



Our reference: ECM Ref: 9719632  
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Department of Planning, Industry and Environment  
Attn: Lauren Saunders  
Email: [Lauren.Saunders@planning.nsw.gov.au](mailto:Lauren.Saunders@planning.nsw.gov.au)

Dear Ms Saunders,

**Response to Environmental Impact Statement: SSD-11070211 New Public School in Mulgoa Rise, Glenmore Park at 60-78 Deerubbin Drive, Glenmore Park and 1-23 Forestwood Drive, Glenmore Park**

I refer to the Department's request to provide comments in relation to the above application. Thank you for providing Council with the opportunity to comment.

The following comments are provided for the Department's consideration in relation to this matter.

**1. Planning Considerations**

- The proposal seeks to provide water meters, fire hydrant pump and plant room infrastructure within the front setback which erodes available landscaping and provides a poor public domain interface treatment. Given this is the location of proposed street tree removal and the waste area, it is critical that planting within the front setback at this location is proposed where there are no street trees. This is to achieve continuous canopy tree planting around the periphery of the development to screen the hard stand / manoeuvring area associated with the waste facilities. The plant and infrastructure should be relocated away of this location and could be reorientated and relocated to the east of the waste / loading area.
- The application foreshadows additional parking for Stage 2 works however this parking should be provided up front as part of the stage 1 works. This will negate unnecessary reliance on the public road network for parking and reduce potential overflow into Council's adjacent car parking facilities.

**2. Traffic Management and Pedestrian Safety Considerations**

- The proposed use of the existing bus stops each side of Darug Street and the existing public bus route services is undesirable. A dedicated school bus service with dedicated bus service drop off and pick up area fronting the school is recommended with no student crossing of Darug Avenue or other roads to access buses. This should be reflected via an amended proposal. If this is not able to be achieved, then the following should be addressed and demonstrated:



- i) The bus stops are to have the required TfNSW Complimentary Guide complying setbacks and sight line set backs from the proposed pedestrian crossing (which is required to be relocated further south as set out in following dot points).
  - ii) Both bus stops must have bus zone signage.
  - iii) The existing bus stop boarding points should be related to align with the adjust 'Bus Zone' boarding point location and replaced with Council and DDA complying bus stop boarding points and bus shelters to Council satisfaction. Consultation shall be undertaken with Busways, TfNSW Bus Section and effected nearby residents and their acceptance or other comments provided with the application.
- The following traffic management and pedestrian safety design amendments are requested to be addressed:-
  - i) The 'No Stopping' zone along the northern side of Forestwood Drive should extend along the bend to the start of the 90 degree parking in Parkway Avenue.
  - ii) The proposed fencing at the corner of Darug Avenue and Deerubbin Drive should terminate at the start of the kerb ramp to cross Deerubbin Drive.
  - iii) The raised combined pedestrian / children's crossings are to be provided in the proposed pedestrian crossing locations in the fronting streets, including Deerubbin Drive in the first stage of this development.
  - iv) The proposed at grade pedestrian crossings must be raised and conform to Council's general design for raised combined pedestrian / children's crossings. The crossings must be a combined raised pedestrian crossing and children's crossing with raised shoulder medians, no fencing on the shoulders as shown proposed, with red and white poles, approach TF holding lines, children crossing flags and No Stopping zones complying with TfNSW guidelines.
  - v) There should also be pedestrian fencing provided on the verge at the back of the kerb, at the crossing 'No Stopping' zones on each side to direct pedestrian to the crossing.
  - vi) The proposed crossing in Darug Avenue and in Forestwood Drive should be relocated to provide at least 13m of queuing clearance (to allow for two cars or one HRV or bus ) from the Deerubbin Drive and Forestwood Drive through traffic to the TF holding line

which should be located 6m from the edge of marked pedestrian crossing.

- vii) The 'No Stopping' zones and traffic controls at the proposed combined raised pedestrian / children's crossing shall comply with AS 1742 and TfNSW Supplement to Australian Standards As 1742 including TfNSW Technical Direction TDT 2002/12c.
  - viii) The proposal should include the provision of street lighting at all pedestrian crossings that complies with Australian Standards. Details should be submitted for assessment or this should be addressed via conditions of consent, to the satisfaction of Council as the relevant roads authority.
  - ix) An amended application shall include the provision of a continuous footpath treatments across the school driveways to highlight to motorists that pedestrians have right of way when walking on the footpath/driveway.
  - x) The application should include all details and dimensions of all on-street signage and line marking and all off street parking signage and line marking. This includes the spaces and aisles and appropriate 'Shared Zone' signage, 'Stop' or 'Give Way' signage, accessible parking signage, 'No Stopping' signage and line marking within the staff car park.
  - xi) The application should include a review of the location and number of school gates for students. Appropriate internal pathways and all weather protection should be provided, especially for gates that are used for students waiting to catch the bus and while waiting to be picked up by car.
- In addition to the above design amendments, on- street accessible parking is not acceptable due to user conflict with through traffic, ramps and clearances required on-street. All accessible "Assisted Pick-Up and Drop-Off" spaces and all accessible parking must be provided on-site which has been outlined to the applicant throughout numerous pre-lodgement engagement sessions. Noting the location of the current proposed car park, consideration should be given to onsite accessible parking that is located within close proximity to the school entrance and facilities.
  - The applicant is requested to review Transport for NSW's Policy on the provision of Subsidised School Transport Scheme and School Term Bus Pass as a way of encouraging increased bus uptake in the local school catchment. Parents may be more supportive to allow children to use a school bus service compared with walk or ride the whole way between home and school.
  - The applicant is requested to confirm the feasibility to fast track the assessment and approval of a School Crossing Supervisor (SCS) to



ensure a SCS is appointed as soon as possible. It is recommended that this appointment should be a requirement prior to the issue of any Occupation Certificate.

- The applicant is requested to consider the need or appropriateness of TfNSW crash rated pedestrian fencing along the back of kerb at the 'No Stopping' zones at all of the proposed raised combined pedestrian / children's crossings including Deerubbin Drive. The review should include careful consideration to the location of the school gates and requirement for pedestrian fencing (or possibly dense landscaping) to minimize the risk of children and other pedestrians running out of the school gate and out onto the roadway.
- The application and parking analysis should include a review of the usage of the Council sports ground adjoining car park for parking generated by the school. This car park is highly likely to be used for student drop off and pick up. This development should include improved parking and pedestrian safety and access including provision of a 'Shared Zone' or low speed environment with continuous footpath, school gate and connection path.
- Evidence of a commitment of funding to ensure the part time Travel Coordinator is able to commence in the first year of the schools operation should be sought.
- An Operational Traffic, Parking and Pedestrian Management Plan that includes arrangements for School Principal should nominate staff (or adult volunteers) to provide supervision at the designated on street 'No Parking' student pick up zones is recommended. Having staff supervision may support increased staggering of student pick up during the busy afternoon peak time by providing parents/carers a short period (e.g. 15 minutes) of student supervision within school grounds or at the pick-up zone.
- The Traffic Report - Traffic Plan / School Transport Plan indicates 414 students (mainstream and supported) and 27 staff. Confirmation is requested that these predicted student numbers are realistic for the current and future growth of the school catchment. The recent opening at Jordan Springs Public School reportedly had a doubling of growth within 12 months that resulted with significant burden on the surrounding road network and a high number of complaints including illegal parking and unsafe driving.
- The Traffic Report - School Transport Plan indicates mode of travel will be:
  - 15% - walk
  - 35% - cycle/scoot
  - 10% - public transport
  - 40% - car

Confirmation is required that this is a realistic representation of mode of travel compared to local schools such as Glenmore Park Public School and Surveyors Creek Public School. Both these schools have

very high car dependency with 'park and walk' and use of the 'No Parking' student drop off and pick up zones. Council would estimate about 70% drive would be more realistic.

- The Traffic Report - Chapter 5 – on street car parking estimation does not appear to have included the 'No Stopping' distances at the pedestrian crossings. This should be addressed and may require adjustments to crossing and zone locations, and will reduce the number of on-street car parking spaces that are available (20m + 10m; also 10m at intersections; bus zones; driveways). The installation of the pedestrian crossings will also remove current on-street parking on the other side of the streets.
- The Traffic Report - 5.2.8 - Pick-up and Drop-off Quantity of 40% of students being driven is not considered appropriate. While not all families will use the designed student drop off and pick up zone, there will be families that park and walk. Council consider that 70% of students being driven is more realistic. This would equate to in the order of  $289 / 1.2 = 241$  cars. The peak pick up time should be based on this higher number.
- The Traffic Report - 6.7.1 Demand Assessment requires further clarification / review with zone length dimensions and detailed not stopping requirements for the following:-
  - a. 12 "Pick-up and Drop-off" spaces along Deerubbin Drive
  - b. 12 "Pick-up and Drop-off" spaces along Forrestwood Drive
  - c. 14 "15min Parking" spaces along Darug Avenue
  - d. 16 "15min Parking" spaces along Deerubbin Drive
  - e. 8 "Assisted Pick-up and Drop-off" spaces for accessible student along Deerubbin Drive – noting that this is not supported by Council with all accessible parking provided on-site.
- The Traffic and Transport Assessment – Signage and Line Marking Plans and the Civil Plans should be amended to include the required adjusted arrangements and include details of all signage and line marking, dimensions and lengths suitable for referral to Council's Local Traffic Committee for approval and conditions by Council.
- Details of the proposed 40 km/hour School Zone signage, line marking and flashing lighting should be submitted to TfNSW for approval and conditions.

### 3. Environmental Management Considerations

- There is an existing substation on the western side of the site on Darug Avenue. There does not appear to be an Electromagnetic Energy (EME) report in support of the application which is recommended given the nature of the proposal. It is recommended that an EME report be submitted detailing the electromagnetic energy likely to be produced by the proposed substation at the development. The EME report would need to be prepared by a suitably qualified and practicing person in accordance with the methodology developed by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), Energy Australia and any other relevant standards or policies. The report is to consider the location of the proposed substation and whether it is appropriate or what

mitigation measure are required to protect the health of the school students, staff and visitors.

- The Environmental Impact Statement indicates that the construction hours will be 9am to 5pm on a Saturday, whereas the acoustic report indicates that the construction hours on a Saturday will be 8am to 1pm. The discrepancy needs to be addressed by the applicant. If the construction hours are sought to be 9am to 5pm on a Saturday, the Acoustic Report will need to be amended and an assessment undertaken to reflect these hours. It is however Council's view that the construction hours on a Saturday are limited to between 8am to 1pm with no work on Sundays or Public Holidays. This is consistent with standard limitations on construction activities in residential areas.
- There are no substantive recommendations to prevent or mitigate potential noise issues. This should be further considered in the assessment of the application with an operational Plan of Management submitted in relation to addressing potential acoustic impacts on the surrounding residences.
- The Detailed Site Investigation (DSI) recommends that a Fill Import Protocol be prepared as part of the Construction Environmental Management Plan. Council recommends that this occurs prior to any works commencing on the site. The FIP should include appropriate measures (including visual inspections and/or validation sampling) to ensure that all materials imported to the site (i.e. road-base and gravel, sandstone, general fill, topsoil, mulch etc) are free of contamination and are aesthetically suitable. The DSI also recommends that an Unexpected Finds Protocol (UFP) is also to be developed and integrated into the CEMP as a conservative measure.

#### 4. **Landscape Design Considerations**

- With respect to canopy coverage, it is requested that the proposal include a tree planting plan to understand siting of large canopy trees. This could be address via conditions of consent. It will be essential that all of the trees are provided sufficient root soil volume to ensure future health of the trees, capacity to reach maximise size and most importantly the stability & safety of the trees in school grounds, particularly in regard to the large canopy trees.
- With respect to tree Species selection, it is recommended that alternative tree species be identified to replace *Angophora costata*. An alternate species is requested that is more consistent with Shale Plains woodland as *Angophora costata* will not thrive in this location. More broadly, it should be demonstrated that the selected species are compatible to local site conditions, specifically selecting species that are tolerant to Cumberland plain soils and Western Sydney heat.





- Synthetic turf and rubber soft fall are proposed and located such that they are very exposed, particularly to hot summer afternoon sun. Additional canopy should be provided for these areas, particularly along western edges. Alternatively, shade canopy/ structures should be provided over these surfaces to protect students from the extreme heat these materials can emit. Ideally the playground with playground mulch should also be provided with additional canopy.

## **5. Public Health Considerations**

- A school canteen and additional kitchen for Out of School Hours Care is proposed in Block C. The construction, fit out and finishes of the kitchen, canteen, and food storage areas must ensure compliance with Standard 3.2.3 of the Australian and New Zealand Food Standards Code, and AS46742004: Design, Construction and Fitout of Food Premises. The mechanical ventilation for the kitchen and canteen will also need to be compliant with the Building Code of Australia and Australian Standard Parts 1 & 2.
- Toilets used by food handlers should have free standing hand basins, serviced with hot and cold water through a single outlet, able to be mixed at a temperature of at least 40°C and fitted with a hands-free operation. Disposable paper hand towels and soap must be provided and serviced from dispensers adjacent to each hand basin.
- Block A (Admin and Library) includes a single Sick Bay. Consideration could be given to the adequacy of only one Sick Bay in these times and the need to potentially isolate and separate multiple students in the current climate.
- Sick bays should be fitted out so that they have smooth and impervious walls and floors to enable adequate cleaning and disinfection. A sick bay must have a free-standing hand basin, serviced with hot and cold water through a single outlet, able to be mixed at a temperature of at least 40°C and fitted with a hands-free operation. Disposable paper hand towels, soap, and sanitiser must be provided and serviced from dispensers adjacent to the hand basin.

## **6. Water Quality Management Considerations**

- Water conservation measures and rainwater tanks are proposed however the proposal should demonstrate provision of a minimum of 80% non-potable water use with harvested rainwater, in line with Council's WSUD Policy.
- During construction, erosion and sediment control measures are to be provided in accordance with the requirements of "Managing Urban Stormwater Soils and Construction, 4th Edition (Blue Book)". It is recommended that adequate conditions be imposed to ensure the sediment and erosion measures are implemented and



maintained during the development of the site and that they are sufficient to manage and control sediment discharge from the site. This will be of particular importance due to the downstream bioretention systems are already in place.

## **7. BCA and Accessibility Considerations**

- An access report by BCA Access has been provided indicating that there will be a “Performance Solution” for the provision of facilities for persons with disabilities. The report also mentioned the provision of lifts, but the plans do not indicate any lift locations. These details should be clarified / confirmed ensure compliance with the BCA. In addition access and facilities for persons with disabilities are to be provided in accordance with AS1428.1.

## **8. Tree Management Considerations**

- In the event that the application is favourably determined, the following conditions of consent are requested to be imposed regarding tree management and protection requirements:-
  - a) “Prior to the commencement of works on the site, a site-specific Tree Protection Plan (Drawing and Specification) (TPP) is to be provided for the retention and protection of street trees. The TPP is to be written by an Arborist with a minimum AQF (Australian Qualification Framework) Level 5 qualification.

At a minimum the TPP is to:

- i. Clearly identify those trees that will be directly impacted by the proposed works (e.g those adjacent to driveway entries, those where goods might be stored, where services are to be laid, where heavy foot traffic may occur etc).
- ii. Provide a fenced protection zone for a minimum distance of 2.0 metres from the trunk of a tree as bounded by the footpath and the curb. If this distance cannot be achieved (e.g. access is required adjacent to the tree) then the protection fence can be reduced in size and ground protection provided but this needs to be clearly indicated in the plan.
- iii. A requirement that the Tree protection fencing is not to be moved or altered without the permission of the Project Arborist.
- iv. Reflect the tree protection measures provided in Section 5.0 of the Arboricultural Impact Assessment Report, prepared by Sturt Noble Arboriculture, Author Guy Sturt, Doc No ARB-2108-001, Job No 2108, Revision E, dated 18.08.2021.
- v. Require assessment of roots with a diameter of 20mm in diameter or greater equal to be retained in an undamaged condition for assessment by the Project Arborist before any root pruning is undertaken.
- vi. Identify that no pruning of street trees is to be undertaken unless approved by the Penrith Councils Tree Management Assets Team.”



- b) A site audit of the street trees to be retained and protected shall be undertaken no less than one week before works are proposed to commence. The audit shall contain (but not be limited to):
  - i. A GPS location/identification of each tree to be retained;
  - ii. A tree inventory recording size (e.g. dimensions, diameter at breast height (DBH), health and structure of the tree (including photos);
  - iii. Photos to show that tree protection measures have been appropriately installed for each tree.
- c) At the conclusion of the development and before the issue of the Occupation Certificate, a final site audit to record the condition of the trees is to be undertaken. Any trees found to be dead or in worse condition than previously recorded shall be replaced. For details regarding replacement species, pot sizes and replanting conditions Penrith Councils Tree Management Assets Team are to be engaged for replacement requirements.
- d) Each completed Street Tree Audit shall be forwarded to the Penrith Councils Tree Management Assets Team for their records.
- e) A Project Arborist with a minimum AQF (Australian Qualification Framework) Level 5 qualification in Arboriculture shall be engaged for the duration of the proposed works to ensure the correct implementation and compliance with the TPP.

## **9. Community Facilities Considerations**

- The basketball court/multi-court will provide a positive benefit to the local community if there is possibility for the facilities to be accessible both during the week/weeknights and at weekends. Clarification is requested as to whether there is an intention for broader community access / utilisation and does the design allow for this facility to be unlocked and useable by the broader community when the school is locked.
- Any suggestion of shared facility use of either the adjacent sports facilities or car parking on Council land would require engagement and agreement with Council's Facilities and Property Management Teams and should not form part of this application.

## **10. Geotechnical Considerations**

- As there is a significant amount of fill underpinning the proposed school site, it is critical that a thorough geotechnical investigation of the site is undertaken and submitted as part of the subject development application. It must be demonstrated that the site is suitable for the nature of the proposed development and where stabilisation works are required, these must form part of the development application. The Department of Education has been made aware of this key consideration and has



previously been requested to ensure that this critical issue is suitably addressed.

- In the event that the development is approved, the following condition is also considered necessary:

**Prior to the issue of a Construction Certificate / Commencement of Any Works** a site classification report prepared by a qualified geotechnical engineer in accordance with the requirements of AS2870 is to be provided to the Principal Certifier demonstrating that the proposed slab and foundations of the proposed development have been designed to address the existing ground conditions of the subject site and that the subject site is suitable for the proposed development.

## **11. Stormwater Management Considerations**

- **Construction Traffic Management Plan (CTMP)**: The CTMP proposes temporary 'No Stopping' and 'No Parking' zones to facilitate construction access to the site. The installation of any regulatory traffic signs including 'No Stopping' signs and restricted parking signs will require approval through Council's Local Traffic Committee (LTC). An application is to be made to Council's Local Traffic Committee through Council's Traffic Section for the approval of any regulatory signage prior to the installation. The following condition would be required:-

"Prior to the commencement of construction, a dilapidation report shall be undertaken of Council's road network along the route of the proposed construction traffic access comprising of Bradley Street, Forestwood Drive and Darug Avenue. The Dilapidation Report shall be submitted to Council's City Assets Department."

- **External Works**: Any works within the road reserve will require a separate Section 138 Roads Act approval from Penrith City Council as the Roads Authority under the Roads Act. A Section 138 Roads Act application shall be made to Penrith City Council for the raised pedestrian thresholds, modifications to any kerb & gutter or stormwater pits, vehicular crossings, and lead in public utility services. Any application for a Roads Act approval shall include detailed engineering plans. Conditions relating to Roads Act Application processes can be provided to the consent authority if the application is to be favourably determined.
- **Flooding**: The Flood Impact Assessment Report relies upon an Overland Flow Flood Study undertaken by GRC (reference 210009, version 2 Final, dated 29.04.2021). The Flood Impact Assessment Report states detailed flood modelling is currently being undertaken with the Overland Flow Flood Study Report to be updated. Any update of the Overland Flow Flood Study shall include current ground survey data as the study has utilised LiDAR data and estimated gutter depths. The building footprints within the flood study are to align with the current architectural plans. The updated Overland Flow Flood Study and Flood Impact Assessment shall be submitted to Penrith City Council for review.
- The finished floor levels for the buildings have been determined from the Overland Flow Flood Study by providing 0.5m freeboard from the top water level of the local 1% AEP flood event which is suitable and

supported, however pending updated detailed flood modelling, the floor levels may alter slightly.

- Stormwater Management: The development will discharge the site into a series of existing stub pipes along the northern boundary that were provided during the original subdivision works. No concerns are raised to proposed method of stormwater drainage.

Should you wish to discuss any aspect of Council's comments further, please do not hesitate to contact me directly on (02) 4732 8125.

Yours sincerely



**Gavin Cherry**  
**Development Assessment Coordinator**