

20 July 2021

17074

Aditi Coomar
Team Leader
Department of Planning, Industry and Environment
12 Darcy St
Parramatta NSW 2150

Attn. Tahlia Alexander

Dear Aditi,

Loreto Normanhurst Concept Plan and Stage 1 Works – SSDA 8996 Request for Information

I refer to the above project and your letter of 21 June 2021 in which the Department of Planning, Industry and Environment (the Department) has requested some additional information to inform the Department's assessment of the State Significant Development Application (SSD).

A response to your query is provided in the table below and includes design amendments made in accordance with Clause 55 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) for which approval is now sought.

Table 1 Summary of query and responses

Query	Response
Department of Planning, Industry and Environment	
(a) Noise Impact Assessment Report The proposed new through-site road from Osborn Road to Mount Pleasant Avenue may result in additional noise impacts on the surrounding residential properties, particularly due to the new Mount Pleasant Avenue vehicular egress point. Please provide an updated Noise Impact Assessment Report (or an addendum statement as necessary) which provides an assessment of the additional traffic noise generated by the new through-site road and the associated impacts on the surrounding residents.	See Addendum Noise study prepared by RWDI Australia at Appendix A .
(b) Traffic SRtS Report <ul style="list-style-type: none"> Please update the Traffic SRtS Report, dated 7 May 2021, or provide an addendum to address the following: <ul style="list-style-type: none"> (i) Whether the new drop-off and pick-up (DOPU) facility will be open prior to the afternoon pick-up to address current issues with early queuing. If so, what time? (ii) The SIDRA volumes in the RtS Traffic Report appear to differ from SIDRA volumes in SRtS Traffic Report. However, it is not clear whether the future year scenarios considered the rerouted traffic via Normanhurst Road and whether there are any associated impacts. (iii) Include SIDRA modelling of the No Right Turn (or any other changes) from Mount Pleasant Avenue (south) into Pennants Hills Road (east) and identify any impacts to Normanhurst Road as a result of rerouted traffic. Page 23 of the Traffic RtS Report, dated 15 January 2020, identifies that the existing DOPU facility onsite has a length of 42.6m accommodating four spaces and a queue capacity of three vehicles. Can you please confirm that the queue capacity is accurate. Given the length of 42.6m of the existing DOPU facility, it may have a higher queuing capacity. 	See response by TTW Engineers to these queries at Appendix B .

Query	Response
<p>(d) Traffic Impact Assessment EIS Report The SRtS did not provide an updated assessment of construction traffic to reflect the amended proposal (i.e. expansion of scope of stage 1 works to include new car parking areas and the through-site road). Please update the construction traffic section of the Traffic Impact Assessment Report, submitted with the Environmental Impact Statement (EIS), to take in to account the amendments made to the application.</p>	<p>See response by TTW Engineers to these queries at Appendix B.</p>
<p>(e) Construction Management Plan The RtS Construction Management Plan (Appendix U, dated 9/12/2020) does not include the 'Site Establishment Plan' referenced as being in Appendix A. The original Site Establishment Plan provided with the EIS (Appendix V) is substantially out of date / superseded. Accordingly, please provide an updated Site Establishment Plan.</p>	<p>See updated Construction Management Plan at Appendix C.</p>
<p>(f) Concept Drawings The Concept drawings (A0027 to A0046) need to be updated to indicate the demolition of the 1960s connecting buildings between Mary Ward and Givendale buildings. The plans incorrectly show these buildings already removed.</p>	<p>See updated Concept Plan at Appendix D.</p>
<p>(g) Uniform Shop The SRtS states that the uniform shop demountable building will be temporarily relocated to the future Early Learning Centre (ELS) site until the ELC building is completed. The uniform shop would then be located to another building within the campus. While the indicative relocation of the uniform shop is shown on the aerial image in the SRtS, this needs to be shown in the architectural set of drawings. Accordingly, please include drawings in the architectural set to reflect the proposed temporary relocation of the uniform shop building. Please also include an estimated timeframe for completion of the ELC site / removal of the uniform shop building from the site.</p>	<p>The demountable uniform shop has been included in the Stage 1 overall plans at Appendix E. As the uniform shop is now shown on the plans, for the avoidance of doubt, the uniform shop demountable structure is sought for approval.</p> <p>The uniform shop will be removed prior to the construction of the ELC.</p> <p>The ELC is estimated to begin construction following the completion of Stage 1 works (September 2022) and within the approved commencement period of the Development Application. Construction is estimated to take 18-22 months.</p>
<p>(h) Substation and Switchboard Structure The proposal includes the provision of a new kiosk substation and a separate switchboard structure located within the Mount Pleasant Avenue site frontage directly adjacent to the Teresa Ball carpark driveway. While Appendix Y of the EIS shows the location of the substation and switchboard, these structures are not shown on the architectural and landscaping drawings.</p> <p>According to Appendix Y, it appears that the proposed substation and switchboard are located over the pedestrian pathway in front of the Teresa Ball gates. Currently, this pedestrian entry is considered to provide a positive contribution to the streetscape. This location is not considered appropriate for the substation and switchboard because they would obstruct pedestrian access to the site and would be in a highly visible location, resulting in a poor urban design outcome.</p> <p>Furthermore, there are two trees in close proximity to the proposed substation and switchboard.</p> <p>The substation and switchboard are not shown on the plans within the Arborist Report and it is presumed that no assessment has been made about the potential impact on these two trees from these structures.</p> <p>The location of the substation and switchboard should be reconsidered to relocate the structures to a different part of the site taking into consideration visibility from the streetscape, heritage impacts, pedestrian accessibility, and impacts on existing trees. The new substation and switchboard location must be shown on the architectural and landscape drawings and included in the Arborist Report (if there are trees in close proximity).</p>	<p>The location of the substation has been further refined during detailed design and is not located within the location of any footpaths or trees.</p> <p>The substation is shown on amended Stage 1 overall plans at Appendix E and amended Boarding House Plans at Appendix F.</p> <p>The substation will displace a garden bed and no trees will be impacted by the substation.</p> <p>Amended Landscape Plans are provided at Appendix J.</p>

Query	Response
<p>Additionally, it is noted that the proposed substation and switchboard are located outside the Stage 1 scope of works boundary shown on the architectural drawings (Nos. A0003, S1-003 and S1-004).</p> <p>If consent is sought for these structures as part of the Stage 1 works, they need to be clearly shown on the architectural and landscape drawings as being within the scope of the Stage 1 works.</p> <p>Alternatively, consideration could be given to removing the proposed substation from the proposal and to seek development consent separately through Council. This would allow for sufficient time to carefully consider an appropriate location for the substation and for consultation with Ausgrid to occur.</p>	

1.1 Proposed Amendments to the Design

Minor design changes are proposed to the P1A Car Park to better align the design of the car park and address BCA/NCC items which have arisen during the detailed design. Accordingly, the car park will relocate two (2) spaces from within the P1A car park to an existing at-grade car park located near to the P1A car park (see **Figure 1**), reducing the number of parking spaces within P1A to 40 spaces. The overall number of parking spaces will continue to be delivered in accordance the Infrastructure Delivery Staging submitted with the Amended Concept Proposal and Stage 1 DA (dated 8 February 2021).

The two car parking spaces are proposed to be relocated to existing car parking spaces that were previously marked to be removed for the provision of landscaping. To facilitate the retention of these two parking spaces, the through site link road is also narrowed to 3.5 metres wide for a 6 metre long section.

Amended Civil Plans are provided at **Appendix G**. Amended P1A Car Park Plans are provided at **Appendix H**.

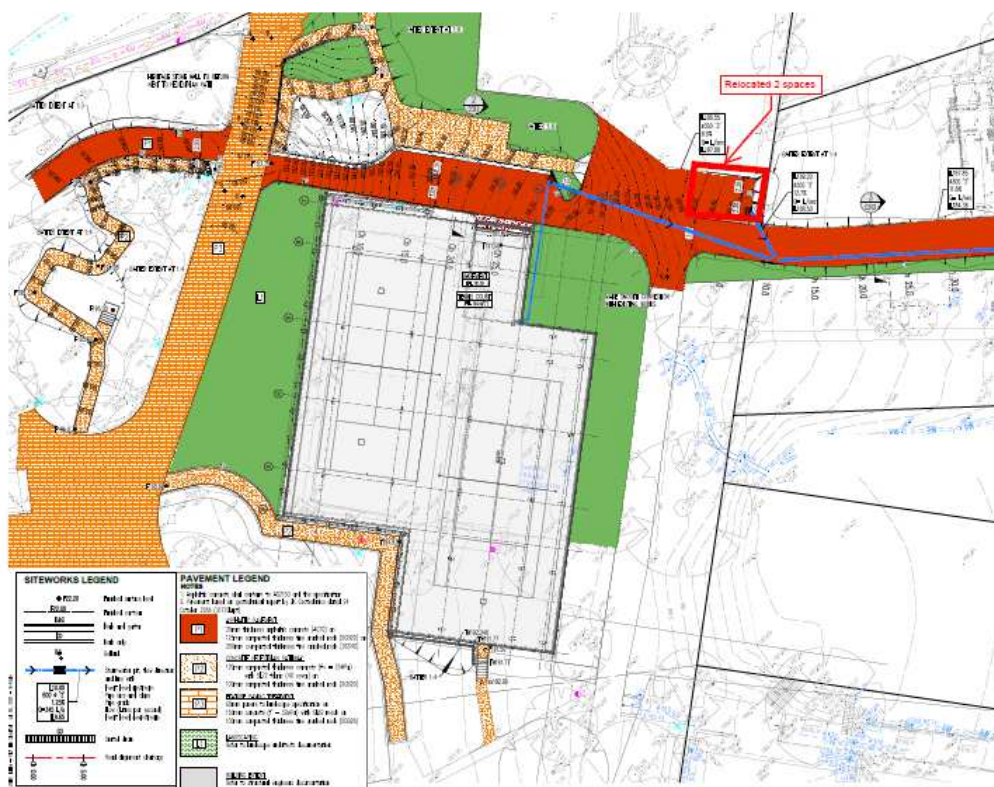


Figure 1 Amended Civil Drawing – location of the two (2) relocated parking spaces

Source: TTW Engineering

1.2 Transport Assessment

An addendum Transport statement has been prepared by TTW (**Appendix I**), which confirms the amended design is consistent with the outcomes of the original Traffic Impact Assessment as:

- The proposal maintains the number of total spaces proposed from the previously submitted documentation and there will be no change to the overall parking supply within the site. As such there will be no impact to parking supply and demand.
- As the relocated spaces are adjacent to the P1A car park, there will be no redistribution of traffic from the previous location. Vehicles that would have travelled to the previous location will largely follow the same route to enter and exit the site.
- The localised narrowing of the through site link will not impact vehicle maneuverability.

We trust that the responses provided above will enable the Department to finalise their assessment of the SSD DA. Given the environmental planning merits (and the ability to suitably manage and mitigate any potential impacts) and significant public benefits proposed, it is requested that the Minister approve the application.

Should you have any queries about this matter, please do not hesitate to contact me on 0411047748 or cmcgillick@ethosurban.com.



Chris McGillick
Associate Director, Planning