian primary school which is owned by the same organisation is 4.2 km away and 10 min drive. <p>The closest shop in this area for milk, bread and groceries is further away than the closest schools</p>	<p>Existing schools in the area, including the link primary school in Greenfield Park, are currently over-capacity, therefore indicating a need for the new school.</p> <p>The proposed school, specifically through its location in a future growth area of Western Sydney and proximity to its link primary school and high school, would provide important social infrastructure to service the region's growing population and relieve pressure on existing schools which are over-capacity.</p> <p>Importantly, through the proposed staging of construction, facilities would be delivered and expanded in line with the growth in student and staff numbers.</p>

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<p>that already exist. The area needs more shops, not more schools.</p>	
<p>Traffic</p>	
<p>The closest bus stop is 2.5 km away on an 80 km road with no foot paths.</p> <p>There is no public transport to service the area which will have an impact on the traffic entering and exiting the small cul de sac street.</p>	<p>A school bus service is proposed to transport students to and from school. The buses servicing the subject site will be shared with St Narsai Assyrian College, the associated High School. Older siblings will be able to look after their brothers and sisters at the proposed school, increasing the attractiveness of the bus service, particularly for older primary school children.</p> <p>As well as directly benefitting students and parents of the school, the proposed bus service would promote benefits for other stakeholders associated with reduced car use and therefore reduced volumes of traffic in Kosovich Place and on the surrounding road network.</p> <p>Together with the proposed widening of Kosovich Place, the proposed ‘indented’ bus bay will allow for up to four (4) buses to pick-up and drop-off passengers without interrupting traffic flow in the street.</p> <p>As detailed in the Sustainable Travel Plan (Appendix 15 of the original SSDA), reduced private vehicle use will be promoted through the establishment of the school bus service and promotion of car pooling.</p>
<p>Allowing for 300 vehicles entering and existing the street, this will cause significant delays and frustration for residents entering and exiting their properties.</p> <p>With 300 vehicles entering and exiting Kosovich Close, this will also have an impact on the traffic along Wallgrove road which is a very busy road anytime of the day. There is only enough room for</p>	<p>It is acknowledged that, as detailed in the Traffic and Parking Impact Assessment (Appendix 13 of the original SSDA), the proposed school would generate 239 trips during the morning and afternoon peaks for Stage 1 and 579 trips for the ultimate development.</p> <p>As Kosovich Place is a cul-de-sac, all traffic will access the school via the intersection of Wallgrove Road and Kosovich Place. SIDRA Modelling demonstrates that this intersection currently operates at LOS B during the morning and afternoon peak hours. As a result of the Stage 1 development, the intersection would operate at LOS A (accounting for the proposed right-turn restriction). The ten (10) year growth projection for the intersection demonstrates it would still operate at LOS B in 2028, and as a result of</p>

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<p>three cars turning south bound and the close approximately to a single lane round about.</p> <p>This is not to mention the traffic that already exists, with the church that is next door to me which has a land and environment court discussion pending to increases the hours of operation and the number of people to 425 that will clash with the school hours, making this rural residential lots the busiest street in all of Cecil park. In the application they plan on using the cul de sac as parking for the church parking.</p>	<p>the ultimate school development would operate at LOS B in the morning peak hour and LOS A in the afternoon peak hour.</p> <p>The development is therefore demonstrated to be supportable on the basis of the impact of traffic generation on the operation of the Wallgrove Road / Kosovich Place intersection.</p> <p>Additionally, SIDRA modelling for the existing and proposed performance of the following intersections has been included in the Traffic and Parking Impact Assessment:</p> <ul style="list-style-type: none"> ▪ Elizabeth Drive/ Wallgrove Road (M7 exit); ▪ Wallgrove Road/ The Horsley Drive; ▪ Wallgrove Road/ Kosovich Place; and ▪ Wallgrove Road/ Villiers Road. <p>Based on the estimated traffic generation and trip assignment applied to existing traffic volumes, SIDRA modelling has provided the following results:</p> <ul style="list-style-type: none"> ▪ Stage 1 Development: <ul style="list-style-type: none"> ▪ There is a minor increase to approach delays at each of the intersections modelled, but no change in LOS is predicted. ▪ This modelling has been completed with the assumption of a “No Right Turn” restriction at the intersection of Kosovich Place/Wallgrove Road. ▪ Final Development: <ul style="list-style-type: none"> ▪ Traffic associated with the proposed school will not substantially change the operation of the intersections surrounding the site and all intersections will remain at their present LOS other than the intersection of Elizabeth Drive/Wallgrove Road in the PM peak hour, which is predicted to operate with a LOS of E.

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	<ul style="list-style-type: none"> ▪ This assessment has adopted the 10-year (2028) projected traffic volumes based on the growth volumes provided by RMS. The planned upgrades to the intersection of The Horsley Drive/Wallgrove Road have also been accounted for. <p>Additionally, the modification of the Elizabeth Drive/Wallgrove Road intersection to include a high angle left turn slip lane would provide additional capacity at the intersection. As shown through further SIDRA analysis, with the addition of a left turn slip lane on the northern approach to the intersection, the LOS of the intersection will be D in both peak hours, a decrease in average delays when compared to the predicted operation of the intersection in 2028 (without the proposed school).</p> <p>Based on the data received to date from the RMS, it is therefore suggested that such an upgrade should be performed to the intersection prior to the opening of the completed school. However, analysis should be undertaken with the latest traffic volumes and projections nearer to the time of construction of the final stage of the school to confirm that such an upgrade is necessary, as there may be significant reductions in the traffic using the Elizabeth Drive/Wallgrove Road intersection after the construction of the M12 Motorway.</p> <p>With respect to parking in the cul-de-sac, it is noted that “No Stopping” signage is proposed around the circumference of the turning bulb, along the southern side of Kosovich Place to restrict stopping between 8-9:30am and 2:30-4pm, and in the bus zone. This will ensure car parking does not occur in locations that would compromise traffic flow.</p>
<p>There is no kerb and gutters in the street and therefore we will be face with cars parked on the grass spoon drain which leads to robes creek and when it rains there will incur ruts and destruction to the grass in this area, sending silts into the creek systems.</p>	<p>As detailed in the Traffic and Parking Impact Assessment (Appendix 13 of the original SSDA) and in the following rows of this table, all car parking and student drop-off/pick-up will be accommodated <i>within</i> the site boundaries. There will be <i>no</i> reliance on on-street parking.</p> <p>With respect to kerb and guttering, it is noted that Kosovich Place is proposed to be upgraded in conjunction with the development. The proposed upgrade works would be subject to further detailed design, post-approval of the SSDA, based on ongoing consultation with RMS and Council.</p>

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<p>Looking at the plan all no standing signs are on the other side of the street and therefore this will make cars wait in front of my property to pick up their kids and there will be over 300 vehicles plus waiting to pick up children from school.</p>	<p>All car parking, as well as kiss-and-drop spaces, will be accommodated <i>within</i> the site boundaries and delivered as part of Stage 1. Specifically, the following will be provided:</p> <ul style="list-style-type: none"> ▪ 30 kiss and drop spaces; ▪ 39 parking spaces for staff and disabled visitors (including 2 disabled parking spaces); ▪ Internal queueing areas for up to 44 additional vehicles without affecting the efficacy of the kiss and drop operations of the site. <p>As well as complying with FDCP car parking rates, the suitability of the proposed parking, kiss-and-drop and queuing arrangements has been determined based on surveys of the associated St Hurmizd Primary School. The results demonstrate that the parking demands of the development and all queuing can be accommodated <i>within</i> the site.</p> <p>As such, there will be <i>no</i> reliance on on-street parking.</p>
<p>As per the last court hearing there was a mention about if the properties are within 100 m of each other you cannot park on the nature strip and must be on the bitumen and therefore the road is too narrow for buses and two lanes of traffic plus parking on the road at any one time.</p>	<p>All car parking, as well as kiss-and-drop spaces, will be accommodated <i>within</i> the site boundaries and delivered as part of Stage 1. Specifically, the following will be provided:</p> <ul style="list-style-type: none"> ▪ 30 kiss and drop spaces; ▪ 39 parking spaces for staff and disabled visitors (including 2 disabled parking spaces); ▪ Internal queueing areas for up to 44 additional vehicles without affecting the efficacy of the kiss and drop operations of the site. <p>As well as complying with FDCP car parking rates, the suitability of the proposed parking, kiss-and-drop and queuing arrangements has been determined based on surveys of the associated St Hurmizd Primary School. The results demonstrate that the parking demands of the development and all queuing can be accommodated <i>within</i> the site.</p> <p>As such, there will be <i>no</i> reliance on on-street parking.</p>

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	<p>Also of note, to accommodate the two-way passing <i>and</i> standing of buses in the proposed indented bus bay, Kosovich Place is proposed to be widened from 6.5m to 7.0m from the intersection of Wallgrove Road to the site boundary, and to 10.0m from the driveway to the termination of the street. This road widening will enable bus access and provide sufficient width for up to four (4) buses to pick-up or drop-off passengers without interrupting traffic flow along the street.</p>
<i>Wastewater, Stormwater and Flooding</i>	
<p>There is no sewage in the area and with the amount of people on the school and on the church makes for a lot sewer on the property owned by the Assyrian school and church of the east with about 3325 students and 600 people per week on 10 acres of land there is sewer than the whole suburb put together all within a very close distance to the creek within a 1 to 100 year flood zone which will incur leaching into the creek systems.</p>	<p>It is acknowledged that the site has no existing wastewater infrastructure, and in response a Wastewater Assessment (Appendix 34 of original SSDA) has been prepared to assess the wastewater requirements and options for the school development.</p> <p>In summary, wastewater from the ultimate development is proposed to be treated by a secondary sewage treatment plant (STP), comprising the following components:</p> <ul style="list-style-type: none"> ▪ Treatment capacity of 8.8 kL/day. ▪ A flow balancing storage of 12.5 kL capacity and effluent storage of 87.5 kL capacity, to provide wet weather storage. ▪ These may be housed in separate storages within the same tank (minimum 100 kL capacity). ▪ The pumpout tank built in Stage 1 may be used to house the STP or be cleaned and converted to become part of the flow balancing / effluent wet weather storage systems. ▪ Sub-surface irrigation comprising a field with a minimum area of 3,660m² for re-use of secondary treated effluent. <p>The sub-surface irrigation shall minimise the risk of effluent run-off and possible downslope environmental impacts.</p>

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<p>With the development the risk of flooding is heightened due to the fact of more stormwater runoff.</p>	<p>As documented in the Flood Management Assessment (Appendix 35 of original SSDA), the proposed earthworks will result in a very minor <i>increase</i> in flood storage volume. Therefore no adverse impact on flood conditions on adjacent sites would result.</p>
Public Submission 2	
<p>I have no immediate objection to the project.</p> <p>However concerns are raised by vague and, in some cases, incorrect descriptions of the adjoining land.</p>	<p>Noted that the project is not being objected to.</p> <p>Clarification in response to the matters raised is provided in the following sections of this table.</p>
Ownership of Lot 2 DP 1222339 and Drainage	
<p>The corridor to the west is privately owned land and contains an ephemeral creek.</p> <p>I therefore request (refer following rows of this table):</p>	<p>Noted.</p>
<ul style="list-style-type: none"> ▪ To be supplied with a full scale copy of that part of the survey plan submitted with SSD 9210 which covers the western part of the site adjoining Lot 2/1222339. 	<p>Survey Plans were included at Appendices 8 and 9 of the original SSDA.</p>
<ul style="list-style-type: none"> ▪ That in all plans, reports, correspondence, etc, the land adjoining the western boundary of SSD 9210 bear its correct designation of Lot 2/1222339, as has been done with other adjoining privately owned properties, in order to eliminate 	<p>Lot 2/1222339 will be referenced in future correspondence and any new/updated plans and/or reports.</p>

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<p>unprofessional, imprecise, vacuous references and inevitable misunderstandings.</p>	
<ul style="list-style-type: none"> That a fence be surveyed, installed and maintained by the proponents of SSD 9210 at their expense along our common shared boundary. 	<p>Secure fencing comprising of a 1.8m high spear-top palisade fence is proposed to be erected adjacent to the site boundary. It is noted that the fencing is proposed to be located wholly on the School site (rather than <i>on</i> the common boundary) to prevent children entering the riparian zone for safety reasons. Details and location of the fencing are shown in the Landscape Plans included as Appendix 12 of the original SSDA.</p>
<ul style="list-style-type: none"> That Lot 2/1222339 not be used or even considered in any way for the disposal of surface water, storm water or any other substance emanating from SSD 9210, in particular any item which could cause pollution to properties adjoining the lower reaches of Ropes Creek. <p>I do not consider Lot 2/1222339 to be a 'drain' and therefore expect it to be treated as any other privately owned land.</p>	<p>As detailed in the Stormwater Management Report (Appendix 26 of original SSDA), the proposed stormwater treatment system for the site employs roof water capture and reuse, as well as at source controls. Individual stormwater quality improvements devices (SQIDS) include:</p> <ul style="list-style-type: none"> 139kL rainwater tank located under the Civic Heart paved area to collect runoff from designated roof areas. Collected water to be reused for landscape irrigation. Pit and pipe biofiltration basins to convey stormwater. Stormwater exceeding the biofiltration basin treatment capacity shall overtop the proposed extended detention depth and bypass untreated stormwater to the proposed pit and pipe network. <p>MUSIC model results indicate that the water quality objectives (being compliance with OEH's <i>Guidelines for Developments</i> (2013) and Fairfield Council's <i>Stormwater Management Policy</i> (2017)) will be met by the proposed water quality treatment systems. The proposed management system is consistent with the principles of Water Sensitive Urban Design (WSUD) as the proposed treatment strategy utilises 'at source' controls rather than relying solely on end-of-line structures. This approach is considered the most appropriate for the site and will provide an appropriate outcome for receiving environments.</p> <p>With respect to water quantity, the proposed drainage system comprises a pit and pipe network, with runoff to be conveyed to a water quality treatment or OSD system prior to discharging offsite. Two (2)</p>

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	<p>OSD tanks are proposed as part of the Stage 1 development (combined volume of 208m³), with a third OSD tank proposed to be provided in Stage 2 (total combined volume of 233m³). DRAINS models have been prepared for the 5 and 100 year ARI storm events, whilst hydraulic modelling shall be completed at detailed design stage to comply with Fairfield Council's <i>Stormwater Management Policy</i> (2017) and AS 3500.3.</p> <p>Further details of stormwater management are provided in the Stormwater Management Report and Civil Works Plans at Appendices 24-26 of the original SSDA.</p>