Response to Submissions for State Significant Development

Lake Cathie Public School Additions
1240 Ocean Road
LAKE CATHIE NSW 2445

Prepared by KDC Pty Ltd | September 2019
This Report has been prepared in accordance with the brief provided by our client and has relied upon the information collected at or under the times and conditions specified in the Report. All findings, conclusions or recommendations contained within the Report are based only on the aforementioned circumstances. Furthermore, the Report is for the use of the Client only and no responsibility will be taken for its use by other parties.
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1 Introduction

1.1 Overview

This ‘Response to Submissions’ Report (RtS) addresses the matters raised by stakeholders and the public during public exhibition of the Environmental Impact Statement (EIS) for the redevelopment of Lake Cathie Public School. This project includes the construction of 17 permanent home base classrooms and two special education classrooms, removal of 12 demountable classrooms, reconfiguration of existing school buildings, removal of the temporary access road from Ocean Drive and relocation of the main vehicular access point at 1240 Ocean Road, Lake Cathie.

The EIS concluded its public exhibition on 1 May 2019. Agency submissions were received from:

- Department of Planning and Environment (DPE)
- Port Macquarie Hastings Council (Council)
- NSW Environment Protection Authority (EPA)
- NSW Rural Fire Service
- Office of Environment and Heritage (OEH)
- Roads and Maritime Services (RMS)

During exhibition, one (1) public submission was received from:

- St Vincent’s Foundation Pty Ltd

The key matters raised in the agency and public submissions include:

- Drop-off, pick-up and bus bays arrangement and the potential safety ramifications for Wollum Drive;
- Deficiencies in the data provided in the Traffic Impact Statement; and
- Deficiencies within the application raised in the Government Architect NSW’s State Review Panel.

1.2 Amended Proposal

To respond to the submissions, the proposal for Lake Cathie Public School has been amendment. Key design amendments to the proposal include:

- Removal of the proposed kiss and drop parking on Wollum Drive and retention of the existing kiss and drop parking along the southern boundary for drop-off and pick-up of students.
- Alteration to the proposed sports hall to accommodate the existing kiss and drop parking, including shifting the sports hall 6m towards the north.
- Relocation of the bus bays further north-west along Wollum Drive.
- Relocation of the stormwater detention basin and frog pond to avoid the retained access road.

The amended plans and the RtS demonstrate that the proposal balances safety, traffic flow impacts and the schools’ requirements. This RtS and assessment of the amended plans demonstrates that the there are no significant adverse impacts associated with this project.
1.3 Report Structure

This RtS report has been structured as follows:

- **Section 1**: Introduction and Overview
- **Section 2**: Overview of Design Amendments
- **Section 3**: Overview of Submissions Received
- **Section 4**: Response to Submissions
- **Section 5**: Conclusion

1.4 Specialist Consultant Report

A range of consultant reports and plans (see Table 1) have been prepared/revised in order to respond to the concerns raised in submissions and to explain the proposed design amendments.

Table 1 – Appendices Register

<table>
<thead>
<tr>
<th>Report/Plan</th>
<th>Consultant</th>
<th>Appendix</th>
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<tbody>
<tr>
<td>Amended Architectural Plans</td>
<td>SHAC</td>
<td>Appendix A</td>
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<tr>
<td>Amended Traffic and Parking Assessment</td>
<td>Intersect Traffic</td>
<td>Appendix B</td>
</tr>
<tr>
<td>Draft Green Travel Plan</td>
<td>SHAC</td>
<td>Appendix C</td>
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<tr>
<td>Response to Government Architect NSW’s DRP</td>
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<td>Sustainability/Green Sustainable Built Form Response</td>
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<td>Safety Audit Report</td>
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<td>Traffic Options Analysis</td>
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<tr>
<td>Amended Biodiversity Development Assessment Report</td>
<td>Narla</td>
<td>Appendix H</td>
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<td>Amended Vegetation Management Plan and Koala Plan of Management</td>
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<td>Condition’s Response</td>
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<tr>
<td>Ultimate Parking and Traffic Solution</td>
<td>SHAC</td>
<td>Appendix K</td>
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</table>
2 Overview of Design Amendments

During the RtS process, the project team has undertaken further consultation with RMS and Council regarding the proposed traffic arrangements on Wollum Drive (the proposed Collector Road). Numerous options have been explored and these are documented in Appendix F and G, taking into consideration different factors including student and pedestrian safety, traffic flow and overall context within and connection with the broader subdivision.

It has been agreed by the project team, RMS and Council that Option I is the most appropriate solution to adopt at the present time. Figure 1 illustrates the original site plan (as exhibited), whilst Figure 2 highlights the proposed arrangement developed in consultation with the abovementioned agencies.

The below illustrates the key design changes:

- Removal of the proposed kiss and drop parking on Wollum Drive and retention of the existing kiss and drop parking along the southern boundary for drop-off and pick-up of students.
- Alteration to the proposed sports hall to accommodate the existing kiss and drop parking, including shifting the sports hall 6m north.
- Relocation of the bus bays further north-west along Wollum Drive.
- Relocation of the storm water detention basin and frog pond to avoid the retained access road.

Figure 1 – Original Site Plan (As Exhibited) (Source: SHAC)
Figure 2 – Amended Site Plan (Source: SHAC)
3 Overview of Submissions Received

The EIS was placed on public exhibition between 4 April 2019 and the 1 May 2019. During this period, government agencies, the Port Macquarie Hastings Council, key infrastructure stakeholders and the community were invited to make written submissions on the project to NSW DPE.

A total of 7 submissions were received during the EIS exhibition period. Of these submissions, 5 were received from State government agencies (including NSW DPE), one was from Council and only 1 submission was received from a community representative.

3.1 Agency Submissions

State and local government submissions were received from:

- Department of Planning and Environment (DPE)
- Port Macquarie Hastings Council (Council)
- NSW Environment Protection Authority (EPA)
- NSW Rural Fire Service (RFS)
- Office of Environment and Heritage (OEH)
- Roads and Maritime Services (RMS)

A response to issues raised by the DPE and all other government agencies is provided in Table 2.

3.2 Public Submissions

Public submissions were received from:

- St Vincent’s Foundation Pty Ltd

A response to issues raised by St Vincent’s Foundation Pty Ltd is also provided in Table 2.

3.3 Council Consultation during RtS

Several car parking options have been explored for the site during the RtS period. As outlined above, Option I results in a technically feasible solution in respect to parking and traffic management, however based upon the Traffic Options Analysis in Appendix G, it is acknowledged that reaching agreement with Council regarding the use of the future carpark to the south would result in a more desirable outcome. The benefits of the shared use arrangement include greater engagement between the school and community as well as providing additional opportunities for use of school facilities for the community's purpose and improved safety.

During the RtS period Schools Infrastructure NSW (SINSW) and the project team met with Council to discuss utilising the future carpark to the south of the school and developing a shared car parking arrangement, Figure 3 illustrates the potential shared use arrangement being discussed with Council and Figure 4 outlines the existing relationship between the school and Rainbow Beach Sports Fields. Its noted that Council have identified Rainbow Beach Sports Fields, including the associated car park immediately so

SINSW are currently progressing these discussions further with Council. Appendix K outlines the option currently being reviewed by Council and SINSW. Based on recent discussions with Council, preliminary comments on SINSW’s shared use proposal are likely to be forward to SINSW by 7 September 2019. Council supports SINSW lodging the RtS prior to providing feedback on the shared carparking proposal and advised that it will provide formal comments to the Department and SINSW on its support or otherwise to this proposal in a formal response to the RtS. It is likely that any future arrangement will need to be secured via a condition of consent.
Figure 3 – Shared Use Arrangement (Source: SHAC)

Figure 4 – Extract from DCP, Figure 5.2-3 Rainbow Beach Transport and Movement (Source: Port Macquarie Hasting DCP 2013)
Table 2 – Response to Submissions

<table>
<thead>
<tr>
<th>Issue</th>
<th>Comment</th>
<th>Response</th>
<th>Refer To</th>
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<tbody>
<tr>
<td><strong>NSW Department of Planning and Environment</strong></td>
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<td>Appendix F</td>
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<tr>
<td>Collector Road</td>
<td>Concerns having been raised about the potential conflict between pedestrians, cyclists, cars and buses from the proposed design and reliance on the public collector road.</td>
<td>The Safety Audit Report prepared by Better Safety Futures demonstrates the proposed car parking and site access arrangement are considered acceptable from a road safety perspective. Nevertheless, it is considered that sharing Council’s proposed car park immediately south of the site would provide a safer option as well as opportunities for community related benefits including the potential ability for the school’s facilities to be used for community purpose. On this basis, SINSW has commenced discussions with Council to determine whether a shared use arrangement could be supported by Council. It is likely that any future arrangement will need to be secured via a condition of consent, details regarding the mechanism to implement a shared use arrangement will be discussed with Council following feedback on the RtS.</td>
<td>Appendix K.</td>
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<td>These conflicts have the potential to result in safety issues around the school. In order to minimise these potential conflicts and associated public safety risk issues that arise, on-site solutions for pick-up, drop-off and bus pick up should be explored as part of the RtS.</td>
<td>As detailed above, during the RtS process, the project team has undertaken further consultation with RMS and Council regarding the proposed arrangement on Wollum Drive (the proposed Collector Road). Numerous options have been explored (refer to the Traffic Options Analysis), taking into consideration different factors including student and pedestrian safety, traffic flow and the project’s context within and connection to the broader subdivision.</td>
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</table>
It has been determined by the project team, RMS and Council that Option I is the most appropriate option. Figure 1 above illustrates the original site plan (as exhibited), whilst Figure 2 highlights the proposed arrangement developed in consultation with the above agencies.

In addition, as outlined in Section 3.3, a shared use option for the future carpark to the south is currently being reviewed by Council. Details regarding the mechanism to implement a shared use arrangement will be discussed with Council following feedback on the RtS. This option is outlined in Appendix K.

<table>
<thead>
<tr>
<th>Traffic and Parking</th>
<th>Revised Traffic Report to address the deficiencies in data provided and traffic distributions assumptions raised in TfNSW’s submissions.</th>
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<tbody>
<tr>
<td></td>
<td>An amended Traffic and Parking Assessment has been prepared by Intersect Traffic (see Appendix B). The revised Assessment addresses the deficiencies in data and responses to the traffic distribution assumptions raised in the TfNSW’s submission.</td>
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<tr>
<td></td>
<td>A draft Green Travel Plan has been prepared by SHAC (see Appendix C). It is noted that due to the current context of the school, the majority of student come to school via buses or private transport. There is currently a significant amount of walking and cycling infrastructure proposed or under construction in the vicinity of the school, once this infrastructure is delivered walking and cycling will be encouraged.</td>
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<td></td>
<td>An amended Traffic and Parking Assessment has been prepared by Intersect Traffic (see Appendix B). The amended proposal makes provision for 25 car parking spaces for staff (including 2 accessible spaces) and 36 kiss and drop car parking spaces</td>
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<td>Appendix B</td>
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<td>Appendix C</td>
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<td>Appendix B</td>
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A Green Travel Plan is to be provided addressing the increase in demand for the car parking and must include detailed site-specific measures.

Consideration should be given to the shortfall in on-site carparking for staff should sufficient carparking not be able to be accommodated on-site. Details including timing of any future alternative arrangements should be provided. If an alternative solution cannot be delivered...
or negotiated within a reasonable timeframe, the RtS is to detail further SINSW commitments for upgrades. for parent and visitor use. The Port Macquarie-Hastings Council’s DCP 2013 (DCP) does not have any required parking rates for ‘education establishments.’

The Traffic and Parking Assessment concludes that the proposed on-site car parking and servicing facilities would comply with the objectives of the DCP and AS2890.1-2004 Parking Facilities – Off Street Car Parking. There is sufficient parking supply to cater for the expected peak demand from the development and the maintenance of the existing onsite kiss and drop area is both safe and convenient for parents and children subject to the school undertaking regular education, marshalling and enforcement of the kiss and drop. Further, should the shared car parking arrangement be supported by Council it is considered that this arrangement would likely further improve road safety outcomes for the school community.

**Urban Design and Built Form**

The RtS is to address the deficiencies within the application originally raised in the Government Architect NSW’s SDRP advice including but not limited to, context and site strategy, circulation, access and arrival, internal amenity and sustainability and landscape integration.

It is recommended that green sustainable built form options such as green roofs, walls or cool roofs be investigated.

SHAC have reviewed the Government Architect NSW’s advice and minutes for the SDRP (see Appendix D). SHAC have provided a response matrix addressing each item raised by the Government Architect. It is considered that any deviation from the Government Architect’s recommendations is not due to a lack of consideration, but rather it reflects the numerous other constraints and opportunities that have impacted and informed the final design solution.

SHAC have confirmed that green roofs and other sustainable built form options where considered for this project. A Sustainability Report has been prepared by SHAC outlined the sustainable design.
Demonstrate that a minimum 4-star Green Star rating (or equivalent) can be achieved for the development as required by conditions of consent from other recent school approvals.

principles, (see Appendix E). Green roofs, wall and cool roofs have been investigated and discounted for the following reasons:

- Roofs are being used as an educational tool for electricity production, inter-building electricity challenges and for rainwater capture and reuse. Systems are intended to be 'familiar' to students and show what can be done at a local level.
- Light-weight construction systems have been chosen for cost effectiveness and familiarity to local trades.
- Bushfire risks require roofs to be maintained regularly to remove debris and protect from ember attack.
- Increased maintenance access to roofs increase the safety risks associated with working and accessing heights.
- Increased capital cost.
- Ecological focus on upgrading full site to include reforestation and Koala zones, bio-swale and frog pond. Therefore, no need to expand onto roof space to achieve ecological or outlook objectives.

The mandatory ESD criteria in the Educational Facilities Standards and Guidelines (EFSG) have been developed to ensure new school infrastructure is designed and constructed to provide an equivalent level of building performance to a 4-star Green Star rated building (Australian best practice). The proposal is consistent with the mandatory criteria identified in the EFSG and therefore would provide an

Appendix E
equivalent level of environmental performance to a 4-star Green Star rated building.

SINSW is not seeking to certify the proposal under the Green Star Design & As-Built rating tool on the basis the EFSG has been designed to ensure new school buildings will achieve an equivalent level of environmental performance to a 4-star Green Star rated building, and educational buildings do not require Green Star certification under the Government Resource Efficiency Policy (GREP) NSW. A revised Green Sustainable Built Form Report has been prepared and is attached at Appendix E. SINSW is committed to ensuring the ESD measures identified in the revised Green Sustainable Built Form Report will be included in the construction drawings and installed prior to the proposed buildings becoming operational.

<table>
<thead>
<tr>
<th>Port Macquarie Hastings Council</th>
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<tr>
<td><strong>Collector Road</strong></td>
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Several car parking options have been explored for the site during the RtS period. As outlined above, Option I results in a technically feasible solution in respect to parking and traffic management, however based upon the Traffic Analysis in Appendix G, it is acknowledged that reaching agreement with Council regarding the use of the future carpark to the south would result in a more desirable outcome. The benefits of the share use arrangement include greater engagement between the school and community as well as providing additional opportunities for use of school facilities for the community’s purpose. In addition, this shared use arrangement would provide improved safety outcomes for the school and broader community. It is likely that any future arrangement will need to be secured via a condition of consent, details regarding the mechanism to implement a shared use arrangement will be discussed with Council following feedback on the RtS. This option is outlined in Appendix K.

<table>
<thead>
<tr>
<th>Parking</th>
<th>Insufficient supply of off-street parking.</th>
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</table>

An amended Traffic and Parking Assessment prepared by Intersect Traffic (see Appendix B) discusses the 25 car parking spaces for staff (including 2 accessible spaces) and 36 kiss and drop car parking spaces for parent and visitor use. The Port Macquarie-Hastings Council’s DCP 2013 (DCP) does not have any required parking rates for ‘education establishments’.

The Traffic and Parking Assessment concludes that the proposed on-site car parking and servicing facilities would comply with the objectives of the DCP and AS2890.1-2004 Parking Facilities – Off Street Car Parking. There is sufficient parking supply to cater for the expected peak demand from...
the development and the maintenance of the existing onsite kiss and drop area is both safe and convenient for parents and children subject to the school undertaking regular education, marshalling and enforcement of the kiss and drop.

<table>
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<tr>
<th>Conditions</th>
<th>Recommended Conditions of Consent</th>
<th>A response to relevant recommended conditions has been provided at Appendix J.</th>
<th>Appendix J</th>
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</table>

**Environmental Protection Authority**

No comments or objections raised, only conditions recommended.

**NSW Rural Fire Service**

No comments or objections raised, only conditions recommended.

**Roads and Maritime Services and Transport for NSW**

<table>
<thead>
<tr>
<th>Traffic and Parking</th>
<th>Green Travel Plan is recommended to be implemented accordingly and updated annual.</th>
<th>A draft Green Travel Plan has been prepared by SHAC (see Appendix C). It is noted that due to the current context of the school, the majority of student come to school via buses or private transport. There is currently a significant amount of walking and cycling infrastructure proposed or under construction in the vicinity of the school, once this infrastructure is delivered walking and cycling will be encouraged.</th>
<th>Appendix C</th>
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<td></td>
<td>The provision of convenient and secure bicycle parking would encourage cycling to/from the school and potentially reduce private vehicle demand.</td>
<td>Bicycle parking is provided on-site in a secure location, given the current context of the school, the majority of student come to school via buses or private transport. There is currently a significant amount of walking and cycling infrastructure proposed or under construction in the vicinity of the school, once this infrastructure is delivered walking and cycling will be encouraged.</td>
<td>Noted and provided.</td>
</tr>
</tbody>
</table>
It is noted Figure 4 in Appendix F (Traffic and Parking Assessment) does not relate to the traffic distribution being considered.

An amended Traffic and Parking Assessment has been provided (see Appendix B). The traffic distribution has been reviewed and updated in the report. The resulting tip distribution onto the Ocean Drive/Houston Mitchell Drive roundabout for the school is shown in Figure 4 of the Assessment.

Biodiversity

Biodiversity Development Assessment Report requires a revision to:

- Account for clearing and modification of all areas identified as offset area.
- Consider prescribed impacts on loss of connectivity, movement and the impacts of vehicles strikes on koalas.

An amended Biodiversity Development Assessment Report (BDAR) has been revised and provided (see Appendix H). The amended Assessment Report has been updated to account for the clearing and further considers the impacts to koalas. The Assessment Report states the following:

- Only the direct impacts associated with vegetation clearing and construction of the proposal will require biodiversity offsets as per the BAM.
- There would be no significant impact to the koala as a result of the listed prescribed impacts in part due to the mitigation measures proposed within the BDAR and corresponding Vegetation Management Plan (VMP) and Koala Plan of Management (KPOM).

Vegetation Management Plan and Koala Plan of Management be revised to:

- Provide additional action to those offset measures already in place for koalas. Additional measures may include supplementing actions by the Council that will facilitate safer koala

An amended VMP and KPOM has been revised and provided (see Appendix I). The amended VMP and KPOM have been updated to assess offset measures and include prescriptive measure for vegetation retention.
passage in the area, habitat offset areas and tree planting in offsite areas.

- Include all existing prescriptive measures for the retain vegetation areas including a revised registered covenant with Council and full restoration in the Phase 2 area not required for the new bushfire asset protection zone.

Both the BDAR and VMP & KPOM 2018 to be revised to include additional mitigation measures to management the impacts arising from reducing the width of the rehab area, the relocation of nests/habitat boxes and the delay of restoration of this area (refer to detailed comments in submission).

Narla has addressed additional offset measures by implementing a Koala Protection Strategy which will provide more signage, education, community engagement, and Council notification through a Koala Protection Procedure providing safe koala passage in the area. Refer to the VPM and KPM for further details.

An amended VMP and KPOM has been revised and provided (see Appendix I). The revised VMP and KPOM has been updated to include additional nest box installation and a total of 280 Preferred Koala Feed Trees (PKFTs), adjoining or linking an area of Core Koala Habitat. The offsite planting area identified is to be within the Port Macquarie – Hastings LGA (to be decided in consultation with Council).

Appendix I

The proponent completed the Aboriginal consultation process as required by the SEARs and carry out a new Aboriginal Cultural Heritage Assessment that is compliant with the SEARs.

A revised Aboriginal Cultural Heritage Assessment, with completed Aboriginal consultation, was issued to the Department after the exhibition and referral stage. The Department will be able to issue OEH with the final Assessment. Completed – no action

Public Submission

St Vincent’s Foundation Pty Ltd

**Collector Road**

The EIS and Traffic and Parking Assessment Report identify the Collector Road as being 11m wide with parking on both sides. The Collection Road has been approved and constructed to be 9m wide with no designated parking on either side.

The location of the pedestrian crossing is not consistent with the location anticipated in the subdivision DA which Noted. As detailed above, it is proposed to change the configuration of the exhibited drop-off/pick-up and bus bay arrangement. The proposed arrangement has been reviewed by RMS, Council and the project team. The revised design is based upon a 9 metre road width. The location of the pedestrian crossing is proposed to be amended to better reflect the functionality of

Appendix A.
indicated that pedestrian crossing to be situated one street block further north.

the school and improve the safety and flow of the road network. The proposed location is considered the most appropriate location, refer to the Architectural Plans (Appendix A) for further details.

| Parking | The Traffic and Parking Assessment Report does not provide any information with respect to the parking demand currently experienced at the school. The report does not provide any detailed analysis or commentary to support the proposed reduction of on-site parking. Further information regarding how the anticipated drop-off and pick-up demand has been determined. | An amended Traffic and Parking Assessment has been prepared by Intersect Traffic (see Appendix B). The proposal provides 25 car parking spaces for staff (including 2 accessible spaces) and 36 kiss and drop car parking spaces for parent and visitor use. The Port Macquarie-Hastings Council’s DCP 2013 (DCP) does not have any required parking rates for ‘education establishments.’ The Traffic and Parking Assessment concludes that the proposed on-site car parking and servicing facilities would comply with the objectives of the DCP and AS2890.1-2004 Parking Facilities – Off Street Car Parking. There is sufficient parking supply to cater for the expected peak demand from the development and the maintenance of the existing onsite kiss and drop area is both safe and convenient for parents and children subject to the school undertaking regular education, marshalling and enforcement of the kiss and drop. Several car parking options have been explored for the site during the RtS period. As outlined above, Option I results in a technically feasible solution in respect to parking and traffic management, however based upon the Traffic Analysis in Appendix G, it is acknowledged that reaching agreement with Council regarding the use of the future carpark to the south would result in a more desirable outcome. The benefits of the share use arrangement include greater engagement between the school and community | Appendix B |
as well as providing additional opportunities for use of school facilities for the community’s purpose. In addition, this shared use arrangement would provide improved safety outcomes for the school and broader community.

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4 Conclusion

This RtS has considered the submissions received from the Department, Council, State government/infrastructure agencies and the community during the exhibition of SSD 18_9491. The EIS and RtS confirm that there are no significant adverse environmental impacts likely to arise from the project.

The proposal is considered suitable for the site and worthy of approval for the following reasons:

- This RtS has taken into consideration the submissions received from all relevant agencies. The review of the concerns raised resulted in modifications being made to enhance design and safety outcomes in particular around Wollum Drive;
- The proposed development will accommodate the anticipated increase in the student population, alleviate pressure on the existing school facilities and cater for the growing catchment area;
- The proposal balances the needs of the school with the ecological constraints of the site and seeks to utilize these constraints as an educational opportunity;
- Subject to the various mitigation measures proposed, the proposed development does not have any unacceptable impacts in terms of traffic, Aboriginal heritage, social and environmental impacts; and
- The proposal will deliver a high-quality educational environment aligned with the Educational Facilities Standards and Guidelines.

Given the project’s overall consistency with the planning controls and the absence of any significant adverse environmental impacts, the proposed development is considered to be in the public interest and should therefore be approved subject to appropriate conditions.
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Appendix A – Amended Architectural Plans

SHAC
Appendix B – Amended Traffic and Parking Assessment

Intersect Traffic
Appendix C – Draft Green Travel Plan

SHAC
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Appendix D – Response to Government Architect NSW’s DRP

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Appendix E – Sustainability/Green Sustainable Built Form Response

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Appendix G – Traffic Options Analysis

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Appendix I – Amended Vegetation Management Plan and Koala Plan of Management

Narla
### Appendix J – Conditions Response

<table>
<thead>
<tr>
<th>Condition</th>
<th>Comment</th>
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<tr>
<td><strong>Condition 7:</strong></td>
<td>This condition is considered unnecessary and should be removed as the proposal does not require any alterations to the collector road intersection layout nor does it require additional connections to services such as sewer, water, electrical or fibre communications. If any changes are required on public land or to any public infrastructure, separate approval will be sought from Council.</td>
</tr>
<tr>
<td>Submission to, and approval by, Council prior to Construction detailed design plans for the following works associated with the developments. Public infrastructure works shall be constructed in accordance with Port Macquarie-Hastings Council’s current AUSPEC specifications and design plans are to be accompanied by AUSPEC DQS: 1. Road works along the frontage of the development. 2. Public parking areas 3. Sewerage reticulation. 4. Water supply reticulation. 5. Stormwater systems. 6. Erosion &amp; Sedimentation controls. 7. Location of all existing and proposed utility services including electricity and communication services, water supply, sewerage and stormwater 8. Open space facilities, pathways, cycleways, etc. 9. Landscaping/waste management facilities. 10. Detailed driveway profile 11. Detailed road intersection layout.</td>
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<tr>
<td><strong>Condition 11:</strong></td>
<td>For the reasons stated above this condition is also considered unnecessary and should be removed. The proposal does not seek to modify the existing point of connection or meters.</td>
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<tr>
<td>Submission to Council of an application for water meter hire, which is to be referred to the Water Supply section so that a quotation for the installation can be prepared and paid for prior to Construction. This application is also to include an application for the disconnection of any existing service not required.</td>
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<td><strong>Condition 22:</strong></td>
<td>It is requested this condition be amended by inserting the words “the issue of a Final Occupation Certificate” after “Prior to” and by deleting the word “occupation”. To enable the phasing of this development, an Interim Occupation Certificate will be sought.</td>
</tr>
<tr>
<td>Prior to occupation documentation from Port Macquarie-Hastings Council being the local roads authority is to be obtained certifying that all matters required by the approval issued pursuant to Section 138 of the Roads Act have been satisfactorily completed.</td>
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Appendix K – Ultimate Parking and Traffic Solution
SHAC
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