

Attachment A - The Roads and Maritime Services Comments

From: MARTELLI Adam B [mailto:Adam.MARTELLI@rms.nsw.gov.au]

Sent: Monday, 18 November 2013 4:09 PM

To: Council Mailuser

Cc: NICHOLSON Rachel A

Subject: Development application 178-2013 - Googong Road, Googong - Staged Development of Educational Establishment (RMS ref: STH11/00052/09)

Attention: Mary Kunang

Hi Mary

Please find attached RMS' response for the above mentioned Staged development at Googong Road, Googong.

If you have any questions, please contact Rachel Nicholson on (02) 4221 2769.

Regards

Adam Martelli

Development Support Officer

Land Use Development | Southern Region

T 02 4221 2548 | F 02 4221 2777

www.rms.nsw.gov.au

Roads and Maritime Services

L4 90 Crown Street Wollongong NSW 2500



Transport
Roads & Maritime
Services

Our Ref: STH11/0052/09
Contact: Rachel Nicholson 4221 2769
Your Ref: DA178-2013



The General Manager
Queanbeyan City Council
PO Box 90
Queanbeyan NSW 2620

Attention: Mary Kunang

**QUEANBEYAN CITY COUNCIL – DEVELOPMENT APPLICATION 178-2013 – LOT 280
DP1185463 GOOGONG ROAD, GOOGONG, STAGED DEVELOPMENT OF EDUCATIONAL
ESTABLISHMENT, STAGE 1**

Dear Sir/Madam

Reference is made to your referral dated 14 October 2013 forwarded to Roads and Maritime Services (RMS) for its consideration.

RMS has reviewed the plans and information submitted and does not support the proposed DA in its current form. In this regard, RMS has significant road safety concerns with the following aspects of the school and car park layout:

- 1 • The location of the pedestrian path across the rear of parked vehicles is an unsafe treatment. This would require motorists to reverse across the pedestrian path into or out of car parking spaces.
- 2 • There is no pedestrian connectivity or path between the southern car park and the school.
- 3 • While in principle RMS supports the concept of the proposed kerbside pick-up/drop-off parking bays on the school side (north and western) of the internal car park as this negates the need for children to cross trafficable areas of the carpark, by providing car parking spaces and a pedestrian path along the western side of the car park a very narrow trafficable area/aisle width is left for passing vehicles. As people open and close their doors vehicles will be forced onto the pedestrian path resulting in a direct conflict with pedestrians severely compromising pedestrian safety.
- 4 • There is very little room for a 12.5m service vehicle to access the waste disposal area. Whilst the bins are being serviced there is insufficient room for another vehicle to pass the stationary service vehicle.
- 5 • The service vehicle cannot navigate along the western side of the car park without impinging on the pedestrian path and the parking spaces located along the western edge.

Roads & Maritime Services

Level 4, Southern Regional Office, 90 Crown Street, Wollongong NSW 2500 | PO Box 477 Wollongong East NSW 2520
T 02 4221 2460 | F 02 4221 2777 | www.rmservices.nsw.gov.au |

- 6 • The service vehicle requires the entire road width to perform the left turn out of the car park.
- 7 • The layout of the car park may result in operational issues. The entry to the parking area being located just past the exit may create functional issues especially at peak times, such as pick up and set down times.
- 8 • RMS notes that the SEE states that the pedestrian facilities outside the site boundary will remain unchanged from the approved Googong Township subdivision documents. RMS understands however, that the linemarking and pavement plans for the external pedestrian facilities and crossing arrangements north of the site on Gorman Drive were not previously supported by local traffic committee as these did not meet RMS standards. As RMS understands that these matters were not resolved as part of the Googong Township DA, the Children's pedestrian crossing facilities and school zones on Gorman Drive need to be considered and addressed in the plans for this DA.
- 9 • The developer will be required to pay an up-front fee to RMS for the installation of a 40km/h School Zone on Gorman Drive. The applicant should liaise with the RMS' Safety Around Schools Project Officer, Brendon James, on 4221 2539 for further details regarding costs, design and installation. This payment must be made a minimum of two months prior to students attending the school.
- 10 • The developer should note that RMS installs standard school zones across all of NSW (other than in some very rare exceptions across the state). The school shall operate at the standard school hours to allow for the provision of the standard school zone from 8-9.30am and 2.30-4pm.
- 11 • RMS notes that the external traffic and transport impacts of the school development were considered in the DA for the full Neighbourhood 1A development (DA 233/2012) which RMS has commented on separately. The matter of traffic impacts and the identification of an appropriate intersection treatment to ameliorate safety impacts at the junction of Old Cooma Road with Googong Dam Road for DA233/2012 remains unresolved at this point in time. A copy of the correspondence is attached. Unless the outstanding matters are resolved for the junction of Old Cooma Road with Googong Dam Road for DA233/2012, RMS would require that the Traffic Study for the subject school DA considers the impacts of the school development traffic at the intersection. In this regard, the following would need to be included in the Traffic Study:
 - Likely traffic movements generated at the junction as a result of the subject development, based on the RTA Guide to Traffic Generating Developments.
 - Any assumptions for the distributions to and from the site must be justified. For example, distributions may be based on movements at a similar land use within the immediate vicinity of the site.
 - The treatment type is then to be determined based on the warrants for turn treatments outlined in Figure 4.9 of *AUSTROADS Guide to Traffic Management – Part 4a: Unsignalised and Signalised Intersections (Warrants for turn treatments on the major road at unsignalised intersections)*.
 - Intersection modelling using SIDRA should be undertaken for the junction of Old Cooma Road with Googong Dam Road considering the following:
 - AM and PM peaks volumes.
 - Existing traffic volumes with and without development and 10 year projected volumes with and without the development

- The applicant would need to identify suitable infrastructure required to ameliorate any traffic and safety impacts at the junction associated with the development. Concept plans need to be provided for any works proposed within the road reserve prior to determination to demonstrate that they can be constructed within the road reserve. If the works could not be constructed within the road reserve, RMS would not support the proposal unless appropriate legally binding arrangements were in place to ensure that the appropriate land required to construct the works could be obtained.
- The Statement of Environmental Effects needs to consider the environmental impacts of any roadworks within the road reserve that are required to manage the impacts of the development. These impacts include traffic and road safety impacts as well as other impacts such noise, flora and fauna, heritage and impact to community.

RMS requires that the site plans are amended to address the above issues. RMS will reconsider the DA when the above concerns are addressed to its satisfaction. If you have any questions please contact Rachel Nicholson on 4221 2769.

Yours faithfully



18 NOV 2013

Rob Reynolds
Road Safety and Traffic Manager
Network Management, Southern Region

From: SATTOUF Hala [mailto:Hala.SATTOUF@rms.nsw.gov.au]
Sent: Thursday, 12 December 2013 1:46 PM
To: Council Mailuser
Cc: ElInnes@munnslymoore.com.au; Christie Player
Subject: Lot280 DP1185463 Googong Anglican School DA178-2013 (RMS ref. STH11/00052/10)

Attention: Mary Kunang

Please find attached RMS' response for the above mentioned Development Application for Googong Anglican School. If you have any questions, please contact me on (02) 4221 2769.

Regards,

Hala Sattouf
Development Assessment Officer
Land Use Development | Southern RS&TM
T 02 4221 2769 | F 02 4221 2557 Lot280 DP1185463

Roads and Maritime Services
L4 90 Crown Street Wollongong NSW 2500

From: Mary Kunang
Sent: Friday, 13 December 2013 9:15 AM
To: 'Erik Innes'
Subject: FW: TRIM: FW: Lot280 DP1185463 Googong Anglican School DA178-2013 (RMS ref. STH11/00052/10)

Hi Erik,

Please find the RMS response attached.

I have spoken to the JRPP panel yesterday. Today is the dead line for the report to be finalised if the DA is to be determined before Christmas. Given that we cannot meet the December dead line, i was hoping to finalise the report mid January providing no objection from the RMS, NSW Police, Department of Infrastructure and Transport and Council staffs. Please address all issues raised and submit the revised plans as soon as possible so i can forward those plans to the relevant department/officers for further assessment.

Thank you

Regards

Mary Kunang
Town Planner
Queanbeyan City Council
PH: (02) 6285-6244



The General Manager
Queanbeyan City Council
PO Box 90

Attention: Mary Kunang

**QUEANBEYAN COUNCIL – DEVELOPMENT APPLICATION 178-2013. LOT 280 DP
1185463, GOOGONG ROAD, GOOGONG ANGLICAN SCHOOL**

Dear Sir

Reference is made to the subject development application and specifically, the attached letter received from Munns Sly Moore Architects dated 29 November 2013.

RMS has reviewed the submitted information and offers the following comments for your Council's consideration.

Item 1 – RMS considers that the alternative arrangements are a significant improvement from the previously proposed designs. RMS notes that the internal car park arrangement still encourages pedestrians to walk behind parked/reversing vehicles and consider that it would be desirable to provide an alternative path for pedestrians. RMS recommends investigating the utilisation of the central planting area as a safer pedestrian access path through the car park. Whilst RMS understands from discussions with the architects that there may be some drainage difficulties, RMS recommends that the opportunity to provide this access path is investigated further.

Item 2 – RMS notes the additional pedestrian linkages to the southern car park and is satisfied with this arrangement.

Item 3 – RMS notes the revised kerbside pick-up/drop-off parking bays and pedestrian zones which include zebra crossings, line marking and signposting. RMS considers that the revised arrangements are a significant improvement. However, RMS notes that pedestrians will be walking out from between cars parked in the pick-up/drop-off zone and has significant concerns with this arrangement. RMS strongly recommends investigating the provision of a single zebra crossing (instead of two) which direct pedestrians to the car park, supported with the installation of a pedestrian blister on the western side of the car park to ensure pedestrians are not forced to walk out from between cars parked in the pick-up/drop-off zone. Please refer to attached sketch.

Item 4 – RMS notes garbage bins have been relocated and garbage collection has been scheduled outside operating school hours to limit the interaction between service vehicles and pedestrians. RMS is satisfied with this arrangement.

Item 5 – RMS notes the revised service vehicle route and changes to pedestrian arrangements resolves the conflict between pedestrians and service vehicles along the western side of the car park.

Item 6 – RMS notes that a service vehicle still requires the entire road width to perform a left turn out of the car park. RMS recognises this is a local road and considers this issue a matter for Council's consideration. RMS notes that service vehicle movements will be generally limited to out of school operating hours and will only take place once a week, as a result, RMS does not have concerns regarding this issue.

Item 7 – Although the entry and exit of the car park are quite close, RMS notes the majority of traffic movements exiting the car park will be left turn movements due to the cul-de-sac at the end of Rosa Street. Regardless, RMS recognises this is a local road and considers this issue a matter for Council's consideration.

Items 8 to 10 – RMS understands issues 8 to 10 are outside the scope of influence of the Munns Sly and Moore Architect team. However, these issues relate to this development application (DA178-2013) and will need to be addressed by the developer.

Item 11 – RMS notes that the external traffic and transport impacts of the school development were considered in a separate DA (DA 233/2012). Although, this outside the scope of influence of the Munns Sly and Moore Architect team, this issue is still outstanding and should be addressed by the developer.

If you have any further questions please contact Hala Sattouf on 4221 2769.

Yours faithfully



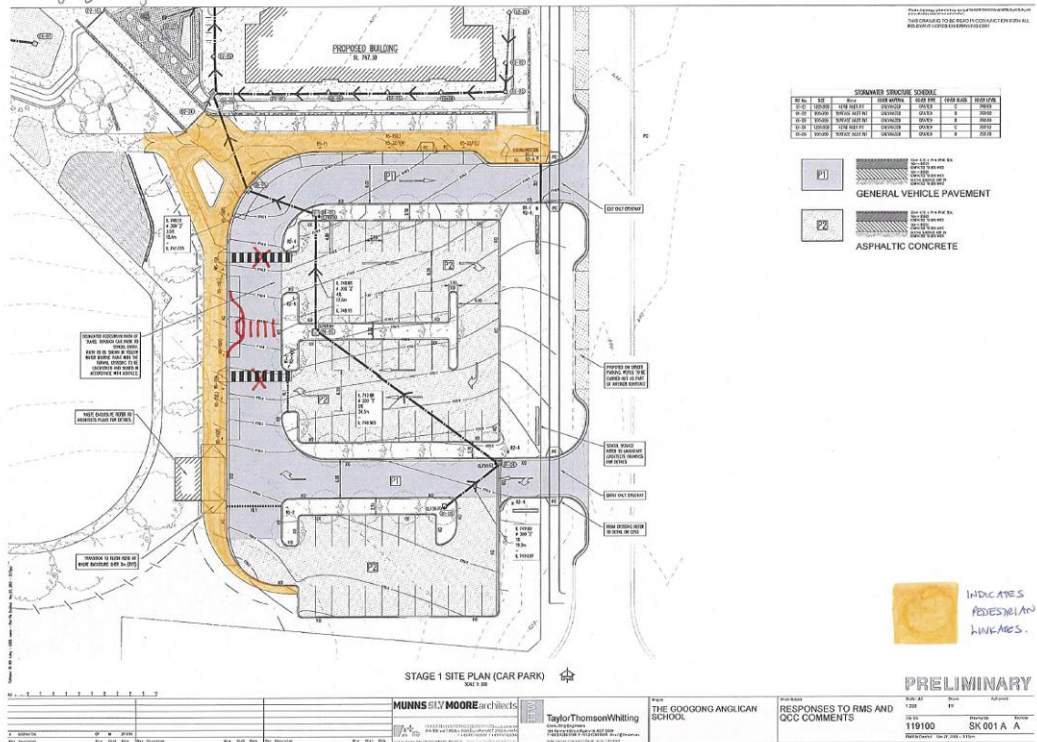
Rob Reynolds
Network & Safety Manager
Network Management, Southern Region

CC: Munns Sly Moore Architects

Encl:
Letter from Munns Sly Moore Architects
Previous RMS Response
Googong Anglican School Alternative Pedestrian Sketch

12 DEC 2013

Googong Anglican School Alternative Pedestrian Sketch (RMS)



From: Christie Player [mailto:Christie.Player@ttw.com.au]

Sent: Thursday, 16 January 2014 3:12 PM

To: JAMES Brendon C

Cc: Ivan Munoz; Ross McDougall

Subject: Anglican School - Googong

Hi Brendon

Please find attached sketch plan for the signs and line marking for School Zones proposed for the Anglican School at Googong.

Please advice if we can proceed with final documentation.

If you have any queries do not hesitate to call me.

Regards,

Christie Player

Senior Civil Engineer



TaylorThomsonWhitting

t +61 2 6285 1766

d +61 2 6215 9209

m +61 430 302 404

www.ttw.com.au





From: JAMES Brendon C [<mailto:Brendon.JAMES@rms.nsw.gov.au>]

Sent: Friday, 17 January 2014 2:44 PM

To: Christie Player

Subject: RE: Anglican School - Googong

Hi Chris,

I am happy with the layout of the school zone as shown in the attachment. Just a couple of comments:

- School zone entry points should be signposted on both sides of the road, therefore the R4-230 should be installed on the back of the end school zone signs. This may be less effective on Gorman Drive because of the width of the road and the median, however our Network and Safety Officer in that area believes it to be achievable.
- The location of the proposed Children's Crossing is not supported unless we have more information regarding the location of school entry/exits, design of facility, location of footpaths, proposed ped desire lines, other options etc. Just the proximity to Alchin Street raises some concerns for me.

Happy to discuss any of the above.

Kind regards,

Brendon James

Safety Around School Project Officer
Network & Safety Southern | Network Management
T 02 4221 2539 F 02 4221 2777 M 0458 481 675
www.rms.nsw.gov.au

Hi Brendon,

We understand you have been discussing various issues associated with The Anglican School Googong with Christie Player from TTW. Attached are revised civil drawings (in attached e-mail) issued by TTW in response to issues 8-10, outlined in the QCC letter attached. Can you please confirm to us and QCC that RMS is happy with the responses provided.

Kind Regards,

KARYN THOMPSON AIA
PROJECT ARCHITECT

MUNNS SLY MOORE architects



MUNNS SLY MOORE ARCHITECTS PTY LTD ABN 30 008 534 049
9 Hall Street | PO Box 5093 | Lyneham ACT 2602 Australia
P +61 2 6248 8922 F +61 2 6248 8300

Nominated Architect Robert Sly FAIA, ACT #031 NSW #4712

www.munnsslymoore.com.au

From: JAMES Brendon C [mailto:Brendon.JAMES@rms.nsw.gov.au]
Sent: Tuesday, 21 January 2014 2:49 PM
To: Karyn Thompson
Cc: SATTOUF Hala
Subject: RE: TAS Googong DA revised Civil drawings

Hi Karyn,

I can confirm RMS is happy with the layout of the School Zone as shown in the attachments.

Kind regards,

Brendon James
Safety Around School Project Officer
Network & Safety Southern | Network Management
T 02 4221 2539 F 02 4221 2777 M 0458 481 675
www.rms.nsw.gov.au

From: Christie Player [Christie.Player@ttw.com.au]
Sent: Thursday, 12 December 2013 1:29 PM
To: hala.sattouf@rms.nsw.gov.au
Cc: Erik Innes; Karyn Thompson
Subject: 119100 - Googong Anglican School Car Park Layout

Hi Hala,

Action Items from our conversation this afternoon on the Googong Anglican School Car Park.

- 1 – Add blister islands between the parallel car parks at the locations of the pedestrian crossings.
- 2 – Remove linemarking and signage at the pedestrian crossings across the circulation roadway.
- 3 – No delineation associated with pedestrian activity is to be made within the parking aisles.

In reference to the provision for pedestrian movement between two adjacent parking modules where there is a landscaped area shown, TTW are unable to provide a formalised path within these areas, as to satisfy the requirements for filtration and environmental controls of surface runoff as well as general landscape aesthetics, shading and amenity we need these areas to be soft landscape areas.

If you require any further information or have any queries please don't hesitate to contact me.

Regards,

Christie Player
Senior Civil Engineer



TaylorThomsonWhitting

t +61 2 6285 1766

d +61 2 6215 9209

m +61 430 302 404

www.ttw.com.au



The Canberra office will be closed from 20th December 2013, re-opening 6th January 2014. TTW would like to wish you all a joyous holiday and a happy new year.



Please consider the environment before printing this email

From: SATTOUF Hala [mailto:Hala.SATTOUF@rms.nsw.gov.au]
Sent: Wednesday, 15 January 2014 9:20 AM
To: Christie Player
Subject: RE: 119100 - Googong Anglican School - Revised Pedestrian Access Arrangement

Hi Christie,

I just confirmed with our Network and Safety Services Manager that the attached arrangement for the kerbside blisters is supported by RMS.

Kind Regards,

Hala Sattouf
Development Assessment Officer
Land Use Development | **Southern RS&TM**
T 02 4221 2769 | F 02 4221 2557

Roads and Maritime Services
L4 90 Crown Street Wollongong NSW 2500

From: Malcolm Leslie [mailto:Malcolm.Leslie@cicaustralia.com.au]
Sent: Tuesday, 28 January 2014 10:50 AM
To: SATTOUF Hala
Cc: Katrena Browne (Katrena.Browne@qcc.nsw.gov.au); Michael Nolan; Keith Davies
Subject: FW: TAS Googong DA revised CIVISATTOUF Hala drawings

Hi Hala,

As discussed this morning and previously I was of the understanding that the issue of the intersection with Old Cooma Road had been divorced from the Anglican School DA, as I believe it should be.

Judging from the email train below it appears that the this has not been conveyed to the architects for the school and this appears to be holding up QCC's assessment of their DA. Note that the school is planned to open next February and are taking enrolments and are employing teachers. Construction is due to commence in February to meet the opening date.

As discussed this morning can you please confirm today RMS's position on this?

I look forward to meeting with RMS and QCC to resolve the intersection issue on 10 February. Please confirm the time asap.

Malcolm Leslie
Senior Project Director



CIC Australia Limited
PO Box 1000, Civic Square ACT 2608
Level 3, 54 Adara Street, Canberra ACT 2601
Phone: 02 6230 0800
Fax: 02 6230 0811
Mobile: 0419 254 274
Malcolm.Leslie@cicaustralia.com.au

www.cicaustralia.com.au

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From: SATTOUF Hala [mailto:Hala.SATTOUF@rms.nsw.gov.au]
Sent: Wednesday, 29 January 2014 4:31 PM
To: Malcolm Leslie
Cc: Katrena Browne; Michael Nolan; Keith Davies; Mary Kunang; MILLET Chris P; Lorena Blacklock
Subject: Googong Anglican School

Hi Malcolm,

As discussed this morning:

I am writing to confirm that RMS is comfortable with considering the Anglican School DA as a separate issue to the Googong and Old Cooma Road intersection issue.

A meeting is proposed at Queanbeyan Council on February 10th 2014 at 2pm to discuss the separated outstanding issue of Googong and Old Cooma Road intersection. I believe you will be receiving a formal invite from Council shortly.

Please feel free to forward this to your architects, Munns Sly & Moore.

I hope this clarifies any miscommunications.

Kind Regards,

Hala Sattouf
Development Assessment Officer
Land Use Development | **Southern RS&TM**
T 02 4221 2769 | F 02 4221 2557

Roads and Maritime Services
L4 90 Crown Street Wollongong NSW 2500

From: SATTOUF Hala [mailto:Hala.SATTOUF@rms.nsw.gov.au]
Sent: Wednesday, 29 January 2014 4:31 PM
To: Mary Kunang
Cc: Malcolm Leslie; Katrena Browne; Michael Nolan; Keith Davies; Mary Kunang; MILLET Chris P; Lorena Blacklock
Subject: Googong Anglican School

Hi Mary,

As discussed this morning. I just wanted to confirm that RMS does not object to the Googong Anglican School Development.

RMS is now satisfied:

- With the revised internal car park arrangements (see attached email dated 15.01.2014 from Hala Sattouf).
- With the layout of the school zone (see attached email dated 21.01.2014 from Brendon James).
- To consider the school as a separate issue to the broader Googong development.

I also wanted to confirm that the purpose of the meeting on the February the 10th is to resolve the outstanding issues in relation to the intersection at Old Cooma and Googong Road. I hope this clarifies any miscommunications.

Kind Regards,

Hala Sattouf
Development Assessment Officer
Land Use Development | **Southern RS&TM**
T 02 4221 2769 | F 02 4221 2557

Roads and Maritime Services
L4 90 Crown Street Wollongong NSW 2500



The applicant's comments to address the issues raised by the RMS

MUNNS SLY MOORE architects

Ref. 3825-20131129 response to rms.doc

29 November 2013

NSW Roads and Maritime
PO Box 477
Wollongong East NSW 2520
Via Email: development.southern@rms.nsw.gov.au

Attention: Rachel Nicholson

Dear Rachel

Re: **The Anglican School Googong
Queanbeyan City Council Development Application 178-2013
Lot 280 DP1185463 Googong
Response to RMS Comments – Ref STH11/0052/09**

We provide the following responses to your letter STH11/0052/09; QUEANBEYAN CITY COUNCIL – DEVELOPMENT APPLICATION 178-2013-LOT 280 DP 1185463 GOOGONG ROAD, STAGED DEVELOPMENT OF EDUCATIONAL ESTABLISHMENT, STAGE 1 dated 18 November 2013 (attached).

As discussed briefly on the phone with Hala from your office, we have prepared responses to items 1 -7. We understand Roads and Maritime Services (RMS) and Queanbeyan City Council (QCC) are in discussion with the developers Googong Township P/L (GTPL) in relation to items 6, 8-11. We request items 6, 8 -11 be removed from the comments related to this development as they are outside the scope of the consultant team appointed for the school.

Item 1- The location of the pedestrian path across the rear of parked vehicles is an unsafe treatment. This would require motorists to reverse across the pedestrian path onto or out of car parking spaces.

The area delineated on the site plan is nominated as a pedestrian path of travel and provides guidance to pedestrians on how to safely and efficiently travel through the car park. The linemarking reinforces the shared nature of car parks and such paths have been incorporated into new car parks signposted as shared zones to provide for pedestrian guidance through car parks of major retail outlets and schools in NSW.

As an alternative TTW have prepared an alternative arrangement illustrated in the attached sketch (SK001) which relies on the car park operating under shared zone conditions and provides formalised crossing locations in the locations shown.

Item 2- There is no pedestrian connectivity or path between the southern car park and the school.

The southern carpark and drop off zone are provided with a direct pedestrian path into the school. Please refer to the attached sketch SK 001.

Item 3- While in principle RMS supports the concept of the proposed kerb side pickup/drop off parking bays on the school side (north and western) of the internal car park as this negates the need for children to cross trafficable areas of the car park, by providing car parking spaces and a pedestrian path along the western side of the car park a very narrow trafficable area/aisle width is left for passing vehicles. As people open and close their doors vehicles will be forced onto the pedestrian path resulting in a direct conflict with pedestrian severely compromising pedestrian safety.

The width of the one way circulation roadway through the car park provides for a 4.5m wide travel path. In the case where a door is being opened on the driver side of a car parked in the set down area there will still be a 3.5m unobstructed clear path of travel for circulating vehicles. This clearance satisfies the requirements of AS2890.1

The delineated zone for the pedestrian travel is not impeded by vehicles travelling through the car park, however TTW are happy to rearrange the pedestrian linkages across the circulation roadway as per that shown in SK 001 as this effectively widens the possible unobstructed width of the circulation way to 5.4m when a driver side door of a vehicle in the set down area is fully open.



Nominated Architect Robert Sly FAIA ACT #311 NSW #6712

MUNNS SLY MOORE ARCHITECTS PTY LTD ABN 30 368 534 047
9 Hall Street | PO Box 5093 | Lyneham ACT 2602 Australia
P +61 2 6248 8922 F +61 2 6248 8300

www.munnslymoore.com.au

Item 4- There is very little room for a 12.5m service vehicle to access the waste disposal area. Whilst bins are being services there is insufficient room for another vehicle to pass the stationary service vehicle.

Please refer to SK 002B which shows the 12.5m Service Vehicle stationary at the waste enclosure and a B99 vehicle passing the service vehicle with more than 1000mm clearance available on either side of the passing vehicle.

We also note waste will be picked up once a week by a Private Contractor and organised by the School Management via a Contract Agreement. The School Management will require under their relevant WH&S requirements that the waste would be picked up outside of school hours to limit the interaction between service vehicles, persons and passenger vehicles.

Item 5- The service vehicle cannot navigate along the western side of the car park without impinging on the pedestrian path and the parking spaces located along the western edge.

Please refer to SK 002A for the turning circle of the 12.5m service vehicle with the revised pedestrian route through the car park as described in Item 1 and sketch SK001.

Item 6- The service vehicle requires the entire road width to perform the left turn out of the car park.

We note RMS comment, however the geometry of surrounding streets is outside the scope of the consultant team appointed for the school. We request you direct correspondence related to these items to GTPL.

Item 7- The layout of the car park may result in operational issues. The entry to the parking area being located just past the exit may create functional issues especially at peak times, such as pick up and set down times.

The entry and exit arrangement has been developed to best suit the surrounding road network whilst providing for clockwise traffic circulation through the school car park.

The clockwise direction of travel through the car park is required to provide both safe kerb side drop off and pick up for children who are not being escorted through the car park, and allows increased range of vision of drivers of large cars to spot children as all turning movements through the car park are towards the diver side of the car.

The arrangement also provides for the possible future roadway to the south of the school that would be expected to increase the volume of traffic entering the site from the south.

Item 8-11-

We note RMS comments; however the issues raised in these items are outside the scope of the consultant team appointed for the school. We request you direct correspondence related to these items to GTPL.

Should you wish to discuss any of the above, please do not hesitate to contact the Erik Innes on 6248 8922.

Yours sincerely,

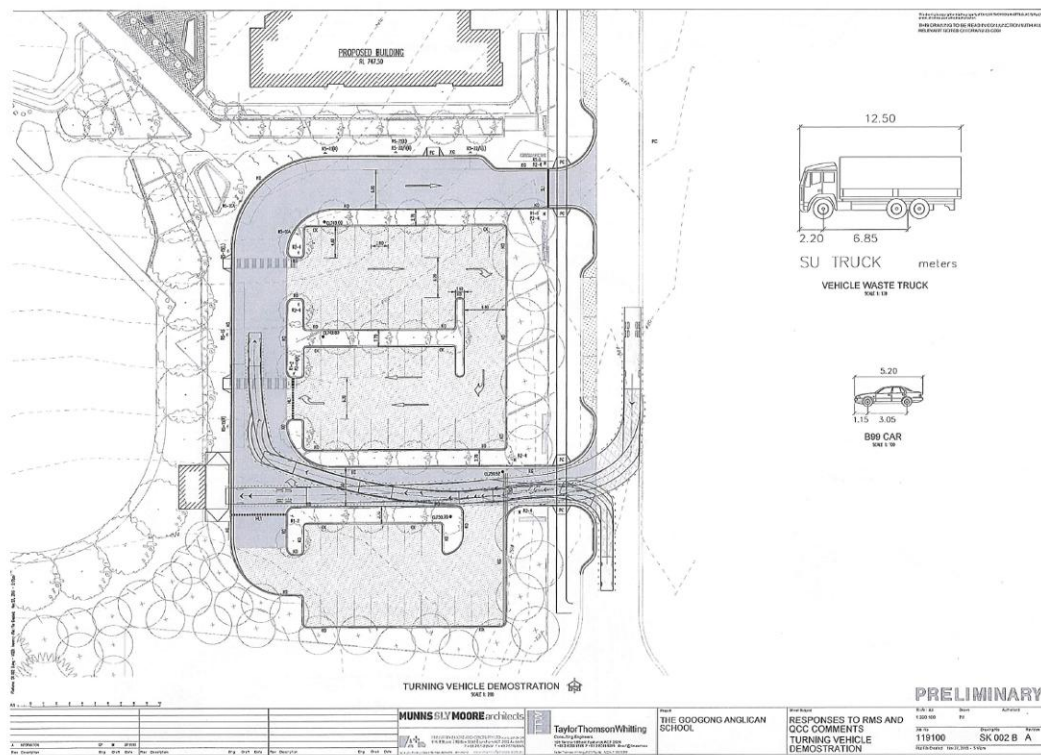
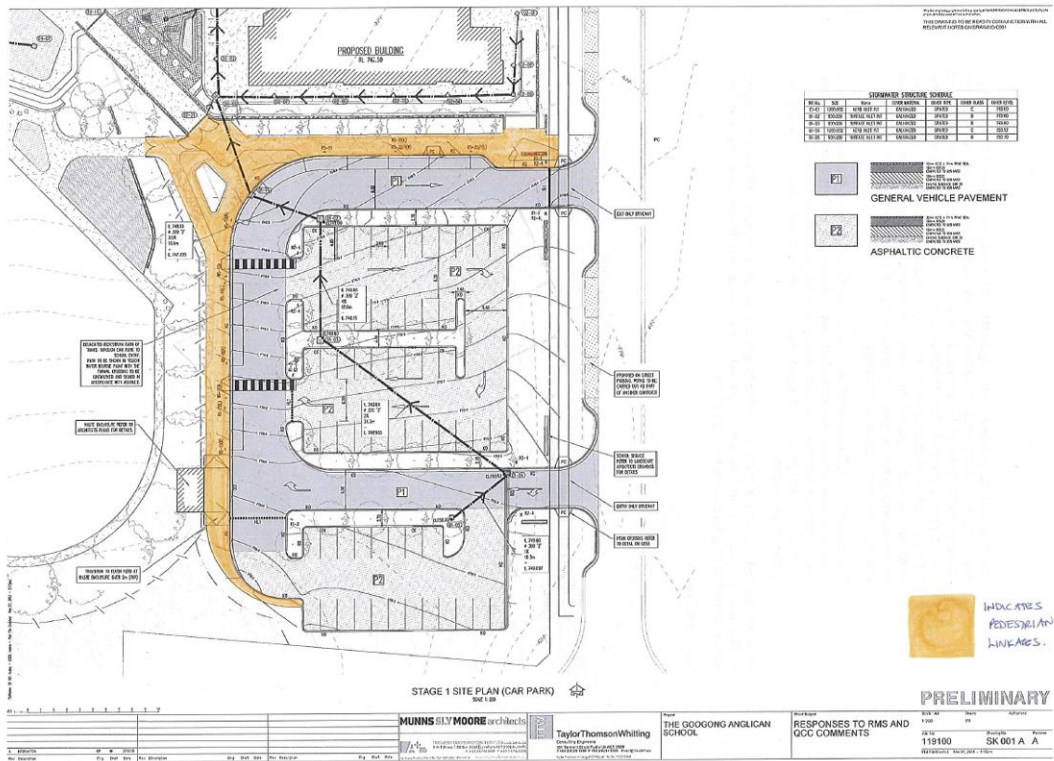
MUNNS SLY MOORE ARCHITECTS PTY LTD

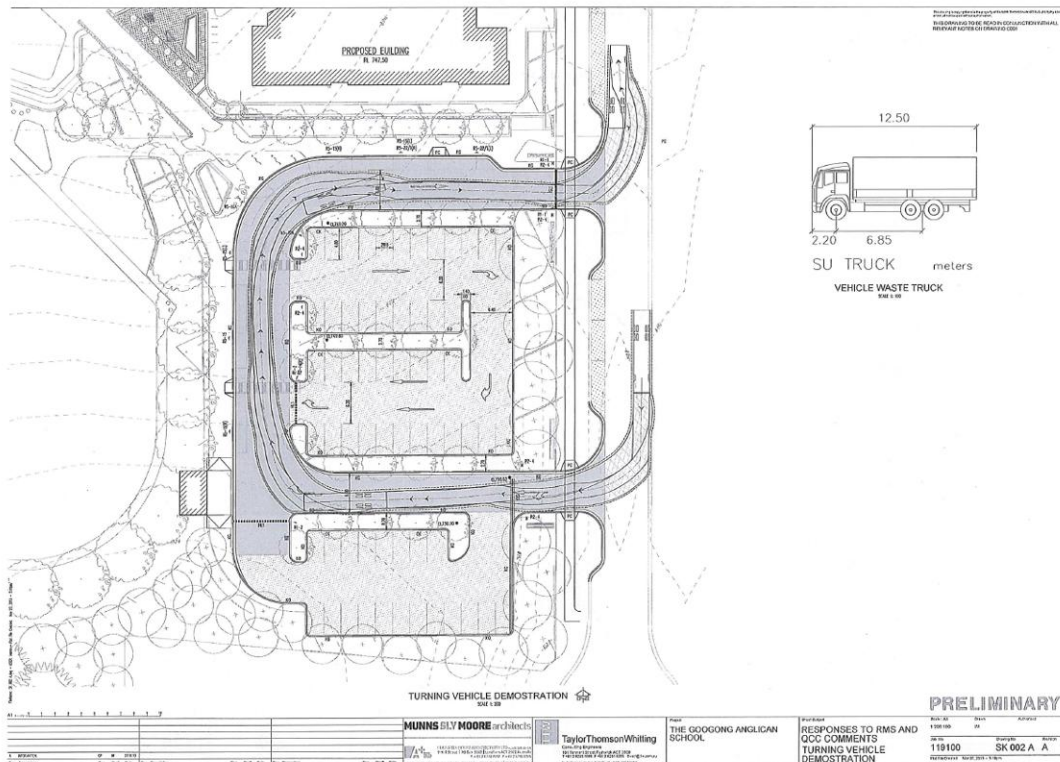


Erik Innes
DIRECTOR

CC Graham Willard, Diocesan Schools' Council
Christie Player, TTW

ENCL RMS Letter STH11/0052/09
SK001 A
SK002 A
SK002 B





MUNNS SLY MOOREarchitects

Ref. 3825-20131129 response to rms.doc

10 December 2013

Queanbeyan City Council
PO Box 90
Queanbeyan NSW 2620
Via Email: mary.kuang@qcc.ndw.gov.au

Attention: Mary Kuang

Dear Mary

Re: **The Anglican School Googong**
Queanbeyan City Council Development Application 178-2013
Lot 280 DP1185463 Googong
Response to Queanbeyan City Council

We provide the following responses to your letter dated 21 November 2013 (attached).

Item 1- Comment from NSW Transport Roads and Maritime Services

We have consulted with Roads and Maritime Services (RMS) on the issues raised in their letter of 18 November 2013. We provided a response on the 29 November 2013 – a copy of the letter is attached FYI.

RMS provided verbal confirmation by phone on the 11 December 2013, that the amendments proposed for items 2-7 in the response prepared were acceptable, and that items 8-11 are to be addressed outside of the Development Application for the school in ongoing consultation between RMS, QCC and the developer GTPL.

Following a phone call on 12 December 2013, an agreement has been reached for the comments raised in Item 1 of the RMS letter – refer to attached correspondence.

From: Karyn Thompson [KThompson@munsslymoore.com.au]
To: Mary Kunang
Cc: JAMES Brendon C ; Adrian Moy; Michael Nolan; Erik Innes; Diocesan Schools Council; Bob Sly; Christie Player
Subject: TAS Googong DA - Revised Civil Drawings in response to RMS comments

Message | C151-F.pdf (2 MB) | C051-E.pdf (1 MB) | C052-F.pdf (1 MB) | C080-A.pdf (2 MB)

Mary,

Please find attached revised civil drawings in response to issues 8-10 raised by RMS on the DA. We note that RMS have acknowledged item 11 does not impact on the DA.

Please advise if RMS are happy to close out these issues or if further information is required.

Regards,

KARYN THOMPSON AIA
PROJECT ARCHITECT

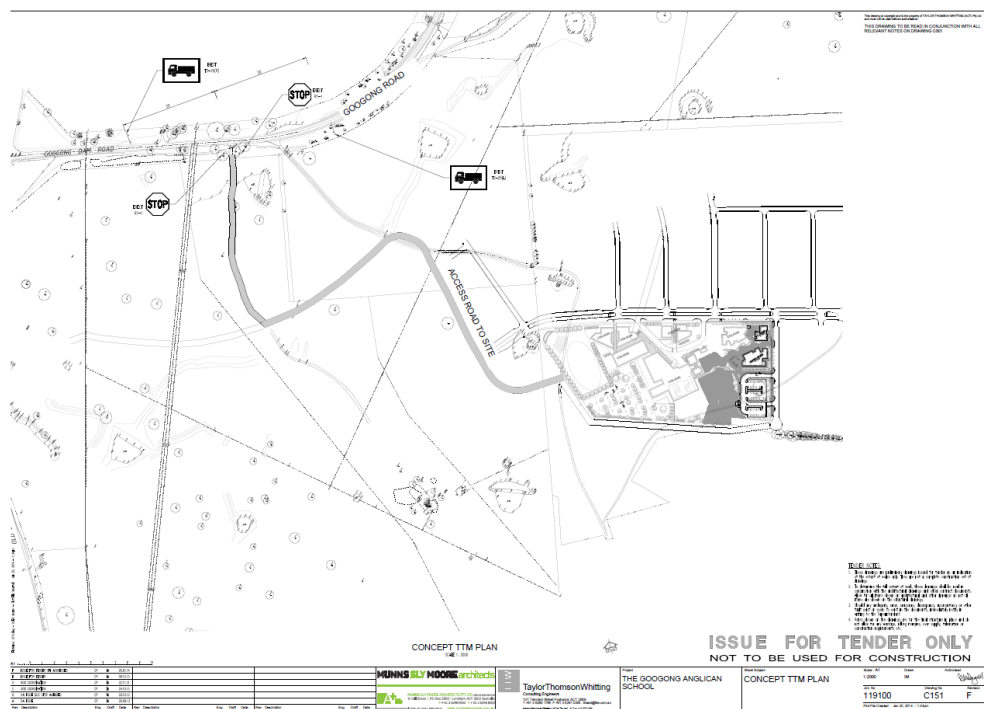
MUNNS SLY MOOREarchitects



MUNNS SLY MOORE ARCHITECTS PTY LTD ABN 30 008 534 049
9 Hall Street PO Box 5093 Lyneham ACT 2602 Australia
P +61 2 6248 8922 F +61 2 6248 8300

Nominated Architect Robert Sly FAIA ACT #331 NSW #6712

www.munsslymoore.com.au





Attachment B – NSW Police's Comments

From: Naomi Nemec [mailto:mont1nao@police.nsw.gov.au]
Sent: Tuesday, 26 November 2013 11:37 AM
To: Mary Kunang
Subject: Police comment DA applications

Hi Mary,

I am the officer that comments of DA's received within the Monaro LAC. I am sending this email to update you to where I am up to re your application referrals.

DA 178-2013. Googong. I am currently working on and will have to you by Thursday.

DA 182- 2013. No police comment to be supplied.



Both are what would normally be forwarded to Monaro LAC, however my Inspector and I hope to meet with your team early next year to change the types of referrals to police to bring us in line with typical state referral policies.

If you have any Q's please give me a call.

Kind Regards

Naomi Nemec
Senior Constable
Crime Prevention Officer
Monaro Crime Management Unit
PH 02 62980526

From: Mary Kunang
To: 'ElInnes@munsslymoore.com.au '
Cc:
Subject: TRIM Document : C13130315 : Police comment for DA 178-2013 The Anglican School Googong

 Message |  Police comment for DA 178-2013 The Anglican School Googong.PDF (512 KB)

Hi Erik,
Attached is a copy of NSW Police comments regarding the proposed Anglican Schoold, Googong that need to be addressed.

Thank you

Regards

Mary Kunang
Town Planner
Queanbeyan City Council
PH: (02) 6285-6244

Monaro Local Area Command

Level 3, Morisset House,
Morisset Street,
Queanbeyan NSW 2620
Telephone 02 62980526
Facsimile 02 62980549

**RE: Development Application No 178-2013. Description: Staged Development –
Erection of an educational establishment Lot 280 NO. LOT 280 DP 1185463 Googong
Road, GOOGONG NSW 2620**

On 11th November, 2013 a Safer by Design Evaluation was conducted on the plans for a staged development and erection of an educational establishment at Googong.

In April 2001 the NSW Minister for Planning introduced Crime Prevention Guidelines to Section 79C of the Environmental Planning and Assessment Act, 1979. These guidelines require consent authorities to ensure that development provides safety and security to users and the community. 'If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimize crime risk, or, refusal of the development on the grounds that crime risk cannot be appropriately minimised'.

The Guidelines contain two parts. 'Part A details the need for a formal crime risk assessment (Safer by Design Evaluation) to be done in conjunction with trained police, and Part B outlines basic Crime Prevention Through Environmental Design (CPTED) principles and strategies that can be used by consent authorities to justify the modification proposals to minimize risk'. (DUAP 2001:2).

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients from intersecting in time and space.

Predatory offenders often make cost-benefit assessments of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- Maximize risk to offenders (increasing the likelihood of detection, challenge and apprehension).
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime)
- Minimise the actual and perceived benefits of crime (removing, minimizing or concealing crime attractors and rewards) and

- Minimise excuse making opportunities (removing conditions that encourage/facilitate rationalization of inappropriate behaviour)

CPTED employs four key strategies. These are surveillance, access control, territorial re-enforcement and space/activity management.

Site Description

The proposed development is for the staged development and erection of an educational establishment, The Anglican School, Googong. The proposed school is designed to hold up 1100 students from Pre-School to Year 12 however this will be done in stages, commencing with ELC and the Junior School in 2015. This is to be built within a new community which is yet to be established. Crime trends within this area are yet to appear, however, types of crimes can be concluded from already established schools within similar areas. As a result this type of development can attract issues of malicious damage and graffiti, stealings and break, enter and steal offences. This needs to be borne in mind when considering the acceptance/refusal of this particular development.

Site Risk Rating

The NSW Police Safer by Design Evaluation process is based upon Australia and New Zealand Risk Management Standard ANZS4360:1999. It is a contextually flexible, transparent process that identifies and quantifies crime hazards and location risk. Evaluation measures include crime likelihood (statistical probability), consequence (crime outcome), distributions of reported crime (hotspot analysis), socio-economic conditions (relative disadvantage), situational hazards and crime opportunity.

After conducting this process the rating for this development has been identified as, **Moderate crime risk**

With this in mind the following Crime Prevention Through Environmental Design (CPTED) treatments should be considered for the development in order to reduce opportunities for crime.

- *Natural*
- *Organised (low)*
- *Technical/Mechanical (low)*

Surveillance

Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting. *Natural surveillance* is a by-product of well-planned, well-designed and well-used space. *Technical/mechanical Surveillance* is achieved through mechanical/electronic measures such as CCTV, help points and mirrored building panels. *Technical/mechanical surveillance* is commonly used as a 'patch' to supervise isolated, higher risk locations. *Formal (or Organised) Surveillance* is achieved through the tactical positioning of guardians. An example would be the use of on-site supervisors at higher risk locations.

General Comments in Design for Surveillance:

- Generally the building's open 'outwards' towards public and semi public areas provide natural surveillance and informal supervision (eyes on the street).
- The placement and orientation of common entry areas opportunities for natural supervision by staff and other guardians.
- It is recommended windows are not covered by more than 15% with material to enable good natural surveillance to occur.
- Surveillance equipment can enhance the physical security of the area and assist in the identification of people involved in anti-social or criminal behavior.
 - Cameras should be installed both within the around the buildings to maximize surveillance opportunities.
 - Cameras should monitor the cash or dangerous goods areas, high cost merchandise areas and areas with poor natural supervision.
 - TV monitors should enable staff to monitor activities on the camera.
 - Recording equipment should be installed away from public areas to avoid tampering.
 - Staff should be trained in the correct use of the system.

Recommended Conditions of Consent:

- There are plans for three court yard areas attached to the school. Two to the early learning centre and two attached to the K-3 building. Drawing number A101.

Note: See advised conditions of consent for the court yard attached to the K-3 building on the northern side which faces toward Gorman Drive.

The following comments are for the two court yard areas facing Rosa Street. Surveillance from within the education facility looking into the court yards is good however there is limited surveillance to the court yards facing Rosa Street from the street/public view. This is of concern for out of hour's operation when no one will be occupying the building. Fencing is paramount in these areas to limit the likelihood of these areas being targeted for the entry points for break INS and malicious damage. According to Drawing number A251, these two court yards will include a large cemented area as a wall which greatly limits natural surveillance, couple this with the low lying fence (150cm) and concealment design of the court yards, the wall will not only provide added graffiti areas, it greatly reduces natural surveillance and provides an opportunity for people to hide or hang out in. It is recommended that either the court yards be eliminated and added in entirety in front of the building with semi permeable fencing of a height not less than 180cm. If this is not possible it is recommended the court yards exist solely with semi permeable fencing of a height not less than 180cm.

See Access Control advised conditions of consent for more information.

See landscaping Recommended Conditions of Consent for more information

- There are a number of alcoves created by design in both buildings, all which seem to have door access. Whilst some of these alcoves are quite small, they still provide extra cover and reduce surveillance areas for criminals to use to their

advantage. It is recommended that all alcoves be eliminated from design to reduce these opportunities.

Advised Conditions of Consent:

- There are plans for a court yard to be attached on the northern side of the K-3 building, facing Gorman Drive. Drawing number A101 relates. On drawing lines of sight, it is obvious there is extremely limited natural surveillance to this area as surveillance is blocked by its own three walls and by the early learning centre. Landscaping is also planned in lines of sight which may hinder any natural surveillance this area has. According to the plans there is no fence to this area at all. There is a strong likelihood that the court yard could be used for criminal activity and to gain entry to the building. It is recommended that this area be gated with semi permeable fencing to be flush with the building to ensure no alcove exists, at a height no less than 180cm or consideration is given to removing the court yard space and making the building flush.

Landscaping

Landscaping can be used to enhance the appearance of the development and assist in reducing opportunities for vandalism. However, landscaping can also provide concealment or entrapment areas for people involved in criminal behavior.

General Comments in Design for Landscaping:

- Some predatory offenders, particularly rapists, seek pockets and enclosures created by vegetation/landscaping. When selecting and maintaining vegetation, consideration should be given to the possibility of areas becoming entrapment sites in the future.
- A safety convention is to have 3 - 5 meters of cleared space on either side of pathways. Thereafter, vegetation is stepped back in height to maximise sightlines.
- Maintain clear sightlines between the street, neighbouring properties and the buildings.

Recommended Conditions of Consent:

- The landscaping within this area needs to be carefully designed and maintained to ensure it does not aid in blocking surveillance conditions to this area in the future.
- There are a number of proposed trees which are close to courtyard areas and fence lines. These should be well maintained to ensure they do not provide a natural ladder for criminals to gain access to courtyard and windows. The lower limbs of larger trees should be cut to ensure they do not create concealment opportunities and to increase natural surveillance of the area.
- A safety convention for vegetation is: lower tree limbs should be above average head height, and shrubs should not provide easy concealment (i.e. keep under 70cm of height).
- A landscaping maintenance policy should be established for this area.

Advised Conditions of Consent:

- Nil

Lighting

There is a proven correlation between poor lighting, fear of crime, the avoidance of public places and crime opportunity (Painter, 1997). Good lighting can assist in increasing the usage of an area.

General Comments in Design for Lighting:

- Lighting should be designed to the Australian and New Zealand Lighting Standards.
- Australia and New Zealand Lighting Standard 1158.1 – Pedestrian, requires lighting engineers and designers to consider crime risk and fear when selecting lamps and lighting levels.
- All lighting sources should be compatible with requirements of any surveillance system installed.
- The luminaries (light covers) should be designed to reduce opportunities for malicious damage.

Recommended Conditions of Consent:

- A lighting maintenance policy needs to be established for the development.
- It is noted senior lighting will be used in this development as well as strategically placed lighting.
- Ensure light levels are appropriate for the users, activities and task of an area. It should be noted lighting areas well at night can encourage use of that area. There is a fine balance between surveillance lit areas and lighting for use. The Crime Prevention Officer for Monaro is able to discuss lighting issues further once the area is established if required or requested.

Advised Conditions of Consent:

- Nil

Territorial Re-enforcement

Criminals rarely commit crime in areas where the risk of detection and challenge are high. People who have guardianship or ownership of areas are more likely to provide effective supervision and to intervene in crime than passing strangers. Effective guardians are often ordinary people who are spatially 'connected' to a place and feel an association with, or responsibility for it. *Territorial Re-enforcement* uses actual and symbolic boundary markers, spatial legibility and environmental cues to 'connect' people with space, to encourage communal responsibility for public areas and facilities, and to communicate to people where they should/not be and what activities are appropriate. Confusion resulting from vague entry design can legitimise exploration, trespassing and excuse making by opportunistic criminals. Entries should be legible and inviting.

General Comments in Design for Territorial Re-enforcement:

- The boundaries of the development are reasonably well defined.
- All gates should be kept closed and locked when not in use and regularly maintained to assist with the protection of the property.
- Effective signage and directions will provide guidance to visitors/customers in locating main areas and keep them away from restricted areas.
- Signs can also assist in controlling activities and movements throughout the premises.
- A street sign should be prominently displayed at the front of the development to comply with Local Government Act, 1993, Section 124, Order No.8.

Recommended Conditions of Consent:

- Signage also needs to be provided at entry/exit points and throughout the development to assist users and warn intruders they will be prosecuted.
- Signage also needs to be provided on the fire exit doors warning users that the doors are to be used for emergency purposes only.

Advised Conditions of Consent:

- Nil

Environmental Maintenance

All space, even well planned and well-designed areas need to be effectively used and maintained to maximize community safety. Places that are infrequently used are commonly abused.

General Comments in Design for Environmental Maintenance

- It is obvious in design and signage that the buildings will form a school and will be used as such.
- A maintenance policy needs to be established for this development.

Recommended Conditions of Consent:

- Nil

Advised Conditions of Consent:

- Nil

Space/Activity Management

Space/Activity management strategies are an important way to develop and maintain *natural* community control. Space management involves the formal supervision, control and care of the development. All space, even well planned and well-designed areas need to be effectively used and maintained to maximize community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay, fear of crime and avoidance behaviour.

General Comments in Design for Space/Activity Management:

- It is obvious in design and signage that the buildings will form a school.
- Malicious damage (graffiti) is often an offence caused to such developments strong consideration must be given to the use of graffiti resistant materials, particularly on the fences, external walls and areas which are accessible by other structures to reduce such attacks or assist in the quick removal of such attacks.
- A graffiti management plan needs to be incorporated into the maintenance plan for the development. Research has shown that the most effective strategy for reducing graffiti attacks is the quick removal of such material generally with a forty-eight hour period.
- Any dumpster or bin area should be secured and enclosed to prevent children from climbing into them. They should be surrounded on three sides by an eight foot screen wall. The base of the wall should be surrounded by a hedge to discourage climbing. The gate should be capable of being locked and should be transparent so someone can see into the enclosure. No areas should be made as natural climbing ladders to gain access to other parts of the building.
- Bicycle racks should be located in a highly visible area near the main entry or parking: maintaining a separation between bicycle and vehicular traffic with landscaping and bike paths. A low hedge or wall around the racks (less than 70cm) would visibly screen bicycles, but not persons attempting to steal or vandalise them.

Recommended Conditions of Consent:

- Nil

Advised Conditions of Consent:

- Nil

Access Control

Access control treatments restrict, channel and encourage people and vehicles into, out of and around the development. Way-finding, desire-lines and formal/informal routes are important crime prevention considerations.

Access control is used to increase the time and effort required to commit crime and to increase the risk to criminals. *Natural access control* includes the tactical use of landforms and waterways features, design measures including building configuration; formal and informal pathways, landscaping, fencing and gardens. *Technical/Mechanical*

access control includes the employment of security hardware and *Formal (or Organised)* access control includes on-site guardians such as employed security officers.

General Comments in Design for Access Control:

- It is noted that the area will be established with some fencing to restrict access to some areas within the plans.
- All gates should be kept closed and locked when not in use.
- Gates should be secured with quality locks which comply with the Australian Standards, Lock Sts, AS: 4145 to restrict access.
- Fences and gates should be maintained in good condition and should be checked regularly to assist with the protection of the school.
- Toilet doors should not go all the way to the floor or ceiling. The reason is for staff to monitor possible anti-social behavior and to allow for emergency access if required.
- Toilets should be locked and secured when not in use.
- The main entry/exit points for this development should be fitted with single cylinder locksets (Australia and New Zealand Standards – Locksets), which comply with the Building Code of Australia.
- The windows should also be fitted with key operated locksets (Australia and New Zealand Standard – Lock Sets) to restrict unauthorized access to the development.
- A safe designed and installed to the Australian Standards can provide additional security to money and other valuables.
- To enhance the security of the business, a monitored intruder alarm system or back to base system alarm system is recommended.
 - Consider incorporating a duress facility into the system to enable staff to activate the system manually in the event of an emergency, such as a robbery.

Recommended Conditions of Consent:

- It is noted that the school sign is of 1.2m height on a brick wall. The maximum height is of 1.2m and should cause minimal concealment opportunities however, it is positioned close to the gate and could act as a climbing aid to gain access to the internal areas. It is suggested that an adequate gap exists between the school signage and the gate (which is of adequate height).

Advised Conditions of Consent:

- Fencing that is intended for various areas is nominated at a height to 150cm. Whilst this can act as a visual deterrent it is of an easy height to scale and would not offer much hindrance in terms of accessing the area behind the fence line or removing property from the site. It is recommended that fencing be established in this area with a minimum height of 180cm.

Conclusion

The New South Wales Police have a vital interest in ensuring the safety of members of the community and their property. By using the recommendations contained in this evaluation, any person who does so acknowledges that:

1. It is not possible to make areas evaluated by the NSW Police absolutely safe for members of the community or their property
2. It is based upon the information provided to the NSW Police at the time the evaluation was made,
3. The evaluation is a confidential document and is for use by the consent authority or organizations referred to on page 1 only,
4. The contents of this evaluation are not to be copied or circulated otherwise than for the purposes of the consent authority or organization referred to on page 1.

The NSW Police hopes that by using the recommendations contained in this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.

We would like to thank you for the opportunity of inspecting the plans for this development and should you require further information on the subjects mentioned within this report feel free to contact Senior Constable Naomi Nemec, Crime Prevention Officer, Monaro LAC, Phone 02 62980526

Yours sincerely

Naomi Nemec
Senior Constable
Crime Prevention Officer
Monaro Local Area Command

The applicant's comment to address the issues raised by NSW Police

From: Erik Innes [EInnes@munsslymoore.com.au]
To: Mary Kunang
Cc: Diocesan Schools Council; Bob Sly; Karyn Thompson
Subject: 3825 - The Anglican School Googong - Response to QCC Comments

Message | 3825-20131210 QCC Response with Attachment.pdf (5 MB)

Mary

Please find attached response to the comments raised in your letter of 21 November 2013 and comments from NSW Police received on 4 December 2013 via email.

Please review and call me should you require any further information

Regards

Erik

Regards

ERIK INNES AIA
ASSOCIATE DIRECTOR

MUNNS SLY MOOREarchitects



MUNNS SLY MOORE ARCHITECTS PTY LTD ABN 30 008 534 049
9 Hall Street | PO Box 5093 | Lyneham ACT 2602 Australia
P +61 2 6248 8922 F +61 2 6248 8300

Nominated Architect Robert Sly FAIA ACT #331 NSW #4712 www.munsslymoore.com.au

Ref. 3825-20131129 response to rms.doc

10 December 2013

Queanbeyan City Council
PO Box 90
Queanbeyan NSW 2620
Via Email: mary.kuang@qcc.ndw.gov.au

Attention: Mary Kuang

Dear Mary

Re: **The Anglican School Googong**
Queanbeyan City Council Development Application 178-2013
Lot 280 DP1185463 Googong
Response to Queanbeyan City Council

We provide the following responses to your letter dated 21 November 2013 (attached).

Item 1- Comment from NSW Transport Roads and Maritime Services

We have consulted with Roads and Maritime Services (RMS) on the issues raised in their letter of 18 November 2013. We provided a response on the 29 November 2013 – a copy of the letter is attached FYI.

RMS provided verbal confirmation by phone on the 11 December 2013, that the amendments proposed for items 2-7 in the response prepared were acceptable, and that items 8-11 are to be addressed outside of the Development Application for the school in ongoing consultation between RMS, QCC and the developer GTPL.

Following a phone call on 12 December 2013, an agreement has been reached for the comments raised in Item 1 of the RMS letter – refer to attached correspondence.

Item 2- Comments from Queanbeyan City Council Health Officer

- a. Location of Waste Enclosure – we note the concerns raised by QCC in relation to the location of the Waste Enclosure, however after extensive studies during the design phases, the proposed location was deemed to be the optimum access for waste vehicle pick up, maintain design response to provide an urban frontage to school, segregation of truck movement from entrance locations, and response to landform and slope across the site.
 - i. Door Opening - We confirm the opening to the roller door is 3.0m wide
 - ii. Loading Zone – Please refer to SK 002B which shows the 12.5m Service Vehicle stationary at the waste enclosure and a B99 vehicle passing the service vehicle with more than 1000mm clearance available on either side of the passing vehicle.
We also note waste will be picked up once a week by a Private Contractor and organised by the School Management via a Contract Agreement. The School Management will require under their relevant WH&S requirements that the waste would be picked up outside of school hours to limit the interaction between service vehicles, persons and passenger vehicles.
The proposal above has been verbally supported by RMS.
 - iii. Bin Roll Out Space - Please refer to SK 002B which shows the 12.5m Service Vehicle stationary at the waste enclosure with space in front to allow for the roll out and pick up of hoppers.
 - iv. Collection Times – we confirm the carpark is not gated and thus collection can be completed outside of school hours. The School Management will require under their relevant WH&S requirements that the waste would be picked up outside of school hours to limit the interaction between service vehicles, persons and passenger vehicles



Nominated Architect Robert Sly FAIA ACT #331 NSW #6712

MUNNS SLY MOORE ARCHITECTS PTY LTD ABN 30 008 534 049
9 Hall Street | PO Box 5093 | Lyneham ACT 2602 Australia
P +61 2 6248 8922 F +61 2 6248 8300

www.munnsslymoore.com.au

- b. ELC Kitchen – We confirm the student of the ELC will be required to provide their own lunches and snacks, and thus the kitchen will only be used for food preparation. We note requirement that the construction of the ELC is required to be provided in accordance with the Food Act and Standards.
- c. ELC Kitchen Storage – we confirm the layout of the kitchen is to include storage for any minor food items that may be required. There storage room opposite will not be used for food storage.
- d. Bathroom Layout – please refer to revised layout to the Bathrooms A713 which ensures views into the toilet spaces are controlled. The layout has been design to reduce area of 'conflict' which can be a trigger for social problems in school wet areas. The proposed layout is in compliance with BCA requirements.
- e. Cleaners Sinks – we confirm Cleaner Sinks are provided to each of the buildings.

Item 3-Comments from NSW Police – Monaro Local Area Command

The comments from NSW Police contained several recommendations in relation to the proposed development. Our responses to the proposed 'Recommended Conditions of Consent' are:

- a. Courtyards – we note recommendation on location of masonry walls facing Rosa Street. We proposed to amend the walls to semi permeable fencing as per NSW Police recommendations.
We note the
- b. Alcoves – the design of the buildings were developed with consideration to creation of alcoves, and where provided the recesses are design to be relatively broad and shallow to increase surveillance opportunities, but are designed to provide weather protection to the doorways.
- c. Classroom Block Courtyard – we confirm the location of the courtyard is with the line of the school perimeter fencing.
- d. Landscaping – We note recommendations on maintenance to landscape elements and confirm the client has been advised.
- e. Lighting – We note recommendations on maintenance to landscape elements and confirm the client has been advised.
- f. Signage – we note recommendations on provision of signage and will provide signage to entry locations as advised. We note there are no designated fire exit doors.
- g. Environmental Maintenance – General comments are noted
- h. Space/Activity/Management – General comments are noted
- i. Access control – we note the signage wall is approx. 6m from the gate and fence line. We confirm all gates and fences are to be 1.8m high.

The contact for the NSW Police is currently on leave and we have not been able to confirm their support of the proposed amendments in response to their concerns.

Should you wish to discuss any of the above, please do not hesitate to contact the Erik Innes on 6248 8922.

Yours sincerely,

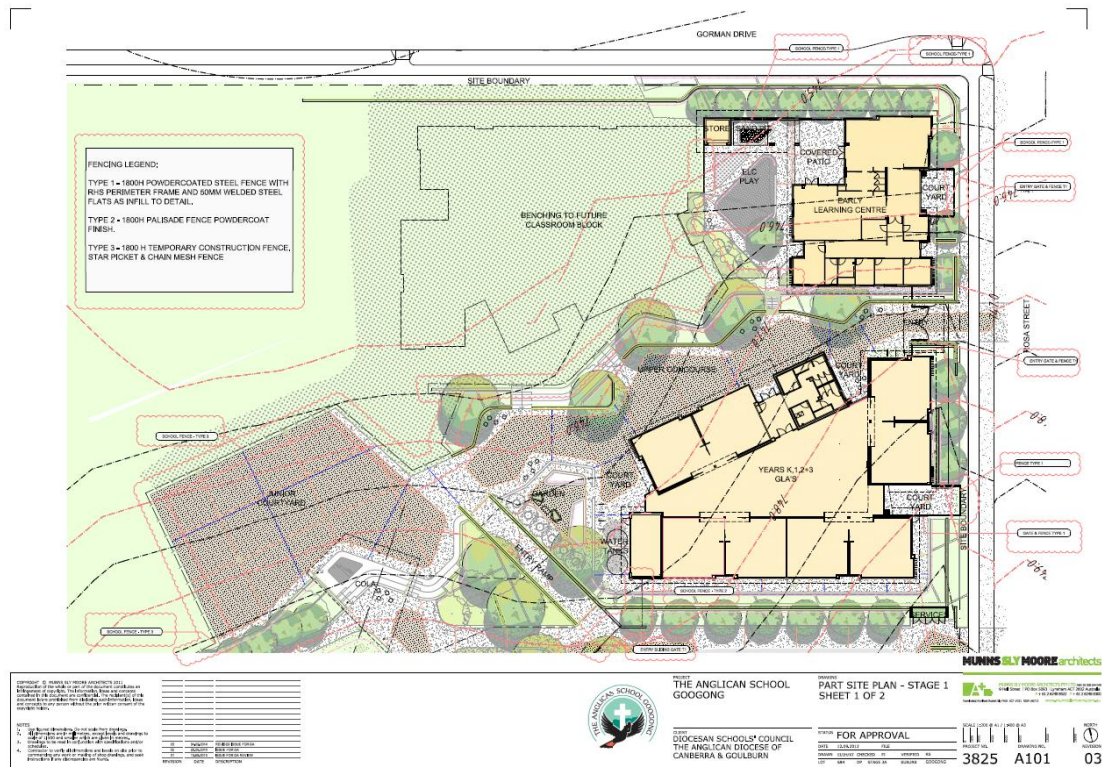
MUNNS SLY MOORE ARCHITECTS PTY LTD



Erik Innes
DIRECTOR

CC Graham Willard, Diocesan Schools' Council

ENCL Response to RMS Comments - 3825-20131129 Response to RMS
Email Correspondence from Christie Player (TTW) and Hala Sattouf (RMS)
SK002B – Response to QCC and RMS Comments – Turning Vehicle Demonstration
3825-A713 – Internal Elevations – Classroom Wet Areas



The courtyard enclosure has been revised and fencing types added to reflect amendments agreed with CEPTED

Attachment C – The Department of Infrastructure and Transport's Comment

From: Mary Kunang [mailto:Mary.Kunang@qcc.nsw.gov.au]
Sent: Thursday, 13 February 2014 10:00 AM
To: MATHEW Dilip
Subject: Development Application 178-2013 for The Anglican School in Googong

Hi Dilip,

DA 178-2013 for the Anglican School in Googong was referred to your department in November 2013. However, to date i haven't receive any advice from your department regarding this DA. It was referred to you as required by cluse 7.6 – Airspace Operations of the Queanbeyan Local Environmental Plan 2012. In accordance with the submitted plan, the existing ground level of the site (lowest side) is approximately 740m AHD which means that any structure will penetrate the Limitation or Operation Surface for Canberra Airport. However, according to the approved exemption No. AD 24/2008 issued by Australian Government Civil Aviation Safety Authority (CASA) in respect to the height of buildings or structures to be constructed at the site of the proposed Googong residential development south of Queanbeyan, structures which do not exceed 20m above ground level do not need to be referred for assessment as these will be shielded by a water tower at maximum height 822m AHD. The site is located within residential zone and the proposed development does not exceed 20m above ground level.

Could you please advise whether or not your department support this DA given the above and when your department might be expected to complete the assessment as the report needs to be finalised before the end of this week.

Thank you

Regards

Mary Kunang
Town Planner
Tel: 02 6285 6244
Web: www.qcc.nsw.gov.au
Mail: PO Box 90 Queanbeyan NSW 2620



From: MATHEW Dilip [mailto:Dilip.Mathew@infrastructure.gov.au]
Sent: Thursday, 13 February 2014 10:45 AM
To: Mary Kunang
Cc: Chelsea Newman; Flysafe; r.doyle; Lindsay Eamon
Subject: RE: Development Application 178-2013 for The Anglican School in Googong [SEC=UNCLASSIFIED]

Hi Mary

As discussed, we have checked our records and I can confirm that we did not receive this.

Please send it to Canberra Airport (Richard Doyle : r.doyle@canberraairport.com.au) with a copy to us as soon as possible .

As discussed, based on your advice I can confirm that an approval under the Airports (Protection of Airspace) Regulations 1996 is required for buildings on the site.

Please call if you have any questions.

Regards

Dilip Mathew
Director-Airspace Protection
Aviation and Airports

6274 6544

From: MATHEW Dilip [mailto:Dilip.Mathew@infrastructure.gov.au]
Sent: Wednesday, 19 February 2014 11:21 AM
To: Mary Kunang
Cc: David Harley [D.Harley@canberraairport.com.au]; r.doyle; Chelsea Newman; Flysafe; Noel McCann
Subject: RE: Development Application 178-2013 for The Anglican School in Googong [SEC=UNCLASSIFIED]

Hi Mary

As discussed, the application needs to make clear what is being proposed.

You mentioned on the phone that the proposal involves two buildings. This is not clear from the drawings and the drawings are of poor quality when printed and we are unable to identify the elevations and precise location as no co-ordinates are provided.

As discussed earlier, we have no records of your original letter to Scott Stone. In the first instance, can I ask you to express post a copy of this letter, including drawings of adequate quality which identify the elevations and coordinates of the buildings.

We are happy to work with our agencies to treat this as a priority matter but we do need QCC to provide the information we seek to ensure the Department is compliant with its statutory responsibilities.

Pls call if you have any questions.

Thanks

Dilip
62746544

From: Lorena Blacklock
To: Dilip.Mathew@infrastructure.gov.au/
Cc: Mary Kunang; Martin Brown; r.doyle@canberraairport.com.au; D.Harley@canberraairport.com.au; N.McCann@canberraairport.com.au; Flysafe@infrastructure.gov.au
Subject: RE: Development Application 178-2013 for The Anglican School in Googong - additional information requested - timeframe for comments
Message: * 3825-A211-v02.pdf (1 MB) * 3825-A201-v01.pdf (1 MB) * 3825-A221-v02.pdf (1,021 KB)

Dear Dilip,

Thank you for your time in reviewing this matter with Mary Kunang. your assistance is appreciated.

In terms of the information requested please find attached elevation plans with a higher resolution to assist. The coordinates for the proposed school site are GDA 94 X: 149.2333321 Y: -35.42281213 (GDA94 MGA Zone 55 X: 702,758.14m Y: 6,077,764.86m).

I note your advice and previous discussions with Mary about not having a record of Council's letter to Scott Stone and our records showing that the letter was sent in November 2013.

This is an important community facility for Googong and the wider Queanbeyan area and the timeframes for approvals and construction are very tight now to achieve an operational facility for the 2014 school year. For Council to meet its reporting deadlines for the Southern Joint Regional Planning Panel our report needs to be finalised and submitted tomorrow.

Your assistance with progressing the matter with a high priority would be appreciated. There is the ability to have some matters included as conditions on any consent issued that could reduce the delays in finalising the report if your Department have no objection. To this end, if comments cannot be provided by tomorrow at 4pm, please contact me to explore these options and the timeframes involved.

Kind regards

Lorena Blacklock
Manager Development Control
Tel: 02 6285 6244
Web: www.qcc.nsw.gov.au
Mail: PO Box 90 Queanbeyan NSW 2620



From: MATHEW Dilip [mailto:Dilip.Mathew@infrastructure.gov.au]
To: Lorena Blacklock
Cc: Flysafe; Lean Jessica
Subject: RE: Development Application 178-2013 for The Anglican School in Googong - additional information requested - timeframe for comments [SEC=UNCLASSIFIED]

Dear Lorena

I tried calling but you were not available.

At the outset, thank you for the drawings and the coordinates which is what we needed in this case.

I can assure you that the Department is treating this as a priority but we cannot make a decision without formal advice from CASA and AA. Accordingly, advice has been sought from our safety agencies with a copy of your email attached.

I can also assure you that in this case, the Department will make a decision as a high priority on receipt of advice from our safety agencies.

Please call when you are free.

Regards

Dilip

6274-6544

From: MATHEW Dilip [mailto:Dilip.Mathew@infrastructure.gov.au]
Sent: Thursday, 20 February 2014 9:48 AM
To: Mary Kunang
Cc: Flysafe; Lorena Blacklock
Subject: RE: Development Application 178-2013 for The Anglican School in Googong [SEC=UNCLASSIFIED]

Hi Mary

Thank you for advising that there is a temporary water tower near this site.

As discussed, I would be grateful if you can urgently send me the coordinates and height to confirm this is the same tower referenced in the supporting material.

Pls call if you have any questions.

Regards

Dilip

62746544

From: Mary Kunang
Sent: Thursday, 20 February 2014 10:51 AM
To: 'MATHEW Dilip'
Cc: Lorena Blacklock
Subject: TRIM: RE: Development Application 178-2013 for The Anglican School in Googong [SEC=UNCLASSIFIED]

Hi Dilip,
Please see attached for the location of the water tower.

The coordinate for the temporary water tower is Geographic : Latitude : -35.420136801,
Longitude : 149.221730597.

Thank you

Regards

Mary Kunang
Town Planner
Tel: 02 6285 6244
Web: www.qcc.nsw.gov.au
Mail: PO Box 90 Queanbeyan NSW 2620



Water tower



Approx location of the
subject site

FW: TRIM: RE: Development Application 178-2013 for The Anglican School in Googong [SEC=UNCLASSIFIED]

Mary Kunang

Sent: Thu 20/02/2014 10:55 AM

To: 'MATHEW Dilip'

 Message |  Location of water tower.doc (2 MB)

Hi Dilip,
I forgot to give you the height of the water tower.

Height : 5m

Thanks

Regards

Mary Kunang

Town Planner

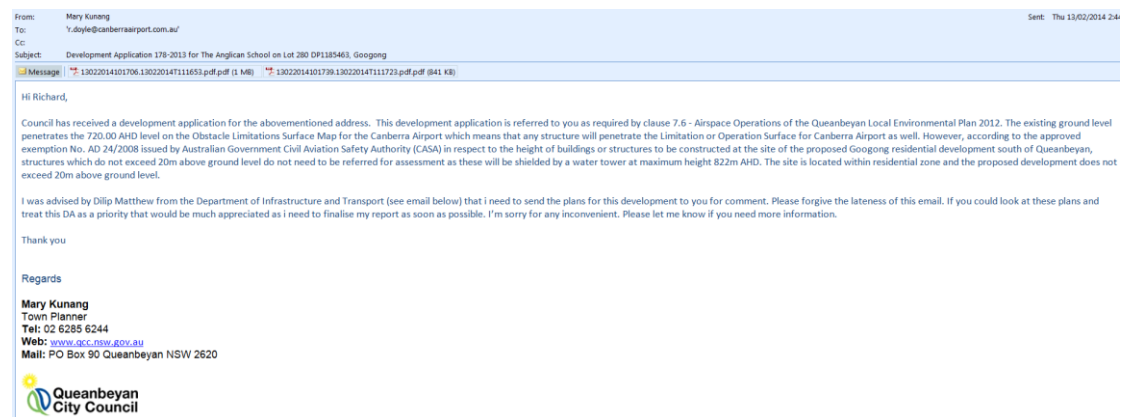
Tel: 02 6285 6244

Web: www.qcc.nsw.gov.au

Mail: PO Box 90 Queanbeyan NSW 2620



Attachment D – Canberra Airport's Comment



From: Richard Doyle [mailto:r.doyle@canberraairport.com.au]
Sent: Friday, 14 February 2014 4:31 PM
To: Flysafe
Cc: Chelsea Newman; Lindsay Eamon; MATHEW Dilip; Mary Kunang; David Harley; Noel Mccann
Subject: RE: Development Application 178-2013 for The Anglican School in Googong [SEC=UNCLASSIFIED]

OPA:HEI (Googong Stage 1-2) Sent again without large file

Hello FlySafe

On behalf of Queanbeyan City Council (QCC) we are seeking an approval under the Airports (Protection of Airspace) Regulations 1996 for the proposed Anglican School at Googong Township. See attached email request.

As you are aware the exiting terrain of the Googong Township is already through the OLS for Canberra Airport. The whole Googong Township development site has had an Aeronautical Study completed that has been assessed by both CASA and Airservices Australia. Please see attached.

The Googong Township site has an approved exemption No. AD 24/2008 as issued by Australian Government Civil Aviation Safety Authority (CASA) in respect to the height of buildings or structures to be constructed at the site. In addition Airservices Australia have issued a PANSOPS assessment letter of approval in which PAP East plates instrument flight procedures are protected from infringement from this development.

The proposed site for The Anglican School in Googong Township is located within residential zone and the proposed development site does not exceed 20m above ground level and meets the conditions of both CASA and Airservices Australia. We therefore seek an approval under the Airports (Protection of Airspace) Regulations 1996 for the proposed Anglican School at Googong Township on behalf of QCC.

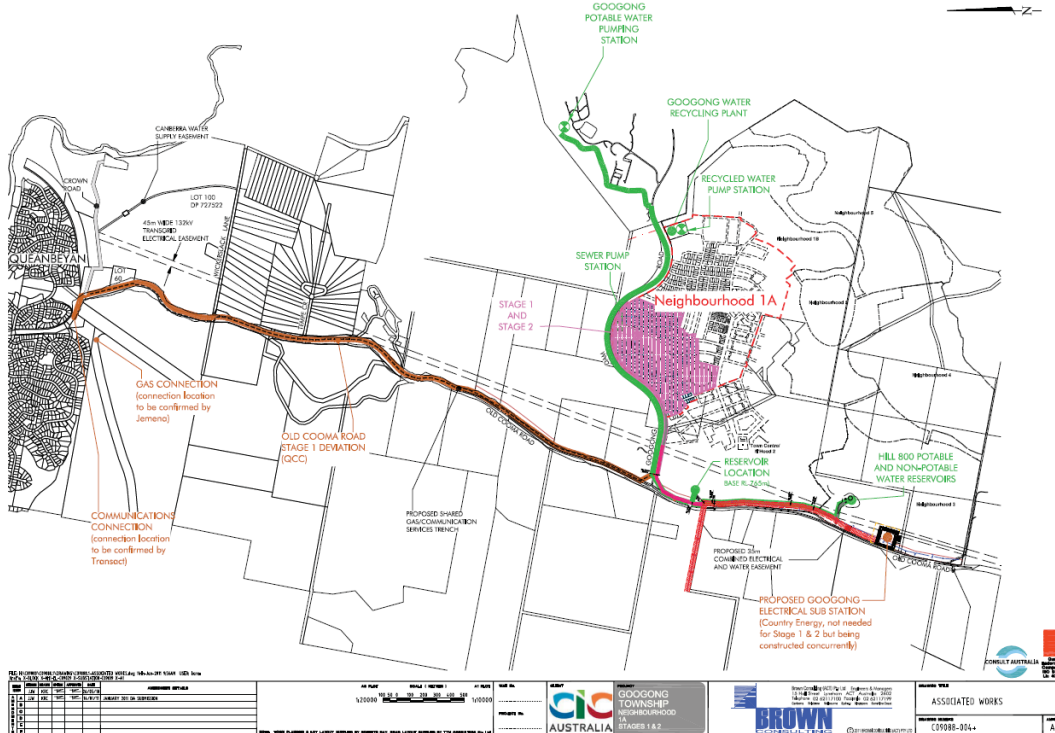
If you require any further information please contact myself or Dave Harley or Noel Mccann 02 62752222.

Regards

Richard Doyle

Manager – Aeronautical Business | Canberra Airport

2 Brindabella Circuit | Brindabella Business Park ACT 2609
T 02 6275 2209 | F 02 6275 2212





22 SEP 2008

18 September 2008

Richard Doyle
Airport Operations Manager
Canberra International Airport
2 Brindabella Circuit
Canberra Airport ACT 2609

Dear Richard

Proposed Googong Residential Development

I sincerely apologise for the late response to your request for an exemption against CASR 139.360(3) in relation to the obstacles in the Googong Residential development area South of Canberra Airport.

Please find enclosed approved exemption of unlimited duration unless it is varied or cancelled by CASA.

There has been a delay in organising the tax invoice for this exemption. This will be sent to you as soon as it is prepared.

Yours sincerely

Frank Leonardi
Aerodrome Engineer
Airspace and Aerodrome Regulation Group
CASA Canberra

ph/fax direct: 02 6217 1740/1500
e-mail: frank.leonardi@casa.gov.au



Australian Government
Civil Aviation Safety Authority

Exemption number: **AD 24/2008**

I, KIMBALL PETER JONES, Manager, Airways and Aerodromes, a delegate of CASA, make this instrument under regulation 139.020 of the *Civil Aviation Safety Regulations 1998 (CASR 1998)*.

Kimball Peter Jones
Manager Airways and Aerodromes
Airspace and Aerodrome Regulation Group

30 July 2008

Exemption —Notice of obstacles

1 Duration

This instrument is unlimited in duration or unless it is varied or cancelled by CASA.

2 Application

The instrument applies to Canberra International Airport Pty Ltd, the operator of Canberra Airport (the **operator**) in relation to the notification of obstacles at or within the vicinity of the aerodrome.

3 Exemption

The operator is exempt from compliance with regulation 139.360(3) of CASR 1998 in which the aerodrome operator is to notify CASA if it becomes aware of any development or proposed construction near the aerodrome that is likely to create an obstacle.

In respect to the height of buildings or structures to be constructed at the site of the proposed Googong residential development south of Queanbeyan, structures which do not exceed 20 m above ground level do not need to be referred to CASA for assessment as these will be shielded by a water tower at maximum height 822 m AHD.

4 Conditions

The operator must ensure that any buildings or structures, associated with the proposed development, which exceed 20 m in height above ground level (or which exceed 822 m AHD) are to be referred to CASA for obstacle assessment.

From: Erik Innes [EInnes@munnsslymoore.com.au]

To: Mary Kuning

Cc: Bob Sly, Karyn Thompson

Subject: 3825- The Anglican School Googong

Sent: Wed 18/12/2013

Message

Civil Aviation Authority, Height exemption to 822m AHD, Sep 08.pdf (303 KB)

Mary

I have left a couple of messages for your office.

Can you please confirm you received our response to the comments on the DA last Thursday.

We are working to close out the items raised in the response from RMS on Friday in relation to our response to their original conditions.

Can you please confirm the comments provided by the QCC Health have been addressed in our response last week

We are trying to speak to Naomi from NSWPI in relation to the CPED comments.

Attached is a copy of an exemption provided to the Googong Township P/L in relation to the building and height issue for the proposed building. We confirm the proposed DA is not more than 20m high , nor is it above RL 822 AHD. Can you confirm this addresses Department of Transport and Infrastructure requirements?

Are there any further QCC comments we need to be aware of, and address

Regards

Erik

Regards

ERIK INNES AIA
ASSOCIATE DIRECTOR

MUNNS

SLY

MOORE

architects

MUNNS SLY MOORE ARCHITECTS PTY LTD ABN 30 008 576 167



AIRSERVICES AUSTRALIA

Corporate & International Affairs

25 Constitution Avenue
(GPO Box 367)
Canberra ACT 2601

Telephone: +61 2 6268 4060
Facsimile: +61 2 6268 4233

ABN 59 608 730 885

Richard Doyle
Manager Aviation Business
Canberra Airport
2 Brindabella Circuit
BRINDABELLA BUSINESS PARK ACT 2609

Dear Mr Doyle

Googong Proposed Residential Development – PANS-OPS Considerations

I refer to your request for Airservices Australia's response to the DEMEYNE Aviation report on the Googong Proposed Residential Development - PANS-OPS Considerations, Updated Issue, 21 October 2010.

Airservices' Chief Designer has reviewed the report and advises that:

- the CASA exemption covers all the requirements for the development; and
- all PANS-OPS surfaces are clear using the blanket elevation over the site.

If you have any questions, please contact me on (02) 6268 5101 or by e-mail at joseph.doherty@airservicesaustralia.com

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Doherty', is written over the typed name.

Joe Doherty
Airport Development Manager

22 March 2011

Attachment E – Additional Information Request

From: Mary Kunang [<mailto:Mary.Kunang@qcc.nsw.gov.au>]
Sent: Thursday, 3 October 2013 4:55 PM
To: Jai Huynh
Subject: Signed contour plan to be submitted for DA for school in Googong

Hi Jai,

As discussed at the counter this afternoon, a contour plan signed by Registered Surveyor is required to be submitted to Council ASAP.

Thank you

Regards,

Mary Kunang
Town Planner
Queanbeyan City Council
PH: (02) 6285-6244



From: Erik Innes [<mailto:EInnes@munnsslymoore.com.au>]
Sent: Thursday, 3 October 2013 5:33 PM
To: Mary Kunang
Cc: Jai Huynh; Karyn Thompson
Subject: RE: Signed contour plan to be submitted for DA for school in Googong - Email 1 of 2

Mary

At our DCR meeting with the QCC on 1 August 2013 it was agreed that a site survey was not possible as the site is under construction and that the 'Construction Certificate' grading documents from the GTPL /Brown's Consulting Engineers would be the 'survey' (refer to minutes attached). We did not attach as we understand these are already part of council files, but please find attached for your records.

We confirm the design as submitted has used these contours in our design.

Please note this is email 1 of 2.

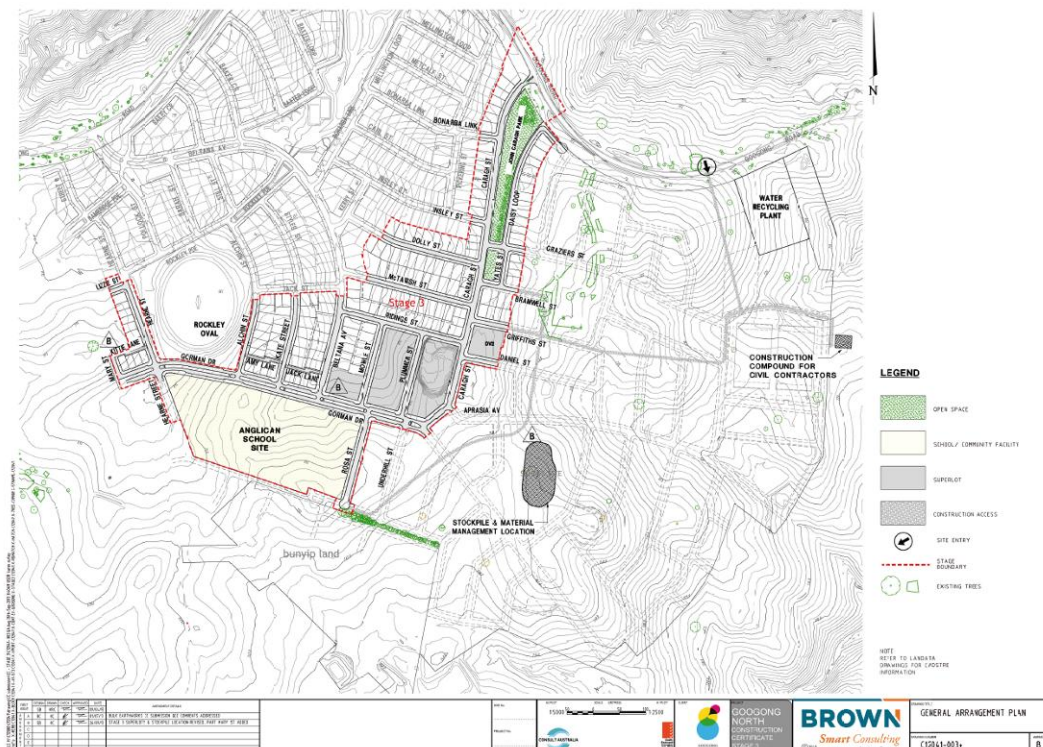
Please contact me should you require any further information.

Regards
Erik

Regards

ERIK INNES AIA
DIRECTOR

MUNNS SLY MOORE architects



From: Erik Innes [EInnes@munsslymoore.com.au]
 To: Mary Kunang
 Cc: Jai Huynh; Karyn Thompson
 Subject: RE: Signed contour plan to be submitted for DA for school in Googong - Email 2 of 2

Message | C12041-034_C.pdf (970 KB) | C12041-031+_C.pdf (4 MB)

Please note this is email 2 of 2.

Please contact me should you require any further information.

Regards
 Erik

Regards

ERIK INNES AIA
 DIRECTOR

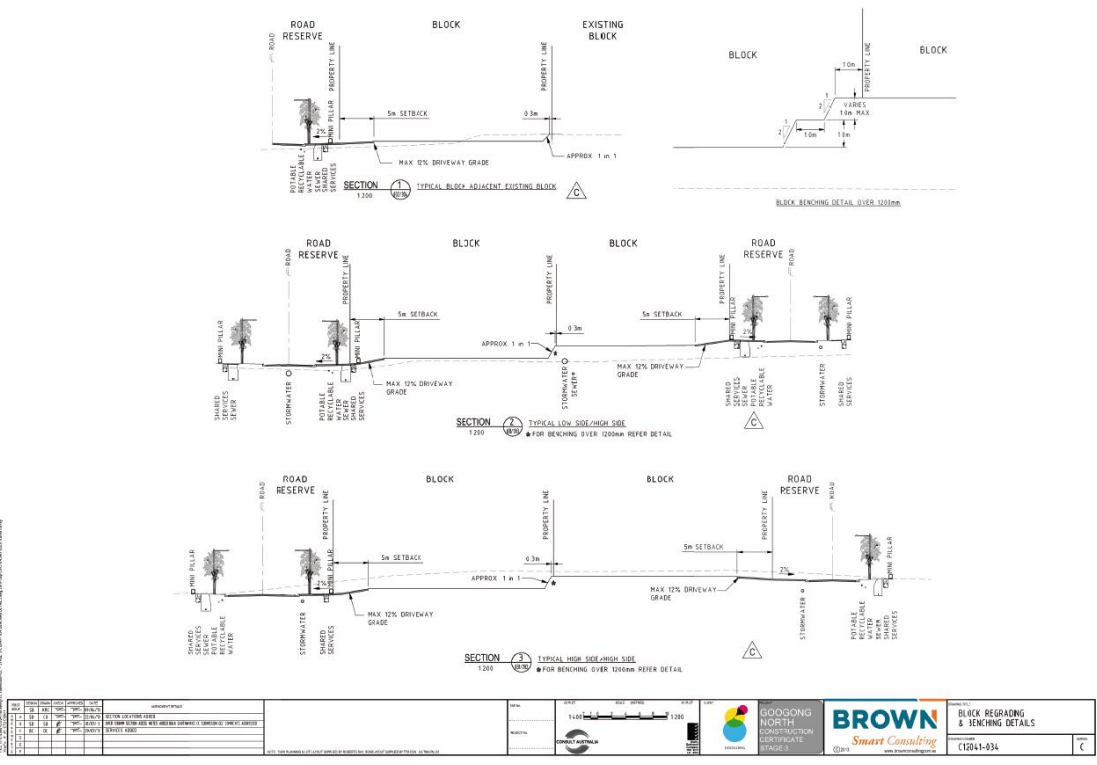
MUNNS SLY MOORE architects



MUNNS SLY MOORE ARCHITECTS PTY LTD ABN 30 008 534 049
 9 Hall Street | PO Box 5093 | Lyneham ACT 2602 Australia
 P +61 2 6248 8922 F +61 2 6248 8300

Nominated Architect Robert Sly FAIA ACT #331 NSW #4712

www.munnsslymoore.com.au



From: Mary Kunang
To: 'Erik Innes'
Cc:
Subject: Additional information from RMS and Health Officer for DA 178-2013, The Anglican School Googong

Hi Erik,
Please refer to attached letter and RMS comments below.



RMS



22112013090733.

comments.pdf 22112013T100708..

Thank you

Regards

Mary Kunang
Town Planner
Queanbeyan City Council
PH: (02) 6285-6244



**Queanbeyan
City Council**



**175 years
Queanbeyan**
A New Town 1838 - A City Since 1912

21-Nov-2013

Munns Sly Moore Architects
PO Box 5093
LYNEHAM ACT 2602

Attention: Erik Innes

RE: Lot 280 DP 1185463 Googong Road, GOOGONG NSW 2620
Additional Information Required Before Determining Application

Reference is made to the above development application. The following information is needed for the ongoing assessment of your application.

- 1) Please find enclosed a copy of a request for additional information in relation to the above development from the NSW Roads and Maritime Services (RMS) dated 18 November 2013.
- 2) Below are the matters raised by Council's Health Officer. These have been forwarded to you on Tuesday, 19 November 2013.
 - a) The location of waste enclosure as proposed is not easily accessible for the private contractor during collection. The enclosure is designed for private collection of bulk bins.
 - i) The opening should be at least 1.8m wide.
 - ii) It should have its own loading zone.
 - iii) Bins need to be rolled out of enclosure and front and rear lifted onto the truck. Configuration of the car park makes this difficult.
 - iv) Early morning collection cannot be carried out as the gates are likely to be locked during those hours.
 - b) Kitchen in ELC must be built to comply with the Food Act and Standards even though it is use for food preparation and no cooking activity in this small kitchen. A recommended condition of consent will be imposed to reflect this.
 - c) A storage room opposite the kitchen area in ELC must not be used for food and multipurpose storage. Give consideration to provide two separate storerooms or contain all foods in food storage in kitchen area.

257 Crawford Street, Queanbeyan, PO Box 90 Queanbeyan NSW 2620, Tel. 02 6285 6000, Fax. 02 6285 6666
E-mail council@qcc.nsw.gov.au Internet www.qcc.nsw.gov.au ABN 12 842 195 133

Country living – City benefits

Attachment F – Submission received during the notification period of DA 186-2013

From: Deborah Sutherland (Sydney) [<mailto:deborah.sutherland@cardno.com.au>]
Sent: Friday, 20 December 2013 4:46 PM
To: Council Mailuser
Cc: josip@landco.com.au; Brian Reeves (Sydney)
Subject: SUBMISSION IN RESPONSE TO DEVELOPMENT APPLICATION DA186-2013 FOR GOOGONG NEIGHBOURHOOD 1A STAGE 6

Dear Sir,

Please find attached a submission prepared on behalf of M Gorman Holdings Pty Ltd regarding DA186-2013 for the Googong Neighbourhood 1A Stage 6 works on exhibition.

We will send a hard copy in the mail post Xmas.

Regards

Deborah Sutherland
SENIOR TOWN PLANNING SPECIALIST
CARDNO

Phone +61 2 9496 7700 Fax +61 2 9439 5170 Direct +61 2 9024 7029
Address Level 9 - The Forum, 203 Pacific Highway, St Leonards, NSW 2065 Australia
Postal PO Box 19, St Leonards NSW 1590
Email deborah.sutherland@cardno.com.au

Cardno is a proud winner of the [2013 BRW Client Choice Awards](#).

Cardno operates a quality management system that has been certified to ISO 9001.

Cardno wishes you Seasons Greetings and a safe and happy New Year.

50614021.001
 Brian Reeves

29 November 2013

The General Manager
 Queanbeyan City Council
 257 Crawford Street
 QUEANBEYAN NSW 2620

Attention: Ms Chelsea Newman

Cardno (NSW/ACT) Pty Ltd
 ABN 95 001 145 035

Level 9
 The Forum
 203 Pacific Highway
 St. Leonards NSW 2065

P.O. Box 19
 St Leonards NSW 1590
 Australia

Phone: +61 2 9496 7700
 Fax: +61 2 9439 5170

www.cardno.com.au

**SUBMISSION TO QUEANBEYAN CITY COUNCIL IN RESPONSE TO
 DEVELOPMENT APPLICATION DA186-2013 FOR GOOGONG NEIGHBOURHOOD
 1A STAGE 6**

Dear Sir/Madam,

On behalf of our client, On behalf of our client, M Gorman Holdings Pty Ltd, which as an authority from the owner (Mrs.M.Gorman) of Lot 101, DP616217 (referred to hereafter as 'Bunyip') adjoining the southern boundary of the subject development by Googong Township Pty Ltd, we make the following representations with respect to the Development Application for Googong Neighbourhood 1A Stage 6 submitted to Queanbeyan City Council on behalf of Googong Township Pty Ltd.

We also include representations with respect to the adjoining Stage 1 Development Application for the proposed Anglican School Googong within Stage 3 of Googong Neighbourhood 1A. The relevant Exhibition Plans are dated 23/10/2013, prepared by Munns Sly Moore Architects on behalf of the Diocesan Schools' Council, Anglican Diocese of Canberra and Goulburn.

The following representations are made:

- i. The 'Googong NH1A Design Plan Report' and the 'Volume 02 – Subdivision Plans for Approval' differ in layout to the 'Neighbourhood Structure Maps' in Appendix 3 of the Googong DCP with respect to the location of the Public School and the site size and geometry of the proposed Anglican School. Whilst our client has no fundamental objection to these changes, the indicative road layout for Neighbourhood 2 (NH2) is potentially inconsistent with the proposed alignment of Helen Street in Stage 6D. Secondly, Rose Street is proposed as a cul-de-sac, without construction of the road along my client's boundary along the southern edge of the Anglican School site. When and by whom is this road (or half-road) to be constructed?
- ii. Rogers Road within Stages 6a and 6c is indicated as a Street Type 4B, with a 5.5m carriageway within an 18.7m road reserve. Is this road proposed as a one-way or two-way road for the purpose of this DA? Is this intended to change after future residential development of the Bunyip site? The design plans indicate an intersection 'stub' off Helen Street into Bunyip, inferring that

Australia • Belgium • Canada • Ecuador • Germany • Indonesia • Italy • Kenya •
 New Zealand • Papua New Guinea • Peru • Tanzania • United Arab Emirates •
 United Kingdom • United States • Operations in 85 countries

Rogers Road is intended ultimately as a dual carriageway with an extremely wide central landscaped median encroaching into Bunyip, thereby potentially restricting the future lot yield of Bunyip. If so, why? Further, the typical road cross-section indicates that stormwater runoff from Rogers Road pavement discharges directly into Bunyip due to the proposed one-way crossfall and flush kerb. This flow from the road pavement is apparently uncontrolled, without detention or water quality treatment prior to discharge into Bunyip.

The Stage 6 Landscape Masterplan (Aecom Figure 3) indicates the retention of a row of existing trees along the boundary of Bunyip and Rogers Road, without recognition that a proportion or all of these trees are within Bunyip and are not within the proponent's Stage 6 site. The Landscape Plan does not recognise that such trees may not be retained in any future residential development of Bunyip.

- iii. The 'Googong NH1A Design Plan Report' and the 'Volume 02 – Subdivision Plans for Approval' indicate the presence of a potential Aboriginal PAD (potential archaeological deposit) within the Bunyip land without any reference in the supporting reports as to why the Development Application indicates this PAD on adjoining land not the subject of the DA nor on land owned by the proponent. Further investigation has revealed that the PAD site has been nominated without any subsurface investigations by the proponent. The proponent should only reference issues relating to the proponent's site.
- iv. The 'Googong NH1A Design Plan Report' and the 'Statement of Environmental Effects' (SEE) reference a bushfire strategy and report by Australian Bushfire Protection Planners and a later report by EcoLogical. The SEE refers to the need for a temporary Asset Protection Zone (APZ) to the land directly to the south of the Stage 6 development, with ongoing maintenance procedures. Presumably the proponent is proposing that these APZs are within Bunyip, however our client has not been formally notified of the proponent's intentions nor given concurrence to the provision and maintenance of the subject temporary APZs within Bunyip for the Stage 6 DA.
- v. Most importantly, the staging of the Googong development indicated in the DCP Neighbourhood Structure Maps and specifically the NH1A boundary (including within the proponent's DA documentation) seems to unfairly preclude the timely development of our client's land by including Bunyip in Neighbourhood 2 rather than within Neighbourhood 1A as it would be more logically located. There are multiple reasons for Bunyip to be included within Neighbourhood 1A rather than within Neighbourhood 2 including:
 - a. common road frontages and connections to Stages 3 and 6 of NH1A, including the proposed Anglican School, enabling the timely resolution of road construction along the common boundaries;
 - b. stormwater runoff from NH1A Stages 3 and 6 discharges into Bunyip and ultimately into Montgomery Creek;
 - c. the timely development of Googong Common and the riparian corridor of Montgomery Creek is achieved by incorporating the portion of Bunyip land zoned for open space/drainage reserve;
 - d. detention and water quality facilities can be accommodated within the Bunyip land to cater for the catchment of the residential development within Bunyip;
 - e. Bunyip will be serviced for water supply and sewer reticulation from the adjoining Stage 6 development;

- f. Bunyip is in close proximity to the NH1A Neighbourhood Centre and schools within NH1A, whilst being somewhat remote to the future Neighbourhood 2 Town Centre; and
- g. the development of Bunyip as part of NH1A would enable resolution to the issue of the temporary southern bushfire asset protection zone required for Stage 6, including ongoing maintenance issues.

We request Council's consideration and written response to the above issues.

Yours faithfully



Brian Reeves
NSW/ACT Civil Infrastructure Discipline Leader
For Cardno
Telephone: 02 9496 7700

13 December 2013

To: The Manager
Queanbeyan City Council
QUEANBEYAN NSW 2620

And To: all others to whom this letter is presented

Dear Sirs

Lot 101 DP 616217
'Bunyip' 44 Googong Road Googong

I hereby authorise M Gorman Holdings Pty Ltd and any person appointed by it (**Gorman**), to:

1. make all enquiries and representations on my behalf with Queanbeyan City Council and any other relevant authority, on all matters regarding the above property including any development or other application lodged with respect to adjoining land;
2. have unlimited access to the above property for the purpose of commencing non-destructive site investigations (including drilling and testing of soil), surveys and measurements or any other related purpose associated with the future development of the above property; and
3. deal with all other persons regarding the above property as though it were the owner of the property, including communicating and dealing with all adjacent landholders.

Nothing in this authority authorises Gorman to commit or bind me in respect of any act matter or thing either in respect of the Property or otherwise.

Yours faithfully,

Mary Marcella Gorman



Date 18/12/13

Attachment G – Staged Development Application Was Withdrawn by the Applicant

Erik Innes [EInnes@munnsslymoore.com.au]

Sent: Thu 20/02/2014 4:12 PM

To: Lorena Blacklock

Cc: Mary Kunang; Gary Chapman; Michael Thompson; Diocesan Schools Council

Lorena,

Following our conversation, I have confirmed with our client, The Anglican School Googong, that the application submitted to council is for the ELC and Junior School only, and the masterplan included in the application was provided to Council for context only.

The information provided with the submission was based on the advice provided by QCC at our pre application meeting last year.

Please advise if you require any further information from us.

Regards

Erik