

RESPONSE TO SUBMISSIONS

EXHIBITED PHASES 2 & 3 OF LINDFIELD LEARNING VILLAGE SSD 8114

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EXECUTIVE SUMMARY

Partial consent for Phase 1 of SSD 8114 was granted by the Minister for Planning on 24 October 2018 to enable the construction and operation of a new school for 350 students (Lindfield Learning Village). Phase 2(a) was approved by way of a modification to SSD 8114 on 15 January 2020, which allowed an additional 35 students within the Phase 1 area.

Phase 2(b) (700 additional students) and Phase 3 (950 additional students) of the Lindfield Learning Village have not yet been granted consent and have been subject to further investigation, assessment and engagement with the relevant agencies, including the Department of Planning, Industry and Environment, Transport for NSW, Rural Fire Service, Office for Environment, Energy and Science, and Ku-ring-gai Council.

Phases 2(b) and 3 of the development was on public exhibition between 22 November and 18 December 2019. During this period, submissions were received from government agencies, Ku-ring-gai Council and the community.

The key issue raised in the submissions was the loop road proposed down Dunstan Grove. The loop road was to keep all bus and car queues contained within the site, operating in a simple one-way system during the school morning and afternoon peak. Concerns were raised regarding traffic volumes, road safety and noise impacts for Dunstan Grove residents.

The submissions received from DPIE, TfNSW, Council and the community called for the review of the proposed loop road and consideration of alternative access arrangements that do not require access from Dunstan Grove. The project team undertook a road safety audit of the loop road and considered alternatives for access, including consideration of the options put forward by the Dunstan Grove Owners Committee.

The applicant is pursuing an alternative access arrangement that will utilise an extended driveway within the eastern portion of the site from Eton Road. The main entry driveway from Eton Road will be realigned to have priority rather than Dunstan Grove. This recognises that the main flow of traffic is for the entry and exit to the school. To facilitate this, the existing car turnaround will be expanded for a bus turnaround (30m diameter) to enable buses to use the upper car park as a bus zone. Car traffic would continue through the turnaround area to the drop off and pick up (DOPU) area to the south of the school. This area has space for 10 cars to operate independently with two lanes of traffic provided for passing manoeuvres. The DOPU area will only be open for use during school drop-off and pick-up times.

DPIE, TfNSW, Council and the Dunstan Grove residents have been consulted with on the extended driveway option and are supportive of the design change. A fire trail linking the new extended driveway to Dunstan Grove is proposed for access by fire and emergency vehicles. Therefore, there is no change in terms of emergency access for RFS.

SINSW is committed to an ongoing engagement program that will continue to provide the community with accurate and timely information as well as offer opportunities to seek further information and/or share concerns on the proposal. A community newsletter has recently been distributed via a letterbox drop to surrounding residents, including those in Dunstan Grove and Tubbs View.

The noise levels from the use of the extended driveway as part of Phases 2(b) and 3 are compliant with the Noise Policy for Industry noise emission criteria and will not result in unacceptable noise impacts for Dunstan Grove and Tubbs View residents. Based on the proposed 28 total bus movements (in and out), the noise from bus movements will be approximately 14 minutes in any given peak morning or afternoon period. Noise from cars using the extended driveway will be minimised as a result of the separation distance to the closest residential receivers in Tubbs View.

The Phase 2(b) and Phase 3 bushfire strategy remains as per the Exhibited Response to Submissions for Phases 2(b) and 3. Existing asset protection zones (APZs) established in Phase 1 to the property boundaries will be maintained and areas will be established within discrete areas of the adjoining NSW National Parks and Wildlife Services (NPWS) land. A construction easement agreement has been finalised between SINSW and NSW National Parks and Wildlife Services (NPWS) to manage the proposed asset protection zone (APZ) within the NPWS land. The site also relies on part of an APZ within the adjoining private property (Defence Housing Australia (DHA) to the west of the site) to provide appropriate separation from bushfire hazard areas and to minimise radiant heat load on the buildings and site in general. The provision of the APZ for the DHA land is required under development consent (DA0677/11).

As detailed in the previous RtS, it is proposed to update all management plans approved under the partial consent for the Phase 1 works to ensure a single set of management plans apply to the site. Should these measures be supported by the Minister for Planning, the Applicant proposes to lodge a subsequent modification to the partial consent to reference the whole of site management plans.

Significant work has been undertaken to address the issues raised during public exhibition of the Phases 2(b) and 3 proposal and to ensure the project is in the public interest. Importantly, approval of the RtS is needed because:

- The Phase 1 school is operating successfully and is attracting positive attention for its unique education model. There are waiting lists for enrolments as there is enthusiasm for the learning environment Lindfield Learning Village has created. Phases 2(b) and 3 will expand this to more students, and ease pressure on surrounding schools that are at capacity.
- The proposal will take substantial pressure off existing public schools within the surrounding locality and ensure more children have access to new state of the art school facilities, learning spaces and equipment.
- The proposal will also create temporary job opportunities in manufacturing, construction and construction management during the project's construction phase of works, and significant job opportunities in teaching and administration at the project's completion.
- Subject to the various mitigation measures recommended by the specialist consultants and conditions of consent, the proposal will not have any unacceptable impacts on adjoining or surrounding properties or the public domain in terms of bushfire, traffic, heritage, social and environmental impacts.

The proposal for Phases 2(b) and 3 is in the public interest and the Minister's approval is therefore requested.

1. INTRODUCTION

1.1. OVERVIEW

This Response to Submissions Report (RtS) has been prepared for School Infrastructure NSW (SINSW) acting on behalf of the Department of Education (the Applicant) and addresses the matters raised by agencies and the community during the public exhibition of Phases 2(b) and 3 of the Lindfield Learning Village (SSD 8114).

The Phase 2(b) and 3 Response to Submissions Report dated September 2019 (Exhibited RtS) was on public exhibition between 22 November and 18 December 2019. During this period, submissions were received from the following government agencies and local council:

- Department of Planning and Environment (DPE)
- Ku-ring-gai Council (Council)
- NSW Environment Protection Authority (EPA)
- Rural Fire Service (RFS)
- Transport for NSW (TfNSW)
- Heritage Council of NSW

In addition, submissions were received from Action for Public Transport NSW Inc, Dunstan Grove Strata Plan 90970 and approximately 110 members of the community.

This RtS incorporates amendments to the design to address the issues raised. The loop road is no longer proposed and revised car and bus access arrangements will be accommodated within the eastern portion of the site accessed from Eton Road. A fire trail linking the new extended driveway to Dunstan Grove is proposed for access by fire and emergency vehicles.

The specialist consultants have assessed the design and recommend mitigation measures to ensure the proposal will not have any unreasonable or significant noise, traffic and environmental impacts on adjoining and surrounding properties or the public domain. The content contained in this RtS and earlier Exhibited RtS demonstrate that the proposal balances environmental impact with community benefit and should be approved.

1.2. PROJECT MILESTONES

To provide clarity given the history of the SSD and multiple responses to submissions prepared on behalf of the Applicant, **Table 1** includes a summary of the key project milestones to date.

Table 1 – Project Milestones

Document	Date
Environmental Impact Statement – Phases 1, 2 and 3	8 June 2017
Response to Submissions - Phases 1, 2 and 3	14 June 2018
Supplementary Response to Submissions – Phase 1	30 August 2018
Partial consent of SSD 8114 granted for Phase 1	24 October 2018
Response to Submissions – Phases 2 and 3	16 September 2019
Modification to SSD 8114 approved to allow temporary increase of 35 students in Phase 1	15 January 2020
Response to Submissions – Exhibited Phases 2(b) and 3	June 2020

1.3. REPORT STRUCTURE

This RtS has been structured as follows:

- **Section 1:** Introduction
- **Section 2:** Project Background
- **Section 3:** Overview of Design Amendments
- **Section 4:** Bus Access Options Analysis
- **Section 5:** Overview of Submissions Received
- **Section 6:** Response to Submissions
- **Section 7:** Conclusion

This RtS should be read in conjunction with the documentation outlined in **Table 2**.

Table 2 – Supporting Documentation

Deliverable	Consultant	Appendix
Revised Architectural Plans	Design Inc	Appendix A
Revised Landscape Plans	Design Inc	Appendix B
Transport Response to Submissions	Arup	Appendix C
Built Heritage Response to Submissions	Urbis Pty	Appendix D
Conservation Management Plan	Urbis Pty	Appendix E
Addendum Biodiversity Assessment Report	Ecoplanning	Appendix F
Addendum Arboricultural Impact Assessment	McArdle	Appendix G
Revised Bushfire Hazard Assessment & Fire Engineering Brief	Blackash	Appendix H
Bushfire Emergency Management and Evacuation Plan	Blackash	Appendix I
Stormwater Quality Report	EWFW	Appendix J
Flood Report	EWFW	Appendix K
Flood Emergency Management Plan	EWFW	Appendix L
Report on Existing Drainage Infrastructure	Birzulis Associates Pty Ltd	Appendix M
Sediment and Erosion Control Plan	Birzulis Associates Pty Ltd	Appendix N
Civil Drawings	Birzulis Associates Pty Ltd	Appendix O
Revised Noise Impact Assessment	White Noise	Appendix P
Concept Design – Road Safety Audit	AMWC	Appendix Q

Deliverable	Consultant	Appendix
Addendum Letter to Aboriginal Cultural Heritage Assessment for Stage 1	Urbis	Appendix R
Letter to Dunstan Grove Executive Committee regarding APZ on Defence Housing Land	Blackash	Appendix S

2. OVERVIEW OF EXHIBITED PROJECT

2.1. PHASES 2 AND 3

Phases 2(b) and 3 of the Lindfield Learning Village have not yet been granted consent and have been subject to further investigation, assessment and engagement with the relevant agencies (DPIE, RFS, TfNSW and the Office for Environment, Energy and Science (OEE&S) and Council). Exhibited Phases 2 and 3 of the development are:

Phase 2(a)

- Minor internal works within the approved Phase 1 area to accommodate an additional 35 students as a temporary operational arrangement.
- This phase was approved by way of a modification to SSD 8114 on 15 January 2020 as the additional 35 students (a total of 385 enrolled students) was needed for Day 1 Term 1 2020. The final operation arrangements are intended to be regularised as part of Phase 2(b) of the development.

Phase 2(b)

- Works to accommodate 1,050 students (including the approved 350 in Phase 1 and 35 in the modification to Phase 1).
- Repurposing of the Phase 1 area.
- A loop road around the perimeter of the site for fire and emergency vehicles, buses and drop off and pick up vehicles (refer **Figure 1**).

Phase 3

- Works to accommodate an additional 950 students in the western wing of the building.

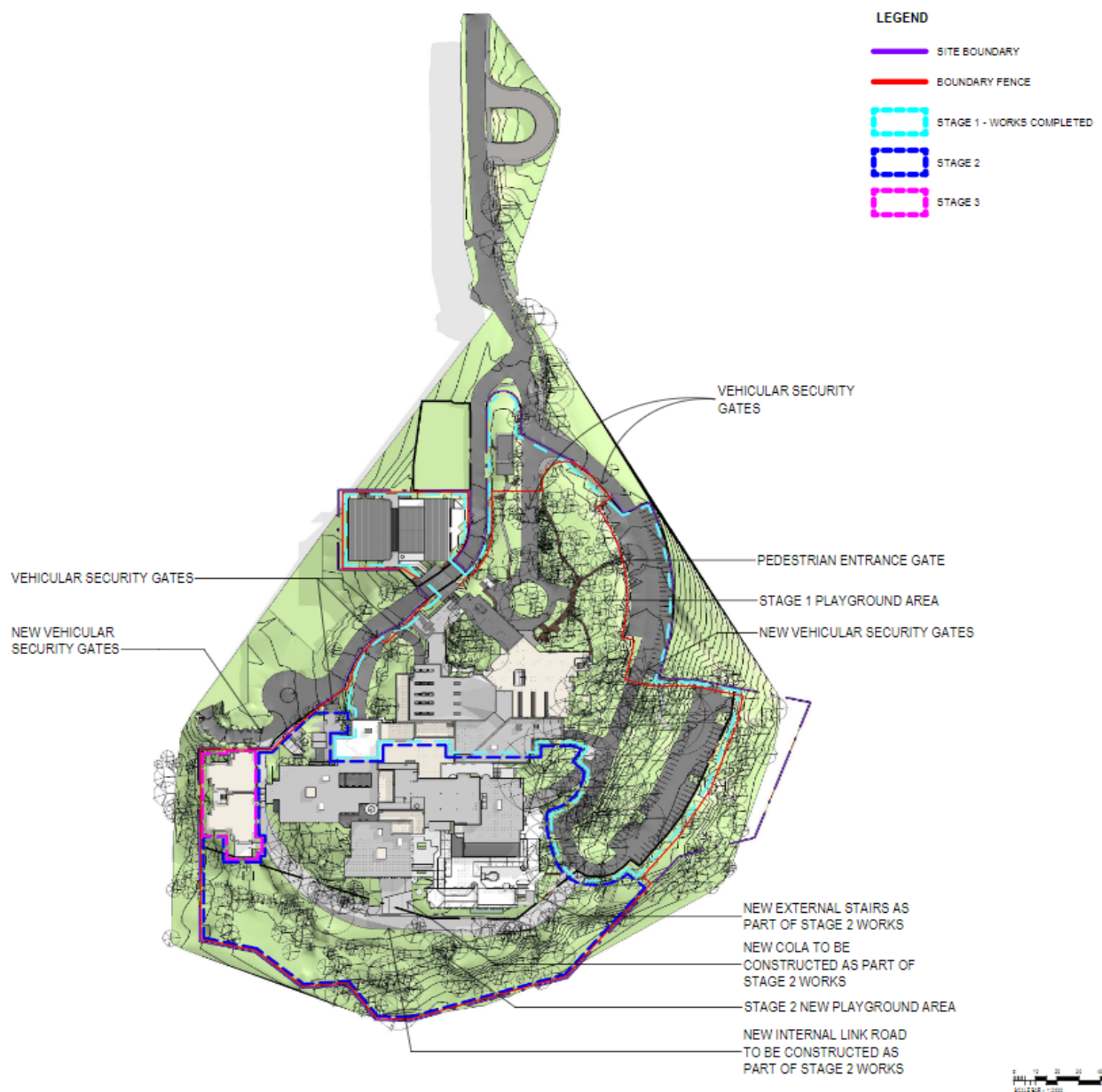
A detailed description of the proposed internal works for Phases 2(b) and 3 was provided in Section 4.2 and 4.3 of the Exhibited RtS, respectively. Phase 2(b) and Phase 3 will likely be constructed at the same time under one contract. They are separated in this RtS to allow flexibility.

Vegetation management will be required to achieve the necessary APZ. As indicated in the Exhibited RtS, the SSD does not seek approval for vegetation management outside the site boundary. A construction easement agreement has been finalised between SINSW and NSW National Parks and Wildlife Services (NPWS) to manage the proposed APZ to the south of the site.

2.1.1. Loop Road

The exhibited proposal involved the construction of a loop road around the perimeter of the southern portion of the site during Phase 2(b). The loop road contained a range of set-down and pick-up zones to facilitate school drop off and pick up and provided perimeter access for firefighting purposes for most of the site. As discussed in more detail in **Section 5.2** of this RtS, the loop road is no longer proposed and revised car and bus access arrangements will be accommodated within the eastern portion of the site accessed from Eton Road. A fire trail linking the new extended driveway to Dunstan Grove is proposed for access by fire and emergency vehicles.

Figure 1 – Exhibited Loop Road Design



Source: Design Inc

3. CONSULTATION

3.1. AGENCY CONSULTATION

A summary of the consultation undertaken with agencies following the lodgement of the Exhibited RtS for Phases 2 and 3 of the development is provided in **Table 3**.

Table 3 – Summary of Agency Consultation

Date	Attendees	Consultation Format	Issues Discussed
23 October 2019	Council, Dunstan Grove Residents, Arup	On-site meeting	Traffic related issues such as pedestrian crossings, blind corners and the impact of the loop road to residents.
11 December 2019	RFS, Savills	Email	Plan showing the extent of the agreed APZ and details of the legal mechanism that will bind the ongoing maintenance.
9 April 2020	Council, Arup	Meeting	Provided update on and discussed requirements for revised vehicle access arrangements.
23 March 2020	TfNSW, Arup	Meeting	Discussed the RtS, including the revised vehicle access arrangements, bus turnaround and visibility and bus services.
23 April 2020	DPIE, Savills, Design Inc and Urbis	Meeting	Provided update on amendments to the proposal and discussed key issues from submissions.

3.2. COMMUNITY CONSULTATION

A summary of the consultation undertaken with the community regarding Phases 2 and 3 of the development is provided in.

Table 4 – Summary of Community Consultation

Date	Type	Detail of Activity
June 2018-February 2019	Notification – Project Update	<p>During the planning and construction of Phase 1, regular project updates and construction notifications and invitations were sent out to the Lindfield community and specifically the surrounding neighbours including the Dunstan Grove, Crimson Hill, Tubbs View and Shout Ridge apartment complexes.</p> <p>There was a lot of interest from prospective parents from all over Sydney wanting to enrol their children at the school, however the only interest and feedback from the residential community around the construction of the Project came from the Dunstan Grove Executive Committee – the closest neighbour to</p>

Date	Type	Detail of Activity
		the school site. The Committee represented the residents of the complex.
May 2019	School Tour	After completion of Phase 1, an invitation was extended to Dunstan Grove residents via their Executive Committee, to attend a tour of the new school. Ten residents took up this offer for a tour.
23 October 2019	Stakeholder meeting	<p>In preparation for the SSDA lodgement for the Phases 2 and 3 proposal, the Dunstan Grove Executive Committee was invited to a meeting on 25 September 2019. The purpose of the meeting was for the project team to explain the proposed works, including a loop road that would run from Dunstan Grove through the school site. It was explained that the loop road would be used for dropping off and picking up students and by school buses. The Committee was told that the SSDA would be lodged towards the end of November 2019 and formal submissions could be received. The Committee requested if a meeting could be organised with Council and the project team to walk Dunstan Grove.</p> <p>The meeting was attended by members of Council's traffic management committee, the project team and four members of the Dunstan Grove Executive Committee. The whole group walked Dunstan Grove and discussed issues with pedestrian access, blind corners and what widening of the road might be possible to make it easier for buses to travel down the road to access a loop road on the school site.</p>
19 November 2019	Stakeholder meeting	The Dunstan Grove Executive Committee were invited to another meeting to further discuss the proposed loop road. The project team provided further information about the loop road and discussed the pros and cons of other access options presented by the Committee. The Committee was informed that a broader Community Information Session would be held in early December to provide information about the proposed SSDA. The Committee was encouraged to lodge formal submissions.
28 November 2019	Notification – Project Update	A project update and invitation to attend the Community Information Session (7 December 2019) was distributed to the broader community including the Dunstan Grove Executive Committee, its residents and the school community.
7 December 2019	Community Information Session	The Community Information Session was held at The Roseville Club and provided display boards showing the components of the SSDA and had the project team in attendance to answer questions. The attendees were told about options that had been discussed with Council for widening Dunstan Grove to make traffic movements safer.

Date	Type	Detail of Activity
7 May 2020	Notification – Project Update (email)	The Project Update was emailed to the Building Manager for Tubbs View. They were asked to forward this to the Tubbs View Executive Committee with an invitation to meet with the project team should they desire, to answer any queries or provide additional information. The Update detailed the change to proposed traffic access into the school site as part of the Exhibited Phases 2 and 3 RtS.
7 May 2020	Notification – Project Update (email)	The Project Update was emailed to the Building Manager and Executive Committee for Dunstan Grove. The Update detailed the change to proposed traffic access into the school site as part of the Exhibited Phases 2 and 3 RtS. The Executive Committee were advised that the project team is available to meet with them if they desire, to answer any queries or provide additional information.
8 May 2020	Stakeholder meeting	A brief meeting was held with Dunstan Grove Building Manager to confirm that all Dunstan Grove residents were emailed a copy of the project update.
8 May 2020	Notification – Project Update	Project Update was letterbox dropped to nearby residents including Dunstan Grove and Tubbs View apartment complexes (in Crimson Hill area). The Project Update was also emailed to the School Principal for distribution to the school community.
14 May 2020	Stakeholder contact	Dunstan Grove Executive Committee was contacted by phone to ask if they had any questions about the proposed change to the Phases 2 and 3 works or if they wanted to have a meeting with the Project Team.
18 May 2020	Stakeholder contact	A formal invitation was emailed to the Dunstan Grove Executive Committee with connection details for the online meeting on 21 May 2020.
20 May 2020	Stakeholder meeting	A brief meeting was held with Tubbs View Building Manager to confirm that the May project update had been emailed to Tubbs View Executive Committee members and where there was any feedback from them. The Building Manager had not received any feedback.
21 May 2020	Stakeholder meeting	An online meeting with the Dunstan Grove Executive Committee was held to provide a project update, including changes to the proposed traffic access into the school site. Committee members were appreciative of the meeting and the information provided. They noted that they would discuss any further queries and provide any feedback by 29 May 2020.
31 May 2020	Email	Email correspondence from Dunstan Grove residents offering in-principle support for the amended vehicle access

Date	Type	Detail of Activity
		arrangements subject to further comments. These comments are addressed in Table 8 .

3.2.1. Ongoing Consultation

SINSW is committed to an ongoing engagement program that will continue to provide the community with accurate and timely information as well as offer opportunities to seek further information and/or share concerns on the proposal.

In conjunction with the lodgement of this current RtS for Phases 2(b) and 3, further community engagement will occur including:

- Community newsletters distributed via a letterbox drop to surrounding residents
- SINSW Project website - including FAQs
- Project email address and phone number

4. VEHICLE ACCESS OPTIONS ANALYSIS

The submissions received from DPIE, TfNSW, Council and the community called for the review of the proposed loop road and consideration of alternative arrangements that do not require access from Dunstan Grove. The project team undertook a road safety audit of the loop road and considered alternatives for access, including consideration of the options put forward by the Dunstan Grove Owners Committee.

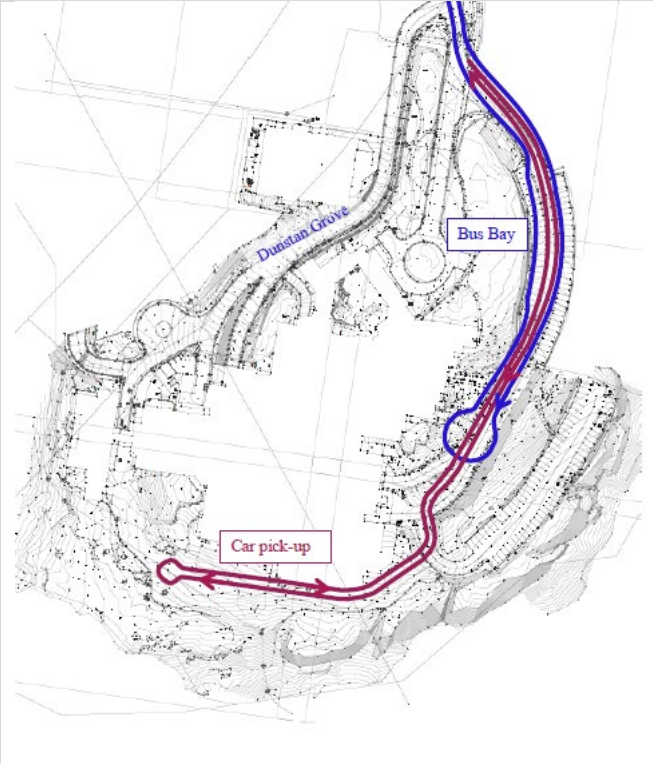
As outlined in the Transport Response to Submissions prepared by Arup at **Appendix C**, the project team:

“...reviewed the loop road design which included increasing the detail of the design to respond to the safety comments from TfNSW and consideration of the comments received from the road safety auditor. As the design detail increased, it became clear that the loop road option required the extensive widening of Dunstan Grove to provide sufficient width for safe movements for buses, small trucks, cars and pedestrians. This increased substantially the cost and expense of the loop road design and therefore an alternative design was selected to move forward.”

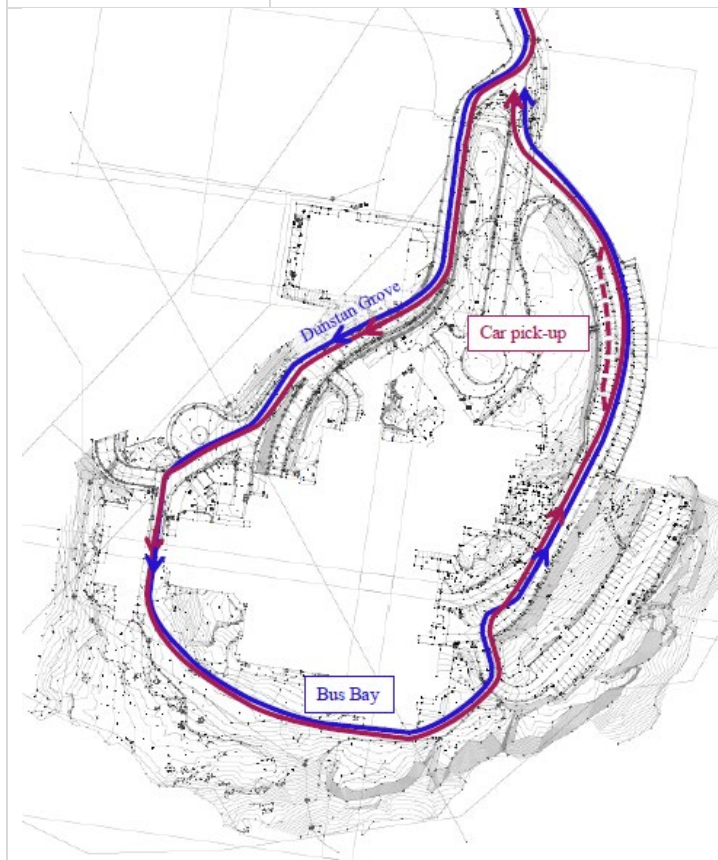
The four options considered by the project team are summarised in **Table 5**.

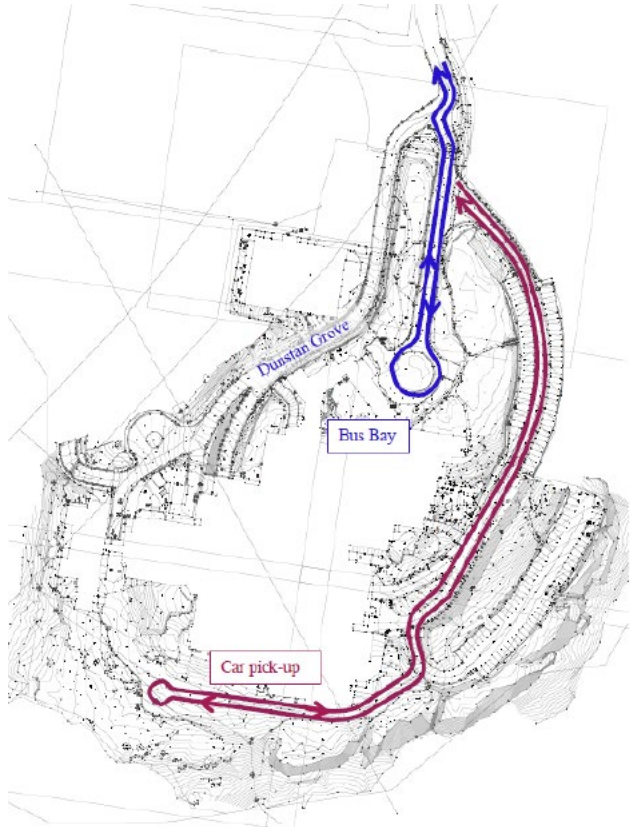
Balancing the various comments and analysis by the project team, Option 4 involving the extended driveway for car and bus access was selected as the suitable alternative for access. This RtS reflects the revised access arrangements and the proposal no longer involves the loop road.

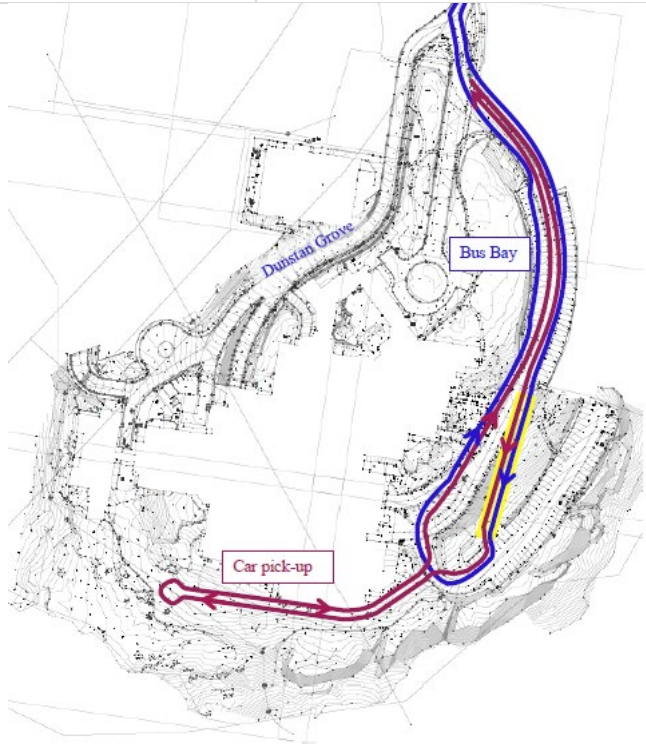
Table 5 – Summary of Options Reviewed

Option	Key Attributes	Benefits	Constraints
<p>Preferred Option: Extended driveway with bus turnaround and new car pick-up road</p> 	<ul style="list-style-type: none"> • Car queuing on-site for 75 cars • Bus zone 4 buses + 2 bus queue • Soft play area – gaining approximately 400 sqm of soft play area in the southern play area due to removal of part of the loop road. • Car parking available on school days– 139 spaces 	<ul style="list-style-type: none"> • Does not require access from Dunstan Grove, therefore avoiding traffic, road safety and noise impacts on Dunstan Grove residents. • Noise from increased bus and car traffic complies with relevant noise level criteria for residential receivers in Dunstan Grove and Tubbs View. • Further tree removal at the entrance to the site is not required and the landscaped playspace at the front area could remain without imposing fence barriers. • Minimises heritage impacts on the front entrance by locating the bus and car DOPU area to the south of the building. • Fire trail linking extended driveway to Dunstan Grove provides perimeter access road for fire and emergency vehicles. • Retains front playspace which is more suitable for the K-2 age groups as the levels are generally flat and the area very safe with good surveillance. 	<ul style="list-style-type: none"> • Introduces two-way combined car and bus movements through the internal road system, which requires management of the car queue to gain greatest efficiency. • Requires a portion of the link between Stages 1 and 5 of the building to be demolished for the fire trail. • Locates car and bus access closer to Tubbs View residents. Additional assessments conclude that this option will not have an unreasonable impact on the amenity of these residents by way of noise and traffic impacts. • Requires the removal of an additional 16 trees compared to the previous assessment of the loop road.

Option	Key Attributes	Benefits	Constraints
Option 1: Loop Road using Dunstan Grove for access	<ul style="list-style-type: none"> Car queuing on-site for 53 cars Bus zone for 5 buses + 3 buses in queue Car parking available on school days – 139 spaces 	<ul style="list-style-type: none"> Keeps all bus and car queues contained within the site, operating in a simple one-way system during the school morning and afternoon peak. Further tree removal at the entrance to the site is not required and the landscaped playspace at the front area could remain without imposing fence barriers. Minimises heritage impacts on the front entrance by locating the bus and car DOPU area to the south of the building. Loop road preferred from bushfire perspective as it provides full one-way access around the building and is very beneficial for evacuation opportunities. Retains front playspace. 	<ul style="list-style-type: none"> Significant concerns raised by DPIE, TfNSW, Council and the community regarding traffic volumes, road safety and noise impacts for Dunstan Grove residents. Requires significant civil engineering as a road is being built in an existing landscaped area and significant modifications to Dunstan Grove are required to achieve suitable two-way vehicle movements. Requires a management system overlay due to the timed operation of the loop road. Requires a portion of the link between Stages 1 and 5 of the building to be demolished for the loop road.



Option	Key Attributes	Pros	Cons
<p>Option 2: New bus loop including bus bays at the main school entry and new car pick-up road</p> 	<ul style="list-style-type: none"> • Car queuing on-site for 75 cars • Bus zone for 7 buses • Car parking available on school days – 166 spaces • Reduces available playspace by approximately 1,100sqm 	<ul style="list-style-type: none"> • Does not require access from Dunstan Grove, therefore avoiding traffic, road safety and noise impacts on Dunstan Grove residents. • Separates bus and car routes with the only interaction occurring at the Eton Road access intersection. • Maximum car spaces are achieved on the site and no vehicle management systems needed. • Minimises the length of bus travel and uses the flat area of the site for the bus facility. • Minimises impacts on the front entrance by locating the bus and car DOPU area to the south of the building. • Noise from increased bus and car traffic complies with relevant noise level criteria for residential receivers in Dunstan Grove and Tubbs View. 	<ul style="list-style-type: none"> • Bus drop-off area at the building's front entrance is not desirable from a heritage perspective as it reduces the presence of the existing brutalist building and will compromise any outlook with the fences which will be required for safety. • Reduces available playspace and would have a negative impact on the soft and welcoming entry which will be dominated by road and fences. • Increases the amount of hardstand at the front entrance to the site and requires further tree removal in this location. • Bus drop-off area located closer to Tubbs View residents. • Requires 18m turning circle for RFS as there will be no through road available. This will increase the extent of hardstand within the southern portion of the site and reduce available landscaping. • Locates car and bus access closer to Tubbs View residents. Additional assessments conclude that this option will not have an unreasonable impact on the amenity of these residents by way of noise and traffic impacts.

Option	Key Attributes	Pros	Cons
<p>Option 3: New bus/car ramp to lower car park and new car pick-up road</p> 	<ul style="list-style-type: none"> • Car queuing on-site for 98 cars (last 37 block bus access) • Bus zone 4 buses + 2 bus queue • Car parking available on school days—132 spaces • Soft play area – gaining approximately 400 sqm of soft play area in the southern play area due to removal of part of the loop road. 	<ul style="list-style-type: none"> • Does not require access from Dunstan Grove, therefore avoiding traffic, road safety and noise impacts on Dunstan Grove residents. • Keeps all bus and car queues contained within the site, operating in a simple one-way system during the school morning and afternoon peak. • Further tree removal at the entrance to the site is not required and the landscaped playspace at the front area could remain without imposing fence barriers. • Minimises impacts on the front entrance by locating the bus and car DOPU area to the south of the building. • Retains front playspace. • Noise from increased bus and car traffic complies with relevant noise level criteria for residential receivers in Dunstan Grove and Tubbs View. 	<ul style="list-style-type: none"> • Requires 18m turning circle for RFS as there will be no through road available. This will increase the extent of hardstand within the southern portion of the site and reduce available landscaping. • Introduces two-way combined car and bus movements through the internal road system, which requires management of the car queue to gain greatest efficiency. • Locates car and bus access closer to Tubbs View residents. Additional assessments conclude that this option will not have an unreasonable impact on the amenity of these residents by way of noise and traffic impacts. • Requires significant civil engineering to accommodate new ramp to lower car park.

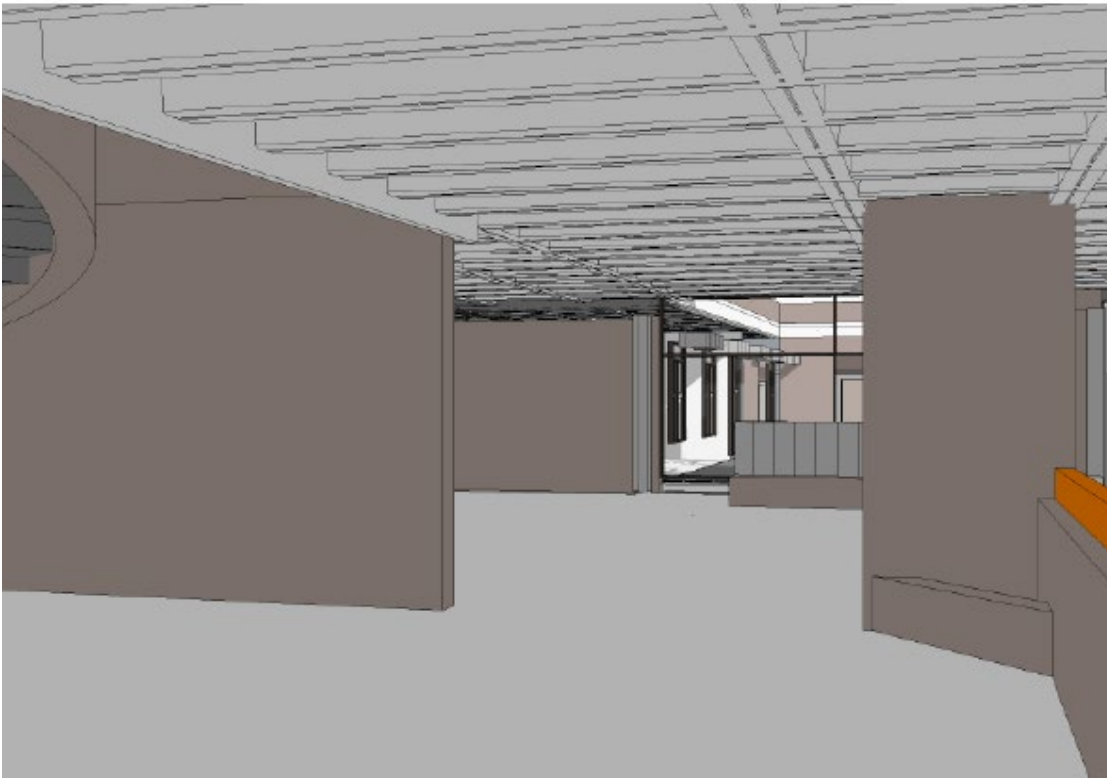
5. DESIGN CHANGES TO THE PROPOSAL

5.1. OVERVIEW

In response to the issues raised in the agency and public submissions, the Applicant has amended the proposal as follows:

- The loop road is no longer proposed and revised car and bus access arrangements will be accommodated within the eastern portion of the site accessed from Eton Road. This is discussed in more detail in **Section 5.2**.
- The landscape design has been amended in response to the revised vehicle access and extended driveway. This is discussed in more detail in **Section 5.3**.
- An additional 16 trees are required to be removed to accommodate the revised vehicle access arrangements.
- The previously proposed penetration through the slab in Zone F Level 4 courtyard has been omitted from the design.
- The design of the proposed opening through the concrete wall adjacent to the spiral stairs near the Level 4 entrance to Phase 2(b) has been amended. The extent of the opening has been reduced by 50%. The area immediately adjacent to the staircase would be retained in its entirety and the opening to achieve light penetration through the building would be confined to the area to the north (refer **Figure 2**).
- The colour palette for the COLA has been amended to be more contextual (refer **Figure 3**).

Figure 2 – View towards new opening from Level 4 entry showing 50% reduced size of opening



Source: Design Inc

Figure 3 – Revised COLA colours selection



Source: Design Inc

5.2. EXTENDED DRIVEWAY

In response to the submissions received and following an options analysis for access, alternative access arrangements will utilise an extended driveway within the eastern portion of the site from Eton Road (refer **Figure 4**). The main entry driveway from Eton Road will be realigned to have priority rather than Dunstan Grove. This recognises that the main flow of traffic is for the entry and exit to the school.

The revised access design consists of expanding the existing car turnaround into a bus turnaround (30m diameter) to enable buses to use the upper car park as a bus zone. The bus turnaround would be constructed to cantilever over the topography to avoid impacts on the lower car park and has been designed for a 14.5m bus.

Car traffic would continue through the turnaround area to the drop off and pick up (DOPU) area to the south of the school (refer **Figure 5**). This area has space for 10 cars to operate independently with two lanes of traffic provided for passing manoeuvres.

Consistent with the Exhibited Phases 2 and 3 RtS, the DOPU area will only be open for use during school drop-off and pick-up times and will operate on the following schedule:

DOPU open during drop-off / pick-up:

- 7.30 am to 9.30am
- 2.30pm to 5.00pm

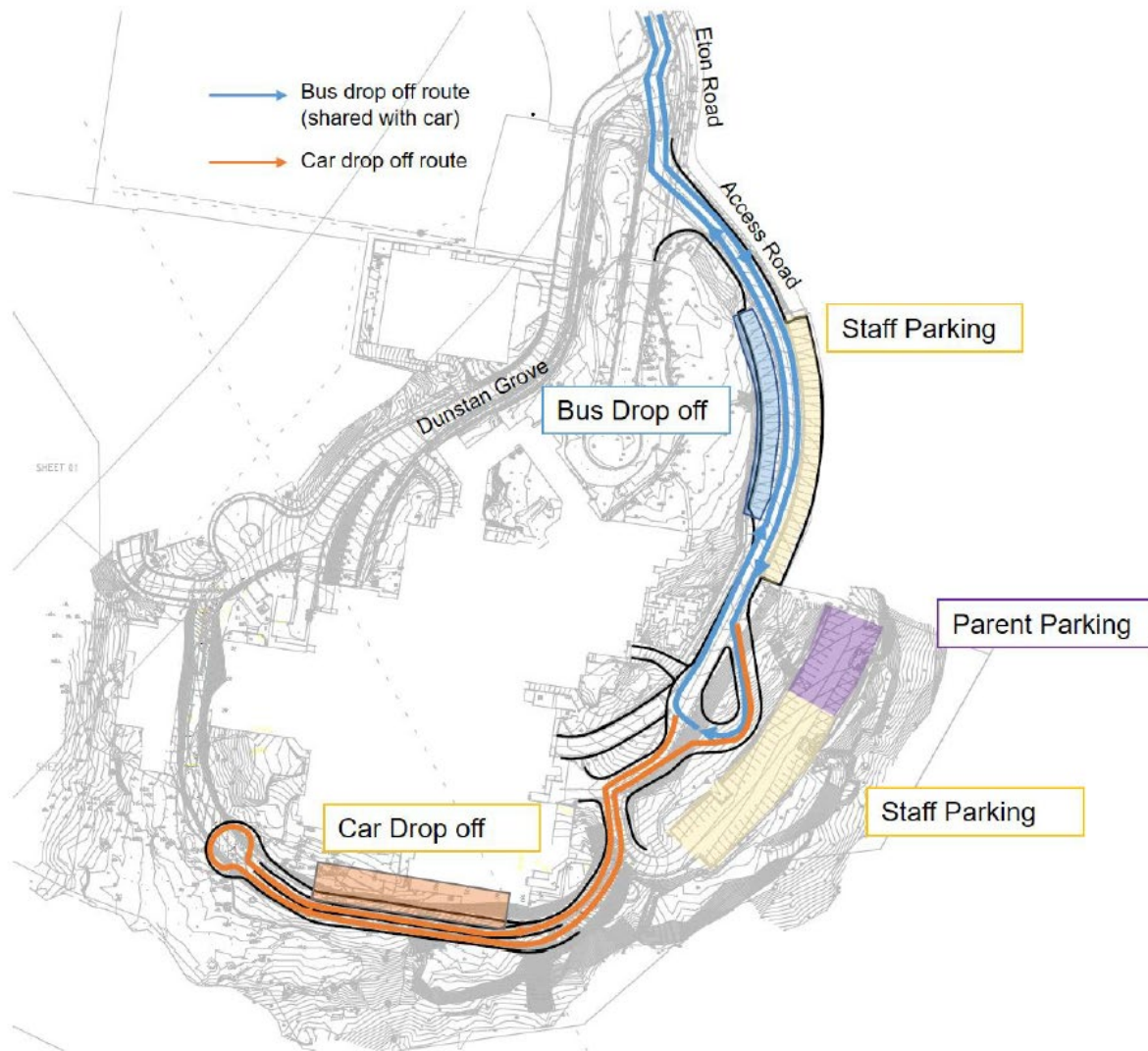
DOPU closed during school hours and after hours:

- 9.30am – 2.30pm
- 5.00pm to 7.30am

The extended driveway beyond the bus turnaround area will be closed during the school day to allow students to fully utilise the lower campus grounds. A new 1.2m safety fence will be constructed around the DOPU area to maintain the safety of students using the Phase 2(b) playground areas.

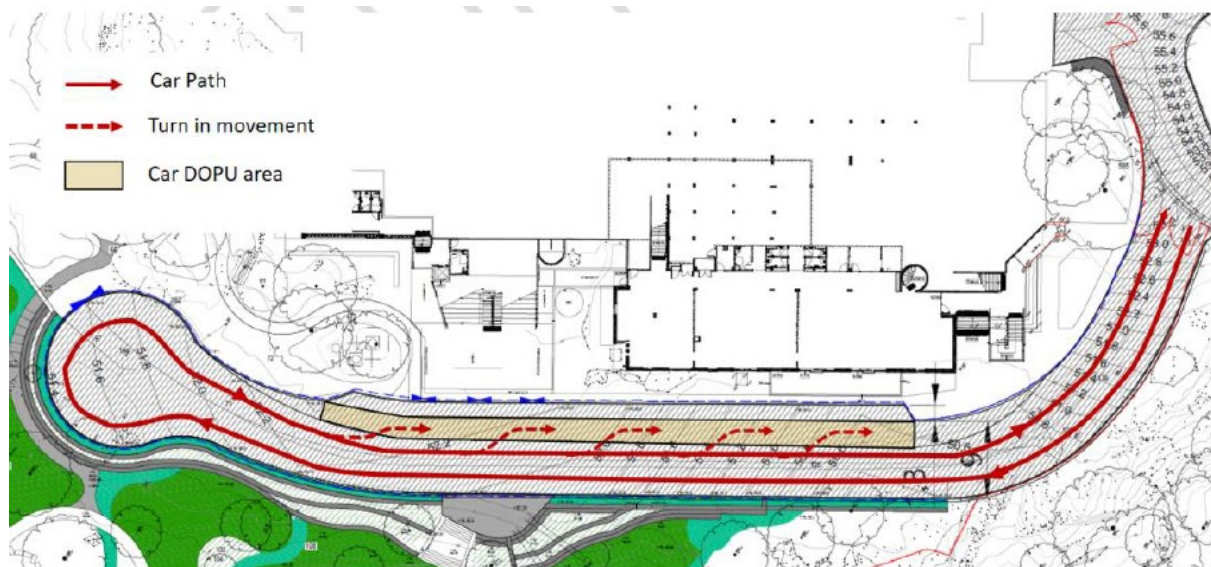
The revised access arrangements maintain perimeter access for fire and emergency vehicles by way of a fire trail linking the new extended driveway to Dunstan Grove. Gates at the end of the DOPU area will permit access for emergency vehicles and control car and pedestrian access throughout the site.

Figure 4 – Revised vehicle access arrangements from Eton Road



Source: Arup

Figure 5 – Car DOPU area design



Source: Arup

5.3. TREE REMOVAL

The number of trees to be removed to accommodate the Phases 2(b) and 3 works is summarised below:

- 12 trees to the east of the building for construction of the bus turnaround area.
- 14 trees to the south of the building for the extended driveway and landscaping works.
- 22 trees to the south of the building in poor health. It is noted that the removal of these 22 trees were identified in the previous Aboricultural Impact Assessment, however the trees were not included in the Exhibited RtS.

The amended proposal involves the removal of an additional 16 trees compared to the previous loop road design. A total of 48 trees will be removed as part of the Phases 2(b) and 3 works.

At this stage, the proposal includes replacement planting of three trees to the east of the building. Further tree planting will be investigated in consultation with RFS subject to meeting bushfire requirements.

5.4. LANDSCAPE CHANGES

The landscape works for Phase 2(b) have been amended to reflect the revised vehicle access arrangements within the eastern and southern portion of the site. The changes to the landscape design are detailed in the revised landscape concept plans at **Appendix B** and **Figure 6** and are summarised as follows:

East

- The new bus turnaround area is intended to tie in with the existing levels as much as possible to achieve compliant grades.
- The landscape design includes planting pockets on the embankment sufficient to accommodate three new Eucalypt species as part of the proposal.
- The proposal aims to screen the underside of the road / engineering supports to the new cantilevered road with groups of 20 or so tensioned vertical cables at 4-8m centres for climbing plants. To achieve decent growing conditions for the climbers, a circular terraced garden bed (or multiple beds) is proposed at the base of the slope and to the radius of the road above.
- Further pockets/groups of planting will be proposed within the void (teardrop shape) in accordance with the bushfire conditions.

South

- The extended driveway and associated footpaths have a wider footprint than the Exhibited Phases 2 and 3 design and there will be an increased drop from road to landscape below. The exhibited scheme involved a change in level of approximately 0.5m to 1.5m and it is now between 1m to 2.5m, increasing the overall height of the sandstone terraced walling that mitigates the change. 'Fire tolerant' native grasses such as Lomandra are proposed between the walls to soften the impact of the road and further prevent the terraces as visual spaces rather than play areas.
- Black powder-coated vertical post fencing is proposed on both sides of the extended driveway, eliminating access to the change in level. This will also enclose the road and provide an enclosed space for children to play at times of inclement weather.
- The road will be line-marked with sports related track markings to make the most of the space.
- The new turning head further increases the change in level between the extended driveway and lower play space. Circular sandstone log terracing is proposed with plants in between to prevent access from the road.
- There have been some changes to the WSUD / water movements. Similar to the exhibited scheme there will be a bio swale immediately adjacent to the road, becoming circular at the turning head. Water captured in the swale will be piped to the lower playspace and run through vegetated swales to control ponds on the southern boundary. The peripheral swale system will largely remain intact with little change.
- There is little change to the nature play/parkour trail to the south of the site. This remains to the very south of the area to maximise the open playspace.
- The school have commented that open areas are preferred and is understandable given the level of future activity in this space. This has been achieved with areas of broken lawns interspersed with rock outcrops where at surface level and retaining some low value native understorey vegetation where feasible. The lawn areas will be framed by loose rough rock, groups of native grasses, areas of deco sandstone and naturalistic vegetated swales with sleeper crossings.
- The shape of the paths and lawn spaces are now more organic in response to the circular turnaround area.
- The fire trail to the west of the turning circle will be utilised as a play space, effectively acting as a threshold between the COLA and the lower play space. As a result of the new fencing arrangement children will now be able to move freely between the upper and lower areas. A number of robust surface treatments are proposed including standalone circular coloured concrete with games line-marked and minimal areas of reinforced turf, deco sandstone and boulders to the outside of the core fire trail.
- The playspace to the immediate west of the COLA includes a change to the path orientation and adjustment to the location of the vegetable plots. Trampolines within the deck will remain.
- The area to the south of the COLA (across the road) has been amended to provide a more significant nodal point immediately adjacent to the road. This will have a handrail and be used as an access to the top of the slides, which have been re-orientated.

Figure 6 – Revised Landscape Concept Plan



Source: Design Inc

5.5. LIKELY IMPACTS OF THE AMENDED PROPOSAL

The proposed changes to the proposal have been assessed by the project team and potential impacts are detailed in the revised supporting documents. The likely environmental impacts are summarised in the following subsections.

5.5.1. Traffic

The revised vehicle access arrangements follow a detailed options analysis of other alternatives for access and a road safety audit of the loop road (refer **Appendix Q**). The swept path analysis that accompanies the Transport Response to Submissions (refer **Appendix C**), indicates that the new bus turnaround area will be able to accommodate a 14.5m bus and the design includes a dedicated bus drop-off zone with space for three buses.

Car traffic continues through the bus turnaround to the DOPU area to the south of the site, with two lanes of traffic provided for passing manoeuvres. As outlined in the Transport Response to Submissions, the independent operation *“increases the clearing time for each space; cars will not operate in single file and need for all cars ahead to clear out instead can freely pull into any available space and exit without restriction. This operation greatly accommodates expected demand and works to lessen queuing length.”*

The revised driveway extension therefore addresses the concerns from the community, particularly those residents in Dunstan Grove, and provides an acceptable alternative for vehicles accessing the site.

5.5.2. Bushfire

As outlined in the Revised Bushfire Hazard Assessment prepared by Blackash (refer **Appendix H**), *“a fundamental design requirement for the review of access was to ensure that perimeter access was provided for fire fighters and that the access was not compromised for emergency management and evacuation purposes of civilians within the site, while also providing safe access for fire fighters.”*

Blackash has assessed the driveway extension and fire trail, and confirmed that the revised vehicle access arrangements *“still meet the requirements of Planning for Bushfire Protection 2006 (PBP 2006) by providing safe operational access for emergency service personnel in suppressing a bushfire, while occupants are accessing or egressing an area (intent of measures from PBP 2006 P.34).”*

5.5.3. Biodiversity

The Revised Arboricultural Impact Assessment prepared by McArdle Arboricultural Consultancy (refer **Appendix G**) has been amended to reflect the revised vehicle access arrangements. This report indicates that the number of trees required to be removed to accommodate Phases 2(b) and 3 has been increased from 32 to 48 trees. As outlined previously, the proposal includes the removal of 22 trees in poor health. A further 26 trees (10 previously proposed and 16 additional) are required to be removed for the extended driveway and landscaping works, however these trees have been identified as low to moderate retention value. No trees of high retention value will be removed and retained tree of moderate to high retention value will be subject to the tree protection measures outlined in the Arboricultural Impact Assessment.

The Arboricultural Impact Assessment recommends replacement tree planting to offset the tree identified for removal. The project team has considered potential locations to accommodate replacement tree planning and have confirmed at this stage that three replacement trees of an appropriate Eucalypt species will be introduced in the bus turnaround area.

An Addendum Biodiversity Assessment and Biodiversity Offset Policy has been prepared by Ecoplaning (refer **Appendix F**). The changes to the vehicle access arrangements and landscape design do not result in additional impacts to those previously considered in the Exhibited Phases 2 and 3 RtS. The following comments regarding the impacts of the Phase 2(b) and 3 works are therefore reiterated:

- As identified in the Phase 1 BDAR, most native vegetation within the subject site is consistent with the description of Dwarf Apple - Broad-leaved Scribbly Gum (PCT1782) and Smooth-barked Apple – Red Bloodwood open forest (PCT1776). The total area of each vegetation types being impacted as a result of Phases 2(b) and 3 is approximately 0.47 ha and 0.22ha respectively. Complete clearance for these areas is proposed to accommodate the Phases 2(b) and 3 works.
- Neither of the two communities are listed as threatened ecological communities (TEC) under the TSC Act or the *Environmental Protection and Biodiversity Conservation Act 1999*.
- For Phases 2(b) and 3, the proposal requires 16 ecosystem credits to offset the impact of development. There are no species credits required for the proposal.
- Due to no credits of these types (PCT-1782 and 1776) currently being available in the NSW BioBanking credit market, the proponent intends to retire the offset obligation through payment to the Biodiversity Conservation Fund (BCF).
- On-site APZ management will be conducted to reduce impacts, with hollow bearing trees maintained (Kleinfelder 2018), and limited clearing of the mid-storey.

5.5.4. Built Heritage

Whilst the link between Stage 1 and 5 of the building is no longer required to accommodate the extended driveway, it is still required to facilitate access by fire and emergency vehicles. The demolition of building fabric was assessed in the Addendum Heritage Impact Statement that accompanied the Exhibited Phases 2 and 3 RtS. For the reasons outlined in the Addendum Heritage Impact Statement and response from the NSW Heritage Council, the demolition is *“considered an acceptable intervention given the relative significance of the impacted fabric.”*

The revised vehicle arrangements now require the removal of 26 additional trees compared to 10 trees for the exhibited loop road design. The additional tree removal was considered from a heritage perspective given the significance of the site and the Built Heritage Response to Submissions (refer **Appendix D**) states:

“Urbis has continually acknowledged that the removal of trees (for bushfire compliance and now for the driveway extension) has an impact on the original character of place. It should be noted however that while the original school saw the retention of natural bushland, it did so insofar as it was compatible with the educational requirements of the period and the substantial scale of the proposed building. Figure 212 in the CMP clearly shows large areas of bushland removed in the 1970s to accommodate tennis courts, and oval and a carpark. This clearing and substantial other clearing was undertaken in order to accommodate the use of the site (including the later clearing of areas to the east to accommodate the lower carpark at part of Stage 6 of development). Further substantial clearing of the landscaping was envisaged by Turner in order to achieve an expansion to the south west. It is acknowledged that further clearing of the bushland to the south constitutes clearing areas that were not originally planned to be cleared and has some impact. However, the proposed further clearing is necessary to ensure that the original site constraints which were never remedied are not exacerbated.”

The reuse of the building, its heritage significance and the amenity of the community must be reconciled. This is a substantial task which the project team has undertaken over several months while testing the options for the driveway extension from the perspective of a myriad of disciplines. The points raised by Council are acknowledged however the removal of additional trees to address the myriad of issues outlined above and provide a sustainable use for the site is considered an acceptable impact even in the context of the bushfire clearing."

In relation to the proposed replacement tree planting, the Heritage Response to Submissions recommends the following condition of consent for consideration of additional plantings:

Within six weeks of occupation of Stages 2(b) and 3, evidence must be provided to DPIE of further investigation undertaken by the Applicant for replacement tree planting within the site (in addition to the three trees proposed under this application). Where investigations conclude that additional tree planting can be accommodated subject to RFS requirements this is to be undertaken as part of the project.

5.5.5. Aboriginal Cultural Heritage

An addendum letter to the original Aboriginal Cultural Heritage Assessment Report (ACHA) prepared by Urbis Heritage (October 2018) is attached at **Appendix R**. The addendum addresses the Aboriginal archaeological and/or cultural heritage constraints associated with the revised vehicle access arrangements.

The footprint of the extended driveway, including bus turnaround area, was assessed in the original ACHA (October 2018), subsequent amendment to the ACHA (2019) and Aboriginal Objects Due Diligence Assessment (2019). On this basis, the addendum letter concludes:

- *"There are no Aboriginal objects and/or places registered on the Aboriginal Heritage Information Management System (AHIMS) within the footprint of the proposed works.*
- *The previous Urbis investigations have found no Aboriginal objects or archaeological sites within the proposed footprint.*
- *The area has been heavily impacted by historical land use, including the development of the school and associated infrastructure. The construction of the current road that runs along the eastern perimeter and leads to the lower car park has already impacted the original environment and caused significant disturbance.*
- *The area is located on the sandstone bedrock and there is no original soil left tha would have potential for retaining of any Aboriginal objects. The location have very low to nil potential for Aboriginal archaeological resources."*

In line with the above conclusions, the proposed works can proceed with the recommendations adopted from the original ACHAR (October 2018), including:

Recommendation 5

If Aboriginal object/s are identified in the Study Area during works, then all works in the immediate area must cease and the area cordoned off. The Office of Environment, Energy and Science (former OEH) must be notified via the Enviroline 131 555 so that the site can be adequately assessed and managed.

Recommendation 6

In the event that skeletal remains are uncovered, work must cease immediately in that area and the area cordoned off. The NSW Police must be contact with no further action taken until written advice is provided by the Police. If the remains are determined to be of Aboriginal origin, The Office of Environment, Energy and Science (former OEH) must be notified via the Enviroline 131 555 and a management plan must be developed prior to works re-commencing in consultation with the relevant Aboriginal stakeholders.

5.5.6. Noise

The Noise Impact Assessment prepared by White Noise has been updated to address the potential noise impacts associated with the revised vehicle access arrangements (refer **Appendix P**). The assessment of noise from the use of the extended driveway has been undertaken having regard to the EPA's *Noise Policy for Industry* and *Road Noise Policy for New Local Road*. The report highlights the following:

- Increased noise from cars and buses using the extended driveway will generally be limited to the peak morning and afternoon drop off and pick up times, 7.30-9.00am and 2.30-3.30pm.

- The expected travel speed of a bus entering and existing the site is 10-15km/hr and therefore the noise from each bus passing the closest residential receivers in Tubbs View will last approximately 30 seconds. Based on the proposed 28 total bus movements (in and out), the noise from bus movements will be approximately 14 minutes in any given peak morning or afternoon period.
- Noise from cars using the extended driveway will be minimised as a result of the separation distance to the closest residential receivers in Tubbs View.
- The proposed drop-off and pick-up area is located to the south of the site which is well away from residents in Tubbs View and Dunstan Grove.

Based on the revised noise assessment, the noise levels from the use of the extended driveway as part of Phases 2(b) and 3 are compliant with the relevant noise emission criteria and will not result in unacceptable noise impacts for surrounding residents, including those in Dunstan Grove and Tubbs View.

5.5.7. Construction Traffic

It is evident from the submissions and consultation with residents in Dunstan Grove that there are concerns regarding potential impacts from construction traffic accessing the site for the Phases 2 and 3 works. These concerns follow the delays and queues of trucks that occurred during the Phase 1 construction works.

As outlined in the Transport Response to Submissions at **Appendix C**, the following mitigation measures are proposed to minimise impacts from construction traffic:

- Vehicles will enter and exit the site in a forward direction, with construction deliveries to occur from Dunstan Grove and construction worker parking to occur from the east.
- The unmarked crossing of Dunstan Grove is to be operated by traffic controllers to manage the safety of pedestrians cross the road at this point.
- Construction will be undertaken during standard working hours, which are assumed to be as follows:
 - Monday to Friday: between 7:00am-5:00pm, excluding school times 8:00am – 9:30am and 2:00pm – 4:00pm on school days
 - Saturday: between 8:00am – 1:00pm.
 - Sunday and public holidays: no work.
 - It is required that traffic controllers will be in place before work starts to manage early arrivals.
- In some cases, it may be necessary to undertake night works to minimise disruption to traffic. Further assessments of these requirements would be undertaken once the detailed design stage is undertaken and the requirements known. Prior notice would be given to the community if any works are planned to be undertaken outside normal construction hours.

It is noted that further mitigation measures will be explored with the construction contractor once appointed for the proposed works.

6. RESPONSE TO SUBMISSIONS

The Exhibited RtS for Phases 2 and 3 of the development was placed on public exhibition between 22 November and 18 December 2019. During this period, government agencies, Council, key infrastructure stakeholders and the community were invited to make written submissions on the Project to DPIE.

Seven submissions were received from agencies (including DPIE and Council) together with two submissions on behalf of organisations and approximately 110 public submissions.

6.1. AGENCY SUBMISSIONS

Agency submissions have been received from:

- DPIE
- Council
- EPA
- TfNSW
- RFS
- Heritage Council of NSW.

A response to matters raised by DPIE, Council and all other government agencies is provided in **Table 5**.

6.2. ORGANISATIONS AND PUBLIC SUBMISSIONS

An assessment of each organisation and community submission received during the exhibition period was undertaken, with each submission individually reviewed to under the issues raised.

The community submissions were categorised according to key issues, being:

- Traffic impacts associated with the proposed loop road;
- Vehicle and pedestrian safety;
- Impacts from buses travelling close to residential properties (noise, safety and other amenity related impacts)
- Insufficient car parking;
- Bushfire risk;
- Additional tree removal;
- Limited public exhibition timeframe;
- Inadequate community consultation;
- Construction management impacts;
- Impacts to heritage characteristics of the site; and
- Permissibility of works within the E3 Zone.

The key issues raised by the public generally aligned with those which were raised by the agencies. While the exact wording of the submissions may not be captured in this RtS, the intent and the issues raised have been identified and addressed in **Table 6**.

Table 6 - Response to Agency Submissions

Department of Planning and Environment			
A.	Community Issues	Response	Refer to
A1	Significant concerns have been raised by the community in regard to the proposed loop road and the subsequent traffic impacts.	The loop road is no longer proposed and revised car and bus access arrangements will be accommodated within the eastern portion of the site accessed from Eton Road. The revised access arrangements are shown in Figure 4 and likely environmental impacts are discussed in Section 5.5 .	Section 5.5 of this RtS and Transport Response to Submissions
A2	The RtS must respond to the key community issues identified (but not limited to) below: <ul style="list-style-type: none"> - vehicle and pedestrian safety - impacts from buses travelling close to residential properties (noise, safety and other amenity related impacts) - exacerbating construction related traffic and parking impacts - traffic generation impacts - construction fatigue - impacts to the heritage characteristics of the site 	Noted. These issues are addressed in the response to community submissions.	Table 7 and Table 8 of this RtS
B.	Traffic, Parking and Transport		
B1	Strong concerns are raised about the conflict between pedestrians, cyclists, cars and buses from the proposed design and reliance on the loop road. These conflicts have the potential to result in safety issues around the school. In order to minimise these potential conflicts and associated public safety risk issues that arise, on-site solutions for pick-up, drop-off and bus pick up should be explored as part of the RtS.	Comment not relevant as the loop road is no longer proposed.	N/A
B2	The original assessment and determination of Phase 1 identified that there would be no changes to the existing 184 car parking spaces on site. The Phase 2 and 3 RtS identifies that currently 166 car parking spaces are marked on site. Clarification is required to confirm the total	For the Phase 1 school there were 184 car parking space which included 18 spaces for a childcare centre. The childcare centre is no longer proposed, and the 18 spaces have therefore been removed from the main	Transport Response to Submissions

Department of Planning and Environment		
	number of car parking spaces, and if reduced from 184, the justification for doing so.	entrance roadway. There are now 166 available parking spaces on site.
C.	Roads and Safety	
C1	The RtS must provide an updated assessment on the current pedestrian footpath network servicing the site and identify areas that are required to be updated to service the requirements for Phase 2 and 3 of the development.	The primary and secondary school catchment areas are being finalised and analysis of these will inform the key walking routes into the school. Further discussion with Council will be required to assess forward works programs for implementation of new footpaths along the local street system.
C2	The RtS must include an assessment of the impact and ability of buses turning on the roundabout without encroaching upon the pedestrian footpath.	Comment not relevant as the loop road is no longer proposed.
C3	The RtS should be supported by a road safety audit report, prepared by an appropriately qualified traffic or transport engineer and shall include (but not limited to) the operation of the following areas: - loop road - kiss and drop facilities - footpath sightlines - adequacy of the surrounding network to enable buses and other vehicles to pass simultaneously	AMWC have provided a road safety audit on the concept design.
C4	The RtS should also consider the likelihood of obtaining Council approval to impose no parking zones on surrounding streets should it be required to accommodate buses and other vehicles passing and implications should it not be received.	Noted. The route to and from the school along Eton Road from the intersection of Grosvenor Road and Austral Avenue will need to be reviewed in collaboration with Council as traffic increases. Parking restrictions are already in place along Eton Road south of the route bus area.
D.	Noise and Acoustic Impacts	

Department of Planning and Environment			
D1	The submitted acoustic assessment does not include the most up to date noise logging results. All assessments of noise impacts, including derivation of project specific noise levels, should be undertaken with reference to the most recent noise logging data in Lindfield Learning Village – Response to EPA Queries document, prepared by Acoustic Logic, dated 13 August 2018.	The revised Noise Impact Assessment includes the noise levels recorded as part of the additional logging undertaken in the ALC report dated 13 August 2018 and the resulting change to noise emission criteria.	Revised Noise Impact Assessment
D2	The submitted noise impact assessment for Phase 2 and 3 does not contain any predicted noise or vibration levels from the construction stage. A quantitative assessment must be undertaken in accordance with section 4.5 of the Interim Construction Noise Guideline (DECC, 2009) and be submitted as part of the RtS.	The revised Noise Impact Assessment report includes a quantitative assessment of construction noise.	Revised Noise Impact Assessment
D3	The noise impact assessment is also deficient in that an assessment of mechanical plant noise has not been undertaken. An assessment of mechanical plant noise is to be undertaken and submitted as part of the RtS, as required by Condition B40 of the SSD 8114 partial consent.	<p>Detailed selections of mechanical equipment is not possible at this stage of the development and the noise levels of the proposed equipment is not known. As such details of the required acoustic treatments is not possible to be specified at this stage of a development. The relevant project noise emission criteria is detailed within the Noise Impact Assessment to which all future design of the mechanical equipment is required to comply with which includes the Background + 5 dB(A) criteria.</p> <p>Details of the specific acoustic treatments and controls will be completed as part of the normal ongoing design stage of the project and provided as part of the CC documentation for the project.</p> <p>The EPA has indicted that the early stages of the design of the project does not allow for the detailed acoustic design of the mechanical services.</p>	Revised Noise Impact Assessment

Department of Planning and Environment			
D4	Noise exceedances to the requirements of the NSW Road Policy (DECCW, 2011) and Industrial Noise Policy (EPA, 2000) from the use of the loop road and pick- up/drop-off facilities must be addressed through the consideration of all reasonable and feasible mitigation measures and must form part of the RtS.	The proposed development no longer involves the loop road for car and bus access. The Noise Impact Assessment has been amended to reflect potential noise impacts associated with the revised vehicle access arrangements.	Revised Noise Impact Assessment
E. Heritage, Urban Design and Landscaping			
E1	The RtS is to address the deficiencies within the application as raised by the Heritage Council NSW and Council.	The matters raised by the Heritage Council and Ku-ring-gai Council have been address under the relevant agency below.	Refer to responses to Heritage Council and Ku-ring-gai Council comments in this table
E2	The RtS must include an updated Conservation Management Plan and schedule of conservation works that encompasses the scope of works required for Phases 2 and 3.	An updated Conservation Management Plan and Schedule of Conservation works for Phases 2 and 3 has been prepared by Urbis Heritage and accompanies the RtS.	Conservation Management Plan – Version 2
E3	The RtS should give further consideration in ensuring that all proposed works are reversible in nature and reduce irreversible impacts to the heritage characteristics of the buildings and landscape. Appropriate evidence of the reversibility must be provided as part of the RtS.	<p>The requirement for works to be reversible in nature is discussed in the Heritage Response to Submissions. The following conditions of consent are proposed:</p> <p><i>Changes which have the potential to reduce the cultural significance of the place should be designed to be reversible where possible.</i></p> <p><i>The proposed works facilitate the ongoing use as an education facility, and safeguard the significance of the use. It is necessary to carry out interventions to the building in order to reasonably function as an educational facility.</i></p>	Heritage Response to Submissions

Department of Planning and Environment			
F.	Bushfire		
F1	<p>The Department notes the NSW Rural Fire Service comments made to the exhibition and requires the following to be submitted as part of the RtS:</p> <ul style="list-style-type: none"> - Updated plans that outline the proposed asset protection zones (APZs) off-site and confirmation from National Parks and Defence Housing Australia (DHA) regarding the ongoing management of the specified APZs need to be provided as part of the RtS. 	<p>A plan detailing the APZ Extent is included at Figure 10 of the Bushfire Hazard Assessment & Fire Engineering Brief. A construction easement agreement has been finalised between SINSW and NSW National Parks and Wildlife Services (NPWS) to manage the proposed asset protection zone (APZ) within the NPWS land.</p> <p>Development approval DA0677/11 requires the APZ on DHA land to be managed in its entirety. The Department of Education has consulted with the Dunstan Grove Executive Committee (refer letter at Appendix S) requesting the vegetation within the established APZ (on DHA land) be maintained in accordance with the conditions of consent and Bushfire Management Plan as a matter of priority.</p>	<p>Bushfire Hazard Assessment & Fire Engineering Brief</p> <p>Letter to Dunstan Grove Executive Committee</p>
F2	<p>Details on the radiant heat modelling inputs and calculations in the 'Bushfire Radiation Assessment Report' prepared by Stephen Grubits and Associates, dated 22 August 2019 must be provided as part of the RtS, in addition to the following:</p> <ul style="list-style-type: none"> - detailed radiant heat modelling calculations for Long Sections 1 to 11 are required similar to that provided in Appendix A of the report. - any variations in input, including reduced flame temperature and dispensation in considering flame length, must be justified as part of the RtS. 	<p>The requested information has been provided to RFS for consideration.</p>	<p>N/A</p>

Transport for NSW			
A.	Drop-off and pick-up (DOPU) arrangement	Response	Refer to
A1	Section 3.1.1 and Figure 2 both indicate that cars would be going along the southbound lane to the roundabout and make a U-turn to access the DOPU lane on the western side in the northbound direction. This presents a two-way traffic operation along this section of the internal road. Clarification is required as the proposed one-way loop would operate around the school site and passes through the proposed DOPU lane during the school DOPU periods, as indicated in Figures 21 and 23.	Section 3.1.1 of the Transport Response to Submissions describes the Phase 1 school operation, which is a two-way operation. For the Phase 2(b) and 3 school, alternative access is proposed. The DOPU area operates as in Phase 1, with two passing lanes for either cars or buses or both. This is explained in a diagram in Section 5.1 of the Transport Response to Submissions.	Transport Response to Submissions
A2	Figure 2 shows crossing facilities are not proposed to be provided to allow safe pedestrian crossing, particularly for parents who walk with their children from the car parking spaces on the eastern side to the proposed pedestrian access on the opposite side of the internal road. It is also evident from Figure 2 that a footpath is not provided for pedestrians to access these car parking spaces on the eastern side.	Parents who walk their children after parking will park in the lower car park and use the path up the hill and pedestrian crossing to walk to the school. The accessible alternative is using the accessible spaces at the top of the school.	Transport Response to Submissions
A3	If car parking spaces on the eastern side are intended to function during the school DOPU periods, consideration should be given to the traffic management required to ensure those parking activities do not adversely impact the proposed one-way DOPU loop operation.	The Phase 1 DOPU will be relocated to the south of the site for Phases 2(b) and 3 and will be appropriately sign posted.	Transport Response to Submissions
A4	Figure 22 demonstrates swept path analysis for buses running on the kerbside lane while cars driving parallel on the outside lane under the one-way loop operation. The swept path analysis should extend throughout the entire loop to demonstrate the spatial adequacy to support the proposed one-way operation.	The swept path analysis for the revised vehicle access arrangements is presented in the appendix of the Transport Response to Submissions.	Transport Response to Submissions
A5	Adequate space for buses to safely pass on the outside lane along the section of loop road where bus DOPU bays and bus queuing bays are located must be provided. In addition, it is strongly recommended to	The bus parking area includes width for two way operations and the bus bay.	Transport Response to Submissions

Transport for NSW			
	provide road width that is capable of accommodating two buses driving in parallel along the one-way loop where school buses will operate.		
A6	A “Keep Clear” zone is proposed in Figure 25 to manage the potential conflicting movements of cars traveling on the outside lane crossing the path of school buses coming out from the bus bays on the kerbside lane. Further elaboration should be provided on how this lane changing could be practically managed, noting that bus and car movements are going in the same direction and would continue simultaneously throughout the DOPU periods, i.e. which user has priority when changing lanes at the proposed “Keep Clear” zone. Additional swept path analysis is needed to demonstrate the space required for manoeuvring of buses in particular the extent of “Keep Clear” zone near the back of car queue.	This conflict no longer occurs by removing the loop road.	N/A
A7	Prior to the issue of a Construction Certificate, a comprehensive Traffic Management Plan (TMP) should be prepared to provide the details of how the one-way DOPU loop would operate in conjunction with proposed DOPU locations (i.e. school bus stop, car DOPU area, car parking, etc.) and address the aforesaid comments. The TMP must also take into consideration of any measures suggested by the Road Safety Audit that is requested in the comment below.	Noted. To be addressed by condition of consent.	N/A
B.	Road Safety Audit		
B1	A Stage 2 (Concept Plan) Road Safety Audit must be undertaken by an independent TfNSW accredited road safety auditor for the current proposal. This should include reviewing the design of the proposed loop road, DOPU locations, and car park and associated pedestrian facilities, in accordance with Austroads Guide to Road Safety Part 6 - Managing Road Safety Audits and Austroads Guide to Road Safety Part 6A - Implementing Road Safety Audits. The current design should then be	AMWC have provided a road safety audit on concept design.	Concept Design - Road Safety Audit

Transport for NSW			
	reviewed and changed in consideration of the outcomes of the Road Safety Audit.		
C.	Projected mode share of buses for Phases 2 and 3		
C1	As indicated in Section 4.4, the increase of bus travel is expected to come from additional public and school bus services. Any new or additional bus services would be provided by the local bus operator (Transdev). Allocation of additional services is based upon formal reviews of services across the wider area. Information about school enrolments is important in understanding the need for any service adjustments. The applicant should ensure that ongoing discussions occur with Transdev so that increase in demand can be appropriately considered in future service provision.	The school has been in discussions with Transdev and Transport for NSW regarding future bus transport needs. School enrolment waiting list was provided to Transport for NSW for bus transport planning purposes. Further, the inclusion of this requirement to improve the bus service mode shift will be incorporated through the Green Travel Plan.	N/A
C2	Given that the projected mode share of buses for Phases 2 and 3 would be highly reliant upon bus service uplift, the applicant is encouraged to continue to share information regarding changed enrolments with the local bus operator every year.	Noted. Transdev and TfNSW have been consulted several times over the project and this process will continue.	N/A
D.	Green Travel Plan		
D1	With the projected increase in student and staff population for Phases 2 and 3, the following items in the Green Travel Plan (GTP) framework should be further reviewed/amended: <ul style="list-style-type: none"> • Transport Access Guide to staff, students and parent/carers about the range of travel modes, access arrangements and supporting facilities that service the site; • identify which party is responsible for the delivery of each action in the GTP and advise when each action will be delivered; • identify the specific actions and parties responsible for delivering the topics discussed in Section 5 – Transport Strategies; and 	Support from SINSW and school staff would be needed to increase the level of detail in the Green Travel Plan. This can be addressed by condition of consent.	N/A

Transport for NSW			
	<ul style="list-style-type: none"> • identify a communication strategy for the delivery of the communicative elements of the GTP. 		
D2	Prior to the issue of an Occupation Certificate, the applicant shall prepare a comprehensive Travel Plan (or amend and expand the existing GTP) taking into account the GTP initiatives outlined in the framework GTP to assist with increasing the use of sustainable modes of travel.	Noted. To be addressed by condition of consent.	N/A
E.	Construction traffic impact		
E1	The Indicative Construction Management Plan indicates that vehicular access to and from the site would be from Dunstan Grove. As the existing Phase 1 will continue in operation while the construction occurs, truck movements should not be carried out during school DOPU times (unless otherwise approved) and no truck queuing should be permitted on public streets that would affect the general traffic and public transport operation. Construction site access should also give consideration to the operation of car park and DOPU areas where pedestrian and road safety would be a concern.	Trucks are proposed to complete all turning movements within the site, offering an alternate route during school DOPU times.	Transport Response to Submissions
F.	Draft Conditions		
F1	Prior to the issue of relevant Construction Certificate, a detailed Construction Pedestrian and Traffic Management Plan for the related construction stages shall be prepared in consultation with the local council and TfNSW detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control and be submitted to the relevant consent authority for approval.	Noted. To be addressed by Condition of Consent.	N/A
F2	The proposed upgrades for Pacific Highway and Grosvenor Road intersection along Pacific Highway shall be designed to meet TfNSW requirements, and endorsed by a suitably qualified practitioner. The	Noted. To be addressed by Condition of Consent. The design, approval and works are under discussion with TfNSW at executive level.	N/A

Transport for NSW

design requirements shall be in accordance with AUSTROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works. All of these documents shall be sent to development.sydney@rms.gov.au. The applicant is required to enter into a Works Authorisation Deed (WAD) with TfNSW for the abovementioned works. TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the applicant prior to the commencement of works. Any works associated with the proposed upgrade for Pacific Highway and Grosvenor Road intersection are to be at no cost to TfNSW.

EPA

A.	Noise & Vibration	Response	Refer to
A1	The Phase 2a Acoustic Review of Additional Numbers, prepared by White Noise Acoustics, (dated 20.11.19) does not reference or acknowledge the Lindfield Learning Village – Response to EPA Queries document, prepared by Acoustic Logic (dated 13.08.18). The Response document contains additional noise monitoring as well as an assessment of additional noise sources not included in the original Noise Impact Assessment (NIA), prepared by Acoustic Logic (dated 08.06.17). As a result, the White Noise Acoustics document does not include the most up to date noise logging results. Subsequently the noise goals set throughout the report are higher than they would be if the most recent noise logging was utilised. The EPA advises that all assessments of noise impacts, including derivation of project specific noise levels, should be undertaken with reference to the most recent	The additional noise logging undertaken by ALC and detailed in their letter dated 13.08.18 has been included in the revised Noise Impact Assessment and resulting minor adjustments in noise emission criteria has been undertaken.	Revised Noise Impact Assessment

EPA			
	noise logging data in Lindfield Learning Village – Response to EPA Queries document, prepared by Acoustic Logic (dated 13.08.18).		
A2	The Noise Impact Assessment (NIA) prepared by Acoustic Logic (dated 08.06.17), regarding this portion of the development does not contain any predicted noise or vibration levels from the construction stage. Although the numerical values themselves are not the best indicator of construction impact on the receivers, they do inform the noise mitigation and management practices required on site. The EPA requires a quantitative assessment to be undertaken in accordance with Section 4.5 of the Interim Construction Noise Guideline (DECC, 2009) ICNG.	<p>Section 7 of the Noise Impact Assessment includes the assessment and determination of management and mitigation for the construction stage of the project. At the time of the report there was not a construction methodology for the site such that a quantitative assessment can be conducted. Once the contractor has a construction methodology completed and items required to be used to complete the construction as well as construction periods a qualitative assessment of construction noise can be completed.</p> <p>A quantitative assessment of construction noise is typically completed by the building contractor as part of the CC for a project. A quantitative assessment of construction noise has been undertaken in the revised Noise Impact Assessment.</p>	Revised Noise Impact Assessment
A3	An assessment of mechanical plant noise has not been included in the NIA, as the report states that the early design stage of the project does not allow for it. The EPA notes that it is important to select and, if appropriate, design mechanical plant to achieve noise levels of no greater than the background (RBL) noise level + 5 dB and should form part of the development consent as Condition B40.	A detailed assessment of mechanical plant can only be completed once plant and equipment items as selected and specifications of equipment including source noise levels can be provided. Section 6.1 of the report identifies the location of plant and equipment and provides comments regarding treatments and compliance.	Revised Noise Impact Assessment
A3	The EPA notes that there are noise sources associated with the development that do not comply with the nominated criteria. Noise impacts from the loop road for drop off and pick up is predicted to exceed the NSW Road Noise Policy (DECCW, 2011) and Industrial Noise Policy (EPA, 2000) (as referenced in the NIA) requirements for a development of this type. However, there is no discussion of reasonable and feasible mitigation measures. Rather, the report seeks to minimise the acoustic impact of development by referring to	The Noise Impact Assessment has been amended to reflect potential noise impacts associated with the revised vehicle access arrangements.	Revised Noise Impact Assessment

EPA		
	other common noise levels of similar magnitude, such as “normal human conversation”. The EPA advises that where exceedances of the Industrial Noise Policy and NSW Road Noise Policy are expected, consideration of all reasonable and feasible mitigation must be included in the assessment. Significant exceedances may require the upgrading of the nearby dwellings and this should also be considered.	

RFS			
A.	Asset Protection Zones	Response	Refer to
A1	Updated plan(s) denoting the proposed asset protection zones (APZs) off site and confirmation from National Parks and Defence Housing Australia regarding the ongoing management of the specified APZs need to be provided.	<p>A plan detailing the APZ Extent is included at Figure 10 of the Bushfire Hazard Assessment & Fire Engineering Brief. A construction easement agreement has been finalised between SINSW and NSW National Parks and Wildlife Services (NPWS) to manage the proposed asset protection zone (APZ) within the NPWS land.</p> <p>Development approval DA0677/11 requires the APZ on DHA to be managed in its entirety. The Department of Education has consulted with the Dunstan Grove Executive Committee requesting the vegetation within the established APZ (on DHA land) be maintained in accordance with the conditions of consent and Bushfire Management Plan as a matter of priority.</p>	<p>Bushfire Hazard Assessment & Fire Engineering Brief</p> <p>Letter to Dunstan Grove Executive Committee</p>
A2	The subject application does not include approval for the management of the APZs proposed off-site. These off site APZs have been relied on as part of the performance based solution in the ‘Bushfire Radiation Assessment Report’ prepared by Stephen Grubits and Associates (date: 22 August 2019, reference: 2018/321 R5.0) to demonstrate compliance of the existing structure with the provisions	As outlined above, a construction easement agreement has been finalised between SINSW and NSW National Parks and Wildlife Services (NPWS) to manage the proposed asset protection zone (APZ) within the NPWS land.	N/A

RFS			
	for special fire protection purpose (SFPP) development in Planning for Bush Fire Protection 2006.	The management of the APZ on DHA land is required as a condition of consent for this development (DA0677/111).	
B.	Radiant heat modelling		
B1	<p>Details on the radiant heat modelling inputs and calculations in the 'Bushfire Radiation Assessment Report' prepared by Stephen Grubits and Associates (date: 22 August 2019, reference: 2018/321 R5.0) need to be provided:</p> <ul style="list-style-type: none"> - Detailed radiant heat modelling calculations for Long Sections 1 to 11 are required similar to that provided in Appendix A of the report. - Any variations in input, including reduced flame temperature and dispensation in considering flame length, need to be justified. 	The requested information has been provided to RFS for consideration.	N/A

Heritage Council			
A.	Omission of rooftop additions	Response	Refer to
A1	The omission of new rooftop structures retains the existing stepped and modulated building form and is consistent with the CMP (Policy 36). The proposed modification retains the significance of the Sydney Style building and its setting and is supported.	Noted.	N/A
B	Loop Road		
B1	Whilst the link road is introduced between the building and the surrounding landscape it can be supported as it will retain the visual connection and will not significantly detract from the ability to interpret of the building within its bushland setting.	Noted, however an amended design for vehicle access has been developed which better responds to the traffic constraints. As outlined in the Heritage Response to Submissions, the extended driveway is assessed as having an acceptable heritage impact.	Heritage Response to Submissions
C	Partial demolition of link between stages 1 and 5 for loop road		

Heritage Council			
C1	The partial demolition of the link would have some heritage impact on the heritage values however it can be supported as the retention of the first floor enables the original configuration to be interpreted and the requires less tree removal than the alternative via the western side of the Stage 5 building.	Noted. The demolition of the link between Stage 1 and 5 is no longer required to accommodate the extended driveway however it is still required to facilitate access by firefighting and emergency vehicles.	N/A
D	Landscape works		
D1	It is recommended that as for Phase 1, a condition of consent be included requiring that the landscape works in the southern section of the site be finalised in consultation with Bruce Mackenzie to ensure a sympathetic approach in accordance with the landscape philosophy.	Design Inc has endeavoured to make contact with Bruce Mackenzie for the purpose of workshopping the final landscape plans as discussed in the Heritage Response to Submissions. Contact was made however the offer of a meeting for the purpose of finalising the Phases 2(b) and 3 landscaping was not accepted. The landscape design has been amended to reflect the revised driveway extension.	N/A
E	Proposed bushfire management solutions		
E1	The introduction of the shutters will have a moderate heritage impact however as the same principles were applied in the delivery of the Phase 1 School it can be supported with the application of a similar condition regarding the fire protection measures to that provided for Phase 1.	Noted. Phase 1 exemplifies how the fire shutters can be implemented in a sympathetic way. None of the Phase 1 shutters are easily visible from any perspective.	N/A
F	Demolition South Façade Level 1		
F1	However, the removal of brickwork to slightly enlarge the opening is irreversible and will remove significant fabric. It is recommended that a condition of consent be included requiring that an alternative fenestration design is recommended for the South Façade Level 1 to ensure that the existing masonry wall is preserved intact.	The original brickwork will remain with a portion of bricks removed to bring natural light and ventilation to now occupied space by students. This space was previously a subfloor space for plant. This is discussed in more detail in the Heritage Response to Submissions.	Heritage Response to Submissions

Heritage Council			
G	Demolition of slab Level 4 Zone F Courtyard for lightwell		
G1	The proposed removal of a section of floor slab including a section of original tiles proposed to achieve a light access to the space below is irreversible and will impact on a space that is graded as of high significance. It is inconsistent with CMP Policies and will have an irreversible physical and visual impact on the significance of the item. It is recommended that a condition of consent be included requiring that an alternative light source is designed to ensure that the highly significant Courtyard is preserved intact.	Noted the proposed development will not proceed with this intervention.	N/A
H	Alterations to COLA		
H1	The proposed COLA has been reduced in length and is wider than the original design. The height remains below the exposed slab of Level 3 and there is no impact on the spiral stairs to the east of the COLA, consistent with the original design. The design is consistent with the CMP and can be supported.	Noted.	N/A
I	Refurbish existing planters		
I1	The proposed installation of drainage systems and replacement of damaged tiles is consistent with the CMP and can be supported.	Noted.	N/A
J	Wood and metal elevations - dust extraction		

Heritage Council			
J1	The additions have been designed so not to detract from the original façade and have been located to avoid any fixtures on the south façade and are supported.	Noted.	N/A
K	Spiral stairs		
K1	The proposed pink handrails and orange risers are in keeping with the original contemporary overlay applied in Phase 1 and can be supported.	Noted.	N/A
L	Removal of concrete wall adjacent to spiral stair		
L1	The removal of a substantial area of the existing concrete wall adjacent to the spiral stair will have an irreversible physical and visual impact on the significance of the item. It is recommended that a condition of consent be included requiring that an alternative light source is designed to ensure significant fabric and views are preserved intact.	The design of the proposed opening through the concrete wall adjacent to the spiral stairs near Level 4 entrance to Stage 2 has been altered. The extent of the opening has been reduced by 50%. The area immediately adjacent to the staircase would be retained in its entirety and the opening to achieve light penetration through the building would be confined to the area to the north.	Heritage Response to Submissions
M	Removal of concrete on Level 4 to allow for reception window		
M1	The removal of a section of the concrete wall adjacent to the Level 4 entry, will have an irreversible physical and visual impact on the significance of the item. It is recommended that a condition of consent be included requiring that an alternative location for the reception is found to ensure that the Stage 1 and 2 off form concrete walls and the existing visual connections between floors, are preserved intact	<p>The Applicant does not accept this amendment as a condition of consent. This is addressed in more detail in Heritage Response to Submissions.</p> <p>Substantial testing has been undertaken to investigate alternative locations for the reception. Urbis Heritage acknowledges the impact stated by the Heritage Council, however this is an important operational requirement and the least impactful solution.</p>	Heritage Response to Submissions
N	Proposed conditions		

Heritage Council			
N1	A suitably qualified and experienced heritage consultant should be nominated for this project. The nominated heritage consultant should provide input into the detailed design resolution and conservation methodologies adopted to minimise impacts to heritage values.	Noted. This will be addressed by a condition of consent. As per Phase 1, Urbis would be engaged throughout the entire design development, tender and construction process.	N/A
N2	New works should be designed to be reversible in the future. Methodologies are to be prepared for all proposed internal and external works to the building to avoid irreversible impacts on the significant fabric.	<p>As per Phase 1 Urbis requests that the condition be further amended as follows:</p> <p><i>Changes which have the potential to reduce the cultural significance of the place should be designed to be reversible where possible.</i></p> <p><i>The proposed works facilitate the ongoing use as an education facility, and safeguard the significance of the use. It is necessary to carry out interventions to the building in order to reasonably function as an educational facility.</i></p> <p>This is discussed in more detail in the Heritage Response to Submissions.</p>	Heritage Response to Submissions
N3	A schedule of conservation works prepared for the remainder of the site is to be prepared for the existing building and implemented as part of the project.	The complete schedule has been prepared by Apex Diagnostics (October 2018). It has been appended to Version 2 of the Conservation Management Plan prepared by Urbis (April 2020).	Conservation Management Plan - Version 2
N4	Proposed maintenance works should be guided by appropriate methods prepared by a qualified heritage consultant.	Urbis will continue to guide the maintenance works throughout the implementation of the LLV in the role as heritage consultant.	N/A
N5	The Unexpected Finds Protocol (UFP) be prepared for Phase 1 remain in place for the duration of the construction works for Phase 2 and 3 (C32 and C33).	Noted. This will be addressed by a condition of consent.	N/A

Heritage Council			
N6	The schedule of conservation works prepared by Apex, dated October 2018, and the Interpretation Strategy prepared by Urbis are listed as consent documents.	Noted. This will be addressed by a condition of consent.	N/A
N7	The methodology for the cleaning of the concrete prepared by Waterstone Concrete and the methodology for the removal, salvage and reinstatement of the extant timber ceiling of the existing library area, prepared by Design Inc, are listed as consent documents.	Noted. This will be addressed by a condition of consent.	N/A
N8	The detailed design of fire protection measures must be reviewed and approved by the nominated heritage consultant.	Noted. This will be addressed by a condition of consent.	N/A

Ku-ring-gai Council			
A	Omission of rooftop additions	Response	Refer to
A1	The rooftop play areas were intended in the original design to reduce the impact on the surrounding bushland. As stated by Urbis the omission of the rooftop COLAs does provide an aesthetic gain to the building in retaining “hillside village” design, stepping down with the topography but there is a clear loss to the immediate surrounding bush setting.	The RFS requirements to provide an APZ to inner protection standards throughout the entire site resulted in a clearance of bushland within the site. This provided an opportunity to utilise the cleared areas as play areas which in turn negated the need to utilise rooftop play. Locating play areas on the ground and within a natural setting is much more desirable for the school and did not adversely impact the heritage nature of the existing building.	N/A
B	Loop Road		
B1.1	Urbis in their Response to Submissions 2019 described the one-way loop road as a: “comprehensive solution to the traffic issues” and is “in line with Policy 124 of the CMP (Urbis, 2018) which allows for the	The proposed development no longer involves the loop road for car and bus access. The Heritage Response to Submissions has considered the potential heritage impacts	Heritage Response to Submissions

Ku-ring-gai Council			
	<p>introduction of new roads only where necessary for the school use, fire compliance or emergency vehicle use”</p> <p>A previous Heritage Impact Assessment and Conservation Strategy for the site prepared by Graham Brooks and Associates (now GBA) in support of the 2008 rezoning stated: “the introduction of new roads or landscaped road reservations into the bushland should be restricted to those required for emergency and fire fighting vehicles”</p> <p>The change in policy between the GBA assessment and the Urbis CMP is not explained/justified within the conservation management plan. Note: the Urbis CMP is not endorsed by any independent third party such as Heritage NSW (former Heritage Division).</p>	<p>associated with the revised vehicle access arrangements accommodated within the eastern portion of the site.</p> <p>The assessment highlights the following:</p> <p><i>The reuse of the building, its heritage significance and the amenity of the community must be reconciled. This is a substantial task which the project team has undertaken over several months while testing the options for the driveway extension from the perspective of a myriad of disciplines. The points raised by Council are acknowledged however the removal of 7 trees to address the myriad of issues outlined above and provide a sustainable use for the site is definitely considered an acceptable impact even in the context of the bushfire clearing.</i></p>	
B1.2	In terms of heritage impact the loop road is not supported as the preferred solution. While the loss of trees is low, the continued incremental loss, first from the APZ and now to build the road, is creating a denuded space in the landscaped area closest to the southern façade. This will have a detrimental impact on the setting. The relationship between the campus building and the immediate landscape is a key element of the original design. The “brutalism’ is moderated by the way in which the College was designed to respond to the topography and bushland setting of the site.	Refer comment above.	Heritage Response to Submissions
C	Partial demolition of link between Stages 1 and 3 for loop road		
C1	In the absence of a loop road, there is no longer a requirement to demolish fabric of moderate significance. In the event the loop road proceeds, the demolition of moderate fabric and a single	The loop road is no longer required to pass through the Link between Stages 1 and 5. However, this opening is still required for the access of bushfire and emergency vehicles.	N/A

Ku-ring-gai Council			
	planter is preferable to further loss of trees and intrusion into the bushland setting.	For the reasons outlined by the Heritage Council and by Urbis previously, this is considered an acceptable intervention given the relative significance of the impacted fabric.	
D	Proposed bushfire management solutions		
D1	The link (loop) road in the current plan represents a realignment and widening of the former approved fire trail. There is no objection to the fire trail as it is a necessity. The objection is to the wider, realigned loop road.	Noted. The wider loop road for car and bus access is no longer proposed, with revised vehicle access arrangements proposed within the eastern portion of the site. The proposed development retains a fire trail around the site.	N/A
D2	There is no objection to the options formulated for the fire shutters and replacement steel frame windows and doors.	Noted.	N/A
E	Demolition south façade Level 1		
E1	proposed new opening for the purpose of an entry to Homebase 2 will require the removal of some original fabric, however sufficient fabric remains to demonstrate the original character of the building. There are no objection to the new opening as an entrance for Homebase 2.	Noted.	N/A
F	Demolition of slab Level 4 zone courtyard for light well		
F1	The partial demolition of the slab on level 4 and above the former library to improve light penetration will result in the minimal loss of original fabric. The “horizontal window” or glass flooring is the preferred option for the treatment of the new opening.	Noted.	N/A
G	Alterations to COLA		
G1	The new COLA is an improvement on the previous design as the roof-form and bright colours were somewhat intrusive. The new COLA is much wider than the previous version and will obscure	The supports of the COLA roof require a certain mass not to look fragile and flimsy in front of the massive brutalist building. The triangular walls are detached from the existing building	N/A

Ku-ring-gai Council			
	more of the southern façade. If the supporting panels were minimised as opposed to the large splayed triangles, the impact on views to the southern elevation could be minimised, and improving sightlines to the curved road would also improve student safety.	<p>and do not hide it; also, the southern façade of this portion of the building is of a lesser quality than other parts, like the entry or the former library.</p> <p>For legibility, the geometry of the walls is in keeping with the language of the other new interventions. The “origami” geometry of folded planes is contrasting with the architecture of mass of the existing fabric.</p>	
G2	While the use of colour elements in the interior is considered appropriate, there is no precedent for the vibrant colour scheme proposed on some new elements to the exterior. It is acknowledged that colour is necessary for way-finding for new and earlier stage students such as Early and Late Stage 1. An alternative to the vibrant colours selected could be a contextual colour palette taking inspiration from the surrounding flora. The vegetation community is described as Sydney Sandstone Ridgetop Woodland; Sydney Sandstone Gully Forest and other vegetation. The colours found in the environment are still variable, including yellows, reds, greens, blues, pinks and purples but the tonal variation is more muted much like the eucalypt green of the House of Representatives and shades of ochre red in the Senate at the Parliament House of Australia. It is preferable for the use of colour to be restricted to wayfinding purposes and its application be minimal. The use of RGB primary and secondary colours should be avoided. Instead tonal variants that reflect the natural colours in the bushland setting are preferred.	Noted. The colour elements have been refined to a more contextual palette as suggested.	Section Figure 3 of this RtS
H	Refurbish existing planters		
H1	As stated the planters are graded as having exceptional significance. Any works which conserve these planters while	Noted.	N/A

Ku-ring-gai Council			
	improving their function is supported. The use of native plants is encouraged.		
I	Spiral stairs		
I1	The spiral stairs have a high level of significance. Their retention and use is supported. The use of the orange stair riser is appropriate give the use of colour in the interior.	Noted.	N/A
J	Removal of concrete wall adjacent to spiral stair		
J1	The removal or “penetration” of this wall is not supported. From the images it appears to be off-form an concrete wall. The concrete walls are original fabric of exceptional significance. Much of the interior is being removed to allow the site to function as primary and secondary educational facility. The unnecessary and seemingly optional removal of this wall so close to such a significant element being the spiral staircase cannot be supported. Alternative solutions to provide light should be explored and the wall retained. A secondary option would be the use of a high-light window which will allow light but keep most of the wall intact as opposed to such an excessive and generous opening.	The design of the proposed opening through the concrete wall adjacent to the spiral stairs near Level 4 entrance to Stage 2 has been altered. The extent of the opening has been reduced by 50%. The area immediately adjacent to the staircase would be retained in its entirety and the opening to achieve light penetration through the building would be confined to the area to the north.	Heritage Response to Submissions
K	Removal of concrete on Level 4 for reception window		
K1	The removal of highly significant fabric for essential needs where suitable alternatives cannot be found is unfortunate but can be accepted in the greater scheme. To create a reception area at the Level 4 main entry is considered as essential. Of the options option 3 has the least impact and is supported.	Noted.	N/A
L	Landscape Plan		

Ku-ring-gai Council			
L1	A level change between proposed road level and existing ground level resulting in retaining walls required along the edge of the road. Stairs on the landscape plan indicate a significant level drop, without a safety fence to reduce the risk of falls from the road edge and nothing to reduce the risk of buses overrunning the road edge.	With the new driveway extension, including expanded road width and the addition of the turning circle, there will now be an anticipated change in level of between 1.5-3m, which is an increase on the original SSDA design. Additional protection will be afforded by the fencing to both sides of the new road preventing access to the top of the slope from the COLA and from the carriageway. The walls will be no more than 400mm in height and with terraced platforms in between where space and existing trees allow which will can be used as viewing platforms.	Revised Landscape Plans
L2	The road pavement accounts for over 850sqm of playground with no apparent attempt to incorporate this space as part of the play area. Fences and pronounced changes in level are not conducive to free movement and easy transition between play spaces.	Fencing is required on both sides of the extended driveway for safety reasons. Access will be allowed to the broader lower play space opposite the COLA only. Line marking and art will be painted onto the road surface which will act as a formal recreation, informal recreation and play/games.	Revised Landscape Plans
L3	Given the limited space and flat play areas for the children, bus movements should not dominate the design of the playground.	The design of the play spaces to the south has been amended to allow for as much 'open' play surfacing as possible, taking into account existing trees and rock outcrops	Revised Landscape Plans
L4	Gates and fences have not been well integrated into the playground and do not align with paths and desire lines.	At the request of the school, and as a result of the recent changes to the vehicle access arrangements, the play spaces are currently being reviewed from a safety and access perspective. There will now be clear access from the COLA to the lower play space from the west as a result of the reduction in carriageway. There will be clear access from the COLA to the lower play space in a southerly direction, addressing the desire line.	Revised Landscape Plans
L5	Supervision of the “adventure” play areas – Though the adventure type play is encouraged and commended, supervision of these spaces will be difficult as they are generally below the level of the	The design has been developed in conjunction with the school and a rigorous consultation schedule to date. The level change does afford clear views out over the adventure play	Revised Landscape Plans

Ku-ring-gai Council			
	road. Supervision of the spaces will draw on a number of teacher resources during play times.	spaces and are therefore ideal for surveillance. The lower areas are open, with minimal screening vegetation. An updated supervision strategy will be prepared by the School in response to the current design.	
L6	A significant number of trees have already been removed from the site with more identified for removal on the landscape plans. This will result in a significant loss of shade and great loss of biodiversity as a consequence of canopy loss.	The amended proposal requires the removal of 26 trees of low to moderate retention value and 22 trees in poor health. The tree removal will be offset with limited replacement tree planting to the east of the building as a result of bushfire requirements. The proposed tree removal is considered appropriate as it facilitates the full use of the site as an educational establishment and relocates vehicle access arrangements away from Dunstan Grove. Detailed landscape plans will be required as a condition of consent.	Revised Arboricultural Assessment and Landscape Plans
L7	Base of the proposed rock climbing wall has high quality understorey of Xanthorrhoea species and various ferns. These will be lost through trampling and installation of flat landing area for play and climbing, resulting in loss of these protected species and valuable understorey habitat.	Platforms to the base of the climbing wall / escarpment will be located to minimise impact on existing vegetation. There are a number of cleared areas at the base of the rock wall. Plants will be relocated if required, seed collected and propagated and additional provenance stock plants planted at the base of the slopes. Further these areas will be fenced with controlled access.	Revised Landscape Plans
L8	Bioretention swale shown at outside edge of the bus access road on drawing number LA-2-0007 (F) conflicts with EFWF drawing (21151 EX-C 150) which shows the access road with a traditional kerb, gutter and drainage pits. There is no mention of bio retention swales or ponds in the stormwater management report. Regardless of whether the bus access road is installed or not, a	The proposed concept for the water management design across the site was co-ordinated with the hydraulic engineer and is included in the Revised Flood Report. The current design is in line with Council's preferences and includes vegetated swales, bioswales and detention ponds. This will be subject to the depth of rock and detailed site grading and will be progressed at the CC / tender stage.	Revised Flood Report

Ku-ring-gai Council			
	system of vegetated/bioretention swales and basins are Council's preferred option.		
L9	The "fibre- reinforced boardwalk" and "viewing deck and learning platform into National Park" is not universally accessible. If this is to be a learning space, then it needs to be universally accessible.	Operation and access of this area will be developed in conjunction with school and in accordance with their management of school children at certain times of the day. The terrain is varied, visibility poor and the difficult to monitor.	N/A
L10	The construction of the "fibre- reinforced boardwalk" and "viewing deck and learning platform into National Park" would be difficult and disruptive to the native vegetation in this area therefore is not recommended for inclusion as part of these works.	The project team have looked in detail at the location of the rock escarpment, existing vegetation and grading. The exact alignment and location of the boardwalk and viewing deck will be to minimise impact. The contractor will be expected to work closely with the manufacturer of the boardwalk system. The landscape is exceptional to the south east of the site and the design team and school have deemed it a great opportunity to invest in an immersive learning experience in this location.	N/A
L11	<p>If no other option is possible for the bus access to the school site, and this proposal is to be implemented, the following measures need to be considered:</p> <ul style="list-style-type: none"> · Hard-paved surfaces should be better integrated in to the playground and used for activities such as handball, hopscotch, snakes and ladders, running tracks etc. · The use of coloured concrete that is more sympathetic with the natural landscape and reduces the heat island effect (given the loss of canopy cover). · Reduction of impediments to free movement of play such as fencing between the bus access road and the school building · Retention of trees or replacing trees that have been removed with tree species that are better suited to fire prone areas. 	The project team will consider ways to incorporate both formal and informal activity on the extended driveway surface, including changes of colour. The surface material will be reviewed with the traffic engineer and project budget. The fencing is essential to prevent children accessing the road at bus times.	N/A
M	Traffic and Transport		

Ku-ring-gai Council			
M1	It is our view that the trip generation rate of 0.19 trips per dwelling during the peak hour for the dwellings at the former Screen Australia site is not an appropriate traffic generation rate given the site is a high car-dependent site. That trip generation rate would be more applicable where the multi-storey housing/residential flat buildings are located in close proximity to frequent and regular public transport, and close to amenities such as shops and services. Unless the above trip generation rate is replicated in similarly located dwellings (such as those surrounding Shout Ridge and Hamilton Corner), then a traffic generation rate of at least 0.5-0.65 peak hour vehicle trips per dwelling should apply (which is equivalent to a rate for medium density residential flat building from the RTA Guide to Traffic Generating Developments).	Following review, a revised report for the 101 Eton Road submission by Traffix uses 0.4 trips per dwelling. This is discussed in Section 4 of the Transport Response to Submissions.	Transport Response to Submissions
M2	Pedestrian infrastructure improvements are required at the south-western end of Dunstan Grove (see comments in 6.3 Loop road vehicle swept paths and management, below); · At the main school gate, the path is >2m side, but the gate opening in the perimeter fence is only half that. This gate opening needs to accommodate the full width of the footpath;	The proposed development no longer involves the loop road and therefore the comment on pedestrian improvements in Dunstan Grove is not relevant. The project team will review the width of the main school gate and consider adjustments.	N/A
N	Footpath upgrades on the local road network		
N1	While upgrades have been undertaken to provide a walking route from Lindfield Learning Village to Lindfield Public School, there is no footpath in Abingdon Road. Provision of footpath on one side of Abingdon Road (from Eton Road to Shirley Road) would provide much needed pedestrian safety and walking connectivity for a key part of the neighbouring catchment.	SINSW are working with Council to resolve pedestrian access routes to the School. Funding of these will be agreed between SINSW and Council.	N/A
O	Car parking for school activity		

Ku-ring-gai Council			
O1	While a car mode share for staff of 85% during Phase 2 is considered attainable, a car mode share of 42% in Phase 3 while desirable, is considered to be a little too ambitious or unrealistic given the existing 93% car mode share by staff (implied in section 3.2.4 of the TTA-RtS). Not achieving the required 42% mode share target will result in staff parking in surrounding streets, which is something that Council would like to avoid.	Noted. The Green Travel Plan developed will aim to encourage staff to take alternative methods for the journey to work. This is discussed in more detail in Section 6.1 of the Transport Response to Submissions.	Transport Response to Submissions
O2	Provision of 2 or 3 safe, separated cycle routes to the Lindfield Learning Village for Phase 3 would give staff a serious alternative to driving and help to achieve the 42% mode share target. As well, it would also provide a safe travel option for school children	Separated cycle routes are not recommended in the Ku-ring-gai Bike Plan for implementation near the site. Staff would be able to ride along the roads as they are relatively quiet. This is discussed in more detail in Section 6.2.2 of the Transport Response to Submissions.	Transport Response to Submissions
P	After hours parking		
P1	The TTA-RtS notes that the Greenhalgh Auditorium, lecture theatres and gymnasium would be used by external visitors after school hours, and that users of these facilities may park in the spaces provided within the Learning Village which have been vacated by teaching staff and employees. This approach is supported, and Council would like to extend the utilisation of these after-hours parking spaces to benefit the wider community, including users of the Blair Wark Community Centre and Charles Bean Oval (where it does not conflict with the auditorium, lecture theatre or gymnasium use). Council would like to further engage with DEC and Lindfield Learning Village as soon as possible, to come to an agreement for community access to the car park by the completion of Phase 2 works.	Following discussions between representatives from SINSW and Council in February 2020, Council have advised that they do not request the use of the car park for after-hours parking.	N/A
Q	Stage 2 School travel		

Ku-ring-gai Council			
Q1	Expansion to Phase 2 and 3 relies on the provision of additional bus services. Indeed, additional bus services are critical to achieving the mode share targets for students and staff. While Transdev have recommended that additional route services be introduced during peak periods, and school bus planning is recommended to achieve the future bus mode share targets, there is no evidence from Transport for NSW that additional route services will be introduced, or that new school services are being planned. This needs to be confirmed by Transport for NSW.	Transdev and TfNSW have been consulted several times over the project and this process will continue.	N/A
R	Phase 3 School travel		
R1	Council's previous submissions to the Lindfield Learning Village stages highlighted the need to develop a safe and separated cycle network to encourage cycling to school. There is the potential to increase relatively modest cycle component of the student walk/cycle mode share from 10% anticipated in the TTA by collaborating with Council to deliver 2 or 3 separated cycle routes to the Lindfield Learning Village. The catchment is reasonably extensive and expansion of safe, separated cycling facilities in this catchment area would provide the catalyst for students to cycle to school.	<p>Separated cycle routes are not recommended in the Ku-ring-gai Bike Plan for implementation near to the site.</p> <p>For school students, separated cycle routes are not recommended at this stage and therefore provision of footpaths on Eton Road, from Phase 1 and Abingdon Road would provide cycling infrastructure for student. Staff would be able to ride along the roads as they are relatively quiet.</p>	N/A
S	Right turn bay on Pacific Highway at Grosvenor Street		
S1	The extension of the right turn bay on Pacific Highway at Grosvenor Road from 70m to 120m is supported. The rationale behind the optional extension of the right turn bay to 170m is unclear, and there is concern that it would impact on future options for improvements at the intersection of Pacific Highway and Strickland Avenue. Further advice from Transport for NSW/RMS is required.	Noted. Analysis shows that 120m is sufficient and recommended in the previous Traffic and Transport Report (Sept 2019).	Traffic and Transport Report (Sept 2019)

Ku-ring-gai Council			
T	Private car facility		
T1	As part of the proposal, it is intended to utilise the anti-clockwise bus loop road around the school campus for private vehicles to access the existing drop-off and pick-up area on the eastern edge of the campus. It is understood that the reason for this is because with the student numbers envisaged in Phase 2 and 3, the existing access to the drop-off and pick-up area from Eton Road would form lengthy queues further north into Eton Road, although this has not been demonstrated in the TTA-RtS.	Comment no longer relevant. The proposed development no longer involves the loop road for car and bus access.	N/A
T2	There is approximately 400m queueing capacity from the head of the existing drop-off and pick-up area, around the loop road to the southern end of Dunstan Grove. This would accommodate approximately 65 stationary vehicles, or approximately half of the total vehicles anticipated at the 2.50pm pick-up timeslot under Phase 3. Invariably, parents and carers will arrive early for the pickup sessions and there is the potential for queues to form/extend into Dunstan Grove and it is unclear if this tendency to arrive early and queue can be managed by the school. Indeed, if all 134 vehicles arrived and queued prior to the 2.50pm pick-up timeslot under Phase 3, the queue would extend through Dunstan Grove and back to Eton Road. The school would have to demonstrate that the drop-off and pick-up queues can be managed so as not to cause congestion and queuing in Dunstan Grove.	Comment no longer relevant.	N/A
U	Loop Road		
U1	The proposal to utilise the anti-clockwise bus loop road around the (now) K-12 school campus for private vehicles will increase traffic flows in Dunstan Grove by approximately 241 vehicle trips	Comment no longer relevant.	N/A

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	in the school AM peak and by approximately 179 vehicle trips in the school PM peak. This is a substantial change in traffic flow characteristics and understandably has raised the concerns of residents in Crimson Hill, who have suggested confining school traffic to Eton Road and the current set-down and pick-up area.		
U2	Confining school traffic to Eton Road and the current set-down and pick-up area has merit and should be investigated. If this is found not to be feasible, then the following comments respond to the details of the proposed bus loop road: - The sight distance at the curve in Dunstan Grove. At this location Dunstan Grove is in a rock cutting, with near-vertical rock walls. At the highlighted part of Dunstan Grove, the rock wall is effectively at the back of the kerb, which limits sight distance around the curve.	Comment no longer relevant.	N/A
U3	Further traffic management is required to reduce vehicle speeds in Dunstan Grove to improve stopping sight distance. Installation of speed management devices at the northern tangent point of the curve would assist in controlling vehicle speeds in a southerly direction. To complement this, it would also be opportune to install a speed management device on the corresponding tangent point (southern), to limit the speeds of vehicles travelling northerly approaching the marked pedestrian crossing (circled in orange), where a similar sight distance issue exists.	Comment no longer relevant.	N/A
U4	During construction, the driveway opposite Dunstan Grove is designated as the primary access point. Residents of Crimson Hill experienced a number of issues during construction of Phase 1 with construction vehicles stopping in Dunstan Grove and blocking local access and traffic. Stop/slow arrangements were necessary at the time, as the width of Dunstan Grove was inadequate for 2 way traffic flow,	Noted. The construction traffic management plan outline describes the issues noted in the previous phase and outlines strategies to manage construction traffic on Dunstan Grove.	Transport Response to Submissions

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	confirming the need to undertake localised kerb adjustments to address swept path conflicts early in the process to maintain access to residents.		
U	Bushfire		
U1	The Bushfire Emergency Management and Evacuation Plan is robust and the inclusion of the proposed perimeter road is strongly supported from a bushfire protection point of view.	Noted.	N/A
U2	Concern over the reliance on APZs imposed on NPWS land. APZs should ideally be contained entirely within the development site and not on adjoining lands. It is recognised, however, that this may be considered as a performance-based solution and will be assessed on its merits when RFS is determining whether or not to issue a Bush Fire Safety Authority	This was agreed to with NPWS and the RFS as a whole of government approach to reducing the risk to the school. NPWS, through a number of meetings and agreements with executives, are working toward the establishment of APZs within NPWS land. This approach has been a key part of reducing risk posed to the site from NPWS land and recognition from government of the need to reduce bushfire risk to life and property to the lowest feasible level (i.e. 10kW)	N/A
U3	The Bushfire Radiation Assessment has been carried out by a consultant with expertise in engineering and structure fires, but who does not appear to have expertise in bushfire behavior or bushfire protection measures. o A2.7 of PBP 2019 states "given the complexity of performance based solutions, it is recommended that they are undertaken and fully justified by qualified consultants." Is the consultant BPAD accredited?	Blackash (BPAD level 3 accredited) worked with Grubits & Associates to ensure the fire behaviour aspects were understood. Through the Bushfire Design Brief process, the RFS were engaged as a key stakeholder and were comfortable with the qualifications and experience of the Grubits team working on the proposal.	N/A
U4	The methodology used to determine radiant heat exposure is not the generally accepted method described in AS 3959:2018, but one apparently developed by the consultant. I am uncertain of the suitability of this methodology, although according to the Bushfire Hazard Assessment it has been agreed to by the RFS.	The methodology was worked through with the RFS in a series of meetings in the Bushfire Design Brief Process. RFS has accepted the proposed methodology.	Bushfire Hazard Assessment & Fire Engineering Brief

Ku-ring-gai Council			
U5	I remain concerned about the reliance on radiant heat shielding provided by escarpments downslope of the development site to reduce required APZ widths, despite the statement within the Bushfire Hazard Assessment that the approach has been agreed to by the RFS. This approach is not supported by the generally accepted methods of assessing radiant heat flux and little information is provided by the consultant to support their position.	The methodology was worked through with the RFS in a series of meetings in the Bushfire Design Brief Process. RFS has accepted the proposed methodology.	Bushfire Hazard Assessment & Fire Engineering Brief
U6	Modelling of radiant heat alone is generally not sufficient where the effective slope exceeds 18 degrees, as canopy fuels become much more involved in fire behavior and convective heat starts to become a substantial factor. Due to the very steep slopes an convective heat starts to become a substantial factor. Due to the very steep slopes an increased flame height and the effects of convective heat on this development should be considered when determining requirements for bushfire protection measures.	The methodology was worked through with the RFS in a series of meetings in the Bushfire Design Brief Process. RFS has accepted the proposed methodology.	Bushfire Hazard Assessment & Fire Engineering Brief
U7	Further discussion with the RFS are advised regarding the proposed Security Fences and vehicular and pedestrian gates (as shown on Drawing LA-2-1005) and the need for gates / appropriate locks etc.	This can be discussed with RFS from an operational perspective. However, a number of options can be deployed to ensure access is available to emergency services.	N/A
V	Flooding and Stormwater		
V1	Detailed mainstream and overland flow flood mapping has not been completed by Council for this area. As the site is situated near the ridge line mainstream flow flooding is not a concern, however overland flow is a potential issue which should be addressed through the stormwater.	An overland flow assessment has been included in the Revised Flood Report for a range of design events including the 5%, 2% and 1% storm event. The report concludes that <i>"Inundation of the property would be minimal due to its location being situated upon the apex of a ridge."</i>	Revised Flood Report
V2	The proposed works are located outside of Council mapped Riparian zones. However impacts upon the surrounding	Noted. This can be addressed as a Condition of Consent.	N/A

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	environment must be minimised through appropriate, well maintained sediment erosion control during construction activities.		
V3	WSUD (as shown on Drawing LA-2-0007) proposes a series of WSUD features, which is encouraging to see. However, it is unclear how the proposed features will operate in practice. Drawing LA – 2-0007 shows bioretention swales along the perimeter road along with a series of bioretention basins connected by vegetated swales.	Details will be developed with the hydraulic engineer throughout the documentation phase of the project.	N/A
V4	The diagram shows the bioretention basins, approx. 1m deep with “outflow to stormwater” at the base (as indicated by the typical drawing) connected by the vegetated swales, which are designed to convey water via surface flows;	Noted.	N/A
V5	<p>Additional bioretention basin details required include:</p> <ul style="list-style-type: none"> - If the basins will be lined or not. Depending on the grade some depths may not be possible without excavating into sandstone and as such some may be requires to be partially or fully constructed as a “planter box” or raised above the ground surface; - Discharge points and method needs to be clearly shown – there are no stormwater systems for the basins to discharge to. The gardens may potentially be unlined and simply infiltrate to the surrounding soil, however shallow sandstone is likely to prevent this; - Basins on the boundary – those indicating discharge to bushland will need to be some sort of infiltration or dispersal system to minimise scour impacts on bushland; - Depth of ponding is required as this is potentially an important safety issue in a school environment will signage or barriers be required?; 	<p>The aim is to control and dissipate any additional water run off / increased speed of run off created by the clearing associated with the development and the additional hard paved surfaces.</p> <p>The hydraulic engineer will assess the depth of any ponds required but the intent is only for occasional inundation. Interpretive and safety signage will be installed as required.</p>	Stormwater Quality Report

Ku-ring-gai Council			
V6	Some sections of vegetated swales are shown to have “switchbacks” or “hairpin” bends which would be prone to blockage with debris and unlikely to operate properly – steeper areas may benefit from having steeper, straighter rock lined swales instead;	Noted. The direction of the swale will be developed as part of the documentation process. The project team will look at a sequence of sandstone log weirs to compensate for the change in level but will be assessed in accordance with a detailed look at localised grading on site.	N/A
V7	There appears to be a sewer main in the vicinity of the bioretention basins connected via the “switchbacks” – this may limit design options in this area – DBYD or service location needed;	Services will be co-ordinated with the location of swales and basins and adjusted accordingly.	N/A
V8	It is unclear what the catchment for the treatment train is (is it just ring road and playgrounds?) and if the combination of Bioretention swales and Bioretention basins is sufficient to provide adequate treatment. Also, has the proposed system been modelled in a system such as MUSIC?;	MUSIC modelling has been completed as part of the Stormwater Quality Report to model water quality cycles for the proposal. The catchment includes the extended driveway and new landscaped area. Clearing for bushfire purposes and the new hard surfacing (porous and non-porous) will affect the speed with which water leaves the site and the WSUD system proposed will aim to achieve similar conditions to that before the intervention.	Stormwater Quality Report
V9	How will maintenance be undertaken, will there be a positive covenant or other mechanism to ensure the system is maintained as required?	Maintenance of the system will be discussed with SINSW and key stakeholders including the school maintenance staff.	N/A
V10	It is also unclear how the indicative treatment train connects to the wider school stormwater system and if it is part of a larger re-use scheme (e.g. rainwater tanks for landscaping or toilet flushing).	It is not intended to be part of a wider school stormwater system at this stage.	N/A
V11	It is unlikely that the proposed treatment train including 2 long bioretention swales and 14 smaller bioretention gardens connected by vegetated swales will be effective in the short term and it is highly unlikely that such a complex system (if modelled	The system is intended to be a simple way of capturing, channelling and slowing some stormwater runoff. The design will be reviewed by the hydraulic engineer, simplified if required and reviewed with short, medium and long term	N/A

Ku-ring-gai Council			
	and designed to appropriate detail) would be maintained to provide benefits in the long term.	maintenance requirements in mind. The system will also be used to educate students around water processes and wider WSUD strategies.	
W	Biodiversity and Tree Impacts		
W1	Concern is raised regarding the impact of extensive recreational structures within areas marked as managed bushland (as shown on Drawing LA-2-0005), including the proposed Parkour Trail. Consideration should include impact from building the structure as well as maintaining appropriate ground covers under the structure. Should this design be adopted, design, construction and management of such assets should minimise impact through appropriate footing design and location, as well as consideration of future ground maintenance requirements [including accessibility], eg. Mulch vs vegetation management. Should mulch be used, weed free native mulch is preferred.	Noted. The parkour trail will be designed to minimise impact on the re-instated planted areas described as 'managed bushland'. The managed bushland will include the planting of endemic groundcover plants, groups of low native grasses and some shrub plantings. Any understorey plants will be planted in groups with distances apart to meet bushfire regulations. The intent is to locate the parkour trail within these cleared areas. The parkour elements will essentially be of low impact due to restrictions in the Softfall thickness in the area. The managed bushland will be heavily managed and maintained on a weekly basis by the school to minimise habitat for snakes within high traffic areas.	Revised Landscape Plans
W2	Design, construction and management of proposed sedimentation works (as shown on Drawing DA-2-101) and Security Fences (as shown on Drawing LA-2-1005) should minimise impacts upon existing vegetation and onsite habitat features.	The exact location and alignment of the security fence will follow the site boundary as closely as possible. Where damage to existing planting and or rock is identified, the location will be reviewed and potentially adjusted (within the site boundary) to avoid conflicts.	N/A
W3	Concern is raised regarding the additional impacts to local biodiversity and vegetation, from the proposed perimeter road, including the likely removal of a number of trees.	The amended proposal requires the removal of 26 trees of low to moderate retention value and 22 trees in poor health. The tree removal will be offset with limited replacement tree planting to the east of the building. The impact of the additional tree removal is assessed as minimal as it facilitates full use of the site for an educational	Addendum Biodiversity Assessment Report and Revised Landscape Plans

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		establishment and relocates vehicle access to the eastern portion of the site instead of utilising Dunstan Grove.	
W4	Whilst the local plant community is not mapped as a threatened ecological community, this area provides important habitat and directly adjoin core bushland areas. As such any additional impact to trees or habitat (such as hollows) should be offset.	Noted. This can be addressed as a Condition of Consent.	N/A

Table 7 – Response to Action for Public Transport Submission

Action for Public Transport		
Green Travel Plan	Response	Refer to
Refer to earlier submission that remains valid.	Please see Section 2.5 of the Exhibited RtS where comments from the Action for Public Transport have been responded to.	Exhibited RtS
The Green Travel Plan does not provide a credible discussion of how the cars are to be managed during peak drop off/pick up times.	A school travel plan is being developed to describe school travel including responsibility and governance of the plan. Refer to Section 6.1 of the Transport Response to Submissions for more detail.	Transport Response to Submissions
Expansion of transport services such as bus route 565 is necessary but alone will not suffice to get 2100 students to or from school. Many more routes will be needed. If a large proportion of the students each start time arrive by bus, for example 10 bus loads averaging 40 students per bus, the local roads will cope much better than otherwise.	School bus routes have been proposed through close coordination with TfNSW. These buses will directly access and drop off at the school.	N/A
A detailed plan should be prepared, based on the geographic distribution of students, for a small fleet of buses ferrying students between school and suitable points for transfer to/from private cars. For example, Roseville station and Killara station could be considered.	School buses for students only will be provided through close coordination with TfNSW. These buses will use the bus bays for direct access to the school.	N/A
Students should be encouraged to use those buses as their primary mode of transport to/from school. The buses should have exclusive access to the campus roads. Restrictions such as NO STOPPING at school times should be enforced nearby. The only exceptions should be the youngest students and those with special needs. Parking permits for staff would have to be limited; staff should be encouraged to use the same buses.	Noted the school travel plan will provide these plans for dealing with travel to school for staff and students to achieve the mode share targets of the school.	Transport Response to Submissions

Table 8 – Response to Dunstan Grove Owners Committee Submission

Dunstan Grove Owners Committee – Strata Plan 90970			
A.	Additional Material to be provided and re-exhibited	Response	Refer to
A1	Analysis of alternatives to the proposed Loop Road arrangement to demonstrate why the significant impacts of the proposed option cannot be avoided.	The proposed development no longer involves the loop road, with revised car and bus access accommodated within the eastern portion of the site.	N/A
A2	Swept path diagrams for Dunstan Grove to demonstrate the ability of school buses to travel via this road without crossing the existing centre-line and blocking on-coming traffic. Due to the narrowness and curvature of this road, cars already cross over the centre-line causing safety issues that would be significantly exacerbated by the proposed use of buses and additional car traffic.	Comment no longer relevant.	N/A
A3	Queuing analysis to the proposed Loop Road to demonstrate that all queuing will occur within the school site, and will not impede access to the residential basement entrance from Dunstan Grove.	Comment no longer relevant.	N/A
A4	Details of the specific location of residential dwellings in Crimson Hill who will experience noise criteria exceedances due to the significant increase in traffic volumes as a result of the proposed Loop Road.	Comment no longer relevant.	N/A
A5	Clarification of whether the proposed 'statement of commitments' are the Final Mitigation Measures proposed by Schools Infrastructure.	The Statement of Commitments within the exhibited RtS does not need to change. Mitigation measures are contained within specialist consultant reports and in DPIE's conditions of consent.	N/A
A6	Resolution of inconsistencies between the documents submitted that variously describe the proposed Loop oad as a 'bus loop', and confirmation that each report submitted has assessed the impacts of both buses and private vehicles using this driveway for pick-up/drop-off.	Comment no longer relevant.	N/A

Dunstan Grove Owners Committee – Strata Plan 90970			
B	Construction		
B1	During Phase 1, residents were affected by the intrusion of construction deliveries, vehicles and personnel and the noise of 24/7 building activities.	The construction contractor will be made aware of the concerns raised from neighbouring residents. A Construction Environmental Management Plan will be required as a condition of consent and will include safeguards to minimise these impacts during the construction of Phases 2(b) and 3.	N/A
B2	Construction site access should be at the eastern point of connection to the Loop Road. Inappropriate to have site access in Dunstan Drive for two year period.	<p>The construction access from the west side of the site along Dunstan Grove was chosen to allow the construction activities to overlap with current school activities. The east side of the site was considered however school operations would be greatly impacted by construction works along the eastern side of the site with the required management of construction traffic to maintain a safe and usable site for the school would have increased the timeline of construction impact and therefore increased the length of disruption for all residents using Eton Road.</p> <p>The construction traffic management plan outline describes the issues noted in the previous phase and outlines strategies to manage construction traffic on Dunstan Grove.</p>	Preliminary Construction Traffic Management Plan
C	Consultation		
C1	Consultation process has been extremely poor and deceptive, with only two formal meetings to date. No details were presented at the meeting.	Further information regarding the community consultation undertaken is provided at Section 3.2 of this RtS Report. The project team has attended three meetings with the Dunstan Grove Committee, as well as the broader community meeting.	Section 3.2 of this RtS Report
C2	Insufficient time for public comment and errors in public exhibition.	In accordance with the EP&A Act, the Exhibited Phases 2 and 3 RtS was exhibited for a period of 28 days.	N/A

Dunstan Grove Owners Committee – Strata Plan 90970			
C3	Inadequate period for proper planning assessment.	In accordance with the EP&A Act, the Exhibited Phases 2 and 3 RtS was exhibited for a period of 28 days.	N/A
C4	The proponent should have prepared an amended EIS as the extent of changes to the proposal are inappropriate to be included in a RTS. The Department should have communicated the proposed changes being sought more clearly to the community.	The changes to the development as part of the Phases 2 and 3 RtS responded to the agency comments received during the exhibition of the EIS for the entire project. The extent of changes proposed and the process followed has been agreed with DPIE.	N/A
D	Loop Road		
D1	SINSW has not undertaken any genuine analysis of alternatives to the Loop Road, which will result in significant safety, noise and environmental, heritage and amenity impacts. Three alternative proposals have been put forward by Dunstan Grove OC for consideration.	Arup conducted extensive review of options to develop the loop road plan of school operations. The considered options stemmed from the basic principles of simplicity and separation, where a single entry for both buses and cars was provided and separate areas for set down and collection of children for these two modes of travel. Notwithstanding, car and bus access for the proposed development has been revised and will be accommodated within the eastern portion of the site as shown in Figure 4 .	Section 5.5 of this RtS and Transport Response to Submissions
D2	The assessment of expected traffic numbers (cars and buses) appears to have been very conservatively estimated in order to under-represent the actual volume of vehicles that will travel down Dunstan Grove to access the Loop Road.	Comment no longer relevant.	N/A
D3	Loop Road is prohibited use in the E3 Zone.	The proposed works within the E3 Zone include the extended driveway associated with the DOPU area and the covered outdoor learning area (COLA) to the south of the development. Section 4.38 of the EP&A Act states that development consent for state significant development may be granted despite the development being partly prohibited by an environmental	N/A

Dunstan Grove Owners Committee – Strata Plan 90970			
		planning instrument. That is, the proposed works are permitted with consent under section 4.38 of the EP&A Act.	
D4	Swept path diagrams for Dunstan Grove to demonstrate the ability of school buses to travel via this road without crossing the existing centre-line and blocking on-coming traffic.	Comment no longer relevant.	N/A
D5	Queuing analysis to the proposed Loop Road to demonstrate that all queuing will occur within the school site, and will not impede access to the residential basement entrance from Dunstan Grove.	Comment no longer relevant.	N/A
D6	Details of the specific location of residential dwellings in Crimson Hill who will experience noise criteria exceedances due to the significant increase in traffic volumes as a result of the proposed Loop Road.	Comment no longer relevant.	N/A
D7	Clarification of whether the proposed 'statement of commitments' are the Final Mitigation Measures proposed by Schools Infrastructure.	The Statement of Commitments within the exhibited RtS does not need to change. Mitigation measures are contained within specialist consultant reports and in DPIE's conditions of consent.	N/A
D8	Resolution of inconsistencies between the documents submitted that variously describe the proposed Loop Road as a 'bus loop', and confirmation that each report submitted has assessed the impacts of both buses and private vehicles using this driveway for pick-up/drop-off.	Comment no longer relevant.	N/A
D9	However the Traffic Report (Table 22) identifies that the peak dropoff / pickup periods are 8.50am and 2.50pm. There is no reason therefore that the Loop Road needs to operate (if at all) outside the standard recognised school zone hours of 8.00-9.30am and 2.30-4.00pm. Staying with these hours will also lead to less confusion by parents and other people using the road.	Comment no longer relevant.	N/A

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D10	Road safety as Dunstan Grove is a very narrow road with poor sightlines. Bus swept path diagrams provided indicate that buses will be forced to cross the centre line on 5 occasions.	Comment no longer relevant.	N/A
D11	The Proposal indicates that the Loop Road will be controlled by gates at the school boundary, with a VMS at the school entry directing traffic depending on the time of day. Buses (and parents) arriving early, however, will queue at the Loop Road gates, and will obstruct the roadway and driveway entry to Dunstan Grove. There is no ability for buses to turnaround at the Loop Road Gates, or else they will be queuing on Eton Road and causing even greater safety issues	Comment no longer relevant.	N/A
D12	Pedestrian safety along Dunstan Grove as residents and school children must cross Dunstan Drive at an unmarked crossing on a blind corner. Minimal physical works as suggested by Dunstan Grove OC to improve pedestrian safety should be required.	Comment no longer relevant.	N/A
E	Traffic Impacts		
E1	Eton Road footpaths are of insufficient width, with obstacles and no run-off provision. No marked pedestrian crossings between LLV and Lindfield Public School.	Eton Road footpaths are at minimum width, with no capacity for increase given the topography of the front yards. Marked crossings have been investigated along the route with the warrants reviewed as per TfNSW guidelines.	N/A
F1	Noise Impacts		
F1	The RTS confirms that the proposed development will result in exceedances of noise criteria on Dunstan Grove due to the significant increase in traffic volumes.	Comment no longer relevant.	N/A
F2	The report does not identify specific locations of residential receivers in Dunstan Grove, but rather classifies the two buildings as a combined receiver. This is not appropriate as the levels of noise	The acoustic assessment has identified the residential buildings on Dunstan Grove as the overall buildings.	

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	experienced in the southeast oriented dwellings, particularly those with direct frontage to Dunstan Grove, are likely to be significantly higher than for other dwellings.	The assessment of noise impacts of the proposed development has been undertaken including calculations to the potentially worst affected receiver locations within the residential buildings, including the residential dwellings located with direct frontage facing the site and to the south west of the residential buildings.	
F3	Figure 8 in the NIA describes the proposed Loop Road as only that portion of the road located on school premises, but does not appear to consider additional traffic generation on Dunstan Grove (much closer to residential receivers). This appears to be confirmed by Figure 9 which identifies noise screening from buildings within the school site. This is not adequate – the proposed Loop Road will generate significant additional traffic on Dunstan Grove which does not benefit from screening from buildings, and should be modelled to demonstrate the actual acoustic impacts on existing residents.	Comment no longer relevant.	N/A
F4	It is unclear in Section 6.4 whether the assumed source noise level for buses allows for noise generated by buses braking on the downhill slope in Dunstan Grove, including potentially rapid braking where oncoming traffic is encountered.	Comment no longer relevant.	N/A
F5	Phase 3 should not be approved as site cannot accommodate school population from a traffic and bushfire perspective.	The additional assessments undertaken as part of this RtS indicate that Phase 3 of the development can be supported from a traffic and bushfire perspective. The proposal no longer relies on Dunstan Grove for vehicle access.	N/A
G	E3 Zone		
G1	Loss of significant trees in the E3 Zone. The proponent should provide detailed plans showing the location, pot sizes and species of replacement tree planting to offset the removal of trees at a suitable replacement ratio.	Landscape concept plans accompany this RtS. Detailed landscape plans will be required as a condition of consent. The proposed tree removal is considered appropriate as it facilitates the full use of the site as an educational establishment and relocates vehicle access arrangements away	N/A

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		from Dunstan Grove. Detailed landscape plans will be required as a condition of consent.	
G2	RtS incorrectly states that no works are proposed in the E3 Zone, when in fact the Loop Road and other works are proposed.	The extended driveway and COLA will be constructed within the E3 Zone. The proposed works are permitted with consent under section 4.38 of the EP&A Act.	N/A
H	Heritage Impacts		
H1	The Heritage Impact Statement makes reference to specific conservation policies or strategies that do not appear to be on the public record. Notwithstanding this, we note that the HIS is clear that the proposed demolition of heritage building fabric to facilitate the Loop Road is of some impact. The HIS attempts to justify these impacts by positing that this is necessary to achieve suitable traffic arrangements, however, this is not borne out by the complete absence of any analysis of potential alternatives to the current configuration.	<p>The Conservation Management Plan prepared by Urbis is available on the Department of Planning's Planning Portal.</p> <p>The options for the implementation of the loop road have been rigorously tested over several months. It has been determined that the most utilitarian option from the perspective of all disciplines involved is the revised extended driveway. Please note that the options analysis completed by Urbis from a heritage perspective acknowledged some heritage impact as a result of all options and the selection of the extended driveway option was not based entirely on the heritage impacts.</p>	Heritage Response to Submissions
I1	Education SEPP		
I1	The proposal, and particularly the loop road, is inconsistent with a number of the design quality principles mandated for schools under Schedule 4 of the Education SEPP - Principles 1, 4 and 5.	The loop road no longer forms part of the proposal. An assessment of the proposal against the design quality principles set out in Schedule 4 of the Education SEPP was provided in Section 6.4.1 of the Exhibited Phases 2 and 3 RtS.	Section 6.4.1 of the Exhibited Phases 2 and 3 RtS
I2	The Education SEPP does not overcome the permissibility issues because the intention of the SEPP is that schools are not able to be developed in the E3 Zone due to the specific ecological and landscape purposes of this zone.	The proposed works within the E3 Zone are permitted with consent under section 4.38 of the EP&A Act.	N/A
J	Site Suitability		

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J1	The development in its current form is clearly not suitable for the proposed site due to heritage impacts, inadequate traffic arrangements, pedestrian safety issues, vehicular access arrangements that are not consistent with Part 3A Concept Approval.	The additional assessments undertaken as part of this RtS and the Exhibited RtS indicate that the development is suitable for the site and is consistent with the Concept Approval.	N/A
K	Other matters		
K1	Request clarification that the 'café' on Level 1 in Stage 2 is not publicly accessible and is an internal school facility only.	The cafe on Level 1 will not be publicly accessible.	N/A
K2	By prioritizing increased traffic flow over environmental concerns (more trees to be removed and roads widened), pedestrian safety (little or no pedestrian considerations) and the impact of noise and pollution, the proposed loop road effectively encourages parents to drive their kids to school.	In response to concerns from the community, the loop road is no longer proposed and revised car and bus access arrangements will be accommodated within the eastern portion of the site accessed from Eton Road.	N/A
L	Further comments received 31 May 2020		
L1	We support the introduction of the pedestrian refuge at the school entry / exit point (which we had previously requested, and been refused), however note that to achieve this, a realignment of the road is required opposite the entry. We believe this land belongs to Crimson Hill. Has permission been requested for this?	A review of Lands information indicates that the proposed pedestrian refuge forms part of the right of way and is therefore not part of Crimson Hill. Approval of the pedestrian refuge from Council has not yet been granted at this stage.	N/A
L2	We note that you are proposing that existing Give Way sign at the School exit be moved to Dunstan Grove to give the school traffic priority at this intersection. We object to this change as it will become impossible to exit Dunstan Grove during DOPU times. Has this been discussed with Council? We propose to raise this with Council. Alternatively we suggest that traffic lights be installed to operate during DOPU times.	The layout has been shown to Council as it is necessary to provide bus access to the school. Modelling of the intersection shows that delays for residents of Dunstan Grove are likely to be less than 10 seconds on average.	N/A

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L3	We note from the Traffic & Transport Assessment that the school start & finish times are described as staggered (refer TTIA p.18, Table 7), please confirm these are still the intended hours of operation.	The proposed school times will be staggered during the afternoon as follows: Primary - 8:50am to 2:50pm Secondary - 8:50am to 3:10pm	N/A
L4	With regard to Construction access, we note the following: We accept that some construction traffic will need to access the site via Dunstan Grove. We request your Traffic Management Plan / Site Setup Plan (AR-2-2060) be amended to make this an entry only via Dunstan Grove and exit via the school roads (ie. a one-way anti-clockwise circulation).	One-way operation of the construction site will be encouraged, however due to the nature of the works, it will not always be possible. Therefore, two way access is recommended and the preference for one way operation is noted in the outline CPTMP.	Transport Response to Submissions
L5	We remain of the view that the school population should be limited to approximately 1200 students to limit the pressures on traffic flows in the area.	Noted, however the additional assessments undertaken as part of this RtS indicate that the school can accommodate 2,000 students without adverse impacts to surrounding residents and the area more generally.	N/A
L6	We request that as part of your discussions with RMS (TfNSW) regarding modifications to the Pacific Highway / Grosvenor Rd intersection, that consideration be given to installing a Left Turn arrow from Grosvenor into Pacific Highway (to operate simultaneously with the right turn from Pacific Highway into Grosvenor) to help resolve current and future traffic problems.	The signalised intersection of Grosvenor and Pacific Highway operates at almost 80% of capacity on the Grosvenor arm. Most of the projected traffic turns right and therefore two right turn lanes are provided. Running left turn signalisation would offer minimal benefits, as these movements would be blocked by traffic waiting to turn right. Ultimately, it is up to TfNSW Greater Sydney Region (former RMS) to provide the phasing of the traffic signals.	N/A
L7	We are reviewing the Land Titles information you have provided, and are concerned that the current temporary fence west of Phase 3, and land clearing, has been carried out on land owned by	SINSW is confident that the temporary fence has been installed within the boundary of the site, however this will be reviewed in consultation with the owners of Crimson Hill.	N/A

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Crimson Hill. We are seeking further advice on this, but would also seek your comment.

Table 9 – Response to Public Submissions

Public Submissions				
A	Loop Road	Count	Response	Refer to
A1	Traffic congestion as a result of 322 cars and 14 buses using loop road each weekday morning 7.30am to 9.30am and 165 cars and 14 buses using this road every afternoon 2.30pm to 5.00pm.	49	The assessment of traffic numbers was based on proven industry methodology and was calibrated with other schools in the area. Also considered was the bus use for the current school, which through an interview survey of children and parents, shows potential for more students to take the bus once dedicated school buses are provided.	Transport Response to Submissions
A2	Vehicle safety as Dunstan Grove is a very narrow and curved road and was only built for limited access.	54	Comment no longer relevant.	N/A
A3	Pedestrian safety along Dunstan Grove as residents and school children must cross Dunstan Drive at an unmarked crossing on a blind corner.	47	Comment no longer relevant.	N/A
A4	The existing roads and parking within the school should be modified to accommodate the proposal.	7	Comment no longer relevant.	N/A
A5	No alternatives considered. Alternative access roads put forward by the Dunstan Grove Strata Committee and residents (Liam Filson) should be considered.	24	Arup conducted extensive review of options to develop the loop road plan of school operations. The considered options stemmed from the basic principles of simplicity and separation, where a single entry for both buses and cars was provided and separate areas	Section 5.5 of this RtS and Transport Response to Submissions

Public Submissions				
			<p>for set down and collection of children for these two modes of travel.</p> <p>Notwithstanding, car and bus access for the proposed development has been revised and will be accommodated within the eastern portion of the site.</p>	
A6	No swept path details have been provided to demonstrate how 12.5 and 14.5m buses will be accommodated on the loop road.	9	Comment no longer relevant.	N/A
A7	The hours of the loop road have no reason to be extended beyond normal school hours. The gate to the loop road will cause cars to queue and block access to Dunstan Grove.	5	Comment no longer relevant.	N/A
A8	Loop Road should be rejected and all drop off/pick up from eastern side of school.	27	Comment no longer relevant.	N/A
A9	The queue of cars during drop off/ pick up will extend beyond the site. A counter-clockwise loop road would block the entrance road to Tubbs View. Traffic would have to cross paths at Eton Road and Dunstan Grove which is likely to create a queue of traffic across the Tubbs View entrance road.	3	Comment no longer relevant.	N/A
A10	Bus / playground shared zone has high safety risks irrespective of time-sharing arrangements.	1	An updated supervision strategy will be prepared by the School in response to the current design.	N/A
A11	Traffic Report fails to consider parents who will drop children at Dunstan Grove roundabout and community centre instead of using loop road.	5	Comment no longer relevant.	N/A
A12	If Dunstan Grove is blocked for an emergency there is no alternate access available.	9	Comment no longer relevant.	N/A

Public Submissions				
A13	When the loop road is closed during the day how will buses for school excursions etc access the site for pick up/drop off.	1	Comment no longer relevant.	N/A
B	Traffic Concerns			
B1	Increased traffic congestion, particularly along Eton Road and Grosvenor Road, Abingdon Road, intersections of Lady Game Drive/Fullers Road, Lady Game Drive/Ryde Road, Pacific Highway/Grosvenor Road.	14	Noted, this is discussed in the Traffic and Transport Report (Sept 2019) with measures taken where possible to provide mitigations.	Traffic and Transport Report (Sept 2019)
B2	Traffic assessment should consider intersection of Shirley Road / Pacific Highway	1	This route was not considered a likely route to the school site based on assessment of similar school projects.	N/A
B3	Pedestrian safety in the absence of footpaths and crossings. Pedestrian crossings should be installed to Dunstan Grove, Eton Road and Abingdon Road. Paved footpath along the entire length of Abingdon Road from Shirley Road to Eton Road.	35	SINSW are working with Council to resolve pedestrian access routes to the School. Funding of these will be agreed between SINSW and Council.	N/A
B4	Widen existing and build new footpaths in Eton Road	3	As above.	N/A
B5	Paved footpath along the entire length of Abingdon Road from Shirley Road to Eton Road	4	As above.	N/A
B6	An additional road from Lady Game Drive or Mowbray Road should be constructed.	1	This road construction is outside the scope of this development.	N/A
B7	Traffic Report has failed to assess the traffic generation along Abingdon Road and Shirley Road to access Pacific Highway.	4	This route was not considered a likely route to the school site based on assessment of similar school projects.	N/A

Public Submissions				
B8	Green Travel Plan is wishful thinking as primary school children will not catch bus or ride to school. There are no safe cycle paths/routes.	10	The Green Travel Plan is a document meant to provide options for travel to staff and students. It was developed based on surveys of nearby schools and surveyed traffic patterns.	N/A
B9	The existing and potential bus users identified in the Traffic Report is not realistic as primary school children will not use the bus.	4	Surveys of the current school children shows that some parents will take the bus with younger children.	N/A
B10	The assumption of having 14 buses, each carrying 75 students is unrealistic and unsafe.	5	This number is used in the industry for calculating the numbers of students per bus.	N/A
B11	Accessibility to Simon's Trail will be restricted during construction	1	Noted. This access will be maintained if safe to do so, in the construction traffic management plan.	N/A
B12	Impacts on public bus network including the number and sites of new bus stops and proposed timetable.	1	Buses are being coordinated with TfNSW and SINSW.	N/A
C	Car parking			
C1	Insufficient on-site car parking for staff provided and impact to local parking on streets. The existing car parks should be modified to accommodate the required car parking.	26	Additional parking is not possible given the nature of the site. With incentives it is possible to reduce staff car dependence, which is documented in the Green Travel Plan.	N/A
C2	The new boom gates for Phase 1 prevent people using the school parking on weekends for the Charles Bean sports field.	1	Following discussions between representatives from SINSW and Council in February 2020, Council have advised that they do not request the use of the car park for after hours parking.	N/A
C3	Parking should consider students over 17 who drive to school	7	This will not be permitted by the school and is contrary to DoE's policy.	N/A
D	Consultations Concerns			

Public Submissions				
D1	Limited timeframe to review documentation and prepare submission.	35	In accordance with the EP&A Act, the Phases 2 and 3 RtS was exhibited for a period of 28 days.	N/A
D2	Consultation process has been extremely poor and deceptive, with only two formal meetings to date. No details were presented at the meeting.	21	Further information regarding the community consultation undertaken is provided at Section 3.2 of this RtS Report. The project team has attended three meetings with the Dunstan Grove Committee, as well as the broader community meeting.	Section 3.2 of this RtS Report
E	Noise Impacts			
E1	The Acoustic Report refers only to vehicle noise generated once vehicles are with school grounds and then describes how this will be shielded from the adjoining residents by the school buildings, but will still exceed the limits.	39	Comment not relevant as the loop road is no longer proposed.	N/A
E2	No mention of 300 cars using a quiet residential street (Dunstan Grove).	7	Comment not relevant as the loop road is no longer proposed.	N/A
E3	Dunstan Grove residents already affected by Phase 1 air conditioners turning on at 6.15am.	1	Noise impacts of a result of the mechanical services operating as part of Phase 1 are required to comply with the noise level criteria detailed in the Phase 1 development consent. Any noise complaints should be assessed by the relevant contractors/authorities to ensure noise generated from the use of the Phase 1 equipment are compliant with the relevant criteria. In the event noise levels do not comply with criteria rectification works should be conducted to ensure noise levels are within required levels.	N/A
E4	Noise from Construction	5	Future noise levels from Phases 2(b) and 3 will be documented and designed to comply with the relevant	N/A

Public Submissions				
			noise emission criteria based on EPA Noise Policy for Industry Policy.	
E5	Noise from Charles Bean oval is already unbearable.	9	The use of the Charles Bean Oval is not proposed to be altered as part of this approval and therefore a detailed assessment of noise impacts from the oval has not been conducted as part of the noise assessment. The use of the oval will be required to be undertaken in conjunction with the previously undertaken assessment for the site.	N/A
F	Construction management			
F1	Concerns that disruption tolerated during Phase 1 works (delays and road closures) will continue for a two year period during the construction of Phases 2 and 3.	38	The construction contractor will be made aware of the concerns raised from neighbouring residents. A Construction Environmental Management Plan will be required as a condition of consent and will include safeguards to minimise these impacts during the construction of Phases 2(b) and 3.	N/A
F2	Construction access should be from the eastern side of the school from Eton Road.	9	The construction access from the west side of the site along Dunstan Grove was chosen to allow the construction activities to overlap with current school activities. The east side of the site was considered however school operations would be greatly impacted by construction works along the eastern side of the site with the required management of construction traffic to maintain a safe and usable site for the school would have increased the timeline of construction impact and therefore increased the length of disruption for all residents using Eton Road.	Preliminary Construction Traffic Management Plan

Public Submissions				
			The construction traffic management plan outline describes the issues noted in the previous phase and outlines strategies to manage construction traffic on Dunstan Grove	
G	Heritage			
G1	Demolition of parts of the building to accommodate loop road has no consideration of heritage value of building.	20	<p>As outlined in the Heritage Response to Submissions, the demolition of part of the building was considered to be appropriate from a heritage perspective for the following reasons:</p> <ul style="list-style-type: none"> • <i>“The ground floor of the link between Stages 1 and 5 of the building is graded only as being of moderate significance, meaning this element can accept a degree of change without impacting the overall significance of the item.</i> • <i>The bulk of the ground floor section to be demolished comprises large areas of anodised glazing that is attributed little significance in the CMP.</i> • <i>The removal of the planter box and service area adjacent to the link removes part of the original landscape design recommended to be retained however as a service/courtyard area it is assessed as of lesser significance.</i> • <i>The principal forms of either Stage 4 or 5 will not be impacted (only the link between them will be impacted).</i> • <i>The concrete balustrade to the south of the link and to the west of the proposed link road will not be impacted.</i> 	Heritage Response to Submissions

Public Submissions				
			<ul style="list-style-type: none"> Level 2 slab which is visible as exposed concrete will not be impacted." 	
H	Bushfire Risk			
H1	No effective solution appears to have been provided that will satisfactorily manage the problem of bushfire risk. The loop road will not provide a workable solution to the bushfire problem.	4	The methodology outlined in the Bushfire Emergency Management and Evacuation Plan was worked through with the RFS in a series of meetings in the Bushfire Design Brief Process. RFS has accepted the proposed methodology. The inclusion of the proposed perimeter road is strongly supported from a bushfire protection point of view by both RFS and Council.	N/A
I	Phase 3			
I1	Phase 3 should not be approved as site cannot accommodate school population from a traffic and bushfire perspective.	9	The additional assessments undertaken as part of this RtS and the Exhibited Phases 2 and 3 RtS indicate that Phase 3 of the development can be supported from a traffic and bushfire perspective.	N/A
J	E3 Zone			
J1	Loss of significant trees in the E3 Zone.	13	Phases 2(b) and 3 requires the removal of 26 trees of low to moderate retention value and 22 trees in poor health. The tree removal will be offset with limited replacement tree planting to the east of the building. As indicated previously, the proposed tree removal is considered appropriate as it facilitates the full use of the site as an educational establishment and relocates vehicle access arrangements away from Dunstan Grove. Detailed landscape plans will be required as a condition of consent.	N/A

Public Submissions				
J2	RtS incorrectly states that no works are proposed in the E3 Zone, when in fact the Loop Road and other works are proposed.	23	The DOPU access and COLA will be constructed within the E3 Zone. Educational establishments are prohibited within the E3 Zone. The proposed works within the E3 Zone are permitted with consent under section 4.38 of the EP&A Act.	N/A
J3	Inadequate green space for children to play	1	The design of the play spaces within the site allows for as much 'open' play surfacing as possible and will accommodate the needs of the school.	N/A
K	Air Quality			
K1	Car pollution will cause immediate and long-term effects on the local environment.	5	In response to concerns from the community, the loop road is no longer proposed and revised car and bus access arrangements will be accommodated within the eastern portion of the site accessed from Eton Road. Additional car pollution from vehicles using Dunstan Grove is no longer an issue.	N/A

7. CONCLUSION

This RtS has considered the responses received from DPIE, Council, government agencies and the community during the exhibition of Phases 2(b) and 3 of SSD 8114 for the Lindfield Learning Village. Further assessments have been undertaken and the proposal has been refined, where appropriate, to respond to submissions raised by all stakeholders. Further consultation has been undertaken to validate the proposal.

The vehicle access arrangements from Eton Road have been revised and will now be accommodated within the eastern portion of the site rather than using Dunstan Grove. This will provide a better outcome for neighbouring residents in Dunstan Grove, particularly in relation to traffic and noise impacts.

The amended proposal is considered appropriate for the location and should be supported by the Minister for the following reasons:

- It satisfies the educational needs of students in the area and provides increased employment opportunities. Phases 2(b) and 3 will deliver a school which caters to the remainder of the students to meet the demand for student enrolments in this area.
- It is suitable for the site as evidenced by the site analysis and various site investigations, including bushfire, traffic, access, site contamination, biodiversity and heritage.
- Subject to the various mitigation measures recommended by the specialist consultants, it does not have any unacceptable impacts on adjoining or surrounding properties or the public domain in terms of traffic, heritage, social and environmental impacts.
- Phases 2 and 3 of the proposal will meet the requirements of Planning for Bushfire Guideline 2006 and 2018.
- The proposed improvements to public transport services to the site, including the dedicated bus turnaround and drop-off area, will reduce dependence on the private car and encourage alternate modes of travel by public transport and walking.
- It will result in a high-quality educational environment for staff and students by:
 - Adopting a collaborative, home base model;
 - Creating adaptable learning spaces that contain state of the art facilities;
 - Providing a range of open spaces for students; and
 - Developing efficient, effective, expressive and environmentally sustainable facilities.
- It will contribute positively to energy efficiency and environmental sustainability. The design has adopted and incorporated many ESD features to reduce energy consumption during the life of the proposal.

The proposal is in the public interest and therefore warrants approval. We therefore request that approval be granted to the proposed development.

DISCLAIMER

This report is dated 16 June 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of NSW Department of Education (**Instructing Party**) for the purpose of Response to Submissions (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

