ITEM	**49 Woodville Road, CHESTER HILL** **Construction of a new public school for special purposes**
FILE	**DA-1308/2015 - North Ward**
ZONING	**SP2 Infrastructure – Educational Establishment**
DATE OF LODGEMENT	**29 October 2015**
APPLICANT	**NSW Public Works**
OWNERS	**Department of Education**
ESTIMATED VALUE	**$10,548,000**
AUTHOR	**Development Services**

SUMMARY REPORT

This matter is reported to the Sydney West Joint Regional Planning Panel in accordance with the provisions contained in *State Environmental Planning Policy (State and Regional Development) 2011.* The proposed development has an estimated capital investment value of $10,548,000.

The development application has been lodged with Council by a Crown Authority (NSW Public Works) and in the event that the capital investment value of the development exceeds $5 million, under Schedule 4A(5) of the Environmental Planning and Assessment Act 1979 the application is referred to the JRPP for determination.

The development application proposes the construction of a seventy (70) student special needs school, known as 'Rowland Hassall School', which proposes to cater for both primary and secondary school aged students with intellectual and other secondary disabilities.

The proposed buildings are single storey and are arranged in a U-shape around a central play area. Ten (10) classrooms are proposed, as well as an administration building, library and multi-purpose hall. A twenty-five (25) space carpark, including one (1) disabled car space is located along the southern boundary, with the site incorporating on-site pick-up and set-down facilities.

The development application has been assessed against *State Environmental Planning Policy No. 55 - Remediation of Land, State Environmental Planning Policy (Infrastructure) 2007, Greater Metropolitan Regional Environmental Plan No 2 - Georges River Catchment* (a deemed SEPP)*, Bankstown Local Environmental Plan 2015* and *Bankstown Development Control Plan 2015.*

The application is compliant with the relevant provisions contained within the above plans and policies, with the exception of Clauses 4.3, 4.4 and 4.5 of Part B7 of the Bankstown Development Control Plan 2015 in regards to the classroom size / student density provision (clauses 4.3 and 4.4) and the length of the buildings (clause 4.5). An assessment of the development has found that these variations are justified in the circumstances of this case, in the context of both the overall development and the surrounding locality.

The application was advertised and notified for a period of twenty one (21) days, from 11 November 2015 to 1 December 2015. Three (3) submissions and a petition containing fifty nine (59) signatures have been received. Concerns raised in the submissions related primarily to traffic, access, the ability of Parkham Street to accommodate additional vehicle movements, pedestrian and motorist safety and the impact of the school on the amenity of the residents of Parkham Street. Each of the issues raised in the submissions have been addressed in the report.

POLICY IMPACT

This matter has no direct policy implications. The proposed development is permissible with consent and satisfies, in the most part, relevant planning legislation.

FINANCIAL IMPACT

This proposed matter being reported has no direct financial implications.

RECOMMENDATION

It is recommended that the application be approved subject to the attached conditions

ATTACHMENTS

A - Plans
B - Conditions of Consent

DA-1308/2015 ASSESSMENT REPORT

SITE & LOCALITY DESCRIPTION

The subject site is known as No. 49 Woodville Road, Chester Hill and is zoned 'SP2 Infrastructure – Educational Establishment' under the Bankstown Local Environmental Plan 2015. The site is a vacant essentially rectangular shaped allotment that has an area of approximately 1.5 hectares (15,030sqm). The site has two street frontages, one to Woodville Road, the other to Parkham Street.

The site was previously used as the Old Guildford Public School oval. The subject site slopes at gentle gradients to a low point at the middle of the southern boundary.

To the west of the site (on the opposite side of Woodville Road) is the 'Old Guildford Public School' which occupies the south western corner of Woodville Road and Orchardleigh Street.

To the east of the site are sites fronting Parkham Street with the immediately adjoining development adjacent the north eastern corner of the allotment being an attached two storey dual occupancy development (at 18 and 18A Parkham Street) while a single storey weatherboard dwelling immediately adjoins the south eastern corner of the allotment (at No 20 Parkham Street). Sites fronting Parkham Street are primarily occupied by single storey dwellings.

Adjoining the northern boundary are primarily the rear yards of residential allotments fronting Alpha Street while to the south are primarily the rear yards of residential allotments fronting Fuller Street.

Adjoining the north western corner of the site (at No 47 Woodville Road) is a site currently occupied by a car rental depot/motor vehicle sales yard. Development consent was recently granted on this site for the demolition of existing site structures and the construction of a three (3) storey residential flat building comprising of thirty seven (37) residential units, basement car parking and associated landscaping. At this stage there is no evidence that this consent has been activated.

The site locality is illustrated in the aerial photo below.

PROPOSED DEVELOPMENT

The development application proposes the construction of a new primary and secondary special needs school specifically comprising the following:

- The construction of two (2) buildings containing ten (10) classrooms, storerooms, library/multipurpose space, studios, workshops, canteen and kitchen;
- One (1) administration building, including sick bay, interview rooms, staff offices and storerooms, kitchen and staff room;
- Toilet facilities for students and staff with accessible toilet / shower room;
- A twenty-five (25) space car parking area, including (1) disabled car space, incorporating a four (4) bay student pick-up and set-down area. Vehicular access is provided from Parkham Street via an entry/exit driveway located adjacent the south eastern corner of the site.
- Central outdoor play area between buildings, one (1) basketball court and one (1) turfed play area.
- A 2.1 metre high steel security fence along the property boundaries.

The school is proposed to operate Monday to Friday between 8.00am and 3.30pm. There will be no special events carried outside these proposed school hours and there will be no scheduled community use of the school during school holidays.

A perspective of the proposed development from Parkham Street is provided below.

SECTION 79C ASSESSMENT

The proposed development has been assessed pursuant to section 79C of the *Environmental Planning and Assessment Act, 1979*.

Environmental planning instruments [section 79C(1)(a)(i)]

State Environmental Planning Policy No. 55 – Remediation of Land

Under the provisions of Clause 7 of SEPP 55, a consent authority must not consent to the carrying out of any development on land unless:

a) *It has considered whether the land is contaminated, and*
b) *If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
c) *If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

With respect to land ownership, from 1892 to 1944 the land was privately owned while from 1944 to 1989 the land was Crown land. Since 1989 the Minister of Education has owned the site.

A review of ten (10) historical aerial photographs (years 1930, 1951, 1961, 1970, 1978, 1986, 1994, 2002, 2005 and 2014) reveals that the site has remained vacant and has generally been used as open space over the years.

Some minor levelling (filling of the drainage channel / depression) occurred between 1961 and 1970 with the construction of the terraces that make up the current site layout occurring between 1970 and 1978. Based on the historical aerial photographs there is no evidence of any former intensive land cultivation or industrial activities occurring on the site.

Accompanying the development application was a Preliminary Site Investigation report, prepared by GHD Pty Ltd, dated March 2015, which reached the following conclusions:

- *Review of the historical information including title deeds, aerial photos and council's 149 certificates indicate that the site has been predominately used as sporting fields.*
- *Based on the review of historical aerial photos, topographic contours by a geotechnical engineer and site inspection, the site had two distinct levels and appeared to have had soil excavated and redistributed on the site leaving a north south raised land formation across the centre of the site. The eastern and north eastern portion was believed to be constructed using cut and fill techniques, and the southern and south western portions were likely constructed with filling. Concrete kerb was noted in the eastern portion and southern portion of the site.*
- *The fill material for building the sporting fields could include materials from the cutting in the eastern and north eastern portion of the site and from uncontrolled off site sources.*
- *The common contaminants with uncontrolled fill material in NSW include asbestos, elevated levels of heavy metals and PAH. Pesticides could be present in the uncontrolled fill material and also could be used for the maintenance of the sporting field.*
- *Petroleum hydrocarbons including TRH, BTEX and PAH could be present with the groundwater which potential could migrate from the nearby service station.*
- *Illegal dumping was noted at the site, in the areas close to the site access at Woodville Road and Parkham Street and in the south western portion of the site.*
- *The site is affected by the Bankstown Development Control Plan 2005, Part E3 – Flood Risk Management which includes flood related development controls for properties based on the relevant floor risk precinct.*

Based on the findings of the preliminary site investigation it was deemed that further investigation was required to assess if the site is suitable from a contamination perspective for the proposed school use.

In light of the findings reached following the Preliminary Site Investigation, the development application was also accompanied by a detailed *Contamination Investigation,* prepared by NSW Public Works, Report No. 15-GS91B, dated August 2015. The conclusions and recommendations reached are as follows:

"Based on the findings from the current contamination investigation, it is considered that the Site is suitable for the proposed development, subject to the implementation of the following recommendations.

- *The observed debris / rubbish on the ground surface in the north-eastern and south-western parts of the Site should be removed and be properly disposed offsite to a licensed landfill. Any fibre-cement fragments found, unless proved otherwise, should be assumed to contain asbestos and be designated as asbestos waste. The Site should then be secured (if possible) to prevent any further illegal dumping of waste.*
- *As recommended in GHD's PSI report, it would be prudent to install three (3) ground water monitoring wells within the Site to determine whether potentially contaminated groundwater from the nearby service stations is entering the Site. It should be noted that any groundwater encountered outside the alignment of the former drainage channel / depression will be below the depths of any foundation excavations for the proposed buildings or general earthworks on Site.*
- *Any material that is to be excavated and disposed of in a NSW OEH licensed landfill should be assessed and classified (with TCLP testing, where appropriate) in accordance with the Waste Classification Guidelines (NSW DECC, 2009) and relevant legislation.*
- *Any imported material should be validated in accordance with National Environmental Protection (Assessment of Site Contamination) Measure 1999 (ASC NEPM). The fill material should not contained asbestos, and not be acid sulfate soil or saline soil. The imported fill material should be 'virgin excavated natural material' (VENM) or 'excavated natural material' (ENM), as defined in the Waste Classification Guidelines (NSW DECC, 2009) because of their low risk of contamination.*
- *An Environmental Site Management Plan should be prepared. This Plan should include a contingency plan for the assessment /management of any UNEXPECTED discovery of contamination during the course of earthworks".*

The documentation accompanying the development application was referred to Council's Environmental Health Officer for review. In light of the findings reached, following the Contamination Investigation undertaken in August 2015, Council is satisfied that the site can be made suitable for the proposed use pursuant to Clause 7 of SEPP 55.

State Environmental Planning Policy (Infrastructure) 2007

Part 3 – Division 3 – Educational establishments

Clause 32 of the SEPP states that a consent authority must take into consideration all relevant standards contained in the following State government publications where an application is lodged for the purposes of a school:

- 'School Facilities Standards – Landscape Standard'
- 'School Facilities Standards – Design Standard'
- 'School Facilities Standards – Specification Standard'

An assessment of the development reveals compliance with the provisions contained within each of these standards.

Part 3 – Division 17 – Roads and Traffic

Clause 104 of the SEPP requires that 'traffic generating developments' be referred to Roads and Maritime Services (RMS) for comment. The proposed development seeks approval for a school with more than 50 students, and therefore qualifies as a 'traffic generating development'.

The RMS were invited to comment on the proposal and were referred the *Traffic and Parking Impact Assessment*, prepared by McLaren Traffic Engineering, Reference No. 15360.02FB, dated 12 October 2015 that was submitted with the application.

The RMS raised no objection to the proposal subject to the imposition of conditions of consent relating to, amongst other things, the installation of School Zone signs and associated pavement marking etc.

The balance of the requirements outlined in the RMS' correspondence have been included in the attachment to this report as recommended conditions of consent.

Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment

It is considered that the proposed development will not significantly impact on the environment of the Georges River, either in a local or regional context. The proposal is considered to meet the aims and objectives of the deemed SEPP.

Bankstown Local Environmental Plan 2015

The following clauses of the Bankstown Local Environmental Plan 2015 are relevant to the proposed development and were taken into consideration:

- Clause 1.2 – Aims of Plan;
- Clause 1.3 – Land to which Plan applies;
- Clause 2.1 – Land use zones;
- Clause 2.3 – Zone objectives of Land Use Table;
- Clause 4.3 – Height of buildings;
- Clause 4.4 – Floor Space Ratio;
- Clause 5.9 – Preservation of trees or vegetation;
- Clause 6.3 – Flood planning

An assessment of the development application revealed that the proposal complies with the matters raised in each of the above clauses of the Bankstown Local Environmental Plan 2015.

Draft environmental planning instruments [section 79C(1)(a)(ii)]

There are no draft environmental planning instruments applicable to the proposed development.

Development control plans [section 79C(1)(a)(iii)]

The Bankstown Development Control Plan 2015 (BDCP 2015) supports the BLEP 2015 by providing additional objectives and development controls. Part B7 – Educational Establishments of the BDCP 2015 applies to the design and function of schools. The following table provides a summary of the development application against the relevant numerical controls.

STANDARD	PROPOSED	BDCP 2015 PART B7 – EDUCATIONAL ESTABLISHMENTS		BLEP 2015 COMPLIANCE
		REQUIRED	COMPLIANCE	
Floor Space Ratio	0.13:1	N/A	Yes	Yes
Primary class size	Approx. 10.7m^2 per student	Max 3.8m^2 per student	No	N/A
Secondary class size	Approx. 10.7m^2 per student	Max. 5.6m^2 per student	No	N/A
Building length	Max. 78m	Max. 45m	No	N/A
Primary Setback	The minimum 9 metre setback has been achieved both to Woodville Road and Parkham Street	9m or a distance of equal to the proposed max. building height, whichever is the greater to the Primary road frontage	Yes	N/A
Deep soil zone	Min. 9m to primary road frontage Min. 5m to side and rear setbacks	Min. 9m to primary road frontage Min. 5m to side and rear setbacks	Yes	N/A
Parking	25 employees and 10 classrooms. = 25 car spaces proposed, including 1 disabled car space Nil car space for students in year 12.	1 car space per employee or classroom, whichever is the greater; and 1 car space per 8 students in year 12	Yes	N/A

STANDARD	PROPOSED	BDCP 2015 PART B7 – EDUCATIONAL ESTABLISHMENTS		BLEP 2015 COMPLIANCE
		REQUIRED	COMPLIANCE	
Solar access	Min. of 2hrs is received to any habitable room on the adjoining properties between 8.00am to 4.00pm	Any habitable room on the adjoining property to receive 2 hrs of solar access between 8.00am to 4.00pm	Yes	N/A

As the table demonstrates, the applicant is seeking a variation to the classroom size / student density provision and building length requirement contained within Part B7 of the Bankstown Development Control Plan 2015.

Classroom size / student density

The DCP states that the size of the classrooms must not exceed 3.8m^2 per primary school student and 5.6m^2 per secondary school student.

Given the size and number of classrooms and the fact that the school is seeking to only cater for 70 children it results in a floor area of approximately 10.7m^2 per student. However it should be recognised that the proposed development is not for the purpose of a mainstream school. It is a purpose-built school for students with special needs, and accordingly follows a specific design brief. The applicant has provided the following commentary on the methodology that has been used in the design of the proposed classrooms:

"The proposal relates to the construction of a new public school for specific purposes (SSP). Such schools cater for students with diverse and complex learning needs who also require intensive levels of support in specialist settings.

At a SSP normally the number of students per classroom varies but is typically less than 10 students. In general, the teacher/principal would group students together on ability and social dynamics or other criteria, and not necessarily on age. Space requirements also differ for students attending SSPs.

Therefore, the gross floor area requirements in primary and secondary schools in the BDCP may not be a relevant standard for a SSP".

The learning spaces are appropriately sized and provide all necessary amenities. The DCP control is geared towards mainstream schools and does not contemplate a school designed for students with special needs. Accordingly, the strict application of the DCP classroom rates would be unreasonable in this instance and a variation in this case is warranted.

Building length

The maximum building length allowed under the BDCP is 45 metres. The proposed 'Administration Block' along the southern boundary has a length of 80 metres while the classrooms provided along the northern boundary are provided within a building that is 60 metres long. Each of these buildings fail to comply with the maximum permitted building length control as contained in Clause 4.5.

Each of these buildings are single storey and provide for minimal visual bulk as viewed from the adjoining sites. The buildings are not imposing and provide for sufficient separation to the adjoining residential sites such that no adverse visual amenity impacts particularly as they, in the most part, adjoin the rear boundaries of the adjoining sites. Sufficient spatial relief and landscaping opportunities exists between the proposed buildings and the neighbouring residential developments such that a non-compliance with the building length control can be supported in this instance.
While the above table provides for an assessment against the numerical controls contained in Part B7, the following section of the report considers issues relating to accessibility, sight lines and the impact on the local road network.

The development provides for a drop off / pick up bay adjacent the driveway that extends partly along the sites southern boundary. Given the length of the driveway there exists sufficient opportunity for the site to accommodate any queuing that may occur during the peak drop off / pick-up periods.

However, as opposed to the conditions typically experienced at mainstream schools, for schools such as this the Department of Education and Communities specifically assist special needs students in travel to and from school through the Assisted School Travel Program. This service provides free transport for students who are unable to utilise other modes of transport. The means of transport that is made available is via mini-bus. So while the school provides for sufficient queuing capacity should the students attend by private motor vehicle, the arrangements whereby they can travel to and from school by bus will only reduce any adverse impacts associated with the drop off / pick up periods.

Council's Roads and Infrastructure Unit have reviewed the traffic report accompanying the development application and are firmly of the view that the additional vehicle movements generated by the development are able to be accommodated in the local road network.

Planning agreements [section 79C(1)(a)(iiia)]

No planning agreement has been entered into under section 93F nor has the applicant offered to enter into a draft planning agreement.

The regulations [section 79C(1)(a)(iv)]

The proposed development is not inconsistent with the relevant provisions of the Environmental Planning and Assessment Regulation 2000.

Any coastal zone management plan – [section 79C(1)(a)(v)]

A Coastal Zone Management Plan does not apply to the land.

The likely impacts of the development [section 79C(1)(b)]

Based on the assessment contained in previous sections of this report, it can be concluded that the proposed development will have an acceptable impact on the locality.

Suitability of the site [section 79C(1)(c)]

The site is suitable for the proposed development. 'Educational establishments' are a permitted land use under the BLEP 2015, access and parking facilities have been appropriately arranged, and the scale and nature of the proposed development is compatible with neighbouring land uses. The site is considered to be suitable for the development.

Submissions [section 79C(1)(d)]

The application was advertised and notified for a period of twenty one (21) days, from 11 November 2015 to 1 December 2015. Three (3) submissions and a petition containing fifty nine (59) signatures have been received.

The title to the petition states that *'we the undersigned wish to oppose vehicular entry via Parkham Street, Chester Hill to the proposed new Rowland Hassall School to be constructed on 49 Woodville Road'*

Concerns raised in the submissions are addressed below:

Objection:
All vehicular access to the site should be provided from Woodville Road. As all students will bused directly onto the school grounds a Woodville Road entrance would provide a safer option as opposed to the tight entry and exit restrictions from Parkham Street.
Woodville Road also offers connectivity to direct and active access of all public transport assets for staff, and students when required.

Comment: The development application was referred to the Roads and Maritime Services (RMS) pursuant to Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. In response the RMS stated, in their correspondence of 14 January 2016, the following *"… the temporary construction access off Woodville Road will be closed off upon completion of the construction of the school.*

Therefore all access to the school will be via Parkham Street. In this regard, Roads and Maritime raises no objection to the Application."

Prior to the development application being lodged with Council, the applicant's traffic consultant sought 'pre-DA advice' from the RMS. The RMS advised that only construction access for heavy vehicles is supported from Woodville Road (during construction). All other trade vehicles that are required to access the site during construction (and upon the school being constructed and operating) are required to access the site via Parkham Street.

Objection:
Given Parkham and the surrounding streets are currently deemed low density and residential only, a main entrance for a public school would greatly impact on our everyday lives.
An entry / exit on Parkham Street suggests a higher density traffic flow than is typical or acceptable for this area.

Comment: While it is recognised that Parkham Street will be subject to additional vehicle movements, it is inevitable that no school will entirely manage its traffic generation to a point where traffic and car parking impacts are identical to those generated by typical low density land uses. The BLEP 2015 and BDCP 2015 do not seek to eliminate all such impacts by allowing school and other traffic generating uses to occur in a residential zone.

It is considered that traffic and car parking impacts will be managed, to a large degree, by the proposed drop off and pick up drive through arrangement provided on-site. The applicant has prepared a Traffic Management Plan (TMP) which details the manner in which the more critical afternoon peak will be managed. Details provided in the TMP include the following:

- The afternoon pick-up will occur between 2.30pm and 3pm.
- Staff will manage the loading of students in the vehicles at the afternoon pick-up.
- Parents will be given the time that their child finishes school to avoid lengthy waiting times (i.e. staggered pick up times).
- 4 vehicles can load students at a time with a maximum length of 2 minutes per vehicle.
- 38 vehicles can be accommodated within the school in a queue.

The worst case scenario would be that each student leaves the site in a vehicle. As such, 70 vehicles will need to be on-site during the afternoon half-hour pick-up window. Using 4 vehicles loading at a time for up to 2 minutes, then for the 70 students (or vehicles) 35 minutes are required. In the event that the queuing capacity is 38 vehicles the impact on on-street parking will be minimal.

While the above provides for a scenario for parents to collect their child in the afternoon (effectively providing for the worst case scenario) the unique or specific characteristics of the students attending the school mean that a less car dominated drop off / pick up arrangement will occur. As provided in the applicant's SEE the following arrangements are available for the students:

The Department of Education and Communities (DEC) specifically assist special needs students in travel to and from school through the Assisted School Travel Program. This service provides free transport for students who are unable to utilise other modes of transport independently. It is estimated that 100% of intended students are eligible for the program and those who don't use the service use public transport or parents / carer vehicles. Hence, the following assumptions are made in regards to student travel behaviour:

- *80% arrive / depart by assisted transport at an average occupancy of 2 students per vehicle*
- *10% arrive / depart by parents / carer vehicle at an average occupancy of 1 student per vehicle*
- *The remaining 10% will utilise public transport or walk.*

In light of the above it is considered that adequate provisions have been made, and can be augmented through conditions of consent, to manage the proposed impact on the local road network to an acceptable level.

Objection:
Access is at a bend in the street providing for a hazardous access and egress arrangement.
Insufficient manoeuvring area exists in the street to access and egress the site particularly for buses.

Comment: The applicant has indicated that, as a result of the Assisted School Travel Program, the most likely means of access to the school for the students is by bus. The Department of Education effectively runs this program and has available 12 seater buses (mini-buses) to assist the students in getting to and from school. These buses are able to effectively and efficiently manoeuvre on site such that they can enter and exit the site in a forward direction. Swept paths provided by the applicant confirm that such vehicle movements are possible.

The applicant has also demonstrated that swept paths allow for an 8.8 metre long medium rigid vehicle to enter and exit the site in a forward direction ensuring that appropriate vehicle movements are available on site with respect to the collection of waste. The applicant has similarly demonstrated that the driveway crossing and the necessary swept paths exist to and from Parkham Street for a garbage vehicle of this length.

Objection:
Pedestrian safety along Parkham Street

Comment: The vehicular crossing or entrance off Parkham Street is 6 metres wide which accommodates for the two way movement of vehicles to and from the site. The width of the driveway allows for motorists to enter and exit the site in a forward direction. In order to promote pedestrian safety along the road reserve, the applicant has been required to provide a splay at the driveway exit (to the footpath) in accordance with Figure 3.3 of AS2890.1-2004. It has been conditioned that this area be kept clear of any obstacles and obstructions.

In support of the development, RMS require that a portion of Parkham Street be subject to a maximum 40km/hour speed limit (during specific hours) as a means of promoting pedestrian safety.

In summary, the speeds likely to be generated by motorists both entering and exiting the site and the measures provided at the crossing will ensure pedestrian safety along Parkham Street is retained.

Objection:
Motor vehicle accidents are likely to increase in Parkham Street.

Comment: Subject to the motorists adhering to the speed limits during the morning and afternoon peak periods and the sight lines available for motorists entering the street from the site there are no grounds to suggest that motor vehicle accidents will increase.

Objection:
Fencing along Parkham Street is to be of an open gated structure to deter vandalism / graffiti.

Comment: A condition of consent has been imposed requiring the fencing along the Parkham Street frontage to comprise palisade fencing (i.e. consistent with that sought by the reference to 'an open gated structure').

Objection:
The recreation area should be located adjacent the residential properties not Woodville Road 'as residents adjoining the property should not have to endure a concrete jungle which will increase surrounding temperatures'.

Comment: The scale of the development is, at best, modest being single storey providing for appropriate setbacks to the southern, eastern and northern boundaries. The built form provides for a floor space ratio of only 0.13:1, and coupled with the fact that the school seeks to only cater for 70 children, it could be argued that the intensification of the site as an educational establishment is considerably less than that which could occur should a more traditional school occupy the site.

Objection:
There is no clear indication on the plans to support school growth.

Comment: The applicant seeks approval to provide for a special needs school catering for a maximum of 70 students. A condition of consent has been imposed restricting the student numbers accordingly.

Objection:

- *An influx of school buses, teachers, staff and parents is not a load Parkham or surrounding streets could endure particularly as they are already in poor condition.*
- *All streets within this precinct are narrow and clearly have bottle necks of parked cars on a 24/7 basis. An increase in traffic flow would create further congestion which is unwarranted and more importantly unsafe to our community particularly our elderly and young.*

Comment: Council's Roads and Infrastructure Unit have reviewed the applicant's Traffic and Parking Impact Assessment (referenced as No 15360.02FB dated 12 October 2015) and have formed the view that Parkham Street is capable of accommodating the additional vehicle movements generated by the development and can be absorbed within the local road network.

Objection:
Increased noise disturbance from the Parkham Street entrance.

Comment: It is acknowledged that additional vehicle movements in Parkham Street will result in a minor increase in noise for a number of residents in Parkham Street however the extent of the impact is confined to during the morning and afternoon peaks. The extent of the impact is not considered to be excessive in light of the fact that the school only intends catering for 70 children.

Objection:
Please confirm that this site is available to Rowland Hassall School, as long-term residents we have always been under the belief that this space was for the betterment of Old Guildford School students

Comment: The development application lodged with Council seeks approval for the construction of a new Rowland Hassall School for Special Purpose. Accompanying the development application was a Statement of Environmental effects which states that … *"The Rowland Hassall SSP is currently located in the Parramatta City Centre and the proposal is to relocate to the subject site."*

The public interest [section 79C(1)(e)]

The public interest is best served by the consistent application of the requirements of the relevant environmental planning instruments and by the consent authority ensuring that any adverse impacts on the surrounding area and the environment are avoided. The public interest is considered to have been achieved in so far as the development not only satisfies the vast majority of the controls that apply but will provide for the establishment of a school on a site that is significantly under-utilised.

The proposed development responds appropriately to the relevant standards and controls contained in the plans and policies that apply to the site (and to the development) with the matters raised in the public submissions having been satisfactorily addressed in this report.

Approval of the development is considered to be in the public interest.

CONCLUSION

The Development Application has been assessed in accordance with the provisions of Section 79C of the Environmental Planning and Assessment Act, 1979, including *State Environmental Planning Policy No. 55- Remediation of Land, State Environmental Planning Policy (Infrastructure) 2007, Greater Metropolitan Regional Environmental Plan No 2 - Georges River Catchment, Bankstown Local Environmental Plan 2015* and *Bankstown Development Control Plan 2015.*

The proposal is permissible with consent and is satisfactory with regard to the development controls that apply to this form of development. The proposed variations concerning classroom sizes and building length are worthy of support having regard to the proposed site layout and the specific needs of students intended to be catered for.