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## **SSD 8334 -CONSTRUCTION OF A SCHOOL AT 120 -126 HEZLETT ROAD, KELLYVILLE**

I refer to the above development and the Department of Planning letter dated 25 October 2017 that provided advice on the Response to Submissions that had been received to the project as well as providing advice on the Departments preliminary assessment of the application.

This letter has been prepared on behalf of TSA who are the proponents for the project and are acting for the Department of Education.

Exhibition of the proposal concluded on 19 October 2017, with 5 submissions being received from surrounding residents and 9 submissions received from agencies the application was referred to. The 9 submissions received from agencies to the New Kellyville North Public School were:

- Department of Primary Industries;
- Government Architects;
- The Hills Council
- NSW EPA;
- Office of Environment and Heritage;
- Roads and Maritime Services;
- Sydney Water;
- Football NSW; and
- Transport for NSW.

This letter should be read in conjunction with the revised/ supplementary plans and reports that are attached to this letter and are outlined in the table on the following page.

APPENDIX	CONTENT	PREPARED BY
Appendix A	Revised Architectural Plans	GHD Woodhead
Appendix B	Revised Landscaped Plans	GHD Woodhead
Appendix C	Revised Civil Plans	GHD
Appendix D	Remediation Action Plan	Douglas Partners
Appendix E	Updated Acoustic Report	GHD
Appendix F	Construction Traffic Management Plan	GHD
Appendix G	Updated Aboriginal Archaeological Impact Assessment	Cultural Heritage Connections
Appendix H	Updated Waste Management Plan	GHD
Appendix I	Updated Traffic Impact Assessment	GHD
Appendix J	Civil and Design Models	GHD
Appendix K	Civil and Stormwater Management Plan	GHD
Appendix L	Arborist Letter	Aboreport
Appendix M	Confidential DRAFT Heads of Agreement between DOE and THSC	DOE/THSC
Appendix N	NBRS Design Review	NBRS Architects
Appendix O	Updated Power and Communication Infrastructure Plan	GHD
Appendix P	Construction Management Plan	GHD

## 1. Scope of Proposal

Since lodgement of this SSD project and having regards to the Project team's desire to enable the school to commence operations in January 2019 as well as the desire to remove risks from the site given the rapid urbanisation of the precinct, an early works development application has been lodged with The Hills Council to seek approval to:

- Dewater the two dams on the site;
- Removal of the majority of the vegetation from the site; and
- Bulk Earthworks;

Given the above we wish to no longer seek approval for these elements as part of this SSD application.

## 2. Key Agency Responses

This letter now discusses the clarifications sought by government agencies following a review of the lodged information. The Department of Planning in its letter dated 25 October outlines the following key issues to be addressed:

Key Issues	DOE Response
<i>Insufficient detail has been provided regarding the variation to the Precinct Plan road layout. Information is required regarding the design and timing of the extension of Prentice and Hipwell Avenues and the likely impact(s) this will have on accessing the school.</i>	<p>The Hipwell Avenue Road reserve is located within a portion of the site that is owned by the Department of Education but surplus to their needs as a school site. The Department of Education is likely to lodge a development application to seek approval to formally subdivide the surplus land off the school site in early 2018. Given the high demand for land in the precinct, it is likely that within 12 months of disposal that Hipwell Avenue will be constructed and open to the public.</p> <p>Prentice Avenue is partially located within the portion of the site that is surplus to the schools needs and partly within future Council reserve that adjoins the site.</p> <p>As outlined above, the proposed disposal of the surplus school site land will facilitate the partial provision of Prentice Avenue and the DOE are in discussions with The Hills Council about the construction of Prentice Avenue and it is anticipated that this will form part of a Heads of Agreement between the two parties. It is anticipated that this will involve DOE dedicating the land adjacent to the reserve to Council who will be responsible for providing the access to the expanded reserve. Details of the Heads of Agreement will be forwarded when finalised and it is anticipated that this will occur by January 2018.</p>
<i>The North Kellyville Precinct Plan shows Thorogood Boulevard and Mossop Way continue through the subject site. The Environmental Impact Statement (EIS) indicates that the variation to the indicative layout plan is discussed in detail in the TIA, however the TIA does not discuss the variation, nor does it address how the variation will adequately address turning provisions of Mossop Way or Thorogood Boulevard.</i>	<p>It is acknowledged that the ILP indicates that a number of roads will traverse the site including Thorogood Boulevard and Mossop Way. This is primarily on the basis that the school was originally proposed to be sited on Withers Road.</p> <p>For operational reasons, it is not appropriate to have roads dissect the site and it is considered that the local road network will operate efficiently for surrounding developments without these local roads being constructed through the site.</p>

*The proposed sliding gate along the property boundary at Thorogood Boulevard will prevent vehicular access to both sides of the road. Any variation to the Precinct Plan must provide reasonable access and appropriate turning facilities for service vehicles and the residents of the affected streets.*

To facilitate the appropriate turning of vehicles within Thorogood Boulevard the school design has been changed to provide cul-de-sac for waste collection and student pick up / drop off facility within the site. The cul-de-sac will be constructed as part of the development and dedicated to Council as public road to facilitate non school vehicles using this road appropriately manoeuvring.

The waste collection swept path at the cul-de-sac has also been included in the updated TIA.

The revised plans for the site indicate that the portion of Mossop Way within the site will be dedicated to Council as public road. The DOE are in discussions with The Hills Council about the construction of Mossop Way and it is anticipated that Council will construct the continuation of Mossop Way in conjunction with its major upgrade works of Hezlett Road that are planned for completion in early 2019. It is anticipated that this will form part of a Heads of Agreement between the two parties. Details of the Heads of Agreement will be forwarded when finalised and it is anticipated that this will occur by January 2018.

*There are inconsistencies between the TIA and EIS regarding the proposed drop-off/pick-up location. No details have been provided on the proposed layout of any drop-off/pick-up facility. Details are required to be provided regarding the proposed pick-up/drop-off to the east of the site, and the location, layout and timing of the provision of the future pick-up/drop-off to the west of the site particularly regarding the design and layout in conjunction with the future community car park.*

The updated architectural drawings, including the layout of the cul-de-sac and the swept path drawing have been included in the Traffic Impact Assessment.

*Council has identified that the TIA incorrectly identifies Hezlett Road as a town centre road, not a sub-arterial road. The reconstruction works of Hezlett Road are unlikely to be completed prior to the occupation of the school and may impact on the proposed drop-off/pick-up identified in this location.*

The DCP specifies that Hezlett Road will have a sub arterial and "town centre road" functionality, the latter is much more appropriate for the school.

*Further, no information has been provided regarding the likely school bus stop design. The provision of a school bus stop along the Hezlett Road frontage would result in potential*

The cul-de-sac can operate as the drop off if Hezlett Road is not widened prior to the school opening. The TIA makes reference to the DCP and NSW Bus Stop Guidelines. The requirement for the provision of sight lines that comply with Australian Standards is noted.

<p><i>vehicular conflict with the drop-off/pick-up identified as being proposed.</i></p> <p><i>The TIA also indicates that the area required to remain clear of obstacles to maintain appropriate sight distance along Hezlett Road is 65 metres. Details on the impact of this on the layout of the drop-off/pick-up is to be included in the updated TIA. Details of any proposed interim and final drop-off/pick-up facilities along Hezlett Road and Hipwell Avenue must also be provided. The design must incorporate any future school bus stop and the minimum required sight distance from the driveway on Hezlett Road.</i></p>	<p>It is also noted that when the school commences operating in 2019 that it is anticipated that it will cater for a maximum of 500 students. As student numbers increase the extent of road frontage to the site will increase due to the development of 'vacant land' and the development of Council's future reserve.</p>
<p><i>The EIS, TIA and the Consultation Outcomes Report identify different parking requirements for the proposal. The 12 timed on-site car spaces proposed falls significantly short of all interpretations of The Hills Shire Council's Parking Development Control Plan (DCP). The Department requires adequate on-site car parking be provided or suitable alternate arrangements and sustainable transport measures to be provided as part of the project, to cater for the demand generated by the development and to minimise the likely significant use of private vehicle journeys-to-work and associated detrimental off-site parking and traffic conflict.</i></p>	<p>The development provides 12 on-site parking spaces including 2 accessible spaces.</p> <p>The most relevant carparking rate for the proposal is contained in the Growths Centre North Kellyville Growth Centre Precincts November 16 DCP.</p> <p>This DCP suggests that parking should be provided at the rate of 1 space per full-time employee or classroom, whichever is greater, plus 1 space per 10 students over the age of 17 years.</p> <p>As the school when catering for 1000 students will have 70 staff, this leads to a DCP requirement of 70 spaces.</p> <p>As outlined in the updated TIA, the draft Heads of Agreement between the Hill Shire Council (HSC) and the DOE indicates that:</p> <p><i>DoE will move their originally proposed western site boundary (Hipwell Avenue eastern alignment) by 6m to the east for the full width of that portion of the site (117.625m), and place a condition on the sales contract for the development on the western site's (Lot 2) Developer that 90 degree angle parking be provided as part of that development.</i></p> <p><i>Expected number of parking spaces being 48 spaces at 2.4m wide. THSC agrees to match the DoE 90-degree parking proposal along the western boundary of the park site (Lot 201 of DP 1168306) – this will provide an additional 29 parking spaces 2.4m wide (not using the Prentice Ave reserve frontage).</i></p> <p>It is understood that these 77 "community</p>

	<p>"parking spaces will be available to the general public including the teaching staff of the North Kellyville New Primary School. Thus, the eventual provision of 89 parking spaces exceeds the DCP requirement for the provision of 70 spaces.</p>
<p><i>The proposed on-site parking appears to be located within the indicative road layout for the Prentice Avenue extension. Further information is required detailing the design and proposed timing and construction of Prentice Avenue and the impact this will have on the on-site parking.</i></p>	<p>As outlined above the proposed disposal of the surplus school site land will facilitate the partial provision of Prentice Avenue and The DOE are in discussions with The Hills Council about the construction of Prentice Avenue and the provision of 48 spaces outside the road reserve and it is anticipated that this will form part of a Heads of Agreement between the two parties. Details of the Heads of Agreement will be forwarded when finalised and it is anticipated that this will occur by January 2018.</p>
<p><i>Details on the proposed timing and delivery of the planned pedestrian and cyclist path networks surrounding the school sites are required within the context of the expected completion of the development.</i></p>	<p>As outlined in the updated TIA:</p> <p><i>The proposed public and active transport networks specified in the DCP are displayed in Figure 2 15. The proposed timing of the implementation of these networks in the context of the development of the school is not currently known. As North Kellyville is a rapidly developing growth centre that is expected to provide 4,500 dwelling, some of which have already been constructed, it is anticipated that these networks will be at least partially completed by 2020.</i></p>
<p><i>Insufficient information has been provided regarding the adequacy and suitability of public transport modes likely to be available at the completion of the development, having regard to the school's proposed student catchment. This is to be addressed.</i></p>	<p>As specified in the TIA it is anticipated that the North Kellyville School will be serviced by school buses, but these details are not currently available as the final school catchment has yet to be established.</p> <p>Having regards to this and noting that the school is not scheduled to commence operations until 2019 and further on the basis that the school is likely to cater for around 500 students when operations commence, it is considered that this provides opportunities for school bus services to be provided for when operations commence at the school.</p> <p>A school of 1000 students would typically be serviced by two school bus routes that traverse its catchment.</p>

<p><i>Details are required for any proposed pedestrian crossing facilities on Hezlett Road adjacent to the site.</i></p>	<p>It is intended to provide a pedestrian crossing facility at the front of the school on Hezlett Road. Section 2.6.3 of the updated TIA undertakes an assessment of crossing options and it is recommended that ultimately a signalised pedestrian crossing will be required particularly when Hezlett Road is widened.</p> <p>The DOE acknowledges of the need to provide such a facility along Hezlett Road to provide appropriate pedestrian safety and is accepting of a condition being imposed to reflect that a pedestrian crossing comprising either a non-signalised crossing if Hezlett Road is two lanes wide or a signalised crossing (If four lanes wide) be provided prior to the school commencing operations.</p>
<p><i>Details of the proposed end-of-trip facilities, to cater for the quantum of staff and students must be provided.</i></p>	<p>End of trip facilities comprising a shower and changeroom are provided for staff within the building adjacent to the staff room.</p> <p>Given the shorter commute for future student's specific end of trip facilities are not proposed for students.</p>
<p><i>An assessment of the impact of construction vehicles on the existing road network must be addressed in accordance with the Secretary's Environmental Assessment Requirements (SEARs).</i></p>	<p>As requested A Construction Traffic Management Plan has been prepared by GHD for North Kellyville Public School.</p>
<p><i>The arborist's report has identified that the Eucalyptus tereticornis located near the on-site dam is of "high significance, part of an endangered ecological community and must be retained and protected." The Office of Environment and Heritage supports the retention of the tree and requires an exclusion zone be provided around the tree which may prohibit proposed earthworks occurring. Given the significance of the tree, the Department is not satisfied that sufficient exploration has been undertaken to ensure the tree is retained. Stating that the site is constrained, when it is proposed to subdivide the site in the future is not sufficient justification.</i></p>	<p>Although tree removal no longer forms part of this SSD application, amended civil and landscaping plans accompany this re-submission demonstrate that subject to some pruning works to remove damaged branches and to provide safety to future users of the school this tree is now able to be retained and will contribute to the landscaped setting of the area.</p>
<p><i>Further to the comments provided by the Office of Environment and Heritage (OEH), the</i></p>	<p>Although bulk earthworks no longer form part of this SSD application an updated Aboriginal Archaeological Impact Assessment accompanies</p>



<p><i>Department notes that Aboriginal Due Diligence reports are not accepted by OEH in terms of addressing the relevant Guidelines for the assessment of Aboriginal Cultural Heritage. Accordingly, the Department requires Aboriginal Cultural Heritage to be addressed in accordance with the SEARs.</i></p>	<p>this letter that is more consistent with the comments provided by OEH.</p> <p>This updated report concludes:</p> <p>On the basis of the regional predictive modelling and the observed disturbance on site it is concluded that the project area has low archaeological potential. It is unlikely that intact in situ deposits would be preserved sub-surface. DLALC also concluded that the development would be unlikely to impact cultural heritage.</p> <p>Most of the project area is sloping in nature. It is over 200 metres from a significant water source. It is therefore unlikely to have been a favoured camping location. While lower density artefact sites or other evidence of transient land use may have been present in the area the extent of the disturbance to the ground surface is considered likely to have removed most, if not all, traces of past Aboriginal occupation.</p>
<p><i>As recommended within the submitted Detailed Site Investigation report and pursuant to State Environmental Planning Policy No.55 and the Managing Contaminated Land: Planning Guidelines, a remedial action plan (RAP) must be prepared and submitted with the application that addresses the necessary remediation works required to make the subject site suitable for the proposed development.</i></p>	<p>A Remediation Action Plan has now been prepared and outlines the method of remediating the site to ensure that it is suitable for use as a school.</p>
<p><i>The BCA requires that disabled access be provided to a building from the main points of a pedestrian entry at the allotment boundary. The proposal includes a pedestrian access point on the western property boundary adjacent to the future community parking. Clarification is required demonstrating how the proposed stairs at the northern corner of the proposed football field achieves this requirement.</i></p>	<p>The entry point from the future Hipwell Avenue has been altered and is now provided at the southern boundary of the site. This ensures that stairs are not required and that appropriate access for all will be provided to and within the site.</p>
<p><i>No details have been provided demonstrating agreements have been reached with other agencies or organisations for the proposed community uses of the site outside of school hours. Sufficient information must be provided, detailing what the likely uses are and what noise and vehicular impacts these uses are likely to have.</i></p>	<p>A draft Heads of Agreement is currently being negotiated with The Hills Shire Council about providing access to the junior football field and two netball courts outside school hours for THSC &amp; Community use.</p> <p>It is considered the sporting fields will be utilised on weekday afternoons up until 9pm in the evening and on weekends between 7am and 6pm for sporting activities including training and games.</p> <p>The school hall is also proposed to be utilised after school hours in the evening for a range of potential</p>



	<p>activities including community usage that may include recreational usage (e.g. karate lessons) and community usage such a sporting club presentation event.</p> <p>The dual use of schools is encouraged by the Education and Childcare Centre SEPP and the acoustic report indicates that provided the use of the activities cease by 10pm, that it will not cause undue nuisance to surrounding residents.</p> <p>With respect to parking it is considered that the 77off-street parking spaces that will eventually be provided in conjunction with on-street parking will cater for the parking demand generated by after hours activities.</p>
Clarification is required regarding the purpose of the proposed easement on Lot 100.	The amended plan indicate that this portion of the site will be dedicated to Council as a public road to facilitate vehicles including garbage trucks from accessing Hezlett Road directly from Mossop's Way.
State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 was gazetted on 1 September 2017 prior to the lodgement of this application. The EIS is required to be updated to address the gazetted Education SEPP.	The provisions of the SEPP are discussed at the end of this table.

## State Environmental Planning Policy (Educational Establishments and Childcare Facilities) 2017

The Department of Planning and Environment exhibited the Draft SEPP between 3 February 2017 and 7 April 2017 and the SEPP was gazetted on 1 September 2017.

The SEPP aims to:

- streamline the planning system for education and child care facilities including changes to exempt and complying development;
- ensure NSW will be the first State to bring Commonwealth Laws regulating early childhood education and care into a state planning system;
- bring the Department of Education into the planning process early, and gives child care providers and developers information, from the beginning regarding all national and state requirements for new child care services;

- streamline the delivery of new schools and upgrading existing facilities, with a focus on good design; and
- assist TAFEs and universities to expand and adapt their specialist facilities in response to the growing need, and to maintain our reputation for providing world class tertiary education, while allowing for more flexibility in the use of their facilities

Clause 35(1) of the SEPP permits schools to be carried out with consent in a prescribed zone, with clause 35(5) permitting a school to be utilised with consent for community or commercial purposes.

Clause 35(6) of the SEPP requires a consent authority to take into consideration the design quality of the development when evaluated in accordance with the design quality principles set out in Schedule 4 of the SEPP.

Clause 35(9) of the SEPP states that DCP controls contained within a Council Development Control Plan have no effect with the SEPP stating:

*A provision of a development control plan that specifies a requirement, standard or control in relation to development of a kind referred to in subclause (1), (2), (3) or (5) is of no effect, regardless of when the development control plan was made.*

The following table outlines how the development appropriately addresses the seven design quality principles referenced by clause 35(6) of the SEPP:

Design Quality Principles	Design Responses
<b>Principle 1—context, built form and landscape</b>	
<i>Schools should be designed to respond to and enhance the positive qualities of their setting, landscape and heritage. The design and spatial organisation of buildings and the spaces between them should be informed by site conditions such as topography, orientation and climate. Landscape should be integrated into the design of school developments to enhance on-site amenity, contribute to the streetscape and mitigate negative impacts on neighbouring sites.</i>	<p>The development appropriately responds to the existing built and natural environment on the site. The siting of the new building maximises passive solar gain and natural cross flow ventilation, whilst still providing an appropriate internal and external address.</p> <p>The building is appropriately setback from the boundaries of adjoining low density residential properties and is not considered to result in an undue negative impact of the surrounding locality but rather will appear as a two-storey building in a garden setting.</p>
<b>Principle 2—sustainable, efficient and durable</b>	

Design Quality Principles	Design Responses
<p><i>Good design combines positive environmental, social and economic outcomes. Schools and school buildings should be designed to minimise the consumption of energy, water and natural resources and reduce waste and encourage recycling. Schools should be designed to be durable, resilient and adaptable, enabling them to evolve over time to meet future requirements.</i></p>	<p>The development incorporates appropriate water sensitive urban design measures including water harvesting from the roof of the school buildings to reduce reliance on Sydney Water supplies.</p> <p>The building is designed to maximise natural ventilation and in accordance with the Department of Education policy does not incorporate air-conditioning.</p> <p>The development maximises reliance on natural light penetration that will reduce the reliance on artificial illumination.</p> <p>The development incorporates solar panels on the roof of the building that will assist to reduce the schools demand for electricity.</p> <p>The building is constructed of durable materials that are low maintenance and utilise the Department of Education's experience in minimising on-going maintenance costs.</p> <p>The internal planning of the school building ensures that it is adaptable and contains opportunities for break out spaces and group learning that is consistent with modern educational practices rather than only incorporating traditional class rooms.</p>
<p><b>Principle 3—accessible and inclusive</b></p> <p><i>School buildings and their grounds should provide good wayfinding and be welcoming, accessible and inclusive to people with differing needs and capabilities.</i></p> <p><i>Schools should actively seek opportunities for their facilities to be shared with the community and cater for activities outside of school hours.</i></p>	<p>The building incorporates a lift that provides access to all throughout the building. Accessible paths of travel are provided from the sites boundaries to school facilities.</p> <p>The development will incorporate appropriate wayfinding signage to assist visitors and first time users with identifying key areas within the site.</p> <p>The school incorporates an Out of School Hours Care Facility, and contains sporting fields and a hall that will likely be used by community groups and other activities outside core hours. The library has also been designed to enable access after hours.</p> <p>This ensures that the school is a 'social' hub for the surrounding community and contributes to the social wellbeing of the community.</p>

Design Quality Principles	Design Responses
<p><b>Principle 4—health and safety</b></p> <p><i>Good school development optimises health, safety and security within its boundaries and the surrounding public domain, and balances this with the need to create a welcoming and accessible environment</i></p>	<p>The proposal has had regards to CPTED principles and provides delineation through a combination of landscaping, fencing and signage the ‘public’ areas of the site when the school is operating.</p> <p>The building maximises access to natural light and ventilation and maximises the provision of outdoor space on the site through the provision of a 2 storey building.</p>
<p><b>Principle 5—amenity</b></p> <p><i>Schools should provide pleasant and engaging spaces that are accessible for a wide range of educational, informal and community activities, while also considering the amenity of adjacent development and the local neighbourhood. Schools should include appropriate, efficient, stage and age appropriate indoor and outdoor learning and play spaces, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage and service areas.</i></p>	<p>The school provides a variety of internal and external learning places that are suitable for formal and informal educational opportunities for students.</p> <p>The buildings including the hall incorporates appropriate storage spaces for teachers, students the school and for community users.</p> <p>The building has been located to minimise their visual impact on surrounding buildings, incorporate adequate landscaping that will assist in partially screening the new buildings and provide a pleasant landscaped outlook from both within the site and for views into the site.</p> <p>The building maximise natural light penetration through the appropriate use of glazing and facilitate natural cross ventilation.</p> <p>The building incorporates acoustic absorbing materials and is appropriately setback from boundaries to reduce excessive noise transmission.</p> <p>A canopy is provided adjacent to the main entrance to the site to provide weather protection and the Covered Outdoor Learning area also provides weather protection.</p> <p>The Internal courtyard provides amenity and security for both students and staff.</p>
<p><b>Principle 6—whole of life, flexible and adaptive</b></p> <p><i>School design should consider future needs and take a whole-of-life-cycle approach underpinned</i></p>	<p>The design of the building considers the future needs of the school and the new learning centre has been designed to incorporate both formal learning areas and informal learning spaces, allow for combined educational opportunities and maximise</p>

Design Quality Principles	Design Responses
<i>by site wide strategic and spatial planning. Good design for schools should deliver high environmental performance, ease of adaptation and maximise multi-use facilities</i>	<p>the opportunities for the adaptive use of the building as technology is increasingly used in classrooms by both educators and students.</p> <p>The buildings structural system and structural grid allows for long term design and planning flexibility and the building contains smaller rooms to facilitate small group learning.</p> <p>Plans accompanying this revised application illustrate potentially alternative Homebase layouts.</p>
<p><b>Principle 7—aesthetics</b></p> <p><i>School buildings and their landscape setting should be aesthetically pleasing by achieving a built form that has good proportions and a balanced composition of elements. Schools should respond to positive elements from the site and surrounding neighbourhood and have a positive impact on the quality and character of a neighbourhood. The built form should respond to the existing or desired future context, particularly, positive elements from the site and surrounding neighbourhood, and have a positive impact on the quality and sense of identity of the neighbourhood</i></p>	<p>The buildings incorporate a high level of finishes that appropriately responds to the surrounding built form that comprises a mixture of dwellings, terraces and residential flat buildings.</p> <p>The development will continue to result in the site appearing as a building in a landscaped setting that is compatible with the patterns and rhythm of surrounding buildings that predominantly comprises buildings in a landscaped setting, setback from the street.</p> <p>The building encourages interaction with the site.</p>

### 3. Response to Public Submissions

The following table addresses the 5 submissions that were received in response to the advertising of the proposal.

PUBLIC SUBMISSION RESPONSE TABLE	
Submitter and Issue	Response
<p>1. Calum Henderson of Kellyville</p> <p><i>As someone who is building in the area and looking forward to seeing my children attend this school, I am excited to see progress being made in its construction.</i></p> <p><i>However, I am deeply concerned about the effects that the lack of on-site parking will have on the local streets. Given that there will be 1000 students, 40</i></p>	<p>The comment is noted.</p> <p>In accordance with the DCP for the site, 70 parking spaces are required to be provided. The school incorporates 12 on-site parking</p>

*teachers and numerous other staff, I am concerned that if the community car parks mentioned in the proposal are not used by teachers and other staff then they will park in local streets which will render local street parking unusable by local residents and their guests.*

*I hope that priority is given to ensuring that the community car parks are used by staff of the school*

spaces and a further 77 spaces, (some of which will be dual use spaces within the adjoining Council reserve) will be provided on land adjoining the school.

This ensures that sufficient parking is provided for the 70 future staff of the school.

## 2. Joyce Ma of Kellyville

*TREE REMOVAL there are less and less trees in Kellyville. Mostly cut down just for the purpose of new residential or public usage. We need to have a balance and to keep Kellyville a leafy suburb and protect the nature environment. Tree damage is too serious in this suburb!*

As the precinct is transitioning from a rural to urban environment, there is a reduction in tree canopy.

The development site is substantially cleared of vegetation and amendments have been made to the proposal to allow the retention of a mature Eucalyptus Tereticornis tree (that either contains 4 trunks or is 4 separate trees) located on the site that contributes to the landscaped setting of the area.

It is noted that one trunk will need to be removed as it is unhealthy.

This in conjunction with the landscaping proposed on the site will ensure that the site contributed to the precinct appearing as a leafy suburb.

## 3. Roger Howard of Kellyville

*I have read through the development proposal and I have two major concerns leading to my objection to the proposal. The traffic generation estimates are based on the Beaumont school travel mode surveys that is not like for like the current Hezlett Rd has major problems with traffic build up particularly since the opening of the North Kellyville shopping centre and is now a main thoroughfare to Samantha Riley Drive. It is of paramount importance that Hezlett Road be made a two lane road in both directions before any construction work commences. To this end Samantha Riley Drive widening should also be completed. before construction on the school commences. Why this aspect has not been given the necessary accelerated completion is just very bad planning to say the least.*

The Hills Shire Council is responsible for upgrading Hezlett Road. It is understood that detailed design work is currently underway, and that construction is likely to be completed in 2019.

When the school opens in 2019, it anticipated to cater to a maximum of 500 students. Given this, by the time the school commences full operations with 1000 students, Hezlett Road, will be a four lane road in front of the site.

## 4. Anonymous

<p><i>I wish to express concern regarding the lack of proposed parking for North Kellyville Public School. At present, it would seem that there is allocation for only 12 on site car spaces. A school that is going to cater for up to 1000 students, will have approximately 70 teaching and SAS staff. If on-site parking is not provided for staff, then they will be forced to park in the surrounding streets which will already be congested with residents' and parents' vehicles. Whilst this is clearly a cost cutting measure on behalf of the Dept of Education, one would hope that the Dept of Planning and Environment would consider the safety of the students attending the school, as well as the effects on nearby residents of the school. It is also disappointing that a two story building has been proposed, rather than something along the lines of Ironbark Ridge Public School, which is a more appropriate layout given the residential surrounds of the school</i></p>	<p>The provision of parking has been previously discussed in this table.</p> <p>The provision of a two storey building on the site is consistent with the emerging two storage character of the area and it is noted that there are 3 storey residential flat buildings approved in the visual catchment of the site along Hezlett Road.</p> <p>It is also noted that the provision of a two storey building maximises open space provision on the site.</p>
<p>5. Anonymous</p> <p><i>I refer to Appendix F of the above submission, and in particular the impact of the submission to Thorogood Boulevard.</i></p> <p><i>The plans shown in Appendix F show an automated sliding gate at the entrance to the school from Thorogood Boulevard with no ability for residence of Thorogood Boulevard to turn at the end of the road. Thorogood Boulevard is a 2 lane street separated by a garden, this means based on the plans residents will have to reverse in and out of the street to gain access to their properties. The street needs to have a full turning circle with full public access so that residents (and council services such as garbage trucks) can easily access properties.</i></p>	<p>This concern is noted, and the revised architectural plans provide a cul-de sac turning head within the school that facilitates the appropriate turning of vehicles on the section of Thorogood Boulevard between Curtis Avenue and the site.</p>

## 4. Response to Agency Submissions

Part 2 of this letter addresses the key issues raised by both the Department of Planning and Agency Submissions. The following table addresses remaining issues.

AGENCY RESPONSE TABLE	
Issue	Response
	The comment is noted.



## 1 The Hills Council

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

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

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

The updated hydraulic plans include in the design plans to address and show further information on the levels and connection to the known existing Council network.

The proposed rainwater tank has a capacity of 22.5m<sup>3</sup>. The updated hydraulic drawings illustrate the roof area that drains to the tank.

The Civil and Stormwater report has been updated to indicate that the total storage requirement for the site is 900m<sup>3</sup> and not 1800m<sup>3</sup>

The initial calculation assumed the entire site was changed from permeable to impermeable, which is not the case. The report also did not mention the storage basin that was designed to store stormwater runoff in major storm events. The Site stormwater design has been modelled in DRAINS, which can be provided to the council. As per the North Kellyville and UPRCT handbook, the OSD and Basin has been designed for the 100 year ARI storm event, with the Tank approximately 700m<sup>3</sup> and the Basin approximately 200m<sup>3</sup>. This detention system, as per DRAINS, reduces the predevelopment flow from 1.33m<sup>3</sup>/s to 0.52m<sup>3</sup>/s, which is generous. The tank size can be reduced if the orifice size is increased to allow up to the allowable 1.33m<sup>3</sup>/s flow from site.

The pervious area of the site is less than if the site was developed for detached dwellings.

<p><i>Relevant to this stormwater management issue is the non-provision of Hipwell Avenue, Prentice Avenue and Thorogood Boulevard. The roadside and central swales along these planned roads form part of the Development Control Plan standards relating to both detention and water quality. In their absence the on-site treatment needs to be embellished.</i></p> <p><i>The stormwater report refers to grassed swales with respect to water quality. These are not shown on this stormwater plan.</i></p> <p><i>The stormwater report and the stormwater plan do not include a catchment plan or consider the upstream catchment in the design. Hipwell Avenue and Prentice Avenue, if provided as required, would serve to collect and direct runoff from upstream along these roads/ away from the development.</i></p> <p><i>The engineering plan does not show the driveway in Hezlett Road. The proposed works stop at the site boundary.</i></p>	<p>The on-site WSUD measures being of a larger scale are more efficient and offsite the provision of swales within possible roads.</p> <p>The Swales are shown on the stormwater drainage plans but were called drainage swales. The updated plans annotate these as grassed swales.</p> <p>A contour plan is provided in the stormwater report. It can be seen in this plan that the Hezlett Road side of the site is the top of the catchment.</p> <p>The updated civil plans illustrate the proposed driveway beyond the site boundary.</p>
<p><b>5. Department of Primary Industry</b></p> <p><i>The EIS should acknowledge any continuing commercial horticulture to the east of the proposed school. In the case of continuing intensive horticulture post completion of the school, the EA should include a land use conflict risk assessment.</i></p> <p><i>The proponent should quantify the total volumes of water for the onsite dam, and for offsite dam 1</i></p>	<p>The properties to the east of the site beyond the future reserve are the subject of current development applications for redevelopment into suburban allotments. Given this a conflict risk assessment is not warranted.</p> <p>It is noted that this SSD application no longer seeks approval for dam dewatering as this will occur via a local Development Application that will be assessed by The Hills Council</p>
<p><b>6. NSW EPA</b></p> <p><i>The proponent be required to undertake detailed investigation of potential contamination of sediments accumulated in disused farm dams on the site, including investigation of any fungicide contamination</i></p> <p><i>The proponent be required to engage a site auditor accredited under the Contaminated Land Management Act 1997 to undertake an audit to assess whether the site is suitable for the proposed use.</i></p>	<p>A phase 1 and phase 2 contamination report that includes extensive boreholes on the site has been undertaken. This report identified limited contamination associated with the previous rural uses of the property. The Remediation Action Plan appropriately outlines how the site can be remediated.</p> <p>Given the minor levels of contamination identified and noting the extensive earthworks proposed, it is not considered that an</p>

<p><i>The proponent be required to either -</i></p> <p><i>(a) re-measure background noise levels, and measure representative noise levels for the area in accordance with the guidance material in the Industrial Noise Policy, or</i></p> <p><i>(b) adopt a background noise level of 36 dB(A) and a Project Specific Noise level (PSNL) of 41 dB(A) for the day time and evening assessment periods.</i></p> <p><i>The proponent be required to ensure that the hall, sports field and outdoor sports courts are not made available for community use -</i></p> <p><i>(i) during week day mornings,</i></p> <p><i>(ii) later than 6.00 pm on week nights,</i></p> <p><i>(iii) other than between the hours of 8.00 am and 6.00pm on Saturdays, and</i></p> <p><i>(iv) at any time during Sundays and public holidays.</i></p>	<p>independent auditor is warranted to oversee the site.</p> <p>The acoustic report has been updated and utilises appropriate background noise levels.</p> <p>A key aim of the recently gazetted Education and Childcare Centre SEPP is to encourage after hours usage of school sites. The acoustic report indicates that the hall can be utilised until 10pm without unduly impacting on the amenity of surrounding residents, given this the afterhours usage of the site is supported.</p>
<p>Office of Environment and Heritage</p> <p>OEH supports the proposal in the Pre Development Tree Audit prepared by Arboreport (25 May 2017) to retain the multitrunked <i>Eucalyptus tereticornis</i> located near the existing onsite dam. However, this tree may be impacted by the earthworks within the 22.4m development exclusion zone associated with filling in the dam and level the site for a play area. The Audit does not comment on whether the tree is a hollow bearing tree (HST) or whether it is likely to support any native fauna species.</p> <p>OEH recommends that the tree be surveyed for hollows and that its viability be reassessed. If it is a HST and it is determined that viability of this tree in the long term is low, it is recommended that a condition be imposed requiring an artificial hollow replacement strategy be developed consistent with the Tree Management Plan requirements of the North Kellyville Development Control Plan (OPE, November 2016, page 35).</p> <p>OEH notes that a due diligence Aboriginal heritage assessment was undertaken for the proposal by Cultural Heritage Connections (August 2017). This is inconsistent with the Secretary's Environmental</p>	<p>As a result of a further review of the project, the multi-trunk <i>Eucalyptus</i>/ four separate trees is now proposed to be retained (Other than one of the trunks/tree that is considered to be unhealthy). This mature vegetation will contribute to the landscaped setting of site.</p> <p>Although bulk earthworks no longer form part of this SSD application an updated Aboriginal Archaeological Impact Assessment accompanies this letter that is more consistent with the comments provided by OEH.</p>

*Assessment Requirements (SEARs) issued 11 April 2017. Due diligence is not a substitute for undertaking an Aboriginal cultural heritage assessment. Due diligence is a legal defence against harm under the National Parks and Wildlife Act 1974 and is inadequate to assess the impacts of the proposed development on the Aboriginal archaeological and cultural heritage values of the subject land. OEH recommends that a full Aboriginal cultural heritage assessment be prepared consistent with the SEARs.*

This updated report concludes:

On the basis of the regional predictive modelling and the observed disturbance on site it is concluded that the project area has low archaeological potential. It is unlikely that intact in situ deposits would be preserved sub-surface. DLALC also concluded that the development would be unlikely to impact cultural heritage.

Most of the project area is sloping in nature. It is over 200 metres from a significant water source. It is therefore unlikely to have been a favoured camping location. While lower density artefact sites or other evidence of transient land use may have been present in the area the extent of the disturbance to the ground surface is considered likely to have removed most, if not all, traces of past Aboriginal occupation.

## 7. RMS

*A significant number of vehicles and pedestrians will access the site at the start and end of the school day.*

*School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network:*

- 40km/hr School Zones are to be installed in Hezlett Road, Curtis Road and Thorogood Boulevard in accordance with the following conditions.*
- Council should ensure parking, drop-off and pick-up zones and bus zones incorporated are in accordance with Roads and Maritime standards.*

*In addition to the above matters, the submitted Traffic Impact Statement shows traffic signals at the intersections of Samantha Riley Drive/Hezlett Road and Barry Road/Withers Road. It is further noted a signalised mid-block pedestrian crossing is proposed on Hezlett Road at the frontage of school. Please be advised that installation of abovementioned new signals requires consent from Roads and Maritime under Section 87(4) of the Roads Act 1993. The installation of traffic signals is dependent on general warrants in accordance with Roads and Maritime requirements for Traffic Signal Design - Section 2 Warrants. Roads and*

The updated TIA states that a 40 km/h zone on school days (8:00 am - 9:30 am and 2:30 pm – 4:00 pm) is provided on Hezlett Road in proximity to the Hills Adventist College, it is assumed that this will be extended to include the proposed Kellyville North New Primary School. All dropoff and parking facilities will be planned and constructed in accordance with Australian Standards, Austroads Guidelines and RMS specifications.

The Warrants for the provision of a signalised pedestrian crossing are included in Section 2.6.3 of the updated TIA. The available traffic data indicates that the school will exceed the Warrant specifications, The requirement for Road and Maritime's approval is noted. It is also noted that when Hezlett Road is widened to four lanes, then a signalised pedestrian crossing will be required.

*Maritime will assess any application for installation of new signals when the above warrant assessment, along with supporting documents, has been submitted for review.*

## **8. Transport for NSW**

*The proposed school seeks to vary the North Kellyville Indicative Layout Plan (ILP) by not providing for roads that traverse the site. No provisions have been made for vehicles (such as Council's waste truck) to turn around within the Thorogood Boulevard publicly accessible road reserve. A publicly accessible turnaround facility (all hours) should be provided at the end of the terminus of Thorogood Boulevard.*

The updated plans provide a cul-de-sac turning head at the end of Thorogood Boulevard.

*The EIS & TIA should be revised with the estimated total staffing requirements for the school, including non-teaching staff.*

Is it confirmed that when the school is catering for 1000 students that it will have 70 staff comprising 40 teachers and 30 support staff.

## **9. Government Architects Office**

*Detailed plans and description of which parts of the school grounds can be made available for after school hours care and community use outside of school hours.*

The after school hours care will be accommodated on the ground floor of the new building and designated offices and kitchen are provided on this level for the school. The sports field and netball courts will be available for community use outside of school hours and a draft Heads of Agreement is currently being negotiated with The Hills Shire council to facilitate this. The Hall, COLA and teaching spaces are likely to be available for community use and the future principal will facilitate this.

*Detail on sections and elevations which clearly show materials and detailing. Typical details of cladding and windows should be provided at 1:20*

The updated architectural drawings illustrate this. Refer to drawings 3001 and 5050.

*Typical classroom plans showing furniture layouts with alternative arrangements demonstrating the flexibility of the spaces.*

The updated architectural drawings illustrate this. Refer to drawings 7001, 7002, 7011 and 7013.

*A physical materials sample board where materials are shown in the proportion they are intended to be used in the project.*

A physical material board accompanies this resubmission package.

*Provide a shelter visible to the administration offices and the car pick up zone where students can wait out of the weather.*

The updated architectural plans illustrate this. Refer to drawing 1000 and 2000.

*Consider developing more articulation in the form as seen from the exterior, for example to provide*

The updated architectural drawings illustrate this. Refer to plans 3001 and 5050. It is also c

<p><i>opportunities to see through the building along the south elevation (over the entry) and to the east, or to demarcate the entry more strongly.</i></p>	<p>possible that visitors will be able to view through the building from the entrance (between grid line H10-H12) as the aluminium screen is semi-transparent.</p>
<p><i>A revised Landscape Plan is to be submitted showing boundary planting that is more resilient to shade, and ball sports and provides WSUD and wildlife support functions. Provide a detailed planting plan.</i></p>	<p>It is also considered possible to see through the central atrium of the building into the courtyard, from Hezlett Road.</p> <p>The updated landscaping plans provide additional detail and additional boundary planning to better achieve these goals.</p>
<p><i>It is not clear why demountables have been included in the proposal. Justification should be provided for why there is not a more sustainable and permanent solution for that usage.</i></p>	<p>The submitted architectural plans illustrate the possible temporary location of portables if the population of the school needs to accommodate temporary student growth beyond 1000 students. It is noted that this development application does not seek approval to place these portables on the site. The use of portables is considered to be an appropriate solution to cater for fluctuating student growth and does not result in the need to utilise permanent buildings that would not be fully utilised by the school.</p>
<p><i>The proposal maximises the northern aspect of the majority of spaces and controls the solar access carefully through the use of vertical and horizontal blades. Consideration should be given to cross ventilation through the courtyard space so that hot air does not become trapped within that space. Material choices have been made carefully for durability and low maintenance.</i></p>	<p>The ESD report submitted with the SSD application outlines how cross flow ventilation including to the internal courtyard is appropriately provided.</p>
<p><i>The site planning allows for a large amount of the site to be landscaped, however the landscape proposal is inadequate for wear and tear, shade and WSUD principles and should be further developed to incorporate grasses and mid-storey planting around the boundary fencing. Water storage should be equivalent to the capacity required to catch 100 % of the average rainfall in any given month and should be adequate to supply the irrigation of the playing fields. Garden store is not well located for ease of use of the vegetable garden as a teaching and learning space.</i></p>	<p>The updated landscape plans confirm that Shade structures are located over all fixed play areas and shade trees proposed along all main circulation routes. Additional trees for additional shade are now proposed along these routes. The Garden store is considered to be appropriately located next to the kitchen garden and where vehicle access is available. Given that the site is connected to Sydney Water's recycled water supply additional water storage is not considered appropriate in this instance.</p>
<p><i>Bicycle parking is provided however it appears to be inadequate for 1000 students and teachers.</i></p>	<p>Based on usage results the Department of Education indicates that a 1000 place primary school could generate a need for up to 100</p>



*A school can play many roles in a community and these opportunities to support other community activities need to be developed. A strategy is required indicating how to secure different parts of the site to enable shared use, for example renting the school hall to another community group in out of school hours or allowing use of the soccer field and netball courts.*

*The proposal creates a variety of interesting and useable playground spaces with significant space for playing fields. The proposal in general should contribute positively to the amenity of the area. For example, boundary landscaping should provide amenity, shade and increased public domain where it adjoins public footpaths.*

*The main entry, as it faces towards the private boundary does not provide for passively supervised arrival and departure. No provision has been made for student pick up zones that provide shelter from rain or sun.*

bicycle spaces. When the school commences operation in 2019 it is proposed to provide 25 bicycle racks that will provide parking for 50 bicycles at the school in accordance with the *EFSG* specifications. Additional racks can be provided at the school to comply with the DCP (if required) as demand increases in accordance with the growing student population. Space has been allocated for the future expansion of bicycle parking facilities, adjacent to the north of the proposed bicycle racks. A shower and change room facilities will be provided for teachers and other staff who will cycle to school.

All bicycle parking will be constructed to comply with AS2890.3:2015 Part 3: Bicycle parking.

A component of the development of the school site has been the dual use of the site with the surrounding community. A draft Heads of Agreement for the use of sports field and netball courts is currently being negotiated with The Hills Shire Council and the future principal will facilitate the use of other school assets by the community.

The updated landscape plan illustrates there are overstorey trees propose to the southern boundary with no understorey to preserve views to the future park. There are overstorey trees with no understorey planting proposed along the western boundary to preserve views from the street to the school's playing grounds. Additional planting is now proposed along the northern boundary to further improve the aesthetics. Additional planting has also been added to the high profile eastern boundary as well and this will also provide more shade to pedestrians along Hezlett Road.

Although the main entrance does face the southern private boundary the site is secure. The main pedestrian entrance is visible from Hezlett Road which is the primary visitor access point leading only to the supervised school reception.

Multiple collection points have led to a number of sheltered / shaded areas around the site.



*A key factor in the sustainability of a school over time will be in its' ability to be flexible as educational pedagogy evolves. The proposal demonstrates a good level of engagement with the current pedagogy and acknowledgement of flexibility over time. Further information should be provided on the furniture layouts, including a number of alternative furniture arrangements.*

*The proposal presents as a large institutional building, however the attention to detail in material, colour and planning demonstrates an appropriate playfulness and friendliness despite the scale of the elevations. Further development of the design should see some breakup of the form to the south, over the entry and the east towards the street which will give some relief to the long stretches of elevation and roof. The internal courtyard provides amenity to the students and staff through all activities, which creates both a feeling of security and provides the opportunity for lightness to the internal facades.*

*The proponent has included documentation of the consultation process; however, it is unclear if any design review or independent design advice has been undertaken during the design development. The architect is included in the NSW Government Architect pre-qualification for Strategy and Design Excellence scheme.*

It is envisaged that shade and shelter will be provided under the COLA when children are collected from school via the proposed community parking to the West.

Shelter is also available when collecting from the Southern end of Hezlett Road beneath the main school entrance canopy.

Additionally, two large shade areas above play equipment, providing shelter and shade for children prior to collection from both Thorogood Boulevard and the Northern end of Hezlett Road.

In time it is envisaged that newly planted trees will also provide additional shade for children and parents around the site.

The building is considered to be a flexible design that responds to evolving educational pedagogy. This is illustrated by architectural drawings 7001, 7002, 7011 & 7013.

The updated architectural drawings illustrate this. Refer to plans 3001 and 5050 as well as the sample material board.

The design has been subject to a vigorous internal design process as well as a review by registered architects within TSA on behalf of the Department of Education, NBRSArchitects have more recently become involved with the project and have provided commentary on the external façade of the building. (refer appendix N)



## 5. Response to Department of Planning Review

The Department of Planning and Environment conducted a preliminary review of the draft Response to Submissions and in an email dated 8 December 2017 requested further clarification on proposed response to submissions. The following table outlines the proponents response to these queries.

Department of Planning and Environment	
<i>No. of Staff.</i>	The number of proposed staff for the school was inconsistent in the documentation submitted with the EIS. Clarification was sought from the Department of Education who confirmed that a 1000 place school would have 40 teachers and up to 30 staff. The previous figure of 80 included likely total staff including part time/ job share staff.
<i>The original application details indicate that the school proposal will have a total of 80 staff. Clarification is required why the draft RtS now indicates that there will be a total of 70 staff (40 teachers, 30 support staff).</i>	
<i>The Department of Planning &amp; Environment (the Department) is not satisfied with the information relating to the "likely" timing of the subdivision of the surplus Department of Education (DoE) land and the "likely" timing of the construction of Hipwell Avenue. DoE is relying on the use of future community car parking along Hipwell Avenue and at the community park, for use by the school. The Department will require these facilities be provided prior to the opening of the school. Accordingly, DoE should enter into negotiations with Council and provide documentation to the Department demonstrating these facilities will be provided prior to the occupation/opening of the school in Term 1 2019.</i>	The concerns are noted, and discussions are ongoing with The Hills Council about the provision of Prentice Avenue and associated community parking. Discussions are also occurring within the DOE about the disposal of surplus land that will facilitate the provision of Hipwell Avenue to the rear of the school site. The proponent would likely be accepting of conditions that require parking spaces to be provided in conjunction with milestones that relate to student numbers
<i>The Department acknowledges the provision of the turning head at the end of Thorogood Boulevard will satisfactorily address access and manoeuvring for existing residents. However, the Department does not support the use of the proposed turning head for drop-off/pick-up arrangement as it has the potential to impede residential access.</i>	The Traffic engineers advise that use of cul-de-sacs for a school drop off / pick up is fairly common, the advantages of the cul-de-sac for student pick up / drop off include: <ul style="list-style-type: none"> <li>• It provides utility prior to the widening of Hezlett Road.</li> <li>• It provides additional capacity as the school population increases.</li> <li>• It enables parents to access / egress the school in a forward direction</li> <li>• Can be managed by staff to operate efficiently.</li> </ul> <p>It is proposed that the cul-de-sac would require to be signposted as "No Parking" and would operate as a "Kiss'n'Go" arrangement.</p>
<i>Further, turning heads of cul-de-sacs are generally signposted as "No Stopping" to ensure the turning head remains unobstructed and can be appropriately used by all vehicles at all times. Consequently, the Applicant is required to provide details regarding the proposed drop-off/pick-up facilities on Hezlett Road.</i>	

<p><i>The Department also notes its correspondence dated 26/10/17 required the provision of details relating to any proposed interim and final drop-off/pick-up facilities, with the design to include the future bus stop and the minimum sight distances. No design or timing of the provision of the drop-off/pick-up and bus stop have been provided and are required as part of the RtS.</i></p> <p><i>Conflicting information regarding the proposed bus stop and the drop-off/pick-up area remains. These facilities should remain separate to ensure the safety of students.</i></p>	<p>The provision of a pick up / drop off zone on Hezlett Road is consistent with the draft HoA and would require the road widening specified in the DCP. associated with a Town Centre Road.</p> <p>Based upon discussion with Council the current concept plans for the upgrade to Hezlett Road are not available.</p> <p>The pick up / drop off facility will be in operation 8:00 am – 9:30 am and 2:30 pm – 4:00 pm (as per the draft HoA) and will be designed in compliance with Austroad Guidelines.</p> <p>Additional details re the layout of the pick up / drop off facility will be provided at a later time when the relevant data is available.</p>
<p><i>It is acknowledged that the DoE does not anticipate that the school will be fully occupied for the opening in Term 1 2019. However, as the school is not proposed to be staged, the Applicant is required to provide all facilities prior to the occupation of the site. This includes all associated facilities including the bus stop, drop-off/pick-up, and bicycle rack facilities as referenced in the Environmental Impact Statement (EIS), Transport Impact Assessment (TIA), RtS and revised TIA. Therefore, details regarding the design and timing of the provision of these facilities are required to be lodged with the RtS. Alternatively, DoE is required to provide projections of the anticipated occupation of the site to full occupation and provide appropriate facilities prior to each occupation milestones being reached.</i></p>	<p>DoE, through TSA, has indicated the forecast growth at North Kellyville New PS, is 400 students in 2019, increasing incrementally to 1000 students on 2031. The proponent would likely be accepting of conditions that require facilities such as bicycle space, parking spaces and drop off area to be provided in conjunction with milestones that relate to student numbers.</p>
<p><i>Tree removal</i>  <i>Plan reference 21-26108-KN-SD-AR-0001 Revision L dated 24/11/17, and the plan provided in the Construction Management Plan, show the Eucalyptus tereticornis is be removed, which is inconsistent with the current plans and other documentation. Additionally, the information submitted to The Hills Shire Council for the early works DA (800/2018/HA) indicate the tree will be removed. This SSD doesn't propose its removal and both applications should be consistent in what's proposed.</i></p> <p><i>All plans and reports are required to be updated to reflect the current proposal to retain the tree.</i></p>	<p>The preliminary construction management plan has been updated to correctly reflect that the majority of the tree is being retained.</p> <p>The revised information has also been provided to The Hills Shire Council. This ensures that the early works DA will be consistent with this SSD proposal.</p> <p>The revised reports and plans annotate that the tree will be retained. An updated Power and Communications Infrastructure Report is now provided.</p>

## Conclusion

I trust the above in conjunction with the specialist reports and amended architectural, landscaped and stormwater plans that accompany this letter satisfactorily responds to the Department's issues and that any remaining concerns with the project can be conditioned to allow a report recommending approval of the application to be finalised.

Should you require any further information, I can be contacted on 9687 8899 or 0405 530 095.

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