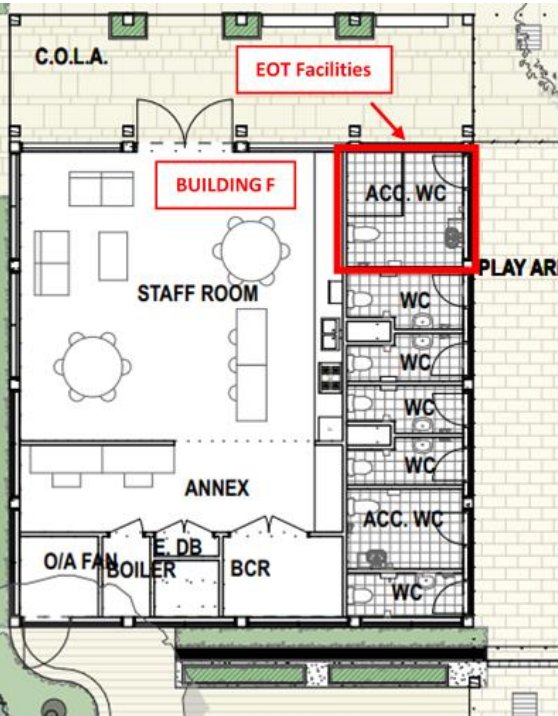


10 July 2020

## FORT STREET PUBLIC SCHOOL REDEVELOPMENT RESPONSE TO SUBMISSIONS AND REQUEST FOR ADDITIONAL INFORMATION AND CLARIFICATIONS

| Item No                   | Name  | Type     | Issue   | Response   |
|---------------------------|---|----------|---|--|
| <b>Agency Submissions</b> |   |          |   |  |
| 1                         | Department of Planning, Industry and Environment (DPIE) | Comments | <p><u>Built Form</u><br/>Address the comments made by the State Design Review Panel that the lift overrun at the Meteorological Building is considered overly intrusive and would create visual impacts.</p>  | <p>The visual and heritage impacts of the lift overrun have been assessed as part of the submitted EIS.</p> <p>The new lift is required to provide equitable access to the roof of the Met Building. In order to minimise visual impacts, the lift motor room has been designed to sit back from the existing parapet and eave edges, and extends up into a new recessive form to enclose the upper part of the lift.</p> <p>Curio has noted that the adaptive re-use of the Met Building represents a major positive heritage impact to the values and significance of the heritage item, assuming that the detailed design of elements such as the lift is undertaken sensitively to reduce visual and physical impacts as much as possible.</p> <p>During the next phase of design, detailed investigations will be conducted to review the design of the lift. This will include verifying the minimum overrun height required and associated roof form height, to ensure the height of the addition is minimised. It will also include further consideration of the use of materials, colour, and clever mechanical design to reduce the visibility and impact of the lift overrun.</p> |
| 2                         |   |          | <p><u>Community Use of the Site</u><br/>Submit a detailed schedule for the community use of school facilities listing the school facilities to be used, types functions/activities carried out, maximum occupancy and hours/days of operations.</p> | <p>As outlined at Section 3.22.3 of the submitted EIS, selected facilities, including but not necessarily limited to the communal hall, library and outside areas, may be operated outside of standard school hours on a 'user pays' basis.</p> <p>Hours of operation are anticipated to be between 6:00pm – 10:00pm on weekdays and during weekend periods. Weekend usage times are to be determined but could be expected to be within 6:00am – 10:00pm. The communal hall in the east of the site may be available for hire by local sporting groups, the Australian Electoral Commission and local community groups. The hall can cater for up to 300 people.</p> <p>Outdoor areas, including rooftop space, and the library may also be used occasionally by community groups, outside of hours. Hours of use for these areas, including rooftop space, would be consistent with the proposed hours outlined</p>  |

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|         |      |      |   | <p>above. Rooftop events would generally be associated with the school, or would be of a low-scale community nature, consistent with the broader community use of the school site. Further, any such events would have limited capacity, noting that the rooftop of Building M can only accommodate 50 people.</p> <p>No further details around likely usage, occupancy and hours of operation have been determined at this early stage.</p>   |
| 3       |      |      | <p><u>Traffic and Transport</u></p> <p>Provide clarification on whether SIDRA included in the TTA addresses the intersection performance after the development at completion and 10 years following that, and the corresponding student numbers at that future point</p> <p>Provide updated TTA that assesses parking requirements against relevant Council policies and justify any shortfalls.</p> <p>Provide clarification on school bus drop-off and pick-up location.</p> <p>Provide location of bike and scooter parking spaces and details of end of trip facilities on the site plan.</p> | <p>Arup has prepared a Traffic and Transport Response to Submissions Report to address the Department's comments (refer to <b>Appendix B</b>).</p> <p>The SIDRA analysis considers traffic impacts at the commencement of operations and within 10 years of building occupation. Based on current student forecasts, 550 students are projected up to 2036 and the TIA includes consideration of background traffic growth within 10 years of occupation.</p> <p>Parking is not provided on-site. Sydney LEP 2012 sets out maximum parking rates which are designed to minimise the provision of parking and encourage public transport use. The minimum parking requirement for the site is zero. The proposed development is therefore consistent with Council's controls. Further, as noted in the Green Travel Plan, access to the school by public transport, cycling, scooters and walking by staff and students will be encouraged to increase modal share of those travel modes. This will reduce private car usage by both teachers and parents. The FSPS site is well-located, in close proximity to existing public transport and the future Barangaroo Central Metro Station. EOT facilities will be provided at the school to enable staff, visitors and students to commute by sustainable modes of transport such as cycling and walking.</p> <p>No school buses are proposed for FSPS. The current arrangement for school excursion bus access will be retained with students being picked-up and dropped-off in Argyle Street and using the Watson Road and Upper Fort Street footpaths for access to and from the school.</p> <p>Students commuting by bus generally catch the number 311, which stops on Argyle Street near the intersection with Watson Road. Students walk to and from the bus stop independently. No change is proposed to this arrangement as part of the development application.</p> <p>Bicycle and scooter parking is shown on both the submitted Site Plan (DA-1211) and the revised Landscape Ground Floor (DA-8002). EOT facilities are located in the ground floor north-eastern corner of Building F.</p> |

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|         |      |      |   |  <p data-bbox="1238 916 1794 943">Diagram showing location of EOT facilities in Building F</p>  |
| 4       |      |      | <p data-bbox="640 959 958 983"><u>Construction Management Plan</u></p> <p data-bbox="640 986 1227 1090">Provide updated truck arrival and departure route maps that are legible, details on estimated construction vehicle movements per day and car parking arrangements for construction personnel.</p> | <p data-bbox="1238 959 2072 1038">Refer to Section 6.3.3 of the Updated Construction Management Plan prepared by Lendlease (<b>Appendix C</b>) for further analysis of truck movements during each construction phase, as well as updated truck arrival and departure route maps.</p> <p data-bbox="1238 1066 2072 1198">Truck arrival and departure will be focussed on the western side of the Sydney CBD. Truck arrival routes will utilise Sussex Street, Kent Street and Clarence Street. Truck departure routes will mainly utilise Sussex Street. Further development of suitable routes will occur in consultation with the Sydney Coordination Office as the project planning develops.</p> <p data-bbox="1238 1225 2072 1337">The anticipated number of truck movements required during the construction works will likely be in the order of 25-50 vehicles per day. During peak phases of the construction programme (indicatively between Q1 – Q3 of 2022), it is expected that works will generate up to 50 vehicles per day.</p> <p data-bbox="1238 1364 2072 1441">With respect to construction worker parking, Lendlease would encourage workers to use public transport to reduce the number of light vehicles on the road and to ease congestion around the FSPS site. Given that the site is in close proximity to</p> |

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|         |      |      | Consider potential construction impacts in the event of concurrent construction of the school and new cycleway.  | <p>Wynyard Station, there are a number of trains, ferry and bus services which operate and allow access to public transport in close proximity to and from the site. This practice has been successfully implemented at other inner-city construction sites managed by SINSW and Lendlease.</p> <p>Section 6.3.4 of the Updated Construction Management Plan at <b>Appendix C</b> addresses potential construction impacts in the event of concurrent construction of the school and new cycleway. Whilst careful management of the cumulative construction impacts would be required, concurrent construction would reduce the overall duration of construction works in the locality.</p> <p>Whilst the construction of the Sydney Harbour Bridge (SHB) cycleway is likely to occur after the commencement of works at FSPS, it is possible that they could occur concurrently. If concurrent construction eventuates, the continued diversion of the SHB cycleway is paramount. The proposed shared cyclist and vehicle detour in the EIS, utilising the temporary ramp on the SHB stairs and continuing onto Watson Road, Argyle Street and Kent Street will be used.</p> <p>Initial review of the routes has been undertaken and discussed with City of Sydney bicycle and traffic representatives, Bicycle NSW and Roads and Maritime Services. More planning will be required to consider this alternative route which would benefit both projects. SINSW and its contractor will continue to liaise with the authorities to obtain the most up to date information available on the SHB cycleway diversion works as the FSPS project progresses.</p> |
| 5       |      |      | <p><u>Consolidation of Lot</u><br/>Provide clarification on which lot the heritage wall will be located in.</p> <p>Provide clarification on whether any building structures will straddle over the two newly formed lots</p>             | <p>The heritage wall will be wholly contained within Lot 5 DP 358013.</p> <p>No structures straddle the lot dividing line.</p>   |
| 6       |      |      | <p><u>Construction and Operational Noise</u><br/>Provide revised Acoustic Assessment report that considers all anticipated operational noise impacts, due to the increase in student numbers and redevelopment of existing buildings</p> | <p>Arup has prepared a statement to address the Department's comments regarding acoustic impacts (refer to <b>Appendix G</b>).</p> <p>Regarding operational noise impacts, the student population is proposed to increase from 220 students to 550 students, which would equate to an approximate increase of 3-4 dB (assuming an equal energy basis per student). Given this relatively marginal potential increase, and given the high ambient environmental noise levels, the likelihood of there being a significant impact from student activity noise on nearby premises is very low.</p> <p>With respect to other sources (PA system, school bell, activity within buildings) implications have been discussed in the Acoustic Report. These other sources will aim for compliance with the Noise Policy for Industry noise levels. Assessment of these is more appropriately undertaken at detailed design stage and can be verified prior to commencement of construction.</p>  |

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|         |   |          |  | Regarding construction noise impacts, construction noise criteria in accordance with the NSW Interim Construction Noise Guideline are provided in the SSDA Acoustic Assessment Report ( <i>AC03_v4_FSPS SSDA Acoustic Assessment Report.pdf</i> ), along with in-principle mitigation and management measures. Given the site context, construction noise from the development is not anticipated to have a significant negative impact on the surrounding area. Furthermore, only preliminary information is currently available regarding proposed construction methods, that would otherwise be subject to review by the contractor. Accordingly, a Construction Noise and Vibration Management Plan is recommended to be prepared by the Main Contractor prior to commencement of site works, which is a standard conditional requirement for development of this type. |
| 7       |   |          | <u>Landscaping</u><br>Incorporate planting schedule within the landscape plans to show how they correspond to each other.  | A planting schedule has been incorporated within the revised Landscape Plans. Refer to drawings DA-8005, DA-8006, DA-8007 and DA-8008 at <b>Appendix D</b> .  |
| 8       | DPIE – Biodiversity and Conservation Division – Environment, Energy and Science Group (EES) | Comments | EES recommends that any recommendations within the Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by Curio Projects dated December 2019 should form part of conditions of consent should an approval be granted.  | Noted.  |
| 9       |   |          | EES has reviewed the Biodiversity Development Assessment Report (BDAR) prepared by the Ecological Australia dated 19 March 2020 and advise that the BDAR has been completed in a suitable manner. EES has made the following comments:<br>Planted vegetation was best fitted to a PCT, but the vegetation integrity scores were so low that no ecosystem credits are required<br>Habitat assessment has identified one building with potential microbat habitat, but no physical signs of microbats were detected. This building is to be retained, so no targeted surveys were undertaken. There is a proposal for pre-development microbat surveys in the BDAR and this is supported. If species credit species are identified, then credit requirements can be calculated on the results of those surveys.<br>Two planted <i>Syzygium paniculatum</i> cultivars were found and have generated two species credits.<br><br>There are no outstanding matters that need to be addressed prior to approval. | Noted.  |

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| 10      | City of Sydney Council | Comments | <p><u>Waste Collection and Deliveries</u><br/>The Traffic Report, in one scenario, requires a garbage vehicle to make a U-turn within the school playground during a timeslot when school grounds are not being used for play activities, but conflicts with the Operations Statement which advises school grounds will be closed between 3:30pm and 8:30am. Clarification is required.</p>  | <p>In response to Council's concerns, it is confirmed that waste collection and deliveries will be managed to occur outside of the school's operating times, including pick-up and drop-off times. This will eliminate any potential conflicts with students inside the school grounds.</p> <p>Entry and exit of the waste vehicle into the school is shown in a forward direction with some manoeuvring required within the school grounds - refer to covering Response to Submissions Reports and Arup's Traffic and Transport Response to Submissions Report (<b>Appendix B</b>). A second option for waste collection where the vehicle reverses into Upper Fort Street from the Observatory Road, is provided for flexibility of arrangements and to further separate the truck movements from students.</p>  |
| 11      |                        |          | <p><u>Waste Collection and Drop-off / Pick-up within school site</u><br/>The proposed vehicle turning circle within the school site and designated DO-PU zones within the school is not supported, due to potential conflict created between vehicles, students, and cyclists. Option that requires three-point turn in playground for garbage truck is not supported, entry and exit for waste collection is to be in a forward direction only. Will result in poor landscape and school play design. City recommends waste collection and DO-PU on Upper Fort St and not within school playground.</p> | <p>A detailed response to Council's concerns is provided in the covering Response to Submissions Report and at <b>Appendix B</b>.</p> <p>In Section 3.4.2 of Arup's Traffic and Transport Response to Submissions Report (<b>Appendix B</b>), entry and exit of waste vehicles into the school is shown in a forward direction with some manoeuvring required within the school grounds. As outlined above, all waste collection and deliveries will be managed to occur outside of the school's operating times, including pick-up and drop-off times. This will eliminate any potential conflicts with students inside the school grounds. It is noted that out of school hours waste collection is standard practice adopted across Department of Education sites.</p> <p>A detailed series of diagrams have been prepared to demonstrate how pick-up and drop-off activities will be managed to ensure that there are no conflicts between vehicles, students and cyclists. Together with the implementation of a School Operational Management Plan, the proposed pick-up and drop-off arrangements will operate safely and efficiently.</p> <p>As outlined in the submitted EIS, a number of alternative vehicle drop-off and pick-up locations were considered to remove the need for vehicles to enter the school grounds. However, the use of nearby streets (Kent Street and Argyle Street) was considered inappropriate and the use of the Observatory Hill roundabout was unsuitable due to the shorter queue length, loss of open space and limited waiting area. In the absence of a suitable alternative, managing pick-up and drop-off activities within the site is the only viable option for SINSW.</p> |
| 12      |                        |          | <p><u>Interface with Harbour Bridge Cycleway</u><br/>Whole-of-government approach required for cycleway construction to ensure coordination with the school upgrade, to ensure a safe school environment.</p>  | <p>SINSW appreciates the concerns that have been raised regarding the interface with the SHB cycleway and understands the critical importance of works being undertaken in a coordinated manner to ensure the safety of students and the public. However, funding and timing of the cycleway works is currently unknown, and SINSW is not responsible for the delivery of the cycleway.</p>  |

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|         |      |      |  | <p>Notwithstanding, SINSW has been participating in, and will continue to participate in, whole of government discussions regarding the proposed SHB cycleway, and how the various parties can work together to ensure the best possible outcome for all users. To this end, SINSW is committed to working with RMS to ensure safe access is provided for students, staff and cycleway users.</p> <p>Based on recent feedback from RMS, it is likely that the school construction works will occur well in advance of the proposed cycleway project. However, should construction activities occur concurrently, the works will be managed in accordance with the protocols outlined in Section 1.3 of the covering Response to Submissions Report.</p> |
| 13      |      |      | <p><u>Transport Access Guide (TAG)</u><br/>A TAG is recommended to be developed and maintained as part of the travel plan to reinforce the school's good culture of walking and cycling.</p>   | Noted. This requirement can be addressed as a condition of consent.   |
| 14      |      |      | <p><u>Traffic Safety Review</u><br/>A Traffic Safety Review is required, prior to finalising the proposed traffic calming and management measures.</p>   | Noted. This requirement can be addressed as a condition of consent. A Road Safety Audit will be scheduled for completion during the next design stage.  |
| 15      |      |      | <p><u>Bike Parking</u><br/>The bike parking proposed seems reasonable (Staff 10% and students 5%) however a plan to add more bicycle parking, to accommodate future demand is recommended.</p>   | Additional bicycle parking spaces could be provided to address peak population and could be accommodated on some of the areas currently allocated to soft or hard paving, or to perimeter zones beyond the playgrounds. However, additional racks would have to be placed on areas currently contributing to outdoor play space and landscaped perimeter zones, consequently reducing the play area per student. As a result, provision of additional bicycle parking is not recommended at this stage. However, additional bicycle parking spaces can be readily accommodated in the future, if required.  |
| 16      |      |      | <p><u>Recommended Transport Conditions</u><br/>Recommended conditions include: associated roadway and signposting costs borne by developer, at least 5 bike spaces for staff, 30 bike rails for students, EOT facilities (2 showers &amp; 10 lockers), additional submissions required for changes to kerb side conditions; loading and unloading being on site and not obstructing public way, use of mobile cranes and providing a GTP and CTMP.</p> | <p>No particular concerns are raised regarding the proposed draft conditions. However, SINSW requests draft conditions are provided review prior to determination.</p> <p>A CPTMP and GTP have been prepared for this project. These will be provided to the relevant parties in line with the conditions of consent.</p>   |
| 17      |      |      | <p><u>Landscaping Plans</u><br/>Additional information required as the application does not address landscaping on ground, in planters and rooftops to confirm soil depths and volumes meet minimum requirements of the Sydney Landscape Code Volume 2 and structural capacity of existing heritage building roofs.</p>  | <p>Amended Landscape Plans have been prepared by FJMT and are provided at <b>Appendix D</b>. The requested details are provided, as follows:</p> <ul style="list-style-type: none"> <li>• Refer to drawing DA-8007 for ground level soil depth and DA-8008 for roof level soil depth;</li> <li>• Refer to drawing DA-8201 for additional landscape details; and</li> <li>• Refer to the External Finishes Schedule for additional detail on proposed surface finishes.</li> </ul>   |



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|         |      |      | An amended landscape package with plans including levels, proposed surface finishes, drainage pits, structures, planting plans, roof gardens, details of the colonnades/COLA and details for hard works and planting is required. |  |
| 18      |      |      | <u>Astroturf</u><br>Applicant is encouraged to amend artificial turf areas to timber decking and tile finish.   | The landscape design incorporates a number of ground finishes, which have been selected for a range of functional and aesthetic reasons, and to reflect the use of each space. Where astroturf has been incorporated into the design, it has been selected for practical reasons – it is durable, easy to maintain and cost effective.   |
| 19      |      |      | <u>Equitable Access</u><br>Applicant must submit amended plans to demonstrate equitable inclusive access is achieved.   | The existing plans illustrate that equitable access is achieved in the design where possible, and where not impacted by exemptions applicable to heritage buildings.<br><br>To support this response, BM+G has prepared a BCA and DDA Compliance Statement ( <b>Appendix P</b> ) which confirms that the proposed development is capable of meeting the relevant provisions of the BCA 2019 and Disability (Access to Premises) Standard 2010.   |
| 20      |      |      | <u>Green Roofs</u><br>Applicant must consider and review roof design to reduce the extent of ballast roof and increase green roofs on Buildings A, F, G and H for rain water harvesting, plant species and solar panels.          | The roof to Building A is covered by the rooftop addition, as such green roof is not feasible. The roofscape of the Building D addition has been considered for PV cells.<br><br>Green roofs were considered for the roof tops of Buildings F, G and H, however the height of the resulting built forms for Buildings F and G, and the loss of play space associated with alternate functions on Building H, determined that green roofs were not possible.<br><br>Notwithstanding, the development incorporates a range of positive ESD initiatives, and will be designed and constructed in accordance with Australian best practice ESD principles.   |
| 21      |      |      | <u>Tree Removal</u><br>The City does not support the removal of Trees 2, 15, 16 (amend timber decking design), 7 (amend green colonnade), and 20 (reduce building envelope). Amended plans required.                              | The trees identified by Council have been reviewed by FJMT and the project Arborist (refer to <b>Appendix H</b> and <b>Appendix O</b> ).<br><br>The potential loss of existing trees of significance and importance has been given careful and thorough consideration by the project team, and any loss of significant trees is highly undesirable. However, the trees identified by Council are unable to be retained for the following reasons:<br><br><ul style="list-style-type: none"> <li>Tree 2 – removal of Tree 2 allows critical site services to be housed on this part of the site and hence preserving other building volumes from being impacted. Critical infrastructure connections exist adjacent to this corner of the site, as well as being essential for a waste storage provision away from classrooms and to enable collection. Heritage constraints, functional areas, effective building heights and the like, would be adversely affected if this tree was preserved and the structure in this location would be further constrained.</li> </ul> |



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|         |      |      |  | <ul style="list-style-type: none"> <li>Trees 15, 16, 7, 20 – these trees presently occupy significant parts of the site required to satisfy school functions, and hence removal is essential.</li> </ul> <p>Overall, the proposed development will result in a net increase in trees on the site. The proposal seeks to remove 20 trees, however 59 new trees and shrubs will be planted to off-set the proposed tree removal.</p>   |
| 22      |      |      | It is recommended that the RMS bike path be amended to allow for the retention of Trees 3 and 4. These trees are of high landscape significance and have been identified as providing habitat to native fauna. | <p>It is noted that the design and construction of the RMS cycleway is outside of SINSW's control. Notwithstanding, the pink alignment (refer to Figure 11 in the submitted EIS) is currently preferred by SINSW, as it has the least impact on FSPS. It has been used as the basis for the proposed design.</p> <p>Relocation the cycleway would either impact the footprint of Building G, which would have an impact on functional areas, or it would create a conflict with the existing looped roadway if moved to the east. A relocation to the west would also result in a City asset being located on State land.</p> <p>If Council wants to pursue the suggested relocation, Council should undertake consultation with TfNSW and RMS, as the delivery agencies for the proposed SHB cycleway. The suggested relocation would require significant analysis with the design team and key stakeholders to determine the viability of any impacts associated with the adjusted cycleway and footpath.</p>  |
| 23      |      |      | <p><u>Trees for Retention</u><br/>Arborist Report must be amended to include detailed assessment of impacts to Tree 1 and provide recommendations for its protection.</p>                                      | <p>The amended Arborist Report provided at <b>Appendix H</b> includes a more detailed assessment impacts to Tree 1 on page 17:</p> <p><i>The Tree Protection Zone (TPZ) of this tree in accordance with AS 4970-2009 Protection of Trees on Development Sites will be encroached by the proposed development by 5% which is less than the minor encroachment as defined by AS 4970-2009. This assessment is based on Sketch Drawing SK200623 and advice that the only excavation impacting the TPZ is within the proposed service enclosure construction. All pier construction supporting new timber decking is to be constructed supported on individual pad footings that are excavated by hand under the direction and supervision of the Site Arborist. This tree will be viable to be retained under the proposed development.</i></p> <p>Sketch Drawing SK200623 prepared by FJMT is provided at <b>Appendix O</b>.</p> <p>The following recommendations are provided on page 21 of the amended Arborist Report:</p> <p><i>Tree 1 is in good health and condition however there is evidence of decay present within the canopy. There is decay evident within a primary branch on the eastern side of the canopy at a point of high lever arm stress 1.5m from the junction in a long horizontal end weighted branch. There is also decay evident in the junction of secondary branch on the northern side of canopy. This tree is located within the</i></p> |

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|         |      |      |   | <i>playground of Fort Street Public School. We recommend that further investigation of these points be carried out by means of Resistograph testing to determine the structural integrity of these secondary branches and that a risk assessment be carried out to determine the risk posed by these branches.</i>  |
|         |      |      | A detailed Tree Protection plan taking into consideration all trees to be retained, including Tree 18 and Tree 19 must be submitted as part of the response to submissions.   | A detailed Tree Protection Plan taking into consideration all trees to be retained is provided as an annexure to the Amended Arborist Report provided at <b>Appendix H</b> .  |
| 24      |      |      | <u>New Trees</u><br>No corresponding planting plan to the landscape report that confirms location of new trees and whether they are planted on natural ground.  | Amended Landscape Plans have been provided at <b>Appendix D</b> . These plans include a corresponding planting plan which confirms the location of new trees and whether they are planted on natural ground.  |
| 25      |      |      | Applicant must confirm replacement trees include large proportion of medium / large trees.  | Amended Landscape Plans have been provided at <b>Appendix D</b> . Refer to drawings DA-8005, DA-8006, DA-8007, DA-8008 and DA-8201 for confirmation that replacement trees include a significant proportion of medium / large trees.  |
| 26      |      |      | The removal of Tree 5 should be offset in the same location.  | Refer to amended Landscape Plans that have been provided at <b>Appendix D</b> for offset planting.  |
| 27      |      |      | Raised planters in the centre of the site must be deleted from plans and trees specified to be planted in natural ground.   | The raised planters in the centre of the site have been deleted. Please refer to update landscape plans and sections provided at <b>Appendix D</b> .  |
| 28      |      |      | <u>Inaccuracies with 3D Model</u><br>The architectural drawings, 3D CAD models and relevant documents (e.g. overshadowing plans) must be amended to address the identified inaccuracies.  | FJMT has amended the Architectural Drawings to rectify the inaccuracies (refer to <b>Appendix E</b> ).  |
| 29      |      |      | <u>Heritage Impacts</u><br>Proposal supported from a heritage perspective. However, the EEC demolition will result in loss of building demonstrating a representative purpose built gymnasium in 1940s-50s.<br><br>Further detail and ongoing careful heritage consideration is required on the new roof, new lift and access/egress stay and COLA. Penetrations within the heritage boundary wall should be minimised. | The building referred to as the Environmental Education Centre (EEC) was constructed in the early 1950s as a gymnasium for Fort Street Girls' High School. The EEC building is not heritage listed and is no longer fit for purpose.<br><br>The Statement of Significance for the site notes the following with respect to the EEC ' <i>...the EEC is considered to be representative of post-World War II school gymnasias and school halls. Whilst it demonstrates typical characteristics of the architecture of this period, the building has little aesthetic distinction. It is understood to be a relatively uncommon example of a post-World War II school gymnasium.</i> '<br><br>The CMP for FSPPS has identified the EEC as having ' <i>little significance</i> ' and suggests that sensitive alteration or demolition/removal of the building may assist with enhancing the heritage significance of components of greater heritage significance on the site. |

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|         |      |      |   | <p>On this basis, the exhibited Heritage Impact Statement prepared by Curio Projects concludes that 'The demolition of the EEC, MET garage, and the western toilet block of the school building will have no physical impact to heritage fabric, nor will they present any adverse impacts on the heritage significance of the FSPS site in its immediate and surrounding heritage context.'</p> <p>Curio Projects will have an ongoing role in the detailed design of the project, to ensure that any heritage impacts are minimised. As outlined in the submitted EIS and Heritage Impact Statement, new penetrations will be required within the heritage boundary wall to facilitate connection between areas of the site - particularly new buildings in the south. While this will have a physical impact to heritage fabric, the penetrations have been minimised as much as possible.</p> |
| 30      |      |      | <p><u>Recommended Heritage Conditions</u><br/>A heritage consultant must be commissioned during design development and construction. The following need to be provided: full schedule of external materials, finishes and colours; schedule of conservation works; archival photographic recoding; Heritage Interpretation Plan; and a Historical Archaeological research Design and Excavation methodology.<br/>HIS recommendations should form conditions of consent.</p> | No particular concerns are raised regarding the proposed draft conditions   |
| 31      |      |      | <p><u>Wind Impacts</u><br/>A revised Wind Report that undertakes wind tunnel testing is recommended, to quantify wind conditions on multiple locations on all open terrace levels and external spaces.</p>  | <p>The City of Sydney DCP 1996 requires wind-tunnel testing on buildings over 45m, and a qualitative report for lower buildings. Arup has reviewed Council's documents and has confirmed that there are no other criteria for wind-tunnel testing.</p> <p>At FSPS, the change in height from existing to proposed is not significant enough to impact the wind climate for small buildings in this setting. The enclosure of the southern edge of the site is generally expected to improve wind conditions in the precinct, as discussed in the Environmental Wind Assessment submitted at Appendix DD of the EIS. Therefore, given that there are currently no existing wind issues at the site, there will not be any wind issues as a result of the proposed development.</p>   |
| 32      |      |      | <p><u>Light Spill / Sydney Observatory</u><br/>Light spill / up lighting should be minimised. The applicant should undertake close liaison with MASS in the detailed design phase.</p>  | Noted. SINSW will continue consulting with MAAS regarding light spill impacts.  |
| 33      |      |      | <p><u>Open Space Provision</u><br/>The proposal provides below recommended per student head open space provision. Clarity is required on whether a formal use agreement for Observatory Hill Park is required in order to commence dialogue on lease agreement with Council</p>   | As outlined at Section 3.14 of the submitted EIS, the provision of adequate and functional open space for recreation and learning has been a key consideration. At completion of the new cycleway (i.e. Phase 2), there will be approximately 7.1m <sup>2</sup> of open space per student. This includes use of the communal hall and the roof space of Buildings H and J and the western ball court. The existing school currently has a functional play space of approximately 7m <sup>2</sup> per student.   |

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|         |      |      |   | <p>To further optimise the amount of outdoor play space available, FSPS is currently reviewing their timetable to consider options such as staggered lunch and recess times to increase the quantity of outdoor space per student.</p> <p>Observatory Hill is currently used for a number of school activities including the school's annual crosscountry carnival, a weekly running club, touch football training and music performances in the Rotunda (booked through Council). There are no plans to expand these activities as part of the proposed redevelopment of FSPS, however it is proposed that they will continue as per current arrangements.</p>  |
| 34      |      |      | <p><u>Materials and Finishes</u><br/>A revised materials schedule is required and should include all external materials and specific colours, including visible service equipment and rainwater goods. The schedule must not include generic material or colour descriptions or use terminology such as 'or similar'.</p> | <p>An amended Exterior Finishes Schedule and Exterior Finishes Sample drawing has been provided at <b>Appendix F</b>. Finishes and proprietary items identified reflect the design intent. At this stage of design, they are preliminary selections and may be subject to change during design development, documentation and construction processes. Where possible, the design shall utilise these specified finishes or similar to maintain the material qualities, relationship to heritage values and design intent.</p>  |
| 35      |      |      | <p><u>Water Efficiency</u><br/>Lack of water efficiency measures is not supported. Rainwater for toilet flushing in at least on student amenity area is a reasonable expectation for a public sector building.</p>  | <p>The proposal contains a variety of water efficiency measures to address ESD objectives.</p> <p>Water usage will be reduced through the use of low flow taps and sanitary fixtures. Rainwater harvesting will be used as an alternative source for non-potable water for the school for the purposes of irrigation. Implementing a rainwater re-use system will result in the conservation of potable cold water sources and a reduction in the daily water demand.</p> <p>Rainwater for toilet flushing was considered during the design process. However, site constraints precluded the installation of sufficient water storage facilities. The additional cost of reticulation and potential for on-site contamination to be disturbed by underground installation of storage tanks meant that the initiative of rainwater for toilet flushing was not pursued.</p> |
| 36      |      |      | <p><u>Energy Efficiency</u><br/>City requests clarification on the total indicative size (electricity generation not area) of PV systems expressed in kilowatt peak (KwP).</p>  | <p>A 40kW PV system will be installed in accordance with the SINSW Educational Facilities Standards and Guidelines (EFSG) guidelines.</p>  |
| 37      |      |      | <p><u>Public Domain: Widening of access road</u><br/>Subject to approval of the proposed vehicles access and Drop-off zones.</p>  | <p>Noted.</p>  |
| 38      |      |      | <p><u>Public Domain: Realignment of shared path</u><br/>Consideration should be given to staging of the work to ensure safety of cyclists and pedestrians is not compromised if there is delay in delivery of the shared</p>  | <p>Details of the proposed cycleway are discussed in detailed in the covering Response to Submissions Report.</p> <p>As outlined elsewhere in this table, including in response to Item 12, SINSW appreciates the concerns that have been raised regarding the interface with the</p>  |

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|         |      |      | path, resulting in pedestrians and cyclists being placed in the pick-up drop off zone of the school.  | SHB cycleway and understands the critical importance of works being undertaken in a coordinated manner to ensure the safety of students and the public. However, funding and timing of the cycleway works is currently unknown, and SINSW is not responsible for the delivery of the cycleway.<br><br>Works to the SHB cycleway will not be complete prior to construction works beginning at FSPS. However, contingencies for concurrent construction of both projects, as well as operation of the school before, during and after construction of the cycleway have been considered as part of the response (refer to covering Response to Submissions Report and Arup's Traffic and Transport Response to Submissions Report at <b>Appendix B</b> ). |
| 39      |      |      | <u>Public Domain: Pedestrian Connections</u><br>Changed pedestrian access is proposed between the school and surrounding footpaths, parks and land use. As it currently stands, pedestrian access is provided from a footway to the north, the shared bridge to the east and a pedestrian bridge to the south. The road to the north is proposed to be modified to enable two-way traffic, a DDA compliant footway will be required in this location. | Noted. A DDA compliant footpath will be provided as part of the widening of Upper Fort Street.   |
| 40      |      |      | <u>Public Domain: Pedestrian Connections</u><br>The shared way access should be considered for visibility reasons, to ensure no students are exiting the school on the corner and walking into oncoming cyclists. Vegetation in this location should be chosen to ensure it does not obscure vision.  | Noted. Vegetation in this part of the site will be selected to ensure adequate sight lines for pedestrians and cyclists.   |
| 41      |      |      | <u>Public Domain: Pedestrian Connections</u><br>Pedestrian bridge is proposed to the north-west as part of the proposed future expansion. A pedestrian crossing, or similar, would be required in this location to cross the road to the footway.   | Noted. This would be addressed as part of a future planning application for the construction of the bridge.  |
| 42      |      |      | <u>Public Domain: Required Works</u><br>Removal of parking meters and Upper Fort Street, modifications to roadway to allow two-way vehicle movement, and new footway and potential crossing at road widening.   | Noted.   |
| 43      |      |      | <u>Public Domain: Flooding</u><br>Street level gutter levels must be shown to confirm all basements outside the floodplain have a flood planning level of 300mm above the surround surface (street gutter invert level) as Cahill Expressway is affected by 1 in 100 year flood.  | CRC has reviewed the City Area Catchment Flood Study, and has confirmed that the development site is outside the 1% AEP (1 in 100 year) flood extent.<br><br>The flood study shows the Cahill Expressway to be affected by the 1% AEP event. A review of the flood depth and velocities indicates that the flooding shown along the Cahill Expressway is likely associated with gutter flow. Flood depth along the Cahill Expressway is in the order of 0.25m deep, with relatively high velocity (i.e. >1m/s) are shown on the BMT WBM figures.   |

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|         |      |      |  | <p>With regards to the flood planning level (FPL) for the site, the service room ground floor fronting Upper Fort Street is required to be 300mm above the street gutter invert. The gutter invert along Upper Fort Street fronting the service room ground floor varies between RL 38.50mAHD and RL 38.35mAHD. The service room ground floor is required to have an FPL of RL 38.80mAHD.</p> <p>The service room ground floor has a FPL above RL38.80 and thus complies.</p>  |
| 44      |      |      | <p><u>Public Domain: Stormwater</u><br/>The proposed works require significant change to the existing drainage system. A major stormwater condition is recommended to capture these changes.</p>   | <p>The works include modifications to the existing drainage in Upper Fort Street, as well as a new stormwater connection to an existing Council drainage system.</p> <p>CRC has confirmed that the stormwater design will comply with Council's draft Condition 26 Stormwater and Drainage - Major Development, as part of the detailed design.</p>  |
| 45      |      |      | <p><u>Recommended Public Domain Conditions</u><br/>Recommended conditions relate to the following:<br/>Associated roadway costs to be borne by developer;<br/>Alignment levels requires further approval from Council;<br/>requirement for Dilapidation report, protection of survey marks and infrastructure; requirement for a public domain plan; public domain works bond, hold point and handover, defects liability period and damage deposit; stormwater drainage, OSD, Stormwater Quality Assessment and works-as-executed documentation; and protection of stone kerbs.</p> | <p>No particular concerns are raised regarding the proposed draft conditions.</p>  |
| 46      |      |      | <p><u>Acoustics</u><br/>DPIE may wish to consider the implications of acoustic recommendation to install a 3m high acoustic barrier on the roof and have plant recessed into the roofscape.</p>  | <p>Arup has prepared a statement to address the Council's comments regarding acoustic impacts (refer to <b>Appendix G</b>).</p> <p>The recommendation for a noise barrier was based on preliminary design information for the mechanical design, noting that such a barrier would likely require approval given its impact on the built form. Depending on the final plant selection and mechanical design, the recommended noise barrier may not be required. However, prohibiting the installation of the barrier may limit opportunity to comply with the project noise targets. It is expected that resolution of the acoustic/mechanical design would be subject to further detailed design that could be agreed with the Planning Secretary to prior to the issue of the construction certificate.</p> |
| 47      |      |      | <p><u>Land Contamination</u><br/>DPIE may wish to consider whether the complete remediation of the contaminated fill is more suitable as implementing an EMP can be onerous on the Crown as landowner.</p>   | <p>The revised RAP (<b>Appendix K</b>) details the remediation strategy for the project. A Site Auditor, Senversa, has also been engaged. Interim Audit Advice has been provided by Senversa and is provided at <b>Appendix M</b>. The Interim Audit Advice No. 1 reviewed the process of the DSI and RAP and made recommendations to resolve any technical issues that may arise before work commences on the site. Subsequently, the RAP was updated to address the comments made. The Interim Audit Advice No. 2 (also at <b>Appendix M</b>) concludes that the site can be made</p>  |

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|         |      |      | If an EMP is suitable, it should be submitted and further reviewed by DPIE and an accredited site auditor (including RAP), and form a condition of consent and covenant on the land to make legally enforceable.  | suitable, subject to implementation of the RAP and successful validation and implementation of a long-term EMP.  |
| 48      |      |      | <p><u>Construction Noise</u><br/>the construction hours being sought will need to be amended/restricted to 8.00am to 1.00pm on Saturdays as the City's Construction Code of Practice CBD is inappropriate for an SSD application and the site is outside the Code's CBD area.</p>   | <p>Arup has prepared a statement to address the Council's comments regarding acoustic impacts (refer to <b>Appendix G</b>).</p> <p>It is noted that the FSPS site sits just outside of the CBD area boundary defined in Council's Construction Code of Practice. It is considered that the Code's boundary location is informed by noise amenity at surrounding receivers, and thus the nearest receivers to the subject site exhibit high ambient noise levels consistent with the City CBD. Furthermore, the primary noise-sensitive receivers in relation to the site are those located to the south, which lie inside Council's identified CBD area. Residences in the Millers Point area are otherwise acoustically shielded from the site due to the topography. As this approach is consistent with the outcomes achieved on other major projects in the City of Sydney LGASINSW requests the use of Council's Construction Code of Practice extended Saturday construction hours.</p>  |
| 49      |      |      | <p><u>Construction Management Coordination and Stakeholder Management</u><br/>During the construction period the proponent must undertake ongoing co-ordination and communication with City representatives on construction program and activities – including impacts to parks, park events, parking and traffic, and a dilapidation report.</p> | Noted.   |
| 50      |      |      | <p><u>Section 61 Contributions</u><br/>In response to the applicant's request for an exemption from Section 61 Contributions under the Central Sydney Development Contribution Plan, the City will provide the CEO's determination as to whether a s61 contribution is payable in accordance with Section 2.2(c).</p>                             | <p>It is noted that the payment of any contribution on the development is discretionary, and that the approval authority, in this case the Minister for Planning and Public Spaces, while empowered to impose a condition requiring the payment of a monetary contribution is not required to under either the EP&amp;A Act or Council's Contributions Plan.</p> <p>SINSW reiterates that an exemption is appropriate in this instance as the Applicant is a government agency which relies on government funding to provide new facilities for both the school community, and the public. The levying of a development contribution would divert a portion of these public funds, which have been specifically provided to fund the redevelopment of FSPS, to local services without any direct nexus to the impact on those services. The nature of the development is to support the expansion of a public school, so the development will not generate significant demand for new infrastructure. The redeveloped public school will largely provide the type of infrastructure which Council typically seeks to levy for, for use by staff, students and the public.</p> <p>Moreover, the Applicant's position is supported by the provisions of Circular D6 which notes that where the applicant is a Crown authority and the development is</p> |



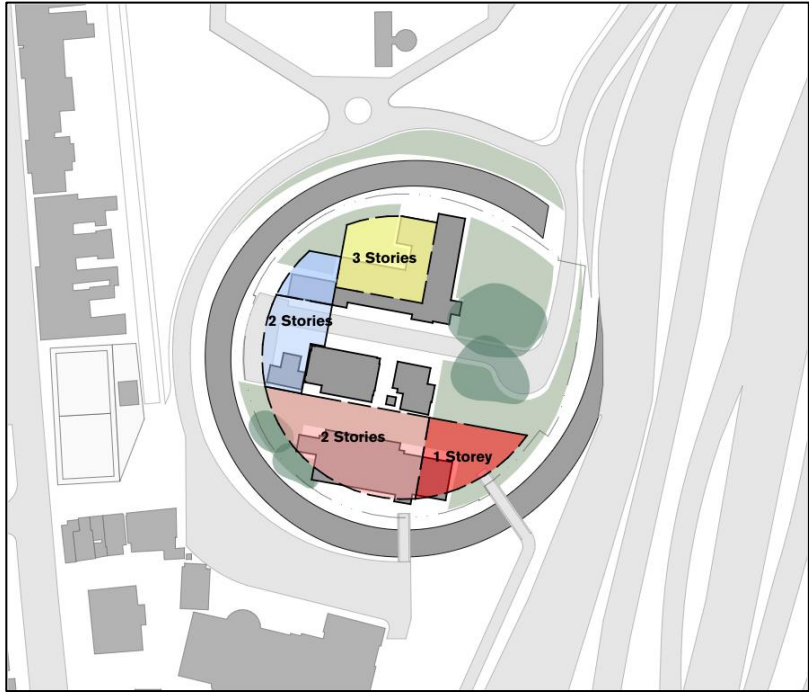
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|         |      |      |   | for Educational Services, no contributions should be collected for open space, community facilities, parking, and general local and main road upgrades. The exemption from payment of contributions relating to community facilities, public domain and new open space is also considered appropriate, as the school will provide areas of accessible open space and facilities for use by the staff and students, and occasionally by the community.   |
| 51      |      |      | <p><u>Design Excellence</u><br/>The City recommends the applicant adopt a competitive design process in accordance with CI 6.21 on SLEP 2012.</p> | <p>SINSW reiterates that a competitive design process in accordance with Clause 6.21 of the SLEP 2012 is not required as:</p> <ul style="list-style-type: none"> <li>• A development control plan is not required under Clause 7.20 by virtue of Clause 8(2)(i) of the Education SEPP;</li> <li>• The development has a CIV of less than \$100 million; and</li> <li>• The development will have a height of less than 25 metres (noting the site is not within Central Sydney).</li> </ul> <p>Notwithstanding, the proposed design meets the objectives and matters for consideration under Clause 6.21 of the SLEP 2012 in the following ways:</p> <ul style="list-style-type: none"> <li>• The proposed design is contextual, uses high quality materials and has been through an iterative design process with significant input from the State Design Review Panel and other stakeholders;</li> <li>• The proposed design significantly improves the functionality and quality of open space on the site, responding to modern teaching standards and the recreation needs of future students;</li> <li>• The propose design does not obstruct any view corridors;</li> <li>• The proposed design has been heavily influenced by the location, design and scale of the existing heritage buildings and has been designed to respect and complement their materiality and built form;</li> <li>• The scale of the buildings has been set based on the scale of the precinct and existing buildings on site;</li> <li>• The buildings have been set back from the east to maintain a curtilage established by vegetation on the site and to the north and south, and maintains views to Messenger’s Cottage;</li> <li>• Environmental impacts have been assessed in the relevant sections of the exhibited EIS and appended reports;</li> <li>• The proposed design is consistent with the relevant ESD guidelines, regulations and standards, the four accepted principles of ESD and will incorporate Australian best practice ESD initiatives;</li> <li>• The proposed design improves and rationalises vehicular access to the school;</li> <li>• The proposed works generally will not impact the public domain and will be coordinated and integrated with the future Sydney Harbour Bridge Cycleway upgrade to the east;</li> </ul> |

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|         |  |          |   | <ul style="list-style-type: none"> <li>The site appropriately interfaces with the public domain to the east of the site by providing an appropriate setback and a transition in scale; and</li> <li>The proposed design creates a series of distinctive landscaped areas, each responding to the surrounding built form and the likely uses of the space, which were established based on feedback from the State Design Review Panel.</li> </ul> <p>Accordingly, the proposal delivers a high standard of architectural, urban and landscape design and achieves design excellence, consistent with the objectives of Clause 6.21 of SLEP 2012.</p> |
| 52      | NSW Health                                 | Comments | Implementation of a Green Travel Plan is supported. Continued engagement and collaboration with staff, students and parents, and exploring options to maximise active transport options are strongly recommended.   | Noted.   |
| 53      |  |          | Opportunities to provide community access to facilities outside of school hours is noted and appears to be supported.   | Noted.   |
| 54      |  |          | Maximise green space and tree canopy in the site to mitigate rising temperatures and heat island effects. The rooftop gardens are noted as a positive example within the plans.   | Noted.   |
| 55      | NSW Environment Protection Authority (EPA) | Comments | <p><u>Construction Noise</u><br/>The EPA notes that no justification has been provided for extended construction hours, particularly on Saturday and the City of Sydney Code of Practice, which the EIS seeks to be consistent with, is not referenced in the SEARs. Accordingly, the EPA recommends that construction be limited to the standard hours of work in the Interim Construction Noise Guideline (ICNG), unless it can comply with the noise affected management level of RBL + 5 dB or justification be provided in accordance with section 2.3 of the ICNG.</p> <p>Further consideration of feasible and reasonable mitigation, particularly for work scheduled outside of the recommended standard hours of work is required in addition to the mitigation outlined in Section 6.3.2 of the <i>Acoustic Assessment</i> (Appendix Z) and adopted in any consent requirements.</p> <p>The EPA notes that there is no assessment of likely construction vibration impacts to human comfort. Nonetheless, in the EPA's opinion, construction vibration impacts are not anticipated.</p> | <p>Extended Saturday construction hours are addressed above in response to Item 48.</p> <p>Regarding determination of detailed mitigation and management measures, Arup suggests that this would be more appropriately determined by the Main Contractor, once engaged. It is suggested that this requirement be a condition of consent, with the option of requiring the CNVMP to be approved by the Department for the extended work hours.</p>  |

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| 56      |      |      | <p><u>Operational Noise</u><br/>                     Because it is anticipated that mechanical services plant may also be operational during the night, it is recommended that all mechanical services plant be designed to achieve 50 dB LAeq15min at the closest noise sensitive receiver/s. This is based on the project noise trigger level for the night-period of 45 dB LAeq15min + 5 dB (refer Table 7 of the <i>Acoustic Assessment</i>).</p> <p>Provide further detail on design, siting and noise mitigation strategies for the PA system / school bell, as no assessment has been presented on the likely impacts, even though no change is anticipated to the PA system and school bell.</p> <p>The EPA recommends that limitations are placed on permitted hours and frequency of use, particularly for any outdoor spaces such as the rooftop, to manage potential noise impacts on the community.</p> | <p>Arup has prepared a statement to address EPA’s comments regarding acoustic impacts (refer to <b>Appendix G</b>).</p> <p>The operational noise criteria quoted is consistent with that outlined in the SSDA Acoustic Assessment Report, submitted at Appendix Z. Regarding mechanical services equipment, the design will address the proposed operating hours. Only equipment that is to operate during that period should be required to comply, not all equipment.</p> <p>Regarding the school PA system and bell, details regarding any changes to these were not available at the time of conducting the SSDA acoustic assessment and are still subject to further detailed design. The principles to be adopted for any changes to the PA and bell system shall include:</p> <ul style="list-style-type: none"> <li>• Target compliance with the environmental noise limits, while being informed by benchmarking of the current system noise level outputs.</li> <li>• Provide coverage only to required external areas, delineating between the needs of the system for emergency use and general announcements.</li> <li>• The sound level output of the system shall be minimised as far as practicable for general announcements and bell operation, while high output could be allowed for emergency use.</li> <li>• Provide increased number of speakers rather than increased speaker sound power to achieve required coverage.</li> <li>• Loudspeaker locations, type and directivity characteristics shall be specified to minimise noise spill to the surrounding area.</li> <li>• Limitations on the permitted hours of operation shall be informed by noise emission output and should not limit operations during school hours.</li> </ul> <p>With respect to the use of rooftop spaces – they will be used on a daily basis by the school for learning and play. The rooftop of Building M will also be available for community use on an occasional basis, in line with the broader community use of the school site. It is noted that these uses will generally be associated with the school, or will be of a low-scale community nature. Further, any such events would have limited capacity, noting that the rooftop of Building M can only accommodate 50 people.</p> |
| 57      |      |      | <p><u>Contaminated Lands</u><br/>                     The EPA notes that details on types of asbestos and other potentially hazardous materials were not provided.</p>   | <p>The exhibited DSI provided details on types of asbestos and other potentially hazardous materials. It notes that a total of 20 samples were analysed for concentrations of asbestos in soils. No asbestos, as either Asbestos Containing Material (ACM), Asbestos Fines or Fibrous Asbestos was reported by laboratory analysis of any soil sample. Three small fragments of non-friable (bonded) ACM were identified in fill materials excavated from TP01B from a depth of 0.2-0.3 m bgs. The three fragments of ACM were collected by the JBS&amp;G Field Scientist and were subsequently submitted for testing. The testing laboratory confirmed the</p>   |

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|         |      |      |  | <p>presence of chrysotile and amosite asbestos in both fragments, and crocidolite in TP01B_FRAG01. No other fragments of ACM in soil were observed by JBS&amp;G from materials excavated from the trench associated with TP01A and TP01B. An additional soil sample was collected from material from this sample interval for asbestos in soils analysis, in which no asbestos was reported by the testing laboratory. A subsequent asbestos clearance certificate was issued by JBS&amp;G.</p> <p>Further details of soil contaminant analytical results are contained in the updated DSI provided at <b>Appendix J</b> and the RAP provided at <b>Appendix K</b> and the Hazardous Building Materials Survey provided at <b>Appendix L</b>.</p>  |
| 58      |      |      | <p>Given that remediation is a likely requirement, the applicant will need to engage an EPA-accredited Site Auditor for the duration of the construction works to ensure that any works in relation to soil or groundwater contamination are appropriately managed. This should be done as soon as possible.</p> | <p>Refer to responses above. The RAP (<b>Appendix K</b>) details the remediation strategy for the project. A Site Auditor, Senversa, has also been engaged. Interim Audit Advice has been provided by Senversa and is provided at <b>Appendix M</b>. The Interim Audit Advice No. 1 reviewed the process of the DSI and RAP and made recommendations to resolve any technical issues that may arise before work commences on the site. Subsequently, the RAP was updated to address the comments made. The Interim Audit Advice No. 2 concludes that the site can be made suitable, subject to implementation of the RAP and successful validation and implementation of a long-term environmental management plan.</p>  |
| 59      |      |      | <p>As part of RTS, the applicant must submit a detailed hazardous materials survey report and an Interim Audit Advice from an EPA-accredited Site Auditor commenting on the nature and extent of contaminate and what further works are required.</p>  | <p>JBS&amp;G has previously completed a detailed Hazardous Building Materials Survey (HBMS) and a Hazardous Materials Management Plan (HMMP) for all structures proposed to be demolished/refurbished at the site. The HBMS is provided at <b>Appendix L</b>.</p> <p>With respect to hazardous materials, Interim Audit Advice from a NSW EPA accredited Site Auditor cannot be obtained, as NSW EPA accredited Site Auditors will only provide review and endorsement of the contaminated land reports (i.e. DSI and RAP) pursuant to the <i>Contaminated Land Management Act 1997</i> (CLM Act 1997). NSW accredited Site Auditors do not review or endorse Hazardous Materials Surveys/Reports as this is not within the scope of the CLM Act 1997 nor guidelines made or endorsed by the NSW EPA.</p> <p>Notwithstanding, Interim Audit Advice has been prepared by an EPA-accredited Site Auditor following a review of the contaminated land reports, and is provided at <b>Appendix M</b>. The DSI and RAP have been reviewed, and the Auditor's comments have been provided on the nature and extent of the contaminate and what further works are required. The Interim Audit Advice No. 1 concludes that the remediation approach recommended by JBS&amp;G is appropriate subject to the detailed comments provided. An updated DSI (<b>Appendix J</b>) and RAP (<b>Appendix K</b>) have been provided which have addressed the detailed comments provided in the Interim Audit Advice No. 1. The Interim Audit Advice No. 2 (also at <b>Appendix M</b>) concludes that the site can be made suitable, subject to implementation of the RAP and successful validation and implementation of a long-term EMP.</p> |

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| 60      | Heritage NSW | Comments | <p><u>Site Impacts</u><br/>The Heritage Council notes the prominence of the site, its physical and spatial constraints and the major alterations and additions to the ‘exceptionally’ significant 1941 Fort Street Public School building and southern part of the school. Accordingly, the Heritage Council supports opportunities to further explore a reduction in the density of the proposed development and cumulative impacts to the cultural significance and legibility of the heritage precinct.</p> <p>The Heritage Council understands that a single construction phase would contain and minimise disruption.</p> | Noted.   |
| 61      |              |          | <p><u>Strategic Framework and Coordination of Development in Precinct</u><br/>The Heritage Council notes that there are multiple potential projects within the Observatory Hill precinct, so the potential for cumulative adverse impacts needs to be addressed. However, there is no whole-of government approach to determining an overarching strategy or vision for the precinct.</p> <p>The Heritage Council has also recommended a master plan or precinct-wide strategic framework be developed and agreed to by the relevant stakeholders. This is recommended as a condition of consent.</p>                          | <p>It is agreed that a holistic approach is required for the preparation of a Masterplan for Observatory Hill.</p> <p>SINSW is open to participating in the preparation of any Masterplan for the precinct.</p> <p>It is noted that existing Masterplans produced by the City of Sydney, as relevant to this site, have been considered as part of the proposal. Where these plans are beyond the limits of the scope of the project, it has been considered so as to not preclude future incorporation.</p> |
| 62      |              |          | <p>The Heritage Council reiterates its support for a steering committee to be established, as was resolved when the FSPS Redevelopment proposal was presented to the HCAC on 5 June 2019. The Steering Committee will be helpful in guiding and coordinating potential surrounding future developments and provide oversight to minimise or avoid cumulative impacts on the precinct. This is recommended as a condition of consent.</p>   | Noted. SINSW supports the establishment of steering committee to assist in guiding and coordinating development in the precinct.   |
| 63      |              |          | <p>Regardless of the existence of a steering committee or masterplan, the Heritage Council recommends a condition of consent requiring the applicant to continue consultation with Heritage NSW and/or Heritage Council at key stages of the detailed design development.</p>  | Noted. SINSW raises no concerns with ongoing consultation with Heritage NSW and/or Heritage Council.   |
| 64      |              |          | <p><u>Conservation Management Plan</u><br/>The Heritage Council notes that the 2020 CMP no longer includes a diagrammatic guideline for future development</p>   | <p>The comments by NSW Heritage in relation to the CMP are noted.</p> <p>All comments can be addressed and incorporated in the draft CMP which will be finalised upon completion of the project. A condition of consent should be prepared</p>   |

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|         |      |      | <p>on the FSPS site (Figure 154 in the 2016 CMP). They recommend that Policy 25 (Design &amp; construction of new buildings) in the 2020 CMP include more detailed justification and guidelines for where redevelopment could occur and the form, massing and height of new structures, to guide future development.</p> | <p>that requires the CMP to be finalised in consultation with NSW Heritage within twelve months of the issue of the final Crown Completion Certificate for the site. The following responses relate to individual NSW Heritage comments below.</p> <p>The diagrammatic guideline for future development was deleted from the draft CMP as a result of the detailed design process that was undertaken in consultation with key stakeholders, including NSW Heritage. The stakeholder consultation included a reassessment of the appropriate locations for onsite massing, which differed greatly from that shown in Figure 154 of the draft CMP. Given the level of input from the Heritage Division, key community groups, City of Sydney and other key stakeholders, it is considered that the current proposed massing represents the optimal balance between future school needs and heritage outcomes. Following a of the SSDA and completion of the project, it would then be appropriate for the project architects/nominated heritage specialists to prepare final diagrammatic guidelines and policies to guide any additional future development at the site. The model shown below prepared by FJMT for the site as part of the current project provides an example of the type of appropriate final modelling that could be included in the finalised CMP.</p>  <p>Example Diagrammatic Modelling (Source: FJMT)</p> |

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|         |      |      | <p>The Heritage Council recommends that the CMP include more detailed discussion of, and guidelines for, permissible alterations (external and internal) and additions (vertical and horizontal) to Rembert's school building, required to inform the Heritage Council's comment on those matters. The Heritage Council also considers the Heritage Impact Statement to be inadequate in its assessment of heritage impact of the proposed changes to Rembert's school building (including the new roof and photovoltaics).</p> <p>The Heritage Council recommends a condition of consent to require further Heritage Impact Assessment of the proposed works to the MET Building once its physical and structural condition is known and that Heritage NSW be consulted then, to reflect CMP Policy 22.11.</p> <p>Whilst the CMP concludes that Cahill Cut is not considered to contribute to the significance of the actual FSPS Site, the Heritage Council recommends that the significance of Cahill Cut be assessed in its own right to adequately assess reciprocal, mutual and cumulative impacts from the development of the FSPS on its significant heritage value.</p> | <p>Noted. In response, Curio considers that the proposed heritage impacts associated with the internal and external changes to the building provide the best on balance outcome between achieving conservation of the key attributes of Rembert's School Building, whilst still allowing the building to be adapted so that it can, most importantly, continue to meet the current and future requirements for use as a school.</p> <p>Whilst the intervention has been minimised as much as possible and has been designed to allow the removal of fabric to be easily read, and new verses old fabric also able to be easily read, in accordance with best practice Burra Charter principles and NSW Heritage guidelines, there are some unavoidable physical and visual impacts that are required, as part of ensuring that the building can continue to be utilised for its original intended and significant educational and schooling purposes.</p> <p>In particular, it is considered that the value of Rembert's School Building lies not just in the conservation of its key form and fabric (which is proposed as part of this redevelopment), where possible, but also in its intangible value associated with its continued, long-term use as a school. Less intervention would result in the inability to use the school for educational and teaching purposes, which would then result in a loss of the key intangible values associated with the existing building.</p> <p>In terms of the specific design impacts of the new roof and photovoltaics, it is considered that it would be appropriate to condition the consent to require further detailed design to be prepared in consultation with NSW Heritage prior to construction and installation of the new roof and photovoltaics</p> <p>Noted and agreed.</p> <p>Noted. This can be reflected in additional discussion within the significance section of the final CMP.</p> |
| 65      |      |      | <u>Historical Archaeology</u>  | Noted.   |



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|         |                         |          | <p>The moving of the Building G and H basements further east to avoid the location of the footings of Surgeon's House is supported.</p> <p>Further historical archaeological investigation and intervention required, as advised by Curio Projects should be guided by a Historical Archaeological Research Design and Excavation Methodology.</p>  |  |
| 66      |                         |          | <p><u>Recommended Conditions of Consent</u><br/>Heritage NSW concurs generally with the findings made by Curio Projects.</p> <p>If SSD 10340 were to be approved, Heritage NSW recommends conditions of consent to: establish a steering committee; develop a precinct-wide strategic framework; ongoing Heritage NSW/Heritage Council consultation in design development; further assess proposed works to the MET Building; organise a peer review of the CMP; nominate a suitably qualified and experienced heritage consultant for the project; ensure archival recording is carried out in accordance with archiving guidelines; develop a Heritage Interpretation Strategy; prepare an Unexpected Heritage Finds procedure; carry out archaeological investigation and mitigation in accordance with Section 6 of the ACHAR, provide Non-Aboriginal heritage induction training to contractors; and manage the investigation and documentation of historical archaeology.</p> | <p>Noted.</p> <p>All recommended conditions are noted and considered acceptable, with the exception of the proposed peer review.</p> <p>A peer review of CMP is not considered necessary unless SINSW were seeking official endorsement of the CMP from NSW Heritage, at which point, NSW Heritage undertake the peer review of the CMP as part of the endorsement process. It is considered unnecessary to add an additional layering of CMP peer review prior to this.</p> |
| 67      |                         |          | <p><u>Local Heritage Items</u><br/>As the Millers Point and Dawes Point Village Precinct contains several heritage items of local heritage significance, advice should be sought from the City of Sydney.</p>   | Noted. Council has provided comment on the SSD DA.   |
| 68      | RMS / Transport for NSW | Comments | <p><u>Construction Pedestrian and Traffic Management Plan (CPTMP)</u><br/>TfNSW recommends that the preparation of a CPTMP in conjunction with the Sydney Coordination Office within TfNSW and subsequent TfNSW approval prior to demolition/CC be conditioned, to mitigate any potential cumulative traffic, public transport, pedestrian and construction vehicle impact from the expected concurrent development of the Sydney Metro City and Southwest project.</p>   | Noted. SINSW would agree to a condition of consent requiring preparation of a CPTMP.   |

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| 69      |              |          | <u>Green Travel Plan (GTP)</u><br>TfNSW requests that the preparation of a GTP in conjunction with the Sydney Coordination Office within TfNSW and subsequent TfNSW approval at least 6 months prior to operation be conditioned.  | Noted. SINSW would agree to a condition of consent requiring preparation of a GTP.  |
| 70      |              |          | <u>Proposed School Pick-up and Drop-off Arrangement</u><br>TfNSW requests that the undertaking of a Road Safety Audit (RSA) for the school pick up and drop off area by an independent, TfNSW accredited, road safety auditor be conditioned with subsequent implementation of necessary safety measures.  | Noted. SINSW would agree to a condition of consent requiring a RSA.   |
| 71      |              |          | <u>School Operational Management Plan</u><br>It is requested that the applicant prepare a draft School Operational Management Plan, in consultation with the Sydney Coordination Office within TfNSW, as part of the applicant's RTS, and be finalised prior to OC. The Plan needs to specify in particular, details of kerbside management at the proposed pick-up and drop-off operation; staggered starting and finishing time classes and management of conflicts between students and cyclists. | SINSW understands the importance of a School Operational Management Plan for FSPS. However, SINSW requests that the requirement for a School Operational Management Plan be made a condition of consent, to be provided prior occupation, as opposed to a requirement at the RTS stage.<br><br>The proposal is yet to undergo detailed design development and school operations are yet to be determined in the context of the final built outcome. As a result, it is considered premature to prepare a draft School Operational Management Plan at this stage.<br><br>However, details around how pick-up and drop-off will be managed to ensure the safety of students and cyclists are discussed in the covering Response to Submissions Report and Arup's Traffic and Transport Response to Submissions Report at <b>Appendix B</b> . These details will form the basis of the future Management Plan. |
| 72      | Sydney Water | Comments | <u>Water Servicing</u><br>Sydney Water advises that potable water servicing should be available via a 150mm cast iron cement lined watermain (laid in 1957) on Upper Fort Street. Amplifications, adjustments, and/or minor extensions may be required.  | Noted.  |
| 73      |              |          | <u>Wastewater Servicing</u><br>Sydney Water advises that wastewater servicing should be available via a 225mm vitrified clay wastewater main(laid in 1929) within the property boundary. Amplifications, adjustments, and/or minor extensions may be required.   | Noted.  |
| 74      |              |          | <u>Stormwater</u><br>Sydney Water advises that requirements for its stormwater assets may apply to the site. The applicant should ensure that satisfactory steps/measures are taken to protect existing stormwater assets, such as avoiding  | Noted.  |

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|                                 |                |          | building over and/or adjacent to stormwater assets and building bridges over stormwater assets.<br><br>Sydney Water recommends that the applicant should consider taking measures to minimise or eliminate potential flooding and/or degradation of water quality, should avoid adverse impacts on any heritage items, and should create pipeline easements where required.   |  |
| 75                              |                |          | <u>Sydney Water Servicing</u><br>A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water. Sydney Water advises the applicant to make an early application for the certificate, as there may be water and wastewater pipes to be built that can take some time. This can also impact on other services and buildings, driveways or landscape designs.   | Noted.   |
| 76                              |                |          | <u>Building Plan Approval</u><br>The approved plans must be submitted to the Sydney Water Tap in™ online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.  | Noted.   |
| 77                              |                |          | <u>Other Requirements</u><br>Sydney Water notes further requirements for: trade wastewater permits and Boundary Traps if the development is going to generate trade wastewater; testable Backflow Prevention Containment Devices; testable double check detector assemblies for separate hydrant and sprinkler fire services; water efficiency recommendations and contingency plan recommendations for situations where water supply is interrupted. | Noted.   |
| 78                              | Ausgrid        | Comments | Ausgrid encourages the applicant to continue to discuss their requirements directly with Ausgrid and make a connection application as soon as practicable.  | Noted.   |
| <b>Organisation Submissions</b> |                |          |   |  |
| 79                              | National Trust | Comments | The Traffic Assessment Report does not assess potential impact and inconvenience of traffic changes on the arrival and departure of vehicles from the Trust Centre.   | The access road to the National Trust is not proposed to be changed by the works at FSPS. The diagrams at Appendix A of the Traffic and Transport Response to Submissions Report ( <b>Appendix B</b> ) show the operation of the school and surrounding roadways depending on the time of day and the opening of the future SHB cycleway. They show that the National Trust access road remains unchanged. |

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| 80      |                                  |         | Traffic Survey undertaken during a “typical school week” did not capture or consider vehicles travelling to the Trust Centre. Additionally, the hourly tube count was undertaken on a week that the Trust’s Gallery was closed. The survey does not adequately address traffic counts in the morning peak, and wet weather traffic projections were not based on observed behaviour and only on student surveys.   | It is understood that the showing of the Salon des Refusés 2019 commenced on the 11 May 2019, as shown in the counts with increased traffic on Watson Road that evening. The count continued until the evening of the 14 May 2019, with peak hour results for Monday and Tuesday similar to the previous week as shown in Table 10 of the submitted TTA. It is therefore considered to be a typical week’s worth of data for the area.<br><br>Regarding wet weather behaviours, it is often difficult to time surveys with wet weather events, and user surveys are an industry-accepted method of considering the impact of wet weather on travel patterns. |
| 81      |                                  |         | The potential impacts of the new morning peak have not been clearly articulated. The arrival of several community groups who meet regularly at the Trust Centre will coincide with the morning peak resulting in significant increases to the number of cars.  | As noted in section 10 of the submitted TTA and at Section 3 of Arup’s Traffic and Transport Response to Submissions Report ( <b>Appendix B</b> ), the morning peak is not expected to be the defining peak activity onsite. This is because arrivals are spread across a longer period of time. National Trust access is not expected to be disadvantaged by queuing cars during the morning peak.  |
| 82      |                                  |         | The proposed afternoon school traffic queue is heavily reliant on good behaviour and considerate driving, which will be unfamiliar to irregular school or Trust centre visitors, increasing the risk of a traffic incident. Traffic changes should be accompanied by an education campaign.  | Noted, the proposed School Operational Travel Plan will include an outline for educational marketing materials to be created and distributed by the school.  |
| 83      |                                  |         | The single-laned private National Trust roadway should not become a shared pedestrian road, as the boom gate at the entrance of the Trust will require drivers to reverse the length of the roadway posing safety risks to children, especially those unaccompanied by an adult.   | Noted, no changes are proposed to the National Trust roadway as part of this application.  |
| 84      |                                  |         | Several perspective drawings indicate vehicle access to the trust terminating at the eastern end of the current carpark, cutting off an existing road that extends around the Trust Centre to the southern side. The proposed cycleway should not impede this road that provides access to the Trust’s loading bay.  | The modelled portion of the surrounding site, identified in the Trust’s comment, is showing the limits of the CAD model in this part of the context. The omission of the Trust’s loading area from this part of the site model, and as illustrated in these views, is not a deliberate proposal to alter Trust property, only the limit of the 3D model. Further, this portion of the proposed cycleway, whilst not the subject of this application, will not impede the use of the Trust’s vehicular areas or loading clearances.   |
| 85      | Fort Street Public School P & C. | Objects | <u>The proposed rate of growth for the school is not understood</u><br>The existing site of FSPS is of restricted size and limited accessibility. A larger school than necessary will result in a scale of development that is unsuited for such a site. No demographic study is provided to accurately understand the proposed rate of growth for the school. This results in an already constrained site accommodating for a larger than necessary student population affecting safety/amenity and potentially empty classrooms. | The proposed increase to the size and student capacity of FSPS is a response to: <ul style="list-style-type: none"> <li>• Growing student demand; and</li> <li>• Incompatible asset condition with the Department of Education’s modern teaching practices and standard.</li> </ul> There is a 26% increase in demand projected to 2036 for schools in the area. This demand is being driven by the projected construction of 18,300 new dwellings during that period.   |

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|         |      |      |   | <p>Classrooms at FSPS are currently below the size required under the Education's Educational Facilities Standards and Guidelines (EFSG), leaving little room to compensate for the shortage in home bases or address modern pedagogical approaches. Further, across the Inner-Sydney SCG, there is a current and projected shortage in home bases to 2036.</p> <p>Fort Street is one of the best-connected schools from a public transport/walkability perspective, being within walking distance of multiple heavy rail, future Sydney Metro, light rail, bus and ferry transportation options. It therefore presents an opportunity for increased student capacity in an accessible location, and provides SINSW with flexibility for student enrolments in both the FSPS catchment as well as the Inner City Primary School Community Group until such time as it is required solely for use of the immediate catchment.</p> <p>These factors have led to the current proposal to increase the capacity of FSPS from 220 to 550 students under this SSDA.</p> <p>The project has been supported by a strong intent from the NSW Government to redevelop the site, given the increasing student demand and the prominence of the site, which led to the preparation of several Business Cases, and ultimately, a decision to further progress the upgrade and redevelopment of FSPS.</p> |
| 86      |      |      | Students should be drawn from CBD catchment only.   | Refer to comments above in relation to Item 85. There is current and future student demand, both within the catchment of FSPS and the broader Inner-Sydney Primary School Community Group (SCG).  |
| 87      |      |      | It is unclear whether good accessibility to public transport is the rationale behind proposing a larger school. | <p>The redevelopment of Fort Street Public School is responding to three key drivers:</p> <ul style="list-style-type: none"> <li>• Growing student demand;</li> <li>• Incompatible asset condition with the Department of Education's modern teaching practices and standards; and</li> <li>• Precinct opportunities to better integrate the isolated school site with the surrounding Observatory Hill Precinct.</li> </ul> <p>Of these three drivers, the most significant is growing student demand. There is a 26% increase in demand projected to 2036 for schools in the area, being driven by construction of 18,300 new dwellings during that period.</p> <p>The Department of Education determined FSPS as one of the best candidates to accommodate growth in demand, given the constraints on other school sites. It was also determined that FSPS is also one of the most well-located schools in terms of public transport and walkability, making it suitable to accommodate additional student capacity.</p>   |
| 88      |      |      | One main entrance point accommodating for 550 students is insufficient and will cause congestion.               | A detailed analysis of the proposed access arrangements for pedestrians, cyclists and vehicles has been carried out as part of the design process. The proposal is considered acceptable from an access perspective.  |

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|         |      |      |   | Notwithstanding, the proposal has been designed to accommodate a pedestrian bridge on the western side of the site in the future, should it be required and should funding become available. The location of the future pedestrian bridge has been shown on the submitted Architectural Drawings, for reference.  |
| 89      |      |      | Close proximity between school entrance and cyclists on the Harbour Bridge and Western Distributor, including use of shared paths, is a critical safety concern.  | <p>A detailed response to these concerns has been provided in Section 1.1 of the covering Response to Submissions Report.</p> <p>To minimise conflict between the school community and cyclists, a phasing strategy has been developed so that the school can function prior to and after the construction of the cycleway. In summary:</p> <ul style="list-style-type: none"> <li>• During construction works at FSPS, as well as during construction of the new cycleway, it is anticipated that the cycleway will be redirected via a temporary ramp on the Sydney Harbour Bridge stairs and onto Watson Road, Argyle Street and Kent Street, connecting to the Kent Street cycleway.</li> <li>• After construction of FSPS but prior to construction of the new cycleway, cyclists will continue to use Upper Fort Street to access the Harbour Bridge. Under this scenario the school entry gate is located within the school site to allow cyclist passage along Upper Fort Street. At pick-up and drop off times, the interaction of cyclists, pedestrians and vehicles will need to be carefully managed by FSPS staff. These management measures will be contained within the School Operational Management Plan.</li> <li>• Once the dedicated cycleway is complete and cyclists no longer need to use Upper Fort Street, the school entry gate will be relocated to the northern FSPS boundary on Upper Fort Street, as the road passes over the Cahill Cut.</li> </ul> <p>Once the dedicated cycleway is complete, Cyclists will use the dedicated cycleway on the western side of Upper Fort Street whilst pedestrians will use a pedestrian path on the western side of Upper Fort Street. There will be no interaction between pedestrians, cyclists and vehicles.</p> |
| 90      |      |      | <p><u>Harbour Bridge Cycleway Construction timing and Relationship to the construction timing of the Redevelopment of the School</u></p> <p>The preliminary Construction Management Plan submitted with the application shows the interface of the Site gate 1 adjoining the Cycleway and the Cycleway being fenced by a Class A Hoarding. Refer to page 7 of the Preliminary Construction Management Plan, on the basis that the Cycleway is in operation while the school construction is occurring. This may be problematic.</p> | <p>A detailed response to these concerns has been provided in Section 1.2 of the covering Response to Submissions Report.</p> <p>As noted above, a phasing strategy has been developed to minimise conflict during construction. During construction works at FSPS, as well as during construction of the new cycleway, it is anticipated that the cycleway will be redirected via a temporary ramp on the Sydney Harbour Bridge stairs and onto Watson Road, Argyle Street and Kent Street, connecting to the Kent Street cycleway.</p> <p>Initial review of the routes has been undertaken and discussed with City of Sydney bicycle and traffic representatives, Bicycle NSW and Roads and Maritime Services. More planning will be required to consider this alternative route which would benefit both projects. Lendlease will liaise with the authorities to obtain the</p>  |

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|         |      |      |  | <p>most up to date information available on the SHB cycleway diversion works. If the cycleway is not diverted, management between cyclists and vehicles will be required.</p> <p>Section 6.3.5 of the updated Construction Management Plan provided at <b>Appendix C</b> notes that full height plywood Class A hoarding will ensure all materials are encapsulated on site. This would minimise risk of any objects falling over the hoardings onto the bike path.</p>   |
| 91      |      |      | <p>Clarification required on how and when the Sydney Harbour Bridge Cycleway redevelopment will occur in relation to the FSPS reconstruction</p>   | <p>SINSW appreciates the concerns that have been raised regarding the interface with the SHB cycleway and understands the critical importance of works being undertaken in a coordinated manner to ensure the safety of students and the public. However, funding and timing of the cycleway works is currently unknown, and SINSW is not responsible for the delivery of the cycleway.</p> <p>Based on recent feedback from RMS, it is likely that the school construction works will occur well in advance of the proposed cycleway project. However, should construction activities occur concurrently, the works will be managed in accordance with the protocols outlined in Section 1.3 of the Covering Response to Submissions Report.</p> <p>Section 6.3.4 of the Updated Construction Management Plan at <b>Appendix C</b> addresses potential construction impacts in the event of concurrent construction of the school and new cycleway.</p> <p>If concurrent construction eventuates the continued diversion of the SHB cycleway is paramount. The proposed shared cyclist and vehicle detour in the submitted EIS, utilising the temporary ramp on the SHB stairs and continuing onto Watson Road, Argyle Street and Kent Street will be used.</p> <p>Initial review of the routes has been undertaken and discussed with City of Sydney bicycle and traffic representatives, Bicycle NSW and Roads and Maritime Services. More planning will be required to consider this alternative route which would benefit both projects. Lendlease will liaise with the authorities to obtain the most up to date information available on the SHB cycleway diversion works.</p> |
| 92      |      |      | <p><u>Concern about the Cycleway deviation in relation to community safety</u><br/>                     Concern over cycleway diversion about the safety of pedestrians commuting to work, tourists, residents, and especially children. Will conflict with morning traffic and parents doing school pick-ups and drop-offs.</p> | <p>Refer to responses above. SINSW is not responsible for the construction and diversion of the cycleway.</p> <p>However, if concurrent construction eventuates the continued diversion of the SHB cycleway is paramount. The proposed shared cyclist and vehicle detour in the submitted EIS, utilising the temporary ramp on the SHB stairs and continuing onto Watson Road, Argyle Street and Kent Street will be used.</p> <p>An initial review of the cycleway diversion has been undertaken and discussed with City of Sydney bicycle and traffic representatives, Bicycle NSW and Roads and Maritime Services. More planning will be required to consider this alternative</p>   |



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| 93      |      |      | <p><u>Concern about the sharing of the footpath of the Western Distributor with Cyclists</u><br/>                     The 300m long shared pathway along the Western Distributor is a major concern to parents and students. Cyclists are on the same footpath, adjacent to the Western Distributor, as families walking their child to school. This is not mentioned in the Traffic Report nor the Architectural Design statement. Increasing school numbers will increase users of this pathway, especially s primary catchment of school will be from Town hall, Chinatown, Haymarket.</p> <p>The circular off ramp still results in cyclists using this path.</p> <p>Whilst an interim diversion is proposed, there is no clear long term solution that bypasses students. The only way to ensure safety of children is to make Kent Street diversion permanent.</p> | <p>route which would benefit both projects when the design and construction of the cycleway commences.</p> <p>A detailed response to concerns around the interface between pedestrians and cyclists is provided in the covering Response to Submissions Report.</p> <p>The catchment area of the school includes future residential developments in Barangaroo, in addition to developments around Town Hall, Chinatown and Haymarket. The scope of works for the cycleway includes separate pedestrian and cyclist paths for this section from Kent Street, along the Western Distributor.</p> <p>As noted above, the ultimate design and delivery of the SHB cycleway is outside of SINSW's control. However, SINSW would welcome a whole of government approach to the delivery of the new cycleway.</p> |
| 94      |      |      | <p><u>The school entrance is a highly constrained area with all students having to gain entry through just one main entrance, giving rise to major safety and management issues</u><br/>                     The main entrance to the school remains as the entrance from Upper Fort Street. There is contradicting information in the SSDA about a western bridge being proposed, refer to page 81 of the Architectural Design Statement; the EIS at page 26 makes no reference to a western bridge being part of the application.</p> <p>Western portion of the school is inaccessible by vehicle access due to changes in grades from stairs and ramps. Therefore, the western access bridge may be necessary</p>   | <p>The western pedestrian bridge is not part of the current scope of works and therefore is not part of the EIS. However, the proposal has been designed to accommodate a pedestrian bridge in the future, should it be required and should funding become available. The location of the future pedestrian bridge has been shown on the submitted Architectural Drawings, for information.</p> <p>In the interim, the main entrance to the school will continue to be from Upper Fort Street. It has been demonstrated that the proposed design is suitable from a pedestrian, bicycle and vehicular access perspective.</p> <p>The western side of the school site will not be accessible to vehicles.</p>  |
| 95      |      |      | <p>Entrance to the school – concerns regarding the safe manoeuvring of vehicles, young children and parents at the pick-up/drop-off zone. Whilst road is being widened, there is only still one entry at the school. Proposed cul-de-sac U-turn arrangement will result in congestion, sight line issues for children using both side doors and rear boots. A linear drop-off/pick-up option is safer and more efficient.</p>  | <p>A detailed response to the concerns raised regarding pick-up and drop-off arrangements is provided in Section 1.1 of the covering Response to Submissions Report and in Arup's Traffic and Transport Response to Submissions Report at <b>Appendix B</b>.</p> <p>It is acknowledged that the FSPS site is constrained, and it is not possible to accommodate a linear drop-off and pick-up zone. However, the cul-de-sac arrangement has been successful at other similarly constrained schools. Through the implementation of an Operational Management Plan and the proper</p>   |

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|         |      |      |   | management of pick-up and drop-off arrangements, the proposed design will operate safely and efficiently at FSPS.   |
| 96      |      |      | Concerns over queuing down the Argyle Place, management of crossings and intersections along that route, and broader impacts to surrounding streets. This issue also has to be considered in relation to emergency vehicles accessing FSPS during congestion.   | <p>The proposed arrangements is designed to limit the likelihood of queuing in Argyle Place by allowing for 48 cars to queue within Upper Fort Street.</p> <p>Emergency vehicle access will continue to be possible using the passing points on Upper Fort Street, with lights and sirens operation where the cars stop moving and the vehicle drives onto the other side of the road.</p>  |
| 97      |      |      | <p>P&amp;C disagrees with untested assumption on page 42 of Traffic Report:<br/> <i>In addition, for a 550-student school in this location it could be expected that a wide catchment will continue which favours travel by train, bus and ferry. On this basis, a 25% reduction in car mode has been applied which will be supported by travel demand management strategies and the wider catchment.</i></p> | <p>Arup has made a reasonable assumption in the TTA on mode share as it is based on current student travel patterns and the potential of the transport strategies developed in the Green Travel Plan.</p> <p>Given the catchment of the school, the context of the site, the recent introduction of light rail and the implementation of the Green Travel Plan, the 25% reduction in car mode share is considered conservative.</p> <p>It is noted that a significant proportion (23%) of survey respondents indicated that opening of the light rail, which has improved north south movement though the school catchment, could influence their travel choice.</p> <p>In conjunction with other initiatives outlined in the submitted Green Travel Plan and SINSW's commitment to sustainable travel, it is considered that the envisaged reduction in car mode share is reasonable and feasible.</p> |
| 98      |      |      | Provision of suitably sized spaces for its target numbers of student with the potential to compromise the physical and mental well-being of the students and teaching staff, and to impact operational efficiency from day one  | <p>The physical and mental wellbeing of students and staff is of key importance to SINSW.</p> <p>The proposal has been designed to cater for the needs of the proposed number of students. Specific concerns raised in relation to the adequacy of the school hall and open space are addressed elsewhere in this table, including in response Items 100 and 103.</p>   |
| 99      |      |      | The Outdoor Play area appears insufficient and does not meet Regulations 107 and 108 in Outdoor Play Area Guidelines /National Quality Standards 2020 as published by the Australian Children's Education and Care Quality Authority (ACECQA) and under NSW Legislation.  | <p>Outdoor play requirements are driven by the recommendations of the Department of Education's Educational Facilities Standards and Guidelines (EFSG), rather than the Guidelines referenced in the submission.</p> <p>Consideration of the proposed play space against the requirements of the EFSG is provided elsewhere in this table, including in response to Items 33, 100 and 104.</p>  |
| 100     |      |      | Insufficient amount of outdoor active recreation space for the number of proposed students, interim and long term. Outdoor play spaces appear encumbered by trees and irregularly shaped, and are therefore unsuitable. Pathways and accessways do not provide suitable outdoor play areas. The communal hall and verandahs should not be counted as outdoor play areas.                                      | <p>As outlined at Section 3.14 of the submitted EIS, the provision of adequate and functional open space for recreation and learning has been a key consideration. The proposed redevelopment of FSPS provides an opportunity to reset the layout of buildings and significantly improve the suitability and functionality of play space across the site. At the completion of the new cycleway (i.e. Phase 2), there will be approximately 7.1m<sup>2</sup> of open space per student. This includes use of the communal hall and the roof space of Buildings H and J and the western ball court.</p>  |

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|         |      |      |  | <p>It is uncommon for schools in the Inner City School Community Group to meet the open play space requirements outlined in the EFSG. The proposed quantum of play space per student, whilst below the EFSG, is consistent with most schools within the Inner City School Community Group, of which only two schools meet the open play space requirements.</p> <p>The existing school currently has a functional play space of approximately 7m<sup>2</sup> per student. As such, there is a marginal increase in the amount of open play space per student. This satisfies the EFSG requirement that, where the open play space requirement cannot be met, play space per student is not less than the existing play space per student on the site. In addition, as noted above, there will be a significant improvement in the quality, functionality and accessibility of play space over the current state of the school.</p> <p>To further optimise the amount of outdoor play space available, FSPS is currently reviewing their timetable to consider options such as staggered lunch and recess times to effectively double the apparent quantity of outdoor space per student.</p> <p>Further, Observatory Hill is currently used for a number of school activities including the school's annual cross country carnival, a weekly running club, touch football training and music performances in the Rotunda (booked through Council).</p> <p>The endorsed landscape design optimises the area available for development whilst balancing the needs of the briefed student population. The areas of available outdoor area are landscaped to accommodate teaching functions and to foster parallel importance of outdoor play. The inclusion of the Hall and COLA verandahs as outdoor play areas is a viable and acceptable measure to offset the shortfall on a constrained site such as this. Further, these spaces will provide viable recreation opportunities for students, with opportunities for use in all weather conditions.</p> |
| 101     |      |      | Use of the multipurpose forecourt that doubles as vehicle access presents issues such as emergency access. This space should be considered "surplus extra" outdoor space, rather than contributing to minimum space guidelines.  | <p>This space is a core outdoor play area and should not be considered as surplus space.</p> <p>Emergency vehicle access to the site has been analysed as part of the design process. In the event that an emergency vehicle needs to access the site when students are playing outside, teachers will be required to direct children away from the space to enable safe vehicular access.</p>  |
| 102     |      |      | Sports court shown on page 20 of landscape architects report is insufficient to accommodate ball games such as basketball or netball. Handball areas shown on page 19 are unsafe as they are shown partially on road surface and immediately adjacent to verandah columns. | The court has been sized for regulation sports, such as basketball and netball, and with accordingly compliant line marking. Runoff zones have been provisioned to enable the children adequate space around the court.   |
| 103     |      |      | Unclear whether Multipurpose indoor hall is large enough and tall enough to accommodate indoor sports.   | The hall is not designed as a sports hall to cater to specific forms of sport. However, informal sports activities can take place within the hall. Its indoor height  |

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|         |      |      |  | <p>and ceiling clearance is limited due to visual impact constraints related to the adjacent heritage items, as outlined below. However, the height of the hall is consistent with the EFSG Guidelines and is typical across the SINSW portfolio.</p> <p>The location, bulk, scale, and form (including height) of the new multipurpose indoor hall (Building G) has been primarily informed and driven by the presence of locally listed heritage item, the Messenger's Cottage, which is located immediately northwest of the new building. The design of all new FSPS buildings have been required to respond to the location, scale and form of existing heritage items on the site to ensure that a 'hierarchy of significance' is maintained, whereby the heritage items remain distinctive within the visual context and form of the FSPS site redevelopment. Therefore, the form of Building G has been intentionally designed to be of a low scale, limited in height, and recessive to the Messenger's Cottage, ensuring the new addition will not dominate or detract from the heritage item, in order to minimise potential visual impact to the heritage setting, character and form of the Messenger's Cottage. An increase in the overall size or height of Building G would have a negative visual impact to the setting and significance of the Messenger's Cottage heritage item.</p> |
| 104     |      |      | <p><u>Play space per child is reduced by 30% when student numbers increase from 391 to its maximum capacity of 550</u><br/>Future inclusion of rooftop areas as part of outdoor space is challenged as children cannot be supervised easily on three separate rooftops</p>   | <p>The availability of play space is addressed elsewhere in this response, such as in response to Items 33 and 100. It is noted that the proposed development will result in marginally more play space per child when compared to the current situation at FSPS.</p> <p>Supervision is an operational consideration which will be managed by the school to ensure adequate supervision of all play areas.</p>  |
| 105     |      |      | <p><u>The multipurpose hall (Building G) is insufficiently sized for indoor whole of school gatherings</u><br/>Multipurpose communal hall with proposed capacity for 250 students is insufficient to accommodate a school with 550 students, and it is unclear whether it can accommodate indoor sports.</p>   | <p>Refer to comments above. The hall's footprint and height are constrained by the required school functions and existing archaeological and heritage fabric present on the site. School gatherings and assemblies will likely be phased, such as for junior and senior year groups.</p> <p>Whilst informal sports activities can take place in the hall, it has not been designed to cater for any specific types of sport. As is currently the case, the school will access adjacent facilities for specific sporting requirements, in addition to the half court provided on the site's western boundary.</p>  |
| 106     |      |      | <p><u>Deficiency in Observatory Hill Master planning considerations for the application</u><br/>The application does not seek from or provide guidance to a future masterplan of Observatory Hill, particularly in the school reasserting itself on former landholdings, now occupied by the National Trust that is "severely underutilised". It is suggested that relocation of their space to Glover Cottages would a better and more suitable outcome</p> | <p>The preparation of a Masterplan for Observatory Hill and the potential relocation of the National Trust is beyond the scope of this project. Moreover, the National Trust building is outside of the site and is not under the ownership or control of SINSW. Existing Masterplans produced by the City of Sydney relevant to this site have been considered as part of the proposal. This includes the consideration of items beyond the scope of the project to ensure the school upgrade does not preclude their future incorporation.</p>  |

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| 107     |      |      | The intensification of road related uses in the vicinity of the Sydney Observatory, the extensive parking areas on the north side of the National Trust building are degraded, wasteful and inappropriate for such an iconic site.  | <p>SINSW supports the preparation and implementation of a Masterplan for Observatory Hill. However, development of such a Masterplan is outside of SINSW's direct control, and is the responsibility of the City of Sydney.</p> <p>Vehicular access to the site has been subject to detailed analysis to reduce the impacts of cars traveling to and from the site. Further, no parking has been provided and the application includes a Green Travel Plan, which seeks to reduce car mode share by 25% in favour of non-car modes of transport.</p> <p>No changes are proposed to the parking areas to the north of the National Trust building as part of the development application.</p>   |
| 108     |      |      | The EIS correctly cites that Cl. 8 (2) (i) of the Education SEPP, Cl 7.20 of the SLEP does not apply. However, in the public interest and in the opinion of the P&C this does not abrogate the application being mindful of the context of the site and considering the changing circumstance of Observatory Hill, as well as Barangaroo, and the Barangaroo Station. | <p>The proposal gives significant consideration to the site's existing and future context. This has been key to the siting and design of the proposed buildings.</p> <p>As detailed above, notwithstanding that a design competition is not required, the design meets the objectives and matters for consideration under Clause 6.21 of the SLEP 2012 in the following ways:</p> <ul style="list-style-type: none"> <li>• The proposed design is contextual, uses high quality materials and has been through a prolonged iterative design process with significant input from the State Design Review Panel and other stakeholders;</li> <li>• The proposed design significantly improves the functionality and quality of open space on the site, responding to modern teaching standards and the recreation needs of future students;</li> <li>• The proposed design does not obstruct any view corridors;</li> <li>• The proposed design has been heavily influenced by the location, design and scale of the existing heritage buildings and has been designed to respect and complement their materiality and built form;</li> <li>• The scale of the buildings has been set based on the scale of the precinct and existing buildings on site;</li> <li>• The buildings have been set back from the east to maintain a curtilage established by vegetation on the site and to the north and south, and maintains views to Messenger's Cottage;</li> <li>• Environmental impacts have been assessed in the relevant sections of the exhibited EIS and appended reports;</li> <li>• The proposed design is consistent with the relevant ecologically sustainable development (ESD) guidelines, regulations and standards, the four accepted principles of ESD and will be constructed to an equivalent of 4 Star Green Star Design and As Built v1.2 rating (although formal certification will not be sought);</li> <li>• The proposed design improves and rationalises vehicular access to the school;</li> <li>• The proposed works generally will not impact the public domain and will be coordinated and integrated with the future Sydney Harbour Bridge Cycleway upgrade to the east;</li> </ul> |

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|         |      |      |   | <ul style="list-style-type: none"> <li>The site appropriately interfaces with the public domain to the east of the site by providing an appropriate setback and a transition in scale; and</li> <li>The proposed design creates a series of distinctive landscaped areas, each responding to the surrounding built form and the likely uses of the space, which were established based on feedback from the State Design Review Panel.</li> </ul> <p>Accordingly, the proposal delivers a high standard of architectural, urban and landscape design and achieves design excellence consistent with the intent of Clause 6.21 of SLEP 2012.</p>  |
| 109     |      |      | A whole government approach is required to prepare a suitable and workable plan for Observatory Hill.   | <p>Noted. It is agreed that a holistic approach is required for the preparation of a Masterplan for Observatory Hill. SINSW is open to participating in the preparation of any Masterplan for the precinct.</p> <p>As noted above, existing Masterplans produced by the City of Sydney relevant to this site have been considered as part of the proposal. Where these plans are beyond the limits of the scope of the project, it has been considered so as to not preclude future incorporation.</p>   |
| 110     |      |      | The City Council's Harbour North Study of 2012 is now very dated and the subsequent consented at Barangaroo, and the foreshadowed opening of the Barangaroo Station in 2024 require major Planning and Urban Design attention.  | Noted. This is a matter for City of Sydney Council to address.   |
| 111     |      |      | <p><u>Planning for movement of students once Sydney Metro Station at Barangaroo opens</u></p> <p>The application fails to address the impact of the opening of Barangaroo Station in on the movement of students and parents on the Western flank of the school. The opening of the station will be approximately concurrent with the redevelopment of FSPS. Arrival and departures are likely to be from High Street and Kent Street from the Station. The use of Agar Steps as an access direction to the school is imperative.</p> | <p>This is noted and has been considered in the design of the proposed development.</p> <p>The proposed design does not inhibit movement from the future Barangaroo Station. The Agar Steps will continue to be used as an access point to the school and will continue to provide an attractive and safe route from the key north-south spine of Kent Street. After using the Agar Steps, students will arrive at Observatory Hill and follow the footpath around to the school entry on Upper Fort Street.</p>   |
| 112     |      |      | <p><u>Lack of Consultation with the P&amp;C and School community</u></p> <p>Ongoing consultation with the broader school community has not been adequate with only two sessions providing limited information. Consultation has not occurred on the reasoning or timeline for the proposed increase in student numbers to 550, nor the inadequacy of communal hall capacity for 550 students.</p>   | <p>As detailed at Appendix S of the submitted EIS, consultation with the local and school community has taken place throughout the design phase. The tools and activities used throughout the project to ensure engagement with the local and school community have included:</p> <ul style="list-style-type: none"> <li>Project website, email address and phone number;</li> <li>Information sessions and booths;</li> <li>Project updates and works notifications;</li> <li>Advertisements in local newspapers; and</li> <li>A Project Reference Group (PRG) established early in the project with nominated representatives from the school community to ensure input from,</li> </ul> |

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|         |      |      |   | <p>and consultation with, impacted stakeholders. A P&amp;C Representative has been invited to the monthly PRG meetings and has attended frequently.</p> <p>To date, the following activities have taken place:</p> <ul style="list-style-type: none"> <li>• Five works notifications distributed to the school community to inform them of work onsite;</li> <li>• Three project updates have been distributed to the school community and two of these have also been distributed to the local community to inform about the project and upcoming information booth/session;</li> <li>• One information pack was distributed to the school community in April 2020 to provide a summary of the SSDA, including guidance about how the community could provide feedback to DPIE and contact the SINSW with any questions</li> <li>• An information booth to provide the community an opportunity to ask questions and show the concept design was held on 29 August 2019. The info booth was attended by 23 people; and</li> <li>• An information session was held on 4 November 2019 to show the design being used for the SSDA lodgement and to get additional feedback from the community. The session was attended by 32 people.</li> </ul> <p>SINSW and the project team will continue to engage with the P&amp;C through the detailed design and construction phases of the project.</p> |
| 113     |      |      | <p>At those meetings parents asked about the adequacy of the outdoor areas for play, the safe entry into the school grounds given the proximate cycleway, and vehicle access issues, a western access to the school from Barangaroo Station and the intended number of students. These questions were raised but until the SSD application there has been no meaningful consultation with the P&amp;C and school community.</p>   | <p>As noted above, there has been ongoing consultation with the school community leading up to lodgement of the SSD DA. A Project Reference Group (PRG) was established early in the project with nominated representatives from the school community to ensure input from, and consultation with, impacted stakeholders. A P&amp;C Representative was invited to the monthly PRG meetings and has attended frequently.</p> <p>SINSW has sought to address the concerns raised by the school community during the consultation sessions, as well as in the submitted application.</p> <p>SINSW is committed to ongoing consultation with the P&amp;C through the detailed design and construction phases of the project.</p>   |
| 114     |      |      | <p>There has not been genuine community consultation consistent with the 28th June 2019 letter of the Department of Planning and Environment to the Department of Education:</p> <p><i>The Department wishes to emphasise the importance of effective and genuine community consultation where a comprehensive open and transparent community consultation engagement process must be undertaken during the preparation of the EIS. This process must ensure that the</i></p> | <p>As outlined above, there has been ongoing consultation with the local and school community throughout the design phase, as summarised in the Consultation Summary Report at Appendix S of the submitted EIS.</p> <p>Further, the EIS has been notified and advertised in accordance with the requirements in the <i>Environmental Planning &amp; Assessment Act 1979</i> and associated Regulation.</p>   |



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|         |   |          | <i>community is provided with a good understanding of what is proposed, description of any potential impacts and they are actively engaged on issues of concern to them.</i>   |  |
| 115     |   |          | Exhibition occurring during the COVID-19 pandemic when many parents are home schooling and away from the school community and during lock-down is problematic for engagement.  | The EIS was notified and advertised in accordance with the requirements in the <i>Environmental Planning &amp; Assessment Act 1979</i> and associated Regulation.  |
| 116     |   |          | <p><u>History of Fort Street Public School</u><br/>A brief history of Fort Street Public School is provided, from the Fort Street National School established in 1849, to the Fort Street Superior Public School in 1881, to the Fort Street Public School in 1911. It includes history on the various buildings used on the campus.</p> <p>A short list of 'Famous Fortians' is provided including Sir Edmund Barton, H.V Evatt, Sir Joseph Carruthers, Sir Bertram Stevens and Peter McCormick.</p>  | Noted.   |
| 117     | Millers Point Community Resident Action Group (MP CRAG) | Comments | Prepare a masterplan for Observatory hill as Sydney's Foremost Education Precinct. A suggested master plan is provided that relocates the National Trust, converts existing National Trust building to a FSPS school building, provides additional play space, separates the cycleway from the drop-off zone and allows two drop-off zones.  | <p>Refer to comments above. It is agreed that a holistic approach is required for the preparation of a Masterplan for Observatory Hill. SINSW is open to participating in the preparation of any Masterplan for the precinct.</p> <p>However, preparation of a Masterplan for Observatory Hill and the potential relocation of the National Trust is beyond the scope of this project. Moreover, the National Trust building is outside of the site, and is not under the ownership or control of SINSW.</p>   |
| 118     |   |          | <p>Complete the new cycleway prior to commencement of construction work on the school, per Alex Greenwich MP's letter to Andrew Constance. Kent Street is too narrow with parked cars, has too many crossings and will not be able to accommodate cyclists and construction vehicles. Cyclists will be competing with many types of vehicles and existing users of Watson Rd, Argyle Stand Kent St during peak times. Cyclists are likely to travel too fast, ride too slowly up hills, compete with Taxis doing U-turns on Watson Road, compete with wedding groups, pose safety risks at the Watson Road/Argyle Street intersection, compete with pedestrians using the Kent Street/Argyle St crossing, people walking their dogs.</p> <p>An alternate plan is suggested involving the construction of a new cycle way using the current route, a possible temporary diversion through the tunnel at the top of Watson Rd through to Cumberland St and new parking and speed restrictions for Upper Fort St and Watson Rd.</p> | <p>Refer to responses above and in the covering Response to Submissions Reports.</p> <p>The SHB cycleway project is outside the scope of the FSPS works and beyond SINSW's control.</p> <p>Works to the SHB cycleway will not be complete prior to construction works beginning at FSPS. However, contingencies for concurrent construction of both projects, as well as operation of the school before, during and after construction of the cycleway have been considered as part of the response (refer to covering Response to Submissions Report and Arup's Traffic and Transport Response to Submissions Report at <b>Appendix B</b>).</p> |

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| 119     |      |      | Construction vehicle traffic is a concern as it generates noise, dust and additional traffic. Kent Street should not be used as a point of access/egress for construction vehicles. It is rejected and other options for non-residential streets are available. The contractor should be prohibited in its contract to use Kent Street. The road is narrow and the number of trucks per day will increase risk of accidents causing injury and death. Construction vehicles should use Hickson Road, Argyle Street and Watson Road as their travel route. Heavy vehicle temporary parking is an existing issue and all future heavy vehicles should drive straight to their sites and not be allowed to layover on residential streets. | <p>Refer to Section 6.3.3 of the updated Construction Management Plan prepared by Lendlease (<b>Appendix C</b>) for further analysis of truck movements during each construction phase, as well as updated truck arrival and departure route maps.</p> <p>Truck arrival and departures will be focussed on the western side of the Sydney CBD. Truck arrival routes will utilise Sussex Street, Kent Street and Clarence Street. Truck departure routes will mainly utilise Sussex Street. Further development of suitable routes will occur in consultation with the Sydney Coordination Office as the project planning develops.</p> <p>Regarding noise, the main contractor will be required to evaluate potential noise impacts and appropriately manage impacts either through physical mitigation measures or managing frequency of movements to and from site.</p> |
| 120     |      |      | Pick-up arrangements suggested by ARUP in the Traffic Report are rejected as they are potentially illegal and will result in increased traffic circulation around local streets. There should be no parking on Watson Road and short-term parking should be provided at the former Argyle Street bus stop.  | <p>Refer to responses in the covering Response to Submissions Report and Arup's Traffic and Transport Response to Submissions Report at <b>Appendix B</b>.</p> <p>Drop-off and pick-up activities will take place within the school grounds. Watson Road is used for queuing of vehicles only during these times.</p>   |
| 121     |      |      | The best way to address traffic issues is to relocate out of catchment families to other schools.   | <p>Refer to responses above, such as Items 85, 86 and 87. There is a 26% increase in demand projected to 2036 for schools in the area, being driven by construction of 18,300 new dwellings during that period.</p> <p>The Department of Education determined FSPS as one of the best candidates to accommodate growth in demand, given the constraints on other school sites. It was also determined that FSPS is also one of the most well-located schools in terms of public transport and walkability. It therefore presents an opportunity for increased student capacity in an accessible location, and provides SINSW with flexibility for student enrolments in both the FSPS catchment as well as the broader School Community Group until such time as it is required solely for use of the immediate catchment.</p>  |
| 122     |      |      | MP CRAG seeks immediate consultation with CoS, RMS, Department of Education and NSW Police to progress traffic calming projects, address critical intersections and move Millers Point precinct to a low vehicle future.  | Noted. SINSW would be happy to take part in these discussions.  |
| 123     |      |      | MP CRAG objects to the dismissing of covering Cahill Cut. It should be considered.  | The covering of the Cahill Cut is beyond the scope of the project. However, the design does not preclude this from happening in the future.   |
| 124     |      |      | Re-vegetate Observatory Hill park with native plants.   | This is beyond the scope of the project. However, the landscape design for the site includes significant native planting.   |
| 125     |      |      | Review the 2012 Harbour Village North Domain Study in collaboration with CoS and update as required.  | Noted. This is a matter for City of Sydney Council to consider, however SINSW would welcome the opportunity to be involved in any update of the Study.  |

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| 126     |   |                     | School should commit to not using the Observatory Hill Park as a spill-over playground.  | Observatory Hill is currently used for a number of school activities including the school's annual crosscountry carnival, a weekly running club, touch football training and music performances in the Rotunda (booked through Council). It is proposed that these activities will continue following the completion of the school upgrade. However, there are no plans to expand these activities as part of the proposed redevelopment of FSPS.   |
| 127     | Millers Point Community Resident Action Group – Traffic Committee | Objects             | Safety concerns for people walking to/from work, tourists, residents, children at pick-up/drop-off points and older residents as a result of planned cycleway diversion along Kent Street. Streets will become congested, and bike riders will subsequently move to footpaths causing more safety concerns. Cars exiting Observatory Tower, The Georgia, and Highgate would be unable to see a speeding bike quickly enough to stop. Increased cyclists may also pose risk to Langham Hotel, Fire Station and retail outlets. The diversion will be hard to police and may result in numerous altercations with pedestrians. | Refer to responses above and in the covering Response to Submissions Reports.<br><br>Whilst the construction of the SHB cycleway is likely to occur after the commencement of works at FSPS, it is possible that they could occur concurrently. If concurrent construction eventuates, the continued diversion of the SHB cycleway is paramount. The proposed shared cyclist and vehicle detour in the EIS, utilising the temporary ramp on the SHB stairs and continuing onto Watson Road, Argyle Street and Kent Street will be used.<br><br>Initial review of the routes has been undertaken and discussed with City of Sydney bicycle and traffic representatives, Bicycle NSW and Roads and Maritime Services. More planning will be required to consider this alternative route which would benefit both projects. Lendlease will continue to liaise with the authorities to obtain the most up to date information available on the SHB cycleway diversion works as the FSPS project progresses. |
| 128     |   |                     | The cycleway must be built before the main work on the school commences, to minimise the duration of the Kent Street diversion.  | Refer to responses above and in the covering Response to Submissions Reports.<br><br>The funding and delivery of the SHB cycleway is beyond SINSW's control, and is outside the scope of the FSPS project. It is likely that construction works at FSPS will proceed ahead of the cycleway, however there may be a period of concurrent construction.   |
| 129     |   |                     | A meeting is requested between the Traffic Committee and key decision makers to progress an alternative solution.  | SINSW is open to ongoing consultation with the Traffic Committee. However, as noted above, the delivery of the cycleway is outside of SINSW's control.  |
| 130     | Museum of Applied Arts & Sciences (MAAS)                          | Comments / Supports | Engagement to date has been proactive and is acknowledged, resulting in a design proposal that is sensitive and complementary to its context.  | Noted.  |
| 131     |   |                     | <u>Noise and Vibration</u><br>MAAS requests ongoing engagement and consultation during planning and construction phases to ensure potential subsidence or structural damage to sensitive heritage structures on the Sydney Observatory site are mitigated to the greatest extent possible.   | Noted. Appropriate engagement and consultation would occur in the development of the detailed Construction Management Plan for the works. This would typically form a condition of consent and could specifically refer to the need to consult and address potential impacts upon the Sydney Observatory site.  |
| 132     |   |                     | <u>Dust</u><br>MAAS requests ongoing consultation in the planning and construction phases to ensure impacts from demolition  | Noted.  |

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|         |      |      | and construction dust and particulate matter on Sydney Observatory heritage fabric, particularly the functioning of sensitive heritage telescope machinery, is mitigated to the greatest extent possible.  |          |
| 133     |      |      | <u>Light Spill</u><br>MAAS requests ongoing consultation and engagement with the design team in the detailed design phase to ensure light spill impacts on Observatory astronomical operations is minimised.   | Noted.   |
| 134     |      |      | <u>Traffic Management and Pedestrian Safety</u><br>MAAS is concerned that construction traffic will exacerbate the already challenging traffic conditions in the Observatory Hill precinct, and requests ongoing consultation during planning and construction to ensure impacts on the general public and visitors to the Observatory and other institutions in the Precinct can be minimised.  | Noted.   |
| 135     |      |      | <u>Heritage</u><br>MAAS commends the efforts of the project team in considering and respecting the heritage values of heritage items in the Observatory Hill Precinct, including Sydney Observatory, in developing the concept design.<br><br>MAAS strongly supports the intention to restore and adaptively reuse the Met Building and Messengers Cottage as part of the development.<br><br>MAAS requests engagement and information exchange, and offers its expertise wherever it may be of use, during the research, documentation and restoration of the heritage buildings, and recognise that these works may provide useful insights for our ongoing conservation and planned restoration works on the Sydney Observatory site. | Noted.   |

**Public Submissions**

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| 136 | Nick Vondras | Comments | The Millers Point area is in need of expanded sports facilities. The FSPS redevelopment represents an opportunity to provide additional sporting facilities such as a basketball court. It would need to be safe and open only during the day to prevent loitering. | Community use of school facilities is a mandatory consideration under clause 35(6)(b) of the <i>State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017</i> (Education SEPP), the key planning policy applying to educational establishments. Therefore, community use of school facilities is both required and encouraged under the Education SEPP.<br><br>As such, the community use of school facilities forms part of the proposed operation of the school. Selected facilities, including but not necessarily limited to |
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|         |               |          |  | <p>the communal hall, library and outside areas may be operated outside of standard school hours on a 'user pays' basis.</p> <p>Any community use of the school's facilities outside of hours would be managed to ensure the safety of users, and the security of the school.</p>   |
| 137     | Glyn Williams | Objects  | Objection from parent of Year 1 student – The relocation to alternative premises should commence at the start of the 2021 school year to account for the disruption to routine and current transitioning back to physical teaching as a result of COVID-19.  | <p>Approval has now been granted for the temporary school at Wentworth Park. Currently, the plan is to relocate the school to Wentworth Park in the later part of Term 3, 2020.</p> <p>The relocation of students will be carefully managed to minimise any disruption or inconvenience to students, parents and staff.</p>   |
| 138     | Graeme King   | Comments | Comment from Planner/Heritage Consultant – The current proposal proposes additions that overwhelm the existing school heritage building and does not give enough regard to the heritage significance of the item and its architect. The HIS does not provide independent assessment of heritage impacts. A wholly independent and unbiased heritage assessment of the proposal is requested before conditioned approval. | <p>The site has a complex and multi-layered heritage significance and values, which need to be addressed not just as individual items, but also as a whole site, requiring a strategic approach to consideration of the heritage opportunities and impacts presented by the redevelopment of the site.</p> <p>The SINSW project brief required a design to increase school capacity to 550 students (and corresponding architectural floor space to meet this). The FJMT design therefore responds to this requirement, and the HIS assesses the preferred solution reached with respect to this parameter. The strategic decision was made to focus additions and alterations on the 1940s purpose-built school building, reducing physical intervention and impact to other heritage items and State significant archaeology as much as possible. On balance, this was determined to be the best option of those explored via the master planning process, with the highest ability to reduce the overall impact to the holistic heritage values of the site.</p> <p>As explained on page 201 of the HIS:</p> <p><i>“the preferred design for the FSPS Expansion has been reached via an exhaustive process of analysis of all possible options for the site- from which the current design has been identified as the option for the site that will present the smallest impacts to the heritage fabric, views and wider significance of the site”</i></p> <p>Additional justification about selection of the 1940s school building as having greater tolerance for change than other heritage items (MET, Messengers Cottage) on the site (page 201):</p> <p><i>“In order to meet the SI brief and EFSG requirements for the development, sensitive modifications and additions to the Fort Street Public School building (constructed as a purpose-built public school building) are considered to be appropriate and preferential from a heritage perspective - rather than incur additional heritage impact to other heritage items not originally constructed as school buildings, or potential sub-surface archaeological resources present within the site. The proposed additions and alterations to the FSPS main building will</i></p> |

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|         |               |         |   | <p>facilitate the continuing use of the building for the school, of which adaptation is necessary to meet current educational requirements, guidelines and needs.”</p> <p>And on page 201-202:</p> <p><i>“The proposed modifications and additions to the FSPS Building will retain the readability of its 1940s architecture, which, while exemplary at the time of its construction, is suitable for the application of evolving modifications as required by the needs of school. The sensitive adaptation of the school building will in this way serve as a heritage best practice example for ways in which the ongoing improvement and evolution of purpose-specific school buildings from this era can be applied to meet with modern educational standards, ensuring continuity of use as a public school, with facilities capable of delivery high quality education.”</i></p> <p>And page 202:</p> <p><i>“The final iteration of this design process (as discussed in this HIS) is considered to be the best possible design option to reduce and/or balance heritage impacts, while meeting all of SI requirements to guarantee viability of the development. The identified heritage impacts will be offset and mitigated through careful detailed design (i.e. materiality and colour), heritage interpretation and archaeological investigation.”</i></p> |
| 139     | Kelvin Lister | Objects | Comment from parent – opposed to the proposed relocation of the school to Ultimo as it is outside the school catchment and will add travel time and inconvenience to attendance of school events. Other relocation options such as Abraham Mott Hall, the National Trust buildings and surrounding land should be considered. | <p>Noted. Approval has now been granted for the temporary school at Wentworth Park. Currently, the plan is to relocate the school to Wentworth Park in the later part of Term 3, 2020.</p> <p>The relocation of students will be carefully managed to minimise any disruption or inconvenience to students, parents and staff.</p>   |
| 140     | Anne Keating  | Objects | Comment from resident on Kent Street – objection to height of proposed buildings and visual impact on view lines. Impact to view lines is not considered low-moderate from the Agar Steps and the Harbour Bridge to the Casino.   | <p>The bulk, density and scale of the proposal has been subject to a rigorous design process, including extensive consultation with the State Design Review Panel.</p> <p>The height of the proposal has been informed by the scale of the existing heritage buildings on the site, being the FSPS Building (two storeys), the Met Building (three storeys), and the Messenger’s Cottage (single storey). Key issues that have been considered in the massing of the buildings include:</p> <ul style="list-style-type: none"> <li>• Minimising impacts on key views from important vantage points;</li> <li>• Views through the site, enabling connections to the wider precinct;</li> <li>• The dimensions and scale of the existing buildings informing the scale of new built form;</li> <li>• Minimisation of disruption to archaeology; and</li> <li>• Minimisation of excavation.</li> </ul>  |

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|         |      |      |   | <p>During the initial design phase, the site massing height was capped at three storeys, responding to a datum set by the existing Met Building. Although the overall density of the site has increased, the height of the proposed buildings do not fundamentally change the scale of the site – the new school still maintains a low-scale and distributed built form.</p> <p>In conclusion:</p> <ul style="list-style-type: none"> <li>• The overall bulk and scale of the development is largely reflective of the scale of the existing heritage buildings that have been maintained;</li> <li>• Each individual building has been carefully designed to respond to any datum set by the existing buildings, as well as any gaps or separation created by the layout of the existing buildings;</li> <li>• Although there has been a height increase across parts of the site, no building exceeds the height of the existing Met Building, and the development does not represent a significant change to the scale of development on the site; and</li> <li>• The location of the proposed built form has responded directly to feedback from the State Design Review Panel, including feedback in relation to the eastern setback of buildings.</li> </ul> |
| 141     |      |      | Objection to the proposed light colour of the buildings. They should instead blend with existing colours of the precinct. | <p>The proposed materials have been selected to be functional, durable, economical, sustainable and complementary to the existing palette of masonry (rendered and face brickwork), sandstone and painted timber.</p> <p>The selected colours reference both the existing built forms and the landscape, and are considered appropriate for the context of the site and its surrounds.</p>   |
| 142     |      |      | Crowded architecture will adversely impact the historical school precinct. The school should relocate instead.            | <p>The proposed site layout and building configuration have been developed through many rounds of iterative testing, in response to feedback from both the State Design Review Panel and an external Stakeholder Working Group.</p> <p>An initial options study was prepared by FJMT, which explored a range of potential massing options, typologies and building configurations. These options were reviewed internally and externally before a final option was selected for SSDA.</p> <p>The building layout the subject of this application was driven by several key factors, including:</p> <ul style="list-style-type: none"> <li>• <b>Archaeology:</b> It was important that the buildings be able to accommodate any archaeological discoveries on site – as such, the substructure can be relocated or can span over archaeology as required.</li> <li>• <b>Views:</b> Views through the site were considered to be important, including views through and around the buildings – the State Design Review Panel noted the importance of “views from and between the buildings to and from the surrounding hill-top”. This has led to the creation of a campus-style</li> </ul>  |



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|         |  |          |  | <p>development, incorporating a series of interconnected courtyards and interstitial spaces.</p> <ul style="list-style-type: none"> <li>• <b>Heritage:</b> The State Design Review Panel considered views to the Messenger’s Cottage to be important, noting that options should not “diminish the expression, visual prominence and heritage interpretive value of the cottage building, existing trees and the hill line”. This led to the area east of the Messenger’s Cottage and around the fig tree being kept clear of any significant built form. It is also noted that the buildings acknowledge and respect the scale and layout of the existing Met Building and Messenger’s Cottage, and maintain view lines that are created by spaces between the existing buildings.</li> <li>• <b>Landscape:</b> The State Design Review Panel also noted that development should “acknowledge and respond to the curtilage line of existing trees”. The proposed building line responds to and respects the notional curtilage created by the trees east of the Observatory, the fig tree on the site, and the landscaping east of the National Trust building.</li> <li>• <b>Constructability and access:</b> Given the constrained site, limiting the sizes of structural members and building elements was considered in the design. These considerations led the development of a building layout that is best characterised as a series of interconnected buildings and open spaces, creating a campus-style school that simultaneously fosters a sense of openness and connectedness.</li> </ul> <p>Based on these considerations, the layout, configuration and density of the proposed school buildings is considered appropriate.</p> |
| 143     |  |          | No new development on the school site should occur until Cahill Cut is covered.  | The covering of the Cahill Cut is beyond the scope of the project. However, the design does not preclude this from happening in the future.   |
| 144     | Name Withheld 1  | Comments | Comment from an Archaeologist – SEARS should include the preparation of a historical archaeological assessment by a qualified and experience Historical Archaeologist as there is very significant archaeological resource remaining across the site.  | The HIS, which accompanied the EIS, included an archaeological assessment from page 79. A Historical Archaeological Test Excavation was conducted, revealing the presence of substantial evidence of the Surgeon’s House brick footings. The test excavation also revealed potentially intact soil profiles in some areas demonstrating potential for archaeological remains to be present in areas surrounding the EEC and adjacent to the Messenger’s Cottage. In other areas, the test excavation revealed substantial modern truncation of the soil profile at the crest of the site and the extensive nature of construction disturbance around the main FSPS building.  |
| 145     | Vittoria Brescia<br>Name Withheld 2<br>Name Withheld 3 | Comments | Resident of Millers Point – Safety concerns for people walking to/from work, tourists, residents, children at pick-up/drop-off points and older residents as a result of planned cycleway diversion along Kent Street. Streets will become congested and cars are parked along Kent Street, forcing bike riders to move to footpaths causing more safety concerns. Cars exiting Observatory Tower, | Refer to responses above and in the covering Response to Submissions Reports.   |

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|         | (Three pro-forma submissions)                         |          | The Georgia, and Highgate would be unable to see a speeding bike quickly enough to stop. Increased cyclists may also pose risk to Langham Hotel, Fire Station and retail outlets. The diversion will be hard to police and may result in numerous altercations with pedestrians.  |  |
| 146     |   |          | The Traffic Committee of the MP CRAG is already investigating alternative solutions to the above issue. A meeting between the Traffic Committee and the applicant is requested.   | SINSW is open to ongoing consultation with the Traffic Committee. However, as noted above, the delivery of the cycleway is outside of SINSW's control.   |
| 147     | Margaret Wright – Chair, Observatory Strata Committee | Objects  | Safety concerns for people walking to/from work, tourists, residents, children at pick-up/drop-off points and older residents as a result of planned cycleway diversion along Kent Street. Streets will become congested and cars are parked along Kent Street, forcing bike riders to move to footpaths causing more safety concerns. Cars exiting Observatory Tower, The Georgia, and Highgate would be unable to see a speeding bike quickly enough to stop. Increased cyclists may also pose risk to Langham Hotel, Fire Station and retail outlets. The diversion will be hard to police and may result in numerous altercations with pedestrians. | Refer to responses above and in the covering Response to Submissions Reports.  |
| 148     |   |          | The cycleway must be completed before the main work on the school commences.  | Refer to comments above. Funding and timing of these works is currently unknown, and SINSW is not responsible for the delivery of the cycleway. It is likely that construction works on FSPS will proceed ahead of the cycleway, however there may be a period of concurrent construction.   |
| 149     |   |          | A meeting is requested between the Traffic Committee and key decision makers to agree a practical solution that achieves the overall objectives with least disruption.  | SINSW is open to ongoing consultation with the Traffic Committee. However, as noted above, the delivery of the cycleway is outside of SINSW's control.   |
| L1      | Highgate Owners Corporation Strata Plan 49822         | Comments | The proposed plan demonstrates an overdevelopment of the site to accommodate an excessive number of students that will have serious negative impacts on the children enrolled at the school and the local community. The compromises required to accommodate excessive student numbers are unacceptable to both the school and local communities.   | <p>Refer to responses above. There is a demonstrated demand for student enrolments within the catchment of FSPS and the broader Inner-Sydney Primary School Community Group (SCG). FSPS is best placed to accommodate this growth due to its strategic location, separation from neighbouring uses and the proximity to existing and future public transport.</p> <p>It is considered that the proposed development achieves a balance between the need to increase capacity at FSPS, whilst respecting the site's constraints and minimising any adverse impacts on the surrounding community.</p> <p>In this regard, the proposal is acceptable with respect to matters such as heritage, archaeology, visual impacts, built form, traffic and noise. Therefore, the scale of development and number of students to be accommodated on the site is considered appropriate.</p> |

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| L2      |      |      | The National Trust office should be relocated to provide additional accommodation and outdoor space for the school. This would also provide additional entry points to the school, significantly reducing hazards on the conflicted pedestrian/cyclist shared pathway along the Western Distributor, and improving safety.   | The National Trust building is outside of the site, and is not under the ownership or control of SINSW. Therefore, relocation of the National Trust and expansion of the school into the National Trust building is not possible. |
| L3      |      |      | <p><u>Current circumstances of Kent Street</u><br/> Kent Street is a relatively narrow two-way main thoroughfare intersected by several pedestrian crossings and offering a small number of loading zones for deliveries that compete with short-term visitor parking for residents and businesses. The available spaces are currently insufficient to meet these local needs. The street provides access to the Harbour Bridge and is busy during peak periods. Cars already queue for the Bridge, often blocking access to the Observatory Towers residential garage. The zone between High Street and the Bridge access simultaneously accommodates the pedestrian crossing, cars crossing traffic for access to the Bridge and Kent Street south from the Highgate and the Georgia resident garages, and those from the resident garages of several buildings in Jenkins Street, entering Kent Street via Gas Lane. Both vehicular and pedestrian traffic in this area are also increasing due to the Barangaroo developments.</p> | Noted.  |
| L4      |      |      | <p><u>Cycleway Diversion</u><br/> The current shared access of pedestrians and cyclists along the footpath leading to the school entrance creates issues of safety for children. This issue has not been adequately addressed in the Development Application proposal.</p>   | Refer to responses above and in the covering Response to Submissions Reports.   |
| L5      |      |      | The FSPSP&C submission proposes the diversion of cyclists along Kent Street to become the permanent cycleway to resolve this issue. However, this is an intolerable solution, as explicated in the submission of the MPRAG. We support the MPRAG and the Honourable Alex Greenwich, Minister for Transport and Roads; that the realignment of the cycleway be undertaken prior to development of the school in place of a temporary diversion that places unacceptable increased safety hazards due to conflict between cyclists, vehicles, and pedestrians, particularly children.  | Refer to responses above and in the covering Response to Submissions Reports.   |

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| L6      |                 |          | <p>Access routes for heavy construction vehicles</p> <p>Diversion of construction vehicles along a narrow street, such as Kent Street, would markedly increase traffic congestion and noise, dust, and diesel emission pollution for hundreds of residents and businesses, and compromise the safety of road and footpath users. This proposal comes amidst sustained dust and noise pollution from the construction of Barangaroo, particularly for those on the western side of Kent Street, and is unacceptable to the community. The Development Application does not address the serious impacts of increased traffic along this route made up primarily of heavy vehicles.</p> | <p>Refer to Section 6.3.3 of the Updated Construction Management Plan prepared by Lendlease (<b>Appendix C</b>) for further analysis of truck movements during each construction phase, as well as updated truck arrival and departure route maps.</p> <p>Truck arrival and departure will be focussed on the western side of the Sydney CBD. Truck arrival routes will utilise Sussex Street, Kent Street and Clarence Street. Truck departure routes will mainly utilise Sussex Street. Further development of suitable routes will occur in consultation with the Sydney Coordination Office as the project planning develops.</p> <p>Regarding noise, the main contractor would be required to evaluate potential noise impacts and appropriately manage impacts either through physical mitigation measures or managing frequency of movements to and from site.</p> |
| L7      |                 |          | <p><u>School Drop Off Zones</u></p> <p>Highgate does not support the proposal of the MPCRAG to create a school drop-off point adjacent to the Glover Cottages on Kent Street. Kent Street is unable to safely accommodate a drop-off point for students, due to the limited potential parking space available. The current parking is inadequate to meet current needs and removal of any spaces is highly problematic.</p>  | Noted.  |
| L8      |                 |          | <p>There is a valid alternative for Hickson Road to provide a school drop off zone with access to the Agar Steps via lifts installed adjacent to the current High Steps. This would provide access to the school via High Street, Kent Street, and the Agar Steps. It would also provide access for students arriving at the Barangaroo Station when completed in 2024.</p>  | <p>The route outlined would indeed be used to access the new Barangaroo Metro Station.</p> <p>However, a drop-off and pick-up area on Hickson Road at this location is not feasible due to the distance from the school, making management and safety of students difficult to guarantee. Additionally, Hickson Road's final configuration proposed in the Barangaroo Metro and Central developments mean that a drop-off and pick-up area located here is not possible.</p>  |
| L9      | Name Withheld_4 | Comments | <p><u>Height of the completed buildings</u></p> <p>Page 75 the proposal states: "No building will be higher than the existing Meteorological building". The submitter is pleased with this limited height but would like the proposal to define which item of the existing building would be considered to be the measuring point/height.</p>  | <p>Noted. The maximum height of the existing Met Building has been measured from the top of the brickwork balustrades.</p> <p>It is noted that whilst the quoted statement is generally correct, the top of the Building D stair addition is taller than the Met Building in numerical RL terms, but it is only applicable for this minor and subordinate portion.</p>  |
| L10     |                 |          | <p><u>Dark Metal Roofing</u></p> <p>The submitters are pleased with the selection for the roof which will give the development a reserved and comfortable presence in this historical precinct, and relate well with the existing brickwork to be retained.</p> <p>The other colours and materials seemed to carry on this principle as noted on page 83, with the proposal by Curio Projects. The submitters are pleased the Consultants are</p>  | Noted.  |

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|         |                                     |          | showing a sensitive and comfortable approach to product the best vibe for the future students and staff while the neighbours will be very satisfied with the visual balance of old buildings being refurbished, new buildings marrying with old, and the most effective amount of landscape keeping the major trees and other plantings where possible.   |   |
| L11     |                                     |          | The submitters note on page 73, the proposal states: "Reflectivity shall not exceed 2%"<br>Together with the selection of dark warm natural colours for the building elements a low reflectivity is well appreciated.   | Noted.  |
| L12     | Emanuel Tabone, Axis Building Group | Comments | Front and foremost should be the safety of the public walking to or from work, tourists, and residents, especially children attending the school. The planned diversion of cycle traffic from the current cycle path entering and coming off the Harbor Bridge to the Kent Street underpass, is a critical aspect of the OH&S plan that needs careful reconsideration. The temporary diversion solution is an accident waiting to happen.   | Refer to responses above and in the covering Response to Submissions Reports. |
| L13     |                                     |          | Safety concerns for people walking to/from work, tourists, residents, children at pick-up/drop-off points and older residents as a result of planned cycleway diversion along Kent Street. Streets will become congested and cars are parked along Kent Street, forcing bike riders to move to footpaths causing more safety concerns. Cars exiting Observatory Tower, The Georgia, and Highgate would be unable to see a speeding bike quickly enough to stop. Increased cyclists may also pose risk to Langham Hotel, Fire Station and retail outlets. The diversion will be hard to police and may result in numerous altercations with pedestrians. | Refer to responses above and in the covering Response to Submissions Reports. |
| L14     |                                     |          | The cycleway must be completed before the main work on the school commences.  | Refer to responses above and in the covering Response to Submissions Reports. |
| L15     |                                     |          | A meeting is requested between the Traffic Committee and key decision makers to agree a practical solution that achieves the overall objectives with least disruption.  | Refer to responses above and in the covering Response to Submissions Reports. |
| L16     | Name Withheld_5 - The Georgia       | Comments | Safety concerns for people walking to/from work, tourists, residents, children at pick-up/drop-off points and older residents as a result of planned cycleway diversion along Kent Street. Streets will become congested and cars are parked along Kent Street, forcing bike riders to move to  | Refer to responses above and in the covering Response to Submissions Reports. |

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|   |                 |          | footpaths causing more safety concerns. Cars exiting Observatory Tower, The Georgia, and Highgate would be unable to see a speeding bike quickly enough to stop. Increased cyclists may also pose risk to Langham Hotel, Fire Station and retail outlets. The diversion will be hard to police and may result in numerous altercations with pedestrians.   |  |
| L17   |                 |          | A meeting is requested between the Traffic Committee and key decision makers to agree a practical solution that achieves the overall objectives with least disruption.   | Refer to responses above and in the covering Response to Submissions Reports.  |
| L18   | Name Withhled_6 | Objects  | The submitter would like to object to the proposal to have a temporary cycleway along Kent St Millers Point. This would involve losing many car parking spaces and would cause chaos to busy afternoon traffic in Kent St going towards the Harbour Bridge entry. There is already a premium on parking due to Barangaroo development and Car Share spaces. The City of Sydney have allowed 5000 to live in this street and need to consider their daily movement. If the cyclists went under the highway tunnel and along Cumberland which carries little traffic, it would be much safer. They would have to cross at York St to be right at Kent St Bicycle track towards the Town Hall. There is a possibility of some being able to divert across town. | The route identified along Cumberland Street is noted as an alternative route for pedestrians, however it is not suitable for cyclists due to the need to cross York and Grosvenor Streets and walk the bicycle through the pedestrian area of Cumberland Street, which is comprises about half the diversion route. |
| <b>EPA Air Quality Advice – Late Submission</b> |                 |          |  |  |
| AQ1   | EPA             | Comments | The site has operated as a school since 1849 and currently has around 200 students.  | Noted.   |
| AQ2   |                 |          | The proposal involves redevelopment for the same land-use with an increased number of students.  | Noted.   |
| AQ3   |                 |          | Given the scale and nature of the construction, in the absence of any special risk factors such as contaminated land remediation, construction related emissions should be readily manageable using standard dust suppression techniques and good housekeeping.  | Noted.   |
| AQ4   |                 |          | The operation of the site is not expected to result in significant emissions.  | Noted.   |
| AQ5   |                 |          | The dominant emission source in the vicinity, on road vehicle emissions, will not change as a result of the project.   | Noted.   |

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| AQ6     |      |      | On-road vehicle emissions are regulated via existing Commonwealth requirements, including Australian Design Rules (ADRs) and national fuel quality standards.   | Noted.  |
| AQ7     |      |      | Based on the above, risks presented from the proposed development are unlikely to appreciably increase for any individual student, compared with the current case.  | Noted.  |
| AQ8     |      |      | <p>Notwithstanding, to ensure that exposure to air pollution resulting from the proposal is minimised, the proponent should consider information and guidance published in Development near rail corridors and busy roads – interim guideline (DoP, 2008) or as updated.</p> <p><a href="https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/planning-principles/guideto-infrastructure-development-near-rail-corridors-busy-roads.pdf">https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/planning-principles/guideto-infrastructure-development-near-rail-corridors-busy-roads.pdf</a></p> | <p>Noted. Whilst the Development Near Rail Corridors and Busy Roads Guideline has not been referenced in the exhibited Air Quality Assessment, the fundamental recommendations have already been considered in the development of the design so far. The main design considerations in relation to minimising air quality impact, in the guideline, are:</p> <ol style="list-style-type: none"> <li>1) Outdoor air circulation – do not create canyons due to building geometry which could trap pollutants;</li> <li>2) Drop off in emissions and therefore ground level pollutant concentrations with distance from the road;</li> <li>3) Investigating ventilation system options to improve air quality; and</li> <li>4) Using vegetative screening, barriers and landscaping to maintain local air quality ambient.</li> </ol> <p>These were all considered during the schematic design, as noted in Section 6.1 of the exhibited Air Quality Assessment. Given the constraints of the site, building geometry and locations of teaching spaces and outdoor play areas, where staff and students would spend much of their time, were investigated heavily and optimised throughout the design process. A mechanical ventilation system including filtration has been included in the design, this assists with improving indoor air quality. In addition, while the role of vegetation is not discussed in the exhibited Air Quality Assessment, vegetation and landscaping has also been included in the design, this forms a vegetative boundary between the Cahill Expressway/Western Distributor Road and the proposed development.</p> |