



Response to Submissions

Proposed Saints Peter and Paul Assyrian Primary School (Master Plan and Built Form Approval)

17-19 Kosovich Place, Cecil Park
Lot 2320 & 2321 DP 1223137

Prepared by Willowtree Planning Pty Ltd on
behalf of Assyrian Schools Limited C/- PMDL
Architecture & Design Pty Ltd

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PART A INTRODUCTION

1.1 INTRODUCTION

An Environmental Impact Statement (EIS) was exhibited between 8 November 2018 to 5 December 2018 for the Master Plan and built form approval of Saints Peter and Paul Assyrian Primary School. Saints Peter and Paul Assyrian Primary School is proposed to be located on land at 17-19 Kosovich Place, Cecil Park, being legally described as Lots 2320 and 2321 in Deposited Plan (DP) 1223137.

In total 11 submissions were received in response to the public exhibition of the EIS. The submissions were from both government agencies, organisations and the general public, as outlined below:

- Department of Planning and Environment;
- Endeavour Energy;
- Environmental Protection Authority;
- Fairfield City Council;
- Government Architect NSW;
- Rural Fire Service;
- Roads and Maritime Services;
- Sydney Water;
- Transport for NSW;
- General Public.

Of the 11 submissions:

- Government Agencies – nine (9) submissions:
 - Eight (8) submissions provided support and/or comment;
 - One (1) submission objected.
- General Public – two (2) submissions:
 - One (1) submission indicated no immediate objection but provided comment in respect of specific matters;
 - One (1) submission objected.

Clause 85A of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) permits the Secretary of the Department of Planning and Environment (DPE) to require the Applicant to provide a written response to issues raised in submissions. This Response to Submissions (RTS) aims to fulfil the request from the Secretary.

This RTS report is structured as follows:

- **Part A** Introduction
- **Part B** Key Issues and Applicant's Response
- **Part C** Proposed Amended Development
- **Part D** Additional Information and Assessment
- **Part E** Draft Conditions of Consent
- **Part F** Community Consultation
- **Part G** Mitigation Measures
- **Part H** Conclusion

The Applicant, Assyrian Schools Limited C/- PMDL Architecture & Design Pty Ltd, and its specialist consultant team have reviewed and considered all matters raised in the submissions. This report provides a detailed response to the key matters raised and outlines the proposed amendments to the exhibited EIS matters. Where individual issues are not discussed in this report, a detailed assessment can be found in the tables at **Appendix A** and **Appendix B**. The amendments made in response to the submissions are discussed in detail at **Part C** of this report.

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PART B KEY MATTERS AND APPLICANT'S RESPONSE

This Part of the report provides a detailed response to the key matters raised by DPE, Government agencies and organisations and the General Public during the public exhibition process of the proposal. These include:

- Amenity impacts, particularly related to traffic and noise;
- Built form and building height;
- Tree canopy cover and landscaping;
- Rural character;
- Traffic impact, car parking, drop-off/pick-up facilities, bus service and road/intersection upgrades;
- Noise impact;
- Wastewater and stormwater management;
- Flooding impact; and
- Ownership of adjoining land and drainage.

A response to each of the individual matters raised by Government agencies and organisations is provided in the table at **Appendix A**. A summary and response to the submissions made by the General Public are provided in **Appendix B**.

An overview of the parties who made submissions, and their key matters raised for consideration, is provided below.

2.1 GOVERNMENT AUTHORITIES AND AGENCIES

A total of nine (9) submissions were received from Government agencies and organisations in response to the exhibition of the EIS. Specifically, responses were received from:

- Department of Planning and Environment;
- Endeavour Energy;
- Environmental Protection Authority;
- Fairfield City Council;
- Government Architect NSW;
- Rural Fire Service;
- Roads and Maritime Services;
- Sydney Water;
- Transport for NSW.

A number of the submissions from the Government agencies and organisations confirm they have no objection to the application and provide recommended conditions of consent to be included in the Instrument of Approval. Fairfield City Council however objected to the application on a number of grounds as summarised in **Appendix A**.

DPE, as the assessing authority, provided an overarching letter, summarising the key matters to be addressed and additional information to be provided.

2.2 GENERAL PUBLIC

A total of two (2) submissions were received from the General Public in response to the exhibition of the EIS.

In summary, one (1) submission indicated no immediate objection but provided comment in respect of specific matters, while one (1) submission objected to the proposal.

A detailed discussion of the matters raised by the community is provided in **Appendix B**.

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PART C PROPOSED AMENDED DEVELOPMENT

Since the conclusion of the public exhibition of the proposal, additional details and assessment have been documented to demonstrate the merits of the proposed development, in light of the comments provided by DPE, Council and other government agencies, as well as the local community.

Amendments to the design have not however been required in conjunction with responding to the agency and community feedback.

3.1 INTERSECTION OF KOSOVICH PLACE AND WALLGROVE ROAD

Whilst RMS suggested amendments to the treatment of the Kosovich Place/Wallgrove Road intersection, it has been demonstrated that changes to the proposed treatment are *not* required.

Specifically, RMS provided that they were not supportive of the CHR treatment on Wallgrove Road at the Kosovich Place intersection, as this may present a potential safety hazard for right-turn traffic as motorists would have to wait for a safe gap which could frustrate drivers due to the high through-traffic volume.

In addition, RMS does not support the proposed right-turn restriction from Kosovich Place onto Wallgrove Road, on the basis of increasing pressure at the roundabout of Wallgrove Road and Villiers Road.

Instead of these treatments, RMS suggested the introduction of a roundabout at the intersection of Kosovich Place and Wallgrove Road, indicating *that it would improve the safety for turning traffic and would reduce the approach speed at the subject intersection.*

The introduction of a roundabout at the intersection of Kosovich Place and Wallgrove Road is *not* however supported.

The assessment and modelling detailed in the Traffic and Parking Impact Assessment at Appendix 13 of the original SSDA demonstrates the suitability of the alternative solution proposed. Further justification for the proposed intersection treatment is summarised in the Traffic Statement at **Appendix G**.

In summary, SIDRA modelling confirms that in the AM and PM peak hours the right-turn into Kosovich Place from Wallgrove Road will operate with a LoS A or B, which is indicative of low delays and queue lengths. This analysis takes into consideration 10 years of background traffic growth in addition to the traffic generation of the site. The detailed results of the analysis are presented in **Table 1** below.

Table 1. SIDRA Analysis- Right-Turn from Wallgrove Rd into Kosovich Place (McLarens 2019)

Scenario	Level of Service	Average Delay	95th Percentile Queue Length
AM Peak Hour + 10Y Growth + Stage 2 School	B	17.5 seconds	6.3m
PM Peak Hour + 10Y Growth + Stage 2 School	A	7.9 seconds	3.2m

The proposed CHR treatment includes a queue storage length of 26.6m, which is more than sufficient to cater for the 6.3m of queues expected in the AM peak hour.

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Considering the SIDRA results, it is unclear on what basis the RMS speculates that a safety hazard could be caused by right turning motorists waiting for a safe gap in traffic.

Additionally, traffic counts undertaken during August 2018 have been analysed to provide platooning and gap characteristics. AUSTRROADS Guide to Road Design Part 4A Table 3.5 suggests that right turns from major roads across one-lane require a critical gap of 4-seconds, with a 2-second follow-up headway.

Using this criteria, analysis of the data indicates that on an average weekday between 8-9am, a total of 123 gaps occur of at least 4 seconds length in the northbound traffic flow. When a follow-up headway of 2-seconds is considered, the ultimate capacity of a right turn across the northbound traffic flows is 281 vehicles.

As noted in the original Traffic Report, a total of 83 vehicles will be required to turn right into the site from the north during the AM peak hour. This represents approximately 29.5% of the capacity of the right turn movement and is therefore acceptable, consistent with the results of the SIDRA intersection modelling.

With respect to Villiers Road/Wallgrove Road, SIDRA modelling (accounting for 10 years of background traffic growth in addition to the traffic generation of the site) indicates that in the AM and PM peak hours the intersection will operate with a LoS A. As such, the SIDRA modelling demonstrates that the roundabout will continue to meet the RMS criteria for 'Good Operation'.

Further, prior to lodgement of the SSDA, two (2) consultation meetings were attended with RMS (refer attached Meeting Minutes at Appendices H and I), as required by the SEARs. Prior to the meetings, intersection modelling prepared in accordance with RMS' preferred modelling requirements was issued to RMS and then discussed at the meetings. Whilst the option of a roundabout was discussed at the meetings, the overriding advice provided was that:

- A new roundabout would be too close to the roundabout of Wallgrove Road/Villiers Road;
- The impacts of an additional roundabout on the operation of Wallgrove Road would be unreasonably great for the purposes of providing access to a single school;
- A roundabout may not be able to be constructed within the RMS land, as the motorway road reserve opposite is privately owned by Transurban.

On the basis of the above and the outcomes of the SIDRA modelling, a roundabout option is not needed and has not been investigated further.

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PART D ADDITIONAL INFORMATION AND ASSESSMENT

4.1 OVERVIEW

The exhibited EIS assessed the potential impacts of the overall development against a range of matters relevant to the proposed development. Except where addressed in this report, the conclusions of the original assessment remain unchanged. The following matters were assessed in the exhibited EIS:

- Planning matters, including assessment against relevant State and Local Planning Policies;
- Built form, architecture and urban design
- Environmental amenity, including solar access, acoustic privacy, visual privacy, views and wind impacts
- Landscaping
- Traffic and parking, including during construction and operation
- Sustainability
- Social impacts
- Biodiversity and riparian management
- Aboriginal cultural heritage
- Noise and vibration
- Land contamination
- Services and utilities
- Sediment and erosion control
- Stormwater management and drainage
- Wastewater
- Flooding
- Geotechnical matters and salinity
- Waste management
- Bushfire
- Access

In response to the matters raised, the following consultant reports and supporting documentation has been updated in support of the EIS:

- Operational Traffic and Parking Management Plan
- Construction Traffic Management Plan
- Updated Noise Assessment
- Supplementary Architectural Drawings
- Traffic Statement
- Architectural Design Statement
- Landscape Statement

The matters requiring further assessment are addressed below. These sections should be read in conjunction with the matrices included at **Appendices A** and **B**.

4.2 BUILT FORM, NEIGHBOURING AMENITY AND RURAL CHARACTER

The design and scale of the proposed development reflects the operational requirements of the school; minimises the building footprint so as to maximise open space and landscaping over the site in direct response to the rural environment; maintains a 'green' and vegetated character; minimises the appearance of bulk and scale through façade articulation, massing, roof modulation, setbacks and landscaping; equitably treats level changes to create appropriate transitions across the grounds; and is limited to two (2) storeys with the roofline to be below the tree canopy (once proposed trees have matured).

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Importantly, the design of the school and concentration of built form in the east of the site also responds to site constraints including bushfire, flood, land contamination, the riparian zone and topography. The design and siting of buildings best allows for the continuation of natural processes and maintenance of natural landscapes, whilst also mitigating potential hazards and risks for future school students and staff. Site planning thereby responds to the characteristics of the rural environment.

In response to comments from Council, it is confirmed that the amenity of the adjoining property to the east would be maintained by compliant side setbacks (the proposed 20m setback significantly exceeds the 5m side setbacks required pursuant to FDCP), significant building separation, the retaining wall adjacent to the site boundary (proposed to be vegetated) and landscaping. These measures would contribute to visual screening and noise mitigation, and maintain a suitable level of amenity for the adjoining property. Views toward the site over the eastern boundary will take in landscaping, therefore complementing the rural character.

Similarly, the proposal would *not* be inconsistent with the objectives of the RU4 zone. The proposal's consistency with the following zone objective has specifically been queried:

To ensure that development is sympathetic to the rural environment and minimises risks from natural and man-made hazards.

The development is *sympathetic to the rural environment* on the following basis:

- 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.

Also consistent with the zone objective, the development has been designed to *minimise risk from hazards* through:

- Compliant Asset Protection Zones (APZs);
- Siting buildings outside of the flood zone and minimising cut/fill in the flood zone;
- Remediation of land contamination on Lot 2321;
- Compliant riparian setbacks and planting within the riparian corridor;
- Balancing cut and fill and managing level changes.

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.

The following zone objective has also been referenced:

To minimise conflict between land uses within this zone and land uses within adjoining zones.

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 *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* (E-SEPP),

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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.

Additionally, the proposal is highly compatible with the adjoining *E2 Environmental Conservation* 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.

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.

The proposal therefore achieves the zones objectives and offers an appropriate response to the rural character of the immediately surrounding context.

4.3 NOISE IMPACT

As confirmed in the Noise Assessment provided at Appendix 23 of the original SSDA, noise emissions associated with the operation of the school would be acceptable, having consideration to the general use of classrooms and administration facilities, activities in the School Hall, the school bell and PA system, children in outdoor play areas and mechanical plant.

Noise associated with the car park and pick-up/drop-off zones 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.

With respect to children in the School playground, as detailed in the Noise Assessment the NPI is not intended to be applicable to schools. Further, SLR is not aware of any studies that quantify noise levels generated by outdoor play areas of schools.

The Noise Assessment does make reference to the *Association of Australasian Acoustical Consultants (AAAC) Guideline for Child Care Centre Acoustic Assessment*, which addresses noise emissions from *pre-school* children and recommends noise limits based on the existing ambient (background) noise and the daily duration of the outdoor play. It is noted that the AAAC Child Care noise limits would be comparable to those determined in accordance with the NPI.

The NPI documents the "principles underpinning the noise criteria" as follows:

The industrial noise source criteria set down in Section 2 are best regarded as a planning tool. They are not mandatory, and an application for a noise-producing development is not determined purely on the basis of compliance or otherwise of the noise criteria. Numerous other factors need to be taken into account in the determination. These factors include economic consequences, other environmental effects and the social worth of the development.

In addition, the INP states that:

In those cases when the project/specific noise levels are not, or cannot be achieved, then it does not automatically follow that those people affected by the noise would find the noise unacceptable.

Further to the NPI principles, it is reasonable to conclude that noise associated with children involved in outdoor play would not be considered "offensive" in the context of the *NSW Protection of the Environment Operations Act* (POEO Act), nor would it be expected to interfere with regular domestic

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activities. These assumptions reflect previous Land and Environment Court (LEC) judgements including *Meriden School v Pedavoli* and *Christian Brothers v Waverly Council*.

Notwithstanding the above, the inherent difficulty in accurately predicting noise from outdoor play areas also needs to be considered. It is inherently difficult to meaningfully quantify the level of noise received at nearby residences due to the inevitable variability of the sources (the children) and their locations. The noise level generated during recess and lunch periods may vary according to the following factors:

- the number of children with in the play area;
- the level of noise made by each student – this differs from individual to individual, and factors such as age, personality, mood, activity and countless other factors also play a part;
- the louder events are not capable of being sustained over an extended period; and
- the location of the students relevant to the residences.

Specific to the proposed school development, the following factors will further reduce the likelihood that outdoor play area noise would be considered unacceptable or offensive when observed at the residences:

- the outdoor areas tend to be screened from the nearest receptors by intervening buildings;
- 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.

Therefore, on the basis of the above, no further investigation of noise from outdoor play areas is considered relevant.

Having regard to noise associated with traffic accessing the School, assessment has been provided in the updated Noise Assessment at **Appendix E**. Based on the NSW Road Noise Policy (RNP) the applicable noise criteria are summarised below:

Road Category	Type of Project / Land Use	Day (7am- 10pm)
Local Road	Existing residences affected by additional traffic on existing local roads generated by land use developments	L _{Aeq} (1 hour) 55 dBA

In addition, pursuant to the RNP, any increase in the total traffic noise level should be limited to 2 dB above the corresponding 'no build option'. The RNP notes that 'an increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person'. Therefore, based on the existing level of traffic noise at the site (being 56.2 dBA L_{Aeq}(1 hour)), noise from the School-related traffic should not exceed 58.2 dBA L_{Aeq}(1 hour).

The following parameters have been used to predict noise from vehicles on Kosovich Place at existing residences:

- maximum hourly traffic volume of 400 vehicles per hour (200 vehicles each way) during morning drop-off or afternoon pick-up;
- traffic speed of 50km/h;
- nearest residence is 20m from Kosovich Place; and
- 2.5 dBA facade reflection adjustment is included.

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Based on the above, the predicted noise level was 57.8 dBA LAeq(1 hour), which will be marginally less than the RNP noise criteria based on the existing environment (58.2 dBA LAeq(1 hour)). The predicted noise level at residences greater than 20m from Kosovich Place would be lower and therefore also comply with the RNP criteria.

It should be noted that the predicted noise level would occur only twice per day during the morning drop-off and afternoon pick-up. School traffic-related noise at other times would be significantly lower.

Noise generated in association with construction traffic (together with on-site construction activities) has also been assessed in the updated Noise Assessment at **Appendix E**.

The *Interim Construction Noise Guideline* (ICNG) provides non-mandatory construction noise management levels (NMLs) for residential and other noise sensitive receptors. The construction NMLs for the School are detailed in the following table. The NMLs apply at the property boundary that is most exposed to construction noise.

When trucks and other vehicles are operating within the boundaries of construction sites, their noise contributions are included in the predicted construction activity noise emissions and assessed in relation to the NMLs described in the table below.

Table 3. Construction Noise Management Levels at Residences (SLR 2019)

Construction Period	NML, dBA LAeq(15min)	Application
Standard day time construction hours: Monday to Friday 7am-6pm Saturday 8am-1pm	Noise affected RBL dBA LA90 + 10 dBA 54 dBA (i.e. 44 dBA LA90 + 10 dBA)	The noise affected level represents the point above which there may be some community reaction to noise. Where the predicted or measured LAeq(15min) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. The proponent should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels, duration and contact details.
	Highly noise affected 75 dBA LAeq	The highly noise affected level represents the point above which there may be strong community reaction to noise. Where noise is above this level, the relevant authority may require respite periods by restricting the hours that the very noisy activities can occur, taking into account: <ul style="list-style-type: none"> ▪ Time identified by the community when they are less sensitive to noise (such as before or after school for works near schools, or mid-morning or mid-afternoon for works near residences) ▪ If the community is prepared to accept longer construction period in exchange for restrictions on construction times.
Outside of standard day time construction hours (if required)	Noise affected RBL dBA LA90 + 5 dBA Evening: 51 dBA	A strong justification would typically be required for works outside the recommended standard hours. The proponent should apply all feasible and

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Table 3. Construction Noise Management Levels at Residences (SLR 2019)

Construction Period	NML, dBA LAeq(15min)	Application
	(i.e. 46 dBA LA90 + 5 dBA)	reasonable work practices to meet the noise affected level.
	Night: 48 dBA (i.e. 43 dBA LA90 + 5 dBA)	Where all feasible, reasonable practices have been applied and noise is more than 5 dBA above the noise affected level the proponent should negotiate with the community.

Predictions indicate that the cumulative noise levels from construction activities may exceed the project NMLs at times but would not exceed the 'highly noise affected' criterion. Accordingly, appropriate noise mitigation and management recommendations have been detailed in the report.

Construction-related traffic on the public road network is regarded as 'additional road traffic' rather than as part of the construction works and are assessed in accordance with the RNP, as per the table below.

Table 4. Construction Traffic Noise Predictions (SLR 2019)

Vehicles During Day Period 7am-10pm				Predicted Traffic Noise Level, dBA	
Existing Traffic		Construction Traffic		Existing	Construction
Light	Heavy	Light	Heavy		
40	0	50	10	47.5	57.1

Construction traffic is likely to increase the traffic noise from Kosovich Place, which is common on lightly-trafficked roads, but is not expected to increase overall traffic noise beyond the RNP criterion value of 58.2 dBA.

4.4 TRAFFIC IMPACT

As demonstrated in the Traffic and Parking Impact Assessment (Appendix 13 of the original SSDA), the proposed school will be suitably accommodated by Kosovich Place (subject to the proposed upgrade works) and will not unreasonably compromise neighbouring amenity.

Of note, 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.

SIDRA modelling for the existing and proposed performance of the following intersections has been included in the Traffic and Parking Impact Assessment (Appendix 13 of the original SSDA):

- Elizabeth Drive/ Wallgrove Road (M7 exit);
- Wallgrove Road/ The Horsley Drive;
- Wallgrove Road/ Kosovich Place; and
- Wallgrove Road/ Villiers Road.

Based on the estimated traffic generation and trip assignment applied to existing traffic volumes, SIDRA modelling has provided the following results:

- Stage 1 Development:
 - There is a minor increase to approach delays at each of the intersections modelled, but no change in LOS is predicted.

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- This modelling has been completed with the assumption of a “No Right Turn” restriction at the intersection of Kosovich Place/Wallgrove Road (from Kosovich Place onto Wallgrove Road).
- Final Development:
 - 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.
 - 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.

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).

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.

Whilst RMS suggested the inclusion of a roundabout at the intersection of Wallgrove Road/Kosovich Place, amendments to the originally-proposed intersection are not required on the following basis:

- SIDRA modelling confirms that in the AM and PM peak hours the right-turn into Kosovich Place from Wallgrove Road will operate with a LoS A or B, which is indicative of low delays and queue lengths.
- The proposed CHR treatment includes a queue storage length of 26.6m, which is more than sufficient to cater for the 6.3m of queues expected in the AM peak hour.
- On an average weekday between 8-9am, a total of 123 gaps occur of at least 4 seconds length in the northbound traffic flow. When a follow-up headway of 2-seconds is considered, the ultimate capacity of a right turn across the northbound traffic flows is 281 vehicles. A total of 83 vehicles will be required to turn right into the site from the north during the AM peak hour. This represents approximately 29.5% of the capacity of the right turn movement and is therefore acceptable, consistent with the results of the SIDRA intersection modelling.
- A new roundabout would be too close to the roundabout of Wallgrove Road/Villiers Road;
- The impacts of an additional roundabout on the operation of Wallgrove Road would be unreasonably great for the purposes of providing access to a single school;
- A roundabout may not be able to be constructed within the RMS land, as the motorway road reserve opposite is privately owned by Transurban.

Further justification is provided in **Section 3.1** of this report above.

4.5 SUSTAINABLE TRAVEL

It is noted that in their comments, DPE, RMS and TfNSW identified the need for a Green Travel Plan. A Sustainable Travel Plan was prepared by McLaren Traffic Engineering & Road Safety Consultants, and included at Appendix 14 of the original SSDA. The Sustainable Travel Plan incorporates the details requested by DPE, RMS and TfNSW as part of the ‘Green’ Travel Plan, with no further updates required.

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4.6 TRAFFIC AND PARKING SAFETY AND MANAGEMENT

All car parking, as well as kiss-and-drop spaces, will be accommodated *within* the site boundaries and delivered as part of Stage 1. Specifically, the following will be provided:

- 30 kiss and drop spaces;
- 39 parking spaces for staff and disabled visitors (including 2 disabled parking spaces);
- Internal queuing areas for up to 44 additional vehicles without affecting the efficacy of the kiss and drop operations of the site.

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 *within* the site.

To ensure the proposed kiss and drop facilities operate with high levels of efficiency and safety, the following management practices will be implemented:

- Traffic control by school staff at internal pedestrian crossing locations;
- Traffic control by school staff to direct queued vehicles into vacant kiss and drop spaces;
- Organisation of students into general kiss and drop areas by year-group to speed pick-up operations;
- Assistance of school staff to load vehicles with children and bags.

With respect to the capacity of the pick-up/drop-off facilities, it is noted that the number of kiss-and-drop spaces (30 spaces) and proposed queuing arrangements have been designed in conjunction with a qualified Traffic Engineer. The following provides a summary of the utilisation of kiss-and-drop spaces and maximum queue lengths. The results demonstrate that the parking demands of the development and all queuing can be accommodated within the site.

Table 5. Queuing Analysis (McLarens 2018)

Phase	Estimated Vehicles in Kiss-and-Drop Spaces	Estimated Queue Vehicles
Stage 1 Development		
Prior to pick up	30	5
During pick up	3	0
Final Development		
Prior to pick up	30	36
During pick up	7	0

Having further regard to traffic safety, the proposed widening of Kosovich Place has been designed to accommodate the two-way passing and standing of buses in the indented bus bay. Road widening will provide sufficient width for up to four (4) buses to pick-up or drop-off passengers without interrupting traffic flow along the street. Light vehicles are able to enter and depart the site without conflicting with queued or manoeuvring buses. It has been advised and demonstrated by the bus operator, Transit Systems, that the existing turning bulb is sufficient to facilitate U-turns by buses.

As also confirmed in the Traffic and Parking Impact Assessment, all vehicular and pedestrian facilities have been designed to meet relevant Australian Standards, including in relation to sight lines for all driveways and pedestrian crossings.

Safe pedestrian movement between the bus stop and school entry point will be facilitated via the footpath proposed for construction along the extent of the site frontage. The siting of the bus stop west of the driveway means students will be able to walk between the bus stop and school entry without needing to cross the driveway. The safety of children has been a primary consideration in the design solution proposed.

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Full details are provided in the Traffic and Parking Impact Assessment at Appendix 13 of the original SSDA, the Operational Traffic and Parking Management Plan at **Appendix C** and the Construction Traffic Management Plan at **Appendix D**.

4.7 SHARED USE OF SCHOOL FACILITIES

It is recognised that in the future, opportunity may exist for the shared use of the proposed school facilities, including on-site car parking. As the school would operate Monday to Friday and the church would operate on Sundays and certain public holidays, there would be capacity for each facility to provide overflow car parking for the other facility, respectively.

In order to mitigate the overflow of on-street parking the school have explored shared use opportunities with the Church, to subsequently include the weekend operating hours, to allow patrons of the Church access to the schools car parking facilities on Saturday and Sunday when required.

This will allow the Church, including the Normal Church and Assembly Hall Activities and special occasion i.e. Christmas Eve midnight mass, to continue operation and ensure ongoing accessibility to worship and ministry to its congregation, whilst minimising impacts on the surrounding street network. The shared use of the on-site parking facilities will not increase the approved total congregation.

At present the Church provides 56 car parking spaces across the Site. The shared opportunities between the school and Church will ensure in the event attendance exceeds the on-site car parking facilities, vehicles will be directed to the school car parking facilities.

In light of the above, consent is sought for the operation of the school car parking facilities on both Saturday and Sunday to alleviate congestion from the Church and minimise on-street impacts.

Further, on completion of the relevant phase of the school's development, further consultation would be carried out between the church and school to determine details of any further shared use opportunities.

4.8 BUILT FORM AND ARCHITECTURE

The GANSW requested further details relating to solar and glare controls, the skillion roof form and canopy, the entry wing and natural ventilation.

PMDL have reviewed the design of the entry sequence, the angle of rotation of this pivotal building element in relation to the rotation of the adjacent Kindergarten wing and the funnelling that occurs through the Administration building from the Entry to the Civic Heart.

This arrival, at the apex of the Civic Heart, coincides with the arrival of students from the Drop-off area along the driveway via a 2.5m wide stair and path. This is intentional so that all students arrive at the same point before they proceed to play before school and then make their way to their GLAs as school commences.

This nodal point is reinforced with a large circular skylight over in the canopy roof, which illuminates this 'place'. Any sense of constriction that exists in this 'elbow' of the building is followed by the release into the open of the Civic Heart and the views out to the surrounding landscape from this outward-looking, 'viewing platform'.

This aspect of the design came about in response to the Government Architect NSW Design Review Panel's recommendation, which opened up the opportunity for the Kindergarten Play area to increase in size on the due north side of their dedicated indoor learning spaces.

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In addition, the aim the school is to 'manage' the arrival and departure process by staggering the arrival of the school buses dropping-off and picking-up the students from the Bus Zone lay-by in Kosovich Place, immediately outside the Entry, and the Drop-off and Pick-up times for the children arriving and departing by car.

For clarity, the Entry double doors have a clear opening width of 1.85m (as drawn) and the threshold between the Administration and the Civic Heart has a set of fully openable, glazed bifold doors with a clear opening width of 3.44m.

Children arriving and departing in an orderly fashion will be highly encouraged by the school staff.

4.9 FLOODING

As documented in the Flood Management Assessment, the proposed earthworks will result in a very minor *increase* in flood storage volume. Therefore no adverse impact on flood conditions on adjacent sites would result.

Given all school buildings, pedestrian and vehicle accessways and car park, shall be outside of any mapped Flood Risk Precinct (once the proposed earthworks are accounted for), no impact on flooding would be incurred as a result of this aspect of the proposal. Some site areas mapped within the Low and Medium Risk Flood Precincts are proposed to be used as recreational areas, with no impact on flood behaviour. The very small area of High Risk Flood Precinct has no development proposed and therefore no impact on flood behaviour would arise.

As all school buildings, carpark and access are located outside of *any* flood risk precincts, they are not strictly subject to flood planning controls pursuant to FDCP. In any case, the controls for Educational Establishments in Low Flood Risk Precincts are outlined in Table 3 of the Flood Management Assessment and should be *considered*.

Controls for site recreation areas in Low and Medium Flood Risk Precincts are outlined in Table 4 of the Flood Management Assessment and compliance with these controls is confirmed in Table 5 of the Flood Management Assessment.

It is acknowledged that the playing fields and other site recreation areas relate to a school (being a type of Educational Establishment), however given these areas will not include any school buildings, access or car parking, and will be used for recreation purposes only, it is considered appropriate for the site recreation areas to be considered under the flooding requirements for Recreation Areas.

Importantly, the suitability of the site recreation areas having regard to flood characteristics, is ensured through the proximity of the recreation areas to non-flood-affected areas of the site. Distances to flood-free site areas are not more than 250m from furthest area proposed to be used for recreational purposes. In a flood emergency, adequate warning time is expected to be available to evacuate Low and Medium Risk Precinct areas on site with evacuation initiated by the onset of rain (at which stage normal school process would be for students to move indoors – given all buildings are above the PMF this would achieve the safe evacuation of potentially flood effected lands long before any inundation).

Therefore the proposed site recreation areas are shown to be suitable for use by students in association with the school.

4.10 ABORIGINAL CULTURAL HERITAGE

Subject to ongoing consultation with the local Aboriginal community, additional Aboriginal cultural displays may be incorporated in the landscape scheme for the school such as interpretative displays

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along the perimeter path displaying Darug dreamtime stories, cultural motifs, bush tucker and medicine plants.

The proponent is keen to pursue this opportunity through their Design Team following DA approval. PMDL have already expressed this interest to the local Aboriginal communities through the Aboriginal Cultural Heritage Assessment process.

4.11 LANDSCAPING AND TREE CANOPY COVER

The GANSW and DPE requested further details to determine whether the proposal meets the NSW Urban Tree Canopy Targets of 40%.

The GANSW draft document *Greener Places: Establishing an Urban Green Infrastructure Policy for New South Wales* will be supported by a manual/toolkit for *Urban Tree Canopy*. However, this manual/toolkit has not yet been published online.

Objective 30 of the Greater Sydney Commission's *A Metropolis of Three Cities* establishes a target to increase tree canopy cover to 40%, up from the current 23%.

Landscaping will be provided across the site to create a 'green oasis'. As well as providing green spaces generally, the proposed landscape scheme incorporates a significant urban tree canopy. As demonstrated in the Landscape Masterplan included at Appendix 12 of the original SSDA, tree planting is proposed adjacent to the school entry, along the site boundaries, throughout the open space areas and within the riparian corridor.

A Condition of Consent requiring 40% tree canopy cover across the site would be accepted.

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PART E DRAFT CONDITIONS OF CONSENT

The agencies have provided draft conditions to be incorporated into the SSDA consent. The majority of the conditions are standard conditions of consent and can be complied with prior to the issue of a Construction or Occupation Certificate.

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PART F COMMUNITY CONSULTATION

In accordance with the SEARs issued for SSDA 9210, consultation has been undertaken with the relevant public authorities, the community and Fairfield City Council.

Table 6 below summarises the meetings, presentations and briefings held during the consultation process:

Stakeholder	Date	Consultation Type
Fairfield City Council	10 May 2018	Pre-DA Meeting (x 1)
Government Architect (GA) NSW	13 June 2018 11 July 2018	Presentation (x 2)
Transport for NSW (TfNSW)	12 April 2018 23 July 2018	Meeting (x 2)
Roads and Maritime Services (RMS)	12 April 2018 23 July 2018	Meeting (x 2)
Local Bus Operator (Transit Systems)	13 April 2018	Meeting (x 1)
Telstra/NBN	Multiple dates	Client direct contact
Endeavour Energy	Multiple dates	Consultant contact
Sydney Water	Multiple dates	Consultant contact
Local Community	31 May 2018 9 June 2018	Briefing Session (x 2)
Western Sydney Parkland Trust	12 April 2018	Meeting (x 1)

A complete record and response to the matters identified during consultation was included at Appendix 4 of the original SSDA and should be read in conjunction with this report which offers a response to the submissions received subsequent to the original SSDA lodgement.

It is important to note that Assyrian Schools Limited remains committed to working with the local community to deliver the proposed school.

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PART G FINAL MITIGATION MEASURES

The collective measures required to mitigate the impacts associated with the proposed development are detailed in **Table 7** below. These measures complement those outlined in the original EIS.

Issue	Proposed Mitigation Measure
Operational Traffic	The Operational Traffic and Parking Management Plan (OPTMP) will be implemented.
	The Sustainable Travel Plan will be implemented.
Construction Traffic	Construction traffic will be managed in accordance with the Construction Traffic Management Plan (CTMP).
Infrastructure and Utilities	Ongoing consultation with Endeavour Energy's Network Connections Branch will be carried out to ensure the electricity supply provides suitable load to meet the demand generated by the proposed school.
Street Lighting	If the authorities determine that the lighting does need to be upgraded, ongoing consultation with the relevant authorities will be carried out to ensure the design of lighting meets relevant requirements.
Kerb and Guttering	The proposed upgrade works to Kosovich Place, including kerb, guttering and drainage, will be subject to further detailed design, post-approval of the SSDA, based on ongoing consultation with RMS and Council.
Landscaping	The school grounds will be subject to ongoing management and maintenance.
Bus Service	Prior to any modifications to the existing St Narsai bus service being implemented, consultation with St Narsai would be carried out to ensure the coordination of school bells with bus services.
	Consultation with the local bus operator, being Transit Systems, will be ongoing.
Signage and Linemarking	A Signage and Linemarking Plan will be prepared prior to the issue of the Occupation Certificate for Stage 1.

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PART H CONCLUSION

The Applicant, Assyrian Schools Limited C/- PMDL Architecture & Design Pty Ltd, and its expert consultant team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions has been provided within this report and the accompanying documentation.

This report has considered the responses received from DPE, Fairfield City Council, other agencies and the local community during the exhibition of the EIS. The drawings have been amended where appropriate to respond to comments from respondents. The environmental impacts assessed for the amended design confirms there are no significant adverse impacts associated with the proposal and recommendations have been made for mitigation measures to reduce these impacts further during construction and operation of the School.

In summary, the proposal is considered appropriate for the location and should be supported by the Minister for the following reasons:

- It has been prepared having regard to the relevant Planning legislation and is permissible with consent;
- The proposal has been prepared with regard to the relevant State and Regional Planning policies and strategies, and demonstrates consistency and compliance with the objectives of the strategic documents;
- It has been prepared having regard to Council's Planning policies and generally complies with the aims and objectives of the planning controls for the site including FLEP2013 and FDCP;
- While the proposal results in a numeric non-compliance with the height standard of FLEP2013, justification has been provided in accordance with Clause 4.6 and it is demonstrated that the standard is unnecessary and unreasonable in the circumstances;
- Owing to site constraints and notably APZ setback requirements, the proposal results in a numeric non-compliance with the front setback control of FDCP, however detailed justification has been provided;
- The proposal is suitable for the site as evidenced by the site analysis and various site investigations;
- The proposal does not have any unacceptable off-site impacts on adjoining or surrounding properties or the public domain, in terms of traffic, social and environmental impacts;
- The proposal provides sufficient car parking on site to meet the demands of the school's capacity population;
- Required infrastructure upgrades will be carried out to ensure the site is suitably serviced;
- The proposed development is of a high quality in terms of built form, bulk and architectural treatment and responds positively to the existing and desired future character of the surrounding area;
- The proposal provides high quality landscaping and open space areas with formalised landscaped learning areas, sports courts and fields, areas for free and active play, significant vegetation planting, and a regenerated riparian environment;
- The proposal has addressed the concerns raised during consultation with key government agencies and stakeholders;

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- The proposed development will result in a high standard educational environment for the school through:
 - Promoting excellence in Christian education;
 - Building on the strengths of the past to inform the present and create new futures that will enable students to experience growth and success;
 - Achieve quality teaching and learning in all aspects of school life;
- The proposed development will contribute positively to energy efficiency and environmental sustainability. The proposed development has adopted and incorporated many ESD features to reduce energy and water consumption during the life of the proposed development.

In summary, the development warrants the support of the Minister and we therefore recommend that approval be granted to the Master Plan and Built Form, subject to conditions.

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Appendix A Response to Government Agencies and Organisations

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Appendix B Response to General Public Submissions

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**Appendix C Operational Traffic and Parking
Management Plan**

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Appendix D Construction Traffic Management Plan

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Appendix E Updated Noise Assessment

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Appendix F Supplementary Architectural Drawings

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Appendix G Traffic Statement

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Appendix H RMS Meeting Minutes – Meeting 1

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Appendix I RMS Meeting Minutes – Meeting 2

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Appendix J Architectural Design Statement

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Appendix K Landscape Statement