

30 August 2021

NSW Department of Planning, Industry and Environment
Regional Assessments
4 Parramatta Square, Darcey Street
Parramatta NSW 2150

Attention: Michelle Niles (Senior Planner - Regional Assessments)

By email: michelle.niles@planning.nsw.gov.au

Dear Michelle,

RE: RESPONSE TO SUBMISSIONS FOR SSD-10224, NEW PRIMARY SCHOOL AT EDMONDSON PARK

1. Overview

The Environmental Impact Statement (EIS) for the new primary school in Edmondson Park was publicly exhibited, concluding on Tuesday 20 July 2021. In total, 15 submissions were received, including three public submissions and submissions from the following agencies:

- Department of Planning, Industry and Environment
- NSW Government Architect through State Design Review Panel
- Environment, Energy and Science Group
- Endeavour Energy
- NSW Rural Fire Service
- Environmental Protection Authority
- Transport for NSW including Roads and Maritime Division
- Sydney Trains
- Heritage NSW – Aboriginal Cultural Heritage
- Sydney Water
- Liverpool City Council

The majority of the submissions received are supportive of the proposal in principle, with a few matters raised that require further consideration.

This report has been prepared in response to the abovementioned submissions and matters raised, on behalf of School Infrastructure NSW (SINSW).

The table at **Appendix 1** provides a response to each matter raised in each submission, where relevant, and should be read on conjunction with the following annexures:

- **Appendix 2-** Amended Architectural Plans and Response Letter prepared by TKD
- **Appendix 3-** Amended Landscape Plans and Response Letter prepared by Oculus
- **Appendix 4-** Amended Noise and Vibration Impact Assessment and Response Letter prepared by JHA
- **Appendix 5-** Bushfire Response Letter prepared by Petersons Bushfire
- **Appendix 6-** Amended Civil Report prepared by Northrop

- **Appendix 7-** Previous Contamination Investigations prepared by PSM, Environ and JBS&G
- **Appendix 7-** Correspondence with Environmental Protection Authority
- **Appendix 8-** Contamination Unexpected Finds Protocol prepared by JBS&G
- **Appendix 9-** Amended Infrastructure and Facilities Site Plan prepared by PTC
- **Appendix 10-** Lot 1 and 2 Title Searches prepared by NSW Land Registry Services
- **Appendix 11-** Services Response Letter prepared by JHA
- **Appendix 12-** Transport and Traffic Response Letter prepared by PTC
- **Appendix 13-** Meeting Minutes Transport Working Group No.4 on 9 August 2021
- **Appendix 14-** Construction Management Plan Response Letter prepared by Richard Crookes Constructions

We note that minor amendments have been made to the proposed development, in response to a number of the issues raised and also, as a result of further design development. These amendments are addressed in Section 2 below. Section 3 undertakes an assessment of the proposed changes having regard to the SEARs as issued by DPIE on 10 December 2020.

2. Proposed Modifications

The following changes have been incorporated into the architectural and landscape design:

- Introduction of an awning to the Faulkner Way secondary/SSU entry to the school;
- Minor adjustment to the location of the substation and provision of a fire pump room on the Buchan Avenue frontage;
- Removal of collaboration zones (triangular-shaped areas) from external walkways on the internal (eastern) elevation of Block A;
- Rationalisation of external sunshades on the west facades of Block A. Sunshades are provided to all windows, but only to cover the glazed areas, as required;
- Relocation of accessible parking spaces for the primary school from the eastern section of the car park to the western end;
- Rotation and minor relocation of stairs on the eastern elevation of Block A;
- The edges of the active recreational space has been simplified/rationalised to better accommodate a more functional range of uses and activities; and
- Provision of Bastille-type fencing and gate on the Buchan Avenue frontage of the school.

3. Response to SEARs

The proposed modifications outlined in Section 2 above are assessed having regard to the SEARs below, to determine any change in the environmental assessment of the proposed development in the original EIS.

Table 1 Response to SEARs

SEAR	Response having regard to RtS/amended proposal
General requirements – QS report/CIV	No change from the EIS dated 11 June 2021.
1 – Statutory and Strategic Context	No change to the original assessment in the EIS dated 11 June 2021.
2 – Policies	No change to the original assessment in the EIS dated 11 June 2021.
3 – Built Form and Urban Design	The provision of an awning to the Faulkner Way pedestrian entrance improves the legibility of the secondary/SSU entry point and the visual presentation of the building (Block A). The mass is further minimised with the rationalisation of the sunshades on the east and west facades and internal amenity is maintained with shades covering glazing, as necessary. The proposed built form modifications are minor and positive, and the detailed assessment undertaken in the EIS dated 11 June 2021 remains unchanged. Mitigation measure A1 is required to be updated to reflect the amended Architectural Plans dated 19 August 2021.

SEAR	Response having regard to RtS/amended proposal
4 – Tree Removal and Landscaping	In response to Council's submission, Oculus has simplified the active recreational space to ensure the area can be used for a range of activities. Although the change is minor, it improves the functionality of the outdoor play space. The detailed assessment undertaken in Section 7.2 of the EIS dated 11 June 2021 remains unchanged. Mitigation measure A2 is required to be updated, as per Table 2 below, to reflect the amended Landscape Plans dated 18 August 2021.
5 – Environmental Amenity	The proposed amendments are minor and do not alter the assessment undertaken in Section 7.3 of the EIS. The proposal results in minimal environmental impacts on surrounding development.
6 – Transport and Accessibility	<p>As discussed in detail in the Response to Submissions Matrix (Appendix 1 of this letter), PTC has undertaken additional SIDRA modelling to address the feedback provided by Liverpool City Council. The modelling confirms upgrades to the Buchan Avenue and Faulkner Way intersection are not required.</p> <p>Richard Crookes Constructions (RCC) has confirmed in Appendix 14 that 15 on-site construction spaces will be provided during the construction phase. The Construction Environmental Management Plan (CEMP) will detail the exact location of spaces following finalisation of the construction methodology. Mitigation measure B7 has been amended to address this.</p>
7 – Ecologically Sustainable Development	No change to the original assessment in the EIS dated 11 June 2021.
8 – Heritage	No change to the original assessment in the EIS dated 11 June 2021.
9 – Aboriginal Cultural Heritage	No change to the original assessment in the EIS dated 11 June 2021.
10 – Social Impacts	No change to the original assessment in the EIS dated 11 June 2021.
11 – Noise and Vibration	JHA has undertaken an additional preliminary noise impact assessment of external mechanical plant, public address and school bell system and façade sound insulation, refer to Appendix 4. Noise emissions from external mechanical plantrooms are limited to ensure compliance with the NSW EPA Noise Policy for Industry requirements and similarly, the ESEPP requirement for public address and school bell systems. During detailed design development, post SSDA, detailed acoustic assessment will be undertaken once final plant selection has been made. This is addressed in mitigation measures B8- B11 and C19.
12 – Biodiversity	No change to the original assessment in the EIS dated 11 June 2021.
13 - Contributions	No change to the original assessment in the EIS dated 11 June 2021.
14 - Staging	No change to the original assessment in the EIS dated 11 June 2021.
15 – Utilities	In response to the feedback provided by Endeavour Energy, the amended design proposes a minor adjustment to the location of the substation and a fire pump room on the Buchan Avenue frontage in the north-east corner of the site. These proposed utilities are required to support the new primary school.
16 – Stormwater Drainage	No change to the original assessment in the EIS dated 11 June 2021.
17 - Flooding	No change to the original assessment in the EIS dated 11 June 2021.
18 – Soil and Water	No change to the original assessment in the EIS dated 11 June 2021.
19 - Waste	No change to the original assessment in the EIS dated 11 June 2021.
20 – Contamination	Following further consultation with EPA, mitigation measure B29 has been included requiring the preparation of a Section B Site Audit Statement prior to the commencement of works.

SEAR	Response having regard to RtS/amended proposal
21 – Bushfire	Petersons Bushfire has provided supplementary advice dated 9 August 2021 (Appendix 5). It confirms the proposed landscape scheme satisfies the requirements of an Inner Protection Zone (IPZ) in PBP 2019.
Plans and Documents	Not applicable.
Consultation	A response to the issues raised during public notification/consultation of the EIS is provided in Appendix 1.

Having regard to the above assessment, we consider the proposed amendments to the proposal are minor and will not result in any adverse environmental impact. In fact, the proposed amendments will result in a positive impact in terms of bulk and scale, accessibility and parking management during construction. Further, the SEARs have been satisfied in the assessment above, where relevant, having regard to the modified proposal. Given the minor scale and nature of the amendments, we consider that notification of the amended plans is not warranted.

4. Updated Table of Commitments/Mitigation Measures

Below is an updated table of commitments/mitigation measures based on the outcomes from Sections 2 and 3 of this RTS above. All proposed changes are in red.

Table 2 Mitigation Measures

ID	Mitigation Measures
Part A - Administration	
A1	The development is to be carried out in accordance with the Architectural Plans prepared by TKD dated 19 August 2021.
A2	The development is to be carried out in accordance with the Landscape Plans prepared by Oculus dated 18 August 2021.
A3	No imposition of a contribution for the project in the Notice of Decision.
Part B - Prior to Commencement of Construction	
B1	Prior to commencement of lighting installation, evidence must be submitted to the satisfaction of the Certifying Authority that all outdoor lighting within the site has been designed to comply with AS 1158.3.1:2005 Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements and AS 4282-2019 Control of the obtrusive effects of outdoor lighting.
B2	Lead contractor is to induct all subcontractor to ensure procedures are followed by vehicles entering and exiting the construction site.
B3	Prior to the commencement of works, a traffic control plan is to be prepared to demonstrate the changed road conditions during construction.
B4	Prior to the commencement of works, an emergency management plan is to be prepared to confirm access for emergency vehicles to the site, if required.
B5	Prior to the commencement of construction, unless otherwise agreed by the Planning Secretary, the Applicant must demonstrate that ESD is being achieved by registering for a minimum 5-star Green Star rating with the Green Building Council Australia and submit evidence of registration to the Certifying Authority.
B6	Prior to the commencement of works, prepare an unexpected finds protocol for the handling unexpected Aboriginal objects or human remains as documented by KNC in Appendix O.
B7	Prior to the commencement of construction, prepare a detailed CMP addressing noise, dust, traffic and construction parking mitigation measures.
B8	Strategically locate and select mechanical plant to ensure cumulative noise at the receiver boundaries is not adverse.
B9	Acoustically assess the public address and school bell systems once the location, number and type of loudspeakers has been nominated and assess in detail noise impacts from the railway line.

ID	Mitigation Measures
B10	Undertake a detailed assessment of the sound insulation performance of the façade.
B11	Prepare a detailed CNVMP to assess noise impacts of construction works and include a protocol to minimise potential noise impacts to sensitive receivers.
B12	Prior to commencement of works, prepare and implement a CEMP including details of 15 on-site construction parking spaces.
B13	Prior to commencement of works, obtain approvals from relevant service providers to deliver utility infrastructure.
B14	Prior to the commencement of construction, the applicant must design an operational stormwater management system for the development. The system must: <ul style="list-style-type: none"> (a) be designed by a suitably qualified and experienced person(s); (b) be generally in accordance with the conceptual design in the EIS; (c) be in accordance with applicable Australian Standards; (d) ensure that the system capacity has been designed in accordance with Australian Rainfall and Runoff (Engineers Australia, 2016) and Managing Urban Stormwater: Council Handbook (EPA, 1997) guidelines;
B15	Prior to the commencement of any works, prepare and implement a sediment and erosion control plan in accordance with Council's requirements and Managing Urban Stormwater Soil and Construction 2004 (Blue Book).
B16	Ensure routes for movement of waste from work site to the storage area are clear of obstructions. Similarly, between waste storage and collection points.
B17	Ensure collection activities will not be compromised by construction-related activities.
B18	Waste is to be left on-site unless it is part of a valid reuse on site.
B19	Vehicles entering and exiting the site are to have their loads covered.
B20	To avoid tracking material on surrounding roads, vehicles are to be cleaned of dirt, sand or other material.
B21	Following completion of construction works, the work site is to be left clear of waste and debris.
B22	Prior to commencement of works, prepare an unexpected finds protocol to establish a framework for management should any isolated unexpected contamination occurrences be identified and accordingly will be disposed of appropriately.
B23	Materials and landscaping to comply with the performance objectives of an inner protection area as outlined in Appendix 4 of PBP.
B24	Building located wholly or partially within BAL-12.5 being the southern 10 metres of the school buildings fronting Faulkner Way are to be designed and construction to comply with BAL-12.5 in accordance with AS3959-2019 <i>Construction of buildings in bushfire-prone areas</i> .
B25	Install fire hydrants complying PBP and AS2419.1-2005 <i>Fire Hydrant Installations - System Design, Installation and Commissioning</i> . Install and maintain gas services in accordance with AS/NS1596-2014 <i>The storage and handling of LP gas</i> .
B26	Prior to the commencement of construction, evidence of compliance with this condition from an appropriately qualified person is to be provided and that the requirements are referenced on any certified plans.
B27	Prior to commencing works on-site, all construction personnel are to be advised that the site is a former military area and accordingly there is a very remote possibility that UXO may be unexpectedly encountered.
B28	Prior to commencing works on-site the primary contractor is to induct all site personnel that there is a UXO Management Protocol in place and to follow the procedure in the unlikely event an EO, UXO and EOW is discovered at the primary school site.
B29	Prior to commencing works on-site, a Section B Site Audit Statement is to be prepared by an EP&A-accredited site auditor certifying that: <ul style="list-style-type: none"> • The nature and extent of the contamination has been determined

ID	Mitigation Measures
	<ul style="list-style-type: none"> The site can be made suitable for the proposed use The unexpected finds protocol is appropriate, and that The UXO report is satisfactory (Where it is not within an auditor's area of expertise to assess whether a site is safe or whether there has been an appropriate level of site investigation in relation to UXO, an auditor must obtain advice from someone qualified to draw conclusion on the presence of UXO or future likelihood of finding on the site).
B30	Prior to commencing works on-site, prepare an accurate survey locating the development with respect to the rail boundary.
B31	Prior to commencing works on-site, engage an electrolysis expert to prepare a report on Electrolysis Risk to the development from stray currents from the railway line to the south.
B32	Prior to commencing works on-site, provide certification from a qualified Geotechnical and Structural Engineer stating the proposed works will have no adverse impact on the rail corridor and associated infrastructure.
B33	Prior to commencing works, provide documentary evidence to Endeavour Energy confirming satisfactory arrangements have been made for the connection of electricity and design requirement of the substation.
B34	<p>Within six months of the commencement of construction, the Applicant must provide written evidence to the satisfaction of the Planning Secretary demonstrating that approval pursuant to Section 138 of the Roads Act 1992 has been obtained from Liverpool City Council for the detailed design and construction of the following infrastructure works:</p> <ol style="list-style-type: none"> Two pedestrian crossings, one across Faulkner Way and the other across Buchan Avenue; Pedestrian fence at the south-east corner of the intersection of Faulkner Way and Buchan Avenue; New driveway crossover on the south-west corner of the site adjoining Faulkner Way; New driveway crossover on the south boundary adjoining the future South Road; Bus stop on the northern side of Buchan Avenue and 30 metre bus zone; and Signposting for drop-off and pick-up on Faulkner Way and Buchan Avenue. <p>Note: Pursuant to Clause 4.42(1) of the <i>Environmental Planning and Assessment Act 1979</i>, any authorisation under S138 of the Roads Act 1993 cannot be refused if it is necessary for carrying out SSD that is authorised by a development consent and is substantially consistent with the consent.</p>
Part C - During Construction	
C1	Construction hours are to be limited to: Monday to Friday: 7.00am to 6.00pm Saturday: 8.00am to 1.00pm Sunday and Public Holidays: No excavation or construction works
C2	Public roads and rail corridor access gate are not to be obstructed by vehicles, materials, refuse skips and the like, during construction.
C3	Construction vehicles are limited to a maximum of 25 metre prime mover. Should an oversized vehicle be required, a permit is to be sought from TfNSW prior.
C4	The procedures documented in Appendix O for handling unexpected Aboriginal objects or human remains are to be followed in the event an object/remains is revealed during construction activity.
C5	Maintain a complaint register during construction.
C6	Incorporate security arrangements as such security cameras to minimise risk of school grounds being damaged.
C7	To minimise the impact of the urban heat island effect, provide tree canopy cover at 40% of the site area and shading devices to reduce surface temperatures.
C8	Provide external glazing facing Buchan Avenue and Faulkner Way to provide a minimum sound reduction index of Rw35. A 10.38mm laminated fixed single glazing system achieves the nominated sound reduction index.

ID	Mitigation Measures
C9	If vibration intensive plant is anticipated to be in close proximity of the minimum safe working distances for construction plant, the contractor must engage a qualified engineer to carry out a vibration survey to assess potential risks.
C10	Construction hours are to be limited to: Monday to Friday: 7.00am to 6.00pm Saturday: 8.00am to 1.00pm Sunday and Public Holidays: No excavation or construction works.
C11	If required, engage a suitably qualified expert to undertake a geotechnical assessment of the upper subsurface profile which has topsoil properties to assess its suitability for reuse/blending.
C12	If permanent batter slope in excess of 4 metres is required, undertake global stability analysis to confirm the geometric design.
C13	Undertake CBR testing of proposed pavement areas.
C14	Undertake proof roll inspections.
C15	Inspect and test engineered fill to Level 1 control by a GITA.
C16	Review of Level 1 report by a geotechnical engineer.
C17	Undertake footing and pile inspections.
C18	Undertake density testing of all unbound granular pavement material to at least Level 2 control by a GTA.
C19	During construction works on-site, ensure intra-day respite periods are undertaken from high noise generating construction activities such as an excavator and pile rigger.
Part D - Prior to Occupation	
D1	Prior to the commencement of operation, the School Transport Plan must be submitted to the satisfaction of the Planning Secretary to promote use of active and sustainable transport mode.
D2	Develop and implement a local employment/recruitment strategy to increase the number of persons employed from the local and wider study area.
D3	Arrange for a licensed waste contractor to be responsible for the removal of waste for the new primary school. The contract shall include provisions for collection of potentially hazardous waste including e-waste.
D4	Prepare a Bushfire Emergency Management and Evacuation Plan prior to occupation.
D5	Obtain approval for the provision of school zones.
D6	Prepare a Vegetation Management Plan to ensure the site is managed as an Inner Protection Zone in accordance with the Bushfire Report prepared by Petersons Bushfire dated 12 May 2021.
Part E - Post Occupation	
E1	The School Travel Plan must be updated annually and implemented.
E2	Implement the School Travel Plan prepared by PTC dated May 2021.
E3	Maintain a complaint register post occupation.
E4	Develop a partnership with Council to manage community use of nominated facilities, if required.
E5	Incorporate a 'buddy' program to provide pre-school students the opportunity to interact and engage with primary school students.
E6	Operate the school bell system such that the system does not interfere unreasonably with the comfort and repose of the nearby residences.
E7	To minimise noise impacts on residential receivers, minimise frequency of amplified music events during the evening (as feasible).
E8	Inform the community of noisy events and no events to be held between 10pm and 7am.
E9	Provide a contact number of the relevant persons employed to communicate with the community during noisy events.

ID	Mitigation Measures
E10	Waste collection vehicles are not to obstruct access to adjacent premises, roadways, the footpath or primary pedestrian entrances to the school on Buchan Avenue or Faulkner Way.
E11	Ensure waste collection is carried out with due care for public safety, including other road users, cyclists and pedestrians.
E12	Waste collection is to occur outside of school hours, reducing risk associated with truck and bin movements. This includes prior to 8am or after 4pm on school days. Recommended times by EcCell are between 6.00am and 7.30am.
E13	Provision of signage in all waste disposal, storage and collection points to illustrate how to use the waste management system.
E14	As required, the DoE/Principal to update the Bushfire Emergency Management and Evacuation Plan.
E15	Manage community use of school facilities in accordance with the DoE's policy.

5. Conclusion

Based on the discussion contained within this RtS and the accompanying documentation, we consider that all of the matters raised by the public and relevant agencies during the notification period have been satisfactorily addressed with minimal alteration to the environmental impacts of the proposed works as originally proposed.

Given the environmental planning merits and significant public benefits proposed by this application (as amended), we recommend that the proposal be approved.

Should you wish to discuss, please do not hesitate to contact the undersigned or Olivia Page on (02) 9068 7500 or oliviap@gyde.com.au.

Yours sincerely,




Mel Krzus
Director

Appendix 1

Response to Submissions Matrix

Agency	Summary of Matters Raised	Proponent's Response
Department of Planning, Industry and Environment	<p>Site Referencing</p> <ul style="list-style-type: none"> The EIS notes that boundary realignment works are underway to form the final site boundaries of the school. Consequently, the Department requests updated Lot and DP information be provided, including any updates required to relevant documentation. Provide sufficient evidence to confirm the removal of the electricity easement, given works are proposed in this locality. 	<p>As the DoE now owns Lot 2, the boundary realignment will be coordinated internally by the DoE property team and occur post/separate SSDA approval.</p> <p>Lot 1 and 2 Title Searches attached in Appendix 10 confirm the removal of the electricity easement.</p>
	<p>Design Excellence</p> <ul style="list-style-type: none"> Consider and respond to the matters raised at the State Design Review Panel (SDRP) meeting held on 23 June 2021 and listed in the advice dated 30 July 2021. Further refinement of the secondary entrance on Faulkner Way is required to address the SDRP comments to make the entry more welcoming and identifiable. Additional consideration should be given to design opportunities that may break the uniformity of the Faulkner Street elevation, when viewed from Gallipoli Drive, which is contributing to the perceived bulk and scale of the school. 	<p>TKD and Oculus have prepared a response to the matters raised by the SDRP in cover letters and amended plans in Appendix 2 and 3 respectively.</p> <p>In summary, the Faulkner Way secondary/SSU entrance has been amended by:</p> <ul style="list-style-type: none"> Increasing the alcove in length and width, presenting a larger gathering space; and Provision of an awning over the support unit outdoor play area to provide weather protection and to improve legibility / wayfinding in the streetscape. <p>The awning is proposed to adopt the same materiality and colour as the solar shading devices on the Buchan Avenue elevation, see below figure.</p>

Agency	Summary of Matters Raised	Proponent's Response
		 <p data-bbox="1368 676 2042 730">Figure 1: Perspective of the amended Faulkner Way entrance (Source: TKD)</p> <p data-bbox="1368 746 2042 898">The proposed awning, compatible materiality and rationalisation of the sunshades are all modifications that cumulatively break up the uniformity of the elevation and minimise the bulk and scale of Block A as viewed from Gallipoli Drive and Faulkner Way.</p>
	<p data-bbox="385 919 607 943">Traffic and Parking</p> <ul data-bbox="385 951 1346 1038" style="list-style-type: none"> • Further justification for the shortfall of on-site car parking spaces is required and consideration should be given to increasing the amount of car parking spaces provided on-site. 	<p data-bbox="1368 919 2042 975">PTC has prepared a detailed response to the traffic and parking matters raised in Appendix 12.</p> <p data-bbox="1368 983 2042 1410">As part of traffic investigations for both upgrades to existing schools and for the development of new schools, SINSW requires an holistic review of measures to assist in decreasing private vehicular use and increasing active transport modes. A School Transport Plan dated 26 May 2021 was submitted with the EIS. This plan will be implemented and monitored to promote active and sustainable transport uses by the school community. The site is located within walking distance of a train station and bus services. The proposal provides 42 on-site parking spaces accommodating 64% of the Liverpool DCP requirement. The new school includes 6 bicycle spaces and an end of trip facility for staff. Considering the above, we consider there to be sufficient provision of on-site</p>

Agency	Summary of Matters Raised	Proponent's Response
	<ul style="list-style-type: none"> <li data-bbox="394 416 1357 507">• The EIS notes that construction worker parking can be provided either on Lot 2 or via on-street parking. In this regard, clearly identify the location and amount of parking spaces available for construction workers on Lot 2. <li data-bbox="394 754 1357 845">• The consent of the owners of Lot 2 must be provided which confirms construction access, waste storage and construction worker parking are acceptable for the duration of the construction period. <li data-bbox="394 906 1357 1061">• The EIS notes that the Transport and Traffic Assessment and School Transport Plan will need to be updated based on updated traffic modelling data provided as part of the broader Edmondson Park Concept Plan modifications. These updated reports must be provided as part of the RtS to provide a final assessment of the traffic impacts associated with the proposal. <li data-bbox="394 1094 1357 1153">• Provide details on the future road south of the site including responsible delivery party and expected completion date. <li data-bbox="394 1310 1357 1369">• Outline discussions with bus service providers about extending, changing, or adding bus routes to service the school. 	<p data-bbox="1368 292 2051 383">parking and the new school will encourage active modes of transport to mitigate the demand for on-site vehicular parking.</p> <p data-bbox="1368 416 2051 722">In Appendix 14, RCC confirms that 15 on-site parking spaces will be provided on-site during the construction phase, typically to be located adjacent to the site compound. The exact location will be documented in the CEMP. RCC notes providing on-site parking in excess of 15 spaces can introduce a risk to construction works where sediment may track onto the street in wet weather event, contamination of soils, additional sediment and erosion control issue, and mobile plant collisions. Mitigation measure B7 has been amended to address this.</p> <p data-bbox="1368 754 2051 906">The DoE own Lot 2 as confirmed in the Title Search in Appendix 10. Therefore, construction access, waste storage and construction worker parking are acceptable for the duration of the construction period, without requiring owners consent from any other party.</p> <p data-bbox="1368 906 2051 1029">PTC confirms in Appendix 12 that there has been no further progression of modelling undertaken by Landcom/AECOM since the SSDA submission, hence no update to the reports is required.</p> <p data-bbox="1368 1094 2051 1273">On 6 August 2021, Landcom lodged the DA for the construction of the south and east road adjoining Lots 1 and 2. The application is pending formal lodgement on the planning portal. Landcom is the party responsible for the delivery of the roads and anticipate completion October/November 2022.</p> <p data-bbox="1368 1310 2051 1402">Discussions were held as part of the Transport Working Group (TWG) meetings. The outcomes of the meetings are documented in Section 6.2.4.2 of the Transport and Traffic</p>

Agency	Summary of Matters Raised	Proponent's Response
		<p>and may not be necessary in all hazard and threat situations.</p> <ul style="list-style-type: none"> • In the case of the proposal, the hazard is woodland on gentle downslopes and is therefore in a lower risk class to that assumed by the PBP 2019 when specifying the 15% acceptable solution. • The proposal canopy cover of 40% will achieve the performance of an IPA as the tree crowns will be separated by a minimum 2 metres, tree crowns will not overhang buildings, tree crowns do not provide a direct pathway for fire spread between woodland hazard to the south-west of the railway corridor, the asset protection zone to the south-west is to be a minimum 50 metres and, majority of the school buildings and landscape play areas are more than 100 metres from the bushfire hazard and therefore, not technically within bushfire prone land. <p>The project team undertook additional engagement with RFS. RFS reviewed the advice prepared by Petersons Bushfire and advised on 17 August 2021 that:</p> <p><i>"The bushfire consultant has provided a justification regarding compliance of the landscaping plan with the IPA requirement, which can be considered. The recommendation to prepare a Vegetation Management Plan can be included in the recommended conditions."</i></p> <p>In response, refer to mitigation measure D6.</p> <p>Oculus confirms in Appendix 3 the number of trees to be planted being 120.</p>
	<p>Earthworks</p> <ul style="list-style-type: none"> • Provide details of the scope of the early works development application with Council and an update on its status and relationship to this proposal. 	<p>DA670/2021 was lodged with Council on 21 June 2021. DA670/2021 seeks consent for bulk earthworks and site preparation works in Lot 1 and part Lot 2 DP1257105. The works entail:</p> <ul style="list-style-type: none"> • Excavation to a depth of 1 metre in the north-west corner of the site;

Agency	Summary of Matters Raised	Proponent's Response								
		<ul style="list-style-type: none">• Importation of approximately 42,000m³ of engineering fill and spread across the site from varying depths of 1.5 metres (south-west portion of the site) to 4- 5 metres (eastern portion of the site); and• Battering of fill on the eastern boundary to create a transition zone between the site and adjoining lot to the east. <p>14-day notification concluded on 19 August 2021 with one submission was received. The comments raised pertain to the SSDA. Council issued a request for information on 23 August 2021. SINSW is currently preparing a response. The purpose of the local DA is to expedite bulk earthworks and site preparation works to ensure the timely delivery of this stimulus project. The proposed works under DA670/2021 do not pre-suppose the school end-use. The SSDA currently contains the scope of work proposed in DA670/2021, to ensure a full and proper assessment is capable of being undertaken for the proposed new school, in a holistic sense. But also, to ensure that a consent is delivered for all aspects of the development, in the event that there is any delay with the consent of DA670/2021.</p>								
	<p>Timing of Surrounding Works</p> <ul style="list-style-type: none">• Provide the timing for delivery of surrounding infrastructure works, including (but not limited to) bus stops, roads, stormwater and utilities, and whether they will be operational when the school opens.	<p>The project team has undertaken further consultation with Landcom which confirmed:</p> <table><tr><td>All services infrastructure relating to the school site</td><td>Completion late 2021.</td></tr><tr><td>The regional raingarden (this relates to the school's stormwater management strategy)</td><td>Completion late 2024.</td></tr><tr><td>The ring road on the south and eastern side of the school</td><td>Completion October/November 2022.</td></tr><tr><td>Bus Bay</td><td>Already constructed.</td></tr></table>	All services infrastructure relating to the school site	Completion late 2021.	The regional raingarden (this relates to the school's stormwater management strategy)	Completion late 2024.	The ring road on the south and eastern side of the school	Completion October/November 2022.	Bus Bay	Already constructed.
All services infrastructure relating to the school site	Completion late 2021.									
The regional raingarden (this relates to the school's stormwater management strategy)	Completion late 2024.									
The ring road on the south and eastern side of the school	Completion October/November 2022.									
Bus Bay	Already constructed.									

Agency	Summary of Matters Raised	Proponent's Response
	<p>Community Use of School Facilities</p> <ul style="list-style-type: none"> The application includes the use of school buildings/grounds by the community outside of school hours. Provide a detailed schedule of the school facilities to be used (i.e. meeting rooms, parking spaces, halls, etc), the types of functions/activities to be carried out and maximum occupancy and hours/days of operations. <p>Terminology</p> <ul style="list-style-type: none"> Provide definitions or clear descriptions of the terms 'Core 35' and 'homebases', as well as any other education specific terminology used in the EIS. 	<p>Northrop has confirmed the proposed water quality treatment system for the school is compliant with Council's standards and does not rely on the regional raingarden to be delivered by Landcom. Refer to Appendix 6.</p> <p>An amended Infrastructure and Facilities Site Plan is attached in Appendix 9. It illustrates infrastructure to be delivered in association with, and surrounding the school. We anticipate this plan will form part of the stamped approved plan set. Refer to the end of this response table for more detailed discussion and mitigation measures B34.</p> <p>The details regarding the community use of the school hall and library are not known at this stage, but will be ancillary in nature. This will be resolved in consultation with the School Principal prior to occupation of the school. Use of the facilities will managed in accordance with typical DoE processes. Refer to mitigation measure E15.</p> <p>Core 35 means a school with greater than 720 students but less than 1,200 students.</p> <p>Coldshell pre-school means a tenancy with an unfinished interior, with no HVAC services beyond the riser (or core or rigid duct), and without lighting, plumbing, ceilings, floor finishes (or with a setdown to allow for future provision of floor finishes), interior partitions or walls. Compared to a warmshell where the tenancy is lease-ready.</p> <p>School community group means a group of schools in geographic region or district (used for DoE/SINSW service needs planning, asset and resources management).</p> <p>Permanent learning spaces means a permanent building, as opposed to demountables.</p> <p>Homebase means a primary school classroom.</p>

Agency	Summary of Matters Raised	Proponent's Response
		<p>Covered outdoor learning area means a sheltered outdoor area used for a variety of learning and recreational purposes. These areas tend to be used for informal and/or social learning activities, particularly as an extension to other learning units. During recess and lunch these shelters provide students protection from the sun and rain.</p> <p>Special support unit means learning and support spaces that are designed for students with particularly needs.</p>
Endeavour Energy	Padmount substation is positive. Endeavour Energy's requirements is for a padmount substation to be a ground level and have direct access from a public street.	<p>The items raised by Endeavour Energy has been reviewed by JHA Services. JHA Services confirm they have completed the Endeavour Energy Connection Application, Offer Acceptance, Proposed Method of Supply and received the Design Brief. The L3 design is currently in progress and will be submitted to Endeavour Energy for certification once the design package is finalised. Refer to mitigation measures B33.</p> <p>Oculus has reviewed the location of the electricity infrastructure and confirms there are no trees in the vicinity that would cause impact.</p> <p>Lot 1 and 2 Title Searches attached in Appendix 10 confirm the removal of the electricity easement.</p>
	Imposition of a condition of consent requiring documentary evidence confirm that satisfactory arrangement have been made for the connection of electricity and design requirement of the substation prior to CC.	
	Planting of large tree in the vicinity of electricity infrastructure is not supported by Endeavour Energy.	
	Clarify the electricity easement is extinguished and removed from the site.	
Sydney Water	<p>Sydney Water made comments to assist in planning the servicing needs relating to water servicing, recycled water servicing and wastewater servicing. To note:</p> <ul style="list-style-type: none"> • A Section 73 Compliance Certificate must be obtained. • The approved plans must be submitted to Sydney Water Tap in online. • Sydney Water will undertake a detailed review of building plans. 	JHA Services has reviewed the referral and confirm it is acceptable.
RFS	At the commencement of building works and in perpetuity to ensure ongoing protection from the impact of bushfires, the entire site must be managed as an Inner Protection Area (IPA) in accordance with the requirements of Appendix 4 PBP 2019.	As discussed earlier in this letter and Appendix 5, Petersons Bushfire confirm the proposal will be managed as an IPA. Refer to mitigation measures B23.
	New construction of the western school building must comply with Sections 3 and 5 (BAL 12.5) Australia Standard AS3959-2018 Construction of buildings in bush fire-prone areas or NASH Standard (1.7.14 updated) National Standard Steel	This is addressed in mitigation measure B24.


Agency	Summary of Matters Raised	Proponent's Response
	Framed Construction in Bushfire Areas- 2014 as appropriate and Section 7.5 of PBP.	
	The provision of water, electricity and gas must comply with a series of conditions in accordance with Table 6.8c of the PBP.	This is addressed in mitigation measure B25.
	Landscaping within the required APZ must comply with Appendix 4 PBP.	Petersons Bushfire confirm in Appendix 5 and the Bushfire Report which accompanied the EIS dated 12 May 2021 that the proposed landscaping will comply with the required APZ.
	Bush Fire Emergency Management and Evacuation Plan must be prepared.	This is addressed by mitigation measure D4 and will form part of the conditions of consent.
Environment, Energy and Science Group	No biodiversity assessment required.	Not applicable.
	No flooding comments.	Not applicable.
NSW Government Architect through SDRP	Maintain and increase level of engagement and learning about Country across all project stages, including strategies for feedback and reciprocity with the local Aboriginal community. Development a strategy for implementing connecting with Country initiatives beyond the design stage. Incorporate opportunities afforded by the site's location at the confluence of three language groups.	The project will continue developing the Connecting with Country strategy beyond the SSDA through to detailed design. The SSDA design incorporates several opportunities which will be implemented as part of the new school.
	The site planning and landscape design of the central north/south corridor and the site's perimeter were supported, with good design outcomes predicated on the inclusion and delivery of: <ul style="list-style-type: none"> • Diverse range of spaces of play, learning and gathering; • Visual and physical connection to adjacent parks; • 40% or greater canopy cover; • Forecourt entry as generous and welcoming extension of public domain; and • Site perimeter planting. 	These aspects of design are maintained. Further consideration has been given to the Buchan Avenue and Faulkner Way entrances. On Buchan Avenue, fence and gates are proposed which maintain the generous and open nature of the entry forecourt and create a positive extension of the public domain. On Faulkner Way an awning provides weather protection and improves the legibility of the entry.
	Optimise Buchan Avenue forecourt as welcoming, inclusive and multifunctional. Develop the gates, fence and landscape as place-specific elements.	As discussed in the Oculus response letter (Appendix 3), the gate and fence strategy has been developed and

Agency	Summary of Matters Raised	Proponent's Response
	Continue to work closely with the Department's security team regarding fence and gate options to 'open up' the forecourt.	included in the amended landscape design. It ensures the forecourt is maintained as welcoming, inclusive and multifunctional, whilst providing the required level of security and safety.
	Enhance the Faulkner Way entry to be more welcoming and readily identifiable (in the context of the façade's uniformity), include weather protection via awnings or other elements.	As discussed earlier in this letter and illustrated in the amended architectural plans and response letter (Appendix 2), an awning is proposed on the Faulkner Way entrance. This improves the legibility of the entrance from the streetscape and the required weather protection.
	For all arrival scenarios, ensure equitable and accessible routes are available within the site, include dignity issues of directness and weather protection. Specifically address the route from the southern entry/carpark to the southern end of the main north-south building.	TKD has relocated the accessible parking in the staff car park to ensure it is located closer to the southern end of Block A. Ramp and stair access from the car park will be co-located ensuring an equitable path of travel between the school grounds to the car park.
NSW Heritage	NSW Heritage support the procedures outlined within their Advice Letter and the mitigation measures set out in the EIS (Section 7.7.3) whereby an unexpected finds and human remains protocol be prepared prior to the commencement of construction and implemented during construction. Recommend the protocols form part of the Construction Environmental Management Plan.	The feedback provided by Heritage NSW is addressed in mitigation measures B6 and B12.
TfNSW	TfNSW has requested several standard conditions be imposed in the consent relating to: <ul style="list-style-type: none"> • Installation of school zones including obtaining authorisation; • Preparation of a Construction Traffic Management Plan in consultation with Council and endorsed by TfNSW; • Preparation of a Green Travel Plan in consultation with and endorsed by TfNSW prior to issue of the first OC. 	These standard conditions are accepted and reflected in mitigation measures B7, B12, D1, D5 and E1.
	New pedestrian crossing to meet relevant warrants assessment and be approved by Council's Local Traffic Committee.	PTC confirm in Appendix 12 that the proposed pedestrian crossing meets the warrants as assessed in Section 7.4.1 of the Transport and Traffic Assessment dated 11 June 2021. It is noted the proposal will be put forward to Council's Local Traffic Committee for approval.

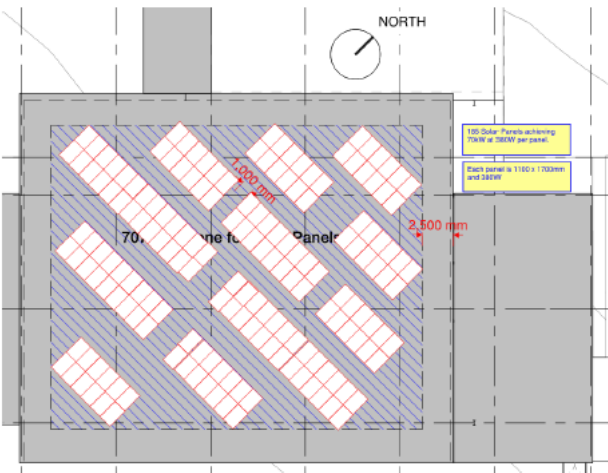
Agency	Summary of Matters Raised	Proponent's Response
	Any priority controlled intersection treatments will need to be to the satisfaction of Council.	PTC advise in Appendix 12 that intersection treatments are currently in negotiation with Council and will be prepared to the satisfaction of Council.
	DPIE should be satisfied that adequate parking arrangements for staff are provided on-site.	As discussed elsewhere in this letter, adequate parking arrangements have been provided for staff. Refer also to the detailed response from PTC in Appendix 12.
	As the proposal will generate additional pedestrian movements in the area, pedestrian safety be considered in the vicinity.	The proposal seeks to ensure safe pedestrian movement to and from the site. The location of the proposed pedestrian crossings has been chosen based on active transport desire lines and location of the main school entry gate. The raised crossing with kerb buildouts effectively reduces the road width to be crossed and the installation of pedestrian fencing will minimise risk of students crossing the road in non-designated locations. The buildouts of the two pedestrian crossings will be connected along the south-east corner of Buchan Ave and Faulkner Way to minimise the footprint of the intersection; in turn serving as a traffic calming device and providing a larger pedestrian area.
Sydney Trains	<p>Sydney Trains has requested several standard conditions be imposed in the consent relating to:</p> <ul style="list-style-type: none"> • Provision of an accurate survey locating development with respect to rail boundary; • Preparation of acoustic assessment and incorporate recommendations in construction drawings; • Engage Electrolysis Expert to prepare a report on Electrolysis Risk to the development from stray currents; • Provide certification from a qualified Geotechnical and Structural Engineer stating the proposed works are to have no negative impact on the rail corridor and associated infrastructure; • Ensure all drainage is adequately disposed of; 	<p>PTC Consultants has reviewed the standard conditions and consider them acceptable. The following mitigation measures address these:</p> <ul style="list-style-type: none"> • B30 • B9 • B31 • B32 • B12

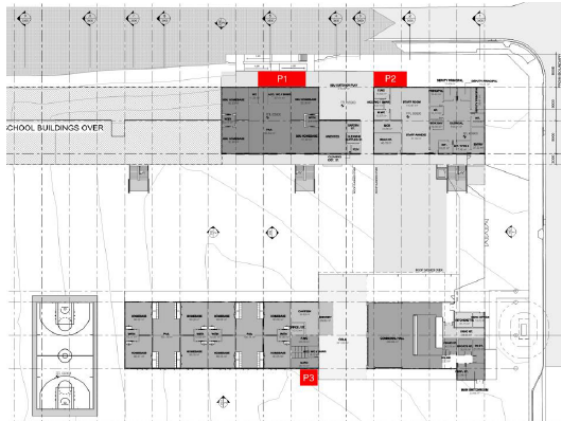
Agency	Summary of Matters Raised	Proponent's Response
	<ul style="list-style-type: none"> Take extreme care to prevent any form of pollution from entering the railway corridor; Excess soil is not allowed to enter, be spread or stockpiled within the rail corridor; Not block rail corridor access gate/s and make provision for easy and ongoing 24/7 access; Copies of any certificates, drawings, approvals/certification or document endorsed by, given to or issued by Sydney Trains must be submitted to Council; and Consult with Sydney Trains in good faith in accordance with the referral. 	<ul style="list-style-type: none"> B15 B15 C2 <p>Noted.</p>
Environment Protection Authority	<p>EPA recommended consent including conditions that require:</p> <ul style="list-style-type: none"> Standard construction hours in accordance with the ICNG; Intra-day respite periods from high noise generating construction activities; and Preparation and implementation of a CNVMP. 	<p>These conditions are acceptable and reflected in mitigation measures:</p> <ul style="list-style-type: none"> C1 and C10 C19 B11
	<p>EPA recommended operational measures to be employed by the applicant:</p> <ul style="list-style-type: none"> Noise from mechanical plant should be designed to achieve no greater than background noise + 5dB; Waste collection occur during day-time period only; and Nature of and times during which school facilities are made available for community use should be identified. 	<p>It is noted that:</p> <ul style="list-style-type: none"> JHA consider point 1 acceptable and is consistent with the mechanical plant recommendations in Appendix 4. Mitigation measure E12 notes waste collection is to occur outside of school hours, specifically prior to 8.00am or after 4.00pm on school days. Recommended times by the Operational Waste Management consultant are between 6.00am and 7.30am, constituting the "day time period". The use of the school community facilities will be operated in accordance with DoE policy, refer to mitigation measure E15.
	<p>EPA recommended a Contamination Unexpected Finds Protocol as part of the RtS.</p>	<p>JBS&G has prepared an Unexpected Finds Protocol in Appendix 8.</p>
	<p>EPA recommended the applicant submit a Section B Site Audit Statement and Site Audit Report from EP&A-accredited site auditor certifying that:</p> <ul style="list-style-type: none"> The nature and extent of the contamination has been determined The site can be made suitable for the proposed use 	<p>SINSW engaged with Anna Timbrell, Environmental Planner, EPA regarding the preparation of a Section B Site Audit Statement in the RtS. Given the extensive contamination reporting for the site, the EPA advised to</p>

Agency	Summary of Matters Raised	Proponent's Response
	<ul style="list-style-type: none"> The unexpected finds protocol is appropriate, and that The UXO report is satisfactory (Where it is not within an auditor's area of expertise to assess whether a site is safe or whether there has been an appropriate level of site investigation in relation to UXO, an auditor must obtain advice from someone qualified to draw conclusion on the presence of UXO or future likelihood of finding on the site). 	<p>SINSW via email on 6 August 2021 (refer to Appendix 7) that the Section B Site Audit can be prepared at a later stage, providing the conditions of consent require these actions. DPIE was privy to this correspondence and will ensure the EPA is consulted on the condition of consent prior to finalisation. Mitigation measure B29 has been included in Table 2 of this report to address this requirement.</p>
Council	Council recommended increasing school capacity to 2,500 students.	<p>The Business Case for the new primary school was finalised on 25 August 2020. It outlines, as does Section 1.3 of the EIS dated 11 June 2021, that the case for change is driven by population demand, future proofing and specific needs, including support and community services. The DoE confirms there will be a student shortfall of 1,110 within the School Community Group (SCG) by 2036. Considering the existing capacity across the SCG, the projected live-in catchment demand will fall short of the total existing supply from 2025 onward, and given this, boundary changes alone would not be sufficient to address long-term capacity shortfalls and additional asset intervention is required to address demand for SCG. Hence, consent is sought for a primary school accommodating capacity up to 1,012 students.</p>
	Clarify high school location and size.	<p>The Business Case for the potential High School is being developed. The details of the high school are yet to be determined and are not relevant matters for consideration in the assessment of the subject DA.</p>
	Prepare a plan of management.	<p>It is not DoE practice to prepare POMs for new or existing schools.</p>
	Council recommended the primary school is expanded to accommodate additional sports fields for shared use by the primary school and future high school.	<p>The proposal achieves the required 10m² of play space per student in accordance with the EFSG. As shown on the amended Landscape Plans prepared by Oculus dated 18 August 2021 (Appendix 3), the proposal provides high-quality active play space for future students. No additional outdoor space is required for the proposed primary school.</p>

Agency	Summary of Matters Raised	Proponent's Response
		<p>We also note that Edmondson Park is a planned precinct. The Landcom concept plan stipulates dedicated areas for recreational space.</p> <p>Similarly, a potential high school, if provided on the site to the east, will be required as a part of that (separate) DA to deliver outdoor space, including sports fields, in accordance with the relevant EFSG requirements.</p>
	<p>Council raised that it is expected a contribution to the public domain be included in the scope of works.</p>	<p>As detailed in the EIS, Landcom are responsible for the delivery of footpaths and street tree planting on Buchan Avenue and Faulkner Way. Aerial photographs confirm the footpath infrastructure has been delivered.</p>  <p>Figure 3: Aerial photo, site identified with a green marker and footpaths on Faulkner Way and Buchan Avenue constructed (Source: Near Maps Aug 21)</p> <p>Appendix 9 illustrates the infrastructure to be delivered by DoE including pedestrian crossings, signposting and bus stop on the north of Buchan Avenue.</p>
	<p>Landscape masterplan indicates street trees in Buchan Ave inconsistent with other drawings.</p>	<p>Oculus has rectified the inconsistencies. Refer to Appendix 3.</p>

Agency	Summary of Matters Raised	Proponent's Response
	Consider how the dedicated cycle facilities connect safely to the surrounding cycleway network.	PTC respond in Appendix 12 by noting that the cycle network in the enrolment catchment was considered and analysed in the Transport and Traffic Assessment dated 11 June 2021. The proposal facilities safe connectivity from the school to the surrounding facilities.
	Consider future pedestrian/cyclists connection along the future road to the south and how it will connect to the school.	As discussed earlier in this letter, Landcom is responsible for the delivery of the future road to the south of the school. On 6 August 2021, Landcom lodged the DA for the construction of the south and east road adjoining Lots 1 and 2. The application is pending formal lodgement on the planning portal. Landcom is the party responsible for the delivery of the roads and associated pedestrian infrastructure. We also note, the proposed development is capable of operating in the absence of the southern road.
	Skillion roof on south-easterly aspect, not conducive to efficient solar power. Council recommended to north-facing roof.	JHA Services has prepared supplementary advice on the current photovoltaic solar design, with regard to the EFSG compliance (Appendix 11). The proposed system design is a 70KW system installed on the roof of the eastern building, with panels to be angled north, with a 10 degree tilt as per the EFSG requirements. This roof location is considered to be optimal as it accommodates the full system in one location, with no shadowing and all panels can angle north. In addition, there is clear maintenance zones around the panels as well as a 2,500mm clearance from the edge of the building for safety.

Agency	Summary of Matters Raised	Proponent's Response
	<p>Council is generally supportive of the landscape scheme and recommend:</p> <ul style="list-style-type: none"> • Sensory Garden be located further away from the secondary entry point; • The shape of the Active Open Recreational Space be a more traditional form to facilitate multiple uses; • Amphitheatre and Assembly Area should incorporate a shade structure to facilitate all weather activities; and • Boundary planting should be multi-layered. 	 <p>Figure 4: PV panel layout (Source: JHA)</p> <p>Oculus has prepared a response to Council's landscape feedback; refer to Appendix 3. In summary:</p> <ul style="list-style-type: none"> • The SSU sensory garden is located away from the main play spaces within the centre of the site. It is noted that the secondary entry will be used at school start/finish times. Faulkner Way is a quiet residential street accommodating local traffic. • The shape and edges of the active recreational space have been simplified to better accommodate a more functional range of uses and activities. Refer to drawing LA-W-REP-102-A. • The proposed COLA to the south of the hall provides a fully covered and shaded space for a wide range of activities. The assembly area is intended to be open to the sky and naturally shaded by trees; therefore, a shade structure over this area is not considered to be necessary.

Agency	Summary of Matters Raised	Proponent's Response
		<ul style="list-style-type: none"> The perimeter planting is multi-layered providing a sense of visual containment from the adjoining public streets.
	Council recommended including the most recent soil contamination assessment report.	Refer to Appendix 8.
	Council recommended the acoustic consultant to advise on appropriate location of plant rooms and equipment.	<p>At this stage, final mechanical plant selections have not been made. Notwithstanding this, a preliminary assessment has been carried out for the external mechanical plant rooms; refer to response letter and amended Noise and Vibration Impact Assessment in Appendix 4. The indicative external plant locations are shown in the below image.</p>  <p>Figure 5: Indicative location of external mechanical plants (Source: JHA)</p> <p>Residential receivers on Faulkner Way have been assumed by JHA to be the most affected due to the proposed location and footprint of the external mechanical plantrooms. Noise controls will need to be incorporated within the design to ensure that the cumulative noise levels to the nearest noise sensitive receivers meet the NSW NPI noise level criteria. A detailed assessment of all</p>

Agency	Summary of Matters Raised	Proponent's Response
		mechanical plant will continue during detail design post SSDA. Refer to mitigation measures B8.
	Council recommended façade sound insulation performance be assessed to determine materials proposed do not result in offensive noise.	JHA has undertaken a preliminary noise impact assessment of the noise emissions from the classroom to the nearest residential receiver; refer to Appendix 4. The noise assessment assumes typical sound insulation rating of a façade with windows opened as a worst-case scenario. The predicted noise levels at the nearest residential receiver will comply with the relevant ESEPP criteria. Acoustic design of the façade will be considered during detailed design, post SSDA.
	Council recommended a CNVMP be prepared prior to CC.	As detailed in the EIS, mitigation measure B11 is included requiring the preparation of a CNVMP prior to commencement of works. Refer to Table 2 of this letter.
	Council recommended traffic impacts of additional vehicular trips generated from the site on the surrounding road network and intersections, particularly Buchan Avenue/Faulkner Way intersection.	<p>PTC has prepared a detailed response in Appendix 12. In summary:</p> <ul style="list-style-type: none"> • Council's Edmondson Park South Contributions Plan 2020 does not identify the Buchan Avenue/Faulkner Way intersection as requiring any infrastructure. • The AECOM modelling for Edmondson Park South concept area, including the site, captured school traffic volume for a primary school of 1,000 students. The VISSIM model analysis showed the road intersections in the vicinity will generally operate at LoS C or better and therefore, the school will be adequately accommodated within the road network. • If a traffic survey were to be undertaken it would represent the planned travel behaviour surrounding the road network. • Council raised no comments on requiring an additional traffic survey in the TWGs on 9 April, 22 April and 7 May 2021. Council then confirmed in the TWG on 9 August 2021 that no traffic surveys are required (Appendix 13). • PTC has undertaken additional SIDRA modelling to further investigate the traffic impact of the proposal. The

Agency	Summary of Matters Raised	Proponent's Response
		<p>results of the SIDRA analysis of the Buchan Avenue and Faulkner Way intersection, with and without the proposed pedestrian crossings confirm that the school does not warrant an upgrade of that intersection. Refer to the SIDRA modelling in Appendix 12.</p> <p>No further analysis is required.</p>
	<p>Council recommended a roundabout treatment at Buchan Avenue/Faulkner Way intersection.</p>	<p>PTC provides a detailed response to this comment in Appendix 12. In summary, PTC has considered the impact of a compliant roundabout, which would involve land acquisition, road realignment, relocation of the proposed pedestrian crossings, reduction in the quantity of proposed drop-off and pick-up and displacement of a bicycle lane, and is unsafe for school children in prioritising vehicle traffic over pedestrian traffic. Similar impacts are caused with a roundabout in the existing intersection footprint. In addition, PTC conclude a roundabout is not warranted to be delivered to the Buchan Avenue and Faulkner Way intersection. Finally, Council's Edmondson Park South Contributions Plan 2020 does not identify the Buchan Avenue/Faulkner Way intersection as requiring any infrastructure or a roundabout.</p>
	<p>Details of proposed traffic and parking management schemes shall be submitted to Council for 'in principle' approval.</p>	<p>Noted. Council also acknowledged in the TWG on 9 August 2021 that traffic and parking management schemes will be assessed as part of detailed design by Council's Traffic Committee post SSDA approval.</p>
	<p>The revised intersection of Buchan Avenue/Soldiers Parade design which permits the right turn movements for buses is to be submitted to Council for review.</p>	<p>TfNSW confirmed on 9 August 2021 that any bus route changes will be made to suit the existing intersection arrangement, meaning the bus will not need to turn right at the Buchan Avenue and Soldiers Parade intersection.</p>
	<p>Council recommended two buses be accommodated at the bus stops.</p>	<p>PTC outlined in Appendix 12 that the bus timetables will be staggered, removing the need to accommodate two or more buses in the bay simultaneously. PTC recommend a bus timetable, as set out in Section 4.3.6 of the Transport and Traffic Assessment dated 11 June 2021. Furthermore, the length of the bus bay was discussed during the TWG</p>

Agency	Summary of Matters Raised	Proponent's Response
		meetings and following confirmation the proposal is a primary school, Council made no further comments.
	Updated School Transport Plan to be provided to Council prior to operation of the school.	Refer to mitigation measures D1, E1 and E2 in Table 2 of this report.
	Council recommended the school crossing be installed on Buchan Avenue, east to Lacey Road and the marked pedestrian crossing on Faulkner Way be located south to the intersection and close to the proposed pedestrian gates.	The proposed location of the crossing on Buchan Avenue is suitable having regard to the school catchment and where students predominantly reside to the north and north-west of the site. PTC analysed the impacts of relocating crossings as per Council's comment in Appendix 12. The analysis found that if relocated, the crossings do not align with the desire lines from students coming from the north and north-west and could in turn result in students crossing outside of formalised crossing areas, which is not acceptable from a safety perspective. PTC conclude that relocating the proposed crossings is not required or warranted. In addition, the proposed pedestrian crossings provide an important pedestrian link from Clermont Park to the Regional Park, following the completion of the pedestrian overbridge over the railway line.
	Council raised the shortfall of parking having regard to the Liverpool DCP.	As discussed earlier in this letter the parking provision is acceptable because: <ul style="list-style-type: none"> • A School Transport Plan will be implemented to encourage active modes of transport to and from the site; • The site is located within walking distance from a train station and bus services for school staff, and student and parent use; and • Council agreed in the TWG meeting on 9 August 2021 that the reduction in parking spaces is acceptable having regard to the above.
	Sufficient turning area should be provided on-site to cater for the movement of the waste collection vehicle. Services facilities should be provided on-site and located close to service entrances. A designated service vehicle parking space should be provided on-site.	The design of the waste collection area achieves a suitable balance between providing an efficient footprint, achieving the requirements for a waste truck to drive through the car park and maintaining operational distances from the

Agency	Summary of Matters Raised	Proponent's Response
		school building. Council accepted the proposed waste collection arrangement in the TWG meeting on 9 August 2021 (Appendix 13).
	Address potential conflict between the proposed southern pedestrian access and vehicular access to carpark.	The driveway and southern gate on Faulkner Way includes a separation of 3.8 metres and is considered acceptable to separate pedestrians and vehicles entering the site. The gate will be supervised by staff and is not the main school entry.
	Prepare an Operational Transport Accessibility Management Plan.	This is addressed with the School Transport Plan. Refer to mitigation measures D1, E1 and E2.
	Council recommended on-site parking is provided for all construction vehicles to minimise impacts onto surrounding street network.	Appendices 12 and 14 confirm 15 on-site construction spaces will be provided. RCC note providing on-site parking in excess of 15 spaces can introduce a risk to construction works where sediment may track onto the street in wet weather event, contamination of soils, additional sediment and erosion control issue, and mobile plant collisions.
	The design of the proposed Soldiers Parade/Buchan Avenue intersection with the largest construction vehicle turning path analysis is to be submitted to Council for review as part of the CTMP approval.	Refer to Appendix 12.
	Council recommended imposition of several development engineering conditions.	<p>The conditions are noted.</p> <p>The Infrastructure and Site Plan has been updated (Appendix 9) to identify all line markings and infrastructure to form part of the S138 application. It is SINSW's expectation that Appendix 9 will form part of the stamped SSDA drawings in the development consent to be issued by DPIE. As illustrated in Appendix 9, the following infrastructure will form part of the S138 application:</p> <ul style="list-style-type: none"> • Two pedestrian crossings, one across Faulkner Way and the other across Buchan Avenue; • Pedestrian fence at the south-east corner of the intersection of Faulkner Way and Buchan Avenue; • New driveway crossover on the south-west corner of the site adjoining Faulkner Way;

Agency	Summary of Matters Raised	Proponent's Response
		<ul style="list-style-type: none"> • New driveway crossover on the south boundary adjoining the future South Road; • Bus stop on the northern side of Buchan Avenue and 30 metre bus zone; and • Signposting for drop-off and pick-up on Faulkner Way and Buchan Avenue. <p>Pursuant to Clause 4.42(1) of the <i>Environmental Planning and Assessment Act</i> 1979, any authorisation under S138 of the Roads Act 1993 cannot be refused if it is necessary for carrying out SSD that is authorised by a development consent and is substantially consistent with the consent. To ensure the required infrastructure is delivered to support the proposal, mitigation measures B34 has been included in Table 2 of this letter.</p>
Public Submission (Steven Broussos)	If building a new primary school, please locate it away from major roads so that most motorists don't have additional school zones to deal with. If located on a major roadway, it will unnecessarily slow down traffic. If located on a small side street, it'll lessen the impact.	As discussed in the Transport and Traffic Assessment prepared by PTC dated 11 June 2021 and their supplementary letter dated 30 August 2021, the proposed new primary school is located on Buchan Avenue and Faulkner Way both of which are local roads. By implementing mitigation measures, the proposal minimises traffic and parking impacts.
Public Submission (Anonymous)	There are many public schools around the area. A new school will result in more traffic in narrow streets like Passendale Road.	As detailed in Section 1.3 of the EIS dated 11 June 2021, the new primary in Edmondson Park is required to meet population demand and address specific needs for support and community services. As assessed by PTC, the project traffic engineer, the proposal will not cause impacts to Passendale Road.
Public Submission (Anoulack Chanthivong MP, Member for Macquarie Fields)	<ul style="list-style-type: none"> • School capacity to meet the demand of the area; • Provision of sufficient support units; • School catchment zone excluding Edmondson Park Town Centre; • Safety; • Staggered bell times; and • Staff parking provision. 	As outlined in Section 1.3 of the EIS dated 11 June 2021, the DoE are investing \$7.9 billion over the next four years to continue the delivery of new and upgraded schools. The DoE is aware of the population growth in the south-west of Sydney and hence, has progressed a new primary (and in the future, a high school) in Edmondson Park. To determine the number of support places provided in schools, the DoE consults with local school educators and

Agency	Summary of Matters Raised	Proponent's Response
		<p>considers demand for similar spaces in nearby schools. The proposal includes sufficient transport and traffic infrastructure to support the new school. The staggered bell times will seek to reduce demand on local roads and transport services and will only be considered once the new school reaches student capacity in the future. Updates about any future high school will be released on the SINSW website as the project progresses. Refer to the above sections of this letter for a detailed response to each of the items raised.</p>