

THE HILLS SHIRE COUNCIL

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20 October 2017

Mr Dominic Crinnion
Department of Planning and Environment
Acting Director Social and Other Infrastructure Assets
GPO Box 39
SYDNEY NSW 2001

Your Ref: SSD 8344

Attention: Iona Cameron

K-6 Public School – Nos. 120-126 Hezlett Road, Kellyville

I refer to your letter dated 18 September 2017 in relation to the exhibition of the abovementioned State Significant Development.

As you are aware, Council staff provided comments in relation the Department of Planning and Environment's request for input for the Secretary's environmental assessment requirements (SEARs) prior to lodgement of the Application. As identified in those comments, concern was raised in relation to parking. The reliance on on-street parking is considered unsuitable given the size and location of the school. The State's North Kellyville Development Control Plan requires that on the site parking be provided at a rate of 1 space per full-time employee or classroom plus 1 space per 10 students over the age of 17 years. It is noted that limited on-site parking has been provided for this proposal.

In addition, limited details have been provided regarding a kiss and drop area. It should be noted that Hezlett Road will be reconstructed by Council under the provisions of the North Kellyville Contributions Plan. It is noted that the Applicant's Traffic Report incorrectly identifies Hezlett Road fronting the site as a town centre road not a sub-arterial road. Currently Hezlett Road is a two lane rural standard road. Reconstruction works that would facilitate a kiss and drop are unlikely to be finalised in time for the school to open and therefore this matter should be addressed by the Applicant given that it would appear that no other area is available adjacent to the site for student drop-off and pick-up and parent parking. The school should also make provision for a signalised crossing on Hezlett Road given its status as a sub-arterial road.

Concern is also raised regarding the non-provision of DCP Roads adjacent to the site. The site owner has an obligation to provide these roads to facilitate orderly development of the precinct. The variation to the road layout has not been addressed by the Applicant.

Thorogood Boulevard and Mossop Way stop at the northern site boundary. The Department previously subdivided the school site in two to create Lot 100 DP 1216659 which was meant to be developed separately. That development was supposed to include the extension of Thorogood Boulevard south and then east to connect back onto Hezlett Road (and collect Mossop Way on the way). Instead the current plans show a service vehicle entry at the end of Thorogood Boulevard and an "easement subject to separate development application" which looks to include a short laneway connecting Mossop Way to Hezlett Road. This is not sufficient.

The extension of Mossop Way must be included with these works. More detail on the service vehicle entry needs to be provided too. It is a reasonable assumption that this area will be gated, which means a waste collection (or other service) vehicle will be unable to enter Thorogood Boulevard from Curtis Road and turn around. There is a temporary cul-de-sac turning head installed at the southern end of Thorogood Boulevard currently which will need to be removed. This temporary cul-de-sac turning head is in need of repair and the current arrangements are impacting on the development and use of the residential lots adjacent.

Hipwell Avenue and Prentice Avenue are simply not considered at all. They are located within the site. The non-provision of these roads has significant implication on the orderly development of surrounding land, which was established prior to the site being purchased by the Department assuming it would be developed in a manner consistent with the Development Control Plan.

The traffic report recommends a marked pedestrian crossing on Hezlett Road as a short-term solution and a mid-block signalised pedestrian crossing as a medium/ long term solution fronting the school without any commentary on approval from the RMS or costs. These must be considered.

The traffic report proposes a pedestrian access west of the basketball court onto a planned road within the site that does not exist and is not proposed to be provided as part of the school works (see above).

The stormwater plan shows runoff being directed to an existing pit on the opposite side of Hipwell Avenue some 30m away from the site. The plan shows this private line crossing not only the existing public road but the adjoining private property and is obviously not supported. The existing street drainage in Hipwell Avenue will need to be extended south to the subject site, where an appropriate connection must be made. This is linked to the fact Hipwell Avenue itself has not been dealt with (see above). The existing pits and pipes need to be identified via survey and reflected on the plans to show that the pipe sizes and levels included on the design will actually work.

The stormwater report and the stormwater plan do not indicate a size for the proposed rain water tank which is located away from the actual building. It is not clear what roof areas actually drain to this tank.

The stormwater report does not adequately deal with the issue of stormwater management. The report talks to a 1,790 cubic metre onsite stormwater detention tank sized according to The Hills Development Control Plan 2012 which is incorrect. The North Kellyville Development Control Plan applies to this site/ development. The Development Control Plan has a very clear set of deemed to comply standards relating to both detention and water quality which are not met. The Development Control Plan does give the option of a site specific stormwater management strategy, however this needs to be accompanied by appropriate calculations and modelling using DRAINS and MUSIC respectively to demonstrate compliance with the overarching targets also set out in the Development Control Plan. This has not occurred here. The stormwater report does talk to a MUSIC model prepared at an earlier stage in the planning for the site. A detailed concept level report incorporating this modelling is required to be provided. Alternatively, an amended design that meets the deemed to comply standards from the Development Control Plan would also be considered.

Relevant to this stormwater management issue is the non-provision of Hipwell Avenue, Prentice Avenue and Thorogood Boulevard. The roadside and central swales along these planned roads form part of the Development Control Plan standards relating to both detention and water quality. In their absence the on-site treatment needs to be embellished.

The stormwater report refers to grassed swales with respect to water quality. These are not shown on the stormwater plan.

The stormwater report and the stormwater plan do not include a catchment plan or consider the upstream catchment in the design. Hipwell Avenue and Prentice Avenue, if provided as required, would serve to collect and direct runoff from upstream along these roads/ away from the development.

The engineering plan does not show the driveway in Hezlett Road. The proposed works stop at the site boundary.

In summary, Council staff consider that the parking and lack of traffic management measures proposed will lead to an unacceptable outcome for future students and their families as well as other road users. It is also considered that variation to DCP Road layout, specifically the non-provision of roads will result in orderly development issues.

Further to the issues raised above, it is requested that Castle Hill Police be consulted directly in relation to the proposed development given reliance to on street parking and the potential safety issues associated with this outcome.

We would be pleased to meet you to discuss these concerns. Should you have any questions please contact Robert Buckham, Development Assessment Coordinator on 9843 0267.

Yours faithfully

A handwritten signature in black ink, appearing to read 'P. Osborne', with a stylized, cursive script.

Paul Osborne

MANAGER DEVELOPMENT ASSESSMENT