

30 October 2018

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Karen Harragon
Director
Social and Other Infrastructure Assessments
Priority Projects
Department of Planning and Environment
320 Pitt Street, Sydney, NSW 2001

Attention: Prity Cleary (Senior Planner) and Andrew Beattie (Team Leader)

Dear Ms Harragon,

RE: PICTON HIGH SCHOOL REDEVELOPMENT (SSD 17_8640) RESPONSE TO SUBMISSIONS

The Environmental Impact Statement (EIS) for the Picton High School redevelopment was publicly exhibited between 10 May 2018 and 8 June 2018.

In total, eleven (13) submissions were received including eight (10) agency submissions and three (3) submissions from community members. The majority of submissions provided comments on the scheme, and recommended conditions. Neither Wollondilly Shire Council nor any of the agencies have objected to the proposal.

Agency submissions received included:

- Department of Planning and Environment (DP&E);
- Government Architect of NSW (GANSW);
- NSW Environmental Protection Authority (NSW EPA);
- Office of Environment and Heritage (OEH) – separate submissions for heritage and environment;
- NSW Rural Fire Service (NSW RFS);
- Roads and Maritime Services (RMS);
- Transport for NSW (TfNSW);
- Wollondilly Shire Council (Council); and
- Sydney Water.

This letter set out the proponent's response to the additional information requested by the DP&E in your letter dated 18 June 2018 and subsequent requests for information. Attached to this letter (**Attachment A**) are responses to other submissions by agencies and the community. Proposed modifications to the design are included in the revised Architectural Drawings at **Attachment B**.

We note there have been some changes to the exhibition documents. This response should be read in conjunction with the following revised and new plans and documents:

- Response to Submissions Table prepared by Ethos Urban (**Attachment A**);
- Revised Architectural Drawings prepared by BLP (**Attachment B**);
- Revised Traffic and Accessibility Impact Report prepared by TDG (now Stantec) (**Attachment C**);
- Additional Swept Path Diagrams prepared by TDG (now Stantec) (**Attachment D**);
- Detailed Design Acoustic Report prepared by GHD (**Attachment E**);

- Revised Environmental Impact Statement prepared by Ethos Urban (**Attachment F**);
- SIDRA files and Assumptions Letter prepared by TDG (**Attachment G**);
- Revised Bushfire Assessment prepared by Peterson Bushfire (**Attachment H**);
- Updated Landscape Drawings prepared by Arcadia (**Attachment I**);
- Clause 4.6 Variation Statement prepared by Ethos Urban (**Attachment J**);
- Baseline Archaeological Assessment Report prepared by AMAC Archaeological (**Attachment K**);
- Construction Traffic Management Plan prepared by TDG (now Stantec) (**Attachment L**);
- Road Safety Evaluation prepared by TDG (now Stantec) (**Attachment M**);
- Green Travel Plan prepared by TDG (now Stantec) (**Attachment N**);
- Updated Traffic Control Device Sketch Plan prepared by Bonacci (**Attachment O**);
- Arborist Report Addendum prepared by Horticultural Management Services (**Attachment P**);
- Waste Management Plan Addendum prepared by Smec (**Attachment Q**); and
- Physical Materials Sample Board prepared by BLP (provided separately to the DP&E).

1.0 DP&E's Matters to be Addressed

A response to each of the matters to be addressed is provided below.

1.1 Old Hume Highway Alignment

The Heritage Council has requested that a short report be prepared which identified whether there may be an historical archaeological resource of local or State significance requiring management at the site along the alignment of the Old Hume Highway. This report needs to be submitted to the Heritage Council of NSW for review and comment prior to determination of the application.

A Baseline Archaeological Assessment Report has been prepared by AMAC Archaeological and is available at **Attachment K**. The report found that there is low archaeological potential for material including sandstone, road base and materials to be exposed during infrastructure works and relate to earlier instances of the Great Southern Road. Thus, there is some potential for heritage impact to occur within the excavation zone outside of the school boundary and along Argyle Street. Appropriate mitigation measures are recommended within the report.

1.2 Transport, Traffic and Parking

Multiple requests for further information have been made with respect to transport, traffic and parking as outlined below.

Revised Traffic and Accessibility Impact Report

A revised Traffic and Accessibility Impact Report has been prepared by TDG and is available at **Attachment D**. The revised report is modelled off clarified student numbers, as detailed in **Section 2.1** of this letter. This includes the maximum number of students and staff for which consent is sought under this application, which is 1,580 students and 125 staff.

This revised modelling indicates that an increase in traffic volumes can be accommodated on the surrounding road network. Specific detail of the impact of the proposed development upon the overall transport network as well as the regional context of the school is explained in further detail below.

All traffic accessing the site will do so via Argyle Street (Old Hume Highway). Argyle Street is a Regional Road, which generally runs in a north-south alignment from its continuation as Camden Bypass to its connection with the

Hume Motorway near Alpine. In the vicinity of the Picton Township, Argyle Street links with Menangle Street to provide access to the Hume Motorway, which forms the primary access route to/from the north. It is noted that drivers using Prince Street to travel between Argyle Street and Menangle Street often experience delays at the one lane bridge.

Vehicles accessing the school will do so via local access roads, which connect to collector roads such as: Thirlmere Way, Bridge Street, and Barkers Lodge Road, and finally Argyle Street.

The school is expected to generate 174 and 181 additional light vehicle movements during the morning and afternoon peaks respectively. An additional 13 and 12 bus movements will also be generated during these times. This equates to a total increase in vehicle movements of 187 and 193 vehicle movements during the morning and afternoon peak hour.

The increase in traffic is equivalent to approximately three additional vehicles movement every minute. Given these movements are distributed on the wider road network and given the traffic analysis provided within the Traffic Report, it is concluded that the increase in traffic volumes can be accommodated on the surrounding road network.

Argyle Street / Wonga Road intersection performance

The traffic modelling for the Argyle Street / Wonga Road intersection has been revised in accordance with the clarified student and staff numbers as outlined in **Section 2.1**. This updated modelling is included in the revised Traffic and Accessibility Impact Report at **Attachment C**, and states the following:

'The intersection analysis results show that the intersection of Wonga Road and Argyle Street is currently operating at a Level of Service B for both the morning and evening peak periods.

In the year 2021, with the school operating at full capacity of 1,580 students the intersection of Wonga Road and Argyle Street is operating at a Level of Service B for the morning and evening peak periods. In summary, the existing intersection configuration will have ample capacity to accommodate for future traffic growth and the traffic generation from the development of the school'

Therefore, the clarified student and staff numbers sought under this application will not result in a Level of Service F as originally assessed.

Swept path assessment

Additional swept path diagrams have been prepared (refer to **Attachment D**), including the following:

- An assessment of buses exiting the site whilst a bus is parked in the southernmost bus parking bay. In order for a bus to be able to exit the site in this arrangement it is recommended that the kerb line be amended as shown within the relevant figures.
- An assessment of buses accessing the site whilst a bus is parked in the northernmost bus parking bay. The assessment shows that a bus accessing the site from the north can access the site in this arrangement with some modification to the kerb line. However, a bus accessing the site from the south would be required to wait for the bus to exit the bus bay. In this event, the bus would be able to wait on-site or within the right turn bay. To maintain a narrow crossover width at the northern site access to ensure pedestrian safety, and given the infrequent nature of this event occurring, and the low impact of buses waiting for a short period of time before accessing the bus bay, this arrangement is considered to be acceptable.

Accordingly, it is the kerb line has been amended as per the swept path diagrams, as shown in **Figure 1** below.

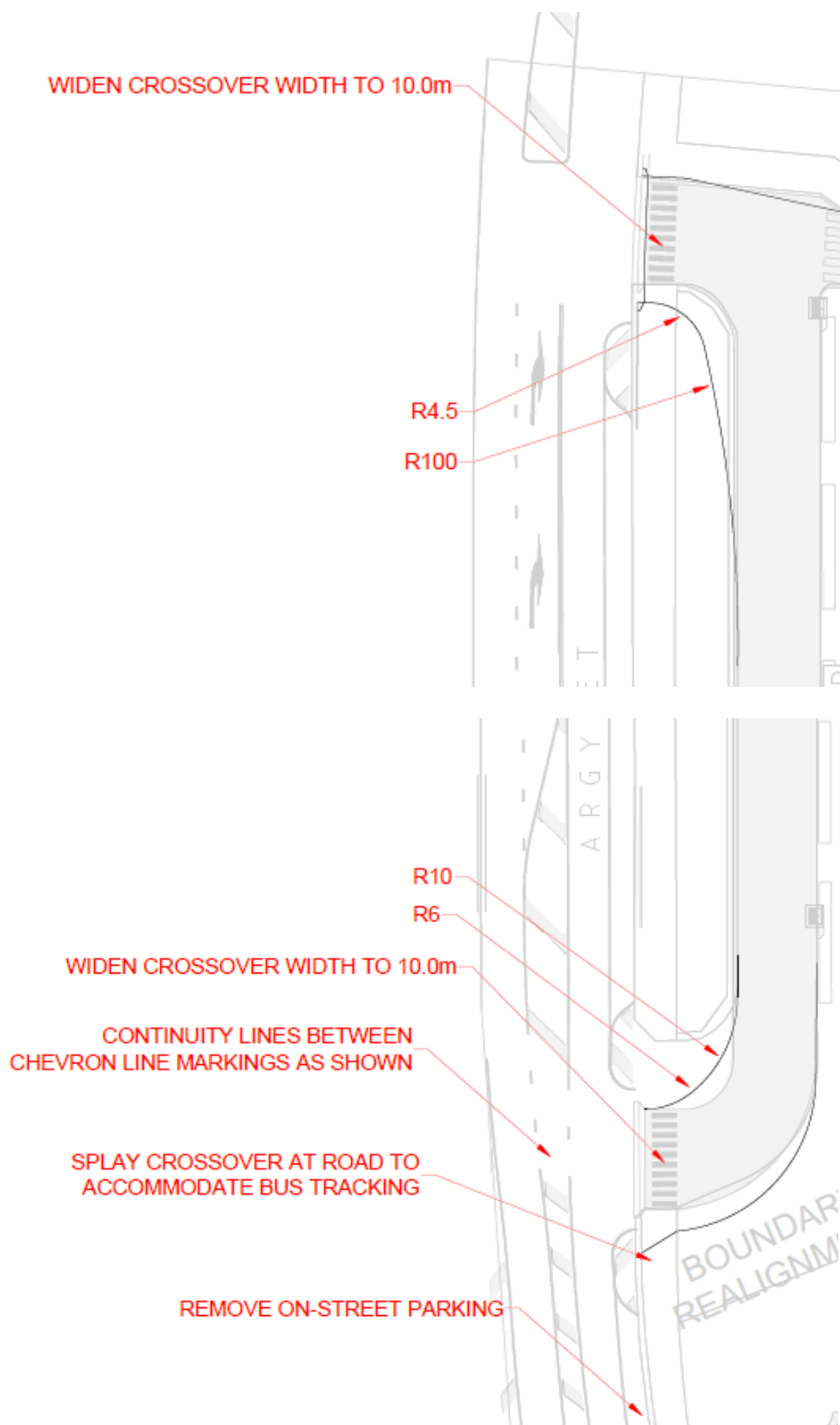


Figure 1 Recommended changes to the bus bay as a result of the Swept Path Assessment

Source: TDG

These proposed recommendations have been made to the architectural drawings at **Attachment B**.

In addition to the above, the DP&E has concerns about the swept path analysis associated with the service vehicles. A four-point-turn (as detailed in the Waste Management Plan addendum) is not an acceptable outcome from a safety perspective. The DP&E requires the service zone area to be reconfigured to allow easy access of service vehicles in and out of the site. The proponent requests this be provided as a condition of consent.

Works that require approval under the *Roads Act 1993*

Works that require approval under the Roads Act 1993 are all works on the road reserve plus adjustment to the bus bay. This includes:

- works to Wonga Road;
 - extension and widening of Wonga Road pavement to the north;
 - construction of a roundabout/turning head (partially within the existing school boundary - boundary adjustment will be required);
 - construction of new drainage pits and connection to existing pit and pipe stormwater system;
 - construction of vehicle crossovers and new kerb;
 - provision of bus bays/bus stops;
 - new signpost and linemarking;
- works to Argyle Street;
 - demolition of existing kerb blisters in front of the school;
 - adjustment to the bus bay;
 - adjustment to lane configuration;
 - provision of a dedicated right turn lane (northbound) into school site;
 - adjustment to on-street parking to facilitate lane reconfiguration;
 - provision of painted medians;
 - construction of a footpath to the west side of Argyle Street;
 - construction of new blisters and median on Argyle Street;
 - construction of a new roundabout at the Argyle Street/Wonga Road intersection;
 - adjustment to the existing accesses to the school from Argyle Street;
 - construction of a new access on Argyle Street to the southern carpark; and
 - adjustment of boundary - bus bay to be within road reserve.

Extent of the existing school zone

During the preparation of the Traffic Report, TDG (traffic consultant) contacted Kristian Pinochet (RMS), who provided the following advice:

'I have followed this up with our Land Use unit who have advised that this is currently pre-DA. In this regard, no formal action by RMS is required with regards to the school zone at this stage.'

'If the application is approved, I can review the final plans and determine the extent of the school zone extension. From there I can start the internal process.'

As such, no action was taking in determining the new school zones, and this will be addressed following approval of the application, as requested by RMS.

Road Safety Evaluation

A Road Safety Evaluation was requested to be prepared, and is provided at **Attachment M**.

End of Trip Facilities

Detail of bicycle parking facilities will be identified as part of the Green Travel Plan. As per **Section 1.5** below, it is recommended that a Green Travel Plan be prepared prior to the occupation of the school. The location of end of trip facilities is shown in the amended drawings at **Attachment B**. These facilities include:

- 1 Accessible Staff WC with Shower to be co-located in the Staff Hub Area
- 1 Staff Shower to be located in the Movement and Performance Hub
- 1 Staff Shower to be located in the Fitness Area
- 1 Existing Staff Shower to be retained and currently located in the Main Hall
- 4 Student Showers & 1 accessible student shower to be located in the Movement and Performance Hub
- 4 Student Showers & 1 accessible student shower to be located in the Fitness Area
- 1 Existing Staff Shower to be retained and currently located in the Main Hall
- 14 Existing Student Showers & 1 Existing accessible student shower to be retained and located in the Main Hall
- The extent of bike racks are shown on drawing AA03-0002

Construction Traffic Management Plan

A Construction Traffic Management Plan was requested, including in response to details requested by Wollondilly Council A revised Construction Traffic Management Plan has been prepared and is available at **Attachment L**.

Conceptual Plans for Proposed Works on Argyle Street

Roads and Maritime Services have requested that conceptual plans for the proposed works on Argyle Street should contain a greater level of detail to demonstrate compliance with relevant standards. This would enable assessment of impacts and compliance with applicable Austroads requirements. Drawings demonstrating greater detail regarding transport, road, footpath and infrastructure considerations is provided at **Attachment O**.

Car Parking

The DP&E notes that there is a shortfall in car parking and that the proposed development relies on street car parking. Concerns have been raised by Wollondilly Council with respect to on street carparking, especially along Argyle Street due to long term 4 lane road upgrades. It is noted that the application proposes 'informal parking' areas on the south-eastern side and north-western side of the site. It is recommended that these areas be explored for formal parking spaces to satisfy the shortfall in car parking.

In response, the revised Traffic and Accessibility Impact Report (**Attachment C**) has presented analysis to demonstrate that there will be a low to moderate on-street parking demand, with a minimum of 73 and 33 parking spaces during the morning and afternoon peak periods. The application has been amended to provide parking for all 125 staff on site. Under the initial proposal, 44 staff spaces were proposed, with the majority of car parking spaces comprising 'informal' parking. The dedication and classification of the parking provisions has been altered to ensure that 125 staff spaces are provided in the existing south-western car park, the northern car parking area and along the new accessway accessed via Wonga Road. An additional 11 visitor parking spaces is provided within the northern car park.

The DP&E also notes there is an inconsistency in visitor car parking – the submitted plans indicate 12 visitor car parking spaces on the north-western side of the site, whilst the EIS and TDG report states 11 spaces. A clarification is to be submitted. We confirm that 11 visitor bays are proposed. Whilst there are 12 bays indicated in the plans, one of the 12 bays is a dedicated loading area shared between two (2) accessible bays.

Furthermore, the DP&E notes that 130 staff car parking would be located on the south-western side of the site. However, the car parking area does not demonstrate that the car parking and access layout would meet all the relevant Australian Standards. With respect to this, revised plans are to be submitted demonstrating layout and access arrangement of the proposed staff car parking designed in accordance with the Australian Standards for off street parking. Furthermore, details are to be provided demonstrating that the driveway off Wonga Road into the staff carparking is adequate for the proposed two way vehicular access.

In response, the detailed design documentation for construction purposes has been carried out by qualified Civil Engineer, Bonacci Group, in line with relevant Australian Standards. These are reflected in the updated drawings at **Attachment B**.

Lastly with regards to car parking, the DP&E requested a breakdown of the anticipated student numbers in age category (i.e. students 16 years and over, and students under 16). This would enable the DP&E to understand the student car parking demand generated by the proposed development.

In response, the proponent does not consider that age group breakdowns will provide an accurate reflection on the number of students who will be driving to school. Extensive travel surveys have been undertaken at the school, which indicates that 3% of students drive to school. This figure is believed to be sufficiently accurate to predict the ongoing parking demand as the student population grows.

Connector Road between the Service Loading Dock and the Front Car Park

Clarification is required for the connector road between the service loading dock and the front car park in whether it is two way or one way. There is a safety issue involved if the road is two way in the event it is not wide enough to allow two cars to pass each other, where one would need to reverse back out.

We confirm that the road in question is one way. The car park is designated for staff parking only and will have access from Argyle Street, designed as a single entry only. Staff exit the carpark through Wonga Road via this connecting road between the existing car park and the loading area.

1.3 Scope of Acoustic Assessment

Ongoing design development work is being undertaken with regard to the acoustic impacts of the school. An updated Acoustic Report for the detailed design phase is submitted at **Attachment E** with respect to this item.

The additional assessment has found that the intensity on school use of the play area to the south east portion of Picton High School may be marginally reduced. In the current condition, the school's active play area is located in the south eastern open area. However, several courtyards and outdoor play areas are being created within the school ground and surrounded by new buildings upon completion of the redevelopment. Outdoor activities will be dispersed onto new courtyards which may result in the reduction on intensive use of the south east corner of the site.

1.4 Confirmation of After School Hours

The DP&E have requested confirmation of after school hours use of the site and the facilities that will be used during the nominated times. It is further requested that relevant assessments (e.g. traffic and noise) should be updated to include consideration of the after-school hours use of the site.

Picton High School have been consulted to confirm the extent of after hours use. The School has confirmed that after hour events are not scheduled and are only organised depending on the student's curriculum. The below list is not likely to capture all events, but they highlight the areas where after hour activities are likely to take place:

- the Music Faculty hold unscheduled performance nights depending on their learning needs;
- presentations of projects;
- student focus groups;

- performing arts performances;
- HSC making; and
- Open night for Year 6 students.

After-hours community use of the school is considered separate to after-hours use by the school. In this instance, provision has been made for up to 18 events per year. The types of community use of the school remain consistent with those annotated in the Environmental Impact Statement that was placed on public exhibition, as detailed in **Table 1** below.

Table 1 Indicative Community Uses of School Facilities

School Facilities	Types of Functions/Activities	Indoor/Outdoor	Occupancy	Hours of Operation
TOTAL FREQUENCY OF COMMUNITY EVENTS NOT TO EXCEED A TOTAL OF 18 PER YEAR.				
Hall	<ul style="list-style-type: none"> • Children's services e.g. Out of School Hours Care (OSHC) • Community Language Schools • Dance, music or drama lessons • Community education and training • Community productions • Community meetings • Sporting events • Vacation care 	Indoor	Max 200 approx	School Hours: 8:00am – 4pm After School Hours 4:00pm – 10:00pm (Times are indicative only and will have to be confirmed with school)
Performance/ Fitness Hub Performance Workshop	<ul style="list-style-type: none"> • Children's services e.g. Out of School Hours Care (OSHC) • Community Language Schools • Dance, music or drama lessons • Community education and training • Community productions • Community meetings • Vacation Care 	Indoor	Fitness and Performance Hub: Max 120 approx. Performance Workshop Max: 75 approx	School Hours: 8:00am – 4pm After School Hours 4:00pm – 10:00pm (Times are indicative only and will have to be confirmed with school)
Fitness Lab	<ul style="list-style-type: none"> • Community education and training • Sporting events • Sports training 	Indoor	Fitness Lab: Max 80 approx	School Hours: 8:00am – 4pm After School Hours 4:00pm – 10:00pm (Times are indicative only and will have to be confirmed with school)
Student Hub Library	<ul style="list-style-type: none"> • Children's services e.g. Out of School Hours Care (OSHC) • Community Language Schools • Community education and training • Community productions • Community meetings • Vacation care 	Indoor	Student Hub Max: 100 approx	School Hours: 8:00am – 4pm After School Hours 4:00pm – 10:00pm (Times are indicative only and will have to be confirmed with school)

School Facilities	Types of Functions/Activities	Indoor/Outdoor	Occupancy	Hours of Operation
Public Forecourt	<ul style="list-style-type: none"> Community education and training Community productions Community meetings 	Outdoor	Public Forecourt Max: 400 approx	School Hours: 8:00am – 4pm After School Hours 4:00pm – 10:00pm (Times are indicative only and will have to be confirmed with school)

The impact of these after hours uses have been assessed in the updated Traffic and Accessibility Impact Report (**Attachment C**). The revised assessment concludes that as the start and finish times for the potential events do not coincide with the school start and finish times, the impacts of these activities will be minimal. In the event they do coincide with school times or other activities, there is additional parking and traffic capacity in the vicinity of the site to accommodate the temporary increase in demand.

With regards to Acoustic impacts, assessment of after-hours community use has already been undertaken as part of the Acoustic Report submitted with the exhibition package (refer to **Section 4.3.1, Appendix Q** of the Environmental Impact Statement placed on exhibition). In light of further feedback from Picton High School regarding limiting the extent of community events per year, it is considered that this does not impact the conclusions of the original Acoustic Report. As such, no revised Acoustic Report has been provided. The previous assessment has indicated that there may be exceedances of the noise criteria during large community events that will use a Public-Address system and also due to the car parking spaces to the north of the site. GHD, the Acoustic Consultant, recommends that a management plan is created to manage noise impacts during large community events. The proponent is willing for this to be provided as a condition of consent.

1.5 Green Travel Plan

The DP&E requested a Green Travel Plan be prepared prior to the determination of this application. In this regard, a Green Travel Plan has been prepared and is available at **Attachment N**.

1.6 Amended Bushfire Report

A revised Bushfire Assessment has been prepared by Peterson Bushfire and is available at **Attachment H**. The submission of this revised report was suggested by the proponent, as it has been modified since the initial report was submitted with the EIS in April 2018. The reason the report was modified was that the recommendations in the report have significant cost implications for the eventual build of the school. Peterson Bushfire have been satisfied that the following amendments can be made whilst maintaining adequate mitigation of the bushfire risk:

- Amendments to Section 3.3; and
- Amendments to Recommendation 2 in Section 4.3.

1.7 Physical Materials Board

The DP&E requested that a physical materials board and a full design and documentation to address issues raised by Government Architect of NSW is still to be submitted. In this regard, the RtS should be updated to include all of this information and take into account any recommendations presented. A physical materials board has been submitted to the DP&E under separate cover. The revised Architectural Drawings (**Attachment B**) respond to each of the issues raised by the Government Architect.

1.8 Flooding

OEH highlights the need for the flood assessment to provide a sound understanding of flood behaviour for the full range of flood events including up to the probable maximum flood, so that any potential flood risk on the project, which is considered a vulnerable land use, can be understood and managed.

Regular meetings have been held with Wollondilly Council since the inception of the project to discuss any environmental matters arising from the proposal, including flood risk. An additional meeting was held with Council on 8 October 2018. Council has subsequently confirmed in writing (dated 11 October 2018, provided to the DP&E under separate cover) that Council's mapping for the site does not have the site affected by flood.

Therefore, no additional flood assessment has been provided as part of this RtS.

1.9 Water Supply

The DP&E notes Sydney Water has raised issues to the proposed development and as such, has recommended the applicant to get in contact with Sydney Water to resolving the issue relating to capacity issues at the Picton Water Recycling Plant. Accordingly, it is recommended that this matter is discussed and resolved with Sydney Water prior to submission of the RtS.

Consultation has occurred with Sydney Water regarding the capacity of Picton Water Recycling Plant to accommodate the proposed redevelopment of Picton High School. Sydney Water has advised (in an email dated 11 October 2018, provided to the DP&E under separate cover) that they are consulting with the Environmental Protection Authority on a long-term effluent management strategy for Picton, which may take five years to confirm.

They have suggested that further information can be provided in a feasibility application or a response to a Section 73 application. The advice regarding alternate wastewater solutions would be provided in the Notice of Requirements.

A Section 73 Application would take approximately 3-6 weeks to process. Timing is a critical component for this project to ensure construction work is coordinated and the school population is decanted with as minimal disruption as possible. Given the timing associated with ongoing negotiations with Sydney Water regarding alternative wastewater solutions, it is requested that further consultation and solutions are provided as a condition of consent.

1.10 Signage

The DP&E notes that an electronic signage board would be situated along the Argyle street frontage. Clarification is required if this is a new proposed sign. If a new sign is being proposed, elevational plans are to be submitted with details (size, dimensions, luminance levels, motions, transition times, flashing display etc).

In response, we confirm that no consent for signage is sought under this application.

1.11 Substation Relocation

The DP&E notes that a substation is being relocated to be sited along the Argyle street frontage. Plans are to be submitted demonstrating the landscape/material treatment proposed in front of the substation so its appearance is screened from the street. Updated plans demonstrating the landscape/material treatment is included at **Attachment B**.

In addition to the above, as a general comment, the DP&E requested revised floor plans and elevation plans are to be submitted incorporating colours, shadings, annotations to make it more legible. Revised floor plans and elevation plans are provided in the revised architectural drawings at **Attachment B**.

1.12 Clause 4.6 Variation Statement

The DP&E requested that a Clause 4.6 Variation Statement be prepared for the proposed variation to the building height control. A Clause 4.6 Variation Statement has been prepared and is available at **Attachment J**.

1.13 Tree Retention, Planting and Removal

The DP&E has noted inconsistencies regarding trees to be planted. The EIS states 74 trees, while the landscape plan (tree size specification & formal softscape area) 79 trees/78 trees (based on count). Clarification is required.

In response, an additional plan titled 'Tree Retention and Removal Strategy' has been appended to the Updated Landscape Drawings prepared by Arcadia at **Attachment I**. The plan confirms that there are 78 trees proposed, 75 to be removed and 123 to be retained (with an additional 34 trees shown on the Plan at **Attachment I**) that are beyond the site boundary. The EIS has been updated to accurately reflect this count at **Attachment F**.

Further to the above, the DP&E queried the retention of a tree on the landscape plan along the Wonga Road Drive in the same location where a driveway would be installed. We confirm that the tree referenced is proposed to be removed. This has been reflected in the 'Tree Retention and Removal Strategy' identified above (**Attachment I**) and in the updated Environmental Impact Statement (**Attachment F**).

Lastly with respect to trees, the DP&E noted that it appears that the road works (including the round-about, bus bays etc) proposed on Wonga Road would require the removal of trees. However the arborist report and this EIS does not provide an arboricultural assessment. A survey of trees in this area is required and a schedule of trees proposed to be removed, and trees proposed to be retained and protected. This can be in a form of an addendum to the Arborist report. In response, an addendum to the Arborist Report in relation to the proposed works at Wonga Road is provided at **Attachment P**.

1.14 Waste Collection

The DP&E notes the EIS states that the operation waste collection area is to be determined by cleaning staff. Both the EIS and waste management plan does not provide the following details: waste storage area, waste collection area, the method of collection (i.e. garbage truck type/size), access/egress points, and swept paths to demonstrate that the largest truck size (i.e. HRV) can entry and exit the site for the purpose of waste collection. As part of the SSD assessment, these details are required to be submitted.

An addendum to the Waste Management Plan to respond to this request has been prepared by Smec and is available at **Attachment Q**.

2.0 Proposed Design Refinements

The following design refinements are proposed as a result of the submissions received during the consultation process.

2.1 Clarification of Student and Staff Numbers

As detailed in the Revised Traffic and Accessibility Impact Report (**Attachment C**) and the revised Environmental Impact Statement (**Attachment F**), the number of students for the proposed school has been clarified. Previously, assessment was based on increase of floor space incorporating permanent teaching spaces to accommodate 1,500 students and core facilities for 2,000 students. This intent behind this original statement was to clarify that core facilities such as the library, hall and recreational facilities have the capability to provide up to 2,000 students. It did not, however, seek consent for 2,000 students.

The revised SSD Application seeks consent for a capacity of 1,580 students and 125 staff.

It is understood by the applicant that any future increase in student or staff numbers will require formal modification of the development consent. However, it is appropriate that the development be conditioned appropriately for the capacity that is sought under the application and not for a future capacity. This includes required upgrades to the road network, whereby revised modelling has been included in the Revised Traffic and Accessibility Impact Report at **Attachment D**.

2.2 Amendments to Bus Bay

As detailed in **Section 1.2** and **Figure 1**, proposed amendments have been made to the bus bay in order to provide adequate room for buses to manoeuvre in accordance with the Swept Path Assessment undertaken by TDG (**Attachment D**). Modifications include:

- widening crossover width to 10m;
- removing on-street parking to the immediate south of the bus bay;
- splay crossover at road to accommodate bus tracking; and
- providing continuity lines between chevron markings as shown in **Figure 1**.

The above modifications are included in the revised Architectural Drawings at **Attachment B**.

2.3 Amended Parking Provisions

The application has been amended to provide parking for all 125 staff on site. Under the initial proposal, 44 staff spaces were proposed, with the majority of car parking spaces comprising 'informal' parking. The dedication and classification of the parking provisions has been altered to ensure that 125 staff spaces are provided in the existing south-western car park, the northern car parking area and along the new accessway accessed via Wonga Road. An additional 11 visitor parking spaces is provided within the northern car park.

3.0 Conclusion

The proponent and the project team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions has been provided within this letter and the accompanying documentation.

In responding to and addressing the range of matters raised, the proposal has been refined pursuant to Clause 55 of the *Environmental Planning and Assessment Regulation 2000*.

We trust that the responses provided above will enable to DP&E to finalise their assessment of SSD 17_8640. Given the environmental planning merits (and the ability to suitably manage and mitigate any potential impacts) and significant public benefits proposed, it is requested that the Minister approve the application.

Should you have any queries about this matter, please do not hesitate to contact Chris or Daniel at the details below.

Yours sincerely,



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