



Response to Submissions

The New Primary School at Warnervale

PREPARED FOR
SCHOOLS INFRASTRUCTURE NSW
JANUARY 2020

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Contents

1.0	Introduction	5
2.0	Summary of Submissions Received.....	6
2.1	Central Coast Council.....	6
2.2	Biodiversity and Conservation Division, DPIE	13
2.3	NSW Environmental Protection Authority.....	14
2.4	Government Architect NSW	17
2.5	Heritage Council.....	18
2.6	NSW Rural Fire Service.....	19
2.7	Transport for NSW	20
3.0	Conclusion.....	22

Appendices

Appendix A	Bushfire Emergency Management and Evacuation Plan
Appendix B	Letter from Blackash responding to selected submissions
Appendix C	Signage and Graphics Specification
Appendix D	Warnervale Graphics Scheme
Appendix E	Letter from Cardno responding to selected submissions
Appendix F	Utilities Services Sketch
Appendix G	Letter from Northrop responding to selected submissions
Appendix H	Road Safety Audit
Appendix I	Letter from Kleinfelder responding to selected submissions
Appendix J	Updated Biodiversity Development Assessment Report
Appendix K	Letter from Stantec responding to selected submissions
Appendix L	Vegetation Management Plan
Appendix M	Letter from BLP responding to selected submissions

1.0 Introduction

The Department of Education (DoE) have lodged a state significant development (SSD) application with the Department of Planning, Industry and Environment (DPIE), seeking a new primary school located at 75 Warnervale Road, Warnervale. The proposed development comprises demolition of all existing structures and construction of new school facilities. The proposal seeks to provide for 460 students in total.

On 28 October 2019, DPIE issued correspondence to DoE requesting a response to submissions, pursuant to Regulations 85A of the *Environmental Planning and Assessment Act Regulation 2000*. This Response to Submissions (RtS) seeks to address each of the issues raised in the submissions made by public authorities. It is noted that no submissions were received from members of the general public.

On 2 December 2019, in order to assist in resolving submissions made by Central Coast Council, DoE coordinated a meeting between Central Coast Council technical officers and the project team. Additional feedback and clarification were provided by Council, and this assisting in informing the RtS. Importantly, it was agreed in this meeting that Central Coast Council would provide details of changes made to the indicative road layout given within Wyong Development Control Plan 2013 (WDCP 2013), as well as relevant information contained within a recent Squirrel Glider Ecology Report commissioned by Council, and information on street planting requirements within road reserves to better develop the roundabout. However, this information has not yet been made available to the project team.

There are some minor changes that may arise as a consequence of addressing the submissions. However, amended plans do not accompany the RtS, as the primary purpose of this RtS is to first nominate changes that may resolve issues raised within the submission. Appendices to this RtS largely describe the changes that will be required to comprehensively address the issues within the submissions. Finalised plans are able to be provided following the receipt of feedback on the RtS.

2.0 Summary of Submissions Received

2.1 Central Coast Council

Issue	Comment	Response	Reference
1. Ecology	It is noted that the Biodiversity Development Assessment Report identifies the Squirrel Glider (<i>Petaurus norfolcensis</i>) as having a moderate likelihood of occurrence on the site. This should be correctly identified as a high likelihood of occurrence on the site and should be identified as a species reliably predicted to utilise the site. A single trapping period is not sufficient to confirm the absence of Squirrel Gliders. Given the known and well documented local population of Squirrel Gliders, including recent records from adjoining sites, the species should be assumed present on the site for the purpose of calculating species credits.	An updated Biodiversity Development Assessment Report (BDAR) accompanies this RtS. Based on the feedback from Council, the BDAR now identifies that there is a high likelihood of squirrel glider occurrence. However, given the original surveys exceeded the requirements of Council policy, and based on the outcome of those surveys, the BDAR continues to assume that that the species is not present for the purpose of calculating species credits.	Appendix I; Appendix J
	The squirrel glider is listed as a vulnerable species under the Biodiversity Conservation Act 2016. It is noted that there are currently no available species credits for the Squirrel Glider.	Not applicable, given the species has not been assumed to be present.	Appendix I; Appendix J
	There are some other species which also stand out as not having been adequately surveyed and presence should be assumed and species credits retired including (but possibly not limited to): <ul style="list-style-type: none"> Large Forest Owls Breeding - based on hollow size present on site and lack of targeted owl survey in accordance with Threatened Biodiversity Database requirements. Glossy Black Cockatoo Breeding - the Threatened Biodiversity Database considers breeding habitat to be "Living or dead trees with hollows greater than 15 cm 	Surveys conducted as part of the BDAR had considered the breeding habitat of each of these species. Based on these surveys, the BDAR concluded that there was no evidence of breeding habitat and that neither of these species should be assumed to be present for the purpose of calculating species credits.	Appendix I; Appendix J

Issue	Comment	Response	Reference
	diameter and greater than 5 m above the ground” and that foraging habitat constitutes “the presence of Allocasuarina and Casuarina species”. Both are present on site and there has been a very recent record of immature Glossy Black Cockatoo with a group on the adjoining site.		
	<p>A north-south tree canopy corridor (preferably eastern side) is to be provided through the site to link with the vegetation and oval on the northern side of Warnervale Road. The corridor is to include native trees whose canopy provides a linkage for fauna through the site to Warnervale Road and should include replacement street tree planting with a large canopy to allow for a squirrel glider link between the tree canopies and vegetation located on either side of Warnervale Road. This corridor currently exists on site and needs to be retained to minimise potential for the existing squirrel glider population to be adversely impacted by the proposal.</p> <p>The subject site provides the best location for provision of this corridor in comparison to adjoining lots. Council is currently developing a Squirrel Glider monitoring program that will include survey of that vegetation surrounding Warnervale Oval.</p>	<p>A north-south tree corridor is able to be retained on the site, with supplementation from glider poles. This will enable squirrel gliders to travel between the retained vegetation at the southern end of the site and the reserve on the northern side of Warnervale Road.</p> <p>DoE will accept a condition of consent requiring the canopy corridor to be retained in accordance with the plan depicted within Appendix I.</p>	<p>Appendix I; Appendix J</p>
	Replacement planting and bush regeneration within the ‘biodiversity valued land to be retained’ located at the rear of the site in order to revegetate the (existing unauthorised) cleared area would need to be carried out. This area is Squirrel Glider habitat and part of an important conservation corridor for this species. For more information regarding the species refer to Council’s Squirrel Glider Conservation Management Plan: Wyong Shire which is available on Council’s website.	A Vegetation Management Plan (VMP) has been prepared to facilitate bush regeneration within the cleared area of the site. The Vegetation Management Plan (VMP) was prepared in consideration of the comments received from Council and was based on the findings of the BDAR that was prepared for the project. The BDAR includes a detailed floristic description of the cleared area at the southern portion of site. This area is dominated by native groundcover species and regenerating shrub and canopy species. A management zone was created in the VMP for this area (Management Zone 3). The VMP recommends that the cleared area should be allowed to regenerate naturally	<p>Appendix I; Appendix J; Appendix L</p>

Issue	Comment	Response	Reference
		<p>and that supplemented planting using canopy species should only be conducted as a secondary measure. Justifications include the following:</p> <ul style="list-style-type: none"> The area is already regenerating well and contains a good coverage of native plant species, including <i>Gahnia radula</i> and other sedges that are difficult to source in nurseries. Many of the species that make up the target Plant Community Type (PCT) are difficult to cultivate and are therefore difficult to locate from nurseries (especially local provenance stock). The introduction of non-provenance plants can create competition with local plants species. 	
	<p>In relation to the BDAR for the proposal the following comments are made:</p> <ul style="list-style-type: none"> Hollow replacement has not been addressed as a mitigation measure in the BDAR. The BDAR includes very little detail about the future/long term management of the “avoid” lands. The BDAR includes very little detail about the future/long term management of the “avoid” lands- Council would want these to be retained and managed as a corridor in perpetuity. 	The VMP details recommendations for nest-boxes and long-term management. Nest boxes are to be installed in place of removed tree hollows at a ratio of 1:1.	<p>Appendix I;</p> <p>Appendix L</p>
2. Tree Removal	Concern is raised regarding the extent of tree removal associated with the proposal. Replacement native tree planting to compensate for the loss of trees along the street front, within the street setback and areas adjacent to the side boundary (within proximity and view of the street) should be investigated and carried out.	The VMP seeks to compensate for the proposed tree removal, including tree removal within the street setback and adjacent to site boundaries.	<p>Appendix I;</p> <p>Appendix L</p>
	The street trees also provide for a linking corridor of vegetation across Warnervale Road which is being impacted under the proposal. The squirrel glider glides between trees and the species is sensitive to habitat fragmentation when tree gaps exceed its gliding ability.	Refer to earlier comments in relation to the retention of the canopy corridor.	<p>Appendix I;</p> <p>Appendix J</p>
3. Transport/Traffic Engineering	It is recommended that the staff parking on the eastern boundary be changed to 90 degrees and eliminate the turning head (this will require a slight relocation of the	For the proposed 460 students and 32 staff members, WDCP 2013 would require 21 staff car parking spaces and 5 spaces for visitors. The proposal provides 21 staff spaces as well as 18 overflow spaces and complies with all	Appendix K

Issue	Comment	Response	Reference
	buildings to the west). This will double the number of spaces in this carpark and possibly eliminate the need for staff parking in the western carpark. This will separate the staff and public carparks and increase the number of public spaces.	<p>numerical car parking rates ordinarily required by WDCP 2013. Therefore, there is no imperative for providing additional parking, noting also that the comments from the Government Architects Office sought a reduction in parking spaces.</p> <p>The Traffic Report that accompanied the EIS had identified that the proposed number of spaces was appropriate, based on a survey of the car parking at the existing Warnervale Public School. Notwithstanding, to ensure the drop-off/pick-up spaces are used at optimal efficiency, it is anticipated that the duration of parking stays will be supervised by school staff.</p> <p>Any further additional car parking will undermine some of the measures included within the Green Travel Plan that accompanied the EIS, such as potential car pooling, as well as strategies aimed at encouraging the use of active transport.</p>	
	It is recommended that the western carpark be redesigned so the set-down and pick-up is directly adjacent to the school as this will be a safety issue as students will be crossing the staff carpark. Eliminate the staff spaces and re-locate the median closer to the school to facilitate 90 degree angle parking both sides in the western carpark. Delete the turning head and increase the number of spaces.	Staff parking is currently already proposed to be separated from the drop-off area by a fence, with a pedestrian crossing provided for students to travel between the drop-off area and the school. Refer to comments above in relation to the requirement for 90 degree parking.	Appendix K
	The proposed boundary re-alignment will result in the western carpark becoming a Council asset. This is not supported.	<p>Given the location of squirrel glider habitat on nearby residential development sites, it is understood that the road network envisioned within the WDCP 2013 is likely to be varied in the near future. For example, half-road construction along the eastern boundary of the western adjoining property may not be possible as a consequence of the future road arrangement. However, given the Asset Protection Zone (APZ) required along the eastern boundary of the subject site, a future full-width road (rather than the required half-width road) can be delivered within this part of the subject site, utilising access to the proposed drop-off / pick-up zone.</p> <p>The drop-off / pick-up zone will be constructed to Council standards, and dedication of the car park, will provide Council with an option for an</p>	N/A

Issue	Comment	Response	Reference
		additional north-south road in this precinct. DoE intend to continue discussions with Council on this matter.	
	The proposed roundabout will need to accommodate U-turns for buses.	A minor amendment to roundabout footprint is required to accommodate U-turns for buses. Accommodating this design amendment will result in minimal changes to the overall road design. DoE will accept a condition of consent requiring that certification be provided to indicate that the roundabout accommodates U-turns for buses.	Appendix E
	The roundabout must be designed in accordance with the Austroads Guide to Road Design.	DoE will accept a condition of consent requiring that the roundabout be design in accordance with the Austroads Guide to Road Design.	Appendix E
	Detailed signposting and line marking will be required for submission to the Local Traffic Committee.	DoE will accept a condition of consent requiring that a signposting and line marking plan be prepared for the Local Traffic Committee.	Appendix E
	The provision of buses on the northern side of Warnervale Road is a good outcome from a safety and congestion aspect.	Further information has been provided to demonstrate that sight lines will not be impact by buses parked on the northern side of Warnervale Road.	Appendix K
	The bus bay on the southern side of Warnervale Road must be long enough to accommodate 3 buses with appropriate entry and exit tapers.	A swept path assessment has identified that this can be accommodated through a minor reduction in the length of the footpath to the east of the bus bay. It should also be noted that bus movements will occur within a low speed environment, as a result of the future roundabout, crossing, and the school zone. This will assist with manoeuvring within these spaces.	Appendix K
	Buses parked on the northern side of Warnervale Road will obstruct sight lines from the driveways in the PM period.	Earlier comments from Council had indicated that this was a good outcome from a safety perspective. In any event, further information has been provided to demonstrate that sight lines will not be impacted by buses parked on the northern side of Warnervale Road.	Appendix K
	The Transport and Accessibility report (6.3.1) estimates that the number of students that will be driven to school during the morning and afternoon peak hour periods will generate 262 vehicle movements, and that the 30 minute peak demand period will be 50% resulting in 131 movements. This may apply to the morning peak as arrivals are staggered, however, the afternoon peak will likely generate 262 vehicles in the 30 minute peak as parents will arrive just prior to the afternoon bell.	The existing Warnervale Public School largely informed the assumptions of the Transport and Accessibility Assessment, and are appropriate for forecast vehicle movements at the proposed school.	Appendix K

Issue	Comment	Response	Reference
	It is anticipated that the 30 minute peak movements in the afternoon (262 vehicles) will create significant congestion on Warnervale Road as the set down and pick up area will not cope with the anticipated traffic volumes and vehicles will queue onto Warnervale Road as there is no queuing space inside the carpark.	The drop off will need to be managed avoid the potential for congestion, and DoE will accept a condition of consent requiring that the area be actively managed during drop off and pick up periods.	Appendix K
4. External Road Works	The extent of the proposed external works indicated are consistent with Council's expectation. The final extents will be a function of the detailed design.	Detailed design will be provided to Council following determination. DoE will accept conditions of consent requiring ongoing consultation with Council in relation to the road works.	Appendix K
	A Road Safety Audit (for both internal and external as one project) is to be completed to inform of any issues of the proposed design that will result in redesign requirements.	A Road Safety Audit has been prepared by The Transport Planning Partnership and accompanies this RtS. Minor design amendments, such as removal of one circulating lane and introduction of a splitter island may be required to accommodate the recommendations of the road safety audit.	Appendix H
5. Stormwater	The Department of Education will need to be comfortable with their position discharging stormwater to the downstream property. There will be a significant increase in the hardstand area within the school site and also a significant increase in the area of road pavement draining through the adjoining site. Whilst OSD is proposed there will be an increase in the period of time that storm water will drain through the adjoining site.	It is noted that Council had indicated support for continued stormwater discharge in accordance with the existing natural overland flow path that exists at the site, on the provision that predeveloped flow rate of the stormwater remains unchanged (or lesser). It would have been understood at the time that there would be an increase in the period of time that storm water will drain via an OSD tank. In any event, the DoE is pursuing the formalisation of the existing stormwater arrangement and alternative arrangements are able to be made if necessary. Land on the neighbouring property is zoned to allow for its continued use as a drainage channel. SINSW may discuss a potential easement with the adjoining neighbour.	N/A
6. Access	There are potential issues relating to the adjoining site access. They may even wish to formalise this arrangement via negotiation or via easement rights.	As above, SINSW may discuss the easement with the adjoining neighbour.	N/A
7. Water & Sewer	Water and Sewer issues will be dealt with through the Water Management Act process. Conditions to address this have been included.	Although there is no power under the EPAA Act to require that a developer contribute to the cost of delivering water and sewer infrastructure, (as water supply or sewerage services are excluded from s7.11 of the EPAA Act), contributions for water and sewerage works – made under s305-s307 of the <i>Water Management Act 2000</i> ("the WM Act") – can be required through the	N/A

Issue	Comment	Response	Reference
		<p>submission of a compliance certificate. It is understood that this comment refers to that process.</p> <p>Section 7.2 of the EIS had indicated that it was understood that Council intended to decommission the sewer pump out station within the boundaries of the subject site, and service the area via gravity drainage within Virginia Road. It is now anticipated that Council intend to require these works to be completed as part of a compliance certificate for the proposed development (i.e. within a s306 notice).</p> <p>The approximately 250m extension of the sewer to Virginia Road, beyond the neighbouring site to the east, 77-91 Warnervale Road, is an unreasonable imposition on the type of development that is proposed. The location of the existing sewer pump out station is capable of accommodating the proposed development (with augmentation), and the road widening and relocation of underground services is not expected to impact on the viability of retention of the pump out station.</p> <p>Such works would also require the extension of the sewer main through the neighbouring property, which would also benefit a future residential developer on that site, and require the adjacent landowner's permission to undertake the works. DPIE cannot impose a condition of consent, which would require that works be undertaken on a neighbouring property. Council have suggested that DoE seek to negotiate a cost sharing agreement for these works. Given the unreasonableness of the required works, it is not appropriate that DoE should be expected to contact the owners to arrange an agreement.</p> <p>Council have indicated that they will only provide the notice of requirements once an application for a compliance certificate is made. DoE will not agree to payment of water and sewer headworks contributions, given that there is capacity at the site to accommodate sewer requirements for the school development. Only developers of residential subdivisions or the like should be responsible for headworks charges to meet associated increased demand.</p>	

Issue	Comment	Response	Reference
		Given the uncertainty associated with this condition, DoE will not agree to the inclusion of a condition requiring a compliance certificate under the WM Act.	
8. Side & Rear Boundary Interface	The site is located within a new release area and Wyong DCP Chapter 6.5 – 'Warnervale South' has an indicative road layout for the development of the area which includes proposed local roads along the side and rear boundaries of the site. The visual and physical interface of these site boundaries under the proposal in the context of these likely future public roads should be considered.	It is understood that squirrel glider habitat will preclude the delivery of the road network shown within the WDCP 2013. Refer to earlier comments in relation to road dedication, as well as response to comments from Government Architect NSW in relation to site access.	N/A
9. Developer Contributions	Section 7.11 Contributions are applicable and should be levied accordingly. A contribution for Roadworks (7A Precincts) and Studies of \$1,171,365.00 is applicable.	The school will provide an essential service to members of the local population. The employees of the school are likely to be residents of the surrounding locality. The development will not increase demand for services; it is itself a service. The EIS outlines that a Planning Circular D6 states that contributions are generally not appropriate for community developments, and there is little precedent for contributions to be paid for new public schools. DoE will not agree to such a contribution.	N/A
10. Parameters of Consent	Various recommended conditions of consent.	The majority of the parameters given either relate to issues raised above, or matters that are likely to be controlled by the conditions issued by DPIE. Any conditions relating to matters not described above, will be subject to the agreement of the applicant.	N/A

2.2 Biodiversity and Conservation Division, DPIE

Issue	Comment	Response	Reference
1. Biodiversity	BCD recommends that justification is provided demonstrating why PCT 1590 does not form part of the LHSGIB TEC.	The vegetation at the site was classified as PCT 1590. The vegetation lacks many of the diagnostic features of the Lower Hunter Spotted Gum Ironbark Forest Endangered Ecological Community, primarily as the subject site is located outside the core distribution of this Endangered Ecological Community. A justification has been provided within Appendix I .	Appendix I; Appendix J

Issue	Comment	Response	Reference
	BCD recommends that the proponent provides further information on the occurrence of squirrel glider on site.	An updated BDAR accompanies this RtS (Appendix J). Based on the feedback from Central Coast Council, the BDAR now identified that there is a high likelihood of occurrence. However, given the original surveys exceeded the requirements of Council policy, the BDAR continues to assume that the species is not present for the purpose of calculating species credits.	Appendix I; Appendix J
	BCD recommends that the proponent demonstrates that the risks of isolation by floodwaters can be appropriately managed.	Council's mapping indicates that although the school is not expected to be isolated during a 1% AEP storm event, surrounding roads may be inundated during such an event, causing the school to be isolated for a period of time. Further investigations into inundation depths, velocities, flood timing and behaviour may be required, subject to further discussions with Council.	Appendix E
	BCD recommends that the proponent work with Central Coast Council to improve the flood immunity of Warnervale Road prior to the school opening.	Although the frontage of the subject site is not inundated during a 1% AEP storm event, DoE will work with Council to improve the flood immunity of Warnervale Road in the vicinity of the school for agreed storm events.	Appendix E

2.3 NSW Environmental Protection Authority

Issue	Comment	Response	Reference
1. Noise / Vibration	Construction activities at the premises are permitted to occur during the following time periods: <ul style="list-style-type: none"> 7am to 6pm Monday to Friday; 8am to 1pm Saturdays; and At no time on Sundays or Public Holidays. 	These are consistent with the proposed construction hours. DoE will accept a condition of consent restricting construction activities to these time periods.	N/A
	The Proponent must implement all reasonable and feasible noise and vibration mitigation measures to minimise construction noise and vibration impacts in accordance with the "Interim Construction Noise Guidelines" (DECC, 2009) and "Assessing Vibration: a technical guideline" (DEC, 2006).	DoE will accept standard conditions of consent regarding noise control.	N/A
	The Proponent must implement all reasonable and feasible noise mitigation measures to minimise operational noise in accordance with "Fact Sheet F: Feasible and reasonable	DoE will accept standard conditions of consent regarding noise control.	N/A

Issue	Comment	Response	Reference
	mitigation” contained within the “Noise Policy for Industry” (EPA, 2017).		
2. Air / Odours	During construction activities, the premises must be maintained in a condition which prevents or minimises the emission of air impurities, including dust, from the premises.	DoE will accept standard conditions of consent regarding dust control.	N/A
	During construction activities, all operations and activities occurring at the premises must be carried out in a manner that prevents or minimises the emission of air impurities, including dust, from the premises.	DoE will accept standard conditions of consent regarding dust control.	N/A
	During construction activities, trucks entering and leaving the premises that are carrying loads of materials that may generate air impurities, including dust, must have their loads covered at all times, except during loading and unloading.	DoE will accept standard conditions of consent regarding dust control.	N/A
	The Proponent must not cause or permit the emission of offensive odours beyond the boundary of the premises.	DoE will accept standard conditions of consent regarding odour control.	N/A
3. Water / Land	The Proponent must comply with Section 120 of the Protection of the Environment Operations Act 1997.	DoE will accept standard conditions of consent requiring compliance with this provision.	N/A
	The Proponent must develop and implement an Erosion and Sediment Control Plan prior to the commencement of any surface disturbance and/or construction activities in accordance with the publication “Managing Urban Stormwater: Soils and construction – Volume 1” (Landcom, 2004) and “Managing Urban Stormwater: Soils and construction – Volume 2A, Installation of Services” (DECC, 2008).	A Sediment and Erosion Plan and Strategy was submitted with the EIS; DoE will accept conditions of consent requiring compliance with this Strategy.	N/A
	Prior to the commencement of any surface disturbance and/or construction activities, the Proponent must install and maintain appropriate erosion and sediment control measures at the premises in accordance with the publication “Managing Urban Stormwater: Soils and construction – Volume 1” (Landcom, 2004) and “Managing Urban Stormwater: Soils and construction – Volume 2A, Installation of Services” (DECC, 2008).	Refer above.	N/A

Issue	Comment	Response	Reference
4. Waste	The Proponent must, as far as possible, follow the waste hierarchy principals contained within the Waste Avoidance and Resource Recovery Act 2001 when dealing with any waste generated at the premises.	A Waste Management Plan was submitted with the EIS; DoE will accept conditions of consent requiring compliance with the Plan, or other standard waste management conditions as required.	N/A
	The Proponent must assess and classify any waste generated at the premises in accordance with the "Waste Classification Guidelines – Part 1: Classifying waste" (EPA, 2014) and manage this waste in a lawful manner.	Refer above.	N/A
	The Proponent must not cause, permit or allow any waste to be received at the premises, except that waste which complies with a Resource Recovery Order and Exemption and is used for the purpose(s) stipulated by each Resource Recovery Order and Exemption.	Refer above.	N/A
	The Proponent must maintain a waste register that tracks any waste received at or transported from the premises that clearly identifies each entity and vehicle involved in the waste transaction and the premises from which or to which the waste originated or was transported to.	Refer above.	N/A
	The Proponent must retain all waste related records in a legible form, or in a form that can readily be reduced to a legible form, for at least 4 years after the record was made.	Refer above.	N/A
5. Chemical Storage	Chemicals, fuels and oils used on-site must be kept in appropriately bunded areas in accordance with the requirements of all relevant Australian Standards, and/or EPA's Storing and Handling of Liquids: Environment Protection - Participants Manual (DECC, 2007).	DoE will accept a condition of consent requiring compliance with these requirements.	N/A
6. Incident Management	The Proponent must have in place adequate procedures including notification requirements to the Appropriate Regulatory Authority and other relevant authorities for incidents that cause, or have the potential to cause, material harm to the environment (Part 5.7 of the POEO Act).	DoE will accept a condition of consent requiring the DoE to notify the appropriate authority of any future pollution incident.	N/A

2.4 Government Architect NSW

Issue	Comment	Response	Reference
1. Site Access	Considering multiple access points into the site and greater connectivity to proposed future suburban development to encourage walking, cycling and use of public transport.	<p>The opportunity to provide additional access points to the site is largely constrained by changes to the WDCP 2013 road layout that have been made to accommodate squirrel glider habitat on neighbouring sites. The school layout has derived from the need to provide adequate buffers around its boundaries due to the Asset Protection Zone and preservation of biodiversity land. Vehicle circulation areas have been accommodated in areas that are not fit for school building occupation.</p> <p>The school layout does not preclude the delivery of future pedestrian access to the adjoining subdivisions; however, it is currently not possible to foresee the appropriate location of any future access points, given the uncertainty surrounding the road layout. The proposed layout represents an appropriate response in balancing the constraints that apply to the site, whilst still maintaining opportunities for future connection points.</p>	N/A
2. Road Design	Redesigning road access to give greater priority to pedestrians at main entry.	A pedestrian crossing is proposed at the car park entry and on the eastern end of the frontage, giving priority to pedestrians at either end of the site. Further traffic calming devices may be used to assist in achieving this aim.	Appendix K
3. Fencing	Exploring how buildings could provide school security and reduce the need for fencing.	Security and fencing are requirements of the Education Facilities Standards and Guidelines, in order to reduce the risk of trespassing and vandalism. Utilising the buildings as a security line would require a reduced front setback, or removal of the informal congregation areas at the front of the school. Neither of these outcomes are desirable.	N/A
4. Carparking	Reducing car spaces and rethinking where they will be provided.	The proposal provides compliant parking in accordance with the WDCP 2013. The parking is located within the Asset Protection Zone, towards the street frontage, in order to minimise clearing and hardstand works required to accommodate the spaces.	Appendix K
5. Internal Road	Explore how the internal road network can have multiple uses such as potential bicycle and running tracks.	There is no internal road network proposed as part of this application, and there is ample space for student activity within the site. As evening and weekend community use of school facilities is limited to the front areas of the site, there is little opportunity to provide useful and accessible running or	N/A

Issue	Comment	Response	Reference
		bicycle tracks. Uncertainty relating to the future surrounding road layouts make it infeasible to deliver tracks that connect to a wider network.	
6. Aboriginal Consultation	Further use of the Aboriginal consultation through using place naming and planting of local species to educate the students about the Aboriginal heritage of the site.	Native trees are proposed throughout the development and Aboriginal artwork is to be incorporated throughout the school. Consultation with a Local Aboriginal Representative has been undertaken and will be ongoing throughout the duration of the project	Appendix D Appendix M

2.5 Heritage Council

Issue	Comment	Response	Reference
1. Heritage Impact Assessment	It is noted the Project Area has been assessed to be of low archaeological potential and the proposed works are considered to have nil heritage impacts.	Noted.	N/A

2.6 NSW Rural Fire Service

Issue	Comment	Response	Reference
1. Fire	<p>At the commencement of building works in perpetuity, the site boundary setbacks as shown on the Site Context Plan prepared by Billard Leece Partnership, No.AA03-0000, dated 07.08.19., shall be managed as an inner protection (IPA) as outlined within Appendices 2 & 5 of Planning for <i>Bush Fire Protection 2006</i> and the NSW Rural Fire Service's document <i>Standards for asset protection zones</i> as follows:</p> <ul style="list-style-type: none"> • North: to the property boundary; • East: to the property boundary (11m); • South: for a minimum distance of 70 metres; and • West: for a minimum distance of 70 metres. The Administration & Staff Building - Core 21, may have a reduced setback as shown (approximately 52m to the original side boundary). 	<p>It is anticipated that future development on neighbouring sites will eventually undermine the purpose of retaining APZs. DoE will accept a condition of consent requiring compliance with these requirements, subject to an additional comment which clarifies that the setbacks need only be retained for as long as the bushfire risk remains.</p>	Appendix B
2. Services	<p>The provision of water, electricity and gas services shall comply with section 4.2.7 of <i>Planning for Bush Fire Protection 2006</i>.</p>	<p>The schematic design has accounted for the “acceptable solutions” within section 4.2.7 of <i>Planning for Bush Fire Protection 2006</i> (PBP 2006), including reticulated water for fire hydrants, reticulated gas service and reticulated electrical transmission lines, being designed as underground services.</p> <p>It is anticipated that the development will comply with PBP 2006 and DoE will accept a condition of consent requiring compliance with this requirement.</p>	Appendix B; Appendix G
3. Emergency Service Road	<p>The proposed emergency service route shown on the Site Context Plan shall comply with section 4.1.3 (3) of <i>Planning for Bush Fire Protection 2006</i> at a minimum.</p>	<p>It is anticipated that the development will comply with PBP 2006 and DoE will accept a condition of consent requiring compliance with this requirement.</p>	N/A
4. BAL Rating	<p>All of the proposed buildings shall be constructed to comply with Section 3 and 5 (BAL 12.5) Australian Standard AS3959-2009 <i>Construction of buildings in bush fire-prone areas</i> or NASH Standard (1.7.14 updated) <i>National Standard Steel Framed Construction in Bushfire Areas</i> - 2014 as appropriate and section</p>	<p>This is consistent with the PBP2006; DoE will accept a condition of consent requiring compliance with this requirement.</p>	Appendix B

Issue	Comment	Response	Reference
	A3.7 Addendum Appendix 3 of <i>Planning for Bush Fire Protection 2006</i> .		
5. Landscaping	Landscaping of the site shall comply with the principles of Appendix 5 of <i>Planning for Bush Fire Protection 2006</i> .	It is intended that the proposal will maintain some native vegetation within the APZ, particularly towards the southern end of the site. DoE will accept a condition requiring that the planting be compliant with the NSW RFS guideline 'Standards for Asset Protection Zones 2005'.	Appendix B
6. Emergency Management Plan	A Bush Fire Emergency Management and Evacuation Plan shall be prepared for the school that is consistent with <i>Development Planning - A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan December 2014</i> .	A Bush Fire Emergency Management and Evacuation Plan is provided as part of this Rts. The plan is able to be reviewed at regular intervals (no less than once every three years or following an evacuation), once the school is operational.	Appendix B

2.7 Transport for NSW

Issue	Comment	Response	Reference
1. Green Travel Plan	As part of the ongoing operation of the school, a Green Travel Plan (GTP), which includes target mode shares for both staff and students to reduce the reliance on private vehicles, shall be implemented accordingly and updated annually.	A Green Travel Plan was submitted with the EIS.	N/A
2. Traffic & Parking Management Plan	<p>The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic management measures that need to be addressed include:</p> <ul style="list-style-type: none"> • kerbside vehicle pick-up/drop-off management and orderly vehicle queuing; • maintaining bus accessibility and student waiting areas; • safe parent and student behaviour during pick-up/drop-off; and • safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts. <p>The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor,</p>	DoE will accept a condition requiring the preparation of a Traffic and Parking Management Plan	N/A

Issue	Comment	Response	Reference
	review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing operation of the redeveloped school.		
3. Road Safety Audit	A Road Safety Audit (RSA, refer to NSW Centre for Road Safety Guidelines for Road Safety Audit Practices and Austroads Guide to Road Safety Part 6: Road Safety Audit) shall be conducted on all relevant sections of road (Warnervale Road) utilised for bus and private vehicle pick-up and drop-off prior to issue of construction certificate and within the first three months of commencement of school operations, respectively. Appropriate road safety measures and/or traffic management measures shall be implemented based on the outcomes of the RSA in consultation with Central Coast Council.	A Road Safety Audit has been prepared by The Transport Planning Partnership and accompanies this Rts. It is intended that minor plan amendments will be made to respond to the Road Safety Audit.	Appendix H

3.0 Conclusion

The SSD application seeking to redevelop the New School at Warnervale, has been exhibited for public comment and referred to numerous government departments. This RtS is submitted to address the DPIE request for a response to submissions, made pursuant to Regulations 85A of the *Environmental Planning and Assessment Act Regulation 2000*. The RtS has addressed each of the issues raised in the submissions made by public authorities, with no comments provided from members of the public. Appendices to this RtS are provided as marked.

The RtS demonstrates that there are no issues which would inhibit the approval of this development application. Amended plans are able to be provided consistent with commitments made within this RtS, with any remaining issues be able to be addressed via conditions to be negotiated with DoE.