

Professor Helen Lochhead
Sydney South Planning Panel
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Trim: DOC20/637863

Dear Ms Lochhead,

Applicant Submission - Proposed Redevelopment of Canterbury South Public School, 10 – 20 High Street Canterbury (DA-41/2019)

A development application seeking consent to upgrade Canterbury South Public School was referred to the Sydney South Planning Panel (the Panel) for determination in June 2020.

Due to an administrative error, the supplementary information package prepared to respond to Canterbury-Bankstown Council's (Council) request for information dated 29 July 2019, was not submitted to Council prior to application being referred to the Panel for determination.

The supplementary information package includes revisions to the architectural drawings to:

- remove plant and equipment from the roof structure;
- provide 14 additional (28 total) staff car parking spaces on-site to meet the requirements of the Canterbury Development Control Plan 2013; and
- remove the proposed changes to the car parking arrangements on Napier Street.

In addition, it includes the following supplementary information:

- an updated Clause 4.6 Variation to justify departures to the height of buildings and floor space ratio standards;
- the preliminary site investigation reports prepared to support the Stage 1 and Stage 2 Environmental Site Assessment and Remedial Action Plan;
- a Hazardous Building Materials Report; and
- updated geotechnical investigations.

A copy of the supplementary information package is provided for the Panel's consideration at **Attachment 1**. It is important to note School Infrastructure NSW (SINSW) is currently preparing an updated Green Travel Plan for the site to further respond to the car parking, traffic and road safety issues raised by Council and the local community.

As it is likely further revisions to the traffic and noise assessments will be required to demonstrate the suitability of any updates to the Green Travel Plan, SINSW is seeking the Panel's support to defer its consideration of this matter until the revised Green Travel Plan and any supporting documents are finalised.

SINSW regrets any inconvenience caused and looks forward to working with Council and the Panel to facilitate the delivery of the proposed school upgrade.

Should you have any queries or require any additional information please contact Kate MacDonald, Director Statutory Planning on 0448 469 758 or via email at kate.macdonald18@det.nsw.edu.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Clint Zammit', with a large, stylized loop at the end.

Clint Zammit
A/Director, Projects (South)
School Infrastructure NSW





planning consultants

6 July 2020
Our Ref: 20050A.10SW

Canterbury Bankstown Council
P.O. Box 8
BANKSTOWN NSW 1885

Attention: Haroula Michael, Acting Executive Planner
Mine Kocak, Team Leader Planning East

Email: council@cbc.city.nsw.gov.au
CC: haroula.michael@cbc.city.nsw.gov.au
mine.kocak@cbc.city.nsw.gov.au

Dear Mine,

**RE: DA 41/2019 PROPOSED RE-DEVELOPMENT OF CANTERBURY SOUTH PUBLIC SCHOOL – SUBMISSION OF ADDITIONAL INFORMATION
10-20 HIGH STREET, CANTERBURY**

Reference is made to the above-mentioned development application and Council's request for further information dated 29 July 2019, and subsequent meetings on 29 October 2019 and 25 May 2020.

Amended plans have been provided at **Attachment 1**. In summary, the amendments included:

- Reduced building height;
- Minor floor plan amendments including reduction in floor area;
- The provision for additional staff car parking on site (14 additional spaces); and
- Changes to the colours and finishes.

Each of the points raised in the Council's letter is discussed below:

Request for Further and Better Particulars:

1. Impact of the development on neighbours, particularly in relation to height and scale

Response: An updated Clause 4.6 Variation to Building Height has been prepared (**Attachment 2**) which provides further justification for the variation in maximum building height, and addresses the impact of the development on neighbours in relation to building height and scale. It is noted that the building has been modified from what has been originally proposed, with the height being reduced to delete the roof pop-up and plant from the roof, refer updated architectural plans at **Attachment 1**.

With respect to the departure from the development standard of maximum floor space ratio (FSR), the development application provided an updated comprehensive Clause 4.6 variation to maximum floor space ratio (**Attachment 3**). Council has noted that the objectives of the Clause 4.4 Floor Space Ratio include "to protect the environmental amenity and desired future character of an area" and "to minimise adverse environmental impacts on adjoining properties and the public domain". It is considered that the proposal provides for a high quality-design that

provides for additional student accommodation required to cater for the forecasted growth for the local area.

When taking into account the R3 and R4 zoned land of the school, and the proposed gross floor area over the site, the re-development of the school will have a FSR of 0.38:1, which is well below the 0.5:1 FSR rate stipulated for the R3 zoned land. This figure excludes the part of the site zoned RE1. Including the RE1 zoned land, the overall FSR for the site is 0.27:1. The proposal results in an appropriate balance between built form and outdoor play space required for the primary school.

The proposal has been designed to maintain the desirable attributes and character of the area whilst also reinforcing its distinction as an educational establishment achieving 'good design' on a site with few other options for classroom accommodations. This results in providing a level of vibrancy to the character of the area that will reflect the high design standards of social infrastructure provided by SINSW.

The location of the development fronting Napier Street, and the cul-de-sac characteristics of the public domain have been considered by the project, and alternative locations have been investigated as part of the master planning of the re-development of the school. A compliant development (with reduced building height) would result in an inferior design outcome where additional buildings would occupy more of the R4 zoned portion of the site, resulting in a less cohesive and sprawling development that would require additional tree removal and remove valuable outdoor play space.

The non-compliance with the maximum FSR, which has also been reduced, does not generate any adverse overshadowing impacts or loss of solar access to adjoining properties, specifically to the properties across Napier Street to the south. The bulk and scale of the development is considered appropriate in this instance as the building has been designed to provide an efficient built form responding to contemporary teaching techniques without resulting in significant adverse impacts exterior to the site.

2. Site circulation to address equitable access to all facilities

Response: The re-development of Canterbury South Public School has been designed to ensure practical and equitable access for all students. A Rapid Transport Assessment (RTA) is being prepared by SCT Consulting for this site. The aim of the RTA is to identify a vision for the school that would not rely on car-based kiss and drop, and that all travel for students should be walking, cycling and public transport. An updated Green Travel Plan (GTP) is also being prepared, and in conjunction with the RTA would provide some opportunities to improve mode share including bicycle training to staff and students, guided bicycle/pedestrian groups, and mapping of safe pedestrian and cycling routes, amongst other suggestions.

3. Management of:

- ***Parking generated by teaching and administrative staff of the school***
- ***Vehicle movement on local streets to provide safety and acceptable residential amenity***
- ***Set down / pick-up capacity within this residential context including pedestrian safety***
- ***Safe provision of bus facilities***

- **Traffic Surveys to be undertaken**

Response: As discussed above, a RTA and GTP are currently being prepared. Traffic Surveys have already been undertaken, however the survey data has not been submitted it may need updating to ensure the data adequately supports the RTA and GTA.

4. Need for definite advice that SEPP 55 will be satisfied

Response: As requested, a Stage 2 Environmental Site Assessment (**Attachment 4**) and Remedial Action Plan (RAP) (**Attachment 5**) have been provided. The RAP concludes that *“the site can be made suitable for the proposed development provided this RAP is implemented. A site validation report and EMP should be prepared on completion of remediation activities and should be submitted to the consent authority.”*

It is considered that once the RAP, validation report and EMP (Environmental Management Plan) are implemented, the requirements for SEPP 55 are satisfied to ensure the continued safe operation of the school. It is anticipated that this requirement would form a condition of the consent.

5. Relevant provision of [Education] SEPP particularly the design quality principles and the capacity for sharing with the community.

Response: In regard to Clause 35(6)(a) of the Education SEPP, an Architectural Design Statement was provided with the development application which addresses the seven (7) Design Quality Principles identified in Schedule 4 of Education SEPP.

In regard to Clause 35(6)(b) of the Education SEPP, given the proposed development relates to a building that provides for additional classrooms, there is limited capacity for sharing with the community. However, once the re-development of the school is complete (including other new school buildings that do not form part of this application), opportunities exist for controlled shared use of the schools proposed facilities that will be managed by the school including the current ongoing shared use of the Department of Education land forming part of the reserve to the east.

6. If any draft conditions are contested then full advice from the applicant

Response: Draft conditions have been reviewed by the Department of Education and comments have been provided under separate cover.

Internal Referrals

It is noted that the following referrals have registered no objection to the development application:

- Heritage;
- Landscape Architect;
- Community Safety Officer;
- Waste Services; and
- Building.

The following responses are provided to the comments raised in the Environmental Health internal referral:

Environmental Health***a. request for reports identified in RAP.***

Response: All documents referred to in the RAP have been provided as requested (**Attachment 5**).

b. A revised acoustic report which takes into consideration the noise associated with an increase in the number of pupils from 252 to a possible 690 pupils must be provided. This should include but not limited to noise due to increased traffic and noise from play.

Response: A revised acoustic report will be prepared to address the additional pupil numbers, as well as the additional parking to be provided on site. The revised acoustic report will also address any recommendations provided in the updated GTP.

c. A hazardous building materials survey should be undertaken on the existing structures, to facilitate hazardous building material removal and obtaining clearance certificates, prior to demolition.

Response: As requested, a Hazardous Building Material Survey has been provided at **Attachment 6**.

This letter and accompanying documentation respond to the outstanding additional information requested by Council. We hope this will assist in Council's assessment of DA 41/2019.

Should you have any queries or require clarification of any matter, please contact the undersigned. We look forward to hearing from you regarding a meeting date.

Yours faithfully
DFP PLANNING PTY LTD



SANDA WATTS
PRINCIPAL PLANNER
swatts@dfpplanning.com.au

Reviewed: 

Attachments

1. Updated Architectural Plans
2. Updated Clause 4.6 Variation to Maximum Building Height
3. Updated Clause 4.6 Variation to Maximum Floor Space Ratio
4. Stage 2 Environmental Site Assessment
5. Remedial Action Plan
6. Report to NBRS Architecture on Hazardous Building Materials
7. Report to NBRS Architecture on Geotechnical Investigations
8. Stage 1 Environmental Site Assessment

Canterbury South Public School Upgrade - Comments on Draft Conditions of Consent

Responses to Draft Conditions		
Reference	Recommended Condition	Response
Development Description	Re-development of Canterbury South Public School including demolition of existing structures and construction of a three storey school building with capacity of 690 students and associated landscape works and realignment of car parking along Napier Street.	<p><u>Proposed modification:</u> <i>"Re-development of Canterbury South Public School including demolition of existing structures and construction of a three storey school building with capacity of 690 students 30 classrooms and associated landscape works and realignment of car parking along Napier Street."</i></p> <p><u>Reason for proposed modification:</u> The proposed modification is sought to reference the number of additional classrooms rather than student numbers.</p>
Condition 2	The Assessment and final conclusions of the Geotechnical Investigation prepared by JK Geotechnics, dated 12 December 2017, Reference No 31040 SBrpt shall form part of this consent.	<p><u>Proposed modification:</u> <i>"The Assessment and final conclusions of the Geotechnical Investigation prepared by JK Geotechnics, dated 12 December 2017, Reference No 31040 SBrpt shall form part of this consent."</i></p> <p><u>Reason for proposed modification:</u> To correct a typographical error.</p>
Condition 3	Architectural Plans	<p><u>Proposed modification:</u> Update the schedule of drawings to reflect the final architectural plans.</p>
Condition 3(b)	All services attached to the roof being re-located to either within the roof or to an alternative location so as not to add to the height of the building.	<p><u>Proposed modification:</u> All services attached to the roof being re-located to either within the roof or to an alternative location so as not to add to the height of the building.</p> <p><u>Reason for proposed modification:</u> The roof top plant has been relocated elsewhere on-site in accordance with the provisions of a Review of Environmental Factors prepared by the service provider.</p>
Condition 3(c)	An internal link road is to be constructed connecting Napier Street to France Street. This internal road will facilitate movement from Napier Street, though the eastern position of the school then existing into France Street allowing drop-off and pick-up activities to be conducted on-site. The internal road stays within the ownership of the	<p><u>Proposed modification:</u> "An internal link road is to be constructed connecting Napier Street to France Street. This internal road will facilitate movement from Napier Street, though the eastern position of the school then existing into France Street allowing drop-off and pick-up</p>

land, that being the Department of Education. This will NOT be a public road. The road will consist of the following:

- An accessible parallel drop-off/pick-up space to be provided in accordance with AS 2890.6;
- Maximum height of retaining wall is approximately 1.6 m for a small portion which will decrease to nil in some sections
- Minimum 1% longitudinal grade
- Maximum 2% crossfall
- Kerb only on school side
- Kerb and gutter on opposite side
- 6.5 m carriageway kerb to kerb
- 1.5 m footpath on school side
- Drainage of the internal road will need to be considered
- 3.5 m carriageway in the access lane from Napier Street
- 0.6 m allocation on park side of access connection for fence
- 1.0 m wide area to accommodate fence and clearance along 6.5 m wide section
- Allowance for 3 m wide platform at access point to reserve, with associated ramp
- Retaining walls utilised on half of the road length, basically from access ramp to reserve back to Napier
- Minor fill/regrading in France Street to reduce requirement for retaining walls
- Sewer has sufficient cover to permit construction. The road requires excavating the existing ground by up to 1 m (at the point the road crosses the sewer behind Block B, still leaving 1.95 m cover at the sewer
- It is possible to design this road with no longitudinal fall, and hence no cut above the sewer. This will increase the height of retaining walls and require further consideration of surface flows
- The proposal does not interfere with block B or C
- A Plan of Management associated with the use of this road must be prepared and submitted to Council prior to construction.

~~activities to be conducted on-site. The internal road stays within the ownership of the land, that being the Department of Education. This will NOT be a public road. The road will consist of the following:~~

- ~~• An accessible parallel drop-off/pick up space to be provided in accordance with AS 2890.6;~~
- ~~• Maximum height of retaining wall is approximately 1.6 m for a small portion which will decrease to nil in some sections~~
- ~~• Minimum 1% longitudinal grade~~
- ~~• Maximum 2% crossfall~~
- ~~• Kerb only on school side~~
- ~~• Kerb and gutter on opposite side~~
- ~~• 6.5 m carriageway kerb to kerb~~
- ~~• 1.5 m footpath on school side~~
- ~~• Drainage of the internal road will need to be considered~~
- ~~• 3.5 m carriageway in the access lane from Napier Street~~
- ~~• 0.6 m allocation on park side of access connection for fence~~
- ~~• 1.0 m wide area to accommodate fence and clearance along 6.5 m wide section~~
- ~~• Allowance for 3 m wide platform at access point to reserve, with associated ramp~~
- ~~• Retaining walls utilised on half of the road length, basically from access ramp to reserve back to Napier~~
- ~~• Minor fill/regrading in France Street to reduce requirement for retaining walls~~
- ~~• Sewer has sufficient cover to permit construction. The road requires excavating the existing ground by up to 1 m (at the point the road crosses the sewer behind Block B, still leaving 1.95 m cover at the sewer~~
- ~~• It is possible to design this road with no longitudinal fall, and hence no cut above the sewer. This will increase the height of retaining walls and require further consideration of surface flows~~
- ~~• The proposal does not interfere with block B or C~~
- ~~• A Plan of Management associated with the use of this road must be prepared and submitted to Council prior to construction."~~

Reason for proposed modification:

SINSW is seeking the deletion of condition 2(c) on the basis that the road construction identified by Council is anticipated to cost up to \$2 million. These costs have not been included within the approved funding envelope and will impact the delivery of the project.

Further, SINSW is preparing an updated Green Travel Plan to demonstrate the proposed school upgrades can be accommodated within the existing road network. The updated Green Travel Plan will identify pedestrian and cycle infrastructure and operational changes required to reduce the car parking needs of the school.

		In addition, SINSW is investigating alternate options to improve road safety outcomes on Napier Street. Any works identified to improve road safety will be assessed via a revised traffic impact assessment and safety audit.
Condition 3(d)	The existing parking arrangement on Napier St is to remain unchanged, and the plans amended to reflect this.	<p>Proposed modification: "The existing parking arrangement on Napier St is to remain unchanged, and the plans amended to reflect this".</p> <p>Reason for proposed modification: SINSW is seeking the deletion of Condition 3(d) in its current form on the basis future car parking requirements will be identified in the updated Green Travel Plan. To address this issue, SINSW requests the use of an alternate condition requiring all car parking to occur in the locations identified in the updated Green Travel Plan.</p>
Condition 3(e)	All parking associated with the development (for staff and drop-off and pick-up of students) is to be located on-site.	<p>Proposed modification: "All parking associated with the development (for staff and drop-off and pick-up of students) is to be located on-site".</p> <p>Reason for proposed modification: SINSW is seeking the deletion of Condition 3(e) in its current form on the basis future car parking requirements, including proposed student drop-off and pick-up areas will be identified in the updated Green Travel Plan. To address this issue, SINSW requests the use of an alternate condition requiring all car parking to occur in the locations identified in the updated Green Travel Plan.</p>
Condition 3(g)	<p>An amended landscape plan to address the issues outlined below is to be submitted to Council or certifier prior to the issue of the Crown Certificate;</p> <p>(i) The landscape plan provides a planting schedule containing multiple exotic and non-indigenous species. The planting schedule must be updated to provide a list of species that conform to the Sydney Turpentine-Ironbark Forest ecological community, which is the vegetation community that is likely to have occurred on site prior to 1750. These plants must be planted in the open space area on the eastern side of the subject site. The minimum offset ratio for trees removed from the site should be an appropriate vegetation offset which is commensurate with the significance of species removed.</p> <p>(ii) Canopy trees are to be provided, this is to provide shade and increase open spaces usability and enjoyment. Especially along the central gathering area and around the proposed amphitheatres.</p> <p>(iii) A Maintenance Schedule to be provide including:</p> <ul style="list-style-type: none"> • replacement strategy for failures in plant materials and built works, • maintenance schedule for watering, weeding and fertilizing during the establishment period 	<p>Proposed modification: "An amended landscape plan to address the issues outlined below is to be submitted to Council or the certifier prior to the issue of the Construction Crown Certificate for landscape works.</p> <p>(i) <u>The landscape plan provides a planting schedule containing multiple exotic and non-indigenous species. The planting schedule must be updated to provide a list of species that conform to the Sydney Turpentine-Ironbark Forest ecological community, which is the vegetation community that is likely to have occurred on site prior to 1750. These plants must be planted in the open space area on the eastern side of the subject site. The minimum offset ratio for trees removed from the site should be an appropriate vegetation offset which is commensurate with the significance of species removed. Prior to the commencement of landscaping works, the Applicant shall provide evidence to the certifier confirming the landscape plan has been updated where practicable to include endemic species, including canopy species, generally consistent with the Sydney Turpentine Ironbark Forest ecological community.</u></p>

	<ul style="list-style-type: none"> A maintenance period of 12 months is to be specified for this application. During this maintenance period, the landscaping must be maintained in accordance with the details specified on the submitted landscape plan. 	<p>(ii) Canopy trees are to be provided, this is to provide shade and increase open spaces usability and enjoyment. Especially along the central gathering area and around the proposed amphitheatres.</p> <p>(iii) A Maintenance Schedule to be provide including:</p> <ul style="list-style-type: none"> replacement strategy for failures in plant materials and built works, maintenance schedule for watering, weeding and fertilizing during the establishment period A maintenance period of 12 months is to be specified for this application. During this maintenance period, the landscaping must be maintained in accordance with the details specified on the submitted landscape plan." <p>Reason for proposed modification: SINSW notes the proposed landscaping plan requires amendment to reflect tree removal approved under Tree Removal Permits 7560967 (16 trees removed and 1:1 offset plantings on-site) and 19954 (1 tree removed and 3:1 offset plantings) issued by Council in March 2019 and March 2020 respectively, and the final architectural plans.</p> <p>Further, all planting proposed on site is required to comply with DOE requirements to ensure the safety of students and staff and this may impact SINSW's ability to provide large trees that conform to the Sydney Turpentine Ironbark Forest ecological community across the site. Accordingly, SINSW has sought minor amendments to the condition to:</p> <ul style="list-style-type: none"> enable evidence to be provided to the satisfaction of the Certifier confirming consideration has been given to incorporating endemic species in suitable locations prior to the commencement of landscape works; reflect SINSW's obligation to obtain a Crown Certificate prior to the commencement of any landscape works.
Condition 4	<p>The number of staff is limited by the number of on-site car spaces which must comply with the maximum car parking rates as set out in Council's DCP. As the number of proposed staff exceeds the number of car parking spaces, a reduction in proposed staff numbers will impact on the proposed student numbers.</p>	<p>Proposed modification: "The number of staff is limited by the number of on-site car spaces which must comply with the maximum car parking rates as set out in Council's DCP. As the number of proposed staff exceeds the number of car parking spaces, a reduction in proposed staff numbers will impact on the proposed student numbers"</p> <p>28 car parking spaces shall be provided on-site as per Drawing 17343-NBRS-A-DA1-C03 prepared by NBRS Architects."</p> <p>Reason for proposed modification: SINSW has revised the proposal to identify an area capable of accommodating up to 28 parking spaces to accommodate 56 staff on-site. Final designs for the additional car parking will be identified in the updated Green Travel Plan.</p> <p>On this basis, SINSW considers on-site car parking can be accommodated on the site as per the rates for educational establishments identified in section B1.3 of the</p>

		Canterbury South DCP 2013 (1 car space/ 2 staff). Accordingly, SINSW requests the Panel re-word Condition 4 to require the provision of 28 car parking spaces on-site.
Condition 5	A bus stop for Canterbury South Public school is to be provided. Prior to the nomination of a bus stop location, the applicant must liaise with the bus company and consult with residents on the streets where the bus routes and bus stop locations are proposed. Evidence is to be provided of an agreement with the bus company outlining how the bus service will operate and proposed routes.	<p><u>Proposed modification:</u> "A bus stop for Canterbury South Public school is to be provided. Prior to the nomination of a bus stop location, the applicant must liaise with the bus company and consult with residents on the streets where the bus routes and bus stop locations are proposed. Evidence is to be provided of an agreement with the bus company outlining how the bus service will operate and proposed routes."</p> <p><u>Reason for proposed modification:</u> SINSW is currently preparing an updated Travel Plan which will consider potential bus locations in consultation with the bus operator. It is requested that all bus stops are located in accordance with the updated Green Travel Plan.</p>
Condition 6	Appropriate pedestrian facilities and upgrades are to be provided to ensure safe pedestrian access to and from Canterbury South Public School. Origin and destination surveys are to be conducted to identify pedestrian routes to and from the site.	<p><u>Proposed modification:</u> "Appropriate pedestrian facilities and upgrades are to be provided to ensure safe pedestrian access to and from Canterbury South Public School. Origin and destination surveys are to be conducted to identify pedestrian routes to and from the site."</p> <p><u>Reason for proposed modification:</u> SINSW is currently preparing an updated Green Travel Plan which will consider infrastructure required to ensure safe pedestrian access to the school. It is requested that any pedestrian infrastructure identified to facilitate safe access to the school is provided in accordance with the recommendations of the updated Green Travel Plan.</p>
Condition 7	A Construction Traffic Management Plan will be required to be submitted six months prior to the commencement of works for the site, for both the demolition and construction phases of the project. This plan must provide the proposed truck routes to/from the site. Council may restrict trucks accessing the site at certain hours.	<p><u>Proposed modification:</u> "A Construction Traffic Management Plan will be required to be submitted to the Certifier for approval six months one month prior to the commencement of works for the site, for both the demolition and construction phases of the project. This Plan must be prepared by an RMS accredited Traffic Controller in consultation with Council's Traffic Section and a copy of the approved Construction Traffic Management Plan must be provided to Council for information prior to the commencement of works on-site. This plan must provide the proposed truck routes to/from the site. All truck movements must occur within the construction hours permitted under this consent, unless otherwise agreed by Council Council may restrict trucks accessing the site at certain hours"</p> <p><u>Reason for proposed modification:</u> The proposed modification is requested to align with SINSW's internal benchmarks (4 weeks) for the submission of post-approval documentation.</p>
Condition 12	No approval is granted for the siting of any substation on the site. A modification application must be lodged to Council if a substation is required. Any such application must demonstrate how the structure/facility will be integrated into the design of the building without relying on the front setback area.	<p><u>Proposed modification:</u> "No approval is granted for the siting of any substation on the site. A modification application must be lodged to Council if a substation is required. Any such application must demonstrate how the structure/facility will be integrated into the design of the building without relying on the front setback area"</p> <p><u>Reason for proposed modification:</u></p>

		A substation has been installed on-site in accordance with the terms of a Review of Environmental Factors approved by the electricity service provider.
Condition 10	All aspects of the landscaping must be completed according to the submitted landscape plan (drawn by NBRS Architecture Landscape, drawings no. 17352-NBRS-L000 to 17352-NBRS-L402 Landscape Plan, Specification and Construction Details, submitted to council on 26th February 2019) except where amended by the conditions of consent. The landscaping and deep soil areas are to be maintained at all times to the Council's satisfaction.	<p><u>Proposed modification:</u></p> <p>"All aspects of the landscaping must be completed according to the submitted landscape plan (drawn by NBRS Architecture Landscape, drawings no. 17352-NBRS-L000 to 17352-NBRS-L402 Landscape Plan, Specification and Construction Details, submitted to council on 26th February 2019) except where amended by the conditions of consent. The landscaping and deep soil areas are to be maintained at all times to the Council's satisfaction"</p> <p><u>A revised landscape plan shall be submitted to Council prior to the commencement of landscape works on site. The revised landscape plan must reflect the requirements of tree removal permits 7560967 and 19954"</u></p> <p><u>Reason for proposed modification:</u> SINSW requests amendments to the proposed condition to ensure a revised landscape plan is provided to reflect the requirement of tree removal permits 7560967 and 19954 and the final architectural plans prior to the commencement of works on site.</p>
Condition 19	Proposal for any Works Zone as part of construction needs to be submitted three months prior to commencement of works on the site	<p><u>Proposed modification:</u></p> <p>"Proposal for any Works Zone as part of construction needs to be submitted to Council three months prior to commencement of the relevant works on the site."</p> <p><u>Reason for proposed modification:</u> The proposed modification is requested to align with SINSW's internal benchmarks (4 weeks from the date of determination) for the submission of post-approval documentation.</p>
Condition 23	An automatic watering system is to be installed in common areas at the applicant's cost. Details including backflow prevention device, location of irrigation lines and sprinklers, and control details are to be communicated to Council or certifier prior to Construction. The system is to be installed in accordance with the manufacturer's specification and current Sydney Water guidelines OR alternatively a landscape maintenance contractor be engaged to manually water the communal areas.	<p><u>Proposed modification:</u></p> <p>"An automatic watering system is to be installed in common areas at the applicant's cost. Details including backflow prevention device, location of irrigation lines and sprinklers, and control details are to be communicated to Council or certifier prior to Construction. The system is to be installed in accordance with the manufacturer's specification and current Sydney Water guidelines OR alternatively a landscape maintenance contractor be engaged to manually water the communal areas."</p> <p><u>Reason for proposed modification:</u> SINSW requests the deletion of Condition 23 on the basis all watering will be undertaken by the GA for the site, as per current DOE requirements.</p>
Condition 24	This condition has been levied on the development in accordance with Section 7.12 of the Environmental Planning and Assessment Act 1979 and in accordance with the Canterbury Development Contributions Plan 2013.	<p><u>Proposed modification:</u></p> <p>"This condition has been levied on the development in accordance with Section 7.12 of the Environmental Planning and Assessment Act 1979 and in accordance with the Canterbury Development Contributions Plan 2013."</p>

	<p>The amount of the contribution (as at the date of this consent) has been assessed as \$174,010.00.</p> <p>Note: The contributions payable may be adjusted, at the time of payment, to reflect Consumer Price Index increases (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.</p> <p>The contribution is to be paid to Council in full prior to the release of the Crown Certificate, (or for a development not involving building work, the contribution is to be paid to Council in full before the commencement of the activity on the site) in accordance with the requirements of the Contributions Plan.</p> <p>The Development Contributions Plan 2013 may be inspected at Council's Campsie Customer Service Centre, 137 Beamish Street, Campsie or from Council's website www.cbcity.nsw.gov.au. A copy of the Plan may be purchased from Council's Administration Centre, 137 Beamish Street, Campsie during office hours.</p>	<p>The amount of the contribution (as at the date of this consent) has been assessed as \$174,010.00.</p> <p>Note: The contributions payable may be adjusted, at the time of payment, to reflect Consumer Price Index increases (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.</p> <p>The contribution is to be paid to Council in full prior to the release of the Crown Certificate, (or for a development not involving building work, the contribution is to be paid to Council in full before the commencement of the activity on the site) in accordance with the requirements of the Contributions Plan.</p> <p>The Development Contributions Plan 2013 may be inspected at Council's Campsie Customer Service Centre, 137 Beamish Street, Campsie or from Council's website www.cbcity.nsw.gov.au. A copy of the Plan may be purchased from Council's Administration Centre, 137 Beamish Street, Campsie during office hours.</p> <p>Reason for proposed modification: The Department does not accept proposed Condition 24 on the basis it is inconsistent with the intent of Planning Circular D6, which acknowledges Crown authorities provide critical community infrastructure and that levying developer contributions on public education facilities increases the cost of such infrastructure for all taxpayers in the State.</p>
Condition 27	<p>A revised acoustic report must be prepared which takes into consideration the noise associated with an increase in the number of pupils from 252 to a possible 690 pupils. This should include but not limited to noise due to increased traffic and noise from play. The development shall comply with the recommendations of the Noise Impact Assessment. The design shall demonstrate compliance and be verified prior to works commencing. Any noise barrier installed is to be in keeping with the approved external finishes of the building and is not to add to the height of the building.</p>	<p>Proposed modification: "A revised acoustic report must be prepared which takes into consideration the noise associated with an increase in the number of pupils from 252 to a possible 690 pupils. This should include but not limited to noise due to increased traffic and noise from play. The development shall comply with the recommendations of the revised Environmental Noise Impact Assessment prepared by Resonate. The design shall demonstrate compliance and be verified prior to works commencing. Any noise barrier installed is to be in keeping with the approved external finishes of the building and is not to add to the height of the building."</p> <p>Reason for proposed modification: A revised noise impact assessment will be provided to model potential road noise based on the recommendations of the updated Green Travel Plan. As such, SINSW requests amendments to the recommended conditions of consent requiring SINSW to implement the recommendations of the revised noise impact assessment.</p>
Condition 29	<p>The landscape plan shall include the provision for the replacement of all boundary fencing. A new 1.8m fence is to be erected along all side and rear boundaries of the subject allotment where there is a shared boundary with a residential neighbour at full cost to the developer. The colour of the fence is to complement the development and the fence is to be constructed of lapped and capped timber paling, sheet metal or other suitable material unless the type of material is stipulated in any flood study prepared for the site. The selection of materials and colours of the fence is to be determined in consultation with the adjoining property owners.</p>	<p>Proposed Modification: "The landscape plan shall include the provision for the replacement of all boundary fencing. A new 1.8m fence is to be erected along all side and rear boundaries of the subject allotment where there is a shared boundary with a residential neighbour at full cost to the developer. The colour of the fence is to complement the development and the fence is to be constructed of lapped and capped timber paling, sheet metal or other suitable material unless the type of material is stipulated in any flood study prepared for the site. The selection of materials and colours of the fence is to be determined in consultation with the adjoining property owners."</p>

		<p>Reason for the proposed modification: SINSW requests the deletion of this condition on the basis fencing is currently provided on site in accordance with Department of Education security policies.</p>
Condition 42	<p>If groundwater is encountered, it must not be captured by the drainage system of the basement. In this regard the basement must be tanked at least 1000 mm above measured groundwater levels.</p>	<p>Proposed modification: "If groundwater is encountered, it must not be captured by the drainage system of the basement. In this regard the basement must be tanked at least 1000 mm above measured groundwater levels."</p> <p>Reason for proposed modification: Deletion of Condition 42 is requested on the basis no basements are proposed on-site.</p>
Condition 48	<p>Prior to Construction, the applicant must obtain approval from Council's Traffic Section for a Site, Pedestrian and Traffic Management Plan (SPTMP). This Plan must address the measures that will be implemented for pedestrian safety and traffic management as specified below.</p> <p>This plan shall include details of the following:</p> <ul style="list-style-type: none"> (a) Proposed ingress and egress points for vehicles to and from the construction site; (b) Proposed protection of pedestrians, adjacent to the constructions site; (c) Proposed pedestrian management whilst vehicles are entering/exiting the construction site; (d) Proposed method of loading and unloading excavation machines, building material, construction materials and waste containers during the construction period; (e) Proposed traffic control measures such as advanced warning signs, barricades, warning lights, after hours contact numbers etc. are required to be displayed and shall be in accordance with Council's and the NSW Roads and Maritime Services requirements and AS1742.3. (f) Proposed route for transportation of bulk and excavation materials to and from the development site. <p>The route for transportation to and from the development site of bulk and excavation materials shall generally be by the shortest possible route to the nearest "State Road" via "Regional Roads", with every effort to avoid school zones on public roads. Alternate longer routes will only be considered in order to bypass school zones during school zone hours. If school zones cannot be avoided no heavy construction vehicle movements are to arrive or depart the site during signposted school zone periods 8:00am - 9:30am and 2:30pm - 4:00pm on school days.</p> <p>An Agreement signed by the applicant/owner specifying the approved route and acknowledging responsibility to pay Council to rectify damages to public property adjacent to the site as a consequence of building works shall be lodged with Council prior to works commencing. Damage will be rectified as required by Council to remove</p>	<p>Proposed modification: "Prior to the commencement of construction works Construction, the applicant must obtain the Certifier's approval from Council's Traffic Section for a Site, Pedestrian and Traffic Management Plan (SPTMP). This Plan must be prepared by an RMS accredited Traffic Controller in consultation with Council's Traffic Section and address the measures that will be implemented for pedestrian safety and traffic management as specified below.</p> <p><i>This plan shall include details of the following:</i></p> <ul style="list-style-type: none"> <i>a) Proposed ingress and egress points for vehicles to and from the construction site;</i> <i>b) Proposed protection of pedestrians, adjacent to the constructions site;</i> <i>c) Proposed pedestrian management whilst vehicles are entering/exiting the construction site;</i> <i>d) Proposed method of loading and unloading excavation machines, building material, construction materials and waste containers during the construction period;</i> <i>e) Proposed traffic control measures such as advanced warning signs, barricades, warning lights, after hours contact numbers etc. are required to be displayed and shall be in accordance with Council's and the NSW Roads and Maritime Services requirements and AS1742.3.</i> <i>f) Proposed route for transportation of bulk and excavation materials to and from the development site.</i> <p><i>The route for transportation to and from the development site of bulk and excavation materials shall generally be by the shortest possible route to the nearest "State Road" via "Regional Roads", with every effort to avoid school zones on public roads. Alternate longer routes will only be considered in order to bypass school zones during school zone hours. If school zones cannot be avoided no heavy construction vehicle movements are to arrive or depart the site during signposted school zone periods 8:00am - 9:30am and 2:30pm - 4:00pm on school days.</i></p> <p><i>An Agreement signed by the applicant/owner specifying the approved route and acknowledging responsibility to pay Council to rectify damages to public property</i></p>

	<p>unsafe conditions. All damage must be rectified upon completion of work to the satisfaction of Council.</p> <p>The approved Site, Pedestrian and Traffic Management Plan is to be implemented prior to the commencement of any works on the construction site.</p> <p>In addition a RMS Approval / Road Occupancy Licence will be required for works on Regional or State Roads or within 100m of a traffic facility including roundabouts and traffic signals. Refer to Council's Development Engineering Standards for a list of Regional and State Roads.</p>	<p><i>adjacent to the site as a consequence of building works shall be lodged with Council prior to works commencing. Damage will be rectified as required by Council to remove unsafe conditions. All damage must be rectified upon completion of work to the satisfaction of Council.</i></p> <p><i>The approved Site, Pedestrian and Traffic Management Plan is to be implemented prior to the commencement of any for the full duration of works on the construction site.</i></p> <p><i>In addition a RMS Approval / Road Occupancy Licence will be required for works on Regional or State Roads or within 100m of a traffic facility including roundabouts and traffic signals. Refer to Council's Development Engineering Standards for a list of Regional and State Roads."</i></p> <p>Reason for proposed modification: The proposed modification is requested to align with SINSW's internal benchmarks (4 weeks following the determination of a project) and requirements for the submission of post-approval documentation.</p>
Condition 63	<p>Prior to the commencement of work, a fence must be erected around the area of the works, except where an existing 1.8 m high boundary fence is in good condition and is capable of securing the area. Any new fencing shall be temporary (such as cyclone wire) and at least 1.8 m high. All fencing is to be maintained for the duration of construction to ensure the work area is secured.</p>	<p><u>Proposed modification:</u> "Prior to the commencement of work, a fence must be erected around the area of the works, except where an existing 1.8 m high boundary fence is in good condition and is capable of securing the area. Any new fencing shall be temporary (such as cyclone wire) and at least 1.8 m high. All fencing is to be maintained for the duration of construction to ensure the work area is secured."</p> <p>Reason for proposed modification: The proposed condition duplicates the requirements of Condition 47.</p>